CADO LA QUINTA LLC
c/o CAPSTONE ADVISORS
1545 FARADAY AVENUE
CARLSBAD, CALIFORNIA 92008
T 760.804.6900 F 760.804.6901

February 17, 2011

Mr. Tim Jonasson
City of La Quinta Public Works Department
78-495 Calle Tampico
La Quinta, CA 92247

RE: Tract 30092, Traffic Signal Condition
La Quinta, CA

Dear Mr. Jonasson,

This letter is to address a specific condition in the final Conditions of Approval dated May 18, 2004, for Tract 30092, a 97-lot residential development located at the northwest corner of Monroe Street and Avenue 58 (the "Project"). Condition #47(3) reads as follows: "Developer shall enter into a secured agreement for the deferred installation of a traffic signal at the main entrance off Avenue 58 at such time that signal warrants are met. Developer shall pay its fair share based on an after the fact traffic study."

Per the attached traffic study prepared as of February 2, 2011 by Urban Crossroads, the existing conditions do not meet signal warrants for the main entrance to the Project (Pasatiempo Court and Avenue 58) and, more importantly, a traffic signal is <u>not</u> even anticipated to be warranted with the estimated General Plan Buildout traffic volumes which are not expected for decades. In addition, we have not been able to identify any other residential projects along Avenue 58 that were approved with a similar traffic signal condition at their entrances and the majority of these projects have unrestricted ingress and egress.

A traffic signal at the major intersection of Monroe Street and Avenue 58 (adjacent to the Project) is included in the City's Traffic Signal Master Plan and is ultimately expected to be installed by the City when warrants are met. This traffic signal at the intersection of Monroe Street and Avenue 58 (which is not a condition of the Project) is expected to provide more than adequate traffic gaps for the residents of the Project to turn into and out of the Project at General Plan Buildout. In addition, the traffic study also concludes that the proximity of the Project entrance at Pasatiempo Court and Avenue 58 to the intersection of Monroe Street and Avenue 58 (approximately 600 feet) will likely impede vehicular progression should the Project entrance be signalized. Per the enclosed traffic report, the Project will contribute a maximum of 0.84% of the General Plan Buildout traffic at the intersection of Monroe and Avenue 58. Based upon the City's current estimated cost of a traffic signal of $430,000, this equates to a fair share cost to the Project of $3,612.

Based on the lack of necessity now and at General Plan Buildout for a traffic signal at the Project entrance off Avenue 58, CADO La Quinta is requesting this condition be removed from the project. The cost for CADO to post surety bonds to secure its performance and the collective administrative cost and hassle for the both the city and CADO to annually maintain the Subdivision Improvement Agreements for 10 to 20 years or more for an unnecessary improvement is quite wasteful.

In exchange for removing this condition, CADO proposes to make a $20,000 cash contribution to the City for the ultimate construction of the traffic signal at the intersection of Monroe Street and Avenue 58. This amount is over 5.5 times CADO's fair share cost of $3,612 for this improvement and is in addition to the $187,210 ($1,930 per dwelling unit) that the Project will pay in traffic impact fees upon its ultimate buildout.

Sincerely,

Justin Bert
Senior Vice President

Cc: Mr. Ed Wimmer – City of La Quinta
Ms. Katy Dwyer – Capstone Advisors, Inc.

Encl. Urban Crossroads Traffic Signal/Fair Share Evaluation as of February 2, 2011

URBAN CROSSROADS

2173 Salk Avenue | Suite 250 | Carlsbad, CA 92008 | (760) 931-0664
www.urbanXroads.com

Feburary 2, 2011

Ms. Katy Dwyer
CAPSTONE ADVISORS
1545 Faraday Avenue
Carlsbad, CA 92008

Subject: Tentative Tract 30092 (Piazza Serena) Traffic Signal/Fair Share Evaluation

Dear Ms. Dwyer:

Urban Crossroads, Inc. is pleased to submit the following traffic signal/fair share evaluation for the proposed Tentative Tract 30092 (Piazza Serena). The proposed project consists of 97 residential units. The project site is generally located north of 58th Avenue and west of Monroe Street in the City of La Quinta. Exhibit A illustrates the location of the proposed project.

The purpose of this report is to evaluate the requirements for a traffic signal at the intersection of the project driveway / 58th Avenue and provide a fair share evaluation for the intersection of Monroe Street / 58th Avenue.

EXISTING CONDITIONS

The project driveway is currently located approximately 620 feet west of the intersection of Monroe Street/58th Avenue. The access point is stopped-controlled but does allow full access to/from 58th Avenue.

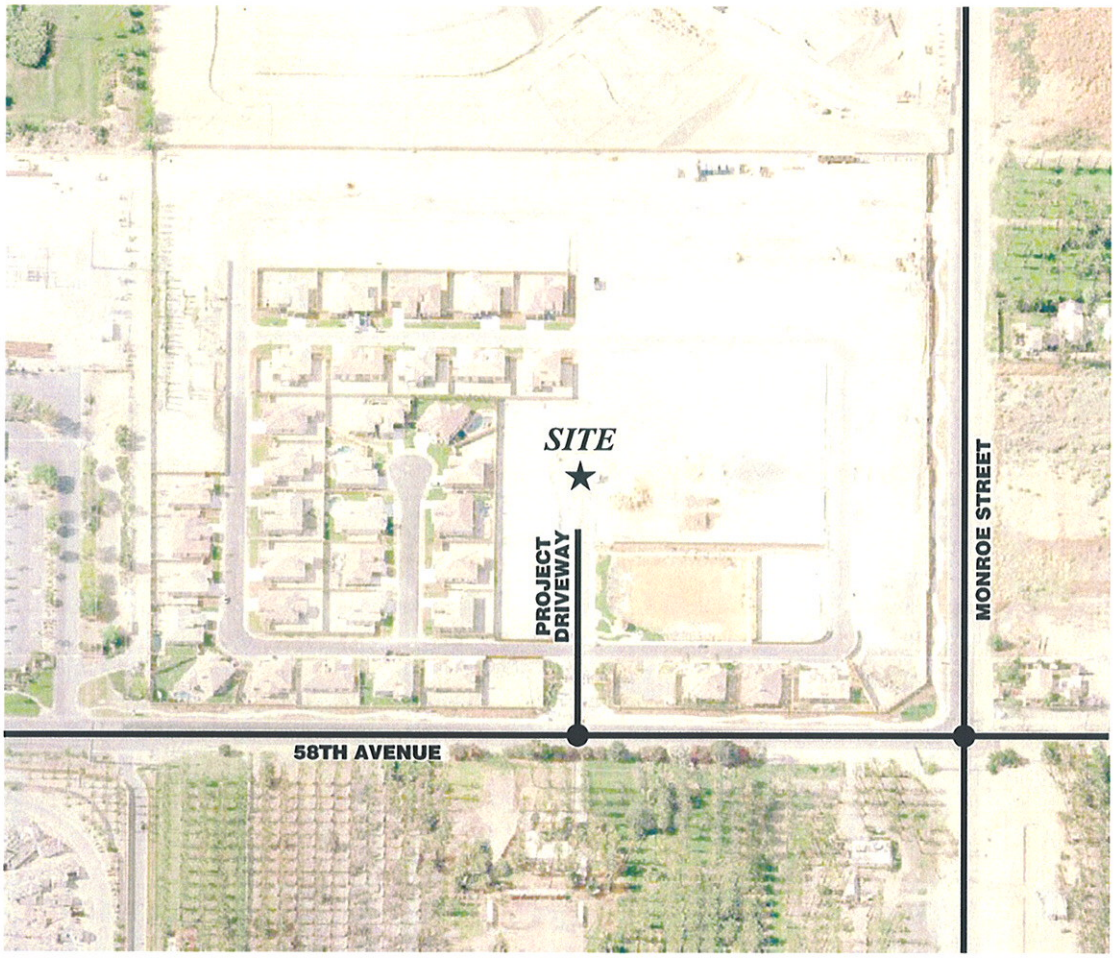
The intersection of Monroe Street/58th Avenue is all-way stop controlled. The City intends to construct a traffic signal at this location when warrants are met. Existing Average Daily Traffic (ADT), AM and PM peak hour volumes are shown on Exhibit B. These volumes were based on counts conducted for VTTM 33717 in September 2010.

PROJECT TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

Trip generation represents the amount of traffic that is anticipated to occur to/from the project site on a peak hour or daily basis. The Institute of Transportation Engineers (ITE) has

EXHIBIT A

LOCATION MAP



LEGEND:

● = INTERSECTION ANALYSIS LOCATION

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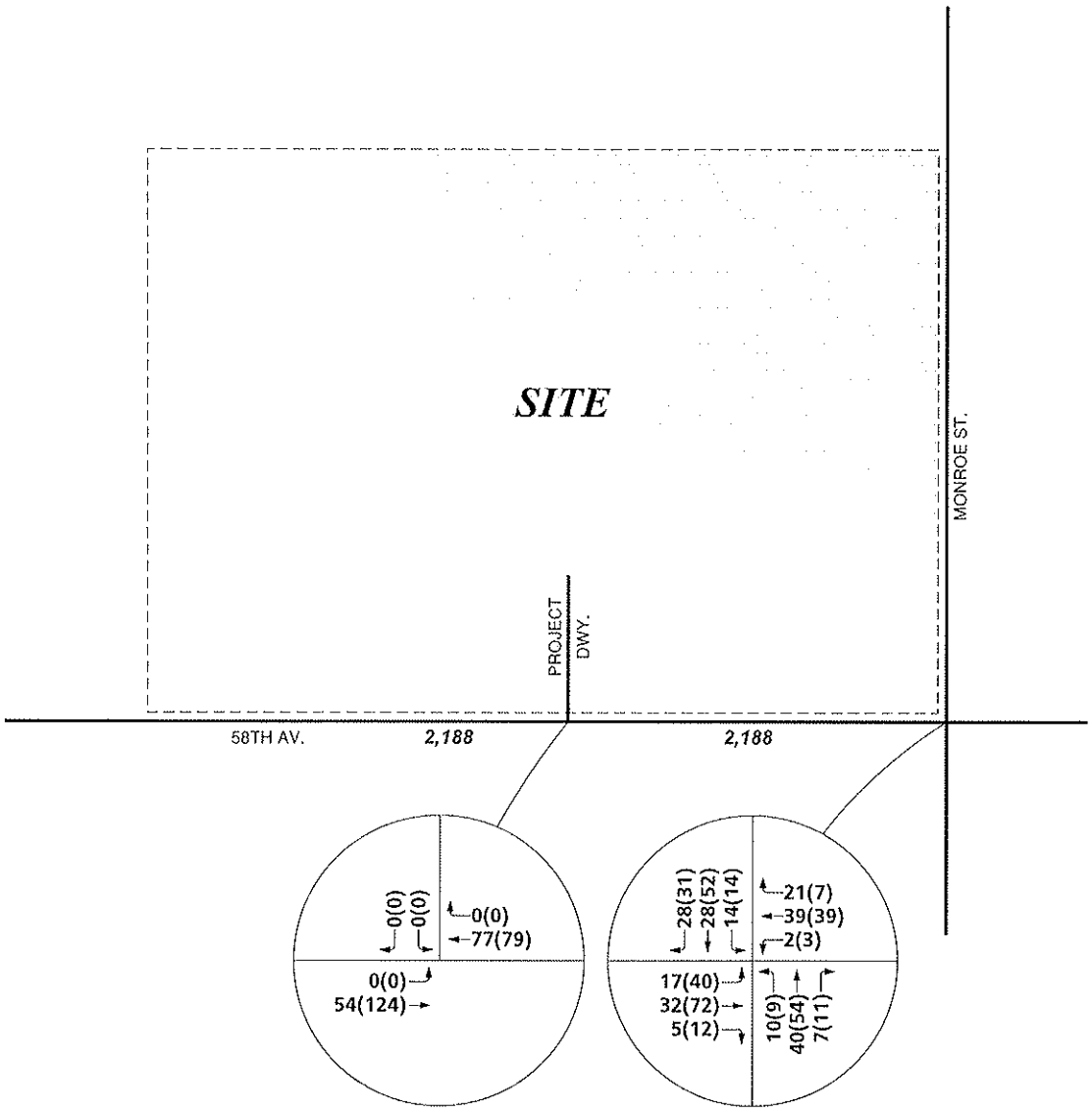
EXHIBIT B

EXISTING (2010) TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR VOLUMES

1,000 = VEHICLES PER DAY

SOURCE: VTTM 33717 - Focused Traffic Impact Memo (Urban Crossroads Inc., 09/2010)

N

compiled a handbook of trip rates for various types of land uses. The trip rates that were used for the proposed development are indicated on Table 1. It should be noted that the rates were determined by utilizing the appropriate fitted curve equation as required by the City's Engineering Bulletin (06-13).

The currently proposed project is anticipated to generate approximately 1,011 trips per day with 80 trips during the AM peak hour and 105 trips during the PM peak hour.

Trip distribution is defined as the direction and corresponding percentages in which the traffic from the project will head towards. The trip distribution pattern for the project is depicted on Exhibit C. The subsequent project AM and PM peak hour intersection turning movement volumes and project average daily traffic (ADT) are shown on Exhibit D.

General Plan Build Out

For long range build out conditions, the General Plan Buildout volumes have been derived from the sub-regional travel demand model concurrently being used for long-range planning in the Coachella Valley. This model is referred to as the Coachella Valley Subarea Applications Traffic Model (CVSATM), which is an updated version of the Coachella Valley Area Transportation Study (CVATS) regional model. This model has been refined to include updates to land use and network changes. General Plan Buildout forecasts have been developed from the traffic model using accepted procedures for model forecast refinement and smoothing.

The traffic forecasts reflect the area-wide growth anticipated between now and General Plan Build Out. The General Plan Build Out peak hour forecasts were refined using the long-range forecasts. The traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed.

The initial estimate of the future General Plan Buildout peak hour turning movements were reviewed for reasonableness. The reasonableness checks performed include a review of flow conservation. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes.

TABLE 1

PROJECT TRIP GENERATION RATES AND SUMMARY[1]

LAND USE	ITE CODE	QUANTITY	UNITS [2]	PEAK HOUR TRIP RATES						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Fam. Detached	210	97	DU	0.22	0.61	0.83	0.69	0.39	1.08	10.42

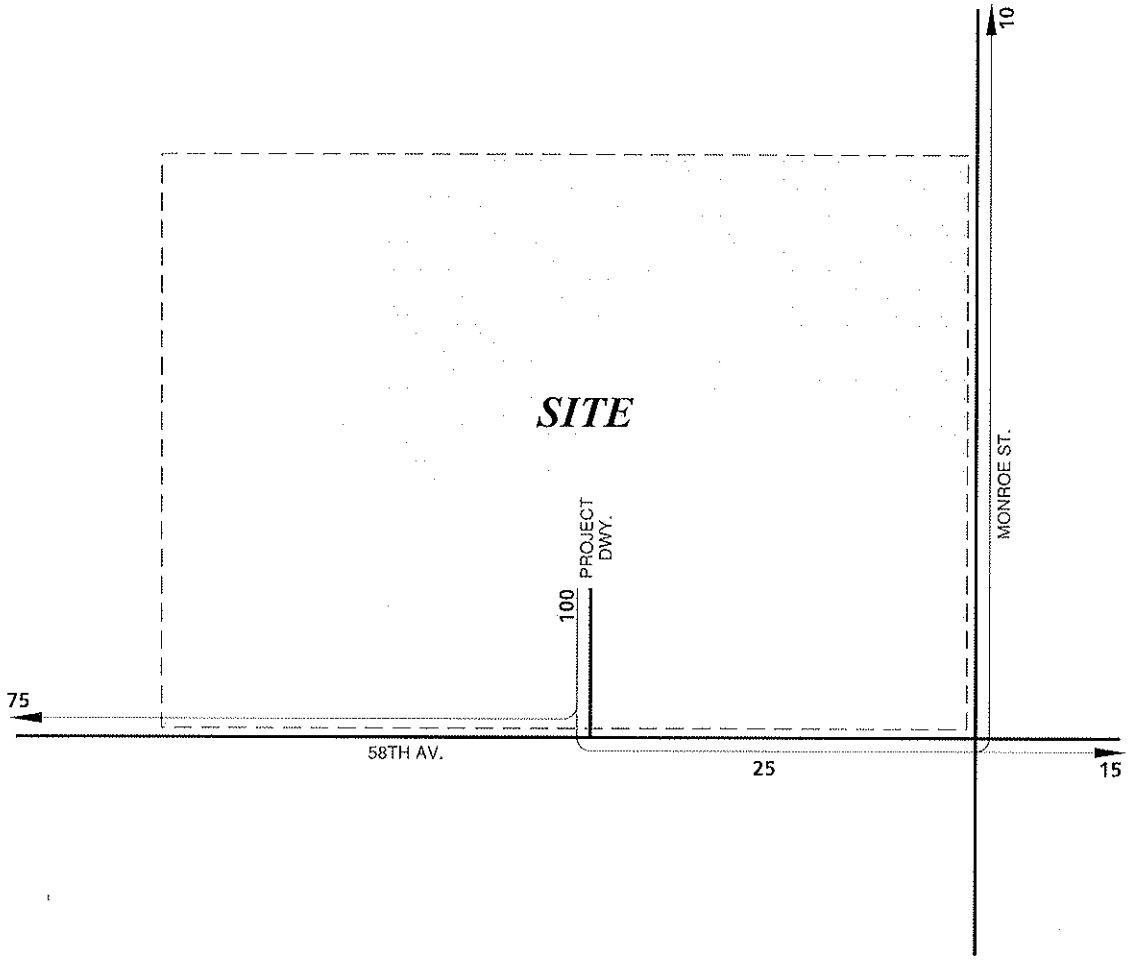
LAND USE	QUANTITY	UNITS [2]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Fam. Detached	97	DU	21	59	80	67	38	105	1,011

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, 2008.

[2] DU = Dwelling Units

EXHIBIT C

PROJECT TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT

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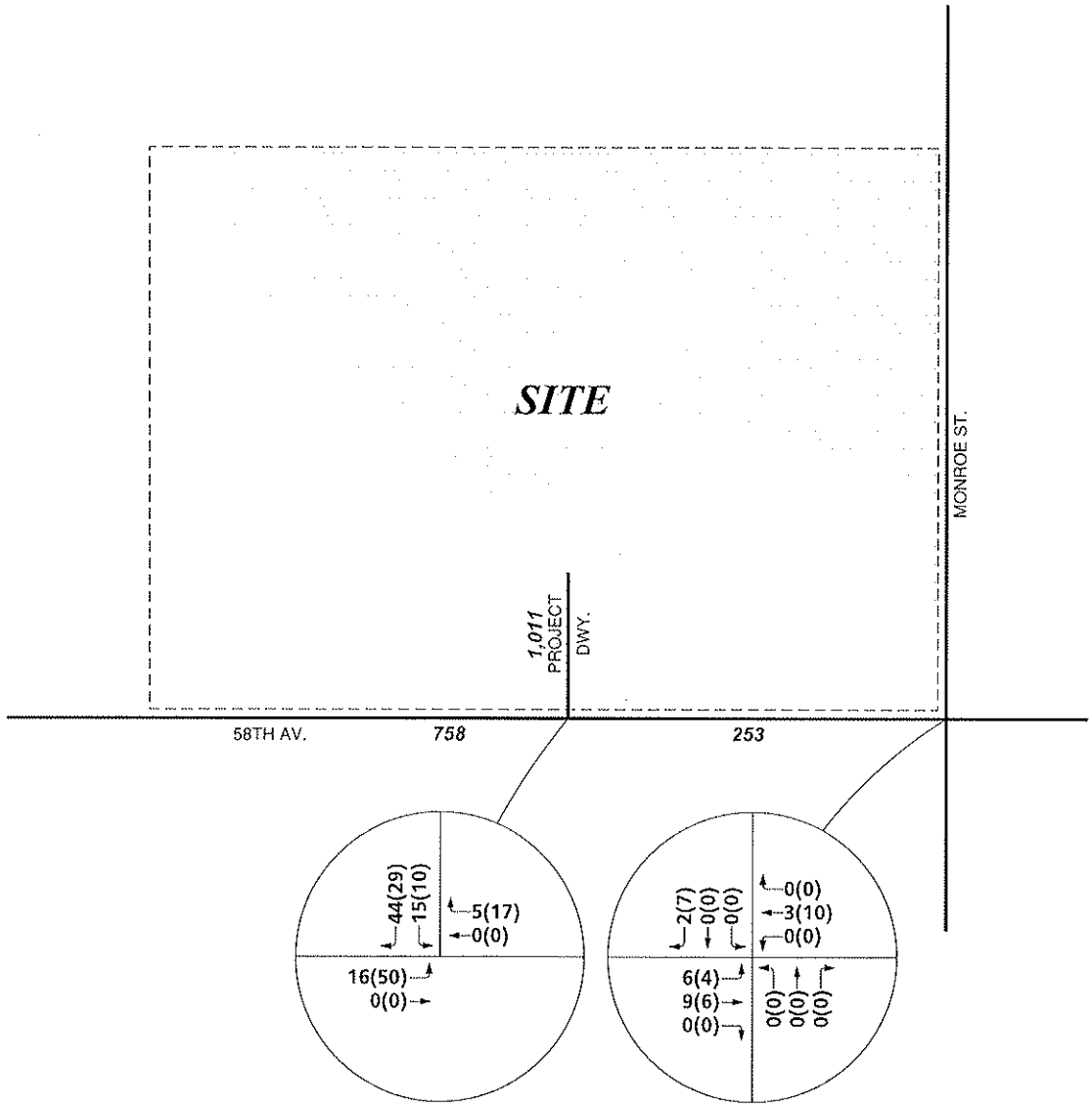
EXHIBIT D

PROJECT ONLY TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR VOLUMES

1,000 = VEHICLES PER DAY

General Plan Buildout with Project AM and PM peak hour intersection turning movement volumes and Average Daily Traffic (ADT) are shown on Exhibit E.

TRAFFIC SIGNAL WARRANT ANALYSIS

The appropriate methodology in determining if a traffic signal will be warranted in the future is based on planning level, or "daily warrants" as described in Chapter 4 of the Manual of Uniform Traffic Control Devices (Refer to Figure 4C-103). As the manual indicates, these warrants are to be used for new intersections or where it is not reasonable to count actual traffic volumes. This applies to future conditions since future traffic can only be estimated and cannot be counted.

Based on the future daily traffic forecasts and planning level warrants for General Plan Buildout with Project conditions, a traffic signal is not anticipated to be warranted at the Project Driveway / 58th Avenue. Appendix A contains the traffic signal warrant worksheet.

The proximity of the driveway to Monroe Street would likely impede vehicular progression if the project driveway were to be signalized. The driveway is located approximately 620 feet to the west of the intersection of Monroe Street / 58th Avenue. The relatively close proximity between the two intersections may not allow appropriate vehicular platooning due to unsynchronized traffic flows and potential queuing between the two locations.

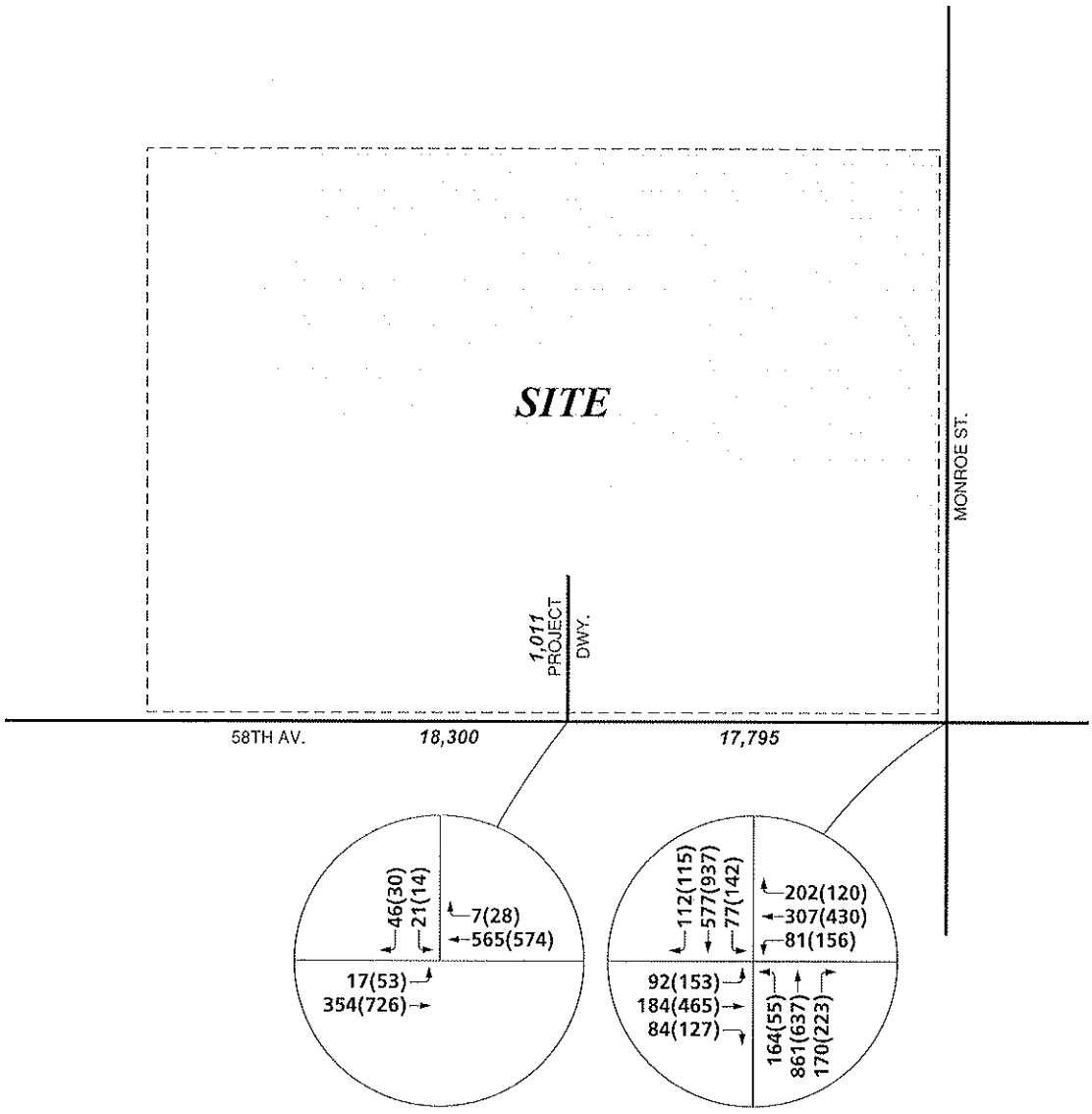
FAIR SHARE CALCULATION

The methodology in determining a project's fair share percentage is based on the ratio of the projects contribution of traffic to the intersection versus the new traffic volumes (difference between General Plan Forecasts and existing volumes).

The fair share calculation is summarized in Table 2. The fair share percent contribution of the project to the intersection of Monroe Street / 58th Avenue is 0.75% for the AM peak hour and 0.84% for the PM peak hour.

EXHIBIT E

GENERAL PLAN BUILDOUT WITH PROJECT TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR VOLUMES

1,000 = VEHICLES PER DAY

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TABLE 2

PROJECT FAIR SHARE PERCENTAGE SUMMARY

INTERSECTION	EXISTING PEAK HOUR TRAFFIC		GPBO PEAK HOUR TRAFFIC		TOTAL NEW PEAK HOUR TRAFFIC		PROJECT PEAK HOUR TRAFFIC		PROJECT FAIR SHARE PERCENTAGE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Monroe St. / Avenue 58	243	344	2,911	3,560	2,668	3,216	20	27	0.75%	0.84%

CONCLUSIONS AND RECOMMENDATIONS

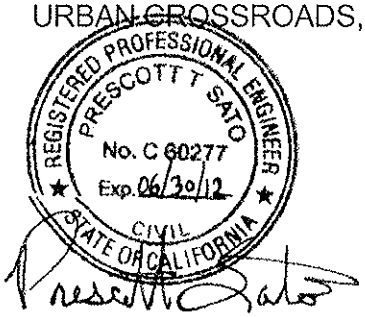
The analysis included in this report indicates that a traffic signal is not anticipated to be warranted at the intersection of the project's access point and 58th Avenue for long range conditions. The City has plans to install a traffic signal at the adjacent intersection of Monroe Street/58th Avenue when warrants are met. Once installed, this traffic signal will provide gaps in the flow of traffic to allow vehicles to turn into and out of the unsignalized project driveway.

The project's fair share contribution to new traffic at the intersection of Monroe Street/58th Avenue is 0.75% in the AM and 0.84% in the PM peak hour. However, it should be noted that the traffic signal at Monroe Street/58th Avenue is included in the City's Capital Improvement Program and would be funded in part by the Development Improvement Fees (DIF).

If you have any questions, please contact me directly at (760) 931-0664.

Respectfully submitted,

URBAN CROSSROADS, INC.



Scott Sato, P. E.
Principal

JN: 07617-04 Report

ATTACHMENT A

TRAFFIC SIGNAL WARRANT

TRAFFIC SIGNAL WARRANTS

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

Major St: Avenue 58 Minor St: Project Driveway Year = GPBO+P

Volume = 18,048 Lanes= 2 Volume = 550 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 18,048 Minor Street 550	Urban / Rural	Urban / Rural
1 / 1	8,000 / 5,600	2,400 / 1,680
2 + / 1	9,600 / 6,720 *	2,400 / 1,680
2 + / 2 +	9,600 / 6,720	3,200 / 2,240
1 / 2 +	8,000 / 5,600	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 18,048 Minor Street 550	Urban / Rural	Urban / Rural
1 / 1	12,000 / 8,400	1,200 / 850
2 + / 1	14,400 / 10,080 *	1,200 / 850
2 + / 2 +	14,400 / 10,080	1,600 / 1,120
1 / 2 +	12,000 / 8,400	1,600 / 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 33% (1) 65% (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.