

# **Appendix A**

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## **Project Modification Memo**

## MEMORANDUM

Date: August 3, 2017  
 To: Sean Bechta (Ascent Environmental)  
 From: Jimmy Fong and David Carter (Fehr & Peers)  
**Subject: DGS Resources Building Replacement Project – Project Modification Memo**

RS17-3509

This memorandum summarizes potential changes to travel patterns within the study area in the event that the capacity of the DGS Resources Building Replacement Project’s proposed child care facility increases to accommodate up to 120 children (capacity of 60 children evaluated in the Draft EIR). The following discussion concludes that this potential change to the project description would not result in any additional impacts, or substantially more severe impacts, to transportation and circulation beyond those documented in the Draft EIR.

### Trip Generation

The proposed child care facility would be located on the roof of the EDD Subterranean Building (750 N Street) and would have pick-up and drop-off access located on the south side of N Street. Considering that the facility would be designated for use by State employees that are already destined to travel to and from the study area as part of their commute, the vast majority of travel to/from the child care facility during the AM and PM peak hours would not result in additional new trips within the study area. The analysis in the DEIR and this memorandum conservatively assumes that all trips associated with the child care facility would utilize the designated pick-up/drop-off location on N Street before continuing to a parking facility (and vice versa) since trips during peak hours are primarily for child drop-off and pick-up. Therefore, trips to/from the child care facility consist of a pass-by or diverted-link stop along an already generated commute trip to the study area. Table 1 shows the trip generation of the child care facility as specified in the DEIR and for the proposed modification.

<b>TABLE 1 – CHILD CARE FACILITY TRIP GENERATION</b>								
Land Use	Children (Students)	Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
		Total	Total	In	Out	Total	In	Out
Child Care Facility (as specified in DEIR)	60	254	48	25	23	48	23	25
Child Care Facility (proposed modification)	120	541	92	49	43	88	41	47

Notes: Trip generation is based on the trip equations from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9<sup>th</sup> Edition) for Day Care Center land use (code 565).  
 Source: Fehr & Peers, 2017



As shown in Table 1, the proposed modification would result in total peak hour trips to/from the daycare facility increasing by approximately 83 percent during the PM peak hour and 92 percent during the AM peak hour.

## Intersection Operations

Due to the increase in diverted-link trips to/from the child care facility, there would be a slight shift in traffic from 7<sup>th</sup> Street to access the pick-up/drop-off area on N Street. As documented in the Draft EIR, traffic volumes in the study area are projected to be higher under Cumulative Conditions than under Existing Conditions, and planned modifications to the transportation network serving the study area will reduce automobile capacity in the future. For these reasons, a Cumulative (year 2036) evaluation of traffic operations at nearby intersections that would be most affected by the proposed project modification was performed with the proposed modification in place; this evaluation covers a “worst case” scenario. Figure 1 shows the updated peak hour traffic volumes for these intersections, and Table 2 presents the intersection operations results under Cumulative Plus Project Conditions with the proposed project modification.

Intersection	Traffic Control	Peak Hour	Cumulative No Project (DEIR)		Cumulative Plus Project (DEIR)		Cumulative Plus Project (Child Care Facility Update)	
			Delay	LOS	Delay	LOS	Delay	LOS
1. N Street / 7th Street	Signal	AM	11	B	15	B	13	B
		PM	41	D	43	D	43	D
2. N Street / 8th Street	Signal	AM	10	B	10	B	10	B
		PM	13	B	13	B	15	B
3. N Street / 9th Street	Signal	AM	12	B	11	B	11	B
		PM	18	B	16	B	18	B
5. O Street / 7th Street	Uncontrolled	AM	3	A	7	A	9	A
		PM	26	D	28	D	26	D
7. Opera Alley / 7th Street	SSSC	AM	4 (9)	A (A)	15 (15)	B (C)	11 (11)	B (B)
		PM	22 (96)	C (F)	17 (30)	C (D)	16 (29)	C (D)
10. P Street / 7th Street	Signal	AM	27	C	38	D	34	C
		PM	43	D	56	E	47	D

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled

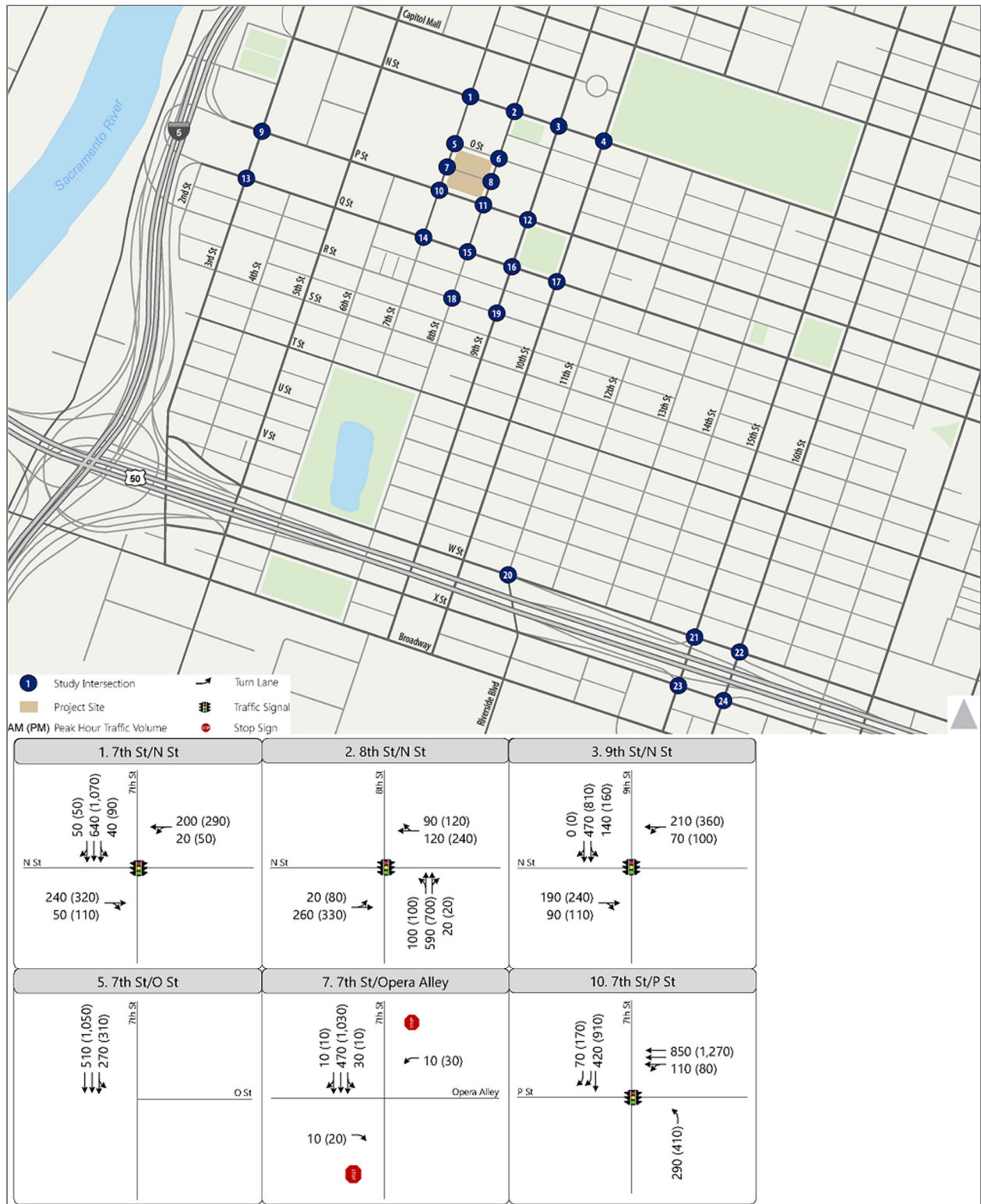
1 For signalized and uncontrolled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to intersections are determined based on the overall LOS and average delay. Intersection LOS and delay is calculated based on the procedures and methodology contained in the HCM 2010 (TRB, 2010). All intersections were analyzed in SimTraffic.

Source: Fehr & Peers, 2017

As shown in Table 2, the traffic operations analysis shows that there would be a minor increase (2 seconds) in vehicle delay on N Street and a minor decrease (2 to 9 seconds) in vehicle delay on 7<sup>th</sup> Street due to the



shifting of trips in the immediate vicinity of the child care Facility. As reflected, the proposed project modification would not result in new impacts, or substantially more severe impacts, to intersection operations in the area. Further, all findings contained in the Draft EIR related to pedestrian, bicycle, transit, freeway facility, and construction impacts would remain unchanged.



Source: Fehr & Peers, 2017

**Figure 1** Peak Hour Traffic Volumes and Lane Configurations – Cumulative Plus Project with Project Modification