

**CITY COUNCIL RESOLUTION 2003-127  
CONDITIONS OF APPROVAL - FINAL  
SPECIFIC PLAN 03-067  
CORAL OPTION I, LLC  
DECEMBER 16, 2003**

GENERAL

1. The applicant agrees to defend, indemnify and hold harmless the City of La Quinta ("City"), its agents, officers and employees from any claim, action or proceeding to attack, set aside, void, or annul the approval of this Tentative Tract Map, or any Final Map recorded thereunder. The City shall have sole discretion in selecting its defense counsel.

The City shall promptly notify the applicant of any claim, action or proceeding and shall cooperate fully in the defense.

2. This Specific Plan, and any Final Map recorded thereunder, shall comply with the requirements and standards of Government Code §§ 66410 through 66499.58 (the "Subdivision Map Act"), and Chapter 13 of the La Quinta Municipal Code ("LQMC").

The City of La Quinta's Municipal Code can be accessed on the City's Web Site at [www.la-quinta.org](http://www.la-quinta.org).

3. Prior to the issuance of any grading, construction, or building permit by the City, the applicant shall obtain the necessary clearances and/or permits from the following agencies:

- Fire Marshal
- Public Works Department (Grading Permit, Improvement Permit)
- Community Development Department
- Riverside Co. Environmental Health Department
- Coachella Valley Unified School District (CVUSD)
- Coachella Valley Water District (CVWD)
- Imperial Irrigation District (IID)
- California Water Quality Control Board (CWQCB)
- SunLine Transit Agency

The applicant is responsible for all requirements of the permits and/or clearances from the above listed agencies. When the requirements include approval of improvement plans, the applicant shall furnish proof of such approvals when submitting those improvement plans for City approval.

4. The applicant shall comply with applicable provisions of the City's NPDES stormwater discharge permit, Sections 8.70.010 et seq. (Stormwater Management and Discharge Controls) and 13.24.170 (Clean Air/Clean Water), LQMC; Riverside County Ordinance No. 457; and the State Water Resources Control Board's Order No. 99-08-DWQ.
  - A. For construction activities including clearing, grading or excavation of land that disturbs one (1) acre or more of land, or that disturbs less than one (1) acre of land, but which is a part of a construction project that encompasses more than one (1) acre of land, the Permittee shall be required to submit a Storm Water Pollution Protection Plan ("SWPPP").
  - B. The applicant's SWPPP shall be approved by the City Engineer prior to any on or off-site grading being done in relation to this project.
  - C. The applicant shall ensure that the required SWPPP is available for inspection at the project site at all times through and including acceptance of all improvements by the City.
  - D. The applicant's SWPPP shall include provisions for all of the following Best Management Practices ("BMPs") (8.70.020 (Definitions), LQMC):
    - 1) Temporary Soil Stabilization (erosion control).
    - 2) Temporary Sediment Control.
    - 3) Wind Erosion Control.
    - 4) Tracking Control.
    - 5) Non-Storm Water Management.
    - 6) Waste Management and Materials Pollution Control.
  - E. All erosion and sediment control BMPs proposed by the applicant shall be approved by the City Engineer prior to any onsite or offsite grading, pursuant to this project.
  - F. The approved SWPPP and BMP's shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.

5. Permits issued under this approval shall be subject to the provisions of the Infrastructure Fee Program and Development Impact Fee program in effect at the time of issuance of building permit(s).

#### PROPERTY RIGHTS

6. Prior to issuance of any permit(s), the applicant shall acquire or confer easements and other property rights necessary for the construction or proper functioning of the proposed development. Conferred rights shall include irrevocable offers to dedicate or grant access easements to the City for emergency services and for maintenance, construction and reconstruction of essential improvements.
7. The applicant shall offer for dedication on the Final Map all public street right-of-ways in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
8. The public street right-of-way offers for dedication required for this development include:
  - A. PUBLIC STREETS
    - 1) Monroe Street (General Plan Primary Arterial, Option A, 110' ROW) - Sufficient right of way shall be dedicated to accommodate the standard 55 feet from the centerline of Monroe Street for a total 110-foot ultimate developed right of way except for an additional right of way dedication to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.
    - 2) Madison Street pursuant to Specific Plan 218, Amendment No. 1 (Primary Arterial , Option A\*, 110' ROW) - The standard 110-foot ultimate developed right of way shall be dedicated except for an additional right of way dedication to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

- 3) Avenue 58 (Proposed General Plan Secondary Arterial, 96' ROW) – If a proposed General Plan Amendment is adopted by the City Council, sufficient right of way shall be dedicated to accommodate the proposed standard 47-foot right of way from the centerline of Avenue 58 to comply with the existing Secondary Arterial Roadway Classification plus a Class II bicycle. Additional right of way shall be dedicated to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.
- 4) Avenue 60 (Proposed General Plan Secondary Arterial, 96' ROW) – If a proposed General Plan Amendment is adopted by the City Council, sufficient right of way shall be dedicated to accommodate the proposed standard 47-foot right of way from the centerline of Avenue 58 to comply with the existing Secondary Arterial Roadway Classification plus a Class II bicycle. Additional right of way shall be dedicated to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

Note: \*Equivalent to County of Riverside Arterial Highway Roadway Classification

9. The applicant shall retain for private use on the Final Map all private street right-of-ways in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
10. The private street right-of-ways to be retained for private use required for this development include:

A. PRIVATE STREETS

Property line shall be placed at the back of curb similar the typical street section. Use of smooth curves instead of angular lines at property lines is recommended.

Private Residential Streets measured gutter flow line to gutter flow line: 36-foot travel width where parking is allowed on both sides and 28 feet if on-street parking is prohibited, and provided there is adequate off-street parking for residents and visitors, and the applicant

establishes provisions for ongoing enforcement of the parking restriction in the CC&R's. The CC&R's shall be reviewed by the Engineering Department prior to recordation.

11. Dedications shall include additional widths as necessary for dedicated right and left turn lanes, bus turnouts, and other features.
12. When the City Engineer determines that access rights to the proposed street right-of-ways shown on the Tentative Tract Map are necessary prior to approval of the Final Map dedicating such right-of-ways, the applicant shall grant the necessary right-of-ways within 60 days of a written request by the City.
13. The applicant shall offer for dedication on the Final Map, when submitted, a ten-foot wide public utility easement contiguous with, and along both sides of all private streets. Such easement may be reduced to five feet in width with the express written approval of IID.
14. The applicant shall create perimeter landscaping setbacks along all public right-of-ways as follows:
  - A. Monroe Street – (General Plan Primary Arterial) - 20-foot from the R/W-P/L.
  - B. Madison Street – (Pursuant to Specific Plan 218, Amendment No. 1 – Primary Arterial, Option A) – 20-foot from the R/W-P/L.
  - C. Avenue 58 - and Avenue 60 (General Plan Secondary Arterial) - 10-foot from the R/W-P/L.

The listed setback depth shall be the average depth where a meandering wall design is approved.

The setback requirements shall apply to all frontages including, but not limited to, remainder parcels and sites dedicated for utility purposes.

Where public facilities (e.g., sidewalks) are placed on privately-owned setbacks, the applicant shall offer for dedication blanket easements for those purposes on the Final Map, when submitted.

15. The applicant shall offer for dedication those easements necessary for the placement of, and access to, utility lines and structures, drainage basins, mailbox clusters, park lands, and common areas on the Final Map, when submitted.
16. Direct vehicular access to Madison Street, Monroe Street, Avenue 58 and Avenue 60 from lots with frontage along those respective facilities is restricted, except for those access points identified on the Specific Plan, or as otherwise conditioned in these conditions of approval. The vehicular access restriction shall be shown on the recorded final tract map, when submitted. Vehicular access shall meet requirements and/or restrictions per the La Quinta General Plan for the roadway classification listed in Condition 8.
17. The applicant shall furnish proof of easements, or written permission, as appropriate, from those owners of all abutting properties on which grading, retaining wall construction, permanent slopes, or other encroachments will occur.
18. The applicant shall cause no easement to be granted, or recorded, over any portion of the subject property between the date of approval of the Tentative Tract Map and the date of recording of any Final Map, unless such easement is approved by the City Engineer.

#### IMPROVEMENT PLANS

As used throughout these Conditions of Approval, professional titles such as "engineer," "surveyor," and "architect," refer to persons currently certified or licensed to practice their respective professions in the State of California.

19. Improvement plans shall be prepared by or under the direct supervision of qualified engineers and/or architects, as appropriate, and shall comply with the provisions of Section 13.24.040 (Improvement Plans), LQMC.
20. The following improvement plans shall be prepared and submitted for review and approval by the City. A separate set of plans for each line item specified below shall be prepared. The plans shall utilize the minimum scale specified, unless otherwise authorized by the City Engineer in writing. Plans may be prepared at a larger scale if additional detail or plan clarity is desired. Note, the applicant may be required to prepare other improvement plans not listed

here pursuant to improvements required by other agencies and utility purveyors.

- A. Off-Site Street/Signing & Striping/Drainage Plans: 1" = 40' Horizontal, 1" = 40' Vertical

The street improvement plans shall include permanent traffic control and separate plan sheet(s) (drawn at 20 scale) that show the meandering sidewalk, mounding, and berming design in the combined parkway and landscape setback area.

- B. On-Site Street/Drainage Plan: 1" = 40' Horizontal, 1" = 40' Vertical  
C. On-Site Rough Grading Plan: 1" = 40' Horizontal

Other engineered improvement plans prepared for City approval that are not listed above shall be prepared in formats approved by the City Engineer prior to commencing plan preparation.

All Off-Site Plan & Profile Street Plans and Signing & Striping Plans shall show all existing improvements for a distance of at least 200-feet beyond the project limits, or a distance sufficient to show any required design transitions.

"Rough Grading" plans shall normally include perimeter walls with Top of Wall & Top of Footing elevations shown. All footings shall have a minimum of 1-foot of cover, or sufficient cover to clear any adjacent obstructions.

21. The City maintains standard plans, detail sheets and/or construction notes for elements of construction. For a fee, established by City Resolution, the applicant may purchase such standard plans, detail sheets and/or construction notes from the City.
22. The applicant shall furnish a complete set of the AutoCAD files of all approved improvement plans on a storage media acceptable to the City Engineer. The files shall be saved in a standard AutoCAD format so they may be fully retrievable through a basic AutoCAD program. At the completion of construction, and prior to the final acceptance of the improvements by the City, the applicant shall update the AutoCAD files in order to reflect the as-built conditions.

Where the improvement plans were not produced in a standard AutoCAD format, or a file format that can be converted to an AutoCAD format, the City Engineer will accept raster-image files of the plans.

### IMPROVEMENT SECURITY AGREEMENTS

23. Prior to approval of any Final Map, the applicant shall construct all on and off-site improvements and satisfy its obligations for same, or shall furnish a fully secured and executed Subdivision Improvement Agreement ("SIA") guaranteeing the construction of such improvements and the satisfaction of its obligations for same, or shall agree to any combination thereof, as may be required by the City.
24. Any Subdivision Improvement Agreement ("SIA") entered into by and between the applicant and the City of La Quinta, for the purpose of guaranteeing the completion of any improvements related to any Tentative Tract Map, shall comply with the provisions of Chapter 13.28 (Improvement Security), LQMC, when submitted.
25. Improvements to be made, or agreed to be made, shall include the removal of any existing structures or other obstructions which are not a part of the proposed improvements; and shall provide for the setting of the final survey monumentation.
26. Should the applicant fail to construct the improvements for the development, or fail to satisfy its obligations for the development in a timely manner, the City shall have the right to halt issuance of building permits, and/or final building inspections, withhold other approvals related to the development of the project, or call upon the surety to complete the improvements.

### GRADING

27. The applicant shall comply with the provisions of Section 13.24.050 (Grading Improvements), LQMC.
28. Prior to occupancy of the project site for any construction, or other purposes, the applicant shall obtain a grading permit approved by the City Engineer.
29. To obtain an approved grading permit, the applicant shall submit and obtain approval of all of the following:



- A. A grading plan prepared by a qualified engineer or architect,
- B. A preliminary geotechnical ("soils") report prepared by a qualified engineer,
- C. A Fugitive Dust Control Plan prepared in accordance with Chapter 6.16, (Fugitive Dust Control), LQMC, and
- D. A Best Management Practices report prepared in accordance with Sections 8.70.010 and 13.24.170 (NPDES stormwater discharge permit and Storm Management and Discharge Controls), LQMC.

All grading shall conform to the recommendations contained in the Preliminary Soils Report, and shall be certified as being adequate by a soils engineer, or by an engineering geologist.

A statement shall appear on the Final Map that a soils report has been prepared in accordance with the California Health & Safety Code § 17953.

The applicant shall furnish security, in a form acceptable to the City, and in an amount sufficient to guarantee compliance with the approved Fugitive Dust Control Plan provisions as submitted with its application for a grading permit.

- 30. The applicant shall maintain all open graded, undeveloped land in order to prevent wind and/or water erosion of such land. All open graded, undeveloped land shall either be planted with interim landscaping, or stabilized with such other erosion control measures, as were approved in the Fugitive Dust Control Plan.
- 31. Grading within the perimeter setback and parkway areas shall have undulating terrain and shall conform with the requirements of LQMC Section 9.60.240(F) except as otherwise modified by this condition requirement. The maximum slope shall not exceed 3:1 anywhere in the landscape setback area, except for the backslope (i.e. the slope at the back of the landscape lot) which shall not exceed 2:1 if fully planted with ground cover. The maximum slope in the first six (6) feet adjacent to the curb shall not exceed 4:1 when the nearest edge of sidewalk is within six (6) of the curb, otherwise the maximum slope within the right of way shall not exceed 3:1.

All unpaved parkway areas adjacent to the curb shall be depressed one and one-half inches (1.5") in the first eighteen inches (18") behind the curb.

32. Building pad elevations on the rough grading plan submitted for City Engineer's approval shall conform with pad elevations shown on the tentative map, when submitted, unless the pad elevations have other requirements imposed elsewhere in these Conditions of Approval.
33. Building pad elevations of perimeter lots shall not differ by more than one foot from the building pads in adjacent developments.

#### DRAINAGE

34. The applicant shall comply with the provisions of Section 13.24.120 (Drainage), LQMC.
35. Stormwater handling shall conform with the approved hydrology and drainage report prepared specifically for Specific Plan 2003-067. The tributary drainage area shall extend to the centerline of adjacent public streets.
36. Nuisance water shall be retained on site. In residential developments, nuisance water shall be disposed of in a trickling sand filter and leach field or equivalent system approved by the City Engineer. The sand filter and leach field shall be designed to contain surges of up to 3 gph/1,000 sq. ft. of landscape area, and infiltrate 5 gpd/1,000 sq. ft.
37. The project shall be designed to accommodate purging and blowoff water (through underground piping and/or retention facilities) from any on-site or adjacent well sites granted or dedicated to the local water utility authority as a requirement for development of this property.
38. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
39. Storm drainage historically received from adjoining property shall be received and retained or passed through into the historic downstream drainage relief route.

## UTILITIES

40. The applicant shall obtain the approval of the City Engineer for the location of all utility lines within any right-of-way, and all above-ground utility structures including, but not limited to, traffic signal cabinets, electric vaults, water valves, and telephone stands, to ensure optimum placement for practical and aesthetic purposes.
41. Existing overhead utility lines within, or adjacent to the proposed development, and all proposed utilities shall be installed underground.
42. All existing utility lines attached to joint use 92 KV transmission power poles are exempt from the requirement to be placed underground.
43. Underground utilities shall be installed prior to overlying hardscape. For installation of utilities in existing improved streets, the applicant shall comply with trench restoration requirements maintained, or required by the City Engineer. The applicant shall provide certified reports of all utility trench compaction for approval by the City Engineer.

## STREET AND TRAFFIC IMPROVEMENTS

44. The applicant shall comply with the provisions of Sections 13.24.060 (Street Improvements), 13.24.070 (Street Design - Generally) & 13.24.100 (Access For Individual Properties And Development), LQMC for public streets; and Section 13.24.080 (Street Design - Private Streets), where private streets are proposed.
45. The applicant shall construct the following street improvements to conform with the General Plan street type noted in parentheses.

### A. OFF-SITE STREETS

- 1) Monroe Street (General Plan Primary Arterial, Option A, 110' ROW):

Widen the west side of the street along all frontage adjacent to the Specific Plan boundary to its ultimate width on the east side as specified in the General Plan and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway

pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The west curb face shall be located forty three feet (43') west of the centerline, except at locations where additional street width is needed to accommodate:

- a) Bus turnout (if required by Sunline Transit)
- b) A deceleration/right turn only lane at the Primary Entry. The west curb face shall be located fifty one feet (51') west of the centerline.

Other required improvements in the right of way and/or adjacent landscape setback area include:

- a) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
  - b) 8-foot wide meandering sidewalk. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that either touches the back of curb or approaches within five feet of the curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet, and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.
- 2) Madison Street pursuant to Specific Plan 218, Amendment No. 1, Primary Arterial, Option A\*, 110' ROW:

No additional street widening is required except at locations where additional street width is needed to accommodate:

- a) Bus turnout (if required by Sunline Transit)

- b) A deceleration/right turn only lane at the West Side Development Primary Entry. The curb face shall be located fifty one feet (51') west of the centerline.
- c) A deceleration/right turn only lane at the East Side Development Primary Entry. The curb face shall be located fifty one feet (51') east of the centerline.

Other required improvements in the right of way and/or adjacent landscape setback area include:

- a) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
  - b) 8-foot wide meandering sidewalk along the east side of Madison Street. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that either touches the back of curb or approaches within five feet of the curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet, and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.
- 3) Avenue 58 (Proposed General Plan Secondary Arterial, 96' ROW) – If a proposed General Plan Amendment is adopted by the City Council, widen the south side of the street along all frontage adjacent to the Specific Plan boundary to its ultimate width as specified in the Proposed General Plan Amendment and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The south curb face shall be located thirty six feet (36') south of the modified improved centerline that is adjusted to maintain 72 feet between curbs, except at locations where additional street width is needed to accommodate:

- a) Bus turnout (if required by Sunline Transit)

Other required improvements in the right of way and/or adjacent landscape setback area include:

- b) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- c) MULTI-USE TRAIL - The applicant shall construct a 10' wide, multi-use trail with split rail fence along the west side of Monroe Street within the required landscape setback. The location and design of the trail shall be per the approved City of La Quinta Standard Plan. The multi-use trail, trail signs, and the split rail fence shall be completed prior to issuance of Certificate of Occupancy for the first residence. Bonding for the fence to be installed shall be posted prior to final map approval.

- 3) Avenue 60 (Proposed General Plan Secondary Arterial, 96' ROW) – If a proposed General Plan Amendment is adopted by the City Council, widen the south side of the street along all frontage adjacent to the Specific Plan boundary to its ultimate width on the south side as specified in the Proposed General Plan Amendment and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The north curb face shall be located thirty six feet (36') north of the centerline, except at locations where additional street width is needed to accommodate:

- a) Bus turnout (if required by Sunline Transit)

Other required improvements in the right of way and/or adjacent landscape setback area include:

- b. All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- c. 8-foot wide meandering sidewalk. The meandering sidewalk shall have an arrhythmic horizontal layout that

utilizes concave and convex curves with respect to the curb line that touches the back of curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet, and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.

The applicant shall extend improvements beyond the subdivision boundaries to ensure they safely integrate with existing improvements (e.g., grading; traffic control devices and transitions in alignment, elevation or dimensions of streets and sidewalks).

46. General access points and turning movements of traffic are limited to the following:
  - A. Monroe Street
    - 1) Primary Entry (Monroe Street, The applicant shall align the access with the existing access on the east side of Monroe Street. Full turning movements are permitted.
  - B. Madison Street
    - 1) Primary Entry, West Development – Shall be located at least 1,060 feet (measured curb return to curb return) from Calle Conchita to the south and from the East Development Primary Entry to the north: Full turn movements are permitted.
    - 2) Primary Entry, East Development – Shall be located at least 1,060 feet (measured curb return to curb return) from Avenue 58 to the north and from the West Development Primary Entry to the south: Full turn movements are permitted.
    - 3) West Commercial Development – Right turn movements in and out are permitted. Left turn in movement is permitted. Left turn out movement is not permitted.

- 4) East Commercial Development – Right turn movements in and out are permitted. Left turn movements in and out are not permitted.



C. Avenue 58

- 1) West Commercial Development – All turn movements are permitted.
- 2) East Commercial Development – All turn movements are permitted.

All service entries shall be right turn in and out movements only.

47. All residential gated entries shall provide for a three-car minimum stacking capacity for inbound traffic; and shall provide for a full turn-around outlet for non-accepted vehicles.

Where a gated entry is proposed, the applicant shall submit a detailed exhibit at a scale of 1" = 10', demonstrating that those passenger vehicles that do not gain entry into the development can safely make a full turn-around out onto the main street from the gated entry.

Two lanes of traffic shall be provided on the entry side of each gated entry, one lane shall be dedicated for residents, and one lane for visitors.

Entry drives, main interior circulation routes, standard knuckles, corner cutbacks, bus turnouts, dedicated turn lanes and other features shown on the approved construction plans, may require additional street widths as may be determined by the City Engineer.

48. The applicant shall design street pavement sections using CalTrans' design procedure for 20-year life pavement, and the site-specific data for soil strength and anticipated traffic loading (including construction traffic). Minimum structural sections shall be as follows:

Residential	3.0" a.c./4.5" c.a.b.
Secondary Arterial	4.0" a.c./6.0" c.a.b.
Primary Arterial	4.5" a.c./6.0" c.a.b.

or, the approved equivalents of alternate materials.

49. The applicant shall submit current mix designs (less than two years old at the time of construction) for base, asphalt concrete and Portland cement concrete. The submittal shall include test results for all specimens used in the mix design procedure. For mix designs over six months old, the submittal shall include recent (less than six months old at the time of construction) aggregate gradation test results confirming that design gradations can be achieved in current production. The applicant shall not schedule construction operations until mix designs are approved.
50. Improvements shall include appurtenances such as traffic control signs, markings and other devices, raised medians if required, street name signs and sidewalks. Mid-block street lighting is not required.
51. Improvements shall be designed and constructed in accordance with City adopted standards, supplemental drawings and specifications, or as approved by the City Engineer. Improvement plans for streets, access gates and parking areas shall be stamped and signed by qualified engineers.

#### CONSTRUCTION

52. The City will conduct final inspections of habitable buildings only when the buildings have improved street and (if required) sidewalk access to publicly-maintained streets. The improvements shall include required traffic control devices, pavement markings and street name signs. If on-site streets in residential developments are initially constructed with partial pavement thickness, the applicant shall complete the pavement prior to final inspections of the last ten percent of homes within the development or when directed by the City, whichever comes first.

#### LANDSCAPING

53. The applicant shall comply with Sections 13.24.130 (Landscaping Setbacks) & 13.24.140 (Landscaping Plans), LQMC.
54. The applicant shall provide landscaping in the required setbacks, retention basins, common lots and park areas.
55. Landscape and irrigation plans for landscaped lots and setbacks, medians, retention basins, and parks shall be signed and stamped by a licensed landscape architect.

56. The applicant shall submit the landscape plans for approval by the Community Development Department (CDD), prior to plan checking by the Public Works Department. When plan checking has been completed by CDD, the applicant shall obtain the signatures of CVWD and the Riverside County Agricultural Commissioner, prior to submittal for signature by the City Engineer.

NOTE: Plans are not approved for construction until signed by the City Engineer.

57. Landscape areas shall have permanent irrigation improvements meeting the requirements of the City Engineer. Use of lawn areas shall be minimized with no lawn, or spray irrigation, being placed within 18 inches of curbs along public streets.

#### PUBLIC SERVICES

58. The applicant shall provide public transit improvements as required by SunLine Transit Agency and approved by the City Engineer.

#### QUALITY ASSURANCE

59. The applicant shall employ construction quality-assurance measures that meet with the approval of the City Engineer.
60. The applicant shall employ, or retain, qualified engineers, surveyors, and such other appropriate professionals as are required to provide the expertise with which to prepare and sign accurate record drawings, and to provide adequate construction supervision.
61. The applicant shall arrange for, and bear the cost of, all measurements, sampling and testing procedures not included in the City's inspection program, but which may be required by the City, as evidence that the construction materials and methods employed comply with the plans, specifications and other applicable regulations.
62. Upon completion of construction, the applicant shall furnish the City with reproducible record drawings of all improvement plans which were approved by the City. Each sheet shall be clearly marked "Record Drawing," "As-Built" or "As-Constructed" and shall be stamped and signed by the engineer or surveyor certifying to the accuracy and completeness of the drawings.

The applicant shall have all AutoCAD or raster-image files previously submitted to the City, revised to reflect the as-built conditions.

#### MAINTENANCE

63. The applicant shall comply with the provisions of Section 13.24.160 (Maintenance), LQMC.
64. The applicant shall make provisions for the continuous and perpetual maintenance of all private on-site improvements, perimeter landscaping, access drives, and sidewalks.

#### FEES AND DEPOSITS

65. The applicant shall comply with the provisions of Section 13.24.180 (Fees and Deposits), LQMC. These fees include all deposits and fees required by the City for plan checking and construction inspection. Deposits and fee amounts shall be those in effect when the applicant makes application for plan check and permits.
66. Permits issued under this approval shall be subject to the provisions of the Infrastructure Fee Program and Development Impact Fee program in effect at the time of issuance of building permit(s).

#### COMMUNITY DEVELOPMENT DEPARTMENT

67. The applicant shall furnish proof from the Riverside County Fire Department that a fire station is no longer needed on the site. In the event that the need for a fire station is determined by Riverside County Fire Department, the applicant shall provide to Riverside County Fire Department a one (1) acre parcel of land within, or in the general vicinity of, the Specific Plan area and acceptable to both the applicant and Riverside County Fire Department.
68. The applicant shall submit a Tentative Tract Map to reflect the Specific Plan and Site Development Permit at a future date to be processed in accordance with the Subdivision Map Act prior to issuance of Building permits.
69. The applicant shall comply with the Mitigation Monitoring Program associated with the project.
70. The applicant shall meet all Coachella Valley Water District requirements to provide adequate water and sewer services to the site.

71. The applicant shall pay all development impacts fees and school fees associated with the project prior to the issuance of building permits.
72. The applicant shall be restricted to use "Pine" trees within the golf course area only.
73. The site shall be monitored during on- and off-site trenching and rough grading by qualified archaeological monitors. Proof of retention of monitors shall be given to the City prior to issuance of first earth-moving or clearing permit.
74. The final report on the monitoring shall be submitted to the Community Development Department prior to the issuance of the first Certificate of Occupancy for the project.
75. Collected archaeological resources shall be properly packaged for long term curation, in polyethylene self-seal bags, vials, or film cans as appropriate, all within acid-free, standard size, comprehensively labeled archive boxes and delivered to the City prior to issuance of first Certificate of Occupancy for the property. Materials shall be accompanied by descriptive catalogue, field notes and records, primary research data, and the original graphics.
76. The Specific Plan (Specific Plan 03-067) shall prevail and all other specific plans governing this site shall be null and void.