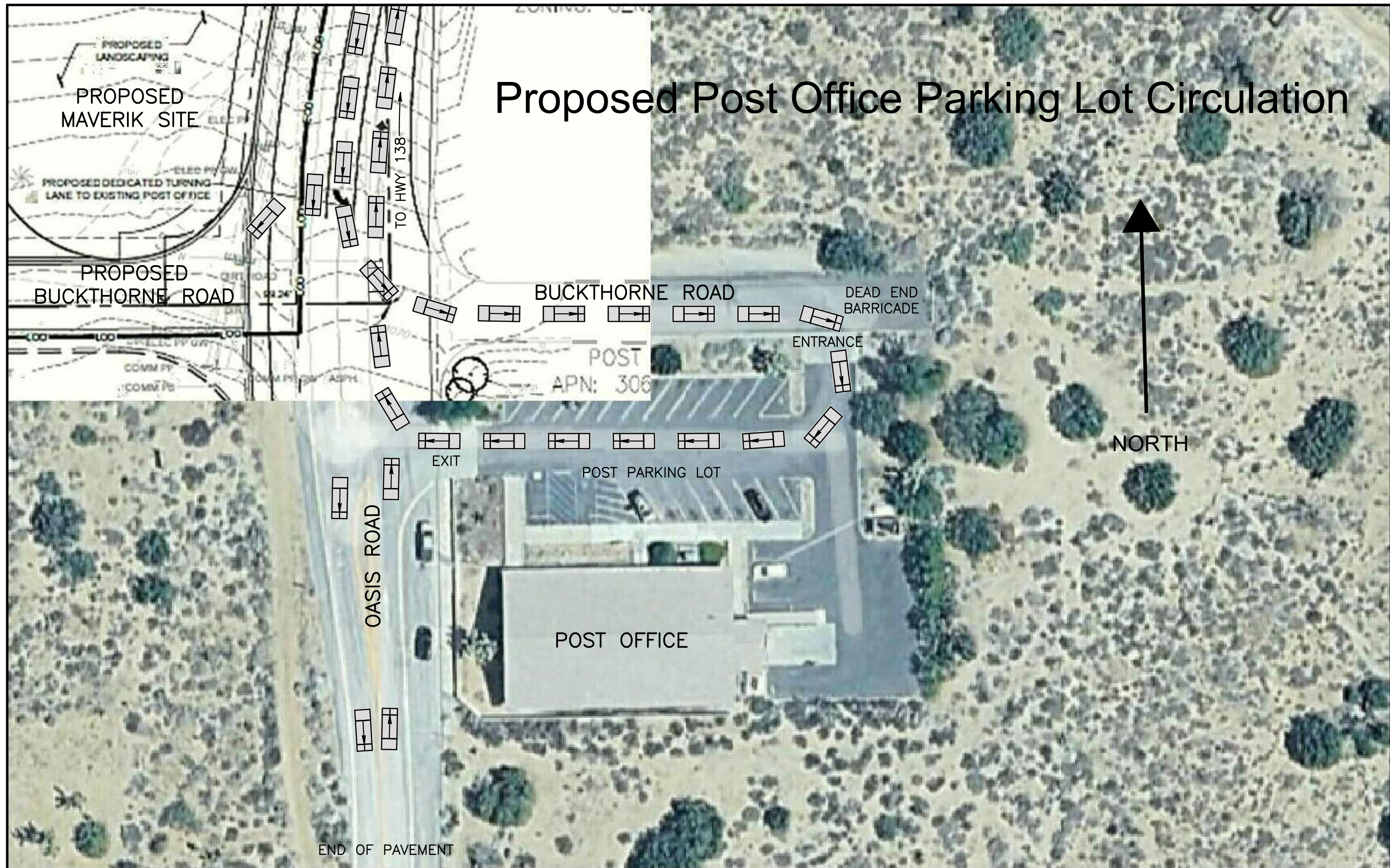


Proposed Post Office Parking Lot Circulation



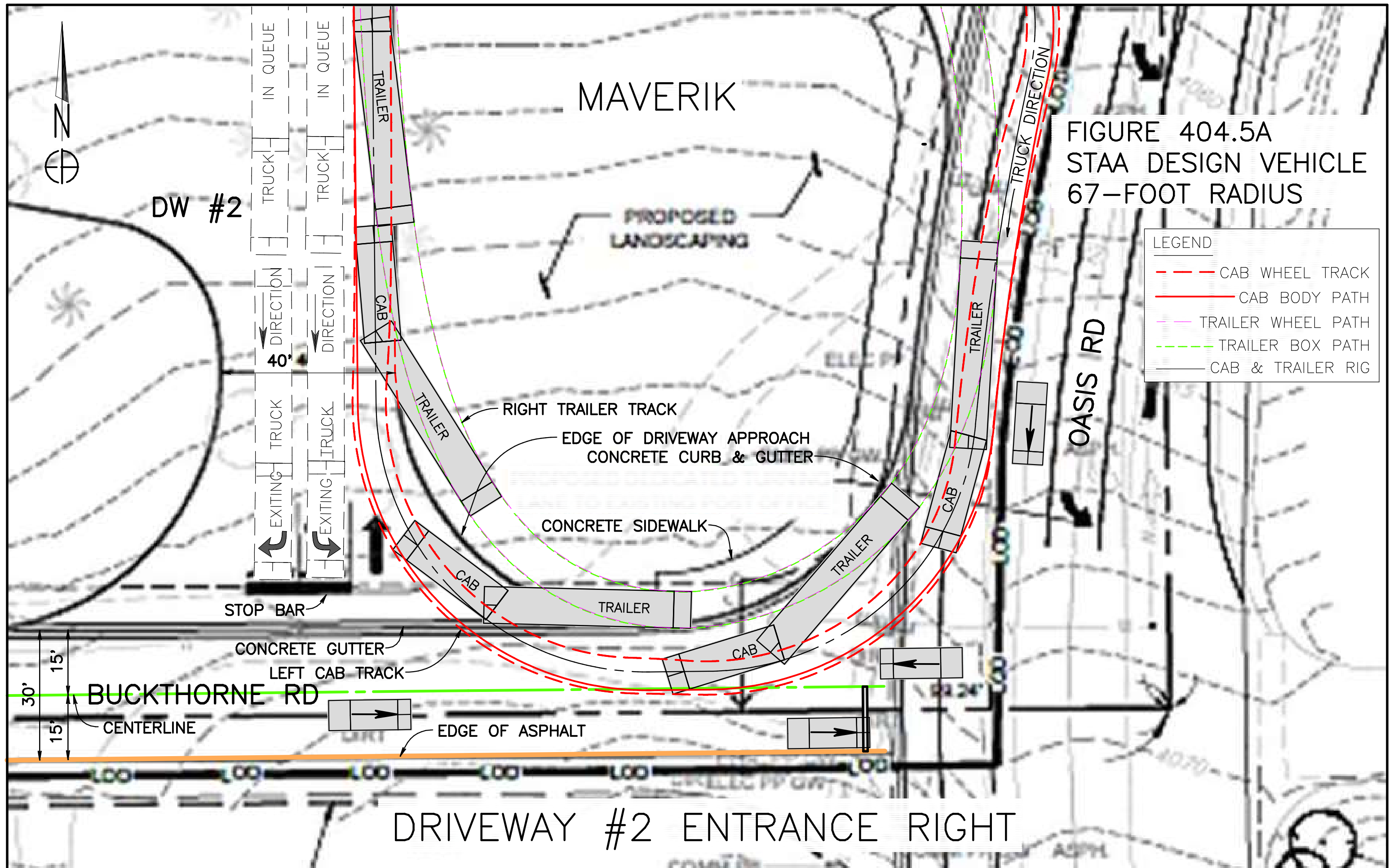


FIGURE 404.5A
STAA DESIGN VEHICLE
67-FOOT RADIUS

- LEGEND
- - - CAB WHEEL TRACK
 - CAB BODY PATH
 - - - TRAILER WHEEL PATH
 - - - TRAILER BOX PATH
 - CAB & TRAILER RIG

MAVERIK

DW #2

OASIS RD

BUCKTHORNE RD

DRIVEWAY #2 ENTRANCE RIGHT

STOP BAR

CONCRETE GUTTER

LEFT CAB TRACK

EDGE OF ASPHALT

CONCRETE SIDEWALK

EDGE OF DRIVEWAY APPROACH
CONCRETE CURB & GUTTER

RIGHT TRAILER TRACK

PROPOSED
LANDSCAPING

ELECTRICAL

TRUCK DIRECTION

TRUCK IN QUEUE

TRUCK IN QUEUE

DIRECTION

DIRECTION

EXITING TRUCK

EXITING TRUCK

TRUCK

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Traffic and School Safety

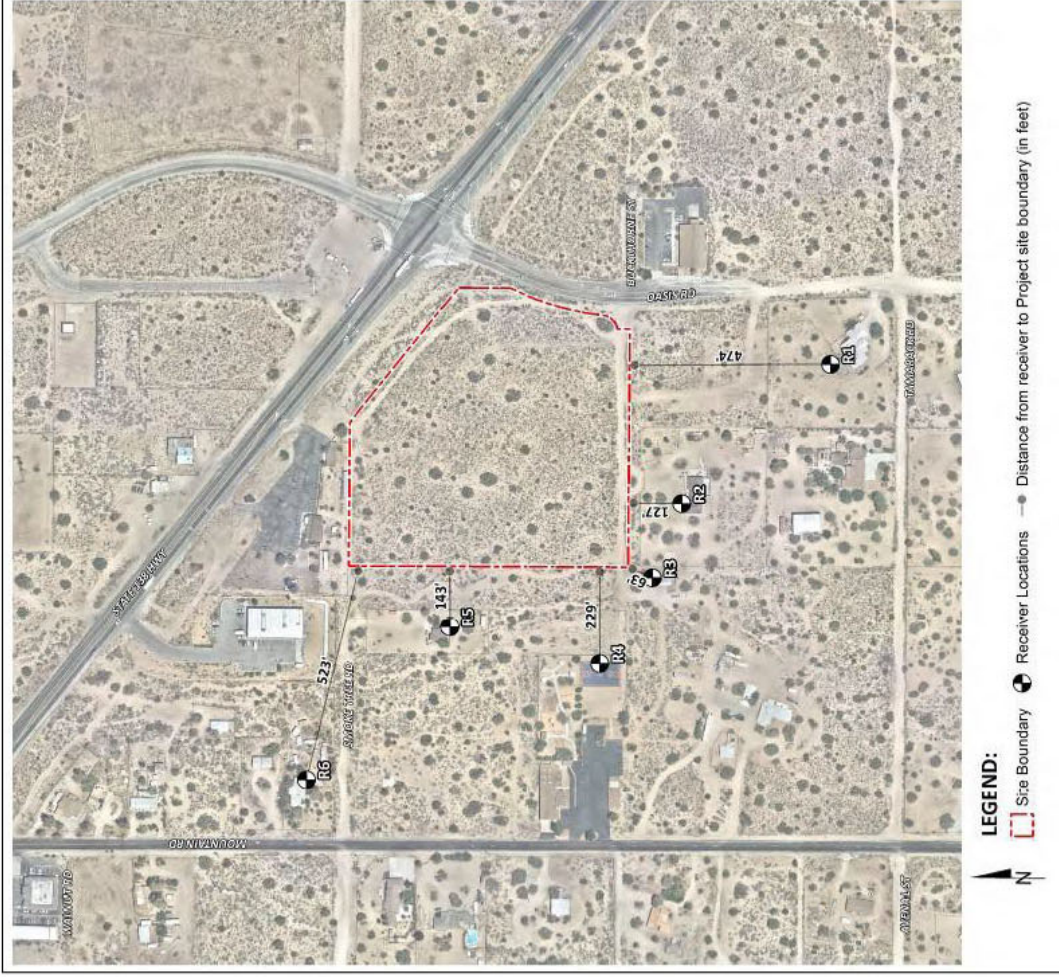


Traffic & Pedestrians on Oasis Road



Student Pick-up Line on Oasis Road

Figure 8: Sensitive Receiver Locations



As shown in the Noise Analysis, the construction noise levels are expected to range from 48.8 to 63.5 dBA Leq, and the highest construction levels are expected to range from 56.0 to 63.5 dBA Leq at the nearest receiver. To evaluate whether the Project will generate potentially significant short-term noise levels at the nearest receiver locations (R1 through R6), a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts at residential locations. As shown in table 13-1 below, construction noise will be below the 80 dBA Leq threshold and there will be less than significant impacts due to project construction noise at all receiver locations.

Table 13-1: Construction Noise Level Compliance

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

Operational-Related:

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

Table 13-2: Daytime Project Operational Noise Levels

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

Table 13-3: Nighttime Project Operational Noise Levels

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

Less Than Significant Impact

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

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

Less Than Significant Impact

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

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

¹² San Bernardino Countywide Plan Draft EIR. Noise, Pg. 5.12-4.

¹³ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 'Airport Safety Zones.'



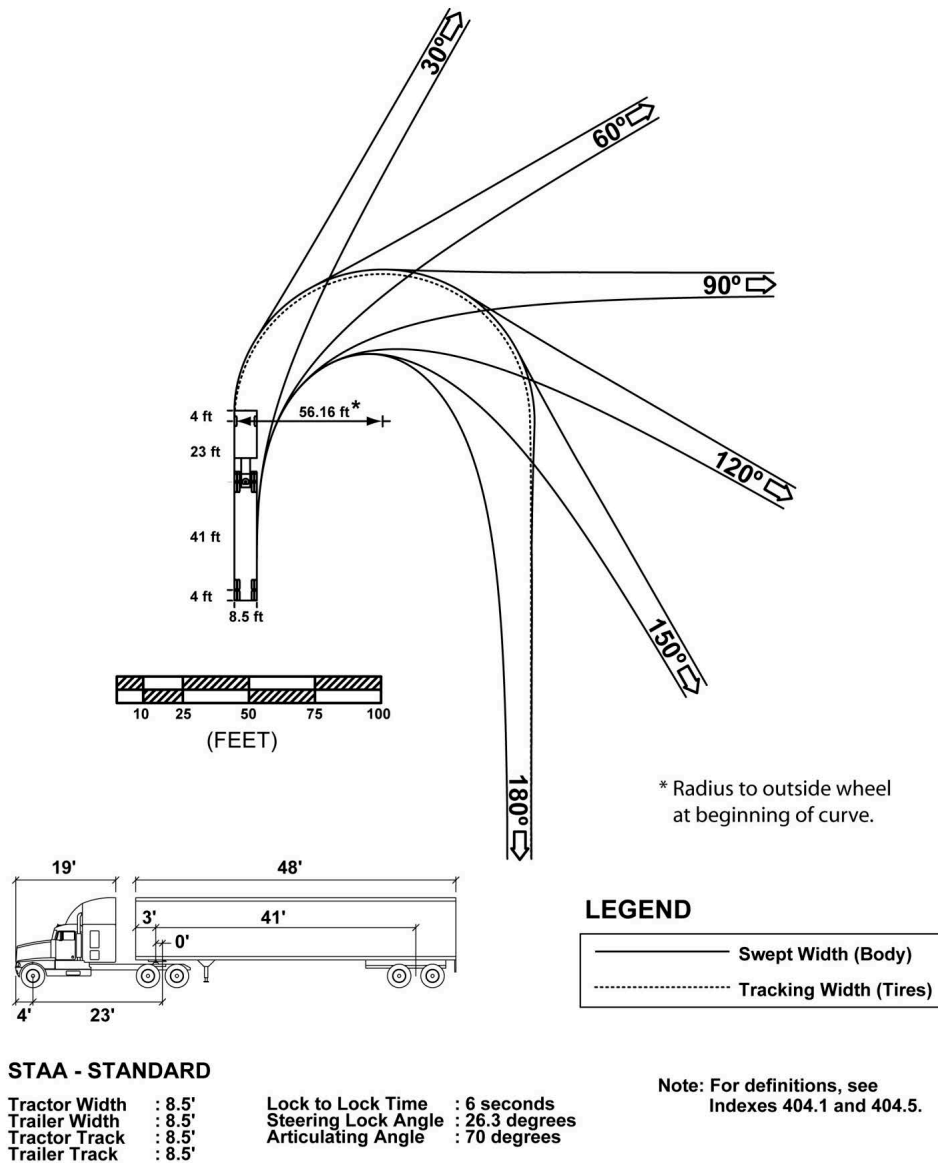
Maverik Lighted Gas Price Sign



Buckthorne Road West – No Outlet

Figure 404.5A

STAA Design Vehicle 56-Foot Radius

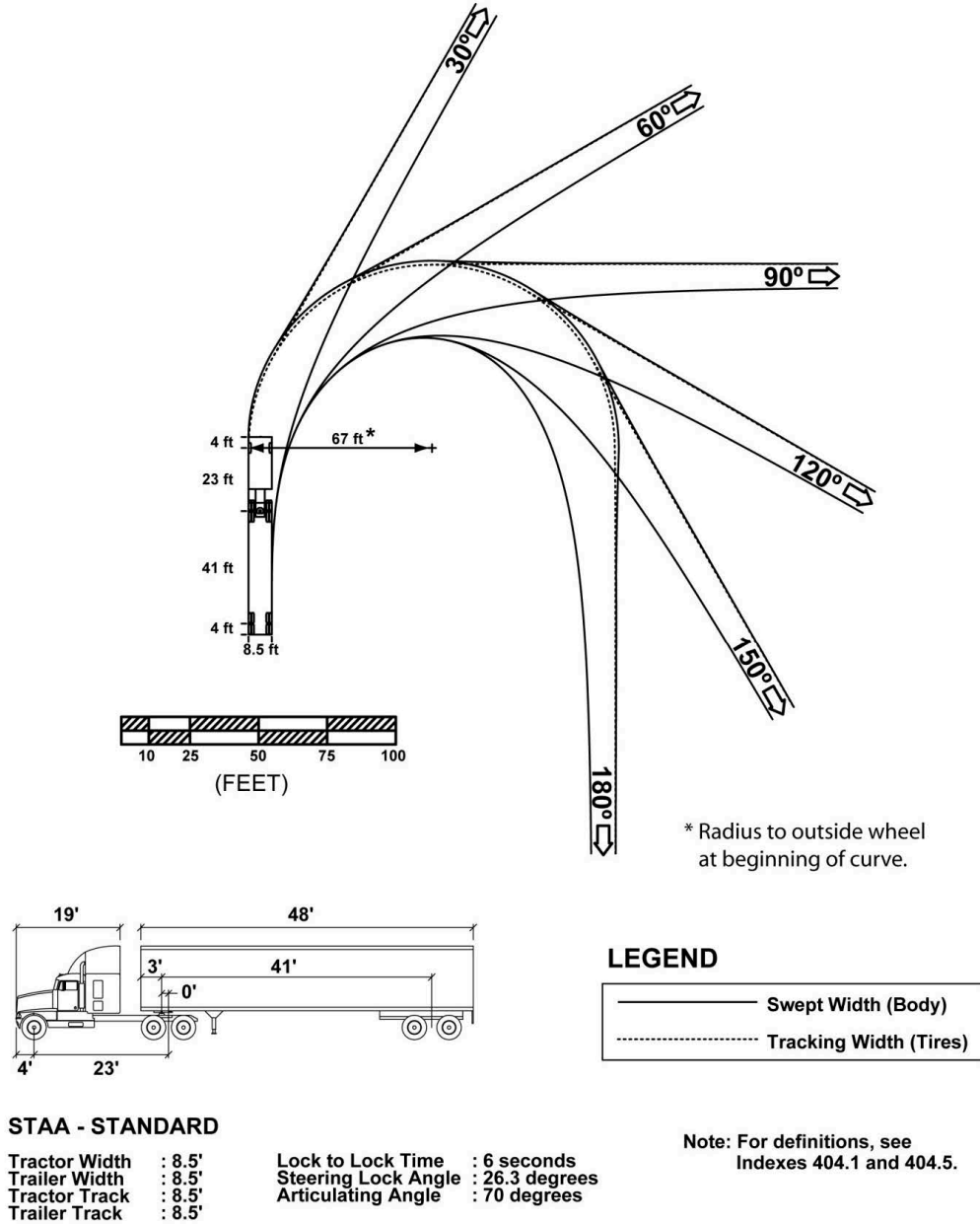


56.16' Truck Turning Template

July 1, 2020

Figure 404.5B

STAA Design Vehicle 67-Foot Radius



67' Truck Turning Template