



August 13, 2018

Mr. Steven Christie, Development Manager
XEBEC REALTY PARTNERS
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740

Dear Mr. Christie:

INTRODUCTION

Kunzman Associates, Inc. is pleased to submit this supplemental traffic memorandum regarding our assessment of the potential for cut through traffic resulting from the proposed Signal Hill Business Center project.

This traffic analysis supplements the Signal Hill Business Center Traffic Impact Analysis prepared by Kunzman Associates, Inc. (Revised June 22, 2018). The project site is generally bounded by Gundry Avenue to the west, Gundry Hill Apartments and American University of Health Sciences to the north, Gaviota Avenue to the east, and the Signal Hill City Limits and Alamitos Avenue to the south. The project site is currently vacant. The project site is proposed to consist of developing the project site with a business park consisting of nine buildings totaling 139,080 square feet plus 12,000 square feet of mezzanine, for a total of 151,080 square feet of gross floor area. Full access driveways are proposed at Gundry Avenue, Walnut Avenue, and Alamitos Avenue. The proposed project is anticipated to be constructed and fully operational by Year 2019.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

POTENTIAL FOR CUT THROUGH TRAFFIC ON GAVIOTA AVENUE

City of Signal Hill staff has reported citizen concerns regarding the potential for cut through traffic on Gaviota Avenue resulting from traffic diversion to avoid congestion at the intersection of Walnut Avenue and Hill Street during peak commute and school hours.

Figure 1 shows the project site plan and proposed access points. As shown on Figure 1, no project access is proposed at Gaviota Avenue.

Figures 2 through 5 show the project trip distribution patterns based on the original trip distribution forecasts contained in the Signal Hill Business Center Traffic Impact Analysis, with the addition of the potential alternative paths if project trips divert to avoid congestion at Walnut Avenue/Hill Street. As

Mr. Steven Christie, Development Manager
XEBEC REALTY PARTNERS
August 13, 2018

shown on Figures 2 through 5, project trips seeking to avoid the intersection of Walnut Avenue and Hill Street are more likely to use Alamos Avenue/21st Street or 20th Street based on the location of the proposed project driveway since that is a more direct path to/from Cherry Avenue.

Diverting traffic is not expected to use Gaviota Avenue since that will likely result in longer travel time compared to using Alamos Avenue/21st Street or 20th Street. For example, a vehicle exiting the project site from Alamos Avenue and travelling to northbound Cherry Avenue would have to yield to oncoming traffic before turning left on Gaviota, then stop before turning right at Hill Street, whereas staying on Alamos Avenue/21st Street would not require any yields or stops for the same vehicle to access Cherry Avenue.

CONCLUSION

If project trips are seeking to avoid the intersection of Walnut Avenue and Hill Street, there are more convenient routes available that do not involve travelling on Gaviota Avenue. Therefore, the project impact of cut through traffic on Gaviota Avenue is expected to be negligible.

Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Respectfully,

KUNZMAN ASSOCIATES, INC.

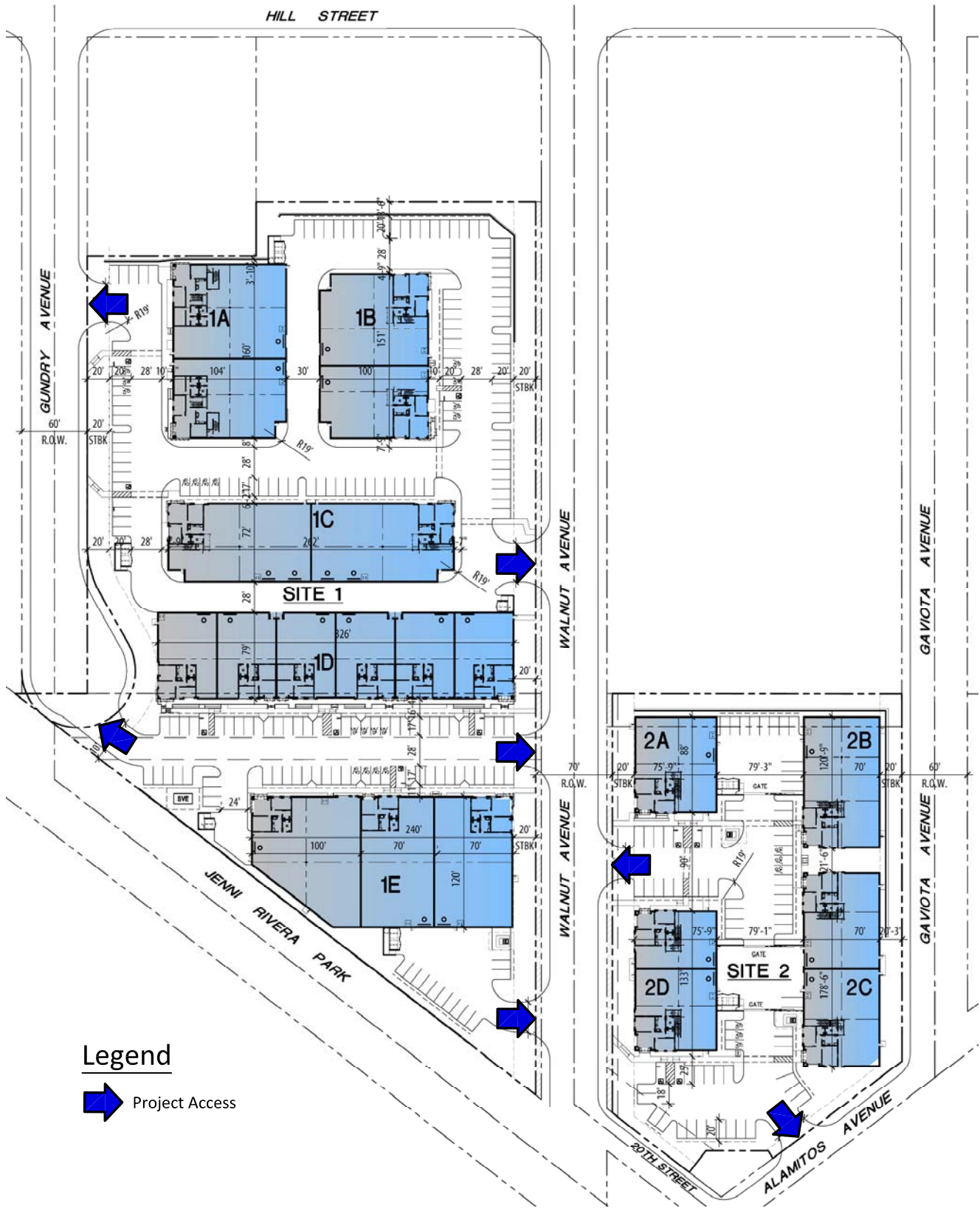


Giancarlo Ganddini, TE, PTP
Manager of Traffic Engineering

JN 7311



Figure 1
Site Plan & Access Points



Legend

 Project Access



Figure 2
 Project Trip Distribution - Passenger Cars (Outbound)

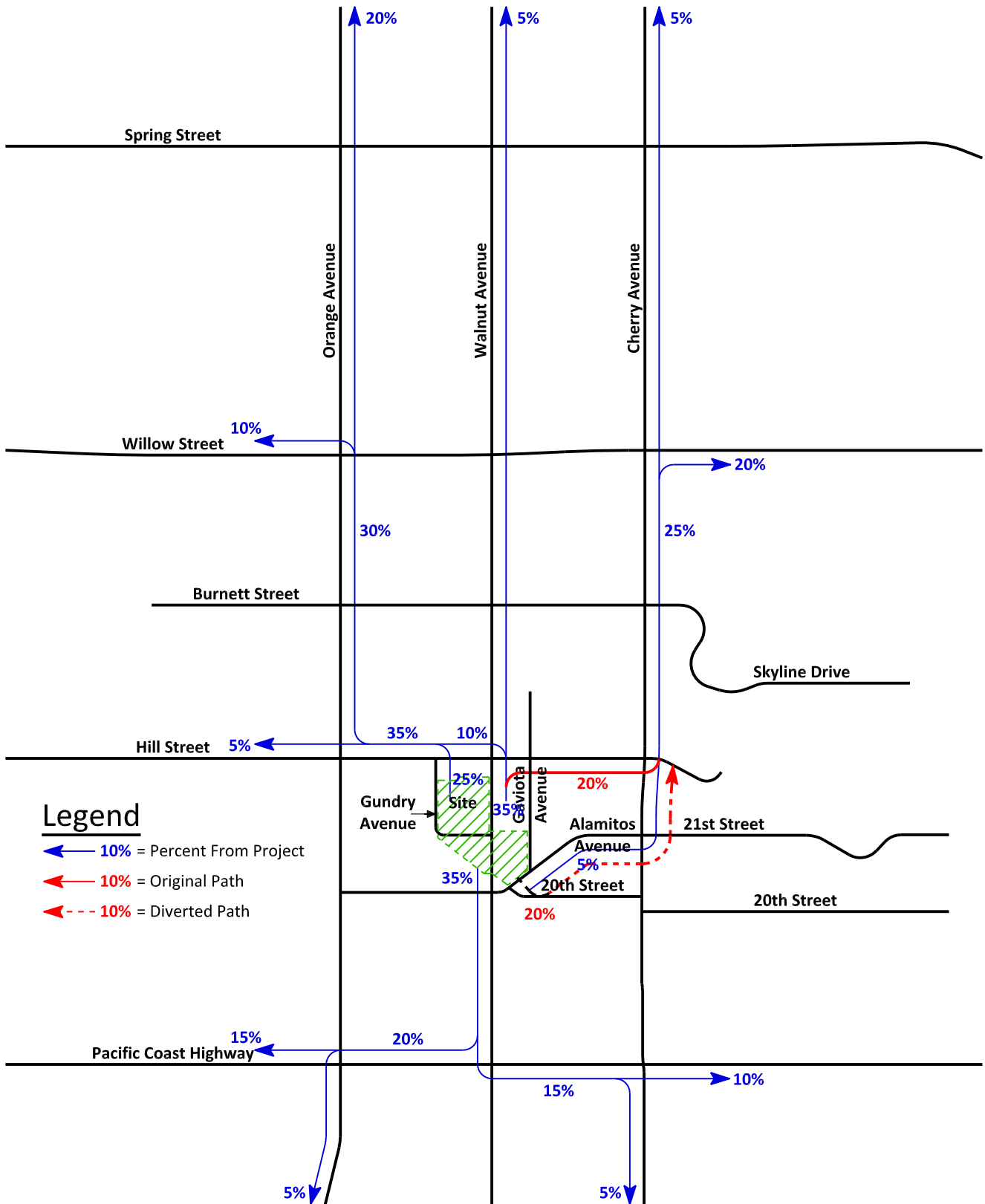


Figure 3
Project Trip Distribution - Passenger Cars (Inbound)

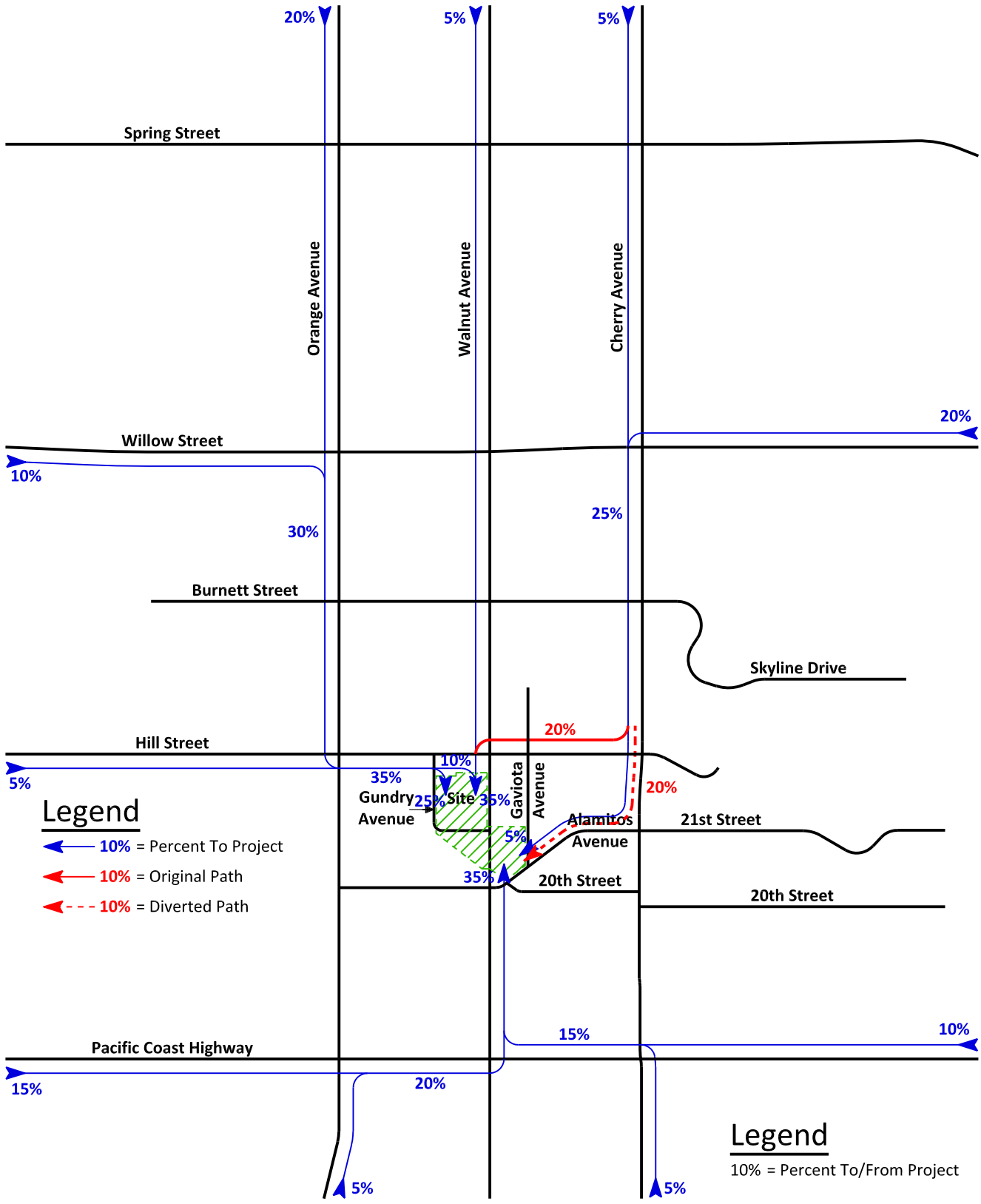


Figure 4
Project Trip Distribution - Trucks (Outbound)

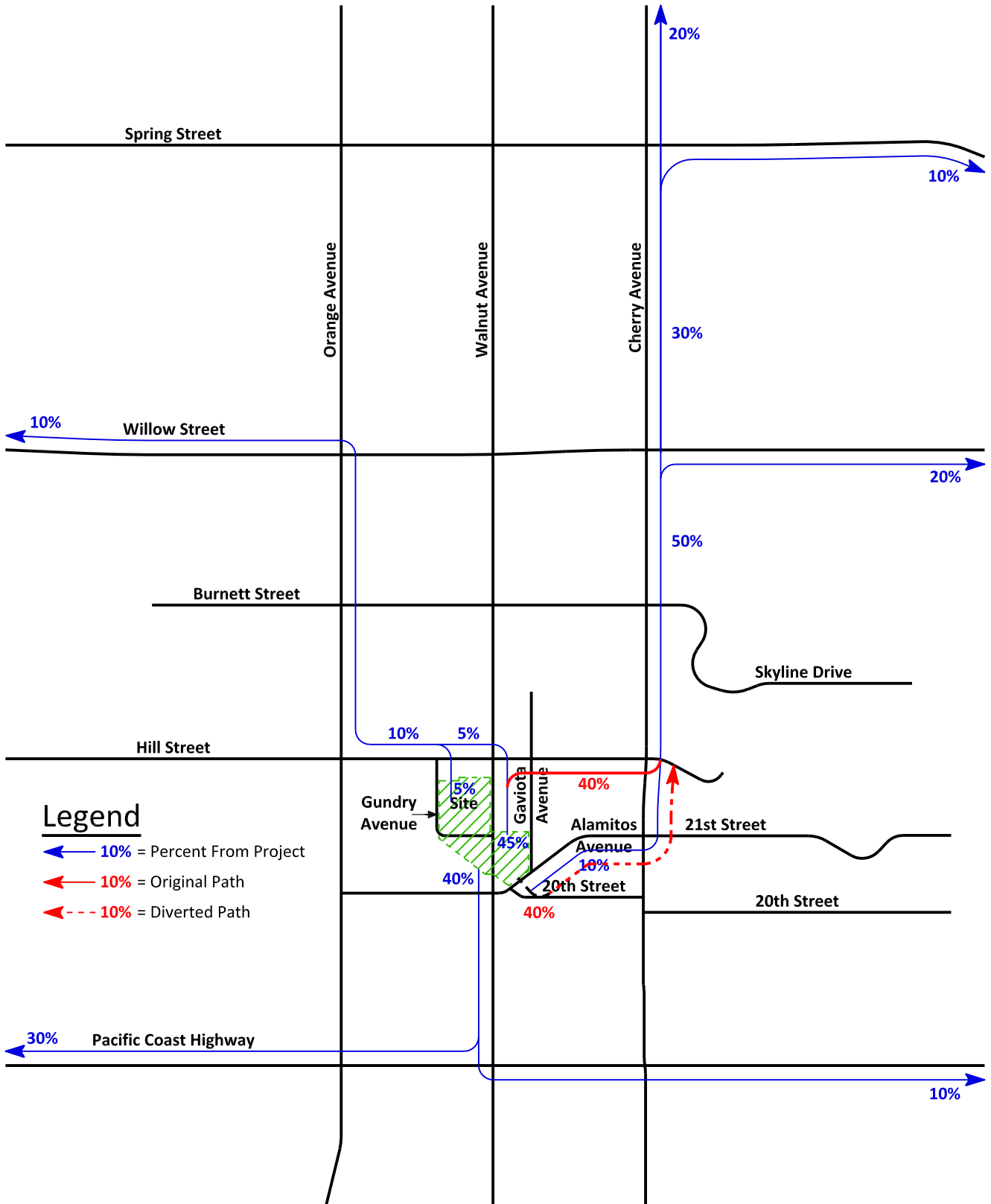


Figure 5
Project Trip Distribution - Trucks (Inbound)

