

**CITY COUNCIL RESOLUTION 2004-072
TENTATIVE TRACT MAP 31681 – CORAL OPTION I, LLC
CONDITIONS OF APPROVAL - FINAL
ADOPTED: JULY 6, 2004**

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, 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

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

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

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- G. The applicant shall recycle or dispose all refuse, including construction debris, in an appropriate licensed disposal or recycling facility.
5. Permits issued under this approval shall be subject to the provisions of the Infrastructure Fee Program and Development Impact Fee program in effect at the time of issuance of building permit(s).

PROPERTY RIGHTS

6. Prior to issuance of any permit(s), the applicant shall acquire or confer easements and other property rights necessary for the construction or proper functioning of the proposed development. Conferred rights shall include irrevocable offers to dedicate or grant access easements to the City for emergency services and for maintenance, construction and reconstruction of essential improvements.
7. The applicant shall offer for dedication on the Final Map all public street right-of-ways in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
8. The public street right-of-way offers for dedication required for this development include:
- A. PUBLIC STREETS
- 1) Monroe Street (General Plan Primary Arterial, Option A, 110' ROW) - Sufficient right-of-way shall be dedicated to accommodate the standard 55 feet from the centerline of Monroe Street for a total 110-foot ultimate developed right-of-way except for an additional right-of-way dedication to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.
 - 2) Madison Street pursuant to Specific Plan 2003-067 (Primary Arterial, Option A*, 110' ROW) - The standard 110-foot ultimate developed right-of-way shall be dedicated except for an additional right-of-way dedication to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

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- 3) Avenue 58 (Proposed General Plan Secondary Arterial, 94' ROW) - If a proposed General Plan Amendment is adopted by the City Council, sufficient right-of-way shall be dedicated to accommodate the proposed standard 47-foot right-of-way from the relocated centerline of Avenue 58 to comply with the existing Secondary Arterial Roadway Classification plus a Class II bicycle lane. Additional right-of-way shall be dedicated to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.
- 4) Avenue 60 (Proposed General Plan Secondary Arterial, 94' ROW) - If a proposed General Plan Amendment is adopted by the City Council, sufficient right-of-way shall be dedicated to accommodate the proposed standard 47-foot right-of-way from the centerline of Avenue 60 to comply with the existing Secondary Arterial Roadway Classification plus a Class II bicycle lane. Additional right-of-way shall be dedicated to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

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

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

Private Residential Streets measured back of curb to back of curb: 36-foot travel width where parking is allowed on both sides and 28 feet if on-street parking is prohibited, and provided there is adequate off-street parking for residents and visitors, and the applicant establishes provisions for ongoing enforcement of the parking restriction in the CC&R's. The CC&R's shall be reviewed by the Engineering Department prior to recordation.

Private Residential Lane widths are as shown on the tentative tract map. On-street parking is prohibited, and provided there is adequate off-street parking for residents and visitors, and the applicant establishes provisions for ongoing enforcement of the parking restriction in the CC&R's. The CC&R's shall be reviewed by the Engineering Department prior to recordation.

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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 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. Monroe Street - (General Plan Primary Arterial) - 20-foot from the R/W-P/L.
 - B. Madison Street - (Pursuant to Specific Plan 2003-067 - Primary Arterial, Option A) - 20-foot from the R/W-P/L.
 - C. Avenue 58 - and Avenue 60 (General Plan Secondary Arterial) - 10-foot from the R/W-P/L.

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

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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 11 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 Madison Street, Monroe Street, Avenue 58 and Avenue 60 from lots with frontage along those respective facilities is restricted, except for those access points identified on the 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. Vehicular access shall meet requirements and/or restrictions per the La Quinta General Plan for the roadway classification listed in Condition 8. CVWD may have direct access to their facilities from the perimeter of the project boundary, and Emergency Vehicular Access shall be allowed to meet the requirements of the Riverside County Fire Department.
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 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.

IMPROVEMENT PLANS

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

21. 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.
22. The following improvement plans shall be prepared and submitted for review and approval by the City. A separate set of plans for each line item specified below shall be prepared. The plans shall utilize the minimum scale specified, unless otherwise authorized by the City Engineer in writing. Plans may be prepared at a larger scale if additional detail or plan clarity is desired. Note the applicant may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors.

- A. Off-Site Street Plan: 1" = 40' Horizontal,
 1" = 4' Vertical

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

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- B. On-Site Street Plan: 1" = 40' Horizontal
1" = 4' Vertical
- C. On-Site Rough Grading Plan 1" = 40' Horizontal
- D. Storm Drainage Plan 1" = 40' Horizontal
- E. On-Site Precise Grading Plan: 1" = 30' Horizontal

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

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

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

In addition to the normal set of improvement plans, a "Precise Grading" plan is required to be submitted for approval by the Building Official and the City Engineer.

- 23. The City maintains standard plans, detail sheets and/or construction notes for elements of construction. For a fee, established by City Resolution, the applicant may purchase such standard plans, detail sheets and/or construction notes from the City.
- 24. 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.

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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

25. 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.
26. Any Subdivision Improvement Agreement ("SIA") entered into by and between the applicant and the City of La Quinta, for the purpose of guaranteeing the completion of any improvements related to this Tentative Tract Map, shall comply with the provisions of Chapter 13.28 (Improvement Security), LQMC.
27. 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.

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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.

28. 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.
 - E. To agree to any combination of these means, as the City may require.

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

29. 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.

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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

30. The applicant shall comply with the provisions of Section 13.24.050 (Grading Improvements), LQMC.
31. 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.
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.

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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 (6) feet 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 to 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.

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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 Tentative Tract Map, 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. Pad certification shall expire six months from the date of survey and/or testing.

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

DRAINAGE

40. The applicant shall comply with the provisions of Section 13.24.120 (Drainage), LQMC.
41. Stormwater handling shall conform to the approved hydrology and drainage report prepared specifically for Specific Plan 2003-067. Stormwater from the commercial site at the northwesterly corner of the tentative tract map shall be accommodated by a drainage system to the internal retention areas. The tributary drainage area shall extend to the centerline of adjacent public streets.
42. Nuisance water shall be retained on site. In residential developments, nuisance water shall be disposed of in a trickling sand filter and leach field or equivalent system approved by the City Engineer. The sand filter and leach field shall be designed to contain surges of up to 3 gph/1,000 sq. ft. of landscape area, and infiltrate 5 gpd/1,000 sq. ft.
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.

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44. 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.
45. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
46. Storm drainage historically received from adjoining property shall be received and retained or passed through into the historic downstream drainage relief route.

UTILITIES

47. The applicant shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.
48. 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.
49. Existing overhead utility lines within, or adjacent to the proposed development, and all proposed utilities shall be installed underground.
50. All existing utility lines attached to joint use 92 KV, or higher, transmission power poles are exempt from the requirement to be placed underground. Underground utilities shall be installed prior to overlying hardscape.
51. 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.

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STREET AND TRAFFIC IMPROVEMENTS

52. 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.
53. The applicant shall construct the following off site street improvements to conform to the General Plan street type noted in parentheses.

A. OFF-SITE STREETS

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

Widen the west side of the street along all frontage adjacent to the Specific Plan boundary to its ultimate width on the east side as specified in the General Plan and the requirements of these conditions. The improvements shall include the west side of the median, including landscaping. If the median improvements are not completed prior to the recordation of the final map, the applicant must bond for the future completion of the median in an amount and in a form approved by the Public Works Director and the City Attorney. In the alternative, the future completion of the median work may be provided for by an agreement if the agreement is approved as to form and substance by the Public Works Director and the City Attorney. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The west curb face shall be located forty three feet (43') west of the centerline, except at locations where additional street width is needed to accommodate:

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

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

- a) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
 - b) 6-foot wide meandering sidewalk. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that either touches the back of curb or approaches within five feet of the curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet, and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.
- 2) Madison Street pursuant to Specific Plan 2003-067, Primary Arterial, Option A*, 110' ROW:

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

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

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

- a) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- b) 6-foot wide meandering sidewalk along the east side of Madison Street. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that either touches the back of curb or approaches within five feet

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

- c) Reconstruct the existing landscaped median at the Primary Entrance to provide for left turn movements in and out of the development. The design of the left turn lane and the median opening shall be approved with the off-site street improvement plan submittal.
- d) Remove existing curb returns located approximately 2,700 feet southerly of Avenue 58 and reconstruct curb and gutter.

3) Avenue 58 (Proposed General Plan Secondary Arterial, 96' ROW) - If a proposed General Plan Amendment is adopted by the City Council, widen the south side of the street along all frontage adjacent to the tentative tract boundary to its ultimate width as specified in the Proposed General Plan Amendment and the requirements of these conditions. The centerline may be adjusted to accommodate the street improvements. 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 (if required by SunLine Transit)

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

- a) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.

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- b) **MULTI-USE TRAIL** - The applicant shall construct a multi-use trail with a split rail fence, or other type of fence, along the south side of Avenue 58 within the required landscape setback. The location and design of the trail shall be approved by the City of La Quinta. The multi-use trail, trail signs, and the fence shall be completed prior to issuance of Certificate of Occupancy for the first residence. Bonding for the fence shall be posted prior to final map approval. The fence shall be maintained by the project's Homeowner's Association.
- 4) **Avenue 60 (Proposed General Plan Secondary Arterial, 96' ROW)** - If a proposed General Plan Amendment is adopted by the City Council, widen the south side of the street along all frontage adjacent to the Tentative tract boundary to its ultimate width on the south side as specified in the Proposed General Plan Amendment and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The north curb face shall be located thirty six feet (36') north of the centerline, except at locations where additional street width is needed to accommodate:
- a) **Bus turnout (if required by SunLine Transit)**
- Other required improvements in the right of way and/or adjacent landscape setback area include:
- a) **All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.**
- b) **6-foot wide meandering sidewalk.** The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that touches the back of curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet, and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach

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within 5 feet of the perimeter wall at intervals not to exceed 250 feet.

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

54. The applicant shall construct the following on site street improvements to conform with the tentative tract map or as conditioned below.

A. PRIVATE STREETS

- 1) Private Residential Streets measured at back of curb line to back of curb line: 36-foot travel width. The travel width may be reduced to 32 feet with parking restricted to one side, and 28 feet if on-street parking is prohibited, and provided there is adequate off-street parking for residents and visitors, and the applicant establishes provisions for ongoing enforcement of the parking restriction in the CC&R's. The CC&R's shall be reviewed by the Engineering Department prior to recordation.

B. PRIVATE LANES

- 1) Private Residential Lane widths shall be as shown on the tentative tract map. On-site parking shall be prohibited and the applicant shall establish provisions for ongoing enforcement of the parking restriction in the CC&R's. The CC&R's shall be reviewed by the Engineering Department prior to recordation. Additionally, the applicant shall coordinate with Waste Management of the Desert for accessibility to residences on dead-ended portions of private lanes.

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 to the layout shown on the rough grading plan.

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55. General access points and turning movements of traffic are limited to the following:

A. Monroe Street

- 1) Primary Entry (Monroe Street) - The applicant shall align the access with access on the east side of Monroe Street. All movements are permitted.

B. Madison Street

- 1) Primary Entry - Shall be located at least 1,060 feet (measured curb return to curb return) from Avenue 58 to the north and from the West Development Primary Entry to the south: Full turn movements are permitted.
- 2) Commercial Development - Right turn movements in and out are permitted. Left turn movements in and out are not permitted.

C. Avenue 58

- 1) Commercial Development - All turn movements are permitted.

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

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

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

Two lanes of traffic shall be provided on the entry side of each primary gated entry, one lane shall be dedicated for residents and one lane for visitors. Service and secondary entries shall require only one traffic lane.

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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.

- 57. 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.

- 58. 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.
- 59. 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.
- 60. 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

- 61. 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

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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

62. The applicant shall comply with Sections 13.24.130 (Landscaping Setbacks) & 13.24.140 (Landscaping Plans), LQMC.
63. The applicant shall provide landscaping in the required setbacks, retention basins, common lots and park areas.
64. Landscape and irrigation plans for landscaped lots and setbacks, medians, retention basins, and parks shall be signed and stamped by a licensed landscape architect.
65. The applicant shall submit the landscape plans for approval by the Community Development Department (CDD), prior to plan checking by the Public Works Department. When plan checking has been completed by CDD, the applicant shall obtain the signatures of CVWD and the Riverside County Agricultural Commissioner, prior to submittal for signature by the City Engineer.

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

66. 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

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

QUALITY ASSURANCE

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

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69. 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.
70. 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.
71. 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

72. The applicant shall comply with the provisions of Section 13.24.160 (Maintenance), LQMC.
73. The applicant shall make provisions for the continuous and perpetual maintenance of all private on-site improvements, perimeter landscaping, access drives, and sidewalks. In addition, the applicant shall also provide for the continuous and perpetual maintenance of the western half of the median (or one-half of the maintenance of the full median) for the portion of Monroe Street adjacent to Tract 31681. The applicant shall submit bonds to guarantee the performance of this obligation in an amount and form to be approved by the Director of Public Works and the City Attorney. In the alternative, the maintenance may be provided pursuant to an agreement to be approved as to form and substance by the Public Works Director and City Attorney.

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FEES AND DEPOSITS

74. 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.
75. 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).
76. Berms/Perimeter Walls:
 - A. Perimeter Berm/Wall Combination Heights:
 1. Maximum berm/wall combination height at 20 feet from back of curb shall be 12 feet.
 2. Maximum berm/wall combination height at 50 feet from back of curb shall be 16 feet. Berm between 20 feet to 50 feet from the back of curb shall be allowed to slope gradually at 3:1 maximum.
 - B. The two main entrances:
 1. The berm/wall combination height may be 18 feet for a distance of 200 feet on each side of the entrance provided the berming/wall combination is located 20 feet from the street right-of-way line abutting the property.
 2. The applicant may request a 20% height deviation for the berms/wall combination that are not part of the entrance berming/wall combination.
77. Canal water shall be used for the golf course irrigation, subject to CVWD requirements

FILE COPY

RESOLUTION NO. 2004-072

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA QUINTA, CALIFORNIA, APPROVING TENTATIVE TRACT MAP 31681 TO SUBDIVIDE ±548 ACRES INTO 472 SINGLE-FAMILY LOTS, A LOT FOR 80 CASITAS, A COMMERCIAL LOT, GOLF COURSE LOTS AND MISCELLANEOUS LOTS

**CASE NO.: TENTATIVE TRACT MAP 31681
APPLICANT: CORAL OPTION I, LLC**

WHEREAS, the City Council of the City of La Quinta, California, did, on the 6th day of July, 2004, hold duly noticed Public Hearings to consider an application by Coral Option I, LLC for Tentative Tract Map 31681 to subdivide ±548 acres into 472 single-family lots, a lot for 80 casitas, a commercial lot, golf course lots and miscellaneous lots, generally located at the southeast corner of Madison Street and Avenue 58, more particularly described as follows:

APNs: 764-200-001 thru 007 and 764-210-001 thru 006

WHEREAS, the Planning Commission of the City of La Quinta, California, did, on the 8th day of June, 2004, hold a duly noticed Public Hearing to consider a request by Coral Option I, LLC, for Tentative Tract Map 31681 to subdivide ±548 acres into 472 single-family lots, a lot for 80 casitas, a commercial lot, golf course lots and miscellaneous lots; and

WHEREAS, the Planning Commission, upon hearing and considering all testimony and arguments, if any, of all interested persons desiring to be heard, adopted Resolution No. 2004-035 recommending approval of Tentative Tract Map 31681 to subdivide ±548 acres into 472 single-family lots, a lot for 80 casitas, a commercial lot, golf course lots and miscellaneous lots; and

WHEREAS, said Tentative Tract Map 31681 has complied with the requirements and rules to implement the California Environmental Quality Act (CEQA) of 1970, as amended (Resolution 89-63), in that Environmental Assessment 03-483 was certified by the City Council on December 16, 2003, under Resolution No. 2003-124 for Specific Plan 03-067. There are no changed circumstances, conditions, or new information, which would trigger the preparation of a subsequent environmental analysis pursuant to Section 15162 of the Guidelines for the implantation of the California Environmental Quality Act; and

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WHEREAS, at said Public Hearing, upon hearing and considering all testimony and arguments, if any, of all interested persons desiring to be heard, said City Council did make the following mandatory findings to approve said Tentative Tract Map 31681:

1. The proposed tract map will be consistent with the City of La Quinta General Plan in that the property is designated Low Density Residential (LDR), Neighborhood Commercial (NC), and Golf Course (GS) which allows single-family residential, commercial and golf course uses.
2. The design or improvement of the proposed subdivision will be consistent with the City of La Quinta General Plan in that all streets and improvements in the proposed project will conform to City standards contained in the General Plan and Subdivision Ordinance. Access for the single-family lots, commercial area and golf course and associated uses will be provided from existing streets in the immediate area. The density and design for the tract will comply with the Land Use Element of the General Plan.
3. The design of the proposed subdivision and improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife, or their habitat in that, Environmental Assessment 03-483 was certified by the City Council on December 16, 2003, under Resolution No. 2003-124 for Specific Plan 03-067. There are no changed circumstances, conditions, or new information, which would trigger the preparation of a subsequent environmental analysis pursuant to Section 15162 of the Guidelines for the implantation of the California Environmental Quality Act. Therefore, the subject site is physically suitable for the proposed land division and currently, development exists to the north and south of the site which has reduced the amount of habitat suitable for any fish or wildlife.
4. The design of the subdivision and type of improvements are not likely to cause serious public health problems in that the applicant will be conditioned meet all applicable requirements of the City of La Quinta to provide a safe environment for the public.

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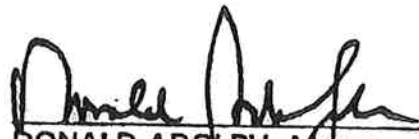
- 5. The design of the subdivision or type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision in that there are existing streets that will provide direct access to the site. All required public easements will provide access to the site or support necessary infrastructure improvements for the proposed project.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of La Quinta, California, as follows:

- 1. That the above recitations are true and correct and constitute the findings of the City Council for this Tentative Tract Map;
- 2. That it does hereby approve Tentative Tract Map 31681 for the reasons set forth in this Resolution and subject to the attached Conditions of Approval.

PASSED, APPROVED and ADOPTED at a regular meeting of the La Quinta City Council, held on this 6th day of July, 2004, by the following vote, to wit:

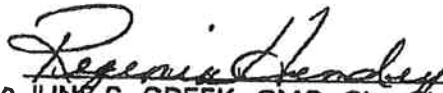
- AYES:** Council Members Henderson, Osborne, Perkins, Sniff, Mayor Adolph
- NOES:** None
- ABSENT:** None
- ABSTAIN:** None



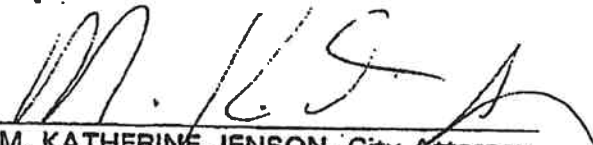
 DONALD ADOLPH, Mayor
 City of La Quinta, California

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ATTEST:


for JUNE S. GREEK, CMC, City Clerk
City of La Quinta, California
(City Seal)

APPROVED AS TO FORM:


M. KATHERINE JENSON, City Attorney
City of La Quinta, California