For File

City of La Quinta

MEMORANDUM

TO: Tim Jonasson, Director of Public Works

FROM: Nazir Lalani, City Traffic Engineer NL

DATE: February 22, 2011

RE: FOCUSED TRAFFIC IMPACT MEMO FOR PROPOSED DUNE PALMS WESTWARD HO APPARTMENT PROJECT

Project Location and Description

The Dune Palms and Westward Ho Apartment project is located on the southeast corner of the intersection of Dune Palms Road and Westward Ho and covers 5.65 acres. The project includes 59 apartments. The only access to the project will be from a driveway located on Westward Ho east of Dune Palms Road.

Trip Generation

The following trip generation rates for low rise apartment units (Land Use Code 221) from the eighth edition of the Institute of Transportation Engineers Trip Generation Manual were used to calculate the trip generation from the proposed project:

- Average Daily Rate: 6.59 trips per dwelling unit (39 trips).
- AM Peak Hour Average Rate: 0.46 trips per dwelling unit (27 trips).
- PM Peak Hour Average Rate: 0.58 trips per dwelling unit (34 trips)

TABLE 1: PROJECT TRIP GENERANTION

LAND USE	QUANTITY	CODE	Daily	AM Peak Hour		PM Peak Hour	
				IN	OUT	IN	OUT
Low Rise Apartments	59	ITE 221	39	6	21	22	12

Trip Distribution

Based on average daily volume information contained in the Washington Corridor Study and land use patterns, the trips from the project were distributed as follows:

East on Westward Ho: 15%
West on Westward Ho: 25%
North on Dune Palms Road: 30%
South on Dune Palms Road: 30%

Intersection Level of Service Analysis Methodology

Based on the size of the project, EB 06-13 indicates that any signalized intersection within half mile of the project is to be included in the study area. The level of service for each intersection in the study area was calculated using the Intersection Capacity Utilization (ICU) method. The levels of service were calculated for the following scenarios:

- Existing 2011 Conditions
- Opening Year Without Project (2012)
- Opening Year With Project (2012)

The existing levels of service were obtained from the Washington Corridor Study, the Dune Palms/Hwy 111 Commercial and Residential Development Traffic Impact Study Analysis, traffic counts from the video detection cameras and peak hour counts obtained by the City.

The Opening Year without Project peak hour traffic volume data were calculated by increasing existing peak hour traffic by 1% per year (Traffic volumes have been declining in La Quinta since 2008). The additional trips generated by the project were added to obtain the Opening Year with Project peak hour volume data. The ICU calculation sheets are on file at City Hall.

Conclusions

The construction of 59 new apartment units contemplated by the Dune Palms and Westward Ho Apartment project will have no significant impacts on critical intersections in the study area.

TABLE 2: INTERSECTION LEVEL OF SERVICE (LOS)

INTERSECTION	Existing Conditions	Opening Year without Project (2012)	Opening Year with Project (2012)
Weekday AM Peak Hour			
1. Dune Palms Road and Westward Ho	B	B	B
2. Dune Palms Road and Miles Avenue	B	B	B
3. Jefferson Street and Westward Ho	D	D	D
4. Dune Palms Road and Hwy 111	A	A	A
5. Adams Street and Blackhawk Way	A	A	A
Weekday PM Peak Hour			
1. Dune Palms Road and Westward Ho	A	A	A
2. Dune Palms Road and Miles Avenue	A	A	A
3. Jefferson Street and Westward Ho	A	A	A
4. Dune Palms Road and Hwy 111	A	A	A
5. Adams Street and Blackhawk Way	A	A	A