



WEST POINT CITY COUNCIL NOTICE & AGENDA

West Point City Hall
3200 West 300 North
West Point City, UT 84015
January 5, 2016

Mayor
Erik Craythorne
Council
Gary Petersen, Mayor Pro Tem
Jerry Chatterton
Andy Dawson
R. Kent Henderson
Jeff Turner
City Manager
Kyle Laws

ADMINISTRATIVE SESSION

6:00 pm (Board Room)

1. **Discussion of Ordinance 01-05-2016A, Regarding Road Impact Fee for West Point City** – Mr. Boyd Davis [page 5](#)
2. **Discussion of Final Approval for the Homewood Subdivision**– Mr. Boyd Davis [page 21](#)
3. **Discussion of Final Approval of Fuel Center for the Smith’s Marketplace Project** – Mr. Boyd Davis [page 33](#)
4. **Discussion Regarding Townhomes on the Heslop Property** – Mr. Boyd Davis [page 37](#)
5. **Citizen Comment Follow-up** – Mr. Kyle Laws

GENERAL SESSION

7:00 pm (Council Chamber)

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Prayer** (Please contact the City Recorder to request meeting participation by offering a prayer or inspirational thought)
4. **Communications and Disclosures from City Council and Mayor**
5. **Communications from Staff**
6. **Citizen Comment** (If you wish to make comment to the Council, please use the podium and clearly state your name and address, keeping your comments to a maximum of 2 ½ minutes. Please do not repeat positions already stated. Public comment is a time for the Council to receive new information and perspectives)
7. **Consideration of Approval of Minutes from December 15, 2015** [page 43](#)
8. **Presentation from Representative Paul Ray, from the Utah House of Representatives**
9. **Consideration of Approval of Resolution No. 01-05-2016A, Reappointing City Treasurer and City Recorder** – Mayor Craythorne [page 49](#)
10. **Appointment of West Point City Planning Commissioners** – Mayor Craythorne
11. **Consideration of Approval of Ordinance 01-05-2016A, regarding Road Impact Fee for West Point City** – Mr. Boyd Davis [page 7](#)
12. **Consideration of Final Approval for the Homewood Subdivision**– Mr. Boyd Davis [page 21](#)
13. **Consideration of Final Approval of Fuel Center for the Smith’s Marketplace Project** – Mr. Boyd Davis [page 33](#)
14. **Motion to Adjourn**

Posted this 31st day of December, 2015

CASEY ARNOLD, CITY RECORDER

If you plan to attend this meeting and, due to disability, will need assistance in understanding or participating therein, please notify the City at least twenty-four(24) hours prior to the meeting and we will seek to provide assistance.

TENTATIVE UPCOMING ITEMS

Date: 1/19/2016

Administrative Session – 6:00 pm

1. Code Enforcement Update – Mr. Bruce Dopp
2. Quarterly Financial Report – Mr. Evan Nelson
3. Discussion Regarding the Junk Car Ordinance – Mr. Boyd Davis
4. Citizen Comment Follow-up – Mr. Kyle Laws

General Session – 7:00 pm

Date: 1/29-30/2016

Council Retreat

Date: 2/2/2016

Cancelled

Date: 2/16/2016

Administrative Session – 6:00 pm

1. Citizen Comment Follow-up – Mr. Kyle Laws

General Session – 7:00 pm

Date: 3/1/2016

Administrative Session – 6:00 pm

1. Citizen Comment Follow-up – Mr. Kyle Laws

General Session – 7:00 pm

1. Youth Council Update

FUTURE ITEMS

Administrative Session

1. Discussion of Street Light Replacement – Mr. Kyle Laws
2. Building Rental Fees & Policy – Mr. Kyle Laws
3. Interlocal Agreement with Davis County for Property use West of Blair Dahl Park – Mr. Kyle Laws
4. Discussion of Pheasant Creek Property/Park – Mr. Kyle Laws
5. Discussion of Beer License for Smith's Marketplace – Mr. Boyd Davis
- 6.

General Session

Consideration of Final Approval for the Wise Country Meadows Phase 3 Subdivision – Mr. Boyd Davis

CDRA

1. Resolution Amending the Interlocal Agreement Between the CDRA of West Point and West Point City – Mr. Randy Sant

January

- 1 New Year's Day-Closed
- 5 City Council-7pm
- 11 Senior Lunch-11:30am
- 14 Planning Commission-7pm
- 18 Martin Luther King Day-Closed
- 19 City Council-7pm
- 28 Planning Commission-7pm
- 29-30 Council Retreat

February

- 8 Senior Lunch-11:30am
- 10 Council/Staff Lunch-11:30am
- 11 Planning Commission-7pm
- 15 Presidents Day-Closed
- 16 City Council-7pm
- 25 Planning Commission-7pm

March

- 1 City Council-7pm
- 10 Planning Commission-7pm
- 15 City Council-7pm
- 21 Senior Lunch-11:30am
- 24 Planning Commission-7pm
- 26 Easter Egg Hunt-10am

April

- 5 City Council-7pm
- 14 Planning Commission-7pm
- 18 Senior Lunch-11:30am
- 19 City Council-7pm
- 28 Planning Commission-7pm

May

- 3 City Council-7pm
- 5 Cemetery Cleaning
- 7 Take Pride Day
- 11 Council/Staff Lunch-11:30am
- 12 Planning Commission-7pm
- 16 Senior Lunch-11:30am
- 17 City Council-7pm
- 26 Planning Commission-7pm
- 30 Memorial Day-Closed

June

- 7 City Council-7pm
- 9 Planning Commission-7pm
- 11 Miss West Point Pageant SHS-7pm
- 20 Senior Lunch-11:30am
- 21 City Council-7pm
- 23 Planning Commission-7pm

July

- 4 Independence Day-Closed
- 5 City Council-7pm
- 14 Planning Commission-7pm
- 18 Senior Lunch 11:30am
- 19 City Council-7pm
- 25 Pioneer Day-Closed
- 28 Planning Commission-7pm

August

- 2 City Council-7pm
- 4 Summer Party-5pm
- 11 Planning Commission-7pm
- 16 City Council-7pm
- 19 Senior Dinner-5:00pm
- 25 Planning Commission-7pm

September

- 5 Labor Day-Closed
- 6 City Council-7pm
- 8 Planning Commission-7pm
- 19 Senior Lunch-11:30am
- 20 City Council-7pm
- 22 Planning Commission-7pm

October

- 4 City Council-7pm
- 6 Cemetery Cleaning
- 12 Council/Staff Lunch-11:30am
- 13 Planning Commission-7pm
- 14 Halloween Carnival-7pm
- 17 Senior Lunch-11:30am
- 18 City Council-7pm
- 27 Planning Commission-7pm

November

- 1 Election Day
- 5 Flags on Veteran's Graves YC
- 10 Planning Commission-7pm
- 11 Veteran's Day-Closed
- 15 City Council-7pm
- 21 Senior Lunch-11:30am
- 24-25 Thanksgiving-Closed

December

- 2 Christmas Party-7pm
- 5 City Hall Lighting Ceremony-6:00 pm
- 6 City Council-7pm
- 8 Planning Commission-7pm
- 19 Senior Lunch-11:30am
- 20 City Council-7pm
- 23 Cemetery Luminary-4pm
- 26-27 Christmas-Closed

January 2017

- 6-7 Council Retreat

City Council Staff Report

Subject: Impact Fees – Transportation
Author: Boyd Davis
Department: Community Development
Date: January 5, 2016

Background

During the past several months we have been in the process of updating the impact fee analysis for the Transportation System to ensure that we are in compliance with current State Law. This comes after completing the capital facilities plan, which is also required by law. We have worked closely with Lewis Young, a consulting firm, to complete the studies. A public hearing was also held in December to gather input from all interested parties. There were no comments made.

There have been some significant changes in the State Code with regards to impact fees that alters the method of calculating the fees. This will have an effect on the amount of fees that can be justified.

Analysis

The most significant change in the code is that we can no longer include projects beyond a ten-year planning horizon in the analysis. The rule also requires that the fees collected be spent or encumbered within six years. The effect that this will have is that the fee will vary with each six-year block. The new Transportation Master Plan includes a subsection called the “Impact Fee Facilities Plan” which includes the projects in the ten-year planning horizon.

The methodology used to calculate the fee is as follows:

1. The next ten years projects were taken from the Impact Fee Facilities plan.
2. The projects were divided into impact fee eligible and non-impact fee eligible projects.
3. A value was determined for the remaining capacity in the existing system that will serve future residents. This is the buy in amount that the City is allowed to recoup from future development.
4. The cost of the existing capacity was added to the cost of next ten year’s impact fee projects.
5. The total cost is divided by the demand unit, which in this case is total trips.
6. This becomes the recommended impact fee.

The recommended impact fee is as follows:

	Existing fee	Proposed Fee
Single-Family Residential	\$3,403 per lot	\$1,529 per lot
Multi-Family Residential	\$2,382 per lot	\$1,063 per lot
Commercial	3,578 per 1000 sf	\$4,529 per 1000 sf
Professional office	N/A	\$1,759 per 1000 sf
Manufacturing/Industrial	N/A	\$1,114 per 1000 sf

More detail is contained in the attached impact fee analysis, prepared by Lewis Young. We will also explain the analysis in greater detail during the council meeting and answer any questions that you may have.

Recommendation

Staff recommends approval of ordinance 01-05-2016A

Significant Impacts

The residential fee will decrease by \$1,874 while the commercial fee will increase by \$951.

Attachments

Ordinance 01-05-2016

ORDINANCE NO. 01-05-2016A

**AN ORDINANCE ADOPTING AN IMPACT FEE FACILITIES PLANS AND AN
IMPACT FEE ENACTMENT FOR TRANSPORTATION SERVICES
AND NOTICE OF PUBLIC HEARING**

WHEREAS, West Point City (the "City") is a political subdivision of the State of Utah, authorized and organized under applicable provisions of Utah law; and

WHEREAS, the City has legal authority, pursuant to Title 11, Chapter 36a of the Utah Code Annotated, as amended ("Impact Fees Act" or "Act"), to impose development impact fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to new development activity; and

WHEREAS, the City has previously enacted and imposed impact fees for facilities plans, known and referred to as the Road Impact Fees, as more particularly set forth in the West Point City Fee Schedule; and

WHEREAS, the City desires to update and amend such fees to be referred to hereafter as "Transportation Impact Fees" in accordance with applicable provisions of the Impact Fees Act in order to appropriately assign capital infrastructure costs to development in an equitable and proportionate manner as more particularly provided herein; and

WHEREAS, the City properly noticed its intent to prepare the Transportation Impact Fee Facilities Plan and the Impact Fee Analysis as required by law and the City has through its consultants, completed the Transportation Impact Fee Facilities Plan and Impact Fee Analysis in accordance with applicable provisions of the Impact Fees Act, which Transportation Impact Fee Facilities Plan and Impact Fee Analysis are more particularly described and adopted herein; and

WHEREAS, the City has provided the required notice and held a public hearing before the City Council regarding the proposed Transportation Impact Fees, Transportation Impact Fee Facilities Plan and Transportation Impact Fee Analysis in accordance with applicable provisions of the Impact Fees Act; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF WEST POINT CITY, STATE OF UTAH, AS FOLLOWS:

**SECTION I
ORDINANCE REPEALED**

The provisions of Ordinance 12-02-2008 specifically adopting and amending the Transportation Impact Fees are hereby repealed and superseded by the provisions of this Ordinance to the extent they relate to Transportation Impact Fees. To the extent any provisions of Title 18, Chapter 5, are in conflict with the provisions of this Ordinance regarding Transportation Impact Fees, the provisions of this Ordinance shall govern. This Ordinance may be referred to and cited as the "Transportation Impact Fees Ordinance."

SECTION II PURPOSE

This Transportation Impact Fees Ordinance establishes the City's Transportation Impact Fees policies and procedures and is promulgated pursuant to Title 11, Chapter 36a, Part 4, Enactment of Impact Fees, and other requirements of the Impact Fees Act. This Ordinance amends and adopts Transportation Impact Fees for Transportation facilities within the City Service Area as defined herein, provides a schedule of Transportation Impact Fees for development activity, and sets forth direction for challenging, modifying and appealing Transportation Impact Fees. This Ordinance does not replace, supersede, or modify any ordinance regarding impact fees unrelated to Storm Drain facilities and improvements.

SECTION III DEFINITIONS

Words and phrases that are defined in the Impact Fees Act shall have the same definition in this Transportation Impact Fees Ordinance. The following words and phrases are defined as follows:

1. "*City*" means a political subdivision of the State of Utah and is referred to herein as the City of West Point, Utah.
2. "*Development Activity*" means, except as otherwise provided in the Impact Fees Act, any construction or expansion of a building, structure or use, any change in use of a building or structure, or any changes in the use of land within the Service Area that creates additional demand and need for public facilities related to Transportation.
3. "*Development Approval*" means any written authorization from the City that authorizes the commencement of development activity.
4. "Impact Fee" means a payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure. "Impact fee" does not include a tax, special assessment, building permit fee, hookup fee, fee for project improvements, or other reasonable permit or application fee.
5. "*Impact Fee Analysis*" means the written analysis of each impact fee required by Section 11-36a-303 of the Impact Fees Act.
6. "*Impact Fee Facilities Plan*" means the plan required by Section 11-36a-301 of the Impact Fees Act.
7. "*Project Improvements*" means site improvements and facilities that are: planned and designed to provide service for development resulting from a Development Activity; necessary for the use and convenience of the occupants or users of development resulting from a Development Activity; and not identified or reimbursed as a system improvement. "Project Improvements" does not mean system improvements as more particularly defined herein.

8. “*Proportionate Share*” means the cost of public facility improvements that are roughly proportionate and reasonably related to the service demands and needs of any Development Activity.

9. “*Public Facilities*” means impact fee facilities as defined in the Impact Fees Act that have a life expectancy of 10 or more years and are owned or operated by or on behalf of a local political subdivision or private entity. For purposes of this Ordinance, and as defined in the Impact Fees Act, impact fee facilities include “transportation facilities” of the City for the Service Area.

10. “*Service Area*” means a geographic area designated by the City on the basis of sound planning or engineering principles in which a public facility, or a defined set of public facilities, provides service within the area. The Service Area for purposes of this Ordinance is more particularly described in Section V.

11. “*System Improvements*” means existing public facilities that are: identified in the impact fee analysis under Section 11-36a-304 of the Impact Fees Act; and designed to provide services to service areas within the community at large and future public facilities identified in the impact fee analysis under Section 11-36a-304 that are intended to provide service to service areas within the community at large. “System Improvements” do not include project improvements as defined herein.

SECTION IV STATUTORY AUTHORITY AND RESTRICTIONS

1. *Impact Fees Act Authority.* The City is authorized to impose impact fees subject to and in accordance with applicable provisions of the Impact Fees Act. An impact fee is defined as a payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure. Impact fees may only be established for public facilities as defined in Section 11-36a-102 that have a life expectancy of 10 or more years and are owned or operated by or on behalf of a local political subdivision. Public facilities for which impact fees may be imposed include public facilities for transportation facilities.

2. *Impact Fees Act Restrictions.* Pursuant to Section 11-36a-202 of the Impact Fees Act, the City may not impose an impact fee to: (1) cure deficiencies in public facilities serving existing development; (2) raise the established level of service of a public facility serving existing development; (3) recoup more than the local political subdivision's costs actually incurred for excess capacity in an existing system improvement; or (4) include an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the Federal Office of Management and Budget for federal grant reimbursement.

SECTION V SERVICE AREA

The Impact Fees Act requires the City to establish one or more service areas within which the City will calculate and impose a particular impact fee. The service area within which the proposed Transportation Impact Fees will be imposed includes all of the area within the corporate limits and jurisdictional boundaries of the City.

SECTION VI IMPACT FEE FACILITIES PLAN

1. *Impact Fee Facilities Plan Required.* Pursuant to Section 11-36a-301 of the Impact Fees Act, before imposing or amending an impact fee, the City is required to prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from new development activity. The impact fee facilities plan shall identify the demands placed upon existing public facilities by new development activity and the proposed means by which the City will meet those demands.

2. *Transportation Impact Fee Facilities Plan.* The City has, through its consultants, researched and analyzed the factors set forth in Section 11-36a-302 of the Impact Fees Act and has caused to be prepared a Transportation Impact Fee Facilities Plan ("IFFP"), as more particularly set forth in Exhibit A, attached hereto and incorporated herein by this reference. The Transportation IFFP has been prepared based on reasonable growth assumptions for the City and general demand characteristics of current and future users of Transportation facilities. The Transportation IFFP identifies the impact on system improvements created by development activity and estimates the proportionate share of the costs of impacts on system improvements that are reasonably related to new development activity. As shown in the Transportation IFFP, the City has considered all revenue sources to finance the impacts on system improvements, including grants, bonds, interfund loans, impact fees, and anticipated or accepted dedications of system improvements. The Transportation IFFP establishes that impact fees are necessary to maintain proposed level of service that complies with applicable provisions of Section 11-36a-302 of the Impact Fees Act.

3. *Plan Certification.* The Transportation IFFP includes a written certification in accordance with Section 11-36a-306 of the Impact Fees Act from the person or entity that prepared the plan certifying that the Transportation IFFP complies in each and every relevant respect with the Impact Fees Act.

4. *Compliance with Noticing Requirements.* All noticing requirements set forth in the Impact Fees Act, including, but not limited to, provisions of Title 11, Chapter 36a, Part 5, Notice, including notice of intent to prepare an impact fee facilities plan, notice to adopt or amend an impact fee facilities plan, notice of preparation of impact fee analysis, and notice of intent to adopt impact fee enactment, have been provided. Copies of the Transportation IFFP and Storm Drain IFA, together with a summary designed to be understood by a lay person, and this Impact Fee Ordinance, have been made available to the public by placing a copy of the Transportation IFFP and Transportation IFA, together with the summary, and this Ordinance, in the West Point Branch of the Davis County Public Library and the City Recorder's Office at West Point City Hall at least ten (10) days before the public hearing.

5. *Adoption of Transportation Impact Fee Facilities Plan.* The Transportation IFFP as set forth in Exhibit A is hereby adopted in its entirety by the City in accordance with applicable provisions of the Impact Fees Act.

SECTION VII IMPACT FEE ANALYSIS

1. *Impact Fee Analysis Required.* Pursuant to Section 11-36a-303 of the Impact Fees Act, each local political subdivision intending to impose an impact fee shall prepare a written analysis of each impact fee to be imposed and a summary of the impact fee analysis designed to be understood by a lay person. The impact fee analysis shall identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity; identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility; demonstrate how the anticipated impacts are reasonably related to the anticipated development activity; estimate the proportionate share of the costs for existing capacity that will be recouped and the costs of impacts on system improvements that are reasonably related to the new development activity and identify how the impact fee is calculated.

2. *Transportation Impact Fee Analysis.* The City has, through its consultants, researched and analyzed the factors set forth in Section 11-36a-304 of the Impact Fees Act, including the proportionate share analysis required therein, and has caused to be prepared a Transportation Impact Fee Analysis ("IFA"), as more particularly set forth in Exhibit B, attached hereto and incorporated herein by this reference. The Transportation IFA identifies the impacts upon public facilities required by the development activity and demonstrates how those impacts on system improvements are reasonably related to the development activity, estimates the proportionate share of the costs of impacts on system improvements that are reasonably related to the development activity, and identifies how the Transportation Impact Fees are calculated.

3. *Analysis Certification.* The Transportation IFA includes a written certification in accordance with Section 11-36a-306 of the Impact Fees Act from the person or entity that prepared the analysis certifying that the Transportation IFA complies in each and every relevant respect with the Impact Fees Act.

4. *Compliance with Noticing Requirements.* All noticing requirements set forth in the Impact Fees Act, including, but not limited to, provisions of Title 11, Chapter 36a, Part 5, Notice, including notice of intent to prepare an impact fee facilities plan, notice to adopt or amend an impact fee facilities plan, notice of preparation of impact fee analysis, and notice of intent to adopt impact fee enactment, have been provided. Copies of the Transportation IFFP and Storm Drain IFA, together with a summary designed to be understood by a lay person, and this Impact Fee Ordinance, have been made available to the public by placing a copy of the Transportation IFFP and Transportation IFA, together with the summary, and this Ordinance, in West Point Branch of the Davis County Public Library and the City Recorder's Office at West Point City Hall at least ten (10) days before the public hearing.

5. *Adoption of Transportation Impact Fee Analysis.* The Transportation IFA as set forth in Exhibit B is hereby adopted in its entirety by the City in accordance with applicable provisions of the Impact Fees Act.

**SECTION VIII
CALCULATION OF IMPACT FEE**

1. *Impact Fee Calculations.* Pursuant to Section 11-36a-305, in calculating an impact fee, the City may include: the construction contract price; the cost of acquiring land, improvements, materials, and fixtures; the cost for planning, surveying, and engineering fees for services provided for and directly related to the construction of the system improvements; and debt service charges if the City might use impact fees as a revenue stream to pay principal and interest on bonds, notes, or other obligations issued to finance the costs of the system improvements. In calculating the proposed Transportation Impact Fees, the City has based such amounts calculated on realistic estimates and the assumptions underlying such estimates are more particular disclosed in the Transportation IFA set forth in Exhibit B.

2. *Previously Incurred Costs.* To the extent that new growth and development will be served by previously constructed improvements, the City's Transportation Impact Fees may include public facility costs and outstanding bond costs related to the Transportation improvements previously incurred by the City. However, as provided in the Transportation IFA, a buy-in component is not contemplated in the analysis and therefore the interest costs associated with any outstanding storm bond obligations have not been included in the calculation of the Transportation Impact Fee.

**SECTION IX
IMPACT FEE SCHEDULE AND FORMULA**

1. *Impact Fee Schedule or Formula Required.* Pursuant to Section 11-36a-402 of the Impact Fees Act, the City is required to provide a schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the City will use to calculate each impact fee.

2. *Maximum Transportation Impact Fee Schedule.* Based on the Transportation IFA, the maximum Transportation Impact Fees which the City may impose on development activity within the defined Service Area for Transportation facilities is set forth in the following schedule:

Maximum Transportation Impact Fee Schedule

Table 1 Impact Fee Change

IMPACT FEE SUMMARY	IMPACT FEE	EXISTING	CHANGE
Residential Single-Family	\$1,529 per unit	\$3,403 per unit	-55.1%
Residential Multi-Family	\$1,063 per unit	\$2,382 per unit	-55.4%
Commercial	\$4,529 per 1000 sf	\$3,578 per 1000 sf	26.6%
Professional Office	\$1,759 per 1000 sf	N/A	N/A
Manufacturing/Industrial	\$1,114 per 1000 sf	N/A	N/A

3. *Rates Established by Resolution.* The City Council, by this Ordinance, approves the maximum Transportation Impact Fees in accordance with the Transportation IFA set forth in Exhibit B. The City reserves the right to establish the Transportation Impact Fees as established in this Ordinance by Rate Resolution or Resolution amending the Consolidated Fee Schedule. In no event will the Transportation Impact Fees established by Resolution exceed the maximum supportable Transportation Impact Fee Schedule as set forth herein.

SECTION X ADJUSTMENTS AND CREDITS

1. *Adjustments.* In accordance with Section 11-36a-402 of the Impact Fees Act, the City may adjust the Transportation Impact Fees at the time the fee is charged to respond to unusual circumstances in specific cases, to address development activity by the State or school district, or to ensure that impact fees are imposed fairly. The Transportation Impact Fees may be adjusted at the time the fee is charged in response to unusual circumstances or to fairly allocate costs associated with impacts created by a development activity or project. The Transportation Impact Fees assessed to a particular development may also be adjusted should the developer supply sufficient written information, studies and/or data to the City showing a discrepancy between the fee being assessed and the actual impact on the system.

2. *Developer Credits.* In accordance with Section 11-36a-402 of the Impact Fees Act, a developer may be allowed a credit against Transportation Impact Fees or proportionate reimbursement of Transportation Impact Fees if the developer dedicates land for a system improvement, builds and dedicates some or all of a system improvement; or dedicates a public facility that the City and the developer agree will reduce the need for a system improvement; provided that the system improvement is: (i) identified in the City's Transportation IFFP; and (ii) is required by the City as a condition of approving the development activity. To the extent required in Section 11-36a-402, the City shall provide a credit against Transportation Impact Fees for any dedication of land for, improvement to, or new construction of any system improvements provided by the developer if the facilities are system improvements, as defined herein and included in the Transportation IFFP; or are dedicated to the public and offset the need for an identified system improvement.

3. *Waiver for "Public Purpose".* The City Council may, on a project by project basis, authorize exceptions or adjustments to the Transportation Impact Fees for those projects the City Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include affordable housing and other development activities with broad public purposes. The City Council may elect to waive or adjust Transportation Impact Fees for such projects. Applications for exceptions are to be filed with the City at the time the applicant first requests the extension of service to the applicant's development or property.

SECTION XI NOTICE AND HEARING

1. *Notice.* All noticing requirements set forth in the Impact Fees Act, including, but not limited to, provisions of Title 11, Chapter 36a, Part 5, Notice, including notice of intent to prepare an impact fee facilities plan, notice to adopt or amend an impact fee facilities plan, notice of preparation of impact fee analysis, and notice of intent to adopt impact fee enactment, have been provided. Copies of the Transportation IFFP and Transportation IFA, together with a summary designed to be understood by a lay person, and this Impact Fee Ordinance, have been made available to the public by placing a copy of the Transportation IFFP and Transportation IFA, together with the summary, and this Ordinance, in West Point Branch of the Davis County Public Library and the Recorder's Office at West Point City Hall at least ten (10) days before the public hearing. Notice has also been provided in accordance with applicable provisions of Utah Code Ann. § 10-9a-205.

2. *Hearing.* The City Council held a public hearing regarding the Transportation IFFP, the Transportation IFA, and this Transportation Impact Fee Ordinance, on December 15, 2015, and a copy of the Ordinance was available in its substantially final form at the West Point Branch of the Davis County Public Library and the City Recorder's Office in the West Point City Hall at least ten (10) days before the date of the hearing, all in conformity with the *requirements* of Utah Code Ann. § 70-9a-205 and applicable noticing provisions of the Impact Fees Act.

SECTION XII IMPACT FEE ACCOUNT AND EXPENDITURES

1. *Impact Fees Accounting.* Pursuant to Section 11-36a-601 of the Impact Fees Act, the City will establish a separate interest bearing ledger account for each type of public facility for which an impact fee is collected, deposit a receipt for an impact fee in the appropriate ledger account established herein, and retain the interest earned on each fund or ledger account in the fund or ledger account.

2. *Reporting.* At the end of each fiscal year, the City shall prepare a report on each fund or ledger account showing the source and expenditures as required by law. Annually, the City shall produce and transmit to the State Auditor a certified report in accordance with Section 11-36a-601 in a format developed by the State Auditor.

3. *Impact Fee Expenditures.* Pursuant to Section 11-36a-602 of the Impact Fees Act, the City may expend Transportation Impact Fees only for a system improvement: (i) identified in the Transportation IFFP; and (ii) for the specific public facility type for which the fee was collected. Impact fees will be expended on a First-In First-Out basis.

4. *Time of Expenditure.* Except as otherwise provided by law, the City shall expend or encumber Transportation Impact Fees for a permissible use within six (6) years of their receipt. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.

5. *Extension of Time.* Pursuant to Section 11-36a-602 of the Impact Fees Act, the City may hold the impact fees for longer than six (6) years if it identifies in writing: (i) an extraordinary

and compelling reason why the fees should be held longer than six (6) years; and (ii) an absolute date by which the fees will be expended.

6. *Refunds.* Pursuant to Section 11-36a-603 of the Impact Fees Act, the City shall refund any Transportation Impact Fees paid by a developer, plus interest earned, when: (i) the developer does not proceed with the development activity and has a written request for a refund; (ii) the fees have not been spent or encumbered; and (iii) no impact has resulted. An impact that would preclude a developer from a refund from the City may include any impact reasonably identified by the City, including, but not limited to, the City having sized facilities and/or paid for, installed and/or caused the installation of facilities based in whole or in part upon the developer's planned development activity even though that capacity may, at some future time, be utilized by another development.

7. *Other Impact Fees.* To the extent allowed by law, the City Council may negotiate or otherwise impose impact fees and other fees different from those currently charged. Those charges may, at the discretion of the City Council, include but not be limited to reductions or increases in impact fees, all or part of which may be reimbursed to the developer who installed improvements that service the land to be connected with the City's system.

8. *Additional Fees and Costs.* The Transportation Impact Fees authorized herein are separate from and in addition to user fees and other charges lawfully imposed by the City and other fees and costs that may not be included as itemized component parts of the Transportation Impact Fee Schedule. In charging any such fees as a condition of development approval, the City recognizes that the fees must be a reasonable charge for the service provided.

9. *Fees Effective at Time of Payment.* Unless otherwise provided in the City's Consolidated Fee Schedule, the City will collect the Transportation Impact Fees prior to final plat recording or prior to building permit issuance, as applicable. The fees will be calculated by the City. Unless the City is otherwise bound by a contractual requirement, the Transportation Impact Fees shall be determined from the fee schedule in effect at the time of payment.

10. *Imposition of Additional Fee or Refund after Development.* Should any developer undertake development activities such that the ultimate acreage or other impact of the development activity is not revealed to the City, either through inadvertence, neglect, a change in plans, or any other cause whatsoever, and/or the Transportation Impact Fee is not initially charged against all acreage within the development, the City shall be entitled to charge an additional Transportation Impact Fee to the developer or other appropriate person covering the acreage for which an impact fee was not previously paid.

SECTION XIII CHALLENGES TO IMPACT FEES

1. *Request for Information.* Pursuant to Section 11-36a-701, a person or entity required to pay a Transportation Impact Fee who believes the impact fee does not meet the requirements of law may file a written request for information with the City Manager. As required by law, the City Manager shall, within two (2) weeks after the receipt of the request for information provide

the person or entity with the Transportation IFFP, the Transportation IFA, and any other relevant information relating to the Transportation Impact Fee.

2. *Advisory Opinion.* A potentially aggrieved person may request an advisory opinion from a neutral third party regarding compliance of the Transportation Impact Fees with the Impact Fees Act by filing such request with the Office of the Property Rights Ombudsman in accordance with the procedures and provisions of Title 13, Chapter 43, known as the Property Rights Ombudsman Act. The aggrieved party requesting an advisory opinion is not required to exhaust the administrative appeals procedures set forth in Subsection 4 before requesting an advisory opinion.

3.

4. *Appeal.* A person or entity that has paid Transportation Impact Fees under the provisions of this Ordinance may challenge such impact fees pursuant to the provisions set forth in Title 11, Chapter 36a, and Part 7 of the Impact Fees Act regarding Challenges.

- a. *Grounds for Challenge.* Pursuant to Section 11-36a-701, a person or entity that has paid Transportation Impact Fees under the provisions of this Ordinance may challenge: (1) the impact fees; (2) whether the City complied with the notice requirements of the Impact Fees Act with respect to the imposition of the impact fees; and/or (3) whether the City complied with other procedural requirements of the Impact Fees Act for imposing the impact fee.
- b. *Sole Remedy.* The sole remedy for challenging the notice requirements is the equitable remedy of requiring the City to correct the defective notice and repeat the process. The sole remedy for challenging the impact fee is a refund of the difference between what the person or entity paid as an impact fee and the amount the impact fee should have been if it had been correctly calculated. Reasonable attorney's fees may be awarded to the substantially prevailing party to the extent provided in the Impact Fees Act.
- c. *Imitation.* A challenge to an impact fee is initiated by filing:
 - i. An appeal to the City Council pursuant to the administrative appeal procedures set forth herein;
 - ii. A request for arbitration as provided in Section 11-36a-705 of the Impact Fees Act; or
 - iii. An action in district court.
- d. *Time Restrictions.* The time for filing a challenge to the impact fees shall be filed in accordance with the time limitations set forth in Section 11-36a-702, depending upon the type of challenge. The deadline to file an action in district court is tolled from the date that a challenge is filed using the administrative procedures set forth in Subsection 4 until thirty (30) days on which a final decision is rendered in the administrative appeals procedure.

5. *Administrative Appeal Procedure.* The City hereby adopts an administrative appeal procedure to consider and decide challenges to the Transportation Impact Fees. Any person or entity that has paid a Transportation Impact Fee pursuant to this Ordinance may challenge or appeal the impact fee by filing written notice of administrative appeal with the City Manager within thirty (30) days after the day on which the person or entity paid the impact fee. The notice of appeal shall set forth the grounds for the appeal and shall include any applicable filing fees as set forth in the City's Consolidated Fee Schedule. Upon receiving the written notice of appeal, the City Council shall set a hearing date to consider the merits of the challenge or appeal. The person or entity challenging or appealing the fee may appear at the hearing and present any written or oral evidence deemed relevant to the challenge or appeal. Representatives of the City may also appear and present evidence to support the imposition of the fee. The City Council shall hold a hearing and make a decision within thirty (30) days after the date the challenge or appeal is filed.

6. *Mediation.* In addition to the methods of challenging an impact fee as provided herein, a specified public agency may require the City to participate in mediation of any applicable impact fee in accordance with the provisions of Section 17-36a-704 of the Impact Fees Act. A written request for mediation must be filed in accordance with Section 11-36a-704 no later than thirty (30) days after the day on which the impact fee is paid.

7. *Declaratory Judgment Action.* Pursuant to Section 11-36a-701, a person or entity residing in or owning property within the Service Area, or an organization, association, or a corporation representing the interests of persons or entities owning property within the Service Area are deemed to have standing to file a declaratory judgment action challenging the validity of an impact fee.

SECTION XIV MISCELLANEOUS

1. *Severability.* If any section, subsection, paragraph, clause or phrase of this Transportation Impact Fee Ordinance shall be declared invalid for any reason, such decision shall not affect the remaining portions of this Ordinance, which shall remain in full force and effect, and for this purpose, the provisions of this Transportation Impact Fee Ordinance are declared to be severable.

2. *Interpretation.* This Transportation Impact Fee Ordinance has been divided into sections, subsections, paragraphs and clauses for convenience only and the interpretation of this Ordinance shall not be affected by such division or by any heading contained herein.

3. *Other Impact Fees Not Repealed.* Except as otherwise specifically provided herein, this Transportation Impact Fee Ordinance shall not repeal, modify or affect any impact fee of the City in existence as of the effective date of this Ordinance.

SECTION XV EFFECTIVE DATE

In accordance with the provisions of Utah Code Ann. Section 11-36a-401, this ordinance and the impact fees adopted herein or pursuant hereto shall not take effect until ninety (90) days after the day on which the ordinance is approved.

[Signature Page to Follow]

PASSED AND APPROVED this 5th Day of January, 2016.

Mayor Erik Craythorne

[SEAL]

VOTING:

Jerry Chatterton	Yea__ Nay__
Andy Dawson	Yea__ Nay__
Kent Henderson	Yea__ Nay__
Gary L. Petersen	Yea__ Nay__
Jeff Turner	Yea__ Nay__

ATTEST:

Casey Arnold
City Recorder

City Council Staff Report

Subject: Final plat approval – Homewood Subdivision
Author: Troy Moyes
Department: Community Development
Date: January 5, 2016

Background

Keith Russell is requesting Final Plat approval for the Homewood Subdivision located at approximately 4300 West 300 North. Mr. Russell received preliminary approval by the Planning Commission on November 12, 2015. During that meeting it was discussed why the private lane was taken out of the previous preliminary approval and the new direction of creating shared access to 300 North.

Analysis

Staff has had time to review the plat and the final plans and have submitted comments back to Mr. Russell for his review. Some of the items that were addressed in the engineering letter dated November 24th was the following:

- Minor drawing changes on the plat
- Updated approval letters from –
 - UDOT
 - Hooper Water
 - North Davis Fire District
 - Davis and Weber Counties Canal Co.
 - North Davis Sewer
- Required Water Shares
- Provide Storm Water Calculations
- Explain Storm Water Detention
- Submit Road Payback Agreement

Recommendation

No action required, however, staff would like direction from the Council regarding the developer's agreement. Are there any specific items that you would like to include?

Significant Impacts

None

Attachments

Subdivision Plans



HOMEWOOD SUBDIVISION

4350 WEST 300 NORTH STREET
WEST POINT CITY, UTAH



INDEX OF DRAWINGS

1-1	SUBDIVISION PLAT
C-001	GENERAL NOTES
C-100	GRADING AND DRAINAGE PLAN
C-200	EROSION CONTROL PLAN
C-300	DETAILS
PP-1	300 NORTH STREET PLAN AND PROFILE
PP-2	300 NORTH STREET PLAN AND PROFILE
PP-3	4450 WEST STREET PLAN AND PROFILE
L-1	LANDSCAPE PLAN 300 NORTH STREET

**FOR REVIEW
NOT FOR CONSTRUCTION**

DATE PRINTED
November 18, 2015

NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS. THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

DEVELOPER:

TOUCAN INVESTMENTS LC
2078 E 200 S
LAYTON, UTAH 84040

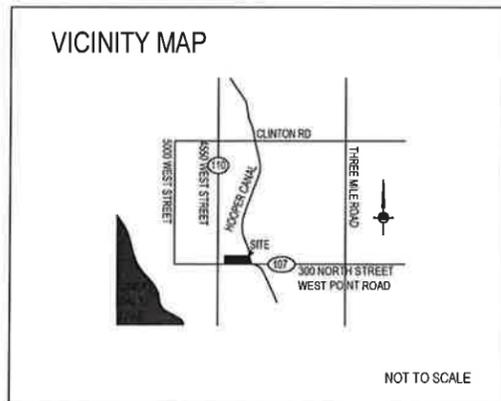
KEITH RUSSELL
801-597-9100

NOTICE TO DEVELOPER/ CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



GENERAL NOTES

- ALL WORK SHALL CONFORM TO WEST POINT CITY STANDARDS & SPECIFICATIONS
- CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES
- BENCHMARK ELEVATION = SOUTH QUARTER CORNER SECTION 31, T5N, R20W SALT LAKE BASE & MERIDIAN ELEV = 4200.68
- ALL CONSTRUCTION WITHIN THE UDOT RIGHT-OF-WAY SHALL CONFORM TO THE MOST CURRENT UDOT STANDARDS (INCLUDING SUPPLEMENTAL) DRAWINGS AND SPECIFICATION FOUND AT UDOT UTAH GOV/GO2012 STANDARDS

ENGINEER:



LAYTON
1405 W. Hillside Rd. Ste 204
Layton UT 84041
Phone 801.547.1100
Fax 801.593.0315
WWW.ENSIGN.COM

SALT LAKE CITY
Phone 801.228.8228
TOOELE
Phone 435.432.2600
CEDAR CITY
Phone 435.860.1423
RICHFIELD
Phone 435.860.2611

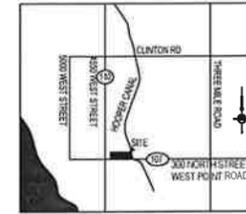


**HOMEWOOD SUBDIVISION
FOR REVIEW - November 18, 2015**

HOMEWOOD SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER
OF SECTION 31
TOWNSHIP 5 NORTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
WEST POINT CITY, DAVIS COUNTY, UTAH

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	S45°17'00"W	21.21'
C2	15.00'	23.56'	90°00'00"	N44°43'00"W	21.21'



VICINITY MAP
NO SCALE
WEST POINT, DAVIS COUNTY, UTAH

SURVEYOR'S CERTIFICATE
I, KEITH R. RUSSELL, do hereby certify that I am a Licensed Land Surveyor, and that I hold certificate No. 164385 as prescribed under laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots and shares, hereafter to be known as HOMEWOOD SUBDIVISION, and that the same has been correctly surveyed and staked on the ground as shown on this plat. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

Beginning at a point on the north line of 300 North Street, said point being South 89°43'00" East 100.00 feet along the section line and North 0°00'00" East 20.00 feet from the South Quarter Corner of Section 31, Township 5 North, Range 2 West, Salt Lake Base and Meridian, and running:

Thence North 0°00'00" East 145.00 feet;
Thence South 89°43'00" East 152.62 feet to the west line of the Hooper Canal;
Thence South 18°13'15" East 152.91 feet along the west line of the Hooper Canal to the north line of 300 North Street;
Thence North 89°43'00" West 760.69 feet along the north line of 300 North Street to the point of beginning.

Contains 106,815 square feet, 2.452 acres, 6 lots

Date:
Keith R. Russell
License no. 164385

OWNER'S DEDICATION

Know all men by these presents that I, the undersigned owner of the above described tract of land, having caused same to be subdivided, hereafter known as the

HOMEWOOD SUBDIVISION

do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for Public use. In witness whereof I have hereunto set my hand this day of A.D., 20

By: TOUCAN INVESTMENT REAL ESTATE AND DEVELOPMENT LC
KEITH R. RUSSELL
MANAGING MEMBER

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH,)
County of Davis,)
On this day of A.D., 20 , KEITH R. RUSSELL, personally appeared before me, the undersigned Notary Public, in and for said County of DAVIS in the State of Utah, who after being duly sworn, acknowledged to me that he is the MANAGING MEMBER of TOUCAN INVESTMENT REAL ESTATE AND DEVELOPMENT LC, a Limited Liability Company and that he signed the Owner's Dedication freely and voluntarily for and in behalf of said Limited Liability Company for the purposes therein mentioned and acknowledged to me that said Limited Liability Company executed the same.

MY COMMISSION EXPIRES RESIDING IN COUNTY.
NOTARY PUBLIC

DEVELOPER
TOUCAN INVESTMENT REAL ESTATE
AND DEVELOPMENT LC
KEITH R. RUSSELL
2078 EAST 200 SOUTH
LAYTON, UTAH 84040

SURVEY RECORDING DATA

DATE:
DRAWING No:

HOMEWOOD SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER
OF SECTION 31
TOWNSHIP 5 NORTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
WEST POINT CITY, DAVIS COUNTY, UTAH

DAVIS COUNTY RECORDER

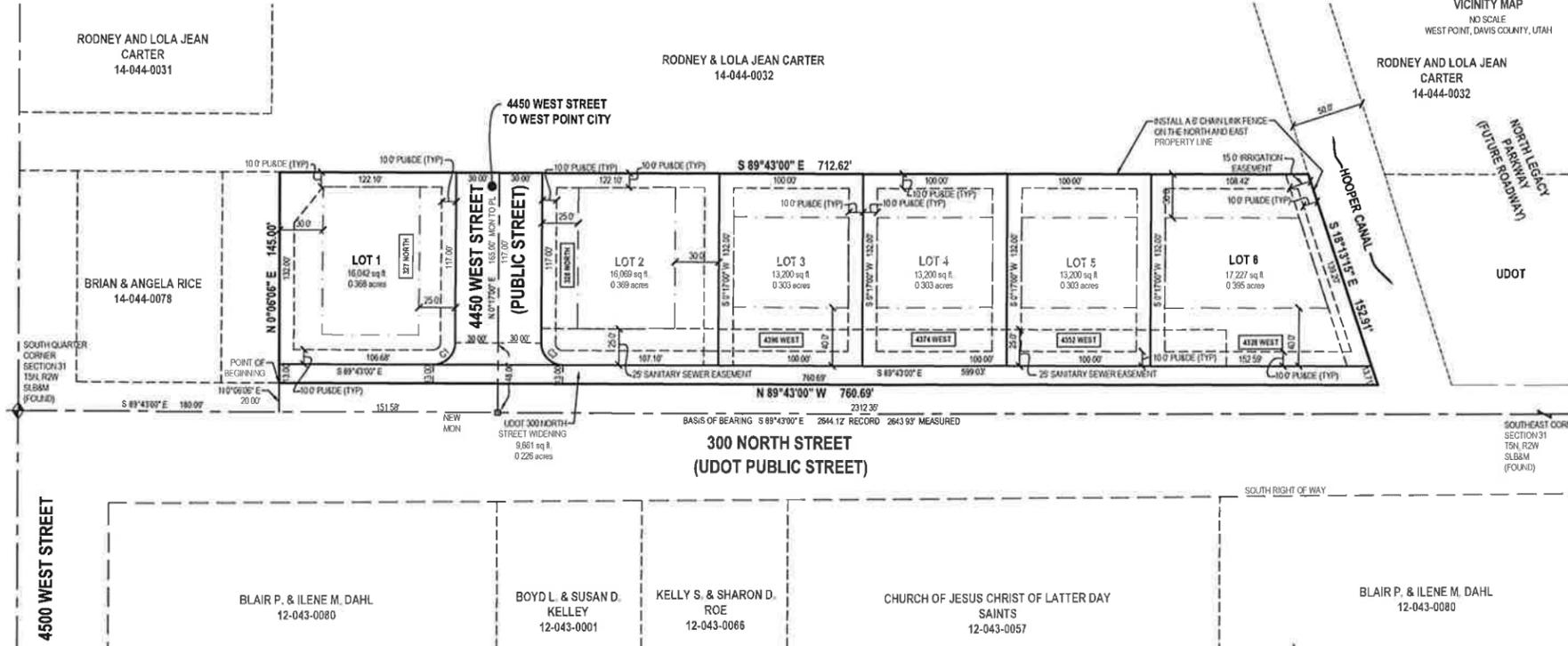
ENTRY NO. FEE
PAID FILED FOR RECORD AND
RECORDED THIS DAY OF , 20
AT IN BOOK OF OFFICIAL RECORDS
PAGE

SHEET 1 OF 1

PROJECT NUMBER: L1537
MANAGER: KRUSSELL
DRAWN BY: ASHELBY
CHECKED BY: KRUSSELL
DATE: 11/18/15

DAVIS COUNTY RECORDER

BY DEPUTY RECORDER



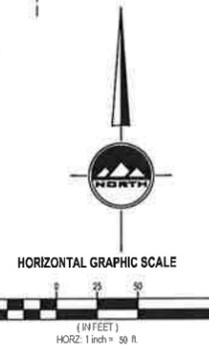
GENERAL NOTES:

- PROPERTY IS ZONED R-2
A. FRONT YARD SETBACK IS 40 FEET
B. REAR YARD SETBACK IS 30 FEET
C. SIDE YARD SETBACK IS 10 FEET
D. CORNER LOT SIDE YARD SETBACK IS 20 FEET ARTERIAL STREET MINIMUM SIDE YARD AND (STREET) 20 FEET OR PLUDE LINE AT 35 FEET
- ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS (PU & DE) ARE 10' FRONT, 10' SIDE AND 10' REAR UNLESS OTHERWISE NOTED HEREON
- PRIVATE RIGHT-OF-WAY TO ALSO BE A PUBLIC UTILITY AND DRAINAGE EASEMENT RIGHT-OF-WAY TO BE MAINTAINED BY THE HOMEWOOD SUBDIVISION HOMEOWNERS ASSOCIATION. LOTS 3-7 INCLUSIVE TO HAVE RIGHTS TOGETHER WITH AND SUBJECT TO THE ENTIRE RIGHT-OF-WAY. LOTS 1 AND 2 ARE NOT PART OF THE HOMEWOOD SUBDIVISION HOME OWNERS ASSOCIATION AND ARE EXEMPT FROM AN FEES ASSOCIATED WITH THE MAINTENANCE OF THE PRIVATE RIGHT OF WAY.
- ACCESS POINTS FOR LOTS 3-7 ON 300 NORTH STREET ARE 30 FOOT LIMITED ACCESS DRIVE APPROACHES AT THE LOCATIONS SHOWN HEREON DESIGNATED AS "A", "B" AS APPROVED BY UDOT.
- THE PROPERTY IS LOCATED IN LAND DRAIN ZONE "C" IN WEST POINT CITY. FOUNDATION DRAINS AND SUMP PUMPS ARE REQUIRED FOR ALL BASEMENTS

LEGEND



NOTE:
UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN PROVIDING UTILITY SERVICES WITHIN AND WITHOUT THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE REMOVAL OF ANY OBSTRUCTIONS INCLUDING STRUCTURES, TREES AND VEGETATION THAT MAY BE PLACED WITHIN THE P.U.E. THE UTILITY MAY REQUIRE THE LOT OWNER TO REMOVE ALL STRUCTURES WITHIN THE P.U.E. AT THE LOT OWNER'S EXPENSE, OR THE UTILITY MAY REMOVE SUCH STRUCTURES AT THE LOT OWNER'S EXPENSE. AT NO TIME MAY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE P.U.E. OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE P.U.E. WITHOUT THE PRIOR WRITTEN APPROVAL OF THE UTILITIES WITH FACILITIES IN THE P.U.E.



ENSIGN
LAYTON
1485 W. Hillfield Rd. Ste 204
Layton UT 84041
Phone: 801-547-1100
Fax: 801-593-6315
www.ensignco.com

SALT LAKE CITY
TOSHE
Phone: 801-464-0088
CEAR CITY
Phone: 435-362-1811
RICHFIELD
Phone: 435-896-2081

UDOT APPROVAL

APPROVED THIS DAY OF , 20
BY THE UDOT

CITY ATTORNEY'S APPROVAL

APPROVED THIS DAY OF , 20
BY THE WEST POINT CITY ATTORNEY

PLANNING COMMISSION APPROVAL

APPROVED THIS DAY OF , 20
BY THE CITY PLANNING COMMISSION APPROVAL

CITY ENGINEER'S APPROVAL

APPROVED THIS DAY OF , 20
BY THE WEST POINT CITY ENGINEER

CITY COUNCIL APPROVAL

APPROVED THIS DAY OF , 20
BY THE WEST POINT CITY COUNCIL

DAVIS COUNTY RECORDER

APPROVED THIS DAY OF , 20
BY DEPUTY RECORDER



NO.	DATE	REVISION	BY
1	08/24/15	FOR REVIEW	KRR
2			
3			
4			
5			
6			
7			
8			

GENERAL NOTES

PROJECT NUMBER: 1537
PROJECT DATE: 11/13/15
DRAWN BY: M ELMER
CHECKED BY: KRUSSELL
PROJECT MANAGER: KRUSSELL

C-001

GENERAL NOTES

- ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY THE DESIGN ENGINEER, LOCAL AGENCY JURISDICTION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY. THE LATEST EDITION OF ALL STANDARDS AND SPECIFICATIONS MUST BE ADHERED TO. IF A CONSTRUCTION PRACTICE IS NOT SPECIFIED BY ANY OF THE LISTED SOURCES, CONTRACTOR MUST CONTACT DESIGN ENGINEER FOR DIRECTION.
- CONTRACTOR TO STRICTLY FOLLOW THE MOST CURRENT COPY OF THE SOILS REPORT FOR THIS PROJECT. ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION BACKFILL, SITE GRUBBING, AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH SOILS REPORT.
- CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFORE SUBMITTING BID.
- CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE CITY, STATE, OR COUNTY REGULATIONS FOR WORKING IN THE PUBLIC WAY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS. WET DOWN DRY MATERIALS AND RUBBISH TO PREVENT BLOWING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY SETTLEMENT OF OR DAMAGE TO EXISTING UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.
- UNLESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM 4" GRAVEL BASE OVER A WELL-COMPACTED 6% DENSITY PER ASTM D-1557 SUB GRADE.
- ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED, OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE. CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
- ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.
- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.
- PRIOR TO LAYOUT AND POthOLE FOR ALL POTENTIAL CONFLICTS WITH UTILITY LINES ON-OR OFF-SITE AS REQUIRED PRIOR TO ANY CONSTRUCTION, AND THE CONTRACTOR WILL VERIFY DEPTHS OF UTILITIES IN THE FIELD BY POthOLING A MINIMUM OF 300 FEET AHEAD OF PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. IF A CONFLICT ARISES RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO POthOLE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.
- ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO OWNER.
- CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION.
- AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.
- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT ADOPTED EDITION OF ADA ACCESSIBILITY GUIDELINES.
- CONTRACTOR SHALL, AT THE TIME OF BIDDING AND THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDED FOR AN AMOUNT REQUIRED BY THE OWNER.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTORS USE DURING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
- IF EXISTING IMPROVEMENTS NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING IMPROVEMENTS FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING IMPROVEMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT. THERE WILL BE NO EXTRA COST DUE TO THE CONTRACTOR FOR REPLACING OR REPAIRING EXISTING IMPROVEMENTS.
- WHenever EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES. THE FINISHED PRODUCT SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, THE ENGINEER, AND THE RESPECTIVE REGULATORY AGENCY.
- CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL SIZE RECORD DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL STRUCTURES AND OTHER FACILITIES. RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED. WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR. PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL DELIVER TO THE ENGINEER ONE SET OF NEATLY MARKED RECORD DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. RECORD DRAWINGS SHALL BE REVIEWED AND THE COMPLETE RECORD DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REQUIRED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
- WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL, AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- ALL EXISTING GATES AND FENCES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL GATES AND FENCES FROM DAMAGE.
- ALL EXISTING TREES ARE TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL TREES FROM DAMAGE.
- ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT WITHIN THE CITY RIGHT OF WAY. FOR ASPHALT CONSTRUCTION WITHIN THE UDOT ROW MATCHLINES, OR THE ANTICIPATED EXISTING 6 INCHES OF UDOT APPROVED HOT MIX ASPHALT (HMA), PG-GRADE 6434 ASPHALT BINDER, 1/2 INCH NOMINAL MAX. 7.5-115 GRADATION PER UDOT STANDARD SPECIFICATION 02741, OVER 8 INCHES UNTREATED BASE COURSE (UTBC) PER UDOT SPECIFICATION 02721, OVER 14 INCHES GRANULAR BORROW (GB) PER UDOT SPECIFICATION 02056 (WHICHEVER IS GREATER).
- CONTRACTORS ARE RESPONSIBLE FOR ALL OSHA REQUIREMENTS ON THE PROJECT SITE.
- A UDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE AS WELL AS A STORM WATER POLLUTION PREVENTION PLAN.
- SECONDARY WATER LATERALS TO BE INSTALLED WITH MATERIALS AND PROCEDURES OF THE DAVIS AND WEBER CANAL COMPANIES SECONDARY WATER COMPANY.
- SANITARY SEWER AND LATERALS SHALL BE INSTALLED ACCORDING TO WEST POINT CITY STANDARDS AND SPECIFICATIONS. CONNECTING MANHOLE ON EXISTING 21" SANITARY SEWER LINE IN 300 NORTH STREET SHALL BE IN ACCORDANCE WITH NORTH DAVIS SANITARY SEWER DISTRICT STANDARDS AND SPECIFICATIONS.

UTILITY NOTES

- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS, CITY AND STATE REQUIREMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE LOCATION OF NEW "DRY UTILITIES" WITH THE APPROPRIATE UTILITY COMPANY, INCLUDING BUT NOT LIMITED TO: TELEPHONE & INTERNET SERVICE, GAS SERVICE, CABLE, AND POWER.
- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS BASED ON ON-SITE SURVEY. PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE, IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY BLUE STAKES AT 1:00 662-4111 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKES ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGED UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
- CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO POSSIBLE EXISTENCE OF UNRECORDED UTILITY LINES. EXCAVATION REQUIRED WITHIN PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT CONTRACTOR'S EXPENSE.
- TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS (2012 EDITION), SECTION 02330 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE GEOTECHNICAL REPORT IF NATIVE MATERIALS ARE USED. NO NATIVE MATERIALS ARE ALLOWED IN THE PIPE ZONE. THE MAXIMUM LIFT FOR BACKFILLING EXCAVATIONS IS 8 INCHES.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES AND FOR THE PROTECTION OF WORKERS.
- THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.
- ALL WATER LINE AND SEWER LINE INSTALLATION AND TESTING TO BE IN ACCORDANCE WITH LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL MANHOLES, HYDRANTS, VALVES, CLEANOUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER APWA CONNECTION STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS, AND VALVES PER APWA STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE OUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED.
- CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION.
- SILT AND DEBRIS ARE TO BE CLEANED OUT OF ALL STORM DRAIN BOXES. CATCH BASINS ARE TO BE MAINTAINED IN A CLEANED CONDITION AS NEEDED UNTIL AFTER THE FINAL BOND RELEASE INSPECTION.
- CONTRACTOR SHALL CLEAN ASPHALT, TAR OR OTHER ADHESIVES OFF OF ALL MANHOLE LIDS AND INLET GRATES TO ALLOW ACCESS.
- EACH TRENCH SHALL BE EXCAVATED SO THAT THE PIPE CAN BE LAID TO THE ALIGNMENT AND GRADE AS REQUIRED. THE TRENCH WALL SHALL BE SO BRACED THAT THE WORKMEN MAY WORK SAFELY AND EFFICIENTLY. ALL TRENCHES SHALL BE DRAINED SO THE PIPE LAYING MAY TAKE PLACE IN DRY/WATERED CONDITIONS.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
- ALL SEWER LINES AND SEWER SERVICES SHALL HAVE A MINIMUM SEPARATION OF 10 FEET, CENTER TO CENTER, FROM THE WATER LINES. IF A 10 FOOT SEPARATION CANNOT BE MAINTAINED, THE SEWER LINE AND WATER LINE SHALL BE LAID IN SEPARATE TRENCHES AND THERE SHALL BE A MINIMUM 18" VERTICAL SEPARATION BETWEEN THE PIPES.
- CONTRACTOR SHALL INSTALL THRUST BLOCKING AT ALL WATERLINE ANGLE POINTS AND TEES.
- ALL UNDERGROUND UTILITIES OR CONDUITS FOR DRY UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.
- CONTRACTOR SHALL INSTALL MAGNETIC LOCATING TAPE CONTINUOUSLY OVER ALL NONMETALLIC PIPE.

TRAFFIC CONTROL AND SAFETY NOTES

- TRAFFIC CONTROL AND STRIPING TO CONFORM TO THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- BARRICADING AND DETOURING SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE CURRENT MUTCD.
- NO STREET SHALL BE CLOSED TO TRAFFIC WITHOUT WRITTEN PERMISSION FROM THE APPROPRIATE AGENCY, EXCEPT WHEN DIRECTED BY LAW ENFORCEMENT OR FIRE OFFICIALS.
- THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE FOR SMOOTH TRAFFIC FLOW AND SAFETY. ACCESS SHALL BE MAINTAINED FOR ALL PROPERTIES ADJACENT TO THE WORK.
- DETOURING OPERATIONS FOR A PERIOD OF SIX CONSECUTIVE CALENDAR DAYS, OR MORE, REQUIRES THE INSTALLATION OF TEMPORARY STREET STRIPING AND REMOVAL OF INTERFERING STRIPING BY SANDBLASTING. THE DETOURING STRIPING PLAN OR CONSTRUCTION TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE CITY TRAFFIC ENGINEER FOR REVIEW AND APPROVAL.
- ALL TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF THE WORK TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.
- TRAFFIC CONTROL DEVICES (TCDs) SHALL REMAIN VISIBLE AND OPERATIONAL AT ALL TIMES.
- ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) BEING IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
- THE CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTAH TRANSIT AUTHORITY (UTA) IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.

DEMOLITION NOTES

- EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND MAY NOT BE LOCATED CORRECTLY AND IS NOT ALL INCLUSIVE. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS BEFORE BEGINNING DEMOLITION/CONSTRUCTION.
- THERE MAY BE BURIED UTILITIES WITHIN THE LIMITS OF DISTURBANCE THAT ARE NOT SHOWN ON THE PLANS DUE TO LACK OF MAPPING OR RECORD INFORMATION. CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN UNEXPECTED UTILITIES ARE DISCOVERED.
- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL EXISTING UTILITIES AND IMPROVEMENTS WHETHER OR NOT SHOWN ON THESE PLANS. THE FACILITIES AND IMPROVEMENTS ARE BELIEVED TO BE CORRECTLY SHOWN BUT THE CONTRACTOR IS REQUIRED TO SATISFY HIMSELF AS TO THE COMPLETENESS AND ACCURACY OF THE LOCATIONS. ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE HIMSELF WITH THE SITE AND SHALL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY, OR INDIRECTLY, FROM HIS OPERATIONS, WHETHER OR NOT SAID FACILITIES ARE SHOWN ON THESE PLANS.

GRADING AND DRAINAGE NOTES

- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL RELATED ADDENDUMS.
- THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS).
- THE CONTRACTOR SHALL REMOVE ALL ORGANIC MATERIAL AND OTHER DELETERIOUS MATERIALS PRIOR TO PLACING GRADING FILL OR BASE COURSE. THE AREA SHOULD BE PROTECTED TO IDENTIFY ANY SOFT AREAS. WHERE SOFT AREAS ARE ENCOUNTERED, THE CONTRACTOR SHALL REMOVE THE SOIL AND REPLACE WITH COMPACTED FILL.
- ALL DEBRIS PILES AND BERMS SHOULD BE REMOVED AND HAULED AWAY FROM SITE OR USED AS GENERAL FILL IN LANDSCAPED AREAS.
- THE CONTRACTOR SHALL CONSTRUCT THE BUILDING PAD TO THESE DESIGN PLANS AS PART OF THE SITE GRADING CONTRACT, AND STRICTLY ADHERE TO THE SITE PREPARATION AND GRADING REQUIREMENTS OUTLINED IN THE GEOTECHNICAL REPORT.
- THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE AND DEBRIS ON ADJACENT STREETS WHEN EQUIPMENT IS TRAVELING THOSE STREETS.
- THE CONTRACTOR SHALL BE FAMILIAR WITH ALL CONDITIONS AND RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT AND TAKE ALL NECESSARY PRECAUTIONS AND RECOMMENDED PROCEDURES TO ASSURE SOUND GRADING PRACTICES.
- THE CONTRACTOR SHALL TAKE APPROPRIATE GRADING MEASURES TO DIRECT STORM SURFACE RUNOFF TOWARDS CATCH BASINS.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON ON-SITE SURVEY. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL NECESSARY CUTS AND FILLS WITHIN THE LIMITS OF THIS PROJECT AND THE RELATED OFF-SITE WORK, SO AS TO GENERATE THE DESIRED SUBGRADE, FINISH GRADES, AND SLOPES SHOWN.
- THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
- THE GRADING CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE OWNER TO PROVIDE FOR THE REQUIREMENTS OF THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND ASSOCIATED PERMIT. ALL CONTRACTOR ACTIVITIES 1 ACRE OR MORE IN SIZE ARE REQUIRED TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN.
- ALL CUT AND FILL SLOPES SHALL BE PROTECTED UNTIL EFFECTIVE EROSION CONTROL HAS BEEN ESTABLISHED.
- THE USE OF POTABLE WATER WITHOUT A SPECIAL PERMIT FOR BUILDING OR CONSTRUCTION PURPOSES INCLUDING CONSOLIDATION OF BACKFILL OR DUST CONTROL IS PROHIBITED. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WATER FROM GOVERNING AGENCY.
- THE CONTRACTOR SHALL MAINTAIN THE STREETS, SIDEWALKS, AND ALL OTHER PUBLIC RIGHT-OF-WAYS IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPLILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE PUBLICLY-OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, SHALL BE MAINTAINED IN A CLEAN, SAFE AND USABLE CONDITION.

ABBREVIATIONS

APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AR	ACCESSIBLE ROUTE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWWA	AMERICAN WATER WORKS ASSOCIATION
BOS	BOTTOM OF STEP
BCV	BEGIN VERTICAL CURVE
C	CURVE
C	CATCH BASIN
CF	CURB FACE
CO	CENTER LINE
CO	CLEANOUT
COMM	COMMUNICATION
CONC	CONCRETE
CONT	CONTINUOUS
CR	DRAMETER
DIP	DUCTILE IRON PIPE
ELEC	ELECTRICAL
ELEV	ELEVATION
EOA	EDGE OF ASPHALT
EVC	END OF VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FRESH FLOOR
FG	FINISH GRADE
FL	FIRE HYDRANT
FL	FLOW LINE OR FLANGE
FR	GRADE BREAK
GF	GARAGE FLOOR
GV	GATE VALVE
HC	HANDCAP
HP	HIGH POINT
IR	IRRIGATION
IR	RATE OF VERTICAL CURVATURE
K	LAND DRAIN
LD	LINEAR FEET
LF	LOW POINT
LP	MANHOLE
MH	MECHANICAL JOINT
MI	NATURAL GROUND
NS	NOT IN CONTRACT
NO	NUMBER
ON CENTER	ON CENTER
OC	ON CENTER EACH WAY
ORP	OVERHEAD POWER
PC	POINT OF CURVATURE OR PRESSURE CLASS
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PIV	POST INDICATOR VALVE
PL	PROPERTY LINE
PRC	POINT OF REVERSE CURVATURE
PRD	PROPOSED
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	ROOF DRAIN
ROW	RIGHT OF WAY
S	SLOPE
SAN SWR	SANITARY SEWER
SD	STORM DRAIN
SEC	SECONDARY
SS	SANITARY SEWER
STA	STATION
SW	SIDEWALK
SWL	SECONDARY WATER LINE
TBC	TOP BACK OF CURB
TOG	TOP OF GRADE
TOA	TOP OF ASPHALT
TOC	TOP OF CONCRETE
TOF	TOP OF FOUNDATION
TOW	TOP OF WALL
TOS	TOP OF STEP
TYP	TYPICAL
VC	VERTICAL CURVE
WI	WALL INDICATOR VALVE
WL	WATER LINE

NOTE: MAY CONTAIN ABBREVIATIONS THAT ARE NOT USED IN THIS PLAN SET.

LEGEND

	SECTION CORNER		EXISTING EDGE OF ASPHALT
	EXISTING MONUMENT		PROPOSED EDGE OF ASPHALT
	PROPOSED MONUMENT		EXISTING STRIPING
	EXISTING REBAR AND CAP		PROPOSED STRIPING
	SET EXISTING REBAR AND CAP		EXISTING FENCE
	EXISTING WATER METER		PROPOSED FENCE
	PROPOSED WATER METER		EXISTING FLOW LINE
	EXISTING WATER MANHOLE		PROPOSED FLOW LINE
	PROPOSED WATER MANHOLE		GRADE BREAK
	EXISTING WATER BOX		EXISTING STORM DRAIN LINE
	EXISTING WATER VALVE		PROPOSED STORM DRAIN LINE
	PROPOSED WATER VALVE		ROOF DRAIN LINE
	EXISTING FIRE HYDRANT		CATCHMENTS
	PROPOSED FIRE HYDRANT		HIGH WATER LINE
	PROPOSED FIRE DEPARTMENT CONNECTION		EXISTING SANITARY SEWER
	EXISTING SECONDARY WATER VALVE		PROPOSED SANITARY SEWER LINE
	PROPOSED SECONDARY WATER VALVE		PROPOSED SANI SWR SERVICE LINE
	EXISTING IRRIGATION BOX		EXISTING LAND DRAIN LINE
	EXISTING IRRIGATION VALVE		PROPOSED LAND DRAIN LINE
	PROPOSED IRRIGATION VALVE		EXISTING LAND DRAIN SERVICE LINE
	EXISTING SANITARY SEWER MANHOLE		EXISTING CULINARY WATER LINE
	PROPOSED SANITARY SEWER MANHOLE		PROPOSED CULINARY WATER LINE
	EXISTING SANITARY CLEAN OUT		PROPOSED CULINARY WATER SERVICE LINE
	EXISTING STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	PROPOSED STORM DRAIN CLEAN OUT BOX		PROPOSED SECONDARY WATER LINE
	EXISTING STORM DRAIN INLET BOX		PROPOSED SEC WATER SERVICE LINE
	EXISTING STORM DRAIN CATCH BASIN		EXISTING IRRIGATION LINE
	PROPOSED STORM DRAIN CATCH BASIN		PROPOSED IRRIGATION LINE
	EXISTING STORM DRAIN COMBO BOX		EXISTING OVERHEAD POWER LINE
	PROPOSED STORM DRAIN COMBO BOX		EXISTING ELECTRICAL LINE
	EXISTING STORM DRAIN CLEAN OUT		EXISTING GAS LINE
	EXISTING STORM DRAIN CULVERT		EXISTING TELEPHONE LINE
	PROPOSED STORM DRAIN CULVERT		ACCESSIBLE ROUTE
	TEMPORARY SAG INLET PROTECTION		SAW CUT LINE
	TEMPORARY IN-LINE INLET PROTECTION		STRAW WATTLE
	ROOF DRAIN		TEMPORARY BERM
	EXISTING ELECTRICAL MANHOLE		TEMPORARY SILT FENCE
	EXISTING ELECTRICAL BOX		LIMITS OF DISTURBANCE
	EXISTING TRANSFORMER		EXISTING WALL
	EXISTING UTILITY POLE		PROPOSED WALL
	EXISTING LIGHT		EXISTING CONTOURS
	PROPOSED LIGHT		PROPOSED CONTOURS
	EXISTING GAS METER		BUILDABLE AREA WITHIN SETBACKS
	EXISTING GAS MANHOLE		PUBLIC DRAINAGE EASEMENT
	EXISTING GAS VALVE		EXISTING ASPHALT TO BE REMOVED
	EXISTING TELEPHONE MANHOLE		PROPOSED ASPHALT
	EXISTING TELEPHONE BOX		EXISTING CURB AND GUTTER
	EXISTING TRAFFIC SIGNAL BOX		PROPOSED CURB AND GUTTER
	EXISTING CABLE BOX		PROPOSED REVERSE PAN CURB AND GUTTER
	EXISTING BOLLARD		TRANSITION TO REVERSE PAN CURB
	PROPOSED BOLLARD		CONCRETE TO BE REMOVED
	EXISTING SIGN		EXISTING CONCRETE
	PROPOSED SIGN		PROPOSED CONCRETE
	EXISTING SPOT ELEVATION		BUILDING TO BE REMOVED
	PROPOSED SPOT ELEVATION		EXISTING BUILDING
	EXISTING FLOW DIRECTION		PROPOSED BUILDING
	EXISTING TREE		
	DENSE VEGETATION		

NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.

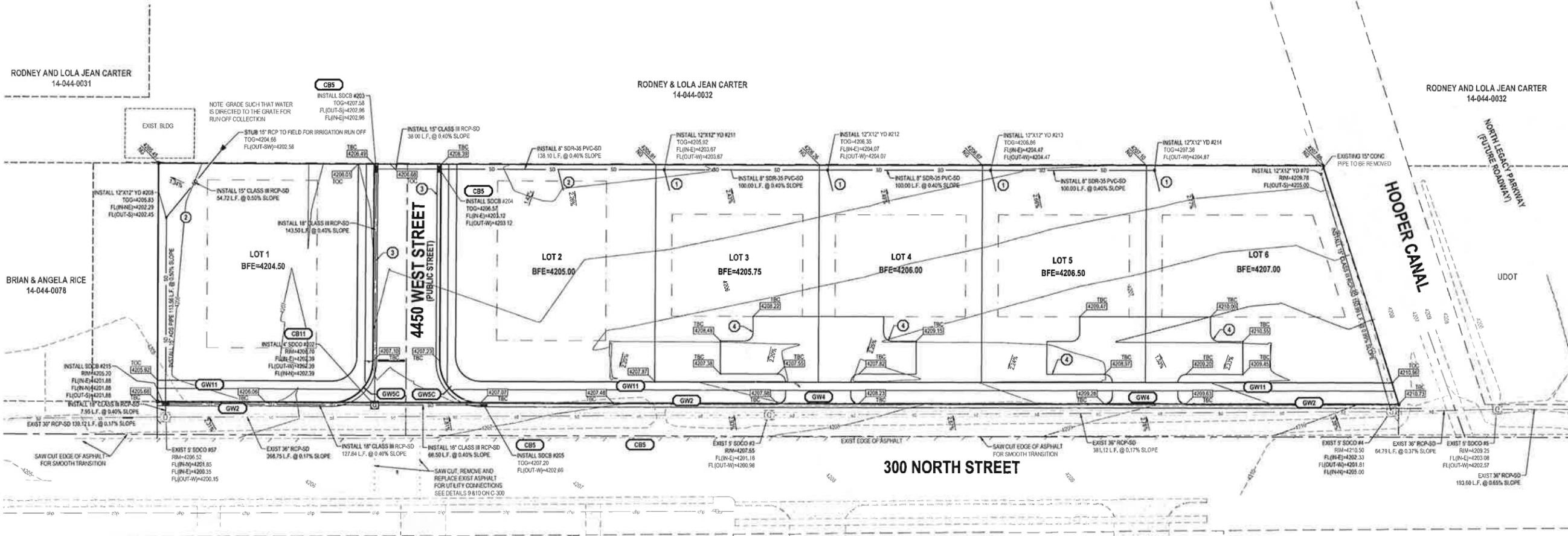
811
CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION
Keep what's below,
Call before you dig.

BENCHMARK
SOUTH QUARTER CORNER OF SECTION 31,
TOWNSHIP 5 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4203.08

- NOTES**
- THE FOUNDATION DRAIN SHOULD CONSIST OF A 4 INCH DIAMETER, SLOTTED PIPE ENCASED IN AT LEAST 12 INCHES OF FREE DRAINING GRAVEL. THE GRAVEL SHOULD EXTEND UP THE FOUNDATION WALL TO WITHIN 2 FEET OF THE FINAL GROUND SURFACE AND A FILTER FABRIC SHOULD SEPARATE THE GRAVEL FROM THE NATIVE SOILS. THE PIPE SHOULD BE GRADED TO DRAIN TO A STORM DRAIN OR OTHER FREE GRAVITY OUTFALL UNLESS PROVISIONS FOR PUMPED SUMPS ARE MADE. GRAVEL EXTENDING UP THE WALLS MAY BE REPLACED BY A FABRICATED DRAIN PANEL SUCH AS MIRAFT MICRO DRAIN OR EQUIVALENT.
 - THE HIGHEST POINT OF THE 4 INCH PERFORATED PIPE WITHIN THE FOUNDATION DRAIN SHOULD BE PLACED AT LEAST 6 INCHES BELOW THE BOTTOM OF THE FLOOR SLAB.
 - TO FACILITATE BASEMENT DRAINAGE, CLEAN GRAVEL PLACED BELOW THE BASEMENT FLOOR SLABS SHOULD BE AT LEAST 10 INCHES THICK.
 - CONNECTIONS THROUGH THE FOUNDATION SHOULD BE MADE BETWEEN THE SUBFLOOR GRAVEL AND THE FOUNDATION DRAIN. THE CONNECTIONS SHOULD BE MADE IN SUCH A WAY TO ALLOW ANY WATER COLLECTED BELOW THE FLOOR SLABS TO GRAVITY FLOW TO THE FOUNDATION DRAINS.
 - CLEAN OUTS SHOULD BE INSTALLED SO THAT THE FOUNDATION DRAIN MAY BE CLEANED AS NECESSARY.

- UDOT STANDARD PLAN # KEY NOTE LEGEND**
- CB11 CONST. SDCM PER UDOT STANDARD PLAN # CB11
 - CB5 CATCH BASIN WITH GRATE PER UDOT STANDARD PLAN # CB5
 - GW2 CONST. CONCRETE CURB AND GUTTER TYPE "B" PER UDOT STANDARD PLAN # GW2
 - GW4 CONST. DRIVEWAY PER UDOT STANDARD PLAN # GW4
 - GW5C CONST. HANDICAP ACCESSIBLE RAMPS PER UDOT STANDARD PLAN # GW5C
 - GW11 CONST. CONCRETE SIDEWALK PER UDOT STANDARD PLAN # GW11

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS
- 4" PVC FOOTING / LAND DRAIN LATERAL, 12 FEET CUT FROM YARD BOX PIPE @ 2.00% MINIMUM SLOPE ON LOTS 3 THROUGH 7 RELOCATIONS SHOWN. SEE SHEETS PP-1 & PP-2
 - 4" WYE ON 8" PVC FOR FOOTING / LAND DRAIN LATERAL @ 2.00% MINIMUM SLOPE ON LOTS 1 AND 2 RELOCATIONS SHOWN ON PIPE
 - 2" CURB AND GUTTER PER APWA STANDARDS
 - 2" CURB AND GUTTER PER APWA STANDARDS
 - 24" REVERSE PAV CURB AND GUTTER PER APWA STANDARDS



ENSIGN
THE STANDARD IN ENGINEERING

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KEITH RUSSELL
PHONE: 801-997-9100

HOMEWOOD SUBDIVISION

4350 WEST 300 NORTH STREET
WEST POINT CITY, UTAH



NO.	DATE	REVISION	BY
1	08/15/16	FOR REVIEW	AKB
2			
3			
4			
5			
6			

GRADING AND DRAINAGE PLAN

PROJECT NUMBER: L1537
DATE: 1/11/16
DRAWN BY: MELMER
CHECKED BY: KRUSSELL
PROJECT MANAGER: KRUSSELL

C-100

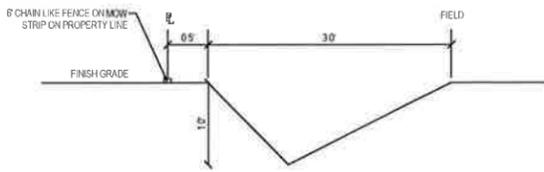
January 5, 2016

811
CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
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CONSTRUCTION
Know what's below.
Call before you dig.

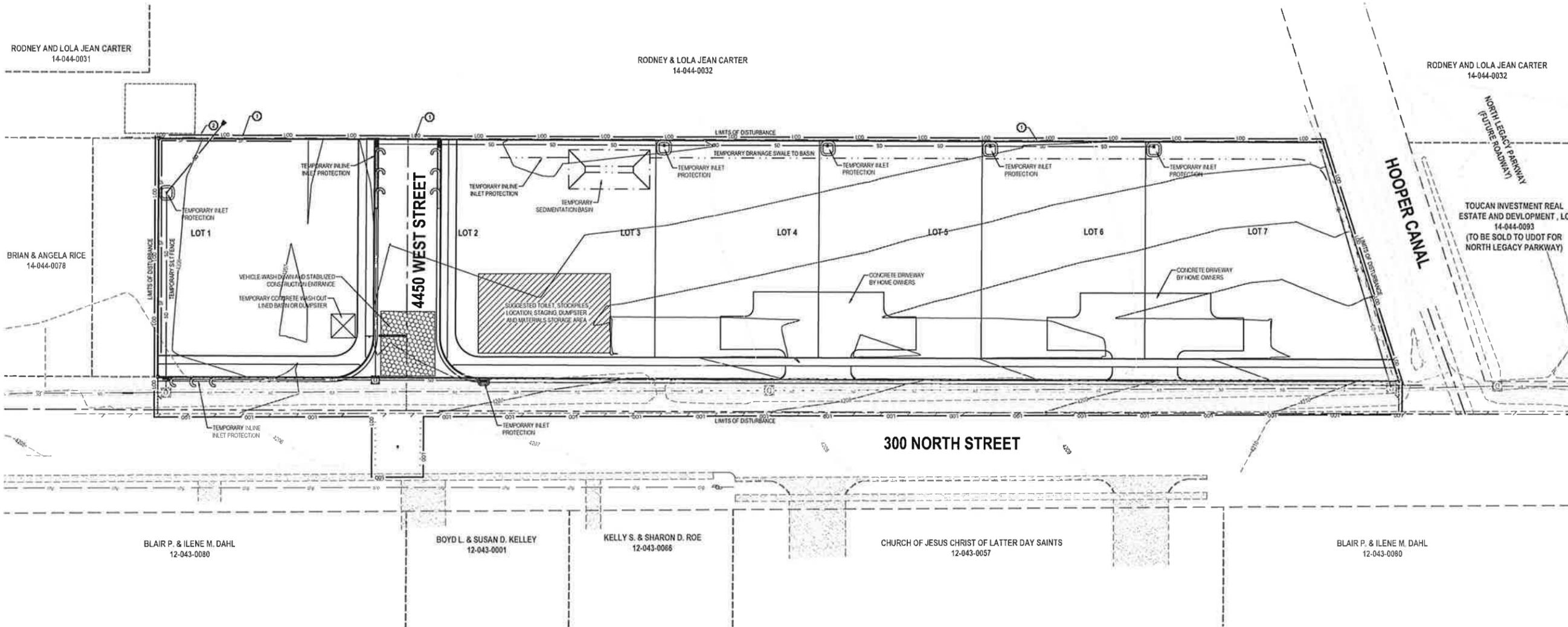
BENCHMARK
SOUTH QUARTER CORNER OF SECTION 31,
TOWNSHIP 5 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4203.88

- KEY NOTES**
- 1 A CUT DITCH WILL BE INSTALLED JUST NORTH OF THE SUBDIVISION TO DIRECT ALL FLOOD IRRIGATION WATER TO THE INLET BOX AT THE NORTHWEST CORNER OF THE SUBDIVISION. RAISE THE GRADE OF ALL LOTS BY 0.5 FEET MINIMUM ALONG THE NORTH PROPERTY LINE OF ALL LOTS TO PROTECT LOTS FROM IRRIGATION RUNOFF WATER (SEE DETAIL THIS SHEET)
 - 2 IRRIGATION RUN-OFF WATER TO DRAIN INTO 15 INCH PIPE, THRU LOT 1 AND INTO STORM DRAIN IN 300 NORTH STREET.

- GENERAL NOTES**
- 1 THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMP'S) AS NECESSARY, MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ON-SITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ON-SITE.
 - 2 DISTURBED LAND SHALL BE KEPT TO A MINIMUM. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. HOWEVER, WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
 - 3 RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.
 - 4 DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION. NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES AT THE APPROPRIATE PHASE OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.
 - 5 VARIOUS BEST MANAGEMENT PRACTICES HAVE BEEN SHOWN ON THE PLANS AT SUGGESTED LOCATIONS. THE CONTRACTOR MAY MOVE AND RECONFIGURE THESE BMP'S TO OTHER LOCATIONS IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.
 - 6 NOT ALL POSSIBLE BMP'S HAVE BEEN SHOWN. THE CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT THE POLLUTION OF STORM WATER PER PROJECT SWPPP.
 - 7 A LUPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE.



FLOOD IRRIGATION RUN OFF CUT DITCH
SCALE NONE



ENSIGN
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HOMEWOOD SUBDIVISION
4350 WEST 300 NORTH STREET
WEST POINT CITY, UTAH

TOUCAN INVESTMENT REAL ESTATE AND DEVELOPMENT, LC
14-044-0093
(TO BE SOLD TO UDOT FOR NORTH LEGACY PARKWAY)

Professional Engineer Seal: Keith Russell, State of Utah, No. 11815, dated 11/18/15.

NO DATE REVIEWED BY
1 08/16/15 FOR REVIEW AOR

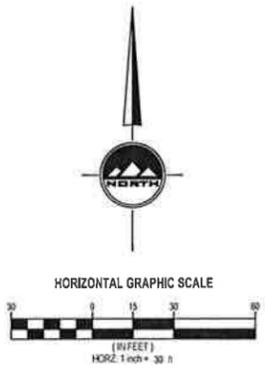
EROSION CONTROL PLAN

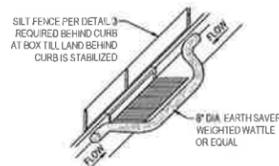
PROJECT NUMBER: 1517 DRAWN BY: MELMER
CHECKED BY: KRUSSELL

PROJECT MANAGER: KRUSSELL

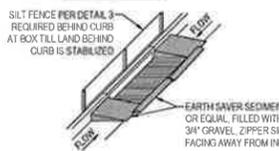
C-200

January 5, 2016





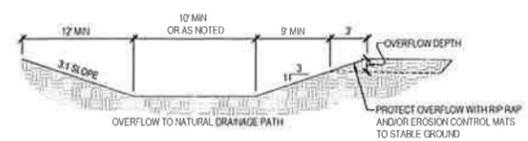
WATTLE OPTION



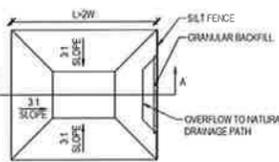
SANDBAG OPTION

- NOTES
- 1 PLACE WATTLES OR GRAVEL BAGS TIGHT AGAINST CURB TO PREVENT SEDIMENT LADEN WATER FROM GETTING BETWEEN CURB AND WATTLEBAG
 - 2 PLACE WATTLES OR GRAVEL BAGS SUCH THAT FLOW DOES NOT OVERTOP CURB OR ROAD CENTERLINE
 - 3 INSPECT INLET PROTECTION AFTER EVERY LARGE STORM EVENT AND AT LEAST BI-WEEKLY, OR PER SWPPP REQUIREMENTS, WHICHEVER IS MORE STRINGENT, TO ENSURE THAT SEDIMENT CONTROL IS MEETING ITS DESIGN INTENT. MAINTAIN AND/OR REPLACE AS NEEDED
 - 4 REMOVE SEDIMENT ACCUMULATED WHEN IT REACHES 50% OF GRAVEL BAG OR WATTLE HEIGHT
 - 5 CONTRACTOR MAY SUBMIT AN ALTERNATIVE METHOD OF INLET PROTECTION. THE ALTERNATIVE METHOD SHALL BE APPROVED BY THE CITY INSPECTOR AND THE ENGINEER OF RECORD
 - 6 BEFORE PLACEMENT OF CURB, STABILIZATION OF LAND BEHIND CURB, AND/OR PAVING, MAINTAIN TOP OF INLET AT 6" ABOVE GRADE, AND SURROUND WITH SILT FENCE FOR SEDIMENTATION AROUND BOX. MAINTAIN SILT FENCE BEHIND BOX UNTIL LAND BEHIND CURB IS STABILIZED

1 SAG INLET PROTECTION SCALE: NONE



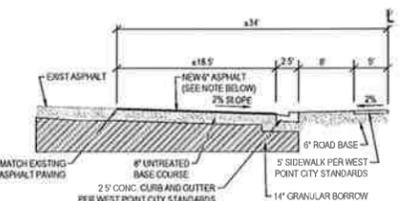
A-A SECTION



PLAN VIEW

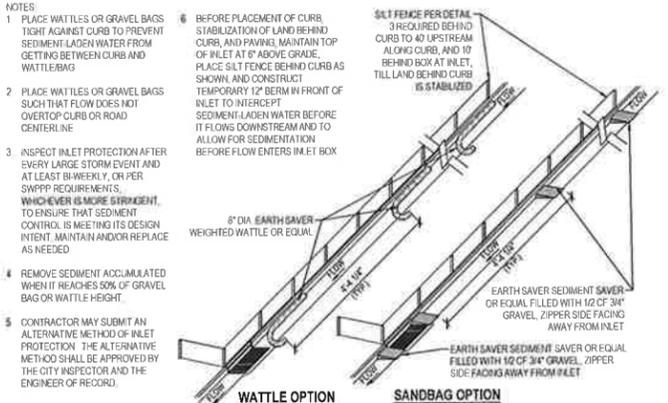
- NOTES
- 1 CLEAN OUT BASIN WHEN CAPACITY IS REDUCED BY HALF DIMENSIONS IN PLAN, WHICHEVER IS GREATER
 - 2 SIZE BASIN PER MINIMUM DIMENSIONS SHOWN, AND PER DIMENSIONS IN PLAN, WHICHEVER IS GREATER
 - 3 SAFETY FENCING IS REQUIRED FOR DEPTH GREATER THAN THREE FEET
 - 4 WHERE 2:1 RATIO OF LENGTH TO WIDTH IS NOT AVAILABLE, CONSTRUCT BERMS (OR BAFFLES) BETWEEN INLET AND OUTLET TO ACHIEVE 2:1 FLOW LENGTH RATIO
 - 5 WHERE TEMPORARY SEDIMENTATION WILL BE CONVERTED TO A PERMANENT DETENTION POND, PROTECT OUTLET PER DETAIL 8, TEMPORARY BASIN OUTLET PROTECTION

5 TEMPORARY SEDIMENTATION BASIN SCALE: NONE

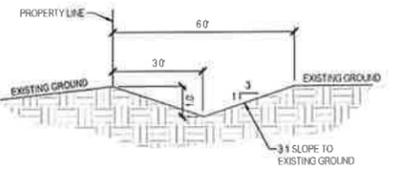


- NOTE
- 1 THE SUBGRADE IS PROOF ROLLED TO A FIRM NON-YIELDING CONDITION AND SOFT AREAS ARE REMOVED AND REPLACED WITH STRUCTURAL FILL
 - 2 AGGREGATE BASE IS COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DRY DENSITY (ASTM D-1557)
 - 3 ASPHALTIC CONCRETE IS COMPACTED TO AT LEAST 95 PERCENT OF THE LABORATORY MARSHAL MIX DESIGN DENSITY (ASTM D-1559)
 - 4 FOR ASPHALT CONSTRUCTION WITHIN THE UDOT ROW MATCH EXISTING, OR THE ANTICIPATED EXISTING OF 8 INCHES OF UDOT-APPROVED HOT MIX ASPHALT (HMA), PG-GRADE 64-34 ASPHALT BINDER, 1/2 INCH NOMINAL MAX. 7.75-115 GYRATION PER UDOT STANDARD SPECIFICATION 02741, OVER 8 INCHES UNTREATED BASE COURSE (UTBC) PER UDOT SPECIFICATION 02721, OVER 14 INCHES GRANULAR BORROW (GB) PER UDOT SPECIFICATION 02056 (WHICHEVER IS GREATER)

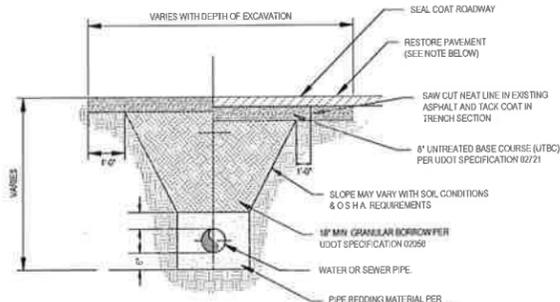
9 300 NORTH CROSS SECTION - UDOT ROADWAY SCALE: NONE



2 IN-LINE INLET PROTECTION SCALE: NONE

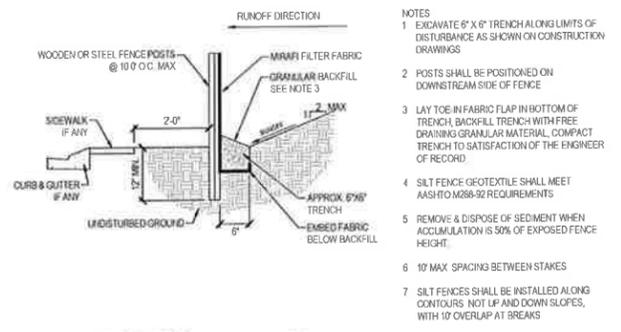


6 DRAINAGE SWALE SCALE: NONE

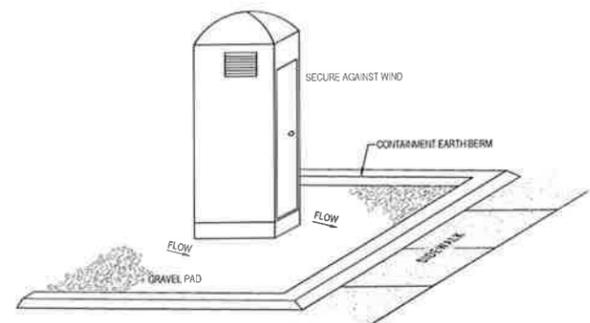


10 UDOT RIGHT OF WAY TYPICAL TRENCH FOR WATER AND SEWER LINES IN UDOT ROW SCALE: NONE

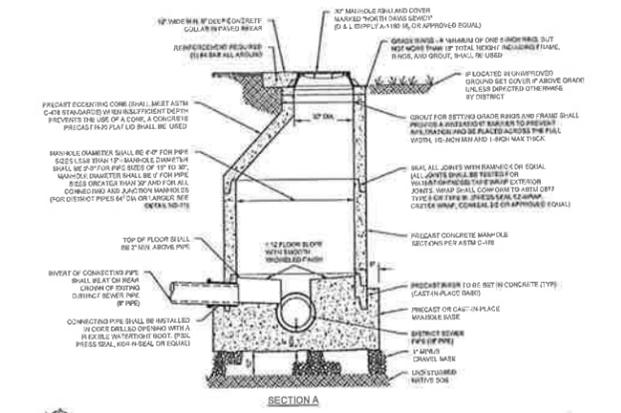
- NOTE
- 1 FOR ASPHALT CONSTRUCTION WITHIN THE UDOT ROW MATCH EXISTING, OR THE ANTICIPATED EXISTING OF 8 INCHES OF UDOT-APPROVED HOT MIX ASPHALT (HMA), PG-GRADE 64-34 ASPHALT BINDER, 1/2 INCH NOMINAL MAX. 7.75-115 GYRATION PER UDOT STANDARD SPECIFICATION 02741, OVER 8 INCHES UNTREATED BASE COURSE (UTBC) PER UDOT SPECIFICATION 02721, OVER 14 INCHES GRANULAR BORROW (GB) PER UDOT SPECIFICATION 02056 (WHICHEVER IS GREATER)
 - 2 ALSO SEE GENERAL NOTE 31 ON C-001



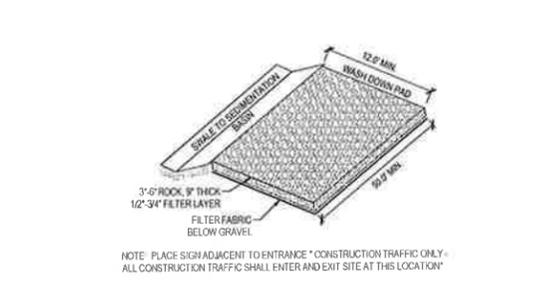
3 TEMPORARY SILT FENCE SCALE: NONE



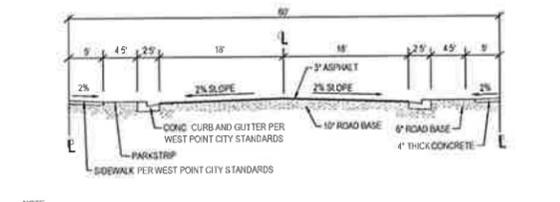
7 PORTABLE TOILET SCALE: NONE



11 NORTH DAVIS SEWER DISTRICT MANHOLE DETAIL SCALE: NONE



4 TEMPORARY VEHICLE WASHDOWN & STABILIZED CONSTRUCTION ENTRANCE SCALE: NONE



8 TYPICAL 60 FOOT ROAD CROSS SECTION SCALE: NONE

- NOTE
- 1 THE SUBGRADE IS PROOF ROLLED TO A FIRM NON-YIELDING CONDITION AND SOFT AREAS ARE REMOVED AND REPLACED WITH STRUCTURAL FILL
 - 2 AGGREGATE BASE IS COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DRY DENSITY (ASTM D-1557)
 - 3 ASPHALTIC CONCRETE IS COMPACTED TO AT LEAST 95 PERCENT OF THE LABORATORY MARSHAL MIX DESIGN DENSITY (ASTM D-1559)



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HOMEWOOD SUBDIVISION

4350 WEST 300 NORTH STREET

WEST POINT CITY, UTAH



NO.	DATE	REVISION	BY
1	08/15	FOR REVIEW	KRS

DETAILS

PROJECT NUMBER: L1507
PROJECT DATE: 11/18/15

DRAWN BY: MELMER
CHECKED BY: KRUSSELL

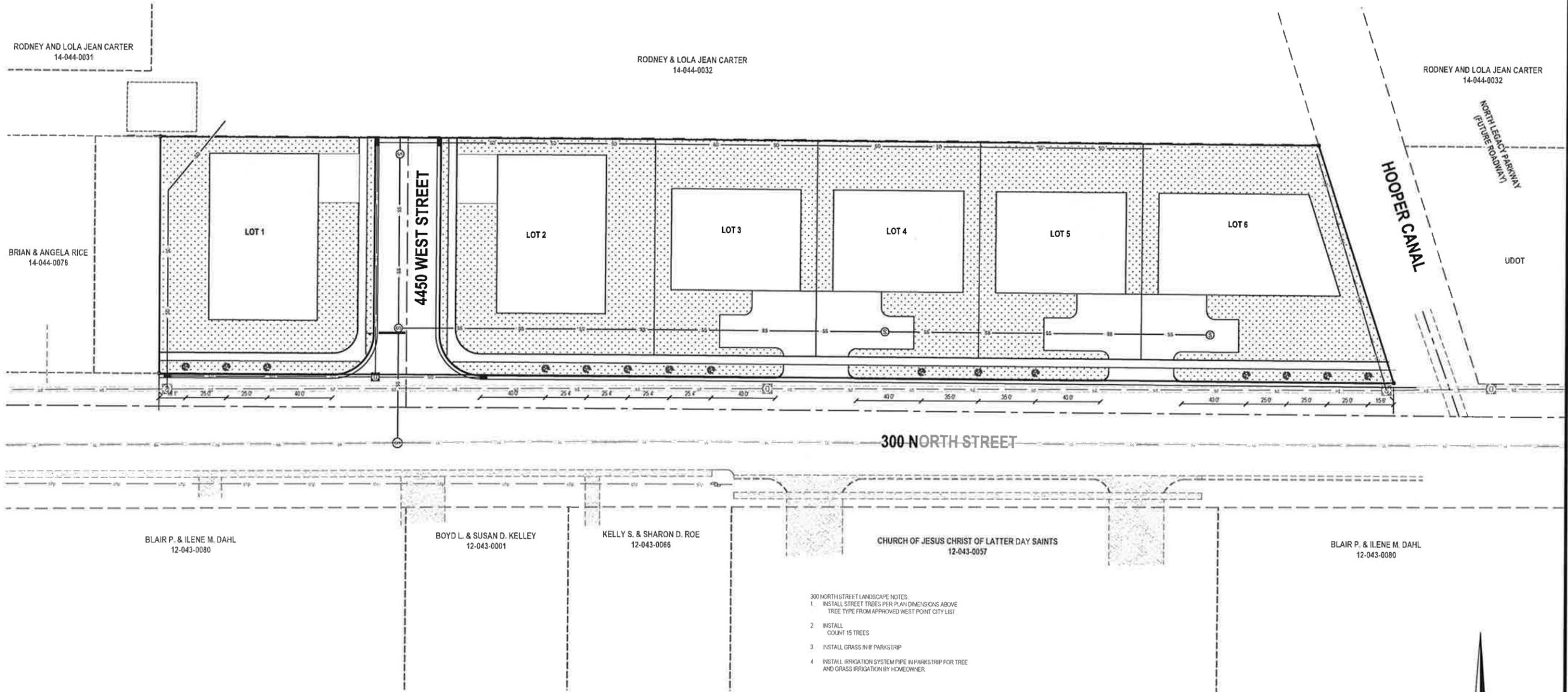
PROJECT MANAGER: KRUSSELL

C-300

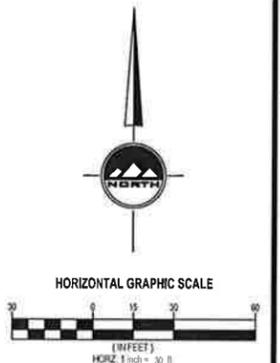
January 5, 2016



BENCHMARK
 SOUTH QUARTER CORNER OF SECTION 31,
 TOWNSHIP 5 NORTH, RANGE 2 WEST,
 SALT LAKE BASE AND MERIDIAN
 ELEVATION - 4203.66



- 300 NORTH STREET LANDSCAPE NOTES
1. INSTALL STREET TREES PER PLAN DIMENSIONS ABOVE
 TREE TYPE FROM APPROVED WEST POINT CITY LIST
 2. INSTALL
 COUNT 15 TREES
 3. INSTALL GRASS IN 8' PARKSTRIP
 4. INSTALL IRRIGATION SYSTEM PIPE IN PARKSTRIP FOR TREE
 AND GRASS IRRIGATION BY HOMEOWNER



ENSIGN
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HOMEWOOD SUBDIVISION
 4350 WEST 300 NORTH STREET
 WEST POINT CITY, UTAH



NO.	DATE	REVISION	BY
1	11/18/15	FOR REVIEW	KR

LANDSCAPE PLAN
300 NORTH STREET

PROJECT NUMBER: L1537 PRINT DATE: 11/18/15
 DRAWN BY: MELMER CHECKED BY: KRUSSELL
 PROJECT MANAGER: K. RUSSELL

L-1
 January 5, 2016

811
CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION
Know what's below.
Call before you dig.

BENCHMARK
SOUTH QUARTER CORNER OF SECTION 31,
TOWNSHIP 5 NORTH RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4203.08

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1" PVC CULINARY WATER SERVICE LATERAL WITH 3/4" TEER
 - 4" C900 PVC SANITARY SEWER SERVICE LATERAL @ 2.00% MINIMUM SLOPE
 - 3/4" DUAL TURNOUT SECONDARY WATER ON 1" SERVICE LINE
 - 8" TEE
 - 8" GATE VALVE
 - 8"x8" TEE
 - 8" GATE VALVE
 - FIRE HYDRANT WITH VALVE COMPLETE PER WEST POINT CITY STANDARDS
 - CONNECT TO EXISTING WATERLINE. FIELD VERIFY SIZE AND LOCATION
 - SLOPE TBC TO MATCH L&P. FLOW LINE AND TOP OF ASPHALT @ ENTRANCE TO ENSURE PROPER GRADING IN DRIVEWAY TRANSITION.

- UDOT STANDARD PLAN # KEY NOTE LEGEND**
- CB11** CONST. SDMH PER UDOT STANDARD PLAN # CB11
 - CB5** CATCH BASIN WITH GRATE PER UDOT STANDARD PLAN # CB5
 - GW2** CONST. CONCRETE CURB AND GUTTER TYPE 'B1' PER UDOT STANDARD PLAN # GW2
 - GW4** CONST. DRIVEWAY PER UDOT STANDARD PLAN # GW4
 - GWSC** CONST. HANDICAP ACCESSIBLE RAMPS PER UDOT STANDARD PLAN # GWSC
 - GW11** CONST. CONCRETE SIDEWALK PER UDOT STANDARD PLAN # GW11

NOTICE TO CONTRACTOR
The intent of the installation of curb and gutter along 300 NORTH is to match the existing asphalt paving such that proper drainage of both the existing and proposed asphalt into the proposed curb and gutter is accomplished. It is the **RESPONSIBILITY OF THE CONTRACTOR** to verify that drainage into the proposed curb and gutter of all runoff water from the street is accomplished prior to the placement of any concrete. Notice to Ensign Engineering of variations from the design drawings is required prior to any placement of the proposed curb and gutter.

NOTES

- ALL WORK WITHIN UDOT RIGHT OF WAY SHALL CONFORM TO THE MOST CURRENT UDOT STANDARD (INCLUDING SUPPLEMENTAL) DRAWINGS AND SPECIFICATIONS, FOUND AT UDOT.UTAH.GOV/GOV2012STANDARDS.
- SAW CUT EDGE OF EXISTING ASPHALT AND INSTALL ASPHALT TO NEW CURB AND GUTTER.
- SEE SHEET PP-4 FOR HOOPER CANAL DESIGN PLAN.
- PROVIDE FLOWABLE FILL AS BACKFILL MATERIAL IN ALL ROAD CUTS/TRENCHES IN 300 NORTH PER UDOT STANDARDS.
- ALL STREET CUTS IN 300 NORTH REQUIRE 25' ROTO MILL CENTERED OVER CUT, PER UDOT STANDARDS.
- FOR ASPHALT CONSTRUCTION WITHIN THE UDOT ROW MATCH EXISTING, OR THE ANTICIPATED EXISTING OF 6 INCHES OF UDOT-APPROVED HOT MIX ASPHALT (HMA), PG-GRADE 64-34 ASPHALT BINDER, 12 INCH NOMINAL MAX, 7-75-115 GYRATION PER UDOT STANDARD SPECIFICATION 02741; OVER 6 INCHES UNTRATED BASE COURSE (UBC) PER UDOT SPECIFICATION 0271; OVER 14 INCHES GRANULAR BORROW (GB) PER UDOT SPECIFICATION 01056 (WHICHEVER IS GREATER).

ALSO SEE GENERAL NOTE 31 ON C-001

ENSIGN
THE STANDARD IN ENGINEERING

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SALT LAKE CITY
Phone: 801.255.0529

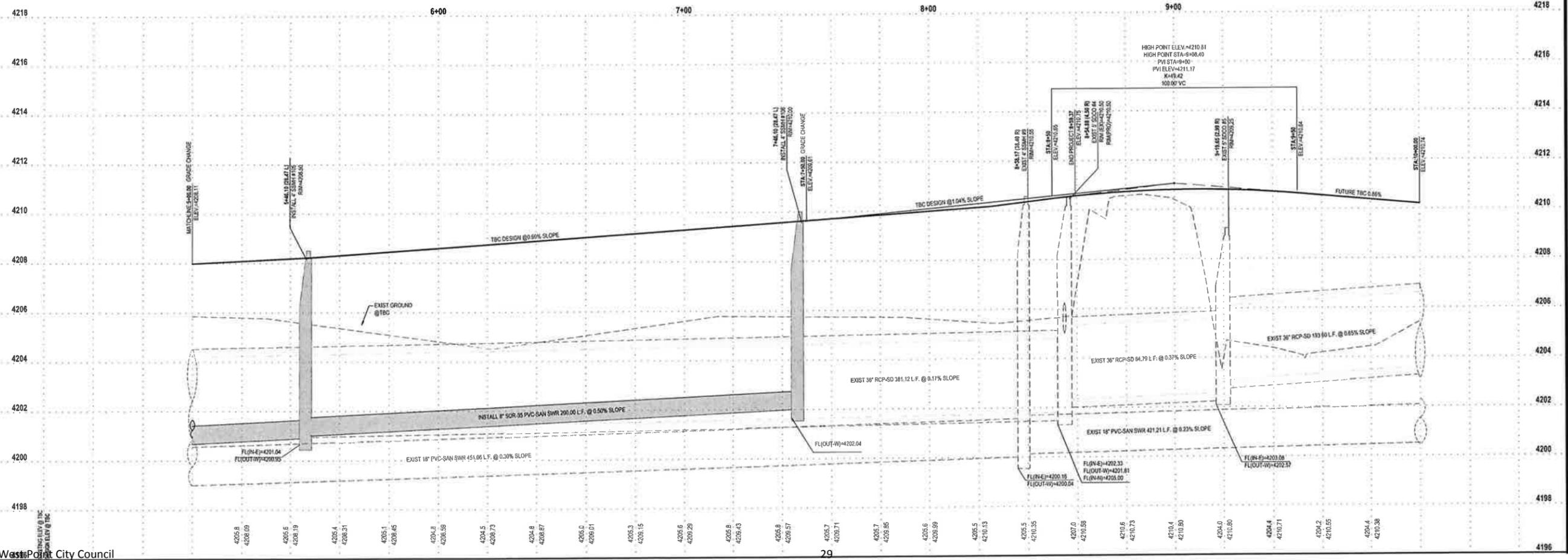
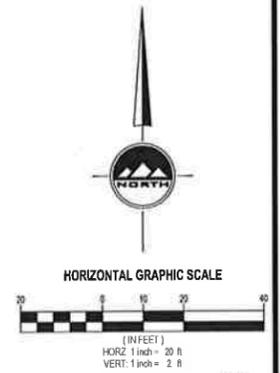
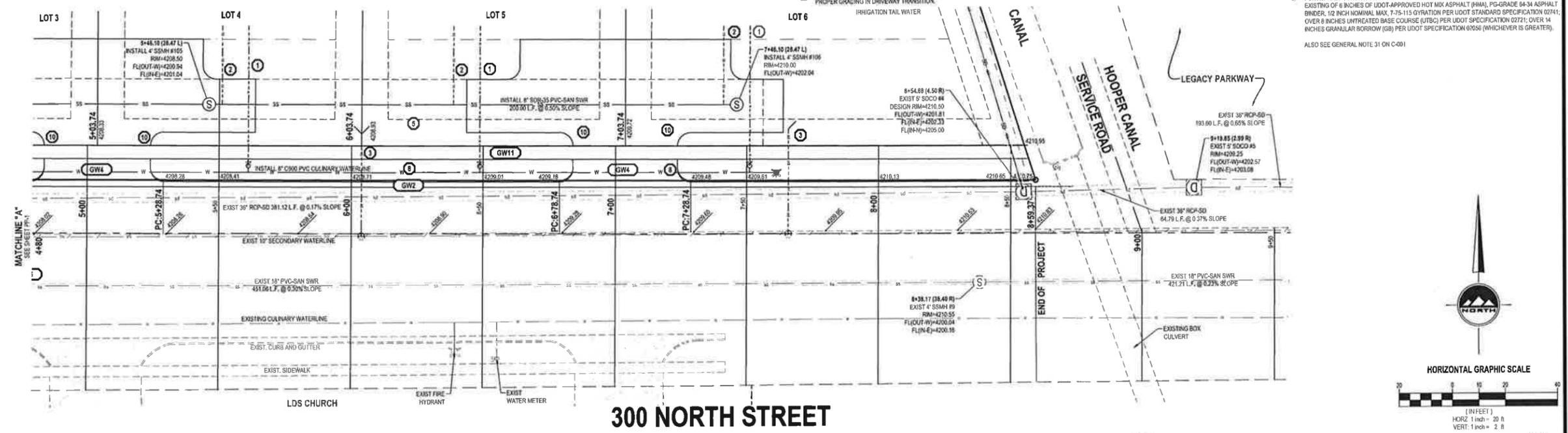
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CONTACT:
KEITH RUSSELL
PHONE: 801-997-9100



HOMWOOD SUBDIVISION
4350 WEST 300 NORTH STREET
WEST POINT CITY, UTAH



**300 NORTH STREET
PLAN AND PROFILE**

PROJECT NUMBER: L1537
PRINT DATE: 11/18/15
DRAWN BY: M. ELMER
CHECKED BY: K. RUSSELL
PROJECT MANAGER: K. RUSSELL

PP-2

January 3, 2016



BENCHMARK

SOUTH QUARTER CORNER OF SECTION 31,
TOWNSHIP 5 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4203.88

NOTICE TO CONTRACTOR

The intent of the installation of curb and gutter along 4450 WEST is to match the existing asphalt paving such that proper drainage of both the existing and proposed asphalt into the proposed curb and gutter is accomplished. It is the RESPONSIBILITY OF THE CONTRACTOR to verify that drainage into the proposed curb and gutter of all run-off water from the street is accomplished prior to the placement of any concrete. Notices to Engineer of any variations from the design drawings is required prior to any placement of the proposed curb and gutter.

NOTES

1. ALL WORK WITHIN UDOT RIGHT OF WAY SHALL CONFORM TO THE MOST CURRENT UDOT STANDARD (INCLUDING SUPPLEMENTAL) DRAWINGS AND SPECIFICATIONS, FOUND AT UDOT.UTAH.GOV/020912STANDARDS.
2. SAW CUT EDGE OF EXISTING ASPHALT AND INSTALL ASPHALT TO NEW CURB AND GUTTER.
3. SEE SHEET PP-4 FOR HOOPER CANAL DESIGN PLAN.
4. PROVIDE FLOWABLE FILL AS BACKFILL MATERIAL IN ALL ROAD CUTS/TRENCHES IN 300 NORTH PER UDOT STANDARDS.
5. ALL STREET CUTS IN 300 NORTH REQUIRE 2" ROTO MILL CENTERED OVER CUT, PER UDOT STANDARDS.
6. FOR ASPHALT CONSTRUCTION WITHIN THE UDOT ROW MATCH EXISTING, OR THE ANTICIPATED EXISTING OF 6 INCHES OF UDOT-APPROVED HOT MIX ASPHALT (HMA), PG-GRADE 64-34 ASPHALT BINDER, 1/2 INCH NOMINAL MAX, 7-75-115 GYRATION PER UDOT STANDARD SPECIFICATION 02741, OVER 6 INCHES UNTREATED BASE COURSE (UTBC) PER UDOT SPECIFICATION 02721, OVER 14 INCHES GRANULAR BORROW (GB) PER UDOT SPECIFICATION 02666 (WHICHEVER IS GREATER).

ALSO SEE GENERAL NOTE 31 ON C-001

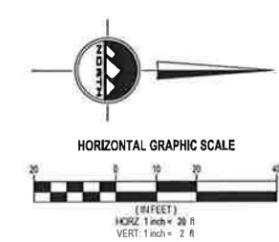
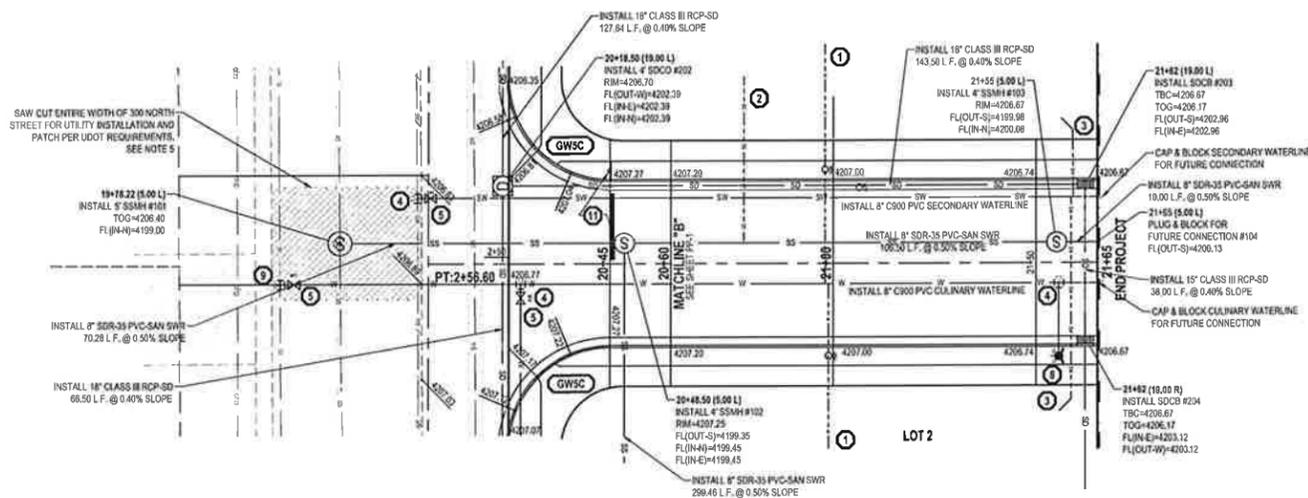
SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

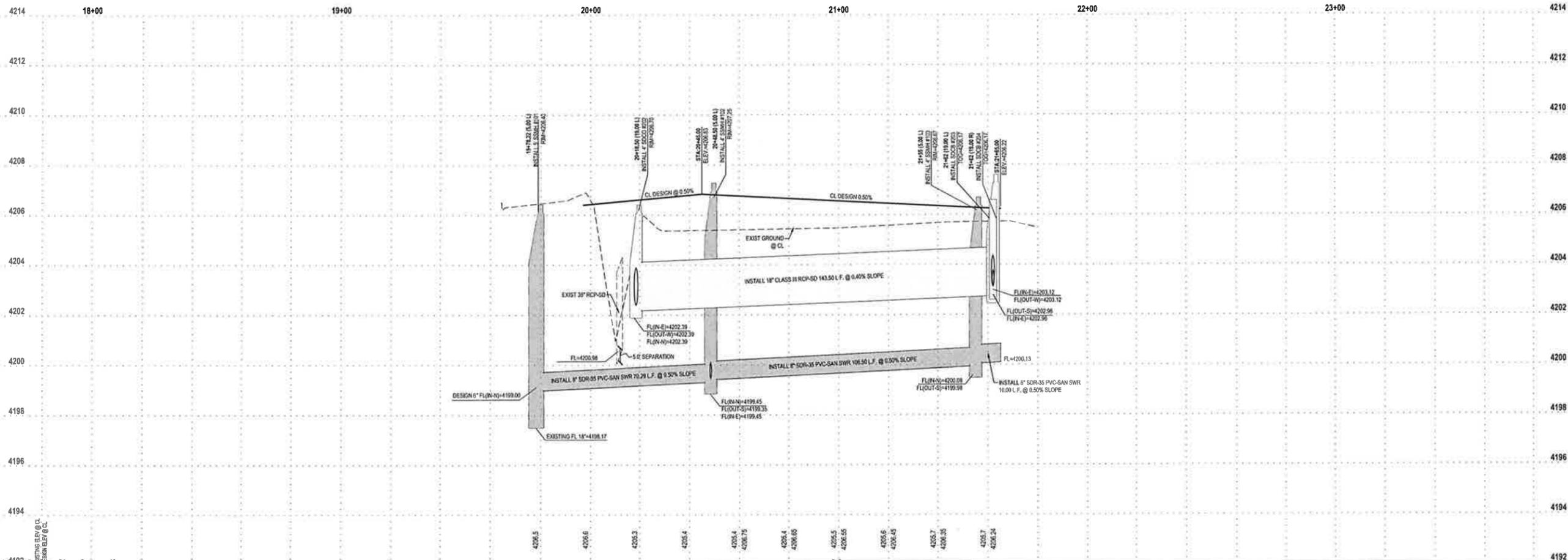
- 1 1" PVC CULINARY WATER SERVICE LATERAL WITH 3/4" METER
- 2 4" C900 PVC SANITARY SEWER SERVICE LATERAL @ 2.00% MINIMUM SLOPE
- 3 3/4" DUAL TURNOUT SECONDARY WATER ON 1" SERVICE LINE
- 4 8" TEE
- 5 8" GATE VALVE
- 6 8"x6" TEE
- 7 6" GATE VALVE
- 8 FIRE HYDRANT WITH VALVE COMPLETE PER WEST POINT CITY STANDARDS
- 9 CONNECT TO EXISTING WATERLINE, FIELD VERIFY SIZE AND LOCATION
- 10 SLOPE TO MATCH LIP, FLOW LINE AND TOP OF ASPHALT @ ENTRANCE TO ENSURE PROPER GRADING IN DRIVEWAY TRANSITION.
- 11 PLACE A 12 INCH WIDE PREFORMED THERMOPLASTIC STOP BAR AND A STOP SIGN AT THE INTERSECTION OF 4450 WEST AND 300 NORTH STREET.

UDOT STANDARD PLAN # KEY NOTE LEGEND

- CB11 CONST. SDMH PER UDOT STANDARD PLAN # CB11
- CB5 CATCH BASIN WITH GRATE PER UDOT STANDARD PLAN # CB5
- GW2 CONST. CONCRETE CURB AND GUTTER TYPE "B1" PER UDOT STANDARD PLAN # GW2
- GW4 CONST. DRIVEWAY PER UDOT STANDARD PLAN # GW4
- GW5C CONST. HANDICAP ACCESSIBLE RAMPS PER UDOT STANDARD PLAN # GW5C
- GW11 CONST. CONCRETE SIDEWALK PER UDOT STANDARD PLAN # GW11



4450 WEST STREET



EN SIGN
THE STANDARD IN ENGINEERING

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CONTACT:
KEITH RUSSELL
PHONE: 801-937-9100

HOMWOOD SUBDIVISION

4350 WEST 300 NORTH STREET

WEST POINT CITY, UTAH



NO.	DATE	REVISION	BY
1	11/18/15	FOR REVIEW	KR

**4450 WEST STREET
PLAN AND PROFILE**

PROJECT NUMBER: L1537
DATE: 11/18/15
DRAWN BY: M.ELMER
CHECKED BY: K.RUSSELL
PROJECT MANAGER: K.RUSSELL

PP-3

811
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Call before you dig.

BENCHMARK
SOUTH QUARTER CORNER OF SECTION 31,
TOWNSHIP 5 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4200.68

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1" PVC CULINARY WATER SERVICE LATERAL WITH 3/4" METER
 - 4" C900 PVC SANITARY SEWER SERVICE LATERAL @ 2.00% MINIMUM SLOPE
 - 3/4" DUAL TURNOUT SECONDARY WATER ON 1" SERVICE LINE
 - 8" TEE
 - 8" GATE VALVE
 - 8" X6" TEE
 - 6" GATE VALVE
 - FIRE HYDRANT WITH VALVE COMPLETE PER WEST POINT CITY STANDARDS
 - CONNECT TO EXISTING WATERLINE. FIELD VERIFY SIZE AND LOCATION
 - SLOPE TO MATCH UP, FLOW LINE AND TOP OF ASPHALT @ ENTRANCE TO ENSURE PROPER GRADING IN DRIVEWAY TRANSITION.

- UDOT STANDARD PLAN # KEY NOTE LEGEND**
- CB11 CONST. SDMH PER UDOT STANDARD PLAN # CB11
 - CB5 CATCH BASIN WITH GRATE PER UDOT STANDARD PLAN # CB5
 - GW2 CONST. CONCRETE CURB AND GUTTER TYPE "B1" PER UDOT STANDARD PLAN # GW2
 - GW4 CONST. DRIVEWAY PER UDOT STANDARD PLAN # GW4
 - GW5C CONST. HANDICAP ACCESSIBLE RAMPS PER UDOT STANDARD PLAN # GW5C
 - GW11 CONST. CONCRETE SIDEWALK PER UDOT STANDARD PLAN # GW11

NOTICE TO CONTRACTOR
The intent of the installation of curb and gutter along 300 NORTH is to match the existing asphalt paving such that proper drainage of both the existing and proposed asphalt into the proposed curb and gutter is accomplished. It is the RESPONSIBILITY OF THE CONTRACTOR to verify that drainage into the proposed curb and gutter of all runoff water from the street is accomplished prior to the placement of any concrete. Notice to Engineering of variations from the design drawings is required prior to any placement of the proposed curb and gutter.

NOTES

1. ALL WORK WITHIN UDOT RIGHT OF WAY SHALL CONFORM TO THE MOST CURRENT UDOT STANDARD (INCLUDING SUPPLEMENTAL) DRAWINGS AND SPECIFICATIONS, FOUND AT UDOT.UTAH.GOV/G2012STANDARDS.
2. SAW CUT EDGE OF EXISTING ASPHALT AND INSTALL ASPHALT TO NEW CURB AND GUTTER.
3. SEE SHEET PP-4 FOR HOOPER CANAL DESIGN PLAN.
4. PROVIDE FLOWABLE FILL AS BACKFILL MATERIAL IN ALL ROAD CUTS/TRENCHES IN 300 NORTH PER UDOT STANDARDS.
5. ALL STREET CUTS IN 300 NORTH REQUIRE 25' ROLL CENTERED OVER CUT, PER UDOT STANDARDS.
6. FOR ASPHALT CONSTRUCTION WITHIN THE UDOT ROW MATCH EXISTING OR THE ANTICIPATED EXISTING OF 6 INCHES OF UDOT-APPROVED HOT MIX ASPHALT (HMA), PG-GRADE 64-34 ASPHALT BINDER, 1/2 INCH NOMINAL MAX. 7.5-11.5 GVYRATION PER UDOT STANDARD SPECIFICATION 02741; OVER 8 INCHES UNTREATED BASE COURSE (UBC) PER UDOT SPECIFICATION 02721; OVER 14 INCHES GRANULAR BORROW (GB) PER UDOT SPECIFICATION 02656 (WHICHEVER IS GREATER).

ALSO SEE GENERAL NOTE 31 ON C-001

EN SIGN
THE STANDARD IN ENGINEERING

LAYTON
1485 W. Hill Field Rd., Ste. 204
Layton, UT 84041
Phone: 801.547.1100

SALT LAKE CITY
Phone: 801.255.0529

TOOLE
Phone: 435.843.3590

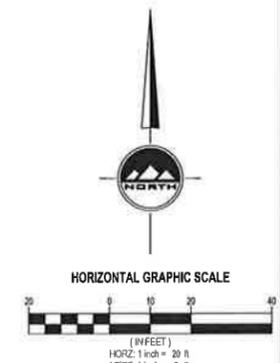
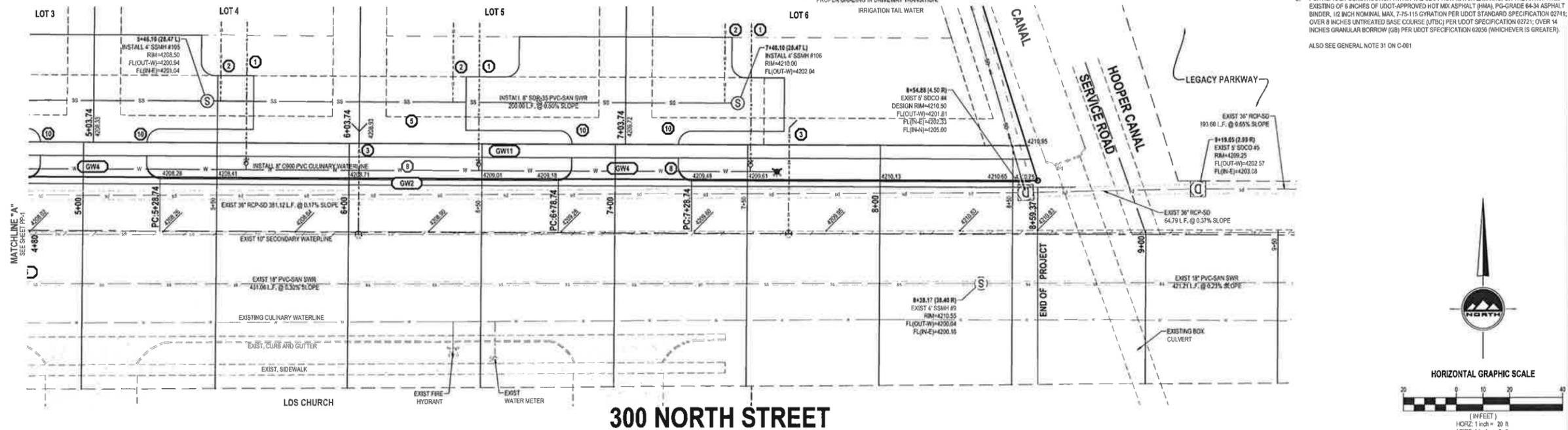
CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

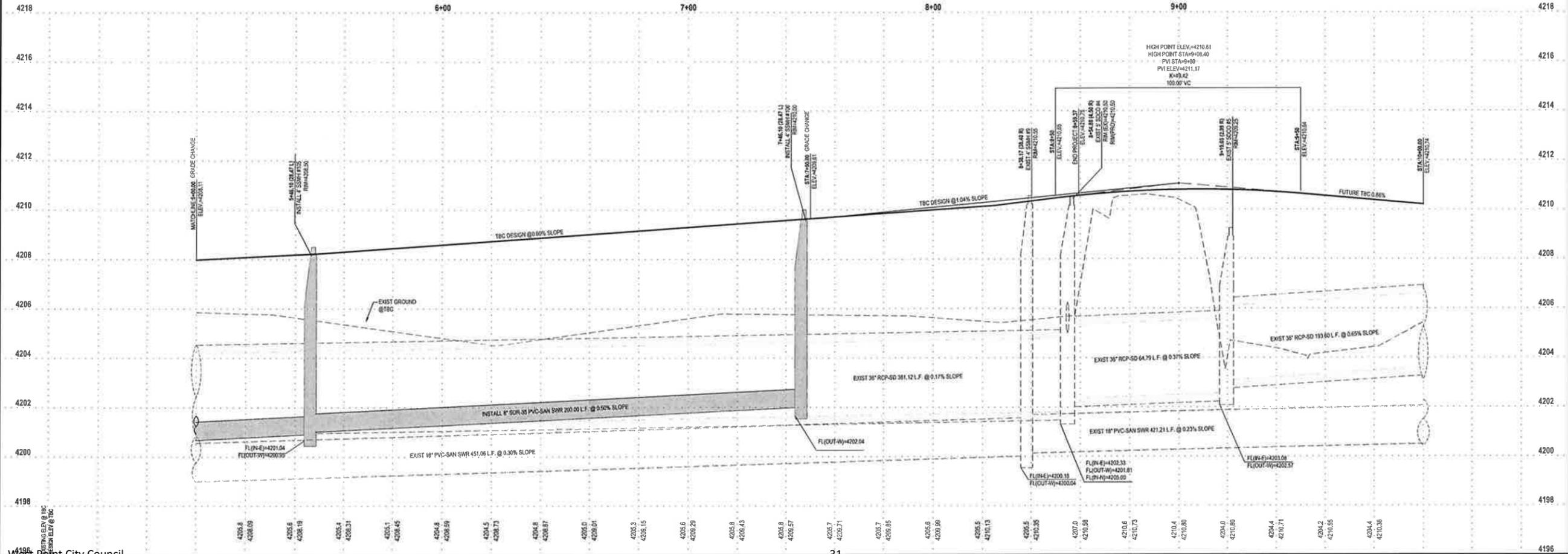
WWW.ENSIGNENG.COM

FOR:
TOUCAN INVESTMENTS LC
2016 E 200 S
LAYTON, UTAH 84040

CONTACT:
KEITH RUSSELL
PHONE: 801-587-9100



300 NORTH STREET



HOMEWOOD SUBDIVISION

4350 WEST 300 NORTH STREET

WEST POINT CITY, UTAH



NO.	DATE	REVISION	BY
1	08/15/15	FOR REVIEW	KSR

300 NORTH STREET
PLAN AND PROFILE

PROJECT NUMBER: L1537
DRAWN BY: M. ELMER
PROJECT MANAGER: K. RUSSELL

PRINT DATE: 11/19/15
CHECKED BY: K. RUSSELL

PP-2

City Council Staff Report

Subject: Pad Approval – Smith’s Fuel Center
Author: Boyd Davis / Troy Moyes
Department: Community Development
Date: January 5, 2016

Background

Troy Wolverton, the engineer for the Smith’s development, is requesting Pad Approval for the Smith’s Fuel Center located at approximately 300 North 2000 West. This pad was approved and forwarded to City Council for consideration on December 10, 2015 during the regular Planning Commission meeting. This particular site is part of The Point development. The Fuel Center is listed as its own pad and thus requires a pad approval from the Planning Commission and City Council.

Analysis

Staff has reviewed the plans and has received the following responses back from the developer.

- Question: Is the stone the same as the store?
 - Answer: Yes
- Question: Consider planter boxes around the kiosk.
 - Answer: There will not be room to add built in planter boxes because of the other stands that will be located within the fuel center.

Recommendation

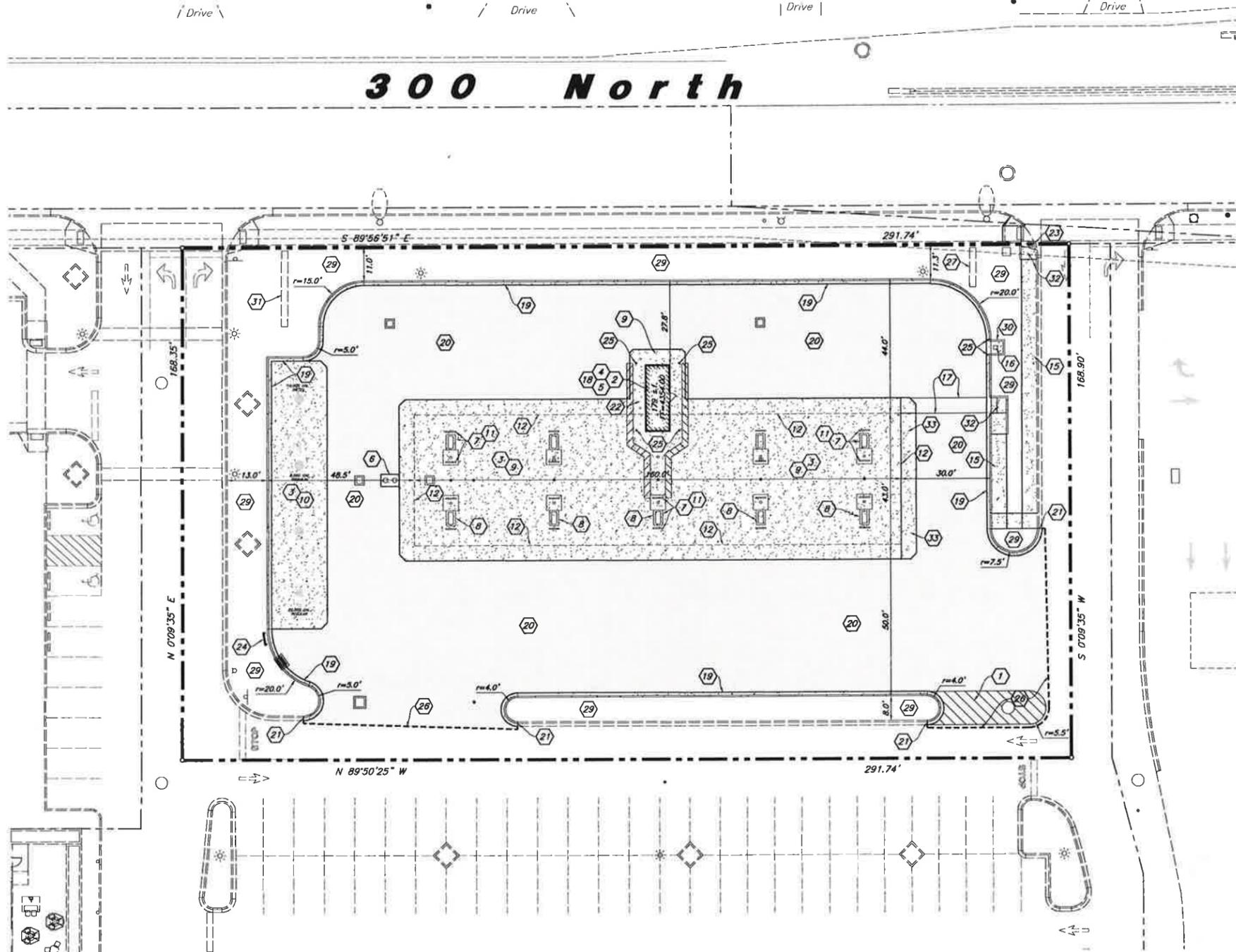
Staff would recommend approval for the Smith’s Fuel Center pad.

Significant Impacts

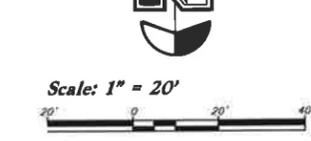
None

Attachments

Plans & Application



Accessibility Note:
 Contractor must maintain a running slope on Accessible routes no steeper than 5.0% (1:20). The cross slope for Accessible routes must be no steeper than 2.0% (1:50). All Accessible routes must have a minimum clear width of 36". If Grades on plans do not meet this requirement notify Consultant immediately.
 The Client, Contractor and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of Accessible and Usable Buildings and Facilities (ICC/ANSI A117.1-Latest Edition) and/or FWA.



PRIVATE ENGINEER'S NOTICE TO CONTRACTORS
 The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.

Site Data
 Site Area = 49,222 s.f. (1.130 ac.)
 Kiosk Footprint = 178 Sq. ft.
 Canopy Footprint = 6,880 Sq. ft.
 Landscaped Area = ___ s.f. (___ %)

Site Construction Keynotes:

- 1 Const. Painted Crosshatch (4" Yellow Striping @ 24" O.C., 2 Coats)
- 2 Install Roof Penetration in Kiosk and Weatherproof for Speaker/Camera Wire Installation
- 3 All concrete slabs shall be cleaned and sealed by Owner. Contractor shall coordinate with the Owner-Provided Contractor
- 4 Provide Caulking and Painting as Necessary to Touch Up Exterior Panels of the Kiosk
- 5 GC is to Caulk Inside and Outside of Kiosk in Conjunction with Galloway Foundation Detail
- 6 Const. Modified Concrete Collar (10' C4.1)
- 7 Paint All Ballards and Island Forms with Contractor Supplied Sherwin Williams Industrial Enamel 866-Dvoc Series Paint (Typ)
- 8 Install a Diesel Tee, Plug, and Fittings in the MPD Sumps of the Islands with Diesel
- 9 Construct 6" Thick Reinforced Concrete Canopy Drive Slab w/ No. 4 Rebar @ 18" O.C. Each Way (See Arch. Plans)
- 10 Construct 8" Thick Reinforced Concrete Tank Pad w/ No. 4 Rebar @ 12" O.C. Each Way (See Arch. Plans)
- 11 Contractor Shall Construct Dispenser Islands with Expansion Joint around Island & Ballard Protection, Install Fuel Dispenser (See Arch Plans) (Typ)
- 12 Overhead Canopy System Supplied and Installed by Others. General Contractor to Install Footings, Conduits, & Conductors per Drawings
- 13 Merchandisers (See Arch. Plans)
- 14 General Contractor to Const. Floor and Foundation then Place Prefabricated Kiosk (See Arch. Plans)
- 15 Const. 5' Concrete Sidewalk (6' C4.1)
- 16 Const. Concrete Pad & Ballards for Air Pod (See Arch. Plans)
- 17 Const. 5' Wide Painted Pedestrian Crossing (4" Yellow Paint Strips, 2 Coats)
- 18 GC to install Mechanical Equipment Screen Provided by Others
- 19 Const. 18" Curb & Gutter (13' C4.2)
- 20 Const. Heavy Duty Asphalt Paving (2' C4.1)
- 21 Connect and Match Existing Improvements
- 22 Ice Merchandiser
- 23 Const. Curb-to-Sidewalk Transition (1' C4.1)
- 24 Const. Oil/Water & Tank Vent Riser (See Utility Plan) (7' C4.1, 3' T4.0, 4' T4.0)
- 25 Const. Painted Ballards (See Arch. Plans) (4' A3.0)
- 26 Sawcut; Provide Smooth Clean Edge
- 27 Monument Sign (By Separate Permit)
- 28 Const. Pedestrian Warning Zone (8' A3.0)
- 29 Landscaping by Others. Protect in Place
- 30 Const. 6" Curb Wall (3' C4.1)
- 31 Shopping Center Sign (By Separate Permit)
- 32 Const. ADA Accessible Ramp w/ Truncated Domes per ICC/ANSI A117.1 (Latest Edition) (18' C4.2)
- 33 Const. 5' Conc. Waterway (20' C4.3)

General Site Notes:

1. All dimensions are to back of curb unless otherwise noted.
2. Contractor to repair and/or replace all landscaping and sprinkling systems damaged or altered due to construction
3. Should discrepancies be found between the civil and architectural drawings, the civil plans shall govern.
4. Contractor shall paint the canopy collection boxes white to match the decking color.

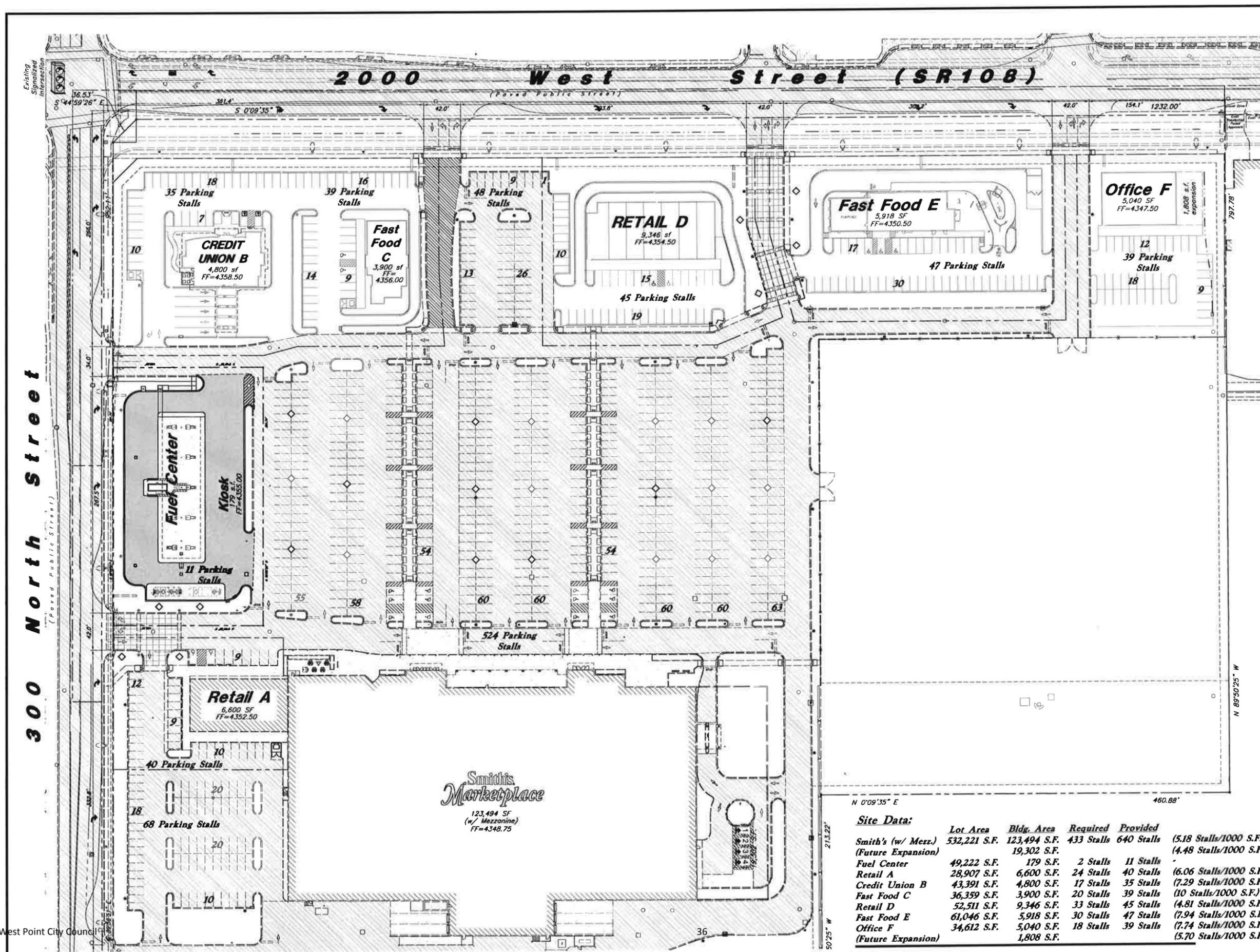
Designed by: TW
 Drafted by: AM
 Client Name:
 Smith's Food and Drug
 SUC272_FC-SP
ANDERSON WAHLEN & ASSOCIATES
 2010 North Redwood Road, Salt Lake City, Utah 84116
 (801) 521-8529 - awh@andwh.com

Site Plan
Smith's #272 Fuel Center
 291 North 2000 West
 West Point City, Utah



Smith's
FOOD & DRUG STORES
 1550 South Redwood Road
 Salt Lake City, Utah 84104
 Telephone (801) 974-1400
#272
West Point, Utah

24 Aug, 2015
 SHEET NO.
C1.1



Scale: 1" = 50'

Designed by: KR
 Drafted by: JC
 Client Name:
 Smith's Food & Drug
 SMC272_FC-01-SP

ANMA
 ANDERSON WALLEN & ASSOCIATES
 2010 North Riverwood Road, Salt Lake City, Utah 84116

Overall Site Plan
 Smith's #272 Fuel Center
 291 North 2000 West
 West Point, Utah

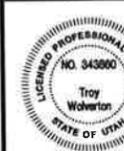
Site Data:

	Lot Area	Bldg. Area	Required	Provided	
Smith's (w/ Mezz.)	532,221 S.F.	123,494 S.F.	433 Stalls	640 Stalls	(5.18 Stalls/1000 S.F.)
(Future Expansion)		19,302 S.F.			(4.48 Stalls/1000 S.F.)
Fuel Center	49,222 S.F.	179 S.F.	2 Stalls	11 Stalls	-
Retail A	28,907 S.F.	6,600 S.F.	24 Stalls	40 Stalls	(6.06 Stalls/1000 S.F.)
Credit Union B	43,391 S.F.	4,800 S.F.	17 Stalls	35 Stalls	(7.29 Stalls/1000 S.F.)
Fast Food C	36,359 S.F.	3,900 S.F.	20 Stalls	39 Stalls	(10 Stalls/1000 S.F.)
Retail D	52,511 S.F.	9,346 S.F.	33 Stalls	45 Stalls	(4.81 Stalls/1000 S.F.)
Fast Food E	61,046 S.F.	5,918 S.F.	30 Stalls	47 Stalls	(7.94 Stalls/1000 S.F.)
Office F	34,612 S.F.	5,040 S.F.	18 Stalls	39 Stalls	(7.74 Stalls/1000 S.F.)
(Future Expansion)		1,808 S.F.			(5.70 Stalls/1000 S.F.)

Smith's Marketplace
 123,494 SF
 (w/ Mezzanine)
 FF=4348.75

West Point City Council

Smith's
 FOOD & DRUG STORES
 1550 South Redwood Road
 Salt Lake City, Utah 84116
 Telephone (801) 974-1400



City Council Staff Report

Subject: Heslop Place Townhouse Design
Author: Boyd Davis
Department: Community Development
Date: January 5, 2016

Background

The Heslop Place subdivision, developed by Castle Creek Homes, has received preliminary approval for a 69-unit townhouse development. Before proceeding to final approval, the architectural design of the townhouse units must be approved and found to be in compliance with the developer's agreement. Staff would like feedback from the Council regarding the design.

Analysis

The agreement mentions the following items that should be included in the design:

- Brick/Stone/Stucco
- Reasonable Colors
- High level of architectural detail
- No corporate or prototype designs
- Changes in unit plane, height, etc. to lessen the visual impact
- Minimum of a single car garage per unit
- 1300 SF

The following is an excerpt from the developer's agreement regarding the architectural design:

*4.4 **Architecture and Design.** The buildings constructed shall be masonry (stucco, brick, rock according to the rules outlined in the West Point City Code) of reasonable colors determined by the Developer. Development of the Subject Area shall produce an architecturally integrated project that provides a consistent architectural feel and a high level of architectural detail. Corporate or prototype architecture shall be modified to be compatible with the surrounding neighborhood, including modifications to architecture, materials, color, bulk, scale and height. All fencing shall be of a vinyl or masonry material.*

4.4.1 The facades of multi-family residential buildings in the R-5 area shall be designed to incorporate changes in building or unit plane, height or elements such as balconies, porches, arcades or dormers to lessen the visual impact of the length, bulk or mass of the building. Each building shall include predominant characteristics shared by all buildings with the R-5 area so that the development forms a coherent design within the neighborhood and community. Each dwelling unit in the R-5 area shall be provided with a minimum single car attached garage. Each dwelling unit shall not be less than 1,300 square feet finished space above grade.

Attached are copies of two designs that have been submitted for consideration. One shows a gabled roof over the back door and the other shows a continuous roof covering the doors and patios. The question for the City Council is whether this meets the intent of the developer's agreement.

Recommendation

Staff would like direction from the Council regarding the design of the townhouses.

Significant Impacts

None

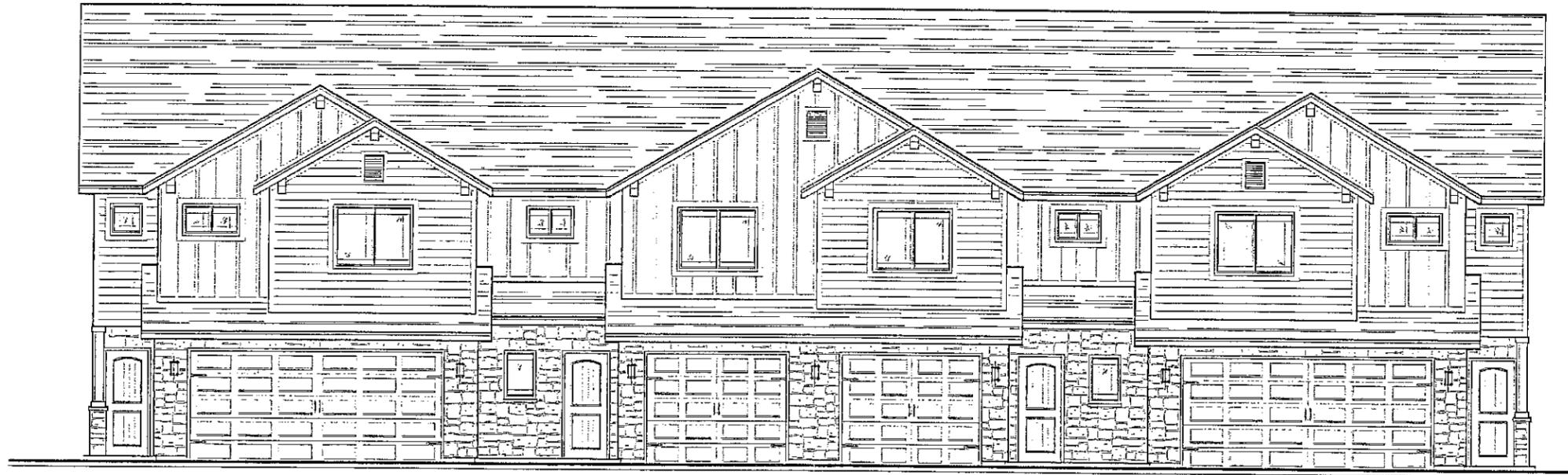
Attachments

Townhouse drawings

CASTLE CREEK HOMES

STOKER GARDENS

Syracuse, Utah



"C"
Jack-in-the-Pulpit
CL 2885 A

Units 35, 36, 37, 38 - Stoker Gardens
1138, 1142, 1146, 1148 W. 2050s.

BUILDING UNITS

1,2,3,4, 7,8,9,10, 13,14,15,16 21,22,23,24
27,28,29,30 31,32,33,34 35,36,37,38 39,40,41,42
43,44,45,46, 47,48,49,50 51,52,53,54 59,60,61,62
63,64,65,66

COVER SHEET
CASTLE CREEK HOMES
Syracuse, Utah 1-15-2013

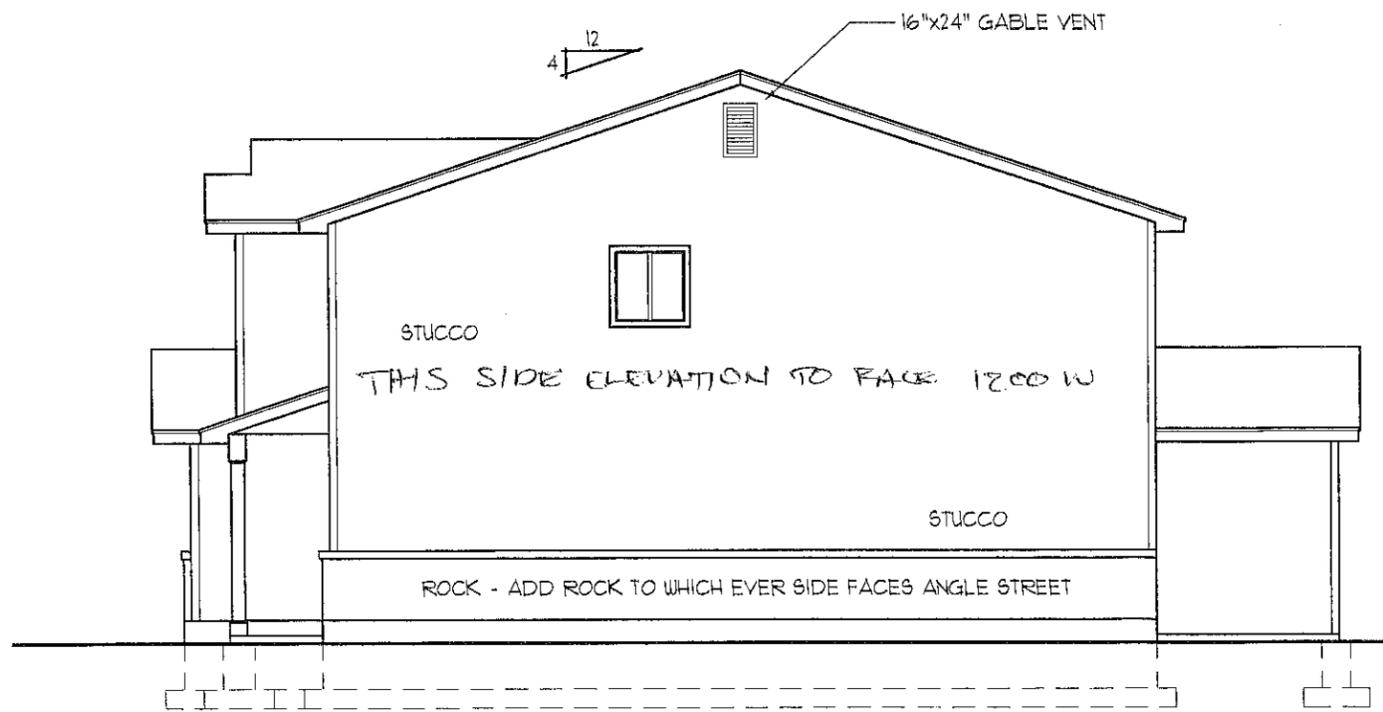
C. D. S. 801-791-0001
C.A.D. DESIGN SPECIALISTS
1738 E. 5550 S. #20 SOUTH COCOON UT. 84403



C



REAR ELEV. VIEW
SCALE 1/8" = 1'-0"



RIGHT SIDE VIEW
SCALE 1/8" = 1'-0"

NOTE: BRICK VENEER
CORROSION RESISTANT ANCHOR TIES #2 GAGE X 1/8" OR NO. 3 GAGE WIRE SPACED NO MORE THAN 24" O.C. HORIZ. AND SHALL SUPPORT NOT MORE THAN 3-1/4 SQUARE FEET OF WALL AREA.

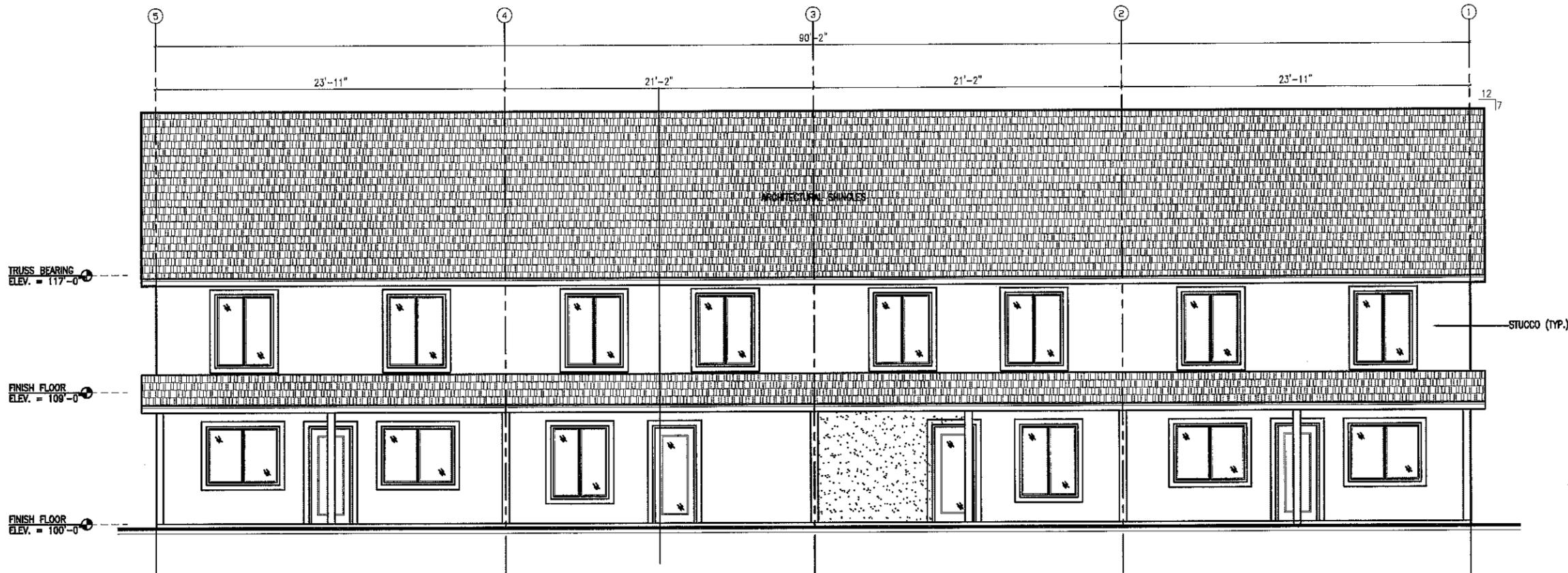
IN SEISMIC DESIGN CATEGORIES D1 AND D2, VENEER TIES SHALL BE MECHANICALLY ATTACHED TO HORIZONTAL JOINT REINFORCEMENT WIRE A MIN. OF NO. 3 GAGE. THE HORIZONTAL JOINT REINFORCEMENT SHALL BE CONTINUOUS IN THE VENEER BED JOINT, WITH LAP SPLICES PERMITTED BETWEEN THE VENEER TIE SPACING.

ANCHOR TIES TO COMPLY W/ 2006 I.R.C.

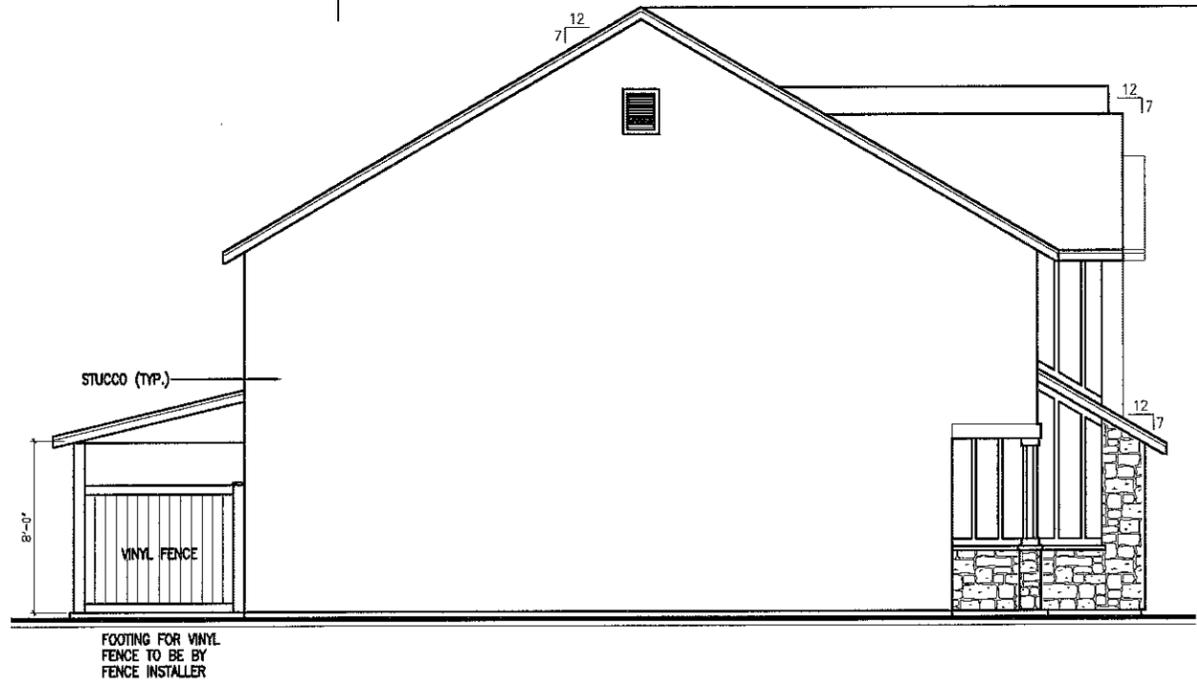
NOTE: ROOF VENTILATION
THE NET FREE VENTILATION SHALL NOT BE LESS THAN 1/50th OF THE AREA OF THE SPACE VENTILATED, EXCEPT THAT THE AREA MAY BE 1/300th PROVIDED THAT AT LEAST 50% OF THE REQUIRED VENTILATING AREA IS LOCATED IN THE UPPER SPACE PORTION OF THE SPACE TO BE VENTILATED AND THE REMAINDER IS PROVIDED BY EAVES OR CORNICE VENTS. IRC R306.



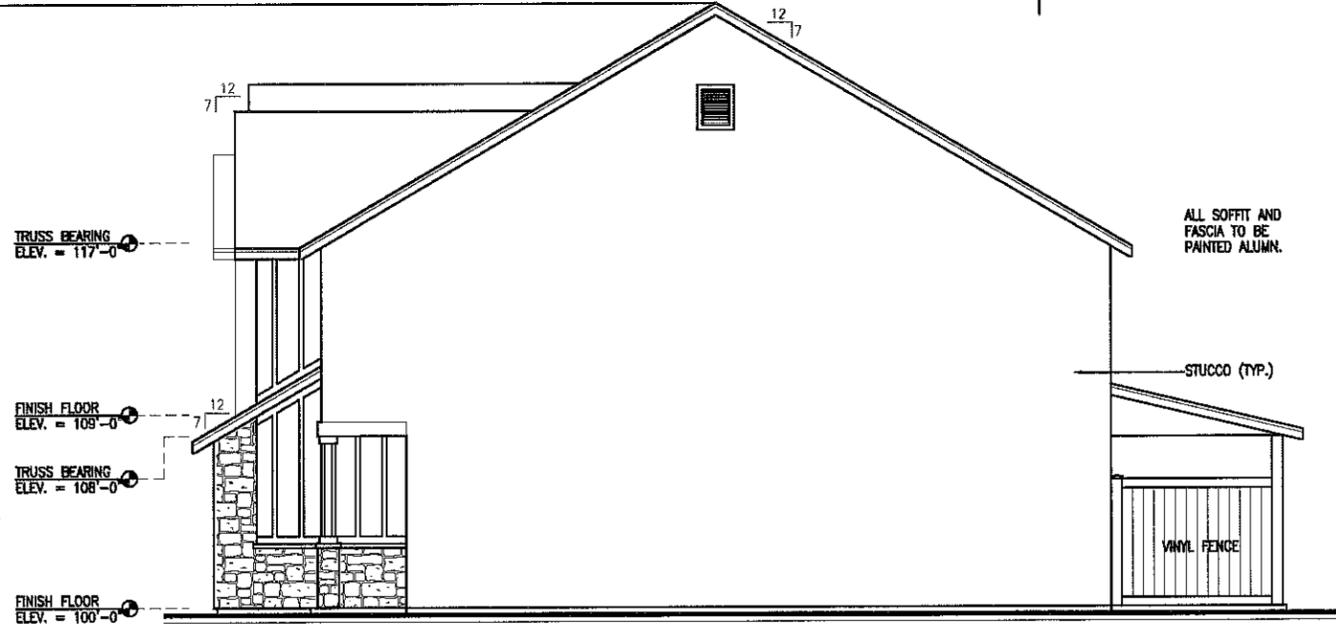
Kustom House Plans
RESIDENTIAL / COMMERCIAL DESIGN & ENGINEERING
NATE KARRAS P.E. (801) 786-8849 email: karrasnk@aol.com
NOTE THIS PLAN IS THE PROPERTY OF KUSTOM HOUSE PLANS
DO NOT COPY WITHOUT WRITTEN PERMISSION



REAR ELEVATION
SCALE 1/4" = 1'-0"



LEFT ELEVATION
SCALE 1/4" = 1'-0"



RIGHT ELEVATION
SCALE 1/4" = 1'-0"

ELEVATIONS
CASTLE CREEK HOMES
Syracuse, Utah 9-7-2012

C. D. S. 801-791-0001
CAD DESIGN SPECIALISTS
1708 E. 5550 S. #20 SOUTH OGDEN UT. 84403
DRAWN WITH AUTOCAD

5



**West Point City Council Meeting
3200 West 300 North
West Point City, UT 84015
December 15th, 2015**

Mayor
Erik Craythorne
Council
Gary Petersen, Mayor Pro Tem
Jerry Chatterton
Andy Dawson
R. Kent Henderson
Jeffrey Turner
City Manager
Kyle Laws

Administrative Session
6:00 pm – Board Room

Minutes for the West Point City Council Administrative Session held at West Point City Hall, 3200 West 300 North, West Point City, Utah 84015 on December 15, 2015 at 6:00 pm with Mayor Craythorne presiding.

MAYOR AND COUNCIL MEMBERS PRESENT: Mayor Erik Craythorne, Council Member Kent Henderson, Council Member Andy Dawson and Council Member Jeff Turner.

EXCUSED: Council Member Jerry Chatterton and Council Member Gary Petersen

CITY EMPLOYEES PRESENT: Kyle Laws, City Manager; Boyd Davis, Assistant City Manager; Evan Nelson, Finance Director; Paul Rochell, Public Works Director; Kasey Gibson, Public Works; and Casey Arnold, City Recorder

VISITORS: Rob Ortega, Heather Christopherson, Julie Gaisford, and Fred Philpot

1. Audit Presentation (Mr. Evan Nelson)

FY 2015 has been closed out, and the City wishes to thank Ulrich & Associates, and City Treasurer, Julie Gentry for all of their work in preparing the FY2015 Audit. The City would also like to thank McEwan and Company in their accounting work throughout the year.

Financial Statements provide a snapshot of the end of the fiscal year, June 30, 2015, summarizing the financial health of the City. The auditors are responsible for preparing the financial statements, and reviewing them for accuracy and internal controls to discourage fraud or errors. After their review, the auditors issue “findings”, which are more serious matters, and “recommendations” which are less serious.

The first recommendation for this year involves the end-of-year transfers. The City ended up transferring more money out of the General Fund into the Capital Projects than was budgeted. This was caused by the City having more revenue in the General Fund than was budgeted, and by state law, that money could not be left in that fund. Mr. Nelson and Ms. Julie Gaisford, from McEwan & Company explained that this was a good problem to have. Next year, the General Fund budget will increase.

The second recommendation regards the CDRA Fund deficit. This Fund was recently set-up, and there is no revenue in that fund. The CDRA Fund will start accruing revenue once the Smith’s project is up and running. The auditors wanted to make sure that the City was aware of this deficit, and had a plan to correct it, which Mr. Evan stated that there is a plan in place.

The GASB has issued a new standard, GASB 88, regarding pension liabilities. Many cities have had to declare bankruptcy due to pension liabilities. West Point City participates in a pension program from Utah State Retirement, and in the past, the City has not reported any pension liabilities on our books, but the URS has recorded it on their books. GASB 88 requires that the City now report our portion of that liability on our books, beginning FY2015, relying on Utah State Retirement’s data to know what that portion of liability is. The City currently meets the GASB 88 standard. Ms. Julie Gaisford referenced the Statement of Net Position, and that many cities are upside down in their future pension contributions. In West Point City’s case, the City currently has more assets than future liabilities.

Mr. Nelson highlighted a few components of the FY2015 Audit. The Statement of Net Position has a 7.35% increase, compared to last year's roughly 2% increase. This includes current assets like cash, and capital assets, such as the new playground. The Statement of Revenues, which includes the new CDRA fund, shows a decrease in the General Fund balance, which was caused by the transfer into the CDRA Fund. The Special Revenue Fund also had a percentage transferred into the Utility Fund, for better tracking. The current City Debt Position at the end of the fiscal year is \$696,000 in principal, and \$49,551 in interest. That debt is scheduled to be paid off in the next 7 years. Blair Dahl Park was paid off in this fiscal year.

In summary, the City is in a healthy financial position. Our Net Position is increasing, Debt is decreasing and the Financial Statements are fairly presented. Mayor Craythorne expressed his thanks for all those involved in the City's finances.

2. Discussion Regarding Road Impact Fee Analysis (Mr. Boyd Davis)

Mr. Davis introduced Mr. Fred Philpot from Lewis, Young, Robertson & Burningham, Inc. ("Lewis Young") to present the Road Impact Fee Analysis. Mr. Davis expressed his thanks for all of their work in the Analysis.

Mr. Philpot stated that the Impact Fee statute requires the City to complete in Impact Fees Facilities Plan, and an Impact Fee Analysis. Lewis Young completes the impact fee analysis portion of that requirement through the data collected from the Master Plan Impact Fees Facilities Plan. In completing the Analysis, it is not required that a discussion be held with the stakeholders in the development community. All that is required is that the analysis be noticed to the public, and a public hearing be held, which will be held in tonight's General Session. The Council then has the option to adopt, modify or reject the proposed Ordinance and Resolution setting the Impact Fee, based on the fee being too high, or too low. However, the Council cannot exceed the maximum proposed Impact Fee. If there is an increase to the Impact Fee, there is a waiting period of 90 days before it can be enacted.

The analysis process is focused on analyzing future demand, existing facilities, establishing an existing and proposed level of service, traffic growth and identifying existing and future capital facilities necessary to serve growth. Also analyzed is the revenue resources to finance the system; both past and future potential systems, interest cost, and if the City has received any governmental revenue. These variables are then transferred into the Proportionate Share Analysis. All data was separated out to determine the system value. Mr. Philpot recommended that the Council review the data to determine if upcoming projects are feasible, if the data is correct, or if there are any changes. Mayor Craythorne commented that in the past, all upcoming possible projects were thrown into the calculations to get the Impact Fee rate, but with new guidelines, it all has to be plausible, realistic projects that are in the Master Plan. This previous calculation would and has resulted in a higher commercial Impact Fee. The proposed rates are as follows:

	<u>Existing Fee</u>	<u>Proposed Fee</u>
Single Family Residential:	\$3,403 per lot	\$1,529 per lot
Multi-Family Residential:	\$2,382 per lot	\$1,063 per lot
Commercial	\$3,578 per 1,000 sf	\$4,529 per 1000 sf
Professional Office	N/A	\$1,759 per 1000 sf
Manufacturing/Industrial	N/A	\$1,114 per 1000 sf

In summary, the Proposed Impact Fee will reduce current building permit cost from roughly \$14,000 to \$12,000. The Proposed Fee will be up for a public hearing during the General Session.

3. Discussion of Junk Car Ordinance (Mr. Boyd Davis)

Mr. Davis explained that the City's Code Enforcement Officer, Bruce Dopp, has patrolled ¾ of the City for junk cars, issuing roughly 75 notices. In this patrol, Mr. Dopp estimated that 25% of the issued citations were true junk cars; the other notices were given out for late registration.

Staff is inquiring to Council's direction on the junk car ordinance. Mr. Craythorne commented that there had been some mention of issuing restoration permits, which Mr. Dawson liked the idea of. Mr. Davis also recommended giving exemptions to those vehicles that are simply expired on their registration. Mr. Henderson suggested redefining the definition of a junk vehicle. The Council agreed. Mr. Turner said that the Council is concerned with what the City looks like, and if a vehicle is an eyesore that is what the City is concerned about preventing. Mr. Craythorne read comments from an email from Council Member Gary Petersen. In the email, Mr. Petersen stated that he believed the Council was on the same page regarding needing to change the definition of a junk vehicle, but that junk cars are a problem in his area that needs to continue to be addressed.

Mr. Davis stated that Staff would propose changes to the current ordinance, and would present to the Council at a later meeting.

4. Discussion of Water Conservation Plan (Mr. Paul Rochell)

Mr. Rochell invited Kasey Gibson of the Public Works Department, as Mr. Gibson was the one to compile the report. The Water Conservation Report is required by the Division of Drinking Water to be filed every year. The Division requires the City to define how we meter the culinary water, how we bill residences, what the water ordinances are, and what conservation efforts are in place. Mr. Rochell wanted to point out that the Utah average usage of culinary water is 185 gallons per person, per day. Mr. Gibson calculated that West Point City's average use per day, per person is 53 gallons. Being way below the Utah average, Mr. Rochell did not believe that there was much more we could ask of our residents to conserve. Mr. Rochell also clarified that only systems similar to our City's are reported in calculating this average (those cities using culinary water for secondary water are not included). Mr. Gibson explained that the City's meter system is so advanced that all reads are alerted if they are leaking, with a report that he receives, the billing department receives, and the resident is notified on their bill of a possible leak.

Mr. Rochell recommended that the City approve the Water Conservation Plan Resolution in the General Session.

5. Citizen Comment Follow-up (Mr. Laws)

None.

The Administrative Session adjourned.



**West Point City Council Meeting
3200 West 300 North
West Point City, UT 84015
December 15, 2015**

Mayor
Erik Craythorne
Council
Gary Petersen, Mayor Pro Tem
Jerry Chatterton
Andy Dawson
R. Kent Henderson
Jeffrey Turner
City Manager
Kyle Laws

General Session

7:00 pm – Council Room

Minutes for the West Point City Council General Session held at the West Point City Hall, 3200 West 300 North, West Point City, Utah 84015 on December 15, 2015 at 7:00 pm with Mayor Craythorne presiding.

MAYOR AND COUNCIL MEMBERS PRESENT – Mayor Erik Craythorne, Council Member Andy Dawson, Council Member Jeff Turner and Council Member Kent Henderson

EXCUSED – Council Member Gary Petersen and Council Member Jerry Chatterton

CITY EMPLOYEES PRESENT – Kyle Laws, City Manager; Boyd Davis, Assistant City Manager; Evan Nelson, Finance Director; Paul Rochell, Public Works Director; Kasey Gibson, Public Works; and Casey Arnold, City Recorder

VISITORS PRESENT – Heather Christopherson, Zerin Stephens, Tyler Worley, Bennett Gerison, Rylan Pesnell, Tye Pesnell, Chad Corgiat, Jane and Ross Smith, and Jennifer Lewis

1. **Call to Order** – Mayor Craythorne welcomed those in attendance, and expressed his appreciation to the Boy Scouts for attending the meeting.
2. **Pledge of Allegiance** – Repeated by all
3. **Prayer** – Council Member Kent Henderson
4. **Communications and Disclosures from City Council and Mayor**

Council Member Henderson – The Planning Commission gave the go ahead for the Smith’s Fuel Center, and the Keith Russell Subdivision

Council Member Turner – no comment

Council Member Dawson – no comment

Mayor Craythorne – In the newspaper was an article that ____ built a new recycling facility. Because of some of the general recycling that has taken place by various communities, they have transferred the use of that facility into what they call a “Park and Save”. The program is through the school district, wherein special needs students can go and work. They sort through the garbage, and take the things that have value, and place them in that facility to sell.

5. **Communications from Staff**

City Manager Kyle Laws – This Friday at 4:00 pm is the Cemetery Luminary. It is a beautiful sight to see each grave illuminated with a light. Volunteers are always needed.

6. **Citizen Comment**

Jane Smith – 4801 W 150 N – stated that her property was up against agricultural land, and to deal with the mice, she and her family have kept cats. She stated that there is a problem with her neighbors baiting her cats, and then reporting them to Animal Control. If she is not allowed to have cats to deal with the mice problem, then she would like the City to do something about the mice infestation.

Jennifer Lewis – 90 N 4850 W – her property is also up against agricultural land. She is concerned with how residents participate with the Davis County Animal Control. It has come to her attention that her next door neighbor is actually the one baiting and capturing the cats. In her research, she has discovered that feral cats are exempt from owners having to pay additional fines to get the cat back out of “jail.” For feral cats, the County covers the cost of vaccinating the cat, clipping their ear, and then returning them to the same area. Feral cats are allowed to run around, and catch the mice for them. However, those residents who have vaccinated, spayed/neutered the cats, and licensed them, are penalized when the cats are caught, and are required to pay additional fees. Each time, the fee goes up. It seems to her that the feral cats have more rights than domesticated cats, who pose no immediate health threat. She has experienced feral cats that have come into contact with children, that were infected, yet her cats are still the ones being penalized. Rodent control is becoming a concern in her home, to the point that they thought they were going to have to call a professional. Ms. Lewis appreciated the clause for feral cats, but would like to see a change in the ordinance regarding domesticated cats. She stated that Davis County Animal Control agreed with her that cats outside for rodent control are much healthier than using bait, spraying, etc. She wanted the Council to see if the City could opt-out of certain clauses of the Davis County Animal Control’s ordinances.

Mayor Craythorne thanked them for their comments.

7. Consideration of Approval of Minutes from November 17, 2015

Council Member Dawson motioned to approve the minutes from the November 17, 2015 City Council Meeting. Council Member Turner seconded the motion. The Council unanimously agreed.

8. Consideration of Reappointing Council Member Andy Dawson to the North Davis Sewer District Board

Mayor Craythorne stated that this will be Mr. Dawson’s third-year on the Board, and proposes the Council approve the reappointment.

Council Member Turner motioned to approve the reappointment of Council Member Andy Dawson to the North Davis Sewer District Board.

Council Member Henderson seconded the motion.

The Council unanimously agreed.

9. Consideration of Approval of Resolution No. 12-15-2015A, Adopting a Water Conservation Plan for West Point City – Mr. Paul Rochell

Mr. Rochell stated that the Water Conservation Plan is required by the Utah Division of Drinking Water be filed and updated yearly. The Plan is a snapshot of our water system and management plan. It also outlines the City’s conservation efforts. Mr. Gibson compiled the report, and found that West Point City’s water usage per person per day is 53 gallons. The Utah average is 185 gallons per person, per day. Mr. Rochell felt that this statistic was reflective of the City’s conservation efforts. Mr. Rochell recommended the Council adopt the Water Conservation Plan by resolution.

Council Member Henderson motioned to approve Resolution No. 12-15-2015A, adopting a Water Conservation Plan for West Point City.

Council Member Dawson seconded the motion.

The Council unanimously agreed.

10. Consideration of Approval of Fiscal Year 2015 Audit – Mr. Evan Nelson

Mayor Craythorne explained that Mr. Nelson went into details about the Audit in the Administrative Session. Mr. Nelson stated that the Audit is a public document, available to the public, and will also be posted on our website shortly. Financial Statements provide a snapshot of the City's financial standing, and how the fiscal year went. Those Financial Statements must then be audited each year to ensure the statements fairly represent the financial health of the City, and they also review internal controls to help reduce the risk of fraud and error. The details of the Audit were presented in the Administrative Session, and Mr. Nelson recommended the Council approve the Fiscal Year 2015 Audit.

Council Member Dawson motioned to approve the Fiscal Year 2015 Audit.

Council Member Turner seconded the motion.

The Council unanimously agreed.

11. Consideration of Road Impact Fee Analysis – Mr. Boyd Davis

Mayor Craythorne provided a brief summary of why the analysis was conducted, for the visitors' benefit.

Mr. Davis stated that Lewis Young had completed an Impact Fee Analysis to determine what that fee will be. The Impact Fee is paid at the time of the building permit, and turned the time over to Fred Philpot, consultant to the City from Lewis Young, to give a brief presentation. This presentation was a restatement of the detail given to the Council in the Administrative Session. Based upon this analysis, the Council will have the chance to approve that fee.

a. Public Hearing – No comment.

Mr. Davis stated that one person had stopped by City Hall from the Home Builder's Association. They had received the Notice of the Road Impact Fee Analysis, and had no comment.

Council Member Dawson motioned to close the public hearing.

Council Member Turner seconded the motion.

The Council unanimously agreed.

No further action taken at this time. Action will be taken at the January 5, 2015 City Council Meeting.

12. Motion to Adjourn

Mayor Craythorne wished those in attendance a Merry Christmas and Happy Holidays, and to drive safe in their travels.

Council Member Turner motioned to adjourn.

Council Member Henderson seconded the motion.

The Council unanimously agreed.

ERIK CRAYTHORNE, MAYOR January 5, 2015
DATE

CASEY ARNOLD, CITY RECORDER January 5, 2015
DATE

RESOLUTION NO. 01-05-2016A

**A RESOLUTION DESIGNATING AND APPOINTING CERTAIN
APPOINTED OFFICERS OF WEST POINT CITY**

WHEREAS, pursuant to *Utah Code Ann.* § 10-3-916, on or before the first Monday in February following a municipal election, the Mayor, with the advice and consent of the city council, shall appoint a qualified person to each of the offices of city recorder and treasurer; and

WHEREAS, the Mayor and the City Council desire now to appoint certain individuals to the appointive offices as more particularly provided herein below;

NOW, THEREFORE, the following are hereby reappointed to these designated offices within West Point City to serve at the pleasure of the Mayor and City Council for the next two years or until their successors are appointed and qualified.

CITY RECORDER
CITY TREASURER

Casey Arnold
Julie Gentry

PASSED AND ADOPTED by the City Council of West Point City this 5th day of January, 2016.

**WEST POINT CITY,
A Municipal Corporation**

By: _____
Erik Craythorne, Mayor

ATTEST:

Casey Arnold, City Recorder