



February 2011, 2013

Ms. Yvonne Franco
CITY OF LA QUINTA
P.O. Box 1504
78-495 Calle Tampico
La Quinta, California 92253

RECEIVED

FEB 21 2013

CITY OF LA QUINTA
COMMUNITY DEVELOPMENT

Subject: Village Marketplace #912 – Site Access Evaluation

Dear Ms. Franco:

The firm of Urban Crossroads, Inc. is pleased to submit the following site access evaluation for the proposed Village Marketplace #912 development ("Project"). The project is located on the southwest corner of Avenida Bermudas and Avenida Montezuma in the City of La Quinta. The purpose of this site access evaluation is to compare the resulting peak hour intersection and roadway segment operations to the findings previously identified in the Village Market #912 Traffic Impact Analysis (prepared by Urban Crossroads, Inc., dated February 27, 2012) and determine if there are any new potential impacts due to the proposed site access modification along Avenida Montezuma.

PROJECT DESCRIPTION

The preliminary site layout for the proposed Project is shown on Exhibit 1. As shown, the Project is proposing to eliminate the outbound-only access points along Avenida Montezuma as compared to the Project analyzed in the traffic study. It is our understanding that there are no other changes to the proposed land use or square footage in comparison to that analyzed in the traffic study. As such, no changes to the Project trip generation are anticipated. Travel patterns to and from the Project site are anticipated to change at Driveway 1 on Avenida Montezuma only due to modifications to the site access. All other study area intersections are consistent with the findings found in the traffic study.

PEAK HOUR INTERSECTION ANALYSIS

In an effort to ensure that the proposed change to the site access along Avenida Montezuma does not result in any traffic impacts, a peak hour intersection analysis has been performed at Driveway 1 and Avenida Montezuma.

Horizon Year (2025) with Project intersection levels of service are shown in Table 1. Consistent with the traffic study, Table 1 shows HCM calculations based on the existing lane geometry and recommended improvements at the study area intersections. As shown on Table 1, the intersection of Driveway 1 at Avenida Montezuma is anticipated to operate at acceptable levels of service during the peak hours with existing geometry for Horizon Year (2025) with Project traffic conditions (i.e., LOS "A"). This finding is consistent with that previously presented in the traffic study. The analysis calculation worksheets for Horizon Year (2025) with Project conditions are provided in Attachment "A".

ROADWAY SEGMENT ANALYSIS

Similar to the peak hour intersection analysis, a roadway segment analysis has also been performed at the roadway segments adjacent to the intersection of Driveway 1 and Avenida Montezuma to ensure the findings are consistent with those previously identified in the traffic study.

The City of La Quinta has established Level of Service capacities for the various types of roadway classifications. For purposes of this analysis, the Level of Service "D" capacity has been established as the acceptable capacity threshold for roadway segments. The daily roadway capacity utilized for this analysis is 9,000 vehicles per day for local streets. For Horizon Year (2025) with Project conditions, projected roadway segment daily volumes have been utilized to calculate the volume to capacity ratios. Table 2 indicates that the roadway segments adjacent to the intersection of Driveway 1 and Avenida Montezuma are anticipated to operate at acceptable levels of service with existing geometry. As such, there are no potentially significant traffic impacts anticipated due to the proposed access modifications along Avenida Montezuma. This finding is consistent with the findings identified in the traffic study.

PARKING ASSESSMENT

Parking has been calculated based on the existing pumps and retail store area as an existing use with eleven (11) existing parking spaces (including pump spaces). Therefore, the retail space must provide seven (7) additional spaces per code for retail square footage (1/250) for a total of eighteen (18) spaces. The current site plan indicates there are eighteen (18) spaces provided, which meets the City's parking requirement.

FINDINGS AND CONCLUSIONS

It is anticipated that the development of the proposed Project would result in peak hour operations that are similar to those previously identified in the traffic study. As such, it is inferred that traffic impacts of the Project would not be substantially greater than, or different than those identified in the traffic study.

If you have any questions or comments, please contact me directly at (949) 660-1994 ext. 222.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene S. Hwang, PE
Senior Transportation Engineer

AE:CH
JN:07290-12 Letter

Attachments



Aric Evatt, PTP
Principal

TABLE 1

INTERSECTION ANALYSIS FOR
HORIZON YEAR (2025) WITH PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL ¹	INTERSECTION APPROACH LANES ²												DELAY ³ (SECS.)		LEVEL OF SERVICE	
			NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
1	Driveway 1 (NS) at: • Avenida Montezuma (EW)	CSS	0	1	0	0	0	0	0	1	0	0	1	0	9.5	9.9	A	A

- ¹ TS = Traffic Signal
 CSS = Cross Street Stop
 AWS = All Way Stop
 YIELD = Roundabout

² When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap Phase; d = Defacto Right-Turn Lane

³ For signalized and unsignalized intersections, the intersection delay has been calculated using the HCM methodology. Delay and level of service calculated using the following analysis software: Traffix, Version 8.0 (2008). For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.



TABLE 2
ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS FOR
HORIZON YEAR (2025) WITH PROJECT TRAFFIC CONDITIONS ¹

ROADWAY SEGMENT	GENERAL PLAN ROADWAY CLASSIFICATION ²	EXISTING NUMBER OF LANES	PEAK HOUR DIRECTIONAL LOS "E" CAPACITY ³ (VEHICLES PER DAY)	2025 WP DAILY SEGMENT VOLUMES	VOLUME TO CAPACITY	LOS ⁴
Avenida Montezuma (NS):						
• West of Driveway 1	Local Street (2U)	2	9,000	2,400	0.27	A
• Driveway 1 to Avenida Bermudas	Local Street (2U)	2	9,000	3,200	0.36	A
Driveway 1 (NS):						
• S of Avenida Montezuma	Local Street (2U)	2	9,000	2,300	0.26	A

¹ As indicated by City of La Quinta staff, impact criteria will utilize peak hour segments in the peak direction.

² General Plan Roadway Classification based on the adopted City of La Quinta Circulation Element.

³ For the purpose of this analysis, the Level of service "D" capacity has been established as the acceptable capacity threshold for roadway segments. Therefore, volume to capacity ratios greater than 0.9 (LOS "E") is considered unacceptable. The capacity utilized for this analysis are consistent with the thresholds provided in EB 06-13.

⁴ Level of Service:
A = 0.00 - 0.60
B = 0.61 - 0.70
C = 0.71 - 0.80
D = 0.81 - 0.90
E = 0.91 - 1.00
F = > 1.00



VILLAGE MARKET #912 TRAFFIC IMPACT ANALYSIS (JN 07290)
 Horizon Year 2025 With Project Conditions
 AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #101 Driveway 1 / Avenida Montezuma

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.5]

Street Name:	Driveway 2						Avenida Montezuma													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	5	0	35	0	0	0	0	105	13	32	37	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	6	0	40	0	0	0	0	119	15	36	42	0
Added Vol:	2	0	7	0	0	0	0	1	2	7	1	0
PasserByVol:	3	0	9	0	0	0	0	1	3	9	1	0
Initial Fut:	11	0	56	0	0	0	0	121	20	52	44	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	0	58	0	0	0	0	127	21	55	46	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	58	0	0	0	0	127	21	55	46	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxxx	4.1	xxxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	2.2	xxxxx	xxxxxx

Capacity Module:

Cnflct Vol:	293	293	137	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	148	xxxxx	xxxxxx
Potent Cap.:	702	621	916	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1446	xxxxx	xxxxxx
Move Cap.:	681	597	916	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1446	xxxxx	xxxxxx
Volume/Cap:	0.02	0.00	0.06	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.04	xxxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.1	xxxxx	xxxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.6	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	868	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	0.3	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	0.1	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	9.5	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.6	xxxxx	xxxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.5		xxxxxxx			xxxxxxx	xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		*

 Note: Queue reported is the number of cars per lane.

VILLAGE MARKET #912 TRAFFIC IMPACT ANALYSIS (JN 07290)
 Horizon Year 2025 With Project Conditions
 PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #101 Driveway 1 / Avenida Montezuma

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.9]

Street Name:	Driveway 2						Avenida Montezuma										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	13	0	30	0	0	0	0	108	26	35	33	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	15	0	34	0	0	0	0	122	29	40	37	0
Added Vol:	3	0	9	0	0	0	0	1	3	9	1	0
PasserByVol:	5	0	13	0	0	0	0	2	5	13	2	0
Initial Fut:	23	0	56	0	0	0	0	125	37	62	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	0	59	0	0	0	0	132	39	65	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	59	0	0	0	0	132	39	65	42	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	323	323	151	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	xxxx	xxxxx
Potent Cap.:	675	598	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx
Move Cap.:	650	569	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	810	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	9.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.9		xxxxxxx			xxxxxxx			xxxxxxx	xxxxxxx		
ApproachLOS:	A		*			*			*	*		*

 Note: Queue reported is the number of cars per lane.
