

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

340 S Hill St  
DOT Case No. GEN 17-44229

Date: August 7, 2017

To: Karen Hoo, City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED RESIDENTIAL MIXED-USE PROJECT LOCATED AT 340 SOUTH HILL STREET (ENV-2015-982-EIR)**

DOT has reviewed the traffic analysis dated June 2017 prepared by IBI Group for the proposed residential mixed use project located at 340 South Hill Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the proposed development is not expected to result in any significant traffic impacts at the 12 study intersections identified for detailed analysis, as noted in **Attachment 1**. The results of the traffic analysis accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

## DISCUSSION AND FINDINGS

### A. Project Description

The project will be replacing an 850 square foot restaurant and a 109-space surface parking lot with a 33-story tower with 428 multi-family residential units (including 22 very-low-income housing units), a 2,980 square foot leasing office, and up to 2,630 square feet of neighborhood serving retail.

The project will provide 435 parking spaces via a two and a half level subterranean parking garage and a seven story parking podium. Vehicular access will be provided via two driveways, one full access driveway on Hill Street and one left-in left-out driveway on 4<sup>th</sup> Street, and an existing alley. The project is expected to be completed by 2021.

### B. Trip Generation

The project is estimated to generate a net increase of 2,253 daily trips, 166 trips in the a.m. peak hour, and 208 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. A copy of the trip generation table can be found in

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<sup>1</sup> Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

**Attachment 2.****C. Freeway Analysis**

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

**PROJECT REQUIREMENTS****A. Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

**B. Highway Dedication And Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **South Hill Street** is designated as a Modified Avenue II, which would require a 33-foot half-width roadway and a 46.5-foot half-width right-of-way. **West 4<sup>th</sup> Street** is designated as a Modified Avenue III, which would require a 20-foot half-width roadway and a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

**C. Parking Requirements**

The project will provide 435 parking spaces via a two and a half level subterranean parking garage and a seven story parking podium. Vehicular access will be provided via two driveways, one full access driveway on Hill Street and one left-in left-out driveway on 4<sup>th</sup> Street, and an existing alley. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

**D. Driveway Access and Circulation**

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be

coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at (213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

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c: Shawn Kuk, Council District No. 14  
Mehrdad Moshksar, Central District, DOT  
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Carl Mills, Central District, BOE  
Lydia La Point, IBI Group

## ATTACHMENT 1 Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

Table 5 - Level of Service Analysis Results Summary - AM Peak Hour

Intersection		Year 2017 Existing Traffic Conditions		Existing Plus Project		Project Impact	Year 2021 Cumulative Base		Year 2021 Plus Project		Project Impact	Year 2021 Project with Mitigation		Net Project Impact
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS		V/C	LOS	
1	2nd St & Olive St	0.209	A	0.209	A	NO	0.221	A	0.221	A	NO	0.221	A	NO
2	2nd St & Hill St	0.597	A	0.606	B	NO	0.637	B	0.646	B	NO	0.646	B	NO
3	2nd St & Broadway	0.385	A	0.389	A	NO	0.420	A	0.424	A	NO	0.424	A	NO
4	3rd St & Hill St	0.729	C	0.743	C	NO	0.809	D	0.823	D	NO	0.823	D	NO
5	3rd St & Broadway	0.503	A	0.507	A	NO	0.564	A	0.568	A	NO	0.568	A	NO
6	4th St & Olive St	0.233	A	0.235	A	NO	0.274	A	0.277	A	NO	0.277	A	NO
7	4th St & Hill St	0.394	A	0.405	A	NO	0.455	A	0.466	A	NO	0.466	A	NO
8	4th St & Broadway	0.317	A	0.327	A	NO	0.371	A	0.381	A	NO	0.381	A	NO
9	5th St & Grand Ave	0.263	A	0.267	A	NO	0.303	A	0.307	A	NO	0.307	A	NO
10	5th St & Olive St	0.382	A	0.388	A	NO	0.415	A	0.421	A	NO	0.421	A	NO
11	5th St & Hill St	0.538	A	0.545	A	NO	0.591	A	0.597	A	NO	0.597	A	NO
12	5th St & Broadway	0.361	A	0.365	A	NO	0.399	A	0.403	A	NO	0.403	A	NO

Table 6 - Level of Service Analysis Results Summary - PM Peak Hour

Intersection		Year 2017 Existing Traffic Conditions		Existing Plus Project		Project Impact	Year 2021 Cumulative Base		Year 2021 Plus Project		Project Impact	Year 2021 Project with Mitigation		Net Project Impact
		V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS		V/C	LOS	
1	2nd St & Olive St	0.216	A	0.216	A	NO	0.228	A	0.228	A	NO	0.228	A	NO
2	2nd St & Hill St	0.581	A	0.592	A	NO	0.645	B	0.657	B	NO	0.657	B	NO
3	2nd St & Broadway	0.454	A	0.458	A	NO	0.496	A	0.499	A	NO	0.499	A	NO
4	3rd St & Hill St	0.610	B	0.629	B	NO	0.722	C	0.742	C	NO	0.742	C	NO
5	3rd St & Broadway	0.493	A	0.499	A	NO	0.585	A	0.591	A	NO	0.591	A	NO
6	4th St & Olive St	0.356	A	0.364	A	NO	0.411	A	0.419	A	NO	0.419	A	NO
7	4th St & Hill St	0.497	A	0.549	A	NO	0.581	A	0.633	B	NO	0.633	B	NO
8	4th St & Broadway	0.470	A	0.481	A	NO	0.551	A	0.562	A	NO	0.562	A	NO
9	5th St & Grand Ave	0.375	A	0.377	A	NO	0.452	A	0.455	A	NO	0.455	A	NO
10	5th St & Olive St	0.578	A	0.581	A	NO	0.618	B	0.622	B	NO	0.622	B	NO
11	5th St & Hill St	0.517	A	0.521	A	NO	0.595	A	0.599	A	NO	0.599	A	NO
12	5th St & Broadway	0.395	A	0.397	A	NO	0.459	A	0.467	A	NO	0.467	A	NO

## ATTACHMENT 2 Project Trip Generation Estimates

Table 4 - Net Project Generated Trips With Trip Credits

Land Use	ITE Code	Qty	Units	Daily	AM			PM		
					IN	OUT	Total	IN	OUT	Total
<i>Proposed New Uses</i>										
Apartment	220	406	DU	2,700	41	166	207	164	88	252
General Office	710	2.98	TSF	33	4	1	5	1	4	4
Quality Restaurant	931	2.63	TSF	237	1	1	2	13	7	20
Total Proposed New Trips (Not Including Affordable)				2,970	46	167	214	177	99	276
<i>Existing Uses to be Removed</i>										
Sit-Down Restaurant	932	0.85	TSF	-108	-5	-5	-10	-6	-4	-10
Pass-By Trips	932	-20%		22	1	1	2	1	1	2
Total Existing Trips to be Removed				-86	-4	-4	-8	-5	-3	-8
Total New Trips Minus Existing to be Removed (Total eligible for Transit Credit reduction)				2,884	42	163	206	172	96	268
<i>Trip Credits (Transit)</i>										
Transit Credit		-25%		-721	-10	-41	-51	-43	-24	-67
<i>Affordable Housing</i>										
Affordable Housing	LADOT	22	DU	90	4	7	11	4	3	7
<b>Net Project Trips</b>				<b>2,253</b>	<b>36</b>	<b>129</b>	<b>166</b>	<b>133</b>	<b>75</b>	<b>208</b>

DU – dwelling units; TSF – thousand square feet

Affordable housing and pass-by trip discount rate from Attachment I of the *LADOT Traffic Study Policies and Procedures*

### ATTACHMENT 3 Project Site plan

