

CONDITIONS OF APPROVAL
TENTATIVE PARCEL MAP 27131 - APPROVED
FEBRUARY 13, 1992

1. Tentative Parcel Map 27131 shall comply with the standards and requirements of the State Subdivision Map Act and the City of La Quinta Land Division Ordinance and Washington Street Specific Plan unless otherwise modified by the following conditions.
2. This Tentative Parcel Map approval shall expire two years after the maps first approval date on January 30, 1992 (by the Planning Director), unless approved for extension as provided for by the City of La Quinta Land Division Ordinance.
3. The Applicant shall comply with all requirements of the Coachella Valley Water District (CVWD) as stated in the letter dated December 26, 1991.
4. Commercial or residential plot plans or tentative tract maps shall be submitted and approved by the City of La Quinta in accordance with the La Quinta Zoning and Subdivision Ordinance before any grading permits are issued or any development takes place on the above Parcel Map. More detailed Conditions of Approval will be added on Tentative Parcel Map 27131 at that point in time.
5. Prior to the issuance of grading permits, anywhere on Tentative Parcel Map 27131, the Applicant shall pay the required mitigation fees for the Coachella Valley Fringe-Toed Lizard Habitat Conversion Program as adopted by the City in the amount of \$600 per acre of disturbed land.

ENGINEERING DEPARTMENT

6. Applicant shall dedicate public street right of way and utility easements in conformance with the City's General Plan, Municipal Code, applicable specific plans if any, and as required by the City Engineer, as follows:
 - A. Washington Street - Major Arterial, 60-foot half width;
 - B. Fred Waring Drive - Major Arterial, 60-foot half width;
 - C. Palm Royale Drive - Collector Street, 72-foot full width;
 - D. Darby Road - Local Street, 60-foot full width;
 - E. Right of way geometry for corner cut-backs at intersections shall conform with Riverside County Standard Drawing #805 unless otherwise approved by the City Engineer.
7. Applicant shall provide a landscaped setback lots of noted width adjacent to the following street right of way(s):

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- A. Washington Street, 20-feet wide;
 - B. Fred Waring Drive, 20-feet wide;
 - C. Palm Royale Drive, 10-feet wide.
8. Applicant shall vacate vehicle access rights to Washington Street and Fred Waring Drive from all abutting lots. Access to these streets from this land division shall be restricted to Palm Royale Drive intersections only. Access from the abutting lots to Washington Street or Fred Waring Drive may be permitted in the future as approved by the City.
9. Applicant shall provide a blanket easement that covers the entire landscaped setback lots for the purpose of a meandering public sidewalk.
10. Applicant shall cause no easements to be granted or recorded over any portion of this property between the date of approval by the City Council and the date of recording of the final map without the approval of the City Engineer.
11. Applicant shall pay all fees charged by the City as required for processing, plan checking and construction inspection. The fee amount(s) shall be those which are in effect at the time the work is undertaken and accomplished by the City.
12. Applicant shall construct an eight-foot wide meandering sidewalk in the easterly parkway of Washington Street and a six-foot wide meandering sidewalk in the northerly parkway Fred Waring Drive.
13. Turning movements of traffic accessing the subject land division from adjoining public streets shall be as follows:

Washington Street

- A. Palm Royale Drive: left and right turns in and out are allowed;

Fred Waring Drive

- A. Palm Royale Drive: right turns in and out only unless otherwise approved by the City Council.

The median island on Fred Waring Drive shall have no opening in it to permit vehicular left turn movements into or out of the land division where Palm Royale Drive intersects Fred Waring Drive unless otherwise approved by the City Council.

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14. The Applicant, owner, successor or assignee of land in this land division shall install, or agree to install, street improvements, on-site grading and drainage improvements in accordance with the Conditions of Approval for this land division prior to issuance of a grading permit for any of the parcels in this land division. Installation of the improvements and grading may occur in phases to some degree subject to City approval, however, notice is hereby given that development of any given parcel may require a substantially greater portion of the improvements required by these Conditions of Approval than what is considered to be the fair share for that particular parcel. Therefore, it is recommended that a prospective developer of any of the lots within this land division submit its development plans to the City for review prior to closing a land purchase transaction.

In order to ensure that all potential owners or developers of land within this land division are apprised of the requirement to install improvements required by these Conditions of Approval, the following statement shall be placed on the parcel map of record in a manner that clearly indicates the statement applies to all parcels in the land division.

"NOTICE IS HEREBY GIVEN that prior to issuance of a grading permit for any parcel of land created by this parcel map, certain off-site and on-site improvements must be installed, or agreed to be installed. Therefore, prior to closing any land purchase transaction it is recommended that the prospective new land owner check the Conditions of Approval imposed by the City Council when this land division was approved."

15. Prior to issuance of any building permit for Parcels 3, 4 or the remainder parcel, Darby Road and Palm Royale Drive shall be constructed.
16. Prior to issuance of a grading permit for any of the parcels in this land division, Applicant shall have street improvement plans prepared by a registered civil engineer. Street improvements shall be designed for all streets within the proposed subdivision and for off-site streets as required by these Conditions of Approval. All street improvements shall be designed and constructed in accordance with the LQMC and adopted Standard Drawings, and City Engineer and shall include all appurtenant components required by same, except mid-block street lighting, such as but not limited to traffic signs and channelization markings, street name signs, sidewalks, and raised medians where required by the City's General Plan. Street design shall take into account the soil strength, anticipated traffic loading, and design life. The minimum structural section for residential streets shall be 3" AC over 4" Class 2 Base.

Miscellaneous incidental improvements and enhancements to existing improvements where joined by the newly required improvements shall be designed and constructed as required by the City Engineer to assure the new and existing improvements are appropriately integrated to provide a finished product that conforms with City standards and practices. This includes tapered off-site street transitions that extend beyond tract boundaries and join the widened and existing street sections.

The following specific street widths shall be constructed to conform with the General Plan street type noted therewith:

A. ON-SITE STREETS

1. Palm Royale Drive - full width Collector Street, 48 feet wide, refer to General Plan Figure VII-2.
2. Darby Road - full width Local Street, 36 feet wide.

- B. OFF-SITE STREETS - The City is contemplating adoption of a major thoroughfare improvement ordinance which is intended to distribute the improvement cost of major thoroughfare construction evenly and fairly on undeveloped land. If the ordinance is adopted, all land division maps prepared pursuant to this Specific Plan shall be subject to payment of fees, or construction of improvements in lieu of, as setforth in the ordinance, provided the ordinance is adopted 60 days prior to recordation of the map. The fees shall be paid, or agreed to be paid, prior to recordation of the map.

If in the event, the major thoroughfare improvement ordinance is not adopted, the off-site street improvement responsibility, including design and construction, shall be as follows:

1. Washington Street (from north boundary of map to Fred Waring Drive, including segment that is not a part of map) install half width Major Arterial (three of six travel lanes), plus full width raised landscaped median, refer to General Plan Figure VII-2.
2. Fred Waring Drive (portion contiguous to land division) install half width Major Arterial (three of six travel lanes), plus full width raised landscaped median, refer to General Plan Figure VII-2.
3. Applicant is responsible for the cost to design and construct traffic signals at the following locations.

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- a. Fred Waring Drive;
 - (1) Washington Street: 100% responsibility for modification of northeast corner;
 - (2) Palm Royale Drive: 100% responsibility;
- b. Washington Street;
 - (1) Palm Royale Drive: 100% responsibility.

The signals will be installed by the City when warranted by traffic conditions.

- 17. A thorough preliminary engineering, geological, and soils engineering investigation shall be conducted with a report submitted for review along with grading plan. The report recommendations shall be incorporated into the grading plan design prior to grading plan approval. The soils engineer and/or the engineering geologist must certify to the adequacy of the grading plan. A statement shall appear on the final subdivision map that a soils report has been prepared for the tract pursuant to Section 17953 of the Health and Safety Code.
- 18. A grading plan for all five (5) parcels of this land division shall be prepared by a registered civil engineer and approved by the City Engineer prior to issuance of a grading permit for any of the parcels within this land division.
- 19. The tract shall be designed and graded in a manner so the difference in building pad elevations between contiguous lots that share a common street frontage or join lots with adjoining existing tracts or approved tentative tracts does not exceed three (3.0) feet. The pad elevations of contiguous lots within the subject tract that do not share a common street shall not exceed five (5.0) feet.

If Applicant is unable to comply with the pad elevation differential requirement, the City will consider and may approve other alternatives that satisfy the City's intent to promote and ensure community acceptance and buyer satisfaction with the proposed development.
- 20. The tract shall be graded in a manner that permits storm flow in excess of the retention basin capacity to flow out of the tract through a designated emergency overflow outlet and into the historic drainage relief route. Similarly, the tract shall be graded in a manner that anticipates receiving storm flow from adjoining property at locations that has historically received flow.

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21. Storm water run-off produced in 24 hours by a 100-year storm shall be retained on site in landscaped retention basin(s) designed for a maximum water depth not to exceed six feet. The basin slopes shall not exceed 3:1. The percolation rate shall be considered to be zero inches per hour unless Applicant provides site-specific data that indicates otherwise. Other requirements include, but are not limited to, a grassed ground surface with permanent irrigation improvements, and appurtenant structural drainage amenities all of which shall be designed and constructed in accordance with requirements deemed necessary by the City Engineer.

The tributary drainage area for which the Applicant is responsible shall extend to the centerline of any public street contiguous to the site.

22. A trickling sand filter and leachfield shall be installed in the retention basin to percolate nuisance water in conformance with requirements of the City Engineer. The sand filter and leach field shall be sized to percolate 22 gallons per 1000 square feet of lot area per day.
23. Landscape and irrigation plans shall be prepared by a licensed landscape architect for the landscaped lots. The plans and proposed landscaping improvements shall be in conformance with requirements of the Planning Director, City Engineer, and Coachella Valley Water District and the plans shall be signed these officials prior to construction.
24. Applicant shall submit a copy of the proposed grading, landscaping and irrigation plans to the Coachella Valley Water District for review and approval with respect to the District's Water Management Program.
25. All existing and proposed telecommunication, television cable, and electric power lines with 12,500 volts or less, that are adjacent to the proposed site or on-site, shall be installed in underground facilities.
26. Underground utilities that lie directly under street improvements or portions thereof shall be installed, with trenches compacted to City standards, prior to installation of that portion of the street improvement. A soils engineer retained by Applicant shall provide certified reports of soil compaction tests for review by the City Engineer.
27. Applicant shall retain a California registered civil engineer, or designate one who is on Applicant's staff, to exercise sufficient supervision and quality control during construction of the tract grading and improvements to certify compliance with the plans, specifications, applicable codes, and ordinances. The engineer retained or designated by the Applicant to implement this

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responsibility shall provide the following certifications and documents upon completion of construction:

- A. The engineer shall sign and seal a statement placed on the "as built" plans that says "all (grading and grades) (improvements) on these plans were properly monitored by qualified personnel under my supervision during construction for compliance with the plans and specifications and the work shown hereon was constructed as approved, except where otherwise noted hereon and specifically acknowledged by the City Engineer".
 - B. Prior to issuance of any building permit, the engineer shall provide a separate document, signed and sealed, to the City Engineer that documents the building pad elevations. The document shall, for each lot in the tract, state the pad elevation approved on the grading plan, the as built elevation, and clearly identify the difference, if any. The data shall be organized by tract phase and lot number and shall be cumulative if the data is submitted at different times.
 - C. Provide to the City Engineer a signed set of "as built" reproduceable drawings of the site grading and all improvements installed by the Applicant.
28. An encroachment permit for work in any abutting local jurisdiction shall be secured prior to constructing or joining improvements.