MARCH JOINT POWERS AUTHORITY

IMPORTANT COVID-19 NOTICE

IN AN EFFORT TO PROTECT PUBLIC HEALTH AND PREVENT THE SPREAD OF COVID-19 (CORONAVIRUS) AND TO ENABLE APPROPRIATE SOCIAL DISTANCING, THE AUTHORITY ENCOURAGES MEMBERS OF THE PUBLIC TO WATCH THE MEETING REMOTELY AND NOT TO ATTEND IN PERSON. IF YOU WOULD LIKE REMOTE ACCESS TO VIEW THE MEETING, PLEASE EMAIL THE CLERK AT CLERK@MARCHJPA.COM BY 12:00 P.M. ON MONDAY, JUNE 6, 2022 AND WE WILL PROVIDE REMOTE ACCESS INSTRUCTIONS.

WITH SPACE LIMITED, WE STRONGLY ENCOURAGE MEMBERS OF THE PUBLIC TO UTILIZE THE REMOTE ACCESS APPROACH DESCRIBED ABOVE OR TO SIMPLY PROVIDE COMMENT ON ITEMS OF INTEREST THROUGH THE METHODS BELOW.

MEMBERS OF THE PUBLIC WHO WISH TO COMMENT ON MATTERS BEFORE THE TECHNICAL ADVISORY COMMITTEE MAY ALSO PARTICIPATE IN THE FOLLOWING WAYS:

(1) COMMENTS AND CONTACT INFORMATION CAN BE EMAILED TO CLERK@MARCHJPA.COM BY 12:00 P.M. ON THE DAY OF THE SCHEDULED MEETING TO BE INCLUDED IN THE WRITTEN RECORD; OR

(2) A REQUEST TO SPEAK CAN BE EMAILED TO CLERK@MARCHJPA.COM AND, AT THE TIME OF THE REQUESTED AGENDA ITEM, THE CLERK WILL PLACE A PHONE CALL TO THE COMMENTER AND ALLOW THEM TO SPEAK TO THE COMMITTEE VIA SPEAKER PHONE DURING THE LIVE MEETING FOR UP TO THREE MINUTES; OR

(3) ATTENDANCE IN PERSON, FILL OUT SLIP, AND ONCE RECOGNIZED, YOU MAY SPEAK FOR UP TO THREE MINUTES. PLEASE NOTE WE STRONGLY ENCOURAGE REMOTE OPTIONS; OR

(4) LOGGING ON TO REMOTE ACCESS LINK AND USING "RAISE MY HAND" FUNCTION. ONCE RECOGNIZED, YOU CAN SPEAK FOR UP TO THREE MINUTES.

ONLY ONE PERSON AT A TIME MAY SPEAK BY TELEPHONE AND ONLY AFTER BEING RECOGNIZED.

PLEASE BE MINDFUL THAT THE TELECONFERENCE WILL BE RECORDED AS ANY OTHER MEETING IS RECORDED, AND ALL OTHER RULES OF PROCEDURE AND DECORUM WILL APPLY WHEN ADDRESSING THE COMMITTEE BY TELECONFERENCE. FINALLY, IT IS REQUESTED THAT ANY MEMBER OF THE PUBLIC ATTENDING WHILE ON THE TELECONFERENCE TO HAVE HIS/HER/THEIR PHONE SET ON "MUTE" TO ELIMINATE BACKGROUND NOISE OR OTHER INTERFERENCE.

Meeting ID: 657 384 1741, Passcode: 14205

One tap mobile - +16699006833,,6573841741#,,,,,,0#, 14205# US (San Jose), +13462487799,,6573841741#,,,,,,0#, 14205# US (Houston)

Dial by your location - +1 669 900 6833 US (San Jose), +1 346 248 7799 US (Houston)
Meeting ID: 657 384 1741, Passcode: 14205

Join by SIP 6573841741@zoomcrc.com , Join by H.323, 162.255.37.11 (US West), 162.255.36.11 (US East)

MARCH JOINT POWERS AUTHORITY

NOTICE OF REGULAR MEETING OF THE TECHNICAL ADVISORY COMMITTEE

OF THE

MARCH JOINT POWERS AUTHORITY

WILL BE HELD VIA ZOOM ON

Monday, June 6, 2022 from 3:30 p.m. to 5:00 p.m.

MARCH JOINT POWERS AUTHORITY OFFICE
14205 MERIDIAN PARKWAY, SUITE 140
RIVERSIDE, CA 92518

I hereby certify that the foregoing notice is a full, true and correct copy of a notice that was sent to the following locations:

1. County of Riverside
   County Administrative Center
   4080 Lemon Street
   Riverside, CA 92501

2. City of Perris
   City Hall
   101 North D Street
   Perris, CA 92570

3. City of Riverside
   City Hall
   3900 Main Street
   Riverside, CA 92501

4. City of Moreno Valley
   City Hall
   14177 Frederick Street
   Moreno Valley, CA 92553

5. March Joint Powers Authority Office
   14205 Meridian Parkway, Suite 140
   Riverside, CA 92518

I hereby further certify that a copy of the foregoing notice was dispatched by me on June 2, 2022, to each member of the Technical Advisory Committee of the March Joint Powers Authority.

Cindy Camargo

Cindy Camargo, Clerk
MJPA Technical Advisory Committee

Regular Meeting
of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

Via ZOOM

Monday, June 6, 2022 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY-
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

AGENDA

1. **Call to Order**

2. **Approval of the Minutes of the Regular TAC Meeting held on May 2, 2022** (Page 5)

3. **Public Comments**

4. **Reports, Discussions and Actions**
   a) Report: Design Plan 22-05 – Meridian South Campus Building E Project (Page 8)
   b) Report: Military Compatibility Use Study (MCUS) Update (Page 65)
   c) Report: Rolling Calendar and Future Agenda Items (Page 66)

5. **TAC representation and report at the next scheduled JPC Regular Meeting – June 8, 2022**

6. **Reports and comments from Staff or TAC members regarding activities in their jurisdictions**

   Next Regular TAC Meeting – July – DARK
   Next Regular TAC Meeting – Monday, August 1, 2022 @ 3:30 pm
   Next Regular TAC Meeting – Monday, September 5, 2022 @ 3:30 pm (Holiday)

8. **Adjournment**

In accordance with Government Code section 65009, anyone wishing to challenge any action taken by the members appointed by the March Joint Powers Commission of the entity listed in this agenda above in court may be limited to raising only those issues raised at the public hearing described in the notice or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written correspondence submitted to one or more of the March JPA Commissioners regarding a matter on this Agenda shall be carbon copied to the Commission Clerk and the project planner, if applicable, at or prior to the meeting date first referenced above.

Copies of written documentation relating to each item of business described above are on file in the office of the March Joint Powers Authority (March JPA), 14205 Meridian Parkway, Ste. 140, Riverside, California and

are available for public inspection during regular office hours which are 7:30 a. m. to 5:30 p.m., Monday through Thursday, Friday-Closed. Written materials distributed to the March Joint Powers Technical Advisory Committee (TAC) within 72 hours of the TAC meeting are available for public inspection immediately upon distribution in the March JPA office at 14205 Meridian Parkway, Ste. 140, Riverside, California (Government Code Section 54957.5(b)(2). Copies of written materials may be purchased for $0.20 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted in accordance with the applicable legal requirements.

Dated: June 2, 2022

Signed: *Cindy Camargo*
Cindy Camargo, Clerk
MJPA Technical Advisory Committee

ADA: If you require special accommodations during your attendance at a meeting, please contact the March JPA at (951) 656-7000 at least 24 hours in advance of the meeting time.

March Joint Powers Authority
14205 Meridian Parkway, Suite 140, Riverside, CA 92518
Phone: (951) 656-7000 FAX: (951) 653-5558

Regular Meeting
of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

Via ZOOM

Monday, May 2, 2022 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY-
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

REGULAR MEETING MINUTES

Present: Tisa Rodriguez, Representing Congressman Mark Takano's Office
Juan Perez, County of Riverside
Rafael Guzman, City of Riverside
Mike Lee, City of Moreno Valley
Kenneth Phung, City of Perris

Absent: Clara Miramontes, City pf Perris

Others in Attendance:
Geremy Holm, BB&K
Dr. Grace Martin, March JPA
Craig Bradshaw, TriLake Engineers
Thomas Ketcham, Supervisor Jeffries Office
Jeff Smith, March JPA
Matt Schenk, March JPA
Lauren Sotelo, March JPA
Dan Fairbanks, March JPA
Roxanne Corona, March JPA
Timothy Reeves, Lewis Companies
Michele Patterson, City of Moreno Valley
Bree Bettencourt, March JPA
Stuart McKibbin, TriLake Engineers
Lt. Sam Morovich, RC Sheriff Department
Gary Gosliga, March JPA
Nina Schumacher, March JPA
Rodney McCraine, March JPA
Tina Grande, County of Riverside
Jeff Gordon, Meridian Park, LLC
Dan Bick, Seefried Properties

1. **Call to Order**
   Chair Rodriguez called the meeting to order at 3:30 p.m.

2. **Approval of the Minutes of the Regular TAC Meeting held on April 4, 2022**
   No questions or comments.

   Motion to approve: Juan Perez
   Second: Mike Lee
   Abstain: None

3. **Public Comments**
   None.

4. **Reports, Discussions and Actions**

   a) **Report: Riverside County Sheriff's Department Report**

   Lt. Sam Morovich provided an update

   Member Perez asked Lt. Morovich how he's been coordinating with the CHP and Riverside Police Department. Lt. Morovich stated that Riverside PD does not have any official truck enforcement at this time. He added that they had three or four months of discussions with the CHP before they started enforcement. Riverside PD and CHP are both ok with them doing the enforcement. Member Perez asked JPA to pass along the presentation to the TAC members. Member Phung asked if there is a way to look more long-term to see if the citations are actually a deterrent to the truck drivers. Lt. Morovich answered that is something they could put together. Lt. Morovich added that long-term enforcement is fantastic but there is a cost to it.

   b) **Report: Introduction to Design Plan 22-02, Design Plan 22-03 and Design Plan 22-04 Meridian South Buildings 1 through 3.**

   Lauren Sotelo, Senior Planner, March JPA provided this report

   No questions or comments.

   c) **Report: Introduction to Design Plan 22-05 – Meridian South Building E Project**

   Lauren Sotelo, Senior Planner, March JPA provided this report

   Member Perez thanked Ms. Sotelo for her presentation and asked when these projects come back to the TAC as they would like an overview of the big picture of the jobs being created. Ms. Sotelo stated she will provide that information in the future.

   d) **Report: Military Compatibility Use Study (MCUS) Update**

   Chair Rodriguez stated that the working group is scheduled for May 5th, at 4:00 p.m. and asked the TAC members to respond with their availability.

   e) **Report: Rolling Calendar and Future Agenda Items**

   Member Phung asked if staff could bring back something he had previously asked for. He would like to know if there are any deterrents on illegal truck traffic movements and what type of citations are being issued.

   Chair Rodriguez stated that she would like to bring back the topic of traffic violations specifically Van Buren.

5. **TAC representation and report at the next scheduled JPC Regular Meeting – May 11, 2022.**

   Chair Rodriguez agreed to attend the Commission meeting and provide a report on behalf of the TAC.

6. **Reports and comments from Staff or TAC members regarding activities in their jurisdictions**

   Dr. Martin introduced the JPA's new Deputy Director, Rodney McCraine, to the TAC and asked everyone to welcome him.

7. **Next Special TAC Meeting – Thursday, May 5, 2022 - CANCELLED**

Dr. Martin stated one of the JPC members asked for an item to come back to the JPC at the next meeting therefore the May 5th meeting is cancelled.

Next Regular TAC Meeting – Monday, May 30, 2022 @ 3:30 pm (Holiday)
Next Special TAC Meeting – Thursday, June 2, 2022 @ 2:00 pm

8. **Adjournment**
Chair Rodriguez adjourned the meeting at 4:06 p.m.

March Joint Powers Authority
14205 Meridian Parkway, Ste. 140, Riverside, CA 92518
Phone: (951) 656-7000 FAX: (951) 653-5558

MARCH JOINT POWERS
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY

Reports, Discussion and Action
Agenda Item No. 4a

Meeting Date: June 6, 2022

Report/Discussion: Design Plan 22-05 - Meridian South Campus Building E Project

Applicant: Meridian Park, LLC

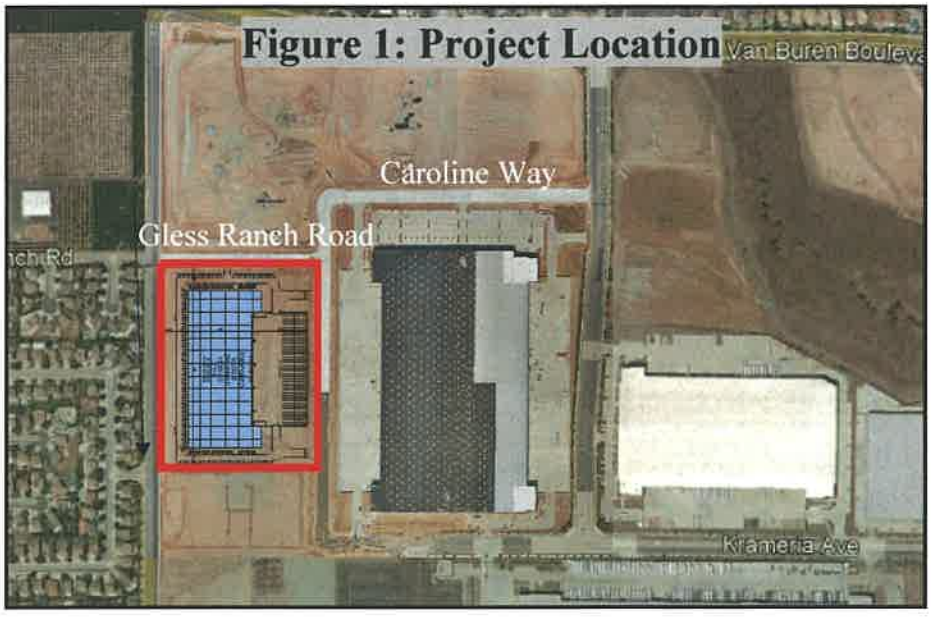
Background:

On March 30, 2022, the Applicant submitted the following application for consideration:

Design Plan 22-05 (PP 22-05): a proposal to construct a 200,000 square foot speculative warehouse on a vacant 13.68-acre parcel zoned Business Park in the March Business Center South Campus.

Project Location:

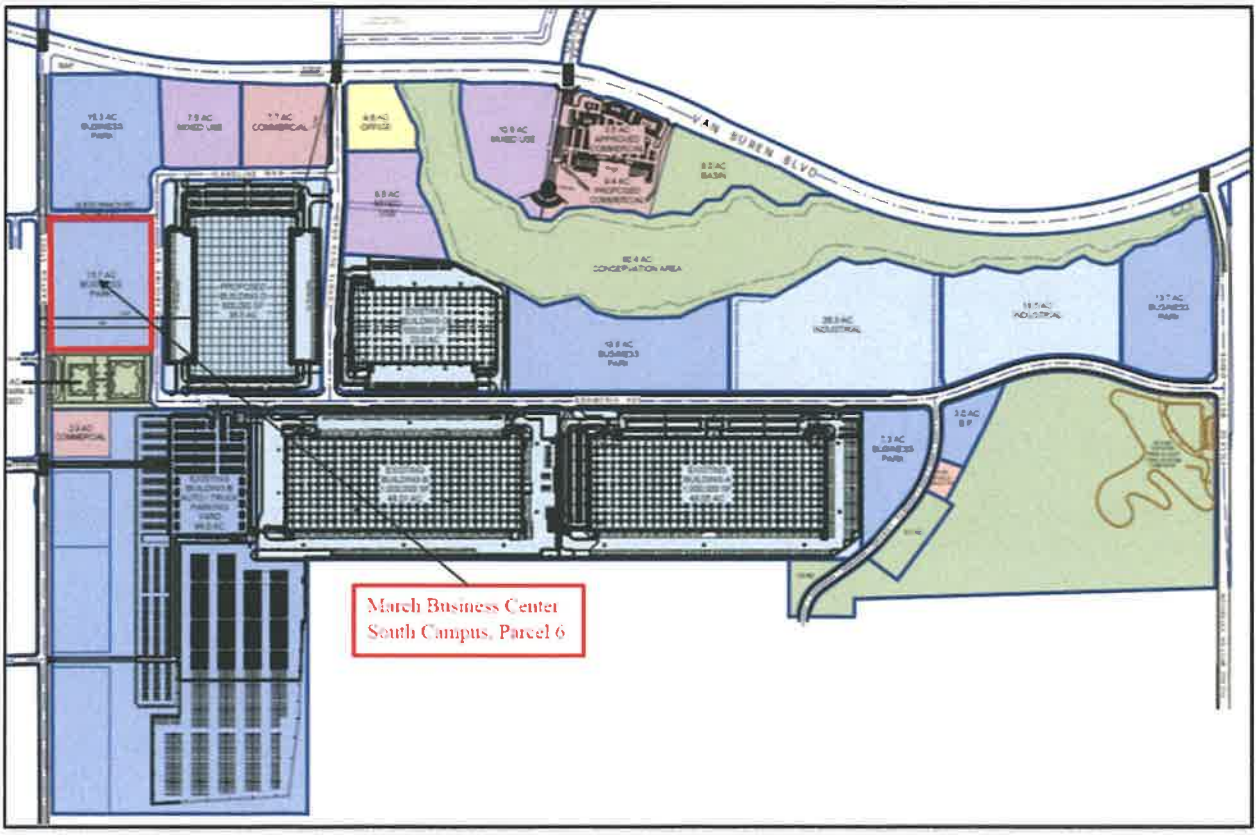
The South Campus Specific Plan area is comprised of 563.3 acres and located south of Van Buren Boulevard, west of Village West Drive, and east of Barton Street, in unincorporated Riverside County, California. Interstate 215 (I-215) is located approximately 2.5 miles east of the specific plan area. The proposed Project is located near the northwest corner of the Specific Plan area. Specifically, the project site is bounded by Gless Ranch Road to the north, Caroline Way to the east, Barton Street to the west and Krameria Avenue to the south as depicted in Figure 1 below.



March Business Center Specific Plan (SP-1):

The South Campus Specific Plan area is subject to the March Business Center Specific Plan (SP-1, Amendment No. 8) and the South Campus Specific Plan and Village West Drive Extension Subsequent Environmental Impact Report ("SEIR"), which was certified by the March Joint Powers Commission in January 2021 (SCH# 2020059028). The applicant is proposing the development of a speculative warehouse building on Parcel 6 of Final Map 37878 for the March Business Center South Campus. Specifically, Parcel 6 is zoned Business Park as depicted in Figure 2 below. The Business Park zoning district permits land uses such as Business Enterprise, which is defined as "wholesale, storage, and warehousing services, and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 200,000 square feet or less of divisible building space within the South Campus. May include incidental display and retail sales from the premises, not to exceed 25% of the building." The applicant is anticipating a future user to operate under the Business Enterprise land use classification.

FIGURE 2: LAND-USE DESIGNATION



Development Overview:

Design Plan 22-05 is a proposal to construct a 200,000 square foot speculative warehouse on 13.68 acres zoned Business Park as identified in the March Business Center Specific Plan (SP-1, Amendment No. 8). Building height is proposed up to 48-feet at top of parapet. The site would accommodate parking for 205 passenger cars, which would include carpool, electric vehicle, and accessible stalls and 11 bike parking loops. The truck court is located along the buildings east elevation and proposes 31 dock doors and 82 truck trailer parking stalls. The truck court would be completely screened from Caroline Way by a 12-foot-tall Meridian-theme screen wall. Additionally,

there is passenger car parking proposed along the buildings north and west elevations. The west parking area would be screened by 10-foot-tall Meridian-theme screen wall from Barton Street. Access is proposed off Gless Ranch Road (passenger cars only) and Caroline Way (truck and passenger cars). No access is proposed off Barton Street. See Figure 3 below for the proposed Site Plan. March JPA staff has requested for the applicant to revise the building elevations exterior colors to conform to "Section 5.10 Exterior Color" of the March Business Center Design Guidelines. Provided in Figure 4 below is the original building elevations design. The applicant is proposing 150,000 square feet of landscaping where only 59,600 square feet (10%) is required in the Business Park zone. See Figure 5 below for the proposed Landscape Plan.

FIGURE 3: PROPOSED SITE PLAN

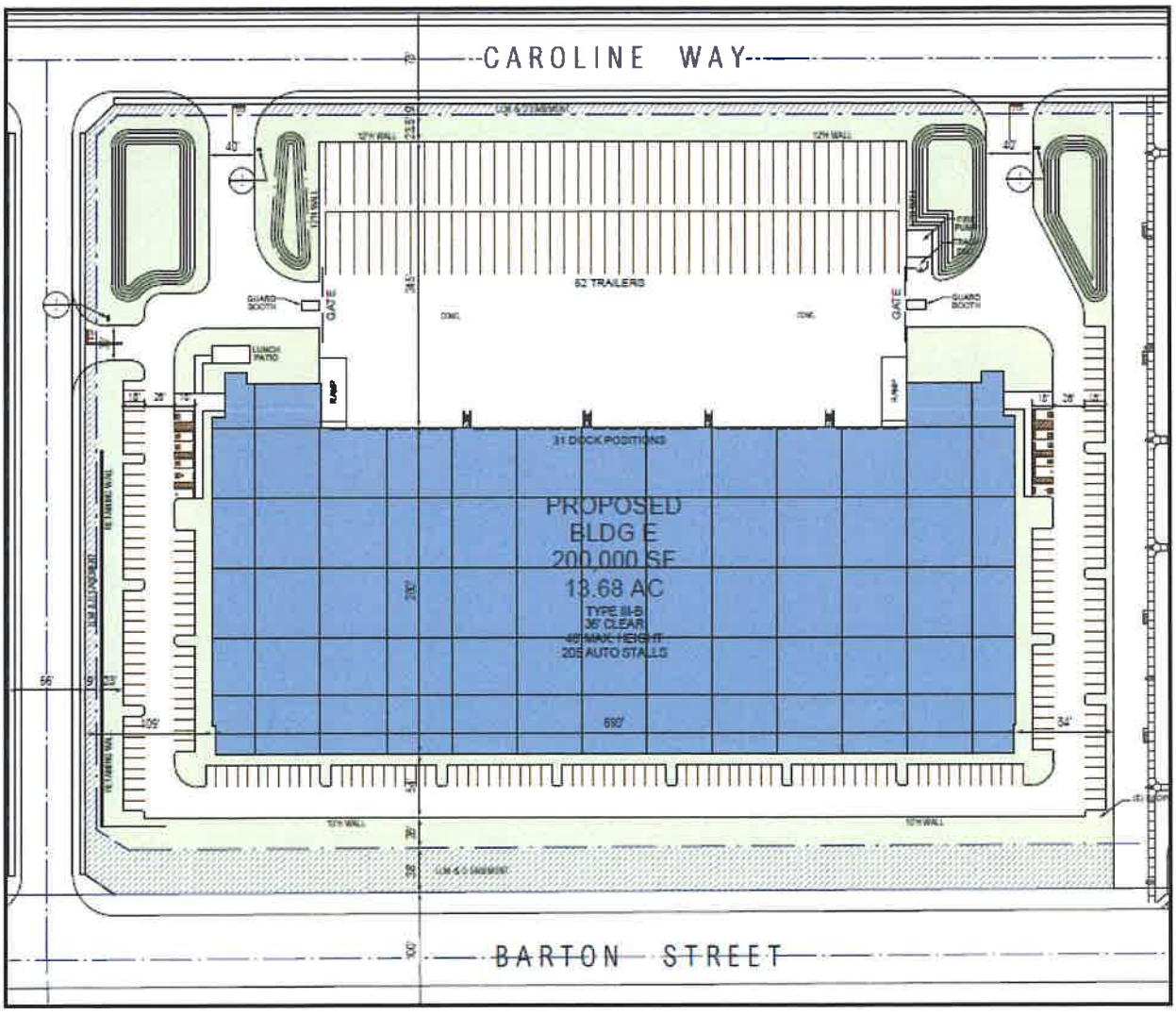


FIGURE 4: PROPOSED BUILDING ELEVATIONS

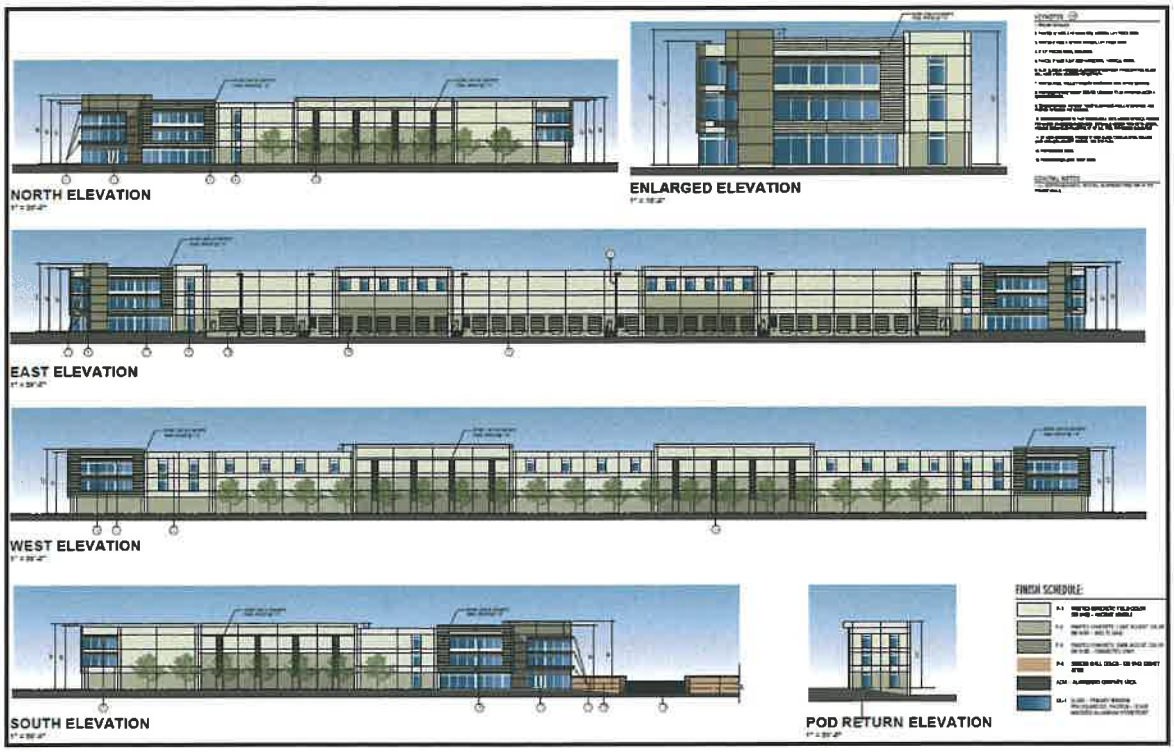
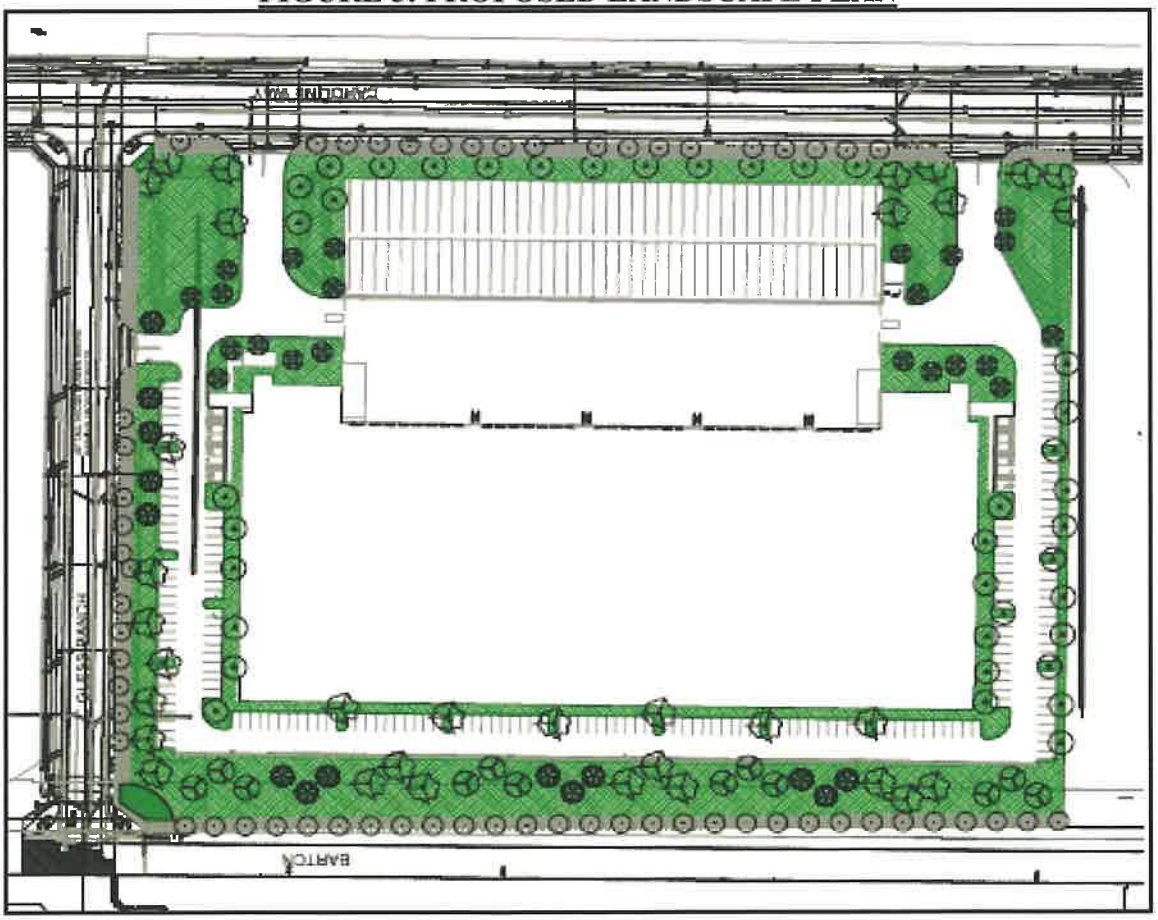


FIGURE 5: PROPOSED LANDSCAPE PLAN



Traffic:

A Traffic Consistency Memo was prepared by the applicants traffic consultant Urban Crossroads; see attachment 5. The following is a summary of the total trips estimated for Building E:

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Uses	Quantity Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Building E: Warehousing	200.000 TSF							
Passenger Cars (88.2% AM, 83.3% PM, 64.9% Daily):		33	10	43	12	30	42	228
Truck Trips (11.8% AM, 16.7% PM, 35.1% Daily):		4	1	5	2	6	8	126
Building E Total Trips		**37**	**11**	**48**	**14**	**36**	**50**	**354**

[1] TSF = Thousand Square Feet

[2] Total Trips (Actual Vehicles) = Passenger Cars + Truck Trips (Actual Trucks).

Table 2 above estimates a total of 228 daily passenger cars trips and 126 daily truck trips. This total was then added to Table 3 below to determine the remaining trips for the Specific Plan area.

TABLE 3: SUMMARY OF REMAINING TRIPS WITHIN THE SPECIFIC PLAN

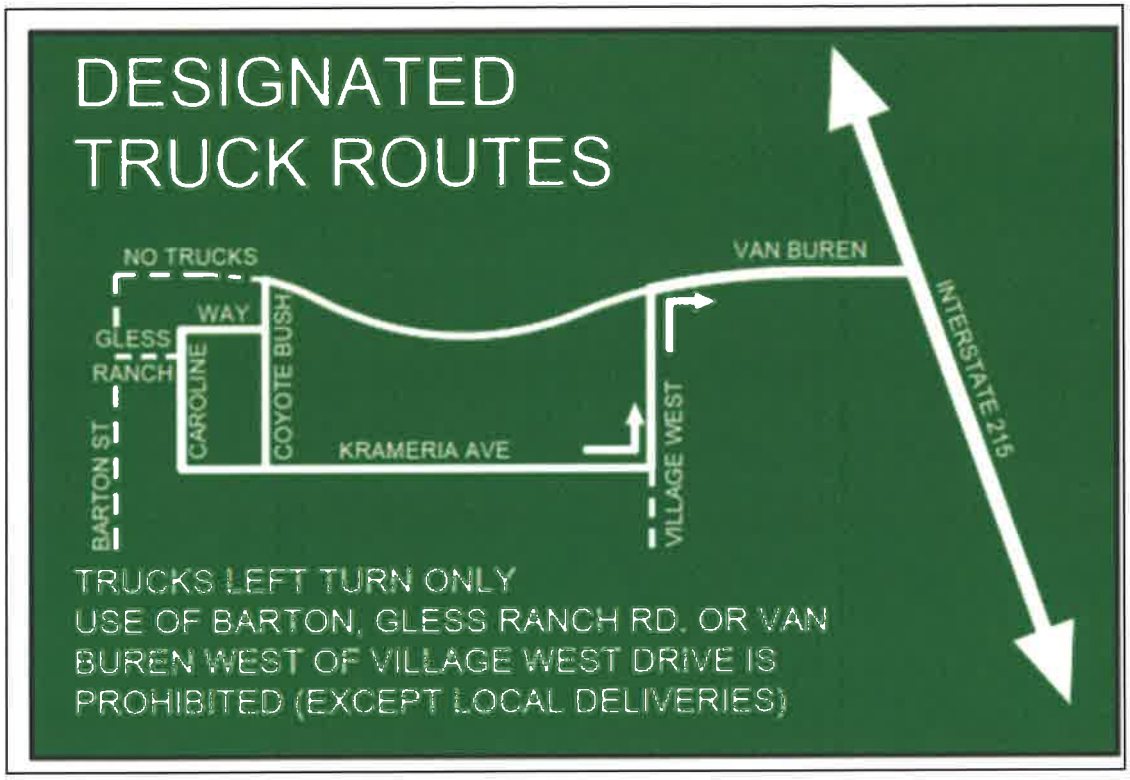
Land Use	AM Peak Hour Total Vehicles	AM Peak Hour Trucks	PM Peak Hour Total Vehicles	PM Peak Hour Trucks	Daily Total Vehicles	Daily Trucks
A. Total South Campus	3,065	461	3,891	414	34,916	4,972
B. Building A	388	79	455	93	2,898	592
C. Building B + Parking Lot	683	210	805	174	4,672	1,720
D. Building C	87	27	94	20	870	320
E. Building D	64	20	80	17	1,120	414
F. Building F	60	27	71	19	546	318
G. Commercial (Parcel 72)	121	2	137	2	1,534	32
H. DJT6	63	2	112	0	1,958	34
I. Seefried Building 1	40	5	44	7	266	94
J. Seefried Building 2	39	5	42	7	244	86
K. Seefried Building 3	30	4	33	6	120	44
L. Proposed Project (Building E)	48	5	50	8	354	126
Remaining After Project[1]	**1,442**	**75**	**1,968**	**61**	**20,334**	**1,192**

[1] Remaining After Project = Lines A - B - C - D - E - F - G - H - I - J - K - L

The March JPA Traffic Engineers reviewed the proposed traffic consistency memo and found the proposed trip generation for Building E consistent with the analysis completed in the SEIR. This memo was also provided to each of the member jurisdictions for review and comment. Also, a traffic signal warrant analysis was prepared for the intersection of Barton Street and Gless Ranch Road (Attachment 6). The peak hour volume-based traffic signal warrant analysis indicates that the intersection does not currently warrant a traffic signal for Existing (2022) conditions and would continue to not warrant a traffic signal under existing plus project traffic conditions. Trucks leaving Building E would be limited to using only the designated truck routes as depicted in Figure 6 below. Specifically, trucks leaving the site are limited to utilizing two driveways along Caroline Way. From Caroline Way, trucks would either head south to Krameria

Avenue or east to Coyote Bush Road to then head east along Van Buren Boulevard to Interstate 215.

FIGURE 6: TRUCK ROUTE



March Business Center Implementation Committee

Design Plan 22-05 will be seeking a Consistency Determination by the March Business Center Design Implementation Committee ("Committee") a committee established in the March Business Center Specific Plan. The Committee consists of three (3) Commission members from the March Joint Powers Commission. A comprehensive ministerial checklist was prepared comparing how the design and analysis of the proposed project conforms to the analysis completed for the SEIR and Mitigation Measures, the approved March Business Center Specific Plan development standards and the March Business Center Design Guidelines. If the Committee finds this project to be consistent with the previous analysis, the project would be applicable to Section 15268(a) CEQA findings.

Previous TAC Review:

On March 24, 2022, the March JPA Planning Department held a pre-application meeting, in which all members of the TAC were invited to attend and provide comments on the proposed Project. Then on April 04, 2022, March JPA staff routed the first submittal to all reviewing departments and agencies for comments, which included representatives from the County of Riverside, City of Riverside, City of Moreno Valley and City of Perris. Those that provided comments, were sent a second submittal for review on May 05, 2022. No further comments were provided to March JPA staff.

Current Review Status:

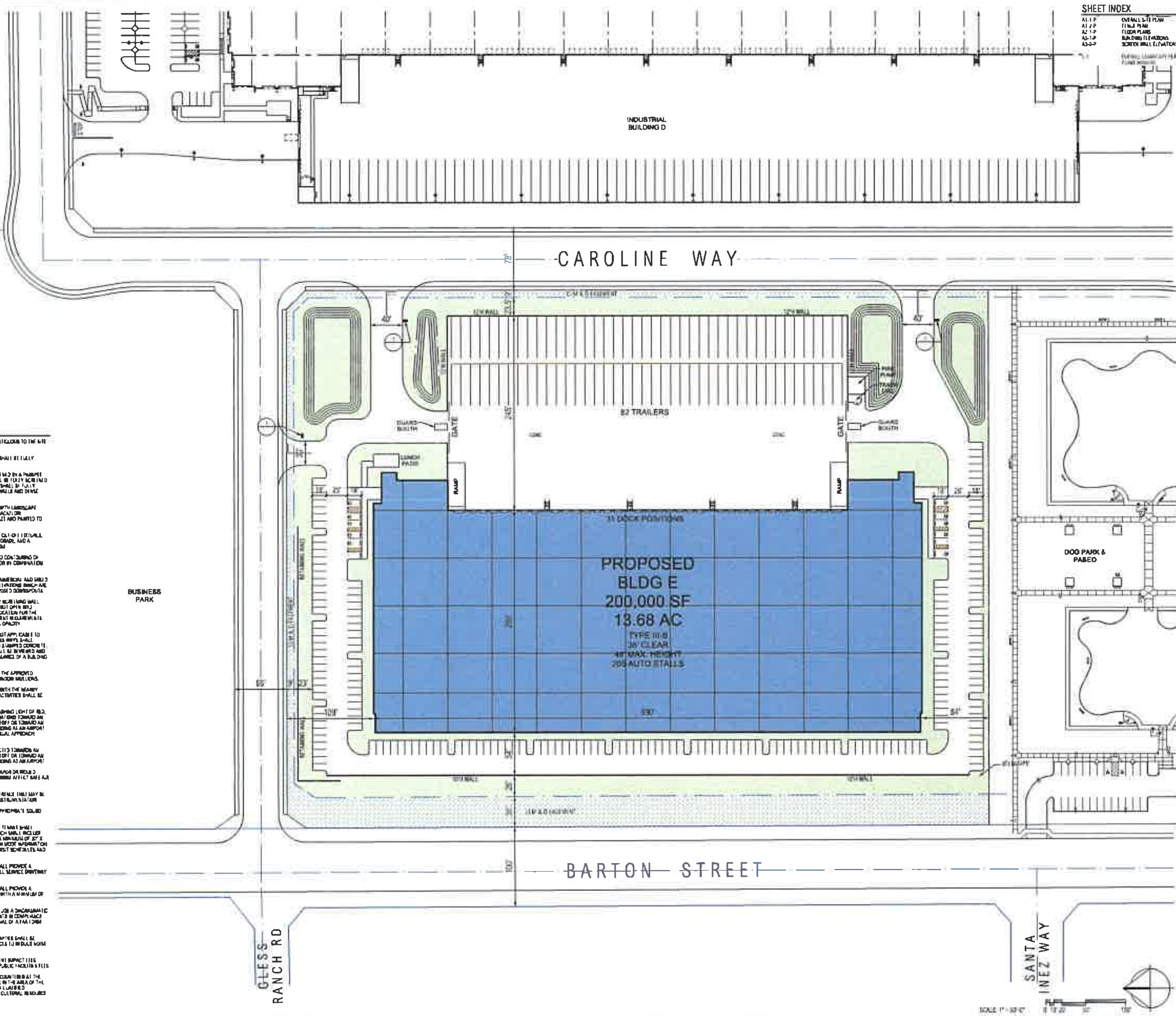
The City of Riverside Public Works Department is currently reviewing the traffic signal warrant analysis and it is anticipated we will receive feedback the week of June 6th. The comprehensive ministerial review checklist is in its final stages of preparation and discussion of required South Campus roadway improvements by Meridian Park is still pending.

Schedule:

It is anticipated that the project will go before the March Business Center Implementation Committee in the summer of 2022.

Attachment(s):

1) Site Plan
2) Building Elevations
3) Landscape Plan
4) Concept Grading Plan
5) Traffic Consistency Memo
6) Traffic Signal Non-warrant analysis.



STANDARD JPA NOTES

PROJECT DATA

BUILDING FOOTPRINT AREA	200,000 SF
COVERAGE:	33.58 %
PARKING REQUIRED	
75,000 SF OFFICE @ 3.3/1000	83 STALLS
0 - 50,000 SF @ 1/1000	50 STALLS
AUTO PARKING PROVIDED:	
STANDARD STALLS	176 STALLS
CARPOOL / EV STALLS (10%)	21 STALLS
ACCESSIBLE STALLS	8 STALLS
LOADING DOCK POSITIONS	31 DOCKS
GRADE DOOR POSITIONS	2 DOORS
	82 STALLS
BIKE PARKING	
REQUIRED @ 1/20 AUTO STALLS	11
	11
LANDSCAPE AREA REQUIRED @ 10%	120,131 SF
LANDSCAPE AREA PROVIDED	150,000 SF 25 %
	48'-0"

PROJECT DESCRIPTION:

ONE NEW CONCRETE TILT UP WAREHOUSE / LOGISTICS BUILDING, 48' MAX. HEIGHT, WITH AN 200,000 SF FLOOR AREA.

GENERAL PROJECT INFORMATION:

SPECIFIC PLAN AREA	MARCH BUSINESS CENTER SOUTH CAMPUS
ZONE	
ASSESSOR PARCEL NUMBERS:	
PLANNING CASE NUMBERS:	

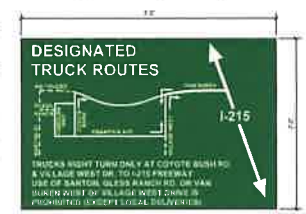
CODE ANALYSIS:

CONSTRUCTION TYPE	
FIRE SPRINKLERS	
AREA JUSTIFICATION:	
SIDEYARDS	(4) 40' - 60' SIDEYARDS
ALLOWABLE AREA	UNLIMITED AREA - SECTION 507.3
ALLOW HEIGHT	

UTILITY PROVIDERS

ELECTRICAL	EDISON
WATER/SEWER	WESTERN MUNICIPAL WATER DISTRICT
TELEPHONE	VERIZON
GAS:	SOUTHERN CALIFORNIA GAS

VICINITY MAP



TRUCK ROUTE SIGN

1

RGA

MERIDIAN

SOUTH CAMPUS - BUILDING E - PLOT PLAN

MERIDIAN PARK LLC

A1-1P

NORTH ELEVATION
1" = 20'-0"

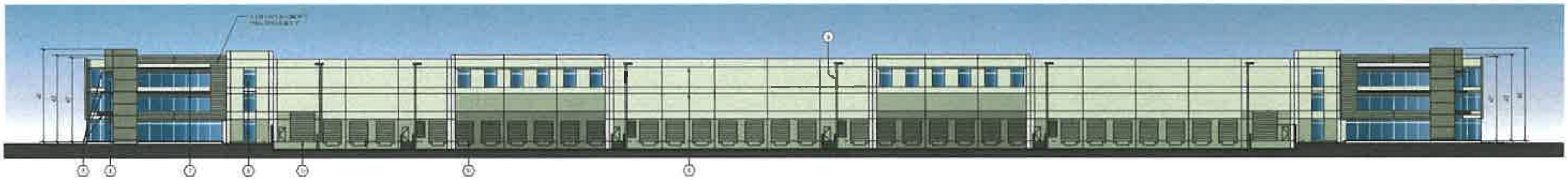
ENLARGED ELEVATION
1" = 10'-0"

KEYNOTES

1. PRIMARY ENTRANCE
2. [illegible]
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR
4. 3' X 7' PAINTED METAL MAN DOOR
5. TYPICAL 1" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL
6. BLUE GLASS IN ANODIZED ALUMINUM STOREFRONT FRAME SYSTEM. GLASS WILL HAVE A 25% MAXIMUM REFLECTIVITY
7. [illegible]
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION TO BE APPROVED UNDER A SEPARATE PERMIT
9. DOWNSPOUTS ON THE EAST / WEST ELEVATIONS SHALL BE INTERNAL AND PAINTED TO MATCH THE BUILDING.
10. PAINTED CONCRETE TILT-UP SCREEN WALL WITH ACCENT REVEALS, PAINTED PER MARCH JPA DESIGN GUIDELINES. ON WALLS LONGER THAN 50' IN LENGTH, PROVIDE STONE CLAD PILASTERS AT 50' O.C. MAX. PER DESIGN GUIDELINES
11. AT YARD ENTRANCES, PROVIDE 8' HIGH BLACK TUBULAR STEEL ROLLING GATE WITH 80% OPACITY SCREEN. SEE SITE PLAN
12. PAINTED DOCK DOOR
13. PAINTED GRADE LEVEL RAMP DOOR

GENERAL NOTES

1. ALL ROOFTOP MECHANICAL UNITS WILL BE SCREENED FROM VIEW BY THE PARAPET WALLS



EAST ELEVATION
1" = 20'-0"

WEST ELEVATION
1" = 20'-0"

SOUTH ELEVATION
1" = 20'-0"

POD RETURN ELEVATION
1" = 20'-0"

FINISH SCHEDULE:

- P-1 PAINTED CONCRETE: FIELD COLOR SW 6182 - ANCIENT MARBLE
- P-2 PAINTED CONCRETE: LIGHT ACCENT COLOR SW 6184 - SVELTE SAGE
- P-3 PAINTED CONCRETE: DARK ACCENT COLOR SW 6185 - CONNECTED GRAY
- P-4 SCREEN WALL COLOR - SW 6143 BASKET BEIGE
- ACM - ALUCOBOND GRAPHITE MICA
- GL-1 GLASS - PRIMARY WINDOW PPG SOLARCOOL PACIFICA - CLEAR ANODIZED ALUMINUM STOREFRONT

SCALE: 1" = 20'-0" 0 5 10' 20 30'

RGA
Office of Architectural Design

MERIDIAN

SOUTH CAMPUS - BUILDING E - ELEVATIONS

MERIDIAN PARK LLC

A3-1P

Prosopis chilensis
Thornless Mesquite
Evergreen

Lagerstroemia indica 'Natchez'
Natchez Crape Myrtle
Deciduous

Cercidium Desert Museum
Desert Museum Palo Verde
Semi Deciduous

Lophostemon conferta
Brisbane Box
Evergreen

Pinus halepensis
Aleppo Pine
Evergreen

Arctostaphylos 'John Dourley'
John Dourley Manzanita

Callistemon viminalis 'Little John'
Little John Bottle Brush

Lavandula stoechas 'Otto Quast'
Spanish Lavender

Muhlenbergia rigens
Deer Grass

Myoporum parvifolium 'Pink'
Pink Myoporum

Yucca Colorguard
Colorguard Yucca

Bougainvillea 'Rosenka'-
Bougainvillea

Dietes bicolor
Bicolor African Iris

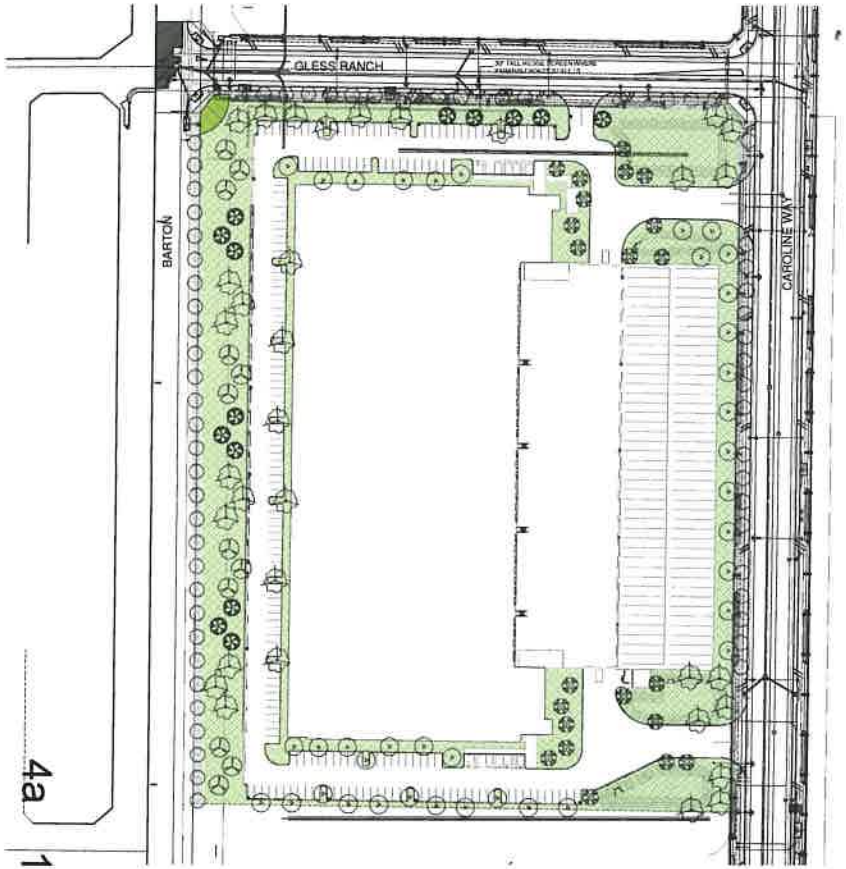
Rosmarinus prostratus
Prostate Rosemary

Agave attenuata 'Ray of Light'
Foxtail Agave

Senecio mandraliscae
Blue Chalk Sticks

Cistus salvifolius
Sage-Leaf Rock Rose

Westringia fruticosa 'Smokey'
Smokey Coast Rosemary



California Water Efficient Landscape Worksheet

Reference Evapotranspiration (ET$_o$)			56.4	Project Type		Non Residential		0.45
Hydrozone # / Planting Description*	Plant Factor (PF)	Irrigation Method*	Irrigation Efficiency (IE)*	ETAF (PF/IE)	Landscape Area (Sq. Ft.)		ETAF x Area	Estimated Total Water Use (ETWU)*
Regular Landscape Areas								
Low			0.81	0.37	141021	52330		1826379
			0.75	0.00	0	0		0
			0.75	0.00	0	0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
			0.75	0.00		0		0
				Totals	141021	52330		1826379
Special Landscape Areas								
				1			0	0
				1			0	0
				1			0	0
				1			0	0
				Totals	0	0		0
						ETWU Total		1826379
					Maximum Allowed Water Allowance (MAWA)*			2219050

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	52330
Total Area	141021
Average ETAF	0.37

All Landscape Areas	
Total ETAF x Area	52330
Total Area	141021
Average ETAF	0.37

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

PLANT LEGEND (WUCOLS REGION 2)

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	DETAIL	SPACING
		TREES				
	CER DES	Cercidium 'Desert Museum'	Sm Palo Verde	15 GAL & 24" BOX	LOW	
	LOP CON	Lophostemon confertus	Brisbane Box	15 GAL & 24" BOX	LOW	
	LAG NAT	Lagerstroemia indica 'Natchez'	Natchez Crape Myrtle	15 GAL & 24" BOX	LOW	
	PIN ELD	Pinus halepensis	Aleppo Pine	15 GAL & 24" BOX	LOW	
	PRO CHI	Prosopis chilensis	Thornless Chilean Mesquite	15 GAL & 24" BOX	LOW	

NOTE: TREES SHALL BE 60% 24" BOX/40% 15 GALLON

		SHRUBS					
	ARC JDH	Arctostaphylos 'John Dourley'	John Dourley Manzanita	1 GAL	LOW	60" OC
	MYO PAR	Myoporum parvifolium 'Pink'	Pink Myoporum	1 GAL	LOW	60" OC
	MUH RIG	Muhlenbergia rigens	Deer Grass	1 GAL	LOW	48" OC
	ROS PRO	Rosmarinus prostratus	Prostrate Rosemary	1 GAL	LOW	60" OC
	WES FRU	Westringia fruticosa 'Smokey'	Smokey Coast Rosemary	5 GAL	LOW	60" OC
	YUC COL	Yucca colorguard	Colorguard Yucca	5 GAL	LOW	36" OC
	SEN MAN	Senecio mandraliscae	Blue Chalks	1 GAL	LOW	36" OC
		PLANTING AREA(S) HEIGHT 24" AREA				
		EXISTING MPR LAND LANDSCAPE PROTECT				

LANDSCAPE CALCULATION

SITE AREA: 586,000 SF/13.66 ACRES
TOTAL LANDSCAPE AREA PROVIDED: 141,024 SF/3.23 AC = 24%

North
0 60 120 180

HIRSCH & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE & PLANNING

SOUTH CAMPUS BUILDING E1 CONCEPTUAL LANDSCAPE

RIVERSIDE, CA

SHEET 1 OF 2

NOT FOR CONSTRUCTION

PROJECT	BUILDING E.1 MERIDIAN SOUTH CAMPUS BARTON ST.
DRAWING TITLE	CONCEPTUAL GRADING
DATE	4/26/2023
DRAWING FILE	21-18750
PROJECT NO.	21-057
SHEET NUMBER	1
SHEETS	2

dlorc Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860

LLMD REQUIREMENTS:

- PRIOR TO SITE GRADING THE GRADING CONTRACTOR SHALL CONTACT THE NAPA JPA LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LLMD) MANAGER AT (707) 944-8712 TO SCHEDULE A PRE-CONSTRUCTION MEETING AND IMPACTS UPON LLMD FACILITIES WITHIN THE PUBLIC RIGHT OF WAY AND LANDSCAPE EASEMENTS. THE COORDINATION SHALL ASSURE UNINTERRUPTED SERVICE TO THE LLMD LANDSCAPE AREAS AND SHALL IDENTIFY ANY IMPACTS ON LLMD MAINLINES, WIRES, LATERALS AND IRRIGATION CONTROLLERS. ANY DAMAGE TO LLMD FACILITIES OR SLEEVE LLMD FACILITIES AS DETERMINED BY THE LLMD MANAGER SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO COST TO THE LLMD.
- ALL LLMD PIPELINE CROSSINGS UNDER PAVED AREAS SHALL BE INSTALLED IN SCHEDULE 40 PVC SLEEVES TWICE THE DIAMETER OF THE PIPE. SLEEVES SHALL BE PLACED AT A DEPTH OF 24" FROM THE TOP OF PAVEMENT TO THE TOP OF THE SLEEVE. CONTROL WIRES SHALL BE SEPARATE SLEEVES WITH A MINIMUM DIAMETER OF 2". SLEEVES SHALL BE INSTALLED AT THE TIME OF PAVING. WIRE BUNDLES MAY BE PULLED WITHOUT BREAKING ON EACH SIDE OF PAVED AREAS AT 24" DEPTH. SLEEVES SHALL BE CAPPED AND MARKED WITH 2" PVC PIPE INSTALLED PW TO CONNECTORS SHALL BE USED IN WIRE CONNECTION BOX AND MUST BE BRANDED ON THE VALVE BOX LID WITH "SW" FOR SOLENOID WIRE AND "CW" FOR COMMON WIRE.
- ALL DAMAGES TO THE LLMD EASEMENT AREA SHALL BE COMPLETED IN ACCORDANCE WITH APPROVED LLMD LANDSCAPE PLANS AND AN AS BUILT DRAWING SHALL BE SUBMITTED AND APPROVED UPON COMPLETION AND PRIOR TO THE FINAL INSPECTION. ALL TRENCHING AND INSTALLATIONS IN THE LLMD RIGHT OF WAY AND EASEMENT AREAS MUST BE INSPECTED BY THE LLMD MANAGER.
- ANY DAMAGE TO LLMD FACILITIES DURING CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY A QUALIFIED IRRIGATION TECHNICIAN WITHIN TWENTY FOUR (24) HOURS OF THE DAMAGE OCCURRING. THE CONTRACTOR SHALL BE ADDITIONAL DAMAGE, OR LOSS OF A $500 TIME PER DAY WILL BE ASSESSED UNTIL REPAIRS ARE COMPLETED. ALL LLMD FACILITIES SHALL BE REPLACED WITH LIKE SIZED MATERIAL WITHIN THREE (3) BUSINESS DAYS UNLESS AN ALTERNATIVE TIMELINE IS APPROVED BY THE LLMD MANAGER.
- ALL LLMD FACILITIES SHALL BE REPLACED WITH LIKE SIZED MATERIAL WITHIN THREE (3) BUSINESS DAYS UNLESS AN ALTERNATIVE TIMELINE IS APPROVED BY THE LLMD MANAGER.
- AT NO TIME SHALL ANY CONTRACTOR STORE OR PLACE EQUIPMENT, SOILS, TEMPORARY UTILITIES OR ANY OTHER ITEMS WITHIN THE PUBLIC RIGHT OF WAY OR LLMD EASEMENT AREAS.
- NO CONTRACTOR PARKING WILL BE ALLOWED ON THE NAPA STREETS AT ANY TIME DURING CONSTRUCTION.
- NO CONSTRUCTION PERSONNEL OR SUBCONTRACTORS MAY CONDUCT THEIR BUSINESS IN THE LLMD AREA. COST FOR DAMAGES WILL APPLY AS PER COA #8.
- NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL LLMD FACILITIES HAVE BEEN INSTALLED TO THE SATISFACTION OF THE NAPA OPERATIONS DIRECTOR AND ANY DAMAGES HAVE BEEN REPAIRED.
- PRIOR TO ANY WALL AND FENCE CONSTRUCTION OR ENCROACHMENT PERMIT ISSUANCE, A PRE-INSPECTION IS REQUIRED FOR LLMD PRE-INSPECTION AND SCHEDULE OF WORK.

April 26, 2022

Mr. Timothy Reeves
Lewis Retail Centers
1156 N. Mountain Avenue
Upland, CA 91785

SUBJECT: MERIDIAN SOUTH CAMPUS BUILDING E TRAFFIC CONSISTENCY MEMO

Dear Mr. Timothy Reeves:

Urban Crossroads, Inc. is pleased to provide the following Traffic Consistency Memo for Meridian South Campus Building E development (**Project**) which is located on the southeast corner of Barton Street and Gless Ranch Road within the jurisdiction of the March Joint Powers Authority (March JPA). The purpose of this work effort is to determine whether the proposed Project is consistent with and within the envelope of traffic evaluated for the currently adopted uses in the Meridian South Campus Traffic Impact Analysis (dated April 29, 2020, referred to as **2020 Traffic Study**) which was approved as part of the March Business Center Specific Plan SP-1 Amendment #8 (dated May 2020).

PROPOSED PROJECT TRIP GENERATION

The Project is proposed to consist of a single building with 200,000 square feet of warehousing use (see Exhibit 1). Trip generation for the Project land use is based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021). Consistent with the 2020 Traffic Study, the trip generation rates for the warehousing land use have been determined using the fitted curve equation (based on the square footage) (see Table 1). The resulting trip generation for the proposed Project is shown on Table 2. As shown on Table 2, the proposed Project is anticipated to generate 354 two-way trips per day, with 48 trips generated during the AM peak hour and 50 trips generated during the PM peak hour. The proposed Project is anticipated to generate 126 daily truck trips (in actual vehicles).

TABLE 1: TRIP GENERATION RATES

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates:[1]									
Warehousing	150	TSF	Based on the ITE Fitted Curve Equation						
Warehousing (200.000 TSF)			0.183	0.055	0.238	0.071	0.182	0.252	1.771

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = Thousand Square Feet

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Uses	Quantity Units[1]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Building E: Warehousing	200.000 TSF							
Passenger Cars (88.2% AM, 83.3% PM, 64.9% Daily):		33	10	43	12	30	42	228
Truck Trips (11.8% AM, 16.7% PM, 35.1% Daily):		4	1	5	2	6	8	126
Building E Total Trips		**37**	**11**	**48**	**14**	**36**	**50**	**354**

[1] TSF = Thousand Square Feet

[2] Total Trips (Actual Vehicles) = Passenger Cars + Truck Trips (Actual Trucks).

CONSISTENCY WITH TRAFFIC PLANNING DOCUMENTS

The currently approved Project for the industrial area on which Building E lies assumed 13.7 acres of business park uses on the southeast corner of Barton Street and Gless Ranch Road, just north of the dog park. The area was designated and evaluated as Business Park in the 2020 Traffic Study assuming a floor to area ratio (FAR) of 45% and was split between warehousing (70% of the total square footage) and office use (30% of the total square footage):

- Warehousing (70% of total square footage): 187,983 square feet
- Office (30% of total square footage): 80,564 square feet
- Total square footage of Business Park use = 268,547 square feet

As such, the currently approved Project for the Building E property evaluated 268,547 square feet of business park use. Attachment A includes the trip generation for the currently approved South Campus as evaluated in the 2020 Traffic Study. A summary of the trip generation evaluated for the Meridian South Campus Specific Plan is shown on Table 3, along with the buildings that have been constructed/approved in conjunction with the proposed Project in order to determine the trips that remain within the Specific Plan. The summary of trips has been provided for both total vehicles and truck trips.

TABLE 3: SUMMARY OF REMAINING TRIPS WITHIN THE SPECIFIC PLAN

Land Use	AM Peak Hour		PM Peak Hour		Daily	
	Total Vehicles	Trucks	Total Vehicles	Trucks	Total Vehicles	Trucks
A. Total South Campus	3,065	461	3,891	414	34,916	4,972
B. Building A	388	79	455	93	2,898	592
C. Building B + Parking Lot	683	210	805	174	4,672	1,720
D. Building C	87	27	94	20	870	320
E. Building D	64	20	80	17	1,120	414
F. Building F	60	27	71	19	546	318
G. Commercial (Parcel 72)	121	2	137	2	1,534	32
H. DJT6	63	2	112	0	1,958	34
I. Seefried Building 1	40	5	44	7	266	94
J. Seefried Building 2	39	5	42	7	244	86
K. Seefried Building 3	30	4	33	6	120	44
L. Proposed Project (Building E)	48	5	50	8	354	126
Remaining After Project[1]	**1,442**	**75**	**1,968**	**61**	**20,334**	**1,192**

[1] Remaining After Project = Lines A - B - C - D - E - F - G - H - I - J - K - L

SITE ACCESS

The proposed Building E has one driveway on Gless Ranch Road and two access points on Caroline Way at either end of the property to the west and to the east. The driveway on Gless Ranch Road is X-feet in width with full access and would serve passenger cars only and the driveways on Caroline Way are 40-feet in width and accommodate full access and would serve both passenger cars and trucks. No trucks are permitted on Gless Ranch Road. Trucks would utilize Caroline Way to Coyote Bush Road to head to Van Buren Boulevard. Trucks on Coyote Bush Road are restricted to exit towards the east on Van Buren Boulevard via a physical overhang that exists along Coyote Bush Road (no trucks to go to the west). The driveway on Gless Ranch Road is anticipated to align with a passenger car driveway for a future building to the north. There are no driveway/access conflicts for the two driveways on Caroline Way. As such, the proposed project accommodates adequate site access as currently proposed.

CONCLUSION

The summary of trips shown on Table 3 indicates the proposed project-related trips are within the trips evaluated as part of the South Campus 2020 Traffic Study (both for total vehicles and truck trips). As such, the proposed Project is consistent with the traffic planning documents and mitigation measures identified in the March Business Center Specific Plan (SP-1 Amendment #8) with the development of a 200,000 square foot warehouse building (Building E).

If you have any questions, please contact me directly at (949) 861-0177.

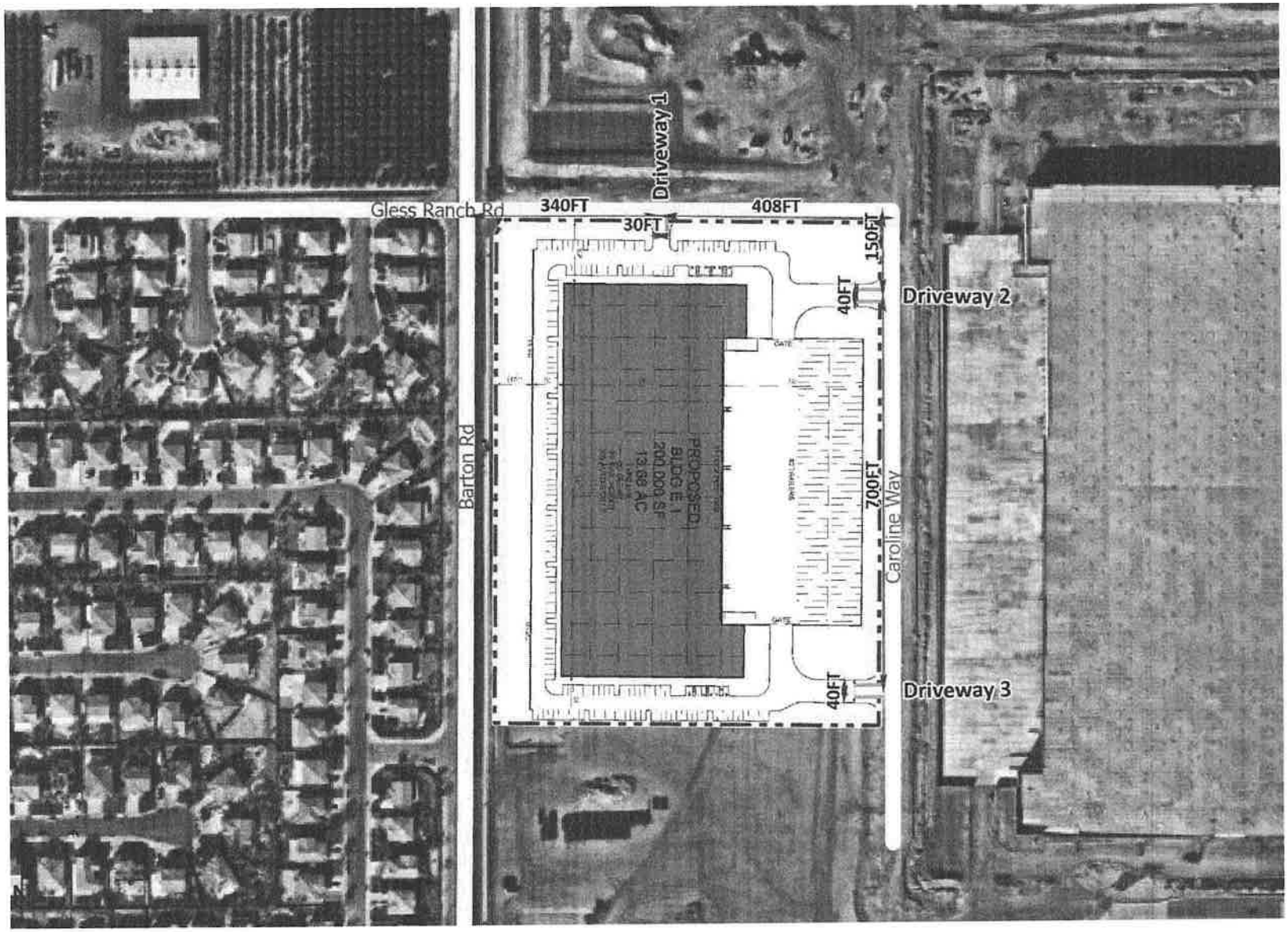
Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

EXHIBIT 1: PRELIMINARY SITE PLAN



ATTACHMENT A: TRIP GENERATION EXCERPT FROM MERIDIAN SOUTH CAMPUS TRAFFIC IMPACT ANALYSIS (APRIL 2020)

Table 4-1

Trip Generation Rates

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates[1]									
Warehousing[3,4]	150	TSF	Based on the ITE Fitted Curve Equation						
Warehousing (274.437 TSF)			0.163	0.049	0.212	0.060	0.162	0.222	1.746
Warehousing (1,234.926 TSF)			0.108	0.032	0.140	0.038	0.104	0.142	1.617
High-Cube Transload Short-Term Warehouse[3,4]	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
High-Cube Cold Storage Warehouse[3,4]	157	TSF	0.085	0.025	0.110	0.032	0.088	0.120	2.263
General Office	710	TSF	Based on the ITE Fitted Curve Equation						
General Office (388.011 TSF)			0.870	0.140	1.010	0.170	0.890	1.060	10.190
General Office (529.254 TSF)			0.850	0.140	0.990	0.170	0.880	1.050	10.090
Shopping Center	820	TSF	Based on the ITE Fitted Curve Equation						
Shopping Center (221.394 TSF)			0.740	0.450	1.190	2.120	2.300	4.420	46.620
Supermarket	850	TSF	Based on the ITE Fitted Curve Equation						
Supermarket (61.336 TSF)			2.368	1.452	3.820	4.516	4.339	8.855	90.660
Public Park	411	AC	Based on the ITE Fitted Curve Equation						
Public Park (6.20 AC)			0.012	0.008	0.020	2.038	1.667	3.705	14.908

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] AC = Acres; TSF = Thousand Square Feet

[3] Vehicle Mix Source: ITE High Cube Warehouse Vehicle Trip Generation Analysis, October 2016 and SCAQMD.

[4] Truck Percentage: ITE Trip Generation Handbook, 3rd Edition (2017) for Industrial Park; 2% trucks used for office commercial areas

Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014).

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

Table 4-2

Proposed Project Trip Generation Summary

Project Land Uses	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Vacant Land Uses									
Office	70.132	TSF							
Office (75% of Mixed Use)	317.879	TSF							
Office Passenger Cars (98%)			*331*	*53*	*384*	*65*	*338*	*403*	*3,874*
Office Truck Trips (2%)			*7*	*1*	*8*	*1*	*7*	*8*	*80*
Office Subtotal	***388.011***	***TSF***	***338***	***54***	***392***	***66***	***345***	***411***	***3,954***
Commercial Retail	115.434	TSF							
Commercial Retail (25% of Mixed Use)	105.960	TSF							
Commercial Retail Subtotal	221.394	TSF	164	100	264	469	509	978	10,322
Pass-by Reduction (AM: 0%, PM/Daily: 34%)[3]			0	0	0	-159	-159	-318	-3,510
Commercial (Grocery Store)	61.336	TSF	145	89	234	277	266	543	5,562
Pass-by Reduction (AM: 0%, PM/Daily: 36%)[3]			0	0	0	-96	-96	-192	-2,004
Commercial Passenger Cars (98%)			*303*	*185*	*488*	*481*	*510*	*991*	*10,162*
Commercial Truck Trips (2%)			*6*	*4*	*10*	*10*	*10*	*20*	*208*
Commercial Subtotal	***282.730***	***TSF***	***309***	***189***	***498***	***491***	***520***	***1,011***	***10,370***
Business Park	1,764.180	TSF							
Office (30% of Business Park)	529.254	TSF	450	74	524	90	466	556	5,342
Office Passenger Cars (98%)			*441*	*73*	*514*	*88*	*457*	*545*	*5,234*
Office Truck Trips (2%)			*9*	*1*	*10*	*2*	*9*	*11*	*108*
Warehouse (70% of Business Park)	1,234.926	TSF	133	40	173	47	128	175	1,998
Warehouse Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			*92*	*28*	*120*	*37*	*100*	*137*	*1,262*
Warehouse Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			*41*	*12*	*53*	*10*	*28*	*38*	*736*
Business Park Subtotal	***1,764.180***	***TSF***	***583***	***114***	***697***	***137***	***594***	***731***	***7,340***
Industrial	1,774.437	TSF							
Warehousing	274.437	TSF							
Warehouse Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			*31*	*9*	*40*	*13*	*34*	*47*	*302*
Warehouse Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			*14*	*4*	*18*	*3*	*10*	*13*	*178*
Warehousing Subtotal			45	13	58	16	44	60	480
High-Cube Cold Storage Warehouse	700.000	TSF							
Cold Storage Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			*41*	*12*	*53*	*18*	*48*	*66*	*1,000*
Cold Storage Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			*18*	*6*	*24*	*5*	*13*	*18*	*584*
High-Cube Cold Storage Warehouse Subtotal			59	18	77	23	61	84	1,584
High-Cube Transload Short-Term Warehouse (Building D)	800.000	TSF							
High-Cube Warehouse Passenger Cars (69.2% AM, 78.3% PM, 63.2% Daily)			*34*	*10*	*44*	*17*	*45*	*63*	*706*
High-Cube Warehouse Truck Trips (30.8% AM, 21.7% PM, 36.8% Daily)			*15*	*5*	*20*	*5*	*13*	*17*	*414*
High-Cube Warehousing Subtotal			49	15	64	22	58	80	1,120
Industrial Subtotal	***1,774.437***	***TSF***	***153***	***46***	***199***	***61***	***163***	***224***	***3,184***
Dog Park & Paseo	6.200	AC	0	0	0	13	10	23	94
Vacant Land Uses Passenger Car Trips			*1,273*	*370*	*1,643*	*732*	*1,542*	*2,275*	*22,634*
Vacant Land Uses Truck Trips			*110*	*33*	*143*	*36*	*90*	*125*	*2,308*
Vacant Land Uses Total Trips[2]			*1,383*	*403*	*1,786*	*768*	*1,632*	*2,400*	*24,942*

Table 4-2

Proposed Project Trip Generation Summary

Project Land Uses	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Built/Entitled Land Uses									
LGB6 (Building A)[4]	1,000.000	TSF							
LGB6 (Building A) Passenger Cars			*222*	*87*	*309*	*127*	*235*	*362*	*2,306*
LGB6 (Building A) Truck Trips			*57*	*22*	*79*	*33*	*60*	*93*	*592*
LGB6 (Building A) Subtotal			279	109	388	160	295	455	2,898
Parcel Delivery Site (Building B + Parking Lot)[5]	1,000.000	TSF							
Parcel Delivery Site (Building B + Parking Lot) Passenger Cars			*341*	*132*	*473*	*221*	*410*	*631*	*2,952*
Parcel Delivery Site (Building B + Parking Lot) Truck Trips			*151*	*59*	*210*	*61*	*113*	*174*	*1,720*
Parcel Delivery Site (Building B + Parking Lot) Subtotal			492	191	683	282	523	805	4,672
Commercial (Parcel 72)[6]	15.485	TSF	65	56	121	66	71	137	1,534
Commercial Passenger Cars (98%)			*64*	*55*	*119*	*65*	*70*	*135*	*1,502*
Commercial Truck Trips (2%)			*1*	*1*	*2*	*1*	*1*	*2*	*32*
Warehousing (Building C)[6]	500.000	TSF							
Warehousing (Building C) Passenger Cars			*46*	*14*	*60*	*20*	*54*	*74*	*550*
Warehousing (Building C) Truck Trips			*21*	*6*	*27*	*5*	*15*	*20*	*320*
Warehousing (Building C) Subtotal			67	20	87	25	69	94	870
Built/Entitled Passenger Car Trips			*673*	*288*	*961*	*433*	*769*	*1,202*	*7,310*
Built/Entitled Truck Trips			*230*	*88*	*318*	*100*	*189*	*289*	*2,664*
Built/Entitled Total Trips[2]			*903*	*376*	*1,279*	*533*	*958*	*1,491*	*9,974*
Vacant + Built/Entitled Passenger Car Trips			***1,946***	***658***	***2,604***	***1,165***	***2,311***	***3,477***	***29,944***
Vacant + Built/Entitled Truck Trips			***340***	***121***	***461***	***136***	***279***	***414***	***4,972***
Vacant + Built/Entitled Subtotal Trips[2]			***2,286***	***779***	***3,065***	***1,301***	***2,590***	***3,891***	***34,916***
Vacant + Built/Entitled Passenger Car Trips (With 10% Internal Trip Reduction)			*1,751*	*592*	*2,344*	*1,049*	*2,080*	*3,129*	*26,950*
Vacant + Built/Entitled Truck Trips (With 10% Internal Trip Reduction)			*306*	*109*	*415*	*122*	*251*	*374*	*4,475*
Vacant + Built/Entitled Subtotal Trips (With 10% Internal Trip Reduction)			***2,057***	***701***	***2,759***	***1,171***	***2,331***	***3,503***	***31,424***
Previous EIR Ph. III Trips			***2,965***	***648***	***3,613***	***808***	***2,907***	***3,715***	***31,267***
Previous EIR Ph. III Passenger Car Trips (92.6%) (With 10% Internal Trip Reduction)			*2,471*	*540*	*3,011*	*673*	*2,423*	*3,096*	*26,058*
Previous EIR Ph. III Truck Trips (7.4%) (With 10% Internal Trip Reduction)			*197*	*43*	*240*	*54*	*194*	*248*	*2,082*
Previous EIR Ph. III Subtotal Trips (With 10% Internal Trip Reduction)			***2,668***	***583***	***3,251***	***727***	***2,617***	***3,344***	***28,140***
Proposed Project Net Passenger Car Trips[7]			***-720***	***52***	***-667***	***376***	***-343***	***33***	***892***
Proposed Project Net Truck Trips[7]			***109***	***66***	***175***	***68***	***57***	***126***	***2,393***
Proposed Project Net Trip Generation[7]			***-611***	***118***	***-493***	***444***	***-286***	***159***	***3,284***

[1] AC = Acres; TSF = Thousand Square Feet

[2] Total Trips (Actual Vehicles) = Passenger Cars + Truck Trips (Actual Trucks).

[3] Pass-by reduction percentage consistent with ITE Trip Generation Handbook , 3rd Edition (2017)

[4] Source: LGB6 Project Substantial Conformance Traffic Assessment (November 13, 2017, prepared by Urban Crossroads, Inc.)

[5] Source: Meridian South Parcel Delivery Traffic Impact Study Report (August 2017, prepared by VRPA Technologies, Inc.)

[6] Source: Meridian South Campus Addendum #3 Focused Traffic Impact Analysis (August 15, 2018, prepared by Urban Crossroads, Inc.)

[7] Proposed Project = Vacant + Built/Entitled Subtotal Trips (With 10% Internal Trip Reduction) - Previous EIR Ph. III Subtotal Trips (With 10% Internal Trip Reduction)

May 18, 2022

Mr. Timothy Reeves
Lewis Retail Centers
1156 N. Mountain Avenue
Upland, CA 91785

MERIDIAN SOUTH CAMPUS BUILDING E TRAFFIC SIGNAL WARRANT ANALYSIS

Mr. Timothy Reeves,

The firm of Urban Crossroads, Inc. is pleased to submit this traffic signal warrant analysis for the Meridian South Campus Building E development (**Project**), which is located on the southeast corner of Barton Street and Gless Ranch Road within the jurisdiction of the March Joint Powers Authority (March JPA). The purpose of this analysis is to determine if a traffic signal is currently warranted or will be warranted at the intersection of Barton Street at Gless Ranch Road with the completion of Building E (Project), Building F, and Building G, which are located on either side of Gless Ranch Road east of Barton Street (see Exhibit 1). A traffic signal warrant analysis has been evaluated for the following analysis scenarios for the purposes of this assessment:

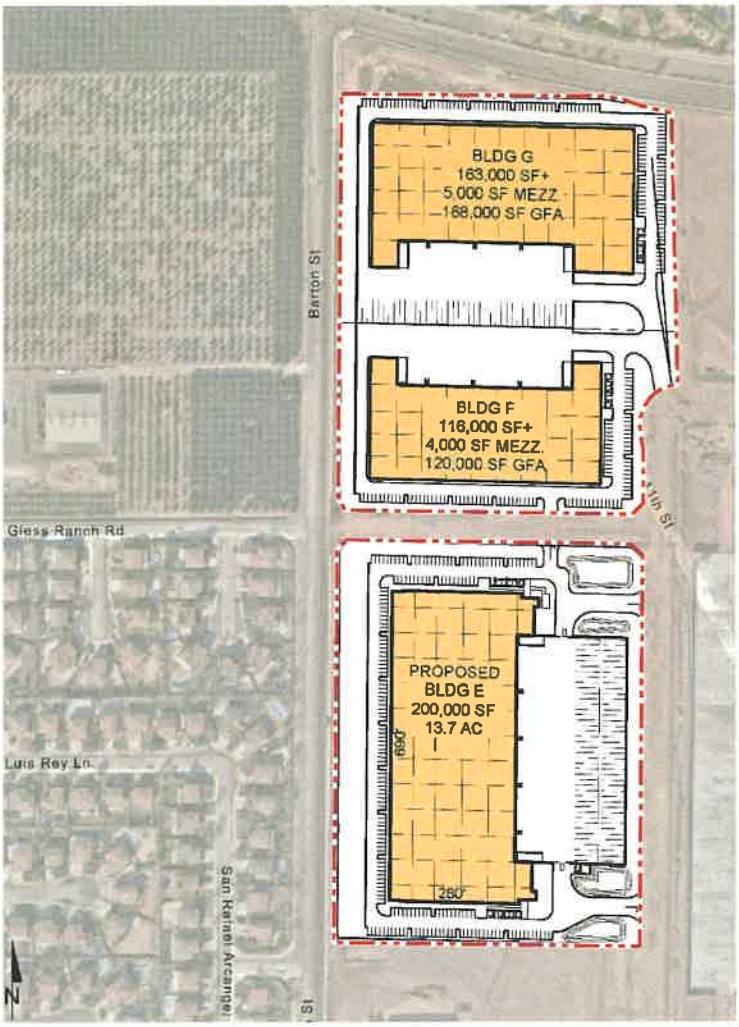
- Existing (2022) Conditions
- Existing plus Project (E+P) Conditions (Building E)
- E+P Conditions (Building E, Building F & Building G)

This TS uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices *(CA MUTCD)*. Specifically, this analysis uses the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this analysis because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). The current posted speed limit along Barton Street is 45 miles per hour.

SUMMARY OF FINDINGS

The peak hour volume-based traffic signal warrant analysis indicates that the intersection of Barton Street at Gless Ranch Road does not currently warrant a traffic signal for Existing (2022) conditions and would continue to not warrant a traffic signal under E+P traffic conditions (for both Building E only and Buildings E, F & G combined).

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

Building E proposes 200,000 square feet of warehousing use, Building F proposes 120,000 square feet of warehousing use, and Building G proposes 168,000 square feet of warehousing use. Trip generation for each Building is based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021). Consistent with the 2020 Traffic Study, the trip generation rates for the warehousing land use have been determined using the fitted curve equation (based on the square footage) (see Table 1).

TABLE 1: TRIP GENERATION RATES

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates:[1]									
Warehousing	150	TSF	Based on the ITE Fitted Curve Equation						
Warehousing (120.000 TSF)			0.244	0.073	0.317	0.095	0.245	0.340	1.899
Warehousing (168.000 TSF)			0.201	0.060	0.261	0.078	0.200	0.278	1.808
Warehousing (200.000 TSF)			0.183	0.055	0.238	0.071	0.182	0.252	1.771

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = Thousand Square Feet

The resulting trip generation for the proposed Project is shown on Table 2. As shown on Table 2, the proposed Buildings are anticipated to generate 886 two-way trips per day, with 130 trips generated during the AM peak hour and 137 trips generated during the PM peak hour.

TABLE 2: TRIP GENERATION SUMMARY

Land Uses	Quantity Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Building E: Warehousing	200.000 TSF							
Passenger Cars (88.2% AM, 83.3% PM, 64.9% Daily):		33	10	43	12	30	42	228
Truck Trips (11.8% AM, 16.7% PM, 35.1% Daily):		4	1	5	2	6	8	126
Building E Total Trips		37	11	48	14	36	50	354
Building F: Warehousing	120.000 TSF							
Passenger Cars (88.2% AM, 83.3% PM, 64.9% Daily):		26	8	34	9	24	33	146
Truck Trips (11.8% AM, 16.7% PM, 35.1% Daily):		3	1	4	2	5	7	82
Building F Total Trips		29	9	38	11	29	40	228
Building G: Warehousing	168.000 TSF							
Passenger Cars (88.2% AM, 83.3% PM, 64.9% Daily):		30	9	39	11	28	39	196
Truck Trips (11.8% AM, 16.7% PM, 35.1% Daily):		4	1	5	2	6	8	108
Building G Total Trips		34	10	44	13	34	47	304
Total Trips		**100**	**30**	**130**	**38**	**99**	**137**	**886**

[1] TSF = Thousand Square Feet

[2] Total Trips (Actual Vehicles) = Passenger Cars + Truck Trips (Actual Trucks).

TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system. For the purposes of this analysis, the passenger car trip distribution patterns are consistent with the Meridian South Campus Traffic Impact Analysis (dated April 2020, prepared by Urban Crossroads, Inc., referred to as **2020 Traffic Study**). Exhibit 2 illustrates the passenger car trip distribution patterns for the proposed Project. Note that truck trip distributions have not been considered since per the Specific Plan, truck traffic is not permitted to use Gless Ranch Road to access Barton Street. As such, all truck traffic for Buildings E, F and G would use Caroline Way to Coyote Bush Road to access Van Buren Boulevard.

EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

EXISTING (2022) TRAFFIC SIGNAL WARRANT ANLSYSIS

EXISTING ROADWAY CONFIGURATIONS

Barton Street is currently a three-lane divided roadway north of Gless Ranch Road (one southbound lane and two northbound lanes) and four-lane divided roadway south of Gless Ranch Road (two lanes in each direction of travel) with each direction of travel separated by a painted median. Gless Ranch Road is currently a two-lane residential street to the west of Barton Street. The eastern leg of Gless Ranch Road will provide access to the Project.

The study intersection of Barton Street and Gless Ranch Road is currently controlled by a stop sign on the minor approach (e.g., stop sign on Gless Ranch Road). The posted speed limit on Barton Street is 45 miles per hour, thereby requiring use of the rural warrant analysis criteria. The posted speed limit on Gless Ranch Road is 25 miles per hour.

EXISTING (2022) CONDITIONS TRAFFIC VOLUMES

For the purposes of this analysis, the peak hour intersection volume has been obtained from the 2020 Traffic Study. However, the intersection count data has been increased by 2% per year over 3 years to reflect a current 2022 traffic condition. The traffic count data are included in Attachment A of this letter as well as the intersection turning volumes developed for this traffic signal warrant analysis.

TRAFFIC SIGNAL WARRANT ANALYSIS

Based on the signal warrants evaluated as part of this report for Existing (2022) traffic conditions, the intersection of Barton Street at Gless Ranch Road does not currently satisfy the requirements to meet a peak hour volume-based traffic signal warrant. Existing (2022) traffic signal warrant worksheets are included in Attachment B of this letter.

E+P TRAFFIC SIGNAL WARRANT ANLSYSIS

E+P TRAFFIC VOLUMES

Project traffic along Gless Ranch Road has been added to the existing traffic volumes. E+P peak hour turning volumes are provided in Attachment A. E+P volumes have been developed for Building E only and Buildings E, F, and G.

TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant has been evaluated for E+P traffic conditions based on the peak hour traffic. Attachment C contains the E+P (Building E) conditions traffic signal warrant analysis worksheet while Attachment D contains the E+P (Buildings E, F, and G) conditions traffic signal warrant analysis worksheet. The signal warrant analysis indicates that the intersection of Barton Street at Gless Ranch Road is not anticipated to meet a traffic signal warrant based on AM and PM peak hour traffic volumes for either E+P (Building E) or E+P (Buildings E, F & G) traffic conditions. The peak hour intersection volumes used for the analysis are provided in Attachment A.

If you have any questions or comments, I can be reached at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

ATTACHMENT A

VOLUME DEVELOPMENT & PEAK HOUR INTERSETION COUNT DATA

Volume Development
AM Peak Hour

1: Barton St. & Gless Ranch Rd.

PHF: 0.945 Count Date: 8/20/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	5	622	0	0	469	27	28	0	13	0	0	0	1,164
2-Axle:	0	10	0	0	5	0	0	0	0	0	0	0	15
3-Axle:	0	0	0	0	1	0	0	0	0	0	0	0	1
4+-Axle:	0	2	0	0	2	0	0	0	0	0	0	0	4
2019 Trucks:	0	12	0	0	8	0	0	0	0	0	0	0	20
2019 Truck %:	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
2022 Volume:	**5**	**660**	**0**	**0**	**498**	**29**	**30**	**0**	**14**	**0**	**0**	**0**	**1,235**
Buillidng E:			1	13						0		4	18
Building E, F & G:			3	34						1		10	48
E+P (Bldg E):	5	660	1	13	498	29	30	0	14	0	0	4	1,253
E+P (All Bldg):	5	660	3	34	498	29	30	0	14	1	0	10	1,283

Volume Development
PM Peak Hour

1: Barton St. & Gless Ranch Rd.

PHF: 0.925 Count Date: 8/20/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	398	0	0	440	39	30	0	3	0	0	0	910
2-Axle:	0	7	0	0	5	0	0	0	0	0	0	0	12
3-Axle:	0	0	0	0	1	0	0	0	0	0	0	0	1
4+-Axle:	0	1	0	0	2	0	0	0	0	0	0	0	3
2019 Trucks:	0	8	0	0	8	0	0	0	0	0	0	0	16
2019 Truck %:	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
2022 Volume:	**0**	**422**	**0**	**0**	**467**	**41**	**32**	**0**	**3**	**0**	**0**	**0**	**966**
Builildng E:			0	5						1		11	17
Building E, F & G:			1	12						2		31	47
E+P (Bldg E):	0	422	0	5	467	41	32	0	3	1	0	11	983
E+P (All Bldg):	0	422	1	12	467	41	32	0	3	2	0	31	1,012

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	126	8	134	1	149	150	9	5	14	298
07:15 AM	141	9	150	1	140	141	7	1	8	299
07:30 AM	117	7	124	1	169	170	9	5	14	308
07:45 AM	85	3	88	2	164	166	3	2	5	259
Total	469	27	496	5	622	627	28	13	41	1164
08:00 AM	69	9	78	2	118	120	3	1	4	202
08:15 AM	53	0	53	0	80	80	5	0	5	138
08:30 AM	40	4	44	0	97	97	6	0	6	147
08:45 AM	34	3	37	0	79	79	9	1	10	126
Total	196	16	212	2	374	376	23	2	25	613
Grand Total	665	43	708	7	996	1003	51	15	66	1777
Apprch %	93.9	6.1		0.7	99.3		77.3	22.7		
Total %	37.4	2.4	39.8	0.4	56	56.4	2.9	0.8	3.7	
Passenger Vehicles	640	42	682	7	975	982	51	15	66	1730
% Passenger Vehicles	96.2	97.7	96.3	100	97.9	97.9	100	100	100	97.4
Large 2 Axle Vehicles	20	1	21	0	17	17	0	0	0	38
% Large 2 Axle Vehicles	3	2.3	3	0	1.7	1.7	0	0	0	2.1
3 Axle Vehicles	1	0	1	0	1	1	0	0	0	2
% 3 Axle Vehicles	0.2	0	0.1	0	0.1	0.1	0	0	0	0.1
4+ Axle Trucks	4	0	4	0	3	3	0	0	0	7
% 4+ Axle Trucks	0.6	0	0.6	0	0.3	0.3	0	0	0	0.4

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	126	8	134	1	149	150	**9**	**5**	**14**	298
07:15 AM	**141**	**9**	**150**	1	140	141	7	1	8	299
07:30 AM	117	7	124	1	**169**	**170**	9	5	14	**308**
07:45 AM	85	3	88	**2**	164	166	3	2	5	259
Total Volume	469	27	496	5	622	627	28	13	41	1164
% App. Total	94.6	5.4		0.8	99.2		68.3	31.7		
PHF	.832	.750	.827	.625	.920	.922	.778	.650	.732	.945

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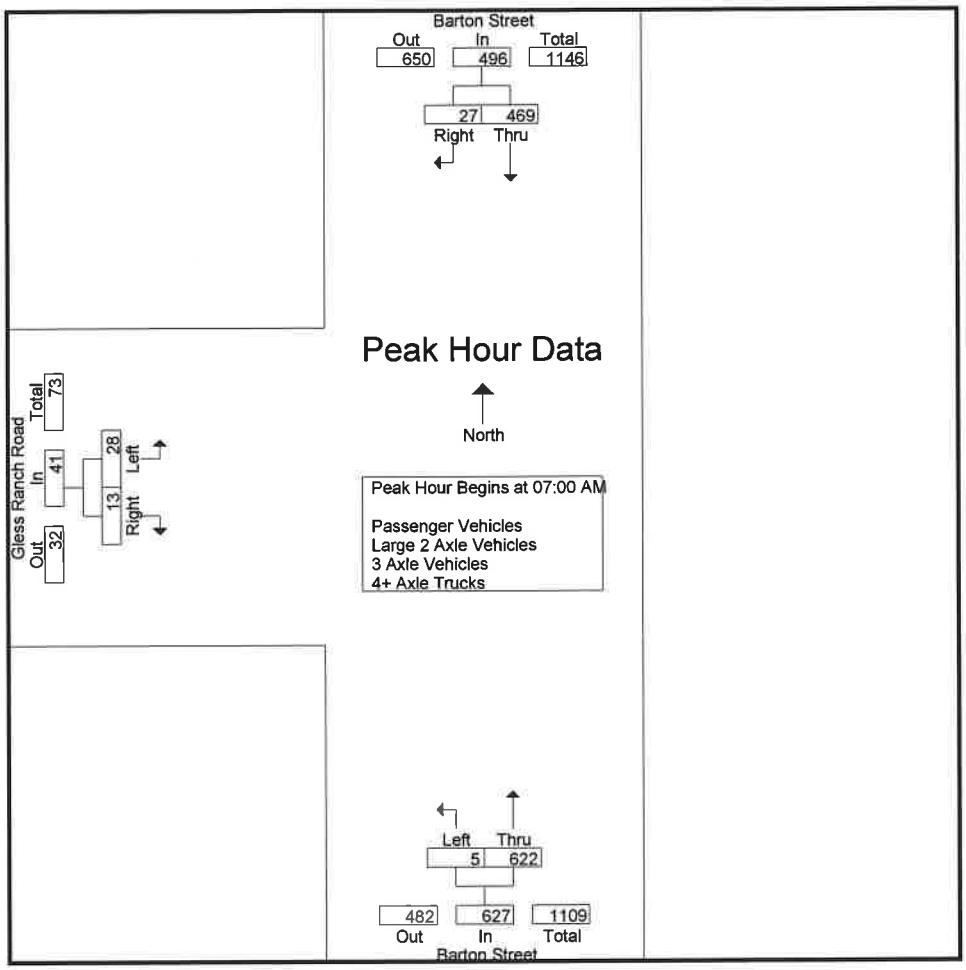

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	126	8	134	1	149	150	**9**	**5**	**14**
+15 mins.	**141**	**9**	**150**	1	140	141	7	1	8
+30 mins.	117	7	124	1	**169**	**170**	9	5	14
+45 mins.	85	3	88	**2**	164	166	3	2	5
Total Volume	469	27	496	5	622	627	28	13	41
% App. Total	94.6	5.4		0.8	99.2		68.3	31.7	
PHF	.832	.750	.827	.625	.920	.922	.778	.650	.732

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Groups Printed- Passenger Vehicles

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	122	8	130	1	146	147	9	5	14	291
07:15 AM	141	9	150	1	134	135	7	1	8	293
07:30 AM	115	7	122	1	166	167	9	5	14	303
07:45 AM	83	3	86	2	164	166	3	2	5	257
Total	461	27	488	5	610	615	28	13	41	1144
08:00 AM	68	9	77	2	115	117	3	1	4	198
08:15 AM	49	0	49	0	79	79	5	0	5	133
08:30 AM	36	4	40	0	94	94	6	0	6	140
08:45 AM	26	2	28	0	77	77	9	1	10	115
Total	179	15	194	2	365	367	23	2	25	586
Grand Total	640	42	682	7	975	982	51	15	66	1730
Apprch %	93.8	6.2		0.7	99.3		77.3	22.7		
Total %	37	2.4	39.4	0.4	56.4	56.8	2.9	0.9	3.8	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	122	8	130	1	146	147	**9**	**5**	**14**	291
07:15 AM	**141**	**9**	**150**	1	134	135	7	1	8	293
07:30 AM	115	7	122	1	**166**	**167**	9	5	14	**303**
07:45 AM	83	3	86	**2**	164	166	3	2	5	257
Total Volume	461	27	488	5	610	615	28	13	41	1144
% App. Total	94.5	5.5		0.8	99.2		68.3	31.7		
PHF	.817	.750	.813	.625	.919	.921	.778	.650	.732	.944

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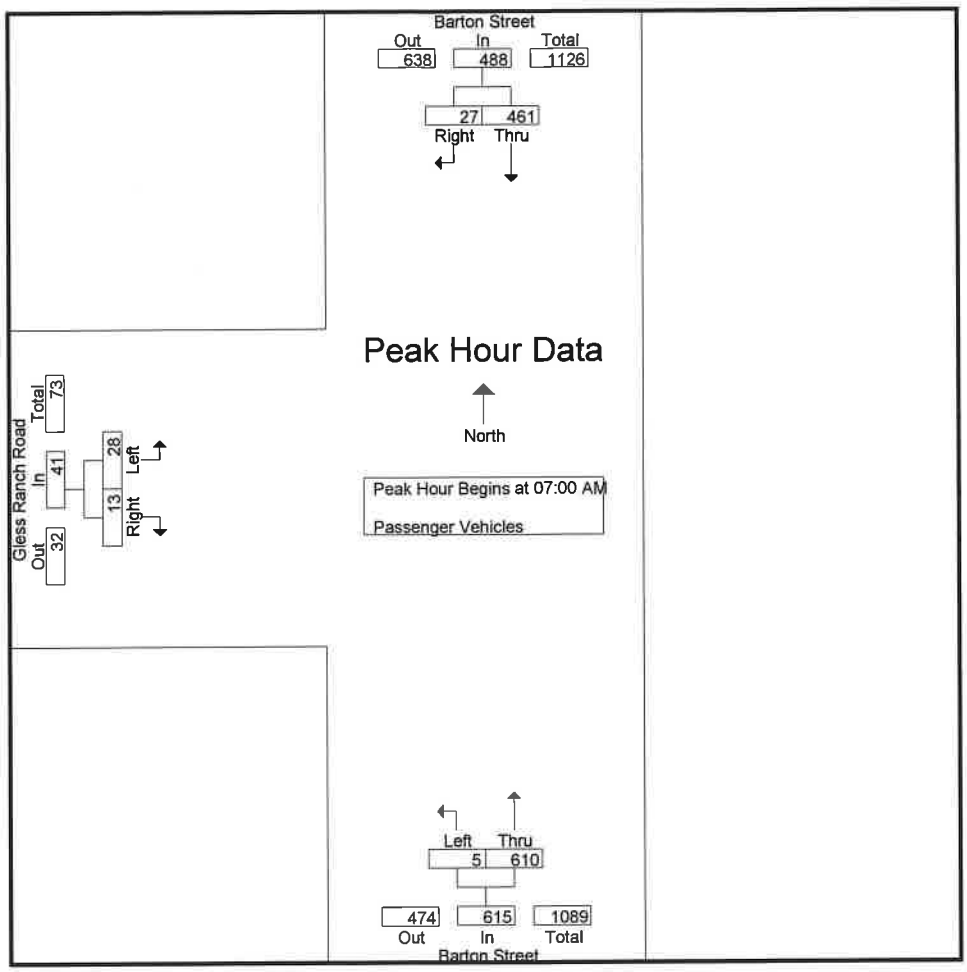

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	122	8	130	1	146	147	**9**	**5**	**14**
+15 mins.	**141**	**9**	**150**	1	134	135	7	1	8
+30 mins.	115	7	122	1	**166**	**167**	9	5	14
+45 mins.	83	3	86	**2**	164	166	3	2	5
Total Volume	461	27	488	5	610	615	28	13	41
% App. Total	94.5	5.5		0.8	99.2		68.3	31.7	
PHF	.817	.750	.813	.625	.919	.921	.778	.650	.732

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	3	3	0	0	0	6
07:15 AM	0	0	0	0	4	4	0	0	0	4
07:30 AM	1	0	1	0	3	3	0	0	0	4
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	5	0	5	0	10	10	0	0	0	15
08:00 AM	1	0	1	0	3	3	0	0	0	4
08:15 AM	4	0	4	0	1	1	0	0	0	5
08:30 AM	3	0	3	0	2	2	0	0	0	5
08:45 AM	7	1	8	0	1	1	0	0	0	9
Total	15	1	16	0	7	7	0	0	0	23
Grand Total	20	1	21	0	17	17	0	0	0	38
Apprch %	95.2	4.8		0	100		0	0		
Total %	52.6	2.6	55.3	0	44.7	44.7	0	0	0	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**3**	0	**3**	0	3	3	0	0	0	**6**
07:15 AM	0	0	0	0	**4**	**4**	0	0	0	4
07:30 AM	1	0	1	0	3	3	0	0	0	4
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	5	0	5	0	10	10	0	0	0	15
% App. Total	100	0		0	100		0	0		
PHF	.417	.000	.417	.000	.625	.625	.000	.000	.000	.625

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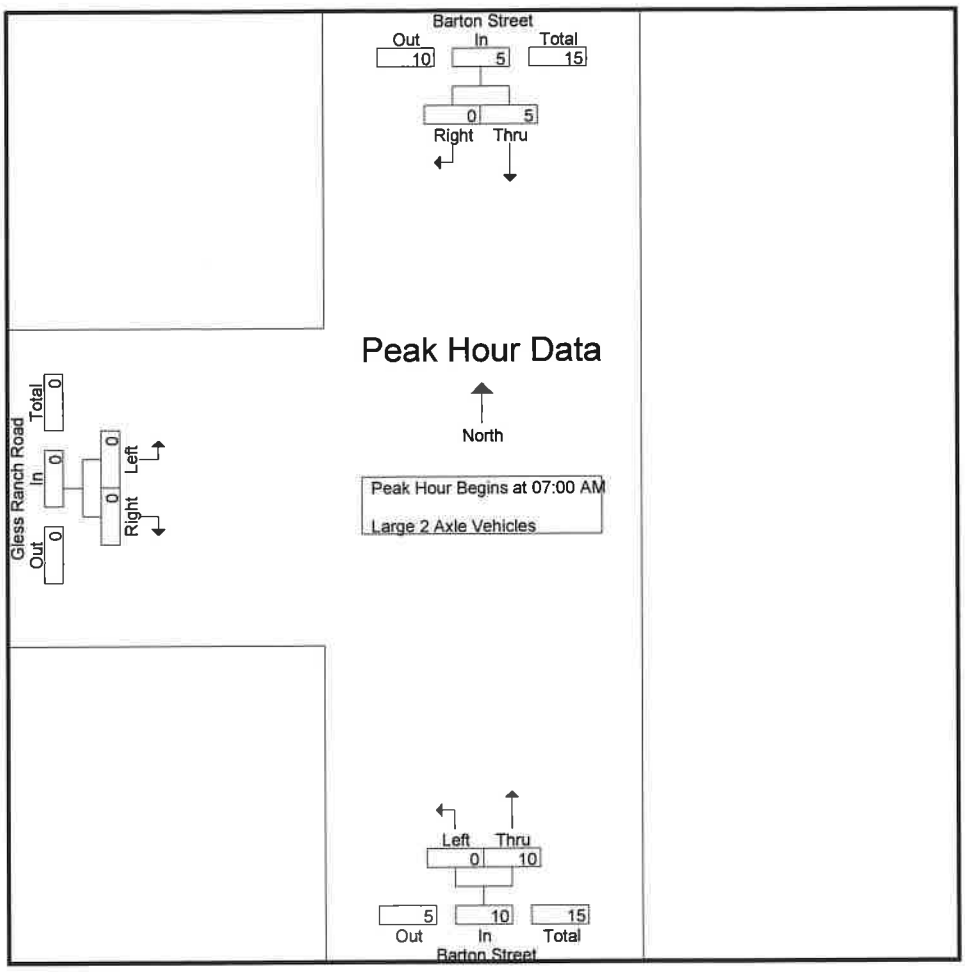

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**3**	0	**3**	0	3	3	0	0	0
+15 mins.	0	0	0	0	**4**	**4**	0	0	0
+30 mins.	1	0	1	0	3	3	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	5	0	5	0	10	10	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.417	.000	.417	.000	.625	.625	.000	.000	.000

Counts Unlimited
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City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch AM
Site Code : 05119542
Start Date : 8/20/2019
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Groups Printed- 3 Axle Vehicles

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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File Name : 14_RIV_Barton St_Gless Ranch AM
Site Code : 05119542
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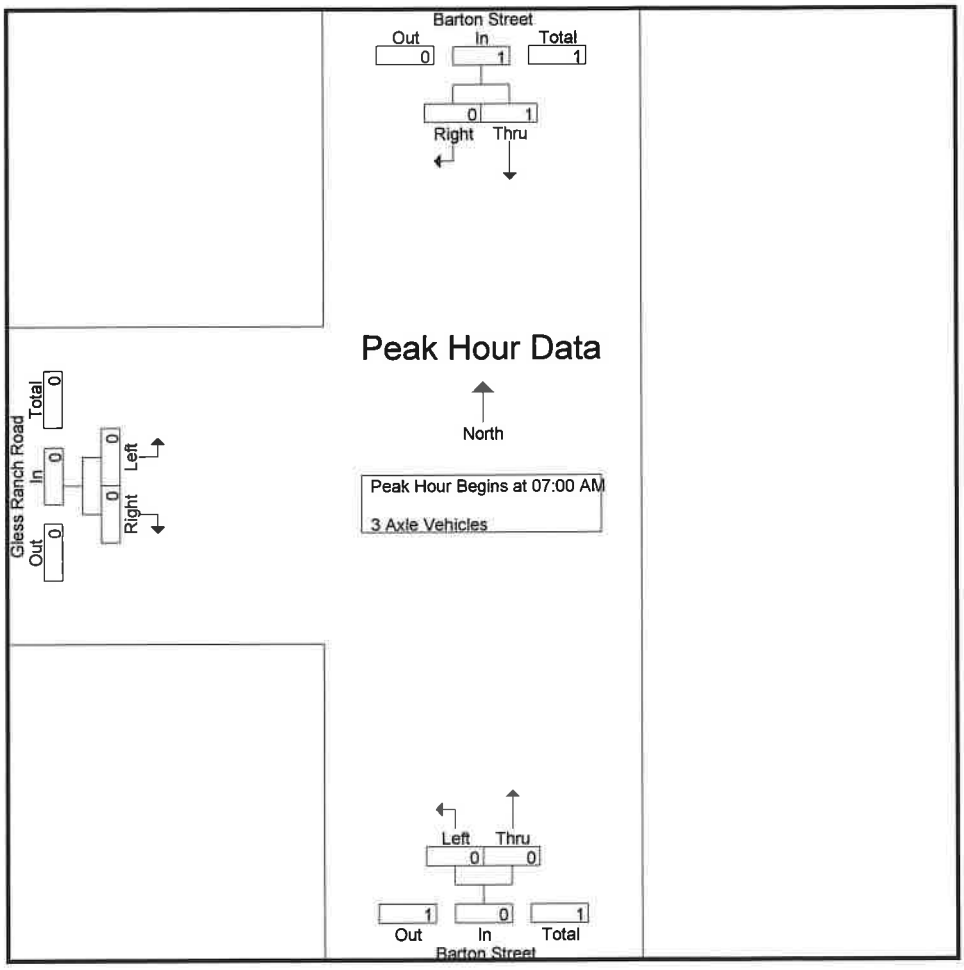

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

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City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch AM
Site Code : 05119542
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Groups Printed- 4+ Axle Trucks

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	2	2	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	1	1	0	0	0	3
Grand Total	4	0	4	0	3	3	0	0	0	7
Apprch %	100	0		0	100		0	0		
Total %	57.1	0	57.1	0	42.9	42.9	0	0	0	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	**2**	**2**	0	0	0	**2**
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	2	2	0	0	0	4
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000	.500

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City of Riverside
N/S: Barton Street
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Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch AM
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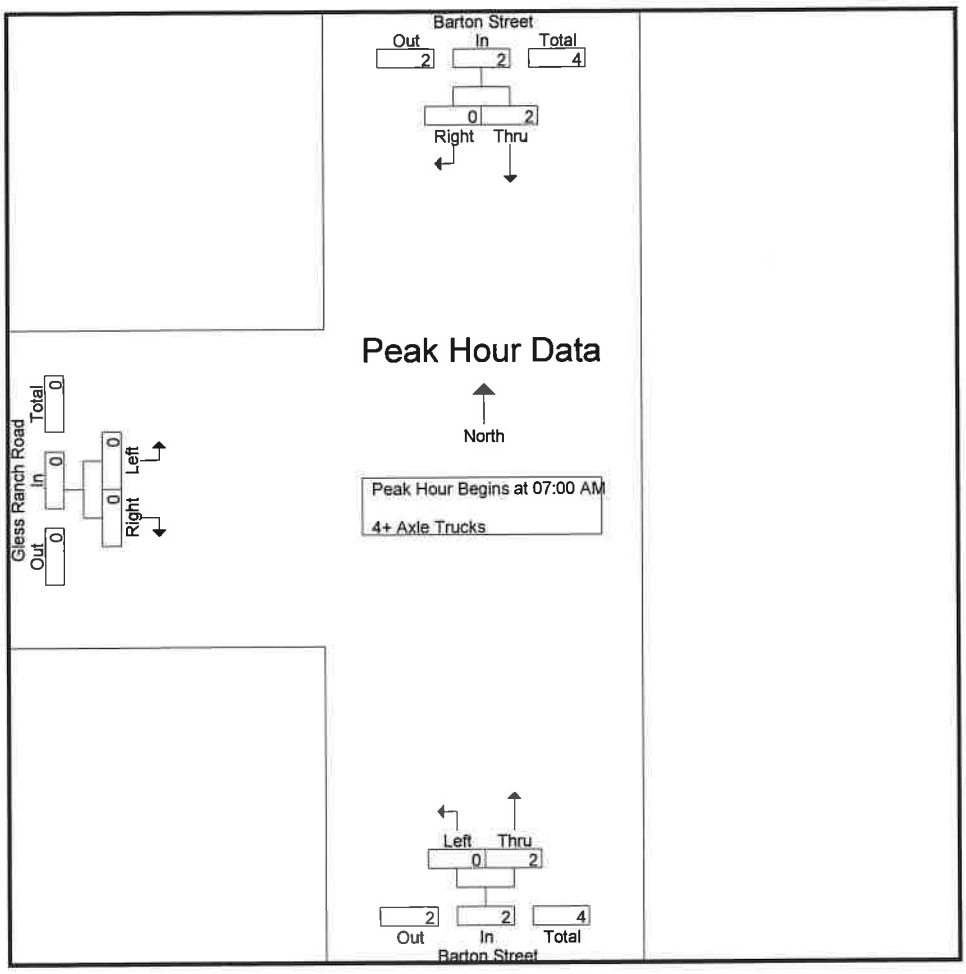

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**2**	**2**	0	0	0
+30 mins.	**1**	0	**1**	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000

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City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch PM
Site Code : 05119542
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Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	93	8	101	0	79	79	7	2	9	189
04:15 PM	89	10	99	1	94	95	3	1	4	198
04:30 PM	96	5	101	0	78	78	5	2	7	186
04:45 PM	115	11	126	0	72	72	9	1	10	208
Total	393	34	427	1	323	324	24	6	30	781
05:00 PM	97	5	102	0	114	114	0	1	1	217
05:15 PM	116	14	130	0	107	107	9	0	9	246
05:30 PM	112	9	121	0	105	105	12	1	13	239
05:45 PM	101	7	108	1	82	83	4	0	4	195
Total	426	35	461	1	408	409	25	2	27	897
Grand Total	819	69	888	2	731	733	49	8	57	1678
Apprch %	92.2	7.8		0.3	99.7		86	14		
Total %	48.8	4.1	52.9	0.1	43.6	43.7	2.9	0.5	3.4	
Passenger Vehicles	797	68	865	2	721	723	49	8	57	1645
% Passenger Vehicles	97.3	98.6	97.4	100	98.6	98.6	100	100	100	98
Large 2 Axle Vehicles	16	1	17	0	9	9	0	0	0	26
% Large 2 Axle Vehicles	2	1.4	1.9	0	1.2	1.2	0	0	0	1.5
3 Axle Vehicles	2	0	2	0	0	0	0	0	0	2
% 3 Axle Vehicles	0.2	0	0.2	0	0	0	0	0	0	0.1
4+ Axle Trucks	4	0	4	0	1	1	0	0	0	5
% 4+ Axle Trucks	0.5	0	0.5	0	0.1	0.1	0	0	0	0.3

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	115	11	126	0	72	72	9	**1**	10	208
05:00 PM	97	5	102	0	**114**	**114**	0	1	1	217
05:15 PM	**116**	**14**	**130**	0	107	107	9	0	9	**246**
05:30 PM	112	9	121	0	105	105	**12**	1	**13**	239
Total Volume	440	39	479	0	398	398	30	3	33	910
% App. Total	91.9	8.1		0	100		90.9	9.1		
PHF	.948	.696	.921	.000	.873	.873	.625	.750	.635	.925

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File Name : 14_RIV_Barton St_Gless Ranch PM
Site Code : 05119542
Start Date : 8/20/2019
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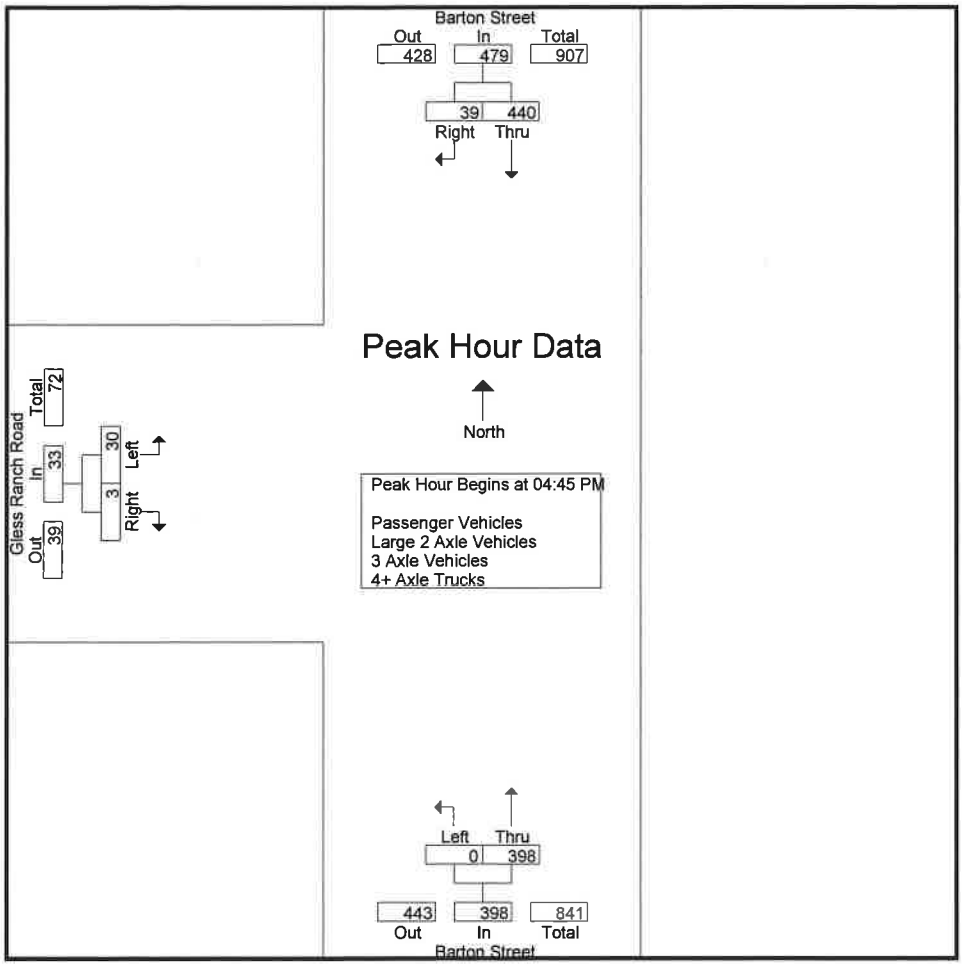

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:45 PM		
+0 mins.	115	11	126	0	**114**	**114**	9	**1**	10
+15 mins.	97	5	102	0	107	107	0	1	1
+30 mins.	**116**	**14**	**130**	0	105	105	9	0	9
+45 mins.	112	9	121	**1**	82	83	**12**	1	**13**
Total Volume	440	39	479	1	408	409	30	3	33
% App. Total	91.9	8.1		0.2	99.8		90.9	9.1	
PHF	.948	.696	.921	.250	.895	.897	.625	.750	.635

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City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	86	8	94	0	78	78	7	2	9	181
04:15 PM	86	9	95	1	94	95	3	1	4	194
04:30 PM	92	5	97	0	77	77	5	2	7	181
04:45 PM	113	11	124	0	70	70	9	1	10	204
Total	377	33	410	1	319	320	24	6	30	760
05:00 PM	96	5	101	0	113	113	0	1	1	215
05:15 PM	115	14	129	0	104	104	9	0	9	242
05:30 PM	108	9	117	0	103	103	12	1	13	233
05:45 PM	101	7	108	1	82	83	4	0	4	195
Total	420	35	455	1	402	403	25	2	27	885
Grand Total	797	68	865	2	721	723	49	8	57	1645
Apprch %	92.1	7.9		0.3	99.7		86	14		
Total %	48.4	4.1	52.6	0.1	43.8	44	3	0.5	3.5	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	113	11	124	0	70	70	9	**1**	10	204
05:00 PM	96	5	101	0	**113**	**113**	0	1	1	215
05:15 PM	**115**	**14**	**129**	0	104	104	9	0	9	**242**
05:30 PM	108	9	117	0	103	103	**12**	1	**13**	233
Total Volume	432	39	471	0	390	390	30	3	33	894
% App. Total	91.7	8.3		0	100		90.9	9.1		
PHF	.939	.696	.913	.000	.863	.863	.625	.750	.635	.924

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City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
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File Name : 14_RIV_Barton St_Gless Ranch PM
Site Code : 05119542
Start Date : 8/20/2019
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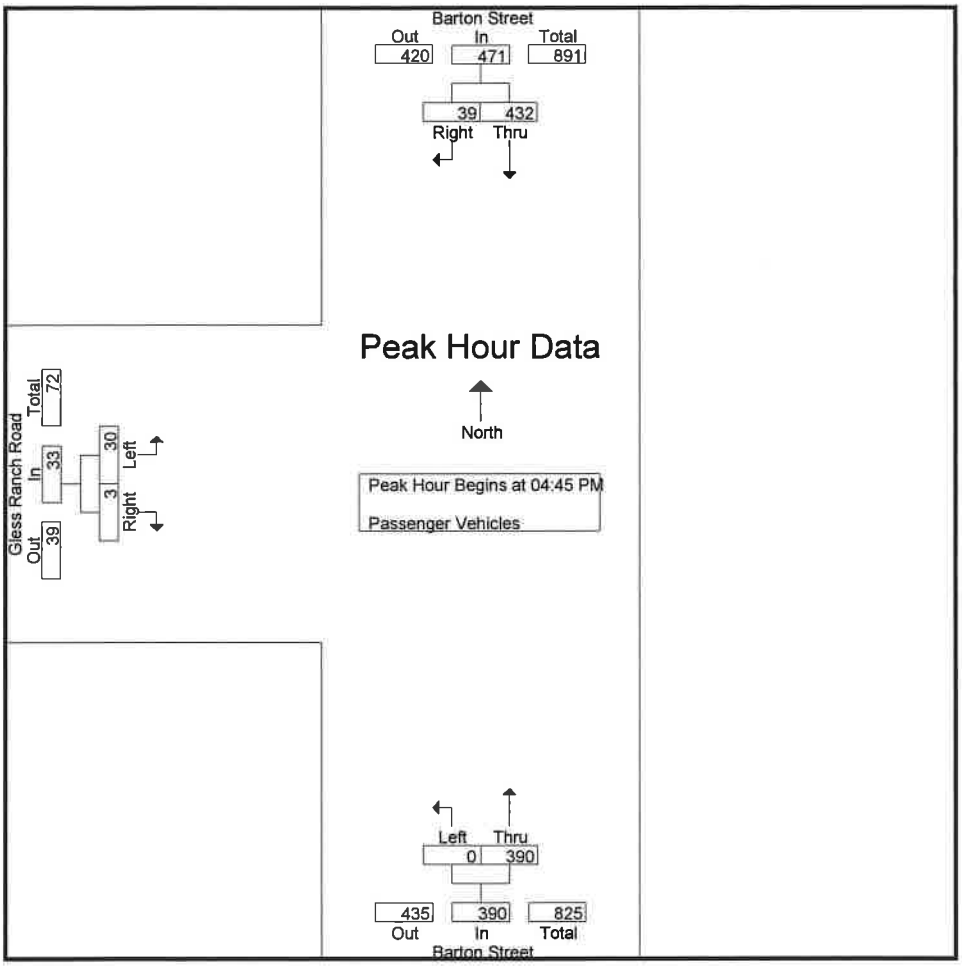

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	113	11	124	0	70	70	9	**1**	10
+15 mins.	96	5	101	0	**113**	**113**	0	1	1
+30 mins.	**115**	**14**	**129**	0	104	104	9	0	9
+45 mins.	108	9	117	0	103	103	**12**	1	**13**
Total Volume	432	39	471	0	390	390	30	3	33
% App. Total	91.7	8.3		0	100		90.9	9.1	
PHF	.939	.696	.913	.000	.863	.863	.625	.750	.635

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Site Code : 05119542
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Groups Printed- Large 2 Axle Vehicles

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	6	0	6	0	1	1	0	0	0	7
04:15 PM	2	1	3	0	0	0	0	0	0	3
04:30 PM	3	0	3	0	1	1	0	0	0	4
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total	13	1	14	0	3	3	0	0	0	17
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	3	3	0	0	0	3
05:30 PM	3	0	3	0	2	2	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	6	6	0	0	0	9
Grand Total	16	1	17	0	9	9	0	0	0	26
Apprch %	94.1	5.9		0	100		0	0		
Total %	61.5	3.8	65.4	0	34.6	34.6	0	0	0	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	0	2	0	1	1	0	0	0	3
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	**3**	**3**	0	0	0	3
05:30 PM	**3**	0	**3**	0	2	2	0	0	0	**5**
Total Volume	5	0	5	0	7	7	0	0	0	12
% App. Total	100	0		0	100		0	0		
PHF	.417	.000	.417	.000	.583	.583	.000	.000	.000	.600

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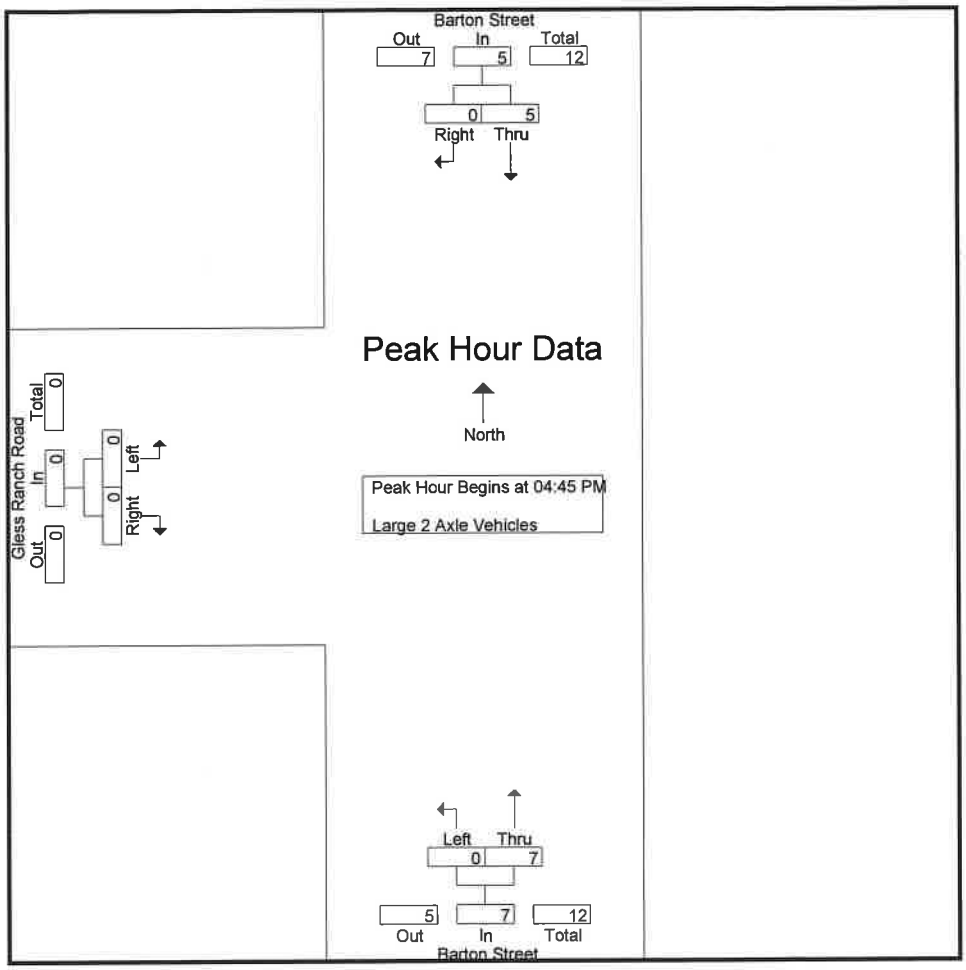

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	**3**	**3**	0	0	0
+45 mins.	**3**	0	**3**	0	2	2	0	0	0
Total Volume	5	0	5	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.417	.000	.417	.000	.583	.583	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	2	0	2	0	0	0	0	0	0	2
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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City of Riverside
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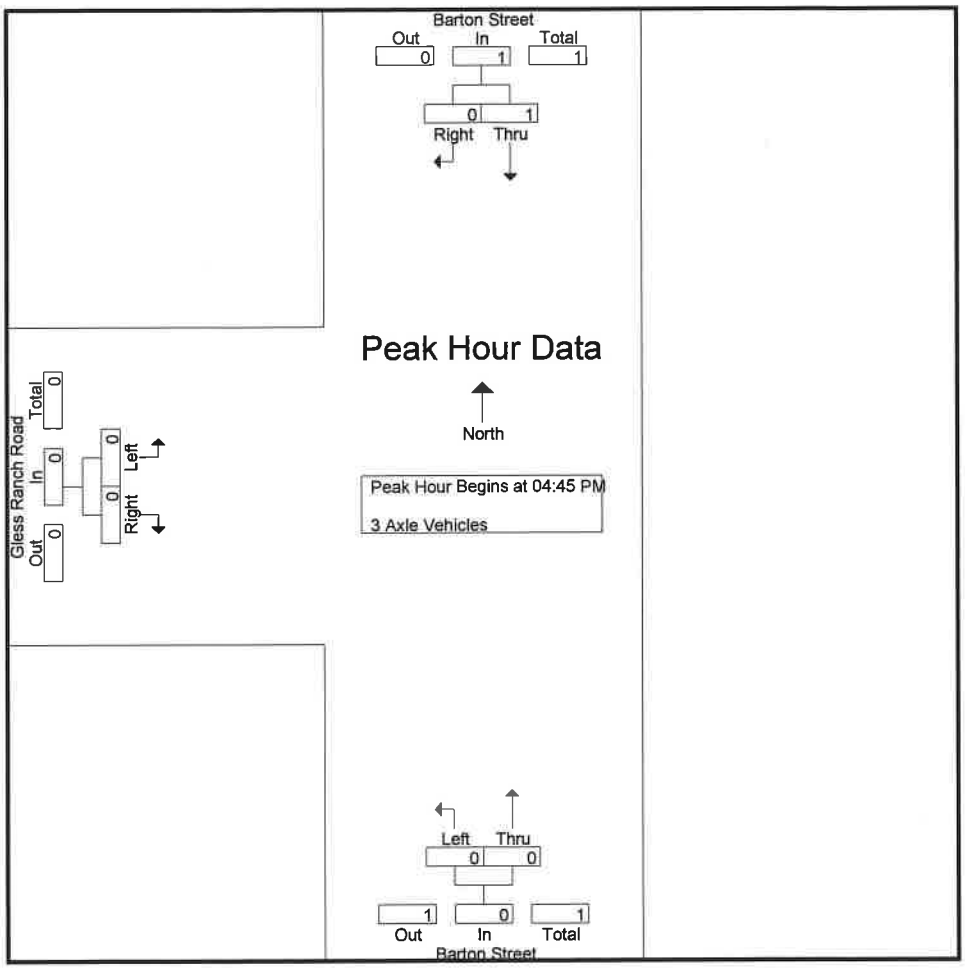

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

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City of Riverside
N/S: Barton Street
E/W: Gless Ranch Road
Weather: Clear

File Name : 14_RIV_Barton St_Gless Ranch PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	1	1	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	2
Grand Total	4	0	4	0	1	1	0	0	0	5
Apprch %	100	0		0	100		0	0		
Total %	80	0	80	0	20	20	0	0	0	

	Barton Street Southbound			Barton Street Northbound			Gless Ranch Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	**1**	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	1	1	0	0	0	3
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000	.750

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

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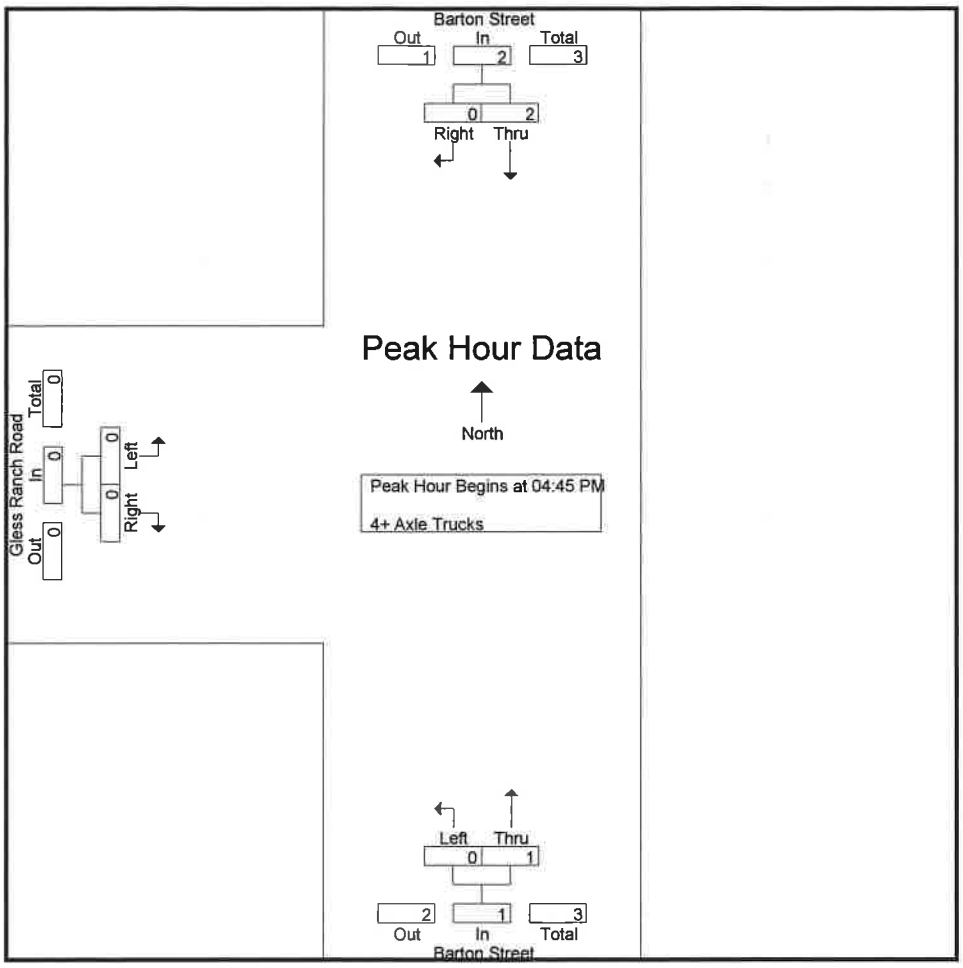


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	**1**	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000

ATTACHMENT B

EXISITNG (2022) TRAFFIC SIGNAL WARRANT ANALYSIS

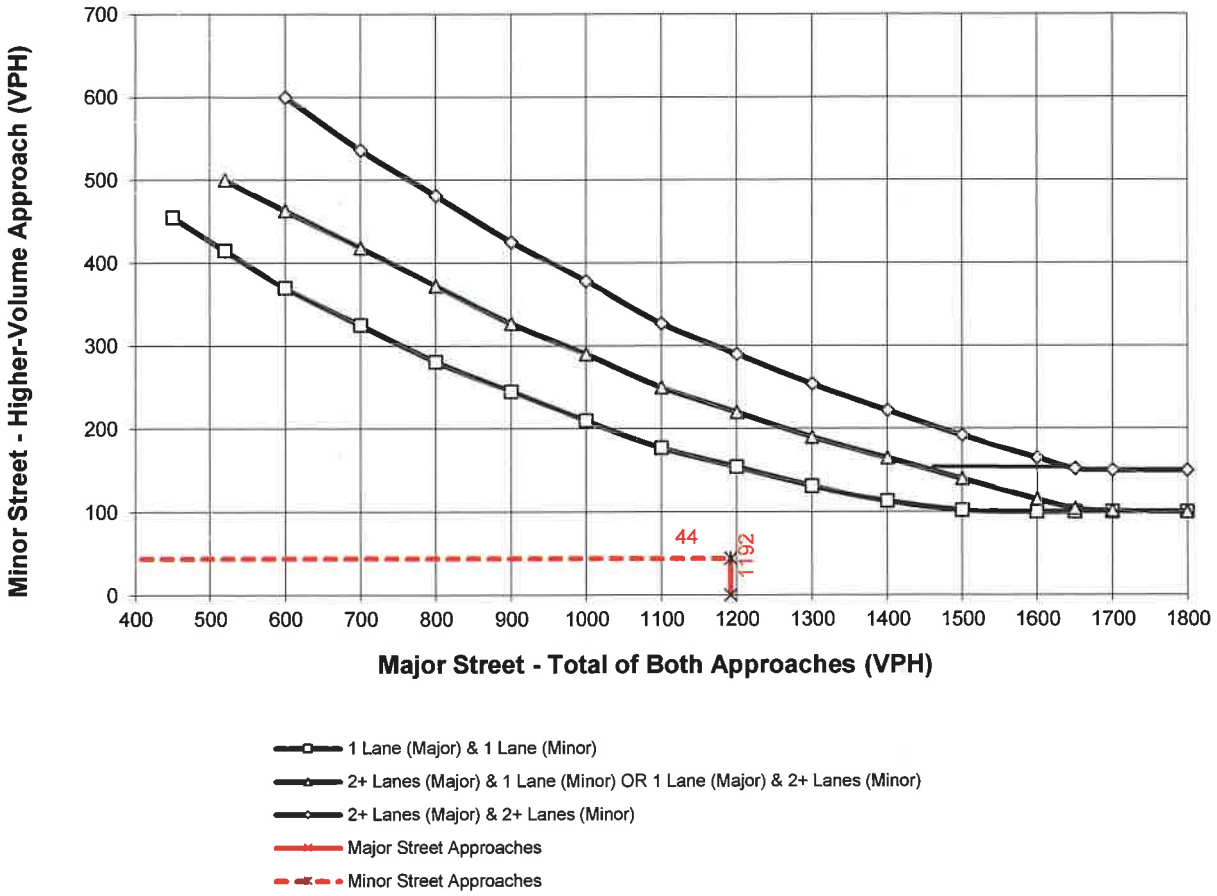
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Barton St.**
Total of Both Approaches (VPH) = **1192**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Gless Ranch Rd.**
High Volume Approach (VPH) = **44**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

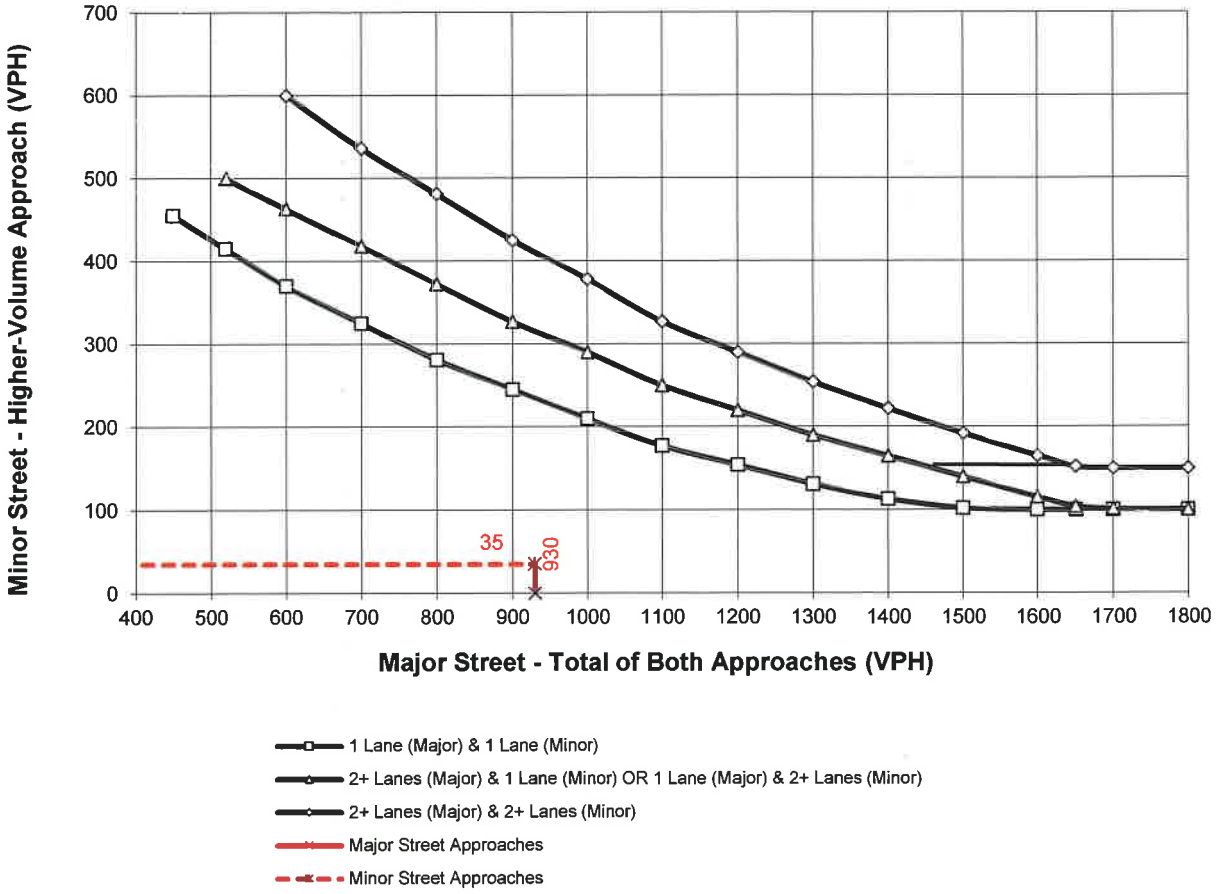
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

Major Street Name = **Barton St.**
Total of Both Approaches (VPH) = **930**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Gless Ranch Rd.**
High Volume Approach (VPH) = **35**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

ATTACHMENT C

E+P (BUILDING E) TRAFFIC SIGNAL WARRANT ANALYSIS

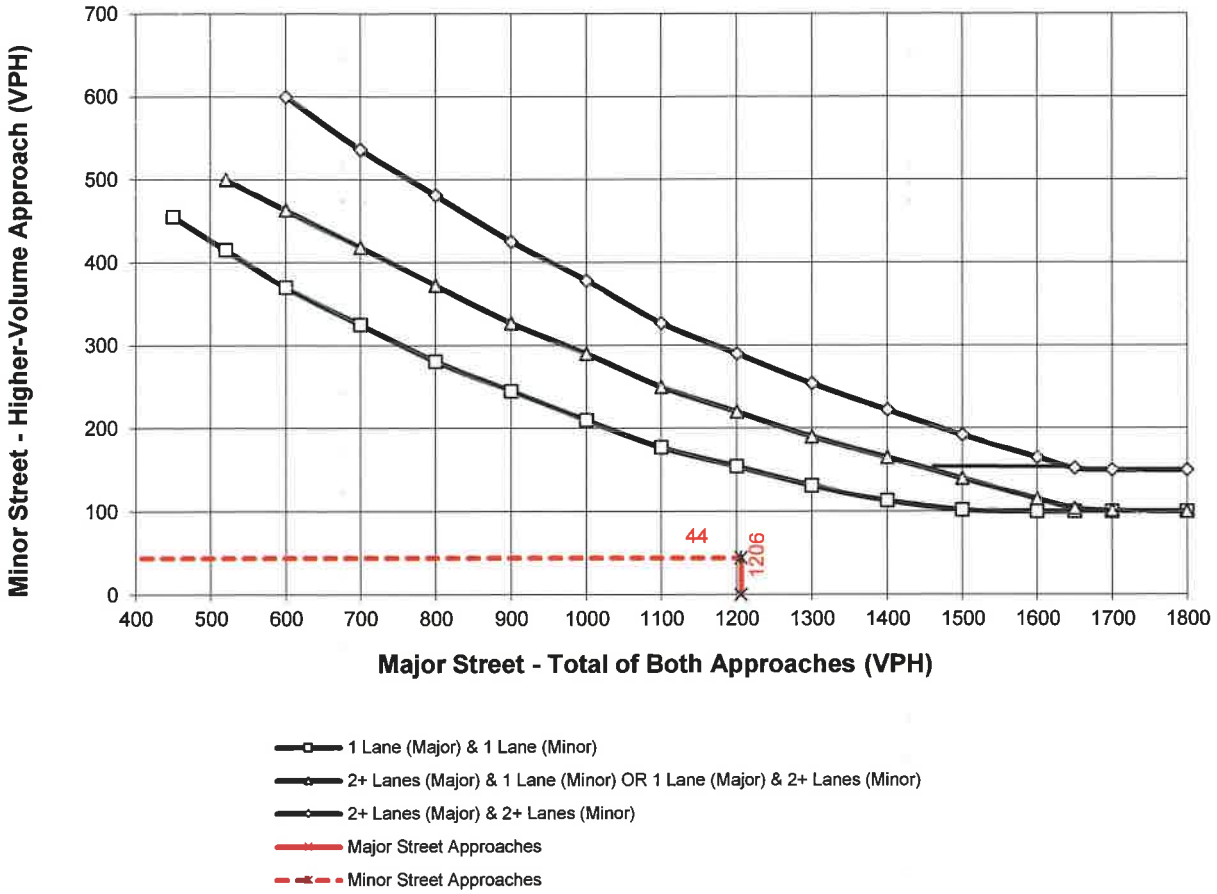
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P (Building E) Conditions - Weekday AM Peak Hour**

Major Street Name = **Barton St.**
Total of Both Approaches (VPH) = **1206**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Gless Ranch Rd.**
High Volume Approach (VPH) = **44**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

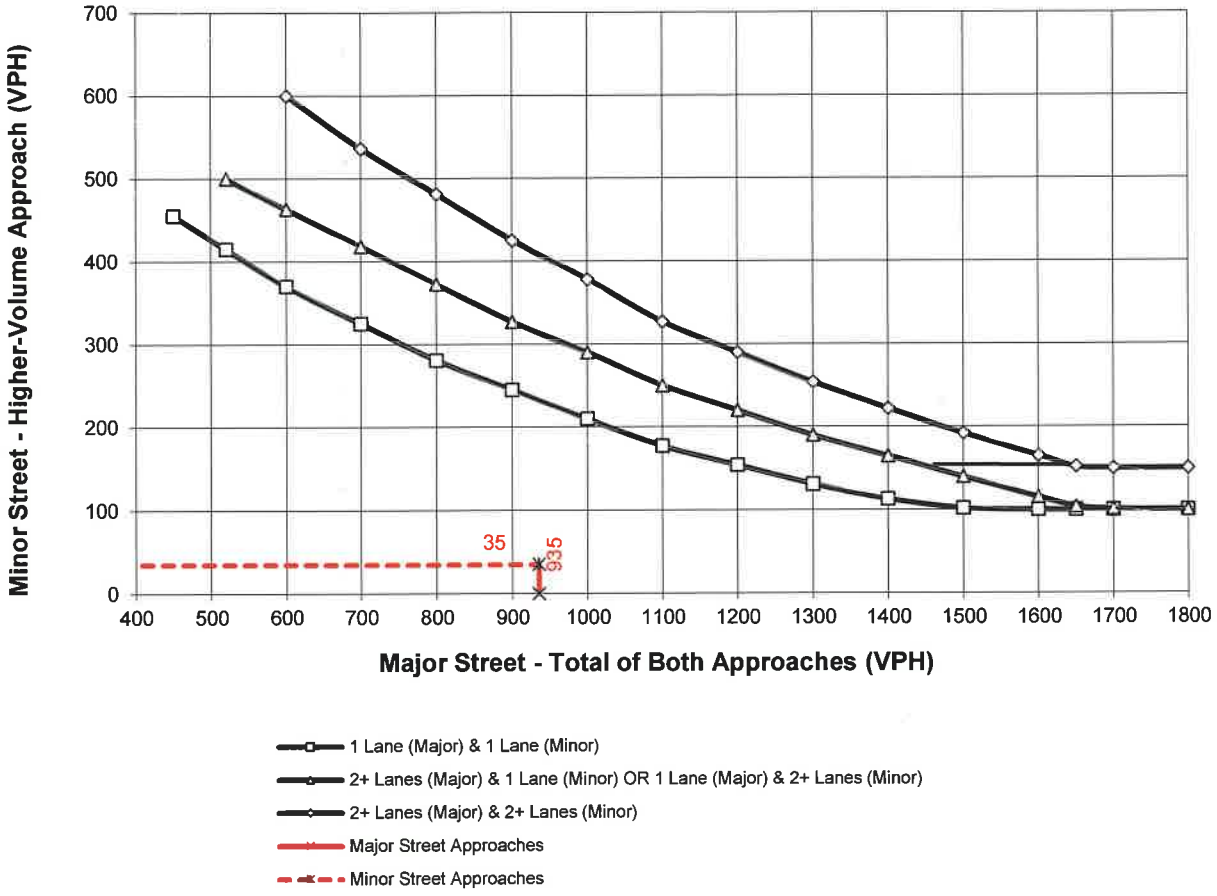
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P (Building E) Conditions - Weekday PM Peak Hour**

Major Street Name = **Barton St.**
Total of Both Approaches (VPH) = **935**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Gless Ranch Rd.**
High Volume Approach (VPH) = **35**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

ATTACHMENT D

E+P (BUILDINGS E, F & G) TRAFFIC SIGNAL WARRANT ANALYSIS

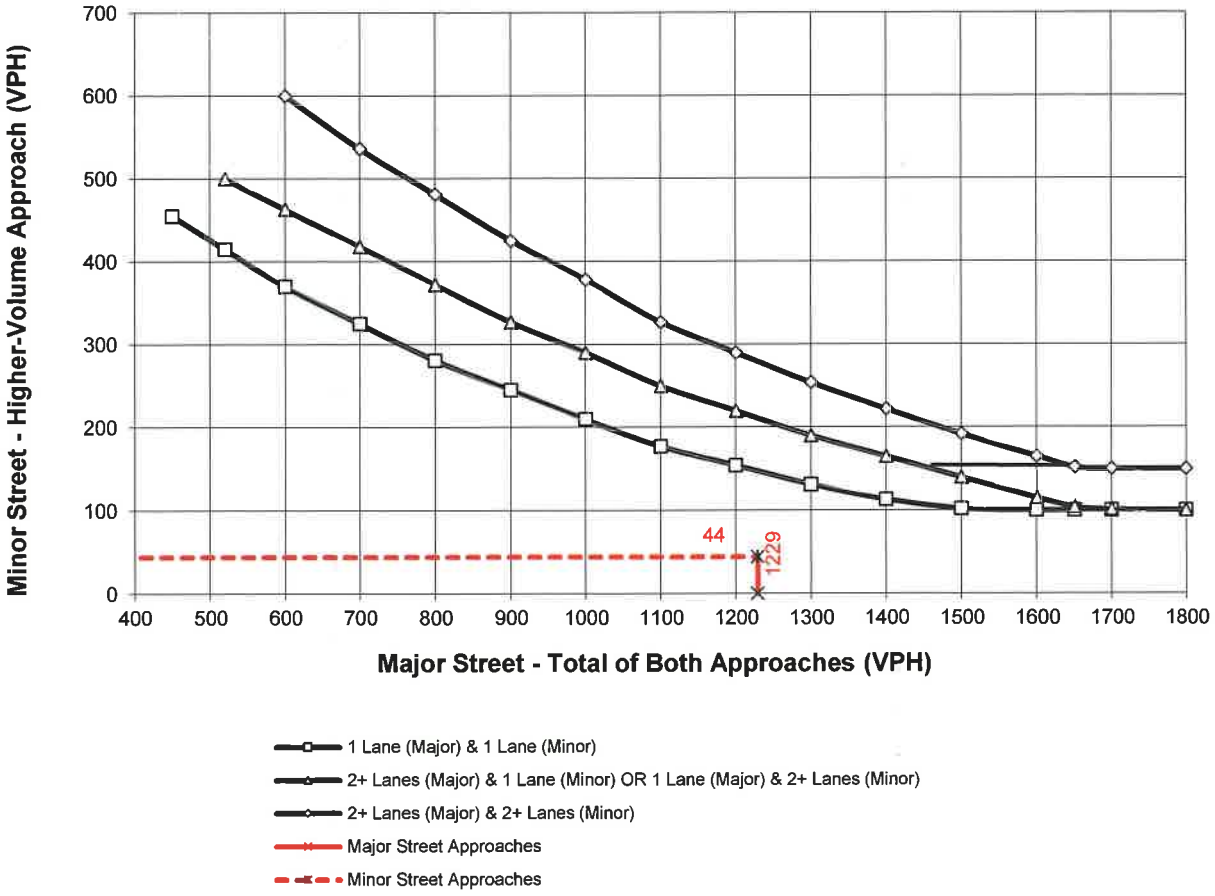
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P (Bldgs E, F & G) Conditions - Weekday AM Peak Hour**

Major Street Name = **Barton St.**
Total of Both Approaches (VPH) = **1229**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Gless Ranch Rd.**
High Volume Approach (VPH) = **44**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

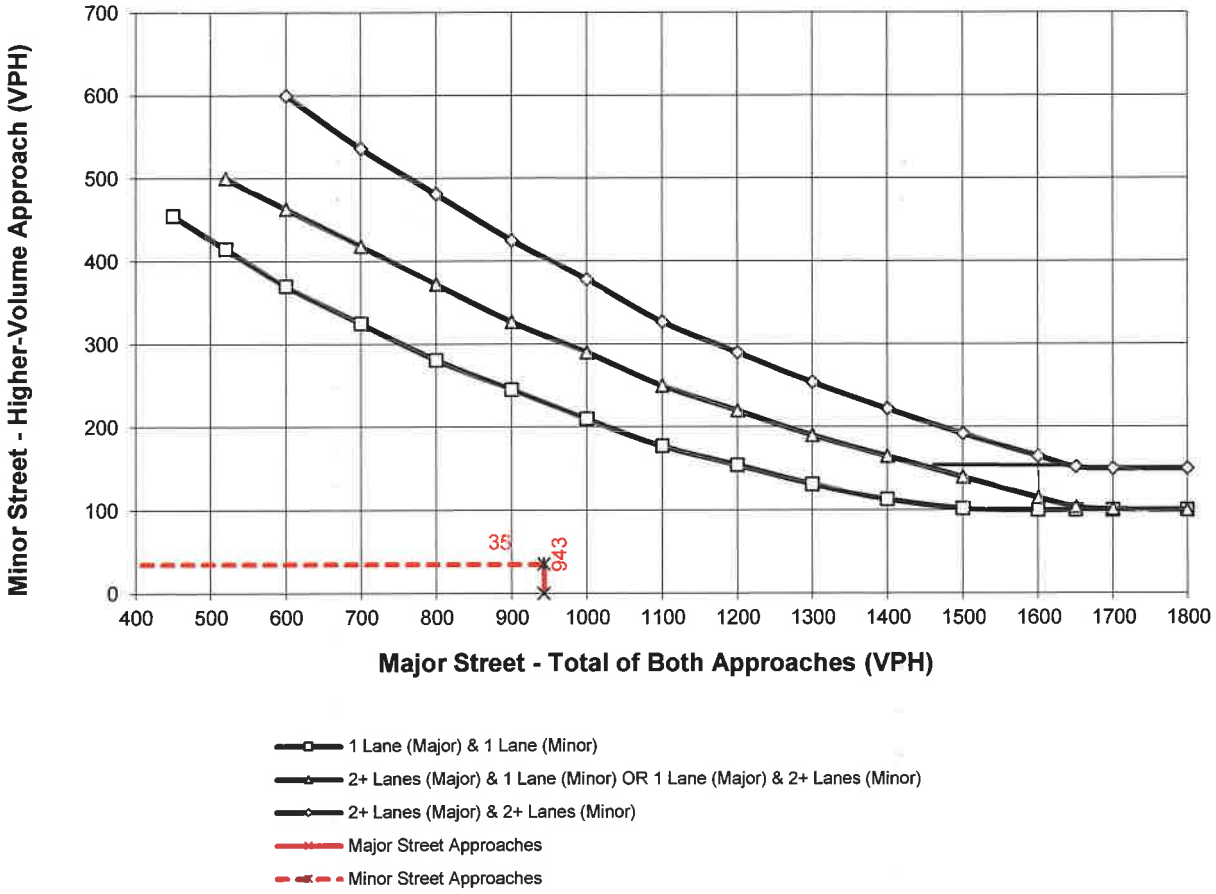
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P (Bldgs E, F & G) Conditions - Weekday PM Peak Hour**

Major Street Name = **Barton St.**
Total of Both Approaches (VPH) = **943**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Gless Ranch Rd.**
High Volume Approach (VPH) = **35**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

MARCH JOINT POWERS
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY

Reports, Discussion and Action
Agenda Item No. 4b

Meeting Date: June 6, 2022

Subject: Military Compatibility Use Study (MCUS) Update

Background:

As directed by the TAC, an MCUS status report will be included as a part of regularly scheduled TAC meetings. These reports will be provided by Simon Housman.

Attachment: None

MARCH JOINT POWERS
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY

Reports, Discussion and Action
Agenda Item No. 4c

Meeting Date: June 6, 2022

Subject: Rolling Calendar and Future Agenda Items

Background:

The following information is shared to update the TAC on upcoming agenda items for Joint Powers Commission meetings in the month of June.

Finance Subcommittee – Budget Review & Adjustments
To Be Determined
Meeting details will be posted on March JPA website

Attachment: Joint Powers Commission Rolling Calendar

		Jun	
JPA		MARB 452d MSG Update - Col Hamilton Underwood	
		MARB 163d Operations Group Update - Commander Col Jeffrey Shaw	
		Recurring Monthly Virtual Meeting Approval ~ Dr. Grace Martin	
		Monthly Financial Reports & Disbursements ~ Finance	
		AT&T Tower Easement ~ Jeff Smith	
		VIP 215 Project Final Map ~ Jeff Smith	
		MWD Project Easements (Acknowledging project needs for 96" pipeline completion.) ~ Jeff Smith	
		US Vets, Loan Application ~ Dr. Grace Martin, Jeff Smith	
		Planet Bids Renewal (07-31-22) or Active Bidder (?) ~ Dr. Grace Martin	
		CJ Lake LLC PSA renewal - Lobbyist (expires 06-27-22) ~ Dr. Grace Martin	
		Mini-Cell Agreement - Meridian Park (waiting for responses) ~ Dr. Grace Martin	
		LLMD Engineers Report - Dr. Grace Martin	
		Closed Session - Nothing at this time.	
MIPAA		Recurring Monthly Virtual Meeting Approval ~ Dr. Grace Martin	
		Monthly Financial Reports & Disbursements ~ Matt Schenk	
MJPUA		Recurring Monthly Virtual Meeting Approval ~ Dr. Grace Martin	
		Monthly Financial Reports & Disbursements ~ Matt Schenk	
MJPA-SA			