

# EXHIBIT A

Item 1. Initial Study Plan

Item 2. Fire Site Plan

Item 3. Approved Plan

Item 4. Landscaping Plan

Item 5. Appeal Hearing Plan

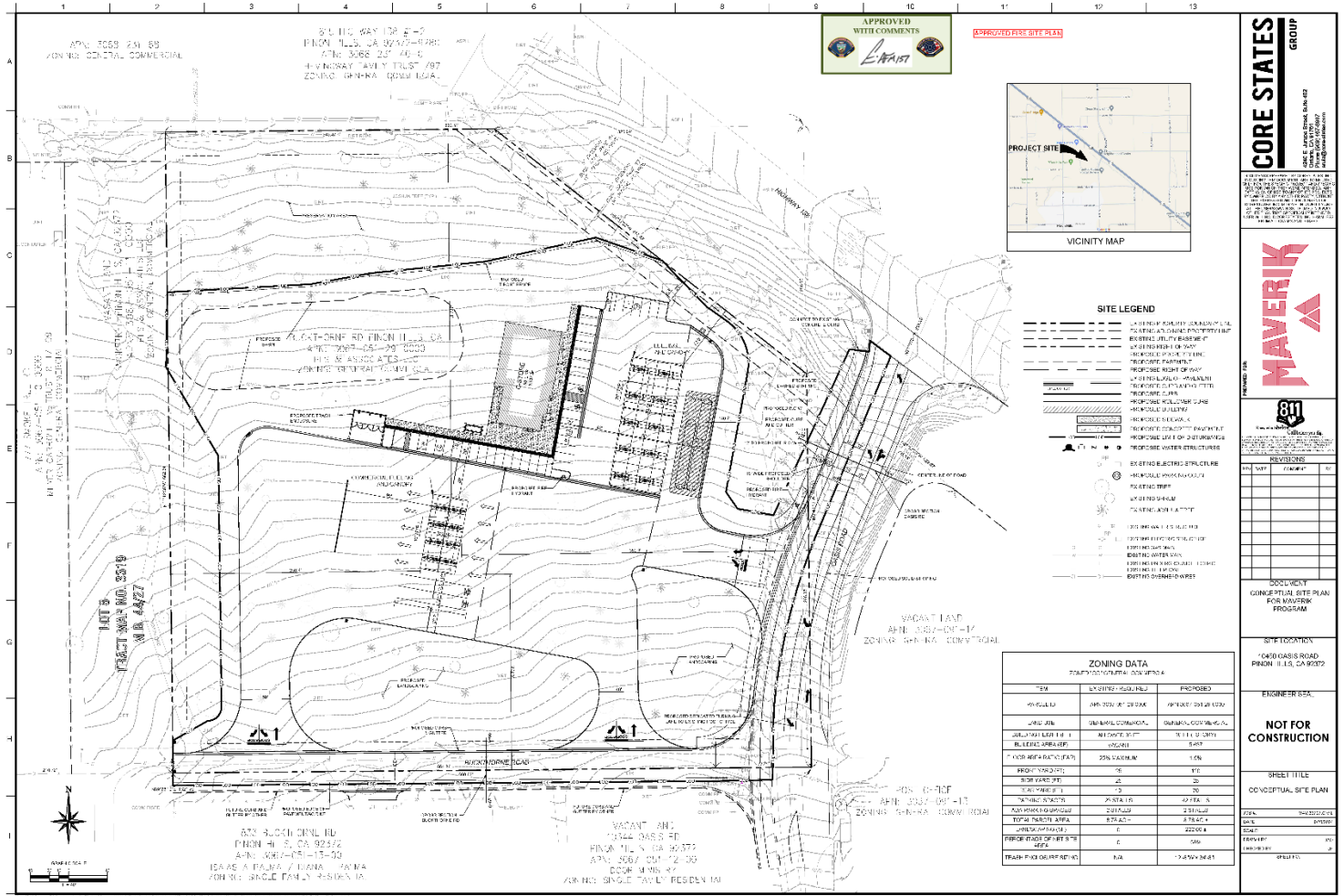
Item 6. Traffic Division Plan

Item 7. TJW Engineering VMT Screening Memo Site Map àAê

Item 8. TJW Engineering VMT Screening Memo Site Map èBê

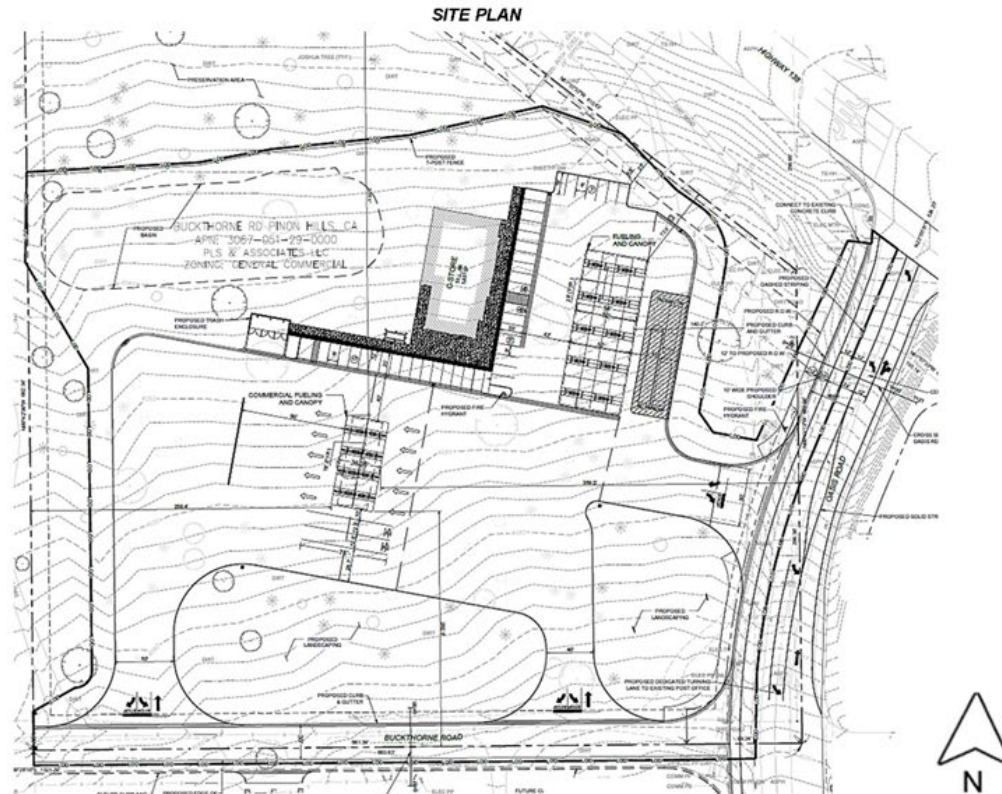
1. Initial Study Plan (April 15, 2025)





Used in the Staff Report. Wider driveways and different circulation. Not the plan used in the Initial Study.

3. Approved Plan (December 11, 2025)



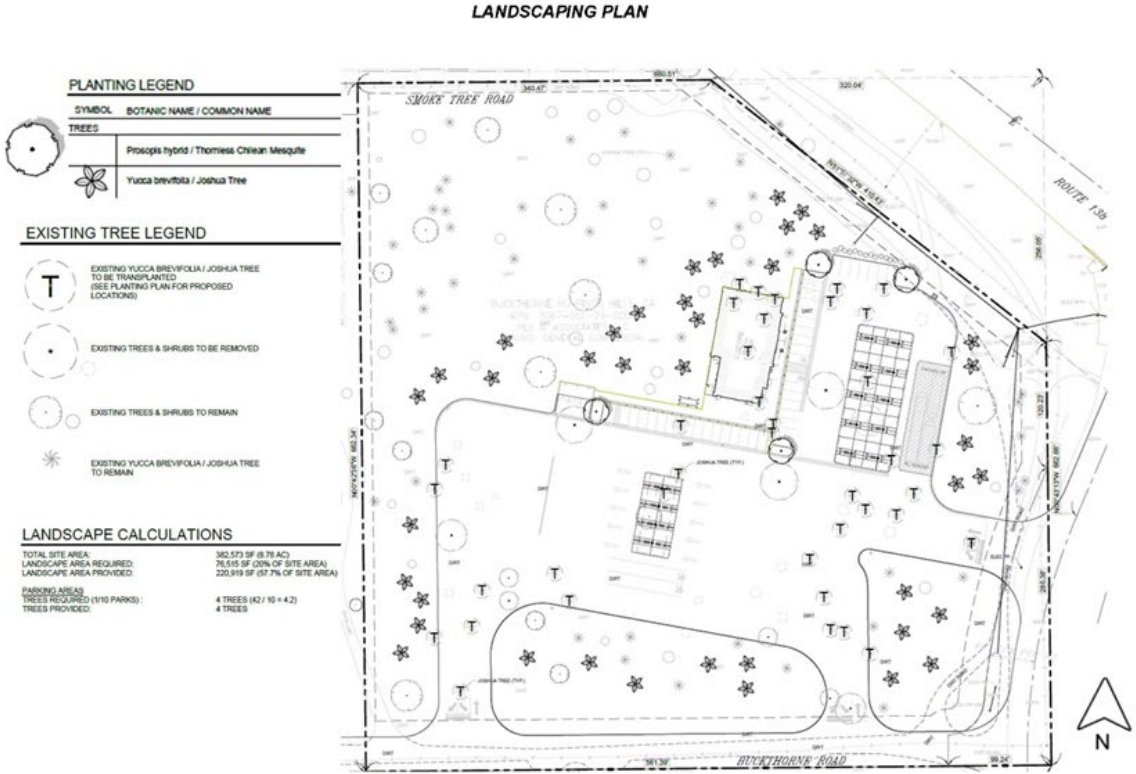
The only legally approved plan. Matches the Staff Report geometry. Not used in the Initial Study or Traffic Division review.

**4. The northern 50feet +/- of the site is not shown of the Approved Site Plan. Can't see north boundary**

**Or adjacent property to the north or State Highway 138**

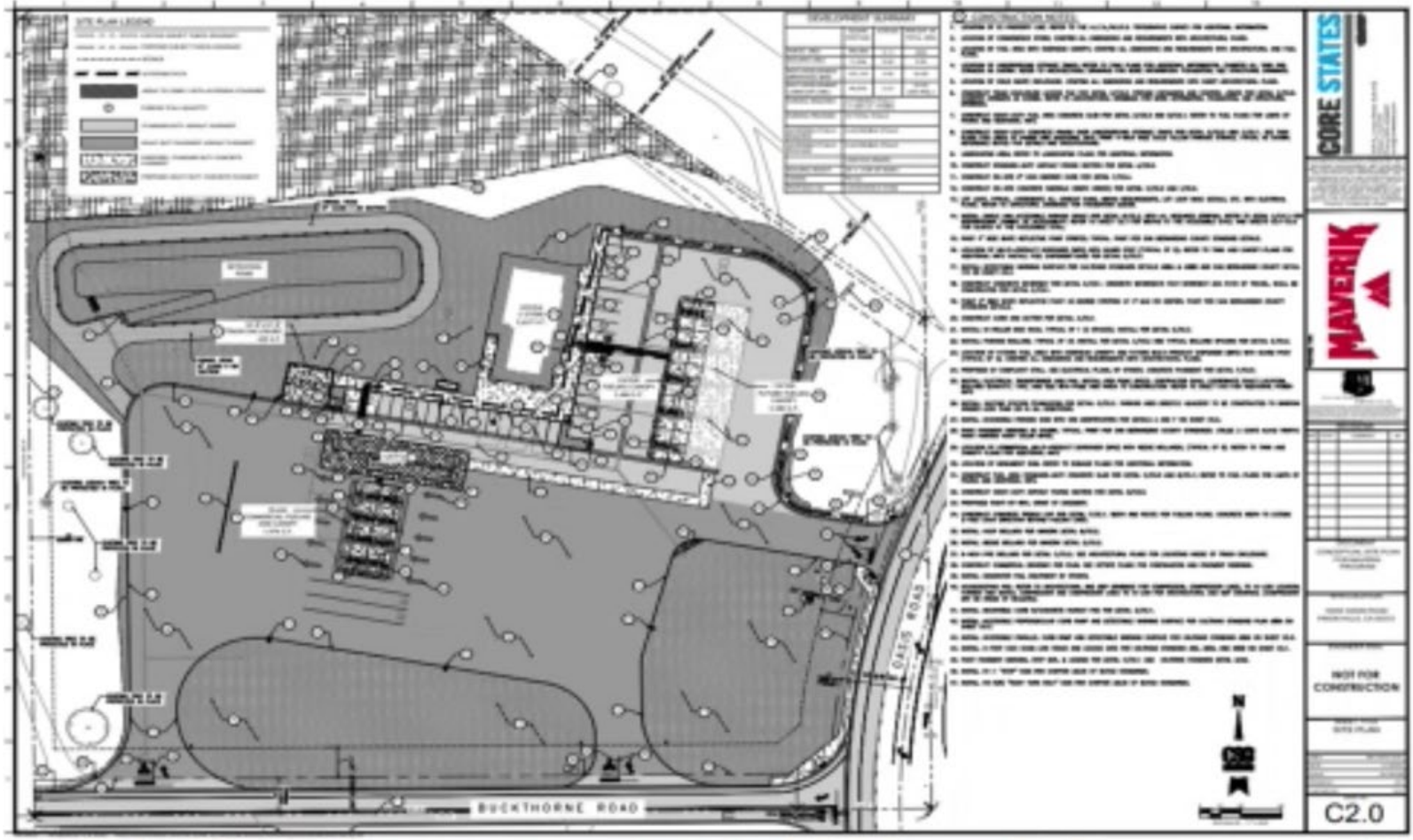
# 4. Landscaping Plan

PROJ-2024-00030 / APN 3067-051-29  
 Zoning Administrator Staff Report  
 December 11, 2025



Included in the Staff Report packet. Shows different parking counts and island geometry. Does not match the approved plan.

# 5. Appeal-Hearing Plan

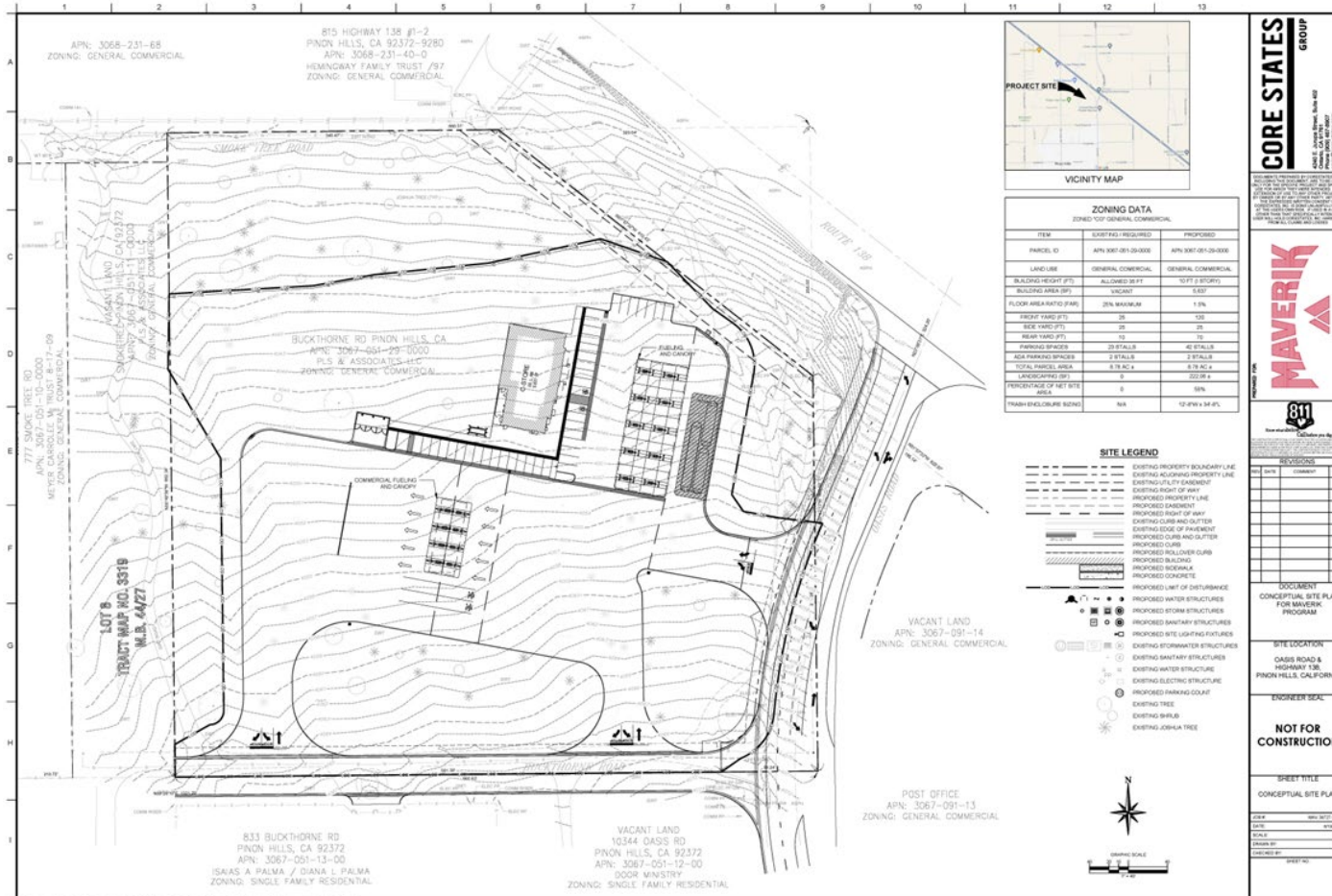


Introduced for the first time at the appeal. Never circulated, never analyzed, never approved. Contains geometry inconsistent with all prior plans.

6. Traffic Division Plan (November 10, 2025)







Site Plan 8 is not consistent with the approved site plan. It is not complete, no dimensions & missing labels so it is not possible to compare it with the approved site plan.



**TJW ENGINEERING, INC.**  
TRAFFIC ENGINEERING &  
TRANSPORTATION PLANNING  
CONSULTANTS

August 19, 2024

Mr. Jeremy Johnson  
COUNTY OF SAN BERNARDINO  
825 East Third Street  
San Bernardino, CA 92415

**SUBJECT:      Maverik Fueling Station Vehicle Miles Traveled Screening, City of Pinon Hills**

Dear Mr. Johnson,

*TJW Engineering, Inc. (TJW) is pleased to submit this Vehicle Miles Traveled (VMT) Screening Analysis for the proposed Maverik Fueling Station in the City of Pinon Hills, California. The purpose of this memorandum is to evaluate the need to prepare a VMT analysis for the proposed project based on the Governor's Office of Planning and Research (OPR) 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Technical Advisory) (December 2018) and the San Bernardino County Transportation Authority (SBCTA) Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (SBCTA Guidelines) (February 2020).*

#### [Project Description](#)

The proposed project includes a gasoline station with twenty (20) pumps for standard passenger vehicles, five (5) diesel fueling pumps for trucks, and a 5,637 square foot convenience store. Site access is planned via one right in/out driveway off Oasis Road and two full access driveways off Buckthorne Road. A site plan is attached for reference.

#### [Vehicle Miles Traveled \(VMT\) Screening](#)

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified VMT as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28<sup>th</sup>, 2018, with an implementation date of July 1<sup>st</sup>, 2020, as the new metric.

#### [OPR Technical Advisory on Evaluating Transportation Impacts in CEQA](#)

The OPR Technical Advisory and the CEQA Guidelines Section 15064.3(a) states "For the purposes of this section, 'vehicle miles traveled' refers to the amount of distance of automobile travel attributable to a

project.” Here, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Additionally, the emissions and energy impacts of heavy-duty trucks are already regulated under other programs, such as the federal Clean Air Act. VMT analysis is intended to facilitate infill development and reduce passenger car emissions, and not to hinder goods movement and production requiring the use of heavy-duty trucks. Thus, per state guidance and regulations, heavy-duty truck VMT need not be included in VMT analysis. As the five (5) diesel fueling pumps of the proposed project will be exclusively for heavy-duty diesel trucks, the diesel fueling portion of the project screens out from a formal VMT analysis.

### SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment

The SBCTA Guidelines provide direction on CEQA analysis, including screening criteria and requirements for VMT assessment of land use projects. The screening criteria categories consist of transit priority area screening, low VMT area, and project-type screening. The applicability of each of those screening criteria to the project is described below.

#### *Transit Priority Area (TPA) Screening*

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor.

The SBCTA VMT Screening Tool was utilized and found that the proposed project is not located within a TPA and, therefore, does not meet the TPA screening criteria.

#### *Low VMT Area Screening*

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the SBCTA area, the SBTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

To identify if the project is in a low VMT-generating area, the analyst may review the SBCTA screening tool and apply the appropriate threshold (identified later in this chapter) within the tool. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use within that

TAZ and use professional judgement that there is nothing unique about the project that would otherwise be mis-represented utilizing the data from the travel demand model.

The SBCTA VMT Screening Tool was utilized and found that the proposed project is not in a low VMT TAZ and, therefore, does not meet the low VMT area screening criteria.

### *Project-Type Screening*

The project is presumed to have a less than significant impact if it adheres to the following criteria:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily vehicle trips

As a local-serving gas station, the project satisfies the project-type screening criteria.

Summary


This memorandum evaluates the need to prepare a VMT analysis for the proposed project. The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA indicates that heavy duty truck VMT need not be included in VMT analysis. The San Bernardino County Transportation Authority Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment indicate that local-serving gas stations may be presumed to have a less than significant VMT impact. As the proposed project consists of heavy-duty truck uses and satisfies project-type criteria, the project is exempt from further VMT analysis.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



Thomas Wheat, PE, TE  
Principal Engineer  
Registered Civil Engineer #69467  
Registered Traffic Engineer #2565



David Chew, PTP  
Transportation Planner



Travis Yokota  
Assistant Transportation Planner



APN: 3068-231-68  
ZONING: GENERAL COMMERCIAL

815 HIGHWAY 138 #1-2  
PINON HILLS, CA 92372-9280  
APN: 3068-231-40-0  
HEMINGWAY FAMILY TRUST /97  
ZONING: GENERAL COMMERCIAL

BUCKTHORNE RD PINON HILLS, CA  
APN: 3067-051-29-0000  
PLS & ASSOCIATES LLC  
ZONING: GENERAL COMMERCIAL

777 SMOKE TREE RD  
APN: 3067-051-10-0000  
MEYER CARROLLEE M TRUST 8-17-09  
ZONING: GENERAL COMMERCIAL

LOT 8  
TRACT MAP NO. 3319  
M.B. 44/27

833 BUCKTHORNE RD  
PINON HILLS, CA 92372  
APN: 3067-051-13-00  
ISAIAS A PALMA / DIANA L PALMA  
ZONING: SINGLE FAMILY RESIDENTIAL

VACANT LAND  
10344 OASIS RD  
PINON HILLS, CA 92372  
APN: 3067-051-12-00  
DOOR MINISTRY  
ZONING: SINGLE FAMILY RESIDENTIAL

VACANT LAND  
APN: 3067-091-14  
ZONING: GENERAL COMMERCIAL

POST OFFICE  
APN: 3067-091-13  
ZONING: GENERAL COMMERCIAL

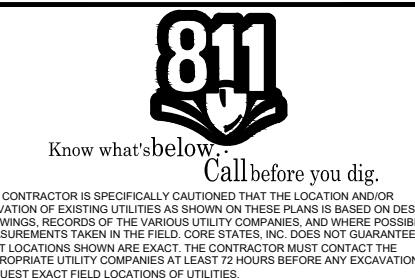
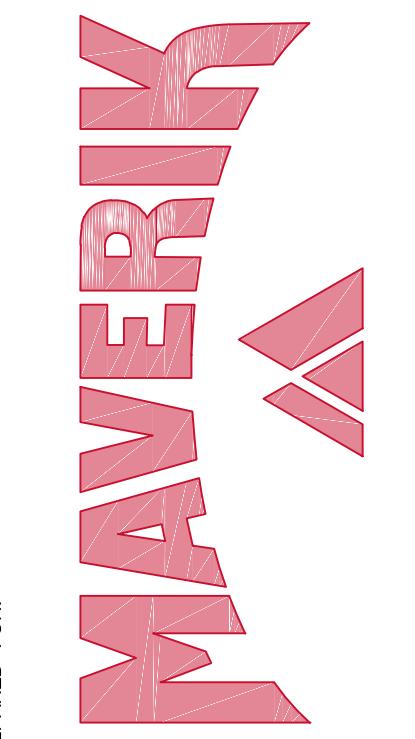


ZONING DATA ZONED "CG" GENERAL COMMERCIAL		
ITEM	EXISTING / REQUIRED	PROPOSED
PARCEL ID	APN 3067-051-29-0000	APN 3067-051-29-0000
LAND USE	GENERAL COMMERCIAL	GENERAL COMMERCIAL
BUILDING HEIGHT (FT)	ALLOWED 35 FT	10 FT (1 STORY)
BUILDING AREA (SF)	VACANT	5,637
FLOOR AREA RATIO (FAR)	25% MAXIMUM	1.5%
FRONT YARD (FT)	25	120
SIDE YARD (FT)	25	25
REAR YARD (FT)	10	70
PARKING SPACES	23 STALLS	42 STALLS
ADA PARKING SPACES	2 STALLS	2 STALLS
TOTAL PARCEL AREA	8.78 AC ±	8.78 AC ±
LANDSCAPING (SF)	0	222,06 ±
PERCENTAGE OF NET SITE AREA	0	58%
TRASH ENCLOSURE SIZING	N/A	12'-8" W x 34'-8" L

SITE LEGEND	
	EXISTING PROPERTY BOUNDARY LINE
	EXISTING ADJOINING PROPERTY LINE
	EXISTING UTILITY EASEMENT
	EXISTING RIGHT OF WAY
	PROPOSED PROPERTY LINE
	PROPOSED EASEMENT
	PROPOSED RIGHT OF WAY
	EXISTING CURB AND GUTTER
	PROPOSED CURB AND GUTTER
	PROPOSED CURB
	PROPOSED ROLL-OVER CURB
	PROPOSED BUILDING
	PROPOSED SIDEWALK
	PROPOSED CONCRETE
	PROPOSED LIMIT OF DISTURBANCE
	PROPOSED WATER STRUCTURES
	PROPOSED STORM STRUCTURES
	PROPOSED SANITARY STRUCTURES
	PROPOSED SITE LIGHTING FIXTURES
	EXISTING STORMWATER STRUCTURES
	EXISTING SANITARY STRUCTURES
	EXISTING WATER STRUCTURE
	EXISTING ELECTRIC STRUCTURE
	PROPOSED PARKING COUNT
	EXISTING TREE
	EXISTING SHRUB
	EXISTING JOSHUA TREE

**CORE STATES GROUP**  
4240 E. Juniper Street, Suite 402  
Ontario, CA 91761  
Phone (909) 467-8907  
sruc@core-states.com

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REVISIONS			
REV	DATE	COMMENT	BY

DOCUMENT  
CONCEPTUAL SITE PLAN  
FOR MAVERIK  
PROGRAM

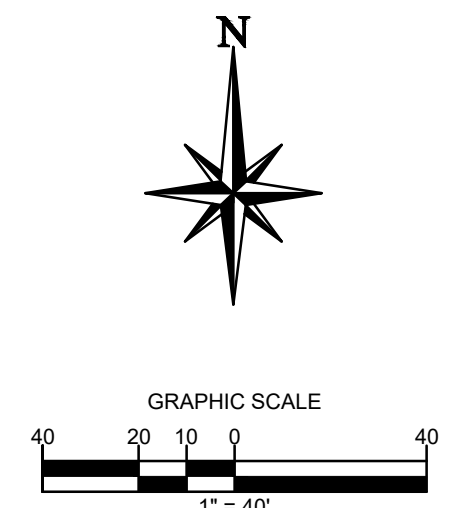
SITE LOCATION  
OASIS ROAD &  
HIGHWAY 138,  
PINON HILLS, CALIFORNIA

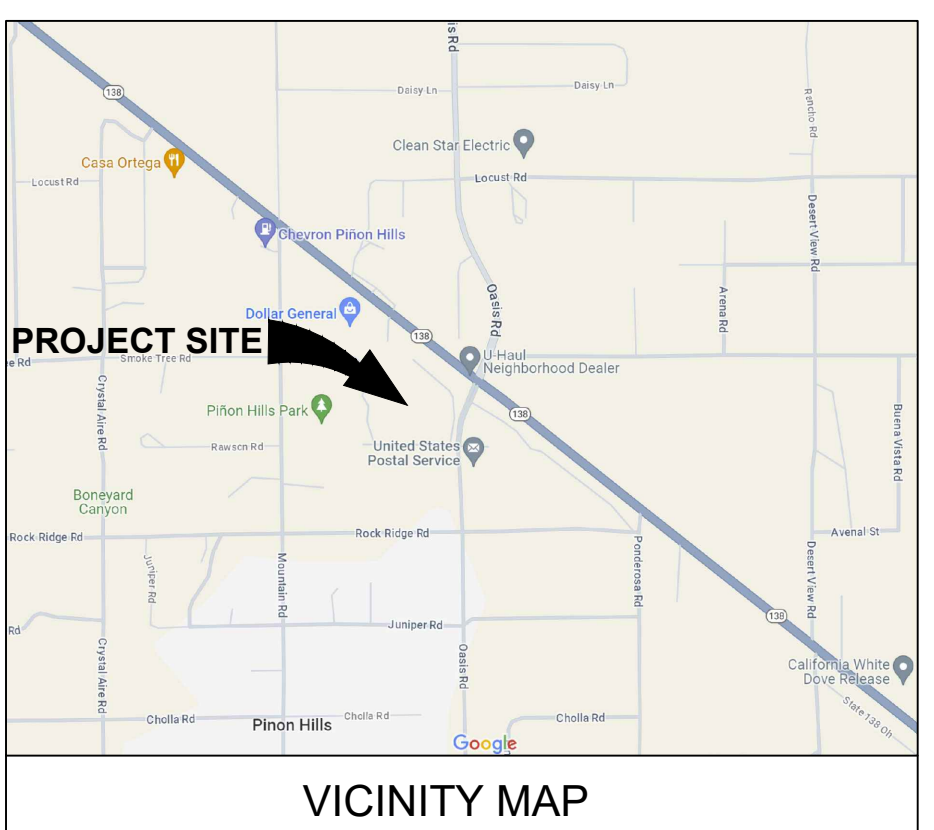
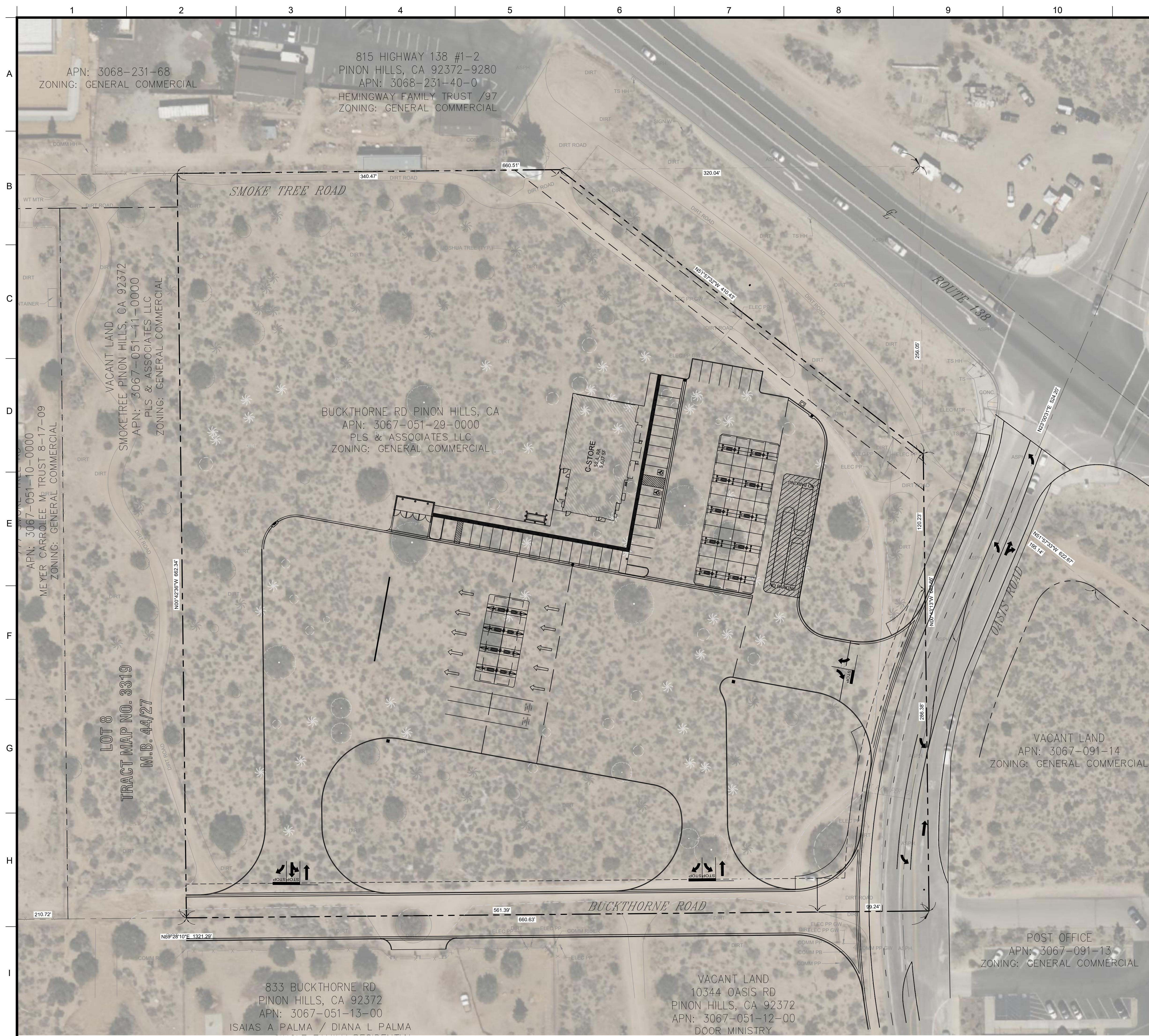
ENGINEER SEAL

**NOT FOR CONSTRUCTION**

SHEET TITLE  
CONCEPTUAL SITE PLAN

JOB #:	MAV.36727.CIVIL
DATE:	8/19/2024
SCALE:	
DRAWN BY:	JAO
CHECKED BY:	SR
SHEET NO.:	



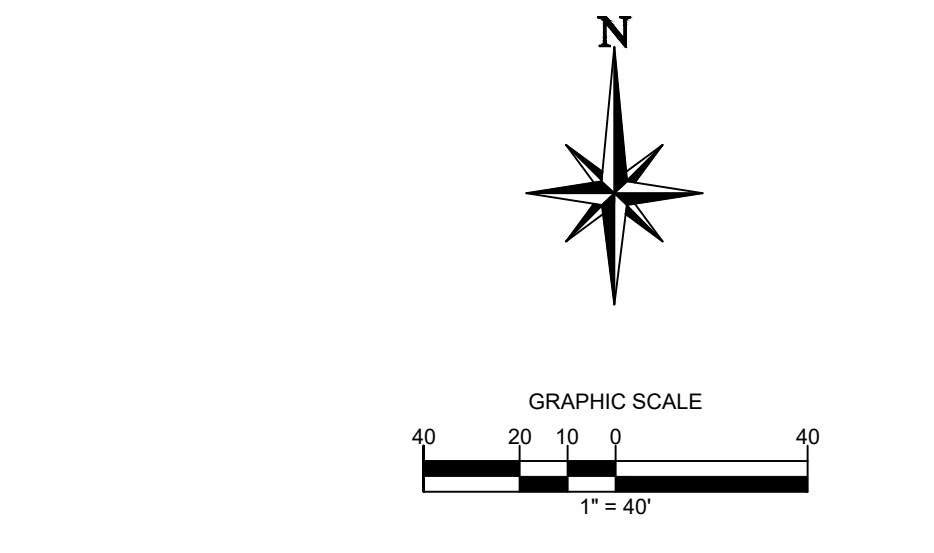


**ZONING DATA**  
ZONED "CG" GENERAL COMMERCIAL

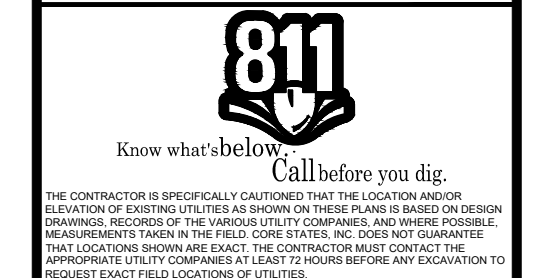
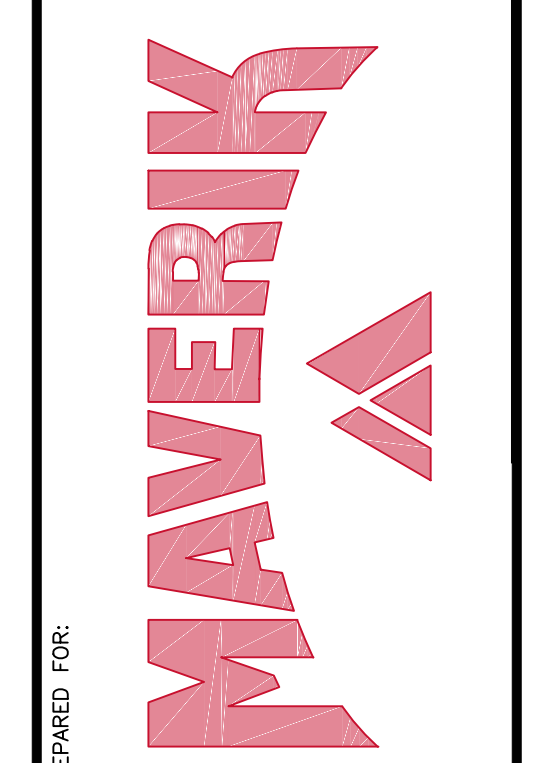
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**SITE LEGEND**

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- EXISTING ADJOINING PROPERTY LINE
- EXISTING UTILITY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED PROPERTY LINE
- PROPOSED EASEMENT
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- EXISTING CURB AND GUTTER
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED CURB
- PROPOSED ROLLOVER CURB
- PROPOSED BUILDING
- PROPOSED SIDEWALK
- PROPOSED CONCRETE
- PROPOSED LIMIT OF DISTURBANCE
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- PROPOSED STORM STRUCTURES
- PROPOSED SANITARY STRUCTURES
- PROPOSED SITE LIGHTING FIXTURES
- EXISTING STORMWATER STRUCTURES
- EXISTING SANITARY STRUCTURES
- EXISTING WATER STRUCTURE
- EXISTING ELECTRIC STRUCTURE
- PROPOSED PARKING COUNT
- EXISTING TREE
- EXISTING SHRUB
- EXISTING JOSHUA TREE



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**REVISIONS**

REV	DATE	COMMENT	BY

**DOCUMENT**  
CONCEPTUAL SITE PLAN  
FOR MAVERIK  
PROGRAM

**SITE LOCATION**  
OASIS ROAD &  
HIGHWAY 138,  
PINON HILLS, CALIFORNIA

**ENGINEER SEAL**

**NOT FOR  
CONSTRUCTION**

**SHEET TITLE**  
CONCEPTUAL SITE PLAN

JOB #:	MAV.36727.CIVIL
DATE:	5/29/2024
SCALE:	
DRAWN BY:	JAO
CHECKED BY:	SR
SHEET NO.:	



# SBCTA VMT Screening Tool

Powered by Fehr & Peers

User's Guide



Find address or place



Completely within a TPA? No (Fail)

Within a low VMT generating TAZ? No (Fail)

Note Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

[Zoom to](#)

## Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area

## 4.0 PROPOSED PROJECT

### 4.1 PROJECT DESCRIPTION

The proposed project consists of a 15-pump gas station (5 trucks and 10 standard) with a 5,637 square foot convenience store. Site access is planned via two all-access driveways, both on Oasis Road and Buckthorne Road. The site is currently zoned as CG for General Commercial per the Public San Bernardino County Map. The project site is currently vacant. The proposed project is anticipated to be built and generating trips in 2026.

### 4.2 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021)* trip generation rates were used to determine trip generation of for most of the proposed project land uses.

**Table 8** summarizes the projected AM peak hour, PM peak hour, and daily trip generation of the proposed project. The proposed project is projected to generate 8,035 net daily trips with 702 net AM and 615 net PM peak hour trips.

**Table 8**  
Proposed Project Trip Generation

Proposed Land Use <sup>1</sup>	ITE Code <sup>2</sup>	Qty	Unit <sup>3</sup>	Daily		AM Peak Hour					PM Peak Hour						
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume				
								In	Out	Total			In	Out	Total		
Convenience Store/Gas Station GFA (>5.5k), VFP (>8)	945(6)	20	VFP	345.75	6,915	31.6	50:50	316	316	632	26.9	50:50	269	269	538		
<b>Truck Stop</b>	<b>950</b>	<b>5</b>	<b>VFP</b>	<b>224</b>	<b>1,120</b>	<b>13.97</b>	<b>49:51</b>	<b>34</b>	<b>36</b>	<b>70</b>	<b>15.42</b>	<b>53:47</b>	<b>41</b>	<b>36</b>	<b>77</b>		
<b>Results</b>				<b>Daily</b>	<b>Volume</b>	<b>AM Peak Hour</b>			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>PM Peak Hour</b>			<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Net Total</b>					<b>8,035</b>			<b>350</b>	<b>352</b>	<b>702</b>			<b>310</b>	<b>305</b>	<b>615</b>		

1: Trip generation and pass-by rates are from ITE Trip Generation Manual (11th Edition, 2021).

2: Parentheses reflect subcategory of land use code. For example, 945(6) is only convenience stores/gas stations with a general floor area (GFA) of >5.5k square feet and >8 VFPs.

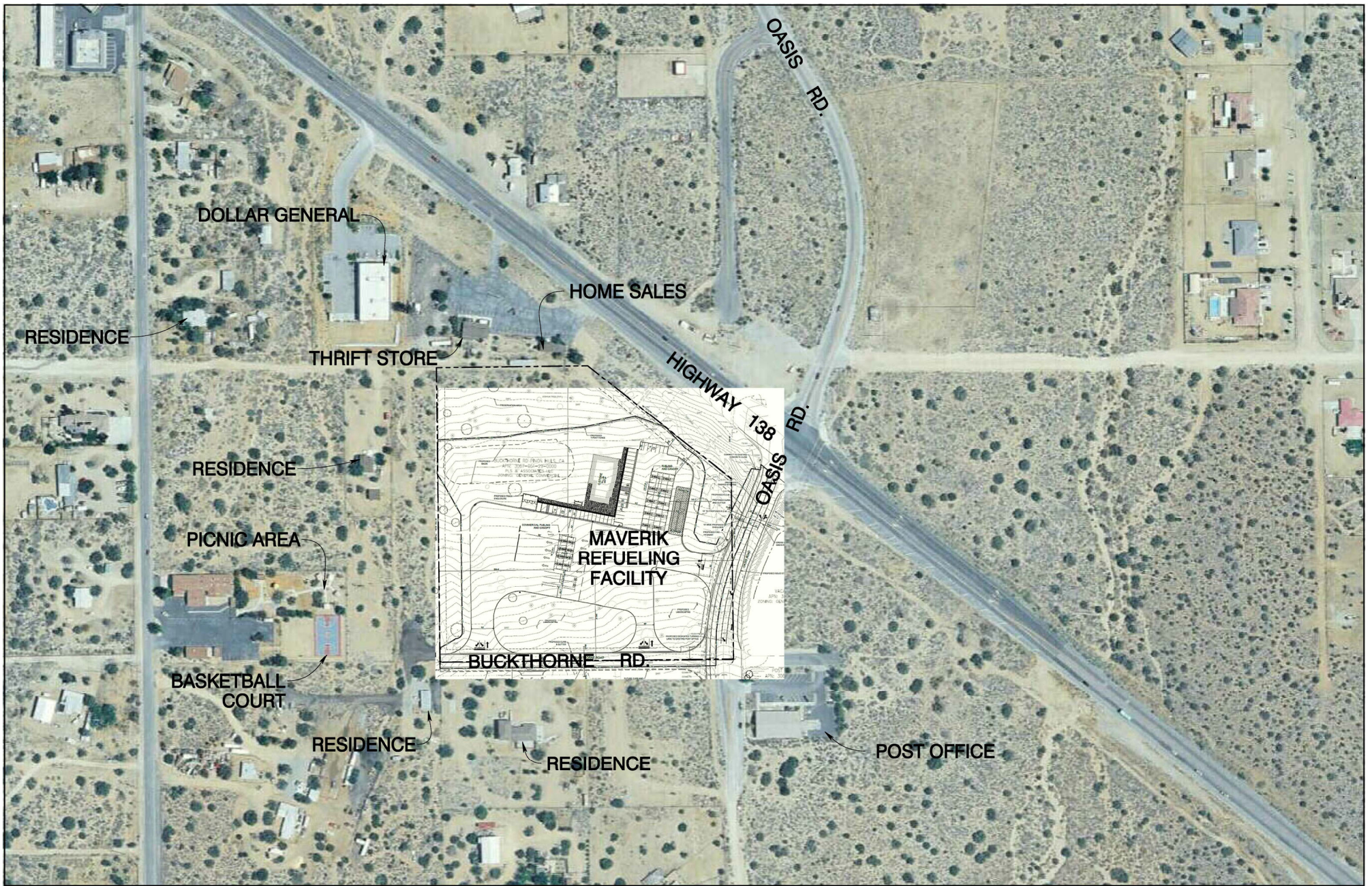
3: VFP = Vehicle Fueling Positions.

### 4.3 PROJECT TRIP DISTRIBUTION

Projecting trip distribution involves identifying probable destinations and traffic routes used by the proposed project's traffic. Potential interaction between proposed land use and surrounding regional access routes are considered to identify probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site.

**Exhibit 6** shows the projected trip distribution of proposed project's generated trips.





# Maverik Refueling Facility Site

# **EXHIBIT E**

**Item 1. The Noise Study Modeled Only Two Daytime Diesel Truck Positions**

**Item 2. The Noise Study Modeled Only Two Nighttime Diesel Truck Positions**

1. The Noise Study modeled only two daytime diesel truck positions.

Initial Study PROJ-2024-00030  
 Oasis Road Maverick Gas Station & Convenience Store  
 APN: 3067-051-29  
 April 15, 2025

Table 13-1: Construction Noise Level Compliance

Receiver Location	Construction Noise Levels (dBA LMax)		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded
R1	57.1	80	No
R2	63.2	80	No
R3	63.5	80	No
R4	60.3	80	No
R5	63.1	80	No
R6	56.0	80	No

Operational-Related:

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations resulting from the operation of the proposed Project. On site noise sources include roof-top air conditioning units, parking lot vehicle movements, trash enclosure activity, truck fueling, car fueling and trash enclosure activity. Using the reference noise levels to represent the Project operations, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations as shown in Figure 8. Table 13-2 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 35.8 to 43.3 dBA Leq. Table 9-3 shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 34.5 to 42.3 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity with minimal nighttime operations (Table 13-3). To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the County of San Bernardino exterior noise level standards at the nearest noise-sensitive receiver locations. 55 dBA Leq for the daytime and 45 dBA Leq for the nighttime. Tables 13-2 and 13-3 show that the operational noise levels associated with the project will not exceed the thresholds set by the County at all nearby receiver locations, and therefore impacts will be less than significant.

Table 13-2: Daytime Project Operational Noise Levels

Noise Source	Daytime Noise Level (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Roof-top Air Conditioning Units	31.0	34.5	34.6	33.9	36.9	31.9
Parking Lot Vehicle Movement	31.2	36.3	35.0	32.6	34.4	28.3
Trash Enclosure Activity	24.6	29.6	29.8	29.0	32.3	25.2
Truck Fueling	37.5	40.5	39.5	37.7	36.6	29.6
Car Fueling Activity	27.7	33.1	32.3	30.4	31.7	25.7
<b>Total (All Noise Sources)</b>	<b>39.6</b>	<b>43.3</b>	<b>42.5</b>	<b>40.8</b>	<b>41.9</b>	<b>35.8</b>
Exceed 55 dBA Leq?	No	No	No	No	No	No

One truck at the diesel canopy. One truck at the exit drive isle.

2. Noise Study modeled only two nighttime diesel truck positions.

Initial Study PROJ-2024-00030  
 Oasis Road Maverick Gas Station & Convenience Store  
 APN: 3067-051-29  
 April 15, 2025

Table 13-3: Nighttime Project Operational Noise Levels

Noise Source	Nighttime Noise Level (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Roof-top Air Conditioning Units	28.2	31.8	31.9	31.2	34.1	29.2
Parking Lot Vehicle Movement	31.2	36.3	35.0	32.6	34.4	28.3
Trash Enclosure Activity	23.7	28.6	28.8	28.0	31.4	24.2
Truck Fueling	36.6	39.5	38.5	36.7	35.7	28.6
Car Fueling Activity	26.7	32.1	31.3	29.4	30.7	24.37
<b>Total (All Noise Sources)</b>	<b>38.6</b>	<b>42.3</b>	<b>41.4</b>	<b>39.7</b>	<b>40.6</b>	<b>34.5</b>
<b>Exceed 45 dBA Leq?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Less Than Significant Impact**

- b) *Generation of excessive ground-borne vibration or ground-borne noise levels?*

Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment employed. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source.<sup>12</sup> Ground-borne vibration decreases rapidly with distance. The proposed Project would generate ground-borne vibration during site grading and construction activities; however, the ground-borne vibration and ground-borne noise levels would not be considered excessive. As described in Section XII(a) above, construction activities are exempt from the County's Development Code, provided they occur between the hours of 7AM and 7PM Monday through Saturday, except on federal holidays. Thus, the potential impacts associated with construction vibration would be less than significant and the operations of the Project would not create any ground-borne vibration or ground-borne noise. Impacts are anticipated to be less than significant.

**Less Than Significant Impact**

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*

The Project site is not within an airport safety review area or Airport Runaway Protection Zone.<sup>13</sup> The Project site is not located within the vicinity of a private or public airstrip. The

<sup>12</sup> San Bernardino Countywide Plan Draft EIR. Noise, Pg. 5.12-4.

<sup>13</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."

One truck at the diesel canopy. One truck at the exit drive isle.



# Interoffice Memo

**DATE:** December 23, 2024

**PHONE:** (909) 387-8186

**FROM:** OSVALDO ROQUE, P.E.  
Supervising Engineer  
Department of Public Works – Traffic Division

**TO:** NATALIE PATTY, PLANNER  
Land Use Services Department – Planning Division

<b>SUBJECT</b>	<b>TRAFFIC CONDITIONS – MINOR USE PERMIT; APN: 3067-051-29 APPLICANT: CORE STATES GROUP; PROJECT NUMBER: PROJ-2024-00030</b>
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## **Caltrans may have additional comments or conditions.**

Based on the Site Plan dated September 20, 2024 and the traffic study from TJW Engineering, Inc. dated August 14, 2024, the Department of Public Works, Traffic Division recommends:

- APPROVE THIS PROJECT, subject to the following Conditions of Approval.**
- DO NOT RELEASE APPROVAL OF THIS PROJECT, until the following redesign and/or studies are, submitted, reviewed and approved by County Public Works**

1. The Applicant is required to obtain approvals from Caltrans prior to final conditions from County Traffic.
2. The traffic study from TJW Engineering, Inc. dated August 14, 2024 has been reviewed with comments provided to the traffic engineer on August 27, 2024.
  - a. Please upload an updated traffic study in EZOP to Record ID: TRSTY-2024-00002.
3. Show the truck turning template(s) in accordance with the latest AASHTO design manual on the site plan for ingress and egress adjacent to the project site. The truck turning templates shall be identified according to the appropriate AASHTO figure, demonstrate all truck movements including wheel tracking and overhang will stay

within the prescribed travel lanes, and will not encroach on driveway aprons. Provide striping on site plan that reflects the ultimate width and show turning template to demonstrate trucks can turn into the site from the lane nearest the proposed/future curb and gutter. Project driveways driveway(s) shall be designed to accommodate safe and proper turning movements.

4. Driveway spacing shall be consistent with the Road Planning and Design Standards, Article VI, and County Standard 130. Update/Revise site plan accordingly with appropriate dimensions consistent with these standards.
  - a. Show spacing between driveways and distance from BCR or ECR to the nearest driveway.

### **CONDITIONS**

- Note to Planner: Additional conditions may be provided following the approval of the traffic study.

### **GENERAL CONDITIONS**

*The following shall be completed:*

- Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
- Directional Sign Maintenance. All required directional signage for traffic entering and exiting the site shall be installed and continuously maintained outside the Public road right-of-way in good condition for both day and nighttime visibility.

### **PRIOR TO OCCUPANCY/FINAL INSPECTION**

*The following shall be completed:*

- This project falls within the Local Area Transportation Fee Plan Area for the High Desert area. The Local Area Transportation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office during the application process. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and prior to the building occupancy/use is issue or granted. The Plan Fee is subject to change periodically. The current Local Area Transportation Fee Schedule can be found at the following website:  
<https://dpw.sbcounty.gov/transportation/transportation-planning/>

OR/AJ  
Cc: File



# Interoffice Memo

**DATE:** May 06, 2025

**PHONE:** (909) 387-8186

**FROM:** OSVALDO ROQUE, P.E.  
Supervising Engineer  
Department of Public Works – Traffic Division

**TO:** NATALIE PATTY, PLANNER  
Land Use Services Department – Planning Division

<b>SUBJECT</b>	<b>TRAFFIC CONDITIONS – MINOR USE PERMIT; APN: 3067-051-29 APPLICANT: CORE STATES GROUP; PROJECT NUMBER: PROJ-2024-00030</b>
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**Caltrans may have additional comments or conditions.**

Based on the Site Plan dated April 23, 2025 and the traffic study from TJW Engineering, Inc. dated March 24, 2025, the Department of Public Works, Traffic Division recommends:

- APPROVE THIS PROJECT, subject to the following Conditions of Approval.**
- DO NOT RELEASE APPROVAL OF THIS PROJECT, until the following redesign and/or studies are, submitted, reviewed and approved by County Public Works**

1. The Applicant is required to obtain approvals from Caltrans prior to final conditions from County Traffic.
2. The traffic study from TJW Engineering, Inc. dated March 24, 2025 has been reviewed with comments provided to the traffic engineer on August 27, 2024.
  - a. Please upload an updated traffic study in EZOP to Record ID: TRSTY-2024-00002.
3. Show the truck turning template(s) in accordance with the latest AASHTO design manual on the site plan for ingress and egress adjacent to the project site. The truck turning templates shall be identified according to the appropriate AASHTO figure, demonstrate all truck movements including wheel tracking and overhang will stay within the prescribed travel lanes, and will not encroach on driveway aprons. Provide striping on site plan that reflects the ultimate width and show turning template to

demonstrate trucks can turn into the site from the lane nearest the proposed/future curb and gutter. Project driveways driveway(s) shall be designed to accommodate safe and proper turning movements.

4. Driveway spacing shall be consistent with the Road Planning and Design Standards, Article VI, and County Standard 130. Update/Revise site plan accordingly with appropriate dimensions consistent with these standards.
  - a. Show spacing between driveways and distance from BCR or ECR to the nearest driveway.

### **CONDITIONS**

- Note to Planner: Additional conditions may be provided following the approval of the traffic study.

### **GENERAL CONDITIONS**

*The following shall be completed:*

- Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
- Directional Sign Maintenance. All required directional signage for traffic entering and exiting the site shall be installed and continuously maintained outside the Public road right-of-way in good condition for both day and nighttime visibility.

**PRIOR TO OCCUPANCY/FINAL INSPECTION**

*The following shall be completed:*

- This project falls within the Local Area Transportation Fee Plan Area for the High Desert area. The Local Area Transportation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office during the application process. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and prior to the building occupancy/use is issue or granted. The Plan Fee is subject to change periodically. The current Local Area Transportation Fee Schedule can be found at the following website:  
<https://dpw.sbcounty.gov/transportation/transportation-planning/>

OR/AJ

Cc: File



# Interoffice Memo

**DATE:** November 13, 2025

**PHONE:** (909) 387-8186

**FROM:** ANTHONY PHAM, P.E.  
Engineering Manager  
Department of Public Works – Traffic Division

**TO:** DELANIE GARLICK, PLANNER  
Land Use Services Department – Planning Division

<b>SUBJECT</b>	<b>TRAFFIC CONDITIONS – MINOR USE PERMIT; APN: 3067-051-29 APPLICANT: CORE STATES GROUP; PROJECT NUMBER: PROJ-2024-00030</b>
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**Caltrans may have additional comments or conditions.**

Based on the Site Plan dated November 10, 2025 and the traffic study from TJW Engineering, Inc. dated October 14, 2025, the Department of Public Works, Traffic Division recommends:

- APPROVE THIS PROJECT, subject to the following Conditions of Approval.**
- DO NOT RELEASE APPROVAL OF THIS PROJECT, until the following redesign and/or studies are, submitted, reviewed and approved by County Public Works**

### **GENERAL CONDITIONS**

*The following shall be completed:*

- Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
- Directional Sign Maintenance. All required directional signage for traffic entering and exiting the site shall be installed and continuously maintained outside the Public road right-of-way in good condition for both day and nighttime visibility.

**PRIOR TO ISSUANCE OF GRADING PERMITS**

*The following shall be completed:*

No comments.

**PRIOR TO ISSUANCE OF BUILDING PERMITS**

*The following shall be completed:*

Improvements: The applicant shall design their street improvement plans to include the following:

**OASIS ROAD**

- The driveway on Oasis Road.
  - The driveway on Oasis Road shall be right in and right out only with a "R3-2" sign. The sign shall be placed within the property line at the driveway and the owner is responsible for maintaining the sign.

The total fair share contribution for this project is required based on the traffic report dated 10/14/2025 from TJW Engineering. The fair share breakdown for these improvements is shown below:

<b>INTERSECTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED CONTRIBUTION</b>
<b>Mountain Road at Route 138</b>			
<b>Intersection Total</b>	<b>\$600,000 to \$800,000</b>	<b>7.62%</b>	<b>\$45,720 to \$60,960</b>
		<b>Total Fair Share</b>	<b>\$45,720 to \$60,960</b>

- The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is \$45,720 to \$60,960 pending final estimated construction cost approval from Caltrans. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

**PRIOR TO OCCUPANCY/FINAL INSPECTION**

*The following shall be completed:*

- This project falls within the High Desert Local Area Transportation Facilities Fee Plan. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. These fees are subject to change. Based on the ITE Trip Generation Manual (11<sup>th</sup> Edition) and a 5,637 sq. ft. convenience store with 28 fueling positions as shown on the site plan, this project generates approximately 2,569 vehicle trips on a weekday. This fee is \$193.55 per trip multiplied by the number of vehicle trips (2,569) and multiplied by an induced trip adjustment factor of 20% as shown in the fee plan. Therefore, the total estimated Local Transportation Fees for this project is \$99,445.99. The current High Desert Local Area Transportation Facilities plan can be found at the following website: <https://dpw.sbcounty.gov/transportation/transportation-planning/>

AP/SJ  
Cc: File

# Exhibit I - Master Noise Table (Apellant Field Measurements)

Receiver ID	Receiver Description (Actual)	Receiver Description (Reg. 8.1.5)	Date	Start Time (EST Adjusted)	End Time (EST Adjusted)	Start Time (Corrected)	End Time (Corrected)	Start Time (Raw)	End Time (Raw)	Duration (Min)	Period (Day/Night)	Key	Leq	Leq	Leq	Threshold	Exceedance	Compliance	Notes
P-1	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	4:25:33 PM	4:43:43 PM	4:25:33 PM	4:43:43 PM	4:25:33 PM	4:43:43 PM	0:19	Day	8-5-20250119-2025	59.24	59.24	59.24	55	-3.46	NO	
P-2	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	4:58:14 PM	5:16:25 PM	4:58:14 PM	5:16:25 PM	4:58:14 PM	5:16:25 PM	0:20	Day	8-5-20250119-2025	51.51	51.51	51.51	55	-3.48	NO	
P-3	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	4:57:35 PM	5:15:46 PM	4:57:35 PM	5:15:46 PM	4:57:35 PM	5:15:46 PM	0:20	Day	8-4-20250119-2025	51.88	51.88	51.88	55	-3.85	NO	
P-4	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	5:23:15 PM	5:40:26 PM	5:23:15 PM	5:40:26 PM	5:23:15 PM	5:40:26 PM	0:20	Day	8-3-20250119-2025	47.71	47.71	47.71	55	-7.27	NO	
P-5	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	5:44:43 PM	6:01:54 PM	5:44:43 PM	6:01:54 PM	5:44:43 PM	6:01:54 PM	0:20	Day	8-2-20250119-2025	55.27	55.27	55.27	55	-0.27	NO	
P-6	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	0:20	Day	8-4-20250119-2025	55.29	55.29	55.29	55	-3.31	NO	
P-7	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	7:18:53 PM	7:37:04 PM	7:18:53 PM	7:37:04 PM	7:18:53 PM	7:37:04 PM	0:20	Day	8-5-20250119-2025	57.90	57.90	57.90	55	-2.83	NO	
P-8	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	4:43:10 PM	4:59:41 PM	4:43:10 PM	4:59:41 PM	4:43:10 PM	4:59:41 PM	0:20	Day	8-5-20250119-2025	45.68	45.68	45.68	55	-9.32	NO	
P-9	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	0:20	Day	8-4-20250119-2025	48.28	48.28	48.28	55	-6.84	NO	
P-10	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	5:06:14 PM	5:26:21 PM	5:06:14 PM	5:26:21 PM	5:06:14 PM	5:26:21 PM	0:20	Day	8-3-20250119-2025	49.63	49.63	49.63	55	-5.37	NO	
P-11	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	5:31:06 PM	5:48:17 PM	5:31:06 PM	5:48:17 PM	5:31:06 PM	5:48:17 PM	0:20	Day	8-2-20250119-2025	46.61	46.61	46.61	55	-8.39	NO	
P-12	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	5:55:31 PM	6:12:42 PM	5:55:31 PM	6:12:42 PM	5:55:31 PM	6:12:42 PM	0:20	Day	8-1-20250119-2025	49.91	49.91	49.91	55	-5.09	NO	
P-13	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	5:22:29 PM	5:41:40 PM	5:22:29 PM	5:41:40 PM	5:22:29 PM	5:41:40 PM	0:20	Day	8-5-20250119-2025	48.4	48.4	48.4	55	-6.6	NO	
P-14	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	5:42:39 PM	5:57:50 PM	5:42:39 PM	5:57:50 PM	5:42:39 PM	5:57:50 PM	0:20	Day	8-5-20250119-2025	48.00	48.00	48.00	55	-6.99	NO	
P-15	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	7:22:23 PM	7:38:35 PM	7:22:23 PM	7:38:35 PM	7:22:23 PM	7:38:35 PM	0:20	Day	8-4-20250119-2025	46.93	46.93	46.93	55	-8.37	NO	
P-16	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	6:02:24 PM	6:18:37 PM	6:02:24 PM	6:18:37 PM	6:02:24 PM	6:18:37 PM	0:20	Day	8-3-20250119-2025	52.78	52.78	52.78	55	-2.22	NO	
P-17	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	6:37:40 PM	6:53:53 PM	6:37:40 PM	6:53:53 PM	6:37:40 PM	6:53:53 PM	0:20	Day	8-2-20250119-2025	51.79	51.79	51.79	55	-3.21	NO	
P-18	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	6:44:19 PM	7:00:32 PM	6:44:19 PM	7:00:32 PM	6:44:19 PM	7:00:32 PM	0:20	Day	8-1-20250119-2025	52.88	52.88	52.88	55	-2.12	NO	
P-19	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	6:28:17 PM	6:44:28 PM	6:28:17 PM	6:44:28 PM	6:28:17 PM	6:44:28 PM	0:20	Day	8-5-20250119-2025	49.89	49.89	49.89	55	-5.11	NO	
P-20	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	6:50:22 PM	7:06:35 PM	6:50:22 PM	7:06:35 PM	6:50:22 PM	7:06:35 PM	0:20	Day	8-5-20250119-2025	48.89	48.89	48.89	55	-6.11	NO	
P-21	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	10:25:16 PM	10:40:49 PM	10:25:16 PM	10:40:49 PM	10:25:16 PM	10:40:49 PM	0:20	Night	8-4-20250119-2025	50.79	50.79	50.79	55	-4.21	NO	
P-22	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	9:11:11 PM	9:28:24 PM	9:11:11 PM	9:28:24 PM	9:11:11 PM	9:28:24 PM	0:20	Day	8-3-20250119-2025	47.79	47.79	47.79	55	-7.21	NO	
P-23	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	9:48:37 PM	9:48:37 PM	9:48:37 PM	9:48:37 PM	9:48:37 PM	9:48:37 PM	0:20	Day	8-2-20250119-2025	48.58	48.58	48.58	55	-6.42	NO	
P-24	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	9:57:57 PM	10:13:30 PM	9:57:57 PM	10:13:30 PM	9:57:57 PM	10:13:30 PM	0:20	Day	8-1-20250119-2025	50.06	50.06	50.06	55	-4.94	NO	
P-25	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	8:56:28 PM	9:11:09 PM	8:56:28 PM	9:11:09 PM	8:56:28 PM	9:11:09 PM	0:20	Day	8-5-20250119-2025	48.98	48.98	48.98	55	-6.02	NO	
P-26	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	9:38:56 PM	9:54:29 PM	9:38:56 PM	9:54:29 PM	9:38:56 PM	9:54:29 PM	0:20	Day	8-5-20250119-2025	47.44	47.44	47.44	55	-7.56	NO	
P-27	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	11:01:09 PM	11:15:36 PM	11:01:09 PM	11:15:36 PM	11:01:09 PM	11:15:36 PM	0:20	Night	8-4-20250119-2025	46.97	46.97	46.97	55	-8.03	NO	
P-28	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	9:44:06 PM	10:00:19 PM	9:44:06 PM	10:00:19 PM	9:44:06 PM	10:00:19 PM	0:20	Day	8-3-20250119-2025	49.50	49.50	49.50	55	-5.50	NO	
P-29	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	0:20	Day	8-2-20250119-2025	48.3	48.3	48.3	55	-6.70	NO	
P-30	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	10:32:17 PM	10:48:48 PM	10:32:17 PM	10:48:48 PM	10:32:17 PM	10:48:48 PM	0:20	Night	8-1-20250119-2025	51.71	51.71	51.71	55	-3.29	NO	
P-31	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	9:48:48 PM	9:58:47 PM	9:48:48 PM	9:58:47 PM	9:48:48 PM	9:58:47 PM	0:20	Day	8-5-20250119-2025	48.98	48.98	48.98	55	-6.02	NO	
P-32	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	9:21:12 PM	9:38:25 PM	9:21:12 PM	9:38:25 PM	9:21:12 PM	9:38:25 PM	0:20	Day	8-5-20250119-2025	47.22	47.22	47.22	55	-7.78	NO	
P-33	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	10:19:27 PM	10:35:16 PM	10:19:27 PM	10:35:16 PM	10:19:27 PM	10:35:16 PM	0:20	Night	8-4-20250119-2025	46.04	46.04	46.04	55	-8.96	NO	
P-34	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	0:20	Day	8-3-20250119-2025	49.51	49.51	49.51	55	-5.49	NO	
P-35	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	9:37:53 PM	9:53:32 PM	9:37:53 PM	9:53:32 PM	9:37:53 PM	9:53:32 PM	0:20	Day	8-2-20250119-2025	48.89	48.89	48.89	55	-6.11	NO	
P-36	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	9:48:48 PM	10:04:37 PM	9:48:48 PM	10:04:37 PM	9:48:48 PM	10:04:37 PM	0:20	Day	8-1-20250119-2025	47.88	47.88	47.88	55	-7.12	NO	
P-37	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	4/26/2025	10:58:42 PM	10:58:42 PM	10:58:42 PM	10:58:42 PM	10:58:42 PM	10:58:42 PM	0:00	Night	8-5-20250119-2025	48.3	48.3	48.3	55	-6.70	NO	
P-38	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	4/26/2025	10:43:09 PM	11:05:50 PM	10:43:09 PM	11:05:50 PM	10:43:09 PM	11:05:50 PM	0:20	Night	8-5-20250119-2025	50.49	50.49	50.49	55	-4.51	NO	
P-39	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	4/26/2025	11:37:43 PM	11:53:32 PM	11:37:43 PM	11:53:32 PM	11:37:43 PM	11:53:32 PM	0:20	Night	8-4-20250119-2025	48.38	48.38	48.38	55	-6.62	NO	

“This table contains the raw field measurements collected by the appellant at nine receiver locations (O1–O9). These data demonstrate that the County’s baseline noise levels are inflated and unsupported by substantial evidence. The County did not provide raw data, timestamps, weather conditions, or measurement documentation as required by ANSI S1.4 and CEQA Guidelines §15148.”

Receiver ID	Receiver Description (Actual)	Receiver Description (Reg. 8.1.5)	Date	Start Time (EST Adjusted)	End Time (EST Adjusted)	Start Time (Corrected)	End Time (Corrected)	Start Time (Raw)	End Time (Raw)	Duration (Min)	Period (Day/Night)	Key	Leq	Leq	Leq	Threshold	Exceedance	Compliance	Notes
O-1	Merrill Ave @ Parking		4/16/2025	5:25:54 PM	5:42:27 PM	5:25:54 PM	5:42:27 PM	5:25:54 PM	5:42:27 PM	0:21	Day	8-5-20250111	65.3	65.3	65.3	55	10.63	NO	
O-2	Maverik Cars & Trucks @ Fueling Canopy South		4/26/2025	5:57:00 PM	6:15:00 PM	5:57:00 PM	6:15:00 PM	5:57:00 PM	6:15:00 PM	0:20	Day	8-5-20250111	66.3	66.3	66.3	55	10.83	NO	
O-3	Maverik Cars & Trucks @ Fueling Canopy West		5/20/2025	6:26:15 PM	6:56:15 PM	6:26:15 PM	6:56:15 PM	6:26:15 PM	6:56:15 PM	0:30	Day	8-5-20250111	68.1	68.1	68.1	55	13.16	NO	
O-4	Costco Fueling Facility w/ Car in Use @ 12:30 Hours		5/16/2025	7:14:00 PM	7:38:00 PM	7:14:00 PM	7:38:00 PM	7:14:00 PM	7:38:00 PM	0:20	Day	8-5-20250111	69.86	69.86	69.86	55	14.86	NO	
O-5	Truck idling @ P&H Truck Stop Parking Spaces		5/20/2025	11:37:21 PM	11:39:30 PM	11:37:21 PM	11:39:30 PM	11:37:21 PM	11:39:30 PM	0:04	Night	8-5-20250111	69.29	69.29	69.29	55	14.29	NO	
O-6	Maverik Truck w/ Trailer @ P&H Truck Stop		5/20/2025	11:25:18 PM	11:25:18 PM	11:25:18 PM	11:25:18 PM	11:25:18 PM	11:25:18 PM	0:00	Night	8-5-20250111	70.53	70.53	70.53	55	15.53	NO	
O-7	Truck idling @ P&H Truck Stop Fuel Pump		5/20/2025	12:05:26 PM	12:15:26 PM	12:05:26 PM	12:15:26 PM	12:05:26 PM	12:15:26 PM	0:10	Day	8-5-20250111	68.5	68.5	68.5	55	13.07	NO	</



Mr. Hale,

Issues:

1. Trip generation - the report added the passenger vehicles trips to the truck trips without the conversion of the truck trips to passenger vehicle equivalent ( PCE ).
2. Trip distribution- there should be a separate trip distribution for passenger vehicles and trucks. Passenger vehicles should be more localized with higher percent distribution on the local streets than indicated. The truck traffic would be mostly via the State Hwy and possibly from/to the north leg of Oasis Road.
3. Level of Service Analysis- intersection of Oasis Road at Buckthorn Road: the right turn southbound traffic from the project driveway at Oasis Road should be added to the left turn traffic at the intersection of Oasis Road at Buckthorn Road in the analysis because the driveway is right in/out only. Most passenger vehicle traffic will opt to make U-turn to return to the state highway. The increased traffic would adversely impact the post office traffic such that some kind of mitigation may be recommended now or in a future year.

Please let me know if you have any questions.

Thanks.

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# Piñon Hill Night Sky





Maverik Car Canopy at Night



Maverik Truck Canopy at Night

# Current Post Office Parking Lot Circulation

