Facsimile

Endo Engineering Traffic Engineering Air Quality Studies Noise Assessments

Project: Eisenhower Medical Center

Date: June 1, 1999
Time: 5:00 PM

Please deliver the following pages to:

Name: Mr. Steve Speer

Company: City of La Quinta

Telefax: (760) 777-7155

Telephone: (760) 777-7000

Total number of pages (including this cover letter) : 6

If you do not receive all of the pages, please call (949) 362-0020.

Comments:

We are submitting a coordination letter for the Eisenhower Medical Center. Please review our assumptions for consistency with what you would expect from our traffic study. We need to proceed with the analysis, and would appreciate your prompt attention to this letter. Thank you.

From: Gregory Endo

28811 Woodcock Drive, Laguna Niguel, CA 92677-1330
(949) 362-0020 FAX: (949) 362-0015

Endo Engineering *Traffic Engineering* *Air Quality Studies* *Noise Assessments*

June 1, 1999

Mr. Steve Speer
City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

Subject: Eisenhower Medical Offices Traffic Study Scope and Assumptions

Dear Mr. Speer;

Endo Engineering has been commissioned to assess the traffic impacts associated with the Eisenhower Medical Offices proposed on 4± undeveloped acres located north of Avenue 48, between Washington Street and Caleo Bay. Figure 1 depicts the location of the project site. It is anticipated that development of the site will be completed by the year 2000.

A preliminary scope of work was developed by our firm after key parameters of the traffic study were discussed with you on January 19, 1999. I would like to take this opportunity to confirm and document the scope of work and key assumptions that are being utilized by Endo Engineering in the development of the traffic study for your review and approval. If you have any concerns regarding these topics, please contact our offices as soon as possible.

Study Area and Key Intersections

Based upon coordination with you prior to initiating the study, we identified the study area and one key intersection, (shown on Figure 1). Morning and evening peak hour traffic counts made at this key intersection in February of 1999 will not require any seasonal adjustments.

In addition to the key intersection, the study will provide traffic volumes at the site access points on Caleo Bay and Avenue 48. The driveway located on Avenue 48 will be restricted to right-turns.

Current Traffic Volumes

Morning and evening peak season traffic counts were made between February 17 and February 17, 1999 at the existing key intersection by Counts Unlimited, Inc. Manual traffic counts were made from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Based upon a comparison of the peak hour count to the average daily peak month count on Highway 111 in the (1997 Caltrans) *Traffic Volumes on California State Highways*, it was assumed that 8.5% of the daily traffic currently occurs during the evening peak hour.

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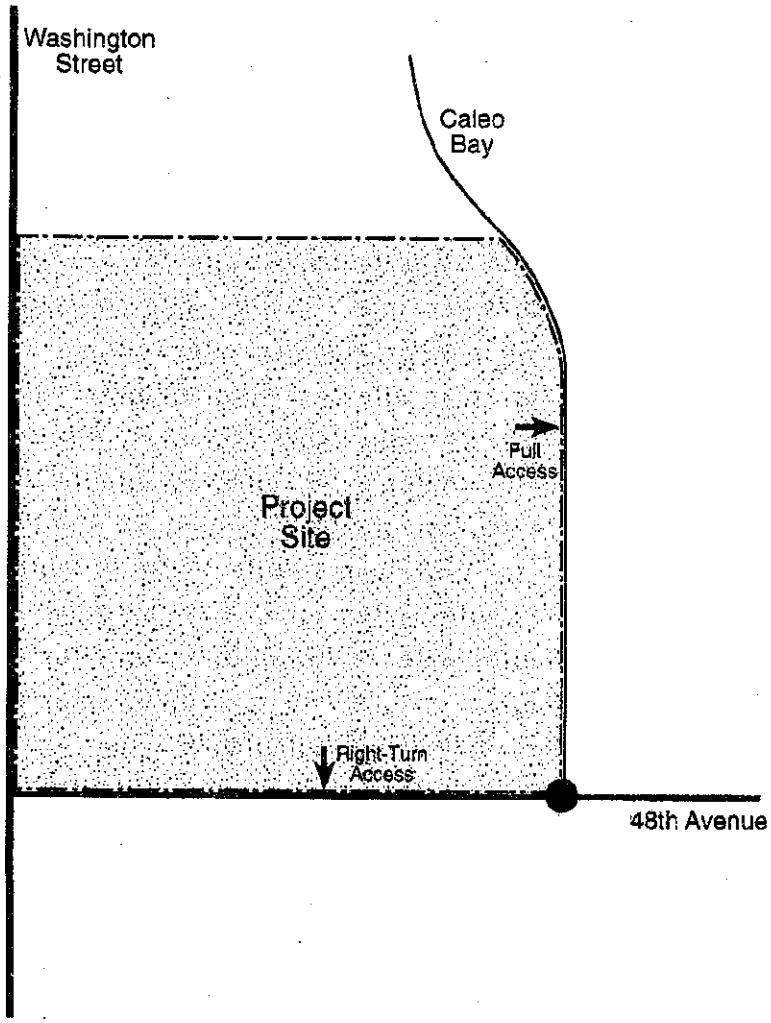
Figure 1

Project Vicinity and Key Intersection



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Scale: 1" = 220'

Trip Generation Forecast

The trip generation potential of on-site development was determined from the trip generation regression equations or average rates published by the ITE in the *Trip Generation* manual (Sixth Edition; 1997). Table 1 provides the peak hour and daily trip generation forecast for the proposed Eisenhower Medical Offices project.

Table 1
Site Trip Generation Forecast[a]

Land Use Category (ITE Code)	Land Use Quantity	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily 2-Way
PROPOSED LAND USE								
Medical Office (720)	43.7 TSF	85	21	106	43	117	160	1,570
CUMULATIVE								
Commercial (820)	128.52 TSF	113	72	185	356	385	741	8,010
General Office (710)	128.52 TSF	200	27	227	38	185	223	1,610
MFA (230)	160 DU	13	62	75	61	30	91	970
		326	161	487	455	600	1,055	10,590
Assignment to Caleo Bay north of 48th Avenue.		82	40	122	114	150	264	2,648

Note: One-fourth of the total future trip generation from the portion of Lake La Quinta remaining to be developed was assigned to Caleo Bay, north of 48th Avenue.

Scenarios Analyzed

The following scenarios will be analyzed in the traffic study:

- existing conditions;
- year 2000 ambient conditions (without the project);
- year 2000 plus the proposed project; and
- year 2020+project buildout.

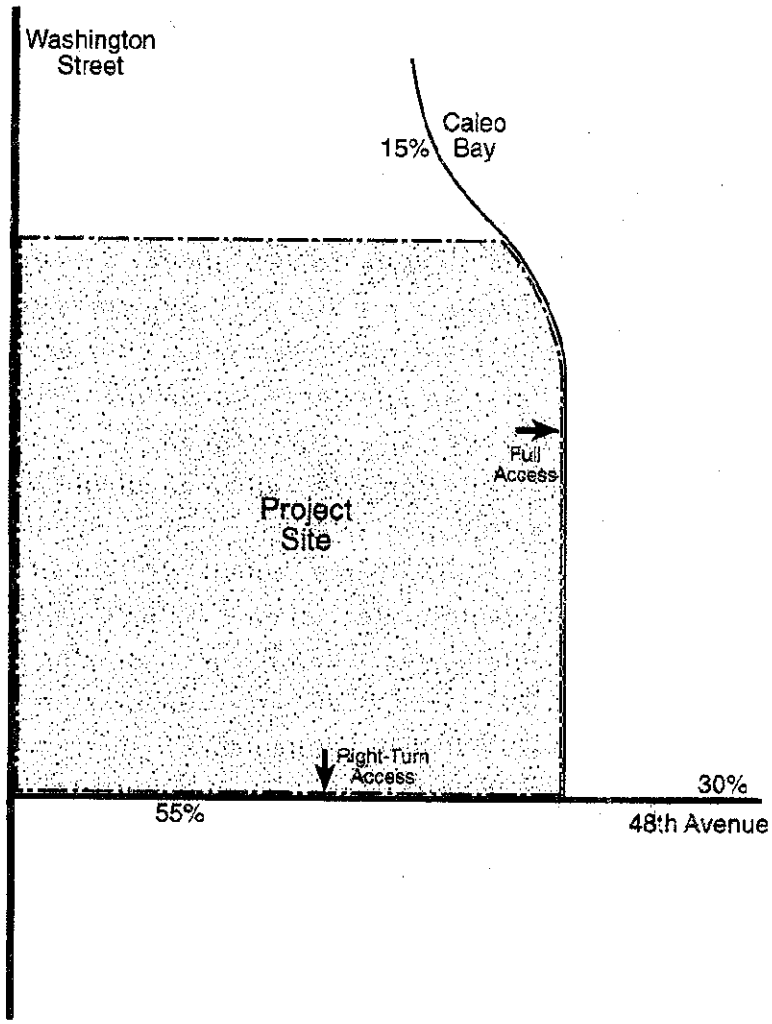
The Eisenhower Medical Offices project is anticipated to be built out by the year 2000. Citywide build-out traffic projections are not expected to be realized until the year 2020. Based upon our discussions with you, we will assume that year 2020+project traffic volumes on the highest volume link along Avenue 48 in the study area will be constrained to 29,600 ADT.

Assuming that 8.5% of the daily traffic occurs during the evening peak hour, a daily volume of 7,300 vehicles exists on Avenue 48, east of Caleo Bay. If the year 2020 daily volume on this link is 29,600 ADT, an annual growth rate of 6.9% is indicated on this link. Consequently, the year 2000 ambient volumes will be projected by assuming a 7% growth rate.

Site Traffic Assignment

A preliminary traffic assignment for the project within Lake La Quinta is shown in Figure 2, based upon: (1) the existing and future land use distributions; and (2) existing turning

Figure 2
Directional Distribution of Daily Site Traffic



Legend

Project Site

10% Percent of Project-Related Traffic

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Scale: 1" = 220'

movements at key intersections. The overall traffic distribution at the project site includes: 55 percent to the west, 30 percent to the east, and 15 percent to the north.

As previously discussed, we will assume that one-fourth of the total potential trip generation from the Lake La Quinta project is assigned south along Caleo Bay. Of this traffic, 65% will be assigned to the west on Avenue 48, and 35% will be assigned to the east.

Please review this distribution, and make any modifications that you find appropriate, then return it by facsimile (949) 362-0015 so that we can proceed with the impact assessment.

Traffic Study Format and Methodology

The impacts of the proposed project will be addressed in the format and with the methodology specified by the Riverside County Transportation Department in the "Traffic Impact Study Report Preparation Guide" (November 1991 Version). The Operational Analysis Method (Chapter 9) techniques in the 1994 version of the Highway Capacity Manual will be employed to evaluate key intersection delay.

We trust that this information will provide an accurate picture of the report that we are developing. We are proceeding with the traffic study, based upon the assumptions detailed above and would appreciate your input. If you require changes in the traffic study assumptions or the approach, please contact our offices at (949) 362-0020 as soon as possible. We greatly appreciate your assistance and value your input.

Sincerely,

ENDO ENGINEERING

Gregory Endo
Principal

Attachments