

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPEMNT AGENCY
APRIL 13, 2005**

FINDINGS FOR APPROVAL

1. The proposed map and its design and improvement, is consistent with the General Plan in that the lots are intended to be used in compliance with the General Plan and zoning designation. The new parcels can be developed in accordance with the development standards of the zoning of the parcels
2. The design of the subdivision and proposed improvements are not likely to cause environmental damage or substantially and avoidably injure fish, or wildlife, since the project only divides the land into parcels and does not consist of the construction of improvements.
3. The design of the subdivision and proposed improvements are not likely to cause serious public health problems due to imposed conditions the fact that the project only divides the land and does not consist of the construction of improvements.

GENERAL

1. The La Quinta Redevelopment Agency 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 Parcel Map, or any Final Map recorded hereunder. The City shall have sole discretion in selecting its defense counsel.

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

2. This Tentative Parcel Map 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 developer of each of the parcels (hereinafter referred to as "developer") 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
 - Desert Sands Unified School District

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

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

The developer 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 developer shall furnish proof of such approvals when submitting those improvements plans for City approval.

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

4. The developer 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 developer or design professional can obtain the California Stormwater Quality Association SWPPP template at www.cabmphandbooks.com for use in their SWPPP preparation.

- B. The developer'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 developer 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 developer'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).

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

- 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 developer shall be approved by the City Engineer prior to any onsite or offsite grading, pursuant to this project.
- F. The approved SWPPP and BMPs shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.
5. Permits issued under this approval shall be subject to the provisions of the Infrastructure Fee Program and Development Impact Fee program in effect at the time of issuance of building permit(s).

PROPERTY RIGHTS

6. Prior to issuance of any permit(s), the developer shall acquire or confer easements and other property rights necessary for the construction or proper functioning of the proposed development as to the parcel being developed by that developer. 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 developer 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) Highway 111 (Major Arterial – State Highway, 140' ROW) – The standard 70 feet from the centerline of Highway 111 for a total 140-foot ultimate developed right of way plus additional right of way for an exclusive right turn only lane measured 78 feet from the centerline of Highway 111 at the Dune Palms Road intersection.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

- 2) Dune Palms Road (Primary Arterial, Option A, 110' ROW) – The standard 55' from the centerline of Dune Palms Road for a total 110-foot ultimate developed right of way except for:
 - A) An additional right of way dedication at the Highway 111 intersection of fifty six (56') feet from the centerline and 250 feet long plus a variable dedication of an additional 200 feet to accommodate dual left turn lane improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS,
 - B) An additional right of way dedication for a deceleration/right turn only lane at the Parcel 1 driveway (Driveway #5) of sixty three (63') feet from the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08 however at a minimum 100 feet long plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS,
 - C) An additional right of way dedication for a deceleration/right turn only lane at the Parcel 2 driveway (Driveway #7) of sixty three (63') feet from the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08 however at a minimum 100 feet long plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS,
 - D) An additional right of way dedication for a deceleration/right turn only lane at the Parcel 3 Primary Entry (Driveway #8) of sixty three (63') feet from the centerline and extending to the Parcel 2 driveway (Driveway #7) to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS,
 - E) An additional right of way dedication for a deceleration/right turn only lane at the Parcel 4 Primary Entry (Driveway #9) of sixty three (63') feet from the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08 however at a minimum 100 feet long plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS, and
 - F) An additional right of way dedication for a deceleration/right turn only lane at the Parcel 4 Secondary Entry (Driveway #10) of sixty three

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

(63') feet from the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08 however at a minimum 100 feet long plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

- 3) Avenue 48 (Primary Arterial, Option A, 110' ROW) – The standard 55' from the centerline of Avenue 48 for a total 110-foot ultimate developed right of way except for:
 - A) An additional right of way dedication for a deceleration/right turn only lane at the Parcel 4 of sixty three (63') feet from the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08 however at a minimum 100 feet long plus a variable dedication of an additional 50 feet to accommodate improvements conditioned under STREET AND TRAFFIC IMPROVEMENTS.

9. 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 Developer 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.

10. When the City Engineer determines that access rights to the proposed street right-of-ways shown on the approved Tentative Parcel Map are necessary prior to approval of the Final Map dedicating such right-of-ways, the developer shall grant the necessary right-of-ways within 60 days of a written request by the City.
11. The developer shall create perimeter landscaping setbacks along all public right-of-ways as follows:
 - A. Highway 111 (Major Arterial – State Highway) - 50-foot from the R/W-P/L.
 - B. Dune Palms Road (Primary Arterial) - 20-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.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

Where public facilities (e.g., sidewalks) are placed on privately-owned setbacks, the developer shall offer for dedication blanket easements for those purposes on the Final Map.

12. Direct vehicular access to Dune Palms Road from parcels with frontage along Dune Palms Road is restricted, except for those access points identified on the Tentative Parcel Map site plan, or as otherwise conditioned in these conditions of approval. The vehicular access restriction shall be shown on the recorded final parcel map.
13. Direct vehicular access to Highway 111 from Parcel 1 is prohibited. The vehicular access prohibition shall be shown on the recorded final parcel map.
14. The developer shall re-design the alignment of Driveway #8 (located approximately 1130 feet south of Highway 111) so its centerline projects across the street to a location that is 35 feet south of the joint property line separating parcels 3 and 4 of Parcel Map 28422.
15. Ancillary vehicular access to Highway 111 from Parcels 1 through 3 shall be through the signalized intersection at La Quinta Drive and existing access driveways for Parcel Map No. 30420.
16. The developer 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.
17. The developer shall cause no easement to be granted, or recorded, over any portion of the subject property between the date of approval of the Tentative Parcel Map and the date of recording of any Final Map, unless such easement is approved by the City Engineer.

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.

18. 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.
19. 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

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

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 developer may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors.

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

NOTE: A through C to be submitted concurrently.

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

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

- F. Traffic Signal Modification Plan 1" = 20' Horizontal
- G. Off-Site Median Landscaping Plans 1" = 40' Horizontal

NOTE: D through F to be submitted concurrently. Caltrans approval required for all work within Highway 111 right of way.

- H. Precise Grading Non-Residential 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.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

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

The developer shall prepare an accessibility assessment on a marked up print of the building floor plan identifying every building egress and notes the 2001 California Building Code accessibility requirements associated with each door. The assessment must comply with submittal requirements of the Building & Safety Department. A copy of the reviewed assessment shall be submitted to the Engineering Department in conjunction with the Site Development Plan when it is submitted for plan checking.

“Precise Grading Non-Residential” plans shall normally include all on-site surface improvements including but not necessarily limited to finish grades for curbs & gutters, building floor elevations, parking lot improvements and ADA requirements.

20. 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). Navigate to the Public Works Department home page and look for the Online Engineering Library hyperlink.
21. The developer 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 developer shall update the AutoCAD files in order to reflect the as-built conditions.

Where the improvement plans were not produced in a standard AutoCAD format, or a file format that can be converted to an AutoCAD format, the City Engineer will accept raster-image files of the plans.

IMPROVEMENT SECURITY AGREEMENTS

22. Prior to approval of any Final Map, the Community Development Director and Public Works director shall verify that satisfactory agreements are in place ensure that the developers of the parcels created by this Map will undertake their respective obligations which correspond to the development of the various parcels, consistent with the conditions of approval of their respective site development permits.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

23. Any Subdivision Improvement Agreement (“SIA”) entered into by and between the developer and the City of La Quinta, for the purpose of guaranteeing the completion of any improvements related to this Tentative Parcel Map, shall comply with the provisions of Chapter 13.28 (Improvement Security), LQMC.
24. 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 occupancy of permanent buildings within such latter phase, or as otherwise approved by the City Engineer.

In the event the developer 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.

25. Depending on the timing of the development of the Parcel Map, and the status of the off-site improvements at the time, the developer may at the discretion of the Public Works Director be required to:
 - A. Construct certain off-site improvements.
 - B. Secure the costs for future improvements that are to be made by others.
 - C. To agree to any combination of these means, as the City may require.

Off-Site Improvements should be completed on a first priority basis. The developer shall complete Off-Site Improvements in the first phase of construction.

In the event that any of the improvements required for this development are constructed by the City, the developer 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.

26. If the developer elects to utilize the secured agreement alternative, the developer shall submit detailed construction cost estimates for all proposed on-site and off-site

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

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 developer submits its detailed construction cost estimates for conditional approval of the Final Map by the City Council, the developer 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 developer's detailed cost estimates.

27. Security will not be required for telephone, natural gas, or Cable T.V. improvements.
28. Should the developer fail to construct the improvements for the development, or fail to satisfy its obligations for the development in a timely manner, the City shall have the right to halt issuance of building permits, and/or final building inspections, withhold other approvals related to the development of the project, or call upon the surety to complete the improvements.

GRADING

29. The developer shall comply with the provisions of Section 13.24.050 (Grading Improvements), LQMC.
30. Prior to occupancy of the project site for any construction, or other purposes, the developer shall obtain a grading permit approved by the City Engineer.
31. To obtain an approved grading permit, the developer 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.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

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 developer 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.

32. The developer 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.
33. 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.
34. The developer shall abandoned any existing wells within the Tentative Parcel Map boundaries as approved by CVWD and the City Engineer.
35. Building pad elevations on the rough grading plan submitted for City Engineer's approval shall conform with pad elevations shown on the tentative parcel map, unless the pad elevations have other requirements imposed elsewhere in these Conditions of Approval.
36. 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 Parcel Map, the developer shall submit the proposed grading changes to the City Staff for a substantial conformance finding review.
37. Prior to the issuance of a building permit for any building lot, the developer 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

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

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

38. Stormwater falling on site during the 100 year storm shall be retained within the development, unless otherwise approved by the City Engineer. The tributary drainage area shall extend to the centerline of adjacent public streets. The design storm shall be either the 3 hour, 6 hour or 24 hour event producing the greatest total run off.

For Parcels 1 through 3, the developer shall design to contain all stormwater in reinforced concrete underground retention storage within the parking area or other alternative design as approved by the City Engineer. Additionally, the developer's design professional shall design the underground retention storage with special consideration to the Gas Station's underground gasoline storage tanks per Riverside Flood Control and Water Conservation District guidelines and incorporate necessary BMPs in each design to ensure that gasoline leakage and spillages do not become entrapped in the underground retention storage.

39. For Parcel 4 and if above ground retention is directed by the City for Parcels 1 through 3, the developer shall design for the retention basins to comply with the provisions of Section 13.24.120 (Drainage), LQMC, Engineering Bulletin No. 97.03. More specifically, stormwater falling on site during the 100 year storm shall be retained within the development, unless otherwise approved by the City Engineer. Additionally, the 100 year stormwater shall be retained within the interior street right of way. The tributary drainage area shall extend to the centerline of adjacent public streets and include any resulting uncaptured tributary stormwater flows. The design storm shall be either the 3 hour, 6 hour or 24 hour event producing the greatest total run off.

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

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

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

40. 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.
41. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
42. 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.
43. Storm drainage historically received from adjoining property shall be received and retained or passed through into the historic downstream drainage relief route.

UTILITIES

44. The developer shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.
45. The developer 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.
46. 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.

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

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

STREET AND TRAFFIC IMPROVEMENTS

48. The developer 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. Unless otherwise required by the Public Works director or otherwise required as a condition of approval in the site

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

development permits for the developments, each developer shall be responsible for completing the roadway improvements adjacent to its parcels only, subject to approved coordination by the Public Works Department.

A. OFF-SITE STREETS

1) Highway 111 (Major Arterial – State Highway; 140' R/W):

Per proposed Street Improvement Plans for Highway 111, the City of La Quinta shall widen the south side of the street along all frontage adjacent to the Tentative Parcel Map boundary to its ultimate width on the south side as specified in the General Plan and as approved by CALTRANS. The south curb face shall be located fifty eight feet (58') south of the centerline, except at locations where additional street width is needed to accommodate:

- a) A deceleration/right turn only lane on Highway 111 at the Dune Palms Road intersection per CALTRANS requirements.

Required improvements of this tentative parcel map in the Highway 111 right of way and/or adjacent landscape setback area include:

- b) 8-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.
- c) Modify the existing traffic signal at the Highway 111 and Dune Palms Road intersection for a dual left turn for northbound Dune Palms Road traffic to westbound Highway 111 and any street improvements conditioned herewith.
- d) A bus shelter on the south side of Highway 111, west of Dune Palms Road to be constructed in accordance with the City's Highway 111 Design Guidelines standard plan and as conditioned per Condition 74 of Site Development Permit 2005-824.

2) Dune Palms Road (Primary Arterial; 110' R/W option):

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

Widen the west side of the street along all frontage adjacent to the Tentative Parcel 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 250-foot long dual left turn lane for northbound Dune Palms Road at the Highway 111 intersection. The west curb face shall be located forty four feet (44') west of the centerline with a variable transition of 200 feet.
- b) A deceleration/right turn only lane on Dune Palms Road at the Parcel 1 driveway (Driveway #5). The west curb face shall be located of fifty one (51') west of the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08 however at a minimum 100 feet long plus a variable dedication of an additional 50 feet.
- c) A deceleration/right turn only lane on Dune Palm Road at the Parcel 2 Driveway (Driveway #7). The west curb face shall be located fifty one feet (51') west of the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08. As a minimum, the required length shall be 100 feet plus a variable dedication of an additional 50 feet.
- d) A deceleration/right turn only lane on Dune Palms Road at the Parcel 3 Primary Entry (Driveway #8). The west curb face shall be located fifty one feet (51') west of the centerline and extending to the Parcel 2 Entry at Driveway #7.
- e) A deceleration/right turn only lane on Dune Palm Road at the Parcel 4 Primary Entry (Driveway #9). The west curb face shall be located fifty one feet (51') west of the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08. As a minimum, the required length shall be 100 feet plus a variable dedication of an additional 50 feet.
- f) A deceleration/right turn only lane on Dune Palm Road at the Parcel 4 Secondary Entry (Driveway #10). The west curb face shall be

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

located fifty one feet (51') west of the centerline and length to be determined by a traffic study prepared for the developer by a licensed traffic engineer per Engineering Bulletin # 03-08. As a minimum, the required length shall be 100 feet plus a variable dedication of an additional 50 feet.

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

- g) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- h) 8-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.
- i) An 18 - foot wide raised landscaped median along the entire boundary of the Tentative Parcel Map plus variable width as needed to accommodate a dual left turn for the north bound Dune Palms Road traffic turning left to westbound Highway 111. The length shall be 250 feet with a 100-foot (50 to 1) taper.

Additional median openings are required for the following:

Dune Palms Road – North bound Traffic

Left turn movement into the Parcel 2 Entry at Driveway #7 (approximately 670 feet south of Highway 111) at least 320 feet long with a 90-foot transition. The developer shall design the median opening for positive restriction of prohibited movements.

Left turn movement into the Parcel 4 Primary Entry (Driveway #9) with a minimum length of at least 100 feet plus a 50-foot transition. The length shall be as per Engineering Bulletin # 03-08. The developer shall design the median opening for positive restriction of prohibited movements.

Dune Palms Road – South bound Traffic

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

Left turn movement into Parcel Map 28422 on the east side of Dune Palms Road (approximately 617 feet south of Highway 111) with a minimum length of at least 100 feet plus a 50-foot transition. The length shall be as per Engineering Bulletin # 03-08. The developer shall design the median opening for positive restriction of prohibited movements.

Left turn movements into the Desert Sands Unified School District Bus Facility on the east side of Dune Palms Road (approximately 1386 feet south of Highway 111) at least 200 feet long with a 90-foot reverse curve transition.

Left turn movements into the existing two south most driveways into Desert Sands Unified District Administrative Complex on the east side of Dune Palms Road located 400' and 1040' north of Avenue 48. The length shall be as per Engineering Bulletin # 03-08. The developer shall design the median opening for positive restriction of prohibited movements.

- j) Modification of the existing traffic signal at the Highway 111 and Dune Palms Road intersection as required by the abovementioned improvements and as approved by Caltrans.
- k) Establish a benchmark in the Dune Palms Road right of way and file a record of the benchmark with the County of Riverside.

The developer shall extend improvements beyond the parcel 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).

Reimbursement for any improvements which are eligible for reimbursement from the City's Development Impact Fee fund shall be process in accordance with policies established for that program.

Entry drives, main interior circulation routes, 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.

49. The developer 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:

Parking Lot (Low Traffic Areas)	3.0" a.c./4.5" c.a.b.
Parking Lot (High Traffic Areas)	4.5" a.c /5.5" c.a.b.
Primary Arterial	4.5" a.c./6.0" c.a.b.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

or the approved equivalents of alternate materials.

50. The developer 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 developer shall not schedule construction operations until mix designs are approved.
51. General access points and turning movements of traffic are limited to the following:
 - A. Parcel 1 Driveway (Driveway #5) on Dune Palms Road (to be no closer than 300 feet of the CALTRANS right-of way, south of Highway 111): Right turn in and right turn out movements are permitted. Left turn in and left turn movements prohibited.
 - B. Parcel 2 Entry at Driveway #7 on Dune Palms Road (approximately 670 feet south of Highway 111): Right turn in, right turn out and left turn in movements are permitted. Left turn out movement is prohibited. The developer shall design the median opening for positive restriction of prohibited movements.
 - C. Parcel 3 Primary Entry at Driveway #8 on Dune Palms Road (approximately 1130 feet south of Highway 111): Right turn in and right turn out movements are permitted. Left turn in and left turn out movements are prohibited. The developer shall re-design the alignment of Driveway #8 so its centerline projects across the street to a location that is 35 feet south of the joint property line separating parcels 3 and 4 of Parcel Map 28422.
 - D. Parcel 4 Primary Entry: Right turn in, right turn out and left turn in movements are permitted. Left turn out movement is prohibited. The developer shall design the median opening for positive restriction of prohibited movements.
 - E. Parcel 4 Secondary Entry: Right turn in and right turn out movements are permitted. Left turn in and left turn out movements are prohibited.
52. 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.
53. 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.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

PARKING LOTS and ACCESS POINTS

54. The design of parking facilities shall conform to LQMC Chapter 9.150 and in particular the following:
- A. The parking stall and aisle widths and the double hairpin stripe parking stall design.
 - B. ADA accessibility routes between opposite Handicap Stalls shall be a minimum of 4 feet.
 - C. Cross slopes should be a maximum of 2% where ADA accessibility is required including accessibility routes between buildings.
 - D. Building access points shall be shown on the Precise Grading Plans to better evaluate ADA accessibility issues.

Entry drives, main interior circulation routes, corner cutbacks, bus turnouts, dedicated turn lanes, ADA accessibility route to public streets and other features shown on the approved construction plans, may require additional street widths and other improvements as may be determined by the City Engineer.

55. Raised medians shall be constructed at the Parcel 2 Driveway at Driveway #7 off of Dune Palms Road to pass the first parking aisle.

CONSTRUCTION

56. The City will conduct final inspections of habitable buildings only when the buildings have access to publicly-maintained streets. The improvements shall include required traffic control devices, pavement markings and signage.

LANDSCAPING

57. The developer shall comply with Sections 13.24.130 (Landscaping Setbacks) & 13.24.140 (Landscaping Plans), LQMC.
58. The developer shall provide landscaping in the required setbacks, retention basins, common lots and parking areas.
59. Landscape and irrigation plans for landscaped lots and setbacks, medians, retention basins, and parks shall be signed and stamped by a licensed landscape architect.
60. The developer 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 developer shall obtain the signatures of CVWD and the Riverside County Agricultural Commissioner, prior to

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

submittal for signature by the City Engineer.

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

61. 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.

QUALITY ASSURANCE

62. The developer shall employ construction quality-assurance measures that meet with the approval of the City Engineer.
63. The developer 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.
64. The developer 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.
65. Upon completion of construction, the developer 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 developer shall have all AutoCAD or raster-image files previously submitted to the City, revised to reflect the as-built conditions.

MAINTENANCE

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

FEES AND DEPOSITS

68. The developer 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 developer makes application for plan check and permits.

**FINDINGS AND CONDITIONS OF APPROVAL - FINAL
PARCEL MAP 33588
CITY OF LA QUINTA REDEVELOPMENT AGENCY
APRIL 13, 2005**

69. 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).

APPLICANT HAS NO RESPONSIBILITY FOR IMPROVEMENTS

70. The La Quinta Redevelopment Agency shall not be responsible for any improvements required by these conditions, with the exception of the improvements adjacent to Parcel 4, as to which the responsibility will be allocated by agreement between the developer of Parcel 4 (the affordable housing development) and the Agency. As to all of the other improvements, those shall be completed in connection with the development of Parcels 1, 2, and 3, in the sequence and as approved by the Public Works Director.