

**CITY COUNCIL RESOLUTION 2005-006  
CONDITIONS OF APPROVAL - FINAL  
TENTATIVE TRACT 32879  
GRIFFIN RANCH – TRANSWEST HOUSING  
JANUARY 4, 2005**

**EXHIBIT "A"**

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 Specific Plan. 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 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 any 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
- Coachella Valley Water District (CVWD)
- Imperial Irrigation District (IID)
- California Water Quality Control Board (CWQCB)
- SunLine Transit Agency
- SCAQMD Coachella Valley

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.

A project-specific NPDES construction permit must be obtained by the applicant; and who then shall submit a copy of the Regional Water Quality Control Board's ("RWQCB") acknowledgment of the applicant's Notice of Intent ("NOI"), prior to the issuance of a grading or site construction permit by the City.

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").

The applicant or his/her designer can obtain the California Stormwater Quality Association SWPPP template at [www.cabmphandbooks.com](http://www.cabmphandbooks.com) for use in their SWPPP preparation.

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 BMPs shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.

#### PROPERTY RIGHTS

5. 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.
6. 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.
7. The public street right-of-way offers for dedication required for this development include:

#### A. PUBLIC STREETS

- 1) Madison Street (Primary Arterial per GPA 2004-103, 110' ROW) – The standard 55 feet from the centerline of Madison Street for a total 110-foot ultimate developed right of way except an additional right of way dedication at the Madison Street and Avenue 54 intersection measured 76 feet east of the centerline of Madison Street to accommodate a 300-foot long dual left turn lane for northbound Madison Street to westbound Avenue 54 and a 150-foot deceleration/right turn only lane plus variable width taper length to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

Also, additional right of way on Madison Street for a deceleration/right turn only lane at the proposed primary entry measured 62 feet east of the centerline of Madison Street and length to be determined by a traffic study prepared for the applicant by a licensed traffic engineer per Engineering Bulletin # 03-08. As a minimum, the required right of way shall be for a length of 100 feet plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

- 2) Avenue 54 (Secondary Arterial, 88' ROW) – 44 feet from the centerline of Avenue 54 for a total 88-foot ultimate developed right of way except for an additional right of way dedication at the secondary entry intersection of 56 feet from the centerline and length to be determined by a traffic study prepared for the applicant by a licensed traffic engineer per Engineering Bulletin # 03-08. As a minimum, the required right of way shall be for a length of 100 feet plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

8. 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.
9. The private street right-of-ways to be retained for private use required for this development include:
  - A. PRIVATE STREETS - The applicant shall comply with the following conditions pertaining to the on-site private interior street system as approved under Tentative Tract 32879. However, the applicant shall have the option to design certain private streets in the project to 28 feet of AC pavement width for flush-curb streets, as illustrated by Sections E-E and F-F of the Tentative Tract Map, provided parking is adequately restricted and the method for drainage conveyance is acceptable to the City Engineer. Approval of any revised street section shall be subject to review and acceptance by the City Engineer.

- 1) Street "A" (except for Access Drive), Streets "B" thru "J", "M" thru "Z", and "AA" thru "CC". - Private Residential Streets measured at gutter flow line to gutter flow line shall have a 36-foot travel width for double loaded streets.
- 2) Streets "K", "L", "DD" and "EE" - Private Residential Streets shall have a 28-foot travel width 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 and approved by the Engineering Department prior to recordation.
- 3) Wedge curbs approved by the City Engineer shall be used on all private streets, unless an alternative drainage design concept is approved.

B. CUL DE SACS

- 1) The cul de sac design shall have a minimum 38-foot curb radius at the bulb or larger.

C. KNUCKLE

- 1) The knuckle shall conform to the shape shown on the specific plan except for minor revision as may be required by the City Engineer.

10. 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.

11. 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.

Pursuant to this requirement, the Applicant shall include in the submittal packet containing the draft final map submitted for map checking, an offsite street geometric layout, drawn at 1" equals 40 feet, detailing the following design aspects: median curb line, outside curb line, lane line alignment including lane widths, left turn lanes, deceleration lane(s) and bus stop turnout(s). The

geometric layout shall be accompanied with sufficient professional engineering studies to confirm the appropriate length of all proposed turn pockets and auxiliary lanes that may impact the right of way dedication required of the project and the associated landscape setback requirement.

12. When the City Engineer determines that access rights to the proposed street right-of-ways shown on the approved Specific Plan 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 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. Madison Street (Major Arterial) – A minimum 20-foot from the R/W-P/L.
  - B. Avenue 54 (Secondary Arterial) – A minimum 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.

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.
16. Direct vehicular access to Madison Street and Avenue 54 from lots with frontage along Madison Street and Avenue 54 are 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.

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 Specific Plan and the date of recording of any Final Map, unless such easement is approved by the City Engineer.

#### FINAL MAPS

19. Prior to the City's approval of a Final Map, the applicant shall furnish accurate AutoCAD files of the Final 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 Final 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 Final Map. The Final Map shall be of a 1" = 40' scale.

#### 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.

20. 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.
21. The following improvement plans shall be prepared and submitted for review and approval by the Public Works Department. 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. On-Site Rough Grading Plan 1" = 40' Horizontal
- B. PM10 Plan 1" = 40' Horizontal
- C. SWPPP 1" = 40' Horizontal

Note: A through C shall be processed concurrently.

- D. Storm Drain Plans 1" = 40' Horizontal
- E. Off-Site Street Plan 1" = 40' Horizontal  
1" = 4' Vertical
- F. Off-Site Signing & Striping Plan 1" = 40' Horizontal

The Off-Site street improvement plans shall have 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.

- G. On-Site Street Improvement/ Signing & Striping Plan  
1" = 40' Horizontal,  
1" = 4' Vertical

The following plans shall be submitted to the Building and Safety Department for review and approval. The plans shall utilize the minimum scale specified, unless otherwise authorized by the Building and Safety Director 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.

- H. On-Site Residential 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.

All On-Site Signing & Striping Plans shall show, at a minimum; Stop Signs, Limit Lines and Legends, No Parking Signs, Raised Pavement Markers (including Blue RPMs at fire hydrants) and Street Name Signs per Public Works Standard Plans and/or as approved by the Engineering Department.

“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.

22. The City maintains standard plans, detail sheets and/or construction notes for elements of construction on the Public Works Online Engineering Library at [http://www.la-quinta.org/publicworks/tract1/z\\_onlinelibrary/O\\_intropage.htm](http://www.la-quinta.org/publicworks/tract1/z_onlinelibrary/O_intropage.htm).
23. 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

24. 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.
25. 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 Specific Plan, shall comply with the provisions of Chapter 13.28 (Improvement Security), LQMC.

26. 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.

27. Depending on the timing of the development of this Specific Plan, and the status of the off-site improvements at the time, the applicant may be required to:
- A. Construct certain off-site improvements.
  - B. Construct additional off-site improvements, subject to the reimbursement of its costs by others.
  - C. Reimburse others for those improvements previously constructed that are considered to be an obligation of this specific plan.
  - D. Secure the costs for future improvements that are to be made by others.
  - E. To agree to any combination of these means, as the City may require.

Off-Site Improvements should be completed on a first priority basis. Particularly, Madison Street Improvements shall be commenced prior to the issuance of the 25<sup>th</sup> "production homes" Building Permit of the applicant for the project. Avenue 54 off-site improvements shall be commenced by the issuance of the 50<sup>th</sup> Building Permit or May 31, 2006, whichever occurs later. Once street improvements are commenced, they shall be diligently pursued to completion. The applicant shall have all off-site improvements completed and accepted by the City of La Quinta prior to 20% occupancy of the Tentative Tract.

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 Final Map, or the issuance of any permit related thereto, reimburse the City for the costs of such improvements.

28. If the applicant elects to utilize the secured agreement alternative, 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 Final 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 Final 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.

#### GRADING

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

30. 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.
31. On-site grading shall be limited to a maximum of 13 acres on any work day, to the fullest reasonable extent.
32. 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,
  - 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.

33. 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.
34. 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 feet (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.

35. Building pad elevations on the rough grading plan submitted for City Engineer's approval shall conform with pad elevations shown on the tentative map, unless the pad elevations have other requirements imposed elsewhere in these Conditions of Approval.
36. Building pad elevations of perimeter lots shall not differ by more than one foot from the building pads in adjacent developments.
37. The applicant shall minimize the differences in elevation between the adjoining properties and the lots within this development.

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.

38. 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 Specific Plan, the applicant shall submit the proposed grading changes to the City Staff for a substantial conformance finding review.
39. 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.

40. The footings of perimeter walls along abutting properties shall be designed to be within the Specific Plan property and not encroach into the abutting properties.

## DRAINAGE

41. The applicant shall comply with the provisions of Section 13.24.120 (Drainage), LQMC, Engineering Bulletin No. 97.03. More specifically, stormwater falling on site during the 100 year storm shall be retained within the development, unless otherwise approved by the City Engineer. Additionally, the 100 year stormwater shall be retained within the interior street right of way. Additionally, the 100 year stormwater shall be retained within the interior street right of way. The tributary drainage area shall extend to the centerline of adjacent public streets. The design storm shall be either the 3 hour, 6 hour or 24 hour event producing the greatest total run off.

42. In design of retention facilities, the maximum percolation rate shall be two inches per hour. The percolation rate will be considered to be zero unless the applicant provides site specific data indicating otherwise.

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 nuisance water surges from the following: landscape area, residential unit, and off-site street nuisance water. Flow from adjacent well sites shall be designed for retention area percolation by a separate infiltration system approved by the City Engineer. The sand filter design shall be per La Quinta Standard 370 with the equivalent of 137.2 gph of water feed per sand filter to accept the abovementioned nuisance water requirements. Leach line requirements are 1.108 feet of leach line per gph of flow.

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.

44. For on-site common retention basins, retention depth shall be according to Engineering Bulletin 97.03, and side slopes shall not exceed 3:1 and shall be planted with maintenance free ground cover. For retention basins on individual lots, retention depth shall not exceed two feet. Individual lot retention requires greater than 43,560 square feet of area.

45. Individual lot basins for lots 43,560 s.f. in size or larger shall be approved by the City Engineer. If individual lot retention is approved, the applicant shall meet all individual lot retention provisions of Chapter 13.24, LQMC.

Additionally, the applicant shall apprise prospective owners of said lots of the perpetual maintenance of the retention basin either by the individual property owner or the HOA. An easement for the individual lot retention basin shall be shown on the individual lot title documents.

46. Stormwater may not be retained in landscaped parkways or landscaped setback lots. Only incidental storm water (precipitation which directly falls onto the setback) will be permitted to be retained in the landscape setback areas. The perimeter setback and parkway areas in the street right-of-way shall be shaped with berms and mounds, pursuant to Section 9.100.040(B)(7), LQMC.
47. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
48. The development shall be graded to permit storm flow in excess of retention capacity to flow out of the development through a designated overflow and into the historic drainage relief route.
49. Storm drainage historically received from adjoining property shall be received and retained or passed through into the historic downstream drainage relief route.
50. Segmented keystone retention basin walls shown as Section I-I are not approved. The applicant shall redesign retention basin Lot "E" where the wall will be beneath the water surface during storms to a single reinforced concrete retaining wall with decorative face or other design approved by the City Engineer or comply with the provisions of Section 13.24.120 (Drainage), LQMC, Engineering Bulletin No. 97.03.

#### UTILITIES

51. The applicant shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.
52. 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.
53. 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.

54. 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

55. 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.
56. The applicant shall construct the following street improvements to conform with the General Plan. Off-site street improvements shall be completed before 20% occupancy of the development.

##### A. OFF-SITE STREETS

- 1) Madison Street (Primary Arterial per GPA 2004-103, 110' ROW):

Widen the east side of the street along all frontage adjacent to the Tentative Map boundary to its ultimate width on the east side as specified in the General Plan Amendment 2004-103 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 east curb face shall be located forty three feet (43') east of the centerline, except at locations where additional street width is needed to accommodate:

- a) A dual left turn lane and a deceleration/right turn only lane at the Madison Street and Avenue 54 intersection. The east curb face shall be located sixty-four feet (64') east of the centerline for a length of 300 feet plus variable width taper length as required by the City Engineer.
- b) A deceleration/right turn only lane at the Project's Primary Entry on Madison Street. The east curb face shall be located fifty feet (50') east of the centerline and length to be determined by a traffic study prepared for the applicant by a licensed traffic engineer per Engineering Bulletin # 03-08 and approved by the City Engineer. As a minimum, the required right of way shall be for a length of 100 feet plus a variable dedication of an additional length of 50 feet.

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

- c) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- d) Half width of an 18' - foot wide raised landscaped median along the entire boundary of the Specific Plan.
- e) Establish a benchmark in the Madison Street right of way and file a record of the benchmark with the County of Riverside.
- f) A 10-foot wide Multi-Purpose Trail. The applicant shall construct a multi-use trail per La Quinta Standard 260 along the Madison Street frontage within the landscaped setback. The location and design of the trail shall be approved by the City. A split rail fence shall be constructed to separate the multi-purpose trail from the pedestrian sidewalk in accordance with Section 9.140.060 (Item E, 3a) of the Zoning Ordinance. Bonding for the fence to be installed shall be posted prior to final map approval. At grade intersection crossings shall be of a medium and design and location as approved by the Engineering Department on the street improvement plan submittal.

2) Avenue 54 (Secondary Arterial with Class II Bike Lane, 88' ROW):

Widen the south side of the street from Madison Street to the east boundary lot of the Tentative Tract 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 centerline, except at locations where additional street width is needed to accommodate:

- a) Bus turnout (as required by the Coachella Valley Unified School District.) The bus turnout shall be located at the west project area, and to be determined in the street improvement plan process.
- b) Deceleration/right turn only lanes at both of the Project's Secondary Entries on Avenue 54 if required pursuant to Engineering Bulletin #03-08. The south curb face shall be located forty eight (48') south of the centerline and length to be determined by a traffic study prepared for the applicant by a licensed traffic engineer per Engineering Bulletin # 03-08 and approved by the City Engineer. As a minimum, the required right of way shall be for a length of 100 feet plus a variable dedication of an additional 50 feet.

Other required improvements in the Avenue 54 right or way and/or adjacent landscape setback area include:

- c) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- d) The applicant shall remove all existing trees adjacent to the Avenue 54 boundary of the Tentative Tract Map. The tree root systems shall be removed to three (3) feet below finish grade and as approved by the City Engineer. Tree removal between the west and east sections of the Tentative Tract Map shall occur at the time the subject improvements are installed, and shall be commenced by the issuance of the 50<sup>th</sup> Building Permit or May 31, 2006, whichever occurs later.

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).

- 3) The applicant shall install the traffic signal at the intersection of Madison Street and Avenue 54 when warrants are met. Applicant is responsible for design and installation of the traffic signal. However, the applicant is eligible for reimbursement from the City's Development Impact Fee fund in accordance with policies established for that program. Applicant shall bond for the traffic signal DIF reimbursement amount adjusted for design and installation prior to issuance of an on-site grading permit; the security shall remain in full force and effect until the signal is actually installed by the applicant.

B. PRIVATE STREETS - The applicant shall comply with the following conditions pertaining to the on-site private interior street system as approved under Tentative Tract 32879. However, the applicant shall have the option to design certain private streets in the project to 28 feet of AC pavement width for flush-curb streets, as illustrated by Sections E-E and F-F of the Tentative Tract Map, provided parking is adequately restricted and the method for drainage conveyance is acceptable to the City Engineer. Approval of any revised street section shall be subject to review and acceptance by the City Engineer.

- 1) Construct full 36-foot wide travel width measured gutter flow line to gutter flow line within a 41-foot right-of-way where the residential streets are double loaded.

The 36-foot wide street shall be measured gutter flow line to gutter flow line. The street width may be reduced to 28 feet between the flowlines where on-street parking is prohibited on both sides and the applicant makes provisions for perpetual enforcement of the No Parking restrictions.

- 2) Roundabout designs shall provide adequate intersection sight distances and signage for each approach leg. Additionally, roundabout shall be designed by a design professional with demonstrated experience with roundabout design and as approved by the City Engineer and the Fire Department.

- 3) The location of driveways of corner lots shall not be located within the curb return and away from the intersection when possible.
- 4) Private streets shall be redesigned to utilize wedge curb designs approved by the City Engineer for proper handling of Stormwater from lot frontages unless an alternative drainage design concept is approved by the City Engineer. The design of street "EE" at Lots 1 and 20 shall be approved by the Fire Department or redesigned to accommodate emergency vehicle turnaround.

C. PRIVATE CUL DE SACS

- 1) Private Cul-de-sacs shall be constructed with a 38-foot curb radius or greater, measured gutter flow-line to gutter flow-line.

D. KNUCKLE

- 1) Construct the knuckle to conform to the lay-out shown in the specific plan, except for minor revisions as may be required by the City Engineer.

- E. ON-SITE MULTI-PURPOSE TRAILS. The applicant shall submit a Site Development Plan showing the proposed sidewalk and multi-purpose trail system within the development. The on-site sidewalk including curb ramp and multi-purpose trail alignments shall be separated when possible. The design of multi-purpose trails including finished surface, geometry, curb transitions, slopes, sight distances, signing, and location shall be approved by the Engineering Department on the Site Development Plan submittal. The applicant shall submit engineered drawings of multi-purpose trails for each phase with the on-site street improvement plans.

Improvements including multi-purpose trail street intersections shall include appurtenances such as traffic control signs, markings and other devices, and raised medians if required.

57. All gated entries shall provide for a three-car minimum stacking capacity for inbound traffic to be a minimum length of 62 feet from call box to the street; 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 (minimum radius to be 24 feet) 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. The two travel lanes shall be a minimum of 20 feet of total paved roadway surface or as approved by the Fire Department.

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.

58. 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.

59. 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.
60. General access points and turning movements of traffic are limited to the following:
- A. Madison Street

Primary Entry (Madison Street): Full turn movements in and out are allowed.

B. Avenue 54

West Secondary Entry (Avenue 54, 850' east of Madison Street): Full turn movements in and out are allowed.

East Secondary Entry (Avenue 54, 3075' east of Madison Street): Full turn movements in and out are allowed.

61. 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.
62. 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

63. 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

64. The applicant shall comply with Sections 13.24.130 (Landscaping Setbacks) & 13.24.140 (Landscaping Plans), LQMC.
65. The applicant shall provide landscaping in the required setbacks, retention basins, common lots and park areas.
66. 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 Coachella Valley Water District (CVWD) and the Riverside County Agricultural Commissioner, prior to submittal for signature by the City Engineer. Prior to CVWD review, the applicant shall provide calculations that meet the requirements of Chapter 8.13 of the Municipal Code - Water Efficient Landscaping.

An overall preliminary landscaping shall be prepared for all common area landscaping and parkways, pursuant to the requirements of the recently adopted Water Efficient Landscaping Ordinance, to include a preliminary estimate of water use for the entire site. This plan shall be reviewed by the ALRC and accepted by Planning Commission prior to final construction plans being accepted for sign-off.

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

67. 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

68. The applicant shall provide public transit improvements as may be required by SunLine Transit Agency and approved by the City Engineer. The applicant shall coordinate with Sunline Transit and Coachella Valley Unified School District to determine any requirement for a bus turnout on Avenue 54.

#### FIRE MARSHAL

69. 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. Off-site hydrants are required at any entry and every 660 feet around the perimeter of the project.
70. Blue dot retro-reflectors shall be placed in the street 8 inches from centerline to



the side that the fire hydrant is on, to identify fire hydrant locations.

71. Any turn or cul-de-sac requires a minimum 38-foot outside turning radius.
72. Flag lots such as Lot 230 will not be permitted for safety reasons.
73. All structures shall be accessible from an approved roadway to within 150 feet of all portions of the exterior of the first floor of the buildings, as measured by outside path of travel.
74. The minimum dimension for access roads and gates is 20 feet clear and unobstructed width and a minimum vertical clearance of 13 feet, 6 inches in height.
75. Any gate providing access from a public roadway to a private entry roadway shall be located at least 35 feet 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.
76. Gates shall be automatic, minimum 20 feet in width 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.
77. 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. Two sets of water plans are to be submitted to the Fire Department for approval.
78. The applicant or 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

#### QUALITY ASSURANCE

79. The applicant shall employ construction quality-assurance measures that meet with the approval of the City Engineer.

80. 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.
81. 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.
82. 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

83. The applicant shall comply with the provisions of Section 13.24.160 (Maintenance), LQMC.
84. 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

85. 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.
86. 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).

87. Provisions shall be made to comply with the terms and requirements of the City's adopted Art in Public Places program in effect at the time of issuance of building permits.

### COMMUNITY DEVELOPMENT

88. Revisions to the tentative map during plan check including, but not limited to, lot line alignments, easements, improvement plan revisions, and similar minor changes which do not alter the design (layout, street pattern, etc.) may be administratively approved through the plan check process, with the mutual consent and approval of the Community Development and Public Works Directors. This shall include increases or decreases in number of lots meeting the general criteria above, but involving a change of no more than 5% of the total lot count of the Tentative Map as approved. Any revisions that would exceed the General Plan density standards, based on net area calculations, must be processed as an amended map, as set forth in Title 13, LQMC.
89. Architecture and site plan provisions for all proposed uses, including typical building design for the residential unit buildings, shall be subject to review by the City under the Site Development Permit process. Building heights for the residential unit buildings shall be limited as specified in Condition 98. Height limits for other ancillary use structures shall be as set forth in the Griffin Ranch Specific Plan document, or as may be specified during site development review for each particular use.
90. Local tribes shall be contacted in writing for comments prior to issuance of the first grubbing, earth-moving or grading permit. The applicant shall provide the Community Development Department with all written responses received within one month prior to issuance of any grading permit. One Native American monitor shall be required should the tribes request it.
91. The site shall be monitored during on and off-site trenching and rough grading by qualified archaeological and paleontological monitors. Proof of retention of monitors shall be submitted to the City prior to issuance of the first earth-moving or clearing permit.

The final report on the monitoring shall be submitted to the Community Development Department prior to the issuance of the first production home permit for the project.

92. 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.
93. Results of the final artifact analysis and site interpretation shall be submitted to the Community Development Department for review by the Historic Preservation Commission prior to issuance of the first grading, clearing or grubbing permit.
94. A paleontologic resource survey shall be conducted on the project site prior to the initiation of any ground disturbance. The study shall be conducted in conformance with the City's standards for such a study, and shall be submitted for review and approval.
95. The developer shall incorporate the recommendations contained in the acoustical analysis prepared for the Griffin ranch Specific Plan, cited as "Griffin Ranch Specific Plan and Tentative Map Air Quality and Noise Impact Study," Endo Engineering, September, 2004.
96. A final noise analysis shall be completed, prior to issuance of any building permits, when final lot layout and pad elevations have been completed to assure that the wall requirements are sufficient to meet the City's standards.
97. Parkland dedication fees shall be determined as set forth in Chapter 13.48 (Park Dedications) of the La Quinta Municipal Code. The required fee shall be paid prior to City Council approval of any final map for Tentative Tract 32879.
98. Building heights shall be limited as set forth in the Griffin Ranch Specific Plan. The La Quinta Zoning Code shall take precedence where said Specific Plan is silent.
99. The Applicant shall cause the Grant of Right of Way and the Right of Way Agreement, in a form approved by the City Manager and the City Attorney, to be fully executed and notarized by the Merv Griffin Living Trust and to be delivered to the City of La Quinta City Clerk by 5:00 p.m. on January 24, 2005. Failure to comply with this deadline shall be a basis for rescission of the approval of Tentative Tract Map 32879.