

**CONDITIONS OF APPROVAL – FINAL
TENTATIVE TRACT MAP 33444 TIME EXTENSION #1
CORAL MOUNTAIN TRAILS, LLC
ADOPTED: OCTOBER 18, 2005
AMENDED: DECEMBER 18, 2007**

GENERAL

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

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

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

The City of La Quinta's Municipal Code can be accessed on the City's Web Site at www.la-quinta.org.

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, Green Sheet (Public Works Clearance) for Building Permits, Improvement Permit)
 - Planning Department
 - Riverside Co. Environmental Health Department
 - Desert Sands Unified School District
 - Coachella Valley Water District (CVWD)
 - Imperial Irrigation District (IID)
 - California Water Quality Control Board (CWQCB)
 - SunLine Transit Agency
 - South Coast Air Quality Management District

The applicant is responsible for all requirements of the permits and/or clearances from the above listed agencies. When the requirements include

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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 design professional can obtain the California Stormwater Quality Association SWPPP template at 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.

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

PROPERTY RIGHTS

6. Prior to issuance of any permit(s), the applicant shall acquire or confer easements and other property rights necessary for the construction or proper functioning of the proposed development. Conferred rights shall include irrevocable offers to dedicate or grant access easements to the City for emergency services and for maintenance, construction and reconstruction of essential improvements.
7. The applicant shall offer for dedication on the Final Map all public street right-of-ways in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer. The applicant shall also provide recorded easements for any additional right of way required below.
8. The public street right-of-way offers for dedication required for this development include:
- A. PUBLIC STREETS
- 1) Jefferson Street – An additional two feet of right of way is required within the project site in addition to the 100-foot right of way dedicated per Parcel Map No. 28617, except as adjusted by

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TTM 33444. The right of way requirements are for a 10-foot multipurpose trail, 8-foot parkway, 6-foot bike lane, 11-foot and 13-foot south bound lanes, 12-foot landscaped median, 13-foot and 11-foot north bound lanes, 6-foot bike lane and 12-foot parkway. An additional 10' landscape easement/setback shall be provided on each side of the right-of-way for a total width of 122 feet.

- 2) Jefferson Street (northerly terminus of Jefferson Street Realignment to Cahuilla Park Road, 96' ROW) – The applicant shall work with the City, Bureau of Reclamation (BOR), and/or Coachella Valley Water District to acquire ninety six (96') feet of right of way dedication from the United States Department of Interior's Bureau of Reclamation for construction of Jefferson Street between Avenue 58 and Cahuilla Park Road to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS. To the extent that the right-of-way acquired is anything other than an easement or fee interest, prior to the recordation of the final map, the developer shall submit to the Director of Public Works a notification and waiver to be recorded against each and every lot created by the map notifying the lot owners of all limitations imposed by the BOR or by CVWD regarding the right of way, including, but not limited to, the length of the term of the access and any right of cancellation. The document to be recorded shall contain a waiver of any potential claims against the City in the event that the access is terminated. The notice and waiver shall be in a form acceptable by the Public Works Director and the City Attorney.
- 3) Jefferson Street (Cahuilla Park Road to the northerly boundary of Tentative Tract Map No. 33444) – The applicant shall work with the City, Bureau of Reclamation, and/or Coachella Valley Water District to acquire fifty six (56') feet of right of way dedication east of the Jefferson Street Realignment centerline from the United States Department of Interior's Bureau of Reclamation for construction of Jefferson Street between Cahuilla Park Road and the northerly boundary of Tentative Tract Map No. 33444 to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS. Forty four (44') of right of way west

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of the Jefferson Street Realignment has been dedicated by Tentative Tract Map No. 30651.

- 4) Cahuilla Park Road – The applicant shall work with the City, Bureau of Reclamation, and/or Coachella Valley Water District to acquire additional public street right of way dedication from the United States Department of Interior’s Bureau of Reclamation to connect Cahuilla Park Road to Jefferson Street as shown on the applicant’s Jefferson Street Realignment Exhibit and as required by the Public Works Department.
 - 5) The approval of TTM 33444 is contingent upon the acquisition of the right of way identified in items 8.A.2-4 prior to approval of the Final Map. Adjustments to items 8.A.2-4 caused by ROW acquisition shall be approved by the Planning and Public Works Departments.
9. The applicant shall retain for private use on the Final Map all private street right-of-ways in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
 10. The private street right-of-ways to be retained for private use required for this development include:
 - A. PRIVATE STREETS
 - 1) Private Residential Streets measured at gutter flow line to gutter flow line: 32-foot travel width with parking restricted to one side and provided there is adequate off-street parking for residents and visitors, and the applicant establishes for ongoing enforcement of the parking restriction in the CC&R’s. The CC&R’s shall be reviewed by the Planning and Engineering Departments and approved by the Planning Department prior to recordation. (NOTE: This would require a minor widening of the proposed private street section.)
 - B. CUL DE SACS
 - 1) The cul de sac shall conform to the shape shown on the tentative map with a 38-foot curb radius at the bulb or larger as shown on

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the tentative map.

C. KNUCKLES

- 1) The knuckles shall conform to the shape shown on the tentative tract map except for minor revision as may be required by the City Engineer.

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 as approved by the City Engineer 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 Tentative Tract Map are necessary prior to approval of the Final Map dedicating such right-of-ways, the applicant shall grant the necessary right-of-ways within 60 days of a written request by the City.

13. The applicant shall offer for dedication on the Final Map 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. Jefferson Street - 10-foot from the R/W-P/L.

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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. At locations where the onsite finished grade adjacent to the landscaped setback lot has an elevation differential with respect to the arterial street top of curb exceeding 5 feet, the applicant shall comply with, and accommodate, the maximum slope gradients in the parkway/setback area and meandering sidewalk requirements by either: 1) increasing the landscape setback size as needed, or 2) installing retaining walls between the sidewalk and the back of the landscaped area as needed.
16. 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.
17. Direct vehicular access to Jefferson Street from lots with frontage along Jefferson Street is restricted, except for those access points identified on the tentative tract map, or as otherwise conditioned in these conditions of approval. The vehicular access restriction shall be shown on the recorded final tract map. Final design of driveway, easements and gates shall be subject to review and approval of the Public Works Director.
18. 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.
19. The applicant shall cause no easement to be granted, or recorded, over any portion of the subject property between the date of approval of the Tentative Tract Map and the date of recording of any Final Map, unless such easement is approved by the City Engineer.

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FINAL MAPS

20. Prior to the City's approval of a Final Map, the applicant shall furnish accurate mylars of the Final Map that were approved by the City's map checker on a storage media acceptable to the City Engineer. The Final Map shall be 1" = 40' scale.
21. The applicant shall have all required dedications along the Jefferson Street right of way recorded along with the Final Map process.

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.

22. 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.
23. 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 to be submitted concurrently.

- | | | |
|----|--|---------------------------------------|
| D. | Off-Site Street Improvement/Storm Drain Plan | |
| | | 1" = 40' Horizontal, 1" = 4' Vertical |
| E. | Off-Site Signing & Striping Plan | 1" = 40' Horizontal |

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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.

F. On-Site Street Improvements/Signing & Striping/Storm Drain Plan

1" = 40' Horizontal, 1" = 4' Vertical

NOTE: D through F to be submitted concurrently.

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.

G. 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. The sound study shall be submitted along with the rough grading plans for City Engineer approval.

The applicant shall prepare an accessibility assessment on a marked up print of the building floor plan identifying every building egress and notes the 2001

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California Building Code accessibility requirements associated with each door. The assessment must comply with submittal requirements of the Building & Safety Department. A copy of the reviewed assessment shall be submitted to the Engineering Department in conjunction with the Site Development Plan when it is submitted for plan checking.

24. The City maintains standard plans, detail sheets and/or construction notes for elements of construction which can be accessed via the Online Engineering Library at the City website (www.la-quinta.org). Please navigate to the Public Works Department home page and look for the appropriate hyperlink under the Design Guidance Section.
25. The applicant shall furnish a complete set of the mylars of all approved improvement plans on a storage media acceptable to the City Engineer.

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 as "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 approved mylars previously submitted to the City, revised to reflect the as-built conditions. The applicant shall employ or retain the Engineer Of Record during the construction phase of the project so that the EOR can make site visits in support of preparing As Built drawings. However, if subsequent approved revisions have been approved by the City Engineer and reflect said "As-Built" conditions, the Engineer Of Record may submit a letter attesting to said fact to the City Engineer in lieu of mylar submittal.

IMPROVEMENT SECURITY AGREEMENTS

26. 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.
27. Any Subdivision Improvement Agreement ("SIA") entered into by and between the applicant and the City of La Quinta, for the purpose of guaranteeing the

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completion of any improvements related to this Tentative Tract Map, shall comply with the provisions of Chapter 13.28 (Improvement Security), LQMC.

28. 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.

29. 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:
- 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 tentative tract map.
 - D. Secure the costs for future improvements that are to be made by others.

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- E. To agree to any combination of these means, as the City may require.
- F. Off-Site Improvements should be completed on a first priority basis. The applicant shall complete Off-Site Improvements in the first phase of construction or by the issuance of the 20% Building Permits.

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.

- 30. 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.

- 31. Should the applicant fail to construct the improvements for the development, or fail to satisfy its obligations for the development in a timely manner, the City shall have the right to halt issuance of building permits, and/or final building inspections, withhold other approvals related to the development of the project, or call upon the surety to complete the improvements.

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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. All right of way dedications enumerated in PROPERTY RIGHTS and/or street improvements enumerated in STREET AND TRAFFIC IMPROVEMENTS shall be in place prior to said occupancy as 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,
 - 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.

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

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other erosion control measures, as were approved in the Fugitive Dust Control Plan.

36. 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.
37. Building Pad elevations on the rough grading plans submitted for City Engineer's approval shall conform with pad elevations shown on the tentative map, unless pad elevations have other requirements imposed elsewhere in these Conditions of Approval. The City Engineer may require changes in pad elevations shown on the approved tentative map to reduce street grades and slopes as required in plan review.
38. Building pad elevations of perimeter lots shall not differ by more than five feet from the building pads in adjacent developments except as necessary for sewer utility conveyance. If an alternative sewer easement is acquired the properties shall be lowered to native grade, to the extent possible. City staff and/or the applicant shall take extraordinary measures to notify any property owner that could be negatively affected by the grade differential prior to the City Council meeting.

When it is necessary to exceed five feet, the applicant shall minimize the differences in elevation between the adjoining properties and the lots within this development by implementing the following:

- Constructing a perimeter wall 6 feet in height at the top of the on-site slope;
- Provide for significant landscaping; and
- Final slope shall not exceed 3:1.

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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. All plans to mitigate height difference shall be reviewed and approved by the Planning and Public Works Department.

39. Except as previously conditioned herein, prior to any site grading or regrading that will raise or lower any portion of the site by more than plus or minus ± 0.5 feet 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.

41. This development shall comply with Chapter 8.11 (Flood Hazard Regulations), LQMC. If any portion of any proposed building lot in the development is or may be located within a flood hazard area as identified on the City's Flood Insurance Rate Maps, the development shall be graded to ensure that all floors and exterior fill (at the foundation) are above the level of the project (100-year) flood and building pads are compacted to 95% Proctor Density as required in Title 44 of the Code of Federal Regulations, Section 65.5(a) (6). Prior to issuance of building permits for lots which are so located, the applicant shall furnish elevation certifications, as required by FEMA, that the above conditions have been met.

DRAINAGE

42. The applicant shall revise proposed retention basins to 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

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the interior street right of way. The tributary drainage area shall extend to the centerline of adjacent public streets and include any resulting uncaptured tributary stormwater flows. The design storm shall be either the 3 hour, 6 hour or 24 hour event producing the greatest total run off.

Nuisance water shall be retained on site, as approved by the City Engineer.

43. Storm drainage historically received from adjoining property and via the historical drainage path as identified by all applicable hydrology reports as approved by CVWD to include the West Dike System, Dike No. 2 Storage Analysis prepared by PACE as approved by CVWD, shall either be received and retained or passed through into the historic downstream drainage relief route. The pass through drainage condition after development shall be equal to or less than pre improvement conditions.
44. For properties where sump conditions exist, the applicant must either define a diversion/overflow strategy or retain upstream stormwater as required for existing as-built conditions from all off-site tributary flow from the respective high points. The applicant must provide either on-site retention or alternative facilities of diversion/pass through, if selected. Historical flow paths should be identified and routing provided in the hydrology analysis equivalent to historical flow direction. As local topography allows, tributary areas may exceed limits of property lines adjacent to public roads. The 100-year storm shall be the governing event in the designer's evaluation.
45. 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.
46. 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.
47. No fence or wall shall be constructed around any retention basin unless approved by the Planning Director and Public Works Director.
48. 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.

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49. 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.
50. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
51. 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.
52. The applicant is hereby notified that future site modifications may be necessary prior to approval and recordation of final map including, but not limited to lot and street reconfiguration. Verification of the proposed storm water retention system is subject to review and approval by the Coachella Valley Water District. If in the event, the proposed retention capacity or pass through storm water flow is found to be inadequate during final design, the Applicant shall revise what is currently proposed in the preliminary hydrology study and make adjustments to the site layout as needed to accommodate the increased retention/detention or pass through capacity required to satisfy safety issues of the Public Works Department and CVWD.

Pursuant to the aforementioned, the applicant may be required to construct additional underground and aboveground drainage facilities to convey on site and off site stormwater as well as stormwater from adjacent mountainous terrain that historically flows onto and/or through the project site. Any proposed channels that convey stormwater shall be lined to protect against erosion as required by the Public Works Department and CVWD. Native rock and soil cover shall be provided for all concrete drainage improvements.

53. The applicant shall advise prospective buyers of the drainage easement area and place in the CC&Rs and as a deed restriction that property owners are prohibited from construction within the easement area. Additionally, the CC&Rs shall provide for access and perpetual maintenance of the drainage easements.
54. Drainage easement areas shall be as shown on the hydrology report as

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approved by the City Engineer. The applicant shall be advised of adjustment of the drainage based on the approval of the hydrology report. A no build clause shall be defined on the final map as well as be provided for in the CC&R's. A covenant shall be recorded on each lot notifying property owners of this condition. The CC&R's shall be submitted to the Planning and Public Works Departments for review and approval by the Planning Department along with any final map application.

55. In addition to any zoning district yard setback, structure setbacks, including pools, shall be 5 feet from all drainage easements or as determined by the Public Works Director upon review of the final hydrology, soils reports, and construction plans.

UTILITIES

56. The applicant shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.
57. 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.
58. Existing overhead utility lines, if any, within, or contiguous to the proposed development, and all proposed utilities serving Coral Canyon shall be installed underground. The applicant is required to design and install any modification to existing utilities located in the existing Avenue 58 to properties and development to the west of the proposed Jefferson Street Realignment. The costs to design and install modifications shall become a part of the reimbursement agreement.

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

59. 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.

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The applicant shall provide certified reports of all utility trench compaction for approval by the City Engineer.

60. The applicant shall install and bond for all utility design and construction required for the development up to its southerly property line to include extension of water, sewer, telephone, cable and electrical service as required by the utility or servicing companies. This requirement shall be applicable to the utility work within or adjacent to the Jefferson Street Realignment.

STREET AND TRAFFIC IMPROVEMENTS

61. 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.
62. The applicant shall construct the following street improvements to conform with the General Plan (street type noted in parentheses.)

A. OFF-SITE STREETS

- 1) Jefferson Street (Within the Tentative Tract Map Boundary):
 - a) Widen Jefferson Street along all frontage adjacent to the Tentative Map boundary to the ultimate width on both side of the centerline as a requirements of these conditions and as approved by the City Engineer. The curb to curb street improvement shall be seventy two feet to accommodate a 6-foot bike lane, 11-foot and 13-foot southbound lanes, a 12-foot landscaped median, a 13-foot and 11-foot north bound lanes and a 6-foot bike lane. Design the roadway pavement to La Quinta’s urban arterial design standard. The Applicant is hereby notified that future street modifications may be necessary including, but not limited to street width and other ancillary street improvements. The aforementioned street improvements may also be modified if a future General Plan Amendment is approved

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to reduce the street classification for Jefferson Street south of Cahuilla Park Road. The interim street improvements shall include a temporary edge of pavement and interim improvement between edge of pavement and project walls.

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

- b) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs, plus a single overhead street light at each street connecting to Jefferson Street or adequate monument lighting as approved by the City Engineer and the Planning Director.
- c) 8-foot wide meandering sidewalk along the east side within the 17-foot parkway. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that touches the back of curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.
- d) As proposed by the applicant, construct a 12-foot landscaped median. As said improvements are in excess of Secondary Arterial roadway improvements required by the General Plan, the applicant shall construct and maintain said improvements at it's own cost. Median breaks for left turn deceleration lanes shall be provided at access driveways as approved by the City Engineer.
- e) Establish a benchmark in the Jefferson Street right of way and file a record of the benchmark with the County of Riverside.
- f) Construct a cul de sac at the southerly end of this tentative tract map. If the applicant is not able to obtain the necessary right of way to construct said cul de sac, the

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applicant shall reconfigure the Jefferson Street right of way and adjacent lots accordingly.

- g) A 10-foot wide Multi-Purpose Trail. The applicant shall construct a multi-use trail per La Quinta Standard 260 along the on the west side of Jefferson Street 8 feet from the west curb face. The location and design of the trail shall be approved by the City Engineer. A split rail fence shall be constructed along the roadway side of the multi-purpose trail 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) Jefferson Street (northerly terminus of Jefferson Street Realignment to Cahuilla Park Road – Secondary Arterial with Class II Bike Lane, 96' ROW):

- a) Widen Jefferson Street from the northerly terminus of Jefferson Street Realignment to Cahuilla Park Road to its ultimate width to accommodate a Secondary Arterial with Class II Bike Lane and as approved by the City Engineer. The curb to curb street improvement shall be seventy two feet.

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

- b) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs, plus a single overhead street light at each street connecting to Jefferson Street or adequate monument lighting as approved by the City Engineer and the Planning Director.
- c) 8-foot wide meandering sidewalk along the west side within the 12-foot parkway. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that touches the back of curb at intervals not to exceed 250

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feet. The sidewalk curvature radii should vary between 50 and 300 feet and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.

- d) A 10-foot wide Multi-Purpose Trail. The applicant shall construct a multi-use trail per La Quinta Standard 260 along the on the east side of Jefferson Street. The location and design of the trail shall be approved by the City Engineer. A split rail fence shall be constructed along the roadway side of the multi-purpose trail 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.
- 3) Jefferson Street (Cahuilla Park Road to the northerly boundary of Tentative Tract Map No. 33444, 100' ROW):
- a) Widen Jefferson Street from Cahuilla Park Road to the northerly boundary of Tentative Tract Map No. 33444 to the ultimate width on both side of the centerline as a requirements of these conditions and as approved by the City Engineer. The curb to curb street improvement shall be seventy two feet to accommodate a 6-foot bike lane, 11-foot and 13-foot southbound lanes, a 12-foot landscaped median, a 13-foot and 11-foot north bound lanes and a 6-foot bike lane. Design the roadway pavement to La Quinta's urban arterial design standard. The applicant is hereby notified that future street modifications may be necessary including, but not limited to street width and other ancillary street improvements. The aforementioned street improvements may also be modified if a General Plan Amendment is approved to reduce the street classification for Jefferson Street south of Cahuilla Park Road.

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

- b) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs, plus a single overhead street light at each street connecting to Jefferson Street or adequate monument lighting as approved by the City Engineer and the Planning Director.
- c) 8-foot wide meandering sidewalk along the east side within the 12-foot parkway. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that touches the back of curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.
- d) A 10-foot wide Multi-Purpose Trail. The applicant shall construct a multi-use trail per La Quinta Standard 260 along the on the west side of Jefferson Street 8 feet from the west curb face. The location and design of the trail shall be approved by the City Engineer. A split rail fence shall be constructed along the roadway side of the multi-purpose trail 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.

The applicant shall enter into a Reimbursement Agreement with the City of La Quinta, in a form and content satisfactory to the City Public Works Director and the City Attorney, for construction of Jefferson Street from the northerly terminus at Avenue 58 to the Tentative Tract Map No. 33444 northerly boundary (Items 2) and 3) above). Said reimbursement shall not include any upgrade work proposed by the applicant. The applicant is responsible for all cost to design and construct of Jefferson Street Improvements (Item 1) above)

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within the property boundary.

The applicant may construct improvements within the Jefferson Street right of way in phases as approved by the City Engineer. As proposed by the applicant, the first phase shall be for a curbed median with a 13-foot travel width, 6-foot bike lane and 2-foot shoulder on both sides of the west and east side of Jefferson Street. The Second Phase shall be for the remainder of the full improvements as conditioned above.

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).

Trail crossings for public trails may be required to connect existing and proposed trails. Trail crossings, pavement material, signs and other improvements shall be subject to approval by Planning Director and Public Works Director.

B. PRIVATE STREETS

- 1) Construct 32-foot wide travel width as shown on the tentative map measured from gutter flow line to gutter flow line, provided parking is restricted to one side and there is adequate off-street parking for residents and visitors, and the applicant makes provisions for perpetual enforcement of the restrictions.
- 2) The location of driveways of corner lots shall not be located within the curb return and away from the intersection when possible.
- 3) Driveways to Lots 210 and 211 are prohibited on the entry road to Jefferson Street (Lot B) and shall be located on Lot C Street at the south and north property lines, respectively.

C. PRIVATE CUL DE SACS

- 1) Shall be constructed according to the lay-out shown on the tentative map with 38-foot curb radius or greater at the bulb similar to the layout shown on the rough grading plan.

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D. KNUCKLES

- 1) Construct the knuckles to conform to the lay-out shown in the tentative tract map, except for minor revisions as may be required by the City Engineer.

63. The main gated entry 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. Two lanes of traffic shall be provided on the entry side of the main 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.

All other gated entries shall comply with applicable fire department requirement including a minimum gate setback of 35 feet from the abutting roadway.

The applicant shall submit a detailed exhibit for entries 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.

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.

64. 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.

or the approved equivalents of alternate materials. A minimum R value of 50 shall be used.

65. 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.

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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.

66. General access points and turning movements of traffic are limited to the following:
 - A. Primary Entry to the West Side Development and East Side Development (Jefferson Street): Full turn movements are allowed.
 - B. Emergency Entry/Secondary Right Turn Only Exit to West and East Development (Jefferson Street, 850' south of the Primary Entry): Emergency vehicle access and Secondary Exit Only.
67. 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.
68. 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

69. 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.
70. No building permits shall be issued for residential units or any other occupiable structures until the construction plans for Jefferson Street are approved and a construction contract is awarded. The Jefferson Street roadway, between the

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project entry & Avenue 58, shall be fully constructed prior to issuance of any certificate of occupancies/conducting final inspections for any residential or other occupiable structures.

LANDSCAPING

71. The applicant shall comply with Sections 13.24.130 (Landscaping Setbacks), 13.24.140 (Landscaping Plans), LQMC & CVWD Landscape Efficiency Ordinance No. 1302.
72. The applicant shall provide landscaping in the required setbacks, retention basins, common lots and park areas.
73. Landscape and irrigation plans for landscaped lots and setbacks, medians, retention basins, and parks shall be signed and stamped by a licensed landscape architect.
74. The applicant shall submit the landscape plans for approval by the Planning 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.

The applicant shall provide landscape improvements in the perimeter setback areas or lots along and the proposed median on Jefferson Street pursuant to Section 9.60.240 of the Zoning Ordinance. The concept landscape plan for Jefferson Street shall be approved by the Planning Commission during review of a Site Development Permit and/or subdivision map application. Seventy-percent of the trees planted in the parkway shall be specimen trees (e.g., 24"- and 36"-boxes) having a minimum caliper size of 1.5- to 2.0-inches. Specimen trees shall be a minimum of 10 feet tall measured from the top of the container.

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

75. 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

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public streets.

76. The applicant, his successors or the Homeowner's Association shall enter into an Maintenance Agreement with the City for all cost required for the perpetual maintenance of the landscape median to include but not limited to irrigation, landscaping and hardscape repair, replacement or reconstruction as required by the City Engineer.
77. All perimeter, parkway, and common area landscaping shall be reviewed by the Architectural Landscaping Review Committee (ALRC) and approved by the Planning Commission as provided for in LQMC 9.210.010 (Site Development Permits).

PUBLIC SERVICES

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

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.

MAINTENANCE

82. The applicant shall comply with the provisions of Section 13.24.160 (Maintenance), LQMC.
83. The applicant shall make provisions for the continuous and perpetual

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maintenance of all private on-site improvements, perimeter landscaping, access drives, and sidewalks.

FEES AND DEPOSITS

84. 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.
85. 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).
86. Tentative Tract 33444 shall provide for parks through payment of an in-lieu fee, as specified in Chapter 13.48, LQMC. The in-lieu fee shall be based on the fair market value of the land within the subdivision. Land value information shall be provided to the Planning Director, via land sale information, a current fair market value of land appraisal, or other information on land value within the subdivision. The Planning Director may consider any subdivider-provided or other land value information source for use in calculation of the parkland fee.
87. The developer shall pay school mitigation fees based on their requirements. Fees shall be paid prior to building permit issuance by the City.

FIRE DEPARTMENT

88. For single-family 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.
89. 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.
90. Any turn or cul-de-sac requires a minimum 38-foot outside turning radius.
91. All structures shall be accessible from an approved roadway to within 150 feet of all portions of the exterior of the 1st floor of the buildings as measured by

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outside path of travel.

92. 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.
93. Any public access 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.
94. This project will require a secondary access/egress gate off lot "G". This access point may be restricted to emergency vehicles only however, public egress must be unrestricted (automatic electric gate).
95. 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.
96. 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.
97. Final Fire Department conditions will be addressed prior to final map. A plan check fee must be paid to the Fire Department at the time building plans are submitted. All questions regarding Fire Marshall conditions should be directed to the Fire Department Planning & Engineering staff at (760) 863-8886.

MISCELLANEOUS

98. All applicable conditions/provisions of Specific Plan 94-025, as approved by Resolution #95-37, and subsequent Amendment #1, as approved by Resolution #2001-060, shall be in force and effect for TTM 33444.
99. All mitigation measures and monitoring programs included in Environmental Assessment 2005-543 are hereby included in this approval.

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100. A permit from the Planning Department is required for any temporary or permanent tract signs. Uplighted tract identification signs are allowed subject to the provisions of Chapter 9.160 of the Zoning Ordinance.
101. The Planning and Public Works Directors may allow minor design changes to final map applications that include a reduction in the number of buildable lots, changes in lot sizes, relocation of common open space areas or other required public facilities (e.g., CVWD well sites, etc.) and changes in the alignment of street sections, provided the applicant submits a Substantial Conformance Application to the Public Works Department during plan check disclosing the requested changes and how the changes occurred. These changes shall be conveyed to the City Council when the map is presented for recordation consideration.
102. In order to ensure compliance with the City's Hillside Overlay Ordinance minor lot line adjustments may be necessary on those lots abutting hillside areas. Any adjustments shall be provided for in the final tract map.

Applicant is required to demonstrate that Residential Estate lots 150, 153, 154, 170, 171, 172, 187, and 188 comply with the City's Hillside Conservation Ordinance during review of Site Development Permits for these homes or, if these units are proposed as custom homes, compliance shall be demonstrated to the Planning Director in conjunction with a building permit application.
103. Prior to issuance of any site development permits, the developer shall submit to the Planning Department a detailed construction plan for the project's Multi-Purpose Trail. This plan shall include access, signage, and detailed design. The multipurpose trail shall be developed along the west side of Jefferson Street right-of-way within the 10-foot area designated for such use. The Multi-purpose Trail shall accommodate the Boo Hoff Trail as it is routed along Jefferson Street and shall connect with Lake Cahuilla Park to the north and end with the Jefferson Street improvements to the south.
104. The Planning Director shall cause to be filed with the County Clerk a "Notice of Determination" pursuant to CEQA Guideline § 15075(a) once reviewed and approved by the City Council. The appropriate filing fee shall be paid by the developer.
105. The applicant shall deed restrict Lots CCC through HHH as open space lots prior to recordation of the Final Tract Map.

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106. Should casitas be part of the home design for the production homes on the site, a master Minor Use Permit for all such casitas shall be secured in conjunction with the recordation of the Final Map. A covenant and provision in the CC&R's shall be recorded informing all property owners of the Minor Use Permit and its conditions of approval.
107. All public agency letters received for this case are made part of the case file documents for plan checking purposes.