

Technical Memorandum

340 South Hill Street Project Transportation Impact Study Update

Prepared for Equity Residential
by IBI Group

Revised July 17, 2019



1 Introduction

IBI Group completed a Transportation Impact Study in June 2017 for the 340 South Hill Street Project, a new high-rise multi-family residential project planned in Los Angeles, California at the corner of 4th Street and Hill Street. The Transportation Impact Study was reviewed and approved by the City of Los Angeles Department of Transportation (LADOT), as noted in a letter received from the City of Los Angeles dated August 7, 2017.

Due to delays in the project construction schedule, the Project Opening Year has been shifted from 2021 to 2023. The purpose of this technical memorandum is to update the traffic analysis prepared in 2017 (the Approved Study) to reflect a Project Buildout Year of 2023. This memo is intended to be a companion to the Approved Study, and only includes updated information and analysis results.

To remain consistent with the Approved Study:

1. New traffic data was not collected. This analysis is based on the traffic counts used in the Approved Study.
2. The Cumulative Project trip data developed for the Approved Study was used in this analysis.
3. All of parameters included in the approved LADOT Memorandum of Understanding (MOU) prepared for the Approved Study remain valid, including study intersection locations, project trip generation and distribution, and the ambient annual growth rate to forecast ambient traffic growth.
4. The Project Description has not changed. The project trip volumes calculated for 428 residential units (including 22 affordable housing units), 2,980 square feet of office use and 2,630 square feet of commercial land use, have not changed.

This memo consists of the following sections:

- 1 Introduction
- 2 Project Buildout (Year 2023) Conditions
- 3 Level of Service Analysis Results
- 4 Project Access Driveways
- 5 Los Angeles Congestion Management Plan (CMP)
- 6 Alignment with Vision Zero
- 7 Mitigation Measures
- 8 Conclusion

Section 1 provides the purpose and need for this memo and a description of the contents. Section 2 presents the increase in traffic volume forecast to occur due to ambient traffic growth and cumulative projects, and the opening year traffic volumes with the project. The intersection level of service analysis results are summarized in Section 3, and the signal warrant analysis results for the project access driveways are presented in Section 4. The Los Angeles Congestion Management Plan requirements are addressed in Section 5, and the Project requirements associated with Vision Zero are discussed in Section 6. Project mitigation measures are described in Section 7, and the conclusions are presented in Section 8.

2 Project Buildout (Year 2023) Conditions

2.1 Ambient Traffic Growth

An annual ambient traffic growth rate of 1.0018% is assumed for the study area based on factors published in Appendix D of the 2010 Congestion Management Program for Los Angeles County. Between 2017 and 2023, traffic volumes are assumed to grow by 6.16%. Project Buildout (Year 2023) AM and PM peak hour volumes with ambient traffic growth only are shown in Figure 1.

2.2 Cumulative Projects

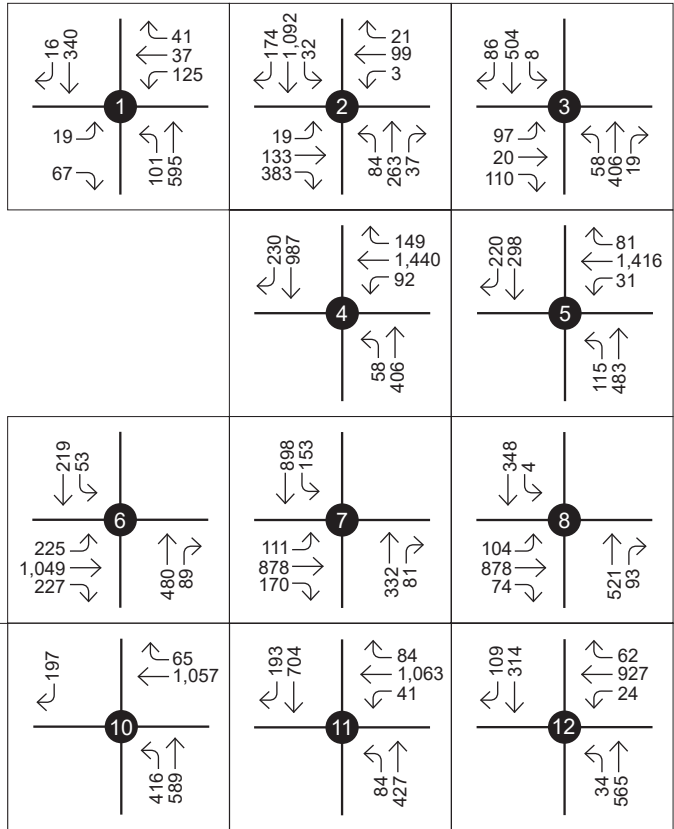
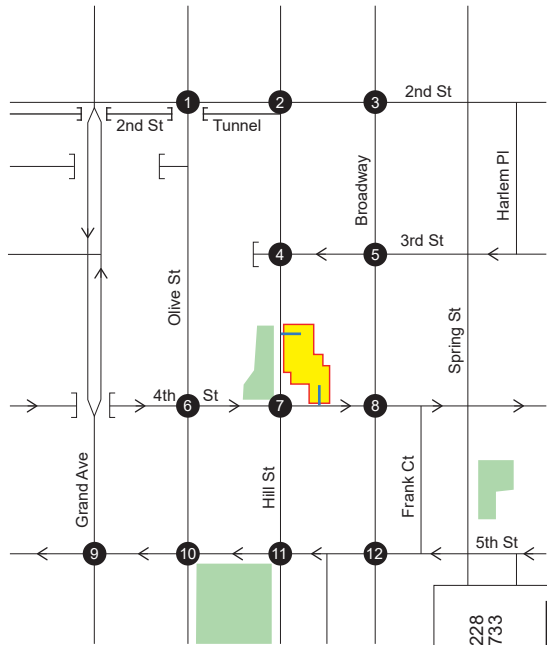
The list of related projects provided by LADOT and the City of Los Angeles Planning Department, along with the related project trip generation and distribution information, can be found in the Approved Study. No changes to the related projects list have been made as part of this update. The peak hour study intersection volumes for the Project Buildout (Year 2023) including ambient traffic growth and related project trips (the cumulative base traffic) are shown in Figure 2.

2.3 Proposed Project

The proposed project description, trip generation calculations, trip distribution, and forecast peak hour project trip volumes through each study intersection can be found in the Approved Study. The peak hour study intersection volumes for the Project Buildout (Year 2023) including cumulative base traffic and project trips are shown in Figure 3.

FIGURE 1 - BUILDOUT (YEAR 2023) VOLUMES - AMBIENT GROWTH

AM Peak Hour



LEGEND

- Proposed Project Site
- Proposed Project Driveway
- Signalized Study Intersection
- One-way Street
- Movement Volume (Vehicles)

PM Peak Hour

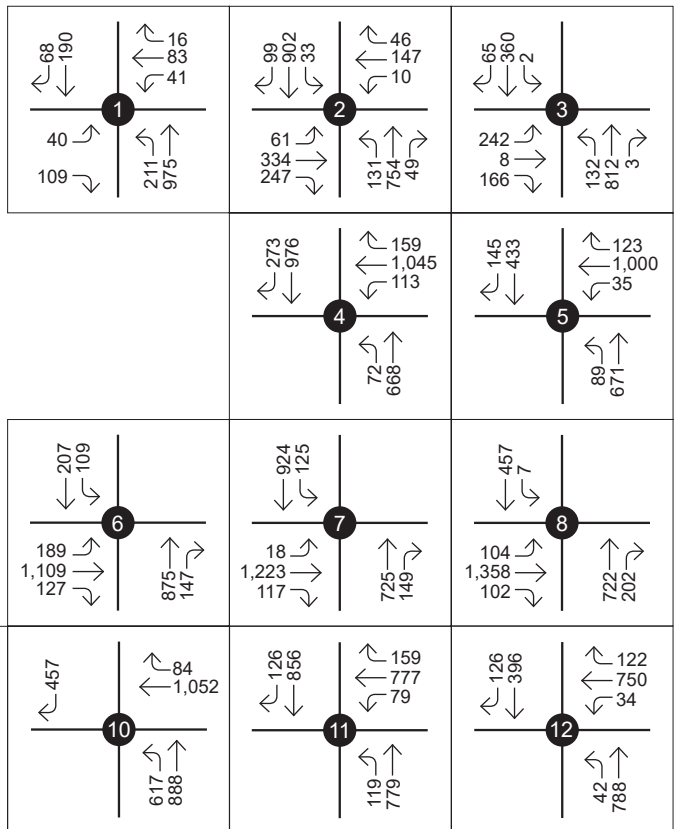
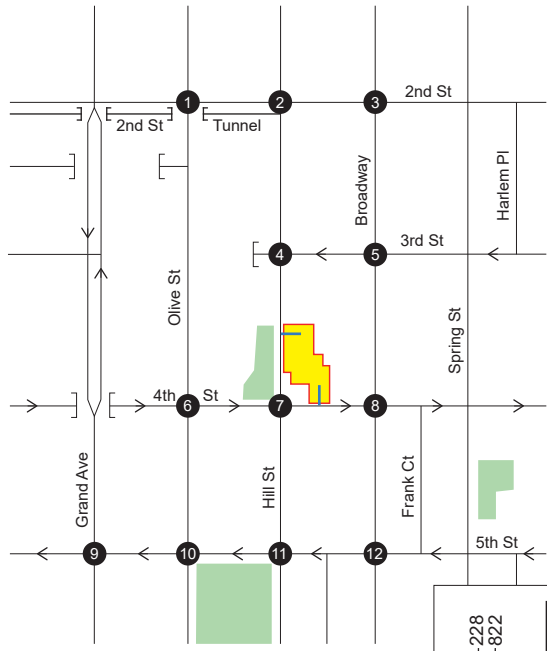


FIGURE 2 - BUILDOUT (YEAR 2023) VOLUMES - CUMULATIVE BASE

AM Peak Hour



LEGEND

- Proposed Project Site
- Proposed Project Driveway
- # Signalized Study Intersection
- One-way Street
- ## Movement Volume (Vehicles)

PM Peak Hour

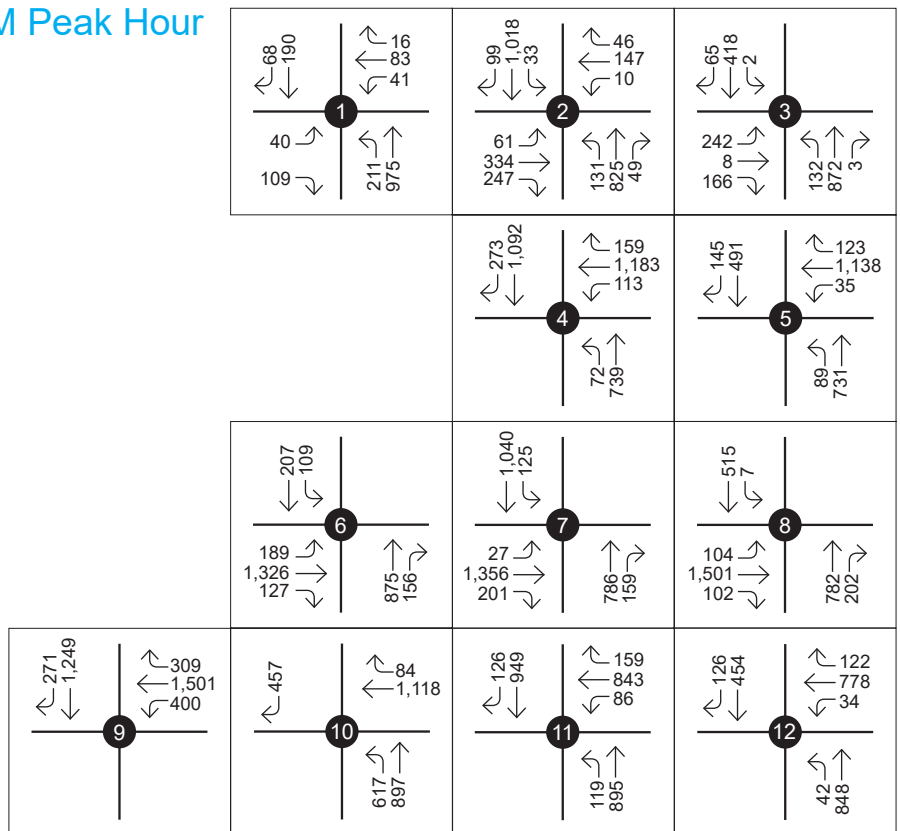
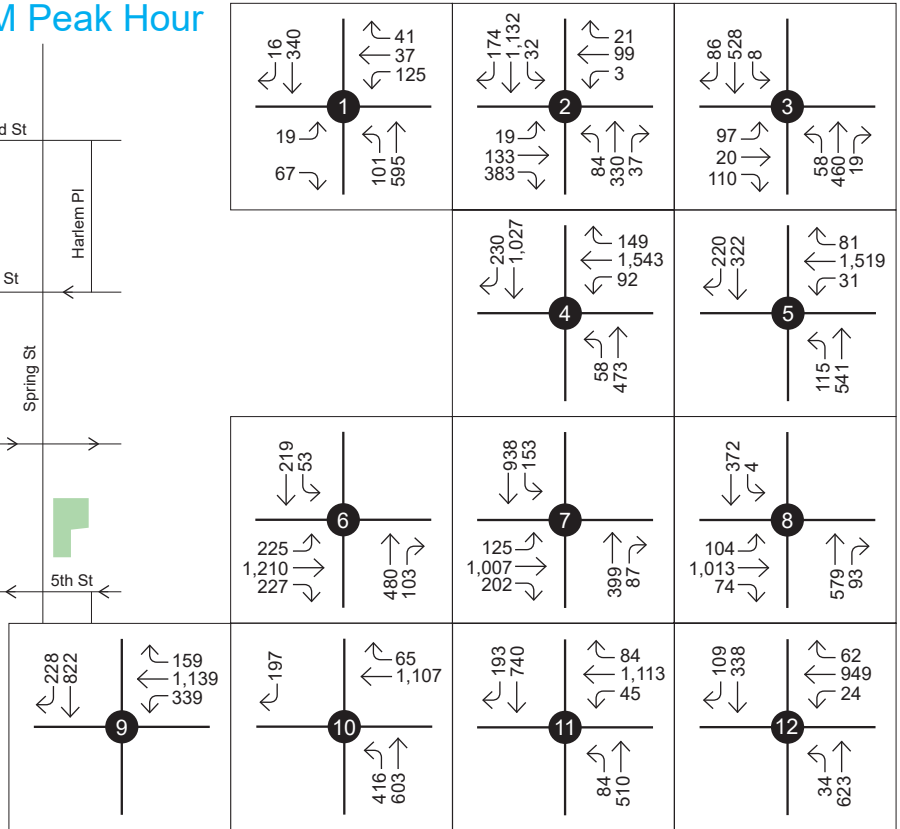
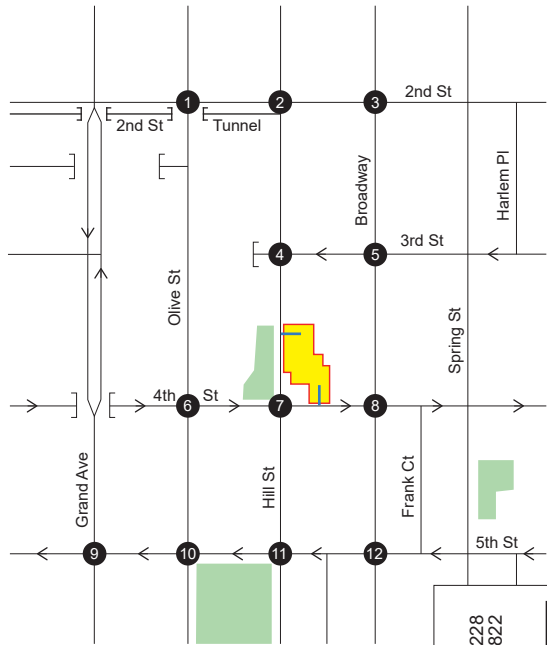


FIGURE 3 - BUILDOUT (YEAR 2023) VOLUMES - WITH PROJECT

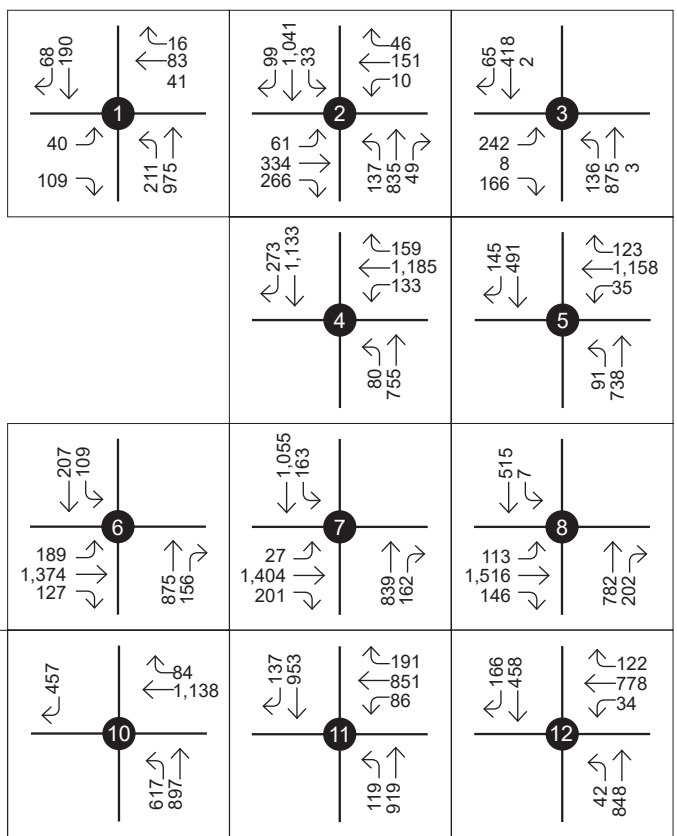
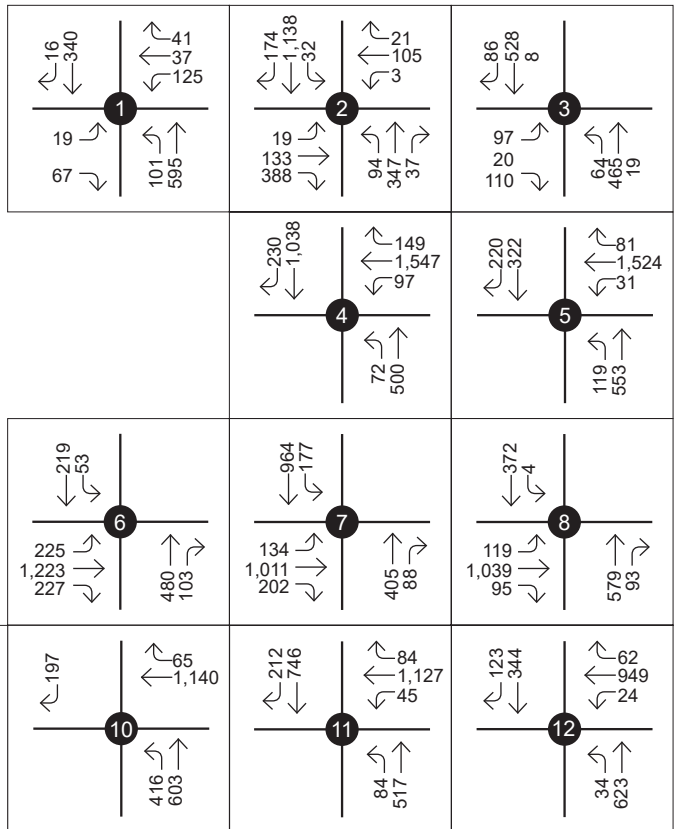
AM Peak Hour



LEGEND

- Proposed Project Site
- Proposed Project Driveway
- # Signalized Study Intersection
- One-way Street
- ## Movement Volume (Vehicles)

PM Peak Hour



3 Level of Service Analysis Results

The Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method was utilized to analyze traffic operating conditions at study intersections using the MS-Excel spreadsheet developed by LADOT. No modifications were made to the spreadsheet to model non-standard intersection configurations, gridlock, heavy pedestrian volumes or other special conditions.

Currently, LADOT describes the performance of the City’s transportation system using Level of Service (LOS). LOS ranges from “A” to “F” with LOS “A” representing excellent, free flow conditions and LOS “F” representing jammed, forced flow conditions. The City defines the thresholds for significant impact as noted in Table 1.

Table 1: Significant Transportation Impact Thresholds for Development Projects

Level of Service	Final V/C Ratio ¹	Project Related Increase in V/C ²
C	> 0.701 – 0.800	equal to or greater than 0.040
D	> 0.801 – 0.900	equal to or greater than 0.020
E	> 0.901 – 1.000	equal to or greater than 0.010
F	Greater than 1.000	equal to or greater than 0.010

1. The “Final V/C Ratio” shall define the future V/C ratio at a study intersection considering impacts with Development Project, and ambient and related Project growth without proposed transportation impact mitigation.
2. “Project-Related Increase in V/C” shall be calculated as the change in V/C between the future V/C ratio with Project, ambient and related project growth without proposed traffic mitigation, and the future V/C ratio with ambient and related project growth without Project and proposed traffic mitigation.

The results of the intersection Level of Service analysis during the AM and PM peak hours are summarized in Tables 2 and 3, respectively. There are no significant traffic impacts associated with the project in the Existing (Year 2017) and Project Buildout (Year 2023) conditions.

Table 2: Level of Service Analysis Results Summary - AM Peak Hour

Intersection		Year 2017 Existing Traffic Conditions		Existing Plus Project		Δ in V/C	Project Impact	Year 2023 Cumulative Base		Year 2023 Plus Project		Δ in V/C	Project Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	2nd St & Olive St	0.209	A	0.209	A	0.000	NO	0.225	A	0.225	A	0.000	NO
2	2nd St & Hill St	0.597	A	0.606	B	0.009	NO	0.651	B	0.659	B	0.008	NO
3	2nd St & Broadway	0.385	A	0.389	A	0.004	NO	0.429	A	0.433	A	0.004	NO
4	3rd St & Hill St	0.729	C	0.743	C	0.014	NO	0.826	D	0.840	D	0.014	NO
5	3rd St & Broadway	0.503	A	0.507	A	0.004	NO	0.577	A	0.581	A	0.004	NO
6	4th St & Olive St	0.233	A	0.235	A	0.002	NO	0.281	A	0.283	A	0.002	NO
7	4th St & Hill St	0.394	A	0.405	A	0.011	NO	0.465	A	0.476	A	0.011	NO
8	4th St & Broadway	0.317	A	0.327	A	0.010	NO	0.379	A	0.389	A	0.010	NO
9	5th St & Grand Ave	0.263	A	0.267	A	0.004	NO	0.310	A	0.314	A	0.004	NO
10	5th St & Olive St	0.382	A	0.388	A	0.006	NO	0.423	A	0.429	A	0.006	NO
11	5th St & Hill St	0.538	A	0.545	A	0.007	NO	0.604	B	0.611	B	0.007	NO
12	5th St & Broadway	0.361	A	0.365	A	0.004	NO	0.408	A	0.412	A	0.004	NO

Table 3: Level of Service Analysis Results Summary - PM Peak Hour

Intersection		Year 2017 Existing Traffic Conditions		Existing Plus Project		Δ in V/C	Project Impact	Year 2023 Cumulative Base		Year 2023 Plus Project		Δ in V/C	Project Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	2nd St & Olive St	0.216	A	0.216	A	0.000	NO	0.233	A	0.233	A	0.000	NO
2	2nd St & Hill St	0.581	A	0.592	A	0.011	NO	0.660	B	0.671	B	0.011	NO
3	2nd St & Broadway	0.454	A	0.458	A	0.004	NO	0.507	A	0.510	A	0.003	NO
4	3rd St & Hill St	0.610	B	0.629	B	0.019	NO	0.737	C	0.757	C	0.020	NO
5	3rd St & Broadway	0.493	A	0.499	A	0.006	NO	0.597	A	0.603	B	0.006	NO
6	4th St & Olive St	0.356	A	0.364	A	0.008	NO	0.421	A	0.429	A	0.008	NO
7	4th St & Hill St	0.497	A	0.549	A	0.052	NO	0.593	A	0.645	B	0.052	NO
8	4th St & Broadway	0.470	A	0.481	A	0.011	NO	0.563	A	0.574	A	0.011	NO
9	5th St & Grand Ave	0.375	A	0.377	A	0.002	NO	0.461	A	0.463	A	0.002	NO
10	5th St & Olive St	0.578	A	0.581	A	0.003	NO	0.632	B	0.636	B	0.004	NO
11	5th St & Hill St	0.517	A	0.521	A	0.004	NO	0.607	B	0.611	B	0.004	NO
12	5th St & Broadway	0.395	A	0.397	A	0.002	NO	0.468	A	0.476	A	0.008	NO

4 Project Access Driveways

Vehicular access to the project site will be provided via two driveways and an existing alley. Both driveways are proposed in locations where driveways currently serve the existing surface parking lot, and it is assumed that the existing roadway striping on 4th Street and Hill Street would not need to be modified to accommodate the project. The first driveway is located on Hill Street, approximately 160 feet north of 4th Street. Vehicles entering the site from southbound Hill Street would be able to turn left into Driveway 1 via an existing two-way left turn lane. Vehicles exiting Driveway 1 would be able to turn left or right onto Hill Street.

The second driveway would be located on 4th Street, approximately 135 feet east of Hill Street and 175 feet west of Broadway. Fourth Street is a one-way street carrying eastbound traffic only, so Driveway 2 would be accessed via left turns in and left turns out only.

The project access driveways and the Project Buildout (Year 2023) peak hour driveway volumes with the project are shown in Figure 4. With peak hour volumes totaling less than 100 trips from each access driveway, the project driveways do not meet the criteria for the Manual on Uniform Traffic Control Design (MUTCD) Warrant 3, which is based on peak hour traffic volumes.

5 Los Angeles Congestion Management Plan (CMP)

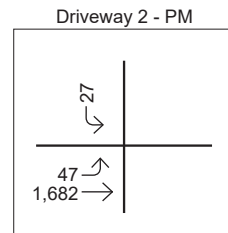
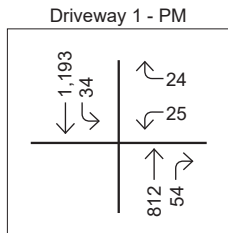
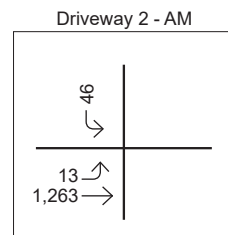
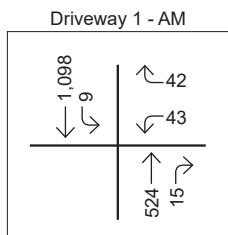
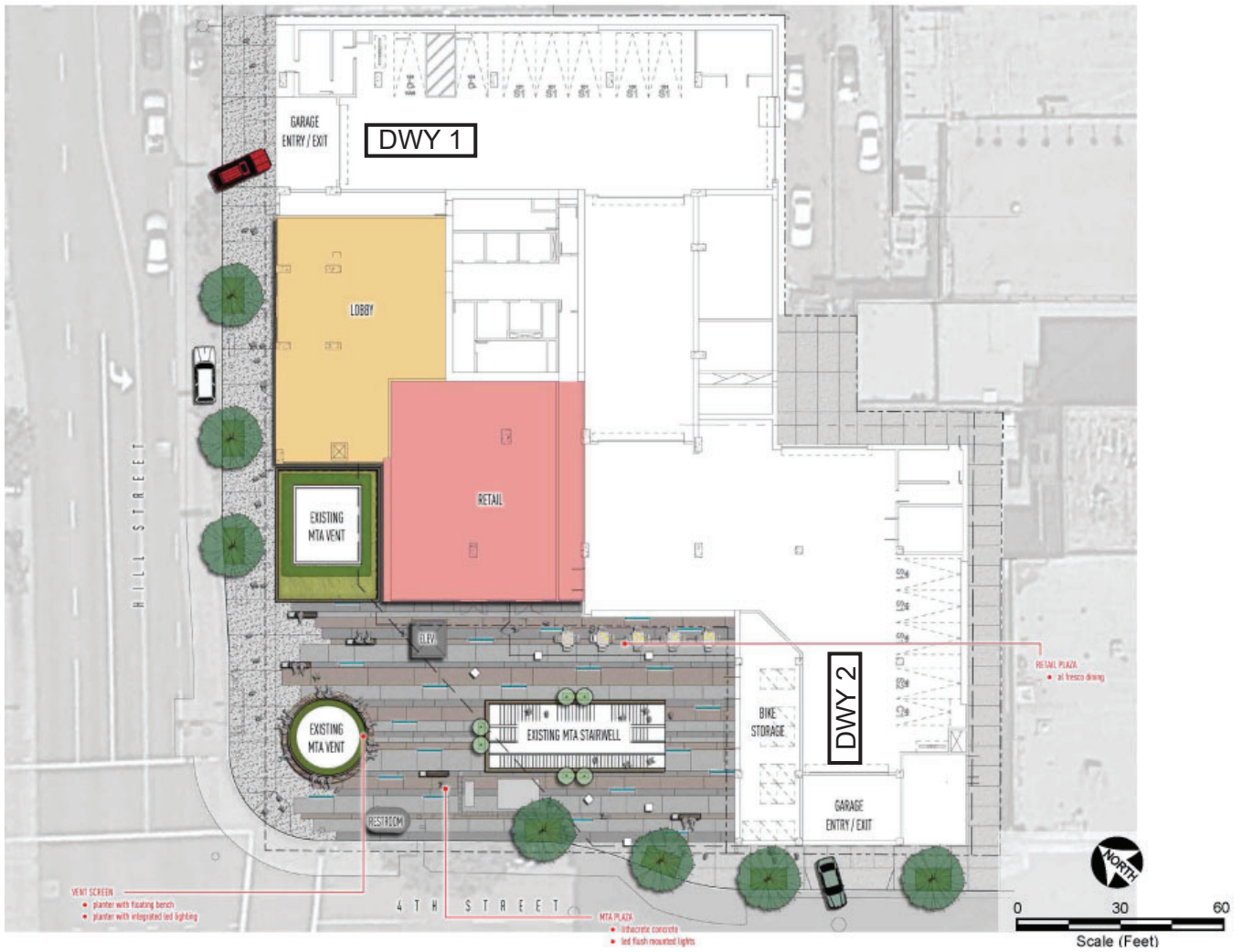
Traffic analyses for new projects in Los Angeles County are also governed by the Los Angeles County Congestion Management Program (CMP), which sets forth specific analysis criteria for roadways and intersections included in the CMP network. The CMP facilities closest to the project, the distance from the project site to those facilities, and the number of peak hour forecast trips on those facilities are summarized in Table 7.

Table 4 - CMP Facilities

Facility Type	Facility Name	Distance From Project Site	AM Peak Hour Trips	PM Peak Hour Trips	Analysis Required
Freeway	Route 110	0.50 miles	23	30	No
Freeway	U.S. 101	0.65 miles	14	19	No
Freeway	Interstate 10	1.45 miles	7	8	No
Roadway	Wilshire Boulevard (west of Route 110)	0.65 miles	0	0	No
Roadway	Alameda Street	0.85 miles	13	17	No

The project does not contribute more than 50 peak hour trips to any CMP roadways and does not contribute more than 150 peak hour trips onto any CMP freeways, so a CMP analysis is not required for this project.

FIGURE 4 - BUILDOUT (YEAR 2023) VOLUMES AT ACCESS DRIVEWAYS



6 Alignment with Vision Zero

Mayor Eric Garcetti's Vision Zero Los Angeles initiative commits the City to creating safer streets for its most vulnerable road users, including children, older adults, and people walking and bicycling. The City aims to eliminate all traffic-related deaths by the year 2025. To focus the implementation of safety countermeasures, LADOT conducted a citywide traffic collision analysis and identified a network of streets known as the High Injury Network (HIN), which consists of streets where high incidences of collisions involving vulnerable road users have resulted in severe injuries and deaths. The segments of Hill Street and 4th Street adjacent to the project site are not included in the High Injury Network, so roadway improvements to enhance pedestrian and bicycle safety are not specifically required for the project.

7 Mitigation Measures

In the Existing (Year 2017), the project is not forecast to create significant impacts at any of the study intersections, and no mitigation measures are required based on LADOT criteria. The intersection of Hill Street and 3rd Street (#4) is forecast to operate at LOS D during the AM peak period in the With Project condition, but the project is not expected to create a significant impact at this location. All other study intersections are forecast to operate at LOS C or better during the AM and PM peak periods, therefore no mitigation measures are required by the LACCMP.

To be conservative, the analysis for the Project Buildout (Year 2023) does not assume that all study intersections will be operating under Adaptive Traffic Control System (ATCS) in the future condition. The project is not forecast to create a significant impact at any study intersections during the AM peak and PM peak, and would only operate better under adaptive traffic control. All intersections perform at LOS D or better during both time periods with and without the project, and no mitigation measures are required by the City or the LACCMP.

8 Conclusion

The high-rise residential project proposed at 340 S. Hill Street is not expected to generate any significant impacts to traffic operations in the existing condition or in the project opening year of 2023. No mitigation measures are required based on City of Los Angeles, County of Los Angeles, State of California or Federal criteria.

Appendix

CMA Spreadsheets

Transportation Impact Study Approval Letter

CMA Spreadsheets

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Olive St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26						
	1	East-West Street:	2nd St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill					
No. of Phases				3		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		2		2						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				1		1		1		1		1		1						
Override Capacity				0		0		0		0		0		0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	95	1	95	0	95	95	0	101	1	101	0	101	1	101	0	101	1	101	
	Left-Through		0							0				0				0		
	Through	560	3	187	0	560	187	0	595	3	198	0	595	3	198	0	595	3	198	
	Through-Right		0							0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0		0
Left-Right		0							0				0				0		0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0		
	Through	320	1	168	0	320	168	0	340	1	178	0	340	1	178	0	340	1	178	
	Through-Right		1							1				1				1		
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16	
	Left-Through-Right		0							0				0				0		0
Left-Right		0							0				0				0		0	
EASTBOUND	Left	18	2	10	0	18	10	0	19	2	10	0	19	2	10	0	19	2	10	
	Left-Through		0							0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0							0				0				0		
	Right	63	1	16	0	63	16	0	67	1	17	0	67	1	17	0	67	1	17	
	Left-Through-Right		0							0				0				0		0
Left-Right		0							0				0				0		0	
WESTBOUND	Left	118	0	118	0	118	118	0	125	0	125	0	125	0	125	0	125	0	125	
	Left-Through		1							1				1				1		
	Through	35	0	74	0	35	74	0	37	0	78	0	37	0	78	0	37	0	78	
	Through-Right		1							1				1				1		
	Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0	
	Left-Through-Right		0							0				0				0		0
Left-Right		0							0				0				0		0	
CRITICAL VOLUMES		North-South:	263		North-South:	263		North-South:	279		North-South:	279		North-South:	279		North-South:	279		
		East-West:	134		East-West:	134		East-West:	142		East-West:	142		East-West:	142		East-West:	142		
		SUM:	397		SUM:	397		SUM:	421		SUM:	421		SUM:	421		SUM:	421		
VOLUME/CAPACITY (V/C) RATIO:				0.279		0.279				0.295		0.295				0.295		0.295		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.209		0.209				0.225		0.225				0.225		0.225		
LEVEL OF SERVICE (LOS):				A		A				A		A				A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hill St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	2	East-West Street:	2nd St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases						2							2					2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0							0					0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0	
Override Capacity						1							1					1	
						0							0					0	
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	79	1	79	10	89	89	0	84	1	84	10	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	248	1	142	17	265	150	67	330	1	184	17	347	1	192	0	347	1	192
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	30	1	30	0	30	30	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	1029	1	597	6	1035	600	40	1132	1	653	6	1138	1	656	0	1138	1	656
	Through-Right		1							1				1				1	
	Right	164	0	164	0	164	164	0	174	0	174	0	174	0	174	0	174	0	174
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		1							1				1				1	
	Through	125	0	143	0	125	143	0	133	0	152	0	133	0	152	0	133	0	152
	Through-Right		0							0				0				0	
	Right	361	1	322	5	366	322	0	383	1	341	5	388	1	341	0	388	1	341
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	93	0	116	6	99	122	0	99	0	123	6	105	0	129	0	105	0	129
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 676		North-South: 689		North-South: 737		North-South: 750		North-South: 750		North-South: 750		North-South: 750		North-South: 750		North-South: 750	
		East-West: 325		East-West: 325		East-West: 344		East-West: 344		East-West: 344		East-West: 344		East-West: 344		East-West: 344		East-West: 344	
		SUM: 1001		SUM: 1014		SUM: 1081		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094	
VOLUME/CAPACITY (V/C) RATIO:		0.667		0.676		0.721		0.729		0.729		0.729		0.729		0.729		0.729	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.597		0.606		0.651		0.659		0.659		0.659		0.659		0.659		0.659	
LEVEL OF SERVICE (LOS):		A		B		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hill St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	4	East-West Street:	3rd St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases				2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
Override Capacity		1		1		1		1		1		1		1		1			
		0		0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	55	1	55	14	69	69	0	58	1	58	14	72	1	72	0	72	1	72
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	382	2	191	27	409	205	67	473	2	237	27	500	2	250	0	500	2	250
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	930	2	465	11	941	471	40	1027	2	514	11	1038	2	519	0	1038	2	519
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	217	1	217	0	217	217	0	230	1	230	0	230	1	230	0	230	1	230
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	87	1	87	5	92	92	0	92	1	92	5	97	1	97	0	97	1	97
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1356	2	678	4	1360	680	103	1543	2	772	4	1547	2	774	0	1547	2	774
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	140	1	140	0	140	140	0	149	1	149	0	149	1	149	0	149	1	149
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 520		North-South: 540		North-South: 572		North-South: 591		North-South: 591		North-South: 591		North-South: 591		North-South: 591		North-South: 591	
		East-West: 678		East-West: 680		East-West: 772		East-West: 774		East-West: 774		East-West: 774		East-West: 774		East-West: 774		East-West: 774	
		SUM: 1198		SUM: 1220		SUM: 1344		SUM: 1365		SUM: 1365		SUM: 1365		SUM: 1365		SUM: 1365		SUM: 1365	
VOLUME/CAPACITY (V/C) RATIO:		0.799		0.813		0.896		0.910		0.910		0.910		0.910		0.910		0.910	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.729		0.743		0.826		0.840		0.840		0.840		0.840		0.840		0.840	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.014	Δv/c after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Olive St		Year of Count: 2017		Ambient Growth: (%): 1.0018		Conducted by: IBI Group		Date: 2019-06-26												
	East-West Street: 4th St		Projection Year: 2023		Peak Hour: AM		Reviewed by: Lydia La Point		Project: 340 S. Hill												
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0 0 0 1 0	2 0 0 0 1 0	2 0 0 0 1 0	2 0 0 0 1 0	2 0 0 0 1 0	2 0 0 0 1 0	2 0 0 0 1 0												
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through	452	2	179	0	452	179	0	480	2	194	0	480	2	194	0	480	2	194	194
	→	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	→	Right	84	0	84	0	84	84	14	103	0	103	0	103	0	103	0	103	0	103	103
	→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
→	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	←	Left	50	2	28	0	50	28	0	53	2	29	0	53	2	29	0	53	2	29	
	←→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through	206	1	206	0	206	206	0	219	1	219	0	219	1	219	0	219	1	219	219
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
→	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	←	Left	212	1	212	0	212	212	0	225	1	225	0	225	1	225	0	225	1	225	
	←→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through	988	4	247	13	1001	250	161	1210	4	303	13	1223	4	306	0	1223	4	306	306
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	214	1	214	0	214	214	0	227	1	227	0	227	1	227	0	227	1	227	227
	→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
→	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	←	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←→	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
→	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
→	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
→	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 207	East-West: 247	SUM: 454	North-South: 207	East-West: 250	SUM: 457	North-South: 223	East-West: 303	SUM: 526	North-South: 223	East-West: 306	SUM: 529	North-South: 223	East-West: 306	SUM: 529	North-South: 223	East-West: 306	SUM: 529	
VOLUME/CAPACITY (V/C) RATIO:			0.303			0.305			0.351				0.353				0.353				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.233			0.235			0.281				0.283				0.283				
LEVEL OF SERVICE (LOS):			A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hill St	Year of Count:	2017	Ambient Growth: (%):	1.0018	Conducted by:	IBI Group	Date:	2019-06-26									
7	East-West Street:	4th St	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	Lydia La Point	Project:	340 S. Hill									
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?		1	Override Capacity		0	EB-- 0 WB-- 0		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	313	1	195	6	319	198	67	399	1	243	6	405	1	247	0	405	1	247
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	76	0	76	1	77	77	6	87	0	87	1	88	0	88	0	88	0	88
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	144	1	144	24	168	168	0	153	1	153	24	177	1	177	0	177	1	177
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	846	2	423	26	872	436	40	938	2	469	26	964	2	482	0	964	2	482
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	105	0	105	9	114	114	14	125	0	125	9	134	0	134	0	134	0	134
	Left-Through	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	827	2	273	4	831	276	129	1007	2	334	4	1011	2	337	0	1011	2	337
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	160	0	273	0	160	276	32	202	0	334	0	202	0	337	0	202	0	337
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 423	East-West: 273	SUM: 696	North-South: 436	East-West: 276	SUM: 712	North-South: 469	East-West: 334	SUM: 803	North-South: 482	East-West: 337	SUM: 819	North-South: 482	East-West: 337	SUM: 819			
VOLUME/CAPACITY (V/C) RATIO:		0.464		0.475		0.535		0.546		0.546									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.405		0.465		0.476		0.476									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Broadway		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	8	East-West Street:	4th St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases						2						2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0						0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
Override Capacity						1						1				1			
						0						0				0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																		
	Through	491	1	290	0	491	290	58	579	1	336	0	579	1	336	0	579	1	336
	Through-Right																		
	Right	88	0	88	0	88	88	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right																		
Left-Right																			
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through																		
	Through	328	1	332	0	328	332	24	372	0	376	0	372	0	376	0	372	0	376
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
Left-Right																			
EASTBOUND	Left	98	0	98	15	113	113	0	104	0	104	15	119	0	119	0	119	0	119
	Left-Through																		
	Through	827	2	249	26	853	264	135	1013	2	298	26	1039	2	313	0	1039	2	313
	Through-Right																		
	Right	70	0	249	21	91	264	0	74	0	298	21	95	0	313	0	95	0	313
	Left-Through-Right																		
Left-Right																			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
Left-Right																			
CRITICAL VOLUMES		North-South: 332		North-South: 332		North-South: 376		North-South: 376		North-South: 376		North-South: 376		North-South: 376		North-South: 376			
		East-West: 249		East-West: 264		East-West: 298		East-West: 298		East-West: 313		East-West: 313		East-West: 313		East-West: 313			
		SUM: 581		SUM: 596		SUM: 674		SUM: 674		SUM: 689		SUM: 689		SUM: 689		SUM: 689			
VOLUME/CAPACITY (V/C) RATIO:		0.387		0.397		0.449		0.449		0.459		0.459		0.459		0.459			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317		0.327		0.379		0.379		0.389		0.389		0.389		0.389			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.010	Δv/c after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Grand Ave		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	9	East-West Street:	5th St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases				2		2		2		2		2		2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0 0		0 0		0 0		0 0		0 0		0 0					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0 0		0 0		0 0		0 0		0 0		0 0					
Override Capacity				1		1		1		1		1		1					
				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	690	3	230	0	690	230	89	822	3	274	0	822	3	274	0	822	3	274
	Through-Right		0						0				0				0		
	Right	215	1	215	0	215	215	0	228	1	228	0	228	1	228	0	228	1	228
	Left-Through-Right		0						0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
WESTBOUND	Left	319	1	269	0	319	276	0	339	1	296	0	339	1	302	0	339	1	302
	Left-Through		1						1				1				1		
	Through	1026	3	269	33	1059	276	50	1139	3	296	33	1172	3	302	0	1172	3	302
	Through-Right		1						1				1				1		
	Right	150	0	150	0	150	150	0	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 230		North-South: 230		North-South: 276		North-South: 274		North-South: 274		North-South: 274		North-South: 274		North-South: 302		North-South: 302	
		East-West: 269		East-West: 276		East-West: 506		East-West: 296		East-West: 296		East-West: 302		East-West: 302		East-West: 576		East-West: 576	
		SUM: 499		SUM: 506		SUM: 570		SUM: 570		SUM: 576		SUM: 576		SUM: 576		SUM: 576		SUM: 576	
VOLUME/CAPACITY (V/C) RATIO:				0.333		0.337		0.380		0.380		0.384		0.384		0.384		0.384	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.263		0.267		0.310		0.310		0.314		0.314		0.314		0.314	
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Olive St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	10	East-West Street:	5th St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases				3		3		3		3		3		3		3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1		1		1		1		1		1		1			
Right Turns: FREE-1, NRTW-2 or OLA-3?		NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity				1		1		1		1		1		1		1			
				0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	392	2	216	0	392	216	0	416	2	229	0	416	2	229	0	416	2	229
	Left-Through		0							0				0				0	
	Through	555	2	278	0	555	278	14	603	2	302	0	603	2	302	0	603	2	302
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	186	2	102	0	186	102	0	197	2	108	0	197	2	108	0	197	2	108
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	996	3	264	33	1029	273	50	1107	3	293	33	1140	3	301	0	1140	3	301
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:		380	North-South:		380	North-South:		410	North-South:		410	North-South:		410	North-South:		410
		East-West:		264	East-West:		273	East-West:		293	East-West:		301	East-West:		301	East-West:		301
		SUM:		644	SUM:		653	SUM:		703	SUM:		711	SUM:		711	SUM:		711
VOLUME/CAPACITY (V/C) RATIO:				0.452			0.458			0.493			0.499			0.499			0.499
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.382			0.388			0.423			0.429			0.429			0.429
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.006	Δv/c after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hill St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	11	East-West Street:	5th St		Projection Year:	2023		Peak Hour:	AM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases				2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
Override Capacity		1		1		1		1		1		1		1		1			
		0		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	79	79	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	402	2	201	7	409	205	83	510	2	255	7	517	2	259	0	517	2	259
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	663	2	332	6	669	335	36	740	2	370	6	746	2	373	0	746	2	373
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	182	1	182	19	201	201	0	193	1	193	19	212	1	212	0	212	1	212
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	39	1	39	0	39	39	4	45	1	45	0	45	1	45	0	45	1	45
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1001	2	501	14	1015	508	50	1113	2	557	14	1127	2	564	0	1127	2	564
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	79	1	79	0	79	79	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 411		North-South: 414		North-South: 454		North-South: 457		North-South: 457		North-South: 457		North-South: 457		North-South: 457		North-South: 457	
		East-West: 501		East-West: 508		East-West: 557		East-West: 557		East-West: 564		East-West: 564		East-West: 564		East-West: 564		East-West: 564	
		SUM: 912		SUM: 922		SUM: 1011		SUM: 1021		SUM: 1021		SUM: 1021		SUM: 1021		SUM: 1021		SUM: 1021	
VOLUME/CAPACITY (V/C) RATIO:		0.608		0.615		0.674		0.681		0.681		0.681		0.681		0.681		0.681	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.538		0.545		0.604		0.611		0.611		0.611		0.611		0.611		0.611	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.007	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Hill St	East-West Street: 2nd St	Year of Count: 2017	Projection Year: 2023	Ambient Growth: (%): 1.0018	Peak Hour: PM	Conducted by: IBI Group	Reviewed by: Lydia La Point	Date: 2019-06-26	Project: 340 S. Hill									
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		1	Override Capacity		0					
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0					
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0					
		1			1			1			1			1					
		0			0			0			0			0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	123	1	123	6	129	129	0	131	1	131	6	137	1	137	0	137	1	137
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	710	1	378	10	720	383	71	825	1	437	10	835	1	442	0	835	1	442
	Through-Right	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1
	Right	46	0	46	0	46	46	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	31	1	31	0	31	31	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	850	1	472	23	873	483	116	1018	1	559	23	1041	1	570	0	1041	1	570
	Through-Right	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1
	Right	93	0	93	0	93	93	0	99	0	99	0	99	0	99	0	99	0	99
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	57	0	57	0	57	57	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1
	Through	315	0	372	0	315	372	0	334	0	395	0	334	0	395	0	334	0	395
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	233	1	172	19	252	188	0	247	1	182	19	266	1	198	0	266	1	198
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	138	0	190	4	142	194	0	147	0	203	4	151	0	207	0	151	0	207
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	43	0	0	0	43	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: East-West: SUM:	595 381 976	North-South: East-West: SUM:	612 381 993	North-South: East-West: SUM:	690 405 1095	North-South: East-West: SUM:	707 405 1112	North-South: East-West: SUM:	707 405 1112								
VOLUME/CAPACITY (V/C) RATIO:		0.651	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.581	LEVEL OF SERVICE (LOS):		A											

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Broadway	Year of Count: 2017	Ambient Growth: (%): 1.0018	Conducted by: IBI Group	Date: 2019-06-26														
	East-West Street: 2nd St	Projection Year: 2023	Peak Hour: PM	Reviewed by: Lydia La Point	Project: 340 S. Hill														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 0 SB-- 2 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 1 Override Capacity 0		3 0 2 0 1 0		3 0 2 0 1 0		3 0 2 0 1 0		3 0 2 0 1 0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	124	0	124	4	128	128	0	132	0	132	4	136	0	136	0	136	0	136
	Left-Through		1						1				1			1			1
	Through	765	0	508	3	768	514	60	872	0	570	3	875	0	575	0	875	0	575
	Through-Right		1						1				1			1			1
	Right	3	0	508	0	3	514	0	3	0	570	0	3	0	575	0	3	0	575
	Left-Through-Right		0						0				0			0			0
Left-Right		0						0				0			0			0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1						1				1			1			1
	Through	339	0	341	0	339	341	58	418	0	420	0	418	0	420	0	418	0	420
	Through-Right		0						0				0			0			0
	Right	61	1	61	0	61	61	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through-Right		0						0				0			0			0
Left-Right		0						0				0			0			0	
EASTBOUND	Left	228	0	228	0	228	228	0	242	0	242	0	242	0	242	0	242	0	242
	Left-Through		1						1				1			1			1
	Through	8	0	236	0	8	236	0	8	0	250	0	8	0	250	0	8	0	250
	Through-Right		0						0				0			0			0
	Right	156	1	156	0	156	156	0	166	1	166	0	166	1	166	0	166	1	166
	Left-Through-Right		0						0				0			0			0
Left-Right		0						0				0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						1				1			1			1
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						1				1			1			1
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0			0			0
Left-Right		0						0				0			0			0	
CRITICAL VOLUMES		<i>North-South:</i> 510		<i>North-South:</i> 516		<i>North-South:</i> 572		<i>North-South:</i> 577		<i>North-South:</i> 577		<i>North-South:</i> 577		<i>North-South:</i> 577		<i>North-South:</i> 577		<i>North-South:</i> 577	
		<i>East-West:</i> 236		<i>East-West:</i> 236		<i>East-West:</i> 250		<i>East-West:</i> 250		<i>East-West:</i> 250		<i>East-West:</i> 250		<i>East-West:</i> 250		<i>East-West:</i> 250		<i>East-West:</i> 250	
		SUM: 746		SUM: 752		SUM: 822		SUM: 827		SUM: 827		SUM: 827		SUM: 827		SUM: 827		SUM: 827	
VOLUME/CAPACITY (V/C) RATIO:		0.524		0.528		0.577		0.580		0.580		0.580		0.580		0.580		0.580	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.454		0.458		0.507		0.510		0.510		0.510		0.510		0.510		0.510	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Hill St	Year of Count: 2017	Ambient Growth: (%): 1.0018	Conducted by: IBI Group	Date: 2019-06-26														
	East-West Street: 3rd St	Projection Year: 2023	Peak Hour: PM	Reviewed by: Lydia La Point	Project: 340 S. Hill														
No. of Phases: 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0														
		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0														
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	8	76	76	0	72	1	72	8	80	1	80	0	80	1	80
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	629	2	315	16	645	323	71	739	2	370	16	755	2	378	0	755	2	378
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	919	2	460	41	960	480	116	1092	2	546	41	1133	2	567	0	1133	2	567
	Through-Right	257	1	257	0	257	257	0	273	1	273	0	273	1	273	0	273	1	273
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	106	1	106	20	126	126	0	113	1	113	20	133	1	133	0	133	1	133
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	984	2	492	2	986	493	138	1183	2	592	2	1185	2	593	0	1185	2	593
	Through-Right	150	1	150	0	150	150	0	159	1	159	0	159	1	159	0	159	1	159
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 528 East-West: 492 SUM: 1020	North-South: 556 East-West: 493 SUM: 1049	North-South: 618 East-West: 592 SUM: 1210	North-South: 647 East-West: 593 SUM: 1240	North-South: 647 East-West: 593 SUM: 1240													
VOLUME/CAPACITY (V/C) RATIO:		0.680	0.699	0.807	0.827	0.827													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.610	0.629	0.737	0.757	0.757													
LEVEL OF SERVICE (LOS):		B	B	C	C	C													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.020	Δv/c after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Broadway	Year of Count: 2017	Ambient Growth: (%): 1.0018	Conducted by: IBI Group	Date: 2019-06-26													
	East-West Street: 3rd St	Projection Year: 2023	Peak Hour: PM	Reviewed by: Lydia La Point	Project: 340 S. Hill													
No. of Phases: 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0													
MOVEMENT	EXISTING CONDITION		EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	84	2	86	86	0	89	0	89	2	91	0	91	0	91	0	91
	Left-Through	1	0	7	639	406	60	731	1	544	7	738	1	551	0	738	1	551
	Through	1	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1	408	0	408	408	58	491	1	491	0	491	1	491	0	491	1	491
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	137	0	137	137	0	145	1	145	0	145	1	145	0	145	1	145
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	0	0	20	962	359	138	1138	2	420	20	1158	2	427	0	1158	2	427
	Through	2	353	0	116	116	0	123	0	123	0	123	0	123	0	123	0	123
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 492 East-West: 353 SUM: 845	North-South: 494 East-West: 359 SUM: 853	North-South: 580 East-West: 420 SUM: 1000	North-South: 582 East-West: 427 SUM: 1009	North-South: 582 East-West: 427 SUM: 1009												
VOLUME/CAPACITY (V/C) RATIO:		0.563	0.569	0.667	0.673	0.673												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493	0.499	0.597	0.603	0.603												
LEVEL OF SERVICE (LOS):		A	A	A	B	B												

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.006	Δv/c after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hill St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	7	East-West Street:	4th St		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases						2													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity						1													
						0													
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																		
	Through	683	1	412	53	736	440	61	786	1	473	53	839	1	501	0	839	1	501
	Through-Right																		
	Right	140	0	140	3	143	143	10	159	0	159	3	162	0	162	0	162	0	162
	Left-Through-Right																		
Left-Right																			
SOUTHBOUND	Left	118	1	118	38	156	156	0	125	1	125	38	163	1	163	0	163	1	163
	Left-Through																		
	Through	870	2	435	15	885	443	116	1040	2	520	15	1055	2	528	0	1055	2	528
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
Left-Right																			
EASTBOUND	Left	17	0	17	0	17	17	9	27	0	27	0	27	0	27	0	27	0	27
	Left-Through																		
	Through	1152	2	320	48	1200	332	133	1356	2	396	48	1404	2	408	0	1404	2	408
	Through-Right																		
	Right	110	0	320	0	110	332	84	201	0	396	0	201	0	408	0	201	0	408
	Left-Through-Right																		
Left-Right																			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right																		
Left-Right																			
CRITICAL VOLUMES		North-South:		530	North-South:		596	North-South:		598	North-South:		664	North-South:		664	North-South:		664
		East-West:		320	East-West:		332	East-West:		396	East-West:		408	East-West:		408	East-West:		408
		SUM:		850	SUM:		928	SUM:		994	SUM:		1072	SUM:		1072	SUM:		1072
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.619			0.663			0.715			0.715			0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.549			0.593			0.645			0.645			0.645
LEVEL OF SERVICE (LOS):				A			A			A			B			B			B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.052	Δv/c after mitigation:	0.052
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Grand Ave		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	9	East-West Street:	5th St		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases				2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0			
Override Capacity				1		1		1		1		1		1		1			
				0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	964	3	321	0	964	321	226	1249	3	416	0	1249	3	416	0	1249	3	
	Through-Right		0						0				0				0		
	Right	255	1	255	0	255	255	0	271	1	271	0	271	1	271	0	271	1	
	Left-Through-Right		0						0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
WESTBOUND	Left	377	1	346	0	377	350	0	400	1	380	0	400	1	384	0	400	1	
	Left-Through		1						0				1				1		
	Through	1352	3	346	20	1372	350	66	1501	3	380	20	1521	3	384	0	1521	3	
	Through-Right		1						0				1				1		
	Right	291	0	291	0	291	291	0	309	0	309	0	309	0	309	0	309	0	
	Left-Through-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 321		North-South: 321		North-South: 321		North-South: 416		North-South: 416		North-South: 416		North-South: 416		North-South: 416			
		East-West: 346		East-West: 350		East-West: 350		East-West: 380		East-West: 380		East-West: 384		East-West: 384		East-West: 384			
		SUM: 667		SUM: 671		SUM: 671		SUM: 796		SUM: 796		SUM: 800		SUM: 800		SUM: 800			
VOLUME/CAPACITY (V/C) RATIO:				0.445		0.447		0.531		0.531		0.533		0.533		0.533			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.375		0.377		0.461		0.461		0.463		0.463		0.463			
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Olive St		Year of Count:	2017	Ambient Growth: (%):	1.0018	Conducted by:	IBI Group		Date:	2019-06-26	
	10	East-West Street:	5th St		Projection Year:	2023	Peak Hour:	PM	Reviewed by:	Lydia La Point		Project:	340 S. Hill
No. of Phases													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0	
		NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
			1		1		1		1		1		1
			0		0		0		0		0		0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
	NORTHBOUND																		
Left	581	2	320	0	581	320	0	617	2	339	0	617	2	339	0	617	2	339	
Left-Through																			
Through	836	2	418	0	836	418	9	897	2	449	0	897	2	449	0	897	2	449	
Through-Right																			
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-Right																			
Left-Right																			
SOUTHBOUND																			
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through																			
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Through-Right																			
Right	430	2	237	0	430	237	0	457	2	251	0	457	2	251	0	457	2	251	
Left-Through-Right																			
Left-Right																			
EASTBOUND																			
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through																			
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Through-Right																			
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-Right																			
Left-Right																			
WESTBOUND																			
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through																			
Through	991	3	268	20	1011	273	66	1118	3	301	20	1138	3	306	0	1138	3	306	
Through-Right																			
Right	79	0	79	0	79	79	0	84	0	84	0	84	0	84	0	84	0	84	
Left-Through-Right																			
Left-Right																			
CRITICAL VOLUMES																			
		North-South:	655	North-South:	655	North-South:	700	North-South:	700	North-South:	700	North-South:	700	North-South:	700	North-South:	700	North-South:	700
		East-West:	268	East-West:	273	East-West:	301	East-West:	306	East-West:	306	East-West:	306	East-West:	306	East-West:	306	East-West:	306
		SUM:	923	SUM:	928	SUM:	1001	SUM:	1006	SUM:	1006	SUM:	1006	SUM:	1006	SUM:	1006	SUM:	1006
VOLUME/CAPACITY (V/C) RATIO:			0.648			0.651			0.702			0.706						0.706	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.578			0.581			0.632			0.636						0.636	
LEVEL OF SERVICE (LOS):			A			A			B			B						B	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hill St		Year of Count:	2017		Ambient Growth: (%):	1.0018		Conducted by:	IBI Group		Date:	2019-06-26					
	11	East-West Street:	5th St		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	Lydia La Point		Project:	340 S. Hill				
No. of Phases				2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
Override Capacity		1		1		1		1		1		1		1		1			
		0		0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	112	1	112	0	112	112	0	119	1	119	0	119	1	119	0	119	1	119
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	734	2	367	24	758	379	116	895	2	448	24	919	2	460	0	919	2	460
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	806	2	403	4	810	405	93	949	2	475	4	953	2	477	0	953	2	477
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	119	1	119	11	130	130	0	126	1	126	11	137	1	137	0	137	1	137
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	74	1	74	0	74	74	7	86	1	86	0	86	1	86	0	86	1	86
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	732	2	366	8	740	370	66	843	2	422	8	851	2	426	0	851	2	426
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	150	1	150	32	182	182	0	159	1	159	32	191	1	191	0	191	1	191
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 515		North-South: 517		North-South: 594		North-South: 596		North-South: 596		North-South: 596		North-South: 596		North-South: 596		North-South: 596	
		East-West: 366		East-West: 370		East-West: 422		East-West: 426		East-West: 426		East-West: 426		East-West: 426		East-West: 426		East-West: 426	
		SUM: 881		SUM: 887		SUM: 1016		SUM: 1022		SUM: 1022		SUM: 1022		SUM: 1022		SUM: 1022		SUM: 1022	
VOLUME/CAPACITY (V/C) RATIO:		0.587		0.591		0.677		0.681		0.681		0.681		0.681		0.681		0.681	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.517		0.521		0.607		0.611		0.611		0.611		0.611		0.611		0.611	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Transportation Impact Study Approval Letter

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 criteria¹, 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 4th 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, 9th Edition, 2012. A copy of the trip generation table can be found in

¹ 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 REQUIREMENTSA. 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 4th 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 4th 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
Taimour Tanavoli, Case Management Office, DOT
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
Net Project Trips				2,253	36	129	166	133	75	208

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*

