

**RESOLUTION NO. 2007-037**

**FILE COPY**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA QUINTA, CALIFORNIA, GRANTING APPROVAL OF TENTATIVE TRACT 34642, DIVIDING ±45.0 ACRES INTO 90 SINGLE-FAMILY LOTS FOR THE GRIFFIN RANCH DEVELOPMENT**

**CASE NO. TENTATIVE TRACT MAP 34642  
APPLICANT: TRANSWEST HOUSING**

**WHEREAS**, the City Council of the City of La Quinta, California, did on the 17th day of April, 2007, hold a duly-noticed Public Hearing, to consider a recommendation on Tentative Tract Map 34642, a request to subdivide ±45.0 acres into 90 single-family residential lots, one ±5.3 acre recreation lot, one well site, and other common lots, located generally on the south side of Avenue 54 and west of Monroe Street, more particularly described as:

**PORTIONS OF THE NORTH 1/2 OF SECTION 15, T6S, R7E, S.B.B.M.**

**WHEREAS**, the Planning Commission of the City of La Quinta, California, did, on the 27th day of March, 2007, hold a duly-noticed Public Hearing to consider a recommendation on Tentative Tract Map 34642 and, after hearing and considering all testimony and arguments, did adopt Planning Commission Resolution 2007-014, recommending to the City Council approval of said Tentative Tract 34642; and,

**WHEREAS**, the La Quinta Community Development Department has prepared Environmental Assessment 2006-577, and has determined that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures incorporated into the project approval will mitigate or reduce any potential impacts to a level of non-significance; and,

**WHEREAS**, at said public hearing, upon hearing and considering all testimony and arguments, if any, of all interested persons wanting to be heard, said Planning Commission did make the following findings to justify their recommendation for approval of Tentative Tract Map 34642:

1. The proposed Tentative Tract Map 34642 is consistent with the City's General Plan, as amended, with the implementation of Conditions of Approval to provide for adequate storm water drainage, street improvements and other infrastructure improvements. The project is consistent with the adopted Very Low Density Residential land use designation of up to two dwelling units per acre, as set forth in the General Plan as amended by General Plan Amendment 2004-103.

2. The design and improvements of the proposed Tentative Tract Map 34642 are consistent with the City's General Plan, with the implementation of recommended conditions of approval to ensure proper street widths, perimeter walls, and timing of their construction.
3. As conditioned, the design of Tentative Tract Map 34642 and type of improvements, acquired for access through, or use of, property within the proposed subdivision will not conflict with such easements.
4. The design of Tentative Tract Map 34642 and type of improvements are not likely to cause serious public health problems, in that this issue was considered in Environmental Assessment 2006-577, in which no significant health or safety impacts were identified for the proposed project.
5. The site for Tentative Tract 34642 is physically suitable for the proposal as natural slopes do not exceed 20%, and there are no identified geological constraints on the property that would prevent development pursuant to the geotechnical study prepared for the subdivision.
6. The proposed design for Tentative Tract 34642 is consistent with the existing portions of the Griffin Ranch residential development and is consistent with existing rural and equestrian-oriented developments in the vicinity. Provisions have been made for procuring the necessary right-of-way and construction of off-site improvements associated with this parcel, as required under the La Quinta General Plan.

**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 constitute the findings of the City Council in this case;
2. That it does hereby require compliance with those mitigation measures specified by Environmental Assessment 2006-577, prepared for Tentative Tract Map 34642;
3. That it does hereby grant approval of Tentative Tract Map 34642, for the reasons set forth in this Resolution and subject to the Conditions of Approval, attached hereto as Exhibit A.

**PASSED, APPROVED and ADOPTED** at a regular meeting of the La Quinta City Council held on this 17th day of April, 2007, by the following vote to wit:

**AYES:** Council Members Henderson, Kirk, Sniff, Mayor Adolph

**NOES:** Council Member Osborne

**ABSENT:** None

**ABSTAIN:** None



\_\_\_\_\_  
DON ADOLPH, Mayor  
City of La Quinta, California

**ATTEST:**



\_\_\_\_\_  
VERONICA J. MONTECINO, CMC, City Clerk  
City of La Quinta, California  
(CITY SEAL)

**APPROVED AS TO FORM:**



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

**CITY COUNCIL RESOLUTION NO. 2007-037  
CONDITIONS OF APPROVAL - FINAL  
TENTATIVE TRACT 34642  
TRANS WEST HOUSING / GRIFFIN RANCH  
APRIL 17, 2007**

**EXHIBIT "A"**

**GENERAL**

1. The applicant agrees to defend, indemnify and hold harmless the City of La Quinta ("City"), its agents, officers and employees from any claim, action or proceeding to attack, set aside, void, or annul the approval of this 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](http://www.la-quinta.org).

3. 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"), Chapter 13 of the La Quinta Municipal Code ("LQMC"), Conditions of Approval for Tentative Tract Map No. 32879, Site Development Permit 2005-853, Site Development Permit 2005-848, Site Development Permit 2006-876, and the Griffin Ranch Specific Plan 2004-074, Amendment #1.

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

4. This tentative tract map shall expire two years after City Council approval, unless recorded or granted a time extension pursuant to the requirements of La Quinta Municipal Code 9.200.080 (Permit expiration and time extensions).
5. 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, if required:

- Fire Marshal
- Public Works Department (Grading Permit, Green Sheet (Public Works Clearance) for Building Permits, Improvement Permit)
- Community Development Department (Mitigation Monitoring)
- Riverside County Environmental Health Department
- Coachella Valley Unified School District (CVUSD)
- Coachella Valley Water District (CVWD)
- Imperial Irrigation District (IID)
- California Water Quality Control Board (CWQCB)
- South Coast Air Quality Management District Coachella Valley (SCAQMD)

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

A project-specific NPDES construction permit or revision to the existing Griffin Ranch 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.

6. The applicant shall comply with applicable provisions of the City's NPDES stormwater discharge permit, Sections 8.70.010 et seq. (Stormwater Management and Discharge Controls), and 13.24.170 (Clean Air/Clean Water), LQMC; Riverside County Ordinance No. 457; and the State Water Resources Control Board's Order No. 99-08-DWQ.

- A. For construction activities including clearing, grading or excavation of land that disturbs one (1) acre or more of land, or that disturbs less than one (1) acre of land, but which is a part of a construction project that encompasses more than one (1) acre of land, the Permittee shall be required to submit a Storm Water Pollution Protection Plan ("SWPPP").

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

- B. The applicant's SWPPP shall be approved by the City Engineer prior to any on or off-site grading being done in relation to this project.
- C. The applicant shall ensure that the required SWPPP is available for inspection at the project site at all times through and including acceptance of all improvements by the City.
- D. The applicant's SWPPP shall include provisions for all of the following Best Management Practices ("BMPs") (8.70.020 (Definitions), LQMC):
- 1) Temporary Soil Stabilization (erosion control).
  - 2) Temporary Sediment Control.
  - 3) Wind Erosion Control.
  - 4) Tracking Control.
  - 5) Non-Storm Water Management.
  - 6) Waste Management and Materials Pollution Control.
- E. All erosion and sediment control BMPs proposed by the applicant shall be approved by the City Engineer prior to any onsite or offsite grading, pursuant to this project.
- F. The approved SWPPP and BMPs shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.

6. 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 & RIGHTS-OF-WAY

7. Prior to issuance of any permit(s), the applicant shall acquire or confer easements and other property rights necessary for the construction or proper functioning of the proposed development. Conferred rights shall include irrevocable offers to dedicate or grant access easements to the City for emergency services and for maintenance, construction and reconstruction of essential improvements. Said conferred rights shall also include grant of access easement to the City of La Quinta for the purpose of graffiti removal by City staff or assigned agent in perpetuity and agreement to the method to remove graffiti and to paint over to best match existing. The applicant shall establish the aforementioned requirements in the CC&R's for the development or other agreements as approved by the City Engineer.
8. The applicant shall offer for dedication on the Final Map all public street rights-of-way in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
9. The public street right-of-way offers for dedication required for this development include:

##### A. PUBLIC STREETS

- 1) Monroe Street (Primary Arterial - Option A, 110' ROW) - 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 for a deceleration/right turn only lane at the proposed entry measured 63 feet west of the centerline of Monroe Street. The required right of way shall be for a length of 248 feet plus storage length and a tapered transition length of 150 additional feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

- 2) Avenue 54 (Secondary Arterial with Class II Bike Lane, 96' ROW) – 48 feet from the centerline of Avenue 54 for a total 96-foot ultimate developed right of way except for an additional right of way for a deceleration/right turn only lane on Avenue 54 at the Avenue 54 and Monroe Street intersection measured 60 feet south of the centerline of Avenue 54. The required right of way shall be for a length of 132 feet plus a storage length and a tapered transition length of 120 additional feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.
10. The applicant shall retain for private use on the Final Map all private street rights-of-way in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
11. The private street rights-of-way to be retained for private use required for this development include:

**B. PRIVATE STREETS**

- 1) Firenze Gate – Entry access road street width as shown on the tentative tract map unless additional width is required by the City Engineer as determined in plan check due to vehicular conflict movements with Lot 90 ingress and egress.
- 2) Damascus Way, Haflinger Way, Challedon Circle, Man-O-War Court, MacBeth Street (along Lot 85), and Ardennais Drive. - Private Residential Streets measured at gutter or curb flow line to gutter or curb flow line shall have a minimum 36-foot travel width for double loaded streets.
- 3) MacBeth Street (along Lots 79 through 83) - Private Residential Streets measured at gutter flow line to gutter flow line shall have a 32-foot travel width and on-street parking is prohibited on one side and provided there is adequate off-street parking for residents and visitors, and the applicant establishes provisions for ongoing enforcement of the parking restriction in the CC&R's. The CC&R's shall be reviewed and approved by the Engineering Department prior to recordation.



- 4) Wedge curbs approved by the City Engineer shall be used on all private streets.

C. Knuckle

- 1) The knuckle shall conform to the shape shown on the tentative tract map except for minor revision as may be required by the City Engineer.
12. 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.
  13. When the City Engineer determines that access rights to the proposed street rights-of-way shown on the approved Tentative Tract Map are necessary prior to approval of the Final Map dedicating such rights-of-way, the applicant shall grant the necessary rights-of-way within 60 days of a written request by the City.
  14. 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.
  15. The applicant shall create perimeter landscaping setbacks along all public rights-of-way as follows:
    - A. Monroe Street (Primary Arterial) – A minimum 20-foot from the R/W-P/L.
    - B. Avenue 54 (Secondary Arterial) – A minimum 10-foot from the R/W-P/L.

The 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.

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 Monroe Street and Avenue 54 from lots with frontage along Monroe Street and Avenue 54 are 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.
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.

#### STREET AND TRAFFIC IMPROVEMENTS

20. 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.
21. The applicant shall construct the following street improvements to conform with the General Plan (street type noted in parentheses):

**A. OFF-SITE STREETS**

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

Widen the west side of the street along all frontages adjacent to the Tentative Map boundary to its ultimate width on the west side as specified in the General Plan and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county road design standard to La Quinta's urban arterial design standard. The west curb face shall be located forty three feet (43') west of the centerline, except at locations where additional street width is needed to accommodate:

- a) A deceleration/right turn only lane at the Project's Entry on Monroe Street. The west curb face shall be located fifty-one feet (51') west of the centerline and a length of 248 feet plus a storage length and a taper transition of an additional length of 150 feet.

Other required improvements in the Monroe 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.
- c) Half width of an 18' - foot wide raised landscaped median along the entire boundary of the Tentative Tract Map.
- d) Establish a benchmark in the Monroe Street right of way and file a record of the benchmark with the County of Riverside.
- e) A 10-foot wide Multi-Purpose Trail. The applicant shall construct a multi-use trail along the Monroe Street frontage within the landscaped setback. The location and design of the trail shall be approved by the City. A split rail fence shall be constructed on the street side of the trail in accordance with designs approved under Site Development Permit 2005-848. Bonding for the fence to be installed shall be posted prior to final map approval. At grade intersection

crossings shall be of a medium and design and location as approved by the Engineering Department on the street improvement plan submittal.

2) Avenue 54 (Secondary Arterial with Class II Bike Lane, 96' ROW):

Widen the south side of the street along the southerly boundary of the Tentative Tract and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The south curb face shall be located thirty six feet (38') south of the centerline, except at locations where additional street width is needed to accommodate:

- a) A deceleration/right turn only lane on Avenue 54 at the Avenue 54 and Monroe Street intersection. The south curb face shall be located forty eight (48') south of the centerline a length of 132 feet plus storage length and a tapered transition length of an additional 120 feet.

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

- b) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- c) A 10-foot wide Multi-Purpose Trail along the Avenue 54 frontage within the landscaped setback. The location and design of the trail shall be approved by the City and shall be constructed in accordance with designs approved under Site Development Permit 2005-848. 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. Trail design shall accommodate future connections on the adjacent private estate and include warning signs to indicate "NOT A THROUGH TRAIL" and bollards, designed to the approval of the Community Development Department. The on-site sidewalk including curb ramp and multi-purpose trail

alignments shall be separated when possible. Should at any point in time the adjacent private estate be redeveloped with a multi-purpose trail, on-site warning signs and bollards shall be removed by the applicant.

- d) A 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 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).

- 3) When warrants are met inclusive of traffic signal warrants per the California MUTCD and particularly, Warrant 6, Coordinated Signal System, the applicant is responsible for 25% of the cost to design and install the traffic signal at the Monroe Street/Avenue 54 intersection. Applicant shall enter into a SIA to post security for 25 % of the cost to design and install the traffic signal prior to issuance of an on-site grading permit.
- 4) When warrants are met inclusive of traffic signal warrants per the California MUTCD and particularly, Warrant 6, Coordinated Signal System, the applicant is responsible for 100% of the cost to design and install the traffic signal at the Firenze Gate/Monroe Street intersection. Applicant shall enter into a SIA to post security for 100% of the cost to design and install the traffic signal prior to issuance of an on-site grading permit.

The applicant is responsible for 50 % of the cost to design and install the traffic signal if complementing cost share from a development on other side of street is available at time signal is

required. Applicant shall enter into a SIA to post security for 50 % of the cost to design and install the traffic signal prior to issuance of an on-site grading permit; the security shall remain in full force and effect until the signal is actually installed by the applicant or the developer on the other side of the street. If the land on the other side of the street does not have an approved project connecting to the subject intersection, the applicant shall pay 100% of the cost to design and install the signalization for the resulting "T" intersection. If, however, the applicant's development trails the progress of the development on the other side of the street, the applicant shall be responsible for 50% of the cost as previously stated. The applicant is not entitled for any DIF reimbursement for the traffic signal at the Firenze Gate entrance and Monroe Street.

- 5) Associated with the design and installation of traffic signals mentioned in Items 3 and 4 above, the applicant is responsible for the cost to design and interconnection improvements on Monroe Street from the Avenue 54 intersection to the Primary Entry and up to the southerly tentative tract boundary. The interconnection improvements shall be at a minimum to include conduit(s), wiring, and pull boxes necessary for the interconnection along Monroe Street from Avenue 54 to the southerly end of the tentative tract.

The applicant is not entitled for any DIF reimbursement for the interconnection improvements conditioned in item 5 unless future reimbursements are made available per the DIF Study in effect at the time of construction.

The aforementioned requirement for traffic signals (Item 3 and 4) shall sunset after 5 years from the date of recordation of the final map, unless an extension is mutually agreed upon by both the City and the developer.

**B. PRIVATE STREETS**

- 1) Construct full 36-foot wide travel width measured gutter flow line to gutter flow line within a 41-foot right-of-way where the residential streets are double loaded.
- 2) Construct a 32-foot wide measured gutter flow line to gutter flow line where on-street parking is permitted on one side and the applicant makes provisions for perpetual enforcement of the No Parking restrictions.
- 3) The location of driveways of corner lots shall not be located within the curb return and away from the intersection when possible. Additionally, as the street layout proposed creates inherent problems with vehicular conflict, the applicant shall submit driveway locations for approval by the City Engineer.

**D. KNUCKLE**

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

**E. ON-SITE MULTI-PURPOSE TRAILS.** The on-site sidewalk including curb ramp and multi-purpose trail alignments shall be separated when possible. The design of multi-purpose trails including finished surface, geometry, curb transitions, slopes, sight distances, signing, and location shall be approved by the Public Works Department and the Community Development Department on the final landscaping plan submittal and shall be in accord with the designs approved under Site Development Permits 2005-848 and 2006-876. The applicant shall submit engineered drawings of multi-purpose trails for each phase with the on-site street improvement plans. A solid concrete, "Trex" brand, or similar type of inflexible edging material shall be installed along the edges of perimeter equestrian and multi-purpose trails. Should the "Trex" brand or similar type of inflexible edging material be installed, and the City Engineer determines the material to be incompatible or performs unsuccessfully, the applicant shall be responsible for replacement of the aforementioned edging material with a 4 inch concrete mow strip. The applicant shall post bonds for the 4 inch concrete mow strip improvements. Said

requirement shall sunset five years after recordation of the final map unless otherwise agreed upon by both the developer and the City Engineer.

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

22. All gated entries shall provide for a three-car minimum stacking capacity for inbound traffic to be a minimum length of 62 feet from call box to the street; and shall provide for a full turn-around outlet for non-accepted vehicles.

Where a gated entry is proposed, the applicant shall submit a detailed exhibit at a scale of 1" = 10', demonstrating that those passenger vehicles that do not gain entry into the development can safely make a full turn-around (minimum radius to be 24 feet) out onto the main street from the gated entry.

Two lanes of traffic shall be provided on the entry side of each gated entry, one lane shall be dedicated for residents, and one lane for visitors. The two travel lanes shall be a minimum of 20 feet of total paved roadway surface or as approved by the Fire Department.

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

23. Entries having access to public streets shall be designed so that pavers are not constructed within the revised street right-of-way unless otherwise approved by the Public Works Department and constructed as per City standards. Said street right-of-way requirements are per conditions of approval for this tentative tract map to include curb cuts and deceleration lane requirements at the Firenze Gate entry and as approved by the City Engineer.
24. 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.

25. 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.
26. General access points and turning movements of traffic are limited to the following:  
  
Monroe Street  
  
Primary Entry (Firenze Gate at Monroe Street): Full turn movements in and out are allowed.
27. 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.
28. 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.

#### FINAL MAPS

29. Prior to the City's approval of a Final Map, the applicant shall furnish accurate mylars of the Final Map that was approved by the City's map checker on a storage media acceptable to the City Engineer. The Final Map shall be of a 1" = 40' scale or as approved by the City Engineer.

## IMPROVEMENT PLANS

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

30. 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.
31. The following improvement plans shall be prepared and submitted for review and approval by the Public Works Department. A separate set of plans for each line item specified below shall be prepared. The plans shall utilize the minimum scale specified, unless otherwise authorized by the City Engineer in writing. Plans may be prepared at a larger scale if additional detail or plan clarity is desired. Note, the applicant may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors.

- |    |                            |                     |
|----|----------------------------|---------------------|
| A. | On-Site Rough Grading Plan | 1" = 40' Horizontal |
| B. | PM10 Plan                  | 1" = 40' Horizontal |
| C. | SWPPP                      | 1" = 40' Horizontal |

Note: A through C shall be processed concurrently.

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

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

G. On-Site Street Improvement/ Signing & Striping Plan

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

The following plans shall be submitted to the Building and Safety Department for review and approval. The plans shall utilize the minimum scale specified, unless otherwise authorized by the Building and Safety Director in writing. Plans may be prepared at a larger scale if additional detail or plan clarity is desired. Note, the applicant may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors.

H. On-Site Residential Precise Grading Plan 1" = 30' Horizontal

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

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

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

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

32. 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](http://www.la-quinta.org)). Navigate to the Public Works Department home page and look for the Standard Drawings hyperlink.
33. The applicant shall furnish a complete set of the mylars of all approved improvement plans on a storage media acceptable to the City Engineer.

At the completion of construction, and prior to the final acceptance of the improvements by the City, the applicant shall submit mylars in order to reflect the as-built conditions.

#### IMPROVEMENT SECURITY AGREEMENTS

34. 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:
35. 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.
36. 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.

37. 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.

Off-Site Monroe Street and Avenue 54 improvements shall be completed and accepted by the City of La Quinta prior to the issuance of the 45th "production home" Building Permit for the project.

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.

38. If the applicant elects to utilize the secured agreement alternative, the applicant shall submit detailed construction cost estimates for all proposed on-site and off-site improvements, including an estimate for the final survey monumentation, for checking and approval by the City Engineer. Such estimates shall conform to the unit cost schedule adopted by City resolution; or ordinance.

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

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

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

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

### GRADING

39. The applicant shall comply with the provisions of Section 13.24.050 (Grading Improvements), LQMC.
40. 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.
41. 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.

42. 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.
43. 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.
44. Building pad elevations on the rough grading plan submitted for City Engineer's approval shall conform with pad elevations shown on the tentative map, unless the pad elevations have other requirements imposed elsewhere in these Conditions of Approval.
45. Building pad elevations of perimeter lots shall not differ by more than one foot from the building pads in adjacent developments unless otherwise approved by the City Engineer.
46. 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.

47. 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.

48. 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.

49. The footings of perimeter walls along abutting properties shall be designed to be within the Tentative Tract Map property and not encroach into the abutting properties.

#### DRAINAGE

50. The applicant shall comply with the provisions of Section 13.24.120 (Drainage), LQMC, Retention Basin Design Criteria, Engineering Bulletin No. 06-16 – Hydrology Report with Preliminary Hydraulic Report Criteria for Storm Drain Systems and Engineering Bulletin No. 06-015 - Underground Retention Basin Design Requirements. More specifically, stormwater falling on site during the 100 year storm shall be retained within the development, unless otherwise approved by the City Engineer. The design storm shall be either the 3 hour, 6 hour or 24 hour event producing the greatest total run off.
51. Nuisance water shall be retained on site. Nuisance water shall be disposed of per approved methods contained in Engineering Bulletin No. 06-16 – Hydrology Report with Preliminary Hydraulic Report Criteria for Storm Drain Systems and Engineering Bulletin No. 06-015 - Underground Retention Basin Design Requirements.
52. 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.
53. 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.



54. No fence or wall shall be constructed around any retention basin unless approved by the Community Development Director and the City Engineer.
55. For on-site above ground common retention basins, retention depth shall be according to Engineering Bulletin No. 06-16 - Hydrology Report with Preliminary Hydraulic Report Criteria for Storm Drain Systems. Side slopes shall not exceed 3:1 and shall be planted with maintenance free ground cover. Additionally, retention basin widths shall be not less than 20 feet at the bottom of the basin.
56. 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.
57. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
58. 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.
59. Storm drainage historically received from adjoining property shall be received and retained or passed through into the historic downstream drainage relief route.

#### UTILITIES

60. The applicant shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.
61. 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.
62. Existing overhead utility lines within, or adjacent to the proposed development, and all proposed utilities shall be installed underground.

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

63. Underground utilities shall be installed prior to overlying hardscape. For installation of utilities in existing improved streets, the applicant shall comply with trench restoration requirements maintained, or required by the City Engineer.

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

### CONSTRUCTION

64. 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.

### LANDSCAPE AND IRRIGATION

65. The applicant shall comply with Sections 13.24.130 (Landscaping Setbacks) & 13.24.140 (Landscaping Plans), LQMC.
66. The applicant shall provide landscaping in the required setbacks, retention basins, common lots and park areas.
67. Landscape and irrigation plans for landscaped lots and setbacks, medians, retention basins, and parks shall be signed and stamped by a licensed landscape architect.
68. The applicant shall submit "Lot B" and Firenze Gate final landscape plans for approval by the Community Development Department. When plan checking has been completed by the Community Development Department, the applicant shall obtain the signatures of CVWD and the Riverside County Agricultural Commissioner, prior to submittal for signature by the Community Development Director, however landscape plans for landscaped median on public streets shall be approved by the both the Community Development Director and the City

Engineer unless specifically conditioned under separate Site Development Permit for approval by the Architecture and Landscaping Review Committee. Final landscaping plans shall be in compliance with Chapter 8.13 (Water Efficient Landscaping) of the Municipal Code and AASHTO site distance guidelines.

69. Landscape areas shall have permanent irrigation improvements meeting the requirements of the Community Development Director. Use of lawn areas shall be minimized with no lawn, or spray irrigation, being placed within 18 inches of curbs along public streets.
70. The applicant or his agent has the responsibility for proper sight distance requirements per guidelines in the AASHTO "*A Policy on Geometric Design of Highways and Streets*," 5<sup>th</sup> Edition or latest, in the design and/or installation of all landscaping and appurtenances abutting and within the private and public street right-of-way.
71. All landscaping, walls, fences, trail details, and gates shall conform to those designs approved under Site Development Permit 2006-853, Site Development Permit 2005-876, Site Development Permit 2006-872, and Specific Plan 2004-074.

#### QUALITY ASSURANCE

72. The applicant shall employ construction quality-assurance measures that meet with the approval of the City Engineer.
73. 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.
74. 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.
75. 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 mylars previously submitted to the City, revised to reflect the as-built conditions.

#### MAINTENANCE

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

#### FEES AND DEPOSITS

78. 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.
79. 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).
80. The developer shall pay school mitigation fees based on their requirements. Fees shall be paid prior to building permit issuance by the City.
81. Tentative Tract 34642 shall provide for parks through payment of an in-lieu fee, as specified in Chapter 13.48, LQMC. The in-lieu fee (sometimes referred to as the "Quimby Fee") shall be based on the fair market value of the land within the subdivision. Land value information shall be provided to the Community Development Director, via land sale information, a current fair market value of land appraisal, or other information on land value within the subdivision. The Community Development Director may consider any subdivider-provided or other land value information source for use in calculation of the parkland fee.

## FIRE MARSHAL

82. For residential areas, approved standard fire hydrants, located at each intersection and spaced 330 feet apart with no portion of any lot frontage more than 165 feet from a hydrant. Minimum fire flow shall be 1000 GPM for a 2-hour duration at 20 PSI. Off-site hydrants are required at any entry and every 660 feet around the perimeter of the project.
83. 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.
84. If required, sprinkler plans shall be submitted to the Fire Department. Area separation walls may not be used to reduce the need for sprinklers.
85. Any turn or cul-de-sac requires a minimum 38-foot outside turning radius.
86. All structures shall be accessible from an approved roadway to within 150 feet of all portions of the exterior of the first floor of the buildings, as measured by outside path of travel.
87. 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, unless otherwise approved by the Fire Department.
88. Any gate providing access from a public roadway to a private entry roadway shall be located at least 35 feet setback from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38-foot turning radius shall be used.
89. Gates shall be automatic, minimum 20 feet in width and shall be equipped with a rapid entry system (KNOX) unless otherwise approved by the Fire Department. 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.
90. 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.

91. The applicant or developer shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

#### COMMUNITY DEVELOPMENT

92. All mitigation measures included in Environmental Assessment 2006-577 are hereby included in this approval.
93. All public agency letters received for this case are made part of the case file documents for plan checking purposes.
94. A permit from the Community Development Department is required for any temporary or permanent tract signs. Up-lighted tract identification signs are allowed subject to the provisions of Chapter 9.160 of the Zoning Ordinance.
95. The Community Development 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 within 24 hours of Council approval of the Tentative Tract Map.
96. A master Minor Use Permit for all casitas shall be secured in conjunction with the recordation of the Final Map, unless special arrangements are otherwise approved by the Community Development Department. 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.
97. The site shall be monitored during on- and off-site trenching and rough grading by qualified archaeological monitors and a Native American monitor shall be present during all ground-breaking activities. Proof of retention of monitors shall be given to the City prior to issuance of the first earth-moving or clearing permit. The monitor shall be empowered to temporarily halt or divert equipment to allow for City notification and analysis.

If prehistoric or historic resources are discovered during monitoring or the subsequent construction phase, the Community Development Department shall be notified immediately.

98. On- and off-site monitoring of earth-moving and grading in areas identified as likely to contain paleontological resources shall be conducted by a qualified paleontological monitor. The monitor shall be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates, including a program of screen washing for micro invertebrate fossils. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Proof that a monitor has been retained shall be given to City prior to issuance of first earth-moving permit, or before any clearing of the site is begun.
99. The final report on all required monitoring shall be submitted to the Community Development Department prior to issuance of any Certificate of Occupancy for residences within this phase of the project.
100. Collected archaeological and paleontological resources shall be properly packaged for long term curation, in polyethylene self-seal bags, vials, or film cans as appropriate, all within acid-free, standard size, comprehensively labeled archive boxes and delivered to the City prior to issuance of first Certificate of Occupancy for the property. Materials shall be accompanied by descriptive catalogue, field notes and records, photographs, primary research data, and the original graphics.
101. Only lighting installed in accord with the Outdoor Lighting Ordinance shall be permitted. Details of all perimeter landscape lighting fixtures and a photometric plan for the Firenze Gate entry shall be submitted to the Community Development Department with the final landscaping plans to ensure conformance with the Outdoor Lighting Ordinance.
102. Prototypical residential units constructed within Tentative Tract 34642 shall conform to those approved under Site Development Permit 2006-853.
103. The applicant shall be responsible for the daily removal of all nuisance manure from the on-site equestrian trails and the Avenue 54 perimeter.
104. Prior to final map approval, the developer shall submit to the Community Development Department for review, a copy of the proposed Covenants, Conditions, and Restrictions (CC&R's) for the project. If Community Development Director determines City Attorney review is necessary, a deposit will be required for reimbursement of City Attorney review fees.

105. It shall be the developer's responsibility to coordinate with other developers in the area to acquire a power substation site for the Imperial Irrigation District. Expenses for the substation shall be the responsibility of those developers involved with the coordination and acquisition.
106. All applicable conditions or provisions of Specific Plan SP 04-074 Amendment #1 shall be in force and effect for Tentative Tract Map 34642.



**FILE COPY**

**RESOLUTION NO. 2007-036**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA QUINTA, CALIFORNIA, APPROVING AN AMENDED SPECIFIC PLAN FOR GRIFFIN RANCH.**

**CASE NO: SPECIFIC PLAN 2004-074, AMENDMENT NO. 1  
APPLICANT: TRANSWEST HOUSING**

**WHEREAS**, the City Council of the City of La Quinta, California, did, on the 17<sup>th</sup> day of April, 2007 hold a duly noticed Public Hearing, to consider a request by Transwest Housing for approval of amended development principles and design guidelines for a Specific Plan to provide an additional 90 lots and  $\pm$  45 acres to the existing 303 lot,  $\pm$  199 acre subdivision, permit a larger clubhouse, and update the existing development standards to include previous Site Development Permit approvals, on property located south of Avenue 54, east of Madison Street, and west of Monroe Street, more particularly described as:

**PORTIONS OF THE NORTH 1/2 OF SECTION 15, T6S, R7E, S.B.B.M.**

**WHEREAS**, the Planning Commission of the City of La Quinta, California, did, on the 27<sup>th</sup> day of March, 2007, hold a duly-noticed Public Hearing to consider adoption of a recommendation on Specific Plan 2004-074 Amendment #1 and, after hearing and considering all testimony and arguments, did adopt Planning Commission Resolution 2007-013, recommending to the City Council approval of Specific Plan 2004-074 Amendment #1; and,

**WHEREAS**, the La Quinta Community Development Department has prepared Environmental Assessment 2006-577, and has determined that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures incorporated into the project approval will mitigate or reduce any potential impacts to a level of non-significance; and,

**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 pursuant to Section 9.240.010 of the Zoning Code to justify granting approval of said Specific Plan:

1. **Consistency with the General Plan:** The proposed Amended Specific Plan is consistent with the goals and policies of the General Plan in that the design, height, scale and mass of the project is compatible with the Very Low Density Residential (VLDR) Land Use designation, as applied to the property under General Plan Amendment 2004-103.

2. **Public Welfare:** Approval of the proposed project will not create conditions materially detrimental to public health, safety and general welfare in that this issue was considered in Environmental Assessment 2006-577, and no significant health or safety impacts were identified for the proposed project.
3. **Land Use Compatibility:** The proposed Amended Specific Plan will continue the existing land use of the Griffin Ranch development and, in terms of surrounding land uses, is similar in nature to other residential projects being developed in the immediate area, such as lower density residential uses with country clubs and equestrian amenities. The proposed project is consistent with the existing Griffin Ranch development and will incorporate the existing rural design theme with equestrian amenities in an area that is considered transitional between Low and Very Low Density rural, agrarian and equestrian uses. The VLDR designation provides for an appropriate transitional land use.
4. **Property Suitability:** The proposed project is suitable and appropriate for the subject property, in that it is located in an area considered Low and Very Low density country club communities, transitioning to equestrian and agricultural uses to the east. The project continues the existing transition between urban low density uses and more rural, residential/equestrian or agricultural uses. The Amended Specific Plan can be served without adverse impact by all necessary public services and utilities.

**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 Amended Specific Plan;
2. That it does hereby approve Specific Plan 2004-074 Amendment #1 for the reasons set forth in this Resolution, subject to the Conditions of Approval attached hereto as Exhibit A;

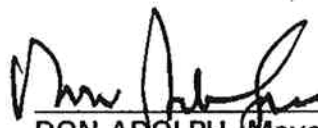
**PASSED, APPROVED and ADOPTED** at a regular meeting of the La Quinta City Council held on this 17<sup>th</sup> day of April, 2007, by the following vote, to wit:

**AYES:** Council Members Henderson, Kirk, Osborne, Sniff, Mayor Adolph

**NOES:** None

**ABSENT:** None

**ABSTAIN:** None



\_\_\_\_\_  
DON ADOLPH, Mayor  
City of La Quinta, California

**ATTEST:**



\_\_\_\_\_  
VERONICA J. MONTECINO, CMC, City Clerk  
City of La Quinta, California  
(CITY SEAL)

**APPROVED AS TO FORM:**



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

**CITY COUNCIL RESOLUTION NO. 2007-036  
CONDITIONS OF APPROVAL - FINAL  
SPECIFIC PLAN 2004-074 AMENDMENT NO. 1  
TRANS WEST HOUSING / GRIFFIN RANCH  
APRIL 17, 2007**

**EXHIBIT "A"**

1. Specific Plan 2004-074, Amendment No.1 (SP 2004-074 Amd. #1) shall be developed in compliance with these conditions, and the approved Specific Plan document. In the event of any conflicts between these conditions and the provisions of SP 2004-074 Amendment No.1, these conditions shall take precedence.
2. 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.

3. Specific Plan 2004-074 Amendment No. 1 shall comply with all applicable conditions and/or mitigation measures for the following related approvals:

Tentative Tract Maps No. 32879 and 34642  
Site Development Permits 2005-848, 2005-853, and 2006-876  
Environmental Assessments EA 2004-526 and EA 2006-577

In the event of any conflict(s) between approval conditions and/or provisions of these approvals, the Community Development Director shall determine precedence.

4. No signage is permitted with this approval. Signage shall be reviewed under separate permit.

**SPECIFIC PLAN**

5. Page 36, *Perimeter Walls*, second sentence shall include language to state: "These walls may be up to 8.5' in height *from adjacent curb* with masonry block and smooth stucco finish."

6. Page 36, *Amendments to the Specific Plan*, last paragraph on page 36 referencing deviations shall be rewritten to the following: *"The Director of Community Development shall have the authority to determine substantial conformance with the provisions of the Specific Plan when the changes are less than 10%; the Planning Commission shall review changes that vary between 10% and 15%; and the City Council shall review all changes greater than 15%."*
7. Casitas shall be referenced within the Residential Development Standards on Page 33 as having a 15 foot front setback.

#### EXHIBITS

8. Within 30 days of City Council approval, applicant shall provide five copies of the Final Specific Plan document to the Community Development Department. The Final Specific Plan shall include all project related final Conditions of Approval and correct any typographical errors, internal document inconsistencies, and/or minor amendments deemed necessary by City staff. In addition the following amendments shall be made and submitted for the review and approval of the Community Development Director:
  - (a) Exhibit 10 on Page 26 shall be revised to add and identify street improvements for Avenue 54 and Monroe Street as part of Phase 4 Phasing.
  - (b) Exhibit 18 on Page 41 shall revise the Title from "Trails Exhibit" to "Equestrian Trails Exhibit."
  - (c) The Monroe Street perimeter exhibits shall be revised in order to reflect the conditions of approval for Tentative Tract 34643, a multi-purpose trail with no sidewalk.

#### APPENDIX ONE, TRAFFIC AND CIRCULATIN ELEMENT

- (d) In Appendix One, the first sentence of Program 2.8 of Page 3 shall be revised to read: "On Local streets, the minimum intersection spacing shall be 250 feet."

- (e) In Appendix One, Page 3, the last sentence for Traffic and Circulation Goals, Policies and Programs, shall revise "54th Avenue" to the correct name "Avenue 54."