LA QUINTA GATEWAY
TRAFFIC IMPACT ANALYSIS
LA QUINTA, CALIFORNIA

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LA QUINTA GATEWAY
TRAFFIC IMPACT ANALYSIS
LA QUINTA, CALIFORNIA

1.0 INTRODUCTION AND SUMMARY

A. Purpose of Report and Study Objectives

The purpose of this traffic impact analysis is to evaluate La Quinta Gateway development from a traffic circulation standpoint. The project site is located within the City of La Quinta.

Study objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) evaluation of traffic conditions for the year of opening of the proposed project (3) determination of on-site and off-site improvements and system management actions needed to achieve the City of La Quinta level of service requirements.

B. Executive Summary

1. Site Location and Study Area

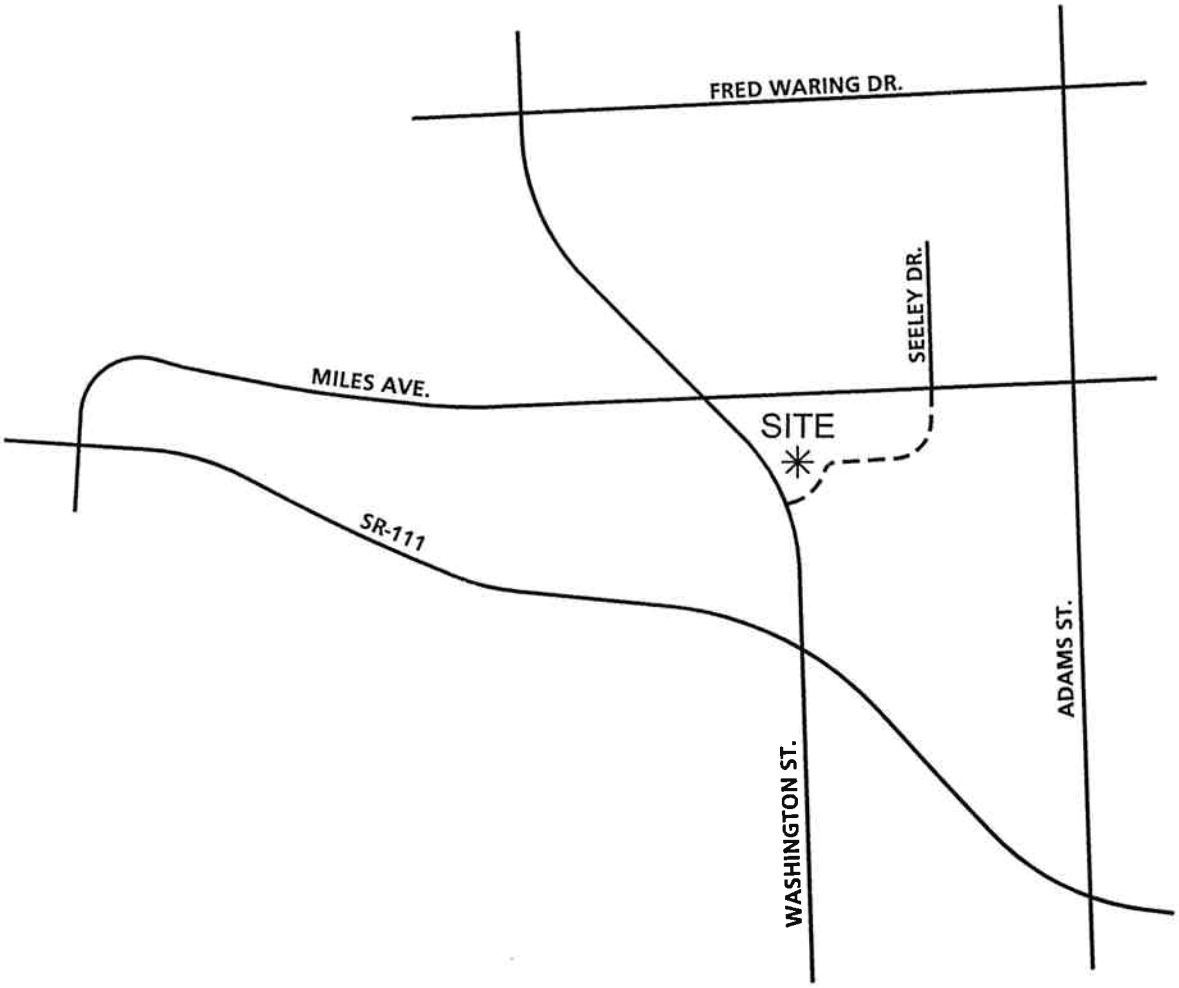
The project site is located south of Miles Avenue and east of Washington Street within the City of La Quinta. Exhibit 1-A illustrates the traffic analysis study area.

Pursuant to discussions with City of La Quinta staff, the study area includes the following intersections:

Miles Avenue (NS) at:

- SR-111 (EW)

LOCATION MAP



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Washington Street (NS) at:

- Fred Waring Drive (EW)
- Miles Avenue (EW)
- SR-111 (EW)

Seeley Drive (NS) at:

- Miles Avenue (EW)

Adams Street (NS) at:

- Miles Avenue (EW)

2. Development Description

The approximately 45 acre project site is proposed to be developed with 58 single-family detached residential dwelling units, 22 residential condominium dwelling units, 270 room hotels, 5.5 acre park, commercial retail with 15,000 square feet, and a high turnover (sit-down) restaurant with 9,500 square feet.

3. Principal Findings

a. Required Level of Service (LOS): The definition of an intersection deficiency has been obtained from the City of La Quinta General Plan. The City of La Quinta General Plan states that peak hour intersection operations of LOS "D" or better are generally acceptable. Therefore, any intersection operating at LOS "E" or "F" will be considered deficient.

b. Existing Level of Service: For existing traffic conditions, the study area intersections operate at Level of Service "D" or better during the peak hours.

c. Opening Year Level of Service: For Opening Year with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-2).

4. Conclusions

The proposed development is projected to generate a total of approximately 6,170 trip-ends per day with 310 vehicles per hour during the AM peak hour and 465 vehicles per hour during the PM peak hour. However, a ten percent internal interaction between the proposed land uses has been assumed.

For Opening Year without project traffic conditions, a traffic signal is projected to be warranted at the following study area intersection (see Appendix "C").

Seeley Drive (NS) at:

- Miles Avenue

5. Recommendations

Site-specific circulation and access recommendations are depicted on Exhibit 7-A. The proposed development will have right turns in/out only access to Washington Street, and a signalized full access to Miles Avenue.

Construct Washington Street from the north project boundary to the south project boundary at its ultimate half-section width as a Major Arterial (120 foot right-of-way) in conjunction with development.

Construct Miles Avenue from the west project boundary to the east project boundary at its ultimate half-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Construct Seeley Drive from Washington Street to Miles Avenue at its ultimate width as a local street in conjunction with development.

Sight distance at the project entrance should be reviewed with respect to standard Caltrans/City of La Quinta sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

The project should contribute towards a citywide roadway and traffic signal improvement program, as a result of infrastructure development fees for the City of La Quinta. These fees, if required, would be paid at the building permit stage of development.

Traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Adequate on-site parking should be provided to meet City of La Quinta parking requirements. The La Quinta Gateway development is projected to require a total of 814 parking spaces for the proposed single family dwelling units, condominium/townhouse dwelling units, hotels, county park, and restaurant based upon City code.

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2.0 PROPOSED DEVELOPMENT

A. Location

The project site is located south of Miles Avenue and east of Washington Street in the City of La Quinta.

B. Land Use and Intensity

The approximately 45 acre project site is proposed to be developed with 58 single-family detached residential dwelling units, 22 residential condominium dwelling units, 270 room hotels, 5.5 acre park, commercial retail with 15,000 square feet, and a high turnover (sit-down) restaurant with 9,500 square feet.

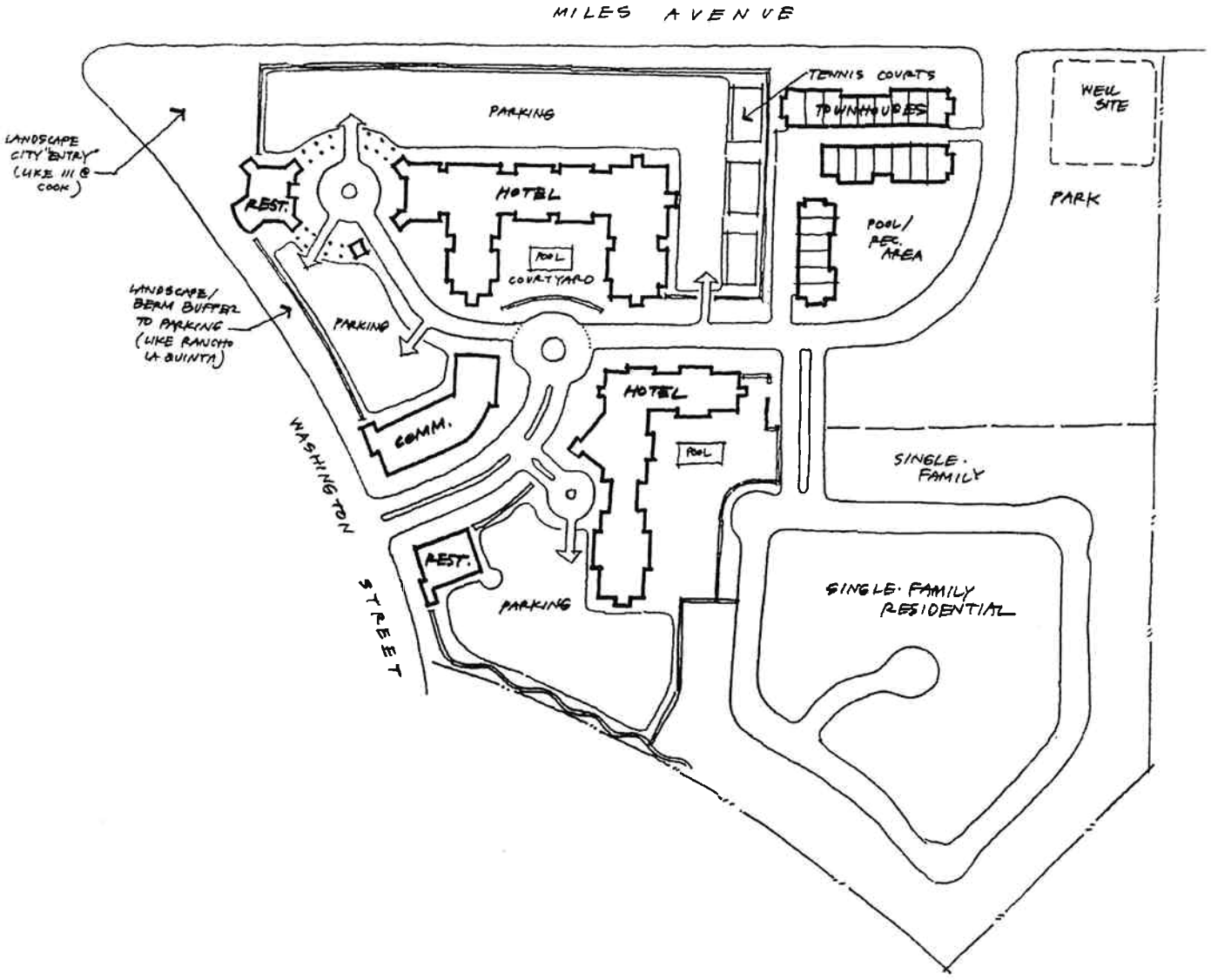
C. Site Plan

Exhibit 2-A illustrates the project site plan.

D. Phasing and Timing

The proposed project is anticipated for opening in Year 2004. This traffic analysis is based upon three years of background traffic growth (2004).

SITE PLAN



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3.0 AREA CONDITIONS

A. Study Area

1. Area of Significant Traffic Impact

Pursuant to discussions with City of La Quinta staff, the study area includes the following intersections:

Miles Avenue (NS) at:

- SR-111 (EW)

Washington Street (NS) at:

- Fred Waring Drive (EW)
- Miles Avenue (EW)
- SR-111 (EW)

Seeley Drive (NS) at:

- Miles Avenue (EW)

Adams Street (NS) at:

- Miles Avenue (EW)

B. Study Area Land Use

1. Existing Land Uses

The site is currently undeveloped and no traffic is currently being generated from the project. Adjacent uses include the following:

North – Residential/Vacant

South – Vacant

East – Residential

West – Vacant

2. Approved Future Development

Areawide growth calculations were added to existing volumes in the vicinity of the site for Opening Year traffic conditions.

C. Site Accessibility

1. Area Roadway System

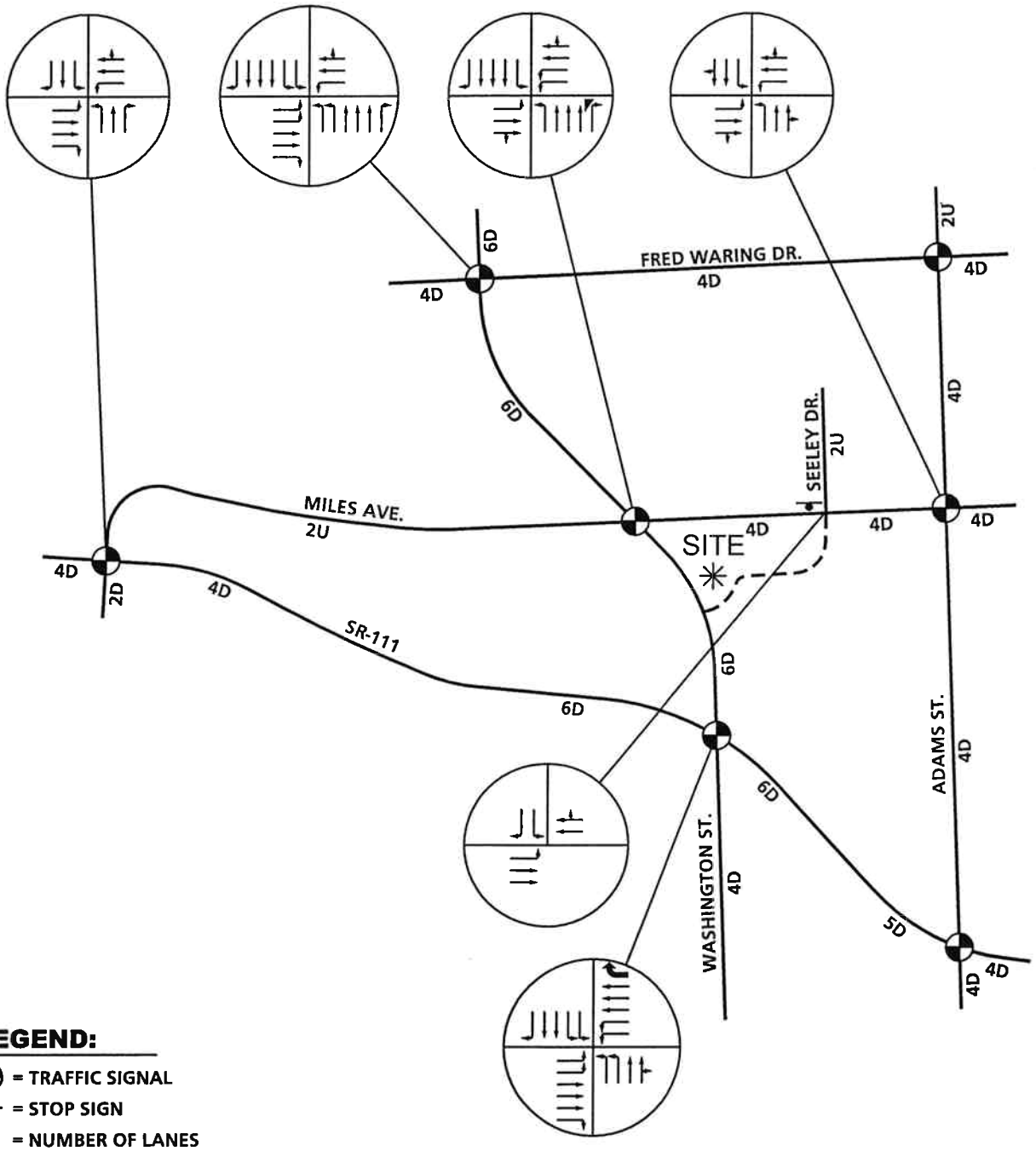
Exhibit 3-A identifies the existing roadway conditions for study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

The City of La Quinta General Plan Circulation Element is depicted on Exhibit 3-B. Exhibit 3-C illustrates the City of La Quinta General Plan roadway cross-sections.

2. Traffic Volumes and Conditions

Existing average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-D. Existing ADT volumes are based upon traffic data factored up from peak hour counts conducted by Urban Crossroads, Inc., using the following formula for each intersection leg:

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- = FREE RIGHT TURN
- = DEFACTO RIGHT TURN LANE

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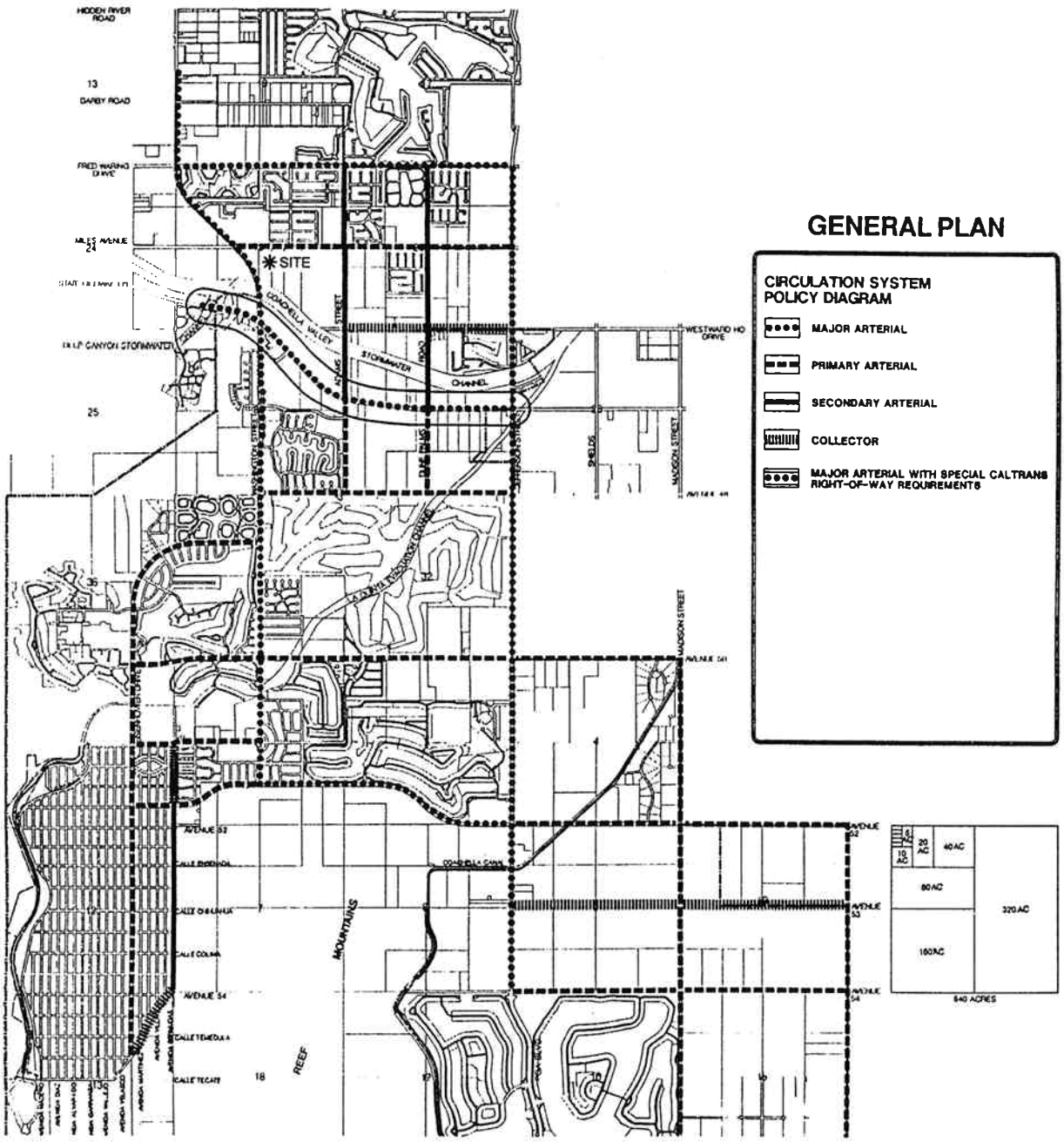
CITY OF LA QUINTA
GENERAL PLAN CIRCULATION ELEMENT



SOURCE: CITY OF LA QUINTA

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EXHIBIT 3-B

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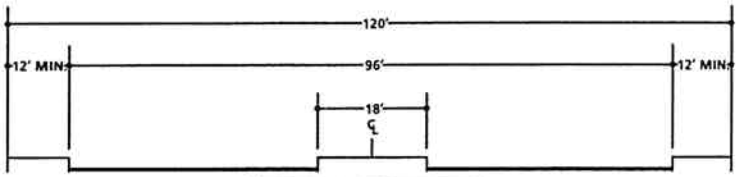
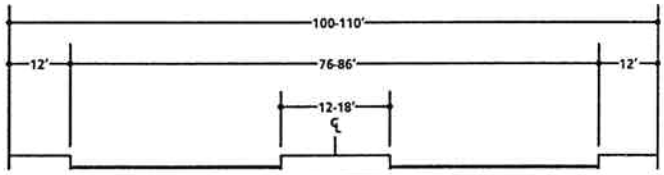
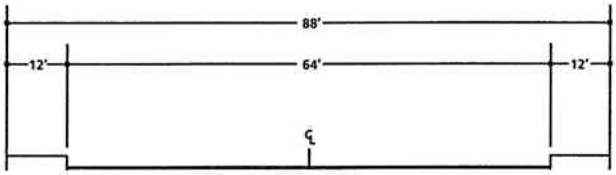
CITY OF LA QUINTA
GENERAL PLAN ROADWAY CROSS-SECTIONS



MAJOR ARTERIAL *

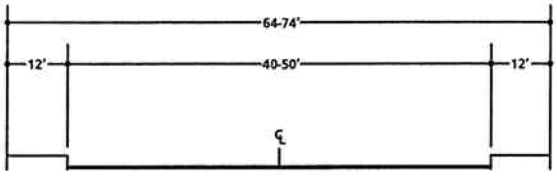


PRIMARY ARTERIAL

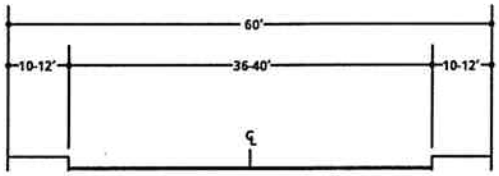


SECONDARY ARTERIAL

* STATE HIGHWAY 111 CONSTITUTES A SPECIAL CLASS OF MAJOR ARTERIAL WITH A RIGHT-OF-WAY REQUIREMENTS OF 172 FEET ESTABLISHED BY CALTRANS.



COLLECTOR



LOCAL STREET

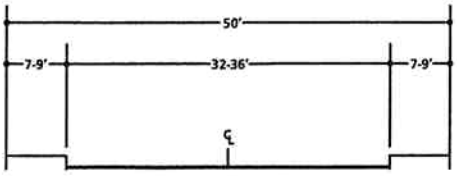


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EXHIBIT 3-C

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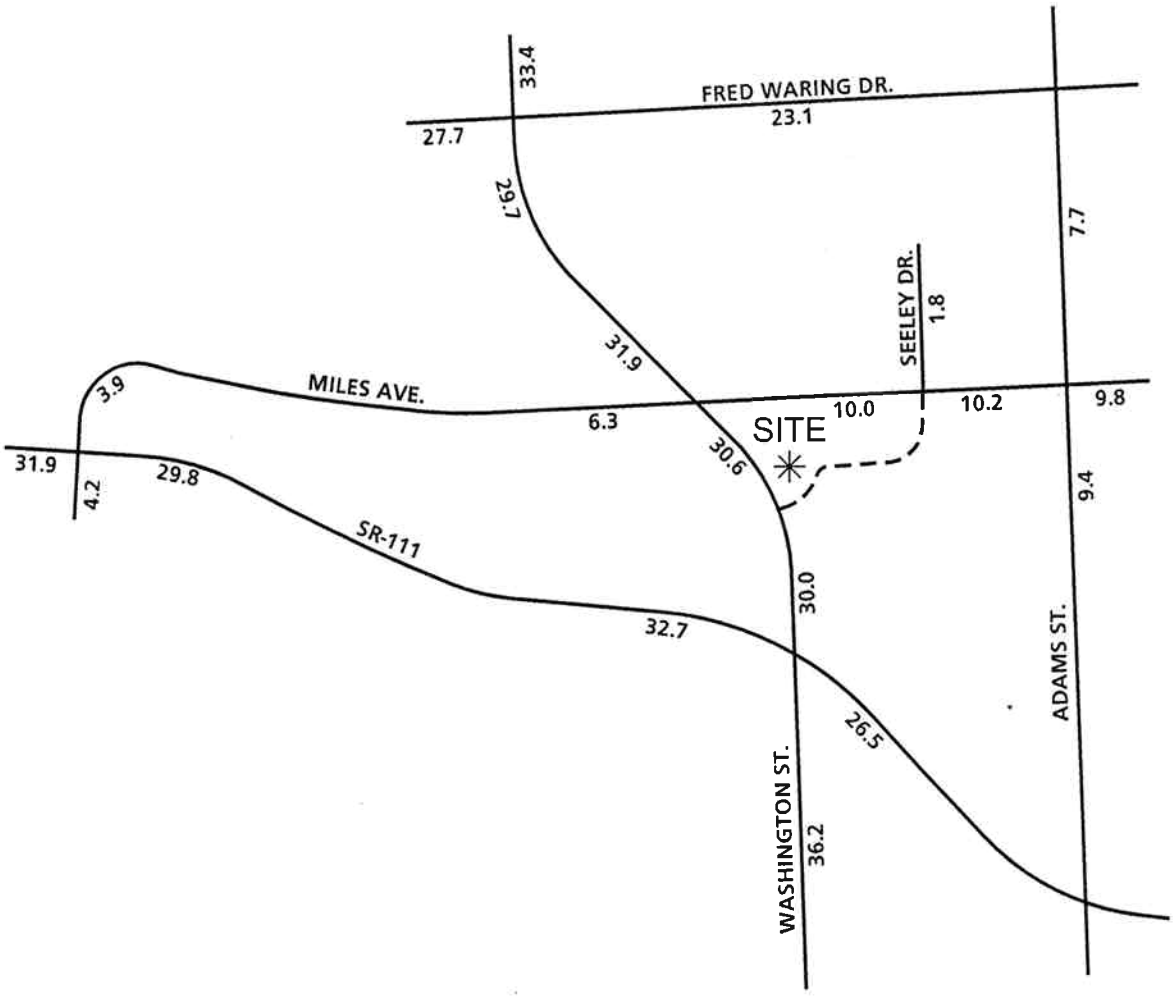
EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

31.9 = VEHICLES PER DAY (1000'S)

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PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

  LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are determined using the HCM methodology.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. Levels of service at signalized study intersections have been evaluated using an HCM intersection analysis program.

The study area intersections which are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps

occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area locations, the level of service has been calculated. The level of service criteria for this type of intersection analysis is based on total delay per vehicle for the worst minor street movements.

The level of services are defined for the various analysis methodologies as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

The LOS analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of three seconds per phase in accordance with HCM recommended default values. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings have also been considered in the signalized intersection analysis. Saturation flow rates of 1,900 vehicles per hour of green (vphg) have been assumed for all capacity analysis.

Existing peak hour traffic operations have been evaluated for study area intersections. The results of this analysis are summarized in Table 3-1,

TABLE 3-1

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Miles Ave. (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	2	0	35.0	29.3	D	C
Washington St. (NS) at:																	
• Fred Waring Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	1	2	0	48.1	28.4	D	C
• Miles Ave. (EW)	TS	1	3	1>>	1	3	1	1	2	0	2	2	0	25.6	32.6	C	C
• SR-111 (EW)	TS	2	2	0	2	2	1	2	3	1	2	3	1	38.7	54.1	D	D
Seeley Dr. (NS) at:																	
• Miles Ave. (EW)	CSS	0	0	0	1	0	1	1	2	0	0	2	0	15.1	14.8	C	B
Adams St. (NS) at:																	
• Miles Ave. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	16.4	16.5	B	B

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[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5.1015 (2000). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop

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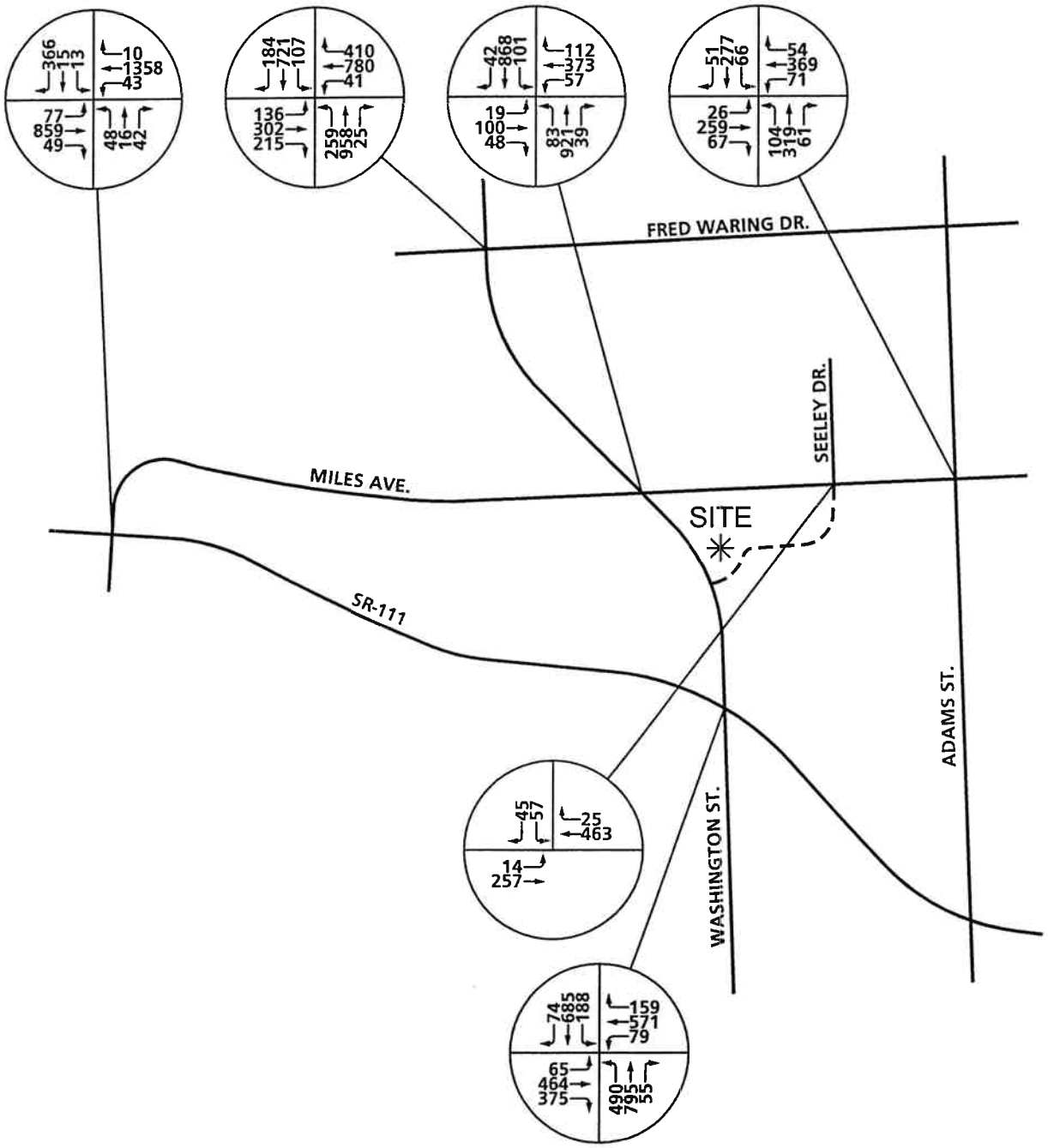
along with the existing intersection geometrics and traffic control devices at each analysis location. Existing intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts made for Urban Crossroads, Inc. in February/December, 2001 (see Exhibits 3-E and 3-F). Traffic count worksheets are included in Appendix "A".

For existing traffic conditions, the study area intersections operate at Level of Service "D" or better during the peak hours. Existing HCM calculation worksheets are provided in Appendix "B".

3. Transit Service

The study area is currently served by the Sunline Transit Agency Routes 70 and 111. There are currently transit routes on Washington Street and SR 111.

EXISTING AM PEAK HOUR INTERSECTION VOLUMES



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EXISTING PM PEAK HOUR INTERSECTION VOLUMES

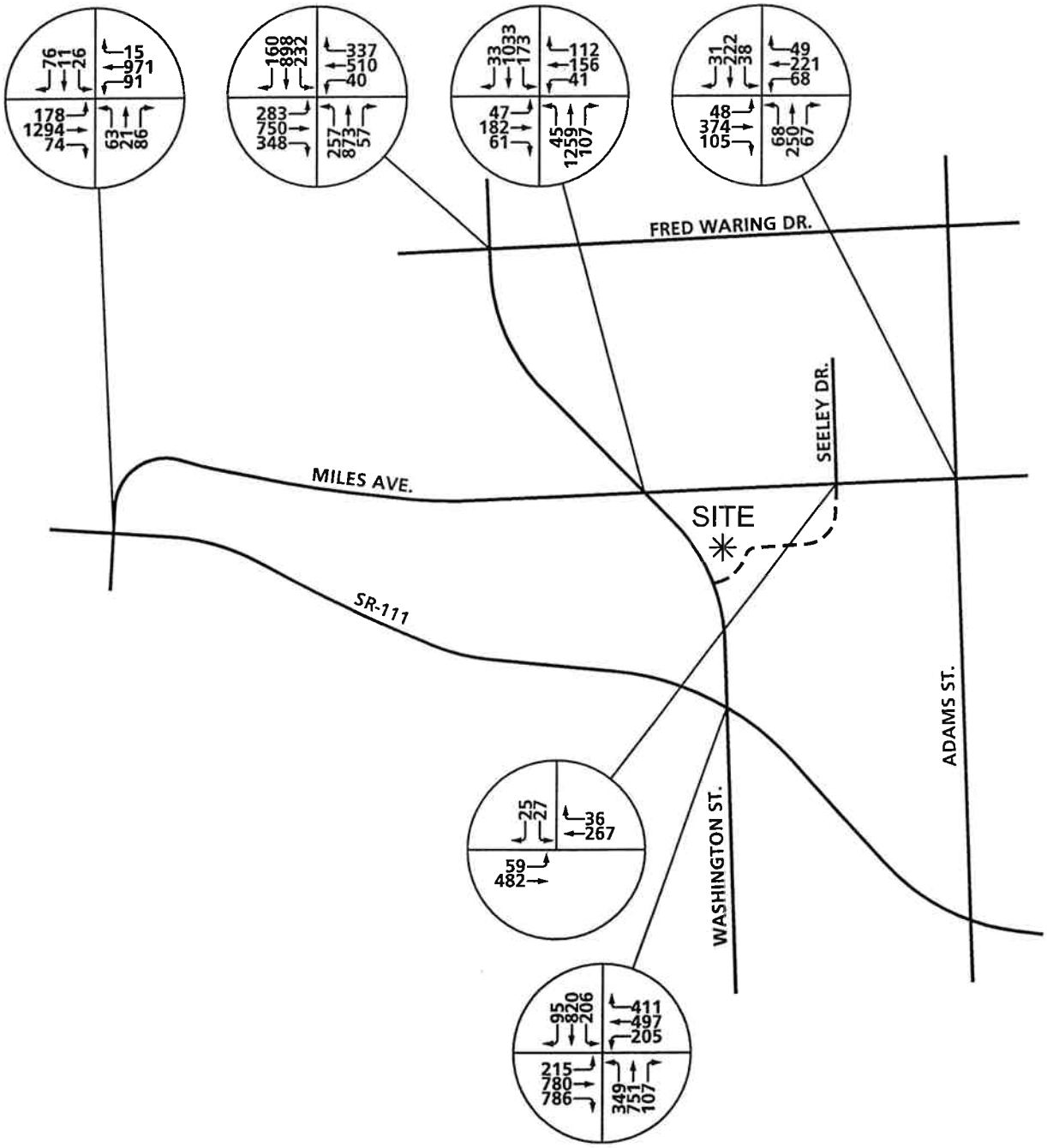

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EXHIBIT 3-F

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4.0 PROJECTED TRAFFIC

A. Site Traffic

1. Trip Generation

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 the development. The approximately 45 acre project site is proposed to be developed with 58 single-family detached residential dwelling units, 22 residential condominium dwelling units, 270 room hotels, 5.5 acre park, commercial retail with 15,000 square feet, and a high turnover (sit-down) restaurant with 9,500 square feet.

Trip generation rates for this project are shown in Table 4-1. 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 project are shown in Table 4-2. The proposed development is projected to generate a total of approximately 6,170 trip-ends per day with 310 vehicles per hour during the AM peak hour and 465 vehicles per hour during the PM peak hour.

Traffic volumes shown in Table 4-2 consist of the total trips generated for each project land use. It is anticipated that residential and hotel trips generated by the project will also be making trips to the commercial land uses within the project, a double counting of those trips occurs. Ten (10) percent of traffic generated by the project has been identified for the internal interaction between the proposed uses.

TABLE 4-1

TRIP GENERATION RATES[1]

LAND USE	ITE CODE	QUANTITY	UNITS[2]	PEAK HOUR				DAILY
				AM		PM		
				IN	OUT	IN	OUT	
Single Family Detached Residential	210	58	DU	0.19	0.56	0.65	0.36	9.57
Residential Condo/Townhouse	230	22	DU	0.07	0.37	0.36	0.18	5.86
Hotel	310	270	RM	0.34	0.22	0.32	0.29	8.23
County Park	412	5.5	AC	0.01	0.00	0.02	0.04	2.28
Commercial Retail	820	15	TSF	2.10	1.34	5.74	6.22	134.19
High Turnover (Sit-Down) Restaurant	832	9.5	TSF	4.82	4.45	6.52	4.34	130.34

[1] Source: Institute of Transportation Engineers (ITE), Trip Generation, Sixth Edition, 1997, Land Use Categories 210, 230, 310, 412, 832, and 820.

[2] DU = Dwelling Units
RM = Rooms
AC = Acres
TSF = Thousand square feet

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TABLE 4-2

PROJECT TRIP GENERATION

LAND USE	ITE CODE	QUANTITY	UNITS[1]	PEAK HOUR				DAILY
				AM		PM		
				IN	OUT	IN	OUT	
Single Family Detached Residential	210	58	DU	11	32	38	21	555
Residential Condo/Townhouse	230	22	DU	2	8	8	4	129
Hotel	310	270	RM	92	59	86	78	2,222
County Park	412	5.5	AC	0	0	0	0	13
Commercial Retail	820	15	TSF	32	20	86	93	2,013
High Turnover (Sit-Down) Restaurant	832	9.5	TSF	46	42	62	41	1,238
GROSS TRIP GENERATION				183	161	280	237	6,170
Internal Capture (10%)				18	16	28	24	617
NET TRIP GENERATION				165	145	252	213	5,553

[1] DU = Dwelling Units
RM = Rooms
AC = Acres
TSF = Thousand square feet

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2. Trip Distribution

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 residential, 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.

The trip distribution for this study has been based upon near-term conditions, based upon those highway facilities which are either in place or will be contemplated over the next two years, which represents the opening occupancy time-frame for the project. The trip distribution patterns for the project are graphically depicted on Exhibits 4-A and 4-B.

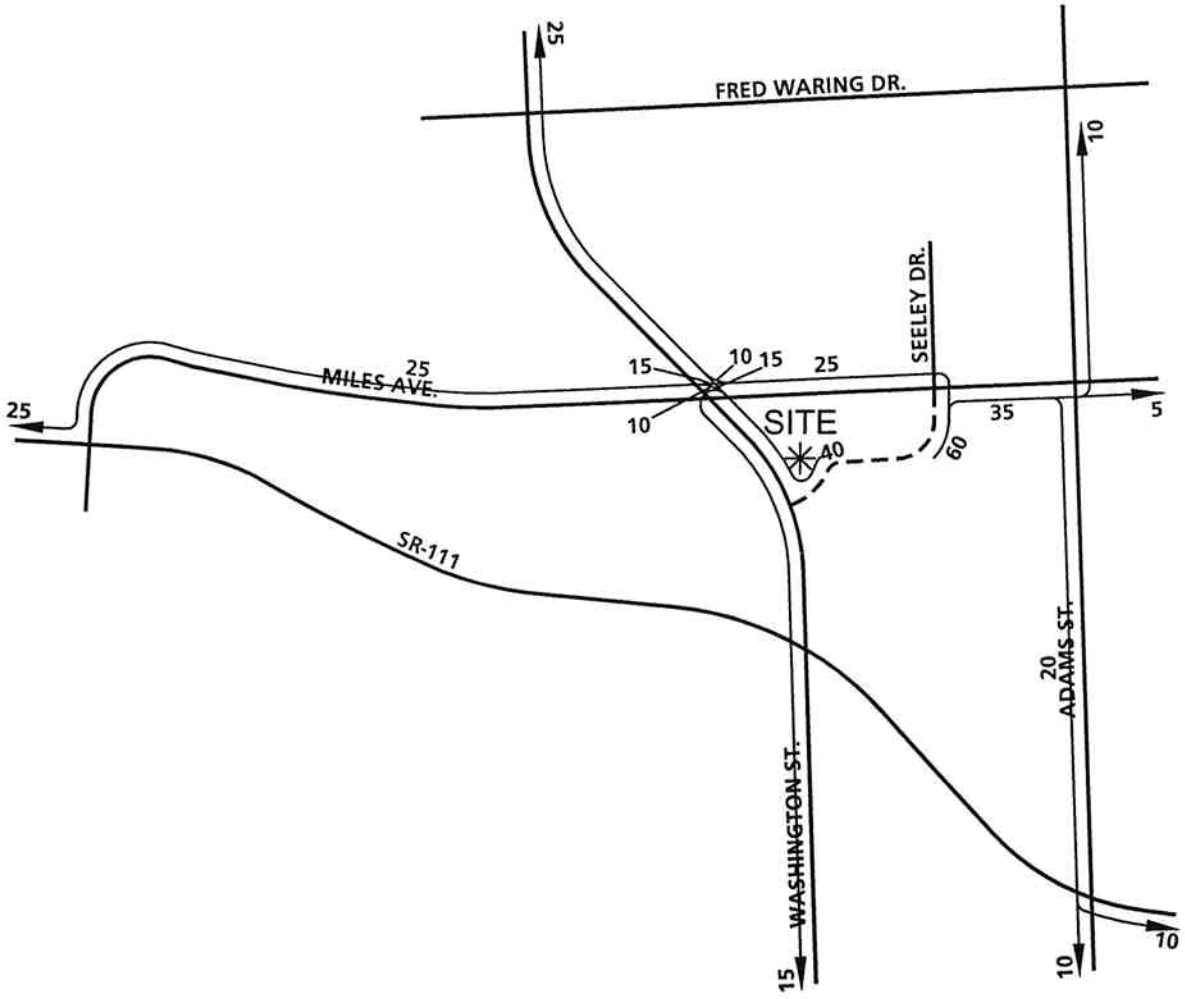
3. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are "conservative" in that public transit might be able to reduce the traffic volumes.

4. Trip Assignment

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distributions, proposed arterial highway and local street systems. Based on the identified project traffic generation and distributions, project related ADT volumes are shown on Exhibit 4-C. Project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 4-D and 4-E, respectively.

PROJECT OUTBOUND TRIP DISTRIBUTION



LEGEND:

10 = PERCENT FROM PROJECT

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EXHIBIT 4-A

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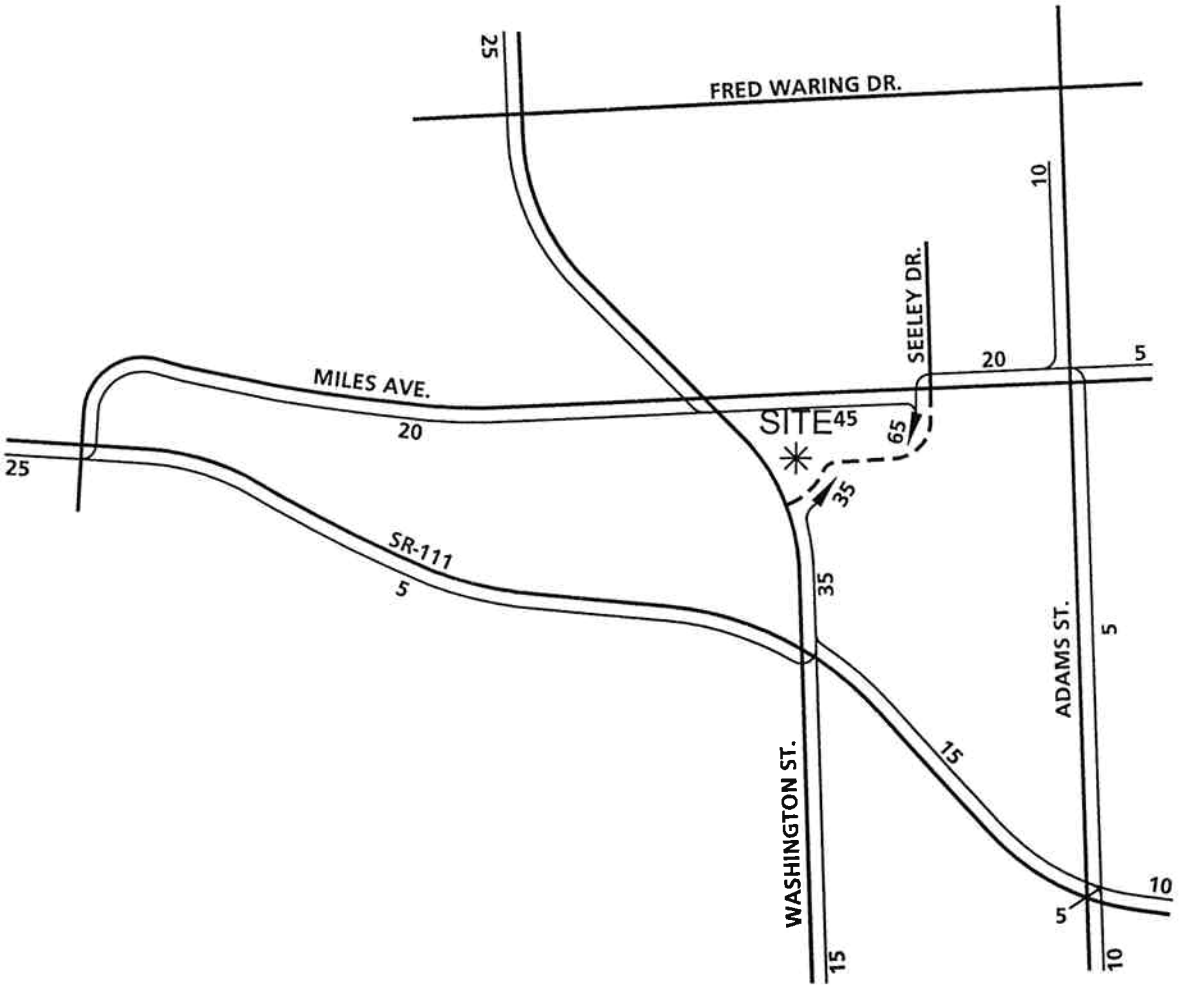
PROJECT INBOUND TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO PROJECT

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EXHIBIT 4-B

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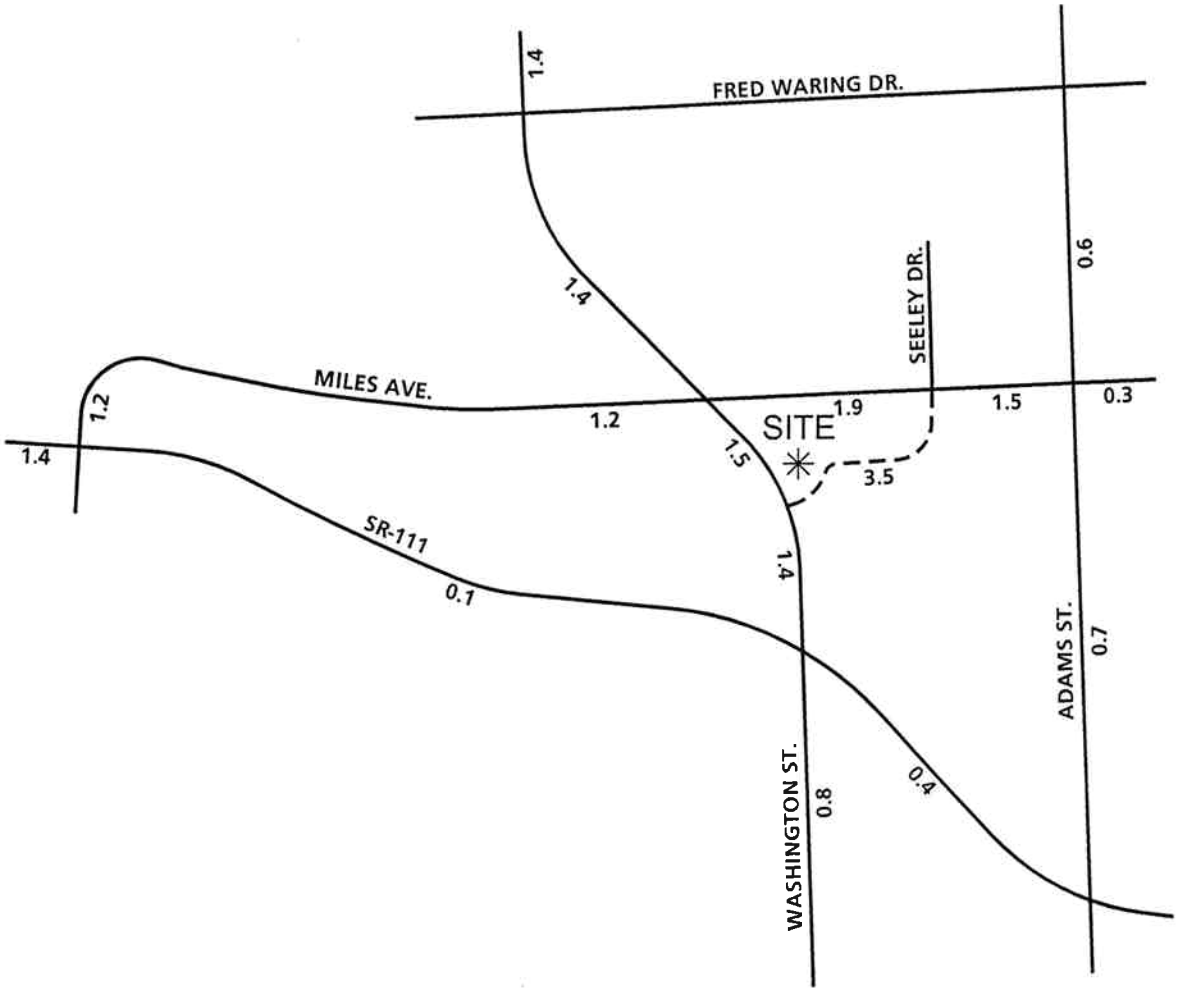
PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

1.4 = VEHICLES PER DAY (1000'S)

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EXHIBIT 4-C

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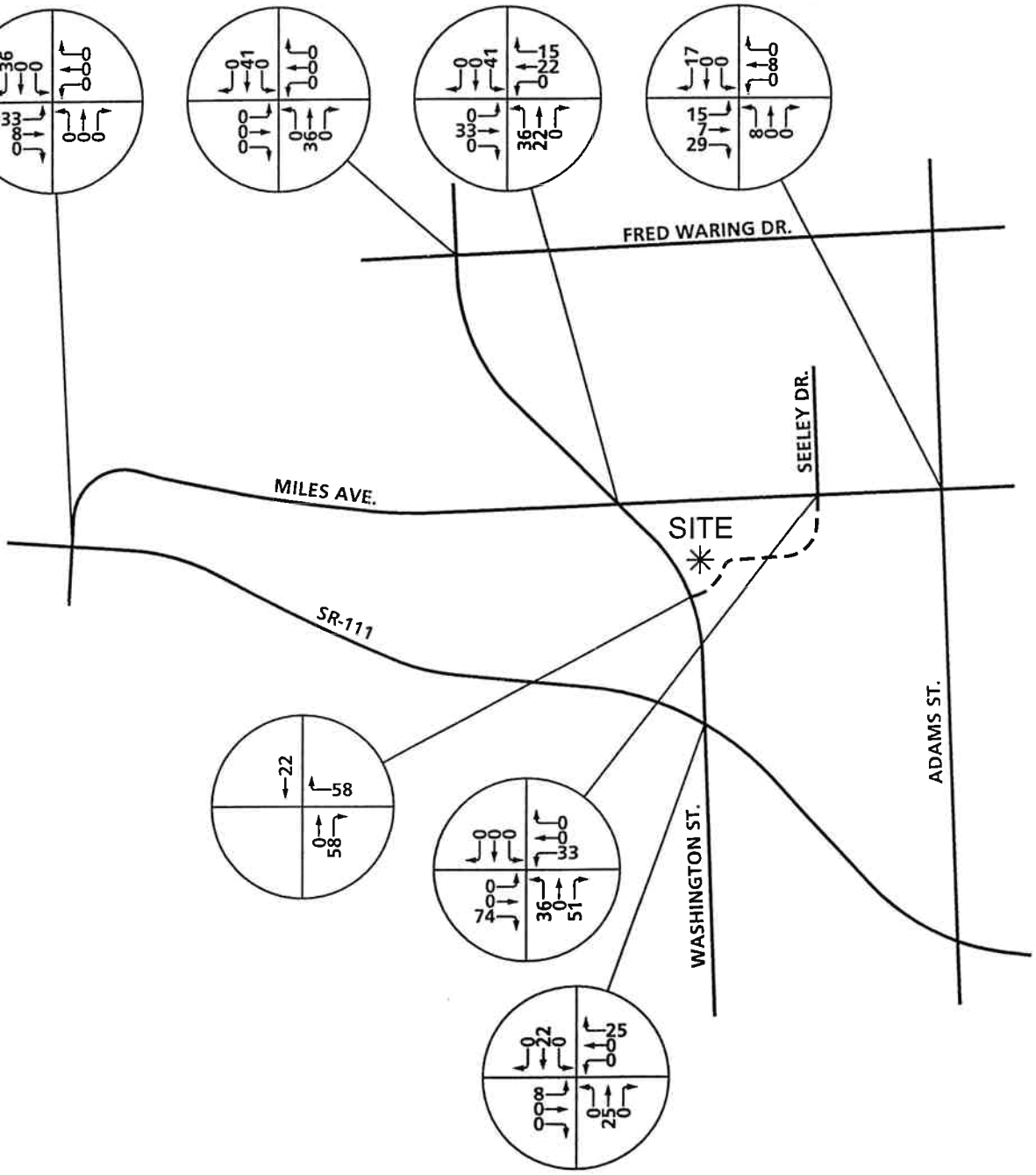
00427:09

PROJECT AM PEAK HOUR INTERSECTION VOLUMES



La Quinta Gateway

City of La Quinta

Rosenow Spevacek Group, Inc. & Studio E Architects

NORTH

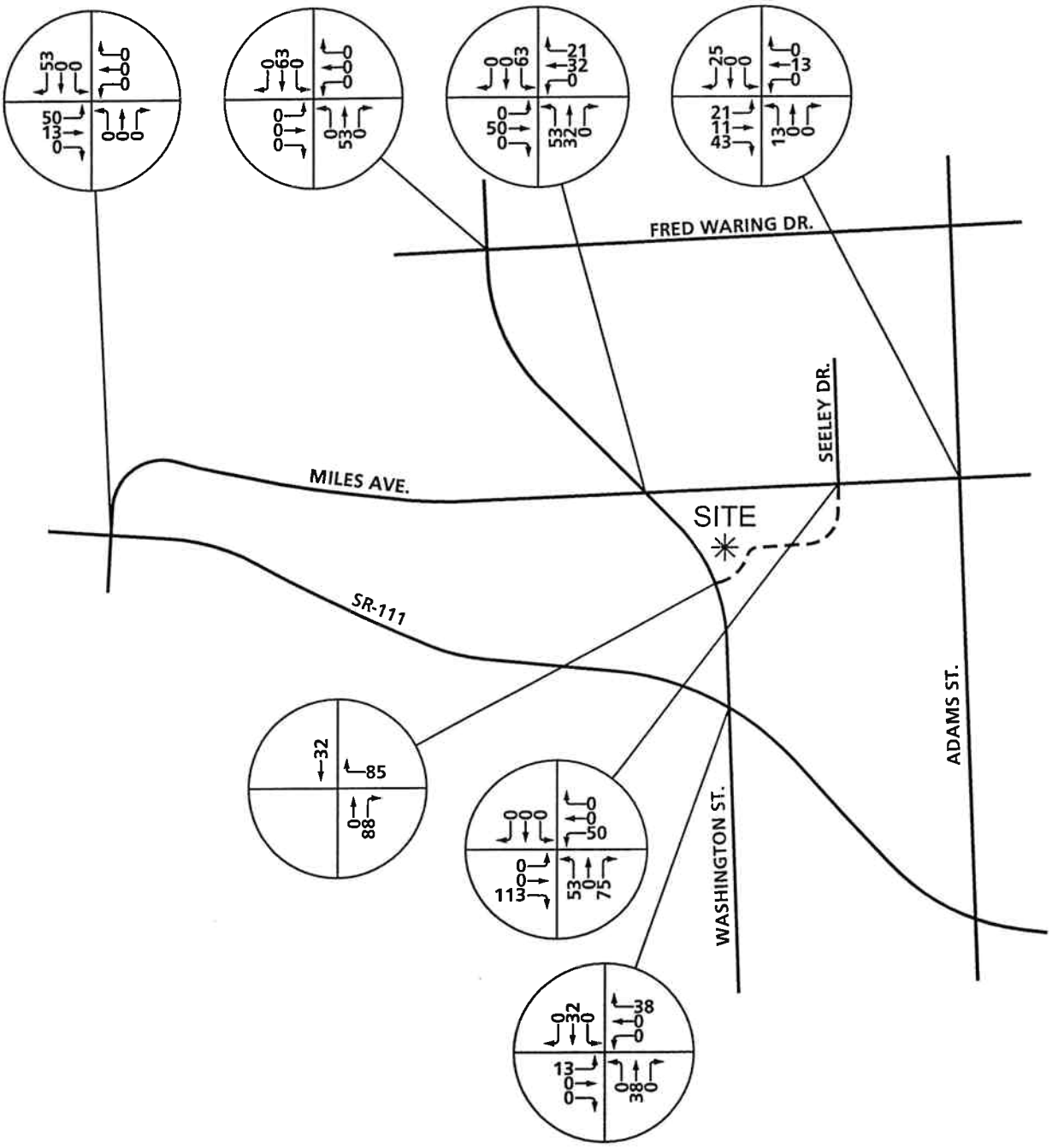
EXHIBIT 4-D

N.T.S.

URBAN CROSSROADS

00427:14

PROJECT PM PEAK HOUR INTERSECTION VOLUMES



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NORTH

EXHIBIT 4-E

N.T.S.

00427:15

URBAN CROSSROADS

B. Other Development Traffic, Opening Year

1. Method of Projection

To assess Opening Year traffic conditions, project traffic is combined with existing traffic and areawide growth. The study year (Opening Year) for analysis purposes in this report is 2004.

2. Through Traffic

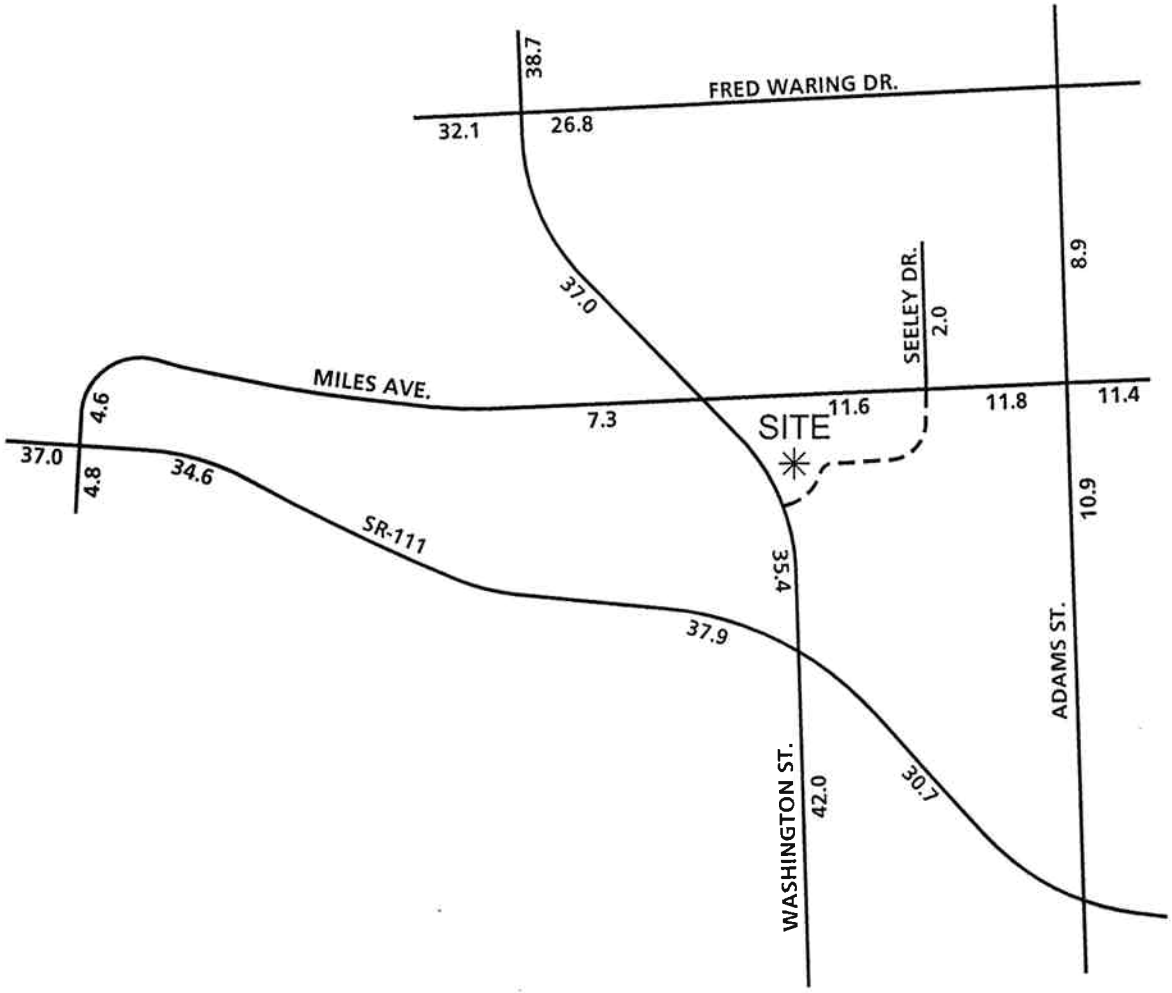
To account for areawide growth on roadways, Opening Year traffic volumes have been calculated based on a 5 percent annual growth rate of existing traffic volumes over a three year period. Areawide growth has been derived from historical traffic data provided by the City of La Quinta. Appendix "A" contains a growth summary for those roadway segments in the vicinity of the site.

Areawide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project.

C. Total Traffic, Opening Year

Exhibit 4-F shows the ADT volumes which can be expected for Opening Year without project traffic conditions and Exhibit 4-G shows the ADT volumes which can be expected for Opening Year with project traffic conditions.

OPENING YEAR WITHOUT PROJECT
AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

37.0 = VEHICLES PER DAY (1000'S)

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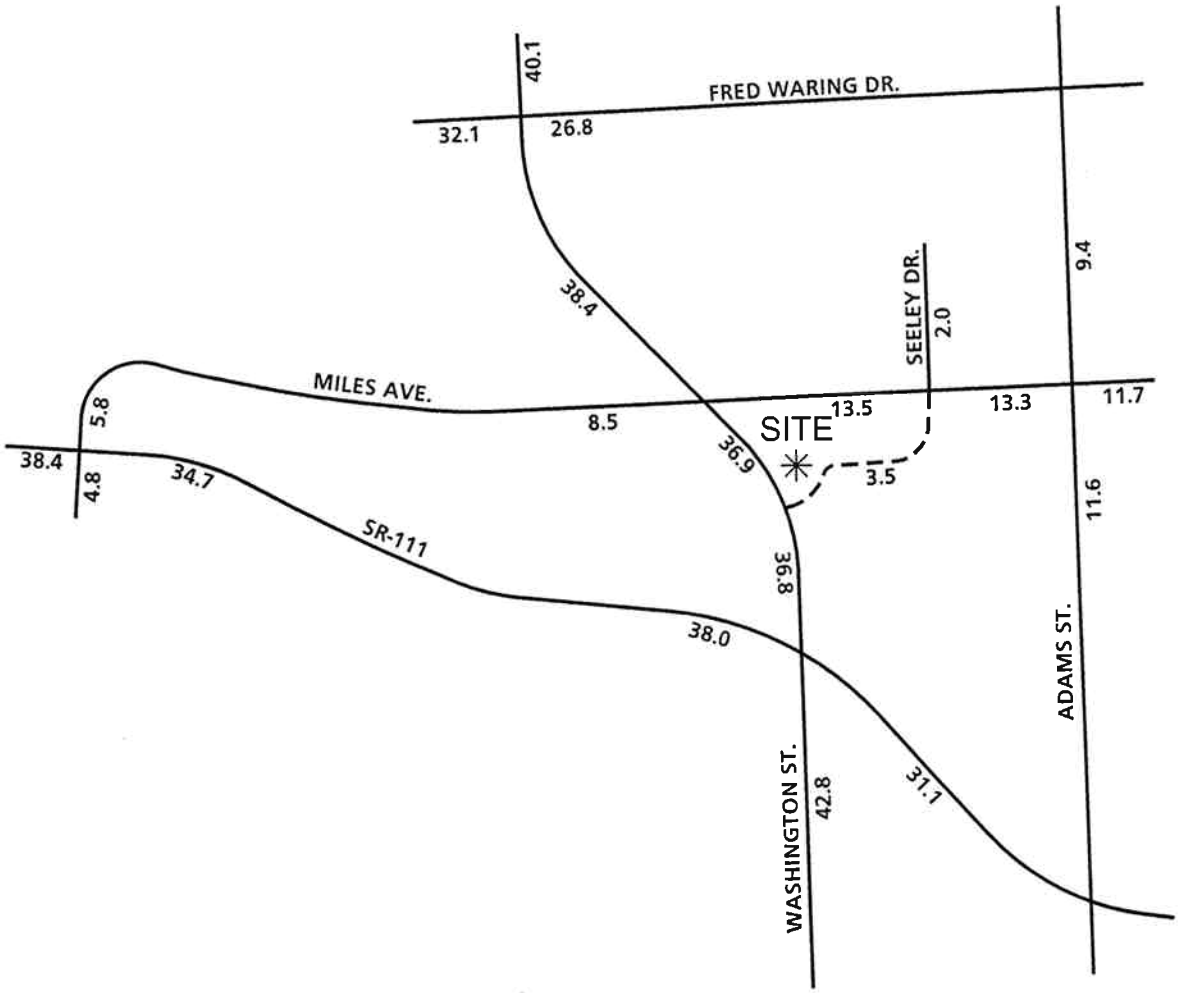
EXHIBIT 4-F

N.T.S.

URBAN CROSSROADS

00427:10

OPENING YEAR WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

38.4 = VEHICLES PER DAY (1000'S)

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EXHIBIT 4-G

N.T.S.

URBAN CROSSROADS

00427:11

5.0 TRAFFIC ANALYSIS

A. Capacity and Level of Service and Improvement Analysis, Opening Year

1. Level of Service at Opening Year Without Project

Opening Year intersection levels of service for the existing network without the proposed project are shown in Table 5-1. Table 5-1 shows HCM calculations based on the geometrics at the study area intersections without and with improvements. Opening Year without project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-A and 5-B, respectively.

For Opening Year without project traffic conditions, the following study area intersection is projected to operate at Level of Service "F" during the PM peak hours, without improvements:

Washington Street (NS) at:

- SR-111 (EW)

For Opening Year without project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-1). Opening Year without project HCM calculation worksheets are provided in Appendix "D".

2. Level of Service at Opening Year With Project

Opening Year intersection levels of service for the existing network with the proposed project are shown in Table 5-2. Table 5-2 shows HCM calculations based on the geometrics at the study area intersections without

TABLE 5-1

INTERSECTION ANALYSIS FOR OPENING YEAR WITHOUT PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Miles Ave. (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	3	0	42.3	52.7	D	D
Washington St. (NS) at:																	
• Fred Waring Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	1	2	0	47.0	32.9	D	C
• Miles Ave. (EW)	TS	1	3	1>>	1	3	1	1	2	0	2	2	0	27.3	51.1	C	D
• SR-111 (EW)																	
- Without Improvement	TS	2	2	0	2	2	1	2	3	1	2	3	1>	51.1	--[4]	D	F
- With Improvement	TS	2	2	0	2	2	1	2	3	1≥	2	3	1>	48.9	54.5	D	D
Seeley Dr. (NS) at:																	
• Miles Ave. (EW)																	
- Without Improvement	CSS	0	0	0	1	0	1	1	2	0	0	2	0	17.4	16.7	C	C
- With Improvement	TS	0	0	0	1	0	1	1	2	0	0	2	0	7.4	2.9	A	A
Adams St. (NS) at:																	
• Miles Ave. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	16.8	16.8	B	B

---

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

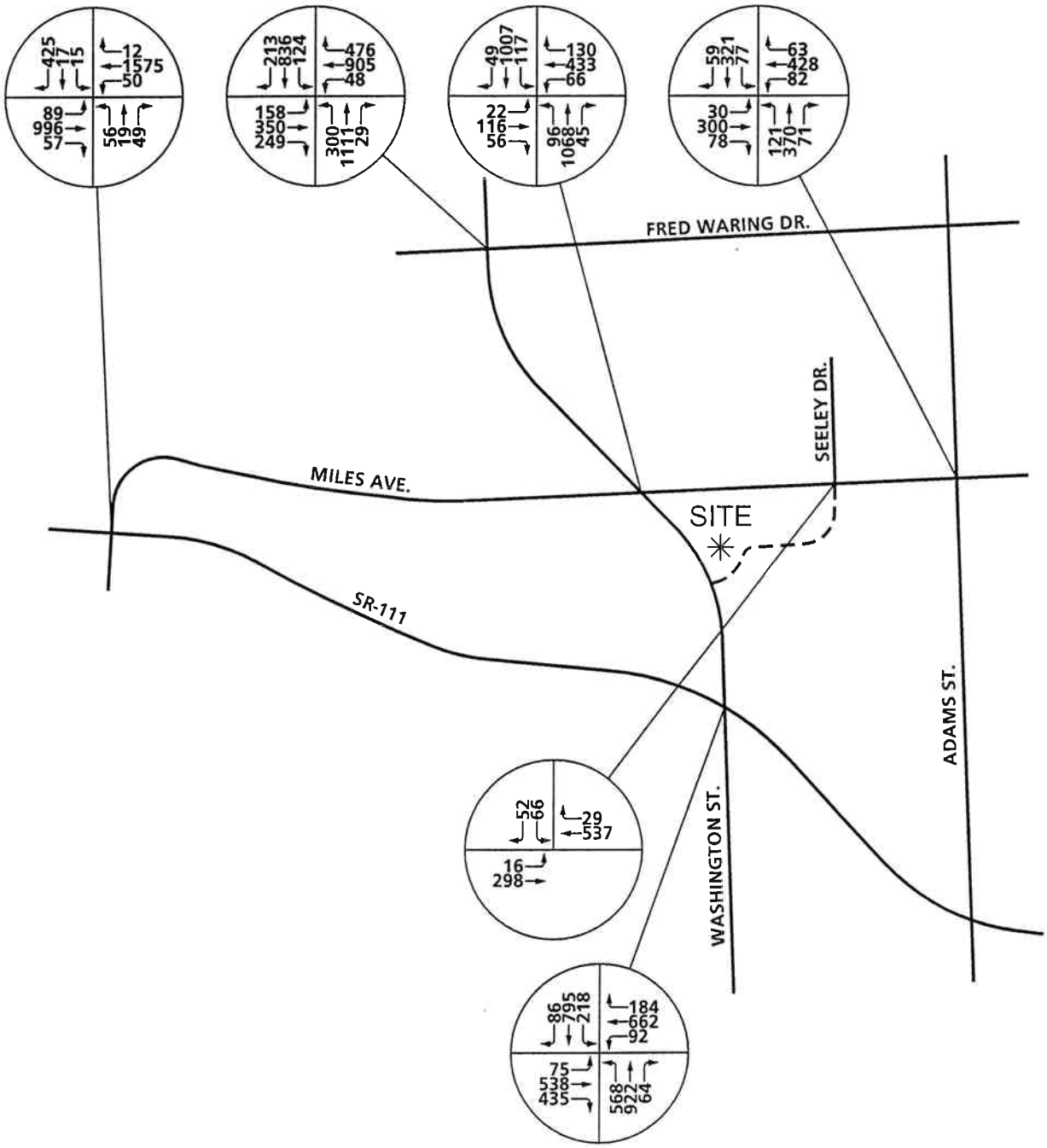
[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5.1015 (2000). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

U:\UcJobs\00427\Excel\[00427-02.xls]T 5-1

OPENING YEAR WITHOUT PROJECT
AM PEAK HOUR INTERSECTION VOLUMES



La Quinta Gateway

City of La Quinta

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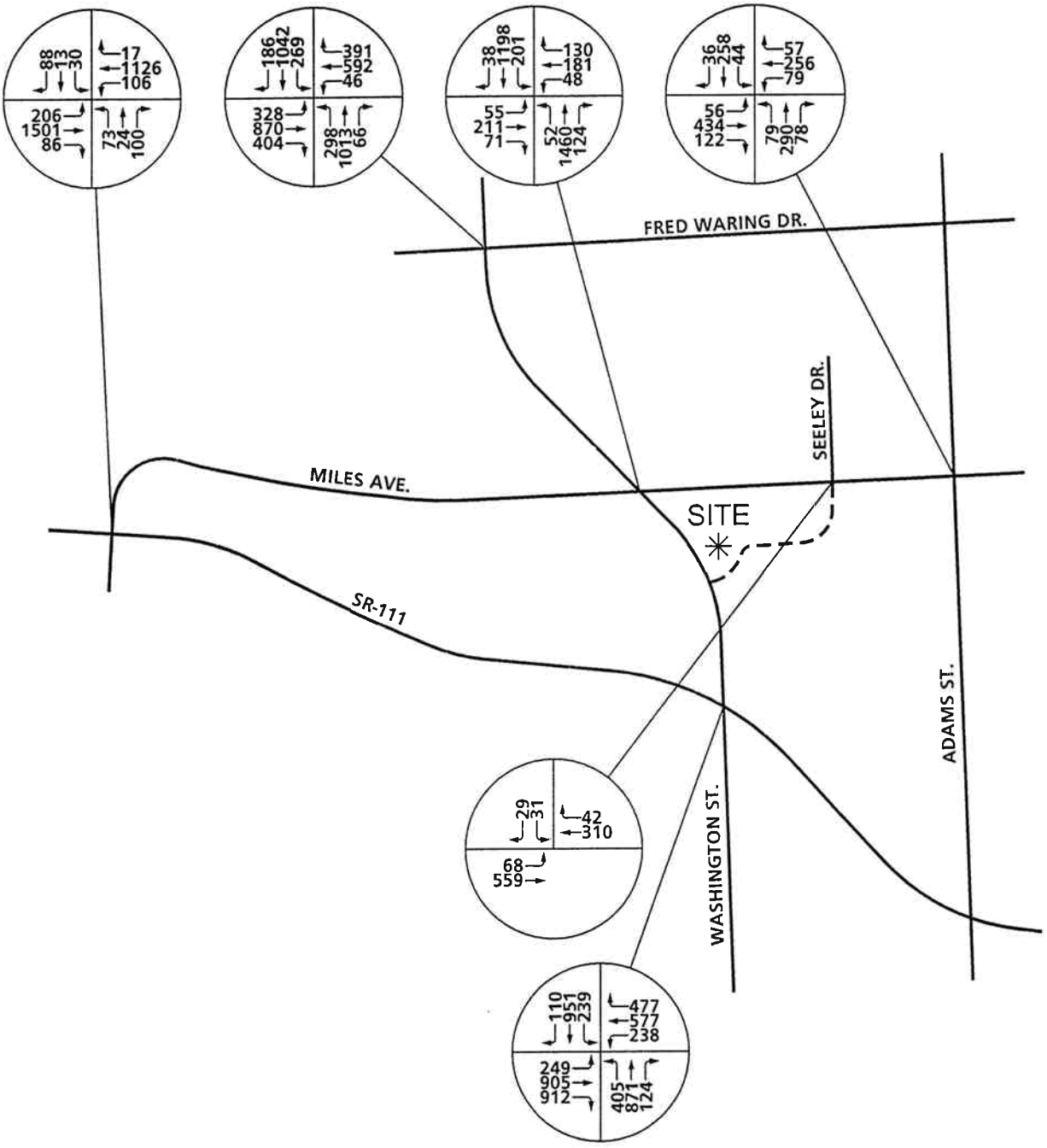
Group, Inc. & Studio E
Architects

NORTH
EXHIBIT
5-A
N.T.S.

URBAN CROSSROADS

00427:16

OPENING YEAR WITHOUT PROJECT
PM PEAK HOUR INTERSECTION VOLUMES



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NORTH

EXHIBIT 5-B

N.T.S.

URBAN CROSSROADS

00427:17

TABLE 5-2

INTERSECTION ANALYSIS FOR OPENING YEAR WITH PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Miles Ave. (NS) at:																	
• SR-111 (EW)	TS	1	1	1	1	1	1	1	2	1	1	3	0	29.4	36.6	C	D
Washington St. (NS) at:																	
• Fred Waring Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	1	2	0	47.0	33.0	D	C
• Miles Ave. (EW)	TS	1	3	1>>	1	3	1	1	2	0	2	2	0	28.0	48.7	C	D
• Project Entrance (EW)	CSS	0	3	0	0	3	0	0	0	0	0	0	1	11.9	14.7	B	B
• SR-111 (EW)																	
- Without Improvement	TS	2	2	0	2	2	1	2	3	1	2	3	1>	51.4	--[4]	D	F
- With Improvement	TS	2	2	0	2	3	0	2	3	1>	2	3	1>	48.6	49.3	D	D
Seeley Dr. (NS) at:																	
• Miles Ave. (EW)																	
- Without Improvement	CSS	0	0	0	1	0	1	1	2	0	0	2	0	24.1	25.1	C	D
- With Improvement	TS	1	1	0	1	0	1	1	2	0	1	2	0	7.8	7.8	A	A
Adams St. (NS) at:																	
• Miles Ave. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	16.9	17.1	B	B

---

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

2 Delay and level of service calculated using the following analysis software: Traffix, Version 7.5.1015 (2000). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

3 TS = Traffic Signal
CSS = Cross Street Stop

4 -- = Delay High, Intersection Unstable, Level of Service "F".

U:\UcJobs\00427\Excel\[00427-02.xls]T 5-2

and with improvements. Opening Year with project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-C and 5-D, respectively.

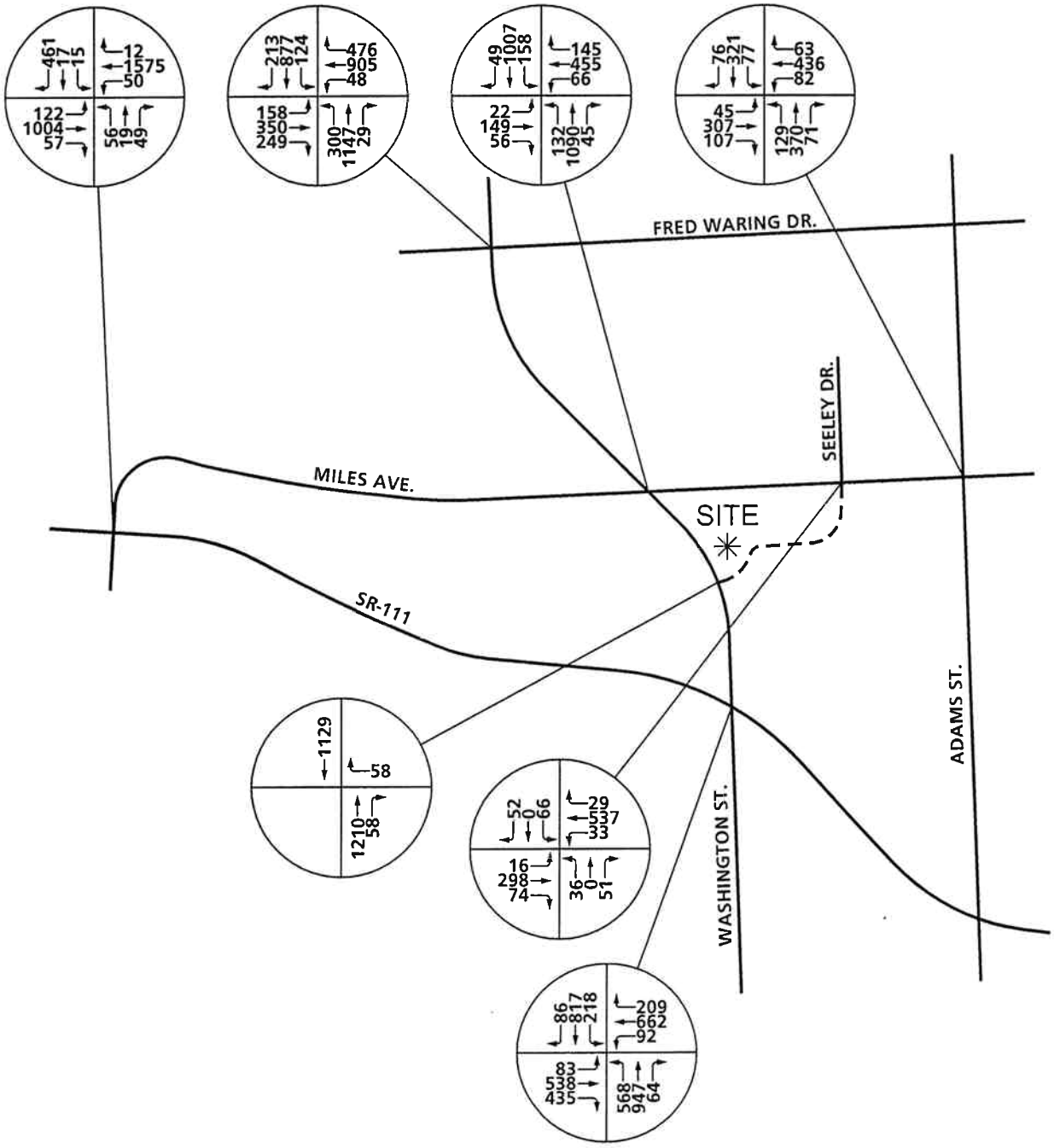
For Opening Year with project traffic conditions, the following study area intersection is projected to operate at Level of Service "F" during the PM peak hours, without improvements:

Washington Street (NS) at:

- SR-111 (EW)

For Opening Year with project traffic conditions, the study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements (see Table 5-2). Opening Year with project HCM calculation worksheets are provided in Appendix "E".

OPENING YEAR WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES



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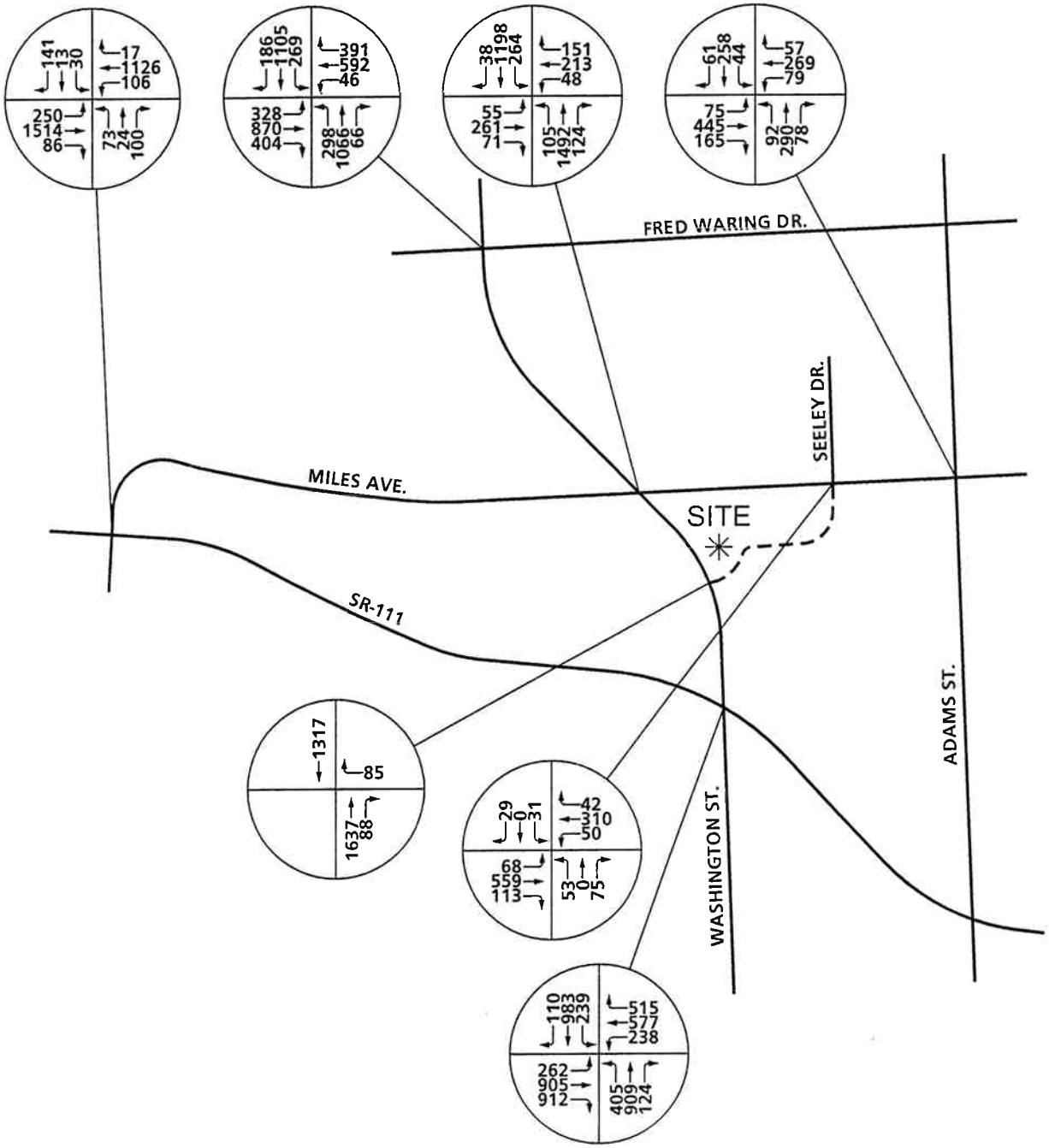
URBAN CROSSROADS

NORTH EXHIBIT 5-C N.T.S.

00427:18

OPENING YEAR WITH PROJECT
PM PEAK HOUR INTERSECTION VOLUMES



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NORTH

EXHIBIT 5-D

N.T.S.

00427:19

6.0 FINDINGS AND CONCLUSIONS

A. Site Access

Site-specific circulation and access recommendations are depicted on Exhibit 7-A. The proposed development will have right turns in/out only access to Washington Street and a signalized full access to Miles Avenue.

B. Parking Analysis

The City of La Quinta parking code requirements are included in Appendix "F". Based upon the City code, single-family detached residential dwelling unit use requires 2 parking spaces per unit in a garage plus 0.5 guest parking spaces per unit if no on-street parking is available. The proposed development of 58 single-family dwelling units will require 145 parking spaces. The residential condominium/townhouse dwelling unit use requires 2 parking spaces per unit in a garage plus 0.8 guest parking spaces per unit. The proposed development of 22 condominium/townhouse dwelling units will require 62 parking spaces. The hotel use with 200 rooms or more requires 1.5 parking spaces per guest bedroom and 1 parking space every 75 square feet of meeting room area. The proposed development of a 270 room hotel will require 405 parking spaces. The park use is intended to serve the adjacent residential development and is not anticipated to require a substantial amount of parking spaces. The commercial retail use requires 1 parking space per 200 square feet. The proposed development of 15,000 square feet will require 75 parking spaces. The high turnover (sit-down) restaurant use requires 1 parking space per 75 square feet. The proposed development of 9,500 square feet of restaurant will require 127 parking spaces. The La Quinta Gateway development is projected to require a

total of 814 parking spaces for the proposed single family dwelling units, condominium/townhouse dwelling units, hotels, county park, and restaurant based upon City code.

C. Traffic Impacts

The proposed development is projected to generate a total of approximately 6,170 trip-ends per day with 344 vehicles per hour during the AM peak hour and 517 vehicles per hour during the PM peak hour. However, a ten percent internal interaction between the proposed land uses has been assumed.

For Opening Year without project traffic conditions, a traffic signal is projected to be warranted at the following study area intersection (see Appendix "C").

Seeley Drive (NS) at:

- Miles Avenue

D. Need for Improvements Off-Site to Achieve Required Level of Service

For Opening Year with project traffic conditions, study area intersections are projected to operate at Level of Service "D" or better during the peak hours, with improvements.

7.0 RECOMMENDATIONS

A. Site Access

Site-specific circulation and access recommendations are depicted on Exhibit 7-A. The proposed development will have right turns in/out only access to Washington Street and a signalized full access to Miles Avenue.

B. Roadway Improvements

1. On-Site

Construct Washington Street from the north project boundary to the south project boundary at its ultimate half-section width as a Major Arterial (120 foot right-of-way) in conjunction with development.

Construct Miles Avenue from the west project boundary to the east project boundary at its ultimate half-section width as a Primary Arterial (110 foot right-of-way) in conjunction with development.

Construct Seeley Drive from Washington Street to Miles Avenue at its ultimate width as a local street in conjunction with development.

Sight distance at the project entrance should be reviewed with respect to standard Caltrans/City of La Quinta sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

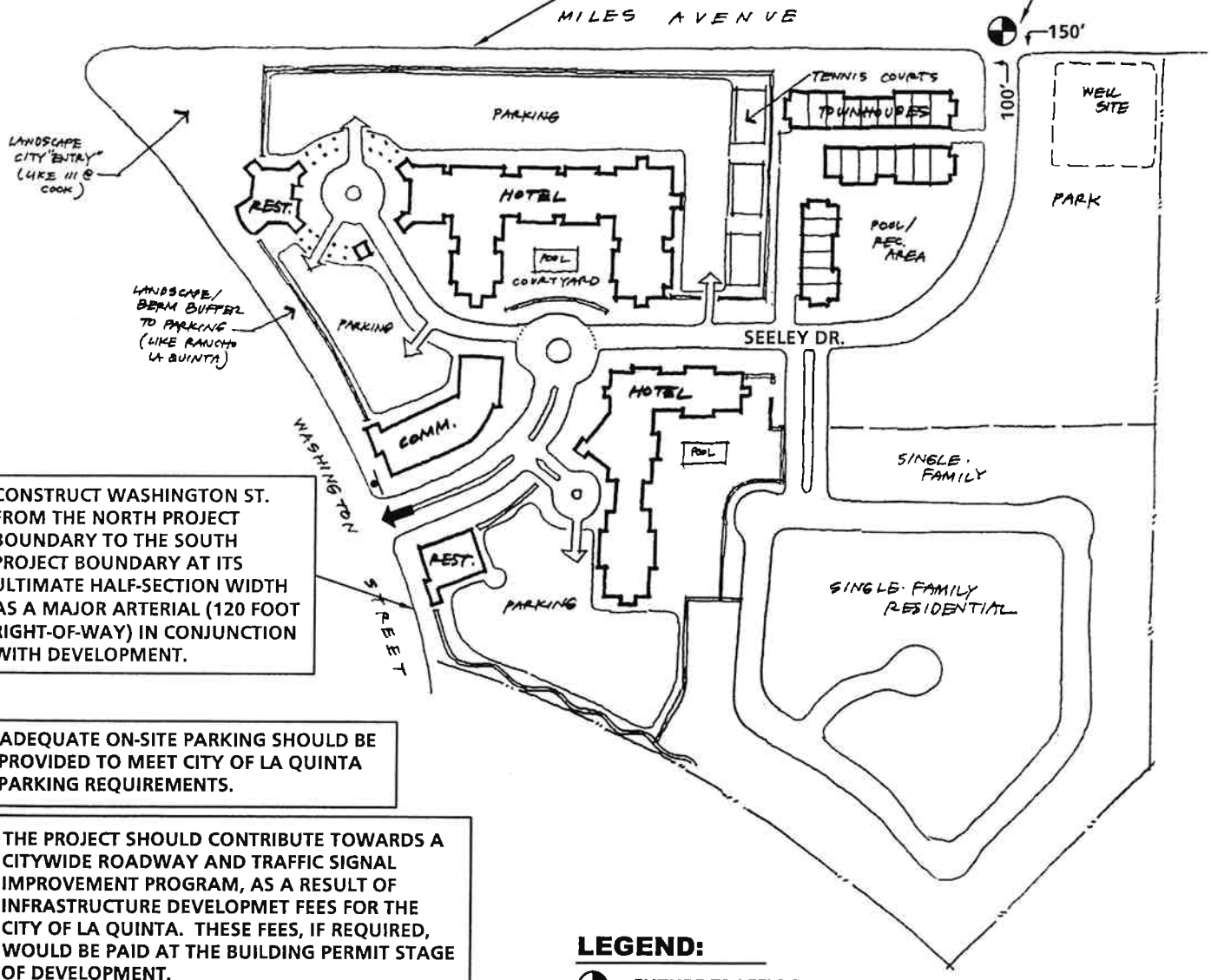
CIRCULATION RECOMMENDATIONS

SIGHT DISTANCE AT THE PROJECT ENTRANCE SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS/CITY OF LA QUINTA SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

TRAFFIC SIGNING/STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

CONSTRUCT MILES AVE. FROM THE WEST PROJECT BOUNDARY TO THE EAST PROJECT BOUNDARY AT ITS ULTIMATE HALF-SECTION WIDTH AS A PRIMARY ARTERIAL (110 FOOT RIGHT-OF-WAY) IN CONJUNCTION WITH DEVELOPMENT.

CONSTRUCT SEELEY DRIVE FROM WASHINGTON ST. TO MILES AVE. AT ITS ULTIMATE WIDTH AS A LOCAL ST. IN CONJUNCTION WITH DEVELOPMENT.



CONSTRUCT WASHINGTON ST. FROM THE NORTH PROJECT BOUNDARY TO THE SOUTH PROJECT BOUNDARY AT ITS ULTIMATE HALF-SECTION WIDTH AS A MAJOR ARTERIAL (120 FOOT RIGHT-OF-WAY) IN CONJUNCTION WITH DEVELOPMENT.

ADEQUATE ON-SITE PARKING SHOULD BE PROVIDED TO MEET CITY OF LA QUINTA PARKING REQUIREMENTS.

THE PROJECT SHOULD CONTRIBUTE TOWARDS A CITYWIDE ROADWAY AND TRAFFIC SIGNAL IMPROVEMENT PROGRAM, AS A RESULT OF INFRASTRUCTURE DEVELOPMET FEES FOR THE CITY OF LA QUINTA. THESE FEES, IF REQUIRED, WOULD BE PAID AT THE BUILDING PERMIT STAGE OF DEVELOPMENT.

LEGEND:

- = FUTURE TRAFFIC SIGNAL
- = STOP SIGN
- = RIGHT TURNS IN/OUT ONLY PROJECT ENTRANCE
- 150' = LEFT TURN POCKET LENGTH

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NORTH

EXHIBIT 7-A

N.T.S.

URBAN CROSSROADS

00427:20

Adequate on-site parking should be provided to meet City of La Quinta parking requirements. The La Quinta Gateway development is projected to require a total of 814 parking spaces for the proposed single family dwelling units, condominium/townhouse dwelling units, hotels, county park, and restaurant based upon City code.

2. Off-Site

The project should contribute towards a citywide roadway and traffic signal improvement program, as a result of infrastructure development fees for the City of La Quinta. These fees, if required, would be paid at the building permit stage of development.

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APPENDIX A

TRAFFIC COUNT WORKSHEETS

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MILES DATE: 2/6/2001 CITY: LA QUINTA

E-W STREET: SR-111 DAY: TUESDAY

PROJECT# 0172001A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	0	1	3	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	4	8	6	0	7	49	18	177	8	6	204	2	489
15 AM	9	4	13	4	2	66	19	193	11	10	236	4	571
30 AM	13	6	10	2	3	87	21	211	14	9	389	3	768
45 AM	12	2	11	3	6	103	18	233	12	13	403	1	817
8:00 AM	14	4	9	5	0	91	21	218	13	11	319	4	709
15 AM	9	4	12	3	6	85	17	197	10	10	247	2	602
30 AM	11	9	11	3	4	81	16	201	14	11	197	1	559
45 AM	10	7	11	4	5	73	19	187	11	11	203	2	543
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	82	44	83	24	33	635	149	1617	93	81	2198	19	5058

AM Peak Hr Begins at 730 AM

PEAK VOLUMES =	48	16	42	13	15	366	77	859	49	43	1358	10	2896

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MILES DATE: 2/6/2001 CITY: LA QUINTA

E-W STREET: SR-111 DAY: TUESDAY PROJECT# 0172001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	0	1	3	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	12	14	24	1	3	15	34	303	18	14	185	2	625
15 PM	14	11	19	9	2	19	39	319	19	23	193	3	670
30 PM	20	9	18	5	1	16	45	330	21	21	199	5	690
45 PM	16	4	23	8	3	18	46	343	18	24	244	4	751
5:00 PM	12	3	26	6	4	22	48	300	17	20	261	4	723
15 PM	15	5	19	7	3	20	39	321	18	26	267	2	742
30 PM	12	4	20	6	4	18	37	289	19	23	243	4	679
45 PM	8	6	21	3	2	17	33	265	18	19	231	3	626
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	109	56	170	45	22	145	321	2470	148	170	1823	27	5506

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	63	21	86	26	11	76	178	1294	74	91	971	15	2906

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WASHINGTON ST. DATE: 12/05/01 CITY: LA QUINTA

E-W STREET: FRED WARING DR. DAY: WEDNESDAY PROJECT# 0059001A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	33	182	10	24	193	39	25	71	28	4	148	75	832
7:15 AM	36	162	4	26	164	44	23	54	37	7	158	91	806
7:30 AM	43	228	10	30	216	51	21	70	51	8	151	84	963
7:45 AM	73	234	6	24	185	72	27	66	60	10	243	121	1121
8:00 AM	71	279	2	21	155	5	49	87	48	14	212	113	1056
8:15 AM	72	217	7	32	165	56	39	79	56	9	174	92	998
8:30 AM	50	176	7	20	139	50	40	72	41	9	143	83	830
8:45 AM	59	200	9	40	188	80	37	91	56	2	186	83	1031
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	437	1678	55	217	1405	397	261	590	377	63	1415	742	7637

AM Peak Hr Begins at 730 AM

PEAK VOLUMES =	259	958	25	107	721	184	136	302	215	41	780	410	4138

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WASHINGTON ST. DATE: 12/05/01 CITY: LA QUINTA

E-W STREET: FRED WARING DR. DAY: WEDNESDAY PROJECT# 0059001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	2	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	76	242	21	67	272	49	79	203	76	9	157	119	1370
4:15 PM	64	180	19	41	203	33	65	189	96	9	116	76	1091
4:30 PM	62	232	12	61	198	36	83	166	87	14	119	67	1137
4:45 PM	55	219	5	63	225	42	56	192	89	8	118	75	1147
5:00 PM	63	204	6	54	195	43	61	186	77	4	145	73	1111
5:15 PM	59	207	7	60	211	44	53	210	95	15	146	65	1172
5:30 PM	53	227	17	70	216	63	72	204	93	8	138	66	1227
5:45 PM	54	163	15	58	200	55	50	142	77	13	104	54	985
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 486	NT 1674	NR 102	SL 474	ST 1720	SR 365	EL 519	ET 1492	ER 690	WL 80	WT 1043	WR 595	TOTAL 9240
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	257	873	57	232	898	160	283	750	348	40	510	337	4745

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WASHINGTON DATE: 2/6/2001 CITY: LA QUINTA

E-W STREET: MILES DAY: TUESDAY

PROJECT# 0172002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	3	1	1	2	0	2	2	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	12	172	4	20	196	10	4	18	6	11	68	18	539
15 AM	16	206	9	25	201	14	2	23	11	12	81	23	623
30 AM	15	272	11	29	226	16	3	21	13	15	86	32	739
45 AM	19	237	10	26	228	12	5	28	14	16	93	29	717
8:00 AM	21	206	8	25	207	8	6	26	10	14	96	28	655
15 AM	28	206	10	21	207	6	5	25	11	12	98	23	652
30 AM	23	183	7	18	204	5	4	22	9	10	81	19	585
45 AM	18	174	6	16	177	5	4	19	10	9	73	17	528
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	152	1656	65	180	1646	76	33	182	84	99	676	189	5038
AM Peak Hr Begins at				730 AM									
PEAK VOLUMES =	83	921	39	101	868	42	19	100	48	57	373	112	2763

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WASHINGTON DATE: 2/6/2001 CITY: LA QUINTA

E-W STREET: MILES DAY: TUESDAY

PROJECT# 0172002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	3	1	1	2	0	2	2	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	15	262	21	39	237	3	11	45	18	6	27	25	709
15 PM	13	291	17	35	243	5	8	46	15	8	33	20	734
30 PM	14	301	21	37	246	9	10	51	17	12	39	24	781
45 PM	13	322	25	43	252	9	13	46	14	10	36	28	811
5:00 PM	7	350	29	52	260	7	11	42	15	8	42	33	856
15 PM	11	286	32	41	275	8	13	43	15	11	39	27	801
30 PM	9	268	26	36	255	6	12	39	13	9	39	28	740
45 PM	8	238	23	33	242	5	9	38	12	9	35	23	675
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	90	2318	194	316	2010	52	87	350	119	73	290	208	6107

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	45	1259	107	173	1033	33	47	182	61	41	156	112	3249

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WASHINGTON DATE: 2/8/2001 CITY: LA QUINTA

L-W STREET: SR-111 DAY: THURSDAY

PROJECT# 0172003A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	2	2	1	2	3	1	2	3	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	101	147	5	36	143	23	9	81	51	16	99	31	742
15 AM	129	182	7	42	155	27	10	63	63	21	106	36	841
30 AM	154	246	7	58	163	23	12	112	82	21	163	37	1078
45 AM	131	201	17	46	184	19	19	117	112	19	157	38	1060
8:00 AM	106	163	20	39	171	14	18	124	93	21	120	41	930
15 AM	99	185	11	45	167	18	16	111	88	18	131	43	932
30 AM	86	156	9	43	156	21	12	98	87	22	84	36	810
45 AM	73	141	11	31	141	18	14	83	73	17	74	31	707
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	879	1421	87	340	1280	163	110	789	649	155	934	293	7100

** Peak Hr Begins at 730 AM

PEAK VOLUMES =	490	795	55	188	685	74	65	464	375	79	571	159	4000

ADDITIONS:SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WASHINGTON DATE: 2/8/2001 CITY: LA QUINTA

E-W STREET: SR-111 DAY: THURSDAY

PROJECT# 0172003P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	2	2	1	2	3	1	2	3	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	77	157	20	61	177	20	53	163	151	43	81	83	1086
15 PM	83	173	14	64	183	19	62	160	139	52	76	91	1116
30 PM	89	196	19	63	187	23	57	183	149	48	95	86	1195
45 PM	96	216	22	61	184	24	48	201	186	46	108	99	1291
5:00 PM	103	221	26	49	195	26	54	203	199	49	121	112	1358
15 PM	87	169	31	54	222	25	57	191	210	56	130	99	1331
30 PM	63	145	28	42	219	20	56	185	191	54	138	101	1242
45 PM	65	135	24	40	207	18	51	181	181	43	126	85	1156
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	663	1412	184	434	1574	175	438	1467	1406	391	875	756	9775

PM Peak Hr Begins at 445 PM

PEAK VOLUMES =	349	751	107	206	820	95	215	780	786	205	497	411	5222

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SEELEY DR. DATE: 12/05/01 CITY: LA QUINTA

E-W STREET: MILES AVE. DAY: WEDNESDAY PROJECT# 0059002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				1		1	1	2			2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				2		11	4	48			107	2	174
7:15 AM				13		14	3	59			113	7	209
7:30 AM				20		12	4	70			126	11	243
7:45 AM				15		9	5	65			131	4	229
8:00 AM				9		10	2	63			93	3	180
8:15 AM				8		14	4	59			101	4	190
8:30 AM				6		20	5	52			92	5	180
8:45 AM				7		13	6	46			84	4	160
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	80	0	103	33	462	0	0	847	40	1565

AM Peak Hr Begins at 715 AM

PEAK													
VOLUMES =	0	0	0	57	0	45	14	257	0	0	463	25	861

ADDITIONS: 1-WAY STOP, SOUTH

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SEELEY DR. DATE: 12/05/01 CITY: LA QUINTA

E-W STREET: MILES AVE. DAY: WEDNESDAY PROJECT# 0059002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				1		1	1	2			2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				7		5	15	119			67	7	220
4:15 PM				8		7	17	120			73	10	235
4:30 PM				4		6	13	112			60	12	207
4:45 PM				8		7	14	131			67	7	234
5:00 PM				7		10	18	118			51	3	207
5:15 PM				7		10	18	110			54	3	202
5:30 PM				3		3	22	116			62	4	210
5:45 PM				4		2	17	104			53	3	183
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	48	0	50	134	930	0	0	487	49	1698
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	0	0	0	27	0	25	59	482	0	0	267	36	896

ADDITIONS: 1-WAY STOP, SOUTH

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: ADAMS ST. DATE: 12/05/01 CITY: LA QUINTA

E-W STREET: MILES AVE. DAY: WEDNESDAY PROJECT# 0059003A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	43	14	18	57	6	6	55	14	10	48	4	287
7:15 AM	24	81	16	31	73	11	7	73	24	16	67	17	440
7:30 AM	33	87	19	20	81	14	8	67	19	18	92	14	472
7:45 AM	29	78	15	7	66	11	6	60	13	20	117	11	433
8:00 AM	18	73	11	8	57	15	5	59	11	17	93	12	379
8:15 AM	10	62	7	6	48	10	6	51	6	12	84	8	310
8:30 AM	11	54	8	11	59	9	8	57	10	16	89	10	342
8:45 AM	10	42	4	16	52	12	7	44	13	22	68	12	302
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	147	520	94	117	493	88	53	466	110	131	658	88	2965

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	104	319	61	66	277	51	26	259	67	71	369	54	1724

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: ADAMS ST. DATE: 12/05/01 CITY: LA QUINTA

E-W STREET: MILES AVE. DAY: WEDNESDAY PROJECT# 0059003P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	12	71	19	19	63	8	7	57	31	12	38	12	349
4:15 PM	14	86	16	10	57	8	12	97	28	13	53	14	408
4:30 PM	21	27	19	8	64	6	14	92	26	17	63	11	368
4:45 PM	18	66	14	9	49	7	12	88	20	20	56	10	369
5:00 PM	15	71	18	11	52	10	10	97	31	18	49	14	396
5:15 PM	13	63	14	14	63	8	7	108	27	15	43	12	387
5:30 PM	10	57	20	16	54	11	6	83	20	21	51	9	358
5:45 PM	11	41	17	12	50	13	9	60	22	19	44	2	300
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 114	NT 482	NR 137	SL 99	ST 452	SR 71	EL 77	ET 682	ER 205	WL 135	WT 397	WR 84	TOTAL 2935
PM Peak Hr Begins at				415	PM								
PEAK VOLUMES =	68	250	67	38	222	31	48	374	105	68	221	49	1541

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: ADAMS DATE: 2/8/2001 CITY: LA QUINTA

E-W STREET: SR-111 DAY: THURSDAY

PROJECT# 0172006A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	1	1	1	1	1	2	0	1	2	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	24	58	8	14	31	8	6	78	15	5	91	10	348
15 AM	29	76	10	17	46	11	9	86	14	3	105	9	415
30 AM	36	88	10	24	74	12	8	101	12	4	130	12	511
45 AM	44	112	14	19	53	13	7	123	21	8	143	11	568
8:00 AM	43	103	11	21	34	8	9	118	22	7	131	12	519
15 AM	36	42	7	17	23	6	5	99	26	4	96	12	373
30 AM	32	39	10	16	31	9	8	97	23	6	101	8	380
45 AM	27	36	8	14	25	11	8	86	21	7	86	11	340
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	271	554	78	142	317	78	60	788	154	44	883	85	3454

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	152	379	45	81	207	44	33	428	69	22	509	44	2013

CONDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: ADAMS DATE: 2/8/2001 CITY: LA QUINTA

E-W STREET: SR-111 DAY: THURSDAY

PROJECT# 0172006P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	1	1	1	1	1	2	0	1	2	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	36	33	16	24	47	16	17	161	36	11	134	33	564
15 PM	40	44	14	23	55	15	21	174	39	9	131	37	602
30 PM	42	51	14	27	62	17	16	186	44	10	163	42	674
45 PM	39	57	15	24	69	19	23	205	45	10	176	45	727
5:00 PM	46	71	12	31	51	18	26	209	56	14	184	39	757
15 PM	40	68	12	34	35	18	15	190	37	20	194	46	709
30 PM	38	65	11	37	39	20	17	197	41	12	196	45	718
45 PM	31	52	9	33	29	16	19	186	30	13	173	33	624
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	NL 312	NT 441	NR 103	SL 233	ST 387	SR 139	EL 154	ET 1508	ER 328	WL 99	WT 1351	WR 320	TOTAL 5375

PM Peak Hr Begins at 445 PM

PEAK VOLUMES =	163	261	50	126	194	75	81	801	179	56	750	175	2911

ADDITIONS: SIGNALIZED

City of La Quinta Traffic Count Growth Rate Trends

Street	Segment	Year	Count	Difference	Annual Growth Percentage
Fred Waring	E/O Washington	1999 1992	17498 12620	4878	6%
Hwy. 111	E/O Miles	2000 1995	34668 26500	8168	6%
	E/O Washington	2000 1995	25116 22000	3116	3%
Miles	E/O Washington	2000 1995	6661 5025	1636	7%
Washington	N/O Fred Waring	2000 1995	28059 23610	4449	4%
	S/O Miles	2000 1997	25462 22711	2751	4%
	S/O Hwy. 111	2000 1997	31986 25067	6919	9%
Overall Average					5%

Post-it Fax Note

To Scott Sato

Co./Dept. Urban Crossroads

Phone #

Fax 9496601911

TRAFFIC COUNTS

STREET	I.D. #	SEGMENT	COUNT	YEAR	SEASON
Airport Blvd.	A-1	E/O Madison	1086	2000	Winter
Airport Blvd.	A-1	E/O Madison	785	1999	Winter
Airport Blvd.	A-1	E/O Madison	520	1997	Winter
Airport Blvd.	A-1	E/O Madison	577	1995	Winter
Airport Blvd.	A-1	E/O Madison	828	1991	Spring
Airport Blvd.	A-2	E/O Monroe	1,705	1992	Spring
Airport Blvd.	A-3	E/O Jackson	2,927	1991	Spring
Ave. 48	48-1	E/O Washington	8,014	2000	Winter
Ave. 48	48-1	E/O Washington	6,344	1999	Winter
Ave. 48	48-1	E/O Washington	2,066	1997	Winter
Ave. 48	48-1	E/O Washington	808	1995	Winter
Ave. 50	50-2	E/O Washington	6329	2000	Winter
Ave. 50	50-2	E/O Washington	7,837	1998	Winter
Ave. 50	50-2	E/O Washington	6,934	1997	Winter
Ave. 50	50-2	E/O Washington	4,206	1995	Winter
Ave. 50	50-2	E/O Washington	6,341	1994	Fall
Ave. 50	50-4	E/O Jefferson	6,264	2000	Winter
Ave. 50	50-4	E/O Jefferson	5,865	1998	Winter
Ave. 50	50-4	E/O Jefferson	5,892	1997	Winter
Ave. 50	50-4	E/O Jefferson	4,939	1995	Winter
Ave. 50	50-4	E/O Jefferson	4,543	1994	Fall
Ave. 52	52-4	W/O Jefferson	10,166	2000	Winter
Ave. 52	52-4	W/O Jefferson	8,545	1998	Winter
Ave. 52	52-4	W/O Jefferson	7,385	1997	Winter
Ave. 52	52-4	W/O Jefferson	6,834	1995	Winter
Ave. 52	52-4	W/O Jefferson	5,869	1994	Winter
Ave. 52	52-4	W/O Jefferson	5,776	1993	Winter
Ave. 52	52-4	W/O Jefferson	3,852	1992	Winter
Ave. 52	52-4	W/O Jefferson	4,996	1991	Winter
Ave. 52	52-4	W/O Jefferson	4,952	1990	Winter
Ave. 52	52-5	E/O Jefferson	5,482	2000	Winter
Ave. 52	52-5	E/O Jefferson	4,847	1998	Winter
Ave. 52	52-5	E/O Jefferson	4,625	1997	Winter
Ave. 52	52-5	E/O Jefferson	4,067	1995	Winter
Ave. 54	54-1	W/O Madison	3,957	2000	Winter
Ave. 54	54-1	W/O Madison	3,138	1999	Winter
Ave. 54	54-1	W/O Madison	2,812	1998	Winter
Ave. 54	54-1	W/O Madison	2,443	1997	Winter
Ave. 54	54-2	E/O Madison	684	1991	Spring
Ave. 54	54-2	E/O Madison	630	1988	Winter
Bermudas	B-1	S/O Ave. 52	4,517	1991	Spring
Eisenhower	E-1	W/O Washington	9,839	1991	Spring
Eisenhower	E-2	N/O Tampico	7,924	1991	Spring
Fred Waring	F-1	W/O Washington	7,365	1991	Spring
Fred Waring	F-1	W/O Washington	18,299	1990	Winter
Fred Waring	F-2	E/O Washington	18,653	2000	Winter
Fred Waring	F-2	E/O Washington	17,651	1998	Winter
Fred Waring	F-2	E/O Washington	16,978	1997	Winter
Fred Waring	F-2	E/O Washington	11,318	1995	Winter
Fred Waring	F-2	E/O Washington	13,342	1994	Winter
Fred Waring	F-2	E/O Washington	10,743	1994	Summer
Fred Waring	F-2	E/O Washington	12,435	1994	Fall
Fred Waring	F-2	E/O Washington	10,366	1993	Winter

TRAFFIC COUNTS

STREET	I.D. #	SEGMENT	COUNT	YEAR	SEASON
Fred Waring	F-2	E/O Washington	12,620	1992	Winter
Fred Waring	F-2	E/O Washington	5,122	1991	Winter
Fred Waring	F-2	E/O Washington	10,981	1990	Winter
Fred Waring	F-2	E/O Washington	7,528	1986	Winter
Fred Waring	F-2	E/O Washington	17,490	1999	Winter
Hwy. 111	H-1	E/O Miles	34,668	2000	Winter
Hwy. 111	H-1	E/O Miles	31,076	1999	Winter
Hwy. 111	H-1	W/O Washington	31,661	1997	Winter
Hwy. 111	H-1	W/O Washington	31,786	1990	Winter
Hwy. 111	H-1	W/O Washington	18,100	1988	Winter
Hwy. 111	H-2	E/O Washington	25,116	2000	Winter
Hwy. 111	H-2	E/O Washington	23,272	1999	Winter
Hwy. 111	H-2	E/O Washington	25,501	1998	Winter
Hwy. 111	H-2	E/O Washington	25,300	1997	Winter
Hwy. 111	H-4	W/O Jefferson	20,468	1990	Winter
Hwy. 111	H-4	W/O Jefferson	18,500	1988	Winter
Hwy. 111	H-5	E/O Jefferson	24,331	1990	Winter
Hwy. 111	H-5	E/O Jefferson	18,500	1988	Winter
Jefferson	J-1	N/O Fred Waring	6,530	1991	Spring
Jefferson	J-1	N/O Fred Waring	5,500	1990	Winter
Jefferson	J-2	S/O Fred Waring	15,622	2000	Winter
Jefferson	J-2	S/O Fred Waring	13,594	1999	Winter
Jefferson	J-2	S/O Fred Waring	11,222	1998	Winter
Jefferson	J-2	S/O Fred Waring	12,910	1997	Winter
Jefferson	J-2	S/O Fred Waring	9,506	1995	Winter
Jefferson	J-2	S/O Fred Waring	11,002	1994	Winter
Jefferson	J-2	S/O Fred Waring	10,793	1993	Winter
Jefferson	J-2	S/O Fred Waring	6,512	1992	Winter
Jefferson	J-3	S/O Miles	10,803	1997	Winter
Jefferson	J-3	S/O Miles	10,036	1995	Winter
Jefferson	J-3	S/O Miles	9,252	1994	Winter
Jefferson	J-3	S/O Miles	8,320	1993	Winter
Jefferson	J-3	S/O Miles	7,371	1992	Winter
Jefferson	J-3	S/O Miles	6,354	1991	Winter
Jefferson	J-3	S/O Miles	7,224	1990	Winter
Jefferson	J-4	N/O Hwy. 111	11,187	2000	Winter
Jefferson	J-4	N/O Hwy. 111	9,625	1999	Winter
Jefferson	J-4	N/O Hwy. 111	9,252	1994	Winter
Jefferson	J-4	N/O Hwy. 111	7,371	1992	Winter
Jefferson	J-5	S/O Hwy. 111	13,682	2000	Winter
Jefferson	J-5	S/O Hwy. 111	11,654	1999	Winter
Jefferson	J-5	S/O Hwy. 111	13,786	1998	Winter
Jefferson	J-5	S/O Hwy. 111	13,747	1997	Winter
Jefferson	J-5	S/O Hwy. 111	14,887	1995	Winter
Jefferson	J-5	S/O Hwy. 111	12,698	1994	Winter
Jefferson	J-5	S/O Hwy. 111	11,661	1992	Spring
Jefferson	J-5	S/O Hwy. 111	12,711	1991	Spring
Jefferson	J-7	S/O Ave. 50	9,959	2000	Winter
Jefferson	J-7	S/O Ave. 50	8,078	1999	Winter
Jefferson	J-7	S/O Ave. 50	8,608	1998	Winter
Jefferson	J-7	S/O Ave. 50	6,876	1997	Winter
Jefferson	J-7	S/O Ave. 50	9,324	1995	Winter
Jefferson	J-7	S/O Ave. 50	6,854	1994	Winter

TRAFFIC COUNTS

STREET	I.D. #	SEGMENT	COUNT	YEAR	SEASON
Jefferson	J-7	S/O Ave. 50	6,321	1993	Winter
Jefferson	J-7	S/O Ave. 50	7,127	1992	Winter
Jefferson	J-8	S/O Ave. 52	9,604	2000	Winter
Jefferson	J-8	S/O Ave. 52	9,181	1999	Winter
Jefferson	J-8	S/O Ave. 52	9,421	1998	Winter
Jefferson	J-8	S/O Ave. 52	7,106	1997	Winter
Jefferson	J-8	S/O Ave. 52	6,379	1995	Winter
Jefferson	J-8	S/O Ave. 52	6,348	1994	Winter
Jefferson	J-8	S/O Ave. 52	5,157	1994	Fall
Jefferson	J-8	S/O Ave. 52	4,836	1993	Fall
Jefferson	J-8	S/O Ave. 52	5,560	1992	Winter
Jefferson	J-8	S/O Ave. 52	5,914	1991	Winter
Jefferson	J-8	S/O Ave. 52	6,390	1990	Winter
Madison	MA-1	S/O Hwy. 111	3,172	1990	Winter
Madison	MA-2	S/O Ave. 50	512	2000	Winter
Madison	MA-2	S/O Ave.50	417	1999	Winter
Madison	MA-2	S/O Ave. 50	464	1997	Winter
Madison	MA-2	S/O Ave. 50	641	1995	Winter
Madison	MA-2	S/O Ave. 50	489	1994	Winter
Madison	MA-2	S/O Ave. 50	272	1993	Winter
Madison	MA-2	S/O Ave. 50	431	1992	Spring
Madison	MA-2	S/O Ave. 50	565	1991	Spring
Madison	MA-4	S/O Ave. 54	3,535	2000	Winter
Madison	MA-4	S/O Ave. 54	2,309	1998	Winter
Madison	MA-4	S/O Ave. 54	2,056	1997	Winter
Madison	MA-4	S/O Ave. 54	2,040	1995	Winter
Madison	MA-4	S/O Ave. 54	1,709	1994	Winter
Madison	MA-4	S/O Ave. 54	1,538	1994	Fall
Madison	MA-4	S/O Ave. 54	1,581	1993	Fall
Madison	MA-4	S/O Ave. 54	1,564	1992	Winter
Madison	MA-4	S/O Ave. 54	1,714	1991	Winter
Madison	MA-4	S/O Ave. 54	2,047	1990	Winter
Madison	MA-5	S/O Airport	1,585	2000	Winter
Madison	MA-5	S/O Airport	1,862	1999	Winter
Madison	MA-5	S/O Airport	1,326	1997	Winter
Madison	MA-5	S/O Airport	1,939	1995	Winter
Madison	MA-5	S/O Airport	1,068	1994	Fall
Madison	MA-5	S/O Airport	994	1993	Winter
Madison	MA-5	S/O Airport	650	1988	Spring
Madison	MA-6	S/O Ave. 58	383	1999	Winter
Miles	MI-1	E/O Washington	6,661	2000	Winter
Miles	MI-1	E/O Washington	6,595	1999	Winter
Miles	MI-1	E/O Washington	4,745	1998	Winter
Miles	MI-1	E/O Washington	6,582	1997	Winter
Miles	MI-1	E/O Washington	5,025	1995	Winter
Miles	MI-1	E/O Washington	5,627	1994	Winter
Miles	MI-1	E/O Washington	5,205	1994	Summer
Miles	MI-1	E/O Washington	7,311	1994	Fall
Miles	MI-1	E/O Washington	6,203	1993	Winter
Miles	MI-4	W/O Washington	7,505	2000	Winter
Miles	MI-2	W/O Jefferson	5,627	1994	Winter
Miles	MI-2	W/O Jefferson	3,482	1991	Spring
Tampico	T-1	W/O Washington	7,801	1991	Spring

TRAFFIC COUNTS

STREET	I.D. #	SEGMENT	COUNT	YEAR	SEASON
Washington	W-1	N/O Fred Waring	28,059	2000	Winter
Washington	W-1	N/O Fred Waring	26,979	1999	Winter
Washington	W-1	N/O Fred Waring	28,079	1998	Winter
Washington	W-1	N/O Fred Waring	25,410	1997	Winter
Washington	W-1	N/O Fred Waring	23,610	1995	Winter
Washington	W-1	N/O Fred Waring	24,576	1994	Winter
Washington	W-1	N/O Fred Waring	18,674	1994	Summer
Washington	W-1	N/O Fred Waring	23,126	1994	Fall
Washington	W-1	N/O Fred Waring	21,903	1993	Fall
Washington	W-1	N/O Fred Waring	20,470	1992	Winter
Washington	W-1	N/O Fred Waring	22,229	1991	Winter
Washington	W-1	N/O Fred Waring	10,584	1990	Winter
Washington	W-1	N/O Fred Waring	15,502	1986	Winter
Washington	W-3	S/O Miles	25,462	2000	Winter
Washington	W-3	S/O Miles	23,493	1999	Winter
Washington	W-3	S/O Miles	24,897	1998	Winter
Washington	W-3	S/O Miles	22,711	1997	Winter
Washington	W-3	S/O Miles	23,474	1995	Winter
Washington	W-3	S/O Miles	19,288	1994	Winter
Washington	W-3	S/O Miles	20,684	1993	Winter
Washington	W-3	S/O Miles	15,777	1992	Winter
Washington	W-3	S/O Miles	18,375	1991	Winter
Washington	W-3	S/O Miles	14,748	1990	Winter
Washington	W-4	S/O Hwy. 111	31,986	2000	Winter
Washington	W-4	S/O Hwy. 111	29,468	1999	Winter
Washington	W-4	S/O Hwy. 111	21,696	1998	Summer
Washington	W-4	S/O Hwy. 111	28,095	1998	Winter
Washington	W-4	S/O Hwy. 111	25,067	1997	Winter
Washington	W-4	S/O Hwy. 111	25,724	1995	Winter
Washington	W-4	S/O Hwy. 111	23,690	1994	Winter
Washington	W-4	S/O Hwy. 111	19,931	1994	Summer
Washington	W-4	S/O Hwy. 111	23,176	1994	Fall
Washington	W-4	S/O Hwy. 111	22,587	1993	Fall
Washington	W-4	S/O Hwy. 111	21,407	1992	Winter
Washington	W-4	S/O Hwy. 111	21,470	1991	Winter
Washington	W-4	S/O Hwy. 111	19,960	1990	Winter
Washington	W-4	S/O Hwy. 111	12,286	1985	Winter
Washington	W-5	S/O Avenue 48	23,160	1998	Summer
Washington	W-6	S/O Eisenhower	19,079	2000	Winter
Washington	W-6	S/O Eisenhower	21,692	1999	Winter
Washington	W-6	S/O Eisenhower	17,392	1997	Winter
Washington	W-6	S/O Eisenhower	16,354	1995	Winter
Washington	W-6	S/O Eisenhower	12,546	1994	Fall
Washington	W-6	S/O Eisenhower	10,481	1993	Winter
Washington	W-6	S/O Eisenhower	14,009	1993	Fall
Washington	W-6	S/O Eisenhower	10,172	1992	Winter
Washington	W-7	S/O Ave. 50	13,410	2000	Winter
Washington	W-7	S/O Ave. 50	17,179	1999	Winter
Washington	W-7	S/O Ave. 50	15,482	1997	Winter
Washington	W-7	S/O Ave. 50	13,697	1995	Winter
Washington	W-7	S/O Ave. 50	12,794	1994	Fall
Washington	W-7	S/O Ave. 50	12,568	1993	Winter
Washington	W-7	S/O Ave. 50	8,268	1993	Fall

TRAFFIC COUNTS

STREET	I.D. #	SEGMENT	COUNT	YEAR	SEASON
Washington	W-7	S/O Ave. 50	7,885	1992	Winter
Washington	W-7	S/O Ave. 50	11,111	1991	Winter
Washington	W-7	S/O Ave.50	11,670	1990	Winter
Washington	W-7	S/O Ave. 50	6,148	1987	Winter

APPENDIX B

CALCULATION OF INTERSECTION LEVEL OF SERVICE
- EXISTING

La Quinta Gateway
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec):	70	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	35.0
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	48	16	42	13	15	366	77	859	49	43	1358	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	16	42	13	15	366	77	859	49	43	1358	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	16	42	13	15	366	77	859	49	43	1358	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	16	42	13	15	366	77	859	49	43	1358	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	16	42	13	15	366	77	859	49	43	1358	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	16	42	13	15	366	77	859	49	43	1358	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.76	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1436	1900	1615	1435	1900	1615	1805	3610	1615	1805	3580	26
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.01	0.01	0.23	0.04	0.24	0.03	0.02	0.38	0.38
Crit Moves:						****	****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.37	0.37	0.14	0.37	0.37
Volume/Cap:	0.09	0.02	0.07	0.03	0.02	0.63	0.30	0.64	0.08	0.17	1.02	1.02
Delay/Veh:	15.0	14.6	14.9	14.6	14.6	21.0	27.5	19.2	14.3	26.6	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	14.6	14.9	14.6	14.6	21.0	27.5	19.2	14.3	26.6	52.1	52.1
DesignQueue:	1	0	1	0	0	10	3	22	1	1	37	0

La Quinta Gateway
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec): 70 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	25	25	25	25	25	25	10	15	15				10	15	15			
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1				1	0 1	1 0			
Volume Module:																		
Base Vol:	63	21	86	26	11	76	178	1294	74				91	971	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	63	21	86	26	11	76	178	1294	74				91	971	15			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	63	21	86	26	11	76	178	1294	74				91	971	15			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	63	21	86	26	11	76	178	1294	74				91	971	15			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	63	21	86	26	11	76	178	1294	74				91	971	15			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	63	21	86	26	11	76	178	1294	74				91	971	15			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.76	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85				0.95	0.95	0.95			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00				1.00	1.97	0.03			
Final Sat.:	1444	1900	1615	1427	1900	1615	1805	3610	1615				1805	3548	55			
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.01	0.05	0.02	0.01	0.05	0.10	0.36	0.05				0.05	0.27	0.27			
Crit Moves:			****					****					****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.37	0.37				0.14	0.37	0.37			
Volume/Cap:	0.12	0.03	0.15	0.05	0.02	0.13	0.69	0.97	0.12				0.35	0.74	0.74			
Delay/Veh:	15.2	14.6	15.4	14.8	14.6	15.3	36.3	38.4	14.6				27.9	21.2	21.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	15.2	14.6	15.4	14.8	14.6	15.3	36.3	38.4	14.6				27.9	21.2	21.2			
DesignQueue:	2	1	2	1	0	2	6	35	2				3	25	0			

La Quinta Gateway
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.1
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	259	958	25	107	721	184	136	302	215	41	780	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	958	25	107	721	184	136	302	215	41	780	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	958	25	107	721	184	136	302	215	41	780	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	958	25	107	721	184	136	302	215	41	780	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	958	25	107	721	184	136	302	215	41	780	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	958	25	107	721	184	136	302	215	41	780	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2243	1179
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.02	0.03	0.14	0.11	0.04	0.08	0.13	0.02	0.35	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30
Volume/Cap:	0.61	0.61	0.05	0.25	0.46	0.37	0.32	0.27	0.44	0.19	1.14	1.14
Delay/Veh:	36.6	25.0	20.2	32.9	23.2	22.8	33.3	21.8	23.5	32.8	104	103.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	25.0	20.2	32.9	23.2	22.8	33.3	21.8	23.5	32.8	104	103.5
DesignQueue:	11	32	1	4	24	6	5	10	7	2	27	14

La Quinta Gateway
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.676
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.4
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	257	873	57	232	898	160	283	750	348	40	510	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	873	57	232	898	160	283	750	348	40	510	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	873	57	232	898	160	283	750	348	40	510	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	873	57	232	898	160	283	750	348	40	510	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	873	57	232	898	160	283	750	348	40	510	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	257	873	57	232	898	160	283	750	348	40	510	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.20	0.80
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2043	1350
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.04	0.07	0.17	0.10	0.08	0.21	0.22	0.02	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30
Volume/Cap:	0.60	0.55	0.12	0.54	0.57	0.32	0.66	0.68	0.71	0.18	0.82	0.82
Delay/Veh:	36.5	24.2	20.6	35.3	24.4	22.4	38.3	26.8	29.9	32.7	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	24.2	20.6	35.3	24.4	22.4	38.3	26.8	29.9	32.7	31.6	31.6
DesignQueue:	10	29	2	9	30	5	12	25	12	2	17	11

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 1 1 0			2 0 1 1 0		
Volume Module:												
Base Vol:	83	921	39	101	868	42	19	100	48	57	373	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	921	39	101	868	42	19	100	48	57	373	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	921	39	101	868	42	19	100	48	57	373	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	921	0	101	868	42	19	100	48	57	373	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	921	0	101	868	42	19	100	48	57	373	112
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	921	0	101	868	42	19	100	48	57	373	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.35	0.65	2.00	1.54	0.46
Final Sat.:	1805	5187	1900	1805	5187	1615	1805	2320	1113	3502	2679	804
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.06	0.17	0.03	0.01	0.04	0.04	0.02	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.26	0.00	0.13	0.26	0.26	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.35	0.68	0.00	0.43	0.64	0.10	0.08	0.13	0.13	0.13	0.43	0.43
Delay/Veh:	31.5	27.1	0.0	32.1	26.4	21.8	29.6	18.4	18.4	29.8	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	27.1	0.0	32.1	26.4	21.8	29.6	18.4	18.4	29.8	20.7	20.7
DesignQueue:	3	30	0	4	29	1	1	3	1	2	11	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	45	1259	107	173	1033	33	47	182	61	41	156	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1259	107	173	1033	33	47	182	61	41	156	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1259	107	173	1033	33	47	182	61	41	156	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1259	0	173	1033	33	47	182	61	41	156	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1259	0	173	1033	33	47	182	61	41	156	112
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	1259	0	173	1033	33	47	182	61	41	156	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	0.85	0.95	0.91	0.91	0.92	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.50	0.50	2.00	1.16	0.84
Final Sat.:	1805	5187	1900	1805	5187	1615	1805	2601	872	3502	1969	1414
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.10	0.20	0.02	0.03	0.07	0.07	0.01	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.26	0.00	0.13	0.26	0.26	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.19	0.93	0.00	0.74	0.77	0.08	0.20	0.22	0.22	0.09	0.24	0.24
Delay/Veh:	30.3	40.0	0.0	43.9	29.1	21.6	30.4	19.0	19.0	29.6	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	40.0	0.0	43.9	29.1	21.6	30.4	19.0	19.0	29.6	19.2	19.2
DesignQueue:	2	42	0	7	34	1	2	5	2	2	5	3

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 1	1 0		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	795	55	188	685	74	65	464	375	79	571	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	795	55	188	685	74	65	464	375	79	571	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	795	55	188	685	74	65	464	375	79	571	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	795	55	188	685	74	65	464	375	79	571	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	490	795	55	188	685	74	65	464	375	79	571	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.87	0.13	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3343	231	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.05	0.19	0.05	0.02	0.09	0.23	0.02	0.11	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.43
Volume/Cap:	1.15	0.78	0.78	0.44	0.62	0.15	0.15	0.29	0.76	0.18	0.36	0.23
Delay/Veh:	126.4	29.7	29.7	34.1	25.6	20.9	32.4	21.9	32.7	32.5	22.4	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.4	29.7	29.7	34.1	25.6	20.9	32.4	21.9	32.7	32.5	22.4	15.1
DesignQueue:	20	27	2	8	23	2	3	15	13	3	19	4

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.969
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	751	107	206	820	95	215	780	786	205	497	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	751	107	206	820	95	215	780	786	205	497	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	751	107	206	820	95	215	780	786	205	497	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	751	107	206	820	95	215	780	786	205	497	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	349	751	107	206	820	95	215	780	786	205	497	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.75	0.25	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3100	442	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.06	0.23	0.06	0.06	0.15	0.49	0.06	0.10	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.24	0.24	0.08	0.23	0.23	0.16	0.49	0.49	0.08	0.41	0.49
Volume/Cap:	1.00	0.99	0.99	0.71	1.00	0.26	0.38	0.31	1.00	0.70	0.23	0.52
Delay/Veh:	100.9	73.1	73.1	61.2	76.6	38.4	45.2	18.5	61.6	61.0	23.3	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.9	73.1	73.1	61.2	76.6	38.4	45.2	18.5	61.6	61.0	23.3	21.4
DesignQueue:	21	40	6	13	45	5	12	28	30	13	20	15

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

****

Average Delay (sec/veh): 12.9 Worst Case Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	57	0	45	14	257	0	0	463	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	45	14	257	0	0	463	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	57	0	45	14	257	0	0	463	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	57	0	45	14	257	0	0	463	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	632	xxxx	244	488	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	417	xxxx	763	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	413	xxxx	763	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	15.1	xxxx	10.0	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0 0	0 1		1 0	2 0 0		0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	27	0	25	59	482	0	0	267	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	25	59	482	0	0	267	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	25	59	482	0	0	267	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	25	59	482	0	0	267	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	27	0	25	59	482	0	0	267	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	644	xxxx	152	303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	410	xxxx	874	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	395	xxxx	874	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	14.8	xxxx	9.2	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

La Quinta Gateway
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	319	61	66	277	51	26	259	67	71	369	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	319	61	66	277	51	26	259	67	71	369	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	319	61	66	277	51	26	259	67	71	369	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	319	61	66	277	51	26	259	67	71	369	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	319	61	66	277	51	26	259	67	71	369	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	319	61	66	277	51	26	259	67	71	369	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.93	0.93	0.47	0.93	0.93	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.68	0.32	1.00	1.69	0.31	1.00	1.59	0.41	1.00	1.74	0.26
Final Sat.:	975	2958	566	901	2979	548	1805	2779	719	1805	3089	452
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.09	0.09	0.01	0.09	0.09	0.04	0.12	0.12
Crit Moves:		****					****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.29	0.30	0.30	0.20	0.26	0.26	0.10	0.26	0.26	0.27	0.33	0.33
Delay/Veh:	16.2	15.9	15.9	15.4	15.6	15.6	25.8	15.6	15.6	26.8	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	15.9	15.9	15.4	15.6	15.6	25.8	15.6	15.6	26.8	16.1	16.1
DesignQueue:	3	8	2	2	7	1	1	6	2	2	9	1

La Quinta Gateway
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.305
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	68	250	67	38	222	31	48	374	105	68	221	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	250	67	38	222	31	48	374	105	68	221	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	250	67	38	222	31	48	374	105	68	221	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	250	67	38	222	31	48	374	105	68	221	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	250	67	38	222	31	48	374	105	68	221	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	250	67	38	222	31	48	374	105	68	221	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.92	0.92	0.52	0.93	0.93	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.75	0.25	1.00	1.56	0.44	1.00	1.64	0.36
Final Sat.:	1096	2756	739	992	3111	434	1805	2726	765	1805	2875	637
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.04	0.07	0.07	0.03	0.14	0.14	0.04	0.08	0.08
Crit Moves:		****						****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.17	0.25	0.25	0.11	0.20	0.20	0.18	0.38	0.38	0.26	0.21	0.21
Delay/Veh:	15.2	15.5	15.5	14.7	15.2	15.2	26.3	16.5	16.5	26.7	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.5	15.5	14.7	15.2	15.2	26.3	16.5	16.5	26.7	15.3	15.3
DesignQueue:	2	6	2	1	6	1	2	9	3	2	6	1

APPENDIX C

TRAFFIC SIGNAL WARRANTS

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: Miles Avenue — Minor St: Seeley Drive — Year = 2004 WOF

Volume = 11,700 Lanes= 4 — Volume = 1,000 Lanes= 1 (one-way)

URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street / Minor Street 1 / 1 2 + 11,700 / 1 1,000 2 + / 2 + 1 / 2 +	Urban / Rural 8,000 / 5,600 9,600 / 6,720 * 9,600 / 6,720 8,000 / 5,600	Urban / Rural 2,400 / 1,680 2,400 / 1,680 3,200 / 2,240 3,200 / 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach. Major Street / Minor Street 1 / 1 2 + 11,700 / 1 1,000 2 + / 2 + 1 / 2 +	Urban / Rural 12,000 / 8,400 14,400 / 10,080 * 14,000 / 10,080 12,000 / 8,400	Urban / Rural 1,200 / 850 1,200 / 850 * 1,600 / 1,120 1,600 / 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 60% 100% 1 2	2 Warrants	2 Warrants

NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.

2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

APPENDIX D

CALCULATION OF INTERSECTION LEVEL OF SERVICE -
OPENING YEAR WITHOUT PROJECT

La Quinta Gateway
Opening Year Without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 75 Level Of Service: D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	25	25	25	25	25	25	10	15	15		10	15	15	
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1		1 0	1 1	0	
Volume Module:														
Base Vol:	48	16	42	13	15	366	77	859	49		43	1358	10	
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16		1.16	1.16	1.16	
Initial Bse:	56	19	49	15	17	425	89	996	57		50	1575	12	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	56	19	49	15	17	425	89	996	57		50	1575	12	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	19	49	15	17	425	89	996	57		50	1575	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	56	19	49	15	17	425	89	996	57		50	1575	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	19	49	15	17	425	89	996	57		50	1575	12	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1433	1900	1615	1431	1900	1615	1805	3610	1615		1805	3579	27	
Capacity Analysis Module:														
Vol/Sat:	0.04	0.01	0.03	0.01	0.01	0.26	0.05	0.28	0.04		0.03	0.44	0.44	
Crit Moves:						****	****					****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.13	0.41	0.41		0.13	0.41	0.41	
Volume/Cap:	0.12	0.03	0.09	0.03	0.03	0.79	0.37	0.67	0.09		0.21	1.06	1.06	
Delay/Veh:	17.5	16.9	17.3	16.9	16.8	30.3	30.6	19.0	13.4		29.4	64.7	64.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.5	16.9	17.3	16.9	16.8	30.3	30.6	19.0	13.4		29.4	64.7	64.7	
DesignQueue:	2	1	1	0	0	13	3	26	1		2	43	0	

La Quinta Gateway
Opening Year Without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec): 70 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 52.7
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	25	25	25	25	25	25	10	15	15		10	15	15	
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1		1 0	1 1	0	
Volume Module:														
Base Vol:	63	21	86	26	11	76	178	1294	74		91	971	15	
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16		1.16	1.16	1.16	
Initial Bse:	73	24	100	30	13	88	206	1501	86		106	1126	17	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	73	24	100	30	13	88	206	1501	86		106	1126	17	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	24	100	30	13	88	206	1501	86		106	1126	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	73	24	100	30	13	88	206	1501	86		106	1126	17	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	73	24	100	30	13	88	206	1501	86		106	1126	17	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.76	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00		1.00	1.97	0.03	
Final Sat.:	1440	1900	1615	1423	1900	1615	1805	3610	1615		1805	3549	54	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.05	0.11	0.42	0.05		0.06	0.32	0.32	
Crit Moves:			****					****			****			
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.37	0.37		0.14	0.37	0.37	
Volume/Cap:	0.14	0.04	0.17	0.06	0.02	0.15	0.80	1.12	0.14		0.41	0.85	0.85	
Delay/Veh:	15.4	14.7	15.6	14.8	14.6	15.4	45.0	86.3	14.7		28.4	25.8	25.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.4	14.7	15.6	14.8	14.6	15.4	45.0	86.3	14.7		28.4	25.8	25.8	
DesignQueue:	2	1	3	1	0	2	7	41	2		4	30	0	

La Quinta Gateway
Opening Year Without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 47.0
Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	259	958	25	107	721	184	136	302	215	41	780	410
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	300	1111	29	124	836	213	158	350	249	48	905	476
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1111	29	124	836	213	158	350	249	48	905	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1111	29	124	836	213	158	350	249	48	905	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1111	29	124	836	213	158	350	249	48	905	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	300	1111	29	124	836	213	158	350	249	48	905	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2243	1180
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.02	0.04	0.16	0.13	0.05	0.10	0.15	0.03	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.11	0.34	0.34	0.14	0.37	0.37
Volume/Cap:	0.77	0.77	0.06	0.32	0.58	0.47	0.41	0.28	0.45	0.19	1.10	1.10
Delay/Veh:	48.0	32.5	24.0	37.3	28.6	27.8	37.9	21.8	23.7	34.9	86.1	86.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	32.5	24.0	37.3	28.6	27.8	37.9	21.8	23.7	34.9	86.1	86.1
DesignQueue:	14	42	1	6	31	8	7	12	8	2	32	17

La Quinta Gateway
Opening Year Without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 3	0	1	2 0 3	0	1	2 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	257	873	57	232	898	160	283	750	348	40	510	337
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	298	1013	66	269	1042	186	328	870	404	46	592	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1013	66	269	1042	186	328	870	404	46	592	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1013	66	269	1042	186	328	870	404	46	592	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1013	66	269	1042	186	328	870	404	46	592	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	1013	66	269	1042	186	328	870	404	46	592	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.20	0.80
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2044	1350
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.04	0.08	0.20	0.12	0.09	0.24	0.25	0.03	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30
Volume/Cap:	0.70	0.64	0.13	0.63	0.66	0.38	0.77	0.79	0.82	0.21	0.95	0.95
Delay/Veh:	39.6	25.5	20.8	37.3	25.8	22.9	43.1	30.0	37.0	32.9	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	25.5	20.8	37.3	25.8	22.9	43.1	30.0	37.0	32.9	45.1	45.1
DesignQueue:	12	34	2	11	35	6	13	29	14	2	20	13

La Quinta Gateway
Opening Year Without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	83	921	39	101	868	42	19	100	48	57	373	112
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	96	1068	45	117	1007	49	22	116	56	66	433	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	1068	45	117	1007	49	22	116	56	66	433	130
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1068	0	117	1007	49	22	116	56	66	433	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1068	0	117	1007	49	22	116	56	66	433	130
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	1068	0	117	1007	49	22	116	56	66	433	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.35	0.65	2.00	1.54	0.46
Final Sat.:	1805	5187	1900	1805	5187	1615	1805	2315	1118	3502	2679	804
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.06	0.19	0.03	0.01	0.05	0.05	0.02	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.26	0.00	0.13	0.26	0.26	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.41	0.79	0.00	0.50	0.75	0.12	0.09	0.15	0.15	0.15	0.50	0.50
Delay/Veh:	32.0	29.9	0.0	32.8	28.5	21.9	29.7	18.5	18.5	29.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	29.9	0.0	32.8	28.5	21.9	29.7	18.5	18.5	29.9	21.3	21.3
DesignQueue:	4	36	0	4	33	2	1	3	2	2	13	4

La Quinta Gateway
Opening Year Without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	45	1259	107	173	1033	33	47	182	61	41	156	112
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	52	1460	124	201	1198	38	55	211	71	48	181	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1460	124	201	1198	38	55	211	71	48	181	130
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1460	0	201	1198	38	55	211	71	48	181	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1460	0	201	1198	38	55	211	71	48	181	130
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	1460	0	201	1198	38	55	211	71	48	181	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	0.85	0.95	0.91	0.91	0.92	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.50	0.50	2.00	1.16	0.84
Final Sat.:	1805	5187	1900	1805	5187	1615	1805	2598	874	3502	1969	1414
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.11	0.23	0.02	0.03	0.08	0.08	0.01	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.26	0.00	0.13	0.26	0.26	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.22	1.08	0.00	0.86	0.89	0.09	0.23	0.25	0.25	0.11	0.28	0.28
Delay/Veh:	30.5	79.0	0.0	58.3	35.1	21.7	30.6	19.2	19.2	29.7	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	79.0	0.0	58.3	35.1	21.7	30.6	19.2	19.2	29.7	19.5	19.5
DesignQueue:	2	50	0	8	40	1	2	6	2	2	5	4

La Quinta Gateway
Opening Year Without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	568	922	64	218	795	86	75	538	435	92	662	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	922	64	218	795	86	75	538	435	92	662	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	922	64	218	795	86	75	538	435	92	662	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	922	64	218	795	86	75	538	435	92	662	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	922	64	218	795	86	75	538	435	92	662	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.87	0.13	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3342	232	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.06	0.22	0.05	0.02	0.10	0.27	0.03	0.13	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.43
Volume/Cap:	1.33	0.90	0.90	0.51	0.72	0.17	0.18	0.34	0.88	0.22	0.42	0.27
Delay/Veh:	199.9	38.0	38.0	34.7	27.8	21.1	32.5	22.2	44.1	32.7	22.9	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.9	38.0	38.0	34.7	27.8	21.1	32.5	22.2	44.1	32.7	22.9	15.4
DesignQueue:	24	31	2	9	27	3	3	17	15	4	22	5

La Quinta Gateway
Opening Year Without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 1.124
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 83.6
Optimal Cycle: 120 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	405	871	124	239	951	110	249	905	912	238	577	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	871	124	239	951	110	249	905	912	238	577	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	871	124	239	951	110	249	905	912	238	577	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	871	124	239	951	110	249	905	912	238	577	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	871	124	239	951	110	249	905	912	238	577	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.75	0.25	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3100	441	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.07	0.26	0.07	0.07	0.17	0.56	0.07	0.11	0.30
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.24	0.24	0.08	0.23	0.23	0.08	0.49	0.49	0.08	0.49	0.57
Volume/Cap:	1.16	1.15	1.15	0.82	1.16	0.30	0.85	0.36	1.16	0.82	0.23	0.52
Delay/Veh:	151.5	125	125.4	70.6	130	38.8	75.1	19.1	114.8	70.2	17.7	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.5	125	125.4	70.6	130	38.8	75.1	19.1	114.8	70.2	17.7	16.1
DesignQueue:	25	47	7	15	52	6	15	32	36	15	20	15

La Quinta Gateway
Opening Year Without Project
AM Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 1	1 0		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	568	922	64	218	795	86	75	538	435	92	662	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	922	64	218	795	86	75	538	435	92	662	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	922	64	218	795	86	75	538	435	92	662	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	922	64	218	795	86	75	538	435	92	662	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	922	64	218	795	86	75	538	435	92	662	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.87	0.13	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3342	232	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.06	0.22	0.05	0.02	0.10	0.27	0.03	0.13	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.43	0.12	0.30	0.43
Volume/Cap:	1.33	0.90	0.90	0.51	0.72	0.17	0.18	0.34	0.63	0.22	0.42	0.27
Delay/Veh:	199.9	38.0	38.0	34.7	27.8	21.1	32.5	22.2	20.3	32.7	22.9	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.9	38.0	38.0	34.7	27.8	21.1	32.5	22.2	20.3	32.7	22.9	15.4
DesignQueue:	24	31	2	9	27	3	3	17	12	4	22	5

La Quinta Gateway
Opening Year Without Project
PM Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.996
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.5
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 1	1 0		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	405	871	124	239	951	110	249	905	912	238	577	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	871	124	239	951	110	249	905	912	238	577	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	871	124	239	951	110	249	905	912	238	577	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	871	124	239	951	110	249	905	912	238	577	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	871	124	239	951	110	249	905	912	238	577	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.75	0.25	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3100	441	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.07	0.26	0.07	0.07	0.17	0.56	0.07	0.11	0.30
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.29	0.29	0.08	0.26	0.26	0.08	0.44	0.56	0.08	0.44	0.53
Volume/Cap:	1.01	0.97	0.97	0.82	1.01	0.26	0.85	0.39	1.01	0.82	0.25	0.56
Delay/Veh:	101.8	62.5	62.5	70.6	77.3	35.6	75.1	22.7	60.1	70.2	21.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.8	62.5	62.5	70.6	77.3	35.6	75.1	22.7	60.1	70.2	21.0	20.0
DesignQueue:	25	44	6	15	50	6	15	35	31	15	22	16

La Quinta Gateway
Opening Year Without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

****

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	66	0	52	16	298	0	0	537	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	0	52	16	298	0	0	537	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	52	16	298	0	0	537	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	66	0	52	16	298	0	0	537	29
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	733	xxxx	283	566	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	360	xxxx	720	1016	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	356	xxxx	720	1016	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	17.4	xxxx	10.4	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

La Quinta Gateway
Opening Year Without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	27	0	25	59	482	0	0	267	36
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	31	0	29	68	559	0	0	310	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	29	68	559	0	0	310	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	29	68	559	0	0	310	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	31	0	29	68	559	0	0	310	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	747	xxxx	176	351	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	353	xxxx	843	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	338	xxxx	843	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	16.7	xxxx	9.4	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

La Quinta Gateway
Opening Year Without Project
AM Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

****

Cycle (sec): 0 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 60 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	15	15	0	0	15	15
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	66	0	52	16	298	0	0	537	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	0	52	16	298	0	0	537	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	52	16	298	0	0	537	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	52	16	298	0	0	537	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	66	0	52	16	298	0	0	537	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.82	1.00	0.85	0.41	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1558	0	1615	777	3610	0	0	3398	183
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.02	0.08	0.00	0.00	0.16	0.16
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.57	0.57	0.00	0.00	0.57	0.57
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.10	0.04	0.15	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	14.0	0.0	13.9	5.8	6.2	0.0	0.0	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	0.0	13.9	5.8	6.2	0.0	0.0	6.8	6.8
DesignQueue:	0	0	0	1	0	1	0	4	0	0	8	0

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La Quinta Gateway
Opening Year Without Project
PM Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.195
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	2.9
Optimal Cycle:	60	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	27	0	25	59	482	0	0	267	36
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	31	0	29	68	559	0	0	310	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	29	68	559	0	0	310	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	29	68	559	0	0	310	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	29	68	559	0	0	310	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	31	0	29	68	559	0	0	310	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.85	0.54	0.95	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	1473	0	1615	1024	3610	0	0	3122	423
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.07	0.15	0.00	0.00	0.10	0.10
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.79	0.79	0.00	0.00	0.79	0.79
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.17	0.08	0.20	0.00	0.00	0.13	0.13
Delay/Veh:	0.0	0.0	0.0	25.0	0.0	24.8	1.4	1.6	0.0	0.0	1.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.0	0.0	24.8	1.4	1.6	0.0	0.0	1.5	1.5
DesignQueue:	0	0	0	1	0	1	0	4	0	0	2	0

La Quinta Gateway
Opening Year Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.322
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	319	61	66	277	51	26	259	67	71	369	54
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	121	370	71	77	321	59	30	300	78	82	428	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	370	71	77	321	59	30	300	78	82	428	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	370	71	77	321	59	30	300	78	82	428	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	370	71	77	321	59	30	300	78	82	428	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	370	71	77	321	59	30	300	78	82	428	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.93	0.93	0.42	0.93	0.93	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.68	0.32	1.00	1.69	0.31	1.00	1.59	0.41	1.00	1.74	0.26
Final Sat.:	901	2956	567	806	2979	548	1805	2776	722	1805	3087	454
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.10	0.11	0.11	0.02	0.11	0.11	0.05	0.14	0.14
Crit Moves:		****					****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.37	0.35	0.35	0.26	0.30	0.30	0.11	0.30	0.30	0.31	0.38	0.38
Delay/Veh:	16.9	16.2	16.2	16.0	15.9	15.9	25.8	15.9	15.9	27.1	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.2	16.2	16.0	15.9	15.9	25.8	15.9	15.9	27.1	16.5	16.5
DesignQueue:	3	9	2	2	8	1	1	8	2	3	11	2

La Quinta Gateway
Opening Year Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	68	250	67	38	222	31	48	374	105	68	221	49
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	79	290	78	44	258	36	56	434	122	79	256	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	290	78	44	258	36	56	434	122	79	256	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	290	78	44	258	36	56	434	122	79	256	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	290	78	44	258	36	56	434	122	79	256	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	290	78	44	258	36	56	434	122	79	256	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.92	0.92	0.48	0.93	0.93	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.76	0.24	1.00	1.56	0.44	1.00	1.64	0.36
Final Sat.:	1028	2754	741	918	3111	434	1805	2725	766	1805	2873	640
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.05	0.08	0.08	0.03	0.16	0.16	0.04	0.09	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.21	0.29	0.29	0.13	0.23	0.23	0.21	0.44	0.44	0.30	0.25	0.25
Delay/Veh:	15.5	15.8	15.8	14.9	15.4	15.4	26.4	16.9	16.9	27.0	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.8	15.8	14.9	15.4	15.4	26.4	16.9	16.9	27.0	15.5	15.5
DesignQueue:	2	7	2	1	6	1	2	11	3	3	6	1

APPENDIX E

CALCULATION OF INTERSECTION LEVEL OF SERVICE -
OPENING YEAR WITH PROJECT

La Quinta Gateway
Opening Year With Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.881
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	48	16	42	13	15	366	77	859	49	43	1358	10
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	56	19	49	15	17	425	89	996	57	50	1575	12
Added Vol:	0	0	0	0	0	36	33	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	19	49	15	17	461	122	1004	57	50	1575	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	19	49	15	17	461	122	1004	57	50	1575	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	19	49	15	17	461	122	1004	57	50	1575	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	19	49	15	17	461	122	1004	57	50	1575	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1433	1900	1615	1431	1900	1615	1805	3610	1615	1805	3579	27
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.03	0.01	0.01	0.29	0.07	0.28	0.04	0.03	0.44	0.44
Crit Moves:						****	****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.48	0.48	0.11	0.48	0.48
Volume/Cap:	0.13	0.03	0.10	0.03	0.03	0.92	0.61	0.58	0.07	0.25	0.92	0.92
Delay/Veh:	22.4	21.6	22.2	21.7	21.6	52.1	43.5	17.5	12.7	37.2	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	21.6	22.2	21.7	21.6	52.1	43.5	17.5	12.7	37.2	30.3	30.3
DesignQueue:	2	1	2	1	1	17	6	28	1	2	46	0

La Quinta Gateway
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Miles Ave. (NS) / SR-111 (EW)

Cycle (sec):	75	Critical Vol./Cap. (X):	0.643
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	15	15	10	15	15
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	63	21	86	26	11	76	178	1294	74	91	971	15
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	73	24	100	30	13	88	206	1501	86	106	1126	17
Added Vol:	0	0	0	0	0	53	50	13	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	24	100	30	13	141	256	1514	86	106	1126	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	24	100	30	13	141	256	1514	86	106	1126	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	24	100	30	13	141	256	1514	86	106	1126	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	24	100	30	13	141	256	1514	86	106	1126	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1440	1900	1615	1423	1900	1615	1805	3610	1615	1805	3549	54
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.06	0.02	0.01	0.09	0.14	0.42	0.05	0.06	0.32	0.32
Crit Moves:						****		****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.17	0.41	0.41	0.13	0.38	0.38
Volume/Cap:	0.15	0.04	0.19	0.06	0.02	0.26	0.84	1.01	0.13	0.44	0.84	0.84
Delay/Veh:	17.7	16.9	17.9	17.1	16.8	18.5	48.5	49.0	13.7	31.2	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	16.9	17.9	17.1	16.8	18.5	48.5	49.0	13.7	31.2	26.1	26.1
DesignQueue:	2	1	3	1	0	4	9	41	2	4	32	0

La Quinta Gateway
Opening Year With Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec):	90	Critical Vol./Cap. (X):	0.812
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	47.0
Optimal Cycle:	90	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	259	958	25	107	721	184	136	302	215	41	780	410
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	300	1111	29	124	836	213	158	350	249	48	905	476
Added Vol:	0	36	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1147	29	124	877	213	158	350	249	48	905	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1147	29	124	877	213	158	350	249	48	905	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1147	29	124	877	213	158	350	249	48	905	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	300	1147	29	124	877	213	158	350	249	48	905	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2243	1180
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.02	0.04	0.17	0.13	0.05	0.10	0.15	0.03	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.11	0.34	0.34	0.14	0.37	0.37
Volume/Cap:	0.77	0.80	0.06	0.32	0.61	0.47	0.41	0.28	0.45	0.19	1.10	1.10
Delay/Veh:	48.0	33.3	24.0	37.3	29.0	27.8	37.9	21.8	23.7	34.9	86.1	86.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	33.3	24.0	37.3	29.0	27.8	37.9	21.8	23.7	34.9	86.1	86.1
DesignQueue:	14	44	1	6	33	8	7	12	8	2	32	17

La Quinta Gateway
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Washington St. (NS) / Fred Waring Dr. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.798
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 3	0	1	2 0 3	0	1	2 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	257	873	57	232	898	160	283	750	348	40	510	337
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	298	1013	66	269	1042	186	328	870	404	46	592	391
Added Vol:	0	53	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1066	66	269	1105	186	328	870	404	46	592	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1066	66	269	1105	186	328	870	404	46	592	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1066	66	269	1105	186	328	870	404	46	592	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	1066	66	269	1105	186	328	870	404	46	592	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.20	0.80
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3610	1615	1805	2044	1350
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.04	0.08	0.21	0.12	0.09	0.24	0.25	0.03	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30
Volume/Cap:	0.70	0.67	0.13	0.63	0.70	0.38	0.77	0.79	0.82	0.21	0.95	0.95
Delay/Veh:	39.6	26.1	20.8	37.3	26.6	22.9	43.1	30.0	37.0	32.9	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	26.1	20.8	37.3	26.6	22.9	43.1	30.0	37.0	32.9	45.1	45.1
DesignQueue:	12	36	2	11	37	6	13	29	14	2	20	13

La Quinta Gateway
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 80 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.7
Optimal Cycle: 80 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	45	1259	107	173	1033	33	47	182	61	41	156	112
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	52	1460	124	201	1198	38	55	211	71	48	181	130
Added Vol:	53	32	0	63	0	0	0	50	0	0	32	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1492	124	264	1198	38	55	261	71	48	213	151
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1492	0	264	1198	38	55	261	71	48	213	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1492	0	264	1198	38	55	261	71	48	213	151
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1492	0	264	1198	38	55	261	71	48	213	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	0.85	0.95	0.92	0.92	0.92	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.57	0.43	2.00	1.17	0.83
Final Sat.:	1805	5187	1900	1805	5187	1615	1805	2747	747	3502	1981	1405
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.00	0.15	0.23	0.02	0.03	0.10	0.10	0.01	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.27	0.00	0.14	0.27	0.27	0.13	0.31	0.31	0.13	0.31	0.31
Volume/Cap:	0.42	1.05	0.00	1.05	0.84	0.09	0.24	0.30	0.30	0.11	0.34	0.34
Delay/Veh:	32.8	67.9	0.0	105.5	32.0	21.6	32.2	21.0	21.0	31.2	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	67.9	0.0	105.5	32.0	21.6	32.2	21.0	21.0	31.2	21.4	21.4
DesignQueue:	4	52	0	10	41	1	2	8	2	2	7	5

La Quinta Gateway
Opening Year With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Washington St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	83	921	39	101	868	42	19	100	48	57	373	112
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	96	1068	45	117	1007	49	22	116	56	66	433	130
Added Vol:	36	22	0	41	0	0	0	33	0	0	22	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1090	45	158	1007	49	22	149	56	66	455	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1090	0	158	1007	49	22	149	56	66	455	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1090	0	158	1007	49	22	149	56	66	455	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	1090	0	158	1007	49	22	149	56	66	455	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	0.85	0.95	0.91	0.91	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.45	0.55	2.00	1.52	0.48
Final Sat.:	1805	5187	1900	1805	5187	1615	1805	2516	946	3502	2639	841
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.09	0.19	0.03	0.01	0.06	0.06	0.02	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.26	0.00	0.13	0.26	0.26	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.56	0.81	0.00	0.67	0.75	0.12	0.09	0.18	0.18	0.15	0.53	0.53
Delay/Veh:	34.6	30.5	0.0	39.5	28.5	21.9	29.7	18.7	18.7	29.9	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	30.5	0.0	39.5	28.5	21.9	29.7	18.7	18.7	29.9	21.7	21.7
DesignQueue:	5	36	0	6	33	2	1	4	2	2	14	4

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Washington St. (NS) / West Project Entrance (EW)

****

Average Delay (sec/veh): 11.9 Worst Case Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	0 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	1043	0	0	973	0	0	0	0	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1210	0	0	1129	0	0	0	0	0	0	0
Added Vol:	0	0	58	0	0	0	0	0	0	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1210	58	0	1129	0	0	0	0	0	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1210	58	0	1129	0	0	0	0	0	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1210	58	0	1129	0	0	0	0	0	0	58
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	577
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	577
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

La Quinta Gateway
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Washington St. (NS) / West Project Entrance (EW)

Average Delay (sec/veh): 14.7 Worst Case Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	1	0		0	0	3	0	0		0	0	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	1411		0			0	1135		0			0		0		0		0		0		0	
Growth Adj:	1.16	1.16		1.16			1.16	1.16		1.16			1.16		1.16		1.16		1.16		1.16		1.16	
Initial Bse:	0	1637		0			0	1317		0			0		0		0		0		0		0	
Added Vol:	0	0		88			0	0		0			0		0		0		0		0		85	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	0	1637		88			0	1317		0			0		0		0		0		0		85	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	1637		88			0	1317		0			0		0		0		0		0		85	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	0	1637		88			0	1317		0			0		0		0		0		0		85	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		590	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		456	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		456	
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		14.7	
LOS by Move:	*	*		*			*	*		*			*		*		*		*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						14.7					
ApproachLOS:	*						*						*						B					

La Quinta Gateway
Opening Year With Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.801
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	51.4
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 1	1 0		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	568	922	64	218	795	86	75	538	435	92	662	184
Added Vol:	0	25	0	0	22	0	8	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	947	64	218	817	86	83	538	435	92	662	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	947	64	218	817	86	83	538	435	92	662	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	947	64	218	817	86	83	538	435	92	662	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	947	64	218	817	86	83	538	435	92	662	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.87	0.13	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3351	226	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.06	0.23	0.05	0.02	0.10	0.27	0.03	0.13	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.43
Volume/Cap:	1.33	0.93	0.93	0.51	0.74	0.17	0.19	0.34	0.88	0.22	0.42	0.30
Delay/Veh:	199.9	40.8	40.8	34.7	28.4	21.1	32.6	22.2	44.1	32.7	22.9	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.9	40.8	40.8	34.7	28.4	21.1	32.6	22.2	44.1	32.7	22.9	15.7
DesignQueue:	24	32	2	9	27	3	3	17	15	4	22	6

La Quinta Gateway
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 1.134
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 87.0
Optimal Cycle: 120 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0 1	1 0		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	405	871	124	239	951	110	249	905	912	238	577	477
Added Vol:	0	38	0	0	32	0	13	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	909	124	239	983	110	262	905	912	238	577	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	909	124	239	983	110	262	905	912	238	577	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	909	124	239	983	110	262	905	912	238	577	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	909	124	239	983	110	262	905	912	238	577	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.76	0.24	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3119	426	3502	3610	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.07	0.27	0.07	0.07	0.17	0.56	0.07	0.11	0.32
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.25	0.25	0.08	0.23	0.23	0.08	0.48	0.48	0.08	0.48	0.57
Volume/Cap:	1.17	1.17	1.17	0.82	1.17	0.29	0.90	0.36	1.17	0.82	0.23	0.56
Delay/Veh:	155.7	133	133.3	70.6	134	38.3	82.6	19.4	119.5	70.2	18.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.7	133	133.3	70.6	134	38.3	82.6	19.4	119.5	70.2	18.0	17.3
DesignQueue:	25	49	7	15	54	6	16	32	36	15	20	16

La Quinta Gateway
Opening Year With Project
AM Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.574
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	48.6
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	490	795	55	188	685	74	65	464	375	79	571	159
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	568	922	64	218	795	86	75	538	435	92	662	184
Added Vol:	0	25	0	0	22	0	8	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	947	64	218	817	86	83	538	435	92	662	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	947	64	218	817	86	83	538	435	92	662	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	947	64	218	817	86	83	538	435	92	662	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	568	947	64	218	817	86	83	538	435	92	662	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.87	0.13	2.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3351	226	3502	4627	487	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.06	0.18	0.18	0.02	0.10	0.27	0.03	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.30	0.30	0.12	0.30	0.30	0.12	0.30	0.43	0.12	0.30	0.43
Volume/Cap:	1.33	0.93	0.93	0.51	0.58	0.58	0.19	0.34	0.63	0.22	0.42	0.30
Delay/Veh:	199.9	40.8	40.8	34.7	24.6	24.6	32.6	22.2	20.3	32.7	22.9	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.9	40.8	40.8	34.7	24.6	24.6	32.6	22.2	20.3	32.7	22.9	15.7
DesignQueue:	24	32	2	9	27	3	3	17	12	4	22	6

La Quinta Gateway
Opening Year With Project
PM Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Washington St. (NS) / SR-111 (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	2 0	1 1	0	2 0	2 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	349	751	107	206	820	95	215	780	786	205	497	411
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	405	871	124	239	951	110	249	905	912	238	577	477
Added Vol:	0	38	0	0	32	0	13	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	909	124	239	983	110	262	905	912	238	577	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	909	124	239	983	110	262	905	912	238	577	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	909	124	239	983	110	262	905	912	238	577	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	405	909	124	239	983	110	262	905	912	238	577	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	1.76	0.24	2.00	2.70	0.30	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	3119	426	3502	4595	514	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.07	0.21	0.21	0.07	0.17	0.56	0.07	0.11	0.32
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.29	0.29	0.08	0.24	0.24	0.08	0.44	0.58	0.08	0.44	0.53
Volume/Cap:	0.89	1.01	1.01	0.82	0.89	0.89	0.90	0.39	0.98	0.82	0.25	0.60
Delay/Veh:	69.7	73.2	73.2	70.6	52.0	52.0	82.6	22.5	49.9	70.2	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	73.2	73.2	70.6	52.0	52.0	82.6	22.5	49.9	70.2	20.9	20.9
DesignQueue:	24	46	6	15	52	6	16	35	30	15	22	17

La Quinta Gateway
Opening Year With Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

****

Average Delay (sec/veh): 18.1 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	1 0	0	0 1	1 0	1	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	66	0	52	16	298	0	0	537	29
Added Vol:	36	0	51	0	0	0	0	0	74	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	51	66	0	52	16	298	74	33	537	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	51	66	0	52	16	298	74	33	537	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	36	0	51	66	0	52	16	298	74	33	537	29
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	702	xxxx	186	799	xxxx	283	566	xxxx	xxxxx	372	xxxx	xxxxx
Potent Cap.:	329	xxxx	831	280	xxxx	720	1016	xxxx	xxxxx	1197	xxxx	xxxxx
Move Cap.:	295	xxxx	831	254	xxxx	720	1016	xxxx	xxxxx	1197	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	24.1	xxxx	10.4	8.6	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	474	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.3			18.1			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

La Quinta Gateway
Opening Year With Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

****

Average Delay (sec/veh): 24.8 Worst Case Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		1	0	0	0	1		1	0	1	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				27	0	25				59	482	0				0	267	36			
Growth Adj:	1.16	1.16	1.16				1.16	1.16	1.16				1.16	1.16	1.16				1.16	1.16	1.16			
Initial Bse:	0	0	0				31	0	29				68	559	0				0	310	42			
Added Vol:	53	0	75				0	0	0				0	0	113				50	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	53	0	75				31	0	29				68	559	113				50	310	42			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	53	0	75				31	0	29				68	559	113				50	310	42			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	53	0	75				31	0	29				68	559	113				50	310	42			
Critical Gap Module:																								
Critical Gp:	7.5	xxxx	6.9				7.5	xxxx	6.9				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3				3.5	xxxx	3.3				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1007	xxxx	336				847	xxxx	176				351	xxxx	xxxxx				672	xxxx	xxxxx			
Potent Cap.:	198	xxxx	666				259	xxxx	843				1219	xxxx	xxxxx				928	xxxx	xxxxx			
Move Cap.:	175	xxxx	666				210	xxxx	843				1219	xxxx	xxxxx				928	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx	xxxxx				25.1	xxxx	9.4				8.1	xxxx	xxxxx				8.9	xxxx	xxxxx			
LOS by Move:	*	*	*				D	*	A				A	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	308	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	24.8	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				9.1	xxxx	xxxxx			
Shared LOS:	*	C	*				*	*	*				*	*	*				A	*	*			
ApproachDel:	24.8						17.6						xxxxxx						xxxxxx					
ApproachLOS:	C						C						*						*					

La Quinta Gateway
Opening Year With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.229
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	60	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	57	0	45	14	257	0	0	463	25
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	66	0	52	16	298	0	0	537	29
Added Vol:	36	0	51	0	0	0	0	0	74	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	51	66	0	52	16	298	74	33	537	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	51	66	0	52	16	298	74	33	537	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	51	66	0	52	16	298	74	33	537	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	0	51	66	0	52	16	298	74	33	537	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.73	1.00	0.85	0.41	0.92	0.92	0.53	0.94	0.94
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.60	0.40	1.00	1.90	0.10
Final Sat.:	1379	0	1615	1379	0	1615	777	2805	697	1001	3398	183
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.05	0.00	0.03	0.02	0.11	0.11	0.03	0.16	0.16
Crit Moves:				****							****	
Green/Cycle:	0.33	0.00	0.33	0.33	0.00	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.08	0.00	0.09	0.14	0.00	0.10	0.04	0.19	0.19	0.06	0.28	0.28
Delay/Veh:	13.8	0.0	13.8	14.1	0.0	13.9	5.8	6.3	6.3	5.9	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	0.0	13.8	14.1	0.0	13.9	5.8	6.3	6.3	5.9	6.8	6.8
DesignQueue:	1	0	1	1	0	1	0	4	1	0	8	0

La Quinta Gateway
Opening Year With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Seeley Dr. (NS) / Miles Ave. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.264
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	60	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	20	20	20	20	20	20	15	15	15		15	15	15	
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0		1 0	1	1 0	
Volume Module:														
Base Vol:	0	0	0	27	0	25	59	482	0		0	267	36	
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16		1.16	1.16	1.16	
Initial Bse:	0	0	0	31	0	29	68	559	0		0	310	42	
Added Vol:	53	0	75	0	0	0	0	0	113		50	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	53	0	75	31	0	29	68	559	113		50	310	42	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	53	0	75	31	0	29	68	559	113		50	310	42	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	53	0	75	31	0	29	68	559	113		50	310	42	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	53	0	75	31	0	29	68	559	113		50	310	42	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.74	1.00	0.85	0.71	1.00	0.85	0.54	0.93	0.93		0.35	0.93	0.93	
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.66	0.34		1.00	1.76	0.24	
Final Sat.:	1414	0	1615	1345	0	1615	1024	2928	592		667	3122	423	
Capacity Analysis Module:														
Vol/Sat:	0.04	0.00	0.05	0.02	0.00	0.02	0.07	0.19	0.19		0.07	0.10	0.10	
Crit Moves:			****					****						
Green/Cycle:	0.33	0.00	0.33	0.33	0.00	0.33	0.57	0.57	0.57		0.57	0.57	0.57	
Volume/Cap:	0.11	0.00	0.14	0.07	0.00	0.05	0.12	0.34	0.34		0.13	0.18	0.18	
Delay/Veh:	14.0	0.0	14.1	13.7	0.0	13.6	6.1	7.1	7.1		6.2	6.3	6.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.0	0.0	14.1	13.7	0.0	13.6	6.1	7.1	7.1		6.2	6.3	6.3	
DesignQueue:	1	0	2	1	0	1	1	8	2		1	5	1	

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	319	61	66	277	51	26	259	67	71	369	54
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	121	370	71	77	321	59	30	300	78	82	428	63
Added Vol:	8	0	0	0	0	17	15	7	29	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	370	71	77	321	76	45	307	107	82	436	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	370	71	77	321	76	45	307	107	82	436	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	370	71	77	321	76	45	307	107	82	436	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	370	71	77	321	76	45	307	107	82	436	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.93	0.93	0.42	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.68	0.32	1.00	1.62	0.38	1.00	1.48	0.52	1.00	1.75	0.25
Final Sat.:	872	2956	567	806	2834	671	1805	2573	897	1805	3094	447
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.10	0.11	0.11	0.02	0.12	0.12	0.05	0.14	0.14
Crit Moves:	****							****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.41	0.35	0.35	0.26	0.31	0.31	0.17	0.33	0.33	0.31	0.39	0.39
Delay/Veh:	17.3	16.2	16.2	16.0	16.0	16.0	26.2	16.1	16.1	27.1	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	16.2	16.2	16.0	16.0	16.0	26.2	16.1	16.1	27.1	16.5	16.5
DesignQueue:	3	9	2	2	8	2	1	8	3	3	11	2

La Quinta Gateway
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Adams St. (NS) / Miles Ave. (EW)

Cycle (sec):	0	Critical Vol./Cap. (X):	0.374
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	25	25	10	25	25
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	68	250	67	38	222	31	48	374	105	68	221	49
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	79	290	78	44	258	36	56	434	122	79	256	57
Added Vol:	13	0	0	0	0	25	21	11	43	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	290	78	44	258	61	77	445	165	79	269	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	290	78	44	258	61	77	445	165	79	269	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	290	78	44	258	61	77	445	165	79	269	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	290	78	44	258	61	77	445	165	79	269	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.92	0.92	0.48	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.58	0.42	1.00	1.62	0.38	1.00	1.46	0.54	1.00	1.65	0.35
Final Sat.:	988	2754	741	918	2835	670	1805	2528	937	1805	2901	615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.05	0.09	0.09	0.04	0.18	0.18	0.04	0.09	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.36	0.36	0.14	0.36	0.36
Volume/Cap:	0.26	0.29	0.29	0.13	0.25	0.25	0.29	0.49	0.49	0.30	0.26	0.26
Delay/Veh:	15.9	15.8	15.8	14.9	15.5	15.5	27.0	17.3	17.3	27.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.8	15.8	14.9	15.5	15.5	27.0	17.3	17.3	27.0	15.6	15.6
DesignQueue:	2	7	2	1	6	2	3	11	4	3	7	1

APPENDIX F

CITY OF LA QUINTA PARKING REQUIREMENTS

Chapter 9.150

PARKING

Sections:

9.150.010 Purpose and intent.

A. Purpose. These regulations are intended to: (1) provide for off-street parking of motor vehicles attracted by the various land uses in the city; (2) ensure the health, safety and welfare of the public by preventing obstruction of rights-of-way and fire lanes; and (3) provide for properly designed parking facilities with adequate numbers of parking spaces in order to reduce traffic congestion, promote business and enhance public safety.

B. Parking Required. Off-street parking is required for all land uses in accordance with this chapter. (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.020 Approval of parking facilities.

A. Permits Required. Except for single-family and duplex residences, establishment of all off-street parking facilities shall be subject to approval of a site development permit in accordance with Section 9.210.010 unless the parking facilities were previously approved in conjunction with a conditional use permit or site development permit and no changes in intensity of use are being proposed. A grading permit shall also be required unless exempted under the city's grading code.

B. Plot Plan Requirements. A plot plan shall be filed with all applications for a parking facility site development permit. The plot plan shall show the off-street parking facilities and the use(s) to be served, together with pedestrian arrangements (including crosswalks, if necessary) connecting them. The plot plan shall be accompanied by information required to determine total parking requirements as described in Section 9.150.050 and documentation of the guarantee of continued off-street parking required pursuant to Section 9.150.030.

C. Design Modifications Approved by Director. The community development director may, without notice or hearing, permit modifications to the on-site circulation, landscaping, and parking design requirements contained in Section 9.150.080 if the director determines that topographic or other physical conditions make it impractical to require strict compliance with these requirements. (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.030 Provision of parking facilities.

A. Entities Authorized to Provide Parking. Off-street parking may be provided for a particular land use by any or a combination of the following entities (so long as the appropriate guarantees described in subsection B of this section remain in effect):

1. On property containing the use: the property owner, lessee or agent of the use for which the parking is required; or

2. On an adjacent property under the same ownership: the property owner, lessee or agent of the use for which the parking is required; or

3. On an adjacent property not under the same ownership: an approved adjacent property owner, lessee or agent who reserves spaces on a contract basis for the adjacent use; or

4. On an adjacent or nearby property not under the same ownership:

a. An approved private (for-profit or not-for-profit) parking company which reserves, sells, leases or rents adjacent or nearby parking spaces for that use, or

b. An approved private parking association (such as in a shopping center) which creates and allocates parking spaces as credits or shares available to its subscribers/members to meet their parking requirements, or

c. A duly authorized public entity (parking district, assessment district, redevelopment district or similar agency) among whose powers include the authority to acquire and make available parking spaces and maneuvering areas, pedestrian walkways, shade structures, landscaping and other improvements.

B. Continuation of Off-Street Parking Required.

1. The validity of any permit to use property shall be directly contingent on the continued provision and proper functioning of required off-street parking. Failure to continue to provide the required parking in the approved usable condition shall be reason for immediate revocation of all permits for use of the property on the grounds that such parking deficiency constitutes a threat to the public health, safety and welfare.

2. The owner of any property for which off-street parking is required shall be directly responsible for the continued provision of such parking.

3. The user of any property for which off-street parking is required shall demonstrate to the satisfaction of the city that the continued provision of the required parking has been adequately guaranteed for a period of at least as long as the permitted use. Forms of guarantee which may be required by the city include, but are not limited to, the following:

a. The inclusion of exclusive or joint use rights for the required parking spaces in the lease for structural space on the same property;

b. A recorded covenant merging together two properties under the same ownership which subordinates all other use claims and obligations to the provision of the required parking on the adjacent parcel;

c. A contract for parking on other parcels, either:

i. A noncancellable provision, or

ii. The earliest expiration or cancelable date for parking facilities occurring simultaneously with or after the time limit for the use requiring the parking, or

iii. A bond or other acceptable equivalent instrument in favor of the city which guarantees, in the event of the contract cancellation, termination or expiration, suit, court jurisdiction or other occurrence which has the effect of rendering the required parking spaces unavailable, the continued provision of the required parking by means of alternate arrangements. (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.040 Parking location and accessibility.

A. Location.

1. Residential Uses. Required parking shall be located on the same parcel as the residential building which the parking serves, except that such parking may be located on an adjacent parcel if all of the following conditions are met:

a. The adjacent parcel is and continues to be under the same ownership as that of the residential building;

b. The parking is on that portion of the parcel where the erection of garages, carports or shade structures is permitted; and

c. The placement and distribution of required parking spaces are such that for any dwelling unit, the assigned or reasonably available parking spaces are no further than 100 feet by walkway to the entry of that dwelling unit.

2. Nonresidential Uses.

a. Required parking shall be located on the same parcel as the use served, on an adjacent parcel or on a parcel across an alley. Required parking may also be located across a street (other than a major or primary arterial) provided a properly designed crosswalk connects the parking with the use(s) served.

b. Required parking spaces shall be within three hundred feet of the uses served by the parking and shall be located in a commercial district.

3. Amended Provisions per Specific Plans. Amended provisions relating to parking location, configuration, and other matters may be imposed in conjunction with a specific plan.

B. Accessibility.

1. All required off-street parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible at all times.

2. Required off-street parking facilities and driveways shall not be used for any purpose which at any time would preclude the use of the area for the temporary storage of motor vehicles.

3. Unless otherwise provided by an approved discretionary permit, no owner or tenant shall lease, rent or otherwise make unavailable to intended users any off-street parking spaces required by this chapter.

4. Required parking spaces shall not be used for the storage of vehicles unless such storage is calculated into the required parking formula.

5. No required parking spaces shall be used for the display of vehicles for sale unless part of a permitted vehicle sales use.

6. If an area of parking is for park-and-ride programs, such area shall be in addition to the required parking area. If no additional area is provided for such purposes, the owner/operator of the parking lot shall arrange for part of the parking lot, at peak usage hours, to have encroaching parking removed by means of tickets and/or towing. (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.050 Determination of spaces required.

A. Method of Determination. Off-street vehicle parking requirements shall be determined and provided in accordance with this section when the subject building or structure is constructed or a use is established or changed. In determining such off-street parking requirements, the city may use the alternative methods described in this section. The city reserves the option of requiring the use of more than one of these methods, depending on the type, size and mix of uses in a proposed development.

B. Alternative Methods. Section 9.150.060 specifies the standard number of parking spaces required for most land uses. This schedule is required unless the applicant can show to the satisfaction of the city decision-making authority that it does not apply. Other alternative methods hereinbelow may then be employed to determine the required parking spaces:

1. The Urban Land Institute "shared parking" methodology for calculating the peak demand over time for parking in a development of mixed uses using the same parking facilities as specified in Section 9.150.070;

2. A city methodology for calculating the parking demand for extremely complex or unusual uses or combinations of uses for which the standard schedule, the Urban Land Institute methodology and/or verifiable data are not applicable. Some or all of the following factors may be utilized in this methodology: expected numbers of occupants, employees, customers or visitors, vehicles stationed on the site, service and loading spaces required, handicapped spaces required, emergency access considerations and use of parking by unauthorized vehicles.

C. Increases in Spaces Required. The city may increase the required number of parking spaces for a particular use or development from that required per Section 9.150.060 if an existing building is expanded or dwelling units or guest rooms are added, or if a use is intensified by the addition of floor space or seating capacity or is changed to a use requiring additional parking.

D. Parking Reductions in Village Districts. The city may permit required parking spaces in the Village districts to be reduced through execution of a parking agreement, subject to the following requirements:

1. A binding agreement, recorded against the property, between this city and the property owner. The agreement shall contain, at a minimum, all of the following:

a. The agreement shall be binding upon the parties thereto, their heirs, successors and assigns, and shall run with the land;

b. A payment schedule with a payment period not exceeding four years. If an assessment/benefit or parking improvement district is established, the obligation of the property owner shall become due and payable under the terms of such district;

c. A cash mitigation payment. The amount per space shall be established as determined by the community development and public works departments, plus an inflation factor. The amount will be calculated at the time of agreement execution.

2. An irrevocable offer from the property owner to participate in any future assessment/benefit or parking improvement district that may be formed in the CV district.

3. The money collected may be released to a city-created parking assessment/benefit or parking improvement district, or may be used in the furtherance of general parking improvements in the CV district, at the option of the city. Any financial obligation issued against such property shall be reduced accordingly to the amount of mitigation money paid at the time of the district formation.

4. The property owner shall secure the mitigation payment by providing the city with a second deed of trust in the amount of the total mitigation payment.

E. Certification of Required Parking. Numerical parking space requirements shall be determined and/or amended through approval of a parking plot plan pursuant to Section 9.150.020. The numerical requirements shall be deemed certified upon such approval. (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.060 Spaces required by use.

A. Land Uses not Listed. If no provisions for the required number of off-street parking spaces are set forth in Tables 9-11 or 9-12 of this section or the provisions are not clear for a specific use, the decision-making authority for the applicable use or project shall determine the number of parking spaces required.

B. Definition of GFA. For purposes of this chapter and this code, "gross floor area" or "GFA" means the total square footage of all floors of a building, including the exterior walls but excluding courtyards and other outdoor areas.

C. Parking for Residential Land Uses.

1. Table 9-11 following contains the minimum number of parking spaces required for each type of residential land use.

2. Whenever any commercial or industrial use is located on a building site that is also used for residential purposes, parking facilities shall be provided for the residential use per Table 9-11 in addition to the spaces required for the nonresidential use(s).

Table 9-11 Parking for Residential Land Uses

Land Use	Minimum Off-Street Parking Requirement	Additional Requirements
Single-family detached, single-family attached and duplexes, three bedrooms or less	2 spaces per unit in a garage plus .5 guest spaces per unit if no on-street parking is available	A bedroom means any habitable room that may be used for sleeping purposes other than a kitchen, bathroom, hallway, dining room, or living room. Minimum driveway length shall conform to Section 9.60.060.
Above homes with four or more bedrooms	Same as above but with 3 spaces per unit in a garage. For additions raising total number of bedrooms to 4 or more, third garage space is not required provided addition does not increase value of house by 50% or more as determined by director of building and safety. Existing lots of 6,000 square feet or less and affordable housing, this requirement is optional.	Same as above
Employee quarters	One covered or uncovered space. This space shall not be tandem.	
Townhomes	2 spaces per unit in a garage plus .8 guest spaces per unit	All units shall be within 100 feet of the nearest guest space. A parking plan will be required as part of development review showing allocation of guest spaces. All guest spaces shall be restricted to the use of guests only

Table 9-11 Parking for Residential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Apartments and "airspace" condominiums:		A bedroom means any habitable room that may be used for sleeping purposes other than a kitchen, bathroom, hallway, dining room, or living room
(1) Studio	1 covered space per unit, plus .5 guest spaces per unit	For apartments, condominiums, mobilehome parks, senior citizen hotels, and congregate care facilities, parking shall be arranged so that all units are within 100 feet of the nearest guest space. A parking plan shall be required as part of development review showing allocation of dwelling unit spaces and guest spaces. All guest spaces shall be restricted to the use of guests only
(2) One-bedroom	1.2 covered spaces per unit plus .5 guest spaces per unit	
(3) Two-bedroom	2 covered spaces per unit plus .5 guest spaces per unit	
(4) Three or more bedroom	3 covered spaces per unit plus .5 covered spaces per each bedroom over three, plus .5 guest spaces per unit	
Mobilehome parks	2 covered spaces/unit, which may be in tandem, plus .8 spaces per unit	
Senior group housing/senior citizen hotels and congregate care facilities	.5 covered spaces per unit plus .5 guest spaces per unit	
Bed and breakfast inns	One space per guest room plus parking for residents as required by this code.	
Boardinghouse, roominghouse, and single room occupancy hotels	1 space per sleeping room	
Lodging and Child Care Uses		
Child care centers, including preschools and nursery schools	1 space per staff member plus 1 space per 5 children. Parking credit may be given if queuing area for more than 4 cars is provided, but resulting parking shall be not less than 1 per staff member plus 1 per 10 children	Stacking analysis may be required to define a drop-off facility that accommodates at least four cars in a continuous flow, preferably one-way, to safely load and unload children

Table 9-11 Parking for Residential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Recreational Vehicle Parks	One automobile parking space on each recreational vehicle lot plus one space per 20 recreational lots for visitors	

D. Parking for Nonresidential Land Uses.

1. Adequate Parking Required. All nonresidential land uses shall provide off-street parking in compliance with this subsection and with Table 9-12 following unless modified by the provisions contained in Section 9.150.050. Table 9-12 sets forth the minimum requirements for each use. It shall be the responsibility of the developer, owner or operator of any use to provide adequate off-street parking even though such parking may be in excess of the minimum requirements set forth in this section.

2. Bicycle Parking. In addition to the automobile parking spaces required per Table 9-12 following, bicycle parking shall be provided for certain nonresidential uses in accordance with subsection D3 of this section.

Table 9-12 Parking for Nonresidential Land Uses		
Land Use	Minimum Off-Street Parking Requirement	Additional Requirements
Commercial Uses		
Barbershops	2 spaces per chair	
Bars, pubs and cocktail lounges	1 space per 50 sq. ft. GFA including indoor/outdoor seating areas (see also Restaurants)	
Beauty parlors/hair salons	3 spaces per station	
Dry cleaners	1 space per 200 sq. ft. GFA	
Laundromats	As stand-alone use: 1 space per 3 machines. As part of a larger building: 1 space per 200 sq. ft. GFA	A washer/dryer combination is considered one machine
Lumberyards and nurseries	1 space per 500 sq. ft. GFA indoor area, plus 1 space per 1,000 sq. ft. of outdoor area devoted to display or sales, plus 1 space per 2 employees	
Model home complexes	10 spaces	
Personal service establishments, including tanning salons, nail salons, massage services and uses of a similar nature	3 spaces per station	
Restaurants: (1) Conventional "sit-down," including any bar portion (2) Drive-through and fast food (3) Retail food with ancillary seating	 1 space per 75 sq. ft. GFA including indoor and outdoor seating areas 1 space per 100 sq. ft. GFA, including indoor and outdoor seating areas, but not less than 10 spaces. In addition, there shall be at least 2 "grill" spaces for vehicles awaiting orders already paid for. 1 space per 150 sq. ft. GFA including indoor and outdoor seating areas	

Table 9-12 Parking for Nonresidential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Retail Commercial:		
(1) General retail uses under 50,000 sq. ft. GFA	1 space per 200 sq. ft. GFA	For shopping centers, freestanding restaurants and non-freestanding restaurant space in excess of 20% of the total shopping center GFA shall be computed separately using the applicable restaurant parking ratio
(2) General retail uses 50,000 sq. ft. GFA and greater	1 space per 250 sq. ft. GFA	
(3) Furniture and appliance stores	1 space per 500 sq. ft. GFA	
Sexually-oriented businesses	1 space per 200 sq. ft. GFA	
Warehouses, storage buildings or structures used exclusively for storage	1 space per 1,000 sq. ft. of gross area for storage purposes	
Wholesale establishments and warehouses not used exclusively for storage	1 space per 500 sq. ft. GFA, excluding that area devoted to office or sales, plus 1 space per 250 sq. ft. of office or sales area	
Mini-storage facilities:		
(1) Single-story	1 space per 5,000 sq. ft. plus 2 spaces for any caretaker's unit	Drive aisles between storage bays must be wide enough for a parked vehicle plus a fire lane
(2) Multistory	1 space per 2,000 sq. ft. plus 2 spaces for any caretaker's unit	
Outdoor storage, such as auto wrecking and salvage, contractors storage yard	1 space per 1,000 sq. ft. but not less than 6 spaces	
Office and Health Care Uses		
General requirement for all office and health care uses	Minimum 30% of required spaces shall be covered by a trellis or carport structure	
Banks, savings and loans, credit unions and similar financial institutions	1 space per 250 sq. ft. GFA (for either stand-alone or uses which are part of a larger building)	
Convalescent hospitals, nursing homes, children's homes and sanitariums	1 space per 4 beds based on the resident capacity of the facility as listed on the required license or permit	See also senior group housing (senior citizen hotels) under residential uses, preceding

Table 9-12 Parking for Nonresidential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
General offices, other than medical, dental or industrial park/research	1 space per 250 sq. ft. GFA	Rates are for office uses only. If ancillary uses are included, such as financial institutions, restaurants or retail establishments, parking for such uses must be provided per their applicable rates
Hospitals	1.75 spaces per bed	
Medical or dental offices/clinics	1 space per 200 sq. ft. GFA for first 2,000 sq. ft. plus 1 space per each 175 sq. ft. over 2,000	
Veterinary hospitals and clinics	1 space per 200 sq. ft. GFA exclusive of overnight boarding areas	
Automotive Uses		
Automobile repair facilities	1 space per 300 sq. ft. GFA, but not less than 5 per business	
Automobile Service Stations: (1) Without retail sale of beverage and food items (2) With retail sale of beverage and food items	 1 space per 250 sq. ft. GFA, plus 2 spaces per service bay 10 spaces plus 1 space per 250 sq. ft. GFA plus 2 spaces/service bay	For service stations, GFA means all areas which are fully enclosed and shall include retail area, restrooms, storage and mechanical areas, service bays, and cashiers booth
Automobile, truck, boat, and similar vehicle sales or rental establishments	1 space per 300 sq. ft. of office area, plus 1 space per 1,000 sq. ft. of indoor/outdoor sales/display area, plus 1 space per 300 sq. ft. GFA for repair/service areas, plus 2 spaces per service bay	
Mobilehome sales	1 space per 300 sq. ft. of office area, plus 1 space per 2,500 sq. ft. of indoor/outdoor sales/display area	

Table 9-12 Parking for Nonresidential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Car washes:		
(1) Full-service	1 space per employee per shift but not less than 10 spaces. (Fuel, vacuuming or drying areas shall not be counted as parking spaces)	Applicant may be required to submit a parking study which includes a stacking analysis for the proposed facility
(2) Self-service	2 spaces per wash pay (wash bays shall not be counted as parking spaces)	
Industrial Uses		
General manufacturing and industrial uses	1 space per 500 sq. ft. GFA (with maximum 10 percent office area)	
Industrial Parks/Research and Development:		
(1) Manufacturing, research assembly, packaging, wholesaling	1 space per 500 sq. ft. (with maximum 10 percent office area)	If uses are not precisely identified at the time of application, the parking shall be based on the manufacturing, research, assembly, packaging and wholesaling rate
(2) Warehousing and distribution space	1 space per 1,000 sq. ft. (maximum 10 percent office area)	
(3) Offices	1 space per 250 sq. ft. for office square footage which exceeds 10 percent of GFA	
Assembly Uses		
Auditoriums, theaters (not including cinemas)	1 space per 3 seats and 1 space per 25 sq. ft. GFA where there are no fixed seats	18 lineal inches of bench shall be considered 1 fixed seat
Churches, temples and other places of assembly not specified elsewhere	1 space per 3 seats within the main auditorium and 1 space per 25 sq. ft. GFA within the main auditorium where there are no fixed seats, plus required parking for other uses on the site	18 lineal inches of bench shall be considered 1 fixed seat. Additional parking will be required at the same rate for other auditoriums, assembly halls or classrooms to be used concurrently with the main auditorium
Cinemas (single- and multi-screen)	1 space per 3 seats, plus 5 spaces for employees	

Table 9-12 Parking for Nonresidential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Clubs, lodge halls and union halls (not including health clubs)	1 space per 35 sq. ft. GFA within the main auditorium, plus required parking for other uses on the site	
Dancehalls	1 space per 7 sq. ft. of dance floor area, plus 1 space per 35 sq. ft. of additional GFA	
Mortuaries and funeral homes	1 space for every 25 sq. ft. or fraction thereof of assembly room floor area, plus 1 space for each vehicle stored onsite, plus 5 spaces for employees	
Senior centers	1 space per 125 sq. ft. GFA	
Lodging and Child Care Uses		
Day care centers, including preschools and nursery schools	1 space per staff member plus 1 space per 5 children. Parking credit may be given if queuing area for more than 4 cars is provided, but resulting parking shall be not less than 1 per staff member plus 1 per 10 children	Stacking analysis may be required to define a drop-off facility that accommodates at least four cars in a continuous flow, preferably one-way, to safety load and unload children
Hotels: (1) Facilities with less than 200 rooms (2) Facilities with 200 rooms or more	 1.1 spaces per guest bedroom plus 1 space for every 75 sq. ft. of meeting room GFA plus the spaces required for ancillary commercial uses 1.5 spaces per guest bedroom plus 1 space for every 75 sq. ft. of meeting room GFA plus the spaces required for ancillary commercial uses	
Motels	1.1 space per guest bedroom plus 1 employee space per 10 guest rooms, plus 2 spaces for any manager's unit, plus the spaces required for ancillary commercial uses	

Table 9-12 Parking for Nonresidential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Timeshare facilities	1.5 spaces per dwelling or guest unit plus the spaces required for ancillary commercial uses	
Senior group housing, rooming houses, single-room occupancy hotels, and other residential uses	See Table 9-11, Parking for Residential Land Uses	
Recreational Uses		
Arcades, game and video	1 space per 200 sq. ft. GFA	
Billiard or pool establishments	2 spaces per billiard or pool table plus required parking for other uses on the site	
Bowling alleys	4 spaces per alley plus required parking for other uses on the site	
Golf Uses: (1) Driving ranges (2) Pitch and putt, par three and miniature golf courses (3) Regulation courses	 1 space per tee, plus the spaces required for additional uses on the site 3 spaces per hole, plus the spaces required for additional uses on the site 5 spaces per hole, plus the spaces required for additional uses on the site	
Handball/racquetball facilities	1.5 spaces per court plus the spaces required for additional uses on the site	
Health clubs and spas	1 space per 150 sq. ft. GFA (for purposes of this use, swimming pool area shall be counted as floor area)	
Libraries/museums	1 space per 300 sq. ft. GFA	
Shooting ranges	1 space per shooting station plus 5 spaces for employees	
Skating rinks, ice or roller	1 space per 100 sq. ft. GFA, plus the spaces required for additional uses on the site	
Stables, commercial	1 space per each 5 horses kept on the premises	

Table 9-12 Parking for Nonresidential Land Uses (Continued)		
Land Use	**Minimum Off-Street Parking Requirement**	**Additional Requirements**
Swimming pools, commercial	1 space per 500 sq. ft. of fenced outdoor area plus the spaces required for additional uses on the site	
Tennis clubs, commercial	3 spaces per court, plus the spaces required for additional uses on the site	
Public and Semipublic Uses		
Public utility facilities not having business offices on the premises, such as electric, gas, water, telephone facilities	1 space per employee plus 1 space per vehicle used in connection with the facility	
Schools:		
(1) Elementary and junior high or middle schools	2 spaces/classroom	
(2) Senior high schools	10 spaces per classroom	
(3) Colleges, universities and institutions of higher learning	20 spaces per classroom	
(4) Trade schools, business colleges and commercial schools	20 spaces per classroom	

3. Required Bicycle Parking. Bicycle parking shall be provided for certain nonresidential uses in order to encourage the use of bicycles and to mitigate motor vehicle pollution and congestion. The minimum bicycle parking requirements for nonresidential uses are as follows:

a. Land uses required to provide bicycle parking equal to minimum three percent of the total parking spaces required per Table 9-12 include: video arcades, bowling alleys, cinemas/movie theaters, commercial recreation, tennis clubs, health clubs, libraries, schools, and skating rinks.

b. Land uses required to provide a minimum of five bicycle parking spaces include: churches, clubs/halls, hospitals and restaurants (all categories).

c. Land uses required to provide a minimum of one bicycle parking for every twenty-five thousand square feet of gross floor area include governmental, general, medical and financial office uses.

d. In addition to the requirements of subsections D2a 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. 325 § 1 (Exh. A) (part), 1998; Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.070 Shared parking.

A. Cumulative Parking Spaces Required. Unless a reduction is permitted in accordance with subsection

B of this section, the cumulative parking spaces provided for all land uses in a given area shall be equal to or more than the sum of the parking spaces required for the individual uses in that area, even if two or more nonresidential uses jointly develop and use required parking facilities.

B. Reduction in Cumulative Spaces Via Shared Parking. The cumulative parking spaces required for land uses in a given area may be less than the sum of the parking spaces for the individual uses in the area if the city approves a shared parking plan based on one of the following:

1. The approved parking plan was developed and designed based on parking demand established by means of the Urban Land Institute's "shared parking" methodology (as described in ULI: "Shared Parking," 1983) using locally adapted data which consider the Coachella Valley's seasonality and demographics.

2. The approved parking plan was developed and designed based on the methodology for alternative parking demand determinations in accordance with Section 9.150.050.

3. In cases where shared parking is desired but insufficient data is available to use either of the preceding methodologies, an experimental parking arrangement may be temporarily approved subject to all of the following conditions:

a. Reasonably comparable data from similar joint uses demonstrates to the satisfaction of the city that the joint-use proposal is potentially workable;

b. The joint uses are separated in time by a minimum of sixty minutes and/or are for separate days;

c. A fifteen percent excess capacity is provided to accommodate unforeseen miscalculation of peak use and/or separation of time;

d. The joint time-shared use of parking facilities is a binding part of one or more approved plans for the uses requiring the parking;

e. To guarantee a two-year proof period, the land for additional parking is reserved or optioned and a bond or acceptable equivalent mechanism (in favor of the city) is posted to cover the costs plus ten percent for acquiring the land and constructing the credited parking spaces for a period of two years from the commencement of the last joint use at one hundred percent capacity, or until such time prior to the expiration of the two-year period as the city elects to release the guarantee pursuant to the conditions of approval;

f. An program of data gathering to document the actual parking demand claimed during the trial period is implemented to the satisfaction of the city. (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.080 Parking facility design standards.

A. Parking Layout and Circulation.

1. Except for single-family detached, single-family attached, duplex and townhome residential uses, no parking facility shall be designed so that vehicles are required to back into a public street to exit the facility.

2. No parking space shall be located within three feet of any property line.

3. Tandem parking shall be permitted only in mobilehome parks/subdivisions, as driveway guest parking for single-family detached, single-family attached and duplex residential uses, and where valet parking is provided.

4. With the exception of single-family detached, single-family attached and duplex residential uses, all parking bays shall be bordered by continuous curbs to serve as drainage channels and as wheel stops. Individual wheel stops shall not be permitted in lieu of such curbs.

5. All driveways shall be designed for positive drainage. If an inverted crown is proposed for a driveway, the center portion shall be a ribbon gutter of portland cement concrete rather than asphaltic concrete.

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.

7. In order to avoid dead-end aisles, parking bays with ten spaces or more shall connect with other parking bays or drive aisles or shall provide a turnaround area at the end of the bay.

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 curbline of the adjacent street.

c. Parking accessways from nonarterial streets and highways shall be not less than twenty feet in length from the ultimate curbline 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.

9. Entry/exit driveways shall be placed where they result in the least interference with the flow of traffic on the public street to which they connect.

10. Joint entry driveways are encouraged and shall be arranged to allow parking lot maneuvering from one establishment to another without requiring exit to the street. Adjacent properties shall maintain agreements which permit reciprocal driveway connections across property lines.

B. Parking Facility Design and Dimensions.

1. Regular Space Dimensions. All parking spaces up to the minimum required shall be designated for regular vehicle parking. Regular vehicle spaces shall have the following minimum dimensions: width, nine feet; length, seventeen feet to curb plus two feet overhang; where curbs are not provided, a minimum length of nineteen feet is required.

2. Compact Space Dimensions. Compact spaces are permitted only if such spaces are in excess of the minimum parking requirement for the use. Compact vehicle spaces shall have the following minimum dimensions: width, eight and one-half feet; length, sixteen feet to curb plus one and one-half feet overhang; where curbs are not provided, a minimum length of seventeen and one-half feet is required. Compact vehicle spaces shall be clearly marked and distributed throughout the parking facility.

3. End Spaces. Parking spaces at the end of a parking aisle against a curb or wall shall be widened by two additional feet and/or shall have a backing-out pocket provided.

4. Parallel Spaces. Spaces provided for parallel parking shall be a minimum of nine feet wide and twenty-four feet in length to permit room for maneuvering. If a wall or curb in excess of eight inches in height is adjacent to the parallel parking space, the space shall be ten feet in width. All end spaces confined by a curb shall be thirty feet long.

5. Support Posts. No support posts or other obstructions shall be placed within one and one-half feet of any parking stall, except that such obstructions are allowed adjacent to the stall within the first six feet of the front of the stall, including any overhang area (see illustration).

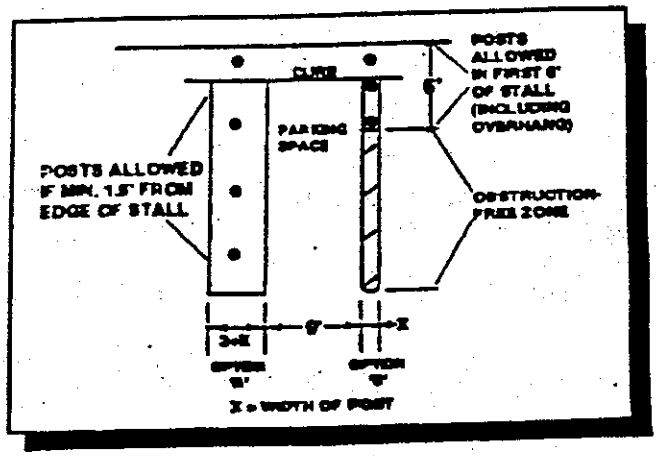

Figure 9-10: Limitations on Obstructions Adjacent to Parking Stalls

6. Parking Aisles. Table 9-13 following contains minimum dimensions for parking aisles:

Table 9-13 Minimum Parking Aisle Dimensions		
Parking Angle (degrees)	One-Way Aisle Width (feet)	Two-Way Aisle Width (feet)
0—44 (0° = parallel)	14	26
45—54	16	26
55—64	18	26
65—79	22	26
80—90	26	26

7. Space Marking. With the exception of single-family detached, single-family attached and duplex residential, all parking spaces shall be clearly marked with white or yellow paint or other easily distinguished material. Marking shall be a minimum four-inch-wide single or double ("hairpin" style) stripe.

8. Entry/Exit Driveways. Entry and exit driveways for commercial and multifamily parking lots shall be a minimum of twenty-eight feet wide plus any median width (medians shall be a minimum of three feet wide). Additional turning lanes, if required, shall be a minimum of twelve feet in width. One-way entry or exit drives shall be a minimum of sixteen feet in width. Maximum driveway width shall be forty-eight feet plus median width properly radiused. Internal driveways shall conform to the minimum widths, depending on the angle of parking in Table 9-13 of this section.

9. Curve Radii. Entry driveways shall have a minimum curb radius of five feet. Internal curb radii shall be a minimum of three feet. Driveway curve radius shall be a minimum of sixteen feet inside and twenty-nine feet outside if confined by a curb or other construction.

10. Sight Distance. No parking space shall encroach on the obstruction-free zone provided for sight distance at access points to major drives or streets. The obstruction-free zone shall be a six-foot-wide linear strip adjacent to the curbline of the street or major drive and shall extend in both directions from the access point in accordance with Riverside County road department standard drawing No. 806.

11. Residential Garages. Minimum interior dimensions in residential garages and carports shall be ten feet in width per car by twenty feet in depth. (For example, a two-car garage shall be minimum twenty feet wide by twenty feet deep.)

C. Fire Lanes.

1. Fire lanes meeting fire department standards shall be provided to allow access to all structures (both front and rear) for fire, law enforcement, and emergency medical purposes.

2. Fire lanes shall be kept separate from loading or service areas and the overall parking layout shall be configured so as to minimize possible obstruction of the fire lane.

3. Fire lanes shall be adequately marked and patrolled to prevent parking and other obstructions.

D. Pedestrian Circulation.

1. The purpose of a parking lot is to provide for the transition from vehicular to pedestrian movement. All parking lot arrangements shall be designed to provide for the maximum safety and convenience of pedestrians in their movement to and from the parking area.

2. Where possible, landscaped areas shall also contain paved pedestrian walks for the safe movement of pedestrians.

3. On major driveways, crosswalks shall be provided to mark cross-vehicular pedestrian movement.

4. Textured surfaces, signs and speed bumps shall be used to keep vehicular speeds low.

E. Loading and Other Service Facilities.

1. Off-Street Loading Requirements.

a. Whenever the city determines that the normal operation of any use or development requires that goods, merchandise or equipment to be routinely delivered to or shipped from that location, sufficient off-street loading and unloading area must be provided in accordance with this subsection to accommodate such activities in a safe and efficient manner. For purposes of this chapter, the term "loading" means both loading and unloading.

b. Table 9-14 following shows the number and size of loading berths expected to satisfy the standards set forth in this subsection. However, the planning commission may require more or less loading area if it determines such change to be necessary to satisfy the purpose set forth in subsection E1a of this section:

Table 9-14 Number of Loading Berths Required by Floor Area	
Gross Floor Area (sq. ft.)	Minimum Loading Berths Required
1,000—19,999	1
20,000—79,000	2
80,000—127,999	3
128,000—191,999	4
192,000—255,999	5
265,000—319,999	6
320,000—391,999	7
Each additional 72,000 square feet or fraction thereof	1 additional berth

c. Each loading berth shall be not less than forty-five feet in length and twelve feet in width exclusive of aisle or maneuvering space, and shall have an overhead clearance of not less than fourteen feet.

d. Loading berths may occupy all or any part of any required yard space except front and exterior side yards and shall not be located closer than fifty feet from any lot in any residential zone unless enclosed on all sides (except the entrance) by a wall not less than eight feet in height. In addition, the planning commission may require screening walls or enclosures for any loading berth if it determines that such screening is necessary to mitigate the visual impacts of the facility.

e. Loading berths shall be so located and designed that the vehicles intended to use them can maneuver safely and conveniently to and from a public right-of-way, complete the loading and unloading operations without obstructing or interfering with any fire lane, public right-of-way or any parking space or parking lot aisle.

f. Each loading berth shall be accessible from a street or alley or from an aisle or drive connecting to a street or alley. Entrance from and exits to streets and alleys shall be designed to minimize traffic congestion.

g. Sufficient room for turning and maneuvering delivery vehicles shall be provided on the site so that vehicles are not required to back up in order to leave the site.

h. The loading berth, aisles and access drives shall be paved so as to provide a durable, dustless surface and shall be graded and drained so as to dispose of surface water without damage to private or public properties, streets or alleys.

i. Bumper rails and bollards shall be provided at locations where needed for safety or to protect property.

j. If the loading area is illuminated, lighting shall be deflected away from abutting residential sites so as to minimize glare.

k. No repair work or servicing of vehicles shall be conducted in any loading berth.

l. Off-street loading facilities shall be located on the same site as the use served.

m. If more than one use is located on a site, the number of loading berths provided shall be equal to the sum of the requirements prescribed in this chapter for each use. If more than one use is located on a site and the gross floor area of each use is less than the minimum for which loading berths are required but the aggregate gross floor area is greater than the minimum for which loading berths are required, off-street loading berths shall be provided as if the aggregate gross floor area were used for the use requiring the greatest number of loading berths.

n. Loading facilities for a single use shall be considered as providing required loading facilities for any other use on the same site as long as sufficient spaces are provided to meet the requirements of all uses.

o. Off-street loading berths shall be provided prior to the time of initial occupancy or prior to completion of major alterations or enlargement of a structure or site. The number of loading berths provided for a major alteration or enlargement of a structure or site shall be in addition to the number existing prior to the alteration or enlargement.

p. No area allocated to loading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading facilities.

q. No loading berth which is provided for the purpose of complying with the provisions of this section shall hereafter be eliminated, reduced, or converted in any manner below the requirements established in this title, unless equivalent facilities are provided elsewhere, conforming to this chapter.

r. Because of the weight of trash trucks and other delivery vehicles, alleys and loading berths serving such vehicles shall be improved with a minimum structural section of three and one-half to six inches of portland concrete over a suitable base, depending on a recommendation by a registered civil engineer.

2. Utilities. All utility connections, utility meters and mechanical equipment shall be accessible from an area adjacent to (but not within the maneuvering area of) the fire lanes. Enough space shall be provided for a service truck to park adjacent to the utility area. Such area shall not conflict with the loading and maneuvering areas required per subsection G1 of this section.

3. Trash Facilities. Trash enclosures shall be provided exclusively for trash collection in accordance with the requirements of Section 9.100.200.

F. Parking Lot Surfacing.

1. All parking areas shall be designed and built with positive drainage to an approved drainage conveyance. No ponding shall be permitted.

2. All parking and maneuvering areas shall be paved with paving blocks or asphaltic or portland concrete over the appropriate asphaltic base. The structural section of the pavement and base material shall be commensurate with the anticipated loading and shall be calculated in accordance with the method promulgated by the California Department of Transportation (Caltrans).

3. The minimum thickness for portland concrete surfacing is three and one-half inches and shall be increased as needed to accommodate the expected loading. Expansion joints shall be provided.

4. The minimum structural section for asphaltic concrete pavement shall be compacted to a minimum thickness of three inches on four inches of Class Two base. The base thickness can be varied based on the recommendation of a preliminary soil report. A modified structural section may be used based upon the recommendation of a registered civil engineer if approved by the city.

G. Valet Parking.

1. Valet parking shall be reviewed by the planning commission in conjunction with the site development permit or other entitlement for the use or separately as a minor use permit per the procedures of Section 9.210.020.

2. When valet parking is provided, a minimum of twenty-five percent of the required parking area shall be designated and arranged for self-parking to prevent on-street parking and blocking of fire lanes.

3. The drop-off point for valet parking shall be convenient to the front door of the facility, shaded, one way, and of sufficient capacity to accommodate three cars.

4. The route from the drop-off pickup point to the area designated for parking shall be via an on-site private drive and shall not utilize any public street.

5. A safe pedestrian route for valet staff shall be provided which does not cross the path of the valet parking route.

6. All valet parking approvals shall be conditioned to require that sufficient liability insurance for patrons be carried during each year of operation.

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.

I. Underground and Decked Parking.

1. The minimum dimensions for underground, decked or covered parking shall be as required for uncovered surface area parking as specified throughout this section, except additional minimum dimensions may be required for specific circulation conditions or structural impediments created by the parking structure.

2. The clearance heights of overhead obstructions shall be clearly marked.

3. A level or nearly level transition area between the street and ramps up or down, parking shall be provided for a distance which will provide adequate sight distance at the street.

4. Landscaping shall be incorporated into parking structures to blend them into the environment. This shall include perimeter grade planting and rooftop landscaping as deemed appropriate by the planning commission.

5. Parking structures shall be subject to site development permit review in all cases. As part of such review, special care shall be taken to prevent the mass and height of parking structures from intruding into the streetscape.

6. Multiple-level parking structures shall contain light wells (minimum dimensions: twenty by twenty), placed at least every two hundred feet. The base elevation of the light well shall be landscaped. Tall trees (especially palms) shall be used to tie together the various levels of the parking structure. In addition, the planning commission may require that upper levels be set back from the level immediately below in order to minimize the apparent mass of the structure from the street.

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.

K. Lighting of Parking and Loading Areas.

1. Illumination of parking and loading areas shall conform to the requirements of this subsection and Section 9.100.150 (Outdoor lighting).

2. Lighting shall be provided for all parking facilities.

3. All off-street parking areas in multifamily residential projects shall be illuminated at night.

4. Commercial establishments shall provide night lighting throughout required parking areas at all hours of customer and employee use.

5. Lighting, where installed for parking area, sales and/or display area, shall be arranged so as to reflect away from adjoining residential areas and shall be designed to minimize impacts on vehicular traffic and residents.

6. Light sources shall not be visible from off the property, shall not direct light skyward, and shall be so arranged by means of filters or shields to avoid reflecting light onto adjoining properties or streets per Section 9.100.150.

7. Light standards should be placed between parking spaces or built into landscaped areas.

8. Light standard heights shall be as per manufacturer's recommended photometrics, but in no case shall the height exceed the maximum permitted building height of the zone in which it is situated or eighteen feet (measured from finish grade at the base of the standard), whichever is greater. Graduated light standard heights within a site with lower heights in peripheral areas may be required by the planning commission to provide compatibility with adjoining properties and streets.

9. Average illumination levels at finish grade in parking areas which require lighting shall be between one and two footcandles, with a maximum ratio of average light to minimum light of three to one. Lighting plans shall take into account the placement and growth of landscape materials.

L. Screening of Parking Areas.

1. Screening Required. Except for single-family detached, single-family attached and duplex residential, all parking areas shall be screened by means of walls or other materials in accordance with this subsection.

2. Height. Screening shall be a minimum of three feet high adjacent to public streets or nonresidential uses and a minimum of six feet high adjacent to residential uses, except that screening shall not exceed thirty inches high where required for motorist sight distances as specified in Section 9.100.030. This height restriction shall not apply in the VT Tampico urban mix district.

3. Screening Walls.

a. Wall Materials. Walls shall consist of concrete, stucco, plaster, stone, brick, tile or similar type of solid material a minimum of six inches thick. Walls shall utilize durable materials, finishes, and colors consistent with project buildings.

b. Wall Articulation. To avoid visual monotony, long straight stretches of wall or fence shall be avoided. Walls and fences shall be varied by the use of such design features as offsets (i.e., jogs), pilasters, open panels (e.g., containing wrought iron), periodic variations in materials, texture or colors, and similar measures. Screening walls or fences may also include open portions (tubular steel, wrought iron, etc.) if the city determines that the desired screening of parking areas and noise attenuation is still achieved.

c. Wall Planting. Shrubs and/or vines shall be planted on one or both sides of perimeter walls to add visual softening except where determined infeasible or unnecessary by the city.

4. Other Screening Materials. In addition to walls, if approved by the decision-making authority, screening may consist of one or a combination of the following materials:

a. Plant Screens and Berms. Plant materials, when used as a screen, shall consist of compact evergreen plants or landscaped berms (earthen mounds). Such planting shall be of a kind or used in such a manner so as to provide screening with a minimum thickness of two feet within eighteen months after initial installation. Width of landscape strips and other landscaping standards shall be in accordance with subsection M of this section.

b. Solid Fences. If permitted in the zoning district, a solid fence shall be constructed of wood or other materials with a minimum nominal thickness of two inches and shall form an opaque screen.

c. Open Fences. An open weave or mesh-type fence shall be combined with plant materials to form an opaque screen.

M. Parking Facility Landscaping.

1. Purpose. Landscaping of parking lots is beneficial to the public welfare in that such landscaping minimizes nuisances such as noise and glare, provides needed shade in the desert climate, and enhances the visual environment. Therefore, landscaping shall be incorporated into the design of all off-street parking areas in accordance with this subsection.

2. Preservation of Existing Trees. Where trees already exist, the parking lot shall be designed to preserve as many such trees as feasible (in the opinion of the decision-making authority) in order to make the best use of the existing growth and shade.

3. Screening. Screening of parking areas shall be provided in accordance with subsection L of this section.

4. Perimeter Landscaping. Whenever any parking area, except that provided for single-family dwellings, adjoins a street right-of-way, a perimeter planting strip between the right-of-way and the parking area shall be landscaped and continuously maintained. All planting within ten feet of any entry or exit driveway shall not be permitted to grow higher than thirty inches. Berms or low walls may also be incorporated into the planting strip. The width of the planting strip, measured from the ultimate property line (i.e., after street dedication), shall be in accordance with Table 9-15 following. (See also Nonresidential Development Standards, Chapter 9.90.)

Table 9-15 Required Perimeter Landscaping	
Street or Highway	Minimum Width of Planting Strip (feet)
Highway 111	50
Primary image corridors*	20
Other streets and highways	10
* The following are primary image corridors as identified in the general plan: Washington Street, Jefferson Street, Fred Waring Drive, Calle Tampico, Eisenhower Drive (from Tampico to Washington Street).	

5. Interior Landscaping.

a. Within open parking lots (i.e., not including parking structures) containing four or more parking spaces, landscaping equal to at least fifteen percent of the net project area shall be provided within parking areas. Perimeter planting strips shall not be credited toward this interior landscaping requirement.

b. All open areas between curbs or walls and the property line shall be permanently landscaped and continuously maintained. Landscaping shall include native or drought-tolerant shrubs, trees, vines, groundcovers, hedges, flowers, bark, chips, decorating cinders, gravel, and similar material which will improve the appearance of parking areas. (See also Nonresidential Development Standards, Chapter 9.90.)

c. Interior landscaping shall be distributed evenly throughout the entire parking area.

d. All landscaped areas shall be separated from adjacent parking or vehicular areas by a curb at least six inches higher than the parking or vehicular area to prevent damage to the landscaped area.

6. Parking Lot Shading. As part of the minimum interior landscaping required per subsection M5 of this section, eight to ten foot feet tall (minimum fifteen-gallon container size) trees of suitable mature size, spread and climatic conditioning shall be placed throughout the parking area to provide adequate shade for pedestrians and vehicles. Canopy-type trees shall be placed so as to shade a portion of the total parking area within fifteen years in accordance with Table 9-16 following.

Table 9-16 Required Parking Lot Shading	
Minimum Required Parking Spaces	Minimum Percent of Parking Area to be Shaded
0—4	n/a
5 or more	50

a. A shade plan shall be submitted with detailed landscaping plans which shows canopies after fifteen years growth to confirm compliance with the above percentage requirements. Professional landscaping judgment shall be used to evaluate the plan as to its fifteen-year growth and coverage and its compliance with the table's percentage shade requirements. Shade coverage shall be determined by the approximate crown diameter of each tree species at fifteen years of age.

b. Shade structures, such as trellises, may be credited for up to fifty percent of the required parking lot shading specified in Table 1506 preceding.

c. Tree locations should not interfere with required lighting of public areas or parking areas.

7. Landscaped Planters. All planter beds containing trees shall be at least six feet in width or diameter. All landscape planter beds not containing trees shall be at least three feet in width or diameter. Boulders, gravel, and the like, may be integrated with plant material into a well-conceived plan. Berming or other aesthetic approaches integrated into the overall design are encouraged.

8. Curbs Required. All landscaped areas shall be separated from adjacent parking or vehicular areas by a curb or landscape planter at least six inches higher than the parking or vehicular area to prevent damage to the landscaped area.

9. Irrigation. Effective full-coverage irrigation systems shall be installed and maintained in all landscaped areas so that landscaping remains in a healthy growing condition and in compliance with the approved plan.

All dead vegetation shall be removed and replaced with the same size and species plant material. Hose bibs shall be placed at intervals of not less than two hundred feet. Irrigation water shall be contained within property lines.

10. Landscaping of Undeveloped Areas. All undeveloped areas within the interior of any parking area, such as pads for future development, shall be landscaped with appropriate plant material and maintained in good condition.

11. Landscape Plans. Landscape plans shall be submitted in conjunction with grading and other development plans for all parking facilities with four or more spaces, except for single-family detached, single-family attached and duplex residential. Plans shall include all planting, hardscape, irrigation and other items required by this subsection. Plant lists shall be included giving the botanical and common names of the plants to be used and the container size at time of planting.

N. Nonconforming Parking. The continuation of uses with parking which does not conform to the provisions of this Chapter 9.150 shall be subject to the provisions of Chapter 9.280 (Nonconformities). (Ord. 299 § 1 (part), 1997; Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.090 Handicapped parking.

Handicap Parking Facilities Required. Public accommodations or facilities, including industrial, commercial, professional, institutional and multifamily dwellings of five or more units, shall provide parking spaces for the physically handicapped in compliance with the federal Americans with Disabilities Act (ADA). (Ord. 284 § 1 (Exh. A) (part), 1996)

9.150.100 Nonconforming parking.

A. Continuation of Uses. A use which was a legal use on the effective date of this code shall be allowed to continue in operation at whatever parking ratio was in effect at the time the use was established, provided such use was properly permitted and parked in accordance with the regulations in effect at that time.

B. Expansions and Additions. Any additional uses, intensifications of use, expansions or changes of use which generate a need for added parking shall comply with Chapter 9.150 (Parking). Only the changed portion of the use will be required to conform to said chapter unless an overriding public safety issue, confirmed by the planning commission and the city council, requires a redesign of the existing parking. (Ord. 284 § 1 (Exh. A) (part), 1996)