

MISCELLANEOUS

1. ALL IMPROVEMENTS ASSOCIATED WITH THE DEVELOPMENT OR PHASE OF THE DEVELOPMENT INCLUDING ACCESS AND SERVICE REQUIREMENTS SHALL BE CONSTRUCTED IN FULL BY THE DEVELOPER, INCLUDING BUT NOT LIMITED TO WASHES, STORM DRAINS, DRAINAGE STRUCTURES, WATER SYSTEMS, SEWER SYSTEM, CURBS AND GUTTERS, PAVING SIDEWALKS, STREETLIGHTS, STREET SIGNS AND LANDSCAPING.

CIRCULATION

- 4-1. Dedication of the following half-street right-of-way shall be made within ~~6 months of the date of City Council approval~~

Bell 55'
Pima 55'

THE APPLICANT SHALL BE RESPONSIBLE FOR ALL BACK OF CURB IMPROVEMENTS, TO INCLUDE THE CONSTRUCTION OF A MINIMUM OF 5 FOOT WIDE SIDEWALK.

- 5 2. A 1' VNE (vehicular non-access easement) shall be provided along perimeter streets except at approved intersections. ~~Intersections shall be located 660' and 1320' west of Pima as shown on the submitted plan.~~ THE MAJOR ACCESS INTERSECTIONS SHALL ALIGN WITH THE EXISTING MEDIAN OPENINGS OR BE LOCATED A MINIMUM DISTANCE OF 660 FEET FROM THESE LOCATIONS. RIGHT-TURN ONLY ACCESS DRIVEWAYS MAY BE PROVIDED AT MINIMUM 330 FOOT DISTANCES FROM APPROVED MEDIAN OPENINGS, WITH LOCATIONS TO BE DETERMINED AT THE TIME OF DEVELOPMENT REVIEW BOARD SUBMITTAL.
- 6 3. The developer shall be responsible for 50% of the design and installation of a traffic signal, when warranted as determined by the city, at the major access and Bell Road. This stipulation shall not apply if a traffic signal is not warranted by the end of the 10th year from the date of approval. If the development is completed within a time period prior to the end of the 10th year and the applicant would want to terminate his responsibility for this stipulation, the applicant may deposit a fee for the remaining traffic signal requirements at a rate of \$75,000 30 per 100% participation. THIS PAYMENT SHALL NOT BE REQUIRED IF A TRAFFIC ANALYSIS IS PERFORMED AND APPROVED BY CITY STAFF THAT SHOWS THAT THIS INTERSECTION WILL NOT REQUIRE SIGNALIZATION AT THE TIME THAT THE PROPOSED DEVELOPMENT IS COMPLETED.
- 7 4. Security gates shall be located a minimum of 75' from the back-of-curb of the adjacent street. Turnaround space shall be provided at the outside of each gate.
- 8 5. Prior to any application for Development Review Board approval, a Traffic Impact Study ANALYSIS shall be approved by Project Review staff to determine the street classification, CROSS-SECTION, AND ALIGNMENT for the major access roadway.
- 9 ~~A 15' bikeway and landscape easement shall be provided along Bell Road.~~
106. Equestrian trails shall be provided in accordance with the General Plan.

APPROVED

10/4/94

INITIALS