

PROJECT TRAFFIC VOLUMES

Development of future traffic forecasts for the proposed project uses a three-step process similar to the process described for the related projects. The process estimates the project's trip generation, trip distribution, and traffic assignment.

Project Trip Generation

Traffic generation forecasts for projects such as the Villa Marina Residential project are normally developed by estimating traffic generation for each land use separately. The project trip generation rates used for estimating future trips for the residential component of the proposed project was developed using the trip rates contained in the ITE *Trip Generation, 6th Edition* based on the Residential Condominium/Townhouse land use category, ITE Code 230. The commercial portion of the trip generation was developed using the trip rates contained in the ITE *Trip Generation, 6th Edition* based on the Shopping Center land use category, ITE Code 820.

The project site currently contains five separate structures comprised of a 6,000 square feet retail store, a 12,000 square feet restaurant, and a 3,000 square feet fast food restaurant. Since these lots are currently in use, existing trip generation was estimated for these uses and the net project trip generation was reduced accordingly.

Table 5 presents the trip generation rates and resulting trip generation estimates for the proposed project. As indicated in the table, the proposed project is expected to generate a net increase of approximately 124 trips during the morning peak hour and 129 trips during the afternoon peak hour.

Project Trip Distribution

The geographic distribution of traffic generated by the proposed project is dependent on the same factors described above for related projects: land use and employment density in the study area, level of congestion on the street system, and the characteristics of the street system itself. The

**TABLE 5
ESTIMATED PROJECT TRIP GENERATION**

	Size	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Condominium	310 DU	230	1,817	23	113	136	145	72	217
Shopping Center	9,000 sq.ft	820	1,449	23	15	38	63	68	131
Pass-by Trips	50%		(725)	(12)	(8)	(19)	(32)	(34)	(66)
Subtotal			2,541	34	120	155	176	106	282
Existing to be Removed									
Shopping Center	21,038 sq.ft	820	2,502	38	25	63	147	160	307
Pass-by Trips	50%		(1,251)	(19)	(13)	(32)	(74)	(80)	(154)
Subtotal			1,251	19	12	31	73	80	153
Total Net Trips			1,290	15	108	124	103	26	129

Condominium Rate: Daily = 5.86
trips/dwelling unit AM = 0.44 In: 17% Out: 83%
PM = 0.70 [a] In: 67% Out: 33%

Shopping Center Rates: Daily = $\exp(0.643 \cdot \ln(Z1) + 5.866)$
trips/1000 sf AM = $\exp(0.596 \cdot \ln(Z1) + 2.329)$ In: 61% Out: 39%
PM = 14.6 [a] In: 48% Out: 52%

Source: Rates from ITE, *Trip Generation Manual*, 6th Edition, unless otherwise noted.
[a] Rates from Coastal Corridor Specific Plan Ordinance

general geographic trip distribution pattern used in the assignment of the traffic generated by the proposed project is illustrated in Figure 9.

Project Trip Assignment

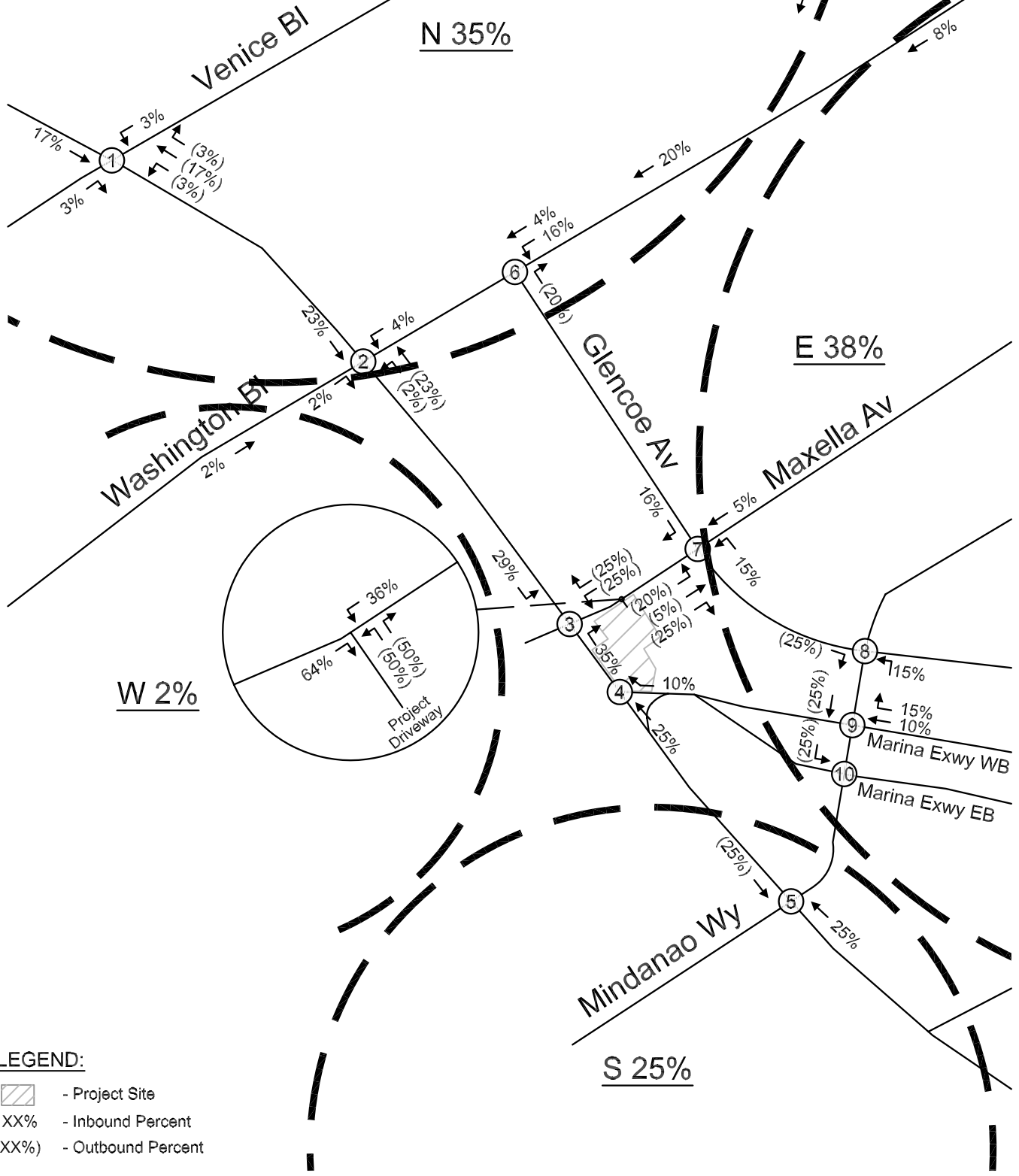
The project trip generation estimates summarized in Table 5 and the distribution patterns illustrated in Figure 9 were used to assign the project-generated traffic to the local and regional street system and through the 11 study intersections. Figure 10 illustrates the assignment of the proposed project-generated peak hour traffic volumes at each of the study intersections during a typical weekday peak hour.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project-generated traffic volumes in Figure 10 were then added to the cumulative base traffic volumes resulting in the cumulative plus project traffic volumes for the proposed project. Figure 11 illustrates the resulting projected cumulative plus project a.m. and p.m. peak hour traffic volumes. These volumes represent projected future weekday peak hour traffic conditions including the completion of the proposed project.



NOT TO SCALE



LEGEND:
 - Project Site
 XX% - Inbound Percent
 (XX%) - Outbound Percent

KAKU ASSOCIATES

**FIGURE 9
TRIP DISTRIBUTION PATTERN**

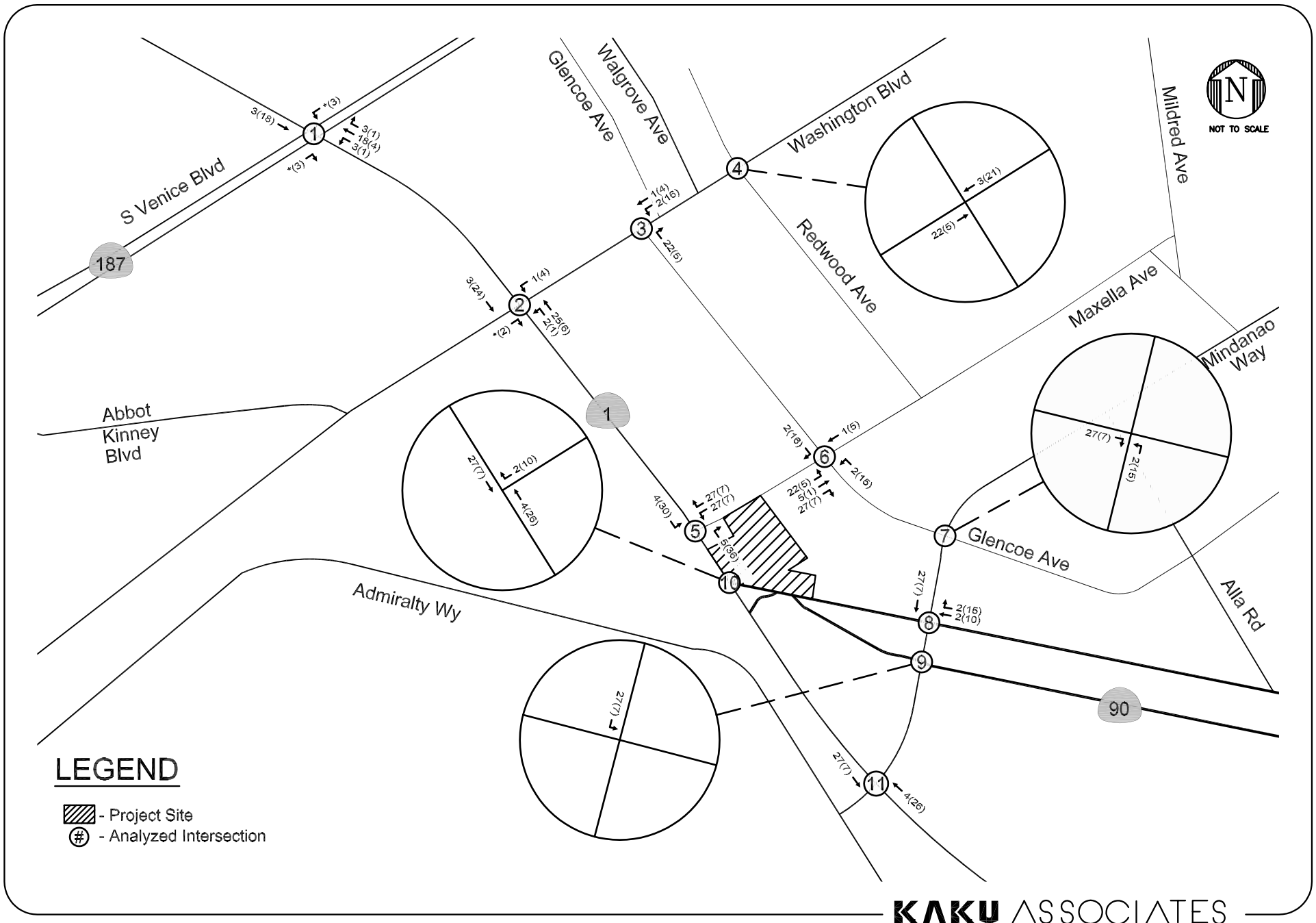
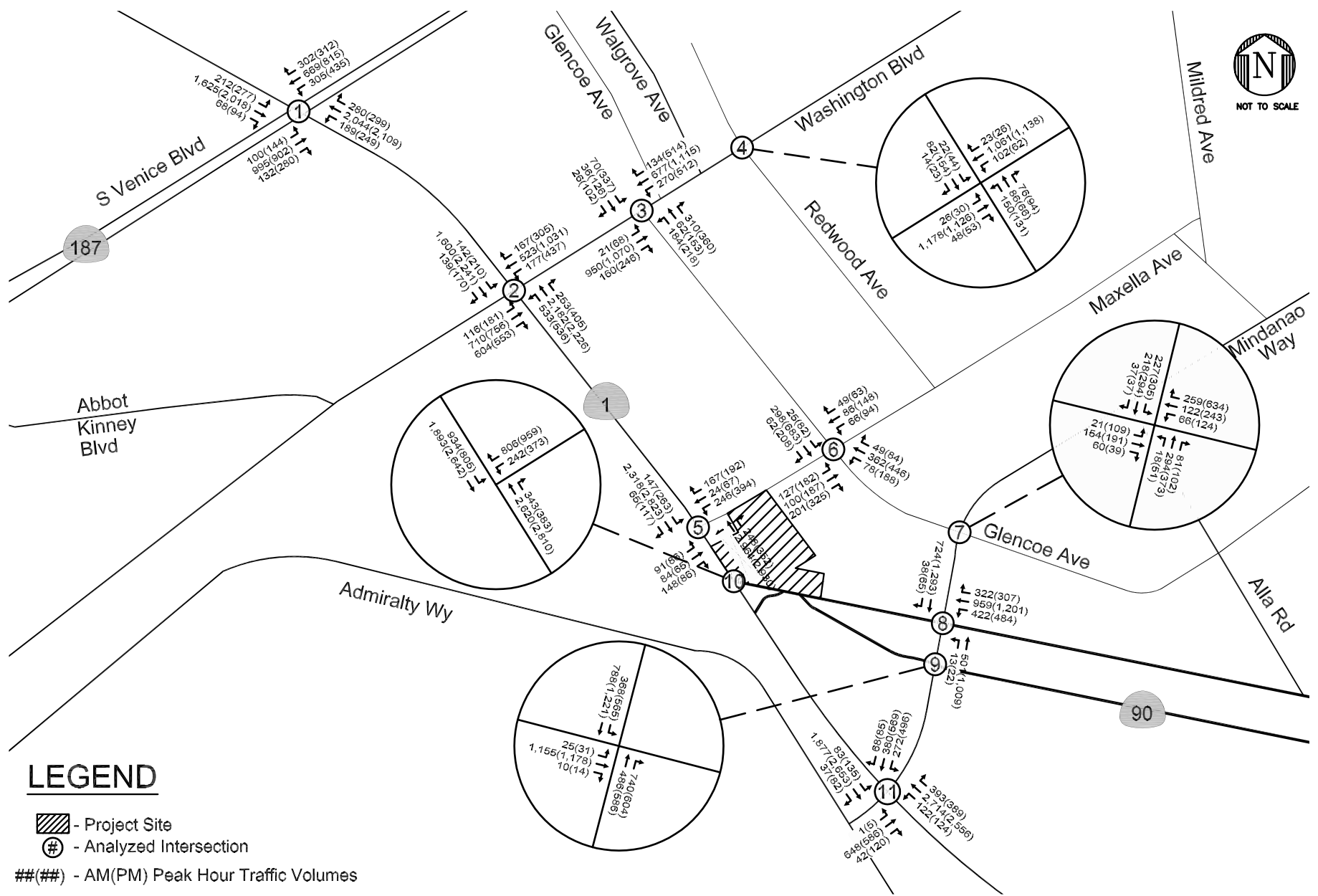


FIGURE 10
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



LEGEND

- Project Site
- Analyzed Intersection
- ##(##) - AM(PM) Peak Hour Traffic Volumes

KAKU ASSOCIATES

FIGURE 11
YEAR 2008 CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the potential impacts of the proposed Villa Marina Residential project on the local street system. The analysis compares the projected levels of service at each study intersection with the proposed project to the cumulative base (no project) scenario to determine potential project impacts, using significance criteria established by the City of Los Angeles.

INTERSECTION SIGNIFICANT IMPACT CRITERIA

The City of Los Angeles established threshold criteria that determine whether a project has a significant traffic impact at a specific intersection. Under the city's guidelines, a project impact would be considered significant if the following conditions are met:

Intersection Condition with Project Traffic		Project-related Increase in V/C Ratio
LOS	V/C Ratio	
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	> 0.800 – 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection, however, is operating at a LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

CUMULATIVE BASE TRAFFIC CONDITIONS

The results of the analysis of the 11 intersections under the cumulative base traffic conditions are summarized in Table 6. Background traffic growth and traffic generated by related projects is

**TABLE 6
YEAR 2008 FUTURE CONDITIONS
INTERSECTION LEVELS OF SERVICE**

Intersection	Peak Hour	Cumulative Base [a]		ITE Trip Gen			
		V/C	LOS	Cumulative Plus Project		Project Increase in V/C	Significant Project Impact
				V/C	LOS		
1 Lincoln Blvd & Venice Blvd	AM	1.185	F	1.194	F	0.009	NO
	PM	1.276	F	1.279	F	0.003	NO
2 Lincoln Blvd & Washington Blvd	AM	0.944	E	0.950	E	0.006	NO
	PM	1.160	F	1.169	F	0.009	NO
3 Glencoe Ave & Washington Blvd	AM	0.590	A	0.608	B	0.018	NO
	PM	0.953	E	0.965	E	0.012	YES
4 Redwood Ave & Washington Blvd	AM	0.592	A	0.599	A	0.007	NO
	PM	0.567	A	0.569	A	0.002	NO
5 Lincoln Blvd & Maxella Ave	AM	0.857	D	0.868	D	0.011	NO
	PM	0.932	E	0.947	E	0.015	YES
6 Glencoe Ave & Maxella Ave	AM	0.318	A	0.336	A	0.018	NO
	PM	0.582	A	0.602	B	0.020	NO
7 Mindanao Way & Glencoe Ave	AM	0.353	A	0.393	A	0.040	NO
	PM	0.787	C	0.787	C	0.000	NO
8 Mindanao Way & SR90 Marina WB	AM	0.431	A	0.431	A	0.000	NO
	PM	0.719	C	0.722	C	0.003	NO
9 Mindanao Way & SR90 Marina EB	AM	0.728	C	0.738	C	0.010	NO
	PM	0.812	D	0.815	D	0.003	NO
10 Lincoln Blvd & SR90 Marina Fwy	AM	1.083	F	1.085	F	0.002	NO
	PM	1.163	F	1.172	F	0.009	NO
11 Lincoln Blvd & Mindanao Way	AM	0.978	E	0.979	E	0.001	NO
	PM	1.107	F	1.109	F	0.002	NO

Notes:

- All study Intersection are currently operating under ATSAC system.

- With the exception of the Intersection of Mindanao Way & Glencoe Ave, All study intersections are projected to operate With ATCS under future conditions.

expected to cause a deterioration in operating conditions from the existing conditions even without consideration of potential traffic associated with the proposed project. As indicated in Table 6, four of the 11 intersections are projected to operate at unacceptable level of service (LOS E or F) during the morning peak hour, while six of these intersections are also expected to operate at unacceptable level of service during the afternoon peak hour.

CUMULATIVE PLUS PROJECT TRAFFIC ANALYSIS

The cumulative plus project peak hour traffic volumes illustrated in Figure 11 were analyzed to determine the projected year 2008 future operating conditions with the completion of the proposed project. Application of the significance criteria established by the City of Los Angeles indicates that the project would create significant traffic impacts at the intersections of Glencoe Avenue & Washington Boulevard and Lincoln Boulevard & Maxella Avenue during the afternoon peak hours under cumulative plus project conditions.

The other eight intersections, however, would have no significant project traffic impacts.

V. MITIGATION MEASURES

The traffic impact analyses in Chapter IV determined that development of the proposed Villa Marina Residential project is projected to cause significant impacts at two of the 11 study intersections.

PROPOSED MITIGATION MEASURES

Although all potential measures were considered while developing project mitigation measures, the analysis concentrated on those measures that could use the following criteria: improvements within the existing roadway right-of-way, improvements to the existing signal operations, and improvements requiring right-of-way acquisition.

Physical Mitigation Measures

The proposed project is located in an area that is densely populated and nearly fully built-out. Opportunities for physical mitigation measures such as flaring of intersection approaches to add turn lanes, restriping of lanes to provide additional lanes, and improving traffic control devices were investigated. The following are the suggested mitigation measures for the impacted study intersections:

- Glencoe Avenue and Washington Boulevard - Restripe the westbound approach to provide an additional left-turn lane. This would require removal of parking on the east leg of Washington Boulevard on the south side of the curb. Approximately eight on-street parking spaces would be removed.
- Lincoln Boulevard and Maxella Avenue - Widening the east leg of Maxella Avenue would be required to mitigate the project impact at this location. This would require right-of-way acquisition from the gas station located on the southeast corner of the intersection to provide additional lane on the westbound approach. It is uncertain that the gas station would agree to right-of-way acquisition. Thus, no physical or operational mitigation measure appears feasible at this intersection.

EFFECTIVENESS OF MITIGATION MEASURES

With the implementation of the suggested improvements, the significant project impacts would be mitigated to levels of insignificance at one of the two impacted locations – Glencoe Avenue at Washington Boulevard. Table 7 summarizes the effects of the proposed mitigation measures. As shown in the table, the mitigation measures proposed above would reduce the V/C ratios to levels less than significant (based on City of Los Angeles criteria) at one of the two impacted locations. The project would result in an unmitigated significant impact at the intersection of Lincoln Boulevard at Maxella Avenue.

**TABLE 7
YEAR 2008 FUTURE CONDITIONS WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base [a]		ITE Trip Gen				Mitigation			
		V/C	LOS	Cumulative Plus Project		Project Increase in V/C	Significant Project Impact	Cumulative Plus Project		Project Increase in V/C	Significant Project Impact
				V/C	LOS			V/C	LOS		
3 Glencoe Ave & Washington Blvd	AM	0.590	A	0.608	B	0.018	NO	0.564	A	-0.026	NO
	PM	0.953	E	0.965	E	0.012	YES	0.822	D	-0.131	NO
5 Lincoln Blvd & Maxella Ave	AM	0.857	D	0.868	D	0.011	NO	0.868	D	0.011	NO
	PM	0.932	E	0.947	E	0.015	YES	0.947	E	0.015	YES

Notes:

- All study Intersection are currently operating under ATSAC system.

VI. SITE ACCESS AND PARKING

VEHICULAR ACCESS

Vehicular access to the Villa Marina Residential project would be provided via Maxella Avenue for residential and business patrons as well as delivery vehicles. Driveways to the retail parking supply would be provided on Maxella Avenue. A central driveway off Maxella Avenue would provide access to the residential parking garages and would provide access to the existing hotel located adjacent to the project boundary. In addition, residents would have access to “resident only” parking via garage gates with an electronic permission feature. No vehicular access is proposed along Lincoln Boulevard; however, signage directing access to the project would be placed along both Maxella Avenue and Lincoln Boulevard.

Major arterials such as Lincoln Boulevard, Venice Boulevard, and Washington Boulevard and secondary and collector roads such as Maxella Avenue, Mindanao Way, and Glencoe Avenue offer many options for local access to the Villa Marina Residential project site. In addition, retail employees and patrons traveling from east of the project site may access the site via the Marina Freeway just south of the site with direct connections to and from the I-405. Lincoln Boulevard also offers north-south access to the site from Santa Monica to the Los Angeles International Airport (LAX).

PARKING

As discussed in Chapter I, the Villa Marina Residential project proposes to supply a total of 691 parking spaces to accommodate the anticipated number of residents, guests, employees, and patrons. According to the *Official City of Los Angeles Municipal Code*, Volume 1, as amended through March 31, 2004, the following parking rates are required:

- A minimum of one parking space per dwelling unit of less than three habitable rooms
- A minimum of one and one-half parking spaces per dwelling unit of three habitable rooms
- A minimum of two parking spaces per dwelling unit of more than three habitable rooms
- One space per four dwelling units for visitors
- A minimum of four parking spaces per 1,000 square feet of general retail stores

Table 8 shows that the residential and commercial uses for the Villa Marina Residential project would require a total of 609 spaces to meet the City of Los Angeles Planning and Zoning Code requirements. The proposed supply of 691 spaces would be more than adequate to accommodate the parking needs of the Villa Marina residents, patrons, employees, and guests.

**TABLE 8
PARKING GENERATION REQUIREMENTS FOR PROPOSED PROJECT**

Land Use	Size	Parking Rates		Estimated Parking Requirement
		City of LA Planning and Zoning Code Parking Rate [a]		City of LA Planning and Zoning Code
PROPOSED PROJECT				
Residential Use				
3 Habitable Rooms	250 Dwelling Units	1.5	Per DU	375
3+ Habitable Rooms	60 Dwelling Units	2	Per DU	120
Visitors	310 Dwelling Units	0.25	Per DU	78
Retail Use	9,000 Square Feet	4	Per 1,000 SF	<u>36</u>
NET PROJECT REQUIREMENTS				609

Note:

- a. Parking rates based on the Official City of Los Angeles Municipal Code, Volume 1, as amended through March 31, 2004.

VII. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, June 2002). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site is along Lincoln Boulevard at Venice Boulevard and at Marina Freeway (SR-90). Based on the incremental project trip generation estimates presented in Chapter III, the proposed project is not expected to add 50 or more new trips per hour to this location as shown in Figure 10. The intersection of Lincoln Boulevard and Venice Boulevard is projected to have 27 and 30 project trips during the morning and afternoon peak hour, respectively. At Lincoln Boulevard and SR-90, the total project traffic to be added would be 33 and 43 project trips during the morning and afternoon peak hour, respectively. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest mainline freeway monitoring location to the project site is the San Diego Freeway (I-405) north of Venice Boulevard. Based on the incremental project trip generation estimates, the proposed project will not add 150 or more new trips per hour to this location in either direction. A total of 10 and 38 project trips would be added at this location during the morning and afternoon

peak hours, respectively. Therefore, no further analysis of CMP freeway monitoring stations is required.

The analysis indicates that the project would not have a significant impact on the Congestion Management Plan system.

VIII. PROJECT ALTERNATIVE

An analysis was conducted to test the potential impacts of a smaller land use plan for the project. As an alternate to the 310-unit project with 9,000 square feet of retail, this chapter analyzes the effects of a project that contains 275 dwelling units in combination with 5,500 square feet of retail uses.

ALTERNATE PROJECT TRIP GENERATION

Table 9 shows that the smaller project would generate 104 trips in the morning peak hour and 80 trips in the afternoon peak hour. This represents a reduction of 20 and 49 trips in the morning and afternoon peak hours respectively when compared to the proposed project.

ALTERNATE PROJECT TRAFFIC ANALYSIS

The alternate project trips were assigned to the roadway system using the directional distribution described earlier in this report. The alternate project trips were added to the future background traffic levels shown in Figure 12 and a new set of capacity calculations were conducted for the Cumulative plus Alternate Project traffic volumes.

Table 10 shows the results of the capacity calculations measuring the impacts on the alternate project. As can be seen, the reduced project would not create a significant impact at any of the 11 study intersections.

**TABLE 9
ESTIMATED ALTERNATE PROJECT TRIP GENERATION**

	Size	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Condominium	275 DU	230	1,612	21	100	121	129	64	193
Shopping Center	5,500 sq.ft	820	1,056	17	11	28	38	42	80
<i>Pass-by Trips</i>			0	0	0	0	0	0	0
Subtotal			2,668	38	111	149	167	106	273
Existing to be Removed									
Shopping Center	21,038 sq.ft	820	2,502	38	25	63	147	160	307
<i>Pass-by Trips</i>	50%		(1,251)	(19)	(13)	(32)	(74)	(80)	(154)
Subtotal			1,251	19	12	31	73	80	153
Total Net Trips			1,417	19	99	118	94	26	120

Condominium Rate: Daily = 5.86
trips/dwelling unit AM = 0.44 In: 17% Out: 83%
PM = 0.70 [a] In: 67% Out: 33%

Shopping Center Rates: Daily = $\exp(0.643 \cdot \ln(Z1) + 5.866)$
trips/1000 sf AM = $\exp(0.596 \cdot \ln(Z1) + 2.329)$ In: 61% Out: 39%
PM = 14.6 [a] In: 48% Out: 52%

Source: Rates from ITE, *Trip Generation Manual*, 6th Edition, unless otherwise noted.

[a] Rates from Coastal Corridor Specific Plan Ordinance

**TABLE 10
YEAR 2008 FUTURE CONDITIONS WITH ALTERNATE PROJECT
INTERSECTION LEVELS OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base [a]		ITE Trip Gen			
		V/C	LOS	Cumulative Plus Alternate Project		Project Increase in V/C	Significant Project Impact
				V/C	LOS		
1 Lincoln Blvd & Venice Blvd	AM	1.185	F	1.192	F	0.007	NO
	PM	1.276	F	1.277	F	0.001	NO
2 Lincoln Blvd & Washington Blvd	AM	0.944	E	0.949	E	0.005	NO
	PM	1.160	F	1.165	F	0.005	NO
3 Glencoe Ave & Washington Blvd	AM	0.590	A	0.605	B	0.015	NO
	PM	0.953	E	0.962	E	0.009	NO
4 Redwood Ave Washington Blvd	AM	0.592	A	0.599	A	0.007	NO
	PM	0.567	A	0.568	A	0.001	NO
5 Lincoln Blvd & Maxella Ave	AM	0.857	D	0.866	D	0.009	NO
	PM	0.932	E	0.941	E	0.009	NO
6 Glencoe Ave & Maxella Ave	AM	0.318	A	0.333	A	0.015	NO
	PM	0.582	A	0.594	A	0.012	NO
7 Mindanao Way & Glencoe Ave	AM	0.353	A	0.356	A	0.003	NO
	PM	0.787	C	0.787	C	0.000	NO
8 Mindanao Way & SR90 Marina WB	AM	0.431	A	0.431	A	0.000	NO
	PM	0.719	C	0.721	C	0.002	NO
9 Mindanao Way & SR90 Marina EB	AM	0.728	C	0.737	C	0.009	NO
	PM	0.812	D	0.813	D	0.001	NO
10 Lincoln Blvd & SR90 Marina Fwy	AM	1.083	F	1.084	F	0.001	NO
	PM	1.163	F	1.170	F	0.007	NO
11 Lincoln Blvd & Mindanao Way	AM	0.978	E	0.978	E	0.000	NO
	PM	1.107	F	1.107	F	0.000	NO

Notes:

- All study Intersection are currently operating under ATSAC system.

- With the exception of the Intersection of Mindanao Way & Glencoe Ave, All study intersections are projected to operate With ATCS under future conditions.

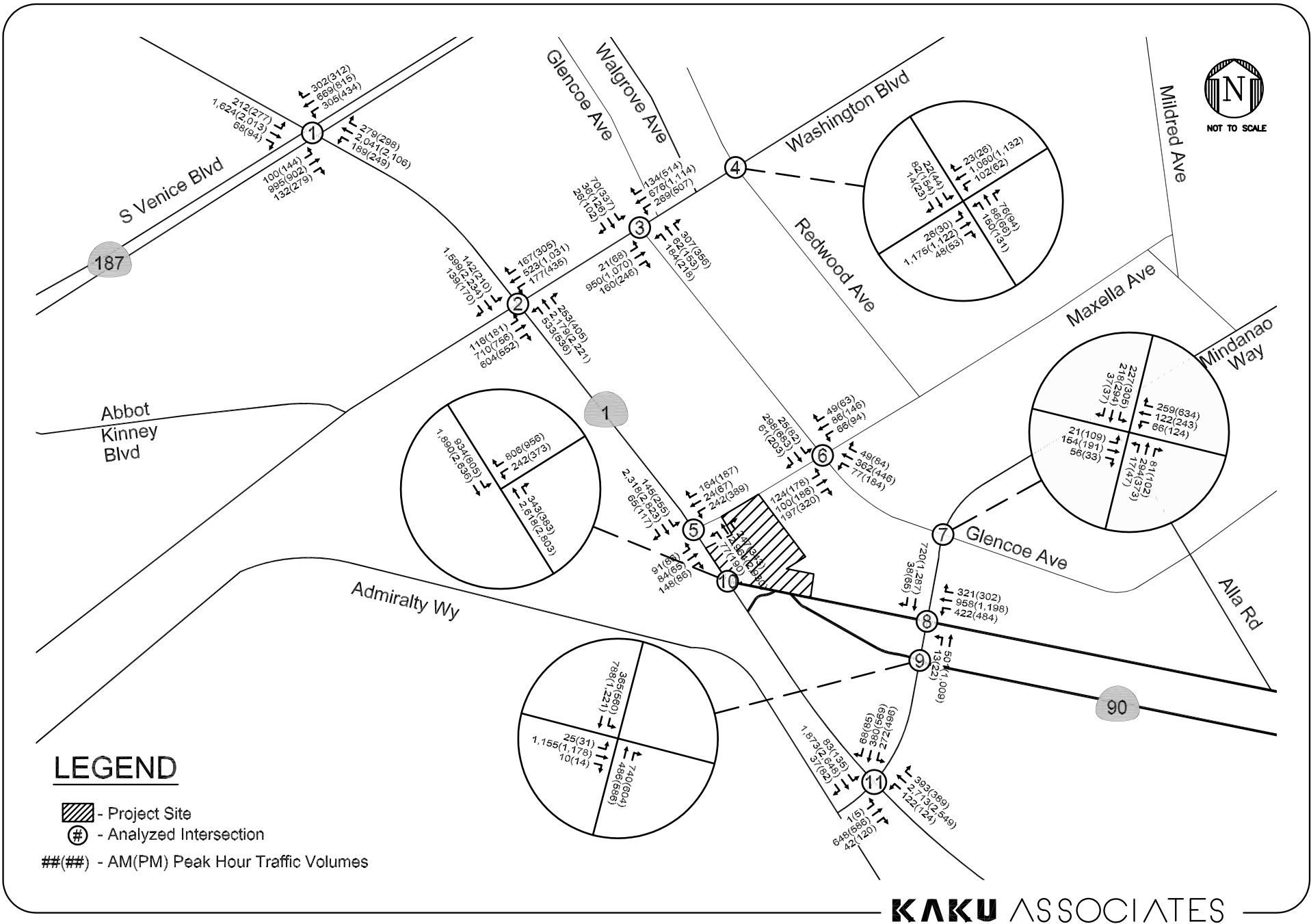


FIGURE 12

YEAR 2008 CUMULATIVE PLUS ALTERNATIVE PROJECT PEAK HOUR TRAFFIC VOLUMES

VIII. SUMMARY AND CONCLUSIONS

This report documents the assumptions, methodologies, and findings of a study conducted by Kaku Associates, Inc. to evaluate the potential traffic and circulation impacts of the proposed Villa Marina Residential project, as part of the preparation of an environmental impact report. The following summarizes the findings of the study:

- A total of 11 intersections were analyzed within the study area for this project. Currently, 10 of the intersections are operating at acceptable levels of service (LOS D or better) during the morning peak hour and nine of the intersections are operating at acceptable levels of service during the afternoon peak hour.
- The proposed project would consist of 310 condominium units and 9,000 square feet of commercial space. The proposed project is expected to generate net new morning and afternoon peak hour trips of 124 and 129 vehicles per hour.
- Analysis of the year 2008 cumulative base conditions, representing future conditions without the proposed project, indicates that seven of the analyzed intersections would operate at LOS D or better during the morning peak hours, while five of these analyzed intersections would also operate at LOS D or better during the afternoon peak hours.
- Analysis of the cumulative plus project conditions indicates that, using the City of Los Angeles criteria for determining significance of impact, the proposed project would have a significant impact at two of the 11 analyzed intersections during the afternoon peak hour.
- Project mitigation strategies consisting of physical measures were identified for one of the impacted study intersections. With implementation of the proposed mitigation measures, project impacts at the intersection of Glencoe Avenue & Washington Boulevard would be fully mitigated.
- The project as proposed would result in an unmitigated significant impact at the intersection of Lincoln Boulevard & Maxella Avenue.
- An alternate land use plan for the project was tested. A project of 275 dwelling units and 5,500 square feet of retail would generate 104 morning and 80 afternoon peak hour trips. At this level of project traffic generation, the project would not create a significant impact at any of the 11 study intersections.
- Analysis of potential impacts on the regional transportation system conducted in accordance with the CMP requirements determined that the project would not have a significant impact on the freeway system.

- Analysis of the parking supply indicates that 691 parking spaces would be adequate to meet the code requirements as well as accommodate the parking needs of the Villa Marina residents, guests, patrons, and employees.

APPENDIX A

INTERSECTION CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

	<u>EXISTING CONDITIONS</u>	<u>FUTURE BASE CONDITIONS</u>	<u>FUTURE PROJECT WITH MITIGATIONS CONDITIONS</u>
1. Lincoln Blvd & Venice Blvd	<p style="text-align: center;">Lincoln Blvd Venice Blvd</p>	Same As Existing	Same As Existing
2. Lincoln Blvd & Washington Blvd	<p style="text-align: center;">Lincoln Blvd Washington Blvd</p>	Same As Existing	Same As Existing
3. Glencoe Ave & Washington Blvd	<p style="text-align: center;">Glencoe Ave Washington Blvd</p>	Same As Existing	<p style="text-align: center;">Glencoe Ave Washington Blvd</p>
4. Redwood Ave & Washington Blvd	<p style="text-align: center;">Lincoln Blvd Maxella Ave</p>	Same As Existing	Same As Existing
5. Lincoln Blvd & Maxella Ave	<p style="text-align: center;">Lincoln Blvd Maxella Ave</p>	Same As Existing	No Feasible Mitigation
6. Glencoe Ave & Maxella Ave	<p style="text-align: center;">Glencoe Ave Maxella Ave</p>	Same As Existing	Same As Existing

LEGEND

Number of Critical Phases

INTERSECTION LANE CONFIGURATIONS

	<u>EXISTING CONDITIONS</u>	<u>FUTURE BASE CONDITIONS</u>	<u>FUTURE PROJECT WITH MITIGATIONS CONDITIONS</u>
7. Mindanao Wy & Glencoe Ave	<p style="text-align: center;">Mindanao Wy</p>	Same As Existing	Same As Existing
8. Mindanao Wy & SR 90 WB Ramps	<p style="text-align: center;">Mindanao Wy</p>	<p style="text-align: center;">Mindanao Wy</p>	Same As Future Base
9. Mindanao Wy & SR 90 EB Ramps	<p style="text-align: center;">Mindanao Wy</p>	<p style="text-align: center;">Mindanao Wy</p>	Same As Future Base
10. Lincoln Blvd & SR 90 Fwy	<p style="text-align: center;">Lincoln Blvd</p>	Same As Existing	Same As Existing
11. Lincoln Blvd & Mindanao Wy	<p style="text-align: center;">Lincoln Blvd</p>	<p style="text-align: center;">Lincoln Blvd</p>	Same As Future Base

LEGEND

- # Number of Critical Phases
- * Insufficient pocket to consider separate RT

APPENDIX B

TRAFFIC COUNT DATA SHEETS

APPENDIX C

LEVEL OF SERVICE WORKSHEETS

EXISTING (YEAR 2004)

CUMULATIVE BASE (YEAR 2008)

CUMULATIVE PLUS PROJECT

CUMULATIVE PLUS PROJECT WITH MITIGATIONS

CUMULATIVE PLUS ALTERNATE PROJECT