October 13, 2021

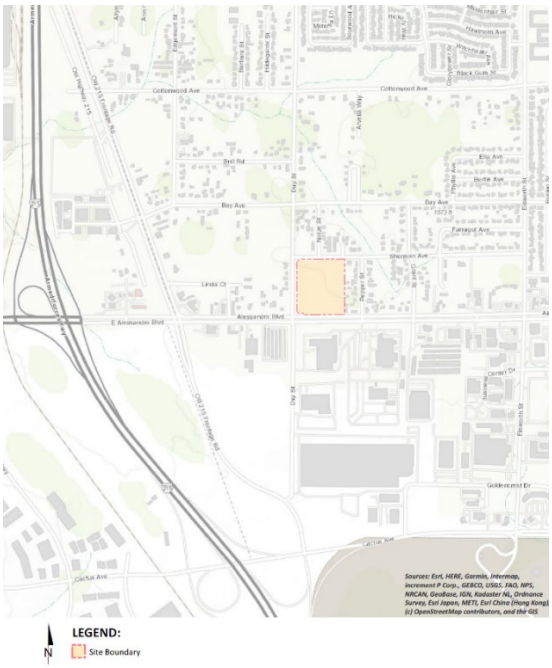
David Ornelas
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

SUBJECT: MORENO VALLEY BUSINESS CENTER TRUCK TURNING EVALUATION

Dear David Ornelas:

Urban Crossroads, Inc. is pleased to provide the following Moreno Valley Business Center development (Project). The location of the proposed Project is shown on Exhibit A. The site is located on the north-east quadrant of Alessandro Boulevard and Day Street.

EXHIBIT A: PROJECT LOCATION

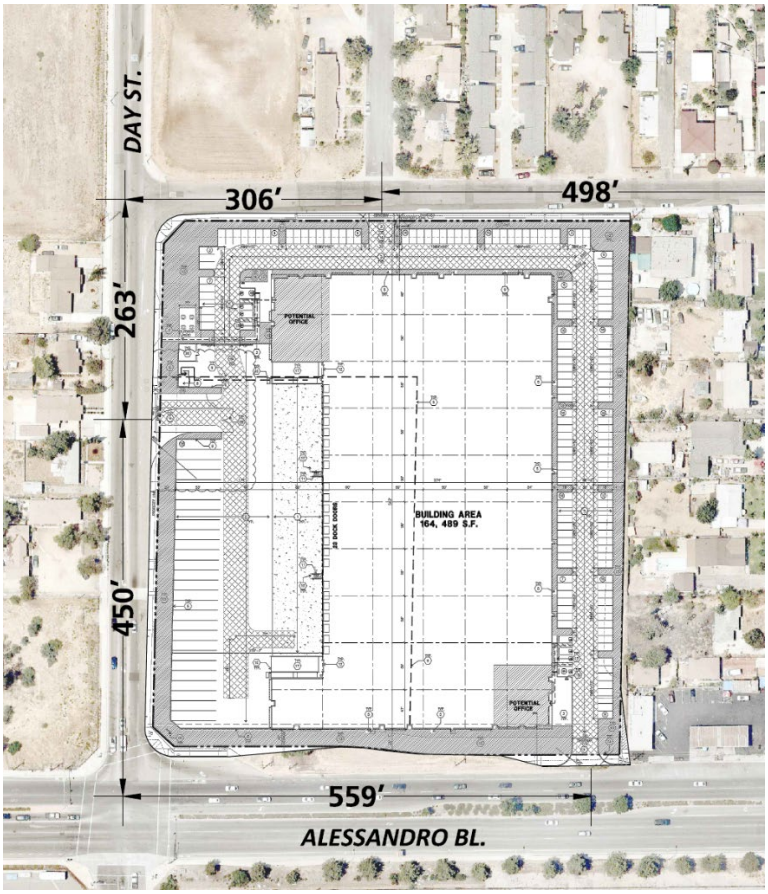


The purpose of this work effort is to develop a conceptual design for Driveway 1 on Day Street to require trucks to only enter from the northbound direction and to only make left turns out to travel southbound on Day Street to Alessandro Boulevard (e.g., trucks will only be allowed to travel to / from the site towards the south). This is being required by the City of Moreno Valley since Alessandro Boulevard has direct access to Interstate 215 (I-215), which is the most direct route to the regional network without impacting existing residential homes on Day Street north of the Project site. *Additionally, Day Street is not a designated truck route and trucks are not allowed to travel north of the project driveway. Driveway 1 is the only truck access to the site.*

PROJECT DESCRIPTION

The Project site is shown on Exhibit B. The Project consists of a single warehouse building totaling 164,489 square feet with the main truck access from Driveway 1 off Day Street.

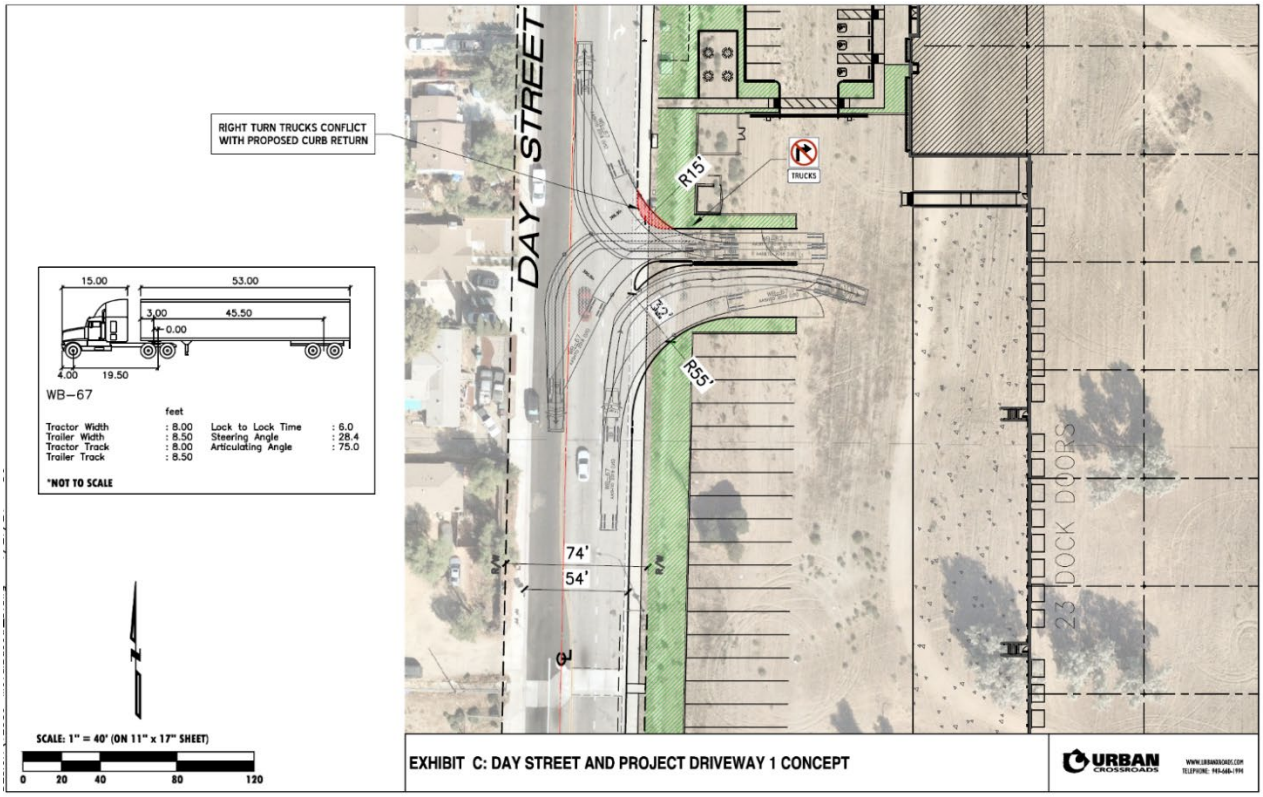
EXHIBIT B: PROJECT SITE PLAN



DRIVEWAY 1 CONCEPTUAL LAYOUT

The city has requested a design that physically deters/prohibits trucks from accessing the site to / from the north to minimize impacts to existing homes located north of the Project site along Day Street. The preferred truck route is to access the site from Alessandro Boulevard, which is the most direct route to I-215 Freeway. To deter/prohibit trucks from accessing the site from the north, Urban Crossroads has developed a design concept for Driveway 1 which is shown in Exhibit C. The concept driveway design incorporates a raised median island, regulatory truck signage and specific curb radii designed to restrict truck movements. Truck conflict area is depicted in red on Exhibit C. During final design, the civil engineer shall ensure the driveway entry incorporates the raised median island and meets the American with Disablities Act (ADA) requirements for the pedestrians path of travel across the driveway.

EXHIBIT C: DRIVEWAY 1 CONCEPT LAYOUT



IN-BOUND TRUCKS

Trucks traveling northbound on Day Street and entering the site will be able to easily maneuver into the site. The curb radii on the south side of the driveway has a 55-foot radius which allows sufficient room for trailer tracking as shown in Exhibit C. The median island also has a large radius to guide the truck into the site. Trucks traveling southbound on Day Street will not be able to enter the site due to the median island design at Driveway 1. This median island design will deter/prohibit southbound trucks from entering.

OUT-BOUND TRUCKS

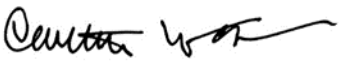
The conceptual driveway design will prohibit out-bound trucks from turning right and proceeding north on Day Street. This is accomplished by installing regulatory/enforceable signage prohibiting trucks from turning right out of Driveway 1 as shown in Exhibit C (Passenger vehicles will still be able to turn left or right out of the driveway). Additionally, trucks will be physically deterred from turning right due to the sharp 15-foot radius on the curb return on the northside of the driveway as shown in Exhibit C. Trailer tracking will not be able to negotiate this sharp radius potentially causing damage to trailers and cargo. Trucks turning left to proceed south on Day Street have sufficient room for this maneuver. Additionally, the curb radius on the median island allows for proper trailer tracking as shown in Exhibit C.

CONCLUSION

The conceptual design for Driveway 1 accomplishes the goals of the city to prohibit truck access to / from the north. The use of a median island, regulatory signage and proper curb return radii work together to accomplish this requirement. If you have any questions, please contact us directly at (949) 660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.



Carleton Waters, P.E.
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