CITY OF COLTON PUBLIC WORKS/ENGINEERING DEPARTMENT COMMERCIAL PRECISE GRADING & DRAINAGE PLAN REVIEW CHECKLIST (INCLUDES MULTI-UNIT FAMILY PLANNED DEVELOPMENT PLAN SETS)

PROJECT NAME:_____ TRACT, PARCEL MAP OR PROJECT ID NO._____ PLAN CHECKED BY:_____

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
DATE CHECKED:					
I. SUBMITTAL REQUIREMENTS – SEE PLAN CHECK REQUIREMENT CHECK LIST					
ROUGH GRADING PLAN					
CONDITIONS OF APPROVAL (ENGINEER TO INDEPENDENTLY VERIFY CONDITIONS OF APPROVAL HAVE BEEN MET)					
STREET PLAN					
ESTIMATES OF QUANTITIES					
PRECISE GRADING PLANS					
SOILS REPORT & ANNUAL UPDATE LETTER					
II. GENERAL SHEET REQUIREMENTS – ALL SHEETS					
A. MEDIUM					
1. 24”X36” SIZE. FINAL SUBMITTAL ON 3 MIL. MYLAR FILM					
2. NO “STICKY BACK” FILM, GLUED OR TAPED ON SECTIONS					
B. DRAFING/LAYOUT REQUIREMENTS					
1. PLAN NAME WITH TRACT, PM OR SDP NUMBER					
3. TYPE OF IMPROVEMENT PLAN, I.E. ROUGH GRADING PLAN, PRECISE GRADING.					
4. SECTION, TOWNSHIP AND RANGE					
5. REVISION BLOCK					
6. PREPARER’S NAME, ADDRESS, PHONE NUMBER					
7. BASIS OF BEARING AND APPROVED BENCH MARK					
8. SIGNATURE BLOCKS PROVIDED					
a. CITY SIGN OFF BLOCK – APPROVED BY: CITY ENGR., RCE #__,___, EXP. DATE – __/__/__.					
b. RESPONSIBLE ENGINEER’S SIGNATURE BLOCK AND SEAL – CHECK EXP. DATE					
c. OTHER AGENCYS SIGNATURE BLOCK(S) IF REQUIRED, I.E. CVWD, COUNTY OF RIVERSIDE, CITY OF INDIO					
d. BUILDING & SAFETY AND COMMUNITY DEVELOPMENT SIGNATURE BLOCK (TITLE SHEET ONLY) UPPER RIGHT HAND CORNER – IF APPLIES					
9. USA DIG ALERT NOTE WITH PHONE NUMBER 1-800-227-2600					
10. SHEETS NUMBERED NUMERICALLY IN INCREASING ORDER – SHEET ___ OF ___					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
11. 0.08" MINIMUM TEXT HEIGHT – CAD DRAFTED, 0.10" IF HAND DRAFTED – ALL TEXT LEGIBLE					
12. PROPERTY OWNER/DEVELOPER NAME, ADDRESS, PHONE NUMBER					
13. NORTH ARROW POINTING UPWARD OR TO THE RIGHT OR LEFT					
14. ENGINEERING SCALE					
III. TITLE SHEET					
A. GENERAL NOTES PROVIDED & UP TO DATE					
B. GRADING NOTES PROVIDED & UP TO DATE					
C. GENERAL PAVING NOTES PROVIDED & UP TO DATE					
D. GENERAL SIGNING AND STRIPING NOTES PROVIDED & UP TO DATE AS APPLICABLE					
E. INDEX MAP					
1. SCALE IS 1"=500' OR SMALLER - USE STANDARD ENGINEERING SCALE					
2. SHEET COVERAGE IS SHOWN					
3. STREET NAMES AND PARCEL/LOT #S SHOWN					
4. LOCATIONS OF STORM DRAIN SYSTEMS (CATCH BASINS, CULVERTS, CROSS GUTTERS, INLETS, ETC) ARE SHOWN. DIRECTION OF DRAINAGE FLOW IN STREET WITH Q10 AND Q100 SHOWN AT DRAINAGE INLET LOCATIONS.					
F. VICINITY MAP					
1. ARTERIAL STREETS SHOWN					
2. ORIENT NORTH AS ON INDEX MAP					
3. PROJECT LOCATION INDICATED ON MAP					
4. SCALE NOTATION PROVIDED ("NTS" IS OK)					
G. LEGEND OF SYMBOLS USED, INCLUDES CONSTRUCTION NOTE SYMBOLS, TYPICALABBREVIATIONS, SPECIAL LINETYPES, HATCHING LEGEND, ETC.					
H. OWNER'S INFORMATION - NAME/ADDRESS AND TELEPHONE NUMBER					
I. UTILITY AGENCY INFORMATION FOR:					
1. COLTON WATER DISTRICT					
2. COLTON WASTEWATER					
3. THE GAS COMPANY 800-427-2200					
4. VERIZON (FORMALY GTE) 800-483-5000					
5. TIME WARNER CABLEVISION					
J. CONSTRUCTION NOTES & EARTHWORK VOLUMES AS APPLICABLE					
K. ROUGH GRADED STREET/DRIVE ISLE SECTIONS AND DETAILS (MAY BE SHOWN ON SEPARATE SHEET IF ROOM DOES NOT PERMIT ON TITLE SHEET). SHOW LIMITS OF ROUGH GRADE, DEPTH, AND ALL HINGE POINTS.					
L. FEMA FLOOD ZONE DESIGNATION					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
M. TYPICAL GRADING DETAIL(S)					
N. UNDERGROUND SERVICE ALERT NOTE					
O. NOTICE TO CONTRACTOR NOTE.					
P. VERIFY COMPLIANCE WITH CONDITIONS OF APPROVAL					
Q. SOIL ENGINEER STAMP & SIGNATURE BLOCK – ENSURE UPDATE LETTER IS WITHIN 1 YEAR OF PLAN SET SUBMITTAL AS APPLICABLE PLANS SIGNED BY SOIL'S ENGINEER.					
R. TABLE PROVIDED WHEREIN BULDING AREA(S), STANDARD SLOTS, H/C STANDARD SLOT PARKING, H/C VAN PARKING AND TOTAL PARKING SLOTS ARE IDENTIFIED AND REQUIRED QUANTITIES VERIFIED					
S. VERIFY CONDITIONS OF APPROVAL TERMS WITH PLAN SET					
T. DEFINE AC, PPC & SUBBASE THICKNESS AND DETAIL – UTILIZE COMPACTED FILL OR CAB BASE ROCK – SEE CITY ROAD STRUCTURAL SECTIONS FOR MORE INFORMATION					
V. PLAN SHEETS					
A. GRADING AND PAVING PLAN SHOWS:					
1. NORTH ARROW (PREFERRED TO POINT UP OR RIGHT OR LEFT)					
2. 4" BAR SCALE – SCALE TO BE A TYPICALLY USED SCALE, I.E. 1"=20' OR LARGER.					
3. SHOW COMPLETE BOUNDARY INFORMATION AND LOT LINE ANNOTATION					
4. SHOW ALL PARCEL OR LOT NUMBERS					
5. SHOW ALL EASEMENTS					
6. SHOW ADJACENT RECORD MAP REFERNCES					
7. DIMENSION WALKWAY, STREET AND RIGHT OF WAY WIDTHS CONFIRM NO ENCROACHMENT OF P.U.E. BY BUILDING, FENCE, PATIO, WALL OR OTHER STRUCTURE 10 FOOT P.U.E. UNLESS WRITTEN APPROVAL FROM IID FOR 5 FOOT P.U.E.					
8. SHOW PROFILE OF PRIVATE STREET(S)					
9. SHOW GRADES AND COMPONENT DIMENSIONS WITH ARROW DIRECTION AND % SLOPE. INADEQUATE GRADE AND DIMENSION CALLOUT IS COMMON IN PRECISE GRADING PLANS CALLOUT TOP OF CURB TO FINISH FLOOR ELEVATIONS PARKING FACILITY DESIGN STANDARDS					
a. EXCEPT FOR SINGLE FAMILY DETACHED, SINGLE FAMILY ATTACHED, DUPLEX AND TOWNHOME RESIDENTIAL USES, NO PARKING FACILITY SHALL BE DESIGNED SO THAT VEHICLES ARE REQUIRED TO BACK INTO A PUBLIC STREET.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
b. NO PARKING SPACE SHALL BE LOCATED WITHIN THREE FEET OF ANY PROPERTY LINE					
c. WITH THE EXCEPTION OF SINGLE FAMILY DETACHED, SINGLE FAMILY ATTACHED AND DUPLEX RESIDENTIAL USES, ALL PARKING BAYS SHALL BE BORDERED BY CONTINUOUS CURBS TO SERVE AS DRAINAGE CHANNELS AND AS WHEEL STOPS. INDIVIDUAL WHEEL STOPS SHALL NOT BE PERMITTED IN LIEU OF SUCH CURBS					
d. ALL DRIVEWAYS SHALL BE DESIGNED FOR POSITIVE DRAINAGE. IF AN INVERTED CROWN IS PROPOSED FOR A DRIVEWAY, THE CENTER PORTION SHALL BE A RIBBON GUTTER OF PORTLAND CEMENT CONCRETE RATHER THAN ASPHALTIC CONCRETE					
e. PARKING LOT LAYOUTS SHALL PROVIDE A CLEAR HIERARCHY OF MAJOR ACCESS DRIVES (CONNECTING THE PARKING AREA TO THE PUBLIC STREET), FIRE LANES, LOADING AREAS, MINOR DRIVES, PARKING BAY MANEUVERING AREAS, ETC. PARKING SHALL NOT BE ARRANGED TO REQUIRE BACKING OUT INTO MAJOR ACCESS DRIVES					
f. IN ORDER TO AVOID DEAD END AISLES, PARKING BAYS WITH TEN SPACES OR MORE SHALL CONNECT WITH OTHER PARKING BAYS OR DRIVE AISLES OR SHALL PROVIDE A TURNAROUND AREA AT THE END OF THE BAY					
g. PARKING ACCESSWAYS ARE THOSE DRIVEWAYS THAT PROVIDE INGRESS OR EGRESS FROM A STREET TO THE PARKING AISLES, AND THOSE DRIVEWAYS PROVIDING INTERIOR CIRCULATION BETWEEN PARKING AISLES. NO PARKING IS PERMITTED ON AN ACCESSWAY.					
h. ALL PARKING FACILITIES TAKING ACCESS FROM A MAJOR, PRIMARY OR SECONDARY ARTERIAL HIGHWAY SHALL HAVE A PARKING ACCESSWAY BETWEEN THE ARTERIAL AND THE PARKING AISLES.					
i. PARKING ACCESSWAYS FROM ARTERIAL HIGHWAYS SHALL NOT HAVE PARKING SPACES TAKING DIRECT ACCESS THEREFROM AND SHALL NOT BE INTERSECTED BY A PARKING AISLE OR ANOTHER PARKING ACCESSWAY FOR A MINIIMUM DISTANCE OF THIRTY FEET FOR PROJECTS WITH ZERO TO TWO HUNDRED SPACES, FIFTY FEET FOR PROJECTS WITH TWO HUNDRED ONE TO THREE HUNDRED FIFTY SPACES, SEVENTY FIVE FEET FOR PROJECTS WITH THREE HUNDRED FIFTY ONE TO FOUR HUNDRED FIFTY SPACES, AND NINETY FEET FOR PROJECTS WITH FOUR HUNDRED FIFTY ONE SPACES OR MORE.					

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j.	PARKING ACCESSWAYS FROM NONARTERIAL STREETS AND HIGHWAYS SHALL NOT BE LESS THAN TWENTY FEET IN LENGTH FROM THE ULTIMATE CURB LINE OF THE ADJACENT STREET					
k.	ONE-WAY ACCESSWAYS SHALL HAVE A MINIMUM WIDTH OF FIFTEEN FEET, UNLESS THE ACCESSWAY IS A FIRE LANE OR USED FOR INGRESS OR EGRESS, WHICH REQUIRES A MINIMUM OF TWENTY FEET OF AC PAVEMENT..					
l.	TWO-WAY ACCESSWAYS SHALL HAVE A MINIMUM WIDTH OF TWENTY-SIX FEET.					
m.	ENTRY/EXIT DRIVEWAYS SHALL BE PLACED WHERE THEY RESULT IN THE LEAST INTERFERENCE WITH THE FLOW OF TRAFFIC ON THE PUBLIC STREET TO WHICH THEY CONNECT – NO BACKING OF PARKED VEHICLES INTO STREET LQMC 9.150.080					
n.	JOINT ENTRY DRIVEWAYS ARE ENCOURAGED AND SHALL BE ARRANGED TO ALLOW PARKING LOT MANEUVERING FROM ONE ESTABLISHMENT TO ANOTHER WITHOUT REQUIRING EXIT TO THE STREET. ADJACENT PROPERTIES SHALL MAINTAIN AGREEMENTS WHICH PERMIT RECIPROCAL DRIVEWAY CONNECTIONS ACROSS PROPERTY LINES.					
o.	REGULAR SPACE DIMENSIONS. ALL PARKING SPACES UP TO THE MINIMUM REQUIRED SHALL BE DESIGNED FOR REGULAR VEHICLE PARKING. REGULAR VEHICLE SPACES SHALL BE 9' WIDE, 17' LONG (WITH OVERHANG), and 19' LONG WITHOUT OVERHANG. PROVIDE A MINIMUM 26' BACK OUT POCKET (STANDARD OPPOSING SLOTS)					
p.	COMPACT SPACE DIMENSIONS. COMPACT SPACES ARE PERMITTED ONLY IF SUCH SPACES ARE IN EXCESS OF THE MINIMUM PARKING REQUIREMENT FOR THE USE. COMPACT SPACES SHALL BE 8 ½' WIDE, 16' LONG (WITH OVERHANG), 17 ½ FEET LONG (WITHOUT OVERHANG).					
q.	END SPACES. PARKING SPACES AT THE END OF A PARKING AISLE AGAINST A CURB OR WALL SHALL BE WIDENED BY TWO ADDITIONAL FEET AND/OR SHALL HAVE A BACKING OUT POCKET PROVIDED.					
r.	PARALLEL SPACES. SPACES PROVIDED FOR PARALLEL PARKING SHALL BE A MINIMUM OF NINE FEET WIDE AND TWENTY FOUR FEET IN LENGTH TO PERMIT ROOM FOR MANEUVERING. IF A WALL OR CURB IN EXCESS OF EIGHT INCHES IN HEIGHT IS ADJACENT TO THE PARALLEL PARKING SPACE, THE SPACE SHALL BE TEN FEET IN WIDTH. ALL END SPACES CONFINED BY A CURB SHALL BE THIRTY FEET LONG.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
s. ENTRY/EXIT DRIVEWAYS. ENTRY AND EXIT DRIVEWAYS FOR COMMERCIAL AND MULTIFAMILY PARKING LOTS SHALL BE A MINIMUM OF 28' WIDE PLUS ANY MEDIAN WIDTH (MEDIANS SHALL BE A MINIMUM OF 3' IN WIDTH). ADDITIONAL TURNING LANES, IF REQUIRED, SHALL BE A MINIMUM OF 12' IN WIDTH. MAXIMUM DRIVEWAY WIDTH SHALL BE 48' PLUS MEDIAN.					
t. INTERNAL DRIVEWAY WIDTHS SHALL CONFORM TO THE MINIMUM WIDTHS, DEPENDING ON THE ANGLE OF PARKING IN TABLE 9-13 (SHOWN BELOW)					
u. SHOW INCREASE OF CURB RADII FOR TRUCK TRAILER ACCESS					
v. SHOW FIRE LANES AND BLUE RP MARKERS AS APPLICABLE					
w. HANDICAP ACCESS ROUTES SHOWN ON SEPARATE SHEET OR ON HORIZONTAL CONTROL SHEET - PLAN VIEW - ADA CHECKLIST COMPLETED & VERIFIED SEPARATELY.					
x. ACCESS ROUTE SLOPES SHOWN ALONG ALL ADA ROUTES WITH ADA SIGNAGE AT ENTRANCE. PROVIDE PARKING SUMMARY TABLE ON TITLE SHEET.					
y. SHOW CONCRETE WHEEL STOPS AT ALL PARKING SLOTS ADJACENT TO SIDEWALKS LESS THAN 6 FEET – ALL LOCATIONS AS APPLICABLE. CONFIRM USE OF LA QUINTA "HAIR PIN" PARKING STRIPE FOR STRAIGHT OR DIAGONAL PARKING – SHOW DETAIL					
z. CONFIRM 2 CAR STACK (GATED DEVELOPMENT CALL BOX TO STREET DISTANCE) =37', 3 CAR STACK = 62' + 25' FOR EACH ADDITIONAL CAR STACK					

PARKING ANGLE (DEGREES)	ONE-WAY AISLE WIDTH (FEET)	TWO-WAY ISLE WIDTH (FEET)
0-44 (0 DEGREES = PARALLEL)	14'	26'
45-54	16'	26'
55-64	18'	26'
65-79	22'	26'
80-90	26'	26'

aa. MINIMUM ACCESS ROAD WIDTH OF 28 FEET DIMENSIONS					
ab. STREET PLANS AND PRECISE GRADE PLANS MATCH UP IN DETAILS					
ac. CURB/GUTTER ALIGNMENT MATCHES TENATIVE MAP					
10. FLAT ROOF DRAIN(S) SHALL DISCHARGE ON CONCRETE SURFACES OR UNDERGROUND SYSTEM TO RETENTION BASIN – NO PRIMARY ROOF DRAINS TO SIDEWALKS OR PLANTER AREAS. ROOF DRIP LINES SHOULD DRAIN TO GUTTERS OR AREA DRAINS WITHOUT FLOW TO WALKING AREAS – CALL OUT DETAILS FOR ROOF DRAINAGE – AVOID SIDEWALK DRAINS AS POSSIBLE – SHOW ROOF EDGE ON DRAINAGE LAYOUT					

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11. EXISTING CONTOURS SHALL BE SHOWN IN SCREENED OR DASHED LINE TYPES AT THE FOLLOWING INTERVALS:					
a. SHOW EXISTING CONTOURS A MINIMUM OF 15' BEYOND ALL PROPERTY LINES OR AS NEEDED FOR DAYLIGHT OR TO JUSTIFY THE DESIGN.					
b. 1' MAXIMUM CONTOUR INTERVAL ON NORMAL AREAS.					
c. SHOW ½ FOOT CONTOURS IN VERY FLAT AREAS.					
12. SHOW PROPOSED CONTOURS IN HEAVY SOLID LINES. MATCH CONTOUR INTERVALS FOR REQUIRED EXISTING COUNTOURS.					
13. SHOW PAD ELEVATIONS OR DIRT ELEVATIONS TO THE NEAREST 0.1'. SHOW FINISHED FLOOR OR "HARD" SURFACE ELEVATIONS TO THE NEAREST 0.01'.					
14. FINISHED FLOOR ELEVATION SHALL BE A MINIMUM OF 1 FOOT ABOVE FLOOD ELEVATION IF THE PROPERTY IS LOCATED IN AN A, A1-30, AND/OR A0 FEMA ZONE. OTHERWISE 2% SLOPE TO DRAINAGE SYSTEM(S)					
15. SHOW FINISHED PAD AND FLOOR ELEVATIONS OF ADJACENT PROPERTIES. NOTE IF VACANT.					
16. SHOW BUILDING FOOTPRINT OUTLINE. SHOW ANY DEPRESSED OR RAISED SLAB AREAS.					
17. SHOW ROOF OVERHANG LINE.					
18. SHOW SPOT ELEVATIONS ON EXISTING STRUCTURES NEAR PROPERTY LINES, SUCH AS WALLS, HEDGES, TREES, BUILDINGS, ETC.					
19. MINIMUM RATES OF GRADE SHALL BE AS FOLLOWS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER:					
a. EARTH OR TURF SWALES ARE 0.50%, MIN.					
b. ASPHALT CONCRETE PAVEMENT – 1.0% MIN.					
c. PORTLAND CEMENT CONCRETE PAVEMENT – 1.0% MIN. FLOW IN PCC GUTTERS – 0.5% MIN, INCREASE GRADIENT TO 1.0% IN CUL-DE-SAC AND CURVES AS POSSIBLE					
d. 5% MAX. SLOPE IN ALL GENERAL PARKING AREA AND PATHS OF PED TRAVEL INCLUDING RIBBON GUTTER CROSSINGS. DRIVEWAYS MAY BE UP TO 10% IF ALTERNATE ADA ACCESSIBLE ROUTES ARE PROVIDED. GOLF CART PATHS MAY BE UP TO 15% MAX SLOPE					
e. HANDICAP STALLS ARE 2% OR LESS IN ALL DIRECTIONS.					
f. 2.0% MINIMUM SHEET FLOW AWAY FROM THE BUILDING TO A DRIVE ISLE OR STORM DRAIN SYSTEM.					
20. CONCENTRATED FLOWS SHALL BE CONVEYED ON PCC SURFACES.					
21. SHOW PROPOSED ELEVATIONS AT:					
a. TOP OF CURB/FLOW LINES ON PLANTER ISLANDS AND DRIVE ISLES.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
b. CONCRETE AND ASPHALT SURFACES.					
c. TOPS AND BOTTOM OF STAIRS.					
d. DOORWAY THRESHOLDS					
e. BUILDING CORNERS					
f. GRADE BREAKS					
g. ALL HIGH POINTS, FLOWLINES AND RIDGELINES					
h. ELEVATIONS AND INVERT ELEVATIONS AT CATCH BASINS, MANHOLES, JUNCTION STRUCTURES, BENDS, INLETS AND OUTLETS, AREA AND LANDSCAPE DRAINS AND RETENTION BASINS					
i. ANY OTHER ELEVATIONS PERTINENT TO THE GRADING DESIGN					
22. SHOW ROOF DRAINS WITH BOTH VERTICAL AND HORIZONTAL LOCATIONS. CONNECTION LOCATIONS TO ANY HARD SURFACE OR UNDERGROUND SYSTEM. THE ROOF EMERGENCY OVERFLOW DRAINS MUST BE ON INDEPENDENT LINES PER THE UBC.					
23. SHOW PROPOSED WATER AND SEWER LINES, SERVICE & CONNECTION LOCATIONS.					
24. SHOW CONCRETE STIPPLING ON PCC SURFACES, SHADING OR OTHER INDICATOR ON AC SURFACES. LABEL PLANTER AREAS.					
25. DETAILS OF ANY ON SITE DRAINAGE STRUCTURES, WALLS, SURFACE PROTECTION, ETC. SHALL BE SHOWN ON THE PLANS.					
26. NO DRAINAGE OVER RETAINING WALLS AND SIDEWALKS. USE CONCRETE “V” DITCHES, AREA DRAINS, DOWN DRAINS OR OTHER APPROVED DRAINAGE DESIGN.					
27. JOIN ELEVATIONS AND RELATIONSHIPS TO SURROUNDING PROPERTIES ARE SHOWN. CONFIRM NO EXCESSIVE ROAD GRADE BREAKS WITH SHORT VERTICAL CURVES.					
28. SHOW LOCATIONS OF ALL EXISTING AND PROPOSED STRUCTURES, BURIED TANKS AND WELLS.					
29. LOCATION OF BLOCK WALLS AND OTHER STRUCTURES ARE CLEARLY SHOWN. SHOW TOP OF WALL, GROUND, AND TOP OF FOOTING ELEVATIONS. ELIMINATE REBAR DETAIL (INCLUDE IN SEPARATE PLAN FOR BUILDING & SAFETY APPROVAL BUT INCLUDE ON CONSTRUCTION NOTE) SPECIFY ONE COURSE (6 TO 8 INCH) SOIL COVER OF FOOTING MINIMUM					
30. INCLUDE DISPOSITION NOTES FOR EXISTING FACILITIES. THE TERM “BY OTHERS” SHALL NOT BE USED BUT SHALL BE DEFINED.					
31. INCLUDE CONSTRUCTION NOTES ON EACH SHEET WITH SUMMARY QUANTITIES ON TITLE SHEET. DO NOT REFER BACK TO CONSTRUCTION NOTES ON THE TITLE SHEET. REMOVE UNUSED CONSTRUCTION NOTES.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
32. REFER TO CITY STANDARD DRAWING NO. IF APPLICABLE TO WORK. PROVIDE SPECIFICATIONS, NOTES, DETAILS OR OTHER APPROVED STANDARD DRAWING NO. IF DIFFERENT FROM CITY STANDARD.					
33. CHECK SIZING ON SAND FILTER LEACH LINES FOR CONFORMANCE TO CITY STANDARD 370. INCLUDE CALCULATION IN PLAN SET FOR REFERENCE.					
34. CONFIRM ABSENCE OF DEFECTIVE GRADES ADJACENT TO BUILDING.					
35. SHOW RIBBON GUTTERS, CATCH BASINS AND BURIED DRAIN LINES. PROVIDE STORM DRAIN DETAIL SHEET AS APPLICABLE SHOWING PLAN & PROFILE (INCLUDING WSE100 & HGL) VIEWS OF PRIMARY STORM DRAIN SYSTEMS. SUPPLY INVERT ELEVATIONS FOR ALL CATCH BASIN AND AREA DRAIN LOCATIONS. CONFIRM DRAINAGE FOR ALL SUMP LOCATIONS. CONFIRM BOTH GRATE AND CURB INLETS PRESENT IN CASE GRATE BLOCKED BY DEBRIS.					
36. SHOW EXISTING, REMOVAL & NEW SECTIONS (AS APPLICABLE) WITH VARIED SHADING. SHOW EXISTING, JOIN & LIMIT LOCATIONS.					
37. CALL OUT ALL NEW CONSTRUCTION WITH CONSTRUCTION NOTES – SHOW SUMMARY QUANTITIES ON TITLE SHEET CALL OUT SEWER MANHOLES. PROVIDE COMPLETE LEGEND TO ID WATER LINE, SEWER LINE, PL, FL, ROW, EASEMENTS					
38. NO FLOW CROSSING PROPERTY LINE					
39. PROVIDE CDS UNIT OR EQUAL FOR GOLF CART WASHDOWN OR EQUAL NUSIANCE FLOW					
40. DRYWELLS ARE ALLOWABLE IN LA QUINTA VILLAGE FOR NUISANCE WATER					
41. SPECIFY DRAIN INLET SIZE, PVC SCHEDULE, SIZE AND SLOPE FOR AREA DRAIN LINES – SHOW ELL CENTERLINE ON LAYOUT, 6” MINIMUM LINE SIZE STUB IN TO RCP PRIMARY DRAIN					
42. SHOW FIRE HYDRANT LOCATIONS WITH BLUE RPM PER RCFD					
43. UTILIZE APPROPRIATE DRAINAGE SYSTEMS FOR APPLICATION – E.G. RIBBON GUTTERS FOR SMALL FLOWS, GUNITE V DITCH FOR LARGE SWALES BY BUILDINGS					
44. SHOW CENTER LINE CURVE DATA TABLE FOR STREETS – ENSURE PROPER TIE IN TO STREET					
45. SHOW ROUGH GRADE PAD ELEVATIONS, PROPOSED UTILITIES. SHOW FINISH GRADE CONTOURS IN PARKING AND AISLE AREAS (IN PLAN VIEW SHEETS)					
B. HORIZONTAL CONTROL PLAN IS PROVIDED AND SHOWS:					
1. NORTH ARROW (PREFERRED TO POINT UP OR RIGHT OR LEFT)					
2. 4” BAR SCALE – SCALE TO BE A TYPICALLY USED SCALE, I.E. 1”=40’ OR LARGER.					

	1ST CHECK	2ND CHECK	3RD CHECK	FINAL MYLAR	COMMENTS
3. SHOW COMPLETE BOUNDARY INFORMATION AND LOT LINE ANNOTATION					
4. SHOW ALL PARCEL/LOT NUMBERS					
5. PROVIDE TYPICAL DIMENSIONS THROUGH PARKING LOT STALLS AND DRIVE ISLES					
6. PROVIDE LINE AND CURVE DATA FOR CURBS					
7. DIMENSION BUILDINGS FROM PROPERTY CORNERS TO BUILDING CORNERS					
8. SHOW AND DIMENSION BUILDING SETBACKS AND PLANTER SETBACKS					
9. SHOW AND LABEL PARKING LOT STALL AND DRIVE ISLE STRIPING, HANDICAP STRIPING, SIGNING AND OTHER TRAFFIC CONTROL – UTILIZE DOUBLE STRIPE PARKING STALL WITH 1' SPACING					
10. PROVIDE SUFFICIENT CONTROL AND DATA TO STAKE IMPROVEMENTS					
11. LABEL SLOPES, MATERIALS AND DIMENSIONS CLEARLY IN HORIZONTAL CONTROL PLAN					
VI. DETAIL SHEETS					
1. PROVIDE CLEAR DETAILS ON DETAIL SHEET FIGURES – NO REFERENCES OR RANGES – E.G. PROVIDE AS MANY RAMP DETAILS AS APPLICABLE FOR LAYOUT					
2. SEE COMPANION ADA CHECKLIST FOR ADDITIONAL DETAIL REQUIREMENTS					
VII. GENERAL REQUIREMENTS					
1. STRUCTURAL CALCULATIONS ARE REQUIRED FOR ALL NON STANDARD WALLS. ALL WALL CONSTRUCTION IS BY SEPARATE PERMIT.					

COMMENTS: