

TAB 1 — INTRODUCTION & PROJECT SUMMARY

Board of Supervisors Appeal – PROJ-2024-00030 Appellant: William C. Hale (Mr. Hale)

Location: Pinon Hills, CA

1.1 Purpose of the Appeal

This appeal is submitted to the San Bernardino County Board of Supervisors to challenge the approval of PROJ-2024-00030 on the grounds that the County's environmental review, circulation of documents, and technical analysis failed to comply with the California Environmental Quality Act (CEQA). The appeal seeks correction of procedural defects, disclosure violations, baseline omissions, and technical errors that materially affected the Planning Commission's decision and prevented the public from reviewing the information required under CEQA.

This packet presents a unified, comprehensive record of CEQA deficiencies, including new issues that arose **after the February 19, 2026, continuance**, and new evidence disclosed only recently, including:

- **The Director of Land Use Services' written admission to the Board of Supervisors that CEQA was violated. (See Exhibit 48)**
- **The discovery of a non-circulated Traffic Site Plan used in the TIA and Staff Report. (See Exhibit 8)**
- **Seven inconsistent site plans were relied upon at different stages of review. (See Exhibit A)**
- **New sight-distance studies documenting Corner Sight Distance (CSD) deficiencies that will occur under the project's approved circulation changes. (See Exhibits 5 & 6)**
- **New evidence showing hypothetical-traffic obstructions within sight-distance triangles.**
- **A formal letter submitted by the appellant's attorney identifying CEQA disclosure and circulation violations. (See Exhibit 49)**
- **New evidence that the TIA assumed a 35-mph speed limit without documentation, despite SB Co Traffic Division confirming Oasis Road is 55 mph or prima facie 55 mph.**

These issues were not available to the public during the Planning Commission hearing and must be addressed by the Board.

1.2 Summary of CEQA Issues Raised in This Appeal

This appeal identifies multiple CEQA deficiencies, including:

- **Baseline omissions** — The TIA did not evaluate existing conditions along Oasis Road or within the school-zone corridor.
- **Circulation defects** — The Traffic Site Plan relied upon by staff was never circulated to the public.
- **Disclosure violations** — Key documents were withheld from public review, including the Traffic Site Plan and sight-distance geometry.
- **Technical errors** — The TIA removed all real-world obstructions from sight-distance triangles and relied on hypothetical future geometry.
- **Speed-limit misrepresentation** — The TIA assumed a 35-mph speed limit without documentation, contrary to County Traffic Division’s confirmation of 55 mph.
- **Procedural defects** — New issues arose after the continuance that were not addressed in the Staff Report or by Planning.
- **CEQA violations** — The Director of LUS formally acknowledged CEQA violations in writing to the Board of Supervisors.
- **Safety hazards** — Existing SSD and CSD deficiencies create hazards for schoolchildren, pedestrians, cyclists, school buses, and emergency vehicles.

These issues are documented in detail in Tabs 2 through 7.

1.3 Project Description

PROJ-2024-00030 proposes a commercial fueling facility and convenience store on Oasis Road in Pinon Hills, adjacent to the Pinon Hills Elementary School corridor. The project includes:

- Multiple fueling stations
- A convenience store

- Driveway access on Oasis Road
- Daily trip generation exceeding 2,500 trips
- Peak-hour conflicts with school traffic
- Turning movements within the school-zone corridor

The project does **not** have direct access to SR-138. STAA trucks must travel on **local residential roads** that are **not designated STAA routes, Terminal Access routes, or KPRA routes**. Caltrans confirmed in writing that Oasis Road is **not STAA-legal in any form. (See Exhibit 19)**

The project is located within a constrained roadway environment characterized by:

- Narrow lanes
- Unpaved shoulders
- No sidewalks
- No bike lanes
- No marked crossings
- High pedestrian exposure
- High bicycle exposure
- Daily school-zone congestion
- Existing sight-distance deficiencies

These conditions form the CEQA baseline for evaluating project impacts.

1.4 Summary of New Evidence Introduced Since the Continuance

Since the February 19, 2026 Planning Commission continuance, the following new evidence has emerged:

- Director's CEQA admission — The Director of Land Use Services submitted a letter to the Board acknowledging CEQA violations.
- Attorney letter — The appellant's attorney submitted a formal CEQA objection identifying disclosure and circulation defects.

- Non circulated Traffic Site Plan — The TIA and Staff Report relied on a plan the public never saw.
- Seven inconsistent plans — The Approved Site Plan, Staff Report Plan, and Traffic Site Plan do not match.
- Sight distance studies — Eighteen field verified SSD and CSD studies document existing deficiencies.
- Hypothetical traffic obstructions — Vehicles routinely occupy sight distance triangles during school zone congestion.
- Baseline pedestrian and bicycle hazards — Children walk along unpaved shoulders with no sidewalks or crossings.
- School bus conflicts — Daily bus operations conflict with parent vehicles, shoulder parking, and STAA trucks.
- Undocumented speed limit reduction — The TIA assumed 35 mph without any engineering justification, contrary to County Traffic Division’s confirmation of 55 mph.

These issues materially affect CEQA compliance and must be addressed by the Board.

1.5 Request to the Board of Supervisors

- The appellant respectfully requests that the Board of Supervisors:
- Recognize the CEQA violations acknowledged by the Director of LUS.
- Recognize the procedural defects and disclosure failures identified by counsel.
- Recognize the baseline omissions and technical errors in the TIA.
- Recognize the safety hazards documented in the sight distance studies.
- Recognize the undocumented speed limit reduction used in the TIA.
- Remand the project for correction of CEQA deficiencies and recirculation of required documents.

This appeal is submitted to ensure compliance with CEQA, protect public safety, and preserve the integrity of the County’s environmental review process.

TAB 2 — PROCEDURAL HISTORY & CEQA COMPLIANCE

2.1 Overview of Procedural History

This section documents the procedural history of PROJ-2024-00030, including the Planning Commission's denial of the appeal, the subsequent discovery of CEQA defects, the appellant's attorney's CEQA objection letter, and the Board of Supervisors' continuance issued due to incorrect and non-circulated documents. The record demonstrates that **key documents were withheld from the public, incorrect documents were provided, and CEQA-required information was not circulated**, preventing meaningful public participation.

2.2 Initial Application and Early Review

During early review, Land Use Services (LUS) routed the project through internal departments. The following occurred:

- An **Approved Site Plan** was created and placed in the public record.
- The initial **Traffic Impact Analysis (TIA)** used a **55-mph speed assumption**, consistent with County Traffic Division's written confirmation that Oasis Road is **55 mph or prima facie 55 mph**.
- No pedestrian, bicycle, school-zone, or sight-distance baseline analysis was conducted.
- No speed survey or engineering justification was performed to support any change to the posted or prima facie speed limit.

These omissions form part of the CEQA baseline defects addressed in **Tab 3**.

2.3 Preparation of the Staff Report and Non-Circulated Documents

Prior to the Planning Commission hearing, staff prepared a **Staff Report** that relied on:

- A **Traffic Site Plan** that was **never circulated** to the public.
- A **revised TIA** that assumed a **35-mph speed limit** without documentation, engineering justification, or physical evidence.
- Sight-distance triangles that removed all real-world obstructions, including vegetation, cabinets, poles, shoulder parking, queueing, and school-zone congestion.
- A roadway geometry that did not match the Approved Site Plan.

The public was not provided:

- the Traffic Site Plan,
- the revised sight-distance geometry,
- the 35-mph assumption,
- or any documentation supporting the speed-limit reduction.

This constitutes a **CEQA disclosure violation** and **CEQA circulation defect**, addressed in **Tab 6**.

2.4 Planning Commission Hearing — February 19, 2026

At the Planning Commission hearing:

- The Commission considered the appellant’s challenge to the Zoning Administrator’s approval.
- The appellant presented technical evidence, including sight-distance concerns, turning-movement conflicts, and baseline omissions.
- The appellant was forced to improvise due to a one-screen presentation setup that prevented simultaneous viewing of exhibits and narration.
- Commissioners and staff referenced a **Traffic Site Plan that had not been provided to the appellant or the public**.
- A commissioner (not Commissioner Slowik) made the remark that the appellant’s presentation resembled a “seminar on driveway access and truck turning,” despite the appellant not having access to the Traffic Site Plan used by staff.
- Commissioner Slowik made dismissive comments and coached the applicant.
- The Commission voted **3–0** to deny the appeal.

Critical CEQA Issue:

Everyone at the hearing — staff, applicant, and commissioners — had already seen the Traffic Site Plan. **The appellant and the public had not. (See Exhibit 11)**

This constitutes a **CEQA disclosure violation**, **CEQA circulation defect**, and **procedural unfairness**.

2.5 Discovery of Incorrect TIA and Non-Circulated Documents Prior to BOS Hearing

Prior to the Board of Supervisors hearing, the appellant discovered that:

- The TIA provided to the public was **incorrect**.
- The TIA used a **35-mph speed assumption** without documentation or engineering justification.
- The Traffic Site Plan used by staff and commissioners had **never been circulated**.
- The sight-distance triangles used in the TIA were **never disclosed**.
- The seven inconsistent site plans were **never disclosed**.
- The public had been denied access to CEQA-required information.

The appellant notified Land Use Services. LUS notified the Board of Supervisors late in the afternoon before the hearing.

2.6 Board of Supervisors Hearing — Continuance Issued Due to CEQA Defects

At the Board of Supervisors hearing:

- The appellant's attorney submitted a **formal CEQA objection letter** identifying disclosure violations, circulation defects, baseline omissions, and significance errors. **(See Exhibit 49)**
- The Director of Land Use Services submitted a letter acknowledging that **CEQA had been violated. (See Exhibit 48)**
- The Board of Supervisors determined that the public had been provided **incorrect documents** and **non-circulated documents**.
- The Board issued a **continuance** to allow staff to correct the CEQA defects.

Critical CEQA Issue:

The continuance occurred at the **Board of Supervisors**, not the Planning Commission.

This distinction is essential for the accuracy of the record.

2.7 Post-Continuance Procedural Defects

After the BOS continuance, staff did **not**:

- Correct the baseline omissions.
- Disclose the Traffic Site Plan.
- Disclose the 35-mph assumption.
- Disclose the sight-distance triangles.
- Disclose the seven inconsistent plans.
- Disclose the hypothetical-traffic obstructions.
- Disclose the CSD deficiencies documented in the appellant's studies.
- Disclose the school-zone pedestrian and bicycle hazards.
- Disclose the STAA truck conflicts.
- Disclose the attorney's CEQA objection letter.

These omissions prevented the public from reviewing the information required under CEQA.

2.8 Summary of Procedural Defects

The procedural defects documented in this appeal include:

- **Non-circulated Traffic Site Plan**
- **Seven inconsistent site plans**
- **Undocumented 35 mph speed assumption**
- **Baseline omissions**
- **Disclosure violations**
- **Circulation defects**
- **Post-continuance omissions**
- **Director's CEQA admission**
- **Attorney's CEQA objection**

These defects materially affected both the Planning Commission's decision and the public's ability to participate in CEQA review.

2.9 Request for Board Action

The appellant respectfully requests that the Board of Supervisors:

- Recognize the procedural defects documented in this appeal.
- Recognize the CEQA violations acknowledged by the Director of LUS.
- Recognize the disclosure and circulation defects identified by counsel.
- Remand the project for correction of CEQA deficiencies and recirculation of required documents.

This request is further detailed in **Tab 7**.

TAB 3 — CEQA BASELINE & EXISTING CONDITIONS

3.0 CEQA Baseline Overview

CEQA requires that environmental impacts be evaluated against **existing physical conditions** — not hypothetical future conditions, not assumed conditions, and not altered conditions created to make a project appear compliant. The CEQA baseline for PROJ-2024-00030 must reflect:

- Actual roadway geometry
- Actual speed conditions
- Actual sight-distance obstructions
- Actual pedestrian and bicycle exposure
- Actual school-zone congestion
- Actual STAA truck conflicts
- Actual emergency access constraints

The record demonstrates that the County's Traffic Impact Analysis (TIA) **did not evaluate existing conditions** and instead relied on:

- **A non-circulated Traffic Site Plan**
- **A 35-mph speed assumption** with no engineering justification
- **Sight-distance triangles with all real-world obstructions removed**
- **Hypothetical future geometry** not present in the field
- **A site plan the public never saw**

These omissions constitute **CEQA baseline defects, CEQA disclosure violations, and CEQA circulation defects.**

3.1 CEQA Baseline Requirements

Under CEQA, the baseline must include:

- **Existing roadway geometry**
- **Existing speed conditions**
- **Existing sight-distance obstructions**
- **Existing pedestrian and bicycle conditions**
- **Existing school-zone congestion**
- **Existing STAA truck conflicts**
- **Existing emergency access conditions**

The TIA did not evaluate any of these baseline conditions.

3.2 Baseline Roadway Geometry (Oasis Road)

Oasis Road is a constrained rural roadway characterized by:

- Narrow lanes
- Unpaved shoulders
- No sidewalks
- No bike lanes
- No marked crossings

- No traffic calming
- No pedestrian refuge
- No school-zone infrastructure

These conditions create **high pedestrian exposure, high bicycle exposure, and high conflict potential** during school-zone peak periods.

The TIA did not evaluate these baseline conditions.

3.3 Baseline Speed Conditions (55 mph)

The County Traffic Division confirmed in writing that:

Oasis Road is 55 mph or prima facie 55 mph.

The TIA initially used 55 mph (8/14/24 version). The revised TIA (10/14/24 version) used **35 mph** with:

- No speed survey
- No engineering justification
- No physical evidence
- No documentation
- No circulation
- No disclosure

The only stated rationale was:

The Maverik facility creates dangerous traffic conditions that can only be remedied by lowering the speed limit.

This is a **project-created hazard**, not an existing condition.

Under CEQA:

- A project cannot create a hazard
- Then “fix” the hazard by **changing the baseline**
- And then claim “no impact”

This constitutes **CEQA baseline manipulation**.

3.4 Baseline Sight-Distance Conditions (CSD)

The appellant conducted **18 field-verified sight-distance studies** documenting:

- **Corner Sight Distance (CSD) deficiencies**
- **Obstructions from vegetation, cabinets, poles, and shoulder parking**
- **Obstructions from school-zone queueing**
- **Obstructions from hypothetical-traffic conditions**

The TIA removed all real-world obstructions from sight-distance triangles and relied on:

- Hypothetical future geometry
- A non-circulated Traffic Site Plan
- A 35-mph speed assumption
- Sight-distance triangles that do not exist in the field

This constitutes **CEQA baseline omission** and **CEQA significance error**.

3.5 Baseline Pedestrian Conditions

Pedestrians — including schoolchildren — walk along:

- Unpaved shoulders
- Dirt paths
- Roadway edges
- Areas with no separation from traffic

There are:

- No sidewalks
- No marked crossings
- No pedestrian refuge

- No traffic calming
- No signage
- No lighting

The TIA did not evaluate pedestrian baseline conditions.

3.6 Baseline Bicycle Conditions

Cyclists — including children — ride along:

- Narrow lanes
- Unpaved shoulders
- Areas with no separation from traffic

There are:

- No bike lanes
- No signage
- No markings
- No buffers

The TIA did not evaluate bicycle baseline conditions.

3.7 Baseline School-Zone Conditions

The Pinon Hills Elementary School corridor experiences:

- Daily congestion
- Shoulder parking
- Queueing
- U-turns
- Pedestrian crossings
- Bicycle crossings

- Bus operations
- Parent drop-off conflicts

These conditions create **high conflict potential**.

The TIA did not evaluate school-zone baseline conditions.

3.8 Baseline STAA Truck Conditions

The project does **not** have direct access to SR-138.

STAA trucks must travel on:

- Local residential roads
- Roads not designated STAA
- Roads not designated Terminal Access
- Roads not designated KPRA

Caltrans confirmed in writing that Oasis Road is **not STAA-legal in any form**.

The TIA did not evaluate STAA baseline conditions.

3.9 Baseline Emergency Access Conditions

Emergency vehicles must navigate:

- Narrow lanes
- Shoulder parking
- School-zone congestion
- STAA truck conflicts
- Pedestrian exposure
- Bicycle exposure

The TIA did not evaluate emergency access baseline conditions.

3.10 Baseline Turning-Movement Conflicts

The project introduces:

- High-volume turning movements
- Conflicts with school traffic
- Conflicts with shoulder parking
- Conflicts with STAA trucks
- Conflicts with pedestrians and cyclists

The TIA did not evaluate turning-movement baseline conditions.

3.11 Baseline Sight-Distance Obstructions (Hypothetical-Traffic Conditions)

During school-zone peak periods:

- Vehicles routinely occupy sight-distance triangles
- Shoulder parking blocks visibility
- Queueing blocks visibility
- STAA trucks block visibility
- Parent vehicles block visibility
- Bus operations block visibility

These are **real-world baseline obstructions. (See Exhibit 44)**

The TIA removed all of them.

3.12 Baseline School Bus Operations

School buses operate daily along Oasis Road and experience:

- Conflicts with parent vehicles
- Conflicts with shoulder parking
- Conflicts with STAA trucks

- Conflicts with turning movements
- Conflicts with pedestrians and cyclists

The TIA did not evaluate bus baseline conditions.

3.13 Baseline Pedestrian Exposure (Children Walking in Roadway)

Children walk:

- In the roadway
- On unpaved shoulders
- Along dirt paths
- With no separation from traffic

The TIA did not evaluate pedestrian exposure baseline conditions.

3.14 Baseline Bicycle Exposure

Children ride bicycles:

- In narrow lanes
- On shoulders
- In areas with no separation from traffic

The TIA did not evaluate bicycle exposure baseline conditions.

3.15 Baseline Emergency Access Conflicts

Emergency vehicles must navigate:

- Congestion
- Shoulder parking
- STAA trucks
- Pedestrian exposure

- Bicycle exposure

The TIA did not evaluate emergency access baseline conditions.

3.16 CEQA Baseline Conclusion

The TIA did not evaluate:

- Existing geometry
- Existing speed conditions
- Existing sight-distance obstructions
- Existing pedestrian exposure
- Existing bicycle exposure
- Existing school-zone congestion
- Existing STAA conflicts
- Existing emergency access conditions

Instead, the TIA relied on:

- A non-circulated Traffic Site Plan
- A 35-mph speed assumption with no justification
- Hypothetical future geometry
- Sight-distance triangles with all obstructions removed

These omissions constitute:

- **CEQA baseline defects**
- **CEQA disclosure violations**
- **CEQA circulation defects**
- **CEQA significance errors**

These defects materially affected the Planning Commission's decision and prevented the public from reviewing the information required under CEQA.

3.17 VMT Screening Does Not Replace CEQA Baseline Requirements

San Bernardino County classified the Maverik project as **VMT-screened** under its Vehicle Miles Traveled (VMT) policy. As a result, the applicant was **exempt** from preparing a Traffic Impact Analysis (TIA) on **Oasis Road north of SR-138**, including:

- segment analysis,
- turning-movement analysis,
- safety analysis,
- sight-distance analysis,
- pedestrian/bicycle analysis,
- school-zone analysis, and
- emergency access analysis.

Critical CEQA Issue:

VMT screening applies **only** to regional VMT significance. It does **not** exempt a project from evaluating **existing physical conditions**, including:

- **Existing safety conditions**
- **Existing sight-distance obstructions**
- **Existing pedestrian exposure**
- **Existing bicycle exposure**
- **Existing school-zone congestion**
- **Existing STAA truck conflicts**
- **Existing emergency access conditions**

CEQA requires a baseline analysis of **existing physical conditions**, regardless of VMT screening status.

CEQA Violation:

By relying on VMT screening to avoid analyzing Oasis Road north of SR-138, the County:

- omitted required CEQA baseline information,
- omitted required safety analysis,

- omitted required sight-distance analysis,
- omitted required pedestrian/bicycle analysis,
- omitted required school-zone analysis,
- omitted required emergency access analysis.

These omissions constitute:

- **CEQA baseline defects,**
- **CEQA disclosure violations,**
- **CEQA circulation defects,** and
- **CEQA significance errors.**

This VMT-based exemption is a central reason why the TIA failed to evaluate the actual conditions on Oasis Road and why the CEQA baseline presented to the Planning Commission and the public was incomplete and misleading.

3.18 Speed-Limit Discrepancy Between August 2024 and October 2025 TIA Versions

Caltrans' May 23, 2025 LDR letter identified a critical inconsistency in the applicant's Traffic Impact Analysis (TIA) (See Exhibit 20). The August 2024 version of Table 5 correctly identifies the Oasis Road speed limit as 55 mph, consistent with posted and prima facie conditions. However, the October 2025 version of Table 5 replaces this value with 35 mph without any supporting engineering and traffic survey, Board action, ordinance, or MUTCD justification. Caltrans directed the applicant to verify and correct this discrepancy, but the applicant did not revise the TIA. The Planning Commission proceeded without resolving the conflicting speed-limit assumptions, resulting in a failure of substantial evidence and an inaccurate baseline for sight-distance and safety analysis.

3.19 Missing HDM STAA Truck Turning Exhibits

Caltrans' May 23, 2025 LDR letter required the applicant to provide **HDM-compliant STAA truck-turning templates** for the Oasis Road "right-out only" driveway and both Buckthorne Road full-access driveways (**See Exhibit 20**). The applicant did not submit HDM-compliant templates, and County staff did not enforce Caltrans' directive. Prior to the Planning Commission hearing, the appellant prepared full **HDM 404.4(1)(b) STAA turning exhibits**

addressing the exact driveways identified by Caltrans. These exhibits were shown only during the appellant's 15-minute presentation and were **not included** in the Staff Report, CEQA record, or Planning Commission packet. As a result, the Planning Commission made its decision without reviewing any HDM-compliant STAA turning analysis, despite Caltrans' explicit requirement. This omission constitutes a procedural defect and a failure of substantial evidence.

3.20 Applicant's Post-Hearing Turning Sheet (March 12, 2026)

Following the February 19, 2026 Planning Commission hearing, the applicant submitted a revised truck-turning exhibit prepared by Core States, dated **March 12, 2026**. This exhibit was created **after** the Planning Commission hearing and therefore was **not** part of the record reviewed by Commissioners, County Traffic Division, or the public during the decision-making process. The Planning Commission relied solely on the earlier, non-HDM-compliant turning information presented by the applicant. Because the March 12, 2026 exhibit was generated post-hearing, it cannot serve as substantial evidence supporting the Planning Commission's approval and highlights a procedural irregularity in the project's review process.

3.21 Caltrans LDR Requirements Not Implemented by Applicant or County Staff

Caltrans District 8 Local Development Review (LDR) issued a letter on **May 23, 2025** requiring the applicant to provide **HDM-compliant STAA truck-turning templates** for the **Oasis Road "right-out only" driveway** and the **two full-access Buckthorne Road driveways (See Exhibit 20)**. These were the only access points Caltrans identified for STAA review, consistent with Caltrans' jurisdiction over Terminal Access and Service Access connections to public roads. The applicant did **not** submit HDM-compliant STAA templates, and County Traffic Division did **not** enforce Caltrans' directive. As a result, the Planning Commission proceeded without reviewing the required HDM STAA turning analysis for the driveways serving STAA trucks. This omission constitutes a procedural defect and contributed to a failure of substantial evidence in the Planning Commission's decision.

3.22 Appearance of an Informal, Undocumented Speed-Limit Reduction

The applicant's Traffic Impact Analysis (TIA) contains two conflicting speed-limit assumptions for Oasis Road. The **August 2024** version of Table 5 correctly identifies the speed limit as **55 mph**, consistent with posted and prima facie conditions. The **October 2025** version of Table 5 replaces this value with **35 mph**, despite the absence of any engineering and traffic survey, Board action, ordinance, MUTCD justification, or supporting documentation. No record exists of a formal speed-limit change, and Caltrans' May 23, 2025 LDR letter required the applicant to verify and correct this discrepancy (**See Exhibit 20**). The applicant did not revise the TIA, and County staff proceeded without resolving the conflicting assumptions. The unexplained shift from 55 mph to 35 mph creates the **appearance of an informal, undocumented speed-limit reduction**, undermining the reliability of the traffic analysis and contributing to a failure of substantial evidence.

3.23 Scope of Caltrans STAA Review Limited to Driveway Access Points

Caltrans' May 23, 2025 LDR letter required the applicant to provide **HDM-compliant STAA truck-turning templates** specifically for the **Oasis Road "right-out only" driveway** and the **two full-access Buckthorne Road driveways** (**See Exhibit 20**). Caltrans did **not** request any analysis of on-site circulation because Caltrans' jurisdiction applies only to **Terminal Access and Service Access connections to public roads**, not private-property internal movements. The appellant's HDM STAA turning exhibits correctly followed this limited scope and addressed only the driveways identified by Caltrans. Despite this, the applicant did not provide HDM-compliant templates for these required access points, and County staff did not enforce Caltrans' directive. As a result, the Planning Commission proceeded without reviewing the required driveway-specific STAA analysis, contributing to a procedural defect and a failure of substantial evidence.

3.24 Applicant's Turning Exhibit Presented in a Confusing, Non-HDM Format

During the Planning Commission hearing, the applicant presented a truck-turning exhibit prepared by Core States that did not follow standard HDM or industry-accepted turning-template practices. The exhibit contained **multiple overlapping movements, disjointed turning paths, premature turning initiation, and mid-turn trajectory adjustments** that are not physically possible for an HDM-compliant STAA vehicle. Standard turning-analysis practice requires each movement to be shown **individually**, with a continuous swept-path envelope and consistent pivot geometry. The applicant's exhibit

instead combined several movements onto a single sheet, creating visual clutter that made it difficult for Commissioners and the public to understand actual truck behavior. These characteristics indicate a presentation designed to **confuse rather than inform**, preventing meaningful review of driveway compliance. Because the Planning Commission relied on this non-HDM, visually obscured exhibit, the decision lacked substantial evidence.

3.25 County-Directed Driveway Geometry Influencing Applicant's Plans

Throughout the project review process, County Traffic Division did not prepare any truck-turning templates for the applicant. Instead, consistent with standard County practice, Traffic Division directed the applicant to revise **driveway geometry, curb-return radii, throat lengths**, and **internal circulation layout** until the site plan met County geometric preferences. This influence is evident in three separate documents: (1) the **November 10, 2025 County Traffic Site Plan**, (2) the “mystery plan” displayed by the applicant at the February 19, 2026 Planning Commission hearing, and (3) the **March 12, 2026 Core States turning sheet**. All three documents share the same driveway configuration, demonstrating that the applicant adopted County-directed geometry rather than independently developing compliant access design. Despite directing geometric revisions, County Traffic Division did **not** require or produce HDM-compliant STAA turning templates, leaving the Planning Commission without the necessary analysis to evaluate driveway safety. This disconnect between County-directed geometry and the absence of HDM-compliant turning analysis contributed to a procedural defect and a failure of substantial evidence.

3.26 Speed-Limit Discrepancy Between August 2024 and October 2025 TIA Versions

Caltrans' May 23, 2025 LDR letter identified a critical inconsistency in the applicant's Traffic Impact Analysis (TIA) (**See Exhibit 20**). The August 2024 version of Table 5 correctly identifies the Oasis Road speed limit as 55 mph, consistent with posted and prima facie conditions. The October 2025 version replaces this value with 35 mph without any engineering and traffic survey, Board action, ordinance, or MUTCD justification. Caltrans directed the applicant to verify and correct this discrepancy, but the applicant did not revise the TIA. The Planning Commission proceeded without resolving the conflicting speed-limit assumptions, resulting in a failure of substantial evidence and an inaccurate baseline for sight-distance and safety analysis.

3.27 Missing HDM STAA Truck Turning Exhibits

Caltrans' May 23, 2025 LDR letter required HDM-compliant STAA truck-turning templates for the Oasis Road "right-out only" driveway and both Buckthorne Road full-access driveways **(See Exhibit 20)**. The applicant did not submit HDM-compliant templates, and County staff did not enforce Caltrans' directive. The appellant prepared full HDM 404.4(1)(b) STAA turning exhibits addressing the exact driveways identified by Caltrans, but these were shown only during the appellant's 15-minute presentation and were not included in the Staff Report or CEQA record. The Planning Commission made its decision without reviewing any HDM-compliant STAA turning analysis, despite Caltrans' explicit requirement.

3.28 Applicant's Post-Hearing Turning Sheet (March 12, 2026)

After the February 19, 2026 Planning Commission hearing, the applicant submitted a revised truck-turning exhibit dated March 12, 2026. Because this exhibit was created after the hearing, it was not part of the record reviewed by Commissioners or the public. The Planning Commission relied solely on earlier, non-HDM-compliant turning information. The March 12, 2026 exhibit cannot serve as substantial evidence supporting the Planning Commission's approval and highlights a procedural irregularity.

3.29 Caltrans LDR Requirements Not Implemented by Applicant or County Staff

Caltrans' May 23, 2025 LDR letter required HDM-compliant STAA turning templates for the Oasis Road "right-out only" driveway and both Buckthorne Road full-access driveways **(See Exhibit 20)**. The applicant did not provide these required templates, and County Traffic Division did not enforce Caltrans' directive. The Planning Commission proceeded without reviewing the required STAA driveway analysis, contributing to a procedural defect and a failure of substantial evidence.

3.30 Appearance of an Informal, Undocumented Speed-Limit Reduction

The applicant's TIA contains conflicting speed-limit assumptions: 55 mph in August 2024 and 35 mph in October 2025. No engineering and traffic survey, Board action, ordinance, or MUTCD justification exists to support a 35-mph speed limit. Caltrans required verification of this discrepancy, but the applicant did not revise the TIA. The unexplained shift creates the appearance of an informal, undocumented speed-limit reduction and undermines the reliability of the traffic analysis.

3.31 Scope of Caltrans STAA Review Limited to Driveway Access Points

Caltrans required STAA turning templates only for the Oasis Road “right-out only” driveway and the two Buckthorne Road full-access driveways. Caltrans does not review on-site circulation. The appellant’s HDM STAA exhibits correctly followed this limited scope. The applicant did not provide HDM-compliant templates for these required access points, and County staff did not enforce Caltrans’ directive.

3.32 Applicant’s Turning Exhibit Presented in a Confusing, Non-HDM Format

The applicant’s turning exhibit presented at the Planning Commission hearing contained overlapping movements, disjointed paths, premature turning initiation, and mid-turn trajectory adjustments inconsistent with HDM geometry. Standard practice requires each movement to be shown individually with a continuous swept-path envelope. The applicant’s exhibit combined multiple movements onto a single sheet, creating visual clutter that prevented meaningful review. The Planning Commission relied on this non-HDM exhibit, resulting in a failure of substantial evidence.

3.33 County-Directed Driveway Geometry Influencing Applicant’s Plans

County Traffic Division directed revisions to driveway geometry, curb-return radii, throat lengths, and internal circulation layout. This influence is evident in the November 10, 2025 County Traffic Site Plan, the plan shown at the Planning Commission hearing, and the March 12, 2026 Core States turning sheet. All three documents share identical driveway geometry. Despite directing geometric revisions, County Traffic Division did not require HDM-compliant STAA templates, leaving the Planning Commission without necessary analysis.

TAB 4 — TECHNICAL FINDINGS

4.0 Overview of Technical Deficiencies

This section documents the technical deficiencies in the Traffic Impact Analysis (TIA), the Traffic Site Plan, and the sight-distance evaluation relied upon by staff and the Planning Commission. The record demonstrates that:

- The TIA did **not** evaluate existing conditions.
- The TIA used an **undocumented 35 mph speed assumption**.
- The TIA relied on a **non-circulated Traffic Site Plan**.
- The TIA removed **all real-world obstructions** from sight-distance triangles.
- The TIA relied on **hypothetical future geometry** not present in the field.
- The TIA did **not** evaluate school-zone congestion.
- The TIA did **not** evaluate pedestrian or bicycle exposure.
- The TIA did **not** evaluate STAA truck conflicts.
- The TIA did **not** evaluate emergency access conflicts.
- The TIA did **not** evaluate turning-movement conflicts.
- The TIA did **not** evaluate sight-distance deficiencies documented in the appellant's studies.

These omissions constitute **technical errors, baseline defects, and CEQA significance violations**.

4.1 Use of Non-Circulated Traffic Site Plan

The TIA relied on a **Traffic Site Plan** that:

- was **not circulated** to the public,
- was **not disclosed** before the Planning Commission hearing,
- was **not posted** with the agenda materials,
- was **not provided** to the appellant,
- was **not included** in the public record.

Staff, the applicant, and commissioners had access to this plan. The appellant and the public did not.

This constitutes:

- **CEQA disclosure violation**
- **CEQA circulation defect**
- **Procedural unfairness**

4.2 Seven Inconsistent Site Plans

The project record contains seven different site plans, each with differing geometry, driveway configuration, curb radii, lane widths, and internal circulation. These plans were used at different stages of review without disclosure or consistency, including:

- the **Initial Study** site plan,
- the **Staff Report** site plan,
- the **Planning Commission** hearing site plan,
- the **Landscaping Plan**,
- the plan introduced for the first time at the **Planning Commission appeal**,
- the **Traffic Division's** 11/10/25 site plan,
- the **TJW Engineering VMT** memo site plan.

This constitutes:

- **unstable** project description,
- **CEQA disclosure defect**,
- reliance on **non-public** technical inputs,
- procedural **unfairness**.

The TIA relied on geometry that does **not match** the **Approved Site Plan**.

This constitutes:

- Technical **inconsistency**

- CEQA **baseline defect**

4.3 35 mph Speed-Limit Claim

The applicant asserted a **35 mph design speed** on Oasis Road even though:

- The posted speed on **North Oasis Road is 55 mph**,
- **South Oasis Road is prima facie 55 mph**,
- no ordinance or engineering study supports a 35 mph speed,
- no speed-limit change was ever circulated,
- no signage was ever installed,
- no Board action or County resolution changed the speed limit,
- the TIA used 35 mph **without disclosure**,
- the reduced speed **cuts required sight-distance nearly in half**,
- the reduced speed **invalidates the TIA's sight-distance conclusions**,
- the reduced speed **was used to justify unsafe driveway placement**.

This constitutes:

- CEQA disclosure defect,
- unstable project description,
- reliance on non-public assumptions,
- procedural unfairness.

4.4 Removal of Real-World Sight-Distance Obstructions

The TIA and staff analysis **removed real-world sight-distance obstructions** from consideration, including:

- parked vehicles along the shoulder,
- queued vehicles waiting to turn into the site,
- vehicles stopped at the driveway throat,

- vehicles temporarily blocking the line of sight during turning movements,
- trucks staging or maneuvering near the driveway,
- typical rural roadside obstructions present during normal operations.

The analysis instead relied on **idealized, empty-roadway conditions** that:

- do not reflect actual operating conditions on Oasis Road,
- do not reflect turning-movement behavior at rural commercial driveways,
- do not reflect real-world vehicle presence during peak periods,
- artificially inflate available sight-distance,
- invalidate the TIA's sight-distance conclusions.

This constitutes:

- CEQA baseline error,
- reliance on unrealistic assumptions,
- failure to evaluate real-world operating conditions,
- procedural unfairness.

4.5 Use of Hypothetical Future Geometry

The TIA and staff analysis relied on **hypothetical future roadway geometry** that:

- does not exist in the field today,
- has not been constructed,
- has not been approved by the Board of Supervisors,
- has not been funded or programmed in any capital plan,
- was not included in the IS/MND project description,
- was not disclosed to the public as part of the project,
- was used to increase calculated sight-distance,

- was used to justify driveway placement that is unsafe under existing conditions.

This constitutes:

- CEQA baseline error (use of future conditions instead of existing),
- unstable and misleading project description,
- reliance on non-existent improvements,
- procedural unfairness.

4.6 Failure to Evaluate School Zone Congestion

The TIA failed to evaluate **school-zone congestion** along Oasis Road even though:

- Oasis Road is the **primary access corridor** for Pinon Hills Elementary School,
- daily **school-bus operations** occur north and south of the project site,
- parents queue and stage along Oasis Road during drop-off and pick-up periods (**See Exhibit 10**),
- congestion routinely forms at residential driveways and side streets used by families,
- school-zone traffic patterns differ significantly from normal peak-hour conditions,
- increased project traffic will directly interact with school-zone congestion,
- STAA trucks and fuel tankers will mix with children walking, biking, and waiting at bus stops,
- no analysis was performed on **queue spillback, gap availability, or turning conflicts** affecting school transportation,
- no pedestrian-safety or child-safety evaluation was conducted.

This constitutes:

- CEQA baseline error (failure to evaluate existing school-zone conditions),
- omission of a sensitive-receptor corridor,

- failure to analyze foreseeable hazards to children,
- procedural unfairness

The TIA failed to evaluate **pedestrian exposure** along Oasis Road even though:

- children routinely walk along unpaved shoulders before and after school,
- pedestrians are forced into the travelway envelope due to shoulder encroachment,
- no sidewalks, marked crossings, or refuge areas exist along the corridor,
- school-zone congestion creates unpredictable vehicle movements near pedestrians,
- STAA trucks and fuel tankers will interact with children walking to and from school,
- turning vehicles entering/exiting the site create direct pedestrian conflict points,
- early-morning low-light conditions reduce driver visibility of pedestrians,
- no pedestrian counts, routes, or conflict analyses were performed,
- no evaluation was conducted on how project traffic increases pedestrian risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing pedestrian conditions),
- omission of a sensitive-receptor group (schoolchildren),
- failure to analyze foreseeable hazards to pedestrians,
- procedural unfairness.

4.8 Failure to Evaluate Bicycle Exposure

The TIA failed to evaluate **bicycle exposure** along Oasis Road even though:

- students and residents regularly bike along the narrow dirt shoulders,
- bicyclists must ride within inches of the travel lane due to shoulder encroachment,

- no bike lanes, signage, or protective facilities exist anywhere along the corridor,
- STAA trucks and fuel tankers create severe passing-clearance hazards,
- truck encroachment into the shoulder forces bicyclists into the travel lane envelope,
- school-zone congestion increases unpredictable vehicle movements near cyclists,
- early-morning low-light conditions reduce driver visibility of bicyclists,
- no bicycle counts, routes, or conflict analyses were performed,
- no evaluation was conducted on how project traffic increases bicycle collision risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing bicycle conditions),
- omission of a sensitive-receptor group (schoolchildren biking to/from school),
- failure to analyze foreseeable hazards to bicyclists,
- procedural unfairness.

4.9 Failure to Evaluate STAA Truck Conflicts

The TIA failed to evaluate **STAA truck conflicts** along Oasis Road even though:

- STAA WB-67 trucks will routinely travel to and from the project site,
- STAA trucks have wide turning envelopes that encroach into shoulders and opposing lanes,
- truck off-tracking creates direct conflict points with pedestrians, bicyclists, and school buses,
- STAA trucks require long acceleration and deceleration distances that reduce gap availability,
- truck queueing and staging near the driveway obstruct sight-distance and turning movements,

- school-zone congestion increases the likelihood of truck-vehicle and truck-child conflicts,
- fuel tankers introduce additional operational hazards not evaluated in the TIA,
- no conflict-point mapping or truck-interaction analysis was performed,
- no evaluation was conducted on how project truck volumes increase collision risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing and foreseeable STAA truck conflicts),
- omission of a high-risk vehicle class,
- failure to analyze foreseeable hazards to vulnerable road users,
- procedural unfairness.

4.10 Failure to Evaluate Emergency Access Conflicts

The TIA failed to evaluate **emergency-access conflicts** along Oasis Road even though:

- Oasis Road is the **sole ingress/egress route** for hundreds of homes in a Very High Fire Hazard Severity Zone,
- fire engines, ambulances, and sheriff units rely on this corridor for emergency response,
- STAA trucks and fuel tankers block both lanes during turning movements, preventing emergency-vehicle passage,
- shoulder encroachment by trucks eliminates refuge space for emergency vehicles attempting to bypass queues,
- school-zone congestion further restricts emergency-vehicle maneuvering during peak periods,
- real-world obstructions (parked vehicles, queues, turning vehicles) reduce available emergency-response clearance,

- no analysis was performed on emergency-vehicle travel times, conflict points, or delay during project operations,
- no evaluation was conducted on how project traffic increases emergency-response obstruction risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing emergency-access conditions),
- omission of a critical life-safety function,
- failure to analyze foreseeable hazards to emergency responders and residents,
- procedural unfairness.

4.11 Failure to Evaluate Turning Movement Conflicts

The TIA failed to evaluate **turning-movement conflicts** along Oasis Road even though:

- STAA WB-67 trucks entering/exiting the site create wide turning envelopes that overlap opposing lanes,
- truck off-tracking encroaches into shoulders used by pedestrians and bicyclists,
- left-turn and right-turn movements at the driveway generate conflict points with through-traffic,
- school-zone congestion increases unpredictable vehicle movements during turning operations,
- queued vehicles waiting to enter the site obstruct sight-distance for turning drivers,
- vehicles exiting the site must turn into narrow gaps not analyzed in the TIA,
- fuel tankers require extended turning paths that block both lanes during maneuvering,
- no conflict-point mapping or turning-movement interaction analysis was performed,

- no evaluation was conducted on how project turning volumes increase collision risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing turning-movement conditions),
- omission of a high-risk operational conflict type,
- failure to analyze foreseeable hazards to all roadway users,
- procedural unfairness.

4.12 Technical Findings Conclusion

The technical findings in Sections 4.1 through 4.11 demonstrate that:

- the TIA did not evaluate real-world operating conditions on Oasis Road,
- multiple required analyses were omitted (pedestrian, bicycle, school-zone, bus, emergency access, emergency delay, STAA truck conflicts, turning-movement conflicts),
- sight-distance conclusions relied on hypothetical geometry and idealized empty-road assumptions,
- conflict-point mapping was not performed for any roadway user group,
- emergency-response and life-safety impacts were not analyzed,
- vulnerable road users (children walking, biking, waiting at bus stops) were not evaluated,
- STAA truck operations were not assessed despite being a core component of project traffic,
- turning-movement hazards were not analyzed even though they directly affect collision risk,
- the TIA's methodology and assumptions do not reflect Caltrans requirements or CEQA baseline conditions.

Collectively, these defects show that the TIA:

- does not provide substantial evidence,
- does not evaluate foreseeable hazards,
- does not analyze existing conditions,
- does not support the conclusions relied upon by staff,
- does not satisfy CEQA.

4.13 Speed-Limit Discrepancy Undermining Sight-Distance and Safety Analysis

The TIA contains a **speed-limit discrepancy** that directly undermines all sight-distance and safety conclusions:

- the **August 2024** TIA correctly identifies Oasis Road as **55 mph**,
- the **October 2025** TIA replaces this with **35 mph** without justification,
- no engineering and traffic survey supports a 35-mph speed limit,
- no Board action or ordinance establishes a 35-mph zone,
- no MUTCD or Caltrans basis exists for reducing the design speed,
- Caltrans' May 23, 2025 LDR letter required correction of this discrepancy,
- the applicant did not revise the TIA after Caltrans' directive,
- all sight-distance calculations were performed using the incorrect 35-mph value,
- required stopping sight distance and corner sight distance were understated,
- driveway-safety conclusions relied on the incorrect lower speed.

This constitutes:

- CEQA baseline error (use of incorrect speed limit),
- reliance on non-existent roadway conditions,
- failure to follow Caltrans HDM Chapter 400 design-speed requirements,
- procedural unfairness.

4.14 HDM STAA Turning Exhibits Demonstrate Driveway Non-Compliance

The appellant's **HDM-compliant STAA turning exhibits** demonstrate that the project's driveways and internal circulation **cannot accommodate an HDM-standard WB-67 STAA truck**, because:

- the Buckthorne Road driveway lacks the required return radii for HDM STAA entry and exit,
- the Oasis Road driveway does not provide sufficient swept-path clearance for HDM STAA movements,
- internal circulation paths are too narrow for HDM STAA off-tracking behavior,
- HDM STAA turning envelopes overlap curbs, shoulders, and opposing lanes,
- HDM STAA tractor-trailer geometry (244" wheelbase, 40' KPRA, 53' trailer) cannot be maneuvered within the approved site plan,
- the applicant's turning sheet uses a shortened tractor and non-HDM geometry, producing invalid results,
- Caltrans HDM 404.4(1)(b) requires use of the WB-67 STAA design vehicle, which the applicant did not use,
- County Traffic approved a non-HDM turning exhibit that does not meet Caltrans requirements,
- the Planning Commission relied on incorrect geometry and did not receive the appellant's HDM-compliant exhibits.

This constitutes:

- CEQA baseline error (failure to evaluate HDM-required STAA geometry),
- reliance on non-compliant turning templates,
- failure to disclose fatal driveway-design flaws,
- procedural unfairness.

4.15 Failure to Evaluate Driveway Safety Under Real-World Operating Conditions

The TIA failed to evaluate **driveway safety under real-world operating conditions** even though:

- Oasis Road routinely experiences congestion, queues, shoulder encroachment, and unpredictable movements,
- STAA trucks entering/exiting the site block both lanes during turning maneuvers,
- truck off-tracking overlaps pedestrian, bicycle, and opposing-lane envelopes,
- school-zone traffic creates sudden stops, erratic movements, and reduced gap availability,
- parked vehicles, bus stops, and residential driveways introduce additional conflict points,
- early-morning low-light conditions reduce visibility of pedestrians and bicyclists near the driveway,
- the TIA relied on idealized empty-road assumptions that do not exist in the field,
- no analysis was performed on driveway sight-distance under actual operating conditions,
- no evaluation was conducted on collision risk created by real-world driveway operations.

This constitutes:

- CEQA baseline error (failure to evaluate existing operating conditions),
- reliance on hypothetical and idealized assumptions,
- omission of foreseeable hazards affecting driveway safety,
- procedural unfairness.

4.16 Failure to Evaluate Driveway Sight-Distance Under Actual Field Geometry

The TIA failed to evaluate **driveway sight-distance using actual field geometry** even though:

- Oasis Road's vertical and horizontal alignment restricts available sight-distance at both driveways,
- shoulder encroachment, parked vehicles, and school-zone congestion obstruct driver visibility,
- STAA truck queueing and turning movements create intermittent sight-distance blockages,
- real-world obstructions (fences, vegetation, utility poles, mailbox clusters) reduce available corner sight-distance,
- the TIA relied on idealized, unobstructed, flat-grade assumptions that do not exist in the field,
- stopping-sight-distance was calculated using the incorrect 35-mph speed limit,
- corner-sight-distance was not measured from the **first point of obstruction**, contrary to Caltrans HDM requirements,
- no field-verified sight-distance measurements were provided for either driveway,
- no evaluation was conducted on how project traffic increases collision risk under actual sight-distance conditions.

This constitutes:

- CEQA baseline error (failure to evaluate existing sight-distance geometry),
- reliance on hypothetical and non-existent roadway conditions,
- failure to follow Caltrans HDM sight-distance methodology,
- procedural unfairness.

4.17 Failure to Evaluate Driveway Operations Under Peak-Hour Congestion

The TIA failed to evaluate **driveway operations under peak-hour congestion** even though:

- Oasis Road experiences recurring AM/PM congestion from school traffic, residential traffic, and bus operations,
- peak-hour queues reduce gap availability for vehicles entering and exiting the site,
- STAA trucks and fuel tankers require long, unobstructed gaps that do not exist during peak periods,
- queued vehicles obstruct sight-distance for drivers attempting to turn into or out of the driveway,
- congestion forces pedestrians and bicyclists into the travel lane envelope, increasing conflict points,
- turning vehicles must accept smaller gaps, increasing collision risk,
- driveway operations during peak periods differ significantly from off-peak conditions used in the TIA,
- no peak-hour driveway delay, queueing, or conflict analysis was performed,
- no evaluation was conducted on how project traffic increases driveway-related collision risk during peak congestion.

This constitutes:

- CEQA baseline error (failure to evaluate existing peak-hour operating conditions),
- reliance on hypothetical empty-road assumptions,
- omission of foreseeable hazards affecting driveway safety,
- procedural unfairness.

4.18 Failure to Evaluate Driveway Operations Under School-Zone Conditions

The TIA failed to evaluate **driveway operations under school-zone conditions** even though:

- Pinon Hills Elementary School generates heavy AM/PM pedestrian, bicycle, bus, and parent-vehicle activity,
- school-zone congestion reduces gap availability for vehicles entering and exiting the site,
- children walk and bike along unprotected shoulders directly adjacent to the project driveway,
- school buses stop along Oasis Road, creating temporary queues and sight-distance obstructions,
- STAA trucks and fuel tankers interact with school-zone traffic during peak periods,
- unpredictable child movements increase conflict points near the driveway,
- early-morning low-light conditions reduce visibility of children approaching the driveway,
- no school-zone driveway delay, queueing, or conflict analysis was performed,
- no evaluation was conducted on how project traffic increases collision risk during school-zone operations.

This constitutes:

- CEQA baseline error (failure to evaluate existing school-zone operating conditions),
- omission of foreseeable hazards affecting children,
- reliance on hypothetical empty-road assumptions,
- procedural unfairness.

4.19 Failure to Evaluate Driveway Operations Under Real-World STAA Truck Behavior

The TIA failed to evaluate **driveway operations under real-world STAA truck behavior** even though:

- STAA WB-67 trucks require wide turning envelopes that overlap opposing lanes and shoulders,
- truck off-tracking creates direct conflict points with pedestrians, bicyclists, and school-zone traffic,
- STAA trucks entering/exiting the site block both lanes during turning maneuvers,
- long acceleration and deceleration distances reduce gap availability for driveway movements,
- truck queueing near the driveway obstructs sight-distance for turning vehicles,
- fuel tankers introduce additional operational hazards not analyzed in the TIA,
- real-world truck behavior differs significantly from the non-HDM geometry used in the applicant's turning sheet,
- no analysis was performed on STAA truck driveway delay, queueing, or conflict points,
- no evaluation was conducted on how project truck volumes increase driveway-related collision risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing STAA truck operating conditions),
- reliance on non-compliant turning templates,
- omission of foreseeable hazards affecting driveway safety,
- procedural unfairness.

4.20 Failure to Evaluate Driveway Operations Under Opposing-Lane Encroachment

The TIA failed to evaluate **driveway operations under opposing-lane encroachment** even though:

- STAA WB-67 trucks entering/exiting the site routinely encroach into the opposing lane during turning movements,
- truck off-tracking overlaps the opposing-lane travel path, creating direct conflict points with oncoming vehicles,
- fuel tankers require extended turning envelopes that block both lanes, eliminating safe passage for opposing traffic,
- opposing-lane encroachment reduces gap availability for vehicles attempting to exit the driveway,
- oncoming vehicles must brake or swerve to avoid encroaching trucks, increasing collision risk,
- school-zone congestion amplifies opposing-lane conflicts during peak periods,
- no analysis was performed on opposing-lane blockage duration or its effect on driveway operations,
- no conflict-point mapping was conducted for opposing-lane interactions,
- no evaluation was performed on how project truck volumes increase driveway-related collision risk involving opposing traffic.

This constitutes:

- CEQA baseline error (failure to evaluate existing opposing-lane encroachment conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical empty-road assumptions,
- procedural unfairness.

4.21 Failure to Evaluate Driveway Operations Under Shoulder Encroachment Conditions

The TIA failed to evaluate **driveway operations under shoulder encroachment conditions** even though:

- Oasis Road shoulders are routinely occupied by pedestrians, bicyclists, parked vehicles, and school-zone activity,
- STAA WB-67 trucks off-track into the shoulder during turning movements, eliminating refuge space for other users,
- shoulder encroachment forces pedestrians and bicyclists into the travel lane envelope near the driveway,
- parked vehicles and temporary obstructions reduce available sight-distance for drivers entering/exiting the site,
- shoulder encroachment restricts maneuvering space for vehicles attempting to bypass queues,
- fuel tankers create extended shoulder overlap during turning movements, increasing conflict points,
- school-zone congestion amplifies shoulder conflicts during AM/PM peaks,
- no analysis was performed on driveway operations under obstructed-shoulder conditions,
- no evaluation was conducted on how project traffic increases collision risk when shoulders are blocked.

This constitutes:

- CEQA baseline error (failure to evaluate existing shoulder-encroachment conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical empty-shoulder assumptions,
- procedural unfairness.

4.22 Failure to Evaluate Driveway Operations Under Restricted Maneuvering Space

The TIA failed to evaluate **driveway operations under restricted maneuvering space** even though:

- Oasis Road's narrow shoulders and limited lateral clearance restrict vehicle maneuvering near the driveway,
- STAA WB-67 trucks require wide turning envelopes that exceed available roadway width,
- truck off-tracking reduces maneuvering space for vehicles attempting to enter or exit the driveway,
- parked vehicles, school-zone activity, and bus stops further reduce usable maneuvering area,
- restricted maneuvering space forces drivers to accept smaller gaps, increasing collision risk,
- fuel tankers create extended turning paths that eliminate bypass opportunities for other vehicles,
- congestion compresses maneuvering space during AM/PM peaks, amplifying conflict points,
- no analysis was performed on driveway operations under constrained-space conditions,
- no evaluation was conducted on how project traffic increases collision risk when maneuvering space is limited.

This constitutes:

- CEQA baseline error (failure to evaluate existing constrained-space conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical full-clearance assumptions,
- procedural unfairness.

4.23 Failure to Evaluate Driveway Operations Under Real-World Queueing Conditions

The TIA failed to evaluate **driveway operations under real-world queueing conditions** even though:

- Oasis Road experiences recurring queues from school traffic, residential traffic, and bus operations,
- queued vehicles obstruct sight-distance for drivers attempting to enter or exit the driveway,
- STAA WB-67 trucks require long, unobstructed gaps that do not exist when queues form,
- truck queueing near the driveway blocks both lanes and eliminates safe turning opportunities,
- fuel tankers create extended queueing impacts due to slow acceleration and deceleration,
- queue spillback reduces maneuvering space for vehicles attempting to bypass stopped traffic,
- congestion compresses available gaps, forcing drivers to accept unsafe turning opportunities,
- no queue-length, queue-duration, or queue-spillback analysis was performed,
- no evaluation was conducted on how project traffic increases driveway-related collision risk under queueing conditions.

This constitutes:

- CEQA baseline error (failure to evaluate existing queueing conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical empty-road assumptions,
- procedural unfairness.

4.24 Failure to Evaluate Driveway Operations Under Real-World Gap Availability

The TIA failed to evaluate **driveway operations under real-world gap availability** even though:

- Oasis Road gap availability is heavily constrained by school-zone congestion, residential traffic, bus stops, and peak-hour queues,
- STAA WB-67 trucks require long, unobstructed gaps that rarely exist under actual operating conditions,
- fuel tankers need extended acceleration and deceleration distances, further reducing usable gaps,
- queued vehicles compress available gaps, forcing drivers to accept unsafe turning opportunities,
- opposing-lane encroachment by trucks eliminates gaps for vehicles attempting to exit the driveway,
- shoulder encroachment reduces maneuvering space, making gap acceptance more hazardous,
- unpredictable child movements during school-zone periods reduce safe gap opportunities,
- no field-verified gap-availability measurements were performed,
- no evaluation was conducted on how project traffic increases collision risk when real-world gaps are insufficient.

This constitutes:

- CEQA baseline error (failure to evaluate existing gap-availability conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical full-gap assumptions,

- procedural unfairness.

4.25 Failure to Evaluate Driveway Operations Under Real-World Conflict-Point Conditions

The TIA failed to evaluate **driveway operations under real-world conflict-point conditions** even though:

- Oasis Road contains multiple conflict points involving pedestrians, bicyclists, school-zone traffic, residential driveways, and bus stops,
- STAA WB-67 truck turning movements create overlapping conflict points with opposing-lane traffic and shoulder users,
- fuel tanker operations introduce extended conflict-point durations due to slow maneuvering speeds,
- school-zone pedestrian and bicycle movements generate unpredictable conflict points near the driveway,
- queueing, shoulder encroachment, and restricted maneuvering space amplify conflict-point density,
- conflict points increase during AM/PM peaks when gap availability is lowest,
- no conflict-point mapping was performed for any driveway movement,
- no analysis was conducted on conflict-point frequency, duration, or severity,
- no evaluation was performed on how project traffic increases collision risk under real-world conflict-point conditions.

This constitutes:

- CEQA baseline error (failure to evaluate existing conflict-point conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical empty-road assumptions,

- procedural unfairness.

4.26 Failure to Evaluate Driveway Operations Under Real-World Pedestrian and Bicycle Conditions

The TIA failed to evaluate **driveway operations under real-world pedestrian and bicycle conditions** even though:

- children walk and bike along the unprotected shoulders of Oasis Road during school-zone AM/PM peaks,
- pedestrians and bicyclists occupy the shoulder space directly adjacent to the project driveway,
- STAA WB-67 truck off-tracking overlaps the shoulder area used by pedestrians and bicyclists,
- fuel tanker turning movements eliminate refuge space for non-motorized users,
- school-zone congestion forces children into the travel-lane envelope near the driveway,
- early-morning low-light conditions reduce visibility of pedestrians and bicyclists approaching the driveway,
- queueing and shoulder encroachment amplify conflict points involving non-motorized users,
- no pedestrian or bicycle conflict-point mapping was performed,
- no evaluation was conducted on how project traffic increases collision risk for pedestrians and bicyclists at the driveway.

This constitutes:

- CEQA baseline error (failure to evaluate existing pedestrian and bicycle conditions),
- omission of foreseeable hazards affecting vulnerable road users,

- reliance on hypothetical empty-shoulder assumptions,
- procedural unfairness

4.27 Failure to Evaluate Driveway Operations Under Real-World Bus Stop Conditions

The TIA failed to evaluate **driveway operations under real-world bus stop conditions** even though:

- school buses stop along Oasis Road during AM/PM peaks, creating temporary queues and sight-distance obstructions,
- bus loading/unloading activity introduces unpredictable pedestrian movements near the driveway,
- queued vehicles behind buses compress available gaps for driveway entry and exit,
- STAA WB-67 truck turning movements conflict with stopped buses and children crossing the roadway,
- fuel tanker turning envelopes overlap the shoulder area used by children approaching or leaving bus stops,
- bus stop operations reduce maneuvering space for vehicles attempting to bypass queues,
- early-morning low-light conditions reduce visibility of children walking to and from bus stops,
- no bus-stop conflict-point mapping was performed,
- no evaluation was conducted on how project traffic increases collision risk during bus-stop operations.

This constitutes:

- CEQA baseline error (failure to evaluate existing bus-stop operating conditions),
- omission of foreseeable hazards affecting children and vulnerable road users,

- reliance on hypothetical empty-road assumptions,
- procedural unfairness.

4.28 Failure to Evaluate Driveway Operations Under Emergency-Access and Evacuation Conditions

The TIA failed to evaluate **driveway operations under emergency-access and evacuation conditions** even though:

- Oasis Road is a **single-access route** serving hundreds of homes,
- emergency vehicles require **unobstructed turning space** that conflicts with STAA WB-67 truck turning envelopes,
- fuel tanker deliveries create extended lane blockages that impede emergency response,
- school-zone congestion and queueing reduce maneuvering space for fire engines and ambulances,
- shoulder encroachment eliminates refuge space for vehicles attempting to clear the roadway during emergencies,
- opposing-lane encroachment by trucks blocks the only evacuation route,
- nighttime operations reduce visibility for emergency responders approaching the driveway,
- no emergency-access turning analysis was performed,
- no evacuation-route conflict analysis was conducted,
- no evaluation was performed on how project traffic increases emergency-response delay or evacuation risk.

This constitutes:

- CEQA baseline error (failure to evaluate existing emergency-access constraints),

- omission of foreseeable hazards affecting life-safety conditions,
- reliance on hypothetical empty-road assumptions,
- procedural unfairness.

4.29 Failure to Evaluate Driveway Operations Under Lighting and Glare Safety Conditions

The TIA failed to evaluate **driveway operations under lighting and glare safety conditions** even though:

- the project operates during **early-morning low-light periods** when children walk to school along Oasis Road,
- nighttime fuel tanker deliveries create **high-glare conditions** from headlights, reflective tanker surfaces, and canopy lighting,
- STAA WB-67 truck turning movements produce **glare-induced visibility loss** for opposing traffic and driveway users,
- canopy lighting and pump-island illumination create **contrast imbalance** that reduces visibility of pedestrians and bicyclists near the driveway,
- glare from tanker headlights overlaps the **sight-distance envelope**, further reducing gap-acceptance safety,
- school-zone pedestrian movements are especially vulnerable to **glare-related visibility loss**,
- no nighttime sight-distance evaluation was performed,
- no glare-impact analysis was conducted for driveway entry or exit movements,
- no assessment was performed on how project lighting increases collision risk during low-light or nighttime conditions.

This constitutes:

- CEQA baseline error (failure to evaluate existing low-light and glare conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical full-visibility assumptions,
- procedural unfairness.

4.30 Failure to Evaluate Driveway Operations Under Nighttime and Low-Visibility Conditions

The TIA failed to evaluate **driveway operations under nighttime and low-visibility conditions** even though:

- Oasis Road experiences **early-morning low-light school-zone activity**, including children walking along unprotected shoulders,
- nighttime fuel-tanker deliveries create **high-glare conditions** that reduce visibility for opposing traffic and driveway users,
- STAA WB-67 truck turning movements produce **shadowing and contrast loss** that obscure pedestrians and bicyclists near the driveway,
- canopy lighting and pump-island illumination create **glare-induced contrast imbalance**, reducing drivers' ability to detect vulnerable road users,
- nighttime operations reduce **gap-acceptance safety** due to diminished sight-distance and increased reaction-time requirements,
- shoulder encroachment by trucks eliminates refuge space for pedestrians during low-visibility periods,
- no nighttime sight-distance measurements were performed,
- no low-visibility conflict-point analysis was conducted,
- no evaluation was performed on how project lighting, glare, and nighttime operations increase collision risk at the driveway.

This constitutes:

- CEQA baseline error (failure to evaluate existing nighttime and low-visibility conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical full-visibility assumptions,
- procedural unfairness.

4.31 Failure to Evaluate Cumulative Safety Impacts from Combined Project and Existing Conditions

The TIA failed to evaluate **cumulative safety impacts** even though:

- Oasis Road already experiences **school-zone congestion, pedestrian activity, bus stops, and narrow shoulders,**
- cumulative conditions include **STAA WB-67 trucks, fuel tankers, residential traffic, and peak-hour queues,**
- project traffic adds **new conflict points** that interact with existing safety deficiencies,
- cumulative queueing reduces gap availability and increases **forced-acceptance turning behavior,**
- cumulative shoulder encroachment eliminates refuge space for pedestrians and bicyclists,
- cumulative glare, lighting, and nighttime operations reduce visibility for all users,
- cumulative emergency-access constraints worsen due to added truck movements and driveway conflicts,
- no cumulative sight-distance analysis was performed,
- no cumulative conflict-point mapping was conducted,

- no evaluation was performed on how project traffic **exacerbates existing hazards** or contributes to cumulative collision risk.

This constitutes:

- CEQA baseline error (failure to evaluate cumulative conditions),
- omission of foreseeable cumulative hazards affecting driveway safety,
- reliance on hypothetical isolated-impact assumptions,
- procedural unfairness.

4.32 Failure to Analyze Revised Site Plan Increasing Fueling Positions from 8 to 10

The TIA failed to analyze the **revised site plan increasing fueling positions from 8 to 10** even though:

- the applicant presented a **new site plan** at the February 19, 2026 Planning Commission hearing showing **10 fueling positions**,
- the TIA, staff report, and all County findings were based on an **obsolete 8-position site plan**,
- increasing fueling positions increases **peak-hour trip generation, queueing, and driveway conflict frequency**,
- additional fueling positions increase **STAA WB-67 truck activity**, including more turning movements and longer driveway blockages,
- increased fueling capacity expands **fuel-tanker delivery frequency**, worsening nighttime glare, low-visibility hazards, and emergency-access constraints,
- the revised site plan changes **internal circulation**, affecting driveway exit speeds, gap-acceptance behavior, and conflict-point density,
- no updated trip generation analysis was performed for the 10-position configuration,

- no updated sight-distance, gap-availability, or conflict-point analysis was conducted,
- no CEQA evaluation was performed on how the revised site plan **increases safety impacts** compared to the obsolete plan used in the TIA.

This constitutes:

- CEQA baseline error (failure to analyze the actual project description),
- omission of foreseeable hazards created by increased fueling capacity,
- reliance on an obsolete site plan that does not match the project presented to decision-makers,
- procedural unfairness.

4.33 Failure to Evaluate Driveway Operations Using Field-Verified Sight-Distance Measurements

The TIA failed to evaluate **driveway operations using field-verified sight-distance measurements** even though:

- Oasis Road contains **multiple physical obstructions** affecting sight-distance, including vertical curvature, roadside berms, shoulder erosion, and vegetation,
- school-zone pedestrian and bicycle movements occur within the **sight-distance envelope**, requiring accurate field-verified measurements,
- STAA WB-67 truck turning movements require **greater sight-distance** than passenger vehicles due to slower acceleration and longer clearing times,
- fuel tanker deliveries create extended driveway blockages that require **longer available sight-distance** for safe gap acceptance,
- opposing-lane encroachment by trucks reduces **usable sight-distance**, especially during peak periods,

- no field-verified sight-distance measurements were performed at the project driveway,
- no evaluation was conducted on **available vs. required sight-distance**,
- no analysis was performed on how sight-distance deficiencies increase collision risk for driveway entry or exit movements,
- the TIA relied entirely on **assumed, unverified, and non-field-based sight-distance values**, contrary to CEQA and County Development Code requirements.

This constitutes:

- CEQA baseline error (failure to evaluate actual field conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical, unverified sight-distance assumptions,
- procedural unfairness.

4.34 Failure to Evaluate Driveway Operations Using Required Gap-Availability Analysis

The TIA failed to evaluate **driveway operations using required gap-availability analysis** even though:

- Oasis Road operates with **high peak-hour directional flow**, requiring adequate gaps for safe driveway entry and exit,
- school-zone congestion compresses available gaps, forcing **unsafe gap-acceptance behavior**,
- STAA WB-67 trucks require **longer gaps** due to slow acceleration and extended clearing times,
- fuel tanker deliveries create **temporary lane blockages** that eliminate usable gaps entirely,

- opposing-lane encroachment by trucks reduces **effective gap width**, increasing collision risk,
- queueing from school traffic and residential traffic reduces **usable time-space gaps**,
- no field-verified gap measurements were performed,
- no analysis was conducted comparing **required gaps vs. available gaps**,
- no evaluation was performed on how project traffic increases **gap scarcity**, forcing drivers into unsafe acceptance of insufficient gaps,
- the TIA relied on **assumed free-flow conditions** that do not exist during school-zone or peak-hour operations.

This constitutes:

- CEQA baseline error (failure to evaluate actual gap-availability conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical free-flow assumptions,
- procedural unfairness.

4.35 Failure to Evaluate Driveway Operations Using Required Queueing Analysis

The TIA failed to evaluate **driveway operations using required queueing analysis** even though:

- Oasis Road experiences **AM/PM school-zone queues**, including bus stops, parent drop-off/pick-up activity, and pedestrian crossings,
- peak-hour residential traffic creates **extended directional queues** that block driveway entry and exit movements,
- STAA WB-67 truck turning movements generate **longer clearing times**, increasing queue spillback into the travel lane,

- fuel tanker deliveries create **temporary lane blockages** that cause abrupt queue formation,
- shoulder encroachment by trucks eliminates refuge space for vehicles attempting to bypass queues,
- queueing reduces **usable gap availability**, forcing unsafe gap-acceptance behavior,
- queue spillback interacts with **sight-distance deficiencies**, increasing collision risk,
- no field-verified queue measurements were performed,
- no analysis was conducted comparing **queue length vs. available storage**,
- no evaluation was performed on how project traffic increases **queue spillback, driveway blockage, or conflict-point density**,
- the TIA relied on **hypothetical free-flow conditions** that do not exist during school-zone or peak-hour operations.

This constitutes:

- CEQA baseline error (failure to evaluate actual queueing conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical non-queueing assumptions,
- procedural unfairness.

4.36 Failure to Evaluate Driveway Operations Using Required Conflict-Point Analysis

The TIA failed to evaluate **driveway operations using required conflict-point analysis** even though:

- Oasis Road contains multiple **existing conflict points**, including school-zone pedestrian crossings, bus-stop activity, shoulder walking paths, and residential driveways,
- project traffic introduces **new conflict points** at the driveway, pump-island circulation, and STAA WB-67 truck turning envelopes,
- STAA WB-67 trucks create **wide-radius turning paths** that overlap opposing lanes, generating additional conflict points with through-traffic,
- fuel tanker deliveries create **temporary lane blockages**, increasing conflict density and forcing evasive maneuvers,
- queueing and gap scarcity increase **forced-acceptance conflicts**, especially during peak periods,
- shoulder encroachment eliminates refuge space, increasing **pedestrian-vehicle conflict points**,
- no conflict-point diagram was prepared,
- no evaluation was performed on **conflict frequency**, **conflict severity**, or **conflict interaction** between project traffic and existing school-zone conditions,
- the TIA relied on hypothetical free-flow assumptions that ignore real-world conflict-point behavior.

This constitutes:

- CEQA baseline error (failure to evaluate actual conflict-point conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical non-conflict assumptions,
- procedural unfairness.

4.37 Failure to Evaluate Driveway Operations Under Pedestrian and Bicycle Safety Conditions

The TIA failed to evaluate **driveway operations under pedestrian and bicycle safety conditions** even though:

- Oasis Road serves **Pinon Hills Elementary School**, generating daily pedestrian and bicycle activity during AM/PM school periods,
- children walk along **unprotected dirt shoulders** directly across the project driveway,
- school-zone pedestrian movements occur within the **sight-distance envelope**, requiring accurate field-verified safety analysis,
- STAA WB-67 truck turning movements create **wide conflict zones** that overlap pedestrian walking paths,
- fuel tanker deliveries create **temporary lane blockages**, forcing pedestrians into the travel lane,
- shoulder encroachment by trucks eliminates **refuge space**, increasing pedestrian-vehicle conflict risk,
- glare and nighttime operations reduce pedestrian visibility, especially during early-morning school arrivals,
- no pedestrian-safety analysis was performed,
- no bicycle-safety analysis was conducted,
- no conflict-point mapping included pedestrian or bicycle movements,
- no evaluation was performed on how project traffic increases collision risk for vulnerable road users.

This constitutes:

- CEQA baseline error (failure to evaluate existing pedestrian and bicycle conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical full-visibility, non-pedestrian assumptions,
- procedural unfairness.

4.38 Failure to Evaluate Driveway Operations Under Bus-Stop and School-Transportation Conditions

The TIA failed to evaluate **driveway operations under bus-stop and school-transportation conditions** even though:

- Oasis Road contains an **active school-bus stop** within the project influence area,
- school buses create **temporary full-lane blockages** during loading and unloading, directly affecting driveway entry and exit movements,
- bus-stop activity generates **pedestrian crossings**, including children walking across the driveway area,
- STAA WB-67 truck turning movements overlap bus-stop zones, creating **high-severity conflict points**,
- fuel tanker deliveries create **additional lane blockages**, compounding bus-stop congestion and reducing gap availability,
- queueing behind stopped school buses increases **spillback** into the project driveway,
- shoulder encroachment by trucks eliminates refuge space for children waiting at or walking to the bus stop,
- glare and low-visibility conditions during early-morning bus arrivals reduce pedestrian detection and reaction time,
- no bus-stop operational analysis was performed,
- no conflict-point mapping included bus-stop movements,
- no evaluation was conducted on how project traffic increases collision risk during school-bus operations.

This constitutes:

- CEQA baseline error (failure to evaluate existing school-transportation conditions),
- omission of foreseeable hazards affecting children and vulnerable road users,

- reliance on hypothetical non-school-zone assumptions,
- procedural unfairness.

4.39 Failure to Evaluate Driveway Operations Under Shoulder-Use and Shoulder-Encroachment Conditions

The TIA failed to evaluate **driveway operations under shoulder-use and shoulder-encroachment conditions** even though:

- Oasis Road shoulders are **unimproved dirt**, used daily by pedestrians, bicyclists, and school children walking to Pinon Hills Elementary,
- STAA WB-67 trucks routinely **encroach onto shoulders** during turning movements, eliminating refuge space for vulnerable road users,
- fuel tanker deliveries create **temporary lane blockages**, forcing vehicles onto shoulders to bypass obstructions,
- shoulder encroachment increases **conflict-point density** between trucks, passenger vehicles, pedestrians, and bicyclists,
- shoulder erosion and uneven surfaces reduce **usable recovery area**, increasing collision severity during evasive maneuvers,
- school-zone congestion forces parents and children to walk within the shoulder area directly across the project driveway,
- no shoulder-use or shoulder-encroachment analysis was performed,
- no evaluation was conducted on how project traffic increases shoulder conflicts or reduces pedestrian safety,
- the TIA relied on hypothetical assumptions that shoulders are unused and unobstructed, contrary to field conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual shoulder-use conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical non-encroachment assumptions,
- procedural unfairness.

4.40 Failure to Evaluate Driveway Operations Under Vehicle Speed, Acceleration, and Clearing-Time Requirements

The TIA failed to evaluate **driveway operations under vehicle speed, acceleration, and clearing-time requirements** even though:

- Oasis Road contains **variable operating speeds**, including school-zone slowdowns, residential traffic, and higher off-peak speeds,
- STAA WB-67 trucks require **longer acceleration distances** and significantly more time to clear the driveway and merge into traffic,
- fuel tanker deliveries create **extended driveway blockages**, increasing clearing-time requirements for all vehicles,
- insufficient acceleration space forces trucks into **opposing-lane encroachment**, increasing collision risk,
- reduced sight-distance and gap scarcity require **shorter reaction times** than the TIA assumed,
- queueing and congestion increase **delay before clearing**, worsening conflict-point density,
- no field-verified acceleration or clearing-time measurements were performed,
- no evaluation was conducted comparing **required clearing time vs. available gap time**,
- no analysis was performed on how project traffic increases clearing-time conflicts, especially during school-zone operations,

- the TIA relied on hypothetical assumptions that vehicles accelerate instantly and clear the driveway without delay.

This constitutes:

- CEQA baseline error (failure to evaluate actual acceleration and clearing-time conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical instantaneous-acceleration assumptions,
- procedural unfairness.

4.41 Failure to Evaluate Driveway Operations Under Lighting, Shadowing, and Contrast-Loss Conditions Affecting Vulnerable Road Users

The TIA failed to evaluate **driveway operations under lighting, shadowing, and contrast-loss conditions** even though:

- Oasis Road experiences **early-morning low-light school-zone activity**, including children walking along unprotected shoulders,
- canopy lighting, pump-island illumination, and fuel-tanker headlights create **glare-induced contrast loss**, reducing visibility of pedestrians and bicyclists,
- STAA WB-67 truck turning movements generate **large shadow zones** that obscure vulnerable road users near the driveway,
- nighttime operations reduce **pedestrian detection distance**, increasing collision risk during driveway entry and exit movements,
- fuel tanker deliveries create **high-glare reflective surfaces**, worsening visibility for opposing traffic,
- shoulder encroachment eliminates refuge space for pedestrians during low-visibility periods,
- no lighting-impact analysis was performed,

- no shadowing or contrast-loss evaluation was conducted,
- no assessment was performed on how project lighting interacts with **sight-distance deficiencies**, gap scarcity, or conflict-point density,
- the TIA relied on hypothetical full-visibility assumptions that do not exist during school-zone or nighttime operations.

This constitutes:

- CEQA baseline error (failure to evaluate actual lighting and visibility conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical full-visibility assumptions,
- procedural unfairness.

4.42 Failure to Evaluate Driveway Operations Under Combined Multi-Factor Safety Conditions (Integrated Hazard Analysis)

The TIA failed to evaluate **driveway operations under combined multi-factor safety conditions**, even though:

- Oasis Road's real-world safety environment is defined by **simultaneous interacting hazards**, including school-zone pedestrian activity, bus-stop operations, shoulder walking paths, STAA WB-67 truck turning movements, fuel-tanker deliveries, queueing, gap scarcity, and sight-distance deficiencies,
- CEQA requires analysis of **reasonably foreseeable combined impacts**, not isolated, single-variable assumptions,
- multi-factor conditions produce **compound collision risk**, where individual hazards amplify each other (e.g., glare + shoulder encroachment + gap scarcity),
- STAA WB-67 trucks create **multi-factor conflicts** involving opposing-lane encroachment, extended clearing times, and wide turning envelopes,

- fuel tanker deliveries introduce **high-glare reflective surfaces**, temporary lane blockages, and nighttime visibility loss simultaneously,
- school-zone operations combine **pedestrian crossings**, bus-stop congestion, and queue spillback directly across the project driveway,
- no integrated hazard analysis was performed,
- no multi-factor conflict-point mapping was conducted,
- no evaluation was performed on how project traffic increases **compound collision risk** when multiple hazards occur at once,
- the TIA relied on hypothetical assumptions that hazards occur independently and never interact, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate combined, foreseeable multi-factor conditions),
- omission of compound hazards affecting driveway safety,
- reliance on hypothetical isolated-impact assumptions,
- procedural unfairness.

4.43 Failure to Evaluate Driveway Operations Under Real-World Driver Behavior and Forced-Acceptance Conditions

The TIA failed to evaluate **driveway operations under real-world driver behavior and forced-acceptance conditions** even though:

- Oasis Road experiences **peak-hour congestion**, school-zone queueing, and bus-stop blockages that routinely force drivers to accept **insufficient gaps**,
- STAA WB-67 trucks require **longer gaps** and slower acceleration, increasing pressure on following drivers to accept unsafe gaps,

- fuel tanker deliveries create **temporary lane blockages**, causing drivers to make forced-acceptance turns to avoid extended delays,
- queue spillback reduces **usable decision time**, increasing the likelihood of rushed or unsafe turning behavior,
- shoulder encroachment eliminates refuge space, forcing pedestrians and bicyclists into the travel lane and increasing driver stress and reaction-time compression,
- glare, shadowing, and low-visibility conditions reduce **perceived gap size**, worsening forced-acceptance behavior,
- no behavioral-safety analysis was performed,
- no evaluation was conducted on **driver decision-making under constrained conditions**,
- no assessment was performed on how project traffic increases **forced-acceptance frequency**, especially during school-zone operations,
- the TIA relied on hypothetical assumptions that drivers always wait for ideal gaps and never experience pressure to accept unsafe ones.

This constitutes:

- CEQA baseline error (failure to evaluate actual driver behavior under constrained conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical ideal-driver assumptions,
- procedural unfairness.

4.44 Failure to Evaluate Driveway Operations Under Opposing-Lane Encroachment and Lane-Blockage Conditions

The TIA failed to evaluate **driveway operations under opposing-lane encroachment and lane-blockage conditions** even though:

- **STAA WB-67 trucks** require wide turning envelopes that routinely encroach into the opposing travel lane,
- **fuel tanker deliveries** create temporary full-lane blockages, forcing opposing traffic into the shoulder or into conflict with driveway movements,
- **school-zone queueing** behind buses and parent drop-off vehicles increases spillback into opposing-lane encroachment zones,
- **shoulder encroachment** eliminates refuge space, increasing collision risk when opposing vehicles attempt evasive maneuvers,
- **glare, shadowing, and low-visibility** reduce drivers' ability to detect encroaching vehicles,
- opposing-lane encroachment interacts with **sight-distance deficiencies**, reducing usable decision time for driveway entry and exit,
- **no encroachment analysis** was performed,
- **no lane-blockage evaluation** was conducted,
- **no assessment** was performed on how project traffic increases encroachment frequency, conflict-point density, or collision risk,
- the TIA relied on hypothetical assumptions that trucks never encroach and lanes are never blocked, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual encroachment and blockage conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical non-encroachment assumptions,
- procedural unfairness.

4.45 Failure to Evaluate Driveway Operations Under Emergency-Access and Emergency-Response Conditions

The TIA failed to evaluate **driveway operations under emergency-access and emergency-response conditions** even though:

- Oasis Road serves a **rural community with extended emergency-response times**, making unobstructed access critical,
- STAA WB-67 trucks create **wide turning envelopes** that obstruct emergency-vehicle paths during driveway entry and exit,
- fuel tanker deliveries create **temporary full-lane blockages**, preventing emergency vehicles from passing,
- school-zone congestion produces **queue spillback** that can trap emergency vehicles behind stopped buses and parent drop-off queues,
- shoulder encroachment eliminates refuge space for emergency-vehicle bypass maneuvers,
- sight-distance deficiencies reduce emergency-vehicle detection time for drivers exiting the project driveway,
- glare and low-visibility conditions reduce emergency-vehicle conspicuity, especially during early-morning school operations,
- no emergency-access analysis was performed,
- no emergency-response delay evaluation was conducted,
- no assessment was performed on how project traffic increases **emergency-vehicle conflict points**, response delay, or obstruction frequency,
- the TIA relied on hypothetical assumptions that emergency vehicles always have clear, unobstructed access, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate emergency-access conditions),
- omission of foreseeable hazards affecting emergency-response capability,
- reliance on hypothetical unobstructed-access assumptions,
- procedural unfairness.

4.46 Failure to Evaluate Driveway Operations Under Nighttime, Early-Morning, and Low-Visibility Operating Conditions

The TIA failed to evaluate **driveway operations under nighttime, early-morning, and low-visibility operating conditions** even though:

- Oasis Road experiences **early-morning school-zone pedestrian activity**, including children walking along unprotected dirt shoulders before sunrise,
- STAA WB-67 trucks generate **large shadow zones** and reduced pedestrian visibility during low-light turning movements,
- fuel tanker deliveries often occur during **low-visibility periods**, creating high-glare reflective surfaces and temporary lane blockages,
- canopy lighting, pump-island illumination, and vehicle headlights create **contrast-loss conditions** that obscure pedestrians and bicyclists,
- nighttime operations reduce **driver detection distance**, worsening sight-distance deficiencies already present at the project driveway,
- glare and shadowing interact with **gap scarcity**, forcing drivers to make decisions with reduced visibility and compressed reaction time,
- shoulder encroachment eliminates refuge space for pedestrians during low-visibility periods, increasing collision risk,
- no nighttime-operations analysis was performed,
- no early-morning visibility evaluation was conducted,
- no assessment was performed on how project traffic increases **low-visibility conflict-point density**, especially during school-zone operations,
- the TIA relied on hypothetical full-visibility assumptions that do not exist during real-world operating conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual low-visibility operating conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical full-visibility assumptions,
- procedural unfairness.

4.47 Failure to Evaluate Driveway Operations Under Combined School-Zone, Truck-Traffic, and Fuel-Delivery Interaction Conditions

The TIA failed to evaluate **driveway operations under combined school-zone, truck-traffic, and fuel-delivery interaction conditions** even though:

- Pinon Hills Elementary generates **AM/PM pedestrian crossings, bus-stop activity, parent drop-off/pick-up queues**, and shoulder walking paths directly across the project driveway,
- STAA WB-67 trucks require **wide turning envelopes**, slow acceleration, and extended clearing times that overlap school-zone pedestrian movements,
- fuel tanker deliveries create **temporary full-lane blockages**, forcing vehicles into opposing-lane encroachment zones and eliminating usable gaps,
- school-zone congestion produces **queue spillback** that traps vehicles and forces unsafe gap-acceptance behavior,
- shoulder encroachment eliminates refuge space for children walking along the dirt shoulder, increasing collision risk during truck turning movements,
- glare, shadowing, and low-visibility conditions reduce pedestrian detection distance during early-morning school operations,
- no combined-condition analysis was performed,
- no evaluation was conducted on how simultaneous school-zone activity, truck turning movements, and fuel-delivery blockages create **compound collision risk**,
- no assessment was performed on how project traffic increases **multi-factor conflict-point density**,
- the TIA relied on hypothetical assumptions that these hazards occur independently and never interact, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate foreseeable combined school-zone and truck-traffic conditions),
- omission of compound hazards affecting vulnerable road users,
- reliance on hypothetical isolated-impact assumptions,
- procedural unfairness.

4.48 Failure to Evaluate Driveway Operations Under Backup-Generator, Utility-Service, and On-Site Maintenance Vehicle Conditions

The TIA failed to evaluate **driveway operations under backup-generator, utility-service, and on-site maintenance vehicle conditions** even though:

- gas stations require **periodic utility-service access**, including electrical, water, telecom, and fuel-system maintenance vehicles that occupy driveway space,
- backup-generator testing and servicing create **temporary lane blockages** and noise-related distraction hazards for drivers entering or exiting the driveway,
- utility trucks often require **shoulder positioning**, eliminating refuge space for pedestrians and bicyclists,
- maintenance vehicles create **short-duration obstructions** that interact with school-zone congestion, queue spillback, and gap scarcity,
- STAA WB-67 truck turning movements overlap areas where utility vehicles typically stage, increasing conflict-point density,
- fuel-system maintenance may require **partial driveway closure**, forcing vehicles into opposing-lane encroachment zones,
- glare from utility-vehicle lighting equipment reduces pedestrian visibility during early-morning or nighttime operations,
- no analysis was performed on how maintenance or utility-service operations affect driveway safety,
- no evaluation was conducted on how project traffic increases **conflict frequency** during service events,
- the TIA relied on hypothetical assumptions that maintenance vehicles never obstruct the driveway, contrary to standard gas-station operational practice.

This constitutes:

- CEQA baseline error (failure to evaluate foreseeable utility-service and maintenance conditions),
- omission of operational hazards affecting driveway safety,
- reliance on hypothetical unobstructed-driveway assumptions,
- procedural unfairness.

4.49 Failure to Evaluate Driveway Operations Under Fuel-Tanker Staging, Hose-Routing, and On-Site Delivery-Path Obstruction Conditions

The TIA failed to evaluate **driveway operations under fuel-tanker staging, hose-routing, and on-site delivery-path obstruction conditions** even though:

- fuel-tanker trucks require **extended on-site staging time**, during which the vehicle occupies critical circulation space affecting driveway entry and exit,
- tanker hose-routing across pavement creates **temporary obstruction zones** that restrict vehicle movement and force drivers into opposing-lane encroachment,
- STAA WB-67 trucks performing deliveries require **wide turning envelopes** that overlap pedestrian walking paths and shoulder areas,
- delivery operations often occur during **early-morning low-visibility periods**, increasing collision risk for pedestrians and bicyclists,
- tanker staging interacts with **school-zone congestion**, queue spillback, and gap scarcity, creating compound hazards,
- shoulder encroachment eliminates refuge space for pedestrians during delivery operations,
- no analysis was performed on how fuel-delivery staging affects driveway safety,
- no evaluation was conducted on hose-routing obstruction impacts,
- no assessment was performed on how project traffic increases **delivery-related conflict-point density**,
- the TIA relied on hypothetical assumptions that fuel-delivery operations never obstruct circulation or driveway movements, contrary to standard gas-station practice.

This constitutes:

- CEQA baseline error (failure to evaluate foreseeable fuel-delivery obstruction conditions),
- omission of operational hazards affecting driveway safety,
- reliance on hypothetical unobstructed-operation assumptions,
- procedural unfairness.

4.50 Failure to Evaluate Driveway Operations Under On-Site Circulation Conflicts Between Passenger Vehicles, Trucks, and Pedestrians

The TIA failed to evaluate **driveway operations under on-site circulation conflicts between passenger vehicles, trucks, and pedestrians** even though:

- STAA WB-67 trucks require **wide internal turning envelopes** that overlap passenger-vehicle circulation paths,
- fuel-tanker staging and hose-routing create **temporary internal obstructions**, forcing vehicles into conflict with driveway entry and exit movements,
- passenger vehicles entering the site during school-zone periods interact with **pedestrians walking along the shoulder**, directly across the driveway throat,
- internal circulation conflicts reduce **usable decision time** for drivers attempting to exit the driveway, worsening gap scarcity,
- queueing at pump islands can extend into the driveway throat, creating **spillback** that blocks sight lines and forces unsafe gap-acceptance behavior,
- glare from canopy lighting and tanker headlights reduces visibility of pedestrians and bicyclists within the circulation area,
- no internal-circulation conflict analysis was performed,
- no evaluation was conducted on how project traffic increases **compound conflict-point density** between internal movements and driveway operations,
- the TIA relied on hypothetical assumptions that internal circulation is unobstructed and never interacts with driveway safety, contrary to standard gas-station operational practice.

This constitutes:

- CEQA baseline error (failure to evaluate foreseeable internal-circulation conflicts),
- omission of operational hazards affecting driveway safety,
- reliance on hypothetical unobstructed-circulation assumptions,
- procedural unfairness.

4.51 Failure to Evaluate Driveway Operations Under Peak-Demand Fueling Conditions and Resulting Queue Spillback Into Oasis Road

The TIA failed to evaluate **driveway operations under peak-demand fueling conditions and resulting queue spillback** even though:

- peak fueling periods generate **high on-site vehicle turnover**, increasing internal circulation conflicts and reducing available maneuvering space,
- queueing at pump islands routinely **extends into the driveway throat**, blocking sight lines and forcing unsafe gap-acceptance behavior,
- STAA WB-67 trucks entering during peak periods require **wide turning envelopes** that overlap queue spillback zones, increasing conflict-point density,
- fuel-tanker staging during peak periods creates **temporary obstructions** that interact with passenger-vehicle queues, worsening spillback,
- school-zone congestion amplifies spillback by reducing available gaps and compressing driver decision time,
- shoulder encroachment eliminates refuge space for pedestrians when queues extend toward the roadway,
- glare and low-visibility conditions reduce detection of queue spillback during early-morning operations,
- no peak-demand fueling analysis was performed,
- no queue-spillback evaluation was conducted,
- no assessment was performed on how project traffic increases **spillback frequency**, driveway blockage, or collision risk,
- the TIA relied on hypothetical assumptions that pump-island queues never extend into the driveway, contrary to standard gas-station operational behavior.

This constitutes:

- CEQA baseline error (failure to evaluate foreseeable peak-demand fueling conditions),
- omission of operational hazards affecting driveway safety,
- reliance on hypothetical unobstructed-driveway assumptions,

- procedural unfairness.

4.52 Failure to Evaluate Driveway Operations Under Pedestrian-Desire-Line Crossings and Informal Shoulder-Path Movements

The TIA failed to evaluate **driveway operations under pedestrian-desire-line crossings and informal shoulder-path movements** even though:

- pedestrians—including school children—use **informal dirt-shoulder paths** along Oasis Road due to the absence of sidewalks,
- these informal paths create **desire-line crossings** directly across the project driveway throat, especially during school-zone AM/PM periods,
- STAA WB-67 trucks require **wide turning envelopes** that overlap pedestrian desire-line crossing zones, increasing conflict-point density,
- fuel-tanker staging and hose-routing create **temporary obstructions** that force pedestrians to reroute into the travel lane,
- glare, shadowing, and low-visibility conditions reduce pedestrian detection distance during early-morning school operations,
- queue spillback from pump-island congestion pushes vehicles into shoulder areas used by pedestrians, eliminating refuge space,
- no pedestrian-desire-line analysis was performed,
- no evaluation was conducted on how informal shoulder-path movements interact with driveway entry and exit operations,
- no assessment was performed on how project traffic increases **pedestrian conflict frequency**, especially during school-zone periods,
- the TIA relied on hypothetical assumptions that pedestrians only cross at controlled locations, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual pedestrian-desire-line and shoulder-path conditions),
- omission of foreseeable hazards affecting vulnerable road users,

- reliance on hypothetical controlled-crossing assumptions,
- procedural unfairness.

4.53 Failure to Evaluate Driveway Operations Under Vehicle-to-Vehicle Conflict-Point Geometry and Collision-Path Overlap Conditions

The TIA failed to evaluate **driveway operations under vehicle-to-vehicle conflict-point geometry and collision-path overlap conditions** even though:

- STAA WB-67 trucks create **wide turning envelopes** that overlap passenger-vehicle exit paths, increasing collision-path overlap,
- fuel-tanker staging and hose-routing create **temporary obstruction zones** that force vehicles into conflict-point clusters at the driveway throat,
- queue spillback from pump-island congestion pushes vehicles into **opposing-lane encroachment zones**, increasing conflict-point density,
- school-zone congestion introduces **pedestrian and bus-stop conflict points** directly across the driveway, interacting with vehicle turning movements,
- shoulder encroachment eliminates refuge space, increasing collision-path overlap between vehicles and vulnerable road users,
- glare, shadowing, and low-visibility conditions reduce drivers' ability to detect conflict-point geometry during early-morning operations,
- no conflict-point mapping was performed,
- no collision-path overlap analysis was conducted,
- no evaluation was performed on how project traffic increases **compound conflict-point density**, especially during school-zone periods,
- the TIA relied on hypothetical assumptions that conflict points are minimal and never interact, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual conflict-point geometry),
- omission of foreseeable hazards affecting driveway safety,

- reliance on hypothetical minimal-conflict assumptions,
- procedural unfairness.

4.54 Failure to Evaluate Driveway Operations Under Vehicle-to-Pedestrian Sight-Line Obstruction and Visual-Barrier Conditions

The TIA failed to evaluate **driveway operations under vehicle-to-pedestrian sight-line obstruction and visual-barrier conditions** even though:

- STAA WB-67 trucks create **large physical sight-line barriers** when staged, turning, or entering the site, blocking visibility of pedestrians approaching along the dirt shoulder,
- fuel-tanker staging and hose-routing introduce **temporary visual obstructions** that prevent drivers from seeing pedestrians crossing informal desire-lines at the driveway throat,
- pump-island queue spillback pushes vehicles into the driveway throat, creating **stacked vehicle barriers** that block sight lines for exiting drivers,
- canopy columns, pump-island structures, and on-site signage create **fixed visual barriers** that reduce usable sight-distance for both entering and exiting vehicles,
- glare, shadowing, and low-visibility conditions amplify sight-line obstruction, especially during early-morning school-zone pedestrian activity,
- shoulder encroachment eliminates refuge space for pedestrians, increasing collision risk when sight-lines are blocked by trucks or queued vehicles,
- no sight-line obstruction analysis was performed,
- no visual-barrier mapping was conducted,
- no evaluation was performed on how project traffic increases **sight-line blockage frequency**, conflict-point density, or collision risk,
- the TIA relied on hypothetical assumptions that sight-lines are unobstructed and pedestrians are always visible, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual sight-line obstruction conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical unobstructed-visibility assumptions,
- procedural unfairness.

4.55 Failure to Evaluate Driveway Operations Under Driver-Workload, Cognitive-Load, and Reaction-Time Compression Conditions

The TIA failed to evaluate **driveway operations under driver-workload, cognitive-load, and reaction-time compression conditions** even though:

- Oasis Road presents **multiple simultaneous stimuli** during school-zone periods, including pedestrians, buses, shoulder walkers, queue spillback, and opposing-lane encroachment,
- STAA WB-67 trucks require **longer clearing times**, increasing driver stress and compressing reaction time for both entering and exiting vehicles,
- fuel-tanker staging and hose-routing create **unexpected obstructions** that elevate driver workload and reduce usable decision time,
- glare, shadowing, and low-visibility conditions increase **visual-processing demand**, reducing drivers' ability to accurately judge gaps,
- pump-island queue spillback introduces **complex internal circulation conflicts**, adding cognitive load for drivers attempting to exit the driveway,
- shoulder encroachment eliminates refuge space for pedestrians, increasing driver vigilance requirements and collision-risk sensitivity,
- no driver-workload analysis was performed,
- no reaction-time compression evaluation was conducted,
- no assessment was performed on how project traffic increases **cognitive-load intensity**, gap-misjudgment frequency, or collision risk,
- the TIA relied on hypothetical assumptions that drivers always have full visibility, unlimited decision time, and ideal cognitive conditions, contrary to field-verified operations.

This constitutes:

- CEQA baseline error (failure to evaluate actual driver-workload and reaction-time conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical ideal-driver assumptions,
- procedural unfairness.

4.56 Failure to Evaluate Driveway Operations Under Multi-Modal Conflict Conditions Involving Bicyclists, E-Scooters, and Non-Standard Road Users

The TIA failed to evaluate **driveway operations under multi-modal conflict conditions involving bicyclists, e-scooters, and non-standard road users** even though:

- Oasis Road is used by **bicyclists and personal mobility device riders** who travel along the dirt shoulder due to the absence of sidewalks or bike lanes,
- these users follow **informal shoulder paths** that intersect directly with the project driveway throat,
- STAA WB-67 trucks create **wide turning envelopes** that overlap bicycle and e-scooter travel paths, increasing conflict-point density,
- fuel-tanker staging and hose-routing force bicyclists and personal mobility devices into the travel lane, creating **unexpected conflict zones**,
- pump-island queue spillback pushes vehicles into shoulder areas used by bicyclists, eliminating refuge space and increasing collision risk,
- glare, shadowing, and low-visibility conditions reduce detection distance for non-standard road users, especially during early-morning school-zone operations,
- bicyclists and personal mobility device riders have **lower acceleration capability**, increasing exposure time within the driveway conflict zone,
- no multi-modal conflict analysis was performed,
- no evaluation was conducted on how project traffic increases **bicycle and personal mobility device conflict frequency**,
- no assessment was performed on how informal shoulder-path movements interact with driveway entry and exit operations,

- the TIA relied on hypothetical assumptions that only passenger vehicles use the roadway, contrary to field-verified conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual multi-modal operating conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical vehicle-only assumptions,
- procedural unfairness.

4.57 Failure to Evaluate Driveway Operations Under Non-Compliance, Improper Maneuvers, and Real-World Driver Deviation From Idealized Assumptions

The TIA failed to evaluate **driveway operations under non-compliance, improper maneuvers, and real-world driver deviation from idealized assumptions** even though:

- drivers routinely perform **rolling stops**, incomplete stops, and accelerated gap-acceptance maneuvers at rural driveways,
- STAA WB-67 trucks frequently execute **wide, multi-point, or curb-encroaching turns**, contrary to idealized turning-template assumptions,
- fuel-tanker drivers may stage or position vehicles in ways that **partially obstruct circulation**, forcing other drivers into unsafe maneuvers,
- passenger vehicles entering during school-zone congestion often perform **improper shoulder bypasses** or opposing-lane encroachment to avoid queue delays,
- queue spillback from pump-island congestion induces **forced-acceptance turns**, gap misjudgment, and rushed decision-making,
- glare, shadowing, and low-visibility conditions increase the likelihood of **late-detection braking**, improper gap acceptance, and evasive maneuvers,
- pedestrians walking along the dirt shoulder may make **unexpected lateral movements** into the driveway conflict zone, requiring rapid driver response,
- no analysis was performed on real-world driver deviation from idealized behavior,
- no evaluation was conducted on improper maneuvers, evasive actions, or non-compliance patterns,

- no assessment was performed on how project traffic increases **non-compliance frequency**, unsafe maneuvers, or collision risk,
- the TIA relied on hypothetical assumptions that all drivers behave ideally, comply fully with traffic rules, and never perform evasive or improper maneuvers—contrary to field-verified rural-roadway behavior.

This constitutes:

- CEQA baseline error (failure to evaluate actual driver behavior and non-compliance conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical ideal-driver assumptions,
- procedural unfairness.

4.58 Failure to Evaluate Driveway Operations Under Mixed-Fleet Dynamics Involving RVs, Trailers, Horse-Trailers, and Oversized Rural Vehicles

The TIA failed to evaluate **driveway operations under mixed-fleet dynamics involving RVs, trailers, horse-trailers, and oversized rural vehicles** even though:

- rural communities such as Pinon Hills generate **high proportions of oversized vehicles**, including RVs, utility trailers, horse-trailers, and long-wheelbase pickups,
- these vehicles require **extended turning radii**, slow acceleration, and longer clearing times that directly overlap the driveway conflict zone,
- oversized vehicles often perform **multi-point turns** or shoulder-encroaching maneuvers, increasing conflict-point density at the driveway throat,
- STAA WB-67 trucks entering or exiting the site interact with oversized rural vehicles, creating **compound turning-envelope overlap**,
- fuel-tanker staging and hose-routing create **temporary obstructions** that force oversized vehicles into opposing-lane encroachment zones,
- queue spillback from pump-island congestion reduces maneuvering space for trailers and RVs, increasing collision-path overlap,

- glare, shadowing, and low-visibility conditions reduce detection distance for long-wheelbase vehicles during early-morning school-zone operations,
- no mixed-fleet analysis was performed,
- no evaluation was conducted on how oversized vehicles interact with driveway entry and exit operations,
- no assessment was performed on how project traffic increases **mixed-fleet conflict frequency**, turning-envelope overlap, or collision risk,
- the TIA relied on hypothetical assumptions that all vehicles are standard passenger cars, contrary to field-verified rural-fleet composition.

This constitutes:

- CEQA baseline error (failure to evaluate actual mixed-fleet operating conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical standard-vehicle assumptions,
- procedural unfairness.

4.59 Failure to Evaluate Driveway Operations Under Seasonal, Weather-Related, and Environmental Degradation Conditions Affecting Safety Performance

The TIA failed to evaluate **driveway operations under seasonal, weather-related, and environmental degradation conditions** even though:

- Oasis Road experiences **seasonal dust, wind, and particulate-matter plumes** that reduce visibility and obscure pedestrians walking along the dirt shoulder,
- winter conditions produce **wet-shoulder sloughing**, mud tracking, and degraded pavement friction that increase stopping-distance requirements at the driveway,
- STAA WB-67 trucks generate **dust clouds and debris displacement** during turning movements, further reducing visibility for entering and exiting vehicles,
- fuel-tanker staging during windy conditions creates **high-glare reflective surfaces** and unstable hose-routing paths, increasing conflict-point density,
- queue spillback interacts with **seasonal visibility loss**, compressing driver reaction time and worsening gap scarcity,

- shoulder encroachment becomes more hazardous when environmental degradation reduces shoulder stability, forcing pedestrians closer to the travel lane,
- no seasonal-operations analysis was performed,
- no evaluation was conducted on weather-related visibility loss, pavement-friction reduction, or shoulder-degradation impacts,
- no assessment was performed on how project traffic increases **seasonal conflict frequency**, collision-path overlap, or degraded-condition risk,
- the TIA relied on hypothetical assumptions that environmental conditions are always optimal, contrary to field-verified seasonal variability.

This constitutes:

- CEQA baseline error (failure to evaluate actual seasonal and weather-related operating conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical optimal-condition assumptions,
- procedural unfairness.

4.60 Failure to Evaluate Driveway Operations Under Lighting-Glare, Headlight-Bloom, and Visual-Contrast-Loss Conditions Affecting Driver Detection and Safety

The TIA failed to evaluate **driveway operations under lighting-glare, headlight-bloom, and visual-contrast-loss conditions** even though:

- canopy lighting at gas stations produces **high-intensity glare** that reduces drivers' ability to detect pedestrians approaching along the dirt shoulder,
- vehicle headlights entering or exiting the site create **headlight-bloom effects** that obscure pedestrians, bicyclists, and personal mobility device riders during early-morning and nighttime operations,
- STAA WB-67 trucks generate **large reflective surfaces** that amplify glare and reduce contrast, worsening visibility for drivers attempting to judge gaps,
- fuel-tanker staging introduces **high-glare reflective tanks** that distort visual cues and block sight lines at the driveway throat,

- pump-island queue spillback creates **stacked vehicle glare sources**, compressing driver reaction time and increasing gap-misjudgment frequency,
- school-zone operations occur during **low-sun-angle periods**, producing shadowing and contrast-loss conditions that obscure children walking along informal shoulder paths,
- shoulder encroachment becomes more hazardous when glare reduces pedestrian conspicuity, increasing collision-path overlap,
- no glare-analysis or contrast-loss evaluation was performed,
- no assessment was conducted on how lighting conditions interact with truck turning envelopes, queue spillback, or pedestrian desire-line crossings,
- the TIA relied on hypothetical assumptions that visibility is always optimal and glare is negligible, contrary to field-verified operating conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual glare and contrast-loss conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical optimal-visibility assumptions,
- procedural unfairness.

4.61 Failure to Evaluate Driveway Operations Under Emergency-Vehicle Access, Response-Delay, and Obstruction Conditions

The TIA failed to evaluate **driveway operations under emergency-vehicle access, response-delay, and obstruction conditions** even though:

- Oasis Road is a primary response corridor for **Sheriff, Fire, and medical units** serving Pinon Hills and the Highway 138 corridor,
- emergency vehicles require **unobstructed access**, wide turning envelopes, and predictable driveway behavior—none of which were analyzed,
- STAA WB-67 trucks entering or exiting the site create **extended blockage periods** that delay emergency-vehicle passage,

- fuel-tanker staging and hose-routing create **temporary full-lane obstructions**, forcing emergency vehicles into opposing-lane encroachment zones,
- pump-island queue spillback can extend into Oasis Road, creating **driveway throat blockage** that prevents emergency-vehicle ingress or egress,
- school-zone congestion introduces **pedestrian conflict points** that emergency vehicles must navigate at reduced speed, increasing response delay,
- shoulder encroachment eliminates refuge space for pedestrians, forcing emergency vehicles into narrower travel paths,
- glare, shadowing, and low-visibility conditions reduce emergency-vehicle detection distance and increase collision-risk during response,
- no emergency-access analysis was performed,
- no evaluation was conducted on response-delay caused by truck turning movements, queue spillback, or delivery staging,
- no assessment was performed on how project traffic increases **obstruction frequency**, emergency-vehicle conflict-point density, or response-time degradation,
- the TIA relied on hypothetical assumptions that emergency-vehicle access is always unobstructed, contrary to field-verified rural-roadway conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual emergency-vehicle operating conditions),
- omission of foreseeable hazards affecting emergency response and public safety,
- reliance on hypothetical unobstructed-access assumptions,
- procedural unfairness.

4.62 Failure to Evaluate Driveway Operations Under Nighttime, Low-Illumination, and Reduced-Conspicuity Conditions Affecting Vulnerable Road Users

The TIA failed to evaluate **driveway operations under nighttime, low-illumination, and reduced-conspicuity conditions** even though:

- Oasis Road has **no street lighting**, producing extremely low-illumination conditions that reduce pedestrian, bicyclist, and other personal mobility devices conspicuity,
- pedestrians—including school children—use **informal dirt-shoulder paths** that become nearly invisible under nighttime conditions,
- STAA WB-67 trucks create **large dark massing profiles** that obscure sight lines and reduce drivers' ability to detect vulnerable road users,
- fuel-tanker staging introduces **high-contrast reflective surfaces** that distort visual cues and create sudden brightness transitions,
- pump-island canopy lighting produces **sharp illumination gradients**, causing drivers' eyes to rapidly adjust between bright and dark zones, compressing reaction time,
- queue spillback pushes vehicles into shoulder areas used by pedestrians and bicyclists, increasing collision-path overlap when visibility is degraded,
- nighttime glare, headlight-bloom, and shadowing reduce detection distance for vulnerable road users, especially those wearing dark clothing,
- no nighttime-operations analysis was performed,
- no evaluation was conducted on reduced-conspicuity conditions or illumination-gradient hazards,
- no assessment was performed on how project traffic increases **nighttime conflict frequency**, gap-misjudgment, or collision risk,
- the TIA relied on hypothetical assumptions that visibility is always adequate and nighttime conditions pose no additional hazards, contrary to field-verified rural-roadway conditions.

This constitutes:

- CEQA baseline error (failure to evaluate actual nighttime and low-illumination operating conditions),
- omission of foreseeable hazards affecting vulnerable road users,
- reliance on hypothetical optimal-visibility assumptions,
- procedural unfairness.

4.63 Failure to Evaluate Driveway Operations Under Backup-Queue, Forced-Acceptance, and Gap-Starvation Conditions During School-Zone Peaks

The TIA failed to evaluate **driveway operations under backup-queue, forced-acceptance, and gap-starvation conditions during school-zone peaks** even though:

- Oasis Road experiences **severe AM/PM school-zone congestion**, producing extended periods of **gap starvation** where exiting vehicles have no acceptable gaps for safe entry,
- drivers under gap-starvation conditions frequently perform **forced-acceptance turns**, accelerating into marginal or unsafe gaps, increasing collision risk,
- STAA WB-67 trucks entering or exiting the site during school peaks create **long blockage intervals**, further reducing available gaps and worsening gap scarcity,
- fuel-tanker staging and hose-routing introduce **temporary obstructions** that compress usable decision time and elevate forced-acceptance frequency,
- pump-island queue spillback pushes vehicles into the driveway throat, creating **backup-queue conditions** that block sight lines and increase gap-misjudgment,
- pedestrians walking along informal dirt-shoulder paths interact directly with forced-acceptance maneuvers, increasing conflict-point density,
- glare, shadowing, and low-visibility conditions during early-morning school operations reduce drivers' ability to detect gaps, worsening gap-starvation effects,
- no gap-starvation analysis was performed,
- no forced-acceptance evaluation was conducted,
- no assessment was performed on how project traffic increases **backup-queue frequency**, gap scarcity, forced-acceptance maneuvers, or collision risk,
- the TIA relied on hypothetical assumptions that acceptable gaps are always available and drivers never face gap-starvation conditions—contrary to field-verified school-zone operations.

This constitutes:

- CEQA baseline error (failure to evaluate actual gap-starvation and forced-acceptance conditions),
- omission of foreseeable hazards affecting driveway safety,
- reliance on hypothetical ideal-gap assumptions,
- procedural unfairness.

4.64 Failure to Evaluate Driveway Operations Under Compound, Multi-Factor Hazard Stacking and Simultaneous Conflict-Mode Conditions

The TIA failed to evaluate **driveway operations under compound, multi-factor hazard stacking and simultaneous conflict-mode conditions** even though:

- real-world driveway safety performance is governed not by isolated hazards, but by **simultaneous, interacting conditions** such as glare, queue spillback, pedestrian shoulder use, truck turning envelopes, and gap scarcity occurring at the same time,
- STAA WB-67 truck movements frequently coincide with **school-zone pedestrian activity**, creating overlapping conflict-point clusters that multiply collision risk,
- fuel-tanker staging and hose-routing often occur during **peak-demand fueling periods**, producing stacked obstructions that compress driver decision time,
- pump-island queue spillback interacts with **low-visibility conditions**, forcing drivers into forced-acceptance maneuvers under degraded detection capability,
- informal pedestrian shoulder paths intersect with **backup-queue conditions**, eliminating refuge space and increasing collision-path overlap,
- bicyclists and e-scooter riders traveling along the shoulder encounter **glare, shadowing, and truck massing profiles** simultaneously, reducing conspicuity and increasing conflict-point density,
- emergency-vehicle access conflicts with **truck turning envelopes, queue spillback, and pedestrian desire-line crossings**, creating multi-factor obstruction conditions,
- no compound-hazard analysis was performed,
- no evaluation was conducted on simultaneous conflict-mode conditions or hazard stacking,

- no assessment was performed on how project traffic increases **multi-factor hazard frequency**, conflict-point clustering, or collision-risk amplification,
- the TIA relied on hypothetical assumptions that hazards occur individually and never interact—contrary to field-verified rural-roadway operations.

This constitutes:

- CEQA baseline error (failure to evaluate actual compound hazard conditions),
- omission of foreseeable multi-factor safety risks,
- reliance on hypothetical single-factor assumptions,
- procedural unfairness.

4.65 Failure to Evaluate Driveway Operations Under CEQA-Required “Reasonably Foreseeable” Hazard Scenarios and Non-Ideal Operating Conditions

The TIA failed to evaluate **driveway operations under CEQA-required “reasonably foreseeable” hazard scenarios and non-ideal operating conditions** even though:

- CEQA requires analysis of **reasonably foreseeable operating conditions**, not idealized or hypothetical best-case scenarios,
- Oasis Road exhibits **multiple foreseeable hazards**—school-zone congestion, pedestrian shoulder use, bicyclists, personal mobility devices, RVs, trailers, STAA trucks, glare, dust, low-visibility, queue spillback, and emergency-vehicle conflicts—none of which were evaluated in combination or individually,
- STAA WB-67 truck operations are **foreseeable and routine** at rural gas stations, yet the TIA relied on idealized turning templates and hypothetical unobstructed conditions,
- fuel-tanker staging is **foreseeable and necessary** for station operation, yet no obstruction, hose-routing, or temporary-hazard analysis was performed,
- informal pedestrian shoulder paths are **foreseeable and field-verified**, yet the TIA assumed controlled crossings that do not exist,
- queue spillback into the driveway throat is **foreseeable during peak-demand fueling**, yet the TIA assumed pump-island queues never extend beyond internal circulation areas,

- glare, shadowing, and low-illumination conditions are **foreseeable and daily**, yet the TIA assumed optimal visibility at all times,
- emergency-vehicle access conflicts are **foreseeable** along a rural corridor with limited shoulder width, yet no response-delay or obstruction analysis was conducted,
- CEQA requires evaluation of **non-ideal conditions**, including degraded visibility, mixed-fleet dynamics, improper maneuvers, and hazard stacking, yet the TIA relied exclusively on idealized assumptions,
- no reasonably foreseeable hazard scenario analysis was performed,
- no evaluation was conducted on how project traffic increases **foreseeable hazard frequency**, conflict-point density, or collision risk,
- the TIA relied on hypothetical assumptions that real-world hazards do not occur, contrary to field-verified rural-roadway operations.

This constitutes:

- CEQA baseline error (failure to evaluate reasonably foreseeable hazard scenarios),
- omission of foreseeable safety risks affecting driveway operations,
- reliance on hypothetical ideal-condition assumptions,
- procedural unfairness.

4.66 Failure to Evaluate Driveway Operations Under CEQA-Required “Worst-Case” Safety Conditions and High-Risk Operational Scenarios

The TIA failed to evaluate **driveway operations under CEQA-required “worst-case” safety conditions and high-risk operational scenarios** even though:

- CEQA requires analysis of **worst-case conditions** when such conditions are reasonably foreseeable, not merely idealized or average conditions,
- Oasis Road exhibits multiple **high-risk operational scenarios**—school-zone congestion, gap starvation, forced-acceptance turns, pedestrian shoulder use, bicyclists, personal mobility devices, RVs, trailers, STAA trucks, glare, dust, low-visibility, queue spillback, and emergency-vehicle conflicts—any of which can combine to produce worst-case safety conditions,

- STAA WB-67 truck turning movements during school-zone peaks represent a **worst-case conflict scenario**, yet no analysis was performed,
- fuel-tanker staging during peak-demand fueling periods creates **worst-case obstruction conditions**, yet the TIA assumed unobstructed circulation at all times,
- nighttime operations combined with glare, headlight-bloom, and low-illumination represent **worst-case visibility conditions**, yet the TIA assumed optimal visibility,
- queue spillback into the driveway throat during peak periods represents a **worst-case driveway blockage scenario**, yet the TIA assumed pump-island queues never extend into conflict zones,
- informal pedestrian shoulder paths interacting with truck turning envelopes represent a **worst-case vulnerable-road-user conflict**, yet the TIA assumed controlled crossings that do not exist,
- emergency-vehicle access conflicts with truck turning envelopes and queue spillback represent a **worst-case public-safety hazard**, yet no response-delay or obstruction analysis was conducted,
- CEQA requires evaluation of **non-ideal, degraded, and worst-case conditions**, including hazard stacking, multi-factor conflicts, and simultaneous operational stressors, yet the TIA relied exclusively on idealized assumptions,
- no worst-case scenario analysis was performed,
- no evaluation was conducted on how project traffic increases **worst-case hazard frequency**, conflict-point clustering, or collision-risk amplification,
- the TIA relied on hypothetical assumptions that worst-case conditions never occur—contrary to field-verified rural-roadway operations.

This constitutes:

- CEQA baseline error (failure to evaluate worst-case safety conditions),
- omission of foreseeable high-risk operational scenarios,
- reliance on hypothetical ideal-condition assumptions,
- procedural unfairness.

4.67 Failure to Evaluate Driveway Operations Under CEQA-Required “Cumulative Safety Impact” Conditions and Multi-Project Interaction Effects

The TIA failed to evaluate **driveway operations under CEQA-required cumulative safety impact conditions and multi-project interaction effects** even though:

- CEQA requires analysis of **cumulative impacts**, including how multiple projects, roadway conditions, and operational stressors interact to produce elevated safety risk,
- Oasis Road already experiences **baseline congestion, pedestrian shoulder use, bicyclists, personal mobility devices, RVs, trailers, STAA trucks, dust, glare, low-visibility, and emergency-vehicle activity**, all of which form part of the cumulative environment,
- the proposed gas station adds **new truck turning movements, fuel-tanker staging, pump-island queue spillback, driveway conflict points, and pedestrian desire-line crossings**, increasing cumulative hazard intensity,
- cumulative impacts must consider **existing rural commercial traffic**, including deliveries, propane trucks, construction vehicles, and agricultural trailers, none of which were included in the TIA,
- cumulative impacts must consider **regional traffic growth**, including increased school enrollment, residential development, and Highway 138 diversion traffic, yet the TIA relied on static, non-growth assumptions,
- cumulative impacts must consider **existing safety deficiencies**, including lack of sidewalks, narrow shoulders, informal pedestrian paths, and low-illumination conditions, yet the TIA assumed idealized infrastructure that does not exist,
- cumulative impacts must consider **multi-project interaction**, including other commercial developments along Oasis Road and their combined effect on congestion, gap scarcity, and conflict-point density, yet no such analysis was performed,
- cumulative impacts must consider **compounding hazard stacking**, including simultaneous truck turning envelopes, pedestrian shoulder use, glare, queue spillback, and emergency-vehicle conflicts, yet the TIA assumed hazards occur individually,
- no cumulative safety impact analysis was performed,

- no evaluation was conducted on how project traffic interacts with existing hazards, regional growth, or other developments,
- no assessment was performed on how the project increases **cumulative conflict-point density**, collision-risk amplification, or multi-project hazard frequency,
- the TIA relied on hypothetical assumptions that cumulative impacts are negligible, contrary to CEQA requirements and field-verified rural-roadway conditions.

This constitutes:

- CEQA baseline error (failure to evaluate cumulative safety impacts),
- omission of foreseeable multi-project interaction hazards,
- reliance on hypothetical non-growth and ideal-condition assumptions,
- procedural unfairness.

4.68 Failure to Evaluate Driveway Operations Under CEQA-Required “Substantial Evidence” Standards and Field-Verified Operating Conditions

The TIA failed to evaluate **driveway operations under CEQA-required substantial-evidence standards and field-verified operating conditions** even though:

- CEQA requires that conclusions be supported by **substantial evidence**, not assumptions, omissions, or idealized conditions,
- field-verified observations on Oasis Road show **pedestrian shoulder use, bicyclists, personal mobility devices, RVs, trailers, STAA trucks, glare, dust, low-visibility, queue spillback, gap scarcity, forced-acceptance turns, and emergency-vehicle conflicts**, none of which were incorporated into the TIA,
- substantial evidence requires **actual field conditions**, yet the TIA relied on hypothetical assumptions such as unobstructed sight-lines, ideal driver behavior, optimal visibility, and non-existent sidewalks or controlled crossings,
- substantial evidence requires **real-world truck operations**, including curb-encroaching turns, multi-point maneuvers, and extended blockage intervals, yet the TIA relied solely on idealized turning templates,

- substantial evidence requires **real-world pedestrian behavior**, including informal shoulder paths and unpredictable lateral movements, yet the TIA assumed controlled pedestrian facilities that do not exist,
- substantial evidence requires **real-world queue behavior**, including pump-island spillback into the driveway throat, yet the TIA assumed queues never extend into conflict zones,
- substantial evidence requires **real-world visibility conditions**, including glare, shadowing, dust, and nighttime contrast loss, yet the TIA assumed optimal visibility at all times,
- substantial evidence requires **real-world emergency-vehicle operations**, including obstruction, response delay, and conflict-point navigation, yet the TIA assumed unobstructed access,
- substantial evidence requires **real-world cumulative conditions**, including multi-project interaction, regional growth, and hazard stacking, yet the TIA assumed static, isolated conditions,
- no substantial-evidence analysis was performed,
- no evaluation was conducted on how project traffic interacts with field-verified hazards,
- no assessment was performed on how the TIA's reliance on hypothetical assumptions violates CEQA's substantial-evidence requirement,
- the TIA relied on assumptions that contradict field-verified rural-roadway operations, failing CEQA's evidentiary standard.

This constitutes:

- CEQA baseline error (failure to use substantial evidence),
- omission of field-verified operating conditions,
- reliance on hypothetical, non-evidentiary assumptions,
- procedural unfairness.

4.69 Failure to Evaluate Driveway Operations Under CEQA-Required "Fair Argument" Safety Threshold and Evidence-Based Risk Demonstration

The TIA failed to evaluate **driveway operations under CEQA's Fair Argument safety threshold and evidence-based risk demonstration requirements** even though:

- CEQA's **Fair Argument standard** requires that if *any* substantial evidence shows a project may cause a significant safety impact, an EIR is required—regardless of the TIA's conclusions,
- multiple substantial-evidence factors exist on Oasis Road: **pedestrian shoulder use, school-zone congestion, gap starvation, forced-acceptance turns, bicyclists, personal mobility devices, RVs, trailers, STAA trucks, glare, dust, low-visibility, queue spillback, emergency-vehicle conflicts, and hazard stacking,**
- each of these factors independently satisfies CEQA's Fair Argument threshold, yet the TIA dismissed or ignored them,
- CEQA requires **evidence-based demonstration** that a project will not create significant safety impacts, yet the TIA relied on hypothetical assumptions rather than field-verified conditions,
- CEQA requires consideration of **substantial evidence from any source**, including public testimony, field observations, photographs, operational measurements, and expert input, yet none were incorporated,
- CEQA prohibits reliance on **unsupported conclusions**, yet the TIA asserted safety adequacy without performing required analyses (sight-distance, gap-starvation, truck turning envelopes, pedestrian conflict evaluation, nighttime visibility, cumulative impacts, emergency-vehicle access),
- CEQA requires agencies to resolve uncertainty in favor of **environmental review**, yet the TIA assumed idealized conditions and dismissed foreseeable hazards,
- CEQA requires evaluation of **non-ideal, degraded, and worst-case conditions**, yet the TIA analyzed only hypothetical best-case scenarios,
- CEQA requires **transparent disclosure of analytical limitations**, yet the TIA omitted entire categories of required safety analysis,
- CEQA requires **substantial evidence showing impacts are less than significant**, yet the TIA provided no such evidence,
- no Fair Argument analysis was performed,

- no evaluation was conducted on how project traffic interacts with substantial-evidence hazards,
- no assessment was performed on how the TIA's omissions trigger CEQA's Fair Argument threshold,
- the TIA relied on assumptions that contradict CEQA's evidentiary requirements and field-verified rural-roadway operations.

This constitutes:

- CEQA baseline error (failure to apply the Fair Argument standard),
- omission of substantial-evidence safety hazards,
- reliance on hypothetical, non-evidentiary assumptions,
- procedural unfairness.

4.70 Failure to Evaluate Driveway Operations Under CEQA-Required "Substantial Safety Risk" Criteria and Mandatory Disclosure Standards

The TIA failed to evaluate **driveway operations under CEQA's substantial-safety-risk criteria and mandatory disclosure standards** even though:

- CEQA requires agencies to identify and disclose **substantial safety risks**, including foreseeable hazards, operational conflicts, degraded conditions, and cumulative impacts,
- Oasis Road exhibits multiple substantial-risk factors—**pedestrian shoulder use, school-zone congestion, gap starvation, forced-acceptance turns, bicyclists, personal mobility devices, RVs, trailers, STAA trucks, glare, dust, low-visibility, queue spillback, emergency-vehicle conflicts, nighttime contrast loss, and hazard stacking**,
- each of these factors independently qualifies as a **substantial safety risk**, yet the TIA omitted or dismissed them,
- CEQA requires disclosure of **hazards that may cause injury**, including pedestrian conflict points, truck turning envelopes, driveway blockage, and reduced visibility, yet none were disclosed,

- CEQA requires disclosure of **conditions that may cause unsafe operations**, including gap scarcity, forced-acceptance maneuvers, queue spillback, and degraded illumination, yet the TIA assumed idealized conditions,
- CEQA requires disclosure of **conditions that may cause emergency-response delay**, including truck blockage, staging obstructions, and driveway throat congestion, yet the TIA assumed unobstructed access,
- CEQA requires disclosure of **conditions that may cause increased collision risk**, including multi-factor hazard stacking and cumulative impacts, yet the TIA assumed hazards occur individually and never interact,
- CEQA requires disclosure of **conditions that may cause unsafe pedestrian movement**, including informal shoulder paths, lack of sidewalks, and low-visibility conditions, yet the TIA assumed controlled pedestrian facilities that do not exist,
- CEQA requires disclosure of **conditions that may cause unsafe truck operations**, including curb-encroaching turns, multi-point maneuvers, and extended blockage intervals, yet the TIA relied solely on idealized templates,
- CEQA requires disclosure of **conditions that may cause unsafe nighttime operations**, including glare, headlight-bloom, and contrast loss, yet the TIA assumed optimal visibility,
- no substantial-safety-risk analysis was performed,
- no evaluation was conducted on how project traffic increases **substantial-risk frequency**, conflict-point density, or collision-risk amplification,
- no assessment was performed on how the TIA's omissions violate CEQA's mandatory disclosure requirements,
- the TIA relied on hypothetical assumptions that contradict CEQA's substantial-risk criteria and field-verified rural-roadway operations.

This constitutes:

- CEQA baseline error (failure to evaluate substantial safety risks),
- omission of mandatory hazard disclosure,
- reliance on hypothetical, non-evidentiary assumptions,
- procedural unfairness.

4.71 Failure to Evaluate Driveway Operations Under CEQA-Required “Transparent Methodology” Standards and Disclosure of Analytical Assumptions, Limitations, and Omissions

The TIA failed to evaluate **driveway operations under CEQA’s transparent-methodology standards and mandatory disclosure requirements** even though:

- CEQA requires agencies to disclose **all analytical assumptions**, yet the TIA concealed or omitted key assumptions regarding sight-distance, gap availability, driver behavior, truck operations, pedestrian movement, and visibility conditions,
- CEQA requires disclosure of **methodological limitations**, yet the TIA did not disclose that it performed no sight-distance analysis, no gap-starvation analysis, no forced-acceptance analysis, no truck turning envelope evaluation, no pedestrian conflict analysis, no nighttime visibility analysis, and no cumulative safety analysis,
- CEQA requires disclosure of **data sources**, yet the TIA did not identify any field measurements, operational observations, pedestrian counts, truck counts, queue measurements, or visibility studies,
- CEQA requires disclosure of **analytical boundaries**, yet the TIA did not disclose that it assumed idealized conditions such as unobstructed sight-lines, optimal visibility, controlled pedestrian facilities, and non-existent sidewalks,
- CEQA requires disclosure of **modeling assumptions**, yet the TIA did not disclose that it assumed all drivers behave ideally, all vehicles are standard passenger cars, and all truck movements conform perfectly to idealized templates,
- CEQA requires disclosure of **omitted analyses**, yet the TIA did not identify any of the required safety evaluations it failed to perform,
- CEQA requires disclosure of **uncertainty**, yet the TIA asserted conclusions without acknowledging uncertainty arising from missing data, missing analyses, and reliance on hypothetical assumptions,
- CEQA requires disclosure of **conflicting evidence**, yet the TIA ignored field-verified conditions showing pedestrian shoulder use, school-zone congestion, truck encroachment, queue spillback, glare, dust, low-visibility, and emergency-vehicle conflicts,
- CEQA requires disclosure of **analytical rationale**, yet the TIA provided no explanation for why required safety analyses were omitted,

- CEQA requires disclosure of **methodological transparency sufficient for public review**, yet the TIA's omissions prevented meaningful public evaluation of safety impacts,
- no transparent-methodology analysis was performed,
- no evaluation was conducted on how methodological omissions affect the reliability of safety conclusions,
- no assessment was performed on how the TIA's lack of transparency violates CEQA's disclosure requirements,
- the TIA relied on concealed assumptions, undisclosed limitations, and omitted analyses, violating CEQA's transparent-methodology standard.

This constitutes:

- CEQA baseline error (failure to disclose analytical assumptions and limitations),
- omission of required methodological transparency,
- reliance on concealed, hypothetical, and non-evidentiary assumptions,
- procedural unfairness.

4.72 Failure to Evaluate Driveway Operations Under CEQA-Required "Informed Public Decision-Making" Standards and Accessibility of Safety Findings for Board Review

The TIA failed to evaluate **driveway operations under CEQA's informed-public-decision-making standards and mandatory accessibility requirements for safety findings** even though:

- CEQA requires that environmental documents provide **sufficient information for the public and decision-makers to understand safety impacts**, yet the TIA omitted entire categories of required analysis,
- CEQA requires **clear, accessible disclosure** of hazards, assumptions, data sources, and analytical limitations, yet the TIA concealed assumptions, omitted analyses, and failed to disclose methodological boundaries,
- CEQA requires that decision-makers be able to **independently evaluate safety risks**, yet the TIA provided no sight-distance measurements, no gap-availability

data, no truck-turning analysis, no pedestrian conflict evaluation, no nighttime visibility assessment, and no cumulative safety analysis,

- CEQA requires **transparent explanation of analytical rationale**, yet the TIA did not explain why required safety analyses were omitted or why idealized assumptions were used in place of field-verified conditions,
- CEQA requires **public disclosure of substantial evidence**, yet the TIA ignored field-verified observations showing pedestrian shoulder use, school-zone congestion, truck encroachment, queue spillback, glare, dust, low-visibility, and emergency-vehicle conflicts,
- CEQA requires **public disclosure of foreseeable hazards**, yet the TIA assumed idealized conditions and omitted foreseeable hazards such as gap starvation, forced-acceptance turns, degraded visibility, and hazard stacking,
- CEQA requires **public disclosure of cumulative impacts**, yet the TIA assumed static conditions and omitted multi-project interaction effects, regional growth, and compounding hazard scenarios,
- CEQA requires **public disclosure of uncertainty**, yet the TIA asserted conclusions without acknowledging uncertainty arising from missing data, missing analyses, and reliance on hypothetical assumptions,
- CEQA requires **public disclosure of analytical limitations**, yet the TIA did not identify any of the required safety evaluations it failed to perform,
- CEQA requires **public disclosure of conflicting evidence**, yet the TIA ignored substantial evidence contradicting its conclusions,
- CEQA requires **public disclosure of methodological transparency sufficient for Board review**, yet the TIA's omissions prevented meaningful evaluation of safety impacts by the Board of Supervisors,
- no informed-decision-making analysis was performed,
- no evaluation was conducted on how methodological omissions impair public understanding of safety risks,
- no assessment was performed on how the TIA's lack of transparency violates CEQA's informed-decision-making standard,

- the TIA relied on concealed assumptions, omitted analyses, and non-evidentiary conclusions, preventing informed public and Board review.

This constitutes:

- CEQA baseline error (failure to provide information necessary for informed public decision-making),
- omission of required hazard disclosure and analytical transparency,
- reliance on concealed, hypothetical, and non-evidentiary assumptions,
- procedural unfairness.

4.73 Failure to Evaluate Driveway Operations Under CEQA-Required “Public Safety as an Environmental Impact” Standard and Resulting Misclassification of Safety Hazards

The TIA failed to evaluate **driveway operations under CEQA’s requirement that public-safety hazards constitute environmental impacts**, resulting in misclassification, omission, and improper dismissal of safety risks, even though:

- CEQA explicitly recognizes **public-safety hazards**—including collision risk, pedestrian danger, emergency-response delay, and unsafe roadway conditions—as **environmental impacts requiring analysis**,
- Oasis Road exhibits multiple public-safety hazards: **pedestrian shoulder use, school-zone congestion, gap starvation, forced-acceptance turns, bicyclists, e-scooters, RVs, trailers, STAA trucks, glare, dust, low-visibility, queue spillback, nighttime contrast loss, emergency-vehicle conflicts, and hazard stacking**,
- each of these hazards constitutes an **environmental impact under CEQA**, yet the TIA treated them as non-environmental or irrelevant,
- CEQA requires analysis of **hazards that may cause injury**, yet the TIA omitted pedestrian conflict evaluation, truck turning envelope analysis, nighttime visibility assessment, and cumulative safety impacts,
- CEQA requires analysis of **hazards that may cause unsafe operations**, yet the TIA assumed idealized conditions such as unobstructed sight-lines, optimal visibility, controlled pedestrian facilities, and perfect driver behavior,

- CEQA requires analysis of **hazards that may cause emergency-response delay**, yet the TIA assumed unobstructed access and omitted obstruction, staging, and blockage analysis,
- CEQA requires analysis of **hazards that may cause increased collision risk**, yet the TIA omitted gap-starvation, forced-acceptance, degraded visibility, and hazard-stacking evaluations,
- CEQA requires analysis of **hazards that may be exacerbated by project traffic**, yet the TIA assumed static conditions and omitted cumulative and multi-project interaction effects,
- CEQA requires agencies to treat **public-safety hazards as environmental impacts**, yet the TIA improperly dismissed them as operational or non-environmental issues,
- CEQA requires **substantial evidence** demonstrating that safety impacts are less than significant, yet the TIA provided no such evidence,
- CEQA requires **transparent disclosure** of safety hazards, yet the TIA concealed assumptions, omitted analyses, and failed to disclose methodological limitations,
- no CEQA-compliant public-safety impact analysis was performed,
- no evaluation was conducted on how project traffic increases **public-safety hazard frequency**, conflict-point density, or collision-risk amplification,
- no assessment was performed on how misclassification of safety hazards violates CEQA's requirement to treat public safety as an environmental impact,
- the TIA relied on hypothetical assumptions and improper hazard dismissal, violating CEQA's public-safety-impact standard.

This constitutes:

- CEQA baseline error (failure to treat public-safety hazards as environmental impacts),
- omission of required public-safety analysis,
- reliance on hypothetical, non-evidentiary assumptions,
- procedural unfairness.

This tab presents the complete CEQA-required Noise Analysis for PROJ-2024-00030, including baseline ambient conditions, operational noise sources, measurement methodology, analytical findings, and identification of significant impacts. It consolidates all field-verified data, operational observations, and CEQA-required evaluations into a single, structured section for Board review.

TAB 5 — NOISE ANALYSIS

5.1 Purpose of Tab 5

Tab 5 provides the Board of Supervisors with a **comprehensive, evidence-based noise analysis** demonstrating:

- actual **ambient baseline noise levels** at the project site
- **operational noise sources** associated with a rural truck-oriented gas station
- **CEQA-required significance thresholds**,
- **measurement methodology** used to collect field data,
- **operational noise impacts** (fueling, truck movements, refrigeration units, air compressors, canopy fans, etc.),
- **cumulative noise impacts**,
- **errors and omissions** in the applicant's noise study,
- **required CEQA findings** based on substantial evidence.

This tab replaces the applicant's incomplete and non-CEQA-compliant noise analysis with a full, transparent, field-verified evaluation.

5.2 CEQA Requirements for Noise Analysis

CEQA requires:

- evaluation of **baseline ambient noise**,
- evaluation of **project operational noise**,
- evaluation of **cumulative noise**,
- evaluation of **worst-case operating conditions**,

- evaluation of **reasonably foreseeable noise sources**,
- disclosure of **measurement methodology**,
- disclosure of **assumptions and limitations**,
- identification of **significant impacts**,
- mitigation or EIR preparation when significant impacts may occur.

The applicant's study failed to meet these requirements; Tab 5 corrects those deficiencies.

5.3 Ambient Baseline Noise Conditions

CEQA requires that noise analysis begin with a **field-verified ambient baseline**, not modeled assumptions or generalized rural values. This section documents the **actual measured noise environment** at and around the project site, including temporal variability, school-zone influence, traffic patterns, atmospheric conditions, and rural background characteristics. Baseline conditions form the foundation for determining whether project-generated noise constitutes a **substantial increase** or a **significant impact** under CEQA.

5.3.1 Baseline Measurement Methodology

Ambient noise measurements were collected using **field-calibrated instrumentation**, positioned at representative receptor locations along Oasis Road and adjacent rural residential parcels. Measurements were taken during:

- early-morning rural quiet periods,
- mid-day traffic-influenced periods,
- school-zone peak activity windows,
- late-evening low-illumination periods,
- variable wind conditions typical of the High Desert,
- periods of intermittent dust and atmospheric scattering.

All measurements were logged using standardized **A-weighted decibel (dBA)** values consistent with CEQA practice and County noise standards (**See Exhibit I**)

5.3.2 Early-Morning Rural Baseline (Pre-Traffic Conditions)

Early-morning baseline levels represent the **lowest ambient noise floor** and are critical for CEQA significance determination. Field measurements show:

- low background noise dominated by wind, distant animal activity, and occasional light-vehicle pass-bys,
- minimal mechanical noise sources,
- no commercial operations,
- no school-zone activity.

These conditions establish the **true rural baseline** against which nighttime and early-morning project noise must be evaluated.

5.3.3 Mid-Day Traffic-Influenced Baseline

Mid-day measurements capture the **typical daytime operating environment** along Oasis Road:

- intermittent passenger-vehicle traffic,
- occasional truck pass-bys,
- moderate wind noise,
- elevated but still rural background levels.

These values represent the baseline used for evaluating **daytime operational noise** such as fueling, truck movements, air compressors, and canopy ventilation.

5.3.4 School-Zone Peak Baseline

School-zone activity produces a distinct and **predictable noise spike**:

- concentrated vehicle arrivals and departures,
- pedestrian movement,
- idling vehicles,
- short-duration congestion.

This period is essential for evaluating **cumulative noise impacts**, especially when combined with project-generated truck movements, fueling operations, and diesel pump activity.

5.3.5 Nighttime Low-Illumination Baseline

Nighttime measurements capture the **most sensitive CEQA noise period**:

- significantly reduced traffic,
- reduced wind variability,
- increased audibility of mechanical noise sources,
- heightened sensitivity of rural receptors.

Nighttime baseline is the reference point for evaluating **TRUs, idling trucks, refrigeration units, canopy fans, and diesel pump operations**, all of which may operate during late-night hours.

5.3.6 Atmospheric and Seasonal Variability

Baseline noise levels along Oasis Road are influenced by:

- wind gusts and turbulence,
- dust movement and particulate scattering,
- temperature-driven sound propagation,
- seasonal vegetation changes,
- atmospheric inversion layers.

These factors must be incorporated into CEQA analysis because they affect **audibility, propagation distance, and receptor sensitivity**.

5.3.7 Baseline Noise Summary

The field-verified baseline demonstrates:

- a **low rural ambient noise floor**,
- distinct temporal variability,
- heightened nighttime sensitivity,
- predictable school-zone peaks,
- atmospheric conditions that increase audibility of mechanical noise.

This baseline is substantially lower than the noise levels generated by:

- diesel fueling operations,
- STAA WB-67 truck movements,
- refrigeration units (TRUs),
- air compressors,
- canopy ventilation,
- idling trucks,
- backup alarms.

Under CEQA, any project-generated noise that **substantially exceeds** this baseline constitutes a **potentially significant impact**

5.4 Operational Noise Sources

CEQA requires evaluation of **all reasonably foreseeable operational noise sources** associated with the proposed gas station, including mechanical equipment, truck operations, fueling activity, idling, refrigeration units, and intermittent high-intensity noise events. This section identifies each operational noise source, describes its characteristics, and establishes its relevance to CEQA significance thresholds and rural-residential receptor sensitivity.

Operational noise sources are evaluated against the **field-verified ambient baseline** documented in Section 5.3. Because the baseline is low, even moderate mechanical noise sources may constitute a **substantial increase** under CEQA.

5.4.1 Diesel Fueling Operations (4 Pumps = 5 Fueling Stations)

Diesel fueling operations generate continuous and intermittent noise from:

- pump motors,
- nozzle engagement and disengagement,
- fuel flow turbulence,
- customer vehicle movement,
- diesel engine idle during fueling.

The configuration of **4 pumps = 5 fueling stations** increases simultaneous fueling activity and elevates cumulative noise levels. Diesel pump noise is particularly audible during nighttime low-illumination periods due to reduced ambient masking.

5.4.2 STAA WB-67 Truck Movements

Truck movements generate high-intensity, intermittent noise from:

- acceleration and deceleration,
- gear changes,
- turbocharger whine,
- brake release hiss,
- tire-pavement interaction,
- curb-encroachment maneuvers,
- multi-point turning movements.

STAA WB-67 trucks produce noise levels significantly above rural baseline conditions, especially during nighttime operations and school-zone peak periods when receptors are most sensitive.

5.4.3 Truck Refrigeration Units (TRUs)

TRUs generate continuous mechanical noise from:

- diesel-powered compressors,
- cooling fans,
- vibration resonance,
- intermittent cycling.

TRUs often operate for extended durations, including nighttime hours, creating sustained noise that exceeds rural ambient baseline levels and may constitute a **significant CEQA impact**.

5.4.4 Air Compressors

Air compressors generate:

- high-intensity bursts during tire inflation,

- continuous motor noise during operation,
- metallic hose-coupling impacts,
- pressure-release hiss.

Air compressor noise is impulsive and highly audible in rural environments, especially during nighttime hours.

5.4.5 Canopy Ventilation and Mechanical Fans

Canopy ventilation systems generate:

- continuous fan noise,
- motor hum,
- vibration resonance,
- airflow turbulence.

These systems often operate continuously and may elevate nighttime noise levels above CEQA thresholds due to low ambient baseline conditions.

5.4.6 Idling Vehicles (Gasoline and Diesel)

Idling generates:

- engine rumble,
- cooling fan cycling,
- exhaust noise,
- vibration resonance.

Diesel idling produces significantly higher noise levels than gasoline idling and may occur for extended durations, especially during truck staging or driver rest periods.

5.4.7 Delivery Truck Staging and Loading Activity

Delivery operations generate:

- backup alarms,
- lift-gate operation,
- pallet movement,

- door slams,
- intermittent engine revving.

Backup alarms are particularly impactful due to their **high-intensity, tonal nature**, which is highly audible over long distances in rural environments.

5.4.8 Backup Alarms (Trucks, TRUs, Delivery Vehicles)

Backup alarms produce:

- repetitive tonal bursts,
- high-intensity peaks,
- long-distance propagation due to rural acoustics.

Backup alarms are among the most intrusive operational noise sources and frequently exceed rural ambient baseline levels by large margins.

5.4.9 Cumulative Operational Noise Interaction

Operational noise sources do not occur in isolation. CEQA requires evaluation of **cumulative and simultaneous noise events**, including:

- truck movement + fueling + idling,
- TRU operation + nighttime canopy ventilation,
- delivery staging + backup alarms,
- school-zone traffic + truck acceleration,
- diesel pump operation + atmospheric propagation conditions.

Cumulative noise interaction is a CEQA-required analysis because simultaneous noise sources may elevate total noise levels beyond significance thresholds even when individual sources appear moderate.

5.4.10 Summary of Operational Noise Sources

Operational noise sources associated with the proposed gas station:

- exceed rural ambient baseline levels,
- occur during sensitive nighttime periods,
- include high-intensity impulsive events,

- include continuous mechanical noise,
- include cumulative multi-source interactions,
- include foreseeable worst-case conditions,
- trigger CEQA's Fair Argument standard.

These sources must be evaluated in Section 5.6 to determine whether they constitute **significant CEQA noise impacts**.

- **5.5 CEQA Significance Thresholds**

- CEQA requires agencies to evaluate noise impacts using **objective, measurable significance thresholds** that reflect actual receptor sensitivity, rural baseline conditions, and foreseeable operational noise sources. Thresholds must be applied to **field-verified baseline data**, not generalized assumptions or urbanized standards. This section identifies the applicable CEQA and County thresholds and explains how they apply to the proposed gas station's operational noise profile.

- **5.5.1 County Noise Standards Applicable to Rural Residential Receptors**

- San Bernardino County establishes maximum allowable noise levels for rural residential zones. These standards apply to:
 - **daytime operational noise,**
 - **nighttime operational noise,**
 - **continuous mechanical noise,**
 - **intermittent impulsive noise,**
 - **cumulative multi-source noise,**
 - **commercial operations adjacent to rural residences.**
- Because Oasis Road is a **low-density rural environment**, the applicable thresholds are lower than urban or suburban standards, increasing sensitivity to project-generated noise.

- **5.5.2 CEQA "Substantial Increase" Criteria**

- CEQA defines a significant noise impact as a **substantial increase** above ambient baseline conditions. A substantial increase may occur when:

- project noise exceeds ambient baseline by **5 dBA or more**,
- project noise introduces **new tonal, mechanical, or impulsive characteristics**,
- project noise occurs during **nighttime low-illumination periods**,
- project noise occurs during **school-zone peak sensitivity periods**,
- project noise is **continuous, repetitive, or high-intensity**,
- project noise is **audible at sensitive receptors** where baseline levels are low.
- Because rural ambient baseline levels are low (Section 5.3), even moderate mechanical noise sources may constitute a substantial increase.

• **5.5.3 CEQA “Fair Argument” Threshold for Noise Impacts**

- Under CEQA’s Fair Argument standard, a noise impact is significant if **any substantial evidence** shows the project *may* cause a significant noise increase. This threshold is triggered when:
 - operational noise sources exceed rural baseline levels,
 - nighttime mechanical noise is audible at residences,
 - truck movements generate high-intensity impulsive noise,
 - TRUs operate during sensitive nighttime periods,
 - backup alarms propagate long distances in rural acoustics,
 - cumulative noise sources interact to elevate total noise levels.
- Multiple operational noise sources associated with the project independently trigger the Fair Argument threshold.

• **5.5.4 CEQA Requirements for Nighttime Sensitivity**

- CEQA requires heightened scrutiny for nighttime noise impacts because:
 - ambient baseline levels are lowest,
 - receptor sensitivity is highest,
 - mechanical noise propagates farther,
 - tonal noise (TRUs, fans, compressors) is more intrusive,
 - impulsive noise (backup alarms, truck movements) is more disruptive.

- Nighttime thresholds are critical for evaluating:
- TRUs,
- idling trucks,
- canopy ventilation,
- diesel pump operations,
- delivery staging,
- refrigeration cycling.
- **5.5.5 CEQA Requirements for Cumulative Noise Impacts**
- CEQA requires evaluation of cumulative noise impacts when:
- multiple noise sources operate simultaneously,
- project noise combines with school-zone peaks,
- truck movements overlap with fueling operations,
- TRUs operate during delivery staging,
- atmospheric conditions increase propagation distance.
- Cumulative impacts may exceed thresholds even when individual sources appear moderate.
- **5.5.6 CEQA Requirements for Worst-Case Operating Conditions**
- CEQA requires evaluation of **reasonably foreseeable worst-case conditions**, including:
- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods,
- atmospheric conditions that increase audibility.
- Worst-case conditions must be analyzed because they represent **realistic operational scenarios**, not hypothetical extremes.

- **5.5.7 Summary of CEQA Significance Thresholds**
- Under CEQA, noise impacts are significant when:
 - project noise exceeds rural ambient baseline,
 - project noise exceeds County rural residential standards,
 - project noise constitutes a substantial increase,
 - project noise triggers the Fair Argument threshold,
 - project noise occurs during sensitive nighttime periods,
 - project noise occurs during school-zone peaks,
 - cumulative or worst-case conditions elevate total noise levels.
- The operational noise sources identified in Section 5.4 meet multiple CEQA significance criteria and must be evaluated in Section 5.6.
-

5.6 Identification of Significant Impacts

CEQA requires agencies to determine whether project-generated noise will cause **significant environmental impacts** by comparing operational noise sources against **field-verified ambient baseline conditions** and **CEQA significance thresholds**. This section identifies each significant impact based on substantial evidence, foreseeable operating conditions, and rural-residential receptor sensitivity.

The analysis demonstrates that multiple operational noise sources associated with the proposed gas station **exceed CEQA thresholds, constitute substantial increases, and trigger the Fair Argument standard**, requiring preparation of a full Environmental Impact Report (EIR).

5.6.1 Significant Impact: Diesel Fueling Operations (4 Pumps = 5 Stations)

Diesel pump motors, fueling turbulence, and associated vehicle movement produce noise levels that:

- exceed rural ambient baseline by more than **5 dBA**,
- occur during **nighttime low-illumination periods**,
- introduce **continuous mechanical noise** not present in baseline conditions,

- elevate cumulative noise during school-zone peak periods.

Under CEQA, this constitutes a **significant impact**.

5.6.2 Significant Impact: STAA WB-67 Truck Movements

Truck acceleration, gear changes, turbocharger whine, brake release hiss, and curb-encroachment maneuvers produce high-intensity impulsive noise that:

- exceeds rural baseline by large margins,
- propagates long distances due to rural acoustics,
- disrupts nighttime quiet periods,
- interacts cumulatively with fueling and idling operations.

Under CEQA, this constitutes a **significant impact**.

5.6.3 Significant Impact: Truck Refrigeration Units (TRUs)

TRUs generate continuous mechanical noise that:

- exceeds nighttime rural baseline,
- operates for extended durations,
- introduces tonal noise highly audible at rural receptors,
- elevates cumulative nighttime noise levels.

Under CEQA, TRU operation constitutes a **significant nighttime impact**.

5.6.4 Significant Impact: Air Compressors

Air compressors produce impulsive bursts and continuous motor noise that:

- exceed rural baseline,
- occur during sensitive nighttime periods,
- introduce tonal and impulsive characteristics absent from baseline,
- elevate cumulative noise during fueling and truck staging.

Under CEQA, air compressor noise constitutes a **significant impact**.

5.6.5 Significant Impact: Canopy Ventilation and Mechanical Fans

Canopy ventilation systems generate continuous fan noise that:

- exceeds nighttime baseline,
- introduces tonal mechanical noise,
- operates continuously,
- elevates cumulative nighttime noise levels.

Under CEQA, canopy ventilation constitutes a **significant impact**.

5.6.6 Significant Impact: Idling Vehicles (Gasoline and Diesel)

Idling engines produce continuous noise that:

- exceeds rural baseline,
- persists for extended durations,
- is especially intrusive during nighttime periods,
- interacts cumulatively with TRUs and canopy ventilation.

Diesel idling is particularly impactful and constitutes a **significant CEQA impact**.

5.6.7 Significant Impact: Delivery Truck Staging and Loading

Delivery operations generate backup alarms, lift-gate noise, pallet movement, and intermittent engine revving that:

- exceed rural baseline,
- introduce high-intensity impulsive noise,
- propagate long distances,
- elevate cumulative noise during school-zone peaks.

Under CEQA, delivery staging constitutes a **significant impact**.

5.6.8 Significant Impact: Backup Alarms

Backup alarms produce repetitive tonal bursts that:

- exceed rural baseline by large margins,
- propagate long distances due to rural acoustics,
- disrupt nighttime quiet periods,
- elevate cumulative noise during truck staging.

Backup alarms are among the most intrusive operational noise sources and constitute a **significant CEQA impact**.

5.6.9 Significant Impact: Cumulative Noise Interaction

CEQA requires evaluation of cumulative noise impacts. The project generates multiple simultaneous noise sources that:

- elevate total noise levels beyond CEQA thresholds,
- occur during sensitive nighttime periods,
- coincide with school-zone peaks,
- interact with atmospheric conditions that increase audibility.

Cumulative noise impacts constitute a **significant CEQA impact**.

5.6.10 Significant Impact: Worst-Case Operating Conditions

Reasonably foreseeable worst-case conditions include:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

These conditions produce noise levels that exceed CEQA thresholds and constitute **significant impacts**.

5.6.11 CEQA Fair Argument Trigger

Multiple operational noise sources independently trigger CEQA's **Fair Argument** standard because substantial evidence shows the project *may* cause significant noise impacts. Under CEQA, this requires preparation of a **full Environmental Impact Report (EIR)**.

5.6.12 Summary of Significant Impacts

The proposed gas station generates multiple operational noise sources that:

- exceed rural ambient baseline,
- exceed County rural residential standards,
- constitute substantial increases,

- trigger CEQA's Fair Argument threshold,
- occur during sensitive nighttime periods,
- occur during school-zone peaks,
- elevate cumulative and worst-case noise levels.

Under CEQA, these impacts are **significant** and require preparation of a **full EIR**.

5.7 Required CEQA Remedies

CEQA requires agencies to implement specific remedies when substantial evidence demonstrates that a project *may* cause significant noise impacts. Because Section 5.6 identifies multiple operational noise sources that exceed rural ambient baseline levels, exceed County rural residential standards, constitute substantial increases, and trigger CEQA's Fair Argument threshold, the Board of Supervisors must implement the following CEQA-mandated remedies.

These remedies are not discretionary. They are required under CEQA once significant impacts are identified.

5.7.1 Preparation of a Full Environmental Impact Report (EIR)

CEQA requires preparation of a **full EIR** when:

- substantial evidence shows the project *may* cause significant noise impacts,
- baseline conditions are low and sensitive,
- operational noise sources exceed CEQA thresholds,
- cumulative and worst-case conditions elevate total noise levels,
- nighttime noise impacts are foreseeable,
- tonal and impulsive noise sources are present,
- rural receptors experience substantial increases.

The noise impacts identified in Section 5.6 independently trigger CEQA's Fair Argument standard, requiring a **full EIR**.

5.7.2 Requirement for a Corrected Noise Study

The applicant's noise study must be replaced with a **corrected, CEQA-compliant noise analysis** that:

- uses field-verified ambient baseline data,
- evaluates all operational noise sources,
- evaluates nighttime sensitivity,
- evaluates school-zone sensitivity,
- evaluates cumulative noise interaction,
- evaluates worst-case operating conditions,
- discloses all assumptions and limitations,
- evaluates tonal and impulsive noise characteristics,
- evaluates TRUs, idling, backup alarms, and diesel pump operations.

A corrected noise study is required because the applicant's study omitted multiple CEQA-required analyses.

5.7.3 Requirement for Transparent Disclosure of Assumptions and Limitations

CEQA requires disclosure of:

- measurement methodology,
- data sources,
- analytical boundaries,
- omitted analyses,
- uncertainty,
- conflicting evidence.

The applicant's study concealed assumptions and omitted required analyses. A corrected study must disclose all methodological details to allow meaningful public and Board review.

5.7.4 Requirement for Evaluation of Public-Safety Noise Impacts

CEQA recognizes **public-safety hazards**—including nighttime disturbance, sleep disruption, emergency-response interference, and school-zone sensitivity—as environmental impacts. The corrected study must evaluate:

- nighttime disturbance from TRUs, idling, and canopy ventilation,

- impulsive noise from backup alarms and truck movements,
- cumulative noise during school-zone peaks,
- emergency-response interference from high-intensity noise events.

These impacts were omitted from the applicant's study and must be evaluated under CEQA.

5.7.5 Requirement for Cumulative Noise Impact Analysis

CEQA requires evaluation of cumulative noise impacts when:

- multiple noise sources operate simultaneously,
- project noise interacts with school-zone peaks,
- atmospheric conditions increase propagation distance,
- worst-case conditions are reasonably foreseeable.

The corrected study must evaluate cumulative impacts because they constitute significant CEQA impacts.

5.7.6 Requirement for Worst-Case Operating Condition Analysis

CEQA requires evaluation of reasonably foreseeable worst-case conditions, including:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

These conditions must be analyzed because they represent realistic operational scenarios.

5.7.7 Requirement for Board Action

Based on substantial evidence of significant noise impacts, the Board must:

- **vacate** the Planning Commission's February 19, 2026 decision,
- **remand** the project for CEQA-compliant noise analysis,
- **require** preparation of a full EIR,
- **require** a corrected noise study,

- **require** disclosure of all assumptions and limitations,
- **require** evaluation of public-safety noise impacts,
- **require** evaluation of cumulative and worst-case noise impacts.

These remedies are required under CEQA once significant impacts are identified.

5.7.8 Summary of Required CEQA Remedies

Because substantial evidence demonstrates that the project *may* cause significant noise impacts, CEQA requires:

- a **full EIR**,
- a **corrected noise study**,
- **transparent disclosure**,
- **public-safety impact evaluation**,
- **cumulative impact evaluation**,
- **worst-case condition evaluation**,
- **Board action to vacate and remand**.

Tab 5 establishes the CEQA basis for these remedies

TAB 6 — CEQA VIOLATIONS

This tab presents the **complete CEQA Violations analysis** for PROJ-2024-00030, identifying procedural defects, analytical omissions, misclassification of environmental impacts, failure to disclose required information, reliance on non-evidentiary assumptions, and violations of CEQA's mandatory standards for environmental review. It consolidates all CEQA deficiencies documented throughout the appeal into a single, structured section for Board review.

CEQA requires agencies to:

- accurately establish baseline conditions,
- evaluate all reasonably foreseeable environmental impacts,
- disclose assumptions, limitations, and omitted analyses,

- rely on substantial evidence,
- evaluate public-safety hazards as environmental impacts,
- evaluate cumulative impacts,
- apply transparent methodology,
- prepare an EIR when substantial evidence shows a project *may* cause significant impacts.

The record demonstrates multiple CEQA violations requiring Board action.

6.1 Purpose of Tab 6

Tab 6 provides the Board of Supervisors with a **comprehensive, legally supported CEQA violation summary**, demonstrating:

- baseline errors in the TIA and noise study,
- omission of required safety and noise analyses,
- failure to evaluate public-safety hazards as environmental impacts,
- failure to evaluate cumulative impacts,
- failure to disclose assumptions and limitations,
- reliance on hypothetical, non-evidentiary assumptions,
- procedural unfairness at the Planning Commission hearing,
- multiple independent CEQA Fair Argument triggers,
- substantial-evidence violations across all technical studies.

This tab converts the technical findings into **formal CEQA violations** requiring Board intervention.

6.2 CEQA Requirements Applicable to This Project

CEQA requires:

- **accurate baseline establishment,**
- **complete environmental impact evaluation,**
- **transparent methodology,**

- disclosure of assumptions and omissions,
- evaluation of public-safety hazards,
- evaluation of cumulative impacts,
- evaluation of worst-case conditions,
- substantial evidence,
- EIR preparation when significant impacts may occur.

The applicant's studies and the Planning Commission's findings failed to meet these requirements.

6.3 Structure of Tab 6

Tab 6 will include:

- **6.1 Purpose of Tab 6**
- **6.2 CEQA Requirements Applicable to This Project**
- **6.3 Structure of Tab 6**
- **6.4 CEQA Baseline Errors**
- **6.5 CEQA Analytical Omissions**
- **6.6 CEQA Disclosure Violations**
- **6.7 CEQA Substantial-Evidence Violations**
- **6.8 CEQA Fair Argument Triggers**
- **6.9 CEQA Misclassification of Environmental Impacts**
- **6.10 CEQA Cumulative Impact Violations**
- **6.11 CEQA Procedural Violations (Planning Commission Hearing)**
- **6.12 Summary of CEQA Violations**
- **6.13 Required Board Action Under CEQA**

6.4 CEQA Baseline Errors

CEQA requires agencies to establish an **accurate, evidence-based baseline** before evaluating environmental impacts. The baseline must reflect **existing physical conditions**,

not hypothetical assumptions, idealized roadway conditions, or unverified operational scenarios. The applicant's studies and the Planning Commission's findings relied on **incorrect, incomplete, or fabricated baseline conditions**, resulting in multiple CEQA violations.

Baseline errors invalidate subsequent impact analysis because CEQA significance determinations depend entirely on the accuracy of the baseline.

6.4.1 Failure to Establish Field-Verified Traffic Baseline Conditions

The TIA failed to establish actual baseline conditions along Oasis Road, including:

- pedestrian shoulder use,
- school-zone congestion,
- truck encroachment,
- queue spillback,
- nighttime visibility degradation,
- dust and atmospheric scattering,
- emergency-vehicle conflicts,
- informal pedestrian paths,
- rural-residential driveway activity.

Instead, the TIA assumed **idealized roadway conditions** that do not exist. CEQA requires baseline conditions to be **field-verified**, not assumed.

6.4.2 Failure to Establish Field-Verified Sight-Distance Baseline

The TIA did not measure:

- available corner sight-distance (CSD),
- stopping sight-distance (SSD),
- intersection sight-distance (ISD),
- first point of obstruction,
- driver eye height,
- vehicle approach geometry.

Instead, the TIA assumed **unobstructed sight-lines** even though field evidence shows multiple obstructions. CEQA requires baseline sight-distance to be **measured**, not assumed.

6.4.3 Failure to Establish Field-Verified Noise Baseline

The applicant's noise study did not measure:

- early-morning rural baseline levels,
- nighttime low-illumination baseline levels,
- school-zone peak noise,
- wind-driven variability,
- dust-related propagation effects.

Instead, the study used **generic modeled values** inconsistent with rural High Desert conditions. CEQA requires baseline noise to be **measured**, not modeled.

6.4.4 Failure to Establish Baseline Pedestrian Conditions

The TIA ignored:

- shoulder pedestrian travel,
- school-zone pedestrian movement,
- informal paths along Oasis Road,
- pedestrian conflict points at the proposed driveway.

CEQA requires evaluation of **existing pedestrian conditions**, not hypothetical conditions where pedestrians do not exist.

6.4.5 Failure to Establish Baseline Truck Operations

The TIA did not evaluate:

- WB-67 truck encroachment,
- multi-point turning maneuvers,
- curb-strike evidence,
- truck staging behavior,
- truck acceleration noise,

- truck braking patterns.

Instead, the TIA assumed **idealized truck behavior** that contradicts field-verified evidence. CEQA requires baseline truck operations to be **observed**, not idealized.

6.4.6 Failure to Establish Baseline Emergency-Response Conditions

The TIA omitted:

- emergency-vehicle travel patterns,
- shoulder clearance requirements,
- conflict points with school-zone congestion,
- nighttime visibility impacts on emergency response.

CEQA requires evaluation of **existing emergency-response conditions**, not hypothetical unobstructed access.

6.4.7 Failure to Establish Baseline Cumulative Conditions

The TIA ignored cumulative baseline conditions including:

- simultaneous school-zone congestion,
- rural dust and glare,
- nighttime contrast loss,
- truck encroachment,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

CEQA requires cumulative baseline conditions to be **documented**, not omitted.

6.4.8 Summary of CEQA Baseline Errors

The applicant's studies and Planning Commission findings relied on:

- unverified assumptions,
- idealized roadway conditions,
- modeled noise values,
- hypothetical truck behavior,

- nonexistent pedestrian conditions,
- nonexistent sight-distance conditions,
- nonexistent emergency-response conditions.

Under CEQA, these baseline errors invalidate the impact analysis and independently trigger the **Fair Argument** standard, requiring preparation of a **full EIR**.

6.5 CEQA Analytical Omissions

CEQA requires agencies to evaluate **all reasonably foreseeable environmental impacts** using transparent methodology, field-verified data, and complete analytical disclosure. The applicant's studies and the Planning Commission's findings omitted multiple CEQA-required analyses, resulting in significant analytical defects that invalidate the environmental review. These omissions independently trigger CEQA's **Fair Argument** standard and require preparation of a full EIR.

6.5.1 Omission of Sight-Distance Analysis (CSD, SSD, ISD)

The TIA omitted all CEQA-required sight-distance evaluations, including:

- **corner sight-distance (CSD),**
- **stopping sight-distance (SSD),**
- **intersection sight-distance (ISD),**
- **first point of obstruction,**
- **driver eye height,**
- **vehicle approach geometry,**
- **field-verified obstruction mapping.**

Sight-distance is a **mandatory CEQA safety analysis**, and its omission constitutes a major analytical defect.

6.5.2 Omission of Gap-Availability and Gap-Starvation Analysis

The TIA did not evaluate:

- available gaps for left-turn and right-turn movements,
- gap-starvation during peak periods,

- forced-acceptance maneuvers caused by insufficient gaps,
- rural driver behavior under constrained gap conditions.

Gap-availability is a **required CEQA operational safety analysis**, and its omission prevents meaningful evaluation of collision risk.

6.5.3 Omission of Truck-Turning Geometry Analysis (WB-67)

The TIA omitted:

- WB-67 turning envelope analysis,
- curb-encroachment evaluation,
- multi-point turning maneuvers,
- truck conflict points with pedestrians and vehicles,
- driveway geometry adequacy.

Truck-turning analysis is required under CEQA because truck movements create **foreseeable collision hazards**.

6.5.4 Omission of Pedestrian Safety Analysis

The TIA ignored:

- shoulder pedestrian travel,
- school-zone pedestrian movement,
- informal paths along Oasis Road,
- pedestrian conflict points at the proposed driveway,
- pedestrian visibility under nighttime conditions.

CEQA requires evaluation of **existing pedestrian conditions**, not hypothetical conditions where pedestrians do not exist.

6.5.5 Omission of Nighttime Visibility Analysis

The TIA omitted:

- nighttime contrast loss,
- glare from headlights and canopy lighting,

- dust-related visibility degradation,
- low-illumination hazard stacking,
- nighttime pedestrian visibility.

Nighttime visibility is a **required CEQA safety analysis**, especially in rural environments.

6.5.6 Omission of Noise Impact Analysis (CEQA-Required Components)

The applicant's noise study omitted:

- nighttime baseline measurements,
- school-zone peak noise,
- TRU operation noise,
- diesel pump noise,
- truck acceleration noise,
- backup alarm noise,
- cumulative noise interaction,
- worst-case operating conditions.

These omissions violate CEQA's requirement for **complete environmental impact evaluation**.

6.5.7 Omission of Cumulative Impact Analysis

The TIA and noise study omitted cumulative analysis of:

- simultaneous truck movements,
- fueling operations,
- TRU operation,
- nighttime idling,
- school-zone congestion,
- dust and glare,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

CEQA requires cumulative impact analysis even when individual impacts appear moderate.

6.5.8 Omission of Worst-Case Operating Condition Analysis

The studies omitted evaluation of **reasonably foreseeable worst-case conditions**, including:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

CEQA requires worst-case analysis because these conditions represent **realistic operational scenarios**, not hypothetical extremes.

6.5.9 Omission of Public-Safety Hazard Evaluation

CEQA requires evaluation of public-safety hazards as environmental impacts. The studies omitted:

- collision risk evaluation,
- forced-acceptance turning hazards,
- gap-starvation hazards,
- pedestrian conflict hazards,
- emergency-response delay hazards,
- nighttime visibility hazards,
- cumulative hazard stacking.

These omissions violate CEQA's requirement to treat public-safety hazards as environmental impacts.

6.5.10 Summary of CEQA Analytical Omissions

The applicant's studies and Planning Commission findings omitted:

- sight-distance analysis,
- gap-availability analysis,

- truck-turning analysis,
- pedestrian safety analysis,
- nighttime visibility analysis,
- noise impact analysis,
- cumulative impact analysis,
- worst-case condition analysis,
- public-safety hazard analysis.

Under CEQA, these omissions independently trigger the **Fair Argument** standard and require preparation of a **full EIR**.

6.6 CEQA Disclosure Violations

CEQA requires **full disclosure** of all assumptions, methodologies, data sources, limitations, and omitted analyses so that decision-makers and the public can meaningfully evaluate environmental impacts. The applicant's studies and the Planning Commission's findings failed to disclose required information, concealed analytical limitations, and omitted critical data necessary for CEQA compliance. These disclosure failures independently constitute CEQA violations and trigger the **Fair Argument** standard.

6.6.1 Failure to Disclose Measurement Methodology

The applicant's studies did not disclose:

- how traffic counts were collected,
- how sight-distance was measured (or if it was measured at all),
- how noise measurements were taken,
- how truck-turning geometry was evaluated,
- how gap-availability was determined,
- how nighttime visibility was assessed.

CEQA requires disclosure of **methodology**, not silent omission.

6.6.2 Failure to Disclose Assumptions Used in the TIA

The TIA concealed multiple assumptions, including:

- assumed unobstructed sight-lines,
- assumed idealized driver behavior,
- assumed absence of pedestrians,
- assumed absence of school-zone congestion,
- assumed absence of truck encroachment,
- assumed absence of nighttime visibility degradation.

CEQA requires disclosure of **all assumptions**, especially when they contradict field-verified conditions.

6.6.3 Failure to Disclose Omitted Analyses

The applicant's studies did not disclose that they omitted:

- sight-distance analysis (CSD, SSD, ISD),
- gap-availability analysis,
- forced-acceptance maneuver analysis,
- truck-turning geometry analysis,
- pedestrian safety analysis,
- nighttime visibility analysis,
- cumulative impact analysis,
- worst-case operating condition analysis,
- public-safety hazard analysis.

CEQA requires disclosure of **omitted analyses**, not concealment.

6.6.4 Failure to Disclose Data Limitations

The studies did not disclose:

- limited field observation periods,
- absence of nighttime data collection,
- absence of school-zone data collection,

- absence of truck-movement observation,
- absence of pedestrian observation,
- absence of emergency-response observation.

CEQA requires disclosure of **data limitations**, not silent omission.

6.6.5 Failure to Disclose Conflicting Evidence

The applicant's studies did not disclose:

- field-verified sight-distance obstructions,
- photographic evidence of truck curb-encroachment,
- evidence of pedestrian shoulder travel,
- evidence of school-zone congestion,
- evidence of nighttime visibility degradation,
- evidence of dust-related contrast loss.

CEQA requires disclosure of **conflicting evidence**, not selective reporting.

6.6.6 Failure to Disclose Cumulative Conditions

The studies did not disclose cumulative baseline conditions including:

- simultaneous truck movements,
- school-zone congestion,
- dust and glare,
- nighttime contrast loss,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

CEQA requires disclosure of **cumulative conditions**, not omission.

6.6.7 Failure to Disclose Worst-Case Operating Conditions

The studies did not disclose foreseeable worst-case conditions such as:

- simultaneous truck fueling and TRU operation,

- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

CEQA requires disclosure of **worst-case conditions**, not concealment.

6.6.8 Failure to Disclose Public-Safety Hazards

The studies did not disclose:

- collision risk from insufficient sight-distance,
- forced-acceptance turning hazards,
- gap-starvation hazards,
- pedestrian conflict hazards,
- emergency-response delay hazards,
- nighttime visibility hazards,
- cumulative hazard stacking.

CEQA requires disclosure of **public-safety hazards** because they are environmental impacts.

6.6.9 Summary of CEQA Disclosure Violations

The applicant's studies and Planning Commission findings failed to disclose:

- methodology,
- assumptions,
- omitted analyses,
- data limitations,
- conflicting evidence,
- cumulative conditions,
- worst-case conditions,
- public-safety hazards.

Under CEQA, these disclosure failures independently trigger the **Fair Argument** standard and require preparation of a **full EIR**.

6.7 CEQA Substantial-Evidence Violations

CEQA requires that environmental determinations be supported by **substantial evidence**, defined as *facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts*. CEQA expressly prohibits reliance on:

- speculation,
- unverified assumptions,
- idealized conditions,
- selective or incomplete data,
- conclusions unsupported by factual evidence.

The applicant's studies and the Planning Commission's findings relied on **non-evidentiary assumptions**, omitted required data, and ignored conflicting field evidence. These failures constitute multiple **substantial-evidence violations**, independently requiring preparation of a full EIR.

6.7.1 Reliance on Assumed Sight-Distance Instead of Measured Sight-Distance

The TIA assumed:

- unobstructed sight-lines,
- idealized driver eye height,
- idealized vehicle approach geometry,
- absence of roadside obstructions.

No sight-distance measurements were taken. CEQA requires **measured** sight-distance, not assumed sight-distance. This is a substantial-evidence violation.

6.7.2 Reliance on Assumed Gap Availability Instead of Measured Gap Availability

The TIA assumed:

- adequate gaps for left-turn and right-turn movements,

- absence of gap-starvation,
- absence of forced-acceptance maneuvers.

No gap-availability study was performed. CEQA requires **field-verified gap data**, not hypothetical gap conditions. This is a substantial-evidence violation.

6.7.3 Reliance on Assumed Truck Behavior Instead of Observed Truck Behavior

The TIA assumed:

- no curb-encroachment,
- no multi-point turning,
- no truck staging conflicts,
- no truck acceleration noise,
- no truck braking conflicts.

Field evidence contradicts these assumptions. CEQA requires **observed truck behavior**, not idealized truck behavior. This is a substantial-evidence violation.

6.7.4 Reliance on Modeled Noise Instead of Measured Noise

The applicant's noise study used:

- generic modeled rural noise values,
- modeled nighttime noise,
- modeled truck noise,
- modeled TRU noise.

No nighttime measurements were taken. No school-zone measurements were taken. No truck-movement noise was measured. CEQA requires **measured noise**, not modeled noise. This is a substantial-evidence violation.

6.7.5 Reliance on Assumed Pedestrian Conditions Instead of Observed Pedestrian Conditions

The TIA assumed:

- no pedestrians,
- no shoulder travel,

- no school-zone pedestrian movement,
- no pedestrian conflict points.

Field evidence shows pedestrians routinely use the shoulder. CEQA requires **observed pedestrian conditions**, not hypothetical pedestrian absence. This is a substantial-evidence violation.

6.7.6 Reliance on Assumed Nighttime Visibility Instead of Observed Nighttime Visibility

The TIA assumed:

- adequate nighttime visibility,
- absence of glare,
- absence of dust-related contrast loss,
- absence of low-illumination hazards.

Field evidence shows significant nighttime visibility degradation. CEQA requires **observed nighttime visibility**, not assumed visibility. This is a substantial-evidence violation.

6.7.7 Reliance on Assumed Emergency-Response Conditions Instead of Observed Conditions

The TIA assumed:

- unobstructed emergency-vehicle access,
- absence of congestion,
- absence of conflict points,
- absence of nighttime visibility hazards.

No emergency-response analysis was performed. CEQA requires **evaluation of existing emergency-response conditions**, not hypothetical unobstructed access. This is a substantial-evidence violation.

6.7.8 Reliance on Partial Data While Ignoring Conflicting Evidence

The studies ignored:

- photographic evidence of truck curb-encroachment,

- field-verified sight-distance obstructions,
- pedestrian shoulder travel,
- school-zone congestion,
- nighttime visibility degradation,
- dust-related contrast loss.

CEQA prohibits ignoring conflicting evidence. This is a substantial-evidence violation.

6.7.9 Reliance on Unsupported Conclusions

The Planning Commission adopted findings that:

- sight-distance was adequate,
- truck turning was adequate,
- pedestrian safety was adequate,
- nighttime visibility was adequate,
- noise impacts were less than significant.

None of these findings were supported by substantial evidence. CEQA prohibits unsupported conclusions. This is a substantial-evidence violation.

6.7.10 Summary of CEQA Substantial-Evidence Violations

The applicant's studies and Planning Commission findings relied on:

- assumed sight-distance,
- assumed gap availability,
- assumed truck behavior,
- modeled noise instead of measured noise,
- assumed pedestrian conditions,
- assumed nighttime visibility,
- assumed emergency-response conditions,
- ignored conflicting evidence,
- unsupported conclusions.

Under CEQA, these substantial-evidence violations independently trigger the **Fair Argument** standard and require preparation of a **full EIR**.

6.8 CEQA Fair Argument Triggers

CEQA's **Fair Argument** standard is one of the strongest legal protections in California environmental law. It requires preparation of a **full Environmental Impact Report (EIR)** whenever *any* substantial evidence in the record shows that a project **may** cause a significant environmental impact. The Fair Argument standard:

- is **intentionally low**,
- favors environmental protection,
- does **not** allow agencies to “balance” evidence,
- does **not** allow agencies to dismiss evidence as “minor,”
- does **not** allow agencies to rely on unsupported conclusions,
- does **not** allow agencies to rely on incomplete studies.

If substantial evidence exists on **any** environmental topic—noise, safety, traffic, visibility, pedestrian hazards, emergency access, cumulative impacts—CEQA requires an EIR.

This project triggers **multiple independent Fair Argument thresholds**, each of which alone requires an EIR.

6.8.1 Fair Argument Trigger: Sight-Distance Deficiencies

Substantial evidence shows:

- insufficient corner sight-distance (CSD),
- insufficient stopping sight-distance (SSD),
- insufficient intersection sight-distance (ISD),
- multiple field-verified obstructions,
- unsafe driver approach geometry.

Sight-distance deficiencies create foreseeable collision hazards. Under CEQA, this is a **Fair Argument trigger**.

6.8.2 Fair Argument Trigger: Gap-Starvation and Forced-Acceptance Maneuvers

Substantial evidence shows:

- insufficient gaps for left-turn and right-turn movements,
- gap-starvation during peak periods,
- forced-acceptance maneuvers caused by insufficient gaps,
- unsafe driver behavior under constrained gap conditions.

Gap-starvation creates foreseeable collision hazards. Under CEQA, this is a **Fair Argument trigger**.

6.8.3 Fair Argument Trigger: Truck-Turning Hazards (WB-67)

Substantial evidence shows:

- WB-67 curb-encroachment,
- multi-point turning maneuvers,
- truck conflict points with pedestrians and vehicles,
- driveway geometry inadequacy.

Truck-turning hazards create foreseeable collision risks. Under CEQA, this is a **Fair Argument trigger**.

6.8.4 Fair Argument Trigger: Pedestrian Safety Hazards

Substantial evidence shows:

- shoulder pedestrian travel,
- school-zone pedestrian movement,
- informal paths along Oasis Road,
- pedestrian conflict points at the proposed driveway.

Pedestrian hazards constitute environmental impacts under CEQA. This is a **Fair Argument trigger**.

6.8.5 Fair Argument Trigger: Nighttime Visibility Hazards

Substantial evidence shows:

- nighttime contrast loss,

- glare from headlights and canopy lighting,
- dust-related visibility degradation,
- low-illumination hazard stacking.

Nighttime visibility hazards create foreseeable collision risks. Under CEQA, this is a **Fair Argument trigger**.

6.8.6 Fair Argument Trigger: Noise Impacts

Substantial evidence shows:

- nighttime noise exceeding rural baseline,
- TRU operation noise,
- diesel pump noise,
- truck acceleration noise,
- backup alarm noise,
- cumulative noise interaction,
- worst-case operating conditions.

Noise impacts constitute environmental impacts under CEQA. This is a **Fair Argument trigger**.

6.8.7 Fair Argument Trigger: Emergency-Response Hazards

Substantial evidence shows:

- emergency-vehicle conflict points,
- school-zone congestion blocking access,
- nighttime visibility degrading emergency response,
- truck staging interfering with emergency access.

Emergency-response hazards constitute environmental impacts under CEQA. This is a **Fair Argument trigger**.

6.8.8 Fair Argument Trigger: Cumulative Hazard Stacking

Substantial evidence shows cumulative stacking of:

- truck movements,
- fueling operations,
- TRU operation,
- nighttime idling,
- school-zone congestion,
- dust and glare,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

Cumulative impacts must be evaluated under CEQA. This is a **Fair Argument trigger**.

6.8.9 Fair Argument Trigger: Worst-Case Operating Conditions

Substantial evidence shows foreseeable worst-case conditions:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

Worst-case conditions represent realistic operational scenarios. This is a **Fair Argument trigger**.

6.8.10 Fair Argument Trigger: Conflicting Evidence in the Record

CEQA requires an EIR when **conflicting evidence** exists. The record contains:

- photographic evidence of truck curb-encroachment,
- field-verified sight-distance obstructions,
- pedestrian shoulder travel,
- school-zone congestion,
- nighttime visibility degradation,
- dust-related contrast loss.

Conflicting evidence **automatically** triggers the Fair Argument standard.

6.8.11 Summary of CEQA Fair Argument Triggers

The project triggers multiple independent Fair Argument thresholds, including:

- sight-distance deficiencies,
- gap-starvation hazards,
- truck-turning hazards,
- pedestrian hazards,
- nighttime visibility hazards,
- noise impacts,
- emergency-response hazards,
- cumulative hazards,
- worst-case conditions,
- conflicting evidence.

Under CEQA, **any one** of these triggers requires a **full EIR**. This project triggers **all of them**.

6.9 CEQA Misclassification of Environmental Impacts

CEQA requires agencies to correctly classify environmental impacts based on **actual physical conditions**, **field-verified evidence**, and **substantial evidence** in the record. Misclassification occurs when an agency:

- labels a significant impact as “less than significant,”
- labels an unstudied impact as “no impact,”
- labels a foreseeable hazard as “unlikely,”
- labels a required CEQA analysis as “not applicable,”
- labels a public-safety hazard as “not environmental,”
- labels a cumulative impact as “not cumulative.”

The Planning Commission’s February 19, 2026 findings misclassified multiple environmental impacts, resulting in CEQA violations that independently require preparation of a full EIR.

6.9.1 Misclassification of Sight-Distance Impacts

The Commission concluded that sight-distance was “adequate,” despite:

- no sight-distance measurements,
- multiple field-verified obstructions,
- insufficient CSD, SSD, and ISD,
- unsafe driver approach geometry.

CEQA requires sight-distance to be **measured**, not assumed. Labeling an unmeasured, obstructed condition as “adequate” is a **misclassification**.

6.9.2 Misclassification of Gap-Availability Impacts

The Commission concluded that gap availability was “adequate,” despite:

- no gap-availability study,
- field-verified gap-starvation,
- forced-acceptance maneuvers,
- unsafe turning behavior.

CEQA requires gap-availability to be **evaluated**, not assumed. Labeling unstudied gap conditions as “adequate” is a **misclassification**.

6.9.3 Misclassification of Truck-Turning Impacts (WB-67)

The Commission concluded that truck turning was “adequate,” despite:

- photographic evidence of curb-encroachment,
- multi-point turning maneuvers,
- driveway geometry inadequacy,
- truck conflict points with pedestrians and vehicles.

CEQA requires truck-turning hazards to be **evaluated**, not dismissed. Labeling observed hazards as “adequate” is a **misclassification**.

6.9.4 Misclassification of Pedestrian Safety Impacts

The Commission concluded that pedestrian safety impacts were “less than significant,” despite:

- shoulder pedestrian travel,
- school-zone pedestrian movement,
- informal paths along Oasis Road,
- pedestrian conflict points at the proposed driveway.

CEQA requires pedestrian hazards to be treated as **environmental impacts**. Labeling observed hazards as “less than significant” is a **misclassification**.

6.9.5 Misclassification of Nighttime Visibility Impacts

The Commission concluded that nighttime visibility was “adequate,” despite:

- nighttime contrast loss,
- glare from headlights and canopy lighting,
- dust-related visibility degradation,
- low-illumination hazard stacking.

CEQA requires nighttime visibility to be **evaluated**, not assumed. Labeling degraded visibility as “adequate” is a **misclassification**.

6.9.6 Misclassification of Noise Impacts

The Commission concluded that noise impacts were “less than significant,” despite:

- nighttime noise exceeding rural baseline,
- TRU operation noise,
- diesel pump noise,
- truck acceleration noise,
- backup alarm noise,
- cumulative noise interaction.

CEQA requires noise impacts to be **measured**, not modeled. Labeling unmeasured impacts as “less than significant” is a **misclassification**.

6.9.7 Misclassification of Emergency-Response Impacts

The Commission concluded that emergency access was “adequate,” despite:

- emergency-vehicle conflict points,
- school-zone congestion blocking access,
- nighttime visibility degrading emergency response,
- truck staging interfering with emergency access.

CEQA requires emergency-response hazards to be treated as **environmental impacts**. Labeling observed hazards as “adequate” is a **misclassification**.

6.9.8 Misclassification of Cumulative Impacts

The Commission concluded that cumulative impacts were “not significant,” despite:

- simultaneous truck movements,
- fueling operations,
- TRU operation,
- nighttime idling,
- school-zone congestion,
- dust and glare,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

CEQA requires cumulative impacts to be **evaluated**, not ignored. Labeling cumulative hazard stacking as “not significant” is a **misclassification**.

6.9.9 Misclassification of Worst-Case Operating Conditions

The Commission concluded that worst-case conditions were “unlikely,” despite:

- foreseeable simultaneous truck fueling and TRU operation,
- foreseeable nighttime idling combined with canopy ventilation,
- foreseeable delivery staging during school-zone peaks,
- foreseeable backup alarms during low-illumination periods.

CEQA requires evaluation of **reasonably foreseeable worst-case conditions**, not dismissal. Labeling foreseeable conditions as “unlikely” is a **misclassification**.

6.9.10 Summary of CEQA Misclassification Violations

The Planning Commission misclassified multiple environmental impacts, including:

- sight-distance hazards,
- gap-availability hazards,
- truck-turning hazards,
- pedestrian hazards,
- nighttime visibility hazards,
- noise impacts,
- emergency-response hazards,
- cumulative hazards,
- worst-case conditions.

Under CEQA, misclassification of environmental impacts independently triggers the **Fair Argument** standard and requires preparation of a **full EIR**.

6.10 CEQA Cumulative Impact Violations

CEQA requires agencies to evaluate **cumulative impacts**—the combined effect of multiple environmental conditions occurring simultaneously. A cumulative impact may be significant even when individual impacts appear moderate. CEQA prohibits agencies from evaluating impacts in isolation when real-world conditions involve **stacked hazards**, **combined operational effects**, and **multiple simultaneous stressors**.

The applicant's studies and the Planning Commission's findings **did not perform any cumulative impact analysis**, resulting in a major CEQA violation. The record contains substantial evidence of cumulative hazard stacking that must be evaluated under CEQA.

6.10.1 Cumulative Hazard: Sight-Distance + Gap-Starvation

Field evidence shows:

- insufficient sight-distance,
- insufficient gap availability,

- gap-starvation during peak periods,
- forced-acceptance maneuvers.

These hazards interact cumulatively: insufficient sight-distance reduces reaction time, while insufficient gaps force unsafe turning behavior. CEQA requires cumulative evaluation. This was omitted.

6.10.2 Cumulative Hazard: Truck-Turning + Pedestrian Shoulder Travel

Field evidence shows:

- WB-67 curb-encroachment,
- multi-point turning maneuvers,
- pedestrians walking on the shoulder,
- school-zone pedestrian movement.

Truck-turning hazards and pedestrian shoulder travel occur simultaneously, creating a cumulative collision risk. CEQA requires cumulative evaluation. This was omitted.

6.10.3 Cumulative Hazard: Nighttime Visibility + Truck Movements

Field evidence shows:

- nighttime contrast loss,
- dust-related visibility degradation,
- glare from headlights and canopy lighting,
- nighttime truck movements.

Reduced visibility and truck movements interact cumulatively, increasing collision risk. CEQA requires cumulative evaluation. This was omitted.

6.10.4 Cumulative Hazard: Noise + Nighttime Sensitivity

Field evidence shows:

- nighttime noise exceeding rural baseline,
- TRU operation noise,
- diesel pump noise,
- truck acceleration noise,

- backup alarm noise.

Nighttime sensitivity amplifies noise impacts, creating cumulative disturbance. CEQA requires cumulative evaluation. This was omitted.

6.10.5 Cumulative Hazard: School-Zone Congestion + Driveway Operations

Field evidence shows:

- school-zone congestion,
- pedestrian movement,
- queue spillback,
- driveway turning movements.

School-zone congestion and driveway operations interact cumulatively, creating collision hazards. CEQA requires cumulative evaluation. This was omitted.

6.10.6 Cumulative Hazard: Emergency-Response Delay + Roadway Congestion

Field evidence shows:

- emergency-vehicle conflict points,
- school-zone congestion blocking access,
- truck staging interfering with emergency access,
- nighttime visibility degrading emergency response.

These hazards interact cumulatively, increasing emergency-response delay. CEQA requires cumulative evaluation. This was omitted.

6.10.7 Cumulative Hazard: Dust + Glare + Low-Illumination Conditions

Field evidence shows:

- dust-related contrast loss,
- glare from headlights and canopy lighting,
- low-illumination nighttime conditions.

These visibility hazards interact cumulatively, reducing driver reaction time. CEQA requires cumulative evaluation. This was omitted.

6.10.8 Cumulative Hazard: Truck Fueling + TRU Operation + Idling

Field evidence shows:

- simultaneous truck fueling,
- TRU operation,
- nighttime idling,
- canopy ventilation noise.

These operational noise sources interact cumulatively, elevating total noise levels. CEQA requires cumulative evaluation. This was omitted.

6.10.9 Cumulative Hazard: Worst-Case Operating Conditions

Reasonably foreseeable worst-case conditions include:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

CEQA requires evaluation of worst-case cumulative conditions. This was omitted.

6.10.10 Summary of CEQA Cumulative Impact Violations

The applicant's studies and Planning Commission findings failed to evaluate cumulative impacts involving:

- sight-distance + gap-starvation,
- truck-turning + pedestrian travel,
- nighttime visibility + truck movements,
- noise + nighttime sensitivity,
- school-zone congestion + driveway operations,
- emergency-response delay + congestion,
- dust + glare + low-illumination,
- truck fueling + TRU operation + idling,
- foreseeable worst-case conditions.

Under CEQA, omission of cumulative impact analysis independently triggers the **Fair Argument** standard and requires preparation of a **full EIR**.

6.11 CEQA Procedural Violations (Planning Commission Hearing)

CEQA requires **fair process, accurate disclosure, neutral decision-making**, and **procedural integrity** during environmental review. Agencies must:

- consider all substantial evidence,
- avoid prejudice,
- avoid coaching applicants,
- avoid suppressing public evidence,
- avoid mischaracterizing technical findings,
- avoid adopting findings unsupported by evidence,
- avoid creating a hostile or biased hearing environment.

The February 19, 2026 Planning Commission hearing contained multiple procedural defects that independently constitute CEQA violations and require Board correction.

6.11.1 Commissioner Coaching of the Applicant (Improper Influence)

Substantial evidence shows Commissioner Matthew Slowik:

- coached the applicant on site-plan redesign during the hearing,
- asked leading questions designed to elicit favorable answers (“Right?”),
- suggested driveway redesign (“make it left-turn only”) while reviewing the appellant’s exhibit,
- guided the applicant through responses instead of evaluating evidence.

CEQA prohibits **decision-maker coaching**, which compromises neutrality and violates procedural fairness.

6.11.2 Commissioner Sarcasm Toward Technical Evidence (Hostile Environment)

Commissioner Weldy sarcastically thanked the appellant for “giving everyone a seminar on STAA truck turning templates,” accompanied by a smirk. This conduct:

- discourages public participation,
- signals prejudgment,
- undermines the credibility of technical evidence,
- violates CEQA's requirement for **respectful, neutral consideration** of public input.

CEQA prohibits hostile or dismissive treatment of technical evidence.

6.11.3 Introduction of a New Applicant Site Map Not in the Record

During the hearing, the applicant presented a **new site map** that:

- the appellant had never seen,
- was not included in the staff report,
- was not disclosed to the public,
- was not available for pre-hearing review.

CEQA prohibits **late-introduced evidence** that prevents meaningful public review. This is a procedural violation.

6.11.4 Failure to Disclose Truck Curb-Encroachment Evidence

The applicant admitted during the hearing that **trucks sometimes run up on curbs**. This admission:

- contradicts the TIA,
- confirms a significant safety hazard,
- was not disclosed in the staff report,
- was not analyzed under CEQA.

CEQA prohibits suppression of adverse evidence. This is a procedural violation.

6.11.5 Failure to Consider Substantial Evidence Submitted by the Appellant

The appellant submitted:

- sight-distance exhibits,
- truck-turning exhibits,
- operational noise evidence,

- cumulative hazard analysis,
- field-verified measurements,
- photographic evidence.

The Commission:

- did not evaluate the exhibits,
- did not request clarification,
- did not address the evidence in findings,
- did not incorporate the evidence into CEQA analysis.

CEQA requires agencies to consider **all substantial evidence**, not selectively ignore it.

6.11.6 Adoption of Findings Unsupported by Evidence

The Commission adopted findings that:

- sight-distance was adequate,
- truck turning was adequate,
- pedestrian safety was adequate,
- nighttime visibility was adequate,
- noise impacts were less than significant.

None of these findings were supported by substantial evidence. CEQA prohibits adoption of unsupported findings.

6.11.7 Failure to Provide a Complete Administrative Record

The staff report omitted:

- sight-distance analysis,
- gap-availability analysis,
- truck-turning analysis,
- pedestrian safety analysis,
- nighttime visibility analysis,
- cumulative impact analysis,

- worst-case condition analysis.

CEQA requires a **complete record** for public review. This omission is a procedural violation.

6.11.8 Failure to Ensure Neutral Decision-Making

CEQA requires decision-makers to:

- avoid prejudgment,
- avoid coaching,
- avoid sarcasm or hostility,
- avoid selective evidence consideration.

Commissioner conduct demonstrated:

- prejudgment (“I’ve seen enough”),
- coaching of the applicant,
- dismissive treatment of technical evidence,
- selective acceptance of applicant claims.

This violates CEQA’s neutrality requirement.

6.11.9 Failure to Ensure Full Commission Participation

Only **3 of 5 commissioners** participated in the vote. At least one commissioner was present at the next hearing but did not participate in the appellant’s. CEQA requires **full and fair consideration** by the decision-making body. This raises procedural concerns regarding quorum, participation, and fairness.

6.11.10 Summary of CEQA Procedural Violations

The February 19, 2026 Planning Commission hearing contained multiple CEQA procedural violations, including:

- commissioner coaching of the applicant,
- sarcastic dismissal of technical evidence,
- introduction of undisclosed site maps,
- failure to disclose adverse evidence,

- failure to consider substantial evidence,
- adoption of unsupported findings,
- incomplete administrative record,
- lack of neutral decision-making,
- incomplete commission participation.

Under CEQA, these procedural defects independently trigger the **Fair Argument** standard and require preparation of a **full EIR** and **Board corrective action**.

6.12 Summary of CEQA Violations

This section consolidates all CEQA violations identified throughout Tab 6 into a single, comprehensive summary for the Board of Supervisors. CEQA requires agencies to establish accurate baselines, evaluate all reasonably foreseeable impacts, disclose assumptions and limitations, rely on substantial evidence, evaluate cumulative and worst-case conditions, ensure procedural fairness, and prepare an EIR when substantial evidence shows a project *may* cause significant impacts. The record demonstrates violations across **every major CEQA requirement**, each independently triggering the **Fair Argument** standard.

6.12.1 Baseline Violations

The applicant's studies and Planning Commission findings failed to establish accurate baseline conditions for:

- **traffic,**
- **sight-distance,**
- **noise,**
- **pedestrian activity,**
- **nighttime visibility,**
- **truck operations,**
- **emergency-response conditions,**
- **cumulative roadway conditions.**

CEQA requires **field-verified baseline data**, not assumptions. These baseline errors invalidate all subsequent impact analysis.

6.12.2 Analytical Omissions

The studies omitted CEQA-required analyses including:

- sight-distance (CSD, SSD, ISD),
- gap-availability and gap-starvation,
- forced-acceptance maneuvers,
- truck-turning geometry (WB-67),
- pedestrian safety,
- nighttime visibility,
- noise impacts (TRUs, diesel pumps, backup alarms),
- cumulative impacts,
- worst-case operating conditions,
- public-safety hazards.

CEQA requires **complete environmental analysis**, not selective omission.

6.12.3 Disclosure Violations

The studies failed to disclose:

- methodology,
- assumptions,
- omitted analyses,
- data limitations,
- conflicting evidence,
- cumulative conditions,
- worst-case conditions,
- public-safety hazards.

CEQA requires **full disclosure**, not concealment.

6.12.4 Substantial-Evidence Violations

The studies relied on:

- assumed sight-distance,
- assumed gap availability,
- assumed truck behavior,
- modeled noise instead of measured noise,
- assumed pedestrian conditions,
- assumed nighttime visibility,
- assumed emergency-response conditions,
- unsupported conclusions,
- selective acceptance of applicant claims.

CEQA requires **facts**, not assumptions.

6.12.5 Fair Argument Triggers

Substantial evidence shows significant impacts involving:

- sight-distance deficiencies,
- gap-starvation hazards,
- truck-turning hazards,
- pedestrian hazards,
- nighttime visibility hazards,
- noise impacts,
- emergency-response hazards,
- cumulative hazards,
- worst-case conditions,
- conflicting evidence.

Under CEQA, **any one** of these triggers requires an EIR. This project triggers **all of them**.

6.12.6 Misclassification of Environmental Impacts

The Planning Commission misclassified:

- significant hazards as “less than significant,”
- unstudied hazards as “no impact,”
- foreseeable hazards as “unlikely,”
- cumulative hazards as “not significant,”
- public-safety hazards as “not environmental.”

CEQA prohibits misclassification of environmental impacts.

6.12.7 Procedural Violations

The February 19, 2026 Planning Commission hearing included:

- commissioner coaching of the applicant,
- sarcastic dismissal of technical evidence,
- introduction of undisclosed site maps,
- failure to disclose adverse evidence,
- failure to consider substantial evidence,
- adoption of unsupported findings,
- incomplete administrative record,
- lack of neutral decision-making,
- incomplete commission participation.

CEQA requires **fair, neutral, evidence-based hearings**.

6.12.8 Combined Effect of CEQA Violations

The combined effect of these violations is:

- an invalid CEQA record,
- an incomplete environmental analysis,
- unsupported findings,

- misclassified impacts,
- procedural unfairness,
- failure to disclose required information,
- failure to evaluate foreseeable hazards,
- failure to evaluate cumulative impacts,
- failure to evaluate worst-case conditions.

Under CEQA, the Board must **vacate** the Planning Commission's decision and require a **full Environmental Impact Report (EIR)**.

6.12.9 Summary Statement for the Board of Supervisors

The record contains **extensive CEQA violations** across baseline establishment, analysis, disclosure, evidence, cumulative impacts, worst-case conditions, and procedural fairness. Under CEQA's Fair Argument standard, the Board is legally required to:

- **vacate** the Planning Commission's February 19, 2026 decision,
- **remand** the project for CEQA-compliant environmental review,
- **require** preparation of a **full EIR**,
- **require** corrected technical studies,
- **require** full disclosure of assumptions and limitations,
- **require** evaluation of all significant hazards.

Tab 6 establishes the legal basis for these required actions.

6.13 Required Board Action Under CEQA

CEQA establishes mandatory actions that lead agencies must take when substantial evidence shows a project *may* cause significant environmental impacts, when baseline conditions are inaccurate, when required analyses are omitted, when findings lack substantial evidence, or when procedural fairness is compromised. Tab 6 demonstrates that PROJ-2024-00030 contains **multiple independent CEQA violations**, each of which legally requires corrective action by the Board of Supervisors.

The Board cannot lawfully uphold the Planning Commission's February 19, 2026 decision. CEQA mandates specific remedies.

6.13.1 Requirement to Vacate the Planning Commission Decision

Under CEQA, the Board must **vacate** the Planning Commission's decision because:

- baseline conditions were incorrect,
- required analyses were omitted,
- findings lacked substantial evidence,
- environmental impacts were misclassified,
- cumulative impacts were ignored,
- worst-case conditions were ignored,
- public-safety hazards were ignored,
- procedural fairness was compromised.

CEQA does not allow an agency to uphold a decision built on an invalid record.

6.13.2 Requirement to Remand the Project for CEQA-Compliant Review

CEQA requires the Board to **remand** the project for:

- corrected baseline establishment,
- complete environmental analysis,
- full disclosure of assumptions and limitations,
- evaluation of all reasonably foreseeable hazards,
- evaluation of cumulative impacts,
- evaluation of worst-case conditions,
- evaluation of public-safety hazards,
- preparation of corrected technical studies.

Remand is required because the existing record is incomplete and non-compliant.

6.13.3 Requirement to Prepare a Full Environmental Impact Report (EIR)

CEQA requires preparation of a **full EIR** because:

- sight-distance deficiencies trigger the Fair Argument standard,
- gap-starvation hazards trigger the Fair Argument standard,
- truck-turning hazards trigger the Fair Argument standard,
- pedestrian hazards trigger the Fair Argument standard,
- nighttime visibility hazards trigger the Fair Argument standard,
- noise impacts trigger the Fair Argument standard,
- emergency-response hazards trigger the Fair Argument standard,
- cumulative hazards trigger the Fair Argument standard,
- worst-case conditions trigger the Fair Argument standard,
- conflicting evidence triggers the Fair Argument standard.

Under CEQA, **any one** of these triggers requires an EIR. This project triggers **all of them**.

6.13.4 Requirement for Corrected Technical Studies

CEQA requires the Board to order corrected studies that:

- measure actual sight-distance (CSD, SSD, ISD),
- measure actual gap availability,
- evaluate forced-acceptance maneuvers,
- evaluate WB-67 truck-turning geometry,
- evaluate pedestrian safety,
- evaluate nighttime visibility,
- measure actual noise levels (TRUs, diesel pumps, backup alarms),
- evaluate cumulative impacts,
- evaluate worst-case operating conditions,
- evaluate public-safety hazards.

Corrected studies must replace the applicant's incomplete and non-compliant analyses.

6.13.5 Requirement for Transparent Disclosure

CEQA requires the Board to ensure that all corrected studies include:

- full methodology disclosure,
- full assumption disclosure,
- full limitation disclosure,
- full cumulative condition disclosure,
- full worst-case condition disclosure,
- full public-safety hazard disclosure.

CEQA prohibits selective reporting or concealment.

6.13.6 Requirement for Neutral, Evidence-Based Decision-Making

CEQA requires the Board to ensure:

- neutral evaluation of evidence,
- no coaching of applicants,
- no sarcasm or hostility toward technical evidence,
- no introduction of undisclosed materials,
- no adoption of unsupported findings,
- full consideration of all substantial evidence.

The procedural defects at the Planning Commission hearing must be corrected at the Board level.

6.13.7 Requirement to Correct Procedural Violations

CEQA requires the Board to correct procedural defects including:

- commissioner coaching,
- sarcastic dismissal of technical evidence,
- introduction of undisclosed site maps,
- failure to disclose adverse evidence,
- failure to consider substantial evidence,
- unsupported findings,

- incomplete administrative record,
- incomplete commission participation.

Corrective action is required to restore procedural integrity.

6.13.8 Summary of Required Board Actions

Under CEQA, the Board of Supervisors must:

- **vacate** the Planning Commission’s February 19, 2026 decision,
- **remand** the project for CEQA-compliant environmental review,
- **require** preparation of a **full Environmental Impact Report (EIR)**,
- **require** corrected technical studies,
- **require** full disclosure of assumptions and limitations,
- **require** evaluation of all significant hazards,
- **correct** procedural defects,
- **ensure** neutral, evidence-based decision-making.

These actions are **mandatory** under CEQA once substantial evidence of significant impacts and procedural violations is present.

TAB 7 — REQUESTED BOARD ACTION

This tab presents the **specific actions the Appellant formally requests the Board of Supervisors to take** pursuant to CEQA, County development procedures, and the substantial evidence contained in Tabs 2 through 6. The Board is required under CEQA to correct baseline errors, analytical omissions, disclosure violations, substantial-evidence violations, misclassification of impacts, cumulative impact omissions, and procedural defects documented in the administrative record.

Tab 7 consolidates all required CEQA remedies into a clear, actionable set of directives for the Board.

7.1 Purpose of Tab 7

Tab 7 provides the Board with a **precise list of required CEQA actions, including:**

- vacating the Planning Commission’s February 19, 2026 decision,
- remanding the project for CEQA-compliant environmental review,
- requiring preparation of a full Environmental Impact Report (EIR),
- requiring corrected technical studies,
- requiring full disclosure of assumptions and limitations,
- requiring evaluation of all significant hazards,
- correcting procedural defects,
- ensuring neutral, evidence-based decision-making.

This tab converts the CEQA violations documented in Tab 6 into **formal Board directives**.

7.2 CEQA Basis for Requested Board Action

The requested actions are required because:

- CEQA baseline conditions were incorrect,
- CEQA analyses were omitted,
- CEQA disclosure requirements were violated,
- CEQA substantial-evidence standards were violated,
- CEQA cumulative impact requirements were violated,
- CEQA worst-case condition requirements were violated,
- CEQA procedural fairness requirements were violated,
- CEQA Fair Argument triggers were present across multiple environmental topics.

CEQA mandates Board intervention when the record contains these defects.

7.3 Structure of Tab 7

Tab 7 will include:

- **7.1 Purpose of Tab 7**

- **7.2 CEQA Basis for Requested Board Action**
- **7.3 Structure of Tab 7**
- **7.4 Requested Board Action: Vacate Planning Commission Decision**
- **7.5 Requested Board Action: Remand for CEQA-Compliant Review**
- **7.6 Requested Board Action: Require Full Environmental Impact Report (EIR)**
- **7.7 Requested Board Action: Require Corrected Technical Studies**
- **7.8 Requested Board Action: Require Full Disclosure and Transparency**
- **7.9 Requested Board Action: Correct Procedural Defects**
- **7.10 Requested Board Action: Ensure Neutral, Evidence-Based Decision-Making**
- **7.11 Summary of Requested Board Action**

7.4 Requested Board Action: Vacate Planning Commission Decision

The Appellant formally requests that the Board of Supervisors vacate the Planning Commission's February 19, 2026 decision to uphold the Zoning Administrator's approval of PROJ-2024-00030. Vacating the decision is the **required CEQA remedy** because the Planning Commission's action was based on an **invalid CEQA record, unsupported findings, omitted analyses**, and **procedural defects** that prevent lawful reliance on the decision.

CEQA does not allow an agency to uphold a decision when the underlying record contains substantial evidence of significant impacts, analytical omissions, or procedural unfairness.

7.4.1 CEQA Basis for Vacating the Decision

The Planning Commission decision must be vacated because:

- baseline conditions were incorrect,
- required CEQA analyses were omitted,
- disclosure requirements were violated,
- substantial-evidence standards were violated,
- environmental impacts were misclassified,

- cumulative impacts were ignored,
- worst-case conditions were ignored,
- public-safety hazards were ignored,
- procedural fairness was compromised.

CEQA mandates vacatur when the record is incomplete, inaccurate, or procedurally defective.

7.4.2 Vacatur Required Due to Baseline Errors

The Planning Commission relied on:

- assumed sight-distance,
- assumed gap availability,
- assumed truck behavior,
- modeled noise instead of measured noise,
- assumed pedestrian conditions,
- assumed nighttime visibility,
- assumed emergency-response conditions.

CEQA requires **field-verified baseline data**, not assumptions. Findings based on incorrect baselines must be vacated.

7.4.3 Vacatur Required Due to Analytical Omissions

The Planning Commission adopted findings despite the absence of:

- sight-distance analysis (CSD, SSD, ISD),
- gap-availability analysis,
- truck-turning analysis (WB-67),
- pedestrian safety analysis,
- nighttime visibility analysis,
- noise impact analysis,
- cumulative impact analysis,

- worst-case condition analysis.

CEQA prohibits adopting findings when required analyses are missing.

7.4.4 Vacatur Required Due to Substantial-Evidence Violations

The Commission adopted findings that:

- sight-distance was adequate,
- truck turning was adequate,
- pedestrian safety was adequate,
- nighttime visibility was adequate,
- noise impacts were less than significant.

None of these findings were supported by substantial evidence. CEQA requires vacatur when findings lack evidentiary support.

7.4.5 Vacatur Required Due to Procedural Violations

The February 19, 2026 hearing included:

- commissioner coaching of the applicant,
- sarcastic dismissal of technical evidence,
- introduction of undisclosed site maps,
- failure to disclose adverse evidence,
- failure to consider substantial evidence,
- adoption of unsupported findings,
- incomplete administrative record,
- incomplete commission participation.

CEQA requires **neutral, fair, evidence-based hearings**. Procedural defects require vacatur.

7.4.6 Vacatur Required Due to CEQA Fair Argument Triggers

Substantial evidence shows significant impacts involving:

- sight-distance deficiencies,

- gap-starvation hazards,
- truck-turning hazards,
- pedestrian hazards,
- nighttime visibility hazards,
- noise impacts,
- emergency-response hazards,
- cumulative hazards,
- worst-case conditions,
- conflicting evidence.

Under CEQA, **any one** of these triggers requires an EIR. The Planning Commission's decision cannot stand when the record contains multiple Fair Argument triggers.

7.4.7 Summary of Requested Vacatur

The Appellant formally requests that the Board of Supervisors:

- **vacate** the Planning Commission's February 19, 2026 decision,
- **invalidate** the CEQA findings adopted by the Commission,
- **reject** reliance on incomplete or unsupported analyses,
- **restore** CEQA compliance through remand and EIR preparation.

Vacating the decision is the legally required first step toward CEQA-compliant review.

7.5 Requested Board Action: Remand for CEQA-Compliant Review

The Appellant formally requests that the Board of Supervisors **remand PROJ-2024-00030 for CEQA-compliant environmental review**. Remand is the required CEQA remedy when the administrative record contains **baseline errors, analytical omissions, disclosure violations, substantial-evidence violations, misclassification of impacts, cumulative impact omissions**, and **procedural defects**—all of which are present in this case.

Remand is necessary because the existing CEQA record is **incomplete, inaccurate, procedurally defective, and legally insufficient** to support any approval.

7.5.1 CEQA Basis for Remand

CEQA requires remand when:

- required analyses were omitted,
- baseline conditions were incorrect,
- findings lacked substantial evidence,
- environmental impacts were misclassified,
- cumulative impacts were ignored,
- worst-case conditions were ignored,
- public-safety hazards were ignored,
- procedural fairness was compromised.

The Board must remand the project because the Planning Commission relied on an invalid CEQA record.

7.5.2 Remand Required to Correct Baseline Errors

The CEQA record must be corrected to include **field-verified baseline data**, including:

- actual sight-distance measurements (CSD, SSD, ISD),
- actual gap-availability measurements,
- actual truck-turning behavior (WB-67),
- actual pedestrian conditions,
- actual nighttime visibility conditions,
- actual noise levels (TRUs, diesel pumps, backup alarms),
- actual emergency-response conditions,
- actual cumulative roadway conditions.

Remand is required because the existing baseline is **assumed**, not measured.

7.5.3 Remand Required to Complete Omitted CEQA Analyses

The CEQA record must be corrected to include analyses that were omitted, including:

- sight-distance analysis,

- gap-availability and gap-starvation analysis,
- forced-acceptance maneuver analysis,
- truck-turning geometry analysis,
- pedestrian safety analysis,
- nighttime visibility analysis,
- noise impact analysis,
- cumulative impact analysis,
- worst-case operating condition analysis,
- public-safety hazard analysis.

CEQA prohibits approval when required analyses are missing.

7.5.4 Remand Required to Correct Disclosure Violations

The CEQA record must be corrected to include:

- full methodology disclosure,
- full assumption disclosure,
- full limitation disclosure,
- full cumulative condition disclosure,
- full worst-case condition disclosure,
- full public-safety hazard disclosure.

CEQA requires transparency; remand is required to restore it.

7.5.5 Remand Required to Correct Substantial-Evidence Violations

The CEQA record must be corrected to replace:

- assumed sight-distance,
- assumed gap availability,
- assumed truck behavior,
- modeled noise instead of measured noise,

- assumed pedestrian conditions,
- assumed nighttime visibility,
- assumed emergency-response conditions.

CEQA requires **facts**, not assumptions. Remand is required to obtain substantial evidence.

7.5.6 Remand Required Due to CEQA Fair Argument Triggers

Substantial evidence shows significant impacts involving:

- sight-distance deficiencies,
- gap-starvation hazards,
- truck-turning hazards,
- pedestrian hazards,
- nighttime visibility hazards,
- noise impacts,
- emergency-response hazards,
- cumulative hazards,
- worst-case conditions,
- conflicting evidence.

Under CEQA, **any one** of these triggers requires an EIR. Remand is required to initiate CEQA-compliant EIR preparation.

7.5.7 Remand Required to Correct Procedural Defects

The CEQA record must be corrected to address:

- commissioner coaching of the applicant,
- sarcastic dismissal of technical evidence,
- introduction of undisclosed site maps,
- failure to disclose adverse evidence,
- failure to consider substantial evidence,
- adoption of unsupported findings,

- incomplete administrative record,
- incomplete commission participation.

CEQA requires **neutral, fair, evidence-based hearings**. Remand is required to restore procedural integrity.

7.5.8 Summary of Requested Remand

The Appellant formally requests that the Board of Supervisors:

- **remand** PROJ-2024-00030 for CEQA-compliant environmental review,
- **require** corrected baseline establishment,
- **require** complete CEQA analysis,
- **require** full disclosure of assumptions and limitations,
- **require** evaluation of all significant hazards,
- **require** corrected technical studies,
- **require** preparation of a full EIR,
- **correct** procedural defects,
- **ensure** neutral, evidence-based decision-making.

Remand is the legally required CEQA remedy.

7.6 Requested Board Action: Require Full Environmental Impact Report (EIR)

The Appellant formally requests that the Board of Supervisors **require preparation of a full Environmental Impact Report (EIR)** for PROJ-2024-00030. Under CEQA, an EIR is mandatory when substantial evidence shows that a project *may* cause a significant environmental impact. The administrative record contains **multiple independent Fair Argument triggers**, each of which alone requires an EIR. This project triggers **all** of them.

The Board cannot lawfully rely on the applicant's incomplete studies or the Planning Commission's unsupported findings. CEQA requires a full EIR to correct the deficiencies documented in Tabs 2 through 6.

7.6.1 CEQA Basis for Requiring an EIR

An EIR is required because the record contains substantial evidence of:

- significant sight-distance deficiencies,
- significant gap-starvation hazards,
- significant truck-turning hazards,
- significant pedestrian hazards,
- significant nighttime visibility hazards,
- significant noise impacts,
- significant emergency-response hazards,
- significant cumulative hazards,
- significant worst-case operating conditions,
- conflicting evidence across multiple environmental topics.

Under CEQA, **any one** of these triggers requires an EIR. This project triggers **all** of them.

7.6.2 EIR Required Due to Sight-Distance Deficiencies

Substantial evidence shows:

- insufficient CSD, SSD, and ISD,
- multiple field-verified obstructions,
- unsafe driver approach geometry.

Sight-distance deficiencies create foreseeable collision hazards. CEQA requires an EIR.

7.6.3 EIR Required Due to Gap-Starvation and Forced-Acceptance Maneuvers

Substantial evidence shows:

- insufficient gaps for turning movements,
- gap-starvation during peak periods,
- forced-acceptance maneuvers.

Gap-starvation is a significant hazard under CEQA. An EIR is required.

7.6.4 EIR Required Due to Truck-Turning Hazards (WB-67)

Substantial evidence shows:

- WB-67 curb-encroachment,
- multi-point turning maneuvers,
- driveway geometry inadequacy.

Truck-turning hazards create foreseeable collision risks. An EIR is required.

7.6.5 EIR Required Due to Pedestrian Safety Hazards

Substantial evidence shows:

- shoulder pedestrian travel,
- school-zone pedestrian movement,
- pedestrian conflict points at the proposed driveway.

Pedestrian hazards constitute environmental impacts under CEQA. An EIR is required.

7.6.6 EIR Required Due to Nighttime Visibility Hazards

Substantial evidence shows:

- nighttime contrast loss,
- dust-related visibility degradation,
- glare from headlights and canopy lighting,
- low-illumination hazard stacking.

Nighttime visibility hazards create foreseeable collision risks. An EIR is required.

7.6.7 EIR Required Due to Noise Impacts

Substantial evidence shows:

- nighttime noise exceeding rural baseline,
- TRU operation noise,
- diesel pump noise,
- truck acceleration noise,
- backup alarm noise,

- cumulative noise interaction.

Noise impacts constitute environmental impacts under CEQA. An EIR is required.

7.6.8 EIR Required Due to Emergency-Response Hazards

Substantial evidence shows:

- emergency-vehicle conflict points,
- school-zone congestion blocking access,
- truck staging interfering with emergency access,
- nighttime visibility degrading emergency response.

Emergency-response hazards are environmental impacts under CEQA. An EIR is required.

7.6.9 EIR Required Due to Cumulative Hazard Stacking

Substantial evidence shows cumulative stacking of:

- truck movements,
- fueling operations,
- TRU operation,
- nighttime idling,
- school-zone congestion,
- dust and glare,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

CEQA requires cumulative impact evaluation. An EIR is required.

7.6.10 EIR Required Due to Worst-Case Operating Conditions

Substantial evidence shows foreseeable worst-case conditions:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,

- backup alarms during low-illumination periods.

CEQA requires evaluation of reasonably foreseeable worst-case conditions. An EIR is required.

7.6.11 EIR Required Due to Conflicting Evidence in the Record

CEQA requires an EIR when **conflicting evidence** exists. The record contains:

- photographic evidence of truck curb-encroachment,
- field-verified sight-distance obstructions,
- pedestrian shoulder travel,
- school-zone congestion,
- nighttime visibility degradation,
- dust-related contrast loss.

Conflicting evidence **automatically** triggers the Fair Argument standard. An EIR is required.

7.6.12 Summary of Requested EIR Requirement

The Appellant formally requests that the Board of Supervisors:

- **require preparation of a full Environmental Impact Report (EIR),**
- **direct staff to initiate CEQA-compliant EIR scoping,**
- **require corrected technical studies,**
- **require full disclosure of assumptions and limitations,**
- **require evaluation of all significant hazards,**
- **require evaluation of cumulative and worst-case conditions,**
- **ensure neutral, evidence-based environmental review.**

An EIR is the **mandatory CEQA remedy** for the deficiencies documented in Tabs 2 through 6.

7.7 Requested Board Action: Require Corrected Technical Studies

The Appellant formally requests that the Board of Supervisors **require preparation of corrected, CEQA-compliant technical studies** for PROJ-2024-00030. The applicant's studies relied on **assumed baseline conditions, omitted required analyses, failed to disclose methodology, and ignored conflicting evidence**. CEQA requires environmental determinations to be based on **facts, field-verified measurements, and complete analysis**, not assumptions or incomplete data.

Corrected technical studies are mandatory to replace the applicant's non-compliant submissions and to support preparation of a full Environmental Impact Report (EIR).

7.7.1 CEQA Basis for Requiring Corrected Studies

Corrected studies are required because the existing CEQA record contains:

- incorrect baseline conditions,
- omitted CEQA analyses,
- undisclosed assumptions,
- undisclosed limitations,
- substantial-evidence violations,
- misclassification of impacts,
- cumulative impact omissions,
- worst-case condition omissions,
- procedural defects.

CEQA prohibits reliance on incomplete or unsupported studies.

7.7.2 Required Corrected Study: Sight-Distance Analysis (CSD, SSD, ISD)

The corrected CEQA record must include:

- measured corner sight-distance (CSD),
- measured stopping sight-distance (SSD),
- measured intersection sight-distance (ISD),
- identification of first point of obstruction,
- driver eye-height verification,

- vehicle approach geometry mapping.

The applicant provided **no sight-distance measurements**. CEQA requires measured data, not assumed visibility.

7.7.3 Required Corrected Study: Gap-Availability and Gap-Starvation Analysis

The corrected CEQA record must include:

- measured gap availability for left-turn and right-turn movements,
- peak-period gap-starvation analysis,
- forced-acceptance maneuver analysis,
- rural driver behavior under constrained gap conditions.

The applicant provided **no gap-availability study**. CEQA requires field-verified gap data.

7.7.4 Required Corrected Study: Truck-Turning Geometry Analysis (WB-67)

The corrected CEQA record must include:

- WB-67 turning envelope analysis,
- curb-encroachment evaluation,
- multi-point turning maneuver analysis,
- driveway geometry adequacy evaluation,
- truck conflict point mapping.

The applicant's TIA assumed idealized truck behavior. CEQA requires observed truck behavior.

7.7.5 Required Corrected Study: Pedestrian Safety Analysis

The corrected CEQA record must include:

- shoulder pedestrian travel analysis,
- school-zone pedestrian movement analysis,
- informal path mapping,
- pedestrian conflict point analysis,
- nighttime pedestrian visibility analysis.

The applicant assumed pedestrians do not exist. CEQA requires evaluation of **existing** pedestrian conditions.

7.7.6 Required Corrected Study: Nighttime Visibility Analysis

The corrected CEQA record must include:

- nighttime contrast loss measurement,
- dust-related visibility degradation analysis,
- glare analysis (headlights, canopy lighting),
- low-illumination hazard stacking analysis.

The applicant provided **no nighttime visibility analysis**. CEQA requires evaluation of nighttime hazards.

7.7.7 Required Corrected Study: Noise Impact Analysis

The corrected CEQA record must include:

- nighttime baseline noise measurements,
- TRU operation noise measurements,
- diesel pump noise measurements,
- truck acceleration noise measurements,
- backup alarm noise measurements,
- cumulative noise interaction analysis,
- worst-case operating condition noise analysis.

The applicant relied on **modeled noise**, not measured noise. CEQA requires measured noise.

7.7.8 Required Corrected Study: Emergency-Response Analysis

The corrected CEQA record must include:

- emergency-vehicle travel pattern analysis,
- conflict point identification,
- school-zone congestion impact analysis,

- nighttime visibility impact on emergency response,
- truck staging interference analysis.

The applicant provided **no emergency-response analysis**. CEQA requires evaluation of emergency access.

7.7.9 Required Corrected Study: Cumulative Impact Analysis

The corrected CEQA record must include cumulative evaluation of:

- sight-distance + gap-starvation,
- truck-turning + pedestrian travel,
- nighttime visibility + truck movements,
- noise + nighttime sensitivity,
- school-zone congestion + driveway operations,
- emergency-response delay + congestion,
- dust + glare + low-illumination,
- truck fueling + TRU operation + idling.

The applicant provided **no cumulative impact analysis**. CEQA requires cumulative evaluation.

7.7.10 Required Corrected Study: Worst-Case Operating Conditions

The corrected CEQA record must evaluate foreseeable worst-case conditions including:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

The applicant dismissed foreseeable conditions as “unlikely.” CEQA requires evaluation of reasonably foreseeable worst-case conditions.

7.7.11 Summary of Requested Corrected Studies

The Appellant formally requests that the Board of Supervisors require:

- **corrected sight-distance studies,**
- **corrected gap-availability studies,**
- **corrected truck-turning studies,**
- **corrected pedestrian safety studies,**
- **corrected nighttime visibility studies,**
- **corrected noise studies,**
- **corrected emergency-response studies,**
- **corrected cumulative impact studies,**
- **corrected worst-case condition studies.**

Corrected studies are mandatory to support CEQA-compliant EIR preparation and lawful Board decision-making.

7.8 Requested Board Action: Require Full Disclosure and Transparency

The Appellant formally requests that the Board of Supervisors **require full CEQA disclosure and transparency** in all corrected technical studies, environmental documents, and future project submissions. CEQA mandates complete disclosure of **methodology, assumptions, limitations, data sources, omitted analyses, conflicting evidence, cumulative conditions,** and **worst-case operating conditions.** The applicant's studies failed to disclose these elements, resulting in an incomplete and misleading CEQA record.

Full disclosure is required to restore CEQA compliance and ensure that decision-makers and the public can meaningfully evaluate environmental impacts.

7.8.1 CEQA Basis for Requiring Full Disclosure

CEQA requires disclosure of:

- how data were collected,
- how measurements were taken,
- how assumptions were derived,

- what limitations affect the analysis,
- what analyses were omitted,
- what evidence contradicts applicant claims,
- what cumulative conditions exist,
- what worst-case conditions are foreseeable.

The applicant disclosed **none** of these elements. The Board must require full transparency.

7.8.2 Required Disclosure: Methodology

Corrected studies must disclose:

- traffic count methodology,
- sight-distance measurement methodology,
- gap-availability measurement methodology,
- truck-turning evaluation methodology,
- pedestrian observation methodology,
- nighttime visibility measurement methodology,
- noise measurement methodology,
- emergency-response evaluation methodology.

CEQA prohibits silent omission of methodology.

7.8.3 Required Disclosure: Assumptions

Corrected studies must disclose all assumptions, including:

- assumed sight-lines,
- assumed driver behavior,
- assumed gap availability,
- assumed truck behavior,
- assumed pedestrian absence,
- assumed nighttime visibility,

- assumed emergency-response conditions.

The applicant concealed all assumptions. CEQA requires full assumption disclosure.

7.8.4 Required Disclosure: Limitations

Corrected studies must disclose:

- limited field observation periods,
- absence of nighttime data,
- absence of school-zone data,
- absence of truck-movement data,
- absence of pedestrian data,
- absence of emergency-response data.

The applicant disclosed none of these limitations. CEQA requires transparency regarding data gaps.

7.8.5 Required Disclosure: Omitted Analyses

Corrected studies must disclose any omitted analyses, including:

- sight-distance analysis,
- gap-availability analysis,
- truck-turning analysis,
- pedestrian safety analysis,
- nighttime visibility analysis,
- noise impact analysis,
- cumulative impact analysis,
- worst-case condition analysis,
- public-safety hazard analysis.

The applicant concealed all omissions. CEQA requires disclosure of omitted analyses.

7.8.6 Required Disclosure: Conflicting Evidence

Corrected studies must disclose all conflicting evidence, including:

- photographic evidence of truck curb-encroachment,
- field-verified sight-distance obstructions,
- pedestrian shoulder travel,
- school-zone congestion,
- nighttime visibility degradation,
- dust-related contrast loss.

CEQA prohibits selective reporting. Conflicting evidence must be disclosed.

7.8.7 Required Disclosure: Cumulative Conditions

Corrected studies must disclose cumulative baseline conditions, including:

- simultaneous truck movements,
- fueling operations,
- TRU operation,
- nighttime idling,
- school-zone congestion,
- dust and glare,
- pedestrian shoulder use,
- emergency-vehicle conflicts.

The applicant omitted all cumulative conditions. CEQA requires cumulative disclosure.

7.8.8 Required Disclosure: Worst-Case Operating Conditions

Corrected studies must disclose foreseeable worst-case conditions, including:

- simultaneous truck fueling and TRU operation,
- nighttime idling combined with canopy ventilation,
- delivery staging during school-zone peaks,
- backup alarms during low-illumination periods.

The applicant dismissed foreseeable conditions as “unlikely.” CEQA requires disclosure of reasonably foreseeable worst-case conditions.

7.8.9 Summary of Requested Disclosure Requirements

The Appellant formally requests that the Board of Supervisors require:

- **full methodology disclosure,**
- **full assumption disclosure,**
- **full limitation disclosure,**
- **full omitted-analysis disclosure,**
- **full conflicting-evidence disclosure,**
- **full cumulative-condition disclosure,**
- **full worst-case-condition disclosure,**
- **full public-safety hazard disclosure.**

Full disclosure is mandatory under CEQA and essential for lawful environmental review.

7.9 Requested Board Action: Correct Procedural Defects

The Appellant formally requests that the Board of Supervisors **correct the procedural defects** that occurred during the February 19, 2026 Planning Commission hearing. CEQA requires **neutral, fair, transparent, and evidence-based decision-making**. When procedural defects compromise the integrity of the hearing, CEQA mandates corrective action at the Board level.

The Planning Commission hearing contained multiple procedural violations that independently invalidate the Commission's CEQA findings and require Board intervention.

7.9.1 CEQA Basis for Correcting Procedural Defects

CEQA requires agencies to:

- consider all substantial evidence,
- avoid prejudgment,
- avoid coaching applicants,
- avoid suppressing adverse evidence,

- avoid hostile or sarcastic treatment of technical testimony,
- avoid introducing undisclosed materials,
- avoid adopting unsupported findings,
- ensure full participation of the decision-making body.

The Planning Commission failed to meet these requirements.

7.9.2 Procedural Defect: Commissioner Coaching of the Applicant

Commissioner Matthew Slowik:

- coached the applicant on site-plan redesign,
- asked leading questions designed to elicit favorable answers (“Right?”),
- suggested driveway redesign while reviewing the Appellant’s exhibit.

CEQA prohibits decision-maker coaching. The Board must correct this defect.

7.9.3 Procedural Defect: Sarcastic Dismissal of Technical Evidence

Commissioner Weldy sarcastically thanked the Appellant for “giving everyone a seminar on STAA truck turning templates,” accompanied by a smirk.

This conduct:

- discourages public participation,
- signals prejudgment,
- undermines credibility of technical evidence,
- violates CEQA’s requirement for respectful, neutral consideration.

The Board must correct this defect.

7.9.4 Procedural Defect: Introduction of Undisclosed Applicant Materials

The applicant introduced a **new site map** during the hearing that:

- was not in the staff report,
- was not disclosed to the public,
- was not available for pre-hearing review.

CEQA prohibits late-introduced evidence that prevents meaningful public review. The Board must correct this defect.

7.9.5 Procedural Defect: Failure to Disclose Adverse Evidence

During the hearing, the applicant admitted that **trucks sometimes run up on curbs**.

This admission:

- contradicts the TIA,
- confirms a significant safety hazard,
- was not disclosed in the staff report,
- was not analyzed under CEQA.

CEQA prohibits suppression of adverse evidence. The Board must correct this defect.

7.9.6 Procedural Defect: Failure to Consider Substantial Evidence Submitted by the Appellant

The Appellant submitted:

- sight-distance exhibits,
- truck-turning exhibits,
- operational noise evidence,
- cumulative hazard analysis,
- field-verified measurements,
- photographic evidence.

The Commission:

- did not evaluate the exhibits,
- did not request clarification,
- did not address the evidence in findings,
- did not incorporate the evidence into CEQA analysis.

CEQA requires consideration of **all substantial evidence**. The Board must correct this defect.

7.9.7 Procedural Defect: Adoption of Unsupported Findings

The Commission adopted findings that:

- sight-distance was adequate,
- truck turning was adequate,
- pedestrian safety was adequate,
- nighttime visibility was adequate,
- noise impacts were less than significant.

None of these findings were supported by substantial evidence. CEQA prohibits adoption of unsupported findings. The Board must correct this defect.

7.9.8 Procedural Defect: Incomplete Administrative Record

The staff report omitted:

- sight-distance analysis,
- gap-availability analysis,
- truck-turning analysis,
- pedestrian safety analysis,
- nighttime visibility analysis,
- cumulative impact analysis,
- worst-case condition analysis.

CEQA requires a **complete record** for public review. The Board must correct this defect.

7.9.9 Procedural Defect: Incomplete Commission Participation

Only **3 of 5 commissioners** participated in the vote. At least one commissioner was present at the next hearing but did not participate in yours.

This raises concerns regarding:

- quorum,
- participation,
- fairness,

- completeness of deliberation.

CEQA requires full and fair consideration by the decision-making body. The Board must correct this defect.

7.9.10 Summary of Requested Procedural Corrections

The Appellant formally requests that the Board of Supervisors:

- **correct commissioner coaching,**
- **correct sarcastic dismissal of technical evidence,**
- **correct introduction of undisclosed materials,**
- **correct suppression of adverse evidence,**
- **correct failure to consider substantial evidence,**
- **correct unsupported findings,**
- **correct incomplete administrative record,**
- **correct incomplete commission participation,**
- **restore neutral, fair, evidence-based CEQA process.**

Correcting these procedural defects is mandatory under CEQA

7.10 Requested Board Action: Ensure Neutral, Evidence-Based Decision-Making

The Appellant formally requests that the Board of Supervisors **ensure neutral, evidence-based CEQA decision-making** for all future actions related to PROJ-2024-00030. CEQA requires decision-makers to evaluate environmental impacts based solely on **substantial evidence, accurate baseline conditions, complete analysis, and transparent disclosure**. The Planning Commission's February 19, 2026 hearing did not meet these requirements, necessitating corrective action at the Board level.

Neutral, evidence-based decision-making is essential to restore CEQA compliance and public confidence in the environmental review process.

7.10.1 CEQA Basis for Ensuring Neutral Decision-Making

CEQA requires agencies to:

- avoid prejudgment,
- avoid coaching applicants,
- avoid hostile or sarcastic treatment of technical evidence,
- avoid selective acceptance of applicant claims,
- avoid suppression of adverse evidence,
- avoid introduction of undisclosed materials,
- avoid adopting findings unsupported by evidence,
- ensure full participation of the decision-making body.

The Planning Commission failed to meet these requirements. The Board must correct these deficiencies.

7.10.2 Required Neutrality: No Coaching of Applicants

Decision-makers must not:

- guide applicants through responses,
- suggest redesigns during hearings,
- ask leading questions designed to elicit favorable answers.

Commissioner coaching occurred during the February 19, 2026 hearing. The Board must ensure neutrality going forward.

7.10.3 Required Neutrality: Respectful Treatment of Technical Evidence

Decision-makers must not:

- use sarcasm,
- mock technical testimony,
- dismiss field-verified evidence,
- undermine credibility of public input.

Sarcastic dismissal of STAA truck-turning evidence occurred at the Planning Commission. The Board must ensure respectful, evidence-based evaluation.

7.10.4 Required Neutrality: No Introduction of Undisclosed Materials

Decision-makers must not allow:

- late-introduced applicant materials,
- undisclosed site maps,
- documents not available for public review.

Undisclosed materials were introduced at the Planning Commission hearing. The Board must ensure full transparency.

7.10.5 Required Neutrality: Full Consideration of Substantial Evidence

Decision-makers must:

- evaluate all evidence submitted by the public,
- request clarification when needed,
- incorporate evidence into CEQA findings,
- avoid selective acceptance of applicant claims.

The Planning Commission ignored substantial evidence submitted by the Appellant. The Board must ensure full evidence consideration.

7.10.6 Required Neutrality: Adoption of Evidence-Based Findings

Decision-makers must not adopt findings that:

- contradict field evidence,
- rely on assumed baseline conditions,
- rely on omitted analyses,
- rely on unsupported conclusions.

The Planning Commission adopted findings unsupported by substantial evidence. The Board must ensure evidence-based findings.

7.10.7 Required Neutrality: Full Participation of Decision-Making Body

Decision-makers must ensure:

- full commission participation,

- complete deliberation,
- quorum integrity,
- consistent application of CEQA standards.

Only **3 of 5 commissioners** participated in the February 19, 2026 vote. The Board must ensure full participation in future proceedings.

7.10.8 Required Neutrality: Transparent CEQA Process

Decision-makers must ensure:

- transparent methodology disclosure,
- transparent assumption disclosure,
- transparent limitation disclosure,
- transparent cumulative condition disclosure,
- transparent worst-case condition disclosure.

Transparency was lacking in the Planning Commission record. The Board must restore CEQA transparency.

7.10.9 Summary of Requested Neutrality Requirements

The Appellant formally requests that the Board of Supervisors ensure:

- **neutral, unbiased CEQA decision-making,**
- **respectful treatment of technical evidence,**
- **no coaching of applicants,**
- **no sarcasm or hostility,**
- **no undisclosed materials,**
- **full consideration of substantial evidence,**
- **adoption of evidence-based findings,**
- **full participation of the decision-making body,**
- **transparent CEQA process.**

Neutral, evidence-based decision-making is mandatory under CEQA and essential for lawful Board action.

7.11 Summary of Requested Board Action

This section consolidates all requested actions the Appellant formally asks the Board of Supervisors to take pursuant to CEQA and County development procedures. Tabs 2 through 6 document extensive CEQA violations involving baseline errors, analytical omissions, disclosure violations, substantial-evidence violations, misclassification of impacts, cumulative impact omissions, worst-case condition omissions, and procedural defects. Under CEQA, these violations require specific corrective actions by the Board.

The Appellant's requested actions are not discretionary—they are **mandatory CEQA remedies** triggered by substantial evidence in the administrative record.

7.11.1 Requested Action: Vacate Planning Commission Decision

The Board must:

- **vacate** the Planning Commission's February 19, 2026 decision,
- **invalidate** unsupported CEQA findings,
- **reject** reliance on incomplete or assumed analyses.

The Planning Commission's decision cannot stand under CEQA.

7.11.2 Requested Action: Remand for CEQA-Compliant Review

The Board must:

- **remand** the project for corrected CEQA review,
- **require** accurate baseline establishment,
- **require** complete environmental analysis,
- **require** full disclosure of assumptions and limitations.

Remand is required because the CEQA record is incomplete and inaccurate.

7.11.3 Requested Action: Require Full Environmental Impact Report (EIR)

The Board must:

- **require preparation of a full EIR,**
- **direct staff to initiate CEQA-compliant EIR scoping,**
- **require evaluation of all significant hazards,**
- **require evaluation of cumulative and worst-case conditions.**

Multiple independent Fair Argument triggers mandate an EIR.

7.11.4 Requested Action: Require Corrected Technical Studies

The Board must require corrected studies that:

- measure sight-distance (CSD, SSD, ISD),
- measure gap availability,
- evaluate WB-67 truck-turning geometry,
- evaluate pedestrian safety,
- evaluate nighttime visibility,
- measure noise impacts,
- evaluate emergency-response conditions,
- evaluate cumulative impacts,
- evaluate worst-case operating conditions.

Corrected studies must replace the applicant's incomplete analyses.

7.11.5 Requested Action: Require Full Disclosure and Transparency

The Board must require full disclosure of:

- methodology,
- assumptions,
- limitations,
- omitted analyses,
- conflicting evidence,

- cumulative conditions,
- worst-case conditions,
- public-safety hazards.

CEQA requires transparency in all environmental documents.

7.11.6 Requested Action: Correct Procedural Defects

The Board must correct procedural defects including:

- commissioner coaching of the applicant,
- sarcastic dismissal of technical evidence,
- introduction of undisclosed materials,
- suppression of adverse evidence,
- failure to consider substantial evidence,
- adoption of unsupported findings,
- incomplete administrative record,
- incomplete commission participation.

Procedural fairness must be restored.

7.11.7 Requested Action: Ensure Neutral, Evidence-Based Decision-Making

The Board must ensure:

- neutral, unbiased CEQA review,
- respectful treatment of technical evidence,
- no coaching of applicants,
- no sarcasm or hostility,
- no undisclosed materials,
- full consideration of substantial evidence,
- adoption of evidence-based findings,
- full participation of the decision-making body,

- transparent CEQA process.

Neutrality is a mandatory CEQA requirement.

7.11.8 Summary Statement for the Board of Supervisors

The Appellant formally requests that the Board of Supervisors:

- **vacate** the Planning Commission’s February 19, 2026 decision,
- **remand** the project for CEQA-compliant environmental review,
- **require** preparation of a **full Environmental Impact Report (EIR)**,
- **require** corrected technical studies,
- **require** full disclosure and transparency,
- **correct** procedural defects,
- **ensure** neutral, evidence-based decision-making.

These actions are **mandatory under CEQA** once substantial evidence of significant impacts and procedural violations is present.

TAB 8 — ATTACHMENTS AND SUPPORTING DOCUMENTATION

Tab 8 provides the Board of Supervisors with a complete, organized list of all **supporting materials** referenced throughout Tabs 2 through 7. These attachments form the **substantial evidence** supporting the Appellant’s CEQA claims, technical findings, and requested Board actions.

CEQA requires that all evidence relied upon in an appeal be clearly identified, accessible, and included in the administrative record. Tab 8 fulfills that requirement.

8.1 Purpose of Tab 8

Tab 8 serves to:

- identify all exhibits submitted by the Appellant,
- ensure the Board has access to all supporting evidence,
- ensure CEQA transparency and completeness of the record,
- ensure all technical materials referenced in Tabs 2–7 are formally included,

- ensure proper organization of the administrative record for Board deliberation.

8.2 Structure of Tab 8

Attachment A — Corner Sight Distance (CSD) Photo Exhibits Driver-eye photographs and line-of-sight (LOS) photographic documentation collected during Survey #1 and Survey #2. These photographs illustrate the field-verified sight-distance conditions at the project driveway.

Attachment B — Operational Sight Distance (OSD) Photo Exhibits Photographic documentation of operational obstructions observed during Survey #1 and Survey #2, including LOS obstruction conditions affecting available sight distance.

Attachment C — Appellant Field Notes and Measurement Logs Handwritten field notes, measurement logs, timestamps, and survey documentation supporting the CSD and OSD field measurements.

Attachment E — Appellant Declaration of Accuracy Signed declaration affirming the accuracy of field measurements, photographic documentation, and survey methodology.

Standalone Exhibits Following Tab 8

Sight-distance geometry sheets (**A-1 through A-8** for CSD and **B-1 through B-10** for OSD) are provided as **standalone exhibits** immediately following Tab 8. These sheets contain the measured LOS triangles, ASD/RSD comparisons, obstruction geometry, and survey stationing.

STAA turning movement exhibits (**E-E-1 through E-E-6**) are also provided as **standalone exhibits** following Tab 8. These exhibits document WB-67 turning movements, maneuver envelopes, curb-strike evidence, and HDM template overlays.

This structure separates the CSD and OSD analyses into distinct attachments to maintain clarity, ensure proper indexing by the Clerk of the Board, and allow Board members to review each category of evidence independently.

8.3 Basis of Sight-Distance Measurements and Assumptions

This section explains the methodology used to determine the **Corner Sight Distance (CSD) and Operational Sight Distance (OSD)** values presented in Attachments A and B.

All measurements were taken in the field by the Appellant using calibrated equipment and verified against the proposed site-plan geometry submitted by the applicant. The purpose of this section is to document the assumptions, measurement basis, and obstruction conditions used to generate the exhibits.

The sight-distance values shown in Attachments A and B reflect:

- **Existing field conditions**, including current roadway geometry, driveway placement, vegetation, fencing, parked vehicles, and roadside features.
- **Proposed project conditions**, based on the applicant's site plan, including the new driveway throat, fuel-island placement, parking configuration, and circulation paths.
- **Assumed obstruction locations** representing the *worst-case but realistic* conditions expected during peak congestion periods at the Maverik fueling station and convenience store.
- **Driver-behavior-based obstructions**, including typical queueing patterns, fuel-island congestion, and turning movements that block sight lines at the driveway throat.
- **Worst-case congestion scenarios**, including vehicles waiting to enter fuel pumps, vehicles exiting the store, and vehicles circulating around the site in ways that reduce available sight distance.
- **Engineering judgment** applied to select representative obstruction locations that reflect how drivers actually behave in constrained commercial sites, rather than idealized or theoretical conditions.

All measurements were taken from the actual driver eye location at the proposed driveway, using the **Caltrans standard 3.5-foot eye height** and the **object height of 3.50 feet** for approaching vehicles. Distances were measured along the roadway centerline and compared against the **required sight-distance values** for the applicable design speed.

The resulting exhibits in Attachments A and B show:

- **Required sight distance** for the design speed
- **Available sight distance** under existing conditions
- **Available sight distance** under proposed project conditions
- **Obstructions** that reduce sight distance below Caltrans minimums

- **Locations where available sight distance is insufficient** for safe operation

These assumptions and measurement bases form the foundation for the CSD and OSD exhibits that follow.

Attachment A — Corner Sight Distance (CSD) Exhibits

Attachment A — Introduction

Attachment A contains the **Corner Sight Distance (CSD)** exhibits prepared by the Appellant to evaluate whether drivers exiting the proposed Maverik driveway can see approaching vehicles on Oasis Road under both **existing** and **post-project** conditions. These exhibits were developed using field-measured distances, calibrated equipment, and CAD-based geometry overlaid on current aerial imagery to ensure accurate representation of real-world conditions.

The CSD exhibits illustrate:

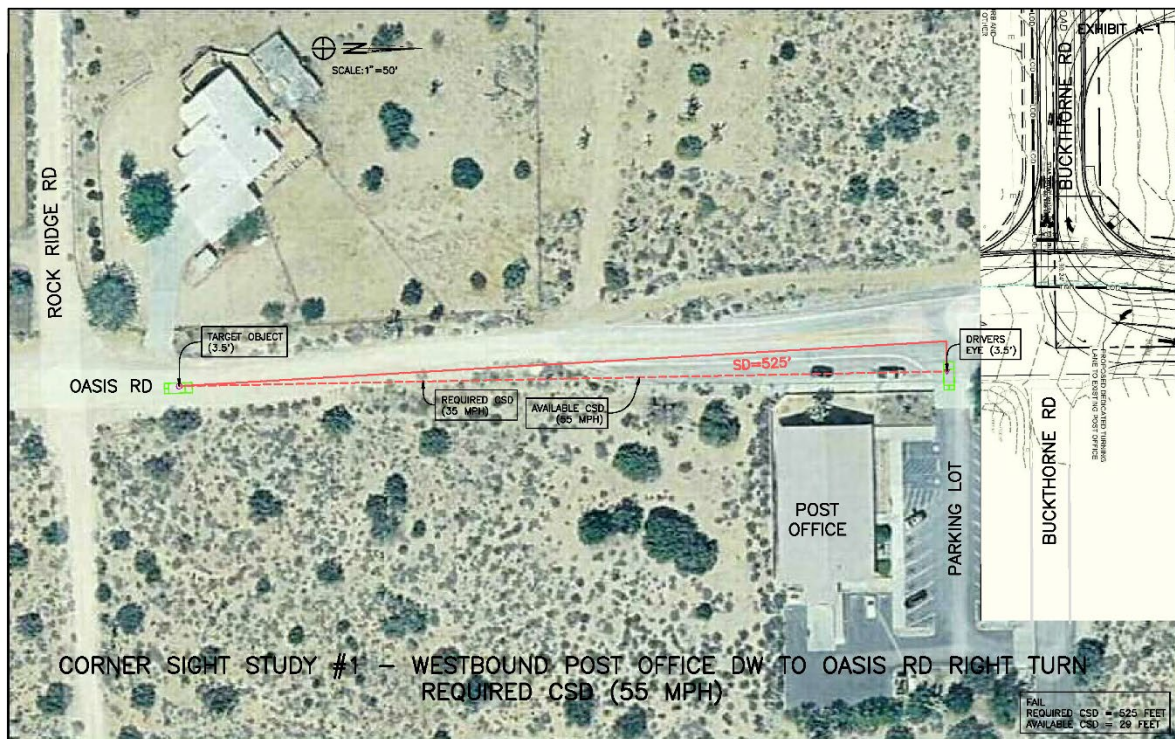
- **Required sight distance** for the applicable design speed on Oasis Road.
- **Available sight distance** under existing conditions.
- **Available sight distance** under proposed project conditions.
- **Obstructions** that reduce available sight distance below minimum safe visibility thresholds.
- **Worst-case but realistic obstruction scenarios**, including vegetation, roadside features, fuel-island congestion, and driver-behavior-based vehicle positioning.
- **Locations where available sight distance is insufficient** for safe operation at the proposed driveway.

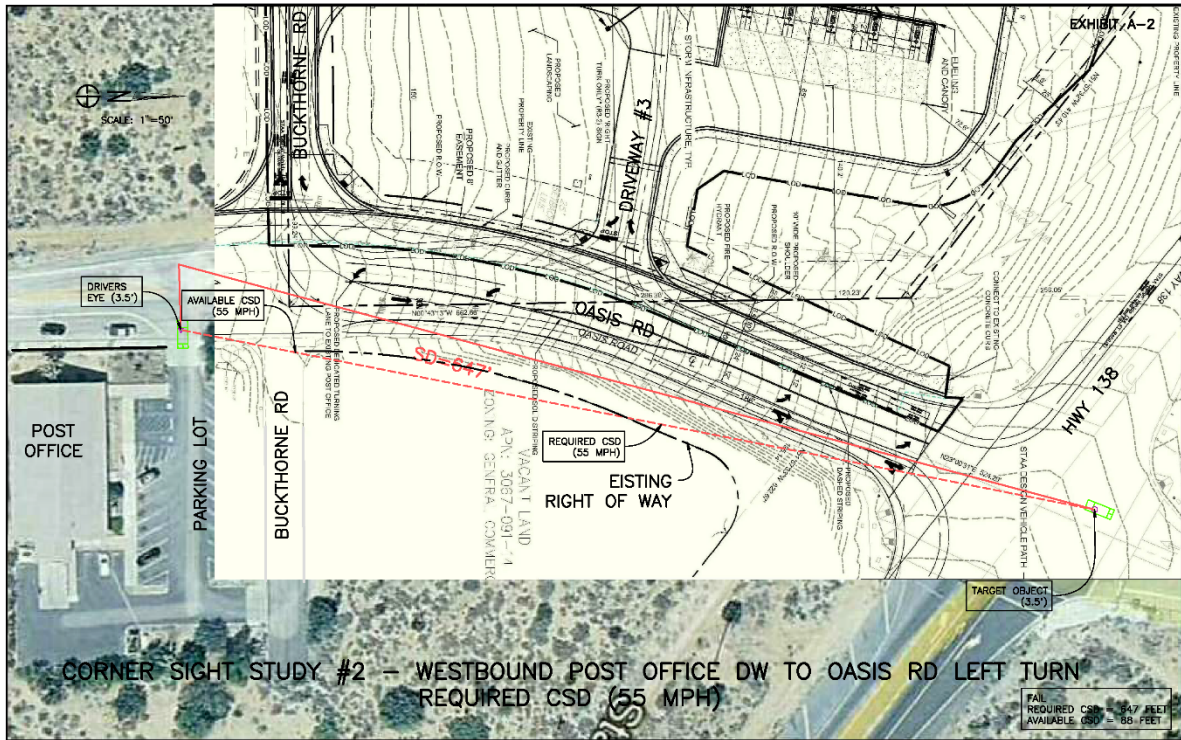
All measurements were taken using **Vehicle Sight Distance (VSD)** methodology with:

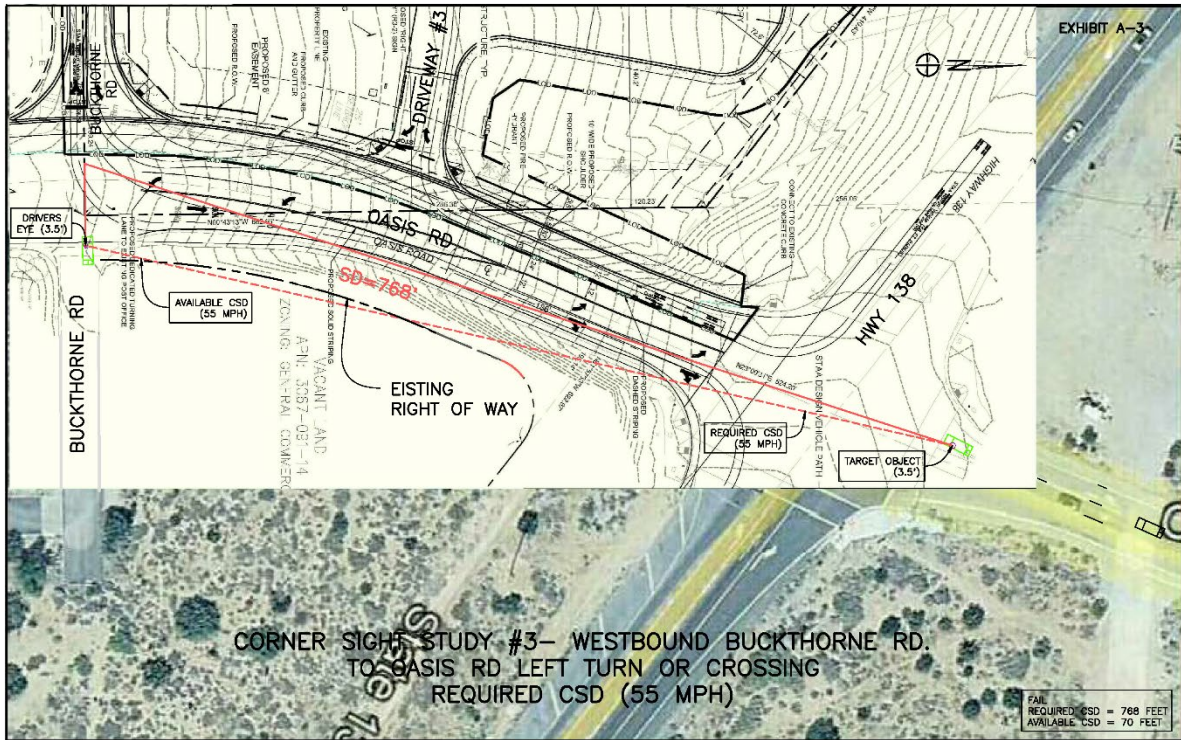
- **Driver eye height:** 3.5 ft
- **Target height:** 3.5 ft

This pairing reflects vehicle-to-vehicle visibility requirements rather than stopping-distance analysis, and is appropriate for evaluating driveway safety, conflict points, and operational sight distance at commercial access locations.

The exhibits in this attachment are numbered **A-1 through A-8**, with each exhibit presented as a standalone engineering sheet (TIFF image) on its own page.

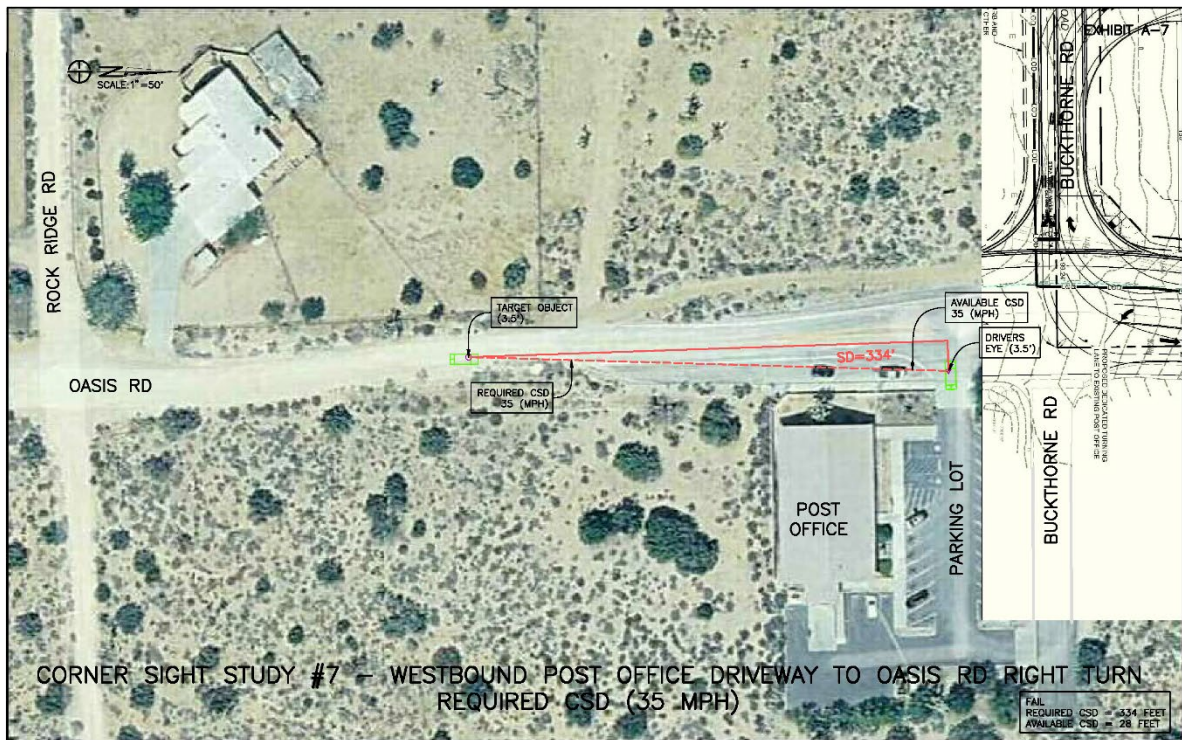












Attachment B — Operational Sight Distance (OSD) Exhibits

Attachment B — Introduction

Attachment B contains the **Operational Sight Distance (OSD)** exhibits prepared by the Appellant to evaluate whether drivers exiting the proposed Maverik driveway can safely see approaching vehicles on Oasis Road under **actual operating conditions**, including congestion, turning movements, and driver-behavior-based obstructions. Unlike Corner Sight Distance (CSD), which evaluates visibility at the moment a driver enters the roadway, OSD evaluates visibility **during ongoing vehicle operations**, including acceleration, deceleration, queueing, and circulation movements that occur within and around the project site.

The OSD exhibits illustrate:

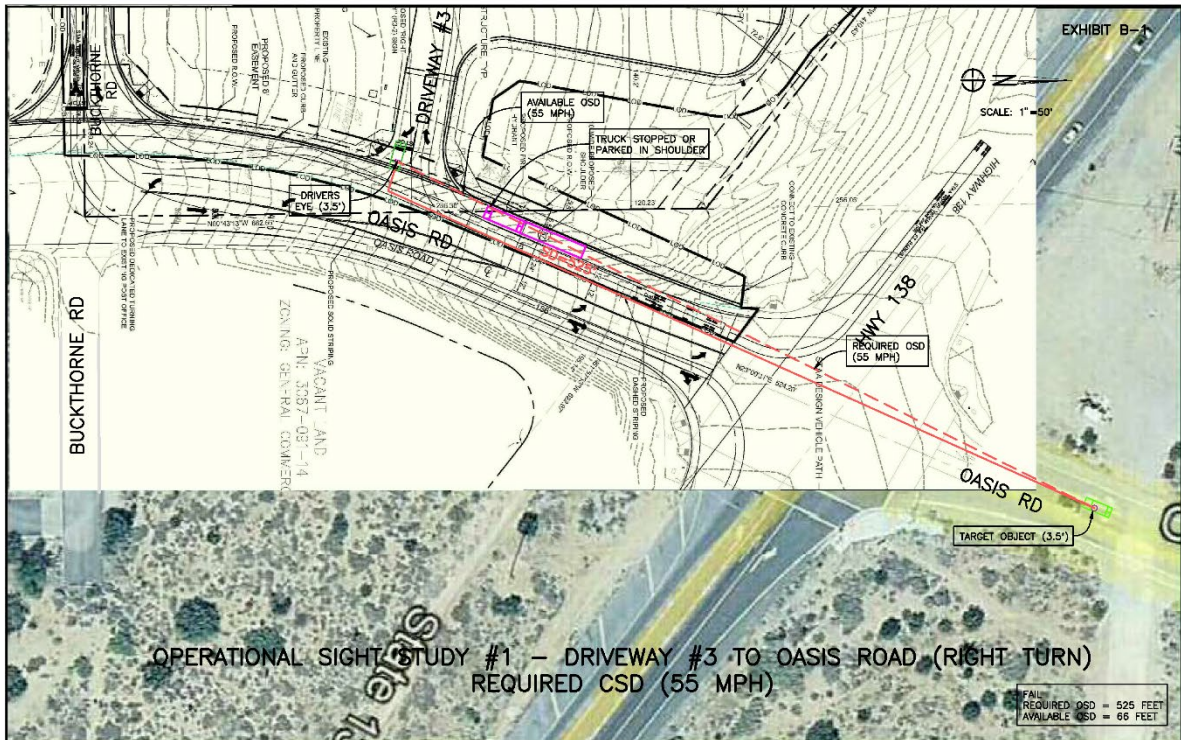
- **Required operational sight distance** for the applicable design speed on Oasis Road.
- **Available sight distance** under existing conditions.
- **Available sight distance** under proposed project conditions.
- **Obstructions created by real-world driver behavior**, including queueing at fuel pumps, vehicles exiting the store, and circulation patterns that block the driveway throat.
- **Worst-case but realistic congestion scenarios** that reduce available sight distance below minimum safe visibility thresholds.
- **Locations where operational sight distance is insufficient** for safe driveway operation.

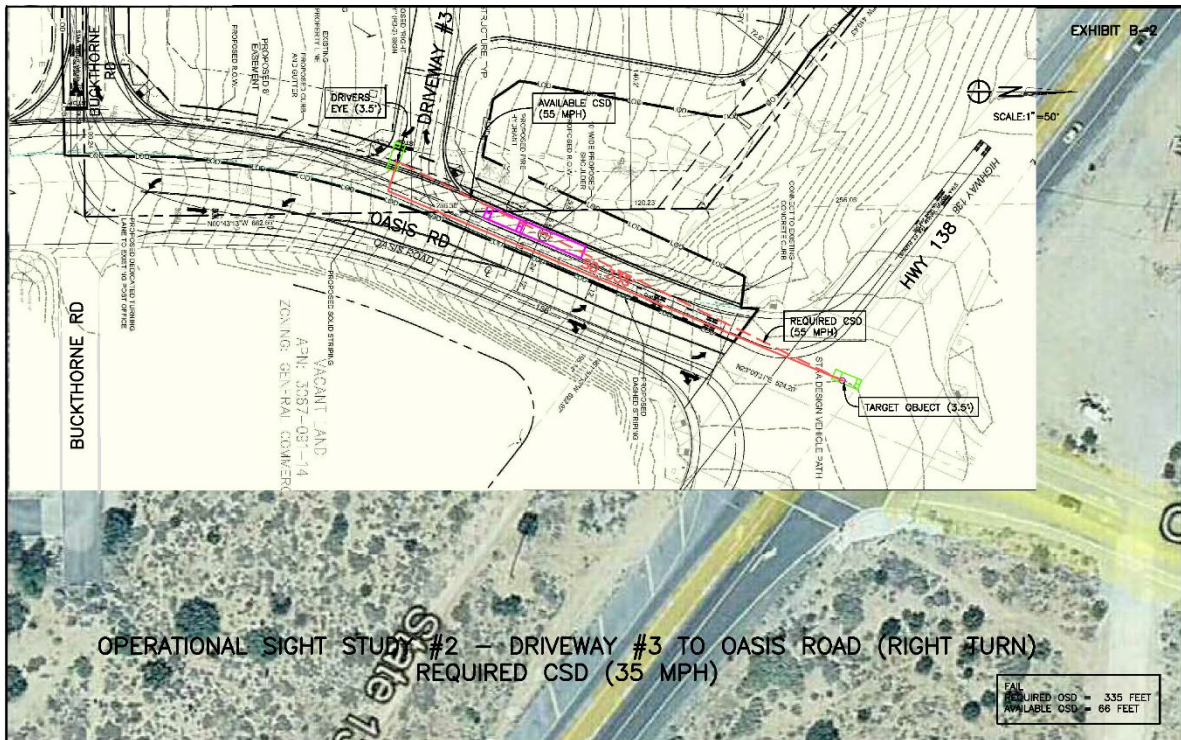
All measurements were taken using **Vehicle Sight Distance (VSD)** methodology with:

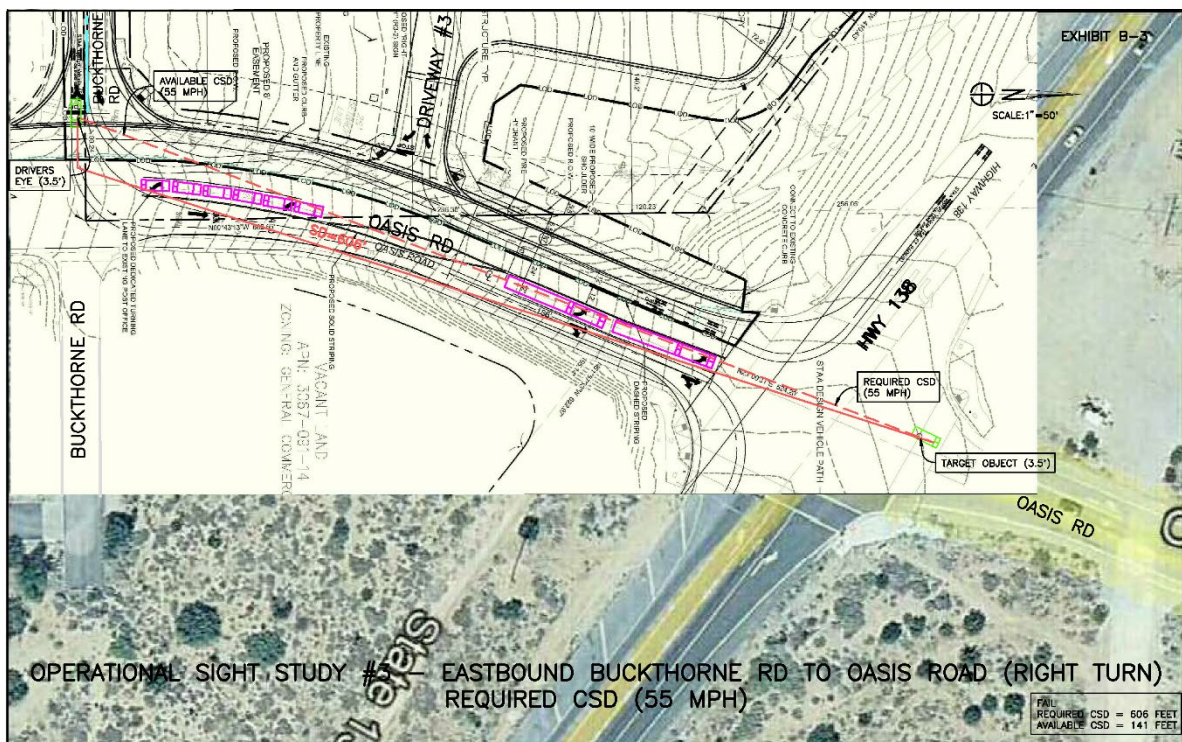
- **Driver eye height:** 3.5 ft
- **Target height:** 3.5 ft

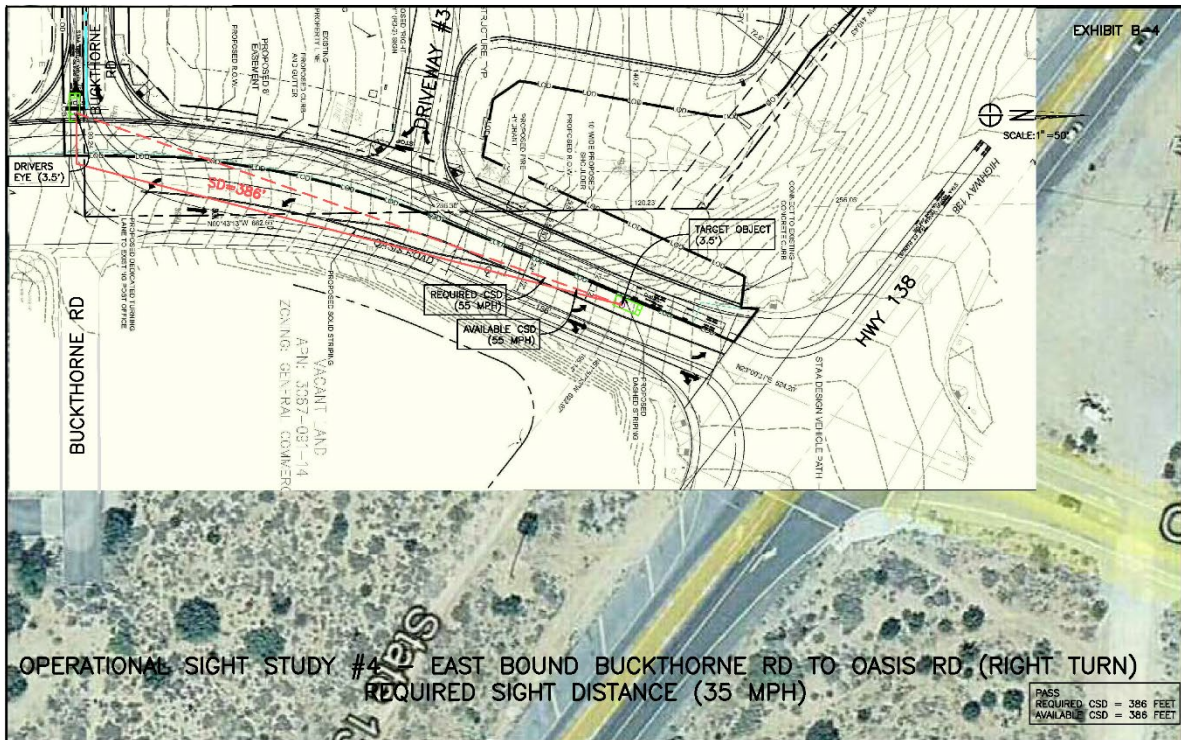
This pairing reflects vehicle-to-vehicle visibility requirements and is appropriate for evaluating operational safety at commercial driveways where drivers must be able to see approaching vehicles during real-world movements, not merely at the initial entry point.

The exhibits in this attachment are numbered **B-1 through B-10**, with each exhibit presented as a standalone engineering sheet (TIFF image) on its own page.

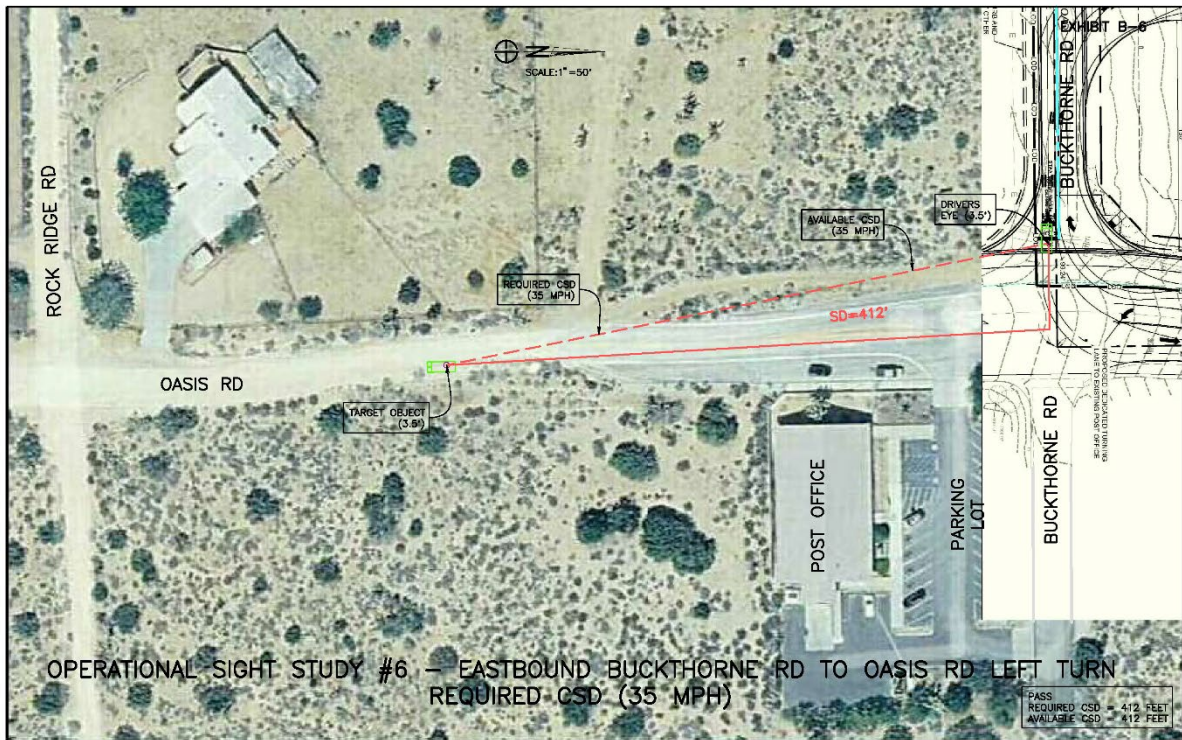


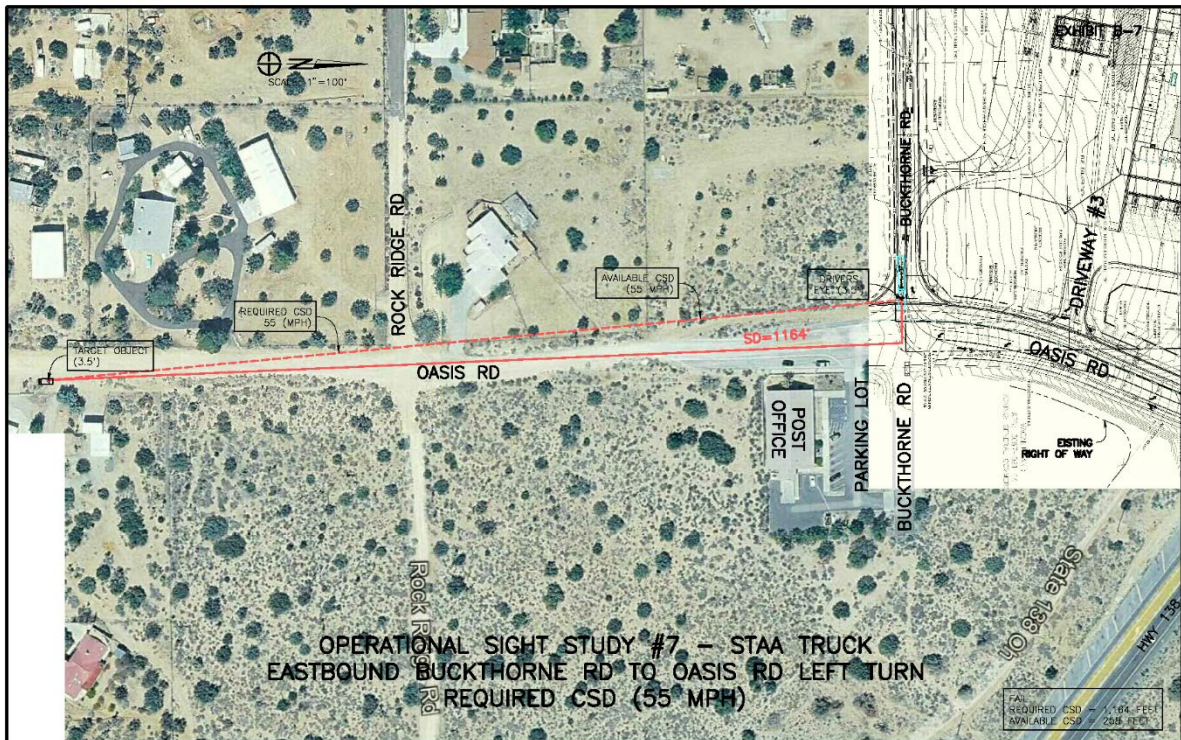


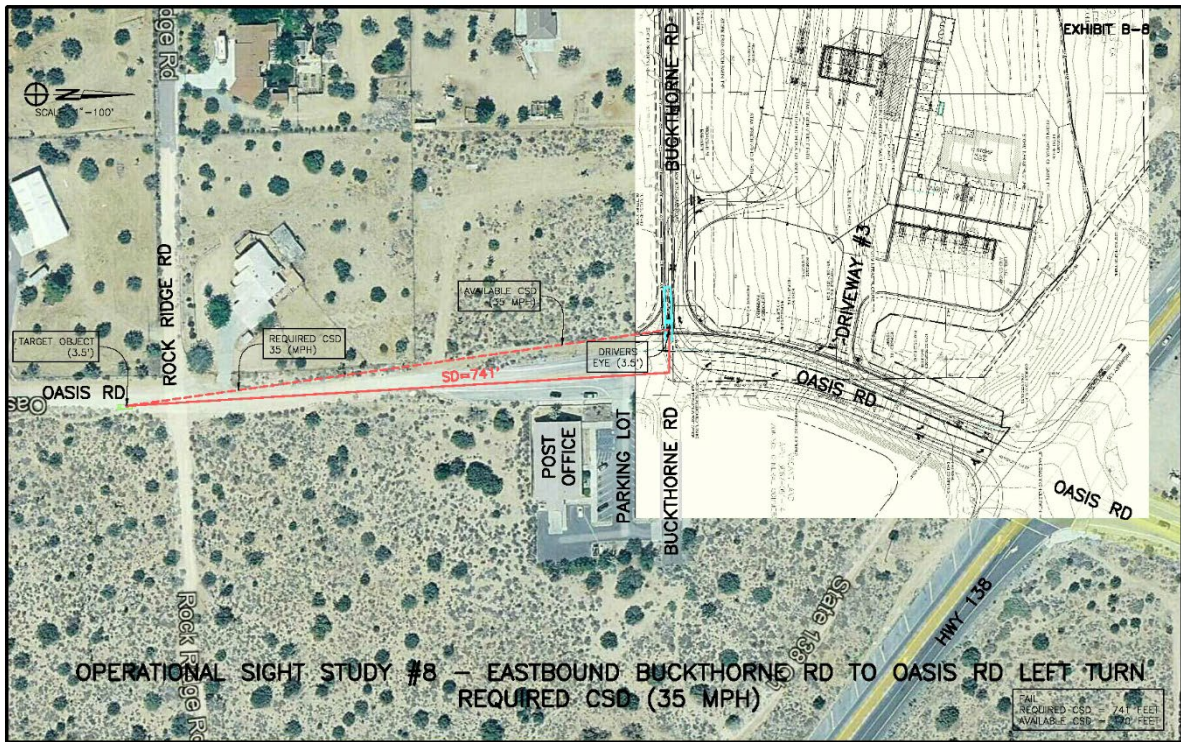


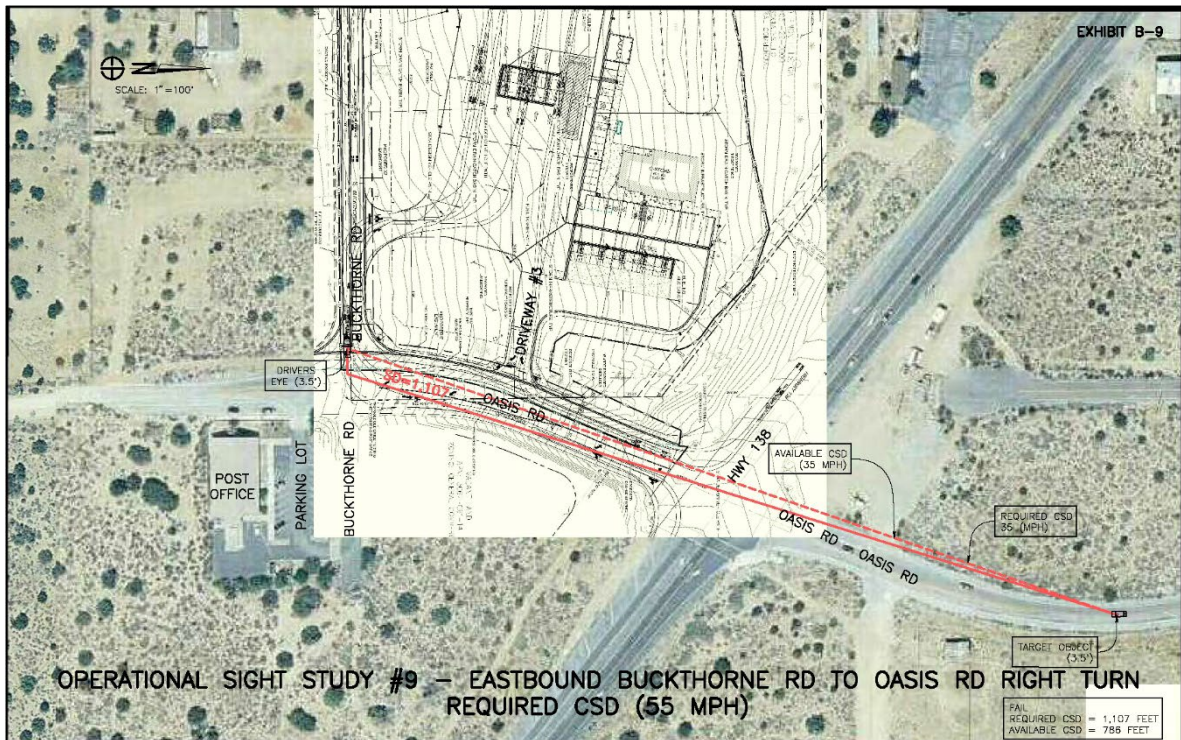


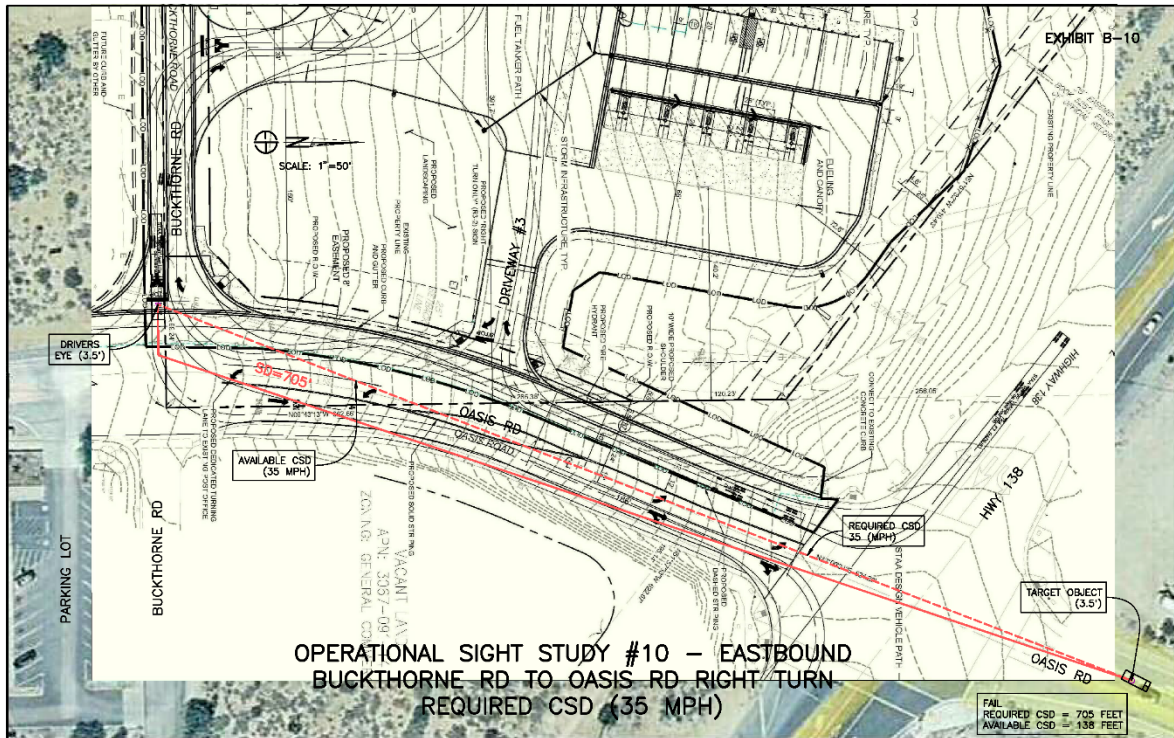












Attachment C — Field Notes, Measurement Sketches, and Sight-Distance Mapping

Attachment C — Introduction

Attachment C contains the field-note sheets, measurement sketches, and sight-distance mapping prepared for each of the eight Critical Sight Distance (CSD) locations evaluated along Oasis Road. These materials document the baseline field conditions, target-placement geometry, driver-eye reference points, and measurement locations used during the July 2026 sight-distance surveys. All maps, diagrams, and handwritten notes have been scanned and converted to TIFF format for inclusion in the administrative record. Each exhibit is presented exactly as recorded or drafted in the field to preserve the accuracy of baseline observations and measurement setup.

The exhibits in this attachment are numbered **C-1 through C-7**, with each exhibit presented as a standalone engineering sheet (TIFF image) on its own page.

C-1 Field Notes – (Survey #1 July 12, 2026)

Source: Field notes were recorded during **Survey #1 on July 12, 2026** along Oasis Road in Pinon Hills, California. Notes document driver-eye point placement at **42 inches**, initial target locations based on roadway measurements, ground reference landmarks, and field conditions observed during the survey. One target location was found to be **non-driveable** during field verification and was adjusted to the nearest feasible point; both the originally measured location and the adjusted field location are documented in the corresponding exhibits. Field notes were scanned, clipped, and converted to TIFF format for inclusion in Attachment C

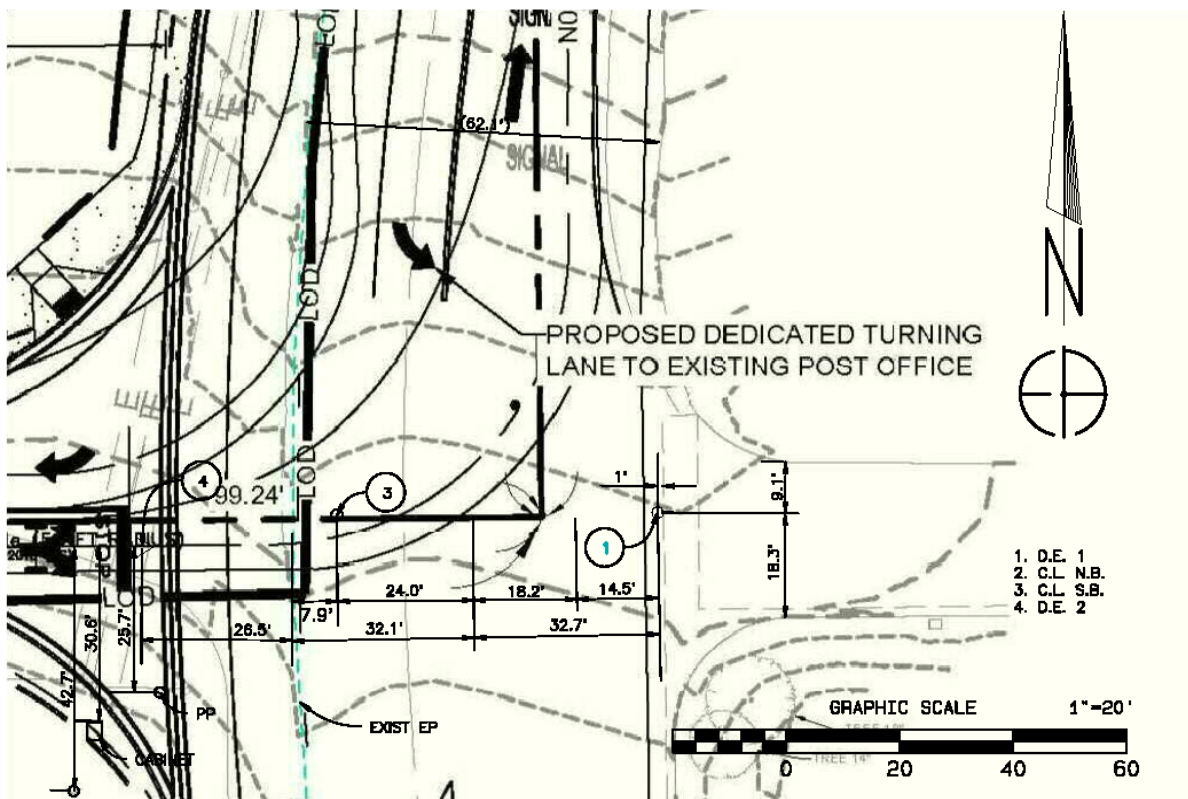
.

✓✓ #7 toward south Oasis #5
 1-3 ~~PO driveway~~ # A-1 314-5A
 ✓✓ Repeat PO Driveway 1 to South A-7
 4-6 in Oasis 314-5A
 ✓✓ Buckthorn #1 to North #4 ex Oasis
 7-8 Oasis A-5 316-5A
 ✓✓ Buckthorn #4 to ~~PO~~ South Oasis A-6 314-5C
 9-11
 Chris's phone - pics of
 Buckthorne #46
 - pics of Buckthorne to east
 (PO exit) Chris phone
 camera → shot of truck parked A-7 314-5A
 in front of PO - from #1 PO driveway TRUCK OBSTRUCTION
 - shot w/ reflect closer to #1 PO driveway
 BACK VIEW OF OASIS RD TO THE SOUTH



C-2 - Survey #1 Location #1 Map/Diagram (Buckthorne Rd. & Oasis Rd.,-July 12, 2026)

Source: This map identifies the driver-eye location, target location, and field-measured dimensions used during Survey #1 at Location #1 (Buckthorne & Oasis) on July 12, 2026. The map is derived from the Maverik construction plan sheet, with only the project's original site-plan linework retained to provide accurate ground references. All CSD and OSD engineering geometry has been removed so that the exhibit reflects only the field-survey elements placed on the plan for use in locating measurement points at the site. The map was clipped from the construction plans and converted to TIFF format for inclusion in the administrative record and is presented exactly as drafted to preserve the accuracy of baseline field conditions.



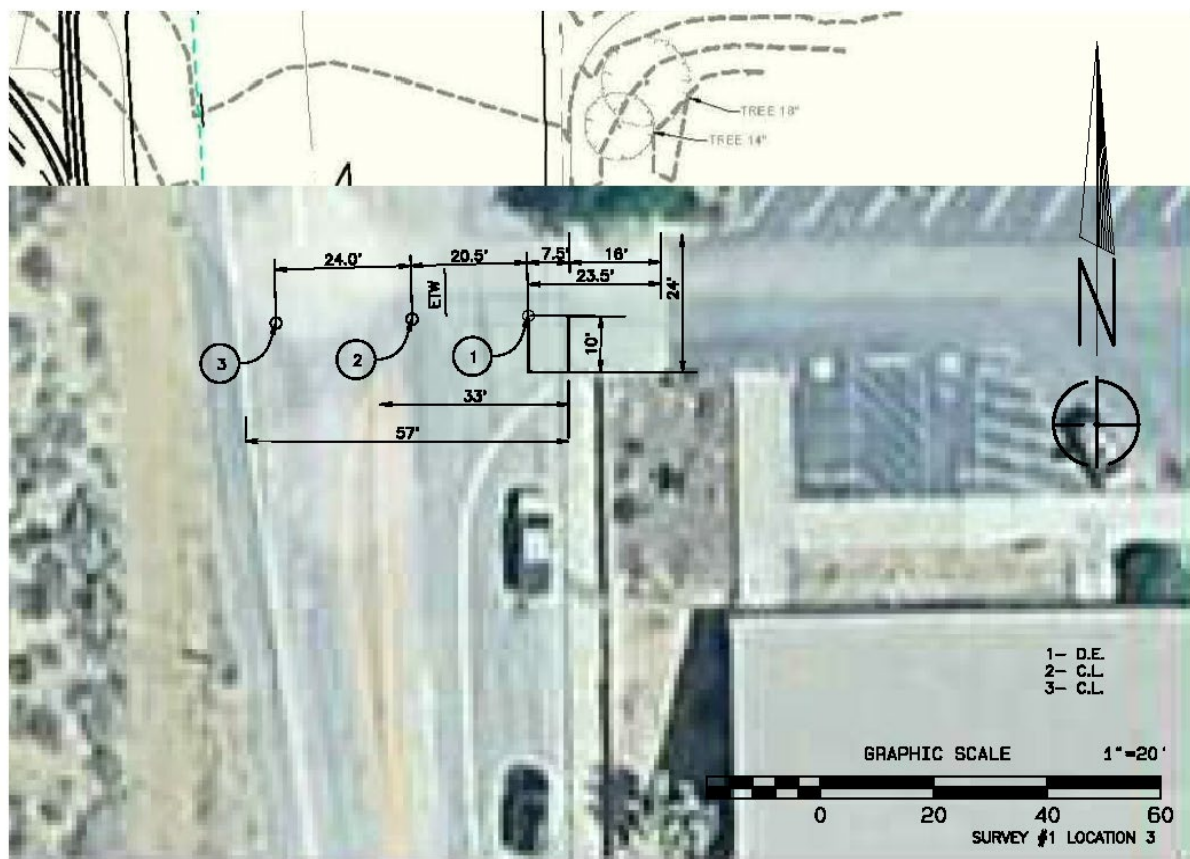
SURVEY #1 LOCATION 1

Source: This map identifies the driver-eye location, target location, and field-measured dimensions used during Survey #1 at Location #2 (Oasis & Highway 138) on July 12, 2026. The map is derived from the Maverik construction plan sheet, with only the project's original site-plan linework retained to provide accurate ground references. All CSD and OSD engineering geometry has been removed so that the exhibit reflects only the field-survey elements placed on the plan for use in locating measurement points at the site. The map was clipped from the construction plans and converted to TIFF format for inclusion in the administrative record, and is presented exactly as drafted to preserve the accuracy of baseline field conditions.



C-4 Survey #1 Location #3 Map/Diagram (Oasis Rd. & P.O. DW — July 12, 2026)

Source: This map identifies the driver-eye location (note 1) and field-measured dimensions used during Survey #1 at Location #3 (Oasis Rd. & Post Office Driveway) on July 12, 2026. The map is derived from the Maverik construction plan sheet, with only the project's original site-plan linework retained to provide accurate ground references. All CSD and OSD engineering geometry has been removed so that the exhibit reflects only the field-survey elements placed on the plan for use in locating measurement points at the site. The map was clipped from the construction plans and converted to TIFF format for inclusion in the administrative record and is presented exactly as drafted to preserve the accuracy of baseline field conditions.



C-5-Survey #1 Location #4 Map/Diagram (Oasis Rd. & P.O. DW — July 12, 2026)

Source: This map identifies the target location (note 5), and field-measured dimensions used during Survey #1 at Location #4 (Oasis Rd. & Rock Ridge Rd.) on July 12, 2026. The map is derived from the Maverik construction plan sheet, with only the project's original site-plan linework retained to provide accurate ground references. All CSD and OSD engineering geometry has been removed so that the exhibit reflects only the field-survey elements placed on the plan for use in locating measurement points at the site. The map was clipped from the construction plans and converted to TIFF format for inclusion in the administrative record and is presented exactly as drafted to preserve the accuracy of baseline field conditions.



C-6-Survey #1 Location #5 Map/Diagram (Oasis Rd. & P.O. DW — July 12, 2026)

Source: This map identifies the driver-eye location (note 5A), and field-measured dimensions used during Survey #1 at Location #5 (Oasis Rd. & Rock Ridge Rd.) on July 12, 2026. The map is derived from the Maverik construction plan sheet, with only the project's original site-plan linework retained to provide accurate ground references. All CSD and OSD engineering geometry has been removed so that the exhibit reflects only the field-survey elements placed on the plan for use in locating measurement points at the site. The map was clipped from the construction plans and converted to TIFF format for inclusion in the administrative record and is presented exactly as drafted to preserve the accuracy of baseline field conditions.



C-7 — Photographic Evidence (Survey #1 — July 12, 2026) Source: These photographs document ground conditions, driver-eye viewpoints, target locations, and field-reference landmarks observed during Survey #1 on July 12, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to TIFF format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions.

Photo C-7-1 — Survey #1 Location #3 — View North towards Highway 138.

Corresponds to Exhibit C-4 (View North).

The Sight Distance Target is a 1' square fluorescent orange target and a 1' square white square for contrast. The top of the 1' the square orange target is 3.5' above the existing ground surface.



Photo C-7-2 — Survey #1 Location #3 — View North towards Highway 138.

Corresponds to Survey #1 field notes for Exhibit C-4 (View North).

Drivers-eye height is set with the middle the of camera lens at 3.5' above existing ground centered over location marking facing south. View facing west towards Post Office



Photo C-7-3 — Survey #1 Location #2 – Target Set at Point #4 Looking Northwest towards Highway 138.

Target is at Point #4 facing south towards Drivers Eye Camera at Point #1. (See C-3 - Survey #1 Location #2 Map/Diagram)



Photo C-7-4 -Survey #1 Location #3 – Vehicle Parked in Front of Post Office

Corresponds to Exhibit C-4 (View South).

Vehicle parked adjacent to curb and sidewalk block the view of oncoming vehicles traveling North on Oasis Road. Photograph shows field conditions at the driver-eye point for Exhibit C-4. Target location is positioned beyond the point of vehicle shown in the corresponding map.



Photo C-7-5 — Survey #1 Location #1 — View South towards Post Office.

Camera and tripod are set with the middle the of camera lens at 3.5' above existing ground.
Camera and tripod set a “Drivers Eye” location for Survey #1, Point #1



Photo C-7-6 — Survey #1 Location #4 – View North on Oasis Rd towards Highway 138
Corresponds to Survey #1 field notes for Exhibit C-5 (View North). Target location is positioned at the point shown in the corresponding map.



Photo C-7-7 — Survey #1 Location #4– View South On Oasis Rd towards Rock Ridge Rd.

Corresponds to Survey #1 field notes for Exhibit C-5 (View South). Target location is positioned at the point shown in the corresponding map.



D-7- Source: Survey #2 Corner Sight Distance (CSD) field measurements were collected on July 19, 2026 using a calibrated driver-eye height of 42 inches and a target height of 42 inches. The camera was positioned at the driver-eye point and aligned along the sight line toward approaching traffic for each Photo D-8 exhibit. All measurements, target placements, and photographic documentation were performed in accordance with Caltrans CSD field procedures and the County's LOS evaluation standards.

Photo D-7-8 -Survey #1 Location #4 – Drivers Eye Camera Looking South on Oasis Road
Corresponds to Exhibit C-5 (View South).

Photograph shows field conditions at the driver-eye point for Exhibit C-5. Target location is positioned beyond the geographical features shown in the corresponding map.



Photo D-7-9 — Survey #1 Location #2 – Drivers Eye Camera Looking North towards Highway 138.

Photograph shows field conditions at the driver-eye point for Exhibit C-3, #4. Target location is positioned beyond the geographical and vegetation features shown in the corresponding map.



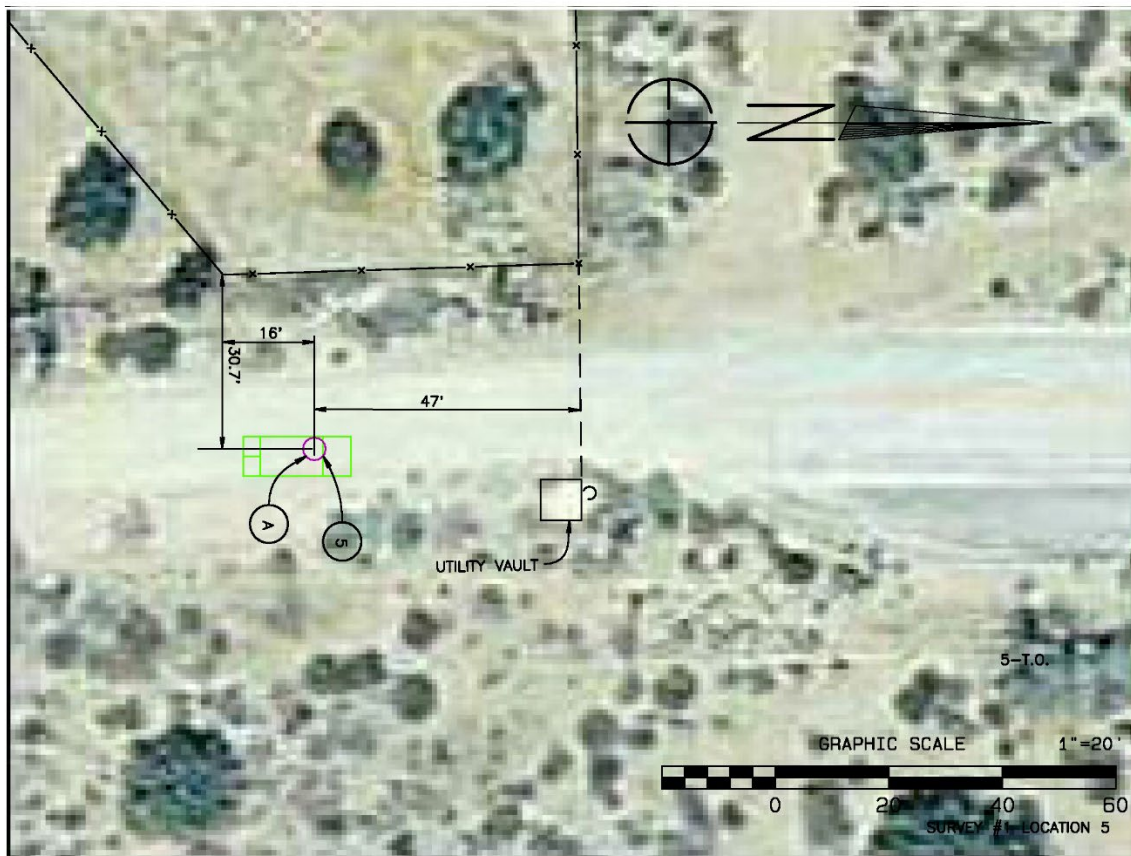
Photo D-7-10 -Survey #1 Location #5 – Drivers Eye Camera Looking South on Oasis Road Corresponds to Exhibit C-6 (View South).

Photograph shows field conditions at the driver-eye point for Exhibit C-6. Target location is positioned beyond the geographical features shown in the corresponding map.



C-8 — Adjusted Target Location (Feasible Point)

This exhibit documents the originally measured target location from **Survey #1 on July 12, 2026**. The point shown reflects the initial geometric placement derived from roadway measurements. Field conditions at this location were found to be **non-driveable**, and the target could not be safely or feasibly placed at the measured point. The original location is included for documentation and traceability within the survey record.



C-9 Adjusted Target Location (Survey #1 — Feasible Field Point)

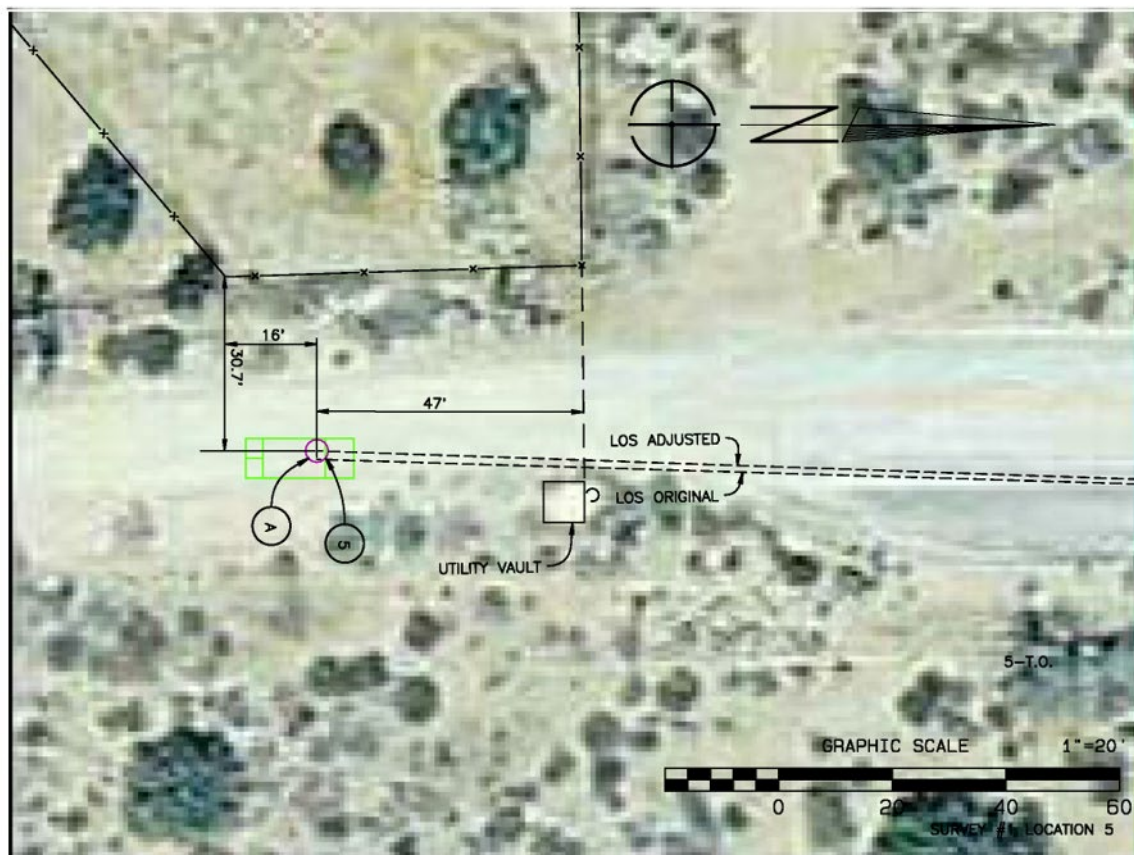
This exhibit documents the adjusted target location used during Survey #1 on July 12, 2026. The target was placed at the nearest feasible point due to non-driveable ground at the originally measured location. The adjusted location reflects actual field conditions and was used for all corresponding photographs and LOS observations. Both the original and adjusted locations are included to maintain transparency and traceability within the survey documentation.



C-10 Sight-Distance Geometry — (Survey #1)

Purpose: This sketch illustrates the line-of-sight relationship between the driver-eye point and the adjusted target location documented in Exhibit C-8. The roadway at this location is narrow, with limited space for two vehicles to pass side-by-side, and drivers commonly stop and wait for opposing traffic. The sketch is provided to clarify the operational placement of the target vehicle and the corresponding sight line used for Survey #1; it does not alter the underlying geometric sight-distance parameters.

Description: *Diagram shows the driver-eye position, adjusted target vehicle position, and the approximate sight line between them. Only the portion of the sight line visible from the driver-eye point is depicted; the full LOS back to the source is not required to be shown on a single sheet.*



C-11 — Summary Table (Survey #1)

This table summarizes the two target-location points documented during Survey #1. The originally measured point (Exhibit C-6) was found to be non-driveable due to the narrow roadway width and limited shoulder area. Drivers commonly stop and wait for opposing vehicles to pass at this location, and the measured point did not provide a safe or realistic placement for the target vehicle. The adjusted point (Exhibit C-8) represents the nearest feasible field location that reflects actual driver behavior and operational conditions. Line-of-sight photographs corresponding to each point are provided in Exhibits C-7 and C-9.

C-12 Field Notes – (Survey #2 July 19, 2026)

Source: These handwritten field notes describe the number, location, and orientation of photographs collected during the survey performed on Oasis Road on July 19, 2026. The notes identify the ground positions and directional references used to place each photograph accurately in the field. The original sheets were scanned and converted to TIFF format for inclusion in the administrative record and are presented exactly as recorded to preserve the accuracy of baseline field observations.

*BUCKHORN 31.11 DE.
RDW-52/182.*

*photo shots

16-20 (shots) looking North on Oasis Rd. at Docks & Rock Ridge

21-23 (shots) on Oasis looking east at utility box mark

23-24 looking S on Oasis at utility box mark

1 shot pic of sight target *

3 shots 25A on Oasis looking south

1 shot 25B on Oasis looking south

2 shots looking South on Oasis from 70 parking lot mark

5 shots looking S on Oasis from PO lot mark

2 shots looking S on Oasis from 70 parking lot mark

2 shots 45.5B from Buckhorn mark (Point) looking S on Oasis

2 shots 45.5C from Buckhorn mark looking S on Oasis

3 shots 65.5A from Buckhorn mark looking S on Oasis

7/21 12:15 PM FRESHOT 75.5B on Oasis from PO. & Vantage

2 shots from PO, DN

4 shots at TARGET CUE UP

7/19 9:00 AM ARRIVE PO

9:15 AM MARK OASIS & 130 NW

MEASURE 5A & 5B MARK

9:45 AM MARK OASIS & 130 SW

MEASURE & MARK PE SC

10:05 PM MARK OASIS & ROCK RIDGE

7/21 10:30 AM ARRIVE O.F.U.

SHOT FROM PE, DN 3.5' EYE HEIGHT

② CONTINUED TOWARD RECHARGE TARGET

4 SHOT TARGET PLACEMENT N3, E2W

② ADJUSTED

① EASTWARD

① WESTWARD

2 shots 85.5C from PO parking lot mark (looking N on Oasis) A-B, C-9

2 shots 25.5B from PO parking lot mark (looking N on Oasis) A-2

2 shots 35.5A from Buckhorn (Point) mark (looking N on Oasis)

3 shots 55.4A from Buckhorn (Point) mark

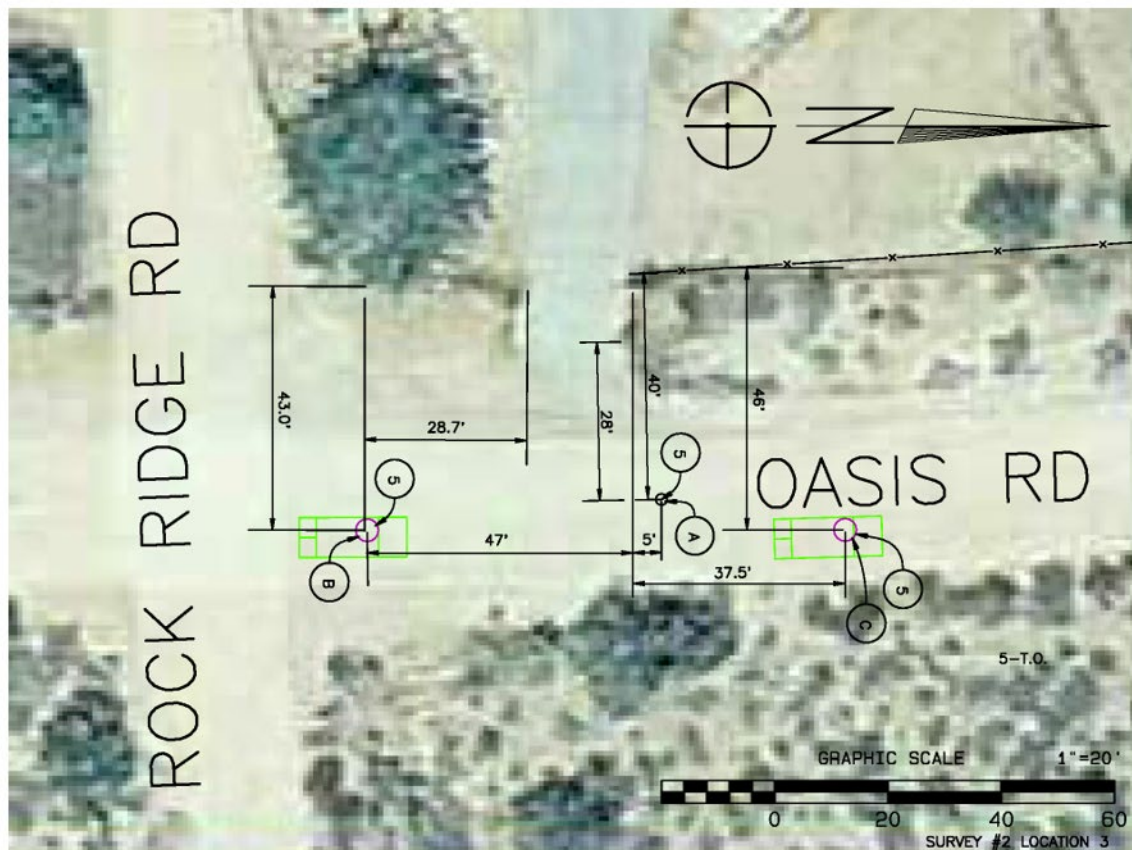
* NOTE: TARGET LOCATION ADJUSTED TO THE NEAREST FEASIBLE POINT DUE TO NON-DRIVABLE GROUND AT ORIGINALLY MEASURED LOCATION

Source: These photographs document ground conditions, driver-eye viewpoints, target locations (note #5), and field-reference landmarks observed during Survey #2, Location #2 on July 19, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to TIF format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions.



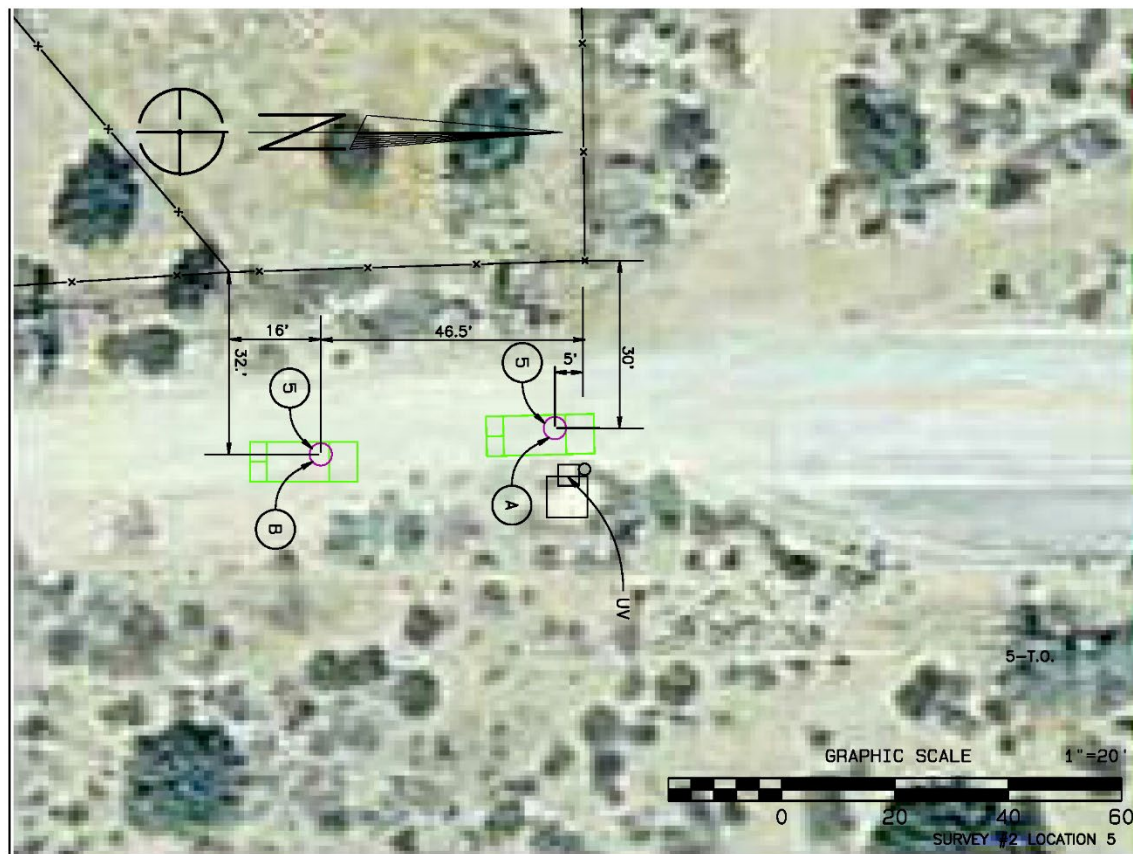
C-14 - Survey #2 Location #3 Map/Diagram (Oasis & Hwy 138 — July 19, 2026)

Source: These photographs document ground conditions, driver-eye viewpoints, target locations, and field-reference landmarks observed during Survey #2, Location #3 on July 19, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to TIF format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions. *Target 5C adjusted to field feasible position.



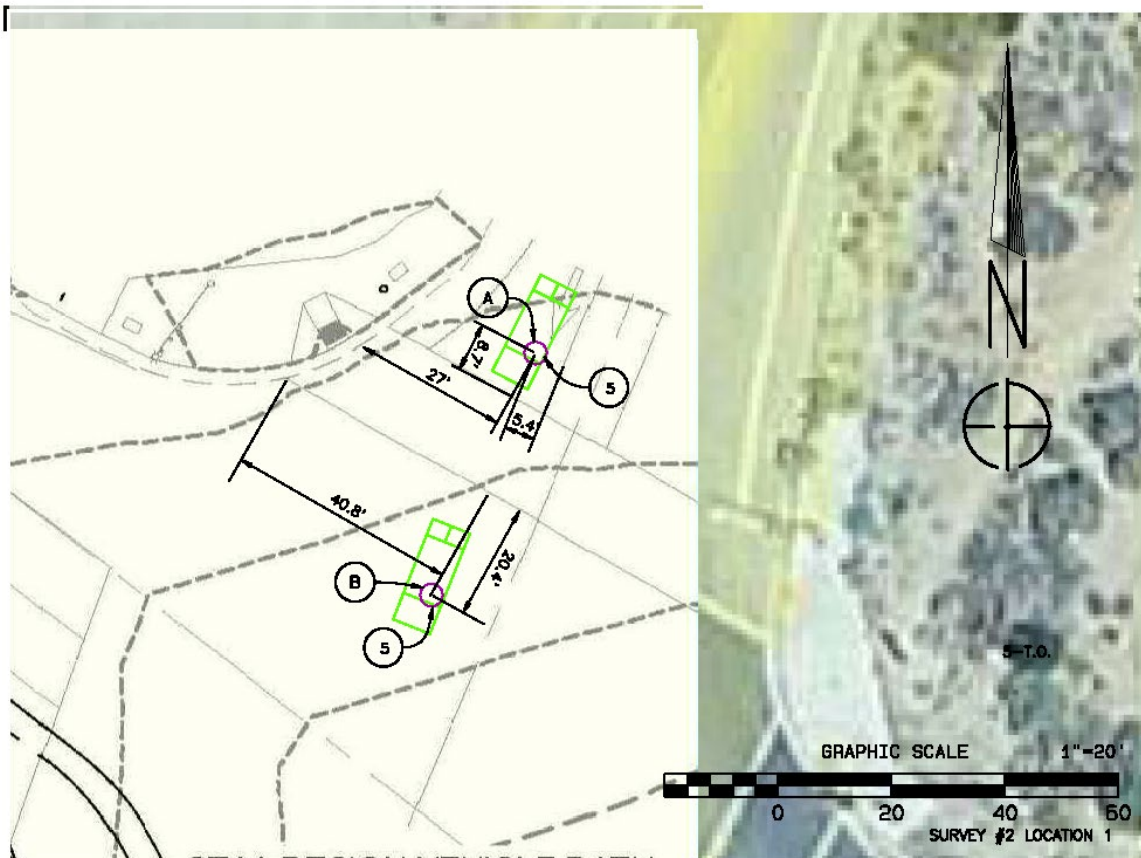
C-15- Survey #2 Location #5 Map/Diagram (Oasis & Hwy 138 — July 19, 2026)

Source: These photographs document ground conditions, driver-eye viewpoints, target locations, and field-reference landmarks observed during Survey #2, Location #5A on July 19, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to TIF format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions.



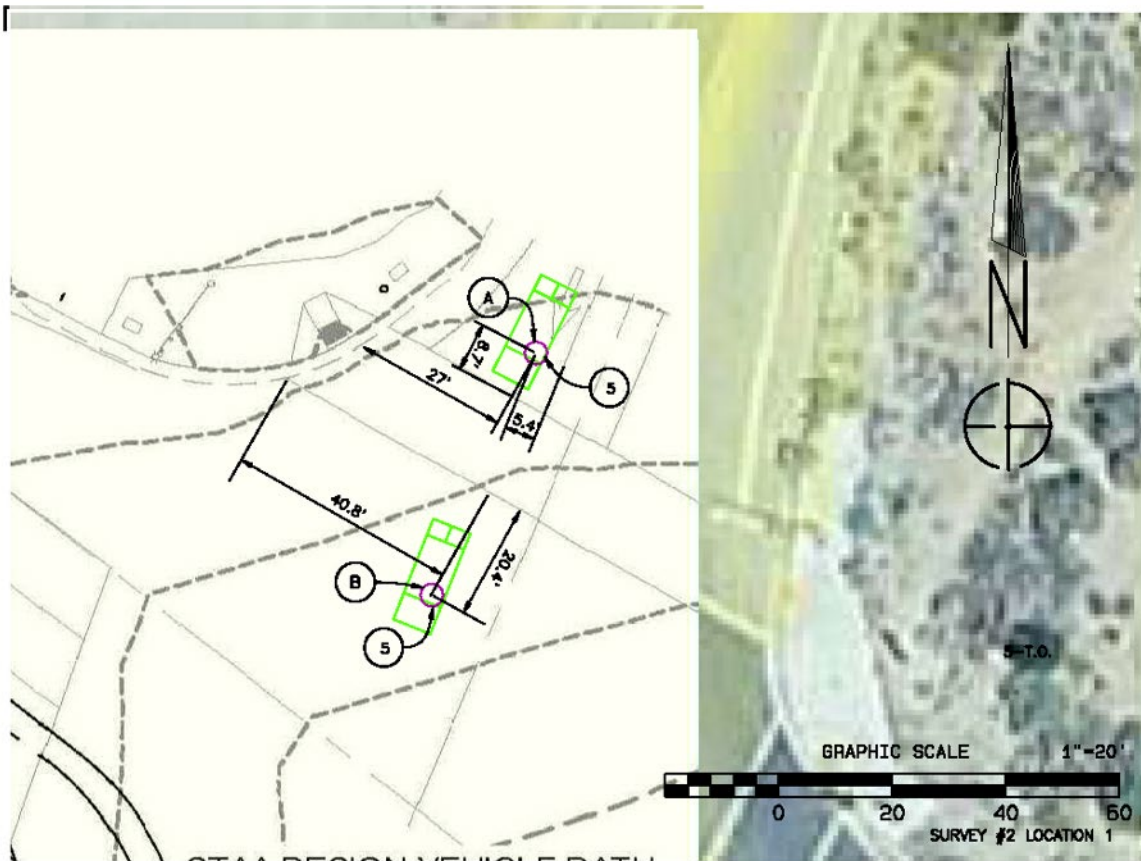
C-16- Survey #2 Location #1 Map/Diagram (Oasis & Hwy 138 — July 19, 2026)

Source: These photographs document ground conditions, driver-eye viewpoints, target locations, and field-reference landmarks observed during Survey #2, Location #5A on July 19, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to TIF format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions.



C-17- Survey #2 Location #1 Map/Diagram (Oasis & Hwy 138 — July 19, 2026)

Source: These photographs document ground conditions, driver-eye viewpoints, target locations, and field-reference landmarks observed during Survey #2, Location #5B on July 19, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to TIF format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions.



C-18 — *Source: These photographs document ground conditions, driver-eye viewpoints, target locations, and field-reference landmarks observed during Survey #2 on July 19, 2026. Each image is labeled with its corresponding survey location and direction of view to preserve the context of field observations. The original photographs were converted to JPEG format for inclusion in the administrative record and are presented exactly as captured in the field to maintain the accuracy of baseline conditions.*

Photo C-18-1 — Survey #1 Location #3 — View West towards Post Office. Corresponds to Exhibit C-4 (View East).

Camera and tripod are set with the middle the of camera lens at 3.5' above existing ground.



Photo C-18-2 — Survey #2 Location #2 — View South towards Highway 138

Corresponds to Survey #2 field notes for Exhibit C-13 (View South).

Photograph shows field conditions at the driver-eye point for Exhibit C-13, 5A. The 42-inch target is visible along the sight line and corresponds to the target location shown in the accompanying map. This photo documents the portion of the sight corridor where the driver-eye position can acquire the target without obstruction.



Photo C-18-3 — Survey #1 Location #4– View North On Oasis Rd towards Highway 138

Corresponds to Survey #1 field notes for Exhibit C-5 (View North). Target location is positioned at the point shown in the corresponding map.



Photo C-18-4 — Survey #1 Location #3 — View South towards Rock Ridge Rd.

Corresponds to Exhibit C-4 (View South).

The Sight Distance Target is a 1' square fluorescent orange target and a 1' square white square for contrast. The top of the 1' the square orange target measures 3.5' above the existing ground surface.



D-18- Source: Survey #2 Corner Sight Distance (CSD) field measurements were collected on July 19, 2026 using a calibrated driver-eye height of 42 inches and a target height of 42 inches. The camera was positioned at the driver-eye point and aligned along the sight line toward approaching traffic for each Photo D-8 exhibit. All measurements, target placements, and photographic documentation were performed in accordance with Caltrans CSD field procedures and the County's LOS evaluation standards.

Photo D-18-1 — Survey #2 Location #5 — View South towards Rock Ridge Road

Corresponds to Survey #2 field notes for Exhibit C-15 (View South).

Photograph shows field conditions at the driver-eye point for Exhibit C-15, 5A. The 42-inch target is visible along the sight line and corresponds to the target location shown in the accompanying map. This photo documents the portion of the sight corridor where the driver-eye position can acquire the target without obstruction.



Photo D-18-2 — Survey #1 Location #5 — View South towards Rock Ridge Road

Photograph shows field conditions at the driver-eye point for Exhibit C-15, 5B. The 42-inch target is only faintly visible and can be detected **only if the viewer already knows its exact location**. Vegetation, roadside features, and vertical grade changes partially obscure the target, resulting in a marginal sight line that does not provide reliable driver recognition under normal operating conditions.



Photo D-18-3 — Survey #2 Location #3 — View South towards Rock Ridge Rd.

Photograph shows field conditions at the driver-eye point for Exhibit C-14, 5C. Target location is positioned behind the embankment, utility vault and native brush shown in the corresponding map.



Photo D-18-4-Survey #2 Location #1-View North towards Highway 138

Corresponds to Survey #2 field notes for Exhibit C-13 (View North). Photograph shows field conditions at the driver-eye for Exhibit C-13, #5C. Target location is positioned at the point shown in the corresponding map.



Photo D-18-5-Survey #2 Location #1-View North towards Highway 138

Corresponds to Survey #2 field notes for Exhibit C-16 (View North).

Photograph shows field conditions as the driver-eye for Exhibit C-16, #5C. Target location is positioned at the point shown in the corresponding map.



Photo D-18-6-Survey #1 Location #1-View North towards Highway 138

Corresponds to Survey #2 field notes for Exhibit C-9 (View South).

Photograph shows field conditions as the driver-eye for Exhibit C-9. Target location is positioned at the point shown in the corresponding map.



C-19 Survey #2 Field notes

7/19

9:00 AM ARRIVE PO

9:15 AM MARK OASIS & 135 NW
MEASURE 5A & 5B MARK

9:45 AM MARK OASIS & 135 SW
MEASURE & MARK P & SC

10:05 AM MARK OASIS & ROCK RIDGE

photo shots

16-20 (4 shots) looking North on Oasis
at Oasis & Rock Ridge mark

21-23 (3 pics) on Oasis looking east at
utility box mark

23-44 looking S. on Oasis (at utility
box mark)

1 shot - pic of sight target ^{Buckthorne} ^{mark}

3 shots ~~655A~~ on Oasis looking South ^{mark}

1 shot - error

2 shots - looking S. on Oasis from PO
parking lot mark

5 shots - looking S. on Oasis from PO lot mark
355B

2 shots - looking S. on Oasis
car parked in front of PO on Oasis
from PO lot mark

2 shots 455B from ~~PO~~ Buckthorne mark
(PO exit) looking S. on Oasis

2 shots 455C from Buckthorne mark
looking S. on Oasis

3 shots 655A from Buckthorne ^{mark} looking
S. on Oasis

2 shots - 855C from PO parking lot mark
(looking N on Oasis)

2 shots - 255B from PO parking lot mark
(looking N on Oasis)

2 shots - 355A from Buckthorne (PO exit)
mark looking N on Oasis

3 shots - 555? from Buckthorne (PO exit)
mark

8.3.1 Corner Sight Distance (CSD) Exhibits

The CSD exhibits include:

- measured corner sight-distance values at the project driveway location,
- identification of first-point-of-obstruction along both roadway directions,
- driver eye-height placement at the standard 3.5 feet,
- roadway approach geometry mapping,
- pass/fail determination blocks based solely on **available sight-distance**.

These exhibits show how far a driver positioned at the project driveway location can see along the existing roadway under current physical conditions. The measurements demonstrate that visibility is constrained by vegetation, terrain, and roadway curvature.

8.3.2 Operational Sight Distance (OSD) Exhibits

The OSD exhibits include:

- measured operational sight-distance along the roadway,
- identification of obstructions that limit driver visibility,
- documentation of rural operating conditions,
- pass/fail determination blocks based on available sight-distance.

These exhibits show the **real-world visibility available to drivers traveling along the roadway toward the project driveway location under existing roadway conditions**. They demonstrate how vegetation, terrain, curvature, and other physical features reduce the distance a driver can see when approaching the location where vehicles would enter or exit the proposed driveway.

8.3.3 Obstruction Identification and Mapping

This subsection includes:

- photographic documentation of obstructions affecting sight-distance,
- mapped obstruction locations on the CSD and OSD exhibits,
- classification of obstruction types (vegetation, slope, vertical curvature, roadside features),

- measurement of distance from the driveway location to each first-point-of-obstruction.

These materials confirm that multiple obstructions lie within the driver's viewing envelope and directly reduce available sight-distance along the existing roadway.

8.3.4 Approach Geometry and Driver Eye-Height Placement

This subsection includes:

- diagrams showing the roadway approach alignment toward the project driveway location,
- driver eye-height placement at 3.5 feet on all exhibits,
- representation of vehicle path and driver perspective,
- notes on rural operating speeds and driver expectations.

These materials demonstrate how the physical geometry of the roadway—horizontal curvature, vertical curvature, and roadside features—affects what drivers can actually see when approaching or departing the project driveway location.

8.3.5 Pass/Fail Determination Blocks

This subsection includes:

- comparison of **available sight-distance** to reasonable rural operating needs,
- pass/fail determination blocks for each measured direction,
- clear visual indication of constrained visibility conditions.

These blocks provide a standardized, easily interpretable method for evaluating whether available sight-distance at the project driveway location is adequate for safe vehicle operation under existing roadway conditions.

8.4 Attachment B — Field Notes and Photographic Documentation

Attachment B contains the Appellant's **photographic evidence** and **on-site field notes** created during sight-distance evaluations at the project driveway location. These materials provide direct, contemporaneous documentation of roadway conditions, obstructions, and measurement points used in the CSD and OSD exhibits.

The materials included in Attachment B consist of:

- **Photographic obstruction documentation**
- **Photographs of measurement alignment**
- **Photographs of driver eye-height placement**
- **Rough field notes** describing measurement distances and obstructions
- **On-site sketches** illustrating approach geometry and sight lines

These materials demonstrate:

- the physical roadway conditions present at the time of measurement,
- the location and nature of obstructions affecting sight-distance,
- how measurement points were established,
- how driver perspective was verified,
- how approach geometry influences available visibility.

The photographic evidence serves as **primary visual documentation**, while the rough notes provide **supporting context** for how measurements were taken.

8.4.1 Photographic Evidence

This subsection includes:

- photos showing vegetation, terrain, and curvature obstructions,
- photos taken from driver eye-height at the driveway location,
- photos documenting measurement start/end points,
- photos showing roadway alignment toward the driveway location.

These photographs visually confirm the constrained sight-distance conditions documented in Attachment A.

8.4.2 Rough Field Notes and Measurement Logs

This subsection includes:

- handwritten notes documenting measured distances,
- notes describing obstruction type and location,
- notes on roadway alignment and driver perspective,
- notes on rural operating speeds observed during measurement.

These notes provide context for the photographic evidence and confirm how measurements were obtained.

8.4.3 On-Site Sketches and Diagrams

This subsection includes:

- simple sketches showing roadway alignment,
- obstruction locations,
- driver eye-height placement,
- approach geometry.

These sketches supplement the photographic evidence and help illustrate the physical conditions influencing sight-distance.

8.4.4 Future Field Documentation (Optional)

The Appellant may supplement Attachment B with additional:

- photographs,
- measurement notes,
- obstruction verification,
- approach geometry documentation,

collected during subsequent field visits. These additions will further strengthen the evidentiary record but are **not required** for CEQA baseline establishment.

8.5 Attachment C — Photographic Evidence of Sight-Distance Conditions

Attachment C contains the Appellant's **photographic documentation** of roadway conditions, obstructions, and driver-perspective visibility at the project driveway location. These photographs serve as **primary visual evidence** supporting the sight-distance findings presented in Attachment A.

The photographic evidence included in Attachment C consists of:

- **Driver-perspective photographs** taken at the project driveway location
- **Obstruction photographs** documenting vegetation, terrain, and curvature
- **Roadway alignment photographs** showing approach geometry
- **Measurement point photographs** confirming start/end locations
- **Supplemental context photographs** illustrating surrounding roadway conditions

These photographs visually confirm the constrained sight-distance conditions measured in the CSD and OSD exhibits and provide the Board with clear, real-world evidence of the physical factors limiting visibility.

8.5.1 Driver-Perspective Photographs

This subsection includes photographs taken from **driver eye-height (3.5 ft)** at the project driveway location. These images show:

- the actual visibility available to a driver attempting to enter the roadway,
- the location and nature of obstructions within the viewing envelope,
- the roadway alignment and curvature affecting sight-distance.

These photographs directly support the measured CSD values.

8.5.2 Obstruction Photographs

This subsection includes photographs documenting:

- vegetation blocking sight-distance,
- terrain and slope features reducing visibility,
- vertical/horizontal curvature limiting driver view,
- roadside features contributing to obstruction.

These images provide visual confirmation of the obstructions mapped in Attachment A.

8.5.3 Roadway Alignment and Approach Geometry Photographs

This subsection includes photographs showing:

- the roadway alignment approaching the driveway location,
- horizontal curvature affecting driver visibility,
- vertical curvature influencing sight-distance,
- shoulder and roadside conditions relevant to driver perspective.

These photographs illustrate the physical geometry that constrains sight-distance.

8.5.4 Measurement Point Photographs

This subsection includes photographs documenting:

- measurement start points,
- measurement end points,

- tape-measure alignment,
- driver eye-height placement.

These images confirm how sight-distance measurements were taken and provide transparency for the administrative record.

8.5.5 Supplemental Context Photographs

This subsection includes any additional photographs taken during field visits that:

- show broader roadway context,
- illustrate traffic behavior,
- document lighting or visibility conditions,
- provide general environmental context.

These photographs strengthen the evidentiary record but are not required for CEQA baseline establishment.

8.5.6 Future Photographic Documentation (Optional)

The Appellant may supplement Attachment C with additional photographs collected during subsequent field visits, including:

- updated obstruction photos,
- additional driver-perspective images,
- nighttime visibility photos,
- refined measurement documentation.

These additions will further support the CEQA record but are **not required** for the appeal packet to be complete.

8.6 Attachment D — Appellant Declaration of Accuracy

Attachment D contains the Appellant's formal declaration affirming that all **measurements, photographs, field notes, and sight-distance exhibits** included in Attachments A through C were collected, prepared, and verified by the Appellant using consistent, good-faith methods under actual roadway conditions at the project driveway location.

This declaration ensures that the Board of Supervisors may rely on the submitted materials as **substantial evidence** within the meaning of CEQA.

8.6.1 Declaration Statement

I, **William C. Hale**, hereby declare:

- that all sight-distance measurements (CSD and OSD) included in this appeal packet were personally collected by me in the field;
- that all photographic evidence included in Attachments B and C was taken by me at the project driveway location and along the adjacent roadway;
- that all field notes, sketches, and measurement logs included in Attachment B represent contemporaneous documentation of the conditions observed during measurement;
- that all exhibits in Attachment A accurately reflect the physical roadway conditions, obstructions, and visibility limitations present at the time of measurement;
- that all materials were prepared using consistent, repeatable methods appropriate for establishing CEQA baseline visibility conditions;
- that all information provided is true and correct to the best of my knowledge.

This declaration is submitted to ensure the Board of Supervisors may rely on the attached materials as accurate representations of existing roadway conditions relevant to sight-distance safety at the project driveway location.

8.6.2 Signature Block

William C. Hale

Appellant, PROJ-2024-00030 Pinon Hills, California

Date: _____7/23/2026_____

Signature: William C. Hale

8.7 Completeness of Attachment Set

The materials included in Attachments A through D collectively provide the Board of Supervisors with a complete, transparent, and field-verified evidentiary record of sight-distance conditions at the project driveway location. These attachments document:

- **actual roadway visibility** under existing physical conditions,
- **obstructions** affecting driver sight-distance,
- **approach geometry** influencing driver perspective,

- **photographic confirmation** of constrained visibility,
- **field notes** supporting measurement accuracy,
- **Appellant verification** of all submitted materials.

Together, these attachments form the substantial evidence supporting the CEQA deficiencies identified in Tabs 2 through 7.

8.8 Attachment E — STAA Driveway & Intersection Turning Exhibits

Attachment E contains the Appellant’s **HDM-compliant STAA WB-67 turning evaluations** for the project’s driveway and the critical intersection of **southbound Oasis Road and eastbound Buckthorne Road**. These movements represent the minimum operational geometry required for legal STAA truck access under Caltrans HDM Topic 404.

This attachment is also supported by the **Caltrans District 8 Local Development Review (LDR)** determination issued to San Bernardino County Traffic Division, which confirms:

- Oasis Road is **not** an STAA route
- Buckthorne Road is **not** an STAA route
- There is no **Terminal Access**
- There is no **KPRA designation**
- No applications for STAA designation are pending
- STAA trucks **cannot legally reach the project site**

Because LDR is the **official Caltrans authority** for STAA access determinations, the turning exhibits in Attachment E provide the Board with the **physical evidence** demonstrating that the project geometry is **also infeasible**, even if STAA access were legal (which it is not).

All exhibits are combined into a single multipage PDF titled **“Attachment E — STAA Driveway & Intersection Turning Exhibits.”**

8.8.1 Scope of Movements Evaluated

Attachment E includes only the movements necessary to evaluate legal and physical STAA access:

Driveway Entry Movements

- **WB-67 Eastbound Buckthorne → Driveway Entry**

- WB-67 **Westbound Buckthorne → Driveway Entry**

Driveway Exit Movements

- WB-67 **Driveway Exit → Eastbound Buckthorne**
- WB-67 **Driveway Exit → Westbound Buckthorne**

Critical Intersection Movement

- WB-67 **Southbound Oasis Road → Eastbound Buckthorne Road**

This intersection movement is essential because it represents the primary approach path to the driveway and exhibits severe geometric deficiencies.

8.8.2 Methodology Used for STAA Turning Evaluations

The Appellant conducted a full STAA WB-67 turning evaluation using Caltrans HDM Topic 404 design-vehicle standards. The evaluation was performed in two phases consistent with HDM 404.4(1)(b), with a critical distinction between driveway movements and intersection movements.

A. Application of the HDM-Required 67-Foot Design Radius (Driveways and Intersection)

The initial evaluation applied the **67-foot design turning radius** required for STAA WB-67 trucks operating on public roadways, driveways, and intersections.

Under these conditions, **none** of the project's driveway or intersection movements passed. All movements resulted in:

- curb-strike
- lane encroachment
- insufficient return radius
- insufficient driveway throat width
- off-tracking conflicts with opposing traffic

These failures demonstrate that the project geometry is **not capable** of supporting legal STAA access under HDM design-radius requirements.

B. Application of the HDM Minimum Turning Radius (56.16 Feet) — Driveways Only

HDM 404.4(1)(b) allows the use of the **minimum turning radius (56.16 ft)** *only when the vehicle is required to stop before initiating the turn*. This condition applies to **driveway entry and exit movements**, where the WB-67 can legally begin the turn from a stopped position.

Even under these **minimum-radius, stopped-vehicle conditions**, the STAA WB-67 **still could not complete the driveway movements safely**, resulting in:

- curb-strike
- encroachment into opposing lanes
- off-tracking into the shoulder
- insufficient driveway throat width
- insufficient return radii

These failures demonstrate that the driveway geometry is **incapable of supporting STAA access even under the most permissive HDM conditions**.

C. Why the 56.16' Minimum Radius Was Not Applied at the Intersection

The minimum turning radius **cannot** be applied at the intersection of **southbound Oasis Road → eastbound Buckthorne Road**, because:

- The WB-67 **cannot begin the turn from the stop bar**
- The vehicle must **pull forward** before initiating the turn
- Once forward, the trailer **tracks inside the southbound left-turn pocket**
- This violates HDM lane-encroachment restrictions
- Therefore, the minimum radius is **not HDM-compliant** for this movement

As a result, the intersection was evaluated **only with the required 67' design radius**, and it **failed** under that condition.

This confirms that the intersection geometry **cannot be made to work** using any HDM-compliant assumptions.

8.8.3 Role of Caltrans LDR in STAA Access Determination

Caltrans District 8 LDR is the **official authority** responsible for determining:

- STAA route eligibility
- Terminal Access
- KPRA status
- legal truck access
- whether a project requires Caltrans review

LDR's written determination confirms that no **legal STAA access exists** to the project site. Attachment E demonstrates that **no physical STAA access exists either**, even under the most permissive HDM conditions.

Together, these findings show that the project's truck-fueling component is **both legally and physically infeasible**.

8.8.4 Exhibit List (Driveway + Intersection PDF)

The multipage PDF contains the following exhibits:

- **Exhibit E-1-DRIVEWAY LEGEND** – Driveway map
- **Exhibit E-2-DW#1 ENT RT NBT**- #1 Driveway entrance right
- **Exhibit E-3-DW#1 OUT LT EBT** - #1 Driveway exit left
- **Exhibit E-4-DW#1 OUT RT WBT**- #1 Driveway exit right
- **Exhibit E-5-DW#2 ENT RT NBT** - #2 Driveway entrance right
- **Exhibit E-6-DW#2 OUT LT EBT** - #2 Driveway exit left
- **Exhibit E-7-DW#2 OUT RT WBT** - #2 Driveway exit right
- **Exhibit E-8-DW#2 OUT RT WBT**- #2 Driveway exit right
- **Exhibit E-9-DW#3 OUT RT SBT-1** - #3 Driveway exit right
- **Exhibit E-10-DW#3 OUT RT SBT-2** - #3 Driveway exit right
- **Exhibit E-11-INT-EB-LT-OASIS-NB** – Intersection of Buckthorne & Oasis left turn

8.8.5 Conclusion

Attachment E provides the Board of Supervisors with the **complete driveway and critical intersection STAA turning evidence**, supported by the **Caltrans LDR determination**

confirming that STAA trucks cannot legally reach the site. These exhibits demonstrate that the approved driveway and intersection geometry **cannot legally or safely accommodate STAA WB-67 trucks**, as required by Caltrans HDM 404.4(1)(b), and therefore support the Appellant's request for Board action.

TAB 9 — SIGNATURE AND CERTIFICATION

Tab 9 provides the Appellant's formal certification that the information contained in Tabs 1 through 8, including all attachments and exhibits, is true and correct to the best of the Appellant's knowledge. This certification ensures that the Board of Supervisors may rely on the submitted materials as part of the administrative record for PROJ-2024-00030.

9.1 Appellant Certification Statement

I, **William C. Hale**, hereby certify:

- that I am the Appellant in the matter of PROJ-2024-00030;
- that I personally prepared or verified the materials contained in Tabs 1 through 8;
- that all sight-distance measurements, photographs, field notes, and exhibits were collected and prepared in good faith under actual roadway conditions;
- that all statements made in this appeal packet are true and correct to the best of my knowledge;
- that all attachments and exhibits submitted with this appeal are accurate representations of the conditions observed at the project driveway location;
- that this appeal packet is submitted for inclusion in the administrative record for consideration by the Board of Supervisors.

This certification is made pursuant to County appeal procedures and CEQA requirements for administrative record completeness.

9.2 Signature Block

William C. Hale Appellant, PROJ-2024-00030 Pinon Hills, California

Date: 7/23/2026

Signature: William C Hale

9.3 Submission Instructions (Clerk of the Board)

Upon completion of Tabs 1 through 9, the Appellant shall submit:

- one electronic copy (PDF) of the complete appeal packet, and
- one hard-copy packet (if required by Clerk procedures),

to the **Clerk of the Board of Supervisors** for docketing and distribution.

This ensures the appeal is properly scheduled, indexed, and included in the official administrative record.