



# City of La Quinta

## MEMORANDUM

TO: Tim Jonasson, Director of Public Works

FROM: Nazir Lalani, City Traffic Engineer *N/L*

DATE: September 24, 2013

RE: **FOCUSED TRAFFIC IMPACT MEMO FOR GPA 2013-126; HAMMER FAMILY TRUST**

### PROJECT LOCATION AND DESCRIPTION

The Hammer Family Trust owns 4.35 acres of land located on the northeast corner of the intersection of Monroe Street and Avenue 58 as shown in Figure 1. The General Plan Amendment application by the owner proposes rezoning the 4.35 acre parcel from single family residential to commercial. The future uses under the rezoning would include a gas station with six pumps and a 4,000 square foot market as well as 13,500 square feet of buildings housing additional commercial uses. The existing residential zoning would allow the construction of nine single family dwelling units.

### TRIP GENERATION

The ninth edition of the Institute of Transportation Engineers Trip Generation Manual includes rates for single family housing, shopping centers and gas stations. The daily and peak hour trip generation associated with the uses permitted under the existing residential zoning and the proposed commercial uses are summarized in Table 1.

**TABLE 1: PROJECT TRIP GENERATION**

LAND USE	QUANTITY	ITE CODE	DAILY	AM Peak Hour		PM Peak Hour	
				IN	OUT	IN	OUT
Single Family Residential	9 SFDU	210	86	2	7	6	3
Gas Station and Market	Six Pumps 4,000 SF	944	1014	37	36	42	42
Shopping Center	13,500 SF	820	576	8	5	24	26

## TRIP DISTRIBUTION

Based on count data available from the General Plan Update (2035) Environmental Impact Report Traffic Impact Analysis for the street system in the area, it was estimated that trips from the proposed uses on the 4.35 acres of property would be distributed as follows:

**TABLE 2: TRIP DISTRIBUTION**

<b>Road Segment</b>	<b>Distribution</b>
Monroe Street North of Avenue 58	35%
Monroe Street South of Avenue 58	20%
Avenue 58 East of Monroe Street	20%
Avenue 58 West of Monroe Street	25%

## INTERSECTION LEVEL OF SERVICE ANALYSIS METHODOLOGY

The peak hour Level of Service (LOS) for critical intersections and road segments were calculated using data and other information from the General Plan Update (2035) Environmental Impact Report Traffic Impact Analysis. The Levels of Service were calculated for the following:

- Existing Conditions (2010)
- Opening Day with Project Traffic (2015)
- General Plan Build Out without Project (2035)
- General Plan Build Out with Project (2035)

The Existing Conditions and General Plan Build Out Levels of Service without project traffic are those documented in the General Plan Update (2035) Environmental Impact Report Traffic Impact Analysis. The Opening Day and General Plan Build Out Levels of Service with project traffic are based on adding project related peak hour and daily traffic shown in Table 1 to the critical intersections and road segments shown in Tables 3 and 4 using the trip distribution shown in Table 2.

**TABLE 3: INTERSECTION LEVEL OF SERVICE (LOS)**

<b>Intersection</b>	<b>Existing Traffic Control* (2010)</b>	<b>Existing Conditions (2010) LOS**</b>	<b>Opening Day with Project (2015) LOS**</b>	<b>Future Traffic Control (2035)</b>	<b>General Plan Build Out Without Project (2035) LOS**</b>	<b>General Plan Build Out with Project (2035) LOS**</b>
<u>Peak Hour</u>						
1. Monroe St. and Ave 54	AWSC	B	C	Signal	C	D
2. Monroe St. and Ave 58	AWSC	A	A	Signal	C	D
3. Monroe St. and Ave 60	AWSC	A	A	Signal	C	D
4. Madison St. and Ave 58	AWSC	A	A	Signal	C	D

\* AWSC: All Way Stop Control

\*\* LOS: Level of Service

**TABLE 4: ROAD SEGMENT LEVEL OF SERVICE (LOS)**

<b>INTERSECTION</b>	<b>Existing Conditions (2010) LOS*</b>	<b>Opening Day with Project (2015) LOS*</b>	<b>General Plan Build Out Without Project (2035) LOS*</b>	<b>General Plan Build Out With Project (2035) LOS*</b>
1. Monroe Street: Ave 52 to Ave 54	A	A	C	C
2. Monroe Street: Ave 54 to Airport Blvd	A	A	D	D
3. Avenue 58: Monroe St. to Madison St.	A	A	A	A
4. Avenue 58: Monroe St. to Jackson St.	A	A	B	B

\*LOS: Level of Service

**FINDINGS**

The rezoning of 4.35 acres of land owned by the Hammer Family Trust from single family residential to commercial uses may cause the following changes in area traffic conditions:

- For Project Opening Day conditions in 2015, critical intersections should continue to operate at LOS A except for Monroe Street and Avenue 54 where the LOS may change from B to C.

- For General Plan Build Out conditions in 2035, the LOS at critical intersections will change from C to D. However, they will operate at an acceptable level of service with signalization and with all the improvements identified in the 2035 General Plan Environmental Impact Report.
- For General Plan Build Out conditions in 2035, the LOS for critical road segments will change from A to B, C or D. However, they will operate at an acceptable level of service with all the improvements identified in the 2035 General Plan Environmental Impact Report.

## CONCLUSIONS

The rezoning of 4.35 acres of land owned by the Hammer Family Trust from single family residential to commercial uses will not create any significant impacts to the General Plan Build Out conditions at critical intersections and road segments in the vicinity of the project. The project's fair share for the cost of the improvements to critical intersections identified in the 2035 General Plan Environmental Impact Report will have to be addressed in a more detailed traffic impact study to be prepared during the entitlement process.

**FIGURE 1: SITE PLAN**

