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 MARTIN

August 12, 2003

City Of La Quinta  
La Quinta, California


**RE: Point Happy Ranch Traffic Study**

Attn: Martin Magana

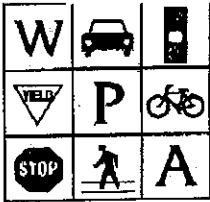
Dear Martin:

Attached, please find the traffic study dated March 18, 2003 that we discussed for your use. Should you require anything further, please do not hesitate to call.

Regards:

  
 Ed Alderson

Madison Development / Construction Manager



# Weston Pringle & Associates

TRAFFIC & TRANSPORTATION ENGINEERING

March 18, 2003

Mr. Ed Alderson  
Madison Development  
71361 San Geronio Road  
Rancho Mirage, CA 92270

***SUBJECT: POINT HAPPY RANCH***

Dear Mr. Alderson:

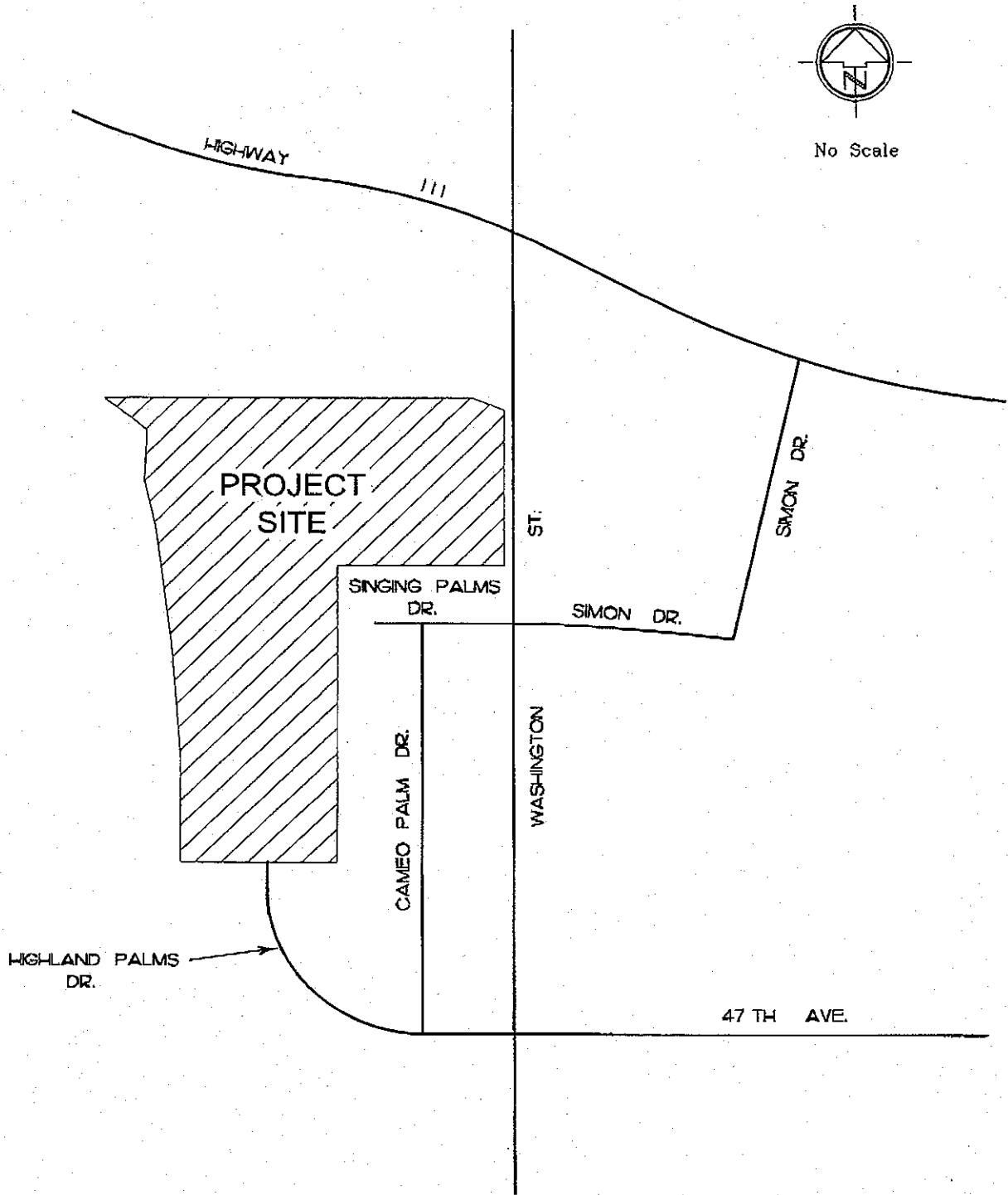
This letter report summarizes our review of traffic factors related to the subject project. The study has been based upon information provided by you, contact with City Staff, prior studies and standard reference material.

**PROJECT DESCRIPTION**

The project is on the westerly side of Washington Street between Highway 111 and Singing Palms Drive. There is an existing commercial development between the site and Highway 111. The site is bordered on the south by existing single family residential development and open space to the west. Proposed development would include 75 single family, detached residential units. Vehicular access would be on Washington Street and Highland Palms Drive. The site location is illustrated on **Figure 1**.

**EXISTING CONDITIONS**

The site is currently used for a limited number of residences with the majority being unused. A driveway exists on Washington Street and is limited to right turns in and out only. There is no current connection to Highland Palms Drive. Existing zoning for the site includes residential and commercial land uses. **Table 1** summarizes current site zoning.



Site Location

FIGURE 1

TABLE 1  
EXISTING ZONING  
Point Happy Ranch

LAND USE	AREA (Acres)	DENSITY	QUANTITY
Single Family Residential	6.0	4.0 / Acre	24 DU
Medium Density Residential	8.7	8.0 / Acre	69 DU
Community Commercial	4.3	0.30 FAR	56,200 SF (Building)

Washington Street adjacent to the site is developed as a six lane facility with a raised median. Southerly of Simon Drive, it is reduced to a four lane facility. The intersection with Simon Drive is unsignalized and permits right turns in and out of Simon Drive and left or U-turns for southbound traffic on Washington Street. A speed limit of 50 MPH is posted for Washington Street.

Highland Palms Drive is a two lane residential street that intersects Washington Street with a signal controlled intersection. The curb-to-curb width of this street is approximately 36 feet. There is no posted speed limit although it is a residential street with a 25 MPH limit under the California Vehicle Code.

Singing Palms Drive is a two lane residential street that does not intersect Washington Street. Southbound traffic can exit from Washington Street and enter Singing Palms Drive.

Simon Drive extends from Washington Street and turns northerly to join Highway 111 at a signalized intersection. This street serves as an access for adjacent commercial land uses.

### **TRIP GENERATION**

In order to evaluate potential traffic impacts, it is necessary to estimate the number of trips that would be generated. Studies have been conducted by government agencies and consultants to determine trip generation characteristics of various land uses. From this body of data, trip generation rates applicable to the existing zoning and proposed development were obtained. These rates are listed in **Table 2**.

The trip generation rates from **Table 2** were applied to land use data from the existing zoning and proposed project as indicated in **Table 1**. **Table 3** summarizes daily and peak hour trip generation estimates for the two land use scenarios. As indicated, the existing zoning would generate an estimated 5,715 daily trip ends with 200 (90 In, 110 Out) occurring during the AM peak hour and 535 (275 In, 260 Out) during the PM peak hour. The proposed development would generate an estimated 795 daily trip ends with 60 (15 In, 45 Out) occurring during the AM peak hour and 85 (55 In, 30 Out) during the PM peak hour.

TABLE 2  
TRIP GENERATION RATES  
Point Happy Ranch

LAND USE	DESCRIPTOR	TRIP ENDS PER DESCRIPTOR <sup>(1)</sup>				
		DAILY	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
<b>Existing Zoning:</b>						
Single Family Residential	Per Dwelling Unit	11.67	0.21	0.83	0.83	0.42
Medium Density Residential	Per Dwelling Unit	10.72	0.22	0.65	0.72	0.36
Community Commercial	Per 1,000 SF	83.63	1.25	0.80	3.65	4.00
<b>Proposed:</b>						
Residential	Per Dwelling Unit	10.60	0.20	0.60	0.73	0.40

(1) Based upon equations in *Trip Generation, 6<sup>th</sup> Edition*; Institute of Transportation Engineers, 1997.

TABLE 3  
TRIP GENERATION  
Point Happy Ranch

LAND USE	SIZE	DAILY	TRIP ENDS			
			AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
<b>Existing Zoning:</b>						
Single Family Residential	24 DU	280	5	20	20	10
Medium Density Residential	69 DU	735	15	45	50	25
Community Commercial	56,200 SF	4,700	70	45	205	225
Totals		5,715	90	110	275	260
<b>Proposed:</b>						
Residential	75 DU	795	15	45	55	30
<b>Reduction with Project</b>		<b>4,920</b>	<b>75</b>	<b>65</b>	<b>220</b>	<b>230</b>

### **ANALYSIS**

The proposed development is projected to generate less traffic than would be anticipated with the current zoning. As indicated in **Table 3**, the project would generate 4,920 less daily trip ends, 140 less AM peak hour trip ends and 450 less PM peak hour trip ends. Based upon discussions with City of La Quinta, Engineering Staff, the reduction in trip generation would be beneficial and no detailed analysis of external streets would be required.

Current development of Washington Street and City Policies would restrict the project access to right turns in and out only. Drivers desiring to travel northerly from the project would be required to make a U-turn at Simon Drive or Highland Palms Drive. The Highland Palms Drive intersection on Washington Street is signalized with a separate left turn phase for Washington Street allowing for protected U-turns. Drivers approaching from the south would either turn left from Washington Street to Highland Palms Drive or execute a U-turn at Highway 111.

The connection of the project to Highland Palms Drive would result in some increase of traffic. It was observed that Highland Palms Drive is currently designed and constructed to extend northerly. Traffic on Highland Palms Drive would be estimated to increase by approximately 160 trips per day.

### **SUMMARY**

This study has reviewed traffic factors related to the proposed development of the Point Happy Ranch with 75 residential units. At present, the site is zoned from both residential and commercial uses. The proposed development would result in an estimated decrease of 4,920 daily trip ends with 140 occurring during the AM peak hour and 450 during the PM peak hour. This results in a reduced traffic impact upon the street system.




Vehicular access will be from Washington Street and Highland Palms Drive. The Washington Street access would be limited to only right turn in and out. Vehicular access via Highland Palms Drive conform to the existing design and construction of the street. It is estimated that Highland Palms Drive would have an increase in daily traffic of approximately 160 vehicles.

\* \* \* \* \*

We trust that this study will be of assistance to you and the City of La Quinta. If you have any questions or require additional information, please contact us.

Respectfully submitted,  
WESTON PRINGLE & ASSOCIATES

  
Weston S. Pringle, P.E.  
Registered Professional Engineer  
State of California Numbers C16828 & TR565

cc. Mr. David Eltern - Impact Sciences

WSP:hn