



Crossing guard, school buses & students

EXHIBIT 43

Crossing Guard & Students



Parents students & Xing gaurd

EXHIBIT 44

Parents Line Up on Oasis Road



Parents line up on Oasis school is out

EXHIBIT 45

Evacuation



Evacuation

EXHIBIT 46

Night Sound Data

Nighttime Baseline Noise Comparison

Table Location #

R-3

Night	Date	Average dBA	Lowest dBA	Highest dBA
Night 1 THURSDAY	3/19	54.6		89.2
Night 2 TUESDAY	3/24	44.3		71.4
Night 3 MONDAY	4/6 3/29	40.0		63.9

Notes (conditions, unusual events)

3/19 DOGS BARKING
8:15-8:30

3/24

6:15-8:00

3/29 DOGS BARKING
COULD NOT HEAR
REPAIRING CURBS
REPAIRING CURBS
4/6 DOGS BARKING
FOR
DOGS GET REPAIR LEFT
DOGS INSIDE (R-2)

HT=2'

6:60 AIR COMP.
4 mph BREEZE
4/6 8:45-8:58
6:0 AIRLINE JET
2 mph BREEZE
DOG BARKING IN DISTANCE
LOW JET AIRLINE

EXHIBIT 47

Day Sound Data

EXHIBIT A

Seven Conflicting Site Plans

EXHIBIT A

Item 1. Initial Study Plan

Item 2. Fire Site Plan

Item 3. Approved Plan

Item 4. Landscaping Plan

Item 5. Appeal Hearing Plan

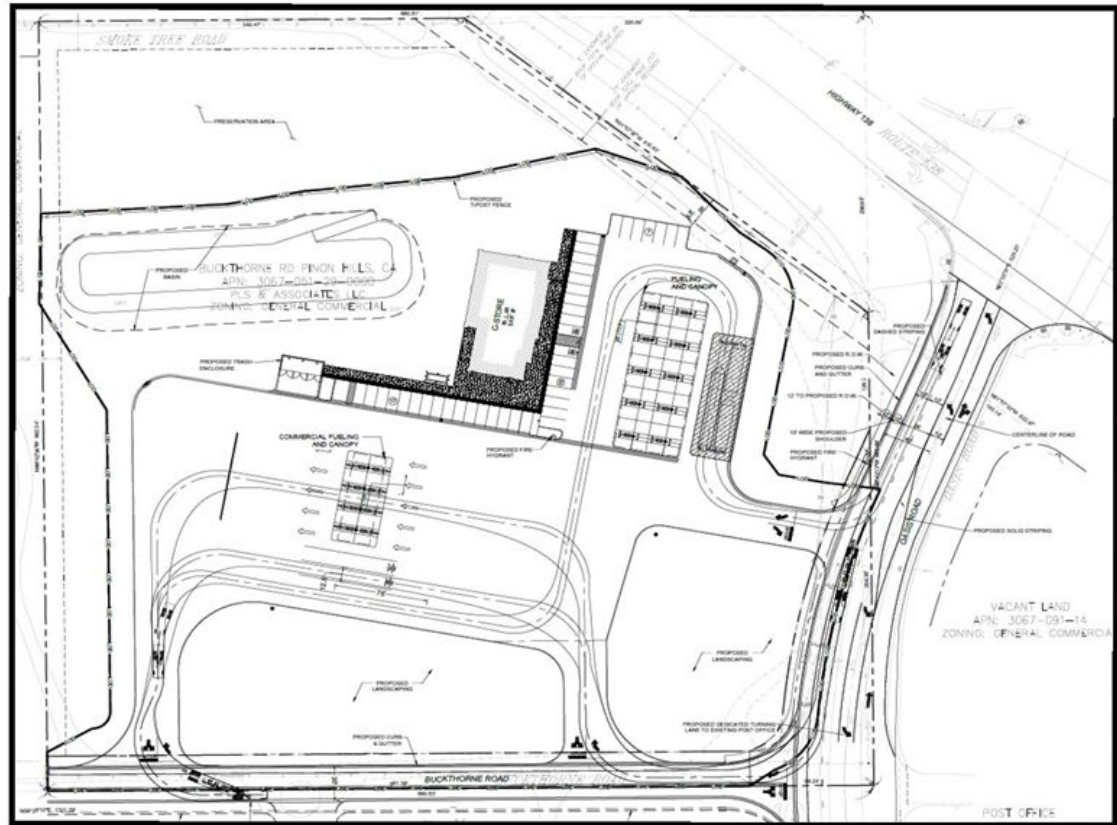
Item 6. Traffic Division Plan

Item 7. TJW Engineering VMT Screening Memo Site Map “A”

Item 8. TJW Engineering VMT Screening Memo Site Map “B”

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

Figure 6: Proposed Site Plan

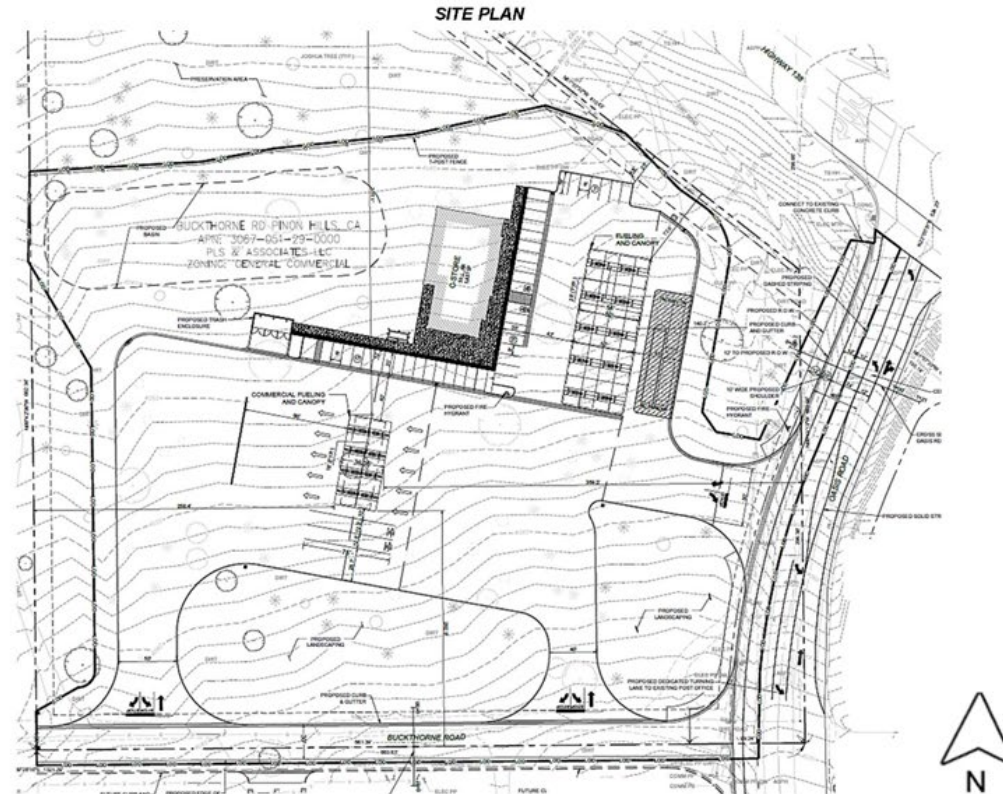


Used in the CEQA Initial Study. Narrow driveways and smaller radii. Not the plan ultimately approved.

1. Initial Study Plan (April 15, 2025)

3. Approved Plan (December 11, 2025)

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

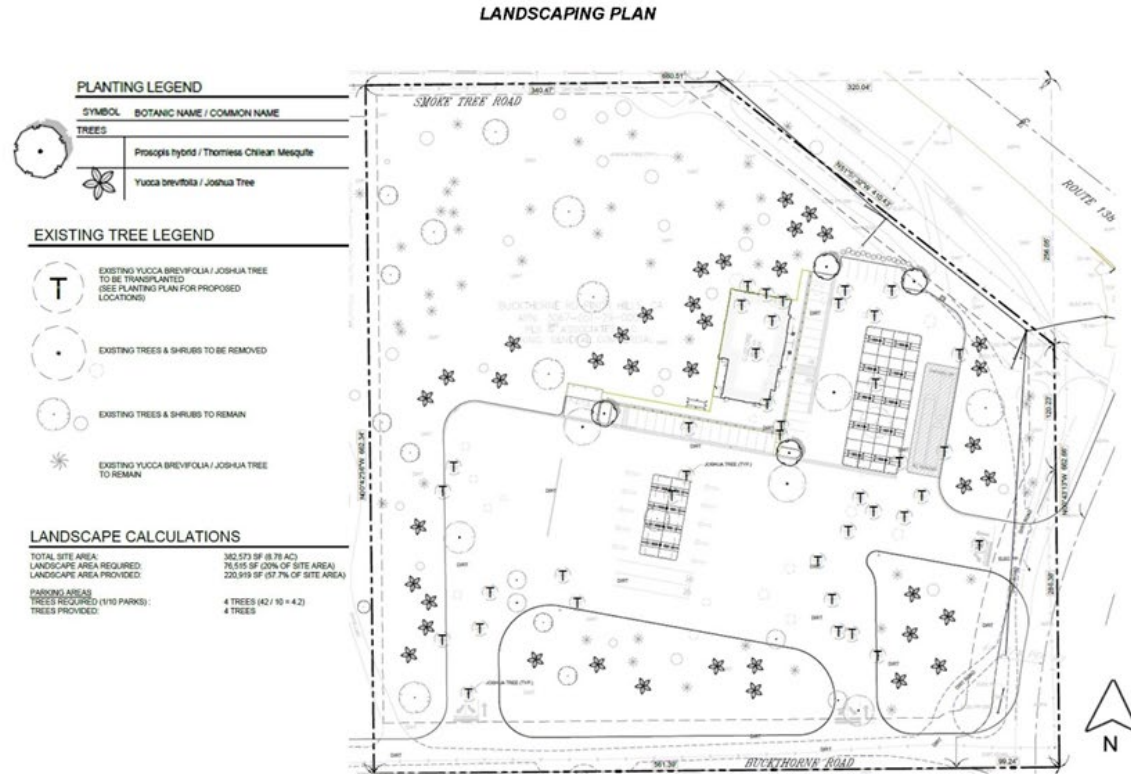


Site Plan

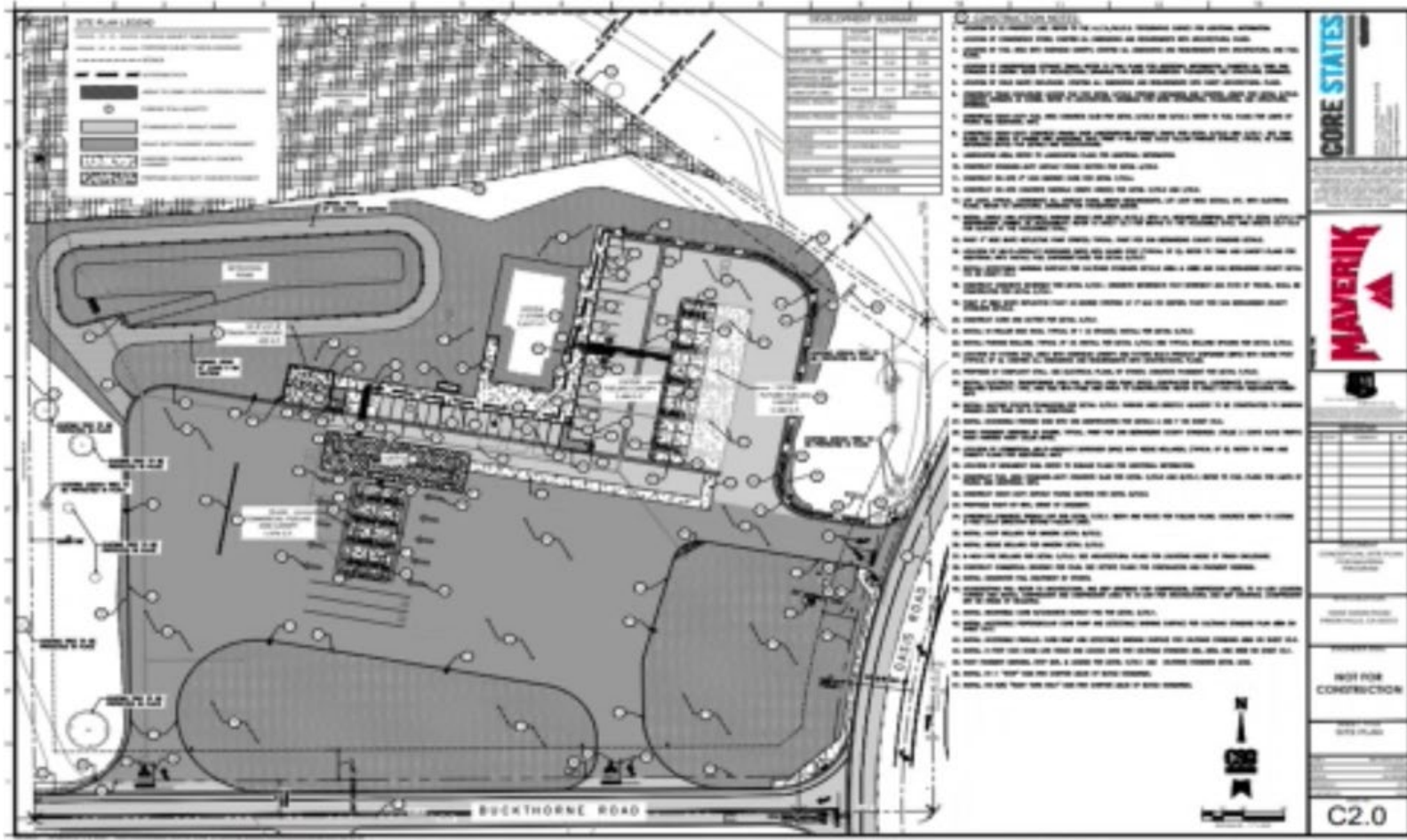
The only legally approved plan. Matches the Staff Report geometry. Not used in the Initial Study or Traffic Division review

4. Landscaping Plan

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



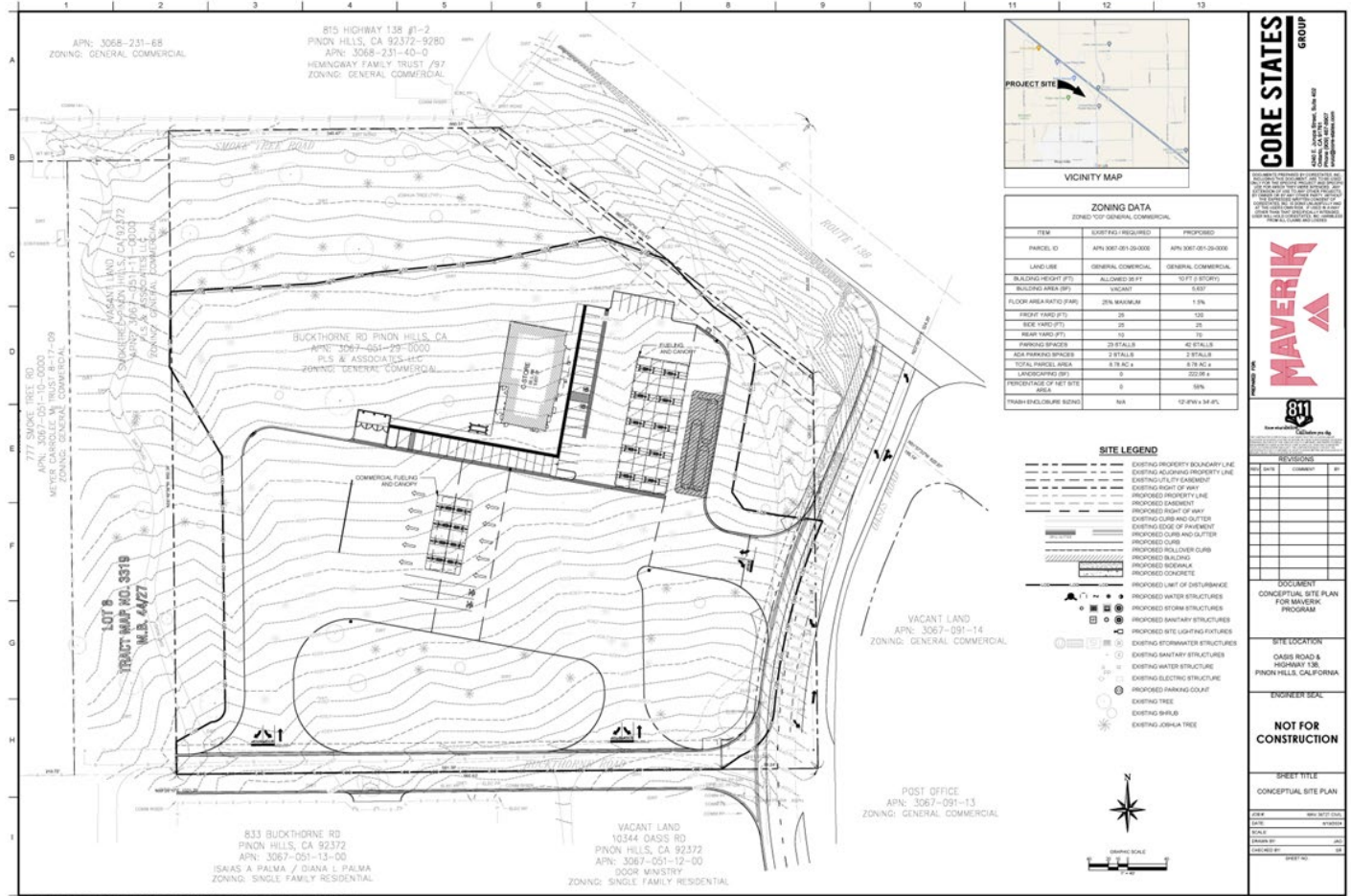
Included in the Staff Report packet. Shows different parking counts and island geometry. Does not match the approved plan.



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

5. Appeal-Hearing Plan

8. TJW Engineering VMT Screening Memo Site Map "B" (8/19/2024)



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

EXHIBIT B

TJW Traffic Impact Analysis 11.1 - VMT, Page 58

11.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

11.1 VEHICLE MILES TRAVELED (VMT) SCREENING

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

OPR Technical Advisory on Evaluating Transportation Impacts in CEQA

The OPR Technical Advisory and the CEQA Guidelines Section 15064.3(a) states “For the purposes of this section, ‘vehicle miles traveled’ refers to the amount of distance of automobile travel attributable to a project.” Here, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Additionally, the emissions and energy impacts of heavy-duty trucks are already regulated under other programs, such as the federal Clean Air Act. VMT analysis is intended to facilitate infill development and reduce passenger car emissions, and not to hinder goods movement and production requiring the use of heavy-duty trucks. Thus, per state guidance and regulations, heavy-duty truck VMT need not be included in VMT analysis. As the five (5) diesel fueling pumps of the proposed project will be exclusively for heavy-duty diesel trucks, the diesel fueling portion of the project screens out from a formal VMT analysis.

Additionally, the guidelines set forth in the *Caltrans Vehicle Miles Traveled – Focused Transportation Impact Study Guide (May 2020)* will screen this project out from a formal VMT analysis. According to the Caltrans Guidelines, any project that is a “locally serving retail project (such a project typically reduces vehicle travel by providing a more proximate shopping destination, i.e., better accessibility)” is presumed to have a less than significant transportation impact and therefore would not need a VMT analysis. The proposed project is considered to be a local serving gas station and satisfies the screen criteria in the Caltrans guidelines. Therefore, this project will not require a VMT analysis.



EXHIBIT C

**TJW Traffic Impact Analysis, 4.2 Project Trip
Generation, Table 8 "Truck Stop"**

4.0 PROPOSED PROJECT

4.1 PROJECT DESCRIPTION

The proposed project consists of a gas station with fueling pumps for five (5) trucks and twenty (20) standard passenger vehicles with a 5,637 square foot convenience store. Site access is planned via one right in/out driveway off Oasis Road and two full access driveways off Buckthorne Road. The site is currently zoned as CG for General Commercial per the Public San Bernardino County Map. This project complies with the Public San Bernardino County Map. The project site is currently vacant. The proposed project is anticipated to be built and generating trips in 2026.

4.2 PROJECT TRIP GENERATION

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

Table 8 summarizes the projected AM peak hour, PM peak hour, and daily trip generation of the proposed project. This trip generation includes the PCE adjustments made for 4-axle truck traffic. With the PCE trip adjustment, the truck stop included in the proposed project is expected to have 4-axle truck traffic equivalent to the 3,360 passenger cars. With the pass-by trip reduction, the truck stop is proposed to have 4-axle trucks equivalent to 840 passenger cars. The proposed project is projected to generate 2,569 net daily trips with 204 net AM and 192 net PM peak hour trips.

Exhibit 6 shows the truck turning exhibit for the proposed site plan.



Table 8
Proposed Project Trip Generation

Proposed Land Use ¹	ITE Code ²	Qty	Unit ³	Daily		AM Peak Hour			PM Peak Hour								
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume				
								In	Out	Total			In	Out	Total		
Convenience Store/Gas Station GFA (>5.5k), VFP (>8) <i>Pass-By Trips (0.75 Daily, 0.76 AM, 0.75 PM)</i>	945(6)	20	VFP ³	345.75	6,915	31.6	50:50	316	316	632	26.9	50:50	269	269	538		
					-5,186			-240	-240	-480			-202	-202	-404		
Truck Stop	950	5	VFP³	224	1,120	13.97	49:51	34	36	70	15.42	53:47	41	36	77		
<i>Pass-By Trips (0.75 Daily, 0.76 AM, 0.75 PM)</i>					-840			-26	-27	-53			-31	-27	-58		
<i>4-Axle Trucks (100%)</i>		3.0	PCE ⁴		3,360			102	108	210			123	108	231		
<i>PCE Pass-By Trips</i>					-2,520			-77	-81	-158			-92	-81	-173		
Results				Daily	Volume	AM Peak Hour			In	Out	Total	PM Peak Hour			In	Out	Total
PCE Subtotal					10,275			418	424	842			392	377	769		
Pass-By Trips					-7,706			-317	-321	-638			-294	-283	-577		
PCE and Pass-By Net Total					2,569			101	103	204			98	94	192		

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

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

3: VFP = Vehicle Fueling Positions.

4: Passenger car equipment (PCE) factors from the San Bernardino County Transportation Authority Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (February 2020).

4.3 PROJECT TRIP DISTRIBUTION

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

Exhibit 7 shows the projected trip distribution of proposed project's generated trips.



EXHIBIT D

Traffic STAA & Trucks on SH 138 – Local Serving

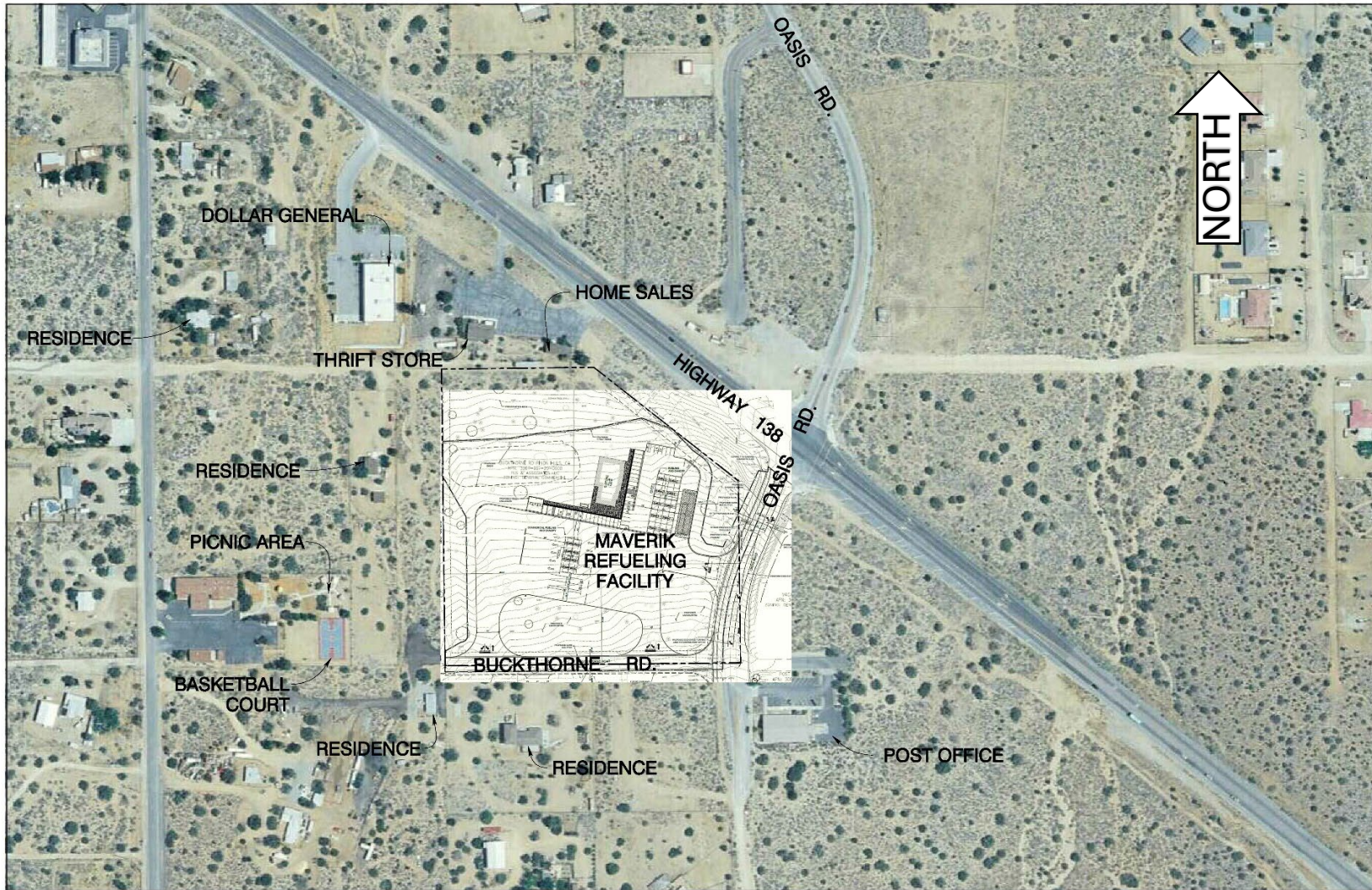
EXHIBIT D

Item 1. Maverik Site at the Southwest Corner of Highway 138 and Oasis Road

Item 2. STAA Trucks on Highway 138

Item 3. Local Serving Gas Station

1. Maverik Site at the Southwest Corner of Highway 138 and Oasis Road



No access from Highway 138. Oasis Road is the primary access route and was never analyzed

STAA Trucks on Highway 138



Traffic Study did not count or model STAA trucks. The study omitted STAA trucks — the project's primary customer base.



Local Serving Gas Station í- Locally Owned

EXHIBIT E

Noise Study Modeled on Two Day & Night Truck Positions

EXHIBIT E

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

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

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

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

Table 13-1: Construction Noise Level Compliance

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

Operational-Related:

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

Table 13-2: Daytime Project Operational Noise Levels

Noise Source	Daytime Noise Level (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Roof-top Air Conditioning Units	31.0	34.5	34.6	33.9	36.9	31.9
Parking Lot Vehicle Movement	31.2	36.3	35.0	32.6	34.4	28.3
Trash Enclosure Activity	24.6	29.6	29.8	29.0	32.3	25.2
Truck Fueling	37.5	40.5	39.5	37.7	36.6	29.6
Car Fueling Activity	27.7	33.1	32.3	30.4	31.7	25.7
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

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

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

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

Table 13-3: Nighttime Project Operational Noise Levels

Noise Source	Nighttime Noise Level (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Roof-top Air Conditioning Units	28.2	31.8	31.9	31.2	34.1	29.2
Parking Lot Vehicle Movement	31.2	36.3	35.0	32.6	34.4	28.3
Trash Enclosure Activity	23.7	28.6	28.8	28.0	31.4	24.2
Truck Fueling	36.6	39.5	38.5	36.7	35.7	28.6
Car Fueling Activity	26.7	32.1	31.3	29.4	30.7	24.37
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."

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

EXHIBIT F

**Traffic Memo MUP "DO NOT RELEASE APPROVAL
OF THIS PROJECT" 12/23/2024, 3 Pages**



Interoffice Memo

DATE: December 23, 2024

PHONE: (909) 387-8186

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

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

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

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

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

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

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

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

CONDITIONS

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

GENERAL CONDITIONS

The following shall be completed:

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

PRIOR TO OCCUPANCY/FINAL INSPECTION

The following shall be completed:

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

OR/AJ
Cc: File

EXHIBIT G

**Traffic Memo MUP "DO NOT RELEASE APPROVAL
OF THIS PROJECT" 5/6/2025, 3 Pages**



Interoffice Memo

DATE: May 06, 2025

PHONE: (909) 387-8186

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

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

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

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

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

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

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

CONDITIONS

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

GENERAL CONDITIONS

The following shall be completed:

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

PRIOR TO OCCUPANCY/FINAL INSPECTION

The following shall be completed:

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

OR/AJ

Cc: File

EXHIBIT H

**Traffic Memo MUP "APPROVE THIS PROJECT"
11/13/2025, 3 Pages**



Interoffice Memo

DATE: November 13, 2025

PHONE: (909) 387-8186

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

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

SUBJECT	TRAFFIC CONDITIONS – MINOR USE PERMIT; APN: 3067-051-29 APPLICANT: CORE STATES GROUP; PROJECT NUMBER: PROJ-2024-00030
----------------	--

Caltrans may have additional comments or conditions.

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

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

GENERAL CONDITIONS

The following shall be completed:

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

PRIOR TO ISSUANCE OF GRADING PERMITS

The following shall be completed:

No comments.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

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

OASIS ROAD

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

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

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

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

PRIOR TO OCCUPANCY/FINAL INSPECTION

The following shall be completed:

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

AP/SJ
Cc: File

EXHIBIT I

Master Noise Table (Appellant Field Measurements)

Exhibit I - Master Noise Table (Apellant Field Measurements)

Receiver ID	Receiver Description (Actual)	Receiver Description (Reg. 8.1.5)	Date	Start Time (EST Adjusted)	End Time (EST Adjusted)	Start Time (Corrected)	End Time (Corrected)	Start Time (Raw)	End Time (Raw)	Duration (HR)	Period (Day/Night)	Key	Leq	Leq	Leq	Threshold	Exceedance	Compliance	Notes
P-1	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	4:25:33 PM	4:43:43 PM	4:25:33 PM	4:43:43 PM	4:25:33 PM	4:43:43 PM	0:19	Day	8-5-20250119-2025	52.94	52.94	52.94	55	-2.06	NO	
P-2	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	4:58:14 PM	5:16:25 PM	4:58:14 PM	5:16:25 PM	4:58:14 PM	5:16:25 PM	0:20	Day	8-5-20250119-2025	51.51	51.51	51.51	55	-3.49	NO	
P-3	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	4:57:35 PM	5:15:46 PM	4:57:35 PM	5:15:46 PM	4:57:35 PM	5:15:46 PM	0:20	Day	8-5-20250119-2025	51.88	51.88	51.88	55	-3.12	NO	
P-4	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	5:23:15 PM	5:40:26 PM	5:23:15 PM	5:40:26 PM	5:23:15 PM	5:40:26 PM	0:20	Day	8-3-20250119-2106	47.71	47.71	47.71	55	-7.27	NO	
P-5	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	5:44:43 PM	6:01:54 PM	5:44:43 PM	6:01:54 PM	5:44:43 PM	6:01:54 PM	0:20	Day	8-5-20250119-2106	55.27	55.27	55.27	55	-0.27	NO	
P-6	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	0:20	Day	8-5-20250119-2106	52.59	52.59	52.59	55	-2.41	NO	
P-7	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	7:18:52 PM	7:37:03 PM	7:18:52 PM	7:37:03 PM	7:18:52 PM	7:37:03 PM	0:20	Day	8-5-20250119-2106	52.92	52.92	52.92	55	-2.08	NO	
P-8	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	4:43:10 PM	4:59:41 PM	4:43:10 PM	4:59:41 PM	4:43:10 PM	4:59:41 PM	0:20	Day	8-5-20250119-2106	45.68	45.68	45.68	55	-9.32	NO	
P-9	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	6:26:30 PM	6:43:41 PM	0:20	Day	8-5-20250119-2106	48.28	48.28	48.28	55	-6.72	NO	
P-10	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	5:06:14 PM	5:26:21 PM	5:06:14 PM	5:26:21 PM	5:06:14 PM	5:26:21 PM	0:20	Day	8-3-20250119-2106	49.63	49.63	49.63	55	-5.37	NO	
P-11	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	5:31:06 PM	5:48:17 PM	5:31:06 PM	5:48:17 PM	5:31:06 PM	5:48:17 PM	0:20	Day	8-5-20250119-2106	46.61	46.61	46.61	55	-8.39	NO	
P-12	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	5:55:31 PM	6:12:42 PM	5:55:31 PM	6:12:42 PM	5:55:31 PM	6:12:42 PM	0:20	Day	8-5-20250119-2106	49.91	49.91	49.91	55	-5.09	NO	
P-13	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	6:22:29 PM	6:39:40 PM	6:22:29 PM	6:39:40 PM	6:22:29 PM	6:39:40 PM	0:20	Day	8-5-20250119-2106	48.4	48.4	48.4	55	-6.6	NO	
P-14	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	6:42:39 PM	6:59:50 PM	6:42:39 PM	6:59:50 PM	6:42:39 PM	6:59:50 PM	0:20	Day	8-5-20250119-2106	48.02	48.02	48.02	55	-6.98	NO	
P-15	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	7:22:23 PM	7:39:34 PM	7:22:23 PM	7:39:34 PM	7:22:23 PM	7:39:34 PM	0:20	Day	8-5-20250119-2106	46.93	46.93	46.93	55	-8.07	NO	
P-16	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	6:02:24 PM	6:18:07 PM	6:02:24 PM	6:18:07 PM	6:02:24 PM	6:18:07 PM	0:20	Day	8-3-20250119-2106	52.78	52.78	52.78	55	-2.22	NO	
P-17	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	6:37:40 PM	6:53:23 PM	6:37:40 PM	6:53:23 PM	6:37:40 PM	6:53:23 PM	0:20	Day	8-5-20250119-2106	51.79	51.79	51.79	55	-3.21	NO	
P-18	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	6:44:19 PM	7:00:02 PM	6:44:19 PM	7:00:02 PM	6:44:19 PM	7:00:02 PM	0:20	Day	8-5-20250119-2106	52.08	52.08	52.08	55	-2.92	NO	
P-19	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	6:28:17 PM	6:44:00 PM	6:28:17 PM	6:44:00 PM	6:28:17 PM	6:44:00 PM	0:20	Day	8-5-20250119-2106	49.69	49.69	49.69	55	-5.31	NO	
P-20	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	6:59:27 PM	7:15:10 PM	6:59:27 PM	7:15:10 PM	6:59:27 PM	7:15:10 PM	0:20	Day	8-5-20250119-2106	48.89	48.89	48.89	55	-6.11	NO	
P-21	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	10:25:16 PM	10:40:49 PM	10:25:16 PM	10:40:49 PM	10:25:16 PM	10:40:49 PM	0:20	Night	8-5-20250119-2106	50.79	50.79	50.79	55	-4.21	NO	
P-22	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	9:11:11 PM	9:26:54 PM	9:11:11 PM	9:26:54 PM	9:11:11 PM	9:26:54 PM	0:20	Day	8-3-20250119-2111	47.79	47.79	47.79	55	-7.21	NO	
P-23	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	9:32:10 PM	9:48:03 PM	9:32:10 PM	9:48:03 PM	9:32:10 PM	9:48:03 PM	0:20	Day	8-5-20250119-2111	48.58	48.58	48.58	55	-6.42	NO	
P-24	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	9:57:57 PM	10:13:50 PM	9:57:57 PM	10:13:50 PM	9:57:57 PM	10:13:50 PM	0:20	Day	8-5-20250119-2111	50.06	50.06	50.06	55	-4.94	NO	
P-25	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	9:56:08 PM	10:11:01 PM	9:56:08 PM	10:11:01 PM	9:56:08 PM	10:11:01 PM	0:20	Day	8-5-20250119-2111	48.08	48.08	48.08	55	-6.92	NO	
P-26	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	9:38:59 PM	9:53:52 PM	9:38:59 PM	9:53:52 PM	9:38:59 PM	9:53:52 PM	0:20	Day	8-5-20250119-2111	47.44	47.44	47.44	55	-7.56	NO	
P-27	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	11:01:09 PM	11:15:36 PM	11:01:09 PM	11:15:36 PM	11:01:09 PM	11:15:36 PM	0:20	Night	8-5-20250119-2111	46.97	46.97	46.97	55	-8.03	NO	
P-28	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	9:44:06 PM	10:00:19 PM	9:44:06 PM	10:00:19 PM	9:44:06 PM	10:00:19 PM	0:20	Day	8-5-20250119-2111	49.58	49.58	49.58	55	-5.42	NO	
P-29	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	0:20	Day	8-5-20250119-2111	48.3	48.3	48.3	55	-6.7	NO	
P-30	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	10:32:17 PM	10:48:00 PM	10:32:17 PM	10:48:00 PM	10:32:17 PM	10:48:00 PM	0:20	Night	8-5-20250119-2111	51.71	51.71	51.71	55	-3.29	NO	
P-31	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	3/20/2025	9:58:49 PM	10:13:06 PM	9:58:49 PM	10:13:06 PM	9:58:49 PM	10:13:06 PM	0:20	Day	8-5-20250119-2111	48.99	48.99	48.99	55	-6.01	NO	
P-32	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	3/20/2025	9:21:12 PM	9:36:29 PM	9:21:12 PM	9:36:29 PM	9:21:12 PM	9:36:29 PM	0:20	Day	8-5-20250119-2111	47.22	47.22	47.22	55	-7.78	NO	
P-33	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	3/20/2025	10:19:27 PM	10:35:10 PM	10:19:27 PM	10:35:10 PM	10:19:27 PM	10:35:10 PM	0:20	Night	8-5-20250119-2111	46.04	46.04	46.04	55	-8.96	NO	
P-34	N. EDGE OF BUCKTHORNE 50' W. OF W. P.L. MAVERIK	INSIDE PROPERTY NEXT TO CARGO CONTAINER	3/20/2025	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	9:43:30 PM	9:58:47 PM	0:20	Day	8-5-20250119-2111	49.53	49.53	49.53	55	-5.47	NO	
P-35	ROCK COLUMN W/ OF GATE CLF FRONT OF HOUSE	INSIDE FENCE YARD NEXT TO N. HOUSE (NO ACCESS)	3/20/2025	9:37:53 PM	9:53:36 PM	9:37:53 PM	9:53:36 PM	9:37:53 PM	9:53:36 PM	0:20	Day	8-5-20250119-2111	48.89	48.89	48.89	55	-6.11	NO	
P-36	E. NO EDGE CASIS RD NINE W/ N. EDGE OF HOUSE	INSIDE FENCED YARD IF CORN PATIO (NO ACCESS)	3/20/2025	9:48:00 PM	10:03:53 PM	9:48:00 PM	10:03:53 PM	9:48:00 PM	10:03:53 PM	0:20	Day	8-5-20250119-2111	47.88	47.88	47.88	55	-7.12	NO	
P-37	1-SIDE SMOKE TREE RD W/ E. OF MOUNTAIN AVE	YARD OF RESIDENCE NEXT TO HOUSE (NO ACCESS)	4/26/2025	10:58:49 PM	10:58:49 PM	10:58:49 PM	10:58:49 PM	10:58:49 PM	10:58:49 PM	0:00	Night	8-5-20250119-2111	48.3	48.3	48.3	55	-6.7	NO	
P-38	15' EAST OF WEST PL EAST OF GARAGE	INSIDE FENCED YARD SE COR. HOUSE (NO ACCESS)	4/26/2025	10:43:09 PM	11:05:50 PM	10:43:09 PM	11:05:50 PM	10:43:09 PM	11:05:50 PM	0:20	Night	8-5-20250119-2111	50.49	50.49	50.49	55	-4.51	NO	
P-39	EAST EDGE BASKET BALL COURT CO. PARK	EAST EDGE BASKET BALL COURT CO. PARK PER IS.	4/26/2025	11:37:43 PM	11:53:36 PM	11:37:43 PM	11:53:36 PM	11:37:43 PM	11:53:36 PM	0:20	Night	8-5-20250119-2111	48.38	48.38	48.38	55	-6.62	NO	

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

Receiver ID	Receiver Description (Actual)	Receiver Description (Reg. 8.1.5)	Date	Start Time (EST Adjusted)	End Time (EST Adjusted)	Start Time (Corrected)	End Time (Corrected)	Start Time (Raw)	End Time (Raw)	Duration (HR)	Period (Day/Night)	Key	Leq	Leq	Leq	Threshold	Exceedance	Compliance	Notes
O-1	Movers Cars & Trucks @ Fueling Canopy South		4/16/2025	5:25:54 PM	5:42:27 PM	5:25:54 PM	5:42:27 PM	5:25:54 PM	5:42:27 PM	0:21	Day	81	65.63	65.63	65.63	55	10.63	NO	
O-2	Movers Cars & Trucks @ Fueling Canopy West		4/26/2025	5:57:00 PM	6:15:00 PM	5:57:00 PM	6:15:00 PM	5:57:00 PM	6:15:00 PM	0:20	Day	81	58.05	58.05	58.05	55	3.05	NO	
O-3	Movers Truck @ Fueling		5/20/2025	6:26:00 PM	6:56:11 PM	6:26:00 PM	6:56:11 PM	6:26:00 PM	6:56:11 PM	0:30	Day	81	68.61	68.61	68.61	55	13.61	NO	
O-4	Exhibit Fueling Facility w/ Car in rear - 12-30 Vans		5/16/2025	7:14:00 PM	7:28:00 PM	7:14:00 PM	7:28:00 PM	7:14:00 PM	7:28:00 PM	0:15	Day	81	79.86	79.86	79.86	55	24.86	NO	
O-5	Truck King @ P&H Truck Stop Parking Spaces		5/20/2025	11:37:21 PM	11:39:30 PM	11:37:21 PM	11:39:30 PM	11:37:21 PM	11:39:30 PM	0:04	Night	81	69.29	69.29	69.29	55	14.29	NO	
O-6	Movers Truck w/ Trailer only P&H Truck Stop		5/20/2025	11:25:10 PM	11:25:10 PM	11:25:10 PM	11:25:10 PM	11:25:10 PM	11:25:10 PM	0:00	Night	81	68.26	68.26	68.26	55	13.26	NO	
O-7	Truck King @ P&H Truck Stop Fuel Pump		5/20/2025	12:05:26 PM	12:15:26 PM	12:05:26 PM	12:15:26 PM	12:05:26 PM	12:15:26 PM	0:10	Day	81	74.01	74.01	74.01	55	19.01	NO	
O-8	Truck King @ P&H Truck Stop		5/20/2025	12:2															

EXHIBIT J

AWA and Associates Traffic Memo

May 4, 2026

Mr. Hale,

Issues:

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

Please let me know if you have any questions.

Thanks.

May 25, 2026

Mr. Hale,

I have reviewed the final report you sent on Wednesday the 20th of May. With the exception of my comment number 1 in my previous email, the comments still stand. I still think that the report should show the trip distribution of truck and passenger cars separately for a better representation of the adverse traffic impact. I also believe that the intersection of Oasis at Buckthorne was not properly analyzed. Most of the passenger car traffic for eastbound left should be for northbound left as previously stated. In addition, there should be a circulation analysis that considers the existing post office traffic interaction with the proposed project circulation plan.

Thanks.

Chidi Onumonu, P.E., T.E.

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EXHIBIT K

Piñon Hills Night Sky

Piñon Hill Night Sky



EXHIBIT L

Maverik Car Canopy at Night



Maverik Car Canopy at Night

EXHIBIT M

Maverik Truck Canopy at Night