

February 10, 2014

Mr. R. W. Hollis, Jr.  
West Coast Housing Partners, LLC  
3027 Townsgate Road, Suite 250  
Westlake Village, CA 91361

Subject: Traffic Impact Memo for the Canyon Ridge Development  
in the City of La Quinta

Dear Mr. Hollis:

### **INTRODUCTION**

Willdan Engineering (Willdan) has completed its analysis of the Fair Share Costs for the Canyon Ridge Development. Specifically, the analysis has determined the Fair Share contribution for the Canyon Ridge Development towards the cost of completed improvements at the intersections of Washington Street/Highway 111 and Washington Street/Avenue 48. This analysis was based on extensive discussion and cooperation with City of La Quinta staff, MDS Consulting and West Coast Housing Partners.

### **PROJECT DESCRIPTION**

The Canyon Ridge Development (Development) is generally located on the west side of Washington Street between Lake La Quinta Drive and Avenue 48. It is proposed with 2 project access points. Full access will be provided at the future signalized intersection of Washington Street/Lake La Quinta Drive. A right turn in/out access is proposed between Lake La Quinta Drive and Avenue 48.

The Development is proposed with two types of single-family detached residential units. There are proposed to be twenty-five (25) Hacienda homes (larger lots) and forty-nine (49) Bungalow homes (smaller lots). For the purposes of this analysis, a total of 74 single-family detached homes were considered.

### **TRIP GENERATION – Table 1**

The trip generation for the Development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition. The single-family detached homes ITE Code 210 was used in this analysis. Table 1 provides the trip generation rates and number of trips generated for the Development.

### **TRIP DISTRIBUTION – Exhibit A**

The trip distribution for the Development was based on the residential nature of the Development. The distribution was heavily weighted towards the north due to access to neighboring communities primarily from Highway 111 with additional regional access via the I-10 Freeway. In addition, the City's land use provides for most commercial/business developments to be located along the Highway 111 corridor.

The trip distribution also considered the location of the Development and the adjacent roadways' classifications. Washington Street is classified as a "Major Road". Avenue 48 is classified as a "Primary Road" at Washington Street and Avenue 47 is a local roadway.

Based on these assumptions, the general trip distribution used for the Development was 70% to the north, 20% to the east and 10% to the south. This distribution pattern was reviewed by Nazir Lalani, the City's Traffic Engineer. The detailed trip distribution is depicted in Exhibit A.

### **FAIR SHARE COST METHODOLOGY – Table 2**

To determine the Fair Share Cost, we consulted with the City's Traffic Engineer and Ed Wimmer, Principal Engineer. After discussions, City staff approved the following methodology:

1. Use turning movement count data from the City's General Plan Circulation Element Update. Specifically, Willdan used the count data from "City of La Quinta General Plan Circulation Element Update, Traffic Impact Analysis" submitted by Iteris dated May 14, 2012.
2. Compare the "Existing Peak Hour Intersection Volumes, Figure 5" to the "General Plan Buildout (2035) Peak Hour Intersection Volumes (Peak Season), Figure 11" at the two (2) study intersections:
  - a. Washington Street and Highway 111
  - b. Washington Street and Avenue 48

Figures 5 and 11 are included in the Attachments.

3. Determine the difference/change in volumes between Existing and General Plan Buildout.
4. Determine the number of trips from the Canyon Ridge Development that are estimated to travel through the study intersections (Exhibit A).

5. Calculate the average of the AM and PM percentages.
6. City of La Quinta provided Willdan with the costs for already completed improvements at the study intersections.
  - a. Washington Street and Highway 111 = \$874,000.00
  - b. Washington Street and Avenue 48 = \$680,000.00
7. The percentage calculated in step 5 would then be applied to the City provided costs to determine the Development's Fair Share Cost.

Table 2 depicts the Fair Share Cost methodology. The Fair Share Cost to the Canyon Ridge Development was calculated as **\$14,568.00.**

Willdan appreciates the opportunity to serve you in this matter. We also appreciate all your assistance and cooperation throughout the course of this study. Should you have any questions, please contact Mr. Reggie Greene at (562) 908-6221.

Sincerely,

WILLDAN ENGINEERING

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CITY OF LA QUINTA  
Canyon Ridge Development

TABLE 1  
Trip Generation

LAND USE	ITE CODE	VARIABLE	AVERAGE WEEKDAY	AM PEAK HOUR		PM PEAK HOUR		
				IN	OUT	IN	OUT	TOTAL
<i>Trip Generation Rates (9th Edition)</i>								
Single-Family Detached Housing	210	Units	9.52	0.19	0.56	0.63	0.37	1.00
<i>Number of Trips Generated</i>								
Single-Family Detached Housing	210	74 Units	704	14	42	47	27	74

HWY 111

S

ST.



N.T.S.

70%  
(10/33)

70%  
(29/19)

HIGHLAND PALMS DR.

S

AVENUE 47

5%  
(1/2)

5%  
(3/1)

5%  
(3/1)

70%



20%

10%

70%  
(10/33)

70%  
(29/19)

75%  
(32/20)

15%  
(6/4)

5%  
(1/2)

10%  
(4/3)

10%  
(4/3)

15%  
(6/4)

25%  
(3/12)

15%  
(2/7)

LAKE LA QUINTA DR.

F

WASHINGTON

AVENUE 48

S

15%  
(6/4)

10%  
(4/3)

10%  
(1/5)

**LEGEND**



PROJECT SITE



PROJECT ACCESS POINTS



SIGNALIZED



FUTURE SIGNAL



INBOUND DISTRIBUTION



OUTBOUND DISTRIBUTION

XX/XX (AM/PM) TRIPS

EXHIBIT A

CITY OF LA QUINTA  
CANYON RIDGE DEVELOPMENT  
TRIP DISTRIBUTION

CITY OF LA QUINTA  
Canyon Ridge Development

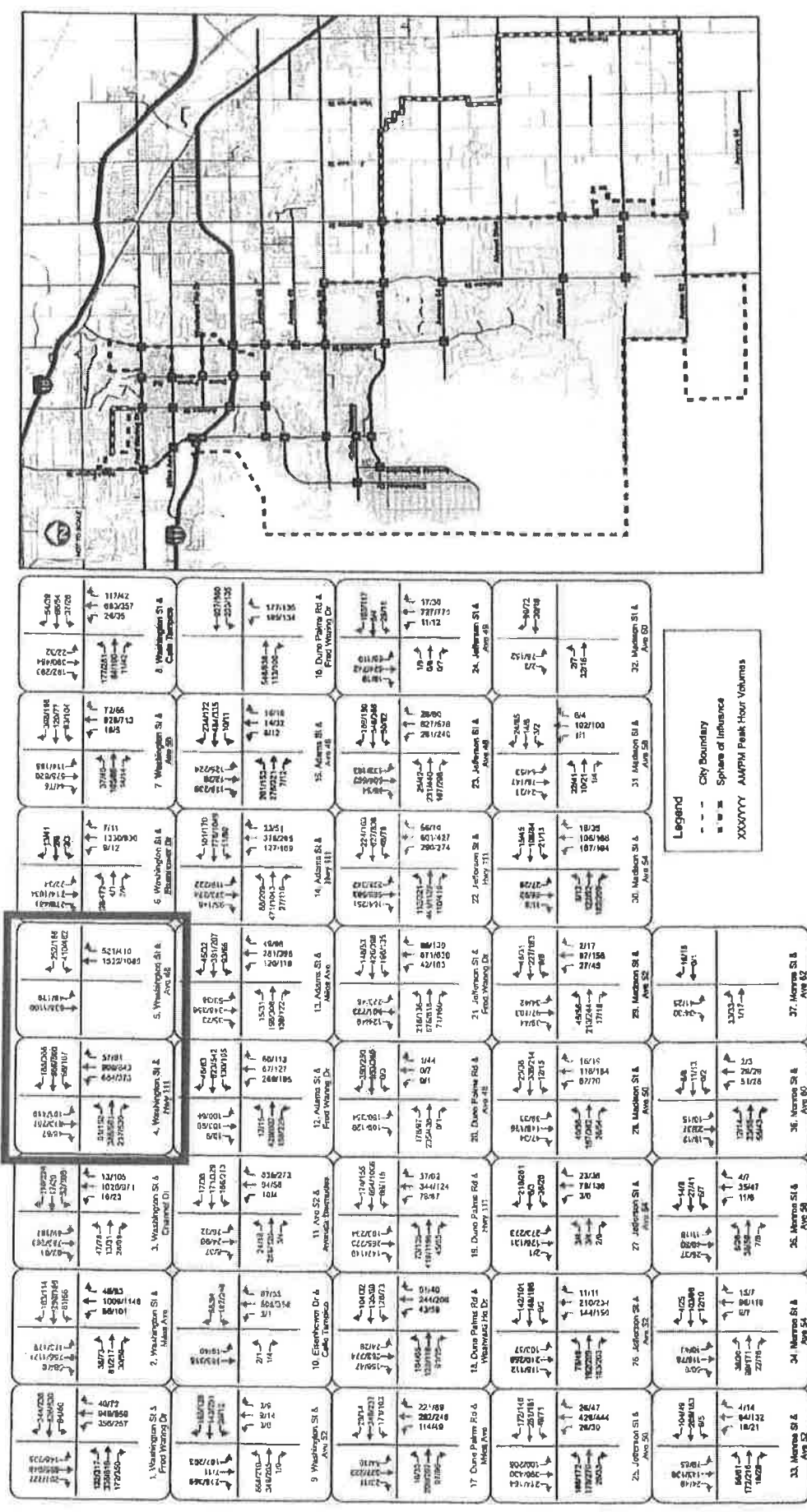
**TABLE 2**  
**Fair Share Cost Calculation**

INTERSECTION	TOTAL PEAK HOUR TURNING MOVEMENT COUNTS*					
	Existing - Figure 5		GP Buildout - Figure 11		Difference/Change	
	AM	PM	AM	PM	AM	PM
Washington/Hwy 111	4,123	5,058	7,854	8,712	3,731	3,654
Washington/Ave 48	3,398	3,392	5,867	6,397	2,469	3,005

\* Data from "City of La Quinta General Plan Circulation Element Update, Traffic Impact Analysis", Submitted by Iteris, May 14, 2012

INTERSECTION	Number of Project Trips Added to Intersection (from Exhibit A)		Difference/Change		Percent of Trips Added to Intersection	
	AM	PM	AM	PM	AM	PM
	Washington/Hwy 111	39	52	3,731	3,654	0.010
Washington/Ave 48	13	19	2,469	3,005	0.005	0.006

INTERSECTION	Average Percentage	Project Costs	Canyon Ridge Fair Share Cost
Washington/Hwy 111	0.012	\$874,000.00	\$10,488.00
Washington/Ave 48	0.006	\$680,000.00	\$4,080.00
<b>Total</b>			<b>\$14,568.00</b>



**FIGURE 5**  
**Existing Peak Hour Intersection Volumes**



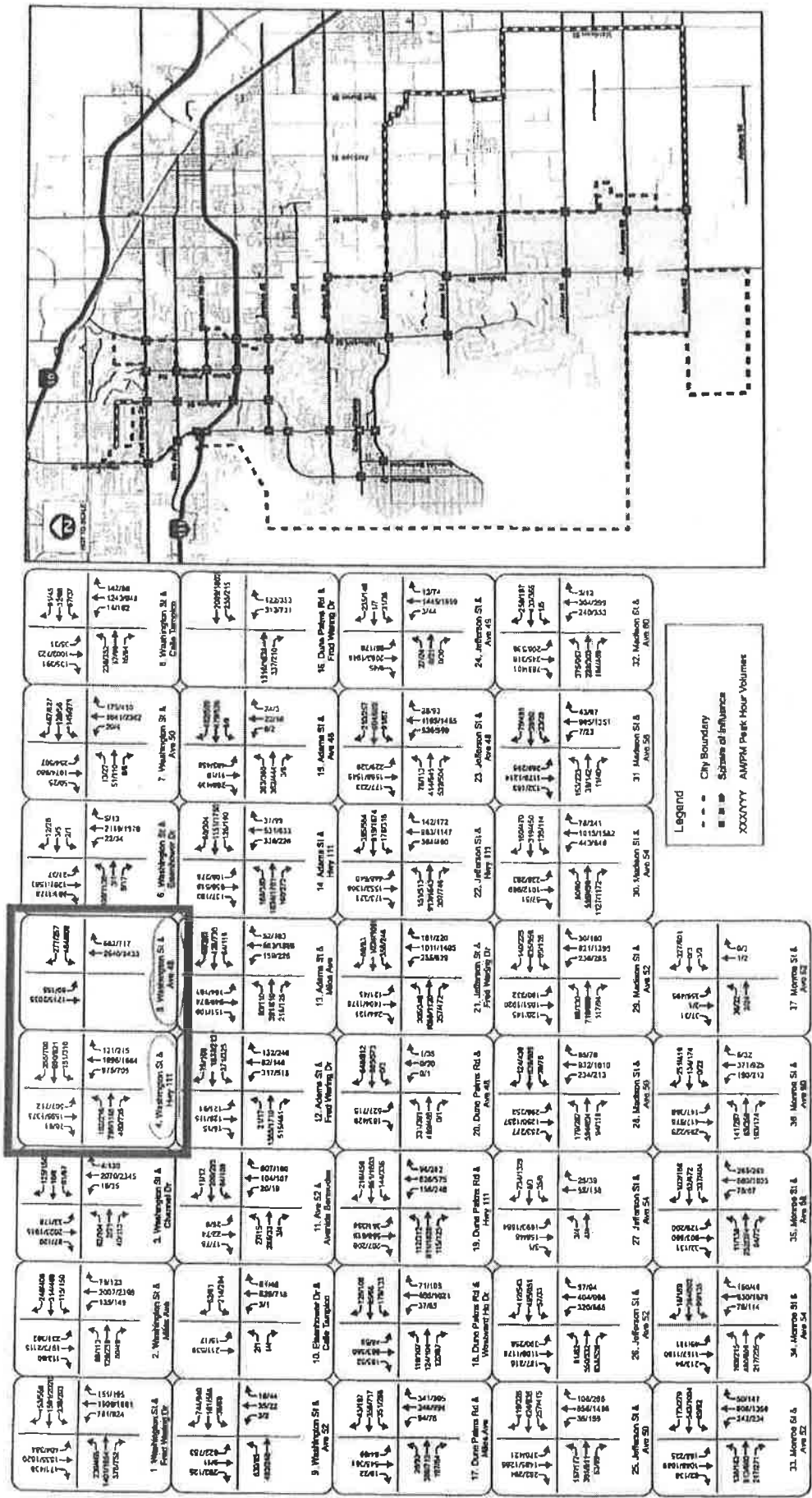


FIGURE 11  
General Plan Buildout (2035) Peak Hour Intersection Volumes (Peak Season)

