



November 26, 2013

Mr. Bedros Darkjian
Darkjian Associates
2411 E. Foothill Boulevard
Pasadena, CA 91107

RECEIVED

MAR 28 2014

**CITY OF LA QUINTA
COMMUNITY DEVELOPMENT**

Dear Mr. Darkjian:

VA Consulting, Inc. (VA) has completed the following review of project trip generation and potential traffic impacts associated with a proposed American Tire Depot store to be located at 79-840 Highway 111 in La Quinta, California. Our review concludes that the project daily and peak hour traffic volumes are not anticipated to result in any significant impacts to the local circulation network and do not warrant preparation of a full formal traffic impact analysis per City of La Quinta Traffic Impact Study Guidelines (Engineering Bulletin #06-13). This project is forecast to generate less than 30 total trips during either the am or pm peak hours and less than 200 on a daily basis. Therefore, a focused traffic impact memo has been prepared for this project and our review and findings are discussed in more detail below.

Site Background

The proposed tire store site is located at 79-840 Highway 111 in the City of La Quinta, Riverside County, California. The project site is an undeveloped graded pad within an existing retail/commercial development (see Figure 1). The existing development includes a mix of retail and commercial uses including a home improvement superstore, specialty retail, discount store, and fast-food and sit-down restaurant uses. Existing development includes a Home Depot, 99-cent Store, and an IHOP restaurant among other uses

Full access to the existing development and to the proposed project site is provided at a signalized intersection with Highway 111 at Depot Drive. The proposed project site is located adjacent to the northeast corner of this intersection. In addition to this full access there is a right-in right-out access along Highway 111 on the west of the site and two right-in right-out driveways on the east between Depot Drive and Jefferson Street. There is a secondary signalized full access along Jefferson Street at the intersection of Vista Grande and a right-in right-out access mid-way between Vista Grande and Highway 111.

Highway 111 is an east-west roadway and is designated as a Major roadway on the City of La Quinta General Plan Circulation Element. Highway 111 is improved as a six-lane divided roadway with three through lanes in each direction and a continuous raised landscaped median. At the intersections of Dune Palms Road, Depot Drive, and Jefferson Street there are dual left-turn lanes and single right-turn lanes.

Dune Palms Road is a north-south Secondary roadway that crosses Highway 111 approximately a quarter-mile to the west of the site at a signalized intersection. South of Highway 111, Dune Palms Road is improved as a four-lane divided roadway with two through lanes in each direction with a continuous raised landscaped median and left-turn



PREPARED BY:



VA Consulting, Inc.
 ENGINEERS • PLANNERS • SURVEYORS
 46 DISCOVERY, SUITE 250
 IRVINE, CA 92618

**AMERICAN TIRE DEPOT
 FOCUSED TRAFFIC IMPACT
 MEMORANDUM
 LA QUINTA, CA**

**FIGURE 1
 PROJECT LOCATION AND VICINITY MAP**



lanes at intersections. There are also several right-turn lanes at driveways and intersections. North of Highway 111, Dune Palms Road varies in width and provides two through lanes in each direction for approximately 200 feet north of Highway 111 and then transitions to one northbound through lane and then to one southbound lane over the Whitewater Channel. The roadway typically provides a painted median or two-way left-turn lane with left-turn lanes at intersections.

Approximately a quarter-mile to the east of the site, Highway 111 crosses Jefferson Street at a signalized intersection. Jefferson Street is a north-south six-lane divided Major roadway per the City Circulation Plan and provides three through lanes in each direction with single or dual left-turn lanes at intersections. At the Highway 111 intersection there are also right-turn lanes on each Jefferson Street approach.

Existing Traffic Conditions in Site Vicinity

Figure 2 and Table 1 below show existing average daily traffic (ADT) volumes on the roadways surrounding the project site. These volumes were obtained from the Coachella Valley Association of Governments 2013 Traffic Census Report. Table 1 includes a summary of project area roadway segments by classification, lane configuration, capacity, existing volume, volume-to-capacity ratio, and indicates if the existing roadway segment has existing roadway volumes below Level of Service (LOS) B daily capacity. LOS D is the established target level of service for roadways in the City of La Quinta.

**Table 1
Existing Daily Traffic Volumes and
Level of Service on Roadways in vicinity of Project Site**

Roadway Segment	Existing Configuration	Classification	Existing LOS Capacity (C) ²	Existing Volume (V) ¹	Existing V/C	Ex LOS B or Better?
Dune Palms Rd n/o Hwy 111	2U-3D	Secondary	19,000	9,415	0.49	Yes
Dune Palms Rd s/o Hwy 111	4D	Secondary	41,000	9,511	0.23	Yes
Hwy 111 e/o Adams St.	6D	Major	59,300	34,577	0.58	Yes
Hwy 111 e/o Dune Palms Rd	6D	Major	59,300	40,584	0.68	Yes
Hwy 111 e/o Jefferson St.	6D	Major	59,300	31,508	0.53	Yes
Jefferson St. n/o Hwy 111	6D	Major	59,300	27,401	0.46	Yes
Jefferson St. s/o Hwy 111	6D	Major	59,300	30,895	0.52	Yes

¹Source: Coachella Valley Association of Governments (CVAG) 2013 Traffic Census Report

²Source: City of La Quinta Circulation Element Update Traffic Impact Analysis, May 14, 2012



FIGURE 2
EXISTING WEEKDAY DAILY TRAFFIC
VOLUMES SURROUNDING PROJECT SITE

AMERICAN TIRE DEPOT
FOCUSED TRAFFIC IMPACT
MEMORANDUM
LA QUINTA, CA

PREPARED BY:
VA Consulting, Inc.
 ENGINEERS · PLANNERS · SURVEYORS
 46 DISCOVERY, SUITE 250
 IRVINE, CA 92618



Table 1 shows that the roadway segments surrounding the project site are operating at a desirable level of service (LOS B or better) based on existing 24-hour volumes and maximum daily capacities for each roadway functional classification. The data in Table 1 also indicate that considering any potential seasonal increase in traffic volumes, the existing roadways are considered to have sufficient reserve capacity to accommodate additional traffic at an acceptable level of service.

Proposed Project Traffic Generation

The project would provide approximately 6,650 square feet of retail and auto service area associated with a tire store use (see Figure 3). The site would provide a total of approximately 49 parking spaces including two van accessible spaces. The trip generation associated with the project is shown in Table 2 and is based on trip generation rates identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The project is anticipated to be completed in 2014.

**Table 2
American Tire Depot
Project Trip Generation**

Land Use	ITE Land Use Code	Quantity	AM Peak Hour		PM Peak Hour		Daily
			In	Out	In	Out	
Tire Store	848	6,650 sf	12	7	12	16	165

Table 2 shows that the proposed tire store project is anticipated to generate 165 vehicle trips per day with a total of 19 and 28 trips, respectively, during the am and pm peak hours. According to City guidelines, a development project is exempt from full traffic impact analysis requirements when the use can demonstrate, based on the most recent ITE Trip Generation Manual, trip generation of less than 50 vehicle trips during the peak hours. The subject land use trip generation is considerably below this threshold and there is very little probability the project will result in any significant impact to the surrounding circulation network.

To demonstrate this conclusion, the project trip distribution shown on Figure 4 has been used to develop am and pm peak hour turning movement forecasts for the proposed tire store site. This distribution has been derived from existing traffic volume patterns surrounding the proposed site. Applying this distribution to the trip generation shown in Table 2 above, the volumes shown on Figure 5 were obtained. For the sake of this analysis a worst case scenario has been assumed where all project generated traffic utilizes the signalized access at Highway 111 and Depot/Costco Drive. This assumption provides the greatest opportunity for project traffic to have a significant impact at an existing intersection.

Project peak hour turning movements are shown in Table 3 together with the percentage of existing capacity they require at the intersections of Highway 111 at Dune Palms Road, Depot/Costco Drive, and Jefferson Street. This table is similar to an Intersection Capacity Utilization (ICU) calculation and shows the number of lanes and existing capacity for those turning movements at each intersection that will receive project traffic. This table shows the impact each project turning movement volume has at the various intersections and allows an assessment of the likelihood project traffic will impact critical movements that

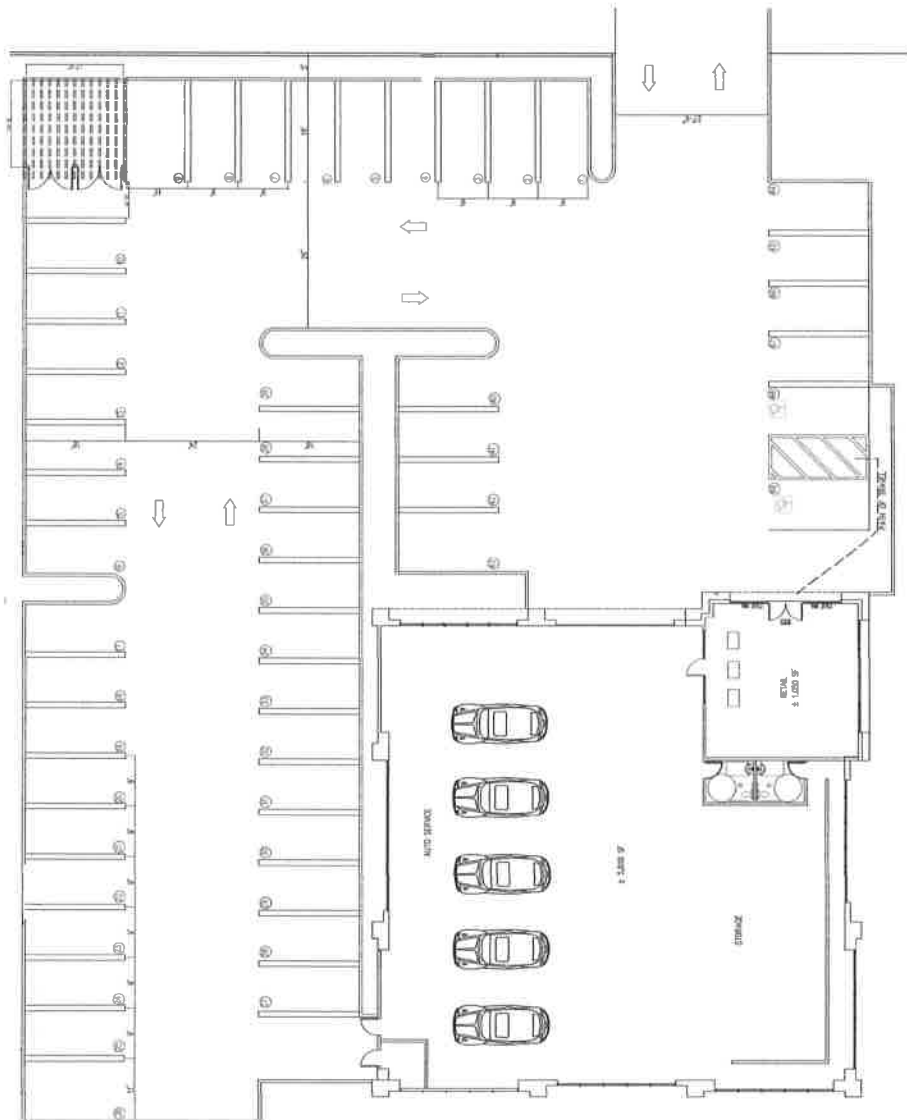


FIGURE 3
AMERICAN TIRE DEPOT
SITE PLAN (TYPICAL)



PREPARED BY:

VA Consulting, Inc.
 ENGINEERS · PLANNERS · SURVEYORS
 46 DISCOVERY, SUITE 250
 IRVINE, CA 92618

AMERICAN TIRE DEPOT
 FOCUSED TRAFFIC IMPACT
 MEMORANDUM
 LA QUINTA, CA

FIGURE 4
 PROJECT TRIP DISTRIBUTION



FIGURE 5
PROJECT AM/PM PEAK HOUR
TURNING MOVEMENT AND
DAILY ROADWAY LINK VOLUMES

AMERICAN TIRE DEPOT
FOCUSED TRAFFIC IMPACT
MEMORANDUM
LA QUINTA, CA

PREPARED BY:
VA Consulting, Inc.
 ENGINEERS • PLANNERS • SURVEYORS
 46 DISCOVERY, SUITE 250
 IRVINE, CA 92618



determine level of service (LOS). Table 3 shows that for the three signalized intersections analyzed, the majority of project only volumes are too small a percentage of existing capacity to be represented at two (2) decimal places which is the City standard for ICU calculation. Only a single movement that has the potential to be critical, the southbound left turn on Depot Drive during the pm peak hour rounds up to 0.01 (10/1600). The only other movement that rounds up to 0.01 is the westbound right-turn on Highway 111 onto Depot Drive during both peak hours, which as a right-turn is typically not considered to be a critical movement. If the existing southbound left-turn is a critical movement during the pm peak hour, the most the ICU would be anticipated to increase at Depot Drive with project implementation would be by up to 0.01 with roundup. The City criteria for a 0.01 increase in ICU to represent a significant impact is an existing intersection operating at LOS F and where the increase is the result of a minimum of 15 project trips per lane for a critical movement. There is no indication based on review of existing daily traffic volumes that any of the intersections in Table 3 are operating at LOS F and no project turning movements meet the 15 vehicles per hour criteria.

Therefore, based on the above analysis of existing site traffic conditions and forecast future project trip volumes and distribution, the potential for significant project-related circulation network impacts is considered negligible

We appreciate the opportunity to be of service to you on this project. Should you have questions or require additional assistance, please contact me at (949) 474-1401, ext. 227.

Sincerely,

Keith R. Rutherford, TE
Vice President of Traffic Engineering

