

**CITY COUNCIL RESOLUTION 2002-17
CONDITIONS OF APPROVAL - APPROVED
TENTATIVE TRACT MAP 30357 - TOLL BROTHERS
FEBRUARY 5, 2002**

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 Tract Map 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 tentative tract map, and any Tract Map 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, <http://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:

- C Fire Marshal
- C Public Works Department (Grading Permit, Improvement Permit)
- C Community Development Department
- C Riverside Co. Environmental Health Department
- C Coachella Unified School District
- C Coachella Valley Water District (CVWD)
- C Imperial Irrigation District (IID)
- C California Water Quality Control Board (CWQCB)
- C 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 improvements 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., and 13.24.170, 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 five (5) acres or more of land, or that disturbs less than five (5) acres of land, but which is a part of a construction project that encompasses more than five (5) acres 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, LQMC):
 - i. Temporary Soil Stabilization (erosion control).
 - ii. Temporary Sediment Control.
 - iii. Wind Erosion Control.
 - iv. Tracking Control.
 - v. Non-Storm Water Management.
 - vi. Waste Management and Materials Pollution Control.
 - E. All of applicant's erosion and sediment control BMPs shall be approved by the City Engineer prior to any on or off site grading being done in relation to this project.
 - F. All approved project BMPs shall be maintained throughout the course of construction, and until all improvements have been 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).

6. The applicant shall block off the existing golf cart tunnel crossing under Jefferson Street in a manner satisfactory to the City Engineer.

PROPERTY RIGHTS

7. 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.
8. The applicant shall offer for dedication on the Tract 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.
9. The public street right-of-way offers for dedication required for this development include:
 - A. PUBLIC STREETS
 1. Avenue 50 (Primary Arterial) (Lot "A") - 50-foot half of the 100-foot right-of-way.
 2. Jefferson Street (Major Arterial) (Lot "B") - 60-foot half of the 120-foot right-of-way.
 3. Avenue 52 (Primary Arterial) (Lot "C") - 55-foot half of the 110-foot right-of-way.
10. The applicant shall retain for private use on the Tract 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.
11. The private street right-of-ways to be retained for private use required for this development include Lot "D" through and including Lot "Q":

A. PRIVATE STREETS

1. Lot "D" - (Divided Collector) 53-foot right-of-way.
2. Lots "E" through "Q" (Residential Streets) shall have a 39-foot right-of-way where double loaded, and may have a 35-foot right-of-way where single loaded.

B. CUL DE SACS

1. Private Cul-de-sacs: Use Riverside County Standard 800 for symmetrical Cul De Sacs and Standard 800A for offset Cul De Sacs, with both having a 37-foot radius to the flowline of the 6" wedge curb.
12. Right-of-way geometry for standard knuckles and property line corner cut-backs at curb returns shall conform to Riverside County Standard Drawings #801, and #805, respectively, unless otherwise approved by the City Engineer.
 13. Dedications shall include additional widths as necessary for dedicated right and left turn lanes, bus turnouts, and other features contained in the approved construction plans.
 14. When the City Engineer determines that access rights to the proposed street right-of-ways shown on the approved tentative tract map are necessary prior to approval of the Tract 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.
 15. The applicant shall offer for dedication on the Tract Map 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.
 16. The applicant shall create perimeter landscaping setbacks along all public right-of-ways as follows:
 - A. Jefferson Street (Major Arterial) - 20-foot from the R/W-P/L.
 - B. Avenue 50 (Primary Arterial) - 20-foot from the R/W-P/L.
 - C. Avenue 52 (Primary Arterial) - 20-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.

A six foot wide meandering sidewalk shall be constructed in the parkway and landscaped setback lots along the south side of Avenue 50. Additionally, a multi-purpose trail shall also be installed and function for pedestrian, horses, etc., as approved by the City along the south side of Avenue 50. Signs and fencing identifying the trail as a multi-purpose (pedestrian, horses) shall be posted along the trail at the time of installation of the trail, to the satisfaction of the City. The City will accept the responsibility for the liability and maintenance of the trail after dedication.

Where public facilities (e.g., multi-purpose trail and sidewalks) are placed on privately-owned setbacks, the applicant shall offer for dedication blanket easements for those purposes on the Tract Map.

17. 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 Tract Map.
18. The applicant shall vacate all abutter's right-of-access to public streets and properties from all frontages along such public streets and properties, excepting those access points shown on the Tract Map.
19. 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.
20. When an applicant proposes the vacation, or abandonment, of any existing right-of-way, or access easement, which will diminish the access rights to any properties owned by others, the applicant shall provide an alternate right-of-way or access easement, to those properties, or notarized letters of consent from the affected property owners.
21. 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 Tract Map, unless such easement is approved by the City Engineer.

TRACT MAPS

22. Prior to the City's approval of a Tract Map, the applicant shall furnish accurate AutoCAD files of the Tract Map that was approved by the City's map checker on a storage media acceptable to the City Engineer. Such files shall be in a standard AutoCAD format so as to be fully retrievable into a basic AutoCAD program.

Where a Tract Map was not produced in an AutoCAD format, or produced in a file that can be converted to an AutoCAD format, the City Engineer will accept a raster-image file of such Tract Map.

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.

23. 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, LQMC.
24. 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 scale specified, unless otherwise authorized by the City Engineer in writing. 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 Plan: 1" = 40' Horizontal, 1" = 4' 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. Off-Site Street Median Landscape Plan: 1" = 20'
 - C. Perimeter Landscape Plan: 1" = 20'
 - D. On-Site Street Plan: 1" = 40' Horizontal, 1" = 4' Vertical
 - E. On-Site Rough Grading Plan: 1" = 100' Horizontal
 - F. On-Site Precise Grading Plan: 1" = 30' 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.

25. The City maintains standard plans, details 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.
26. The applicant shall furnish a complete set of the AutoCAD files of all complete, 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 which can be converted to an AutoCAD format, the City Engineer will accept raster-image files of the plans.

IMPROVEMENT SECURITY AGREEMENTS

27. Prior to the conditional approval of any Tract Map, or the issuance of any permit(s), 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.

28. 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 this tentative tract map, shall comply with the provisions of Chapter 13.28, LQMC.
29. 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.

When improvements are phased through a "Phasing Plan," or an administrative approval (e.g., Site Development Permits), all off-site improvements and common on-site improvements (e.g., backbone utilities, retention basins, perimeter walls, landscaping and gates) shall be constructed, or secured through a SIA, prior to the issuance of any permits in the first phase of the development, or as otherwise approved by the City Engineer.

Improvements and obligations required of each subsequent phase shall either be completed, or secured through a SIA, prior to the completion of homes or the occupancy of permanent buildings within such latter phase, or as otherwise approved by the City Engineer.

In the event the applicant fails to construct the improvements for the development, or fails to satisfy its obligations for the development in a timely manner, pursuant to the approved phasing plan, the City shall have the right to halt issuance of all permits, and/or final inspections, withhold other approvals related to the development of the project, or call upon the surety to complete the improvements.

30. Depending on the timing of the development of this tentative tract map, and the status of the off-site improvements at the time, the applicant may be required to: (1) construct certain off-site improvements, (2) construct additional off-site improvements, subject to the reimbursement of its costs by others, (3) reimburse others for those improvements previously constructed that are considered to be an obligation of this tract map, (4) secure the costs for future improvements that are to be made by others, or (5) to agree to any combination of these means, as the City may require.

In the event that any of the improvements required for this development are constructed by the City, the applicant shall, prior to the approval of the Tract Map, or the issuance of any permit related thereto, reimburse the City for the costs of such improvements.

31. When improvements are to be secured through a SIA, and prior to any conditional approval of the Tract Map by the City Council, the applicant shall submit detailed construction cost estimates for all proposed on-site and off-site improvements, including an estimate for the final survey monumentation, for checking and approval by the City Engineer. Such estimates shall conform to the unit cost schedule adopted by City resolution, or ordinance.

For items not listed in the City's unit cost schedule, the proposed unit costs shall be approved by the City Engineer.

At the time the applicant submits its detailed construction cost estimates for conditional approval of the Tract Map by the City Council, the applicant shall also submit one copy each of an 8-1/2" x 11" reduction of each page of the Tract Map, along with a copy of an 8-1/2" x 11" Vicinity Map.

Estimates for improvements under the jurisdiction of other agencies shall be approved by those agencies and submitted to the City along with the applicant's detailed cost estimates.

Security will not be required for telephone, natural gas, or Cable T.V. improvements.

Development-wide improvements shall not be agendized for final acceptance by the City Council until the City receives confirmation from the telephone authority that the applicant has met all the requirements for telephone service to all lots within the development.

GRADING

32. The applicant shall comply with the provisions of Section 13.24.050 (Grading Improvements), LQMC.
33. 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.

34. 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, and
 - C. A Fugitive Dust Control Plan prepared in accordance with Chapter 6.16, 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 Tract 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.

35. 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.
36. Slopes shall not exceed 5:1 within public rights of way and 3:1 in landscape areas outside the right of way unless otherwise approved by the City Engineer.
37. Building pad elevations of perimeter lots shall not differ by more than one foot from the building pads in adjacent developments.
38. The applicant shall minimize the differences in elevation between the adjoining properties and the lots within this development. The overall site grading adjacent to the Canal shall not exceed two feet from natural grading, and shall not exceed more than one foot over the entire length of the site.

Building pad elevations on contiguous interior lots shall not differ by more than three feet except for lots that do not share a common street frontage, where the differential shall not exceed five feet.

Where compliance within the above stated limits is impractical, the City may consider alternatives that are shown to minimize safety concerns, maintenance difficulties and neighboring-owner dissatisfaction with the grade differential.

39. Prior to any site grading or regrading that will raise or lower any portion of the site by more than plus or minus three tenths of a foot from the elevations shown on the approved tentative tract map, the applicant shall submit the proposed grading changes to the City Staff for a substantial conformance finding review.
40. Prior to the issuance of a building permit for any building lot, the applicant shall provide a lot pad certification stamped and signed by a qualified engineer or surveyor.

Each pad certification shall list the pad elevation as shown on the approved grading plan, the actual pad elevation and the difference between the two, if any. Such pad certification shall also list the relative compaction of the pad soil. The data shall be organized by lot number, and listed cumulatively if submitted at different times.

DRAINAGE

41. The applicant shall comply with the provisions of Section 13.24.120 (Drainage), LQMC.
42. Stormwater handling shall conform with the approved hydrology and drainage report prepared specifically for Mountain View Country Club. Nuisance water shall be disposed of in an approved manner.
43. 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.

UTILITIES

44. The applicant shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.

45. 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.
46. Existing overhead utility lines within, or adjacent to the proposed development, and all proposed utilities shall be installed underground.

All existing utility lines attached to joint use 92 KV transmission power poles are exempt from the requirement to be placed underground.

47. 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

48. 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 Developments), LQMC for public streets; and Section 13.24.080 (Street Design - Private Streets), where private streets are proposed.
49. Streets shall have vertical curbs or other approved curb configurations that will convey water without ponding, and provide lateral containment of dust and residue during street sweeping operations. If a wedge or rolled curb design is approved, the lip at the flowline shall be near vertical with a 1/8" batter and a minimum height of 0.1'. Unused curb cuts on any lot shall be restored to standard curb height prior to final inspection of permanent building(s) on the lot.
50. The applicant shall construct the following street improvements to conform with the General Plan street type noted in parentheses.
- A. OFF-SITE STREETS
- 1) Avenue 50 (Primary Arterial; 100' R/W option):
Widen the south side of the street along all frontage adjacent to

the tract boundary. 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. Street widening improvements shall include all appurtenant components such as, but not limited to, curb, gutter, traffic control striping, legends, and signs, except for street lights. Other significant new improvements required for installation in, or adjacent, to the subject right of way include:

- (a) 6-foot wide meandering sidewalk.
- (b) 12-foot wide landscaped median from the west boundary line to the east boundary of the tract.
- (c) Traffic signal at the projects main entry on Avenue 50 when warrants are met. Applicant is responsible for 50 % of the cost to design and install the traffic signal if complementing cost share from development on other side of street is available at time signal is required. Applicant shall enter into a SIA to post security for 50 % of the cost to design and install the traffic signal prior to recordation of final map; the security shall remain in full force and effect until the signal is actually installed by the applicant or the developer on the other side of the street. If the land on the other side of the street does not have an approved project connecting to the subject intersection, the applicant shall pay 100% of the cost to design and install the signalization for the resulting "T" intersection. If, however, the applicant's development trails the progress of the development on the other side of the street, the applicant shall be responsible for 50% of the cost as previously stated.

The pavement rehabilitation/reconstruction, and landscape median improvements, are eligible for reimbursement from the City's Development Impact Fee fund in accordance with policies established for that program.

- 2) Jefferson Street (Major Arterial; 120' R/W)
Applicant shall construct median openings and turn pockets to accommodate the turning movements authorized by these Conditions of Approval.
 - (a) Traffic signal at the projects main entry on Jefferson Street

when warrants are met. Applicant is responsible for 50 % of the cost to design and install the traffic signal if complementing cost share from development on other side of street is available at time signal is required. Applicant shall enter into a SIA to post security for 50 % of the cost to design and install the traffic signal prior to recordation of final map; the security shall remain in full force and effect until the signal is actually installed by the applicant or the developer on the other side of the street. If the land on the other side of the street does not have an approved project connecting to the subject intersection, the applicant shall pay 100% of the cost to design and install the signalization for the resulting "T" intersection. If, however, the applicant's development trails the progress of the development on the other side of the street, the applicant shall be responsible for 50% of the cost as previously stated.

The pavement rehabilitation/reconstruction and landscape median improvements are eligible for reimbursement from the City's Development Impact Fee fund in accordance with policies established for that program.

- 3) Avenue 52 (Primary Arterial; 110' R/W option):
Widen the north side of the street along all frontage adjacent to the tract boundary. 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. Street widening improvements shall include all appurtenant components such as, but not limited to, curb, gutter, traffic control striping, legends, and signs, except for street lights. Other significant new improvements required for installation in, or adjacent, to the subject right of way include:
 - (a) 6-foot wide meandering sidewalk.
 - (b) 18-foot wide landscaped median from the west boundary line to the west boundary of the Coachella Canal.

The pavement rehabilitation/reconstruction, and landscape median improvements, are eligible for reimbursement from the City's Development Impact Fee fund in accordance with policies established for that program.

B. PRIVATE STREETS

1. Lot "D" - Construct full improvements within a 53-foot right-of-way, which shall be divided into two 20-foot traveled ways with a 10-foot center landscaped median.
2. Lots "E" through "Q" - Construct full 36-foot wide travel width improvements within a 39-foot right-of-way where the residential streets are double loaded. And construct full 32-foot wide travel width improvements within a 35-foot right-of-way where the residential streets are single loaded.

C. PRIVATE CUL DE SACS

- 1) Private Cul-de-sacs shall be constructed to Riverside County Standard 800 for symmetrical Cul-de-sacs and Standard 800A for offset Cul-de-sacs, and both shall be constructed with a 37-foot curb radius, measured gutter flow-line to gutter flow-line.

51. All gated entries shall provide for a two-car minimum stacking capacity for inbound traffic; and shall provide for a full turn-around outlet for non-entry 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 "U" Turn back out onto Jefferson Street, Avenue 50 and Avenue 52, 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.

52. 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./4.50" c.a.b.
Collector	4.0"/5.00"
Primary Arterial	4.5"/6.00"
Major Arterial	5.5"/6.50"

or the approved equivalents of alternate materials.

53. General access points and turning movements of traffic are limited to the following:
 - A. Jefferson Street (Primary Entry): Full turn in, Full turn out.
 - B. Avenue 50 (Secondary Entry): Full turn in, Full turn out.
 - C. Avenue 52 (Secondary Entry): Left & Right turn in, Right turn out.
54. 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.
55. 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.
56. Standard knuckles and corner cut-backs shall conform to Riverside County Standard Drawings #801 and #805, respectively, unless otherwise approved by the City Engineer.
57. The applicant shall extend improvements beyond the subdivision boundaries to ensure they safely integrate with existing improvements.

CONSTRUCTION

58. The applicant shall submit current mix designs (less than two years old at the time of construction) for base, asphaltic concrete and Portland cement concrete. The submittal shall include the test results for all specimens used in the mix design procedure. For mix designs over six months old, the submittal shall include the most recent (less than six months old at the time of construction) aggregate gradation test results confirming that the design gradations can be achieved in current production. The applicant shall not schedule construction operations until mix designs have been approved.

59. 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 tracts 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 tract or when directed by the City, whichever comes first.

LANDSCAPING

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

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.

63. 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

64. The applicant shall provide public transit improvements as required by Sunline Transit and approved by the City Engineer.

QUALITY ASSURANCE

65. The applicant shall employ construction quality-assurance measures that meet with the approval of the City Engineer.
66. 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.
67. 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.
68. 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

69. The applicant shall comply with the provisions of Section 13.24.160 (Maintenance), LQMC.
70. 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

71. The applicant shall comply with the provisions of Section 13.24.180 (Fees and Deposits), LQMC.

COACHELLA VALLEY WATER DISTRICT CONDITIONS

72. The developer shall be required to install suitable facilities per district and Bureau of Reclamation standards to prohibit access to the Coachella Canal right of way.
73. The developer shall obtain an encroachment permit from the district prior to any construction within the right of way of the Coachella Canal.
74. The developer shall provide land for additional facilities, which may include wells, reservoirs, and booster pumping stations. These sites shall be shown on the tract map as lots to be deeded to the district for such purpose.
75. The project site shall be annexed to Improvement District Nos. 55 and 82 of the district for sanitation service.
76. The developer shall receive clearances from the Bureau of Reclamation for any portion of lateral 120.8 which occur within the proposed project site prior to recordation of the Final Tract Map.
77. Water from the Coachella Canal shall be used as the primary source for irrigation of golf course and greenbelts within the project area.

FIRE DEPARTMENT CONDITIONS:

78. For residential areas, approved standard fire hydrants, located at each intersection and spaced 330-feet apart with no portion of any lot frontage more than 165-feet from a hydrant. Minimum fire flow shall be 1000 GPM for a 2-hour duration at 20 PSI
79. For any buildings with public access, i.e., recreational halls, clubhouses, etc., Super fire hydrants are to be placed no closer than 25-feet and not more than 165-feet from any portion of the first floor of said building following approved travel ways around the exterior of the building. Minimum fire flow for these areas would be 1500 GPM for a 2-hour duration at 20 PSI.
80. Any commercial or public buildings are to have concurrent plan check through the Fire Department, i.e., clubhouses, etc.

81. Water plans are to be submitted to the Fire Department for review and approval.
82. Blue dot retro-reflectors shall be placed in the street eight inches from centerline to the side that the fire hydrant is on, to identify fire hydrant locations.
83. Cul-de-sacs, dead-end streets are not to exceed 1320-feet in length. This is a safety issue and deals with traffic loading when residents are exiting during an emergency (evacuation). Any roadways exceeding this distance must have a secondary access. This access may be restricted to emergency vehicles only if so desired.
84. City of La Quinta Ordinance requires all buildings, other than single family, 5,000 square feet or larger, to be fully sprinkled. NFPA 13 Standard. If required, a sprinkler plan shall be submitted to the Fire Department for approval.
85. All structures shall be accessible from an approved roadway to within 150 feet of all portions of the exterior of the first floor.
86. Gate entrances shall be at least two feet wider than the width of the travel lanes, serving that gate. Any gate providing access from a road to a driveway shall be located at least 35-foot setback from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38-foot turning radius shall be used.
87. Gates may be automatic or manual and shall be equipped with a rapid entry system (KNOX). Plans shall be submitted to the Fire Department for approval prior to installation. Automatic gate pins shall be rated with a shear pin force, not to exceed 30 pounds. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.
88. The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material being placed on an individual lot.
89. The applicant/developer shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS

90. Any residential lot occurring within 300-feet of existing equestrian or agricultural land uses at the time of subdivision of that lot, shall be deed restricted to require notification by the seller to the purchaser of the lot that the lot is located within 300-feet of an existing equestrian or agricultural land use.
91. The landscaping plan shall include all frontages on City streets, shall be submitted for review and approval by the Planning Commission prior to completion of precise grading plan on any portion of the site, and shall include phasing plan for installation of perimeter landscaping.