



December 29, 2009

Mr. Perry Devlin  
General Manager  
Trilogy at La Quinta  
60800 Trilogy Parkway  
La Quinta, CA 92253

***SUBJECT: Significance of Potential Traffic Impacts Associated with the Addition of Nine Acres and 36 Senior Adult Dwelling Units to Trilogy***

Dear Mr. Devlin;

The Trilogy development currently includes approximately 1,126 senior adult detached housing units. With an anticipated total of 1,202 dwellings, the Trilogy development is currently 93.7 percent completed. The "Traffic Study for the Trilogy Project - Tentative Tract Map No. 30023" (dated March 5, 2001) prepared by Urban Crossroads, Inc., evaluated the impacts and mitigation measures associated with 1,220 dwelling units in the Trilogy retirement community that were expected to generate 329 trip-ends during the evening peak hour.

A nine-acre Meyer Parcel is located between the southwestern Trilogy development boundary and the flood control levee. This parcel can only take access through the Trilogy site. The addition of this parcel to the Trilogy project would increase build out of the Trilogy development by 36 units to a total of 1,238 senior adult detached housing units. The addition of the 36 units in the Meyer Parcel would increase the total number of dwellings within the Trilogy development by three percent.

Build out of the Trilogy development with 1,238 dwelling units, as currently proposed, would exceed the 1,220 units addressed in the "Traffic Study for the Trilogy Project, Tentative Tract Map No. 30023" prepared by Urban Crossroads, Inc. Therefore, the City of La Quinta has requested additional traffic documentation which identifies the potential significance of the traffic impacts associated with the addition of 36 dwelling units.

***Trip Generation Threshold Warranting a Traffic Study***

The City of La Quinta has established traffic study specifications in Engineering Bulletin #06-13 (revised July 27, 2009). As outlined therein, traffic studies are required for projects that would produce 50 or more peak hour trips.

The ITE Trip Generation (7<sup>th</sup> Edition) weighted average trip generation rate for detached senior adult housing (Land Use Code 251) is 0.26 trip-ends per dwelling unit during the evening peak hour on a weekday. Based upon this trip generation rate, it is estimated that 36 additional senior adult detached housing units would generate 9 additional trip-ends during the evening peak hour on weekdays.

The 9 trip-ends that would be generated by the proposed addition of 36 dwelling units to the Trilogy development comprise only 18 percent of the minimum threshold (50 peak hour trips) identified by the City of La Quinta as necessary to warrant a traffic study. Consequently, a traffic study was not required by the City of La Quinta for the proposed expansion of the Trilogy project to include 36 additional senior adult detached housing units on nine acres.

### ***Previously Approved Traffic Studies***

The potential traffic impacts and mitigation measures associated with the development of the Trilogy site have been evaluated in detail in three approved traffic studies. Endo Engineering prepared the “Coral Mountain at La Quinta Specific Plan No. 218 Amendment No. 1 Traffic Impact Study” (dated February 10, 1999) that was approved by Riverside County. That study evaluated the traffic impacts associated with the development of 1,375 single-family detached dwelling units for the Trilogy portion of the Specific Plan area.

Endo Engineering subsequently prepared a supplemental traffic study called the “Coral Mountain at La Quinta Specific Plan 218 Amendment 1 Option Property Annexation Traffic Impact Study” (dated November 5, 2001). This study was approved by the City of La Quinta and addressed the addition of 354 acres to the Coral Mountain Specific Plan as well as changes in the land use and circulation system within the site which occurred after 1999. A total of 1,360 single-family detached dwelling units were evaluated for the Trilogy portion of the Coral Mountain Specific Plan and all mitigation measures necessary to achieve the City of La Quinta peak hour minimum performance standard (Level of Service D) were identified.

The two traffic studies prepared by Endo Engineering assumed the development of 1,360 and 1,375 detached dwelling units. These traffic studies addressed build out of the Trilogy site with 10-11 percent more dwelling units than the 1,238 dwelling units currently proposed with the 9-acre expansion of the Trilogy development.

The “Traffic Study for the Trilogy Project, Tentative Tract Map No. 30023” prepared by Urban Crossroads, Inc. (dated March 5, 2001) addressed the development of 1,220 retirement community dwelling units. The ITE Trip Generation (6th Edition) weighted average trip generation rate for a retirement community (Land Use Code 250) was assumed for the analysis. The 1,220 retirement community dwelling units evaluated were projected to generate 329 trips during the evening peak hour.

The 7th Edition of the ITE Trip Generation manual eliminated Land Use Code 250 (retirement community) and reclassified the trip generation data as applicable to either detached or attached senior adult housing or congregate care facilities. Trip generation rates for detached senior adult housing units (Land Use Code 251) are appropriate for the Trilogy development. Based upon the trip generation regression equation for Land Use Code 251, with 1,238 dwelling units, the Trilogy development would generate 301 evening peak hour trips upon build out. Since the “Tentative Tract Map No. 30023 Traffic Impact Analysis” addressed a residential trip generation of 329 trips during the evening peak hour, the impacts evaluated in that traffic study were sufficient to include the traffic from the proposed addition of 36 dwelling units to the Trilogy development.

### ***Findings and Conclusions***

1. With the more definitive trip generation categories and rates in the updated 7th Edition ITE Trip Generation manual, the Trilogy development (with 1,238 units) will generate

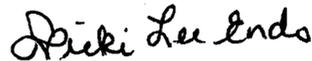
301 peak hour trips, fewer than the 329 peak hour trips evaluated in the "Traffic Study for the Trilogy Project, Tentative Tract Map No. 30023."

2. The addition of the Meyer Parcel to the Trilogy project will generate only 18 percent of the 50 peak hour trips specified by the City of La Quinta needed to warrant a traffic study.
3. The nine additional trip-ends that will be generated by 36 senior adult detached dwellings are not expected to result in any significant traffic impacts that were not previously identified.

We trust that the supplemental information herein adequately responds to the City of La Quinta concerns regarding the significance of potential traffic impacts associated with the addition of nine acres and 36 senior adult detached dwelling units to the Trilogy project. If questions arise or further clarification is required, please do not hesitate to contact me.

Sincerely,  
ENDO ENGINEERING

  
Gregory Endo  
Principal



Vicki Lee Endo, P.E., T.E.  
Registered Professional  
Traffic Engineer TR 1161

