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March 21, 2005

Mr. John Garrison, AIA
GSR ANDRADE ARCHITECTS
4121 Commerce Street, Suite 1
Dallas, TX 75226

Subject: **La Quinta Medical Plaza Initial Access Review, With Washington Street Joint Access**

INTRODUCTION

The firm of Urban Crossroads, Inc. is pleased to submit this initial access review for the proposed La Quinta Medical Plaza. The project site is located east of Washington Street, west of Caleo Bay and south of Avenue 47 in the City of La Quinta, as shown on Exhibit A.

La Quinta Medical Plaza consists of 36,000 square feet of medical office use. The site plan is illustrated on Exhibit B. The current site plan shows one project access driveway located on Caleo Bay south of Dulce Del Mar. The project is also proposing to obtain access to Washington Street via the existing driveway to the property north of the project site, through a joint access agreement. The existing driveway on Washington Street north of the project site, which is located approximately 80 feet north of the project boundary, has a right-in/right-out only access with an approximately 50-foot long northbound right turn deceleration lane plus transition. It is our understanding that the existing development north of the project site was required to provide a joint access with the project site as a condition of approval.

The purpose of this access review is to determine the required access features of the project based on the City of La Quinta guidelines.

PROJECTED TRAFFIC

Trip generation represents the amount of traffic which is attracted and produced by a development. The traffic generation for the project is based upon the specific land uses which have been planned for this development. The proposed project consists of 36,000 square feet of medical office use.

Trip generation rates for the project are shown in Table 1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE). Both daily and peak hour trip generation for the proposed development is shown in Table 2. The proposed development is expected to generate a total of 1,301 daily trips with 90 trips occurring during the AM peak hour and 134 trips occurring during the PM peak hour.

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of commercial, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community, and existing traffic volumes.

Trip distribution for this study has been based upon near-term conditions, including those roadway facilities which are either in place or will be completed over the next few years, to represent the opening occupancy time-frame for the proposed development. The trip distribution pattern for the project is graphically depicted on Exhibit C, with a joint access on Washington Street and a full access on Caleo Bay.

DRIVEWAY TURNING MOVEMENTS

The assignment of traffic from the project site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and the proposed arterial highway and local street systems which would be in place by the time of the development's

opening. Based on the identified project traffic generation and distribution, traffic volumes for the project are shown on Exhibit D.

As shown on Exhibit D, the project is anticipated to contribute an additional 46 vehicles during the AM peak hour to those currently making northbound right turns at the existing driveway from Washington Street north of the project site. For the PM peak hour, approximately 23 additional vehicles would make northbound right turns on Washington Street into the existing driveway. As for the project driveway on Caleo Bay, it is anticipated that approximately 3 vehicles would make northbound left turns and 21 vehicles would make southbound right turns on Caleo Bay into the project driveway during the AM peak hour. For the PM peak hour, approximately 2 vehicles would make northbound left turns and 11 vehicles would make southbound right turns on Caleo Bay into the project driveway.

The projected future AM and PM peak hour traffic volumes for the project access locations are shown on Exhibit F. As shown on Exhibit F for existing plus project conditions, the projected northbound right turn movements at the existing driveway on Washington Street north of the project site are 46 and 23 vehicles, for AM and PM peak hours respectively. Since there are no existing trips at the project's future Caleo Bay driveway, the existing plus project volumes are the same as the project volumes shown on Exhibit D.

ACCESS FEATURE REQUIREMENTS

The City of La Quinta policies and guidelines on auxiliary lane requirements for proposed project driveways are included in Attachment "A". Basically, a left turn pocket is required for driveways with left turn ingress volumes greater than 25 vehicles during the peak hour, and a right turn deceleration lane is required for driveways with right turn ingress volumes greater than 50 vehicles during the peak hour. The policy also states that the minimum lane length shall be 100 feet plus transition, and the right-of-way should be widened to accommodate the 12-foot wide auxiliary lane without any width reduction of the landscape buffer.

Based on the projected future AM and PM peak hour traffic volumes shown on Exhibit F, no additional deceleration lanes are required.

RECOMMENDATIONS

Even though no additional deceleration lanes are required, it is recommended that to meet City guidelines, the existing northbound right turn lane at the existing driveway on Washington Street north of the project site be extended to accommodate a 100-foot deceleration lane with a minimum 62.5 foot transition. The extension of the 12-foot wide right turn deceleration lane should be contained within the development project limits.

A stop sign should be provided at the eastbound project driveway approach on Caleo Bay.

The access feature recommendations are summarized on Exhibit G.

If you have any questions regarding this access review, please call me at (949) 660-1994 ext. 206 or Tom Huang, Senior Engineer, at ext. 205.

Respectfully submitted,

URBAN CROSSROADS, INC.

Ruth M Smith

Ruth Smith, P.E.
Senior Associate

RS:TH:th
JN:02754-04

Attachments

TABLE 1

TRIP GENERATION RATES[1]

LAND USE	ITE CODE	UNITS[2]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Medical Office	720	TSF	1.96	0.52	2.48	1.00	2.72	3.72	36.13

[1] Source: Institute of Transportation Engineers (ITE), Trip Generation, Seventh Edition, 2003.

[2] TSF = Thousand Square Feet

TABLE 2

PROJECT TRIP GENERATION

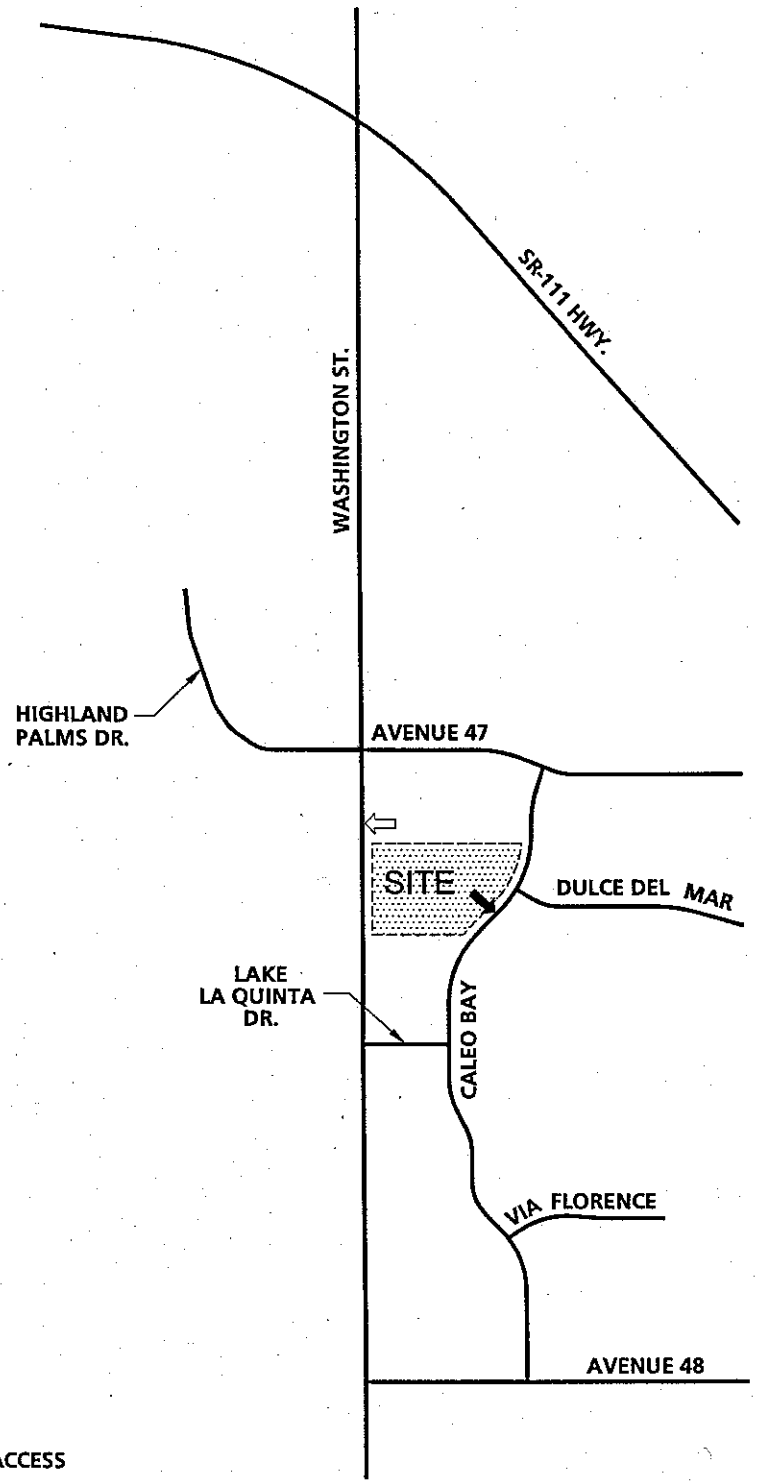
LAND USE	QUANTITY	UNITS[1]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Medical Office	36.0	TSF	71	19	90	36	98	134	1,301

[1] TSF = Thousand Square Feet

U:\UcJobs_02700\02754\Excel\02754-02\2

EXHIBIT A

LOCATION MAP



LEGEND:

⬅ = PROPOSED FULL ACCESS

⇦ = EXISTING RIGHT-IN / RIGHT-OUT ONLY ACCESS (JOINT ACCESS WITH EXISTING DEVELOPMENT NORTH OF THE PROJECT SITE)

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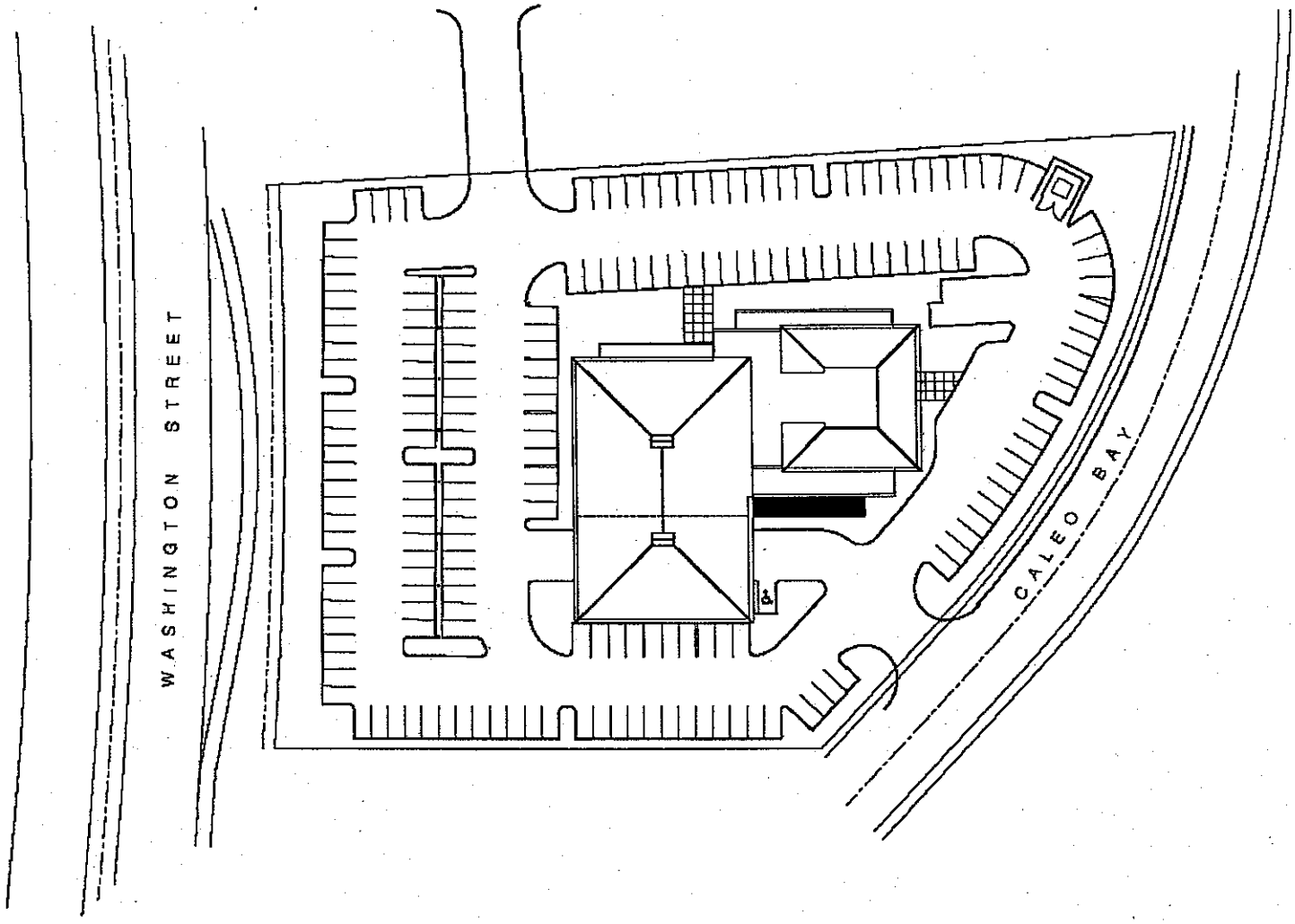
EXHIBIT B

SITE PLAN



N

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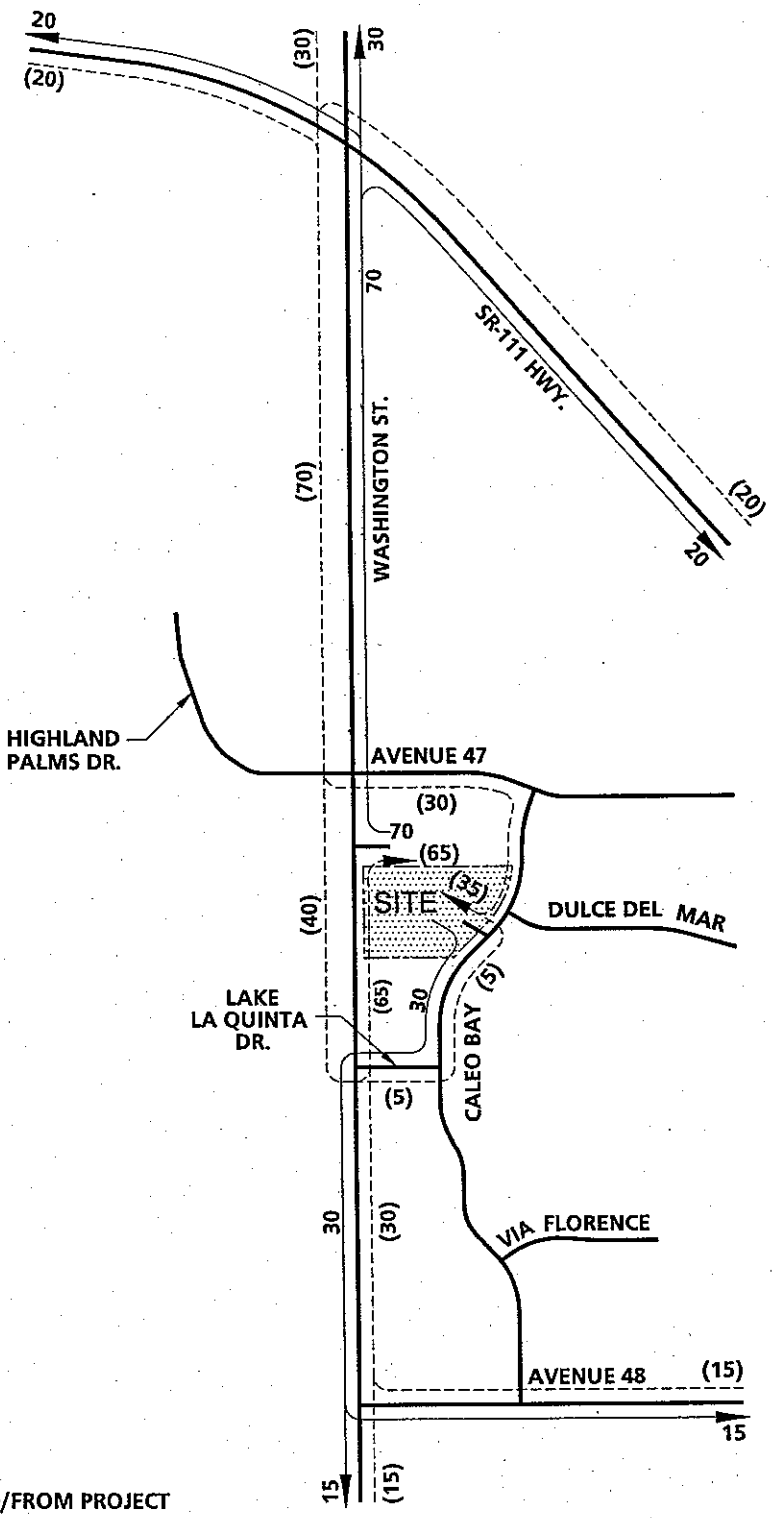
EXHIBIT C

PROJECT TRIP DISTRIBUTION WITH WASHINGTON STREET JOINT ACCESS



LEGEND:

10 = PERCENT TO/FROM PROJECT

—— = OUTBOUND

- - - - = INBOUND

N

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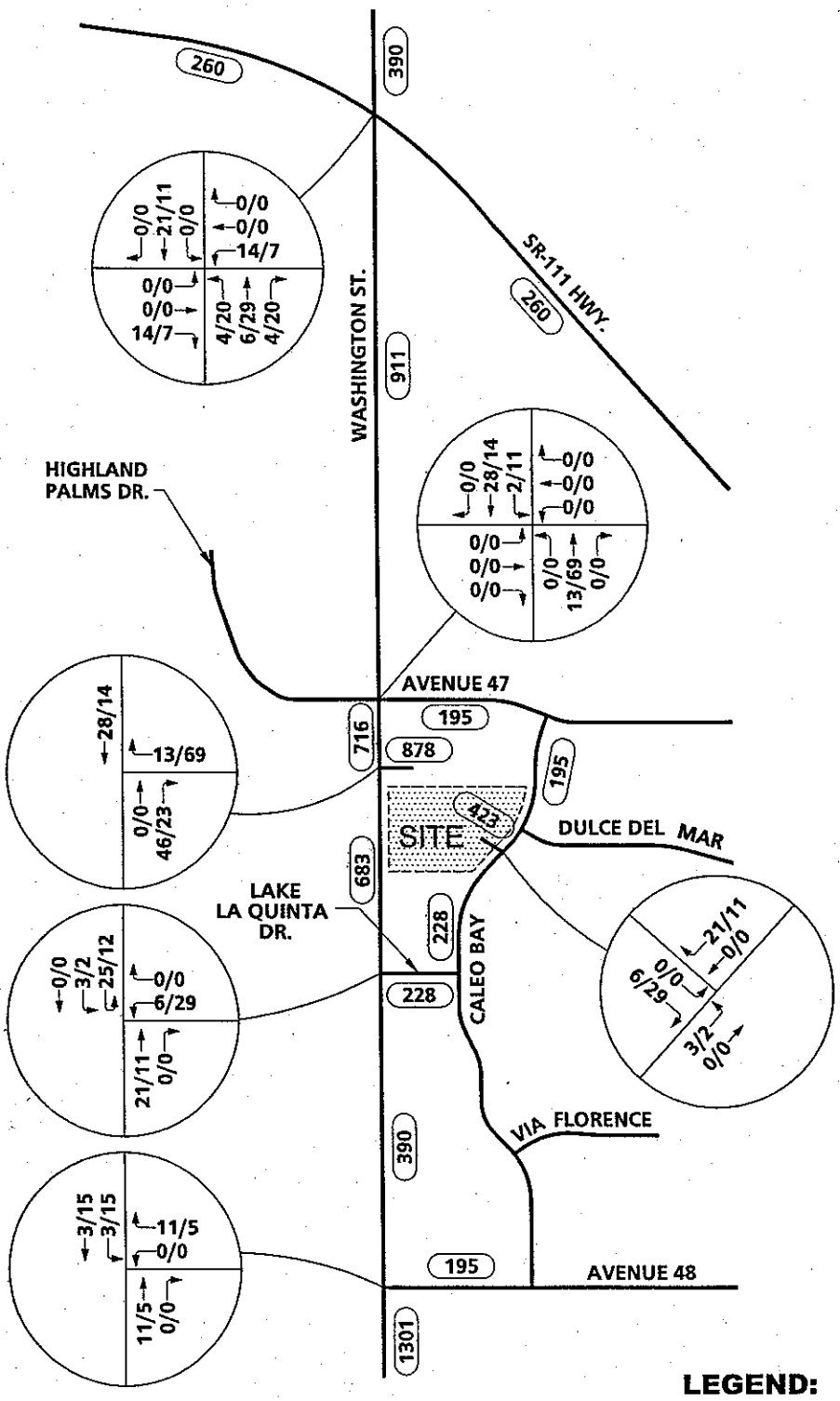
EXHIBIT D

PROJECT TRAFFIC VOLUMES WITH WASHINGTON STREET JOINT ACCESS



LEGEND:

11/15 = AM/PM PEAK HOUR VOLUMES

(1301) = VEHICLES PER DAY

N

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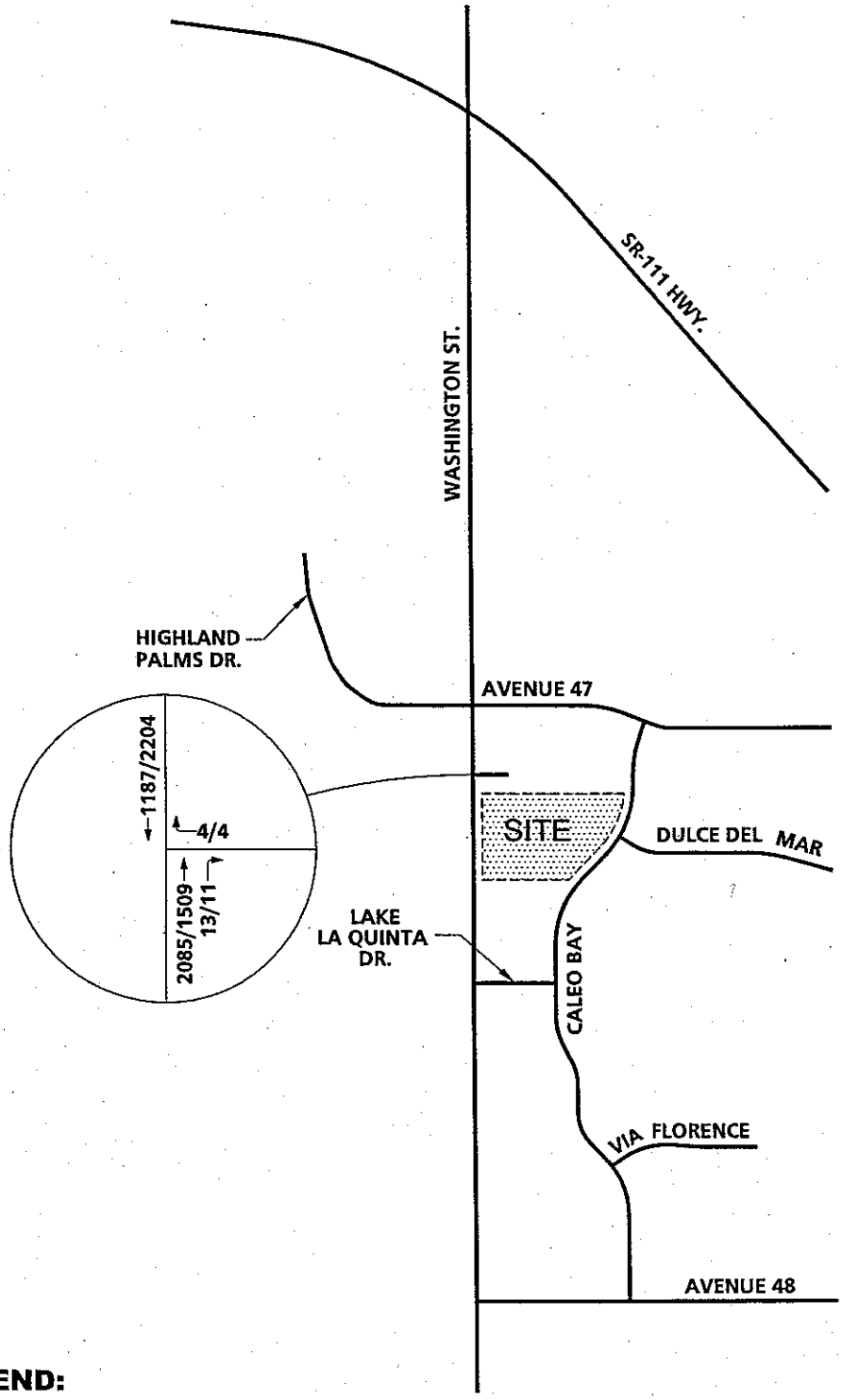
EXHIBIT E

EXISTING TRAFFIC VOLUMES



LEGEND:

13/11 = AM/PM PEAK HOUR VOLUMES

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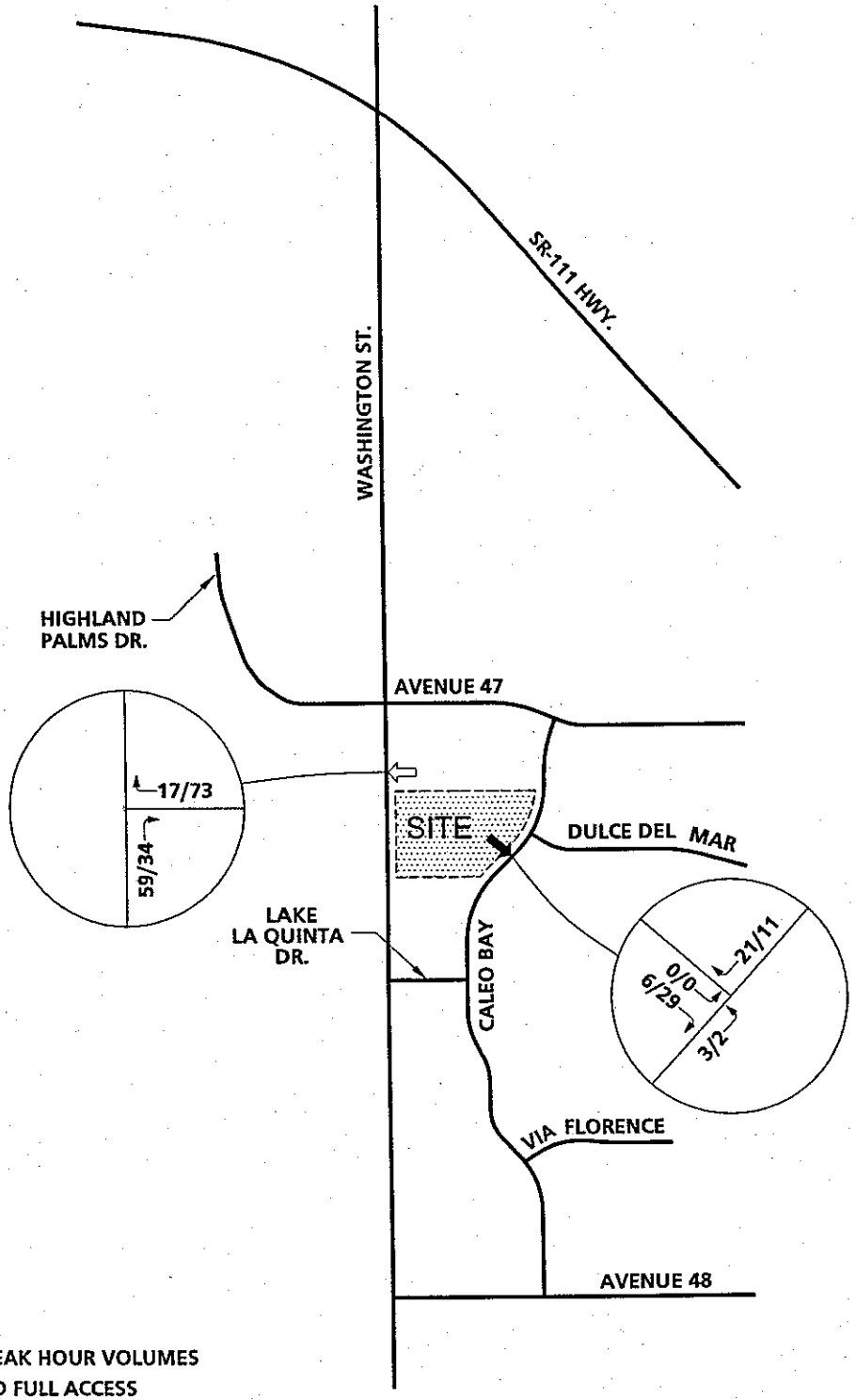
EXHIBIT F

FUTURE DRIVEWAY TURNING MOVEMENTS WITH WASHINGTON STREET JOINT ACCESS



LEGEND:

11/15 = AM/PM PEAK HOUR VOLUMES

⬅ = PROPOSED FULL ACCESS

⇦ = EXISTING RIGHT-IN / RIGHT-OUT ONLY ACCESS (JOINT ACCESS WITH EXISTING DEVELOPMENT NORTH OF THE PROJECT SITE)

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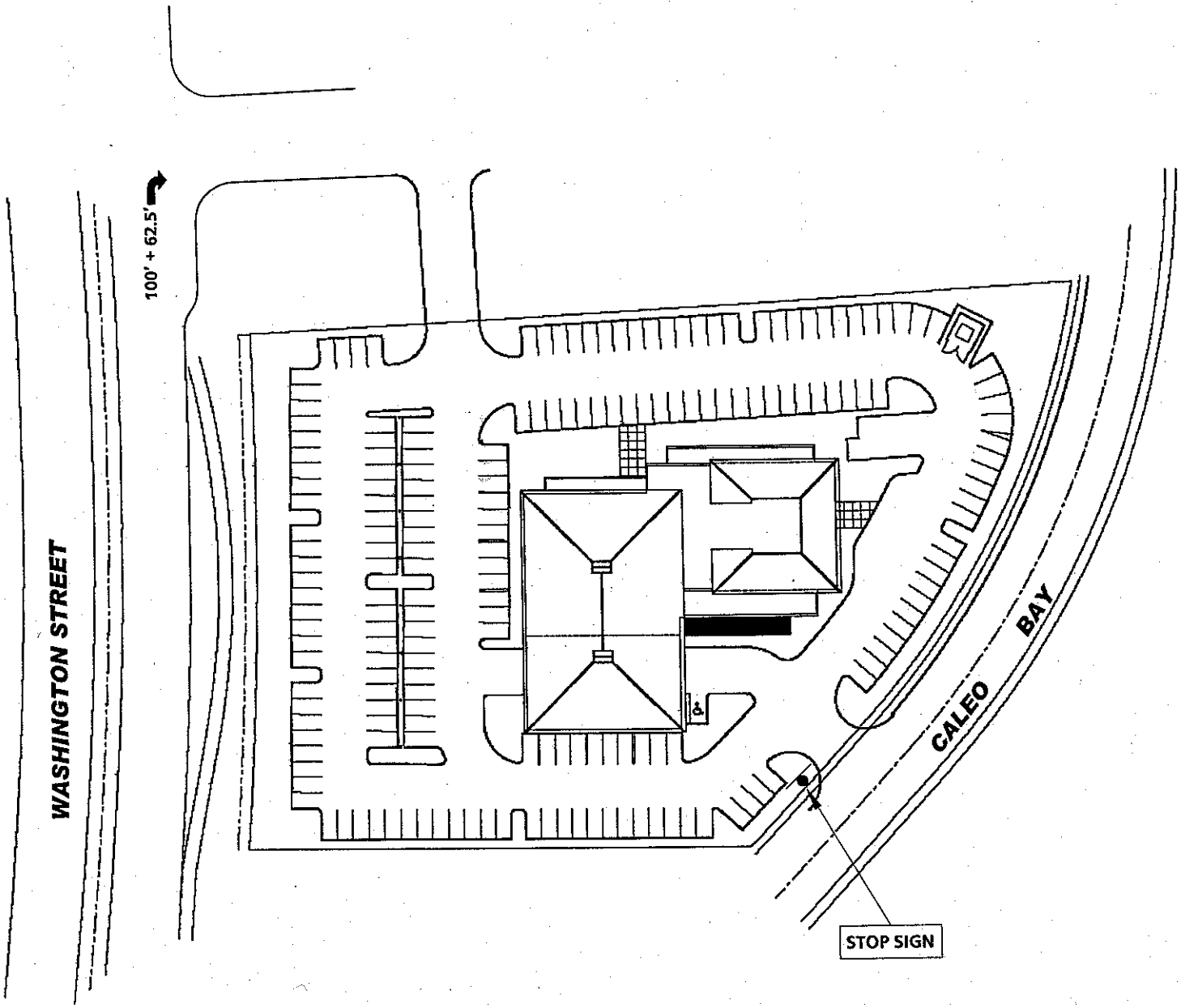
URBAN CROSSROADS

EXHIBIT G

ACCESS RECOMMENDATIONS WITH WASHINGTON STREET JOINT ACCESS



LEGEND:

= STOP SIGN

= EXTEND EXISTING DECELERATION LANE TO ACCOMMODATE A 100' RIGHT TURN LANE WITH 62.5' TRANSITION

N

URBAN CROSSROADS

ATTACHMENT A

CITY OF LA QUINTA

AUXILIARY LANE REQUIREMENTS

City of La Quinta

P.O. Box 1504
78-495 Calle Tampico
La Quinta, California 92253

(760) 777-7000
FAX (760) 777-7101

ENGINEERING BULLETIN # 03-08

TO: All Interested Parties

FROM: Timothy R. Jonasson, Public Works Directory/City Engineer

DATE: December 16, 2003

SUBJECT: Auxiliary Lanes and Traffic Impact Studies Required for Proposed Development Projects

This Engineering Bulletin establishes the City's policy on when auxiliary lanes and traffic impact studies will be required for proposed development projects.

AUXILIARY LANES

Auxiliary lanes shall be installed on all Primary Arterial streets, and higher order street classification according to the following criteria:

a) A left-turn deceleration lane with taper and storage length is required for any driveway with a projected peak hour left ingress turning volume greater than 25 vehicles per hour (vph). The taper length will be included within the required deceleration lane length.

b) A right-turn deceleration lane with taper and storage length is required for any driveway with a projected peak hour right ingress turning volume greater than 50 vehicles per hour (vph). The taper length will be included within the required deceleration lane length.

c) Right-turn deceleration will not generally be required on streets with more than three travel lanes in the direction of the right-turn lane.

Auxiliary lanes will also be required to meet the following criteria:

1. The minimum lane length shall be 100 feet plus taper length.
2. The right-of-way must be widened 12 feet to accommodate the 12-foot wide auxiliary lane.
3. No reductions in the width of the landscape buffer will be permitted to construct the auxiliary lane.
4. All auxiliary lanes must be contained within the development project limits.

TRAFFIC IMPACT STUDIES

All proposed development projects will be required to prepare a traffic impact study if they meet the following criteria:

1. The project is anticipated to generate 50, or more, peak hour trips;
2. The City Engineer reserves the right to require a traffic impact study when in his/her judgment the project will create potentially significant impacts to the level of service to any adjacent streets or intersections

ATTACHMENT B

EXISTING TRAFFIC COUNT

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : WASHINGTON ST
E/W ST: EXISTING DRIVEWAY
CITY: LA QUINTA

FILENAME: 0351901
DATE: 3/17/05
DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:		3	1		2							1	
7:00 AM		421	2		276							1	700
15 AM		463	1		235							1	700
30 AM		536	6		246							2	790
45 AM		583	2		325							4	914
8:00 AM		470	4		339							1	814
15 AM		496	1		277							2	776
30 AM		455	3		239							1	698
45 AM		436	5		247							4	692
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.9
VOLUMES =	0	2085	13	0	1187	0	0	0	0	0	0	9	3294

FILENAME: 0351901P
DATE: 3/17/05
DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM		388	4		525							2	899
15 PM		386	1		474							1	862
30 PM		341	1		541							0	883
45 PM		365	1		542							0	908
5:00 PM		350	2		529							2	883
15 PM		414	4		547							0	965
30 PM		369	3		537							2	911
45 PM		376	2		591							0	969
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	0	1509	11	0	2204	0	0	0	0	0	0	4	3728

COMMENTS: