



PREST • VUKSIC
ARCHITECTS

June 5, 2014

Les Johnson
Director of Community Development
78-495 Calle Tampico
La Quinta, CA 92253

Dear Les,

Enclosed are our team's responses to the preliminary review of La Quinta Squares Site plan and from our meeting on May 15, 2004. As you know there were several items that required further study to ensure that the City is comfortable moving forward with La Quinta Square's site plan. One of the main issues is parking backing out into an accessway. Another issue was providing vehicular and or pedestrian access between La Quinta Square and the commercial development to the west. A third, related request to improve access, was to provide another access point to and from the site along the east side of the property on Simon Drive. Please see attached revised site plan, responses and exhibits in regards to these issues.

Our team has incorporated some of the more important comments from the preliminary review and from our meeting into the revised site plan. From our team's perspective the revised site plan is a much better plan providing additional site access for better accessibility to, from and within the site including a new access point from the east side of the project along Simon as well as 2 additional drive-thru stacking and 7 additional parking spaces at Parcel 2 being provided for In n Out (INO).

The remainder of preliminary review comments were considered minor and will be incorporated by our team when the project is submitted for entitlement review.

Before we can move forward with PVA's team, INO's team and Aldi's team we need to be assured that the revised site plan is acceptable to City's staff. Both INO and Aldi have reviewed and helped in finalizing the revised site plan herein submitted for site access, site circulation and site functionality per their company requirements. They are in agreement with PVA that the revised site plan is well developed and both are anxious to move forward.

If possible, we would like the City's decision within a week after receiving our response comments whether staff will support the revised site plan. Another 30 day review would adversely affect this project's schedule. If you would please help expedite this decision, it would be gratefully appreciated.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'David G. Drake'. The signature is stylized with several loops and a long horizontal tail.

David G. Drake
Project Manager
Prest Vuksic Architects

CC: Brian Tracy, Retail Net Lease Properties, Inc
Kevin Staley, The Magellan Group
John Vuksic, PVA

June 4, 2014

Jay Wuu
City of La Quinta
P.O. Box 1504
La Quinta, California 92247-1504
78-495 Calle Tampico
La Quinta, California 92253

Dear Jay,

Please see our responses in bold Green and our attached letter to Les Johnson, thank you.

Sincerely,

**David Drake
Project Manager
Prest Vuksic Architects**

SUBJECT: PRELIMINARY REVIEW 2014-071: LA QUINTA SQUARE

Dear Mr. Drake:

The City of La Quinta Community Development Department has reviewed the subject proposal, based on the preliminary review request and plan submittals of March 14, 2014. At this time, staff offers the following preliminary comments for your consideration.

The purpose of preliminary review is two-fold: first, to provide the City's various development review departments an opportunity to assess a potential project's preliminary concept plans, to provide general comments and identify any fatal flaws or significant issues prior to a formal application submittal; and second, to confirm any specific application requirement exemptions and/or any required supplemental information.

Consequently, this letter is not all inclusive in terms of review and comment on every design item associated with this project. These comments are intended only to provide conceptual design guidance and do not represent a complete technical design review. They are subject to change due to individual site and project conditions, timing of the formal application submittal, and City policy and code revisions, etc. They are not to be considered final and/or all encompassing. A comprehensive detailed design review will occur in the future, after submittal of a complete formal application.

Existing Conditions

The project site is an approximately 3.9-acre parcel located on the southwest corner of Highway 111 and Simon Drive. The site currently consists of an existing vacant automobile dealership.

Abutting the project site to the north is Highway 111. To the east and south is Simon Drive, and to the west is an existing commercial development with retail, restaurant, and office uses.

Proposal

Based on the information submitted, the proposal consists of a commercial center with three buildings: a 3,750 square foot fast food restaurant with drive-through, a 17,000 square foot market, and a 7,000 square foot multi-tenant retail building. Access to the site is proposed on Highway 111 to the north and on Simon Drive to the south.

Land Use and Zoning Consistency

The current land use is designated under the La Quinta General Plan as General Commercial. The underlying zoning designation is Regional Commercial. Within the Regional Commercial zone, “retail stores with 10,000 - 50,000 square feet floor area” and “restaurants with drive-through” are permitted uses.

Application Requirements

The following application requirements currently apply to this proposal.

- An Environmental Information form (EA) is required in order for staff to review and make an environmental determination under the California Environmental Quality Act.

PVA will submit Environmental Information form (EA) with the Entitlement Submittal.

- If desired, a Tentative Parcel Map (TPM) application is required in order to subdivide the property.

Owner/Developer will be submitting a TPM application to subdivide the property.

- A Site Development Permit (SDP) application is required. All materials required by the application, and stated in this letter, shall be filed. This includes complete, detailed architecture, civil, landscaping, and lighting plans as may be required by the application.

Owner/Developer understands and will make a complete submittal.

These applications are located on the Community Development Department webpage of the City website, at www.la-quinta.org. If multiple applications are required, a fee discount of 25% applies to all hourly-rate fee applications subsequent to the most expensive application (excluding CEQA-related fees). A summary of the required entitlement application fees due at time of formal submittal is provided below:

| | | |
|---------------------------|-------------|-------------------|
| Environmental Assessment: | \$ 286.00 | |
| Site Development Permit: | \$ 5,577.00 | |
| Tentative Parcel Map: | \$ 2,574.00 | (25% reduced fee) |
| | | |
| Total: | \$ 8,437.00 | |

Each application fee is based on a set number of staff hours estimated for a review of a project of average complexity. If additional time is required to complete review of a project, additional funds will be required based on \$143.00 per hour.

There are other fees that could be applicable after project approval, including a Multi-Species Habitat Conservation Plan fee, Development Impact Fees, and Transportation Uniform Mitigation Fees that will be due as part of building permit processing. Additionally, the fees quoted herein do not include costs such as environmental review fees (based on an environmental determination at project submittal), plan checking, bond requirements and others not considered here. More specific fee information can be obtained by contacting individual City Departments, as well as on the City's website.

Other application requirements are as follows:

| | |
|----------------------------------|----------------|
| Preliminary WQMP | Hydrology Memo |
| Preliminary Precise Grading Plan | Traffic Study |

Preliminary Design Review

With regards to preliminary review of the proposal for significant design issues, the submitted plans were transmitted for review to multiple City departments, including the Community Development Department's Planning Division, the Public Works/Engineering Department and the Riverside County Fire Department. The following preliminary list of comments is offered for your consideration:

Planning

- Please note that a 10-foot wide landscaping setback is required along Simon Drive. Additionally, interior landscaping shall be required as a percentage of the net project area. Please consider LQMC Section 9.100.040 for complete landscaping requirements.

A minimum 10 foot landscaping setback has been kept along Simon Drive. A landscape plan that will meet LQMC Section 9.100.040 will be submitted at the time of entitlement review.

LQMC Section 9.100.040 - Interior landscaping shall be provided as follows:

- a. Landscaping equal to at least five percent of the net parking area shall be provided within parking areas. Parking area landscaping shall be in accordance with the requirements of Section 9.150.080 (Parking facility design standards).***
- b. Landscaping equal to five percent of the net project area to be provided within non-parking areas, such as next to buildings. Totally enclosed uses within the commercial park district such as storage facilities are exempt.***
- c. Perimeter landscape setbacks shall not be credited toward the interior landscaping requirement.***

- Please be reminded that landscape setback areas shall not be used for storm water retention along Highway 111 (LQMC Section 9.100.040 (C)).

Per May 15, 2014 meeting with City, surface water retention for the project may be used along east and south Simon Drive. Storm water within the 50ft setback can be collected for surface retention for the setback area only.

- A recycling plan shall be submitted to be processed in conjunction with the site development permit. The recycling plan shall include a description of the anticipated materials and volumes to be recycled and a description of the facilities to be provided for collecting general refuse and recyclable materials.

The entitlement package will have a recycling plan (written narrative) from both Aldi and In & Out.

- Please consider the incorporation of one or more driveway and/or pedestrian connections to the existing commercial development to the west.

The architects and owner/developer have considered the incorporation of a driveway and/or pedestrian connection to the existing commercial development to the west with the following conclusions:

1. Please refer to Google Earth aerial to view both properties and to understand the comments provided herein. Please refer also to the site plan. (See Exhibit 8 for reference). Direct pedestrian access between sites is limited to the NE building. The building just south (that houses the restaurant) of the NE building does not have a sidewalk along the north and east side which is back of house. To reach the connection point between the two properties, from the restaurant building a person would travel to the NW corner of the restaurant building to a pedestrian sidewalk that is west of the restaurant building. This pedestrian sidewalk runs north past the NE building's west side to 111. The most prominent route would be to continue to the 111 parkway's meandering sidewalk which travels east to La Quinta Square. The rest of this development's building links to the north and west side of this project's beautiful parkway with meandering sidewalks. The west meandering sidewalk travels north and south along Washington to Trader Joe's, AAA and other retail stores. The north meandering sidewalk travels west to east along Hwy 111 which will take one to La Quinta Square, Beer Hunter and other retail stores. A pedestrian pass-through into La Quinta Square would at the west wall by the NE building would be seldom used in our opinion. The expense for the pedestrian pass-through would not prove to be beneficial to either of the property owners or the applicant.
2. ADA pedestrian access between the two properties will require an ADA ramp and additional sidewalks. 111 parkway's meandering sidewalk is already set up for this ADA accessibility from the neighboring property to La Quinta Square. La Quinta Square will continue this ADA path of travel by continuing a beautiful parkway with a meandering sidewalk to Simon Dr. If

an accessible path of travel links the two sites at the NE building, then the code requires that both sites will have to be fully accessible throughout the site to each building. Question: Is the west neighboring commercial property fully ADA accessible and compliant or will it need to be brought up to code? Who pays for this the expenses to first find out and secondly the cost to bring the west neighboring commercial property up to code? As pointed out in item #1, the sidewalks along Hwy 111 and Washington are already ADA compliant. (See Exhibit 8 for reference)

3. Vehicular access could only happen at one location due to existing conditions and La Quinta Square's site layout of the Market. This would happen at the neighboring property's drive aisle that runs west to east just south of the NE building. There is an approximately 18 inch grade difference (from end of ramp to end of ramp) between La Quinta Square and the neighboring property. A minimum 40ft of perimeter CMU wall would require removal to allow access and a ramped driveway with concrete retaining curbs at each side would be needed to connect the two properties. Looking at the existing vehicular circulation of the existing development using Google Earth, it would only benefit the NW building and possibly the restaurant. The easiest access for the rest of the neighboring property would be to leave the site and head east on Highway 111 to La Quinta Square. The cost of removing 40ft of perimeter retaining wall and adding retaining curbs and the new ramp driveway just for the NW building would not, in PVA's opinion, prove to be a substantial benefit to either the neighboring property owner or applicant. of the property owners or the applicant. (See Exhibit 8 for reference)
4. If the access between the two properties is installed this would result in the loss of at least 4 parking spaces on the neighboring property and the loss of 6 parking spaces at La Quinta Square due to stall alignment. (See Exhibit 8 for reference)
5. A parking lot pole light on the neighboring property would have to be relocated due to being in the new access ramp. This would create an additional expense for the neighboring property owner or applicant. (See Exhibit 8 for reference)
6. An existing mature shade tree would have to be removed. This would create an additional expense for the neighboring property owner or applicant. (See Exhibit 8 for reference)
7. Liability issues would need to be addressed and legal fees required for access agreements between the two properties would be incurred. This would create an additional expense for the neighboring property owner or applicant.
8. The cost of additional insurance coverage for each property owner that will be required to protect the adjacent property owner's liability. This would create an additional expense for the neighboring property owner or applicant.

9. Finally, in looking at the main traffic generators for each property, the west property has two restaurants (LG's Steakhouse and Fisherman's Restaurant) and the subject property is planned to have an In N Out burger restaurant. Typically customers will drive to one property or the other for the restaurant they desire and then continue with their other activities. Therefore the potential for "combined" visits to these two properties is viewed as minimal compared to other possible retail centers.

10. In all, given the foregoing, it seems clear that cost of combining, or attempting to combine, these two properties will far outweigh the possible benefits.

- A total of 144 parking spaces are required for this commercial center (1 space/200 square feet GFA). Based on the total proposed square footage of commercial space, a maximum of 5,750 square feet of restaurant space can be located within the development without the need to provide additional parking spaces.

The site plan changed to allow for a new access off of east Simon Drive. The 7,000 sq. ft. retail building was turned 90 degrees to allow for this new access. This also allows for the retail building's square footage to increase to 8,500 sq. ft. making the total required parking spaces 152. A total of 161 spaces has been provided.

- No parking is permitted on an accessway (LQMC Section 9.150.080). The drive aisle that bisects the project is considered an accessway; therefore, the eighteen parking spaces located along the drive aisle are not permitted.

Per LQMC Section 9.150.080 Parking Accessways

6. *Parking lot layouts shall provide a clear hierarchy of major access drives (connecting the parking area to the public street), fire lanes, loading areas, minor drives, parking bay maneuvering areas, etc. Parking shall not be arranged to require backing out into major access drives.*

8. *Parking accessways are those driveways that provide ingress or egress from a street to the parking aisles, and those driveways providing interior circulation between parking aisles. No parking is permitted on an accessway. Such accessways shall conform to the following standards:*

a. *All parking facilities taking access from a major, primary or secondary arterial highway shall have a parking accessway between the arterial and the parking aisles.*

b. *Parking accessways from arterial highways shall not have parking spaces taking direct access therefrom and shall not be intersected by a parking aisle or another parking accessway for a minimum distance of thirty feet for projects with zero to two hundred parking spaces, fifty feet for projects with two hundred one to three hundred fifty spaces, seventy feet for projects with three hundred fifty-one to four hundred fifty spaces, and*

ninety feet for projects with four hundred fifty-one spaces or more. All distances shall be measured from the curb face of the ultimate curblines of the adjacent street.

- c. **Parking accessways from nonarterial streets and highways shall be not less than twenty feet in length from the ultimate curblines of the adjacent street.***
- d. **One-way accessways shall have a minimum width of fifteen feet, unless the accessway is a fire lane, which requires a minimum of twenty feet.***
- e. **Two-way accessways shall have a minimum width of twenty-eight feet.***

Please refer to the enclosed revised La Quinta Square site plan. The major access drives in that site plan meet the code requirements of LQMC Section 9.150.080(6). According to LQMC Section 9.150.080, a parking accessway from arterial highways require a minimum distance of 30 feet for 200 parking spaces or less. La Quinta Square has 161 parking spaces. After that distance parking spaces can take direct access, and parking aisles and other parking accessways are permitted. The 111 accessway first parking aisle and drive thru are well over 60ft from the point of entry. From 111 accessway point of entry to the first parking space taking direct access therefrom is 117 feet from point of entry which is well within the ordinance.

Per 8c and 8e the accessway from non-arterial streets and highways such as the accessways (drives) from Simon shall not be less than 20 feet in length and not less than 28 feet wide. The east Simon accessway (drive) is 38 feet long x 28 feet wide and the south accessway (drive) is 128 feet long x 36 feet wide to the first parking aisle taking direct access and 224 feet from point of entry to the first parking stall. All of the Simon accessways (drives) are within LQMC Section 9.150.080. Please refer to chart below.

| Entrance / Exit Accessways Lengths | LQMC Section 9.150.080 Parking Accessways Required distance before parking or aisles | LQS Site Plan Actual distance provided before parking or aisles |
|------------------------------------|--|---|
| Highway 111 | 30 ft | 66 ft |
| Simon Drive - South | 20 ft | 128 ft |
| Simon Drive - East | 20 ft | 38 ft |

| Entrance /Exist Accessways Widths | LQMC Section 9.150.080 Accessways Required widths | LQS Site Plan Actual width of Accessway |
|-----------------------------------|---|---|
| Highway 111 | 28 ft Public Works is requesting 30 ft min. | 36 ft |
| Simon Drive – South | 28 ft Public Works is requesting 30 ft min. | 36 ft |
| Simon Drive - East | 28 ft | 28 ft |

Please also refer to the enclosed La Quinta Square Traffic Study comments by Kimley-Horn in regards to supporting that the site is well designed and will allow good accessibility to, from and within the site with the given two accessways, one from the north and one from the south. As mentioned above there is now a third accessway since this report was completed. The third added accessway connects to east Simon Drive. A full update traffic report reflecting the new revised site plan will be included in the entitlement package that will be submitted for completeness review.

Please see attached Exhibit 7, La Quinta Square's accessway and access through site and Exhibits 1-6 of Google Earth Aerials showing existing commercial developments and their accessways and accesses through their sites which are similar to La Quinta Square's.

- Traffic calming measures, such as speed bumps and/or speed tables, should be incorporated into the project design, specifically along the primary drive aisle. Decorative paving should also be incorporated at locations throughout the project to clearly demarcate pedestrian crossings.
 1. Please refer to La Quinta Square's site plan Note 10. Two speed tables have been added for traffic calming measures.
 2. Concrete paving will be used to clearly demarcate pedestrian crossings.
- All parking spaces shall consist of a double four inch wide hairpin stripe, twelve inches on-center.

Double 4 inch wide hairpin stripes will be shown on preliminary grading plan and architectural site plan when submitted for entitlement.

- The proposed market requires shopping cart storage/cart racks. Please refer to LQMC Section 9.150.080(H) for development standards.

Section 9.150.080(H) Shopping Cart Storage.

1. *Every use which utilizes shopping carts shall provide a shopping cart collection area or cart racks.*
2. *Cart racks shall be distributed so that no parking space within the facility is more than 100 feet from the nearest cart rack in order to prevent parking spaces from being lost to the random abandonment of shopping carts.*
3. *Each cart rack shall include either a steel frame or curbs on the lower side to contain the shopping carts.*
4. *Nonresidential site development permit approvals shall include a condition requiring parking lots to be cleared of shopping carts no less frequently than once every two hours. More than twenty-five percent of the required parking spaces blocked by shopping carts shall constitute a public nuisance and shall be abated.*

5. *Site plans and parking facilities shall be arranged in such a way that pedestrians with carts need not cross major internal driveways or alternatively, to provide a crosswalk at crossing points with textured paving preceding the crosswalk to alert drivers.*
6. *If sidewalks adjacent to stores are used for temporary storage of assembled shopping carts, such sidewalks shall be designed with extra width so that pedestrian flows are not blocked by shopping carts. The planning commission may also require a screening wall or landscape screening in front of such a cart storage area.*

Aldi will be informed of City's ordinance requirements for shopping carts which will be reflected on the site plan when submitted for entitlement.

- Please refer to LQMC Section 9.150.080(J) for development standards for the proposed drive-through restaurant. Specifically, focus on stacking, exiting, and architectural requirements.

LQMC Section 9.150.080(J)

- J. *Drive-Through Facilities. Drive-through facilities shall conform to the following regulations:*
 1. *No drive-through facility shall be permitted within two hundred feet of any residentially zoned or used property.*
 2. *Safe on- and off-site traffic and pedestrian circulation shall be provided including, but not limited to, traffic circulation which does not conflict with entering or exiting traffic, with parking, or with pedestrian movements.*
 3. *A stacking area shall be provided for each service window or machine which contains a minimum of seven tandem standing spaces inclusive of the vehicle being served. The standing spaces shall not extend into the public right-of-way nor interfere with any internal circulation patterns.*
 4. *The drive-through facility shall be designed to integrate with existing or proposed structures, including roof lines, building materials, signs and landscaping.*
 5. *Vehicles at service windows or machines shall be provided with a shade structure.*
 6. *Amplification equipment, lighting and location of drive-through elements and service windows shall be screened from public rights-of-way and adjacent properties per the provisions of subsection L of this section.*
 7. *Exits from drive-through facilities shall be at least three vehicles in length, shall have adequate exiting sight-distance, and shall connect to either a signalized entry or shall be limited to right turns only. The drive aisle shall be a minimum of twelve feet in width.*

All items will be considered and developed in the final entitlement submittal. Per LQMC Section 9.150.080(J)3; a minimum of seven standing spaces (stacking spaces) inclusive of the vehicle be served. INO has 21 stacking spaces 3x what is required by code. See attached La Quinta Square Revised Site plan with the east accessway onto Simon.

- Bicycle parking will need to be provided due to the uses proposed. Please refer to LQMC Section 9.150.060 for bicycle parking spaces required, design, and placement locations.

LQMC Section 9.150.060

- d. *In addition to the requirements of subsections (D)(2)(a) through (c) of this section, retail centers shall provide five bicycle parking spaces for each tenant having over twenty*

thousand square feet of gross floor area. The spaces shall be provided at or near the major tenant's main entry.

- e. Bike racks shall be placed in shaded locations, out of the way of pedestrian flows and shopping cart storage and shall be provided with a mechanism which permits locking a bicycle onto the rack. (Ord. 505 § 1, 2012; Ord. 361 § 1 (Exh. A), 2001; Ord. 325 § 1 (Exh. A), 1998; Ord. 284 § 1 (Exh. A), 1996)*

Bike racks will be provided in final entitlement submittal.

- Please note that no office or medical/health care uses will be allowed within this project, as no covered parking is proposed.

Thank you, this is understood. At this time, no medical or office is proposed.

- The design and location of the monument sign was not reviewed. More detail, including dimensions and layout, will need to be provided as part of a Sign Program for the development.

Signage program will be submitted with the final entitlement submittal.

Public Works/Engineering

- Please submit a traffic study addressing the impacts created by this project, specifically the need for left-turn phasing at Simon Drive and Highway 111 and to analyze the need for a deceleration lane on Highway 111.

A traffic report has been completed and will be submitted with the final entitlement submittal. PVA is in the process with Tim Jonasson in regards to providing a 12ft wide paint stripped decel lane that will continue from west neighboring property to the 111 entrance to La Quinta Square. The existing curb from the 111 entry to the first storm drain to the west will be moved 2ft to the south to allow for the 12ft wide painted striped deceleration lane. See attached revised site plan and Kimley-Horn Traffic Study recommendation for deceleration lane.

- The trees located on the west side of the proposed driveway to Highway 111 should be moved back to at least 20 feet from the south curb of Highway 111 so that they do not block sight distance for drivers entering Highway 111.

This will be fully addressed prior to submitting the final entitlement package.

- It is suggested that an access be added to Simon Drive south of Highway 111 in addition to the access that is opposite the Trader Joe's driveway.

Per this comment/suggestion an access drive on to east Simon was considered and added to improve circulation to, from and within the site. See attached site plan. Per the May 15, 2014 meeting with the City it was agreed that the south drive onto Simon needs to remain as shown on the reviewed site plan due to the "right in" from Simon and the existing left turn pocket for those driving east on Simon from Washington Street.

- The existing driveway to Simon Drive should be widened to 35 feet and properly aligned with the Trader Joe's driveway.

See attached email from Tim Jonasson in regards to 28ft wide drive access with 25ft radius curbs. In a later email Tim requested the south Simon entrance to be 30ft wide with 25ft radius curbs. The north and south drive access exceeds the 30ft and are actually 36 ft with 25 ft radius curbs. We are requesting that the new third drive aisle at east Simon be allowed a 28ft wide drive access with 25ft radius per LQMC Section 9.150.080(8e)

- The drive through stacking capacity is measured from the order point and not the pickup window. Experience has shown that the stacking capacity for an In and Out Burger needs to be long enough to accommodate 25 vehicles. Given the limitations of the site. It is strongly recommended that this restaurant be provided with two drive through windows.

Adding the third drive access at east Simon has done two things: It has improved site circulation and it also provided one more drive thru stacking spaces totaling 21 spaces three times more than the require 7 and 7 additional parking spaces for INO on Parcel 2. Please refer to the enclosed site plan Note 18.

LQMC Section 9.150.080J Drive-Through Facilities does not state that the drive-thru stacking capacity is measured from the order point and not pick up window. It is not clear where in the LQMC where stacking is measured at the order point or where Public works got this information. LQMC Section 9.150.080J (3) requires for a service window to have only a minimum of seven tandem standing (stacking) spaces inclusive of the vehicle being served. PVA interpret this section as; inclusive of the vehicle being served is the starting point of the stacking at the service window.

Fire

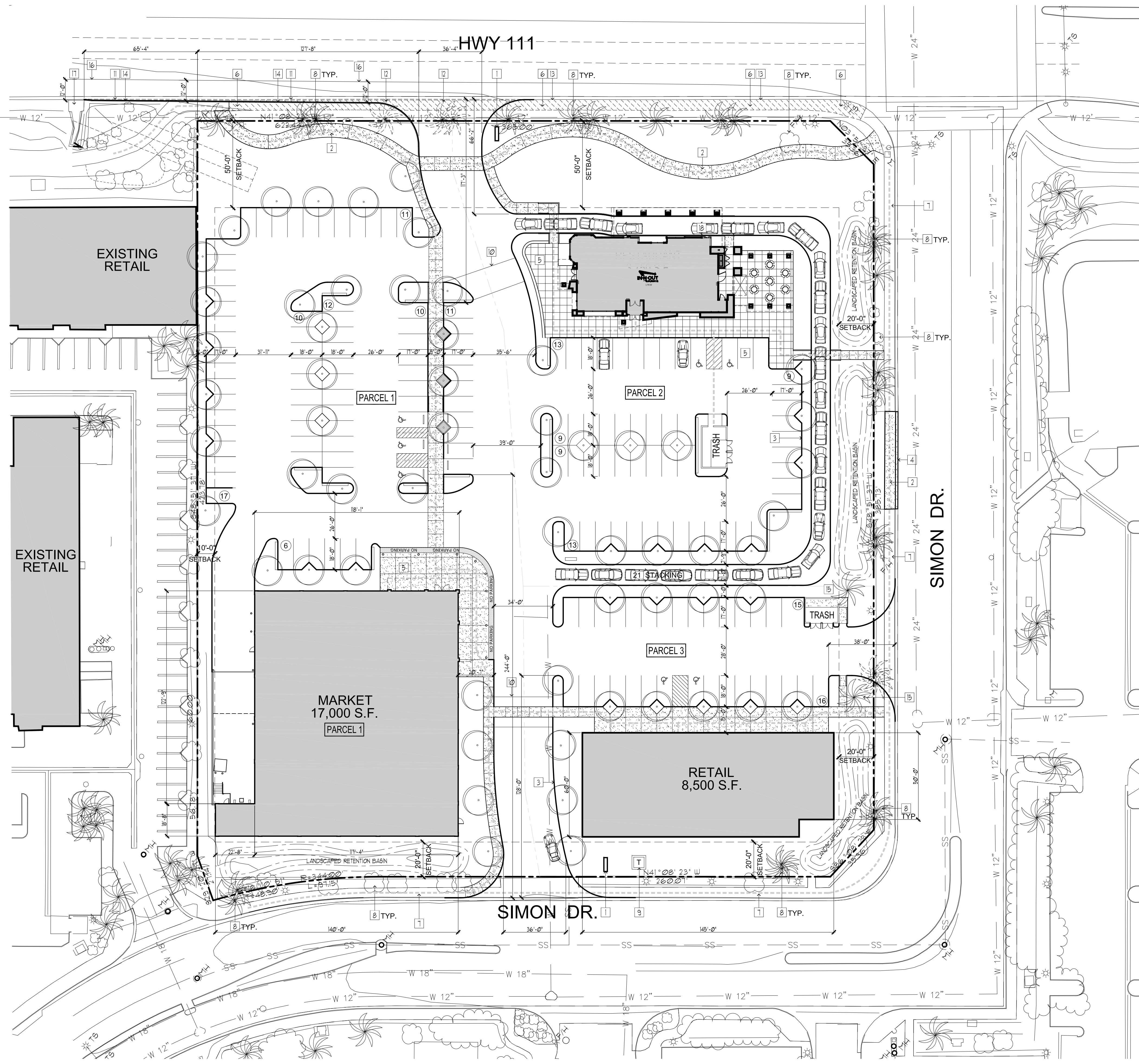
- The Fire Department has no immediate design concerns. Final comments/conditions will be addressed at project review.

As a reminder, this letter is not an all-inclusive listing of every potential issue associated with this project. These comments are intended only to provide conceptual design guidance and do not represent the more thorough, detailed technical design review that would occur with the formal application review process. All comments are subject to change due to individual site and project conditions, timing of the formal application submittal, City policy and code revisions, etc. They shall not be considered final and/or all-encompassing.

Should you have questions, please contact me at 760-777-7067.

Sincerely,

JAY WUU
Associate Planner



SITE INFORMATION

| | |
|----------------|--------------------------|
| SITE ADDRESS: | 78-611 HIGHWAY 111 |
| APN: | 643-220-001 |
| OVERALL SITE : | 3.9 ACRE (169,730 S.F.±) |

PARCEL SUMMARY

| | SQUARE FEET | (ACRES) |
|------------|----------------|------------|
| PARCEL # 1 | 78,236.94 S.F. | (1.80 AC.) |
| PARCEL # 2 | 58,294.95 S.F. | (1.34 AC.) |
| PARCEL # 3 | 33,198.11 S.F. | (0.76 AC.) |

BUILDING AREAS

| | |
|-----------------------------|------------------|
| MARKET | = 17,000 SF |
| RESTAURANT (INO) | = 3,750 SF |
| (INO OUTDOOR SEATING) | = 1,000 SF |
| RETAIL | = 8,500 SF |
| TOTAL SQUARE FOOTAGE | 30,250 SF |

PARKING CALCULATIONS

| | |
|---|-------------------|
| RETAIL COMMERCIAL: 1. GENERAL USES UNDER 50,000 SF GFA = 1 SPACE PER 200 SF | |
| 30,250 / 200 SF = 151.25 SPACES | |
| REQUIRED PARKING: | 152 SPACES |
| RETAIL PARKING PROVIDED: | 161 SPACES |
| INO STACKING PROVIDED: | 22 SPACES |
| TOTAL PARKING | 183 SPACES |

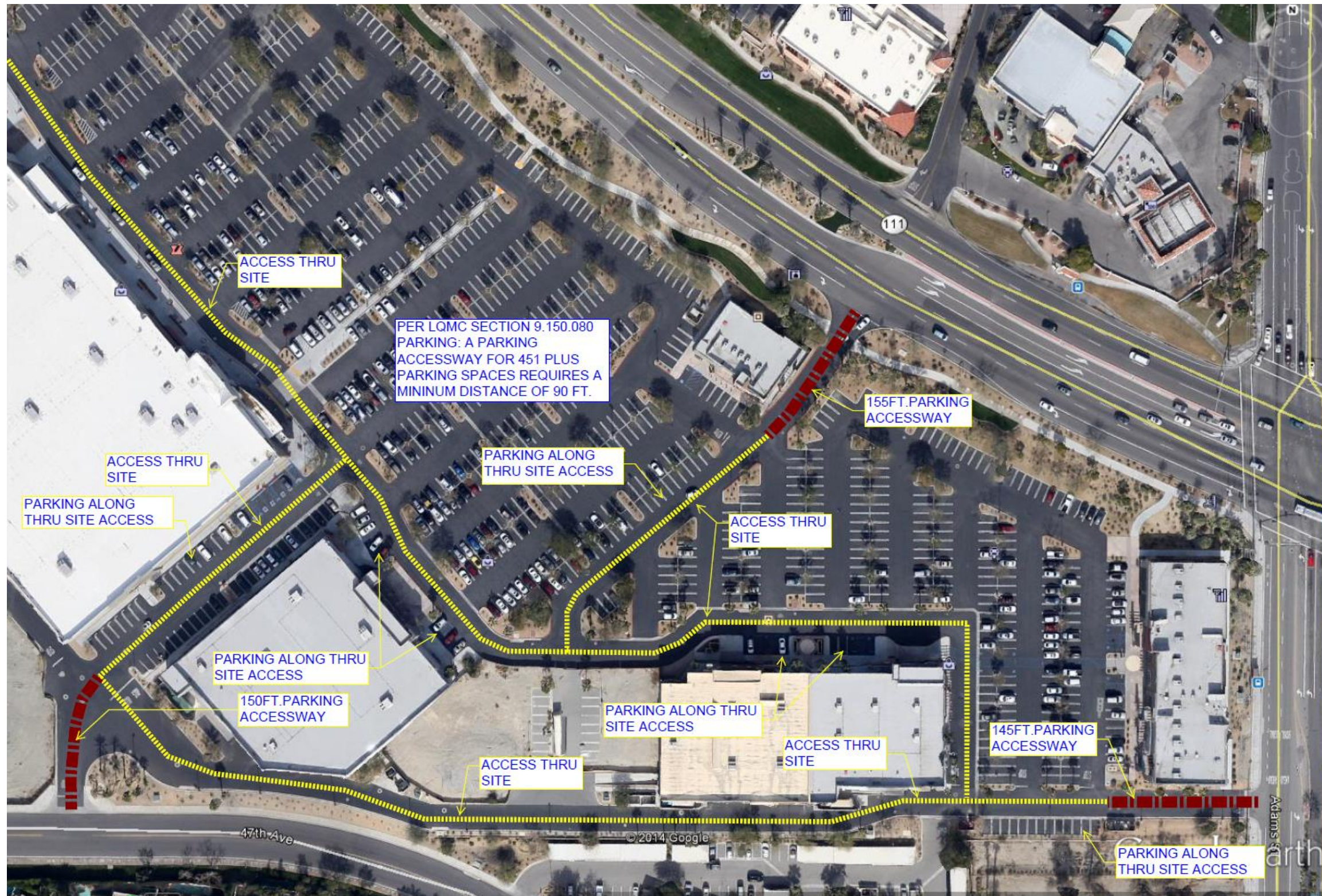
CONSTRUCTION NOTES

- 1 NEW MONUMENT SIGN, 6 ft x 8 ft.
- 2 NEW CONCRETE SIDEWALK PER CITY STANDARDS
- 3 NEW CONCRETE CURB PER CITY STANDARDS
- 4 NEW CONCRETE CURB AND GUTTER PER CITY STANDARDS
- 5 NEW CONCRETE FLATWORK
- 6 (E) SIDEWALK TO BE REMOVED
- 7 (E) SIDEWALK TO REMAIN
- 8 (E) TREE TO REMAIN
- 9 (N) IID TRANSFORMER LOCATION
- 10 SPEED TABLE
- 11 DEMO (E) CURB TO ALLOW TO CONTINUE 12FT. SHOULDER TO BE USED AS DECEL LANE
- 12 RELOCATED EXISTING PALM TREES
- 13 PROTECT (E) CURB IN PLACE
- 14 (N) CONCRETE CURB PER CITY STANDARDS
- 15 RELOCATED PALM TREE
- 16 (E) PAINTED TRAFFIC LINE
- 17 (E) STORM DRAIN
- 18 DRIVE THRU WINDOW

LEDGEND
 - - - - - ADA ACCESSIBLE ROUTE

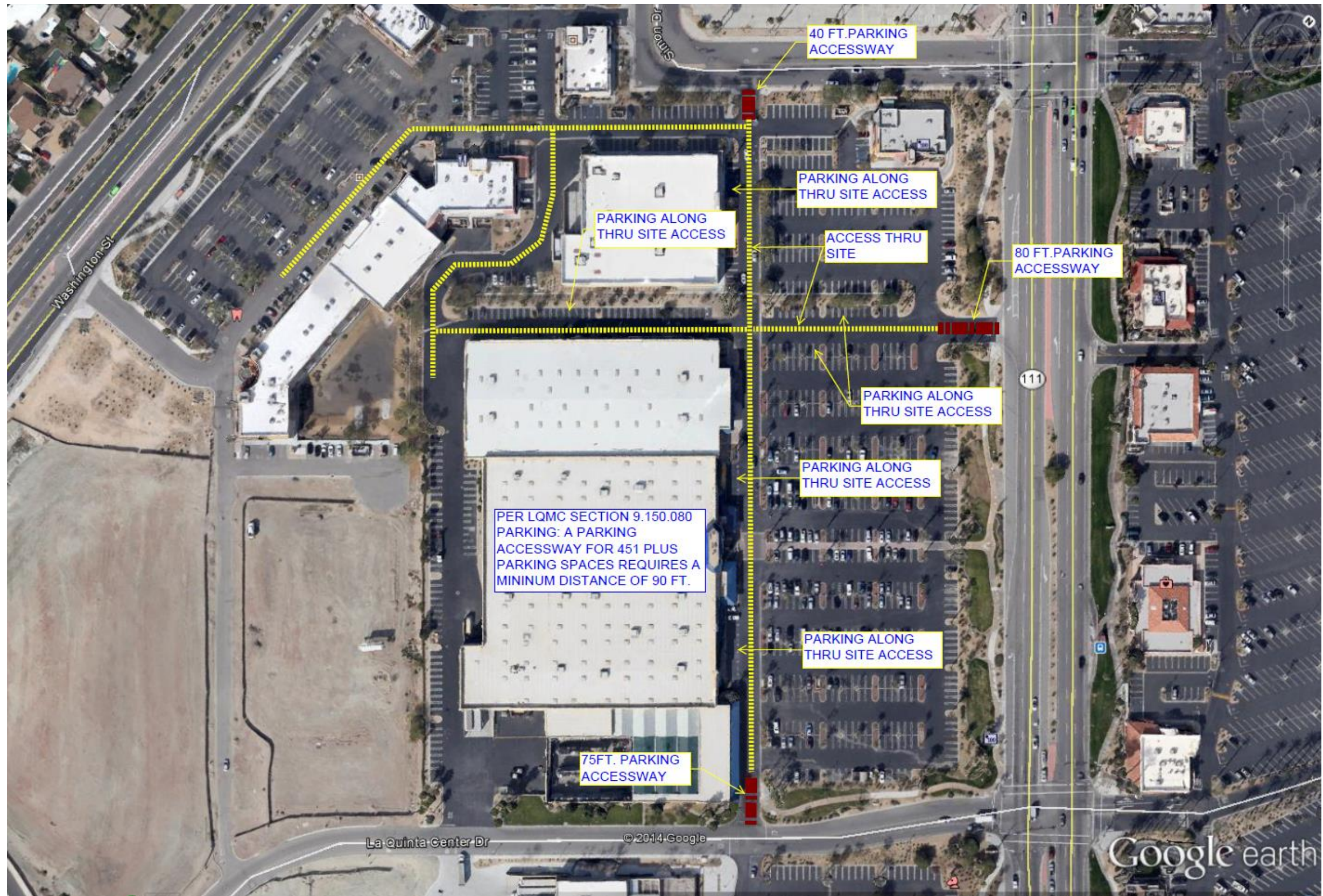
PRELIMINARY SITE PLAN
 0' 15' 30' 60'

LA QUINTA COMMERCIAL CENTER



ACCESSWAY EXHIBIT 1

LA QUINTA COMMERCIAL CENTER



ACCESSWAY EXHIBIT 2

LA QUINTA COMMERCIAL CENTER

Intersection Queuing Evaluation

Consistent with the City of La Quinta requirements, existing and proposed auxiliary lanes should be reviewed for capacity. Cumulative and Cumulative plus Project scenario queuing impacts have been evaluated and quantified by comparing the calculated queues for critical study intersection movements. For this evaluation, the relative queues without and with the addition of the proposed project are the primary focus.

For the queuing analysis, the anticipated 95th percentile vehicle queues for critical movements affected by the addition of the proposed project were evaluated. Results of the queuing evaluation are presented in **Table 17**. Analysis sheets that include the anticipated vehicle queues are presented in **Appendix K**.

As presented in Table 17, the addition of the proposed project adds additional queuing to several of the study locations. However, many of these projected queues are still shorter than the total available queuing storage. With that said, there are six left-turning movements in the vicinity of the project site that will have 95th percentile queues longer than the available storage. Four of these will be longer than the available queue length in the cumulative only scenario, without the addition of project traffic. The other two, occurring at the westbound left turn at Highway 111 and Simon Drive and the westbound left turn at Washington Street and Simon Drive, will have queues which are shorter than the available storage in the baseline cumulative scenario but that are longer than the available storage in the cumulative plus project scenario.

The proposed mitigation at Highway 111 and Simon Drive would modify the northbound and southbound approaches to provide separate left-turn and through-right lanes. The northbound left-turn storage can be set to accommodate the anticipated queue when that mitigation is implemented. The available storage for the southbound left-turn is limited by the parking lot configuration to the north.

At the other locations where queues were found to be exceeding the available storage length, the left-turn pocket is constrained by the opposing direction's left-turn pocket for the adjacent intersection. As a result, the turn pocket lengths cannot be extended without sacrificing storage at the adjacent intersection. Due to these constraints, no physical improvements were determined to be feasible to address the queues at these locations.

Site Access, Circulation and Parking

The proposed site plan provides two driveways: one right-in, right-out only at Highway 111 and one full access at Simon Drive. Both of these access points were found to operate at acceptable conditions during all scenarios. Internal to the site there is a main drive aisle that connects the two access driveways and provides stacking distance for vehicles exiting the site. The parking layouts and drive aisles are aligned to provide circulation through the site and minimize conflicts. The location of the fast-food restaurants drive through entrances and exits are placed in locations that minimize conflicts with vehicles parking or using other buildings on site. For the In-N-Out building, the drive through layout provides distance for stacking approximately 20 vehicles which would accommodate the expected demand the majority of the time based on stacking information obtained from other studies. As noted on the site plan, the layout provides the required number of parking stalls based on the proposed land uses. Truck turning movements on-site would need to be verified, but it seems that aisle widths and curb layouts would allow truck access. Overall, the site plan provides good access and circulation that would accommodate the proposed uses.

Intersection Auxiliary Lane Evaluation

Right and left turn deceleration lanes at site access drives are warranted when there are a significant number of vehicles turning into the project site during the peak hour and the adjacent street has a primary or secondary arterial or higher order street classification. The threshold ingress volume for a left-turn deceleration lane is 25 vehicles or more during the peak hour. The threshold ingress volume for a right-turn deceleration lane is 50 vehicles or more during the peak hour.

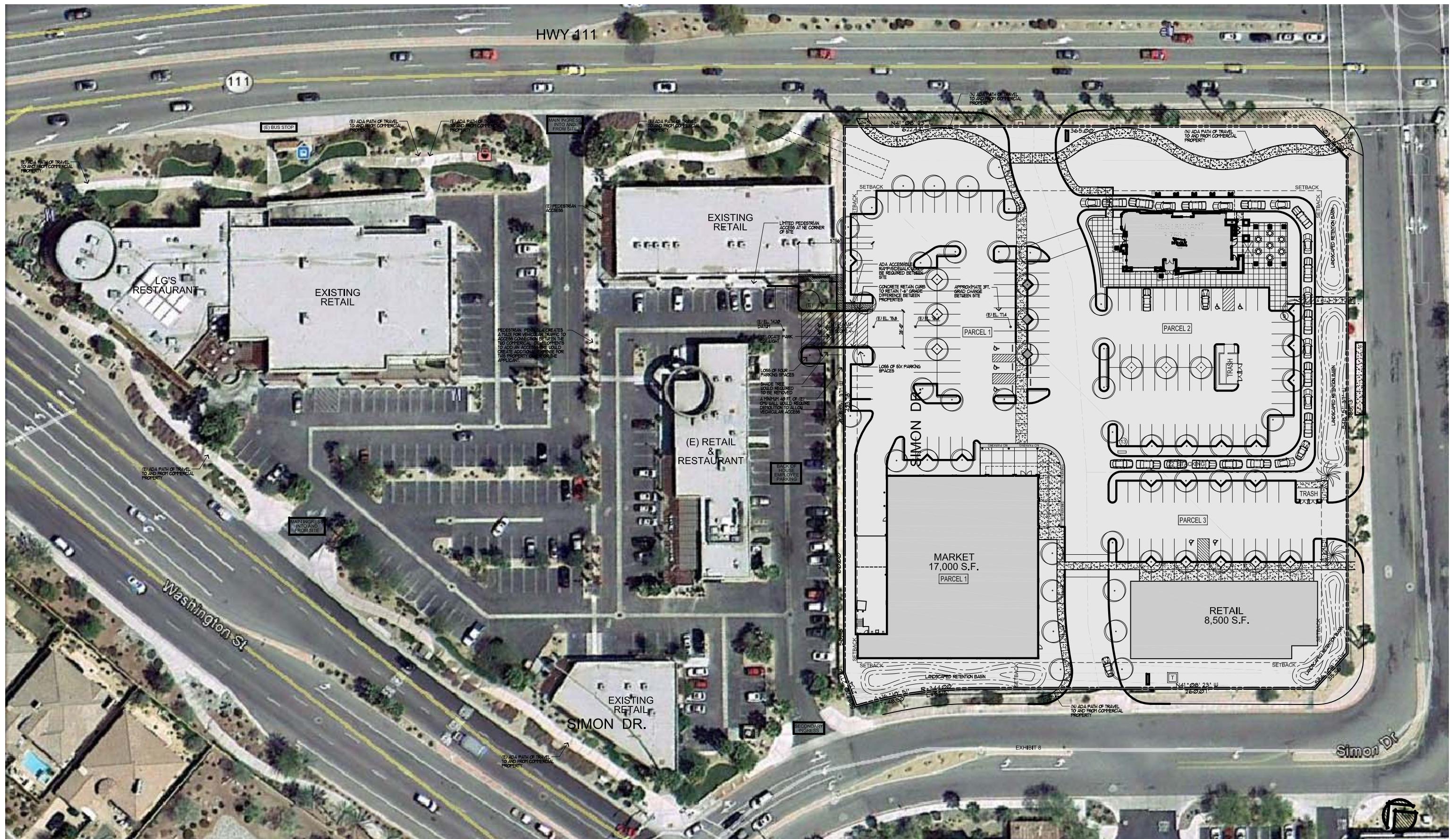
There is left-in and right-in access to the project site provided by Simon Drive. The street classification of Simon Drive in the vicinity of the project is a minor street; since Simon Drive is classified as a minor street, no left or right deceleration lane is required at this access drive.

There is right-in only access to the project site provided by Highway 111. Highway 111 is classified as a major arterial with a posted speed limit of 50 mph in the vicinity of the project site. The estimated right-turn ingress volume at this access drive during the peak hour is 145 vehicles, which is greater than 50. Therefore, a right-in deceleration lane is warranted at this location. According to the City of La Quinta guidelines and requirements a major street with a posted speed limit of 50mph should have a right-turn deceleration length of 248 feet and a transition length of 150 feet. These recommendations are based on the assumption that motorists will decrease their travel speed by 10 mph prior to entering the transition taper and will decelerate at 6.5 ft/sec. The right-turn deceleration lengths also assume that the right-turn is free flow and that the motorist's final speed will be 10 mph as they turn the corner; thus no storage length is required in the instance of right-turns. These requirements and recommendations are summarized in **Table 18**.

Table 18 – Deceleration Lane Recommendations

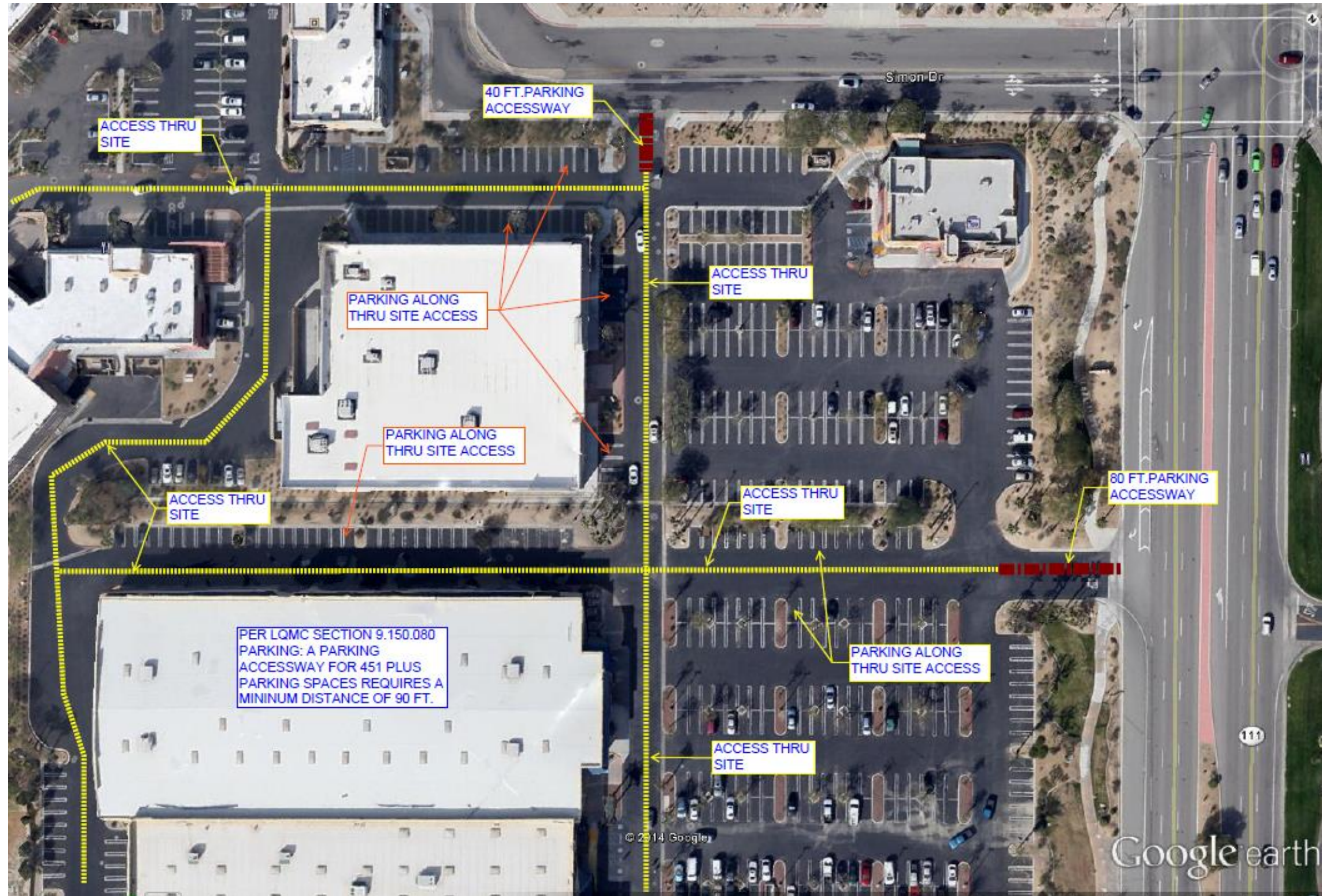
| Intersection / Analysis Scenario | Ingress Movement | Peak-Hour Volume | | Threshold Volume for Turn Type | Primary or Secondary Arterial | Posted Speed Limit (mph) | Deceleration Length (ft) | Transition Length (ft) | Storage Length (ft) |
|--------------------------------------|------------------|------------------|--------------|--------------------------------|-------------------------------|--------------------------|--------------------------|------------------------|---------------------|
| | | AM Peak-Hour | PM Peak-Hour | | | | | | |
| Highway 111 @ Project Driveway (NBR) | EBR | 34 | 145 | 50 | Yes | 50 | 248 | 150 | 0 |
| Simon Drive @ Project Driveway (SB) | EBL | 11 | 40 | 25 | No | 25 | - | - | - |
| | WBR | 10 | 41 | 50 | No | 25 | - | - | - |

Highway 111 currently provides a shoulder adjacent to the proposed site that could be re-striped to function as this right-turn in conjunction with the proposed new driveway. There is approximately 250 feet between the proposed new driveway and an existing right-in, right-out only driveway providing access to the adjacent lot to the west. While this does not provide enough room to incorporate both the transition and deceleration length as presented in Table 18, it would provide room for turning vehicles to move out of the way of through traffic. Moving the proposed driveway further east to provide appropriate transition and deceleration length would create additional concerns with the traffic signal immediately east and the onsite circulation patterns. Therefore, it is recommended that a deceleration lane be striped within the constrained area between the proposed driveway and the adjacent right-in, right-out driveway.



LA QUINTA COMMERCIAL CENTER

EXHIBIT 8



ACCESSWAY EXHIBIT 2A

LA QUINTA COMMERCIAL CENTER



ACCESSWAY EXHIBIT 3

LA QUINTA COMMERCIAL CENTER



ACCESSWAY EXHIBIT 4

LA QUINTA COMMERCIAL CENTER



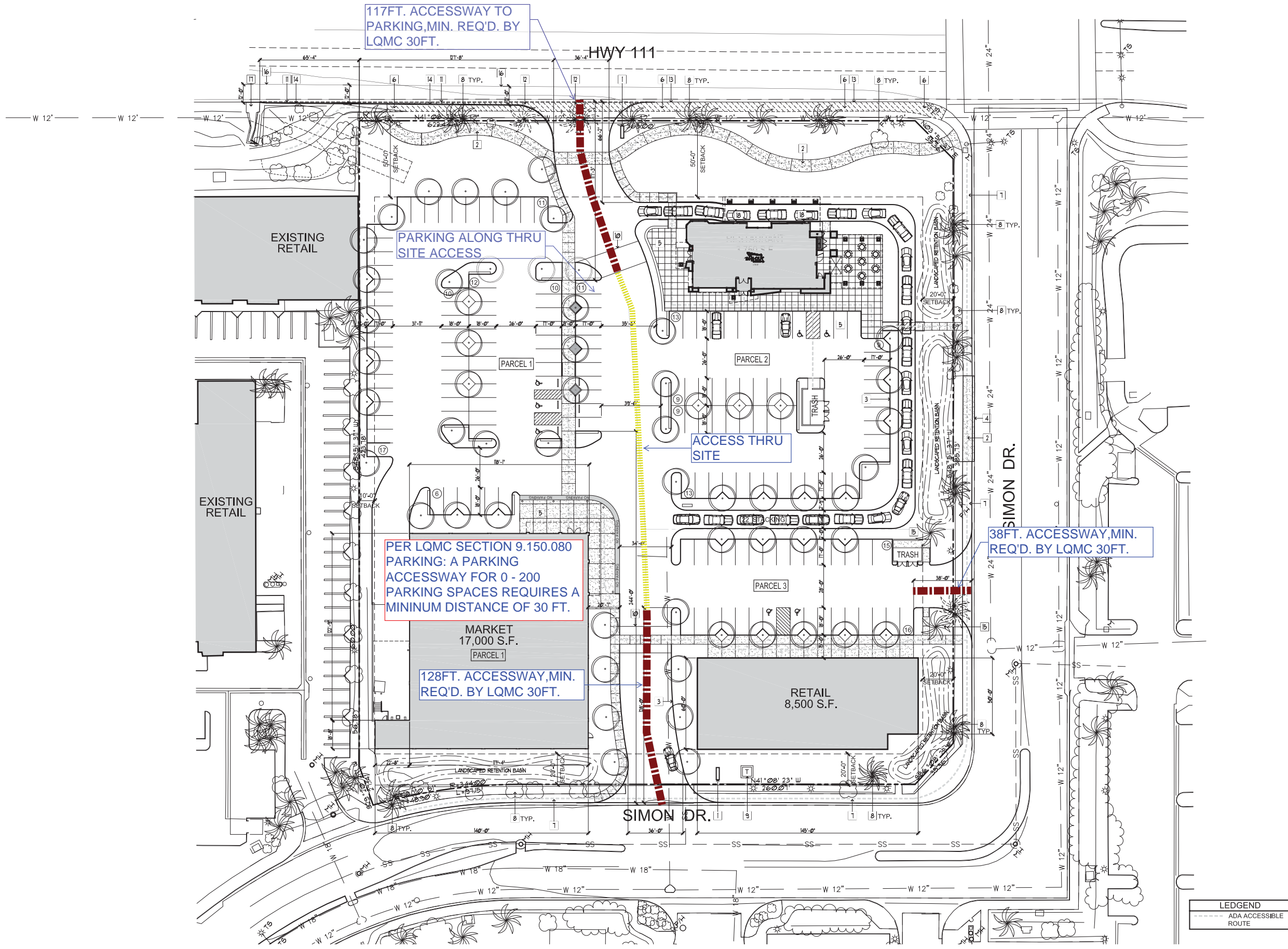
ACCESSWAY EXHIBIT 5

LA QUINTA COMMERCIAL CENTER



ACCESSWAY EXHIBIT 6

LA QUINTA COMMERCIAL CENTER



SITE INFORMATION

| | |
|---------------|--------------------------|
| SITE ADDRESS: | 78-611 HIGHWAY 111 |
| APN: | 643-220-001 |
| OVERALL SITE: | 3.9 ACRE (169,730 S.F.±) |

PARCEL SUMMARY

| PARCEL # | SQUARE FEET (ACRES) |
|-----------|---------------------------|
| PARCEL #1 | 78,236.94 S.F. (1.80 AC.) |
| PARCEL #2 | 58,294.95 S.F. (1.34 AC.) |
| PARCEL #3 | 33,198.11 S.F. (0.76 AC.) |

BUILDING AREAS

| | |
|-----------------------------|------------------|
| MARKET | = 17,000 SF |
| RESTAURANT (INO) | = 3,750 SF |
| (INO OUTDOOR SEATING) | = 1,000 SF |
| RETAIL | = 8,500 SF |
| TOTAL SQUARE FOOTAGE | 30,250 SF |

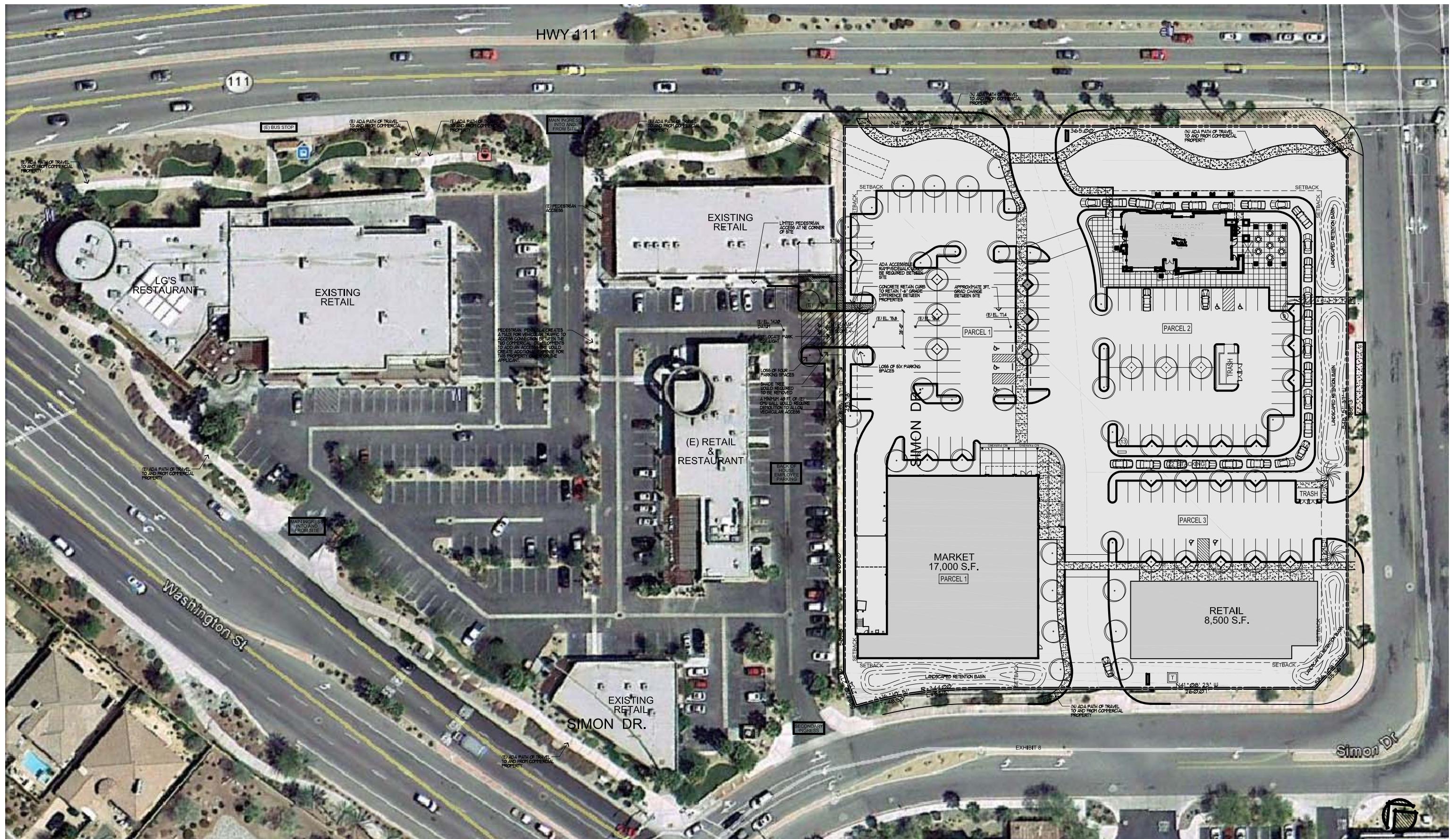
PARKING CALCULATIONS

| | |
|---|-------------------|
| RETAIL COMMERCIAL: 1. GENERAL USES UNDER 50,000 SF GFA = 1 SPACE PER 200 SF | |
| 30,250 / 200 SF = 151.25 SPACES | |
| REQUIRED PARKING: | 152 SPACES |
| RETAIL PARKING PROVIDED: | 161 SPACES |
| INO STACKING PROVIDED: | 22 SPACES |
| TOTAL PARKING | 183 SPACES |

CONSTRUCTION NOTES

| | |
|----|--|
| 1 | NEW MONUMENT SIGN, 6 ft. x 8 ft. |
| 2 | NEW CONCRETE SIDEWALK PER CITY STANDARDS |
| 3 | NEW CONCRETE CURB PER CITY STANDARDS |
| 4 | NEW CONCRETE CURB AND GUTTER PER CITY STANDARDS |
| 5 | NEW CONCRETE FLATWORK |
| 6 | (E) SIDEWALK TO BE REMOVED |
| 7 | (E) SIDEWALK TO REMAIN |
| 8 | (E) TREE TO REMAIN |
| 9 | (N) IID TRANSFORMER LOCATION |
| 10 | SPEED TABLE |
| 11 | DEMO (E) CURB TO ALLOW TO CONTINUE 12FT. SHOULDER TO BE USED AS DECEL LANE |
| 12 | RELOCATED EXISTING PALM TREES |
| 13 | PROTECT (E) CURB IN PLACE |
| 14 | (N) CONCRETE CURB PER CITY STANDARDS |
| 15 | RELOCATED PALM TREE |
| 16 | (E) PAINTED TRAFFIC LINE |
| 17 | (E) STORM DRAIN |
| 18 | DRIVE THRU WINDOW |





LA QUINTA COMMERCIAL CENTER

EXHIBIT 8

David Drake

From: Tim Jonasson <tjonasson@la-quinta.org>
Sent: Thursday, May 22, 2014 4:21 PM
To: David Drake
Subject: RE: La Quinta Square - access way

If you keep the curb radius at 25' you can go down to a 28' driveway. We prefer 30' but can live with 28' as long as the curbs have this radius.

From: David Drake [mailto:davidd@prestvuksicarchitects.com]
Sent: Thursday, May 22, 2014 8:45 AM
To: Tim Jonasson
Subject: La Quinta Square - access way

Hi Tim,

In our meeting you mentioned that an entrance drive could be narrow as long as it had a certain diameter what is minimum width and the diameter?

Thanks,
David

DAVID G. DRAKE
DESIGN/PROJECT MANAGER

**PRESTVUKSIC
ARCHITECTS**

44530 San Pablo Suite 200
Palm Desert, California 92260
O. 760.779.5393 F. 760.779.5395

DAVIDD@PRESTVUKSICARCHITECTS.COM

WWW.PRESTVUKSICARCHITECTS.COM

Intersection Queuing Evaluation

Consistent with the City of La Quinta requirements, existing and proposed auxiliary lanes should be reviewed for capacity. Cumulative and Cumulative plus Project scenario queuing impacts have been evaluated and quantified by comparing the calculated queues for critical study intersection movements. For this evaluation, the relative queues without and with the addition of the proposed project are the primary focus.

For the queuing analysis, the anticipated 95th percentile vehicle queues for critical movements affected by the addition of the proposed project were evaluated. Results of the queuing evaluation are presented in **Table 17**. Analysis sheets that include the anticipated vehicle queues are presented in **Appendix K**.

As presented in Table 17, the addition of the proposed project adds additional queuing to several of the study locations. However, many of these projected queues are still shorter than the total available queuing storage. With that said, there are six left-turning movements in the vicinity of the project site that will have 95th percentile queues longer than the available storage. Four of these will be longer than the available queue length in the cumulative only scenario, without the addition of project traffic. The other two, occurring at the westbound left turn at Highway 111 and Simon Drive and the westbound left turn at Washington Street and Simon Drive, will have queues which are shorter than the available storage in the baseline cumulative scenario but that are longer than the available storage in the cumulative plus project scenario.

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