WILLDAN
Serving Public Agencies

27042 Towne Centre Drive, Suite 270
Foothill Ranch, California 92610
949/470.8840 fax 949/770.9041
www.willdan.com

February 17, 2004

Mr. Mark S. Moran
MSM & Associates
P.O. Box 1305
La Quinta, CA 92253-1305

SUBJECT: TENTATIVE TRACT MAP 33220

Dear Mr. Moran:

In response to your request, we have reviewed the subject project with respect to the need for a deceleration / right turn only lane. The review was based upon the development plans, prior studies and standard reference material.

PROJECT DESCRIPTION

The project is located on the south side of Avenue 52 and east of Jefferson Street. A total of 149 condominium residential units are proposed. Vehicular access is planned at three locations along Avenue 52. The most westerly and most easterly access points lead to principal parking areas for the residents.

TRIP GENERATION

In order to evaluate access needs, it is necessary to estimate the number of trips that would be generated. Studies have been conducted by government agencies and consultants to determine trip generation characteristics of various land uses. Rates from this body of data were obtained and applied to the planned development. The rates and sources are listed in ***Table 1*** along with the estimated trip generation. As indicated in ***Table 1***, the project is estimated to generate 70 AM peak hour trip ends (10 In, 60 Out) and 85 PM peak hour trip ends (55 In, 30 Out).

TABLE 1

TRIP GENERATION

Tentative Tract Map 33220

PERIOD	RATE[1]	TRIP ENDS[2]
AM PEAK HOUR		
IN	0.07	10
OUT	0.40	60
PM PEAK HOUR		
IN	0.37	55
OUT	0.20	30

(1) Source: *Trip Generation, 7th Edition*; Institute of Transportation Engineers, 2003, Land Use 230, Residential Condominium / Townhouse
Equations:

AM Peak Hour: Ln(T) = 0.80 Ln (x) + 0.26 (17% In, 83% Out)
PM Peak Hour: Ln(T) = 0.82 Ln (x) + 0.32 (67% In, 33% Out)

Where T = Trip Ends X = Dwelling Units

(2) Based upon 149 Dwelling Units.

ANALYSIS

It is understood that the City guidelines require a deceleration / right turn only lane for a right turn volume of 50 or more peak hour trips. As indicated in ***Table 1***, the total peak inbound volume is estimated to be 55 trip ends. The previous study assumed that 90 percent of the trips would be to and from the west on Avenue 52.[1] As a result, the total peak hour right turn volume would be 50 trips. Since there are two principal access points and one secondary, it can be concluded that the right turn volume at any access will be less than 50 trips. As a result, a deceleration / right turn only lane would not be required.

SUMMARY

This review has examined the need for a deceleration / right turn only lane on Avenue 52 to serve the proposed development of Tentative Tract 33220 in La Quinta. Estimates were made of peak hour trip generation for the project with the maximum estimated total inbound volume of 55 trips with 50 being right turns in. Since there are two primary access points as well as a secondary, it is concluded that the peak at any access would be less than 50 trips. This volume, of less than 50 trips, would not satisfy the City's guidelines of 50 or greater trips for a deceleration / right turn only lane.

* * * * * * *

We trust that this review will be of assistance to you. If you have any questions or require additional information, please contact us.

Respectfully submitted,
WILLDAN

Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

R. Scott Barsikin, P.E.

[1] Letter Report to Mr. Charles E. Crookall, Willdan, February 13, 2002.

WILLDAN
Serving Public Agencies

27042 Towne Centre Drive, Suite 270
Foothill Ranch, California 92610
949/470-8840 fax 949/770-9041
www.willdan.com

February 13, 2002

Mr. Charles E. Crookall
Shaw Properties
160 Newport Center Dr., Suite 250
Newport Beach, CA 92660

SUBJECT: THE CLUBHOUSE APARTMENTS, LA QUINTA

Dear Mr. Crookall:

This letter report summarizes our review of traffic factors related to the subject development. The study has been based upon information provided by you and the City of La Quinta.

PROJECT DESCRIPTION

The project would include a maximum of 149 apartment-dwelling units on a 10-acre site. This site is located on the south side of Avenue 52 and east of Jefferson Street. The site is triangular in shape with the Coachella Canal being the southeasterly boundary. All vehicular access would be to/from Avenue 52.

EXISTING CONDITIONS

The site is currently vacant and undeveloped. Information provided by the City's Traffic Model consultant indicated that a land use of Medium Density Residential with 11.52 dwelling units per acre has been assumed for this site. With this density, the site would contain 127 dwelling units.

ANALYSIS

The project with 149 dwelling units (du) would result in an increase of 22 dwelling units from that contained in the City's Traffic Model. In the Model a density of 11.52 du per acre was utilized and the proposal equated to 14.90 du/acre. Both of these densities are in the Medium Density Residential Use Classification of the Traffic Model. ***Table 1*** provides a summary of factors related to the two land use proposals. As indicated in ***Table 1***, the proposed use would result in an estimated increase of 800 daily trip ends with 65 occurring during the AM peak hour and 80 during the PM peak hour.

These trips would be distributed to the street system serving the site. The assumed trip distribution is summarized in ***Table 2*** along with daily trip assignments. These "project" volumes represent estimated increases due to the project.

The City provided data, which represent estimated daily traffic volumes for 2020 and are based upon the traffic model. In order to quantify the potential impact of the subject project, increases were compared to projected volumes. ***Table 3*** summarizes this comparison. As indicated in ***Table 3***, the maximum increase due to the project would occur on Jefferson with a 1.1 percent increase. All other increases are less than one percent. Within the accuracy of traffic projections, the increases are not significant. As an example, traffic counting is generally considered to have a variance of plus or minus five percent.

It was also indicated by the City that the volume/capacity ratio for Jefferson was 0.83 based upon the Traffic Model. The 1.1 percent increase in daily traffic would increase the volume/capacity ratio to 0.84. This is a minor increase and provides the same Level of Service for the street.

Table 1

TRIP GENERATION COMPARISON
The Clubhouse Apartment

LAND USE	DENSITY (DU/ACRE)	DWELLING UNITS	DAILY TRIP ENDS PER DU[1]	DAILY TRIP ENDS	AM PEAK HOUR TRIP ENDS [2]	PM PEAK HOUR TRIP ENDS [2]
Residential-Medium Density-General Plan	11.52	127	37.0	4,700	375	470
Residential-Medium Density-Proposed	14.90	149	37.0	5,500	440	550
			Increase With Proposal	800	65	80

(1) Trip generation rates based upon City's Traffic Model.

(2) Based upon data from "San Diego Traffic Generators", San Diego Association of Governments, 1998.

Table 2

TRIP ASSIGNMENT

LOCATION	PERCENT OF TRIPS	PROJECT TRIPS Daily
Jefferson North of Avenue 52	65	520
Jefferson South of Avenue 51	10	80
Avenue 52 East of Site	10	80
Avenue 52 West of Jefferson	15	120
Totals	100	800

Table 3

2020 TRAFFIC VOLUMES

LOCATION	TRAFFIC MODEL DAILY VOLUME	INCREASE DUE TO PROJECT	PERCENT INCREASE
Jefferson-North of Avenue 52	47,199	520	1.1
Avenue 52 West of Jefferson	32,942	120	0.4
Avenue 52 East of Site	26,941	80	0.3

SUMMARY

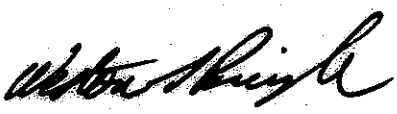
This study has reviewed traffic factors related to the proposed Clubhouse Apartments on Avenue 52 in the City of La Quinta. A comparison was made of trips to be generated by the proposed development and the estimates in the City's Traffic Model for the same area. It was determined that the current proposal would generate an estimated 800 daily trip ends more than estimated by the model. When these trip increases were assigned to the street system, it was determined that the maximum increase in daily traffic would be 1.1 percent, which is not significant. In addition, the increase in the volume/capacity ratio from 0.83 to 0.84 is also minor and maintains the same Level of Service.

* * * * * * * * * * *

We trust that this study will be of assistance to you and the City of La Quinta. If you have any questions or require additional information, please contact us.

Respectfully submitted,

WILLDAN



Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

JN12925/3000/01-460

WSP:pj
H:\Wes\LaQuinta Report.doc