



Endo Engineering Traffic Engineering Air Quality Studies Noise Assessments

February 10, 2010

Mr. Perry Devlin
Shea Trilogy
60-800 Trilogy Parkway
La Quinta, CA 92253

SUBJECT: Response to Comments Regarding The Trilogy Development's Equitable Responsibility for the Cost of Future Traffic Signals Within the Coral Mountain Specific Plan

Dear Mr. Devlin;

We have reviewed the comments dated February 8, 2010 that were prepared by the City of La Quinta Public Works Department regarding a letter report prepared by Endo Engineering on January 21, 2010 addressing *The Trilogy Development's Equitable Responsibility for the Cost of Future Traffic Signals Within the Coral Mountain Specific Plan*. We have reiterated each comment below, followed by our response to facilitate your review.

Comment 1: On October 7, 2008, the City Council adopted a Developer Impact Fee Study (DIF) that calculated the total cost to design and construct a traffic signal to be \$430,000. This total included design (including signal interconnect), construction, construction administration, materials testing, survey, and design support during construction. This cost was calculated as the average cost for all of the traffic signals built in La Quinta for the previous two years. Your analysis does not include an average of signal costs, but rather only one signal. Furthermore, it does not include the probable total cost to the city, including design, testing, signal interconnect, etc. Furthermore your \$150,000 estimate does not take into account likely higher construction costs when the signal is warranted sometime in the future.

Response 1: Clarification of the source of the City of La Quinta's estimated cost of an average traffic control signal as \$430,000 is appreciated. In a recent conference call, the City indicated that the \$150,000 cost assumed in the traffic letter was not appropriate because it presupposed that some of the required hardware was previously purchased by the City. To facilitate an equitable resolution of this issue, the developer is conducting further research regarding the cost of designing and constructing a traffic signal for the intersections within the Coral Mountain Specific Plan. Once a cost for designing and constructing the necessary traffic signals is determined that is acceptable to both the City and the developer, that cost can be used to determine the project's fair-share contribution to the cost of the design and construction of future traffic signals. The appropriate formula for use in determining the future cost of an improvement based on its current cost is well documented in the literature.

Comment 2: The report calculates the fair share contribution for the traffic signals at Madison Street and Avenue 58 (No. 4) and at Monroe Street and Avenue 58 (No. 6) at about 9%. Given that the Trilogy Master Planned Community is located at the end of both

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of these streets, it is self evident that significantly more than 9% of the trips at those two intersections would come from Trilogy. Therefore, the report severely underestimates Trilogy's true impact to these intersections.

Response 2: The letter report identified a benefit area that generates the need for the four traffic signals necessary to serve area-wide traffic, rather than just Trilogy traffic. The two intersections Madison Street at Avenue 58 (No. 4) and Monroe Street at Avenue 58 (No. 6) are not located adjacent to the Trilogy development, but rather one mile north of Trilogy. These intersections will not be signalized to facilitate access to Trilogy but rather facilitate the flow of traffic generated throughout the benefit area. Trilogy traffic is not sufficient to meet signal warrants at any of these four intersections.

The Trilogy development's fair-share contribution to the cost of traffic signals warranted by traffic generated throughout the benefit area should be related to Trilogy's portion of the evening peak hour trips generated within the benefit area. The letter report attempts to simplify the determination of fair-share contributions to improvements of area-wide benefit. It does so by eliminating the need to make or reach consensus on subjective assumptions regarding each development's trip distribution and traffic assignment to off-site intersections. Every development generates the demand for signals of area-wide benefit and therefore, every development contributes to the cost of signalization, based on their fair share of the evening peak hour traffic generated by the benefit area.

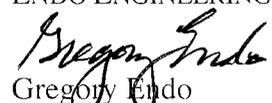
The land uses within the benefit area are generally established and were identified within Table 1 of the report as 4,718 residential and hotel units. With 1,238 units, the Trilogy development represents 26 percent of the units within the area of benefit. However, the age-restricted senior housing within the Trilogy development generates less traffic per unit in the evening peak hour than conventional residential development. Only nine percent of the evening peak hour traffic generated by development within the benefit area is generated by the Trilogy development. Therefore, the Trilogy development's fair-share contribution to the cost of the four traffic signals necessary to serve area-wide traffic should be nine percent of the cost, based upon the *ITE Trip Generation* (8th Edition) rates.

Comment 3: We concur with your analysis of signal numbers 1, 2 and 3; however, per the 2008 DIF study, signal No. 7 (Ave 60 and Monroe) is 100% within the city and therefore should have a higher percentage assigned within the fair share calculation.

Response 3: The signal study assumed that the benefit area was only responsible for one-half of the cost of traffic signals on Monroe Street and that the area east of Monroe Street would be responsible for the other half of the cost of signals on Monroe Street. For example, the Palazzado project (78-acre KB Home development) located on the southeast corner at signal No. 7 (Avenue 60 and Monroe Street) was conditioned to pay for one-quarter of the cost of signalizing this intersection. If the benefit area pays for one-half of the cost of signalizing intersection No. 7, Palazzado pays for one-quarter of the signal cost, and development northeast of the intersection pays for the final 25 percent, the traffic signal at intersection No. 7 will be fully funded.

We trust that the supplemental information herein adequately responds to the City's comments. If additional clarification is required, please do not hesitate to contact me.

Sincerely,
ENDO ENGINEERING


Gregory Endo
Principal