

CLEARFIELD CITY COUNCIL
AGENDA AND SUMMARY REPORT
April 27, 2021 – WORK SESSION

Meetings of the City Council of Clearfield City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

City Building
55 South State Street
Multi Purpose Room
Second Floor
Clearfield City, Utah

6:00 P.M. WORK SESSION

Discussion on the 700 South Interchange Conceptual Design

Discussion on the Final Subdivision Plat for Weaver Meadows Located
Approximately at 90 West 200 South

Discussion on Bike Lanes along State Route (SR) 126 in Conjunction
with the North Davis Active Transportation Plan

Financial Update on the 2021 Fiscal Year Budget

Discussion on the Fiscal Year 2022 Budget

****ADJOURN AS THE CITY COUNCIL****

**The Regular City Council Meeting
scheduled for Tuesday, April 27, 2021
at 7:00 p.m. has been
CANCELLED.**

**The next regular meeting will be held
Tuesday, May 11, 2021 at 7:00 p.m.**

Dated this 22nd day of April, 2021.

/s/Nancy R. Dean, City Recorder

The City of Clearfield, in accordance with the 'Americans with Disabilities Act' provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting these accommodations for City sponsored public meetings, service programs or events should call Nancy Dean at 525-2714, giving her 48-hour notice.



STAFF REPORT

TO: Mayor Shepherd and City Council Members
FROM: Eric Howes, Community Services Director
MEETING DATE: April 27, 2021
SUBJECT: Freeway Interchange Conceptual Design

ACTION

Provide staff with feedback regarding the concept drawing for the 700 South I-15 interchange.

DESCRIPTION / BACKGROUND

Staff has been working with JUB Engineering to develop a conceptual design for the freeway interchanges. JUB has completed the initial conceptual design and staff will present the concept to Council for feedback. The main goals of this project are to beautify the interchanges and to limit the future usability of those areas as laydown yards for I-15 projects.

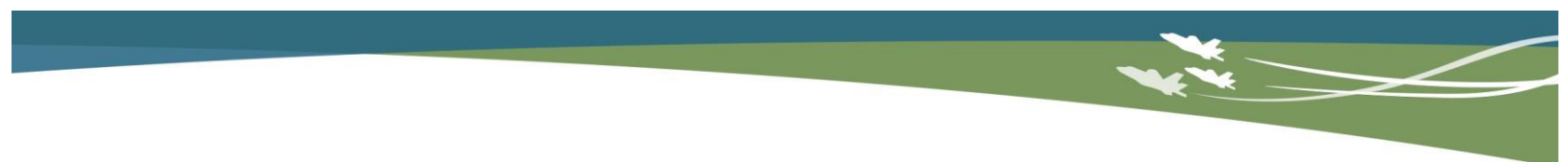
Since these areas represent the entrances to Clearfield, it is believed that they should represent the community in a way that “creates a place where people want to be.” The design incorporates a portion of the City logo built into the slopes including the three jets and the trailing interwoven contrails. The initial opinion of probable cost for the northbound offramp is approximately \$725,000 for the largest section of both freeway interchanges. The concepts of the design as presented could be carried throughout all of the areas of both the 700 South and 650 North interchanges.

This initial concept drawing has also been submitted to UDOT to ensure that the elements of this proposed design are acceptable to them. Some feedback from UDOT is expected prior to the work session and will be shared with the Council during the presentation.

As this design is the first concept drawing for the proposed project, further design will be necessary to prepare the project for eventual construction. Once feedback from UDOT, and direction from the Council has been received, and funding has been secured, we will begin the process of designing the project for construction.

HEDGEHOG ANALYSIS

This project received a hedgehog score of 20.



CORRESPONDING POLICY PRIORITY (IES)

Improve Clearfield's Image, Livability, and Economy. Provide for high quality facilities and services. The freeway interchanges provide most people with their first impression of Clearfield. Most people do not know or care who owns the property, but they do know that they are entering Clearfield when they get off the freeway and those areas are associated with Clearfield City. The current use of the 700 South interchange as a laydown yard for I-15 construction projects does not make a favorable impression. The intent of this project is to beautify these areas and change that first impression.

FISCAL IMPACT

- a. **FISCAL** – Conceptual design cost is a maximum of \$5,000. The engineer's opinion of probable cost estimates that the northbound offramp at 700 South would cost approximately \$725,000 to complete. It is estimated at this point that completing both interchanges using these same design principles would cost approximately \$2,000,000.
- b. **OPERATIONS / SERVICE DELIVERY**-. From a maintenance operations perspective, landscaping this area will increase the maintenance responsibility for these areas. To minimize this impact, the design uses concepts and plant materials that will use a minimal amount of water and will require minimal cutting and pruning.

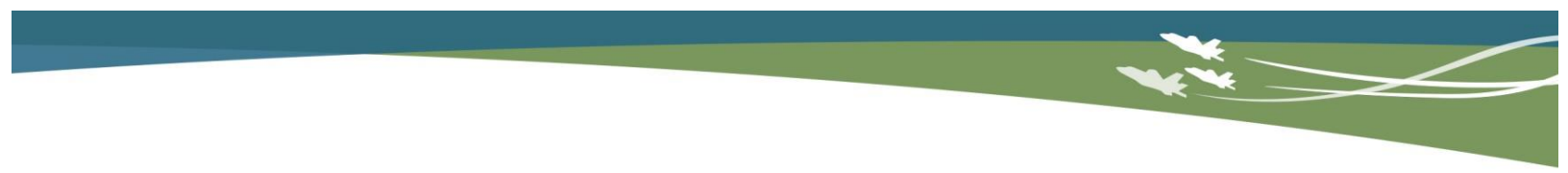
ALTERNATIVES

A more "native" selection of plant materials could be utilized to plant the area. However, a less developed or more "native" landscape will be less likely to serve as a deterrent to future contractors to use the areas for construction lay down yards.

These areas could be left in their current condition and maintained as open space areas.

SCHEDULE / TIME CONSTRAINTS

The current I-15 project is expected to be complete this fall. Any landscaping projects would not be able to be completed until this project is completed. Additionally, to allow for the development of this project to begin in the spring of 2022, it would be necessary to finalize a conceptual plan for the landscaping and begin to work on final design and construction plans and documents as soon as possible. The longer the design process drags on into the fall and winter, the less likely it becomes that the actual landscaping of these areas could be completed in 2022.



LIST OF ATTACHMENTS

Opinion of Probable Costs

Conceptual Design

CLEARFIELD INTERCHANGE LANDSCAPING
OPINION OF PROBABLE CONSTRUCTION COSTS

April 2, 2021

 ITEM DESCRIPTION		UNITS	QTY.	UNIT COST	TOTAL COST
SITE WORK					
1.	Mobilization	LS	1	\$5,000.00	\$5,000.00
2.	Demolition (screening debris from existing stockpiles of soil)	LS	1	\$10,000.00	\$10,000.00
3.	Grading	CY	13,480	\$20.00	\$269,600.00
4.	Roadbase (4" depth)	CY	150	\$45.00	\$6,750.00
5.	Streambed Cobble (2" size, 4" depth)	CY	44	\$375.00	\$16,500.00
6.	Landscape Rock (3/4" crushed rock, 3" depth)	CY	560	\$150.00	\$84,000.00
7.	Landscape Boulders (2'-3')	TON	20	\$225.00	\$4,500.00
8.	Landscape Rock (3/4" crushed, white, 3" depth)	CY	167	\$350.00	\$58,450.00
9.	Crushed Glass (blue, 3" depth)	SF	677	\$21.00	\$14,217.00
10.	Plane Silhouette Rock (3/4" crushed, black or dark grey, 3" depth)	CY	15	\$200.00	\$3,000.00
SITE WORK SUBTOTAL					\$472,017.00
PLANTING					
1.	Metal Edging	LF	3,173	\$2.75	\$8,725.75
2.	Shrub (5 gal.)	EA	438	\$60.00	\$26,280.00
3.	Pine Tree (6'-7' height)	EA	33	\$500.00	\$16,500.00
4.	Dry Meadow Seed Mix	SF	129,323	\$0.50	\$64,661.50
5.	Topsoil (plant pit backfill for trees and shrubs)	CY	82	\$30.00	\$2,460.00
PLANTING SUBTOTAL					\$118,627.25
IRRIGATION					
1.	Connection to Main	LS	1	\$5,000.00	\$5,000.00
2.	Controller (battery operated)	EA	10	\$450.00	\$4,500.00
3.	Drip Ring for Trees	EA	33	\$100.00	\$3,300.00
4.	Dripline Irrigation for Shrubs	AC	0.33	\$2,500.00	\$825.00
IRRIGATION SUBTOTAL					\$13,625.00
TOTAL					\$604,269.25
20% CONTINGENCY					\$120,853.85
GRAND TOTAL					\$725,123.10

12,085 SF

108 SF/CY

108 SF/CY

8 rocks/ton

7 LBS/SF, \$2.00/LB

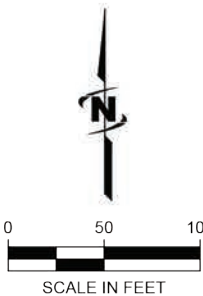
\$250/AC

LEGEND

- ① EARTHEN BERM WITH DECORATIVE ROCK MULCH
- ② NATIVE GRASS MEADOW (TYP.)
- ③ AIR FORCE PLANES - FROM CITY LOGO
- ④ EXISTING ENTRY MONUMENT SIGN WITH IMPROVED PLANTINGS
- ⑤ PLANTED TERRACE (LOW SHRUBS I.E. JUNIPER AND GRO-LOW SUMAC)
- ⑥ DRY STREAM BED WITH SCATTERED LARGE BOULDERS
- ⑦ EXISTING STORMWATER SWALE (CATCH FREEWAY RUNOFF)
- ⑧ EVERGREEN TREES (TYP.)



CLEARFIELD 700 S. FREEWAY INTERCHANGE
PRELIMINARY LANDSCAPE CONCEPT





STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner

MEETING DATE: Tuesday, April 27, 2021

SUBJECT: Discussion and Possible Action on **FSP 2021-020027**, a final subdivision plat request by Shelly Eskelson for a 9-Lot single-family subdivision at the subject location. **Location:** 50 West 200 South (TIN's: 12-020-0062). **Parcel Area:** 1.5 acres. **Zone:** R-1-6 (Residential). **Planner:** Brad McIlrath (**Administrative Action**).

PLANNING COMMISSION RECOMMENDATION

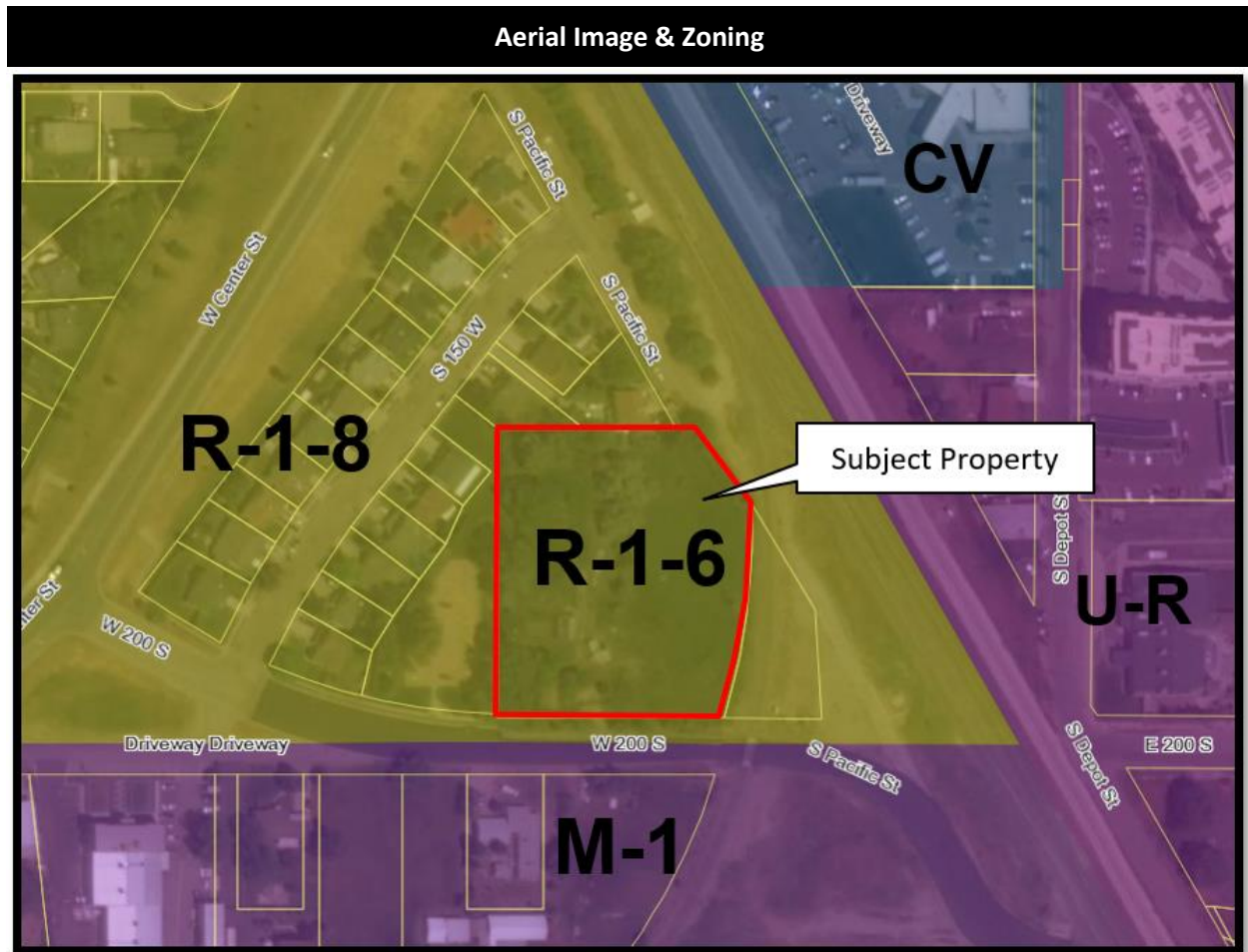
On April 7, 2021, the Planning Commission forwarded a recommendation of **APPROVAL** to the City Council for **FSP 2021-020027**, a final subdivision plat request by Shelly Eskelson for a 9-Lot single-family subdivision for the property located at 50 West 200 South (TIN: 12-020-0062).

PROJECT SUMMARY

Project Information	
Project Name	Weaver Meadows Subdivision
Site Location	50 West 200 South
Tax ID Number	12-020-0062
Applicant	Shelly Eskelson
Owner	Kyle Weaver
Proposed Actions	Final Subdivision Plat Approval
Current & Proposed Zoning	R-1-6
General Plan Land Use Classification	Residential
Gross Site	1.5 Acres

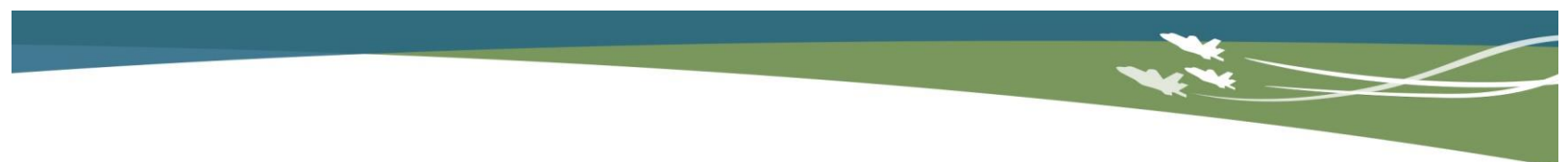
Surrounding Properties and Uses:		Current Zoning District	General Plan Land Use Classification
North	Residential Single-Family	R-1-8 (Residential)	Residential
East	Union Pacific Railway	N/A	N/A
South	Residential Single-Family & Industrial	M-1 (Manufacturing)	Business Park

West	Residential Single-Family & Hamblin Park	R-1-8 (Residential)	Residential
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DESCRIPTION/BACKGROUND

The applicant is requesting final subdivision plat approval to subdivide the property for a 9-Lot single-family subdivision. Preliminary subdivision plat approval was granted by the Planning Commission on April 7, 2020. The proposed subdivision will have a public residential street that will connect to 200 South. Along the west side of the subdivision is Hamblin Park and on the east side is a Union Pacific Railroad spur line that connects to the Freeport Center. It will be necessary to loop the water line to improve water quality, flow, and pressure for the subdivision. To loop the water line located in 200 South and connect it to the water line in 150 West, the subdivision will be provided with a fifteen foot (15') public utility easement (PUE) that is shared between Lots 3 & 4.



Lot Area, Frontage, and Setback Regulations

The R-1-6 zone requires that each lot have a minimum area of 6,000 square feet, a lot width of sixty feet (60') for an interior lot and seventy feet (70') for corner lots, with a minimum lot frontage of fifty feet (50'). The difference between the frontage requirement and width requirement is that frontage is measured at the front property line and the width is measured at the front setback line. All the proposed lots comply with the minimum required lot area of the R-1-6 zone. Lots 5 and 6 have lot frontages of less than fifty feet (50') at roughly forty-four feet seven inches (44'7") each. All the lots in the subdivision comply with the minimum width requirements, but lots 5 and 6 will need to be revised to provide a minimum of fifty-feet (50') of property frontage as required by code.

The R-1-6 zone requires the following building setbacks:

Front Yard: Twenty feet (20')

Side Yard: Six feet (6')

Side Yard, Corner Lots: Twenty feet (20')

Rear Yard: Twenty feet (20')

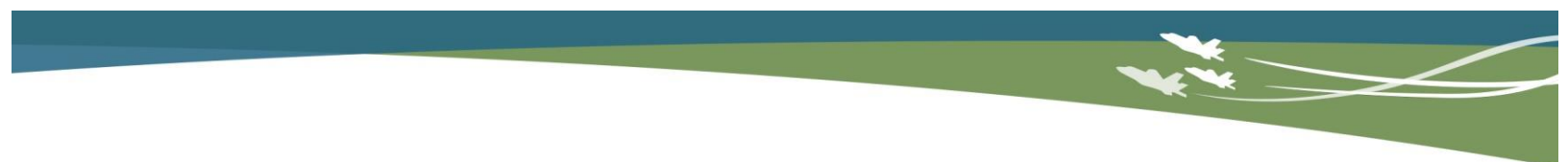
The lots comply with the minimum setbacks required for the R-1-6 zone.

Roadway Design and Access

As outlined in the Public Works Construction and Development Standards as well as the Subdivision Ordinance (Title 12), a residential street is required to have a right-of-way width of sixty feet (60'). The residential street includes a road width from top back of curb to top back of curb of forty-one feet (41'), a four and a half foot (4 1/2') park strip, and a four foot (4') wide sidewalk. The proposed street complies with these standards. The cul-de-sac or street bulb as referred to in ordinance, is required to have minimum radius of fifty feet (50'). The proposed cul-de-sac meets this standard.

Railroad Buffer Fencing

As required in development standard K of the Street Improvement standards of the Subdivision Ordinance (12-9-7K), a six foot (6') tall non-climbable fence must be installed, "along all open ditches, canals or waterways, nonaccess streets, open reservoirs or bodies of water, railroad right-of-way and other such features of potentially hazardous nature." Due to the grade change from the railroad spur and the subject property (subject property lower than railroad), the applicant may need to install a retaining wall to ensure that the railroad right-of-way land does not settle onto the future lots and create a hazard for the residents and the railroad. Based upon this standard, a six foot (6') non-climbable fence will need to be installed along the east property line of lots 5-9.



General Plan and Zoning

The parcel included in the proposed subdivision is designated as residential in the General Plan along with the residential properties to the north and west. With conditions, the proposed subdivision will conform to the development standards of the R-1-6 zone.

FINAL SUBDIVISION PLAT REVIEW

The final subdivision plat, including the civil drawings was submitted for review by City Planning, Engineering, and Public Works staff. Resubmittal of the plans to address comments and to obtain final land use approval will be required following City Council approval. The Clearfield City Engineer has reviewed the plat and plans. Comments were provided in the attached review letter dated March 26, 2021. As required by ordinance, the applicant previously submitted a Geotechnical report for review by the City Engineer. Due to the high-water table on this property, the applicant submitted a revised Geotechnical report that addressed the building foundations of the future homes as well as imported soil to address the water issues. The report was provided shortly before the drafting of this report and has been forwarded to the City Engineer for review. The North Davis Fire District has reviewed the plat and plans and provided comments in the attached review letter dated March 22, 2021.

PUBLIC COMMENT

A public notice sign was posted on March 26th, 2021 along the 200 South frontage. As of the date of this report, staff has not received comment regarding this subdivision request prior to the Planning Commission meeting or the Council meeting.

CORRESPONDING POLICY PRIORITY (IES)

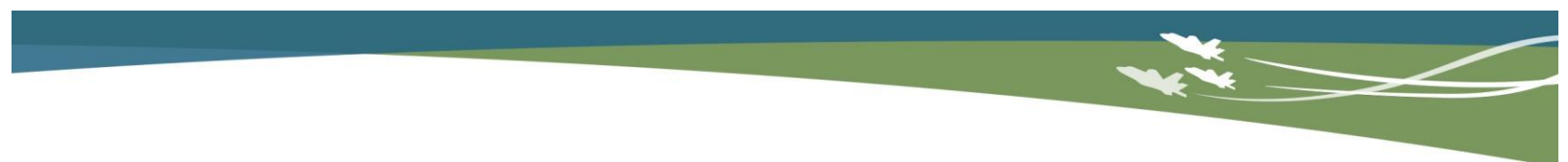
The proposed subdivision will improve *Clearfield's Image, Livability, and Economy* by providing additional single-family residential uses and an improvement to an underdeveloped property. The Zoning designation for the residential property is consistent with the surrounding uses and will contribute to the image of the City.

FISCAL IMPACT

None

ALTERNATIVES

None



CONDITIONS OF APPROVAL

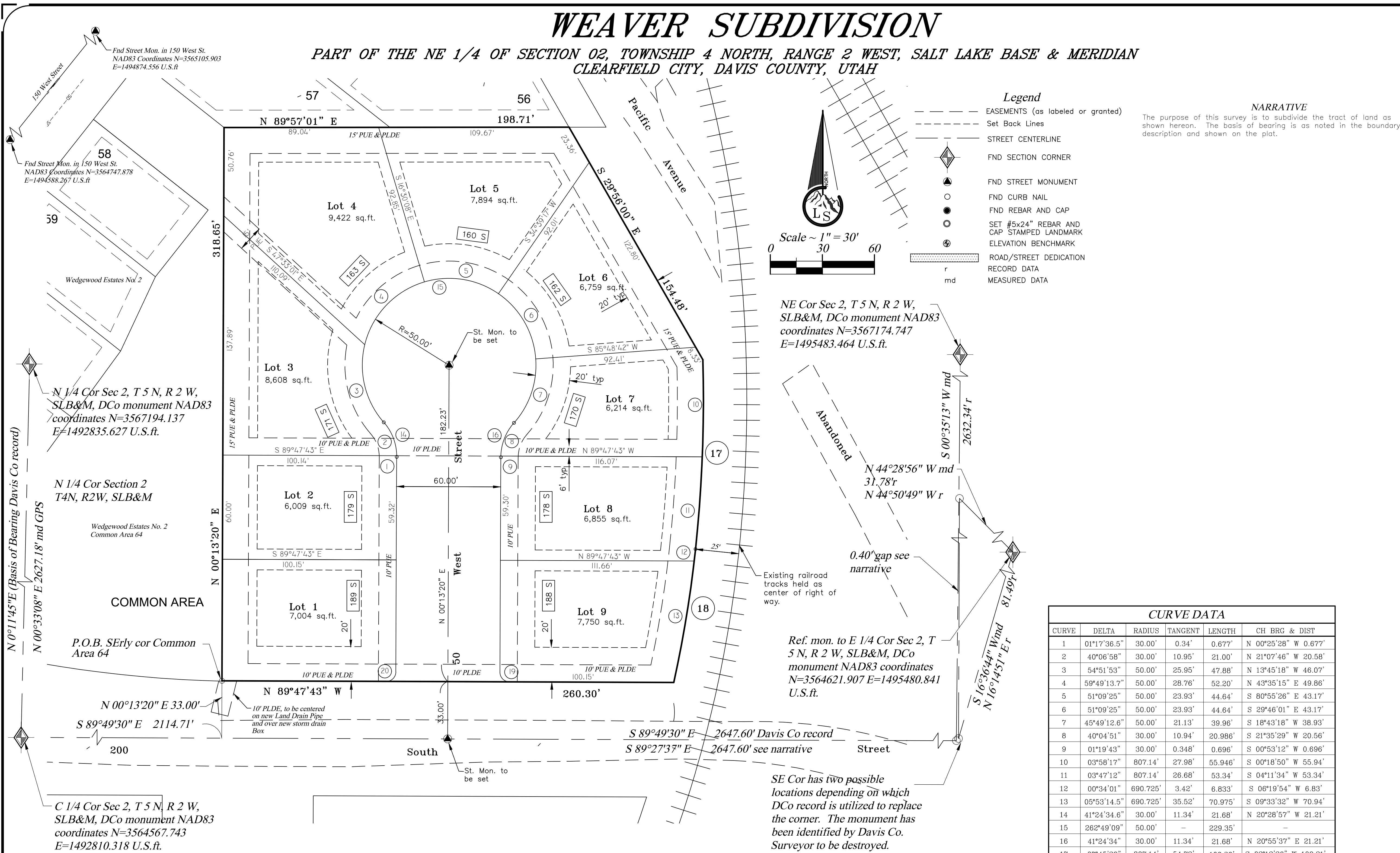
- 1) Plans shall be revised to address Clearfield City Engineering requirements prior to the resubmittal of the plat and plans for final land use approval.
- 2) Lots 5 and 6 shall be revised to have a minimum frontage width of fifty feet (50') as required by ordinance.
- 3) A six foot (6') tall non-climbable fence shall be installed along the railroad right-of-way as required by ordinance.
- 4) If a retaining wall for the grade change is necessary, the wall shall be engineered and constructed in accordance with approved engineering and construction standards.
- 5) The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surrounding the perimeter of the subdivision. This includes, but is not limited to: curb and gutter, sidewalks, landscaping park strip improvements, driveways, etc.
- 6) An Escrow agreement will be subject to approval by the City Engineer and City Attorney and an escrow account shall be established prior to obtaining any permits being issued for the properties or plat being recorded. Installation of required improvements or an escrow account shall be established prior to recordation of the Final Plat as outlined in 12-4-6.

LIST OF ATTACHMENTS

1. Preliminary Subdivision Plat
2. General Notes Page
3. Demolition Plan
4. Grading Plan
5. Road Profile and Details
6. Utilities Plan
7. Water Details
8. Sewer Details
9. Storm System Details
10. ADA Accessibility
11. Storm Water Pollution Prevention Plan (SWPPP)
12. Engineering Review Letter dated 26 March 2021
13. North Davis Fire District Review Letter dated 22 March 2021

WEAVER SUBDIVISION

PART OF THE NE 1/4 OF SECTION 02, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH

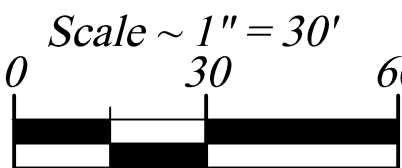


Legend

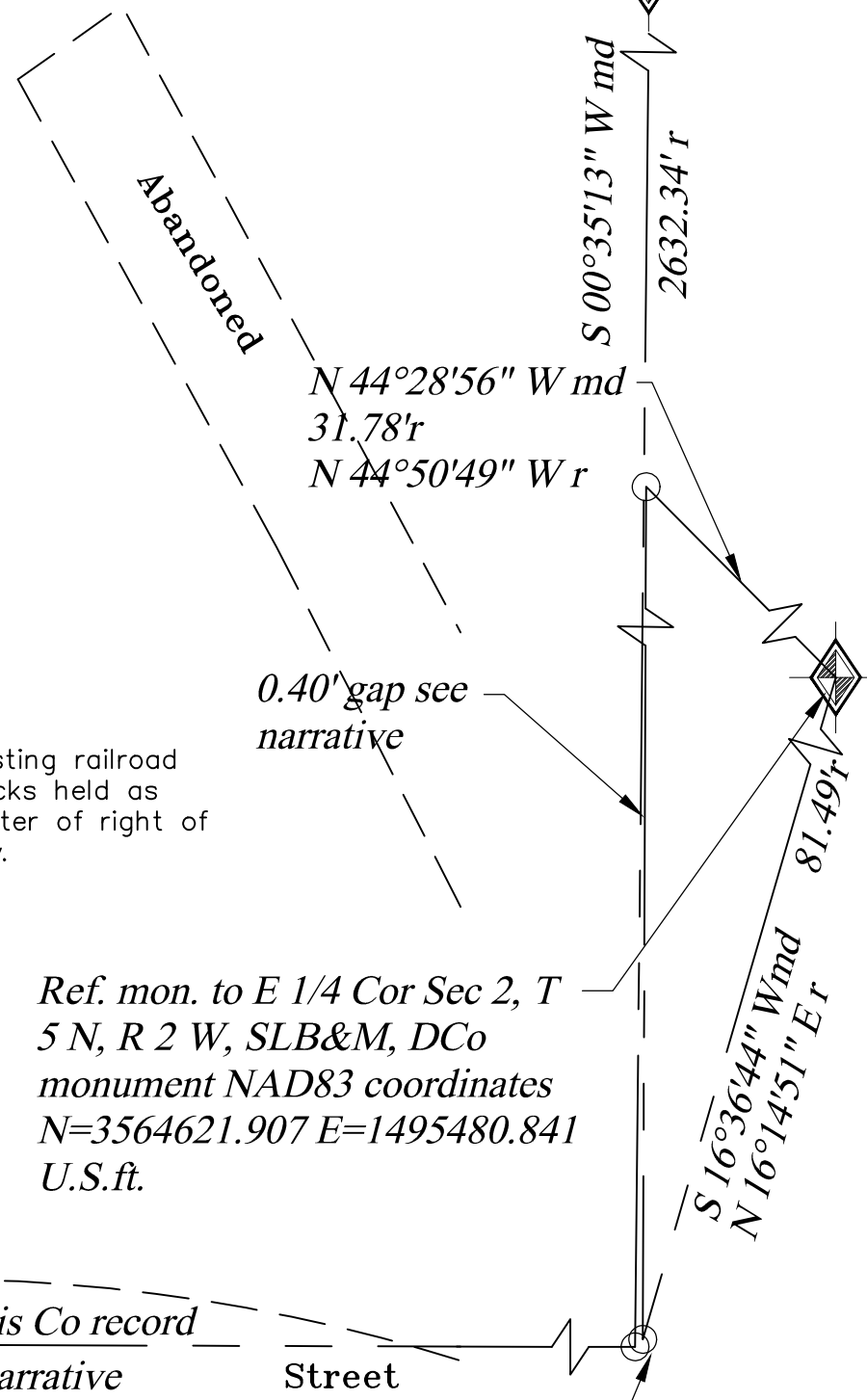
- EASEMENTS (as labeled or granted)
- Set Back Lines
- STREET CENTERLINE
- FND SECTION CORNER
- FND STREET MONUMENT
- FND CURB NAIL
- FND REBAR AND CAP
- SET #5x24" REBAR AND CAP STAMPED LANDMARK
- ELEVATION BENCHMARK
- ROAD/STREET DEDICATION
- RECORD DATA
- MEASURED DATA

NARRATIVE

The purpose of this survey is to subdivide the tract of land as shown hereon. The basis of bearing is as noted in the boundary description and shown on the plat.

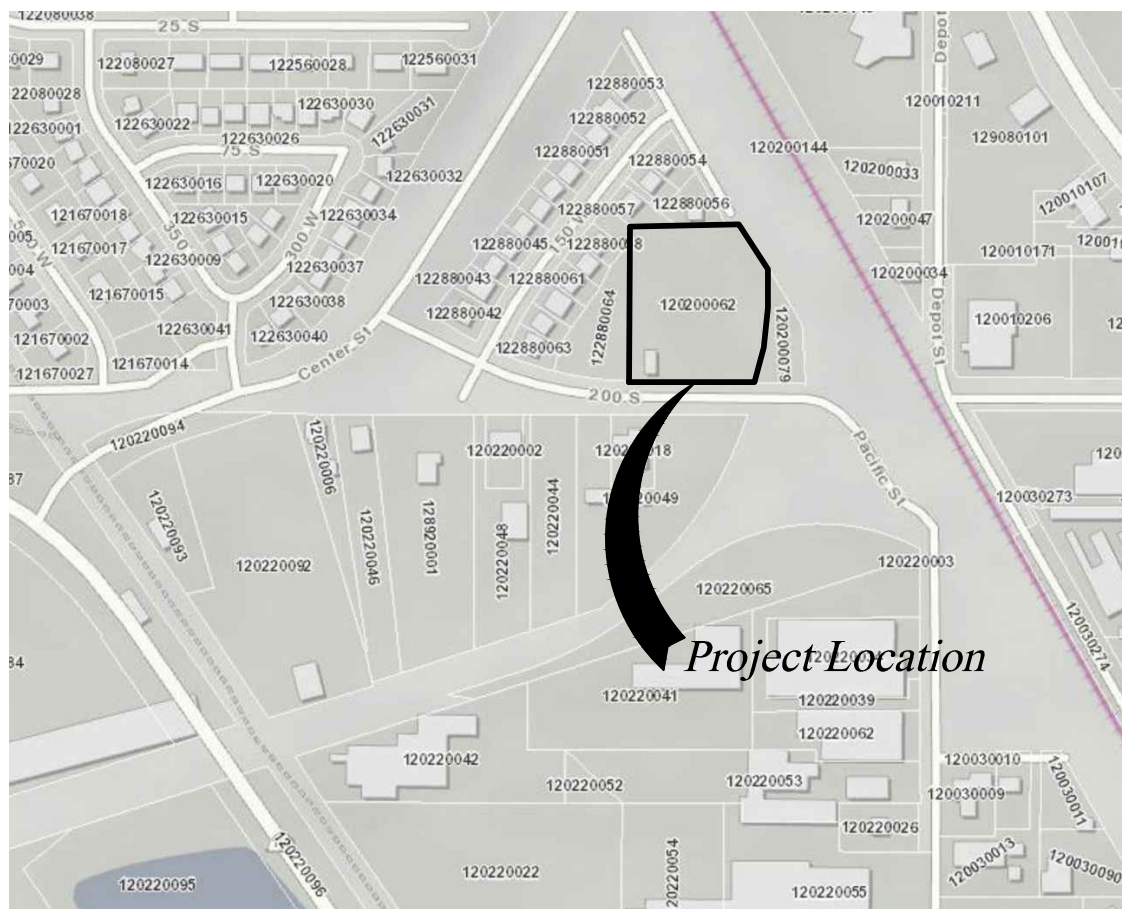


NE Cor Sec 2, T 5 N, R 2 W,
SLB&M, DCo monument NAD83
coordinates N=3567174.747
E=1495483.464 U.S.ft.



SE Cor has two possible locations depending on which DCo record is utilized to replace the corner. The monument has been identified by Davis Co. Surveyor to be destroyed.

Vicinity Map



This Plat is the Intellectual Property of Landmark Surveying, Inc.. all legal rights are reserved.

OWNER'S DEDICATION

We the undersigned owners of the herein described tract of land, do hereby set apart and subdivide the same into lots and streets as shown hereon and name said tract WEAVER SUBDIVISION:

We hereby dedicate to the governing entity for the purpose of public use all those parts or portions of said tract of land designated as street(s) and/or road(s), the same to be used as public thoroughfares. And further dedicate grant and convey said street(s) or and/or road(s) as public utility corridors as may be authorized by the governing entity.

We hereby grant and dedicate a perpetual right and easement over, upon and under the lands designated hereon as public utility (PUE), storm water detention pond(s), drainage easement(s), and canal maintenance easement(s), the same to be used for the installation maintenance and operation of public utility service line(s), storm drainage facilities, irrigation canal(s) or for the perpetual preservation of water channels in their natural state whichever is applicable to the governing entity and as may be authorized by the governing entity, with no buildings or structures being erected within such easements.

We hereby grant and dedicate unto ourselves, grantee(s), successor(s), and assign(s) of each lot upon which private land drains (PLDE) are constructed or which are otherwise dependent upon such land drains, a perpetual easement over such land drains for the purpose of maintenance and operation of said private land drains. We also hereby reserve unto ourselves, grantee(s), successor(s) and assign(s) said land drain easement across the new public street dedication as shown and noted hereon.

Individual Acknowledgement

IN WITNESS WHEREOF, the hand of said Grantor(s), this ____ day of _____, 20____.

Kyle M. Weaver

STATE OF UTAH)
COUNTY OF WEBER)

WHEREAS, the foregoing instrument was acknowledged, subscribed, and sworn before me on the date first above written and personally appeared before me the above named signer(s) of the within instrument, who duly acknowledged to me that they executed the same.

THEREFORE, as a Notary Public commissioned in Utah, Witness my hand and official seal.

Notary Signature:

(print name below signature):

My Commission Expires:

BOUNDARY DESCRIPTION

A tract of land being a part of the Northeast Quarter of Section 2, Township 4 North, Range 2 West, Salt Lake Base and Meridian, having a basis of bearing of North 00°11'45" East between the monumented Center Quarter corner (having NAD83 Utah North Zone coordinates of N=3564567.743 E=1492810.318 U.S.ft) and the North Quarter corner (having NAD83 Utah North Zone coordinates of N=3567194.137 E=1492835.627 U.S.ft) of said Section 2, more particularly described as follows:

BEGINNING at the Southeasterly corner of Common Area 64, Wedgewood Estates No. 2, Clearfield City, Davis County, Utah, recorded as Plat book 2155 page 895 (E#1337025) on July 28, 1997 (said point being located South 89°49'30" East 2114.71 feet and North 0°13'20" East 33.00 feet from the Center Quarter corner of said Section 2);

RUNNING thence, North 0°13'20" East 318.65 feet, along the east boundary of said Common Area 64, to the southwest corner of Lot 57 said subdivision; Thence North 89°57'01" East 198.71 feet, along the south boundary of Lots 57 and 56, being the southern boundary of said subdivision, to the southeast corner of Lot 56;

Thence South 29°56'00" East 154.48 feet, to a point on an arc of a non-tangent curve, to the westerly right of way of the Oregon Short Line (OSL) Railroad; Thence the following 2 (two) courses along said railroad right of way being along a line .25 feet perpendicularly distant from the center of the railroad tracks;

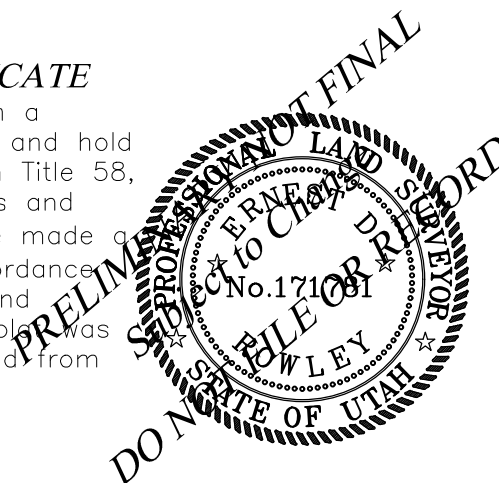
1) along said curve to the Right 109.29 feet, having a radius of 807.14 feet having a chord bearing and distance of South 02°12'26" West 109.21 feet, to the point of compound curve;

2) along a curve to the Right 77.81 feet, having a radius of 690.73 feet and a chord bearing and distance of South 09°16'31" West 77.77 feet, to the north right of way of 200 South Street;

Thence North 89°47'43" West 260.30 feet, along said right of way to the point of beginning. Containing 1.8881 Acres, more or less.

SURVEYOR'S CERTIFICATE

I, Ernest D. Rowley, do hereby certify that I am a professional land surveyor in the State of Utah and hold certificate no. 171781-2201 in accordance with Title 58, Chapter 22 known as the Professional Engineers and Professional Land Surveyor's Licensing Act, have made a survey of the property(s) shown hereon in accordance with UCA 17-23-17, verifying measurements, and placing monuments as represented. That this plat was prepared from the field notes of this survey and from documents and records as noted hereon.



Landmark Surveying, Inc.
A Complete Land Surveying Service
www.LandmarkSurveyUtah.com

4646 South 3500 West - #A-3
West Haven, UT 84401
801-731-4075

DEVELOPER: Kyle M. Weaver

Address:
Phone: 801-603-1771

NE 1/4 of Section 2, Township 4 North,
Range 2 West, Salt Lake Base and Meridian.

Subdivision

Revisions

DRAWN BY: EDR

CHECKED BY: ...

DATE: July 10, 2020

PROJ: 3877

This plat and associated documents are "PRELIMINARY NOT FINAL" and subject to change without a valid signature and date across the Professional Land Surveyor's seal in accordance with R156-22-601 of the Utah Administrative Code of the Utah Department of Commerce, Division of Occupational and Professional Licensing. If this document is unsigned it is a Preliminary document(s) and is not intended for and shall not be used in Construction, nor to be Recorded or Filed, nor implemented or used as a Final Product.

GENERAL NOTES

- EXISTING IMPROVEMENTS ARE SHOWN AS ACCURATELY AS POSSIBLE ACCORDING TO AVAILABLE INFORMATION. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATION AND ELEVATION OF ALL UTILITIES WHETHER SHOWN OR NOT SHOWN ON THE PLANS.
 - IT IS ASSURED THAT THE EXISTING SANITARY SEWER AND STORM WATER SYSTEMS ARE ALREADY INSTALLED AS SHOWN. VISIBLE MANHOLES FOR EACH HAVE BEEN LOCATED AND SHOWN. THE LOCATION OF BURIED LATERAL LINES HAVE NOT BEEN IDENTIFIED. APPROPRIATE MODIFICATIONS TO THE LOCATIONS OF THE NEW UTILITIES MAY BE NECESSARY SHOULD EXISTING BURIED UTILITIES BE FOUND TO INTERFERE WITH THE DESIGN LOCATION. SHOULD SUCH MODIFICATIONS BE NECESSARY THE DESIGN ENGINEER AND/OR CITY ENGINEER SHALL IMMEDIATELY NOTIFIED FOR APPROVAL OF ANY REQUIRED MODIFICATIONS OR CHANGES.
 - THE CONTRACTOR SHALL PROTECT CITY INFRASTRUCTURE AND PRIVATE PROPERTY FROM UN-NECESSARY DAMAGE. SHOULD IT BE NECESSARY TO CUT, BREAK, REMOVE, OR DAMAGE ANY OF THE EXISTING IMPROVEMENTS WHICH ARE NOT PLANNED TO BE REMOVED OR ALTERED THE CONTRACTOR SHALL REPAIR, REPLACE, OR CONSTRUCT NEW IMPROVEMENTS IN ACCORDANCE WITH CITY REQUIREMENTS AT THE EXPENSE OF THE CONTRACTOR.
 - ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND SPECIFICATIONS. ANY DEVIATION FROM THOSE STANDARDS SHALL BE APPROVED IN ADVANCE OF CONSTRUCTION BY THE CITY ENGINEER AND/OR DESIGN ENGINEER.
 - AT THE TIME OF CONSTRUCTION, THE CITY MAY DETERMINE, BASED ON PROFESSIONAL EXPERIENCE AND JUDGMENT AND AT ITS SOLE DISCRETION, THE NEED FOR THE OWNER/DEVELOPER TO PAY FOR, REMOVE, AND REPLACE ANY EXISTING SUBSTANDARD IMPROVEMENTS WHERE THE NEW IMPROVEMENTS TIE TO THE EXISTING IMPROVEMENTS.
 - TRAFFIC AND PEDESTRIAN CONTROL DEVICES, SIGNS, OR BARRIERS SHALL BE INSTALLED ACCORDING TO THE LATEST MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
 - THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE SITE CONDITIONS AND SAFETY HAZARDS BEFORE AND DURING CONSTRUCTION ACTIVITIES AND COMPLY WITH THE APPROPRIATE PUBLIC SAFETY AND O.S.H.A. STANDARDS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND OBTAIN ALL LICENSES OR PERMITS REQUIRED FOR CONSTRUCTION ACTIVITIES FOR COMPLETION OF THE PROJECT.
 - THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE, WORKING CONDITIONS, SAFETY OF ALL PERSONS AND PROPERTY, BOTH PUBLIC AND PRIVATE, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL HOLD HARMLESS, DEFEND, AND INDEMNIFY THE OWNER, DEVELOPER, PROJECT ENGINEER/DESIGN FIRM, AND SURVEYOR/SURVEYING FIRM FROM ANY LIABILITY IN CONNECTION WITH THE WORK ACTIVITIES OF THIS PROJECT.
 - CONSTRUCTION STAKING FOR CURB, GUTTER, AND LOT CORNERS SHALL BE PROVIDED OR INSTALLED BY THE OWNER/DEVELOPER'S SURVEYOR AT THE DEVELOPERS EXPENSE. FOR ANY CONSTRUCTION STAKING REQUESTED BY THE CONTRACTOR OUTSIDE OF THE INITIAL SURVEY STAKES AS PROVIDED SHALL BE AT THE CONTRACTORS EXPENSE AND THE SURVEYOR REQUIRES 48 HOURS NOTICE FOR SUCH REQUESTS.
 - THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER IN THE EVENT THAT AMBIGUITIES EXIST IN THE PLANS OR DESIGN CHANGE REQUESTS ARE MADE. WORK ON CHANGE ITEMS THAT HAVE BEEN BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER SHALL STOP AND CONTINUE ONLY WHEN THE CONTRACTOR HAS BEEN PROVIDED A SOLUTION AND/OR REVISED PLANS AND/OR CITY APPROVAL AS THE CASE MAY REQUIRE.
 - THE CONTRACTOR SHALL MAINTAIN A NEATLY MARKED AND DETAILED SET OF RECORD DRAWINGS THAT SHOW ANY DEVIATIONS IN CONSTRUCTION FROM THOSE AS DESIGNED. A LIST OF MATERIAL SUBSTITUTIONS SHALL ALSO BE MAINTAINED. A COPY OF THESE DRAWINGS SHALL BE PROVIDED TO THE DESIGN ENGINEER AND THE CITY UPON REQUEST AND AT THE COMPLETION OF THE PROJECT.
 - THE CONTRACTOR SHALL INSTALL THE UTILITY SERVICE LINES WITH REQUIRED SEPARATIONS FROM OTHER UTILITIES AS DESIGNED OR AS DIRECTED BY THE CITY, DISTRICTS, AGENCIES OR UTILITY SERVICE PROVIDER.
 - ALL TRENCHING AND EXCAVATION ACTIVITIES SHALL COMPLY WITH CITY, O.S.H.A. OR THE APPROPRIATE AGENCIES JURISDICTION OVER WORK BEING DONE WITHIN THEIR RIGHT OF WAY OR PROJECT AREA.
 - SERVICE CONNECTIONS OF NEW UTILITY LINES SHALL NOT BE ALLOWED UNTIL THE CITY, AGENCY, DISTRICT OR COMPANY IN CHARGE OF THE UTILITY HAS PROVIDED WRITTEN APPROVAL.
 - ALL UTILITIES THAT ARE INSTALLED UNDERGROUND SHALL BE PROPERLY INSTALLED PRIOR TO THE INSTALLATION OF CURB, GUTTER, SIDEWALK AND ROAD SURFACES. ALL TRENCHES EXCAVATED DURING THE INSTALLATION OF EXISTING UTILITIES OR DURING THE REMOVAL OF EXISTING UTILITIES SHALL BE COMPACTED SO THAT THE NEW CURB, GUTTER, SIDEWALK, AND ROAD SURFACES DO NOT SETTLE OR CAUSE DAMAGE TO NEW INSTALLATIONS.
- 17. SECONDARY WATER:**
SEWER LATERALS: NO SECONDARY WATER IN THIS PROJECT.
- 18. NATURAL GAS:**
18.1. AVAILABLE GAS SERVICES ARE UNDERGROUND IN THIS AREA. AT THE TIME OF THE FIELD SURVEY THERE WERE NO BLUE STAKE MARKINGS FOR GAS LINES IN THE EXISTING ROADS OR ON THE SUBJECT PROPERTY. THE CONTRACTOR SHALL BE RESPONSIBLE TO ASCERTAIN THE LOCATION AND DEPTH OF ANY AND ALL EXISTING GAS SERVICE LINES TO PREVENT DAMAGE OR LOSS OF SERVICE. SHOULD IT BE FOUND THAT THE LOCATION OF EXISTING GAS SERVICE LINES WILL INTERFERE WITH THE PROJECT DESIGN, THE DESIGN ENGINEER SHALL BE IMMEDIATELY NOTIFIED AND WORK STOPPED UNTIL A RESOLUTION IS REACHED.- THE INSTALLATION AND LOCATION OF THE NEW GAS SERVICE SHALL BE UNDER THE DIRECTION OF DOMINION ENERGY AND ARE NOT SHOWN ON THESE PLANS. SHOULD THE CONTRACTOR BE AUTHORIZED BY DOMINION ENERGY TO PROVIDE CONSTRUCTION AND/OR MATERIALS RELATED TO THIS PROJECT SUCH SHALL BE DONE IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF DOMINION ENERGY. ANY EXPENSES INCURRED THROUGH SUCH ACTIVITIES SHALL BILLED SEPARATELY AND ARE NOT PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL HAVE EMERGENCY CONTACT NUMBERS FOR DOMINION ENERGY IN THE EVENT OF A RUPTURE OF THE EXISTING GAS SERVICE AND SHALL IMMEDIATELY STOP ALL WORK AND SHUT DOWN OR EXTINGUISH ALL SOURCES OF IGNITION AND NOTIFY THE PROPER AGENT IN THE EVENT OF A GAS LEAK OR DAMAGE TO THE EXISTING PIPE.
- GAS SERVICE IS TO BE BROUGHT TO EACH LOT AS REQUIRED DURING THE CONSTRUCTION ACTIVITIES RELATED TO THIS PROJECT SO THAT NEW CURB & GUTTER, ROAD FACILITIES AND UTILITIES ARE NOT DAMAGED DURING INSTALLATION. NO DEBRIS, SILT, OR GROUNDWATER ARE ALLOWED TO ENTER THE PIPE DURING CONSTRUCTION. ALL OPEN ENDS OF PIPE ARE TO BE COVERED AND PROPERLY SEALED TO PREVENT SUCH INFILTRATION AT THE END OF EACH WORK ACTIVITY AND/OR AT THE END OF EACH DAY.

19. CULINARY WATER:
19.1. TESTING AND DECONTAMINATION OF WATER LINES SHALL BE FURNISHED BY CONTRACTOR IN ACCORDANCE WITH CITY STANDARDS AND REQUIREMENTS.- ALL WORK MATERIALS ON CULINARY WATER SYSTEMS SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND CONSTRUCTION REQUIREMENTS.
- THE PRECISE LOCATION OF THE EXISTING CULINARY WATER LINES ARE NOT KNOWN. IT IS ASSUMED THAT THE EXISTING CULINARY WATER LINE(S) RUN AS SHOWN, HOWEVER, THE LOCATION SHOWN IS FROM VALVE LOCATIONS AND OTHER UTILITY DRAWINGS AND MAY BE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF THE LINE(S) AS NEEDED TO PROPERLY TIE TO THE EXISTING LINES.
- WATER LATERALS SHALL BE INSTALLED FROM THE MAIN LINE TO THE TERMINAL POINT AT THE BACK OF THE PROPERTY LINE AND/OR AS SHOWN AND AT A MINIMUM OF 10 FOOT SEPARATION AND AN ELEVATION EQUAL TO OR ABOVE THE SEWER LATERALS OR SEWER MAINS.
- WATER METERS ARE TO BE INSTALLED IN ACCORDANCE WITH CITY STANDARDS AND REQUIREMENTS. THE SIZE AND TYPE OF METER IS SPECIFIED IN THE DETAIL SHEETS OF THIS SET OF PLANS.
- CULINARY WATER SERVICE LATERALS MUST BE COPPER PER THE CITY "CONSTRUCTION STANDARDS".
- A MINIMUM OF FOUR FEET OF COVER IS REQUIRED OVER ALL NEW WATER LINES BELOW THE SURFACE OF FINISH GRADE ON THE LOTS OR UNDER ASPHALT.
- ALL MATERIALS WHICH MAY CONTACT DRINKING WATER, INCLUDING BUT NOT LIMITED TO PIPES, GASKETS, LUBRICANTS AND O-RINGS, SHALL BE NSF STANDARD 61, ANSI-CERTIFIED AS MEETING THE REQUIREMENTS OF NSF STANDARD 61, DRINKING WATER SYSTEMS COMPONENTS - HEALTH EFFECTS. TO PERMIT FIELD VERIFICATION OF THIS CERTIFICATION, ALL SUCH COMPONENTS SHALL BE APPROPRIATELY STAMPED WITH THE NSF LOGO.
- PIPES AND PIPE FITTINGS SHALL BE "LEAD FREE" IN ACCORDANCE WITH SECTION 1417 OF THE FEDERAL SAFE DRINKING WATER ACT.
- ALL PIPE FITTINGS MUST INCLUDE RESTRAINED JOINT CONNECTORS ON ALL BEND(S), TEE(S), AND VALVE(S) SHALL UTILIZE "BLUE BOLDS".

- WHERE CULINARY WATER SYSTEMS AND THE SEWER LINES CROSS, THERE SHALL BE A MINIMUM SEPARATION OF 18 INCHES BETWEEN PIPES. THE WATER PIPES BEING ABOVE THE SEWER LINE IF AT ALL POSSIBLE. DEVIATIONS FROM THIS REQUIREMENT MAY BE ALLOWED WITH PRIOR CITY APPROVAL, BUT MAY REQUIRE ADDITIONAL NOTARY SEWER AND MATERIALS OR INSTALLATION REQUIREMENTS TO ENSURE THAT CROSS CONTAMINATION WILL NOT OCCUR.
 - WHERE THE WATER AND SEWER LINES CROSS NO WATER PIPE JOINT IS ALLOWED WITHIN 10 FEET OF THE SEWER LINE. THE WATER LINE JOINTS IMMEDIATELY EACH SIDE OF THE CROSSING SHALL BE SECURED WITH "MEGALUG" TYPE OR APPROVED EQUAL JOINT LOCKS.
 - NO DEBRIS, SILT, OR GROUNDWATER ARE ALLOWED TO ENTER THE PIPE DURING CONSTRUCTION. ALL OPEN ENDS OF PIPE ARE TO BE COVERED AND PROPERLY SEALED TO PREVENT SUCH INFILTRATION AT THE END OF EACH WORK ACTIVITY AND/OR AT THE END OF EACH DAY.
- 20. FIRE HYDRANTS:**
20.1. ALL FIRE HYDRANT MATERIALS, WORK AND INSTILLATION SHALL CONFORM TO CULINARY WATER SAFE DRINKING WATER STANDARDS AND/OR NOTES AS CONTAINED HEREIN.- THE INSTALLATION OF ALL FIRE HYDRANTS SHALL BE VERTICAL AS REQUIRED BY THE CITY STANDARDS.

22. ASBESTOS:
22.1. CONTRACT DOCUMENTS FOR THIS PROJECT HAVE BEEN PREPARED IN ACCORDANCE WITH GENERALLY ACCEPTED PROFESSIONAL ARCHITECTURAL AND ENGINEERING PRACTICES. ACCORDINGLY, NO ASBESTOS OR PRODUCTS CONTAINING ASBESTOS HAVE BEEN KNOWINGLY SPECIFIED FOR THIS PROJECT. NOTIFY ENGINEER IMMEDIATELY FOR INSTRUCTIONS IF:- 22.1.1. MATERIALS CONTAINING ASBESTOS ARE BROUGHT TO SITE FOR INCLUSION IN THE WORK.
- 22.1.2. ASBESTOS MATERIAL ARE ENCOUNTERED IN EXISTING STRUCTURES UPON WHICH WORK IS BEING DONE OR ON SITE.
- 22.1.3. AT THE ENGINEER'S DIRECTION AND WITH OWNER'S APPROVAL, A CERTIFIED ASBESTOS INSPECTOR WILL COLLECT SAMPLES AND AN INDEPENDENT TESTING LABORATORY WILL PERFORM TESTING PROCEDURES ON SUSPECT MATERIALS.
- 22.2. SHOULD MITIGATION BE REQUIRED ALL WORK ACTIVITIES SHALL STOP UNTIL THE HAZARD IS PROPERLY CLEANED, REMOVED, OR MITIGATED AND THE CITY ISSUES A WRITTEN NOTICE TO PROCEED WITH REGULAR CONSTRUCTION ACTIVITIES.

23. SEWER LINES:
23.1. SEWER LINES ARE EXISTING ON THIS PROJECT, HOWEVER, IN THE EVENT THAT IT IS FOUND THAT NEW LINES OR LATERALS ARE MISSING IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNER/DEVELOPER AND ENGINEER TO DETERMINE APPROPRIATE METHOD OF INSTALLATION OR COMPLETION. SHOULD SUCH BE NECESSARY THE FOLLOWING NOTES SHALL APPLY IN ADDITION TO BEING REQUIRED FOR LINES OR SERVICE LINES AS REQUIRED AS PART OF THIS PROJECT DESIGN.- TESTING OF SEWER LINES SHALL BE FURNISHED BY CONTRACTOR IN ACCORDANCE WITH THE DISTRICT STANDARDS AND REQUIREMENTS AND SHALL BE PRESSURE TESTED TO WITHHOLD 5 PSI OR AS REQUIRED BY THE SEWER DISTRICT.
- ALL WORK AND MATERIALS ON SEWER SYSTEMS SHALL BE IN ACCORDANCE WITH DISTRICT AND/OR CITY STANDARDS AND CONSTRUCTION REQUIREMENTS.
- THE PRECISE LOCATION OF THE EXISTING SEWER LINES OR LATERALS ARE NOT KNOWN. IT IS ASSUMED THAT THE SEWER LINE RUNS BETWEEN EACH MANHOLE SHOWN AND/OR SURVEYED AND AT A CONSTANT GRADE, HOWEVER, THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW SEWER LINES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF THE LINE(S) AS NEEDED TO PROPERLY TIE LATERALS TO THE EXISTING LINES.
- SEWER LATERALS SHALL BE INSTALLED WITH A MINIMUM 2% GRADE FROM THE MAIN LINE TO THE TERMINAL POINT AT THE BACK OF THE PROPERTY LINE AS SHOWN OR DIRECTED BY THE ENGINEER AND AT A MINIMUM OF 10 FOOT SEPARATION HORIZONTALLY AND AT AN ELEVATION A MINIMUM OF 18" BELOW ANY WATER LATERALS UNLESS MODIFICATIONS TO THE DESIGN DRAWINGS ARE NECESSARY TO INSTALL THE UTILITIES. ANY CHANGES OR DEVIATIONS SHALL REQUIRE STOPPED WORK ACTIVITIES, NOTIFY IF SHOWN AND NOTED ON THESE PLANS OR IF A CHANGE ORDER IS REQUIRED BY THE CITY OR DISTRICT.
- GRADE BREAKS OTHER THAN THOSE INCLUDED IN THIS DESIGN IN THE SEWER LINE ARE NOT PERMITTED EXCEPT AT AN APPROVED MANHOLE OR CLEAN OUT AND ONLY AFTER PRIOR APPROVAL BY THE CITY OR THE DESIGN ENGINEER.
- NO DEBRIS, SILT, OR GROUNDWATER ARE ALLOWED TO ENTER THE PIPE DURING CONSTRUCTION. ALL OPEN ENDS OF PIPE ARE TO BE COVERED AND PROPERLY SEALED TO PREVENT SUCH INFILTRATION AT THE END OF EACH WORK ACTIVITY AND/OR AT THE END OF EACH DAY.
- SEWER LATERALS SHALL BE INSTALLED A MINIMUM OF 10 FEET AWAY FROM WATER LINES AND THE WATER METER LOCATION AS SHOWN OR REQUIRED BY THE DISTRICT AND/OR CITY.
- SEWER MANHOLES, CONES, LIDS AND JOINTS ARE TO BE INSTALLED AS DESIGNED. REQUIRED MANHOLES IS/ARE TO BE PRECAST CONSTRUCTION FROM A DISTRICT AND/OR CITY APPROVED PROVIDER.
- SHALLOW SEWER DEPTHS MAY BE A CONDITION OF THE EXISTING SEWER MAINS! CONTRACTOR DOING WORK ON FUTURE STRUCTURES (WHICH ARE NOT A PART OF THIS CONTRACT) SHALL VERIFY SEWER LATERAL DEPTH AND SET FOUNDATION ELEVATION TO PROVIDE ADEQUATE FALL INTO SEWER LATERAL. BUILDINGS WITH A BASEMENT MAY NOT HAVE SEWER SERVICE AVAILABLE FOR BASEMENT.

24. ROAD WORK AND TRENCHING:
24.1. TRENCHING AND CONNECTION WITHIN THE EXISTING ROADWAY WILL ONLY BE ALLOWED DURING DAYLIGHT HOURS. THE WORK AREA MUST BE SECURED BACKFILLED AND CLEANED PRIOR TO REMOVAL OF ANY TRAFFIC OR PEDESTRIAN CONTROL DEVICES.- OPEN TRENCHES OR HOLES LEFT OVER NIGHT SHALL BE COVERED WITH STEEL PLATES OF SUFFICIENT THICKNESS AND DESIGN TO CARRY HEAVY TRUCK TRAFFIC AND TRAFFIC CONTROL WARNING DEVICES SHALL BE PROPERLY INSTALLED TO MEET M.U.T.C.D. STANDARD DETAILS AND/OR CITY REQUIREMENTS.
- SAW CUT, REMOVE AND REPLACE EXISTING ASPHALT AS SHOWN AND, IF NECESSARY, ANY EXISTING CONCRETE CURB, GUTTER AND SIDEWALK TO FORM A VERTICAL JOINT FOR NEW ASPHALT AND CURB, GUTTER AND SIDEWALK TO MATCH NEAREST EXISTING JOINT AS SHOWN OR NOTED.
- THE TRENCHES AND HOLES LEFT OVER NIGHT ARE TO BE RECONSTRUCTED TO MATCH THE EXISTING ASPHALT, CURB AND GUTTER TO PROVIDE PROPER DRAINAGE.
- NO RECYCLED ROADBASE MAY BE USED IN THE TRENCH PATCHES.
- ELEVATIONS, CONTOURS AND OTHER NOTATIONS ARE TO FINISH GRADE SURFACES UNLESS OTHERWISE NOTED. THE CONTRACTOR IS RESPONSIBLE FOR NECESSARY ADJUSTMENTS TO PROPERLY CONSTRUCT THE PROJECT TO THE DESIGN ELEVATIONS.
- FILLS IN EXCESS OF 3 FEET SHALL BE COMPACTED TO 95% (95 PERCENT) MAXIMUM DRY DENSITY AS DETERMINED BY THE ASTM D-1557 STANDARDS IN 6 INCH LIFTS TO PREVENT ROAD SETTLEMENT. DOCUMENTATION OF SUCH TESTS SHALL BE PROVIDED TO THE CITY.
- SUBGRADE PREPARATION SHALL BE DONE TO A 95% (95 PERCENT) RELATIVE COMPACTION TO A MINIMUM DEPTH OF 6 INCHES BETWEEN THE BACK OF CURBS OR LIMITS OF ROAD CONSTRUCTION. DOCUMENTATION OF SUCH TESTS SHALL BE PROVIDED TO THE CITY.
- AGGREGATE SUB-GRADE MATERIAL (UNTREATED BASE COURSE) SHALL BE ENGINEERED GRANULAR BACKFILL MATERIAL OF GRADE ¾ INCH UNTREATED BASE COURSE OR AS APPROVED BY THE CITY ENGINEER AND SHALL BE FREE FROM ORGANIC AND DELETERIOUS MATERIALS.
- FINISH GRADE OF THE ROAD SHALL BE CONSTRUCTED TO WITHIN 0.10 FEET OF THE DESIGN GRADE. HOWEVER, IN NO CASE SHALL THE GRADE BE SO CONSTRUCTED THAT POSITIVE DRAINAGE OF THE ROAD SURFACE AND/OR CURBS IS NOT POSSIBLE. CURBS AND/OR PAVEMENT AREAS WHICH DO NOT MEET THE CITY REQUIREMENTS FOR PROPER DRAINAGE SHALL BE REMOVED AND REPLACED TO MEET THE DRAINAGE REQUIREMENTS AT THE CONTRACTORS EXPENSE.
- THE CONTRACTOR IS RESPONSIBLE TO PROVIDE HIS/HER OWN EARTH WORK QUANTITIES AS MAY BE REQUIRED BY THE OWNER OR PROJECT MANAGER AND MAY BE SUBJECT TO INDEPENDENT VERIFICATION AT THE CONTRACTORS EXPENSE.

- 25. UTAH DEPARTMENT OF TRANSPORTATION:**
25.1. NO UDOT CONTROLLED HIGHWAYS OR STREETS ARE PART OF THIS PROJECT.
- 26. FENCING:**
26.1. ANY REQUIRED FENCE MODIFICATIONS, REMOVAL OR REPLACEMENT WHICH ARE SHOWN OR NOTED ON THESE PLANS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS.- ON CORNER LOTS ANY FENCE THAT IS OVER 6 FEET TALL NEAR STREETS ARE TO BE REMOVED WITHIN 30 FEET OF THE CORNER IN EACH DIRECTION AND REPLACED WITH A FENCE OF A HEIGHT, TYPE OR MATERIALS APPROVED BY THE CITY TO PROVIDE VISIBILITY FOR DRIVERS.
- ALL FENCE MATERIALS SHALL MEET CITY REQUIREMENTS FOR CONSTRUCTION PRACTICE OR MATERIAL DURABILITY.
- IN THE EVENT THAT THERE ARE RECORDED COVENANTS, CONDITIONS & RESTRICTIONS (CC&R's) FOR THIS SUBDIVISION WHICH HAVE SPECIFIC FENCING REQUIREMENTS THEY SHALL GOVERN.

27. SIDEWALKS:
27.1. SIDEWALKS SHALL BE INSTALLED PER THE DESIGN AND DETAIL REQUIREMENTS OF THIS PROJECT.- MATERIAL AND WORKSMANSHIP SHALL CONFORM TO THE REQUIREMENTS AND STANDARDS OF THE CITY.
- SIDEWALKS THAT ARE PART OF EITHER AN EXISTING DRIVEWAY OR NEW DRIVE WAY SHALL BE REPLACED OR INSTALLED TO MEET THE DRIVEWAY STANDARDS AND REQUIREMENTS.

28. PARK STRIP AREAS:
28.1. FINAL LANDSCAPING SHALL CONFORM TO CITY REQUIREMENTS BUT ARE NOT BE PART OF THIS PROJECT.- THE LANDSCAPING STRIP SHALL BE GRADED AND CONSTRUCTED IN A MANNER THAT WILL PROVIDE ADEQUATE DRAINAGE FROM THE NEW DRIVEWAY SURFACE IN SUCH A MANNER THAT THE NEW DRIVEWAY SHALL NOT BE UNDERMINED.
- WHILE PROFESSIONAL CARE HAS BEEN TAKEN IN THE DESIGN AND DUE CARE WILL BE TAKEN IN THE STAKING OR LAYOUT OF THE LANDSCAPING AREA BY THE DESIGN ENGINEER AND SURVEYOR, DUE TO THE INABILITY TO CONTROL THE RUNOFF FROM THE NEIGHBORS PROPERTY THE DESIGN ENGINEER OR SURVEYOR DO NOT PROVIDE ANY WARRANTY OR GUARANTEE REGARDING THE DESIGN OR STAKING OF THE LANDSCAPING AREA.

29. POWER:
29.1. THERE ARE NO POWER SERVICE LINES TO BE INSTALLED AS PART OF THIS SET OF PROJECT DESIGN DRAWINGS. ANY POWER SERVICE LINES SHALL BE INSTALLED UNDER THE DIRECTION OF THE POWER COMPANY.- POWER SERVICE IS TO BE BROUGHT TO EACH LOT WHILE CONSTRUCTION ACTIVITIES IN CONNECTION WITH THIS CONTRACT ARE UNDERWAY SO THAT NEW ROAD FACILITIES AND UTILITIES ARE NOT DAMAGED DURING INSTALLATION.
- THE POWER COMPANY SHALL BE COORDINATED WITH TO ENSURE THAT THEIR SERVICE LINES CAN BE INSTALLED DURING THIS PROJECT DURATION.
- THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UNDERGROUND POWER SERVICE LINES TO PREVENT DAMAGE. SHOULD DAMAGE OCCUR THE CONTRACTOR SHALL IMMEDIATELY STOP ALL CONSTRUCTION ACTIVITIES AND CONTACT AN APPROPRIATE REPRESENTATIVE OF THE POWER COMPANY AND/OR CITY ENGINEER.
- WHERE THERE ARE OVERHEAD POWER LINES ON OR NEAR THE WORK AREA OF THIS PROJECT PROPER SAFETY PRECAUTIONS ARE TO BE EMPLOYED DURING ANY WORK ACTIVITY.
- THE POWER COMPANY SAFETY STANDARDS FOR WORK BEING CONDUCTED IN THE PROXIMITY OF POWER FACILITIES SHALL BE COMPLIED WITH.

30. STORM DRAIN SYSTEMS:
30.1. THE INTENT OF THIS PROJECT IS TO PROVIDE ADEQUATE DRAINAGE TO EACH APPROPRIATE CATCH BASIN AS SHOWN OR NOTED. SHOULD DISCREPANCIES IN THIS INTENT BE FOUND ALL WORK RELATED TO THIS SYSTEM SHALL STOP AND THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER. COMMENCEMENT OF WORK SHALL BEGIN AFTER THE DESIGN ENGINEER HAS AUTHORIZED SUCH AND A SOLUTION COMMUNICATED TO THE CONTRACTOR EITHER BY VERBAL, WRITTEN, OR IN THE FORM OF REVISED DRAWINGS.- IT MAY BE NECESSARY TO INFORM THE CITY OF DESIGN CONCERNS THAT MAY NEED REVISION AND IN THAT EVENT THE CITY ENGINEER SHALL BE CONSULTED FOR A CITY APPROVED SOLUTION.
- REQUIRED STORM DRAIN BOXES ARE TO BE PRECAST CONCRETE FROM CITY APPROVED PROVIDERS.
- REQUIRED STORM DRAIN GRATES ARE TO MEET CITY STANDARDS FOR BICYCLE SAFE CONSTRUCTION.
- PIPE CONNECTIONS ARE TO BE INSTALLED TO MEET THE REQUIREMENTS OF THE CITY.
- PIPES ARE TO BE RCP-CLASS 3 OR APPROVED EQUAL OF THE SIZE NOTED IN THE DESIGN DRAWINGS UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.

31. LAND DRAIN SYSTEM:
31.1. THE LAND DRAIN SYSTEM SHALL BE CONSTRUCTED AS SHOWN IN THIS SET OF DRAWINGS TO ATTEMPT TO MITIGATE HIGH GROUNDWATER AT THE SITE. AT A MINIMUM, IT IS RECOMMENDED THAT THE LAND DRAINS BE INSTALLED PRIOR TO BEGINNING BUILDING EXCAVATIONS.- ADDITIONALLY, THE TRENCHES SHALL BE INSTALLED IN THE LOCATIONS SHOWN HEREIN AND ONCE INSTALLED IT IS RECOMMENDED BY THE GEOTECHNICAL REPORT THAT THE LAND DRAINS AND GROUND WATER ELEVATIONS BE MONITORED DURING BUILDING EXCAVATIONS.
- IN THE EVENT THAT GROUND WATER IS ENCOUNTERED DURING BUILDING FOOTING EXCAVATIONS WORK SHALL STOP AND THE CITY AND DEVELOPER SHALL BE NOTIFIED. WORK ON THE FOUNDATIONS SHALL NOT START AGAIN UNTIL CITY APPROVED DESIGN MODIFICATION RECOMMENDATIONS HAVE BEEN MADE AND COMPLIED WITH.
- AT A MINIMUM, TRENCHES AND PIPING SHALL BE CONSTRUCTED IN THE FOLLOWING MANNER, UNLESS THE DETAIL DRAWINGS SHOW MORE ROBUST CONSTRUCTION:
31.4.1. TRENCHES SHALL BE A MINIMUM 2 FEET IN WIDTH.
31.4.2. WHERE POSSIBLE, THE TRENCH DEPTH SHALL BE AT LEAST 4 FEET BELOW THE EXISTING SITE GRADE IF EXISTING STORM DRAIN SYSTEMS WILL ALLOW SUCH DEPTH (EXISTING SITE GRADE IS THAT ELEVATION PRIOR TO ANY SITE DEVELOPMENT INCLUDING BUT NOT LIMITED TO STREETS, RETENTION BASINS, OR OTHER GRADE MODIFICATION ACTIVITIES).
- THE TRENCH SHALL BE LINED WITH A FILTER FABRIC SUCH AS MIRAFI 140N OR APPROVED EQUAL. THE FABRIC SHALL BE INSTALLED ON ALL SIDES OF THE TRENCH INCLUDING BOTTOM, SIDE WALLS, AND TOP.
- IT IS RECOMMENDED THAT THE TOP ELEVATION OF THE TRENCHES SHALL BE 6 INCHES BELOW THE SURFACE OF THE FINAL GROUND SURFACE (FINAL GROUND SURFACE IS TO BE THAT ELEVATION AFTER THE CONSTRUCTION OF THE BUILDINGS OR OTHER WORKS ASSOCIATED WITH THE PROPERTY).
- THE TRENCH SHALL BE FILLED WITH FREE-DRAINING GRAVEL, LESS THAN 5 PERCENT FINES.
- AN 8 INCH DIAMETER PERFORATED PIPE GRADED TO THE STORM WATER SYSTEM SHALL BE INSTALLED IN THE BOTTOM OF THE TRENCH. SEE DESIGN DRAWINGS FOR ROUTING OF THE TRENCHES AND PIPES. PERFORATED PIPE SHALL BE INSTALLED IN ALL GRAVEL FILLED TRENCHES AND ALL OTHER LAND DRAIN SYSTEM PIPES SHALL BE NOT BE PERFORATED AND INSTALLED AS SHOWN AND NOTED.
- BECAUSE IT IS DIFFICULT TO PREDICT SUBTERANEAN DRAIN PERFORMANCE IT IS RECOMMENDED THAT THE LAND DRAINS BE INSTALLED BEFORE BEGINNING THE BUILDING EXCAVATIONS AND THAT GROUNDWATER LEVELS BE MONITORED THROUGHOUT THE DEVELOPMENT PROCESS.
- IF AREAS OF HIGH GROUND WATER ARE OBSERVED IT MAY BE NECESSARY TO INSTALL ADDITIONAL DRAINS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.

32. ROCK LINED TRENCH/SWALE:
32.1. THE TRENCH/SWALE IS TO BE INSTALLED AROUND THE PERIMETER OF THE SUBDIVISION AS SHOWN.- THE INTENT OF THE TRENCH/SWALE IS TO COMPLY WITH STATE DIVISION OF WATER QUALITY REGULATIONS TO RETAIN THE "FIRST HALF INCH" OF A 100 YEAR STORM EVENT. THIS REGULATION REQUIRES THAT A LANDSCAPED TRENCH/SWALE IS TO BE CONSTRUCTED TO ALLOW THE RETAINAGE TO BE 1/2 INCH STRIKE INTO THE GROUND AND NOT REACH THE PUBLIC STORM DRAIN SYSTEM. THE BOTTOM OF THE TRENCH/SWALE WHICH IS LINED WITH FABRIC AND 4 INCH MINIMUM SIZE ROCK IS TO NOT DRAIN INTO THE LAND DRAIN COLLECTION BOX AT THE SOUTHWEST CORNER OF THE PROJECT.
- IN THE EVENT THAT A PARTICULAR STORM INTENSITY WOULD EXCEED THE HALF INCH CAPACITY OF THE TRENCH/SWALE THE EXCESS WATER IS TO BE ALLOWED TO ENTER THE PUBLIC STORM DRAIN SYSTEM THROUGH THE 1/2 INCH STRIKE THROUGH A 3 INCH ORifice AS DESIGNED. EMERGENCY OVER FLOW IS ALSO PROVIDED IN THE LAND DRAIN COLLECTION BOX AT THE TRENCH SIDE WHERE THE BOX IS NOTCHED LOWER THAN THE ELEVATION OF THE TOP OF THE BOX.

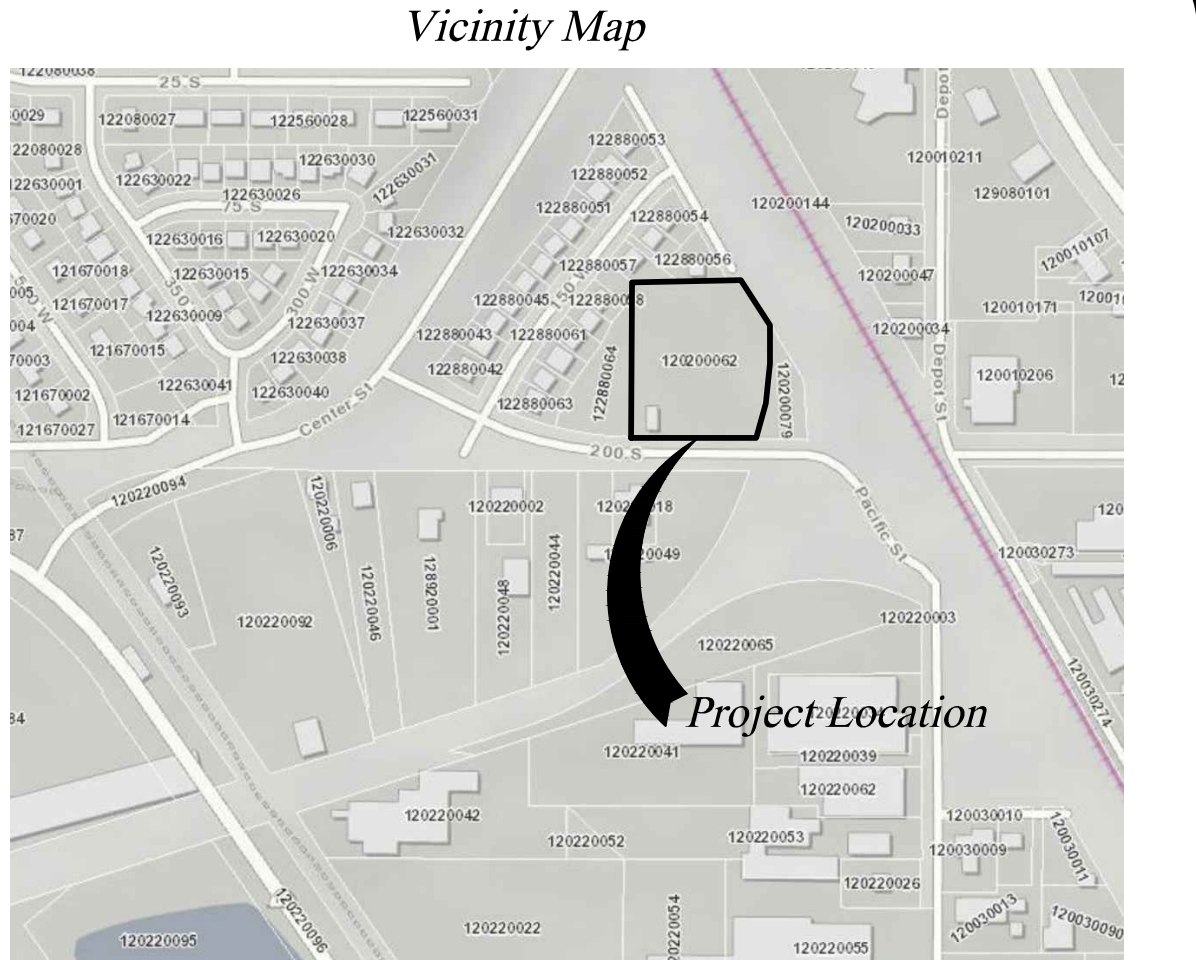
- 33. CABLE TV, TELEPHONE OR COMMUNICATION SERVICE LINES:**
33.1. THERE ARE NO CABLE OR COMMUNICATION SERVICE LINES AS PART OF THIS PROJECT DRAWINGS.- SUCH UTILITY LINES OR FACILITIES, BOXES, OR POLES THAT WERE VISIBLE AT THE TIME OF THE FIELD SURVEY HAVE BEEN LOCATED AND IDENTIFIED ON THIS SET OF DESIGN DRAWINGS.
- AT THE TIME OF THE FIELD SURVEY THERE WERE NO BLUE STAKE MARKINGS FOR EITHER CABLE TV OR TELEPHONE SERVICE LINES. THE CONTRACTOR SHALL BE RESPONSIBLE TO ASCERTAIN THE LOCATION AND DEPTH OF THE COMMUNICATION LINES TO PREVENT DAMAGE OR LOSS OF SERVICE.
- IN THE EVENT OF DAMAGE TO SERVICE LINES THE APPROPRIATE UTILITY SERVICE PROVIDER SHALL BE CONTACTED FOR INSTRUCTIONS ON HOW TO PROCEED WITH THE REPAIR OR REPLACEMENT OF SUCH LINE(S).

34. SITE PREPARATION:
34.1. THE SITE SHALL BE CLEARED AND GRUBBED TO REMOVE ALL VEGETATION AND DELETERIOUS MATERIALS FROM THE PROJECT WORK SITE EXCEPT AS OTHERWISE DIRECTED OR NOTED.- CLEARING AND GRUBBING ARE NOT TO BE PERFORMED ON INDIVIDUAL LOTS. THE ONLY AREA BEING CLEARED AND GRUBBED IN THIS PROJECT IS THE DRIVEWAY CORRIDOR, AND EMERGENCY TURN AROUND AS SHOWN HEREON.
- NOTE THAT THE SOIL TYPE WITHIN THE WORK AREA MAY REQUIRE SPECIAL CONSTRUCTION METHODS TO OBTAIN THE NECESSARY GRADING AND COMPACTION REQUIREMENTS AND A GEOTECHNICAL REPORT SHOULD BE OBTAINED FOR INFORMATION RELATING TO THE REQUIREMENTS FOR PROPER STRUCTURAL STABILITY UNDER THE NEW DRIVEWAY.

35. STORM WATER POLLUTION PREVENTION PLAN MANAGEMENT:
35.1. STORM WATER POLLUTION PREVENTION PLANS (SWPPP) ARE PROVIDED HEREIN FOR THE BENEFIT OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL REQUIREMENTS ASSOCIATED WITH SWPPP REGULATIONS AND MAY BE REQUIRED TO PROVIDE THE CITY WITH PLANS AND DETAILS SHOULD THE ACTUAL PROCESS OF CONSTRUCTION REQUIRE DIFFERENT CONFIGURATION AND/OR OPERATION THAN THAT WHICH IS PROVIDED HEREIN.- THE CONTRACTOR SHALL PROVIDE ALL EROSION CONTROLS RELATED TO THE 'BEST MANAGEMENT PRACTICES' (BMP's) RELATED TO SWPPP REQUIREMENTS. THESE MAY INCLUDE BUT ARE NOT LIMITED TO; SILT FENCES, STRAW BALES, WADDLES, DUST CONTROL, ETC.
- ANY CHANGES OR MODIFICATIONS RELATED TO THE SWPPP, WHETHER REQUIRED BY THE CITY OR DUE TO WORK PROGRESS SCHEDULING, SHALL BE AT THE CONTRACTORS EXPENSE.

36. STREET LIGHTING:
36.1. THERE ARE NO STREET LIGHTS ANTICIPATED IN THIS PROJECT.

37. MISCELLANEOUS NOTES:
37.1. IT IS NOT ANTICIPATED THAT ANY SIDEWALKS, CROSSINGS, AND HANDICAP ACCESS POINTS WILL BE PART OF THIS PROJECT, HOWEVER, IN THE EVENT THAT THE CITY MAY REQUIRE SUCH ALL CONSTRUCTION AND MATERIALS ARE TO COMPLY WITH ADA STANDARDS OR CITY STANDARDS AND REQUIREMENTS.- WHEN SPECIFIC BRANDS OR TYPES OF MATERIALS ARE SPECIFIED CITY APPROVED EQUIVALENT OR EQUALS MAY BE SUBSTITUTED.
- ALL UTILITY MANHOLE COVERS, CATCH BASIN GRATES, AND VALVE BOX COVERS ARE TO BE INSTALLED SO THAT THEY ARE RECESSED A MINIMUM OF 1/4" AND A MAXIMUM OF 1" BELOW THE FINISH GRADE OF THE ROAD SURFACE. EDGES ARE TO BE ROUNDED TO PREVENT A SHARP EDGE HAZARD TO VEHICULAR OR PEDESTRIAN TRAVEL.
- ONLY ANY EXISTING TREES WITHIN THE RIGHT OF WAY OF THE NEW ROAD CORRIDORS AND UTILITY EASEMENTS ARE ALLOWED TO BE REMOVED WITHOUT AUTHORIZATION FROM THE OWNER. CARE SHOULD BE TAKEN TO PREVENT UNNECESSARY DAMAGE TO THE ROOT SYSTEM OF TREES THAT ARE IN THE PROXIMITY OF THE WORK AREA.
- ALL CONCRETE WORK SHALL HAVE A MINIMUM OF 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF THE TESTING AND SHALL PROVIDE THE CITY OR OWNER WITH COMPLIANT CLEARITS UPON REQUEST.
- TRASH OR DEBRIS SHALL BE PROPERLY DISPOSED OF OFF SITE IN ACCORDANCE WITH LOCAL OR CITY REGULATIONS.
- SHOULD THESE NOTES OR DESIGN CRITERION CONFLICT WITH THE STANDARDS, SPECIFICATION, OR DESIGN REQUIREMENTS OF THE CITY, AGENCY, DISTRICT, OR COMPANY RESPONSIBLE FOR PUBLIC UTILITY OR INFRASTRUCTURE, THESE NOTES AND PLANS SHALL YIELD TO SAID STANDARDS, SPECIFICATIONS, OR DESIGN REQUIREMENTS OF THE CITY, AGENCY, DISTRICT, OR COMPANY. CITY ENGINEER'S DESIGN SHALL BE FOLLOWED.
- ALL DETERIORATED, DAMAGED OR MISSING SURFACE IMPROVEMENTS SURROUNDING THE PERIMETER OF THE DEVELOPMENT AND ON-SITE BE REPLACED OR INSTALLED; I.E., CURB AND GUTTER, SIDEWALK, LANDSCAPING PARK STRIP IMPROVEMENTS, ASPHALT PATCHING, LANDSCAPING REPLACEMENT, SITE LIGHTING, DUMPSTER SCREENING, CONCRETE IMPROVEMENT, ETC., AS MAY BE REQUIRED BY THE CITY.



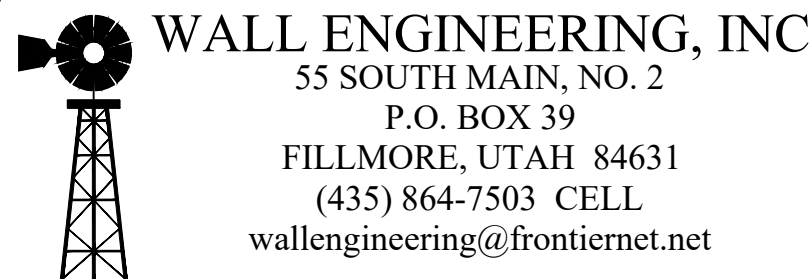
LEGEND:

- CENTERLINE
- EXISTING DITCH
- EXISTING FENCE
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING UNDERGROUND POWER LINE
- EXISTING OVERHEAD POWER LINE
- EASEMENTS

- SECTION CORNER
- STREET MONUMENT
- EXISTING INLET
- PROPOSED INLET
- EXISTING DRAINAGE FLOW
- PROPOSED DRAINAGE FLOW
- EXISTING SIGN
- PROPOSED SIGN
- SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- EXISTING VALVE
- PROPOSED VALVE
- EXISTING GROUND ELEVATION
- PROPOSED GROUND ELEVATION
- EDGE OF ASPHALT
- TOP OF ASPHALT
- TOP OF CURB
- FLOW LINE
- SEWER MANHOLE

NOTICE TO CONTRACTORS

- THE CONTRACTOR IS SPECIFICALLY PLACED ON NOTICE AND CAUTIONED THAT THE LOCATION, ELEVATION, DEPTH, OR TYPE OF UTILITIES SHOWN ON THESE PLANS HAVE BEEN DERIVED FROM DIFFERENT SOURCES WHICH MAY INCLUDING BUT ARE NOT LIMITED TO, 811 UTILITY LOCATING SERVICES (BLUE STAKES), PLANS OR DRAWINGS SUPPLIED BY THE UTILITY COMPANIES, PLANS OR DRAWINGS SUPPLIED BY THE CITY, PHYSICAL SURVEYED LOCATIONS OF EXPOSED UTILITIES.
- THE INFORMATION PROVIDED ON EXISTING UTILITIES SHOWN HEREON SHOULD NOT BE RELIED UPON FOR ACCURATE LOCATION. THE CONTRACTOR SPECIFICALLY AND EXPRESSLY CAUTIONED THAT ANY UTILITY LOCATIONS MUST BE FIELD VERIFIED.
- SHOULD DISCREPANCIES BETWEEN THE DESIGN LOCATION, ELEVATION, DEPTH OR TYPE OF UTILITY BE FOUND BY THE CONTRACTOR, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER AND/OR CITY AND CEASE ALL WORK UNTIL AN APPROVED RESOLUTION TO THE DISCREPANCY HAS BEEN COMMUNICATED TO THE CONTRACTOR.
- THIS PROJECT IS WITHIN THE JURISDICTION OF WEBER BASIN WATER CONSERVANCY DISTRICT AND ALL WORK ON THEIR SECONDARY WATER SYSTEM SHALL CONFORM TO THE DISTRICT STANDARDS AND REQUIREMENTS. ALSO, SEE SECONDARY WATER NOTES AND DRAWINGS FOR ADDITIONAL DETAILS AND REQUIREMENTS.
- THIS PROJECT IS WITHIN THE JURISDICTION OF NORTH DAVIS COUNTY SEWER DISTRICT AND ALL WORK ON THEIR SEWER SYSTEM SHALL CONFORM TO THE DISTRICT STANDARDS AND REQUIREMENTS. ALSO, SEE SEWER NOTES AND DRAWINGS FOR ADDITIONAL DETAILS AND REQUIREMENTS.



Project: Weaver Subdivision
50 West 200 South
Clearfield, UT

Revisions

Preliminary not for construction, Recording Purposes, or Implementation



DEVELOPER: Kyle Weaver
Address:

Location: SE 1/4 of Section 21, Township 3 South, Range 1 West, Salt Lake Base and Meridian.

Cover - General Notes

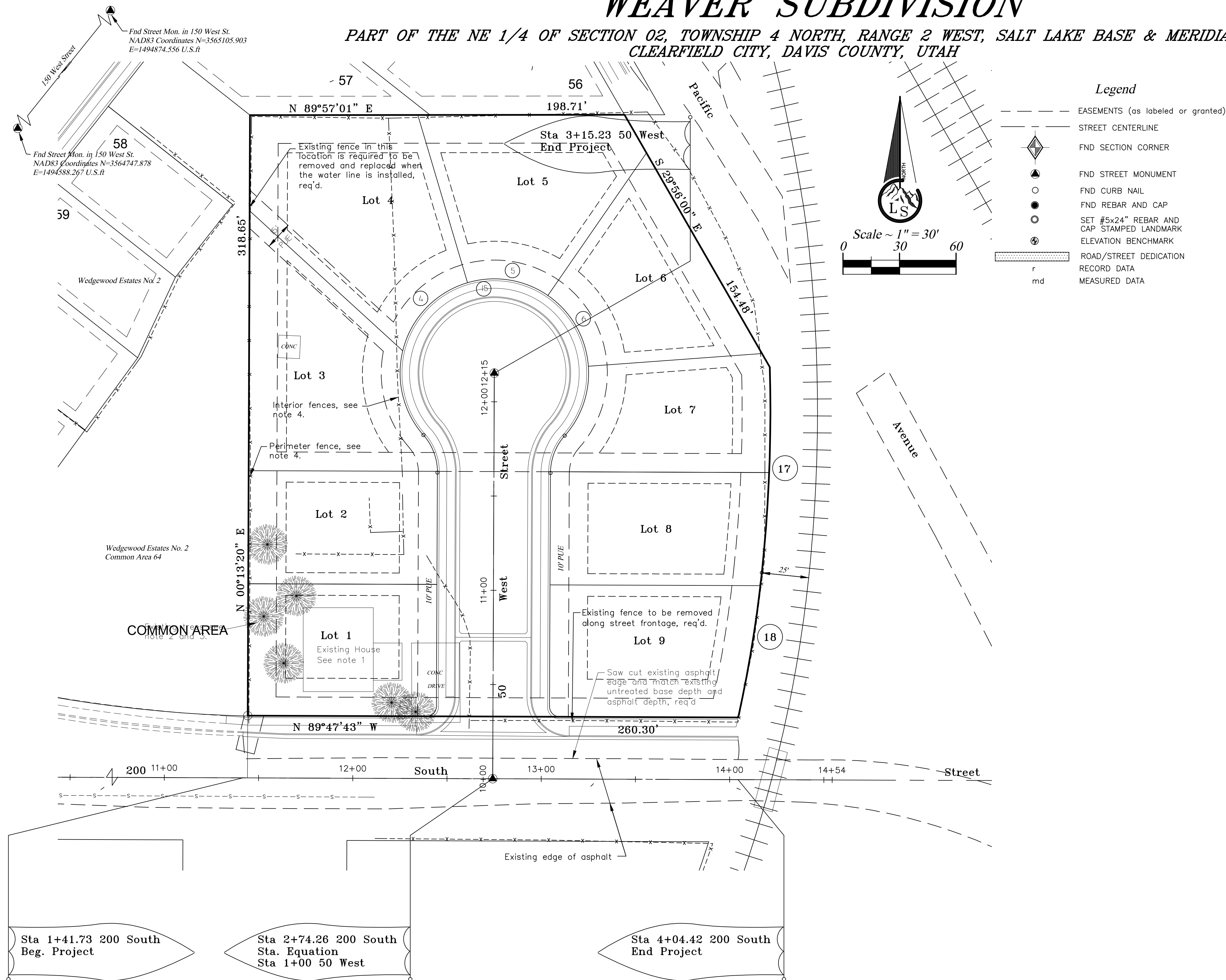
1 of 13

DESIGNED BY: LW DATE: July 10, 2020

DRAWN BY: EDR FILE: 3877

WEAVER SUBDIVISION

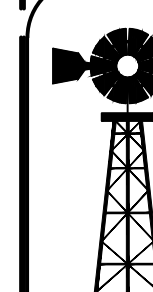
PART OF THE NE 1/4 OF SECTION 02, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH



NOTES:

- The existing house is to be removed and disposed of in accordance with Clearfield City requirements if any.
- Trees are to be removed and disposed of. The number and size of trees to be removed is not accurately shown. The contractor is responsible to remove all of the trees that are on this subdivision.
- Do not damage or remove trees, shrubs or other landscaping from neighboring property. Any such damage will be paid for by the contractor.
- In addition to the general notes on sheet 1 the following shall be conformed with. All fences within the interior of the subdivision shall be removed. However, no fences along the exterior perimeter of the subdivision are being removed or replaced. Should damage occur to the perimeter fencing the contractor shall be responsible to replace or repair to the satisfaction of the owner of the damaged fence.
- The overall site is to be cleaned and graded so that all foreign material, trees, shrubs, existing landscaping, fences, structures, barns, sheds, vehicles, and other items that are on the property are properly removed.
- The location of utility service lines to the existing house are not known. Utility service lines that currently service the existing house are to be removed and terminated near the city utility service connection point in accordance with Clearfield City standards or requirements.

Project Name: 3577 Kyle Weaver Sub Storm water2.dwg Save Date: January 8, 2021 12:31 PM Sheet: ###



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A Complete Land Surveying Service
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4646 South 3500 West - #A-3
West Haven, UT 84401
801-731-4075

DEVELOPER: Kyle Weaver
Address:

2 of 13

Project: Weaver Subdivision
SE 1/4 of Section 21, Township 3 South,
Range 1 West, Salt Lake Base and Meridian.

Location:
SE 1/4 of Section 21, Township 3 South,
Range 1 West, Salt Lake Base and Meridian.

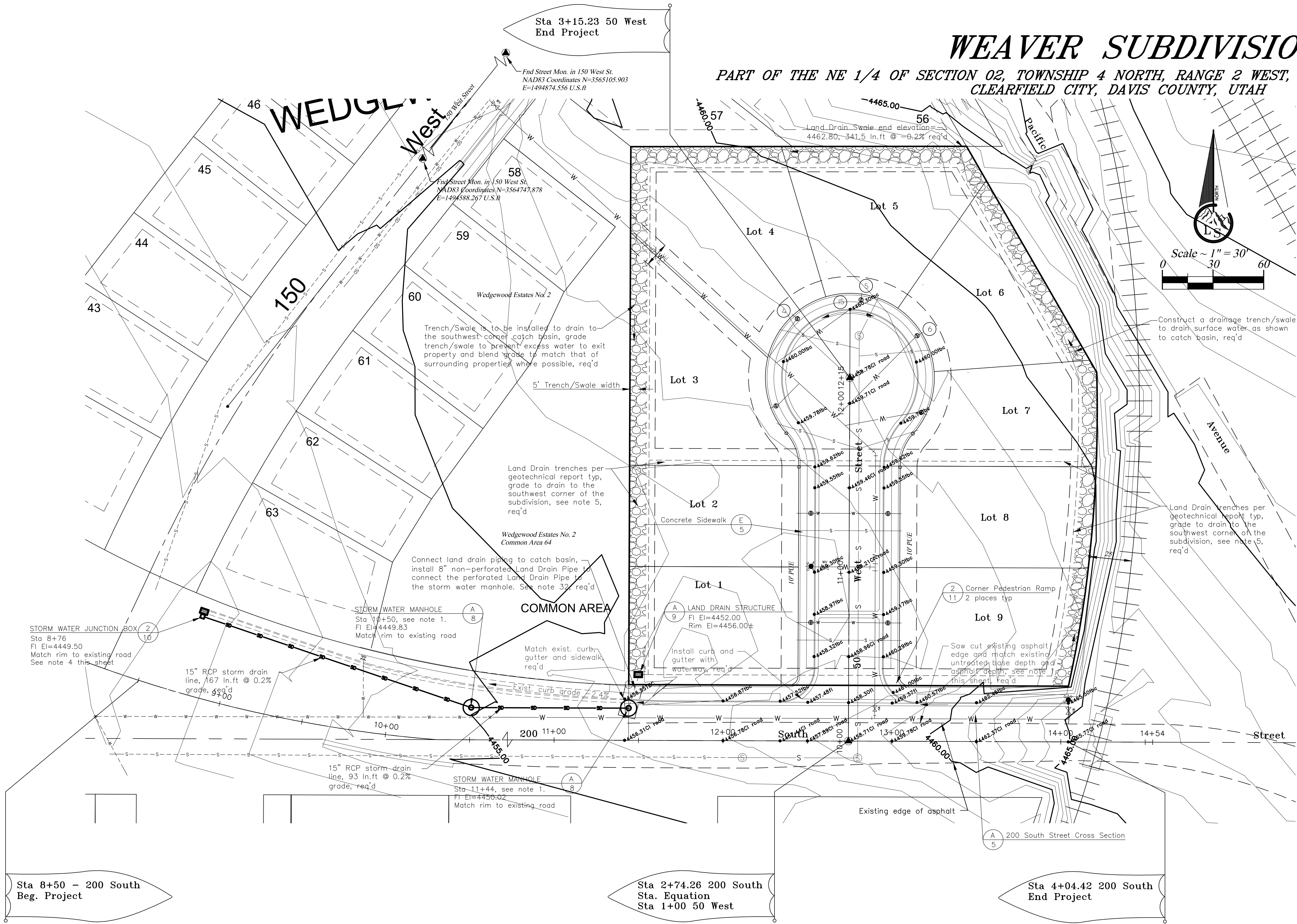
Demolition

Revisions

DESIGNED BY: LW DATE: July 10, 2020
DRAWN BY: EDR FILE: 3877

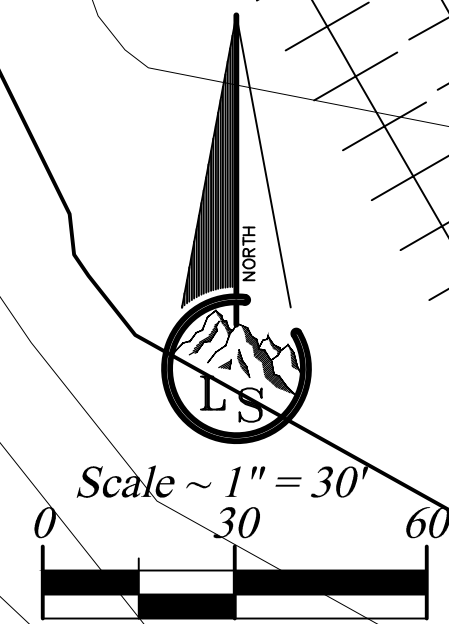
WEAVER SUBDIVISION

PART OF THE NE 1/4 OF SECTION 02, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH



Legend

- EASEMENTS (as labeled or granted)
- STREET CENTERLINE
- FND SECTION CORNER
- FND STREET MONUMENT
- FND CURB NAIL
- FND REBAR AND CAP
- SET #5x24" REBAR AND CAP STAMPED LANDMARK
- ELEVATION BENCHMARK
- ROAD/STREET DEDICATION
- RECORD DATA
- MEASURED DATA

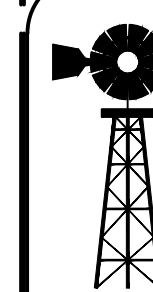
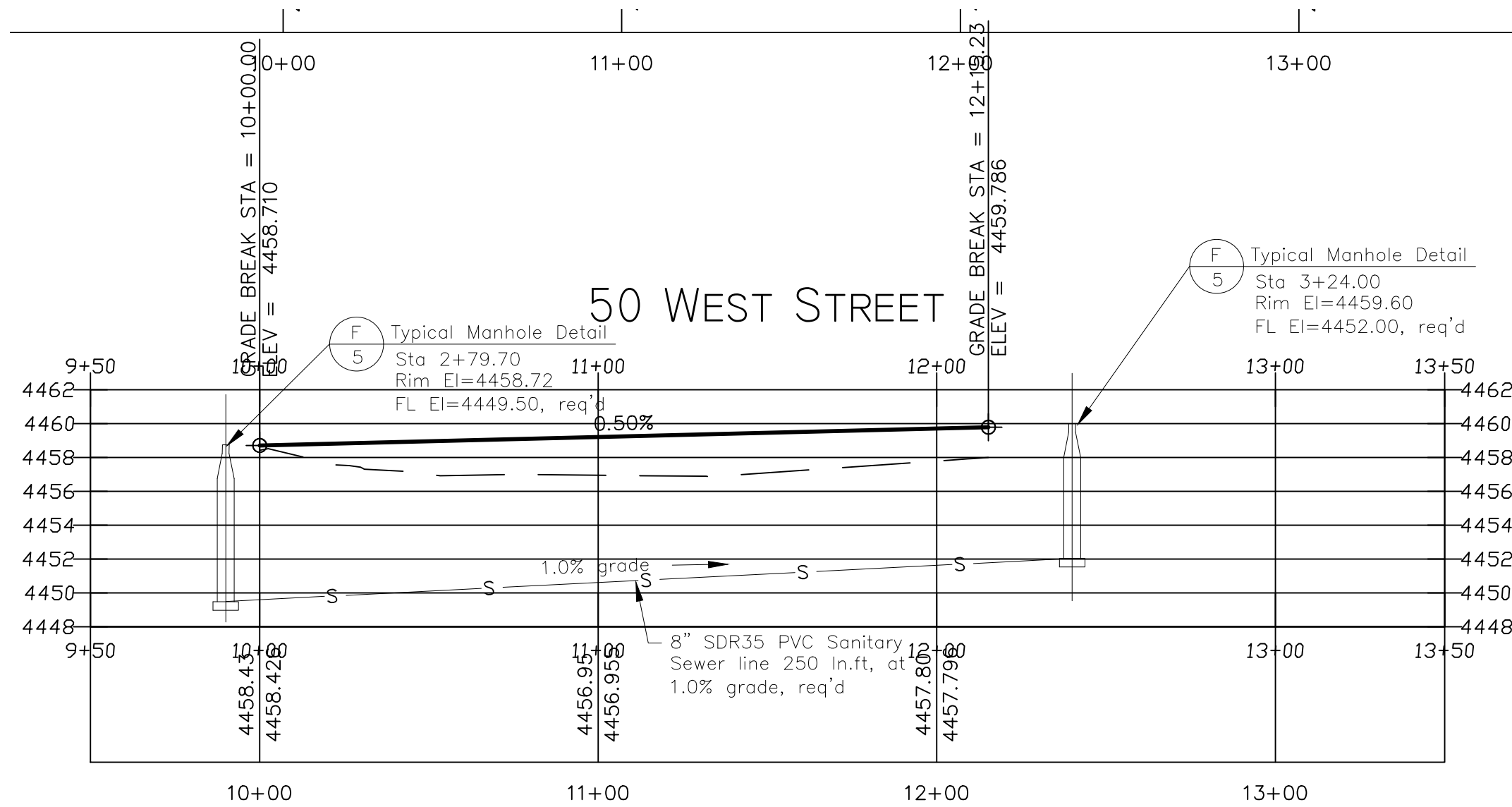
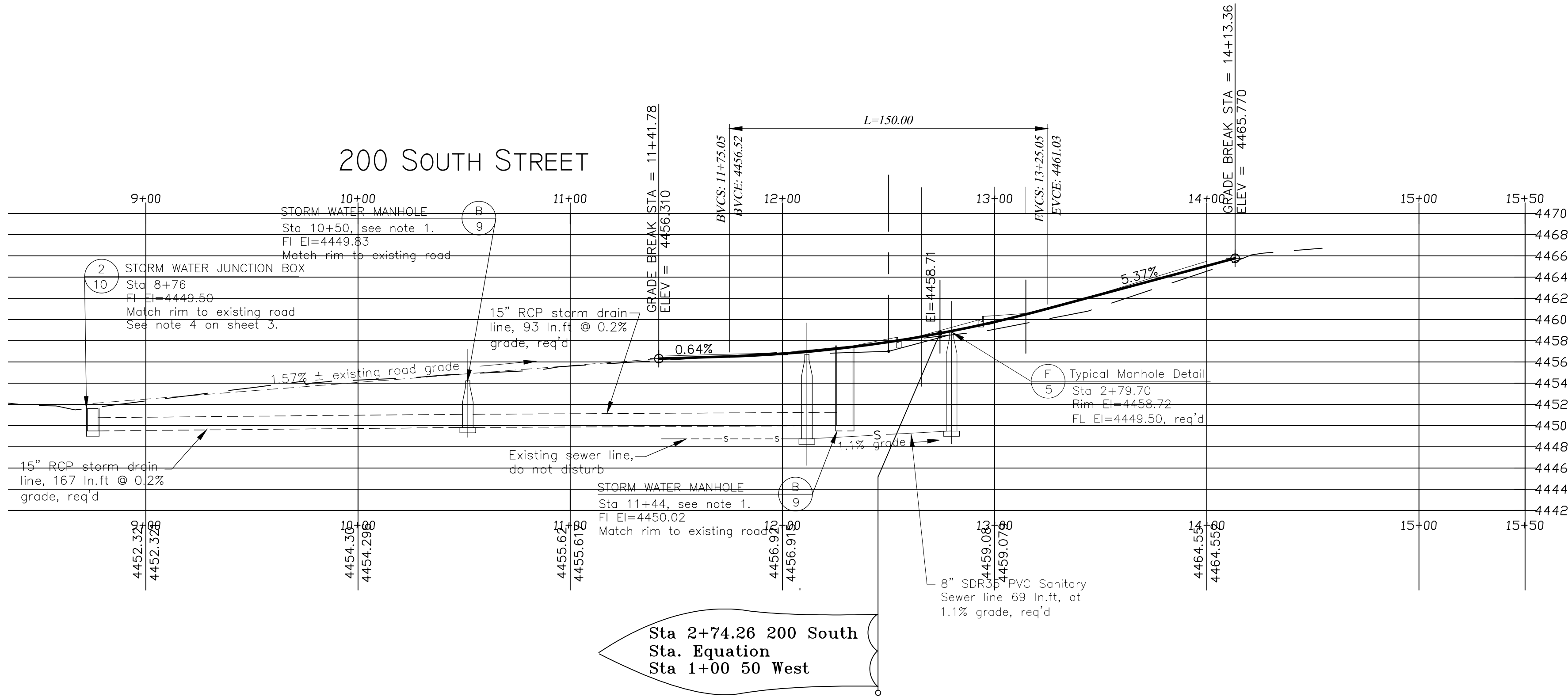


- NOTES:**
- The existing roadway is required to be saw cut so that a clean, structurally sound edge is created to meet city requirements. The gap between this new edge and the new curb lip is to be constructed to meet the typical cross section design on the new road OR to be constructed to match the asphalt and untreated base depths, which ever is thickest. Once the gap is repaired the street from the center line to the lip of the new curb is to be overlaid according to city requirements.
 - This catch basin is to be adapted to collect and discharge run off water into the under ground collection system.
 - HDPE pipe is to be connected and manholes provided to allow city maintenance and cleaning of the underground storm water piping system. The surface covers shall be constructed so that they will withstand traffic loads.
 - Install a 2'x2' catch basin in front of the existing catch basin that is in the curb and tie the two together so that flow from the project will discharge into the existing storm system.
 - Land Drain system shall be constructed of a minimum 2 foot wide trench that extends a minimum of 6" below the Land Drain Pipe. The Land Drain Pipe is to be 8" perforated PVC laid at a grade that will allow the system to drain to the catch basin near the southwest corner of the subdivision (Sta 11+44). The trench shall be filled with free-draining gravel of less than 5 percent fines to within 6" of the final ground surface. A filter fabric such as Mirafin 140N or equivalent should separate the gravel from the native soils all sides, bottom and top.

Project Name: 3577 Kyle Weaver Sub Storm water2.dwg Save Date: January 8, 2021 12:31 PM Sheet: ###

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DEVELOPER: Kyle Weaver Address:		3 of 13	
Project: Weaver Subdivision SE 1/4 of Section 21, Township 3 South, Range 1 West, Salt Lake Base and Meridian.		Grading	
Revisions		DESIGNED BY: LW	DATE: July 10, 2020
		DRAWN BY: EDR	FILE: 3877

Project Name: 3577 Kyle Weaver Sub Storm water2.dwg Save Date: January 8, 2021 12:31 PM Sheet: ###



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DEVELOPER: Kyle Weaver
Address:

4 of 13

Project: Weaver Subdivision
50 West 200 South
Clearfield, UT

Location:
SE 1/4 of Section 21, Township 3 South,
Range 1 West, Salt Lake Base and Meridian.

Profiles

Revisions

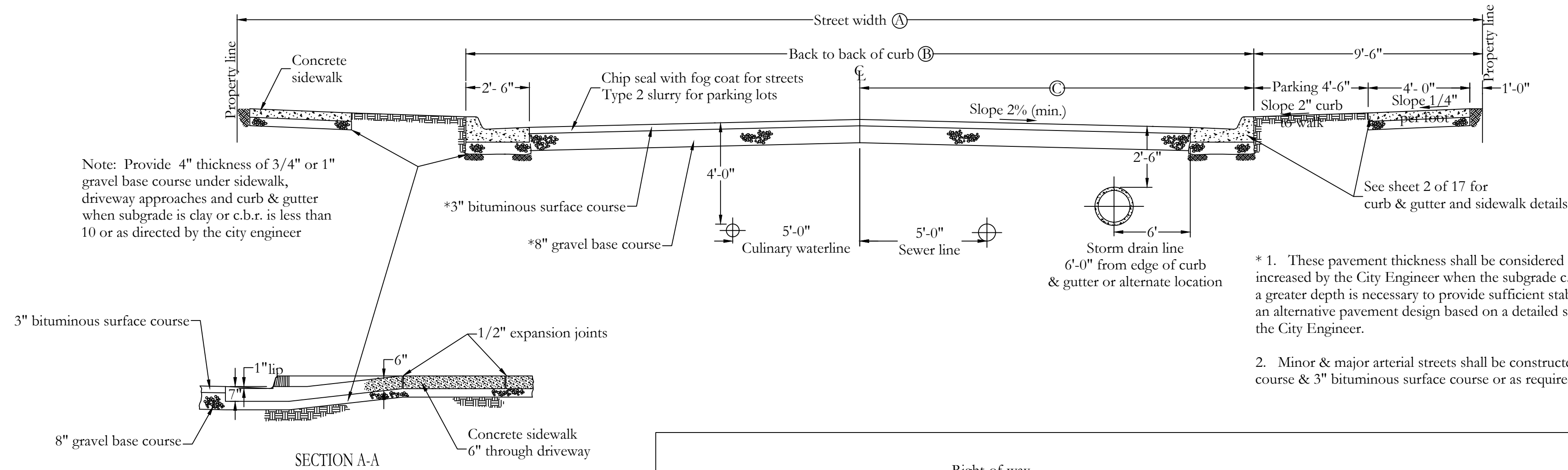
DESIGNED BY: LW

DATE: July 10, 2020

DRAWN BY: EDR

FILE: 3877

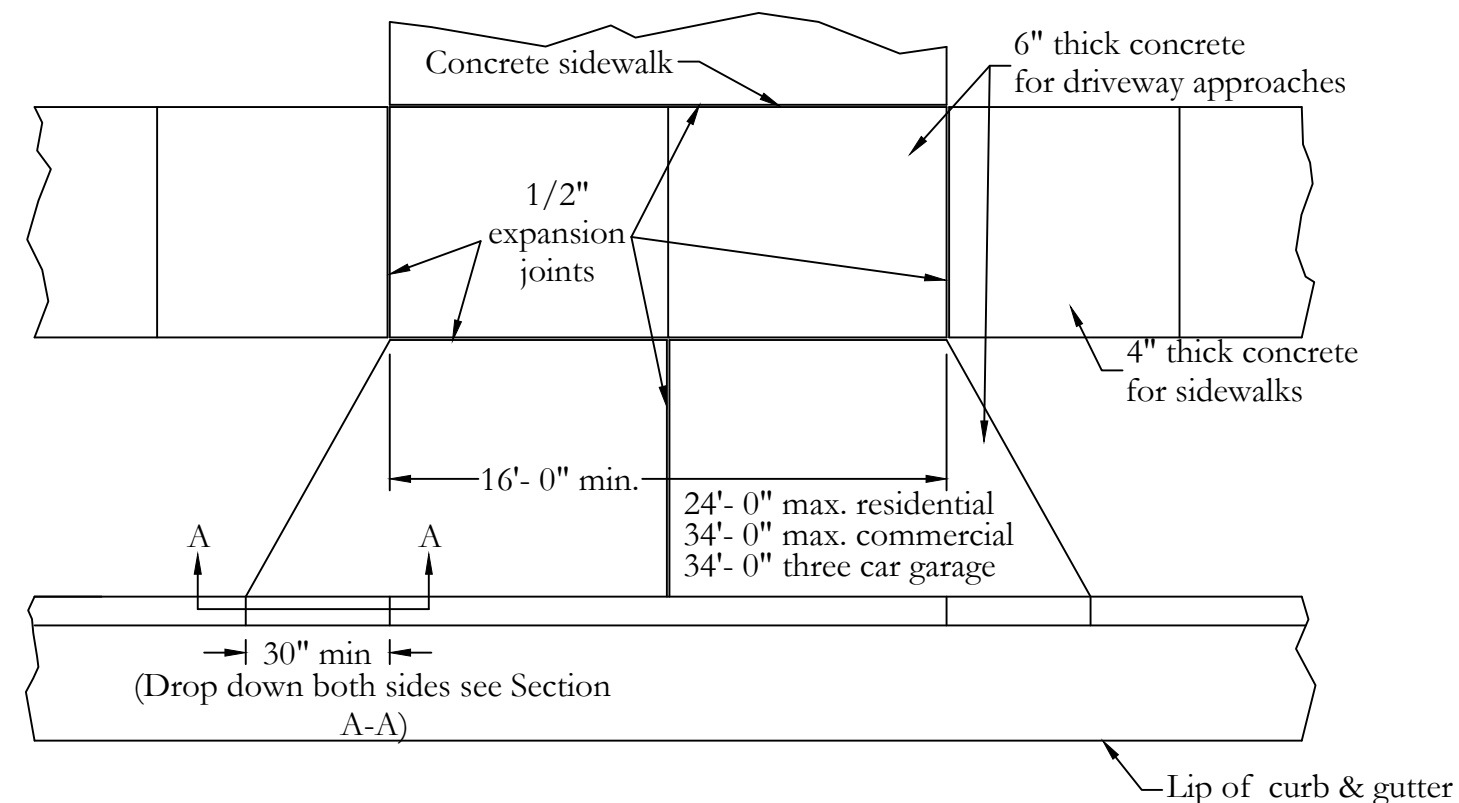
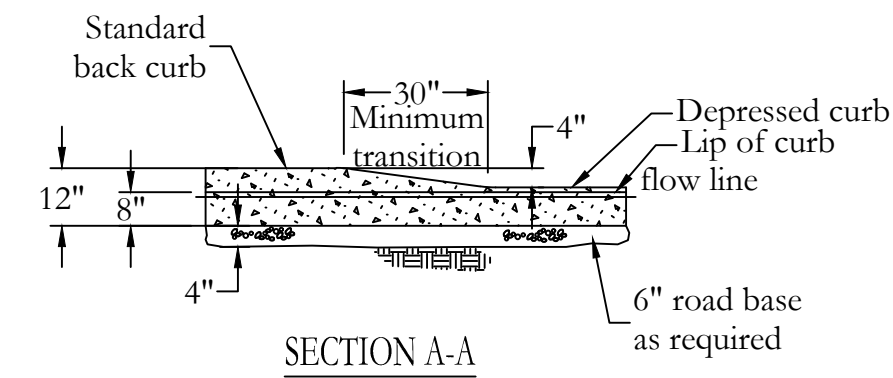
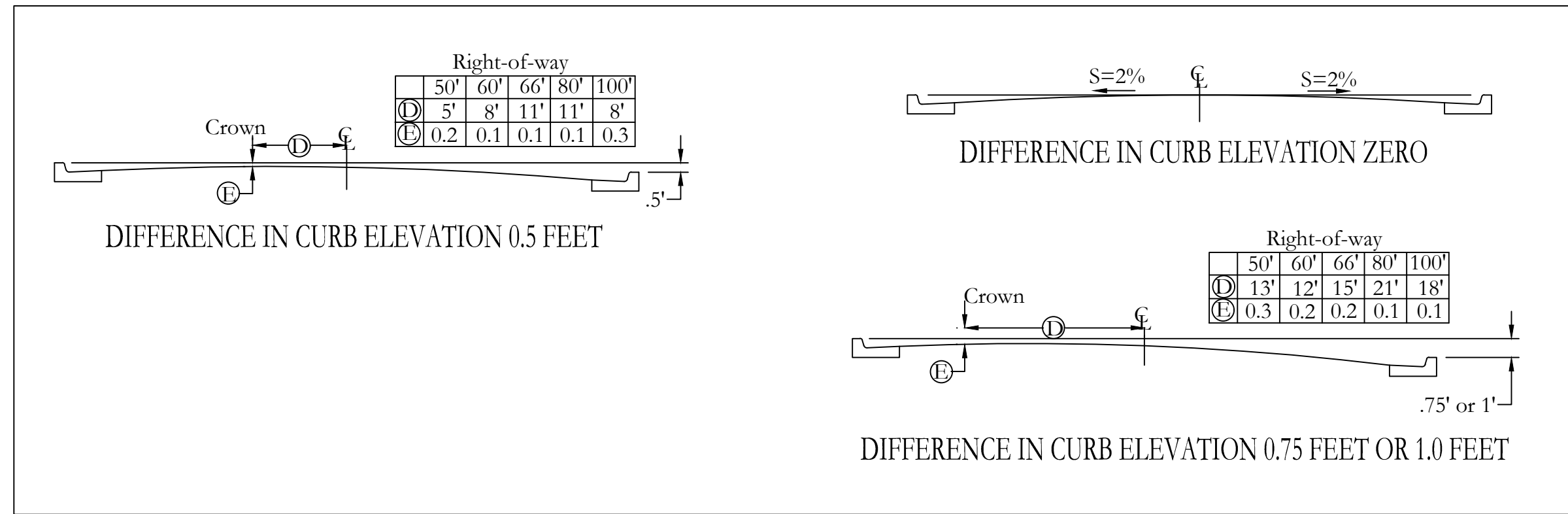
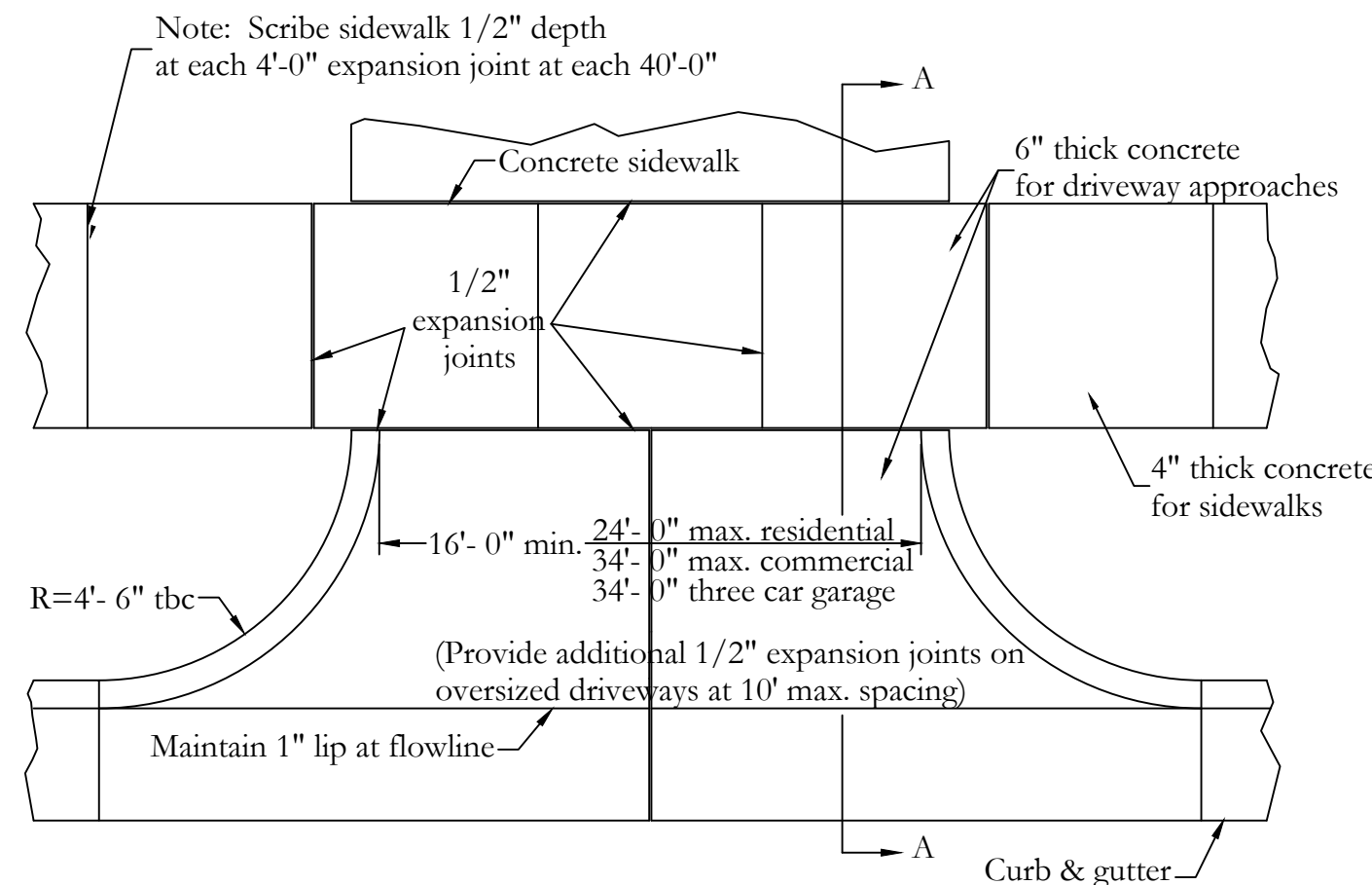
Project Name: 3577 Kyle Weaver Sub Storm water2.dwg Save Date: January 8, 2021 12:31 PM Sheet: ###



Street designation	Row width (A)	tbc to tbc (B)	C _e to tbc (C)
Standard residential	60'	41'	20.5'
Collector	66'	47'	23.5'
Minor arterial▲	80'	61'	30.5'
Major arterial▲	100'	81'	40.5'

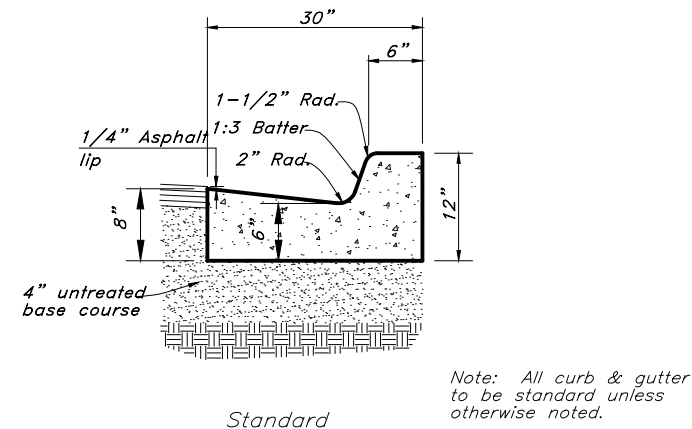
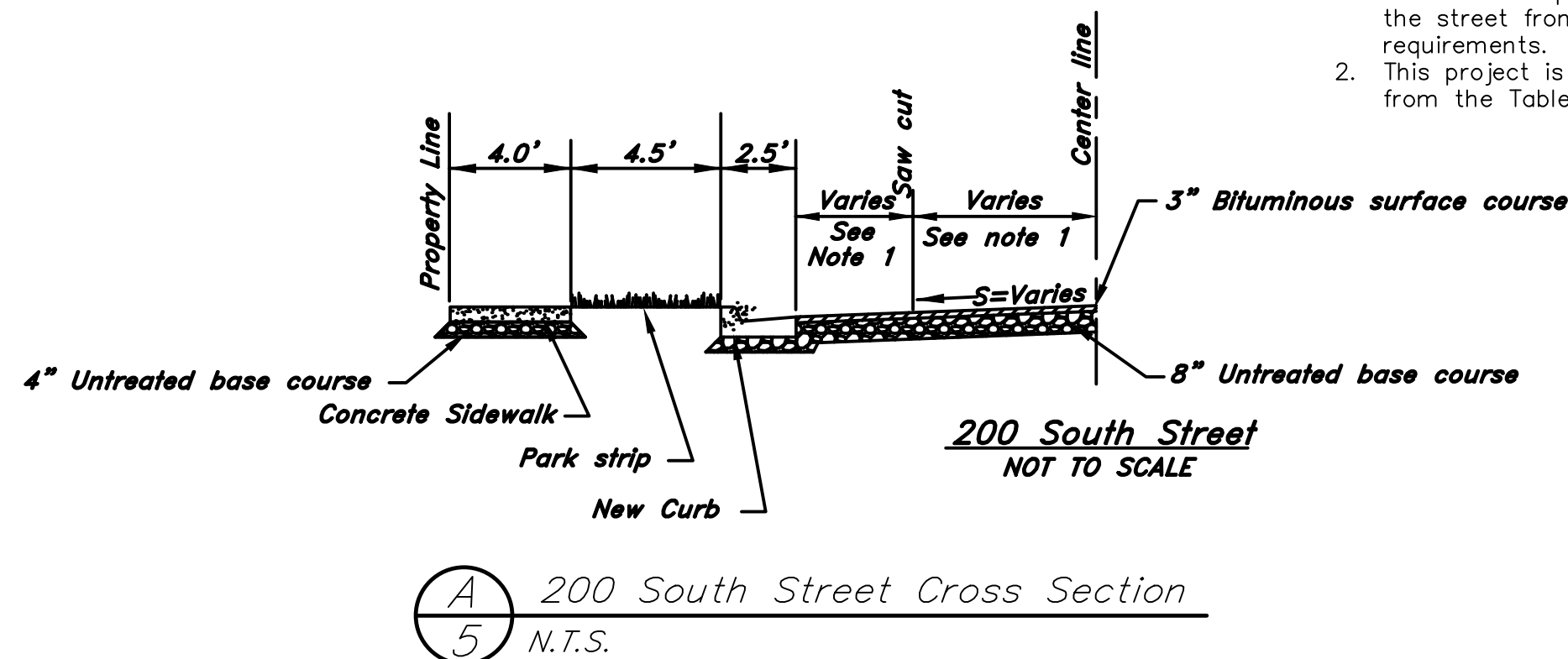
NOTE:

- Maximum difference in elevation between curb on opposite side of street shall not exceed 1'-0".
- On arterial streets the city engineer will provide a pavement design, location of sidewalk and curb & gutter may vary on individual arterial streets per direction of the City Engineer.



NOTES:

- The existing roadway is required to be saw cut so that a clean, structurally sound edge is created to meet city requirements. The gap between this new edge and the new curb lip is to be constructed to meet the typical cross section design on the new road OR to be constructed to match the asphalt and untreated base depths, which ever is thickest. Once the gap is repaired the street from the center line to the lip of the new curb is to be overlaid according to city requirements.
- This project is designed to utilize the Standard Residential road cross section detail dimensions from the Table noted above.



B
5
Typical Section - 30" Curb & Gutter
Not to Scale

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DEVELOPER: Kyle Weaver
Address:

5 of 13

Project: Weaver Subdivision
50 West 200 South
Clearfield, UT

Location:
SE 1/4 of Section 21, Township 3 South,
Range 1 West, Salt Lake Base and Meridian.

Standard Residential
Road Details

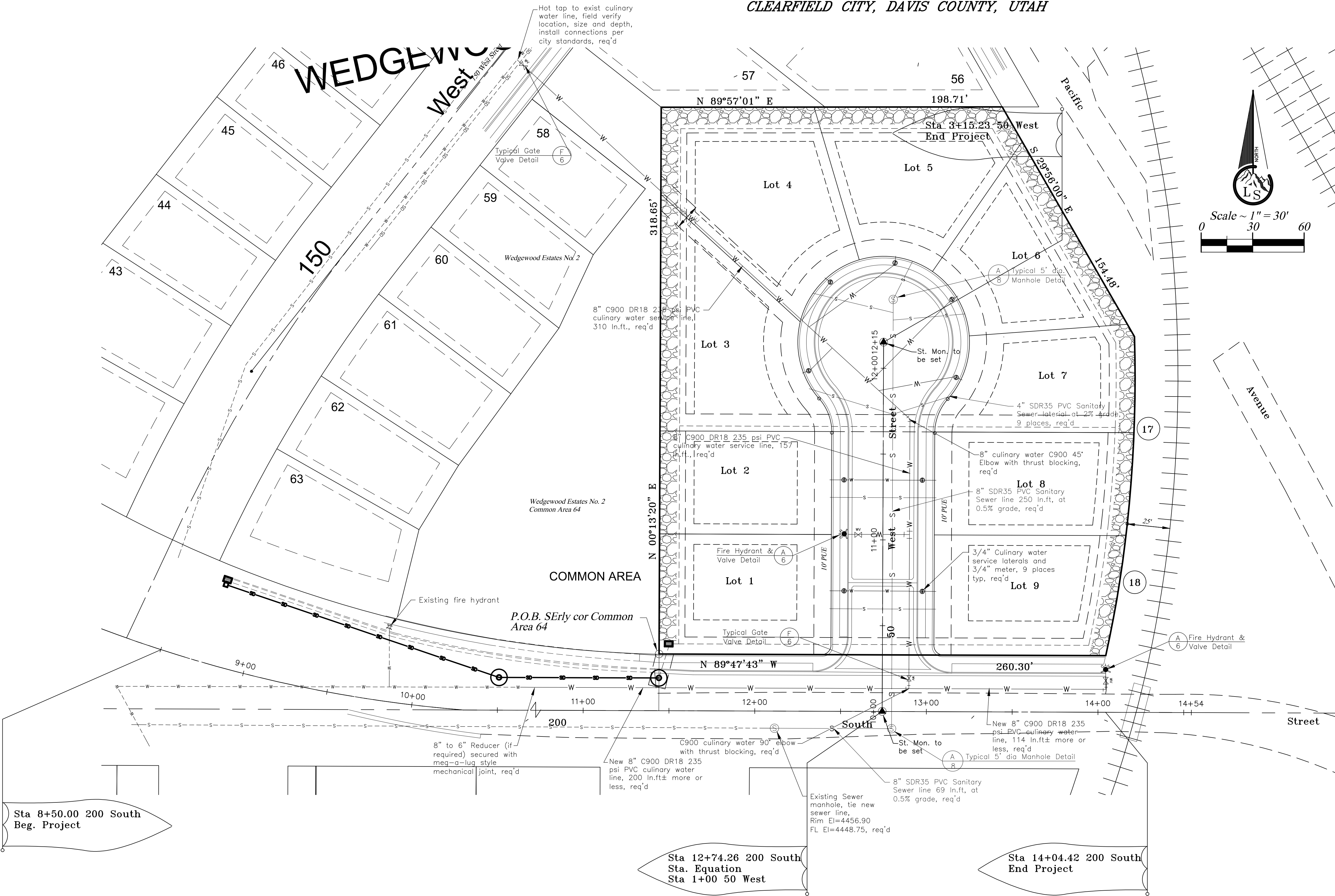
Revisions

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DRAWN BY: EDR

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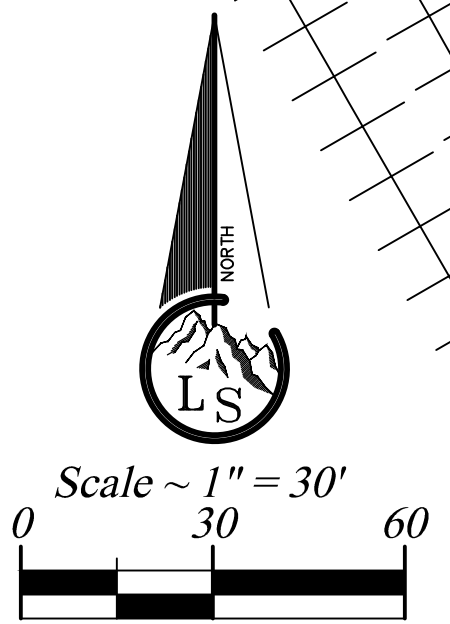
WEAVER SUBDIVISION

PART OF THE NE 1/4 OF SECTION 02, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH



Legend

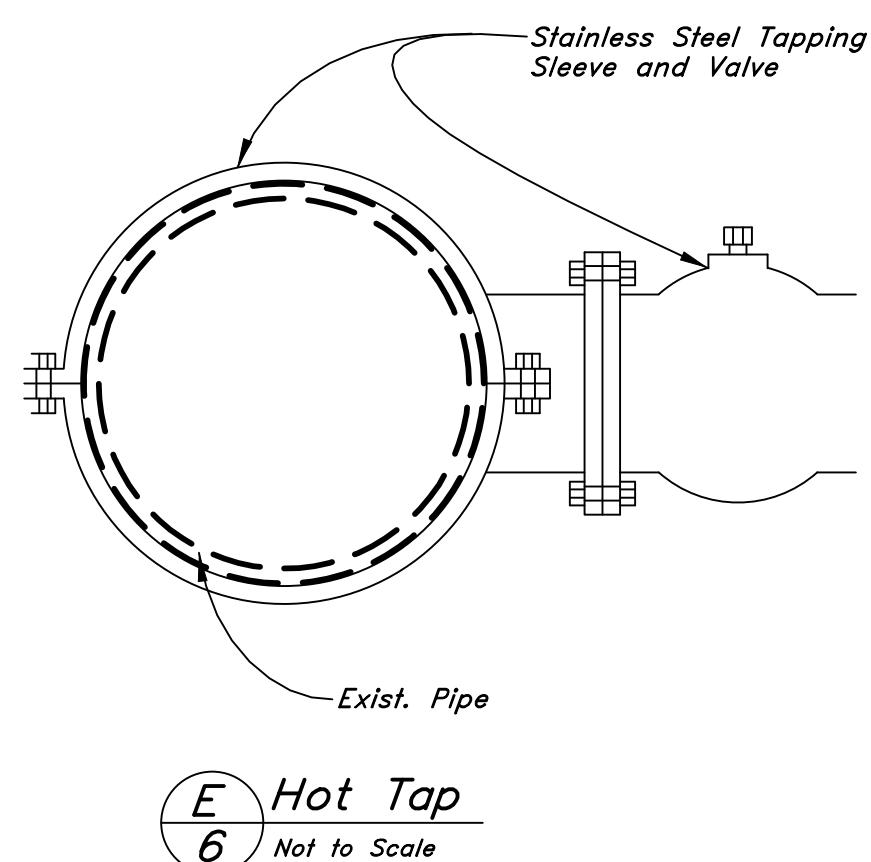
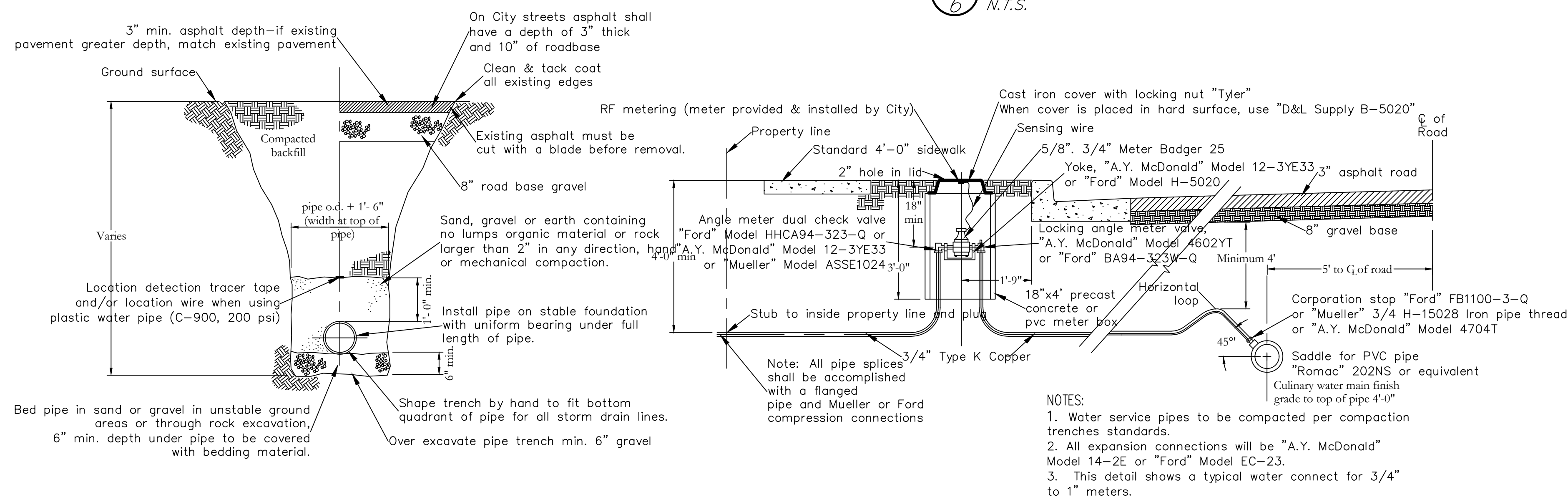
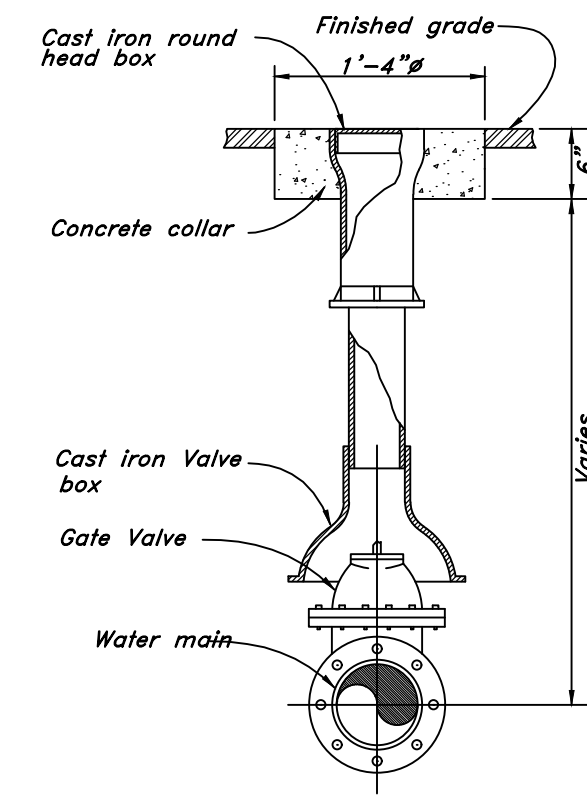
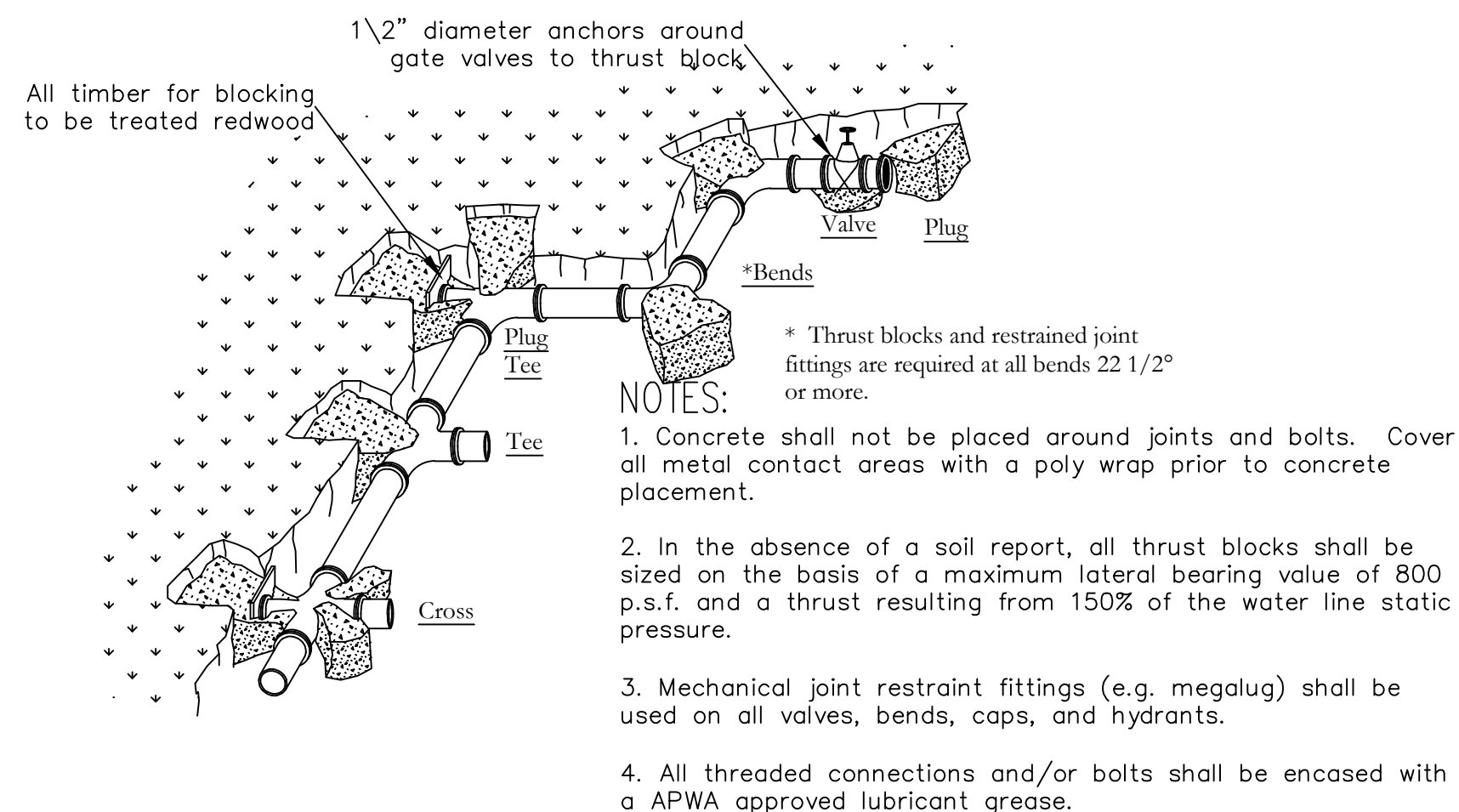
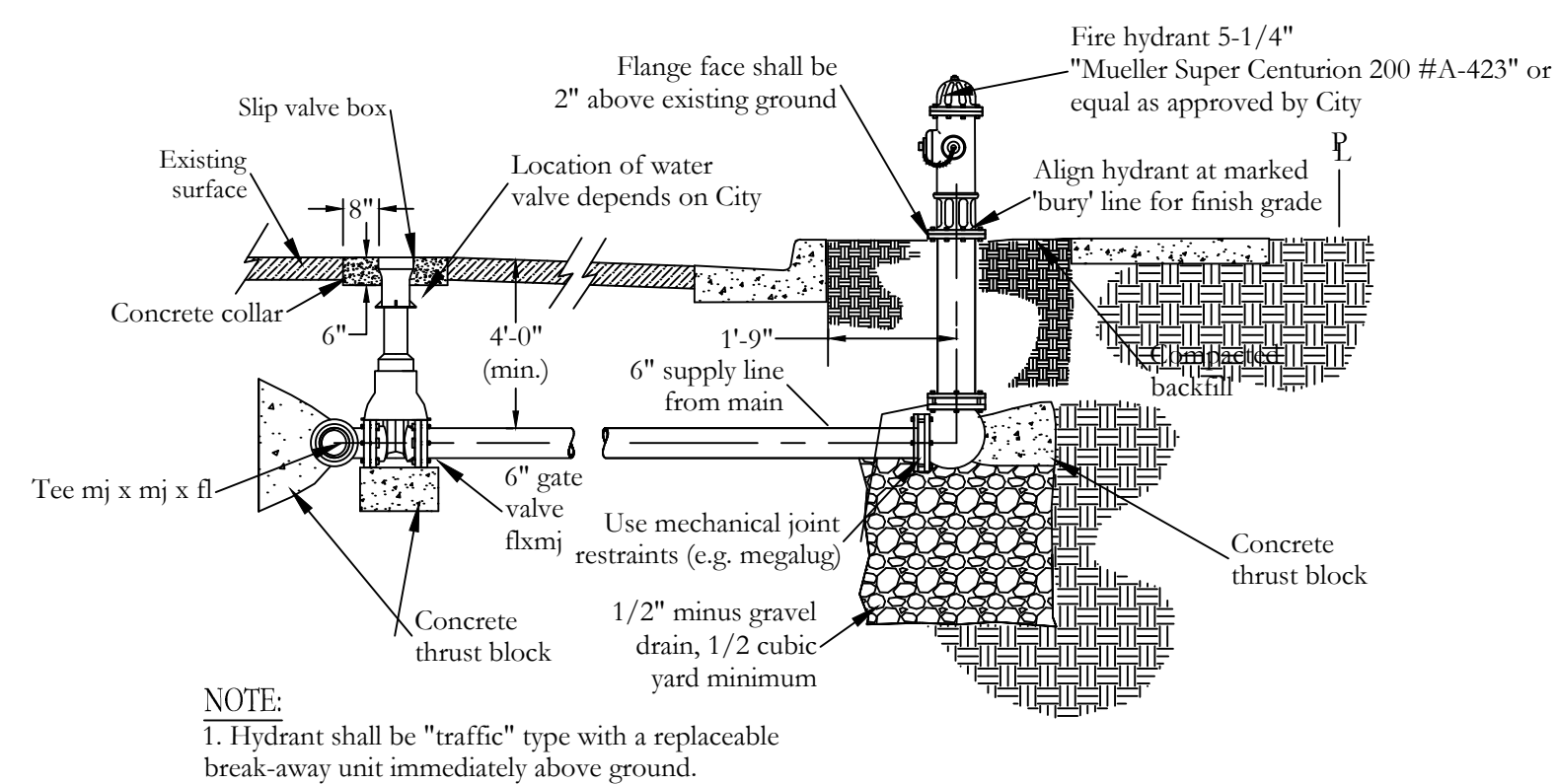
- EASEMENTS (as labeled or granted)
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- ROAD/STREET DEDICATION
- RECORD DATA
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Project Name: 3577 Kyle Weaver Sub Storm water2.dwg Save Date: January 8, 2021 12:31 PM Sheet: ###

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DEVELOPER: Address:		6 of 13	
Project: Weaver Subdivision 50 West 200 South Clearfield, UT		Location: SE 1/4 of Section 21, Township 3 South, Range 1 West, Salt Lake Base and Meridian.	
Revisions		DESIGNED BY: LW DATE: July 10, 2020 DRAWN BY: EDR FILE: 3877	

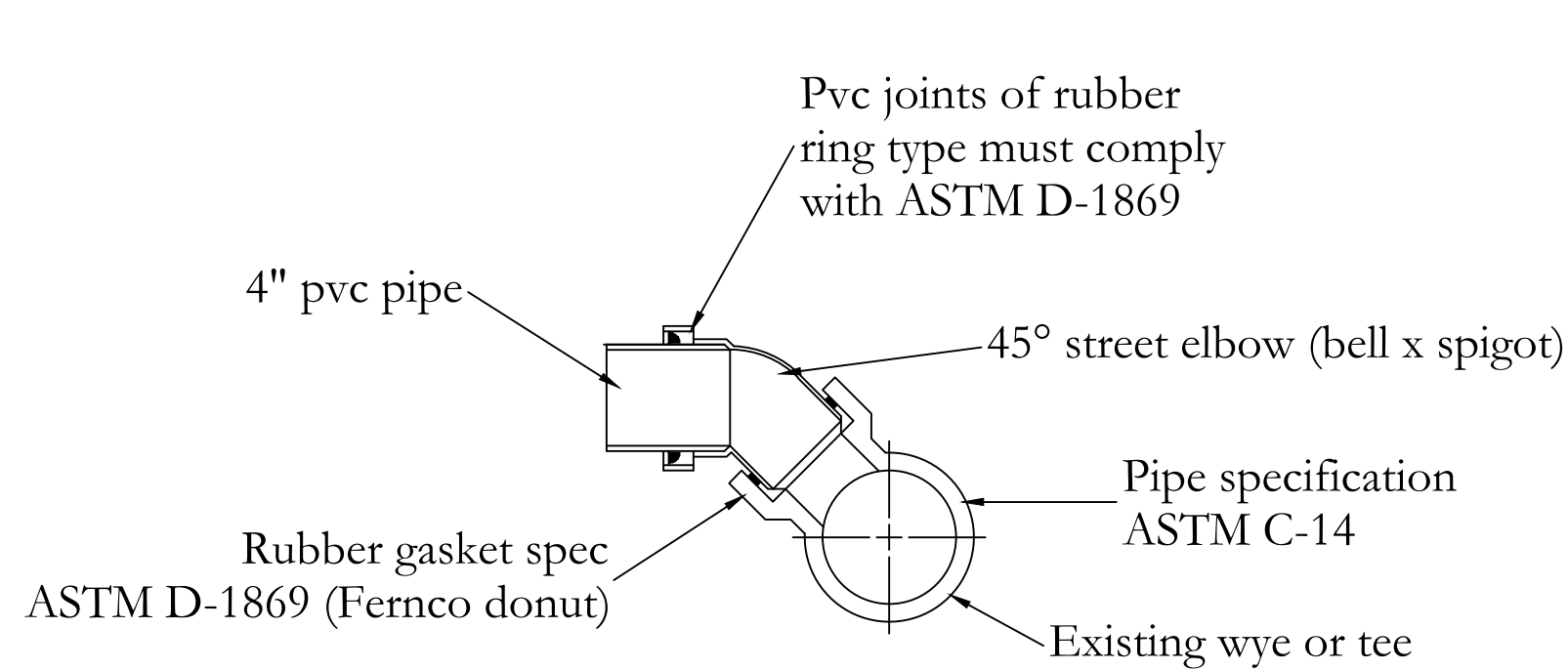


CLEARFIELD CITY TESTING AND INSPECTION STANDARDS	
Sanitary sewer*	Pipeline inspection - alignment, grade, & class of pipe Low pressure air test or infiltration test Displacement test & video recording showing distance (leader with time, date, & construction company)
Storm drainage*	Pipeline inspection - alignment, grade, & class of pipe Catch basin boxes inspection - depth & rebar Pipe inspection - video tape recording (leader with time, date, & construction company)
Land drainage*	Pipeline inspection - alignment, grade, class of pipe and bedding method Pipe inspection - video tape recording (leader with time, date, & construction company)
Culinary water (c-900 class 200) (di class 51)	Pipeline inspection - alignment, grade, class of pipe, & brass wedges installation Pressure test - minimum 200 psi for 2 hours Chlorination test - minimum 30 ppm for 24 hours Clear water test Bacteria test
Roadway	Sub base inspection - depth & compaction Before road base placement all utility lines must be installed Road base density test - depth & compaction (Contractor responsible to give road base density results to City - prior to asphalt placement) Asphalt placement - depth & compaction
Curb & gutter and sidewalk	Curb & gutter and sidewalk inspection - depth and compaction

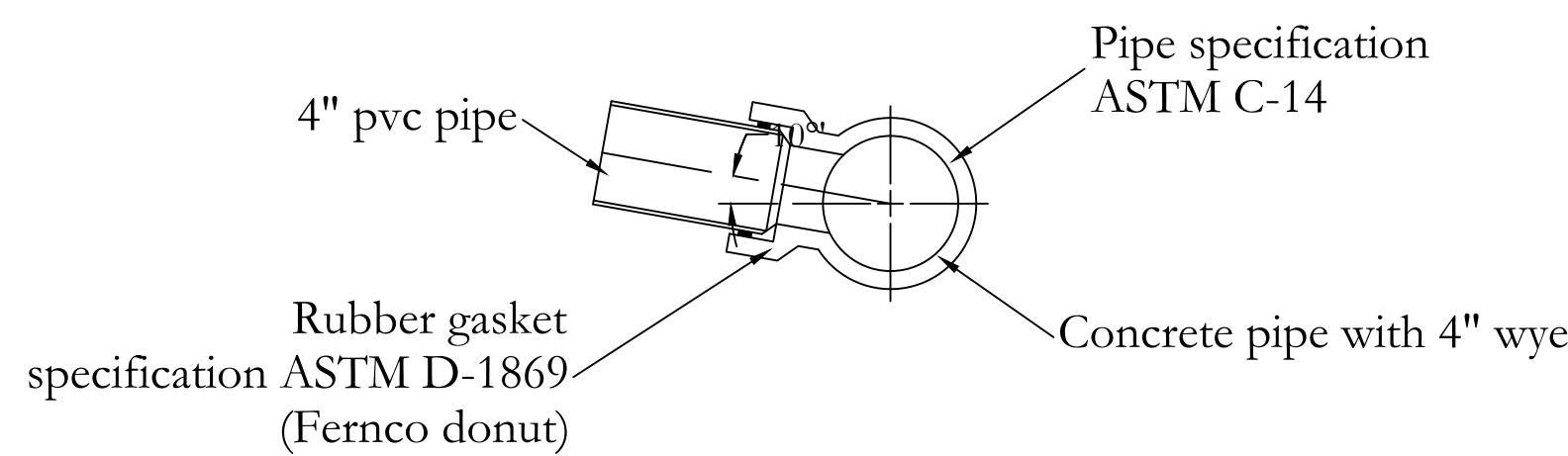
*1. Contractor shall not flush rock & debris from newly installed pipelines downstream into the existing system.

*2. The pipelines must have clean water flushed down the pipes prior to video taping in order to detect and identify all low spots and/or bellies in the pipeline. Failure to run water prior to video taping will result in rejection of the video tape testing.

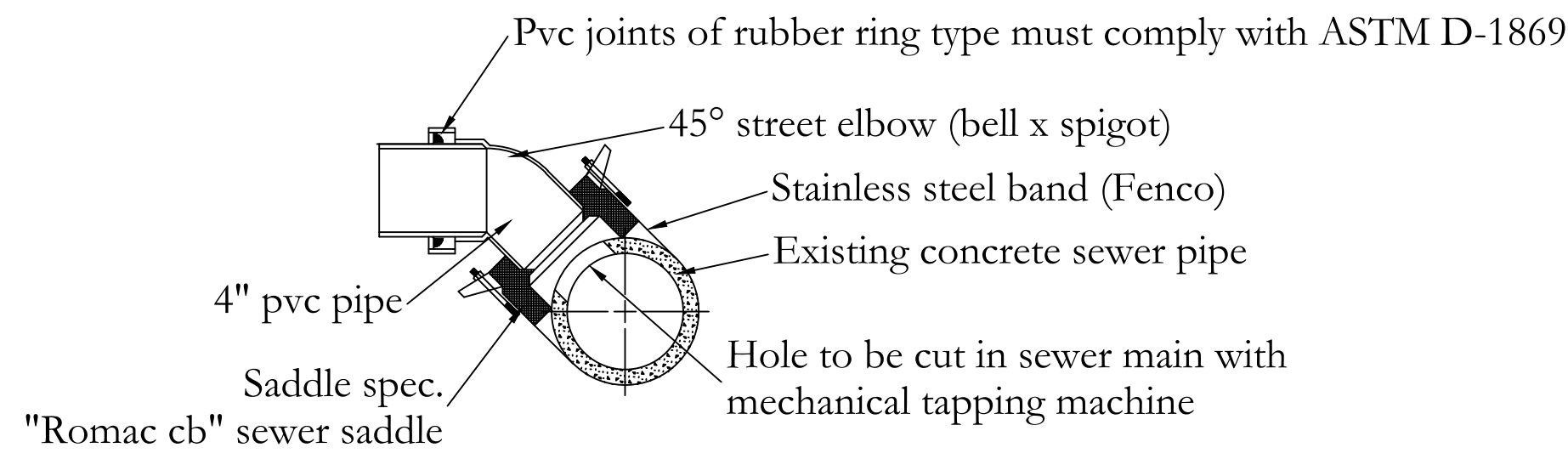
 WALL ENGINEERING, INC. 55 SOUTH MAIN, NO. 2 P.O. BOX 39 FILLMORE, UTAH 84631 (435) 864-7503 CELL wallengineering@frontiernet.net	Preliminary not for construction, Recording Purposes, or Implementation		 Landmark Surveying, Inc. A Complete Land Surveying Service www.LandmarkSurveyUtah.com		4646 South 3500 West - #A-3 West Haven, UT 84401 801-731-4075		
	DEVELOPER: Kyle Weaver Address:					7 of 13	
<i>Project: Weaver Subdivision 50 West 200 South Clearfield, UT</i>			<i>Location: SE 1/4 of Section 21, Township 3 South, Range 1 West, Salt Lake Base and Meridian.</i>			Water Details	
<i>Revisions</i>			<i>DESIGNED BY: LW</i>			<i>DATE: July 10, 2020</i>	
			<i>DRAWN BY: EDR</i>			<i>EIT: 3877</i>	



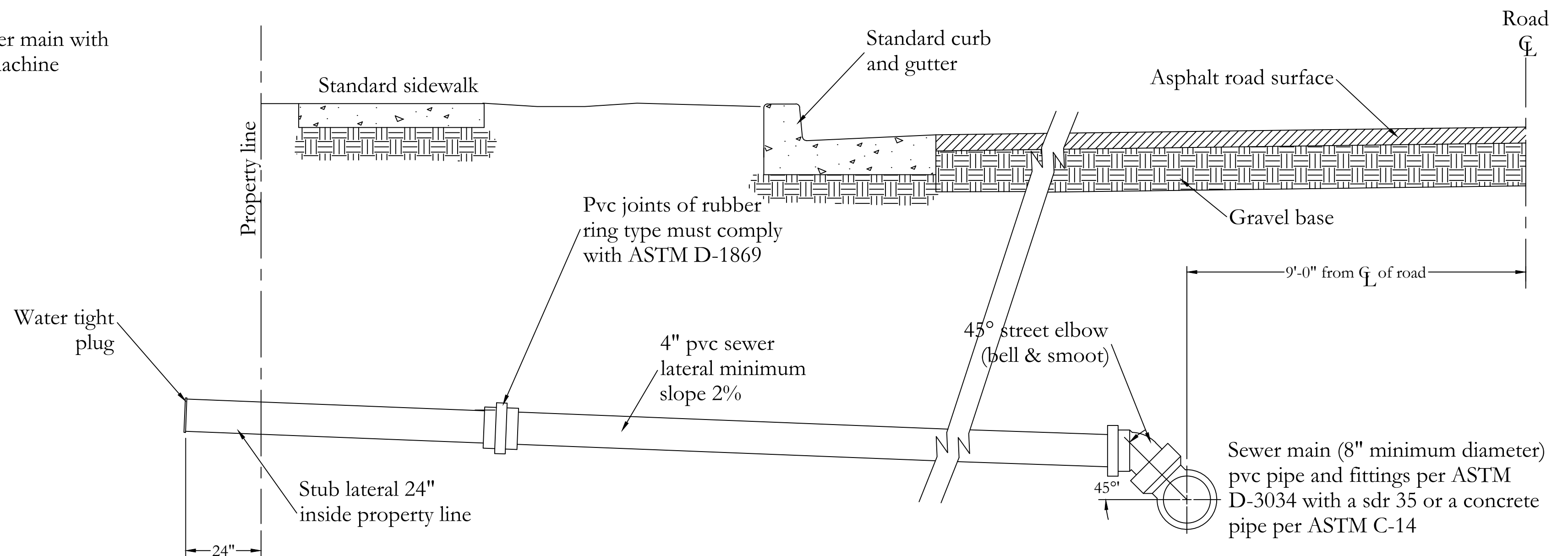
NOTE: When connection is made into existing concrete wye the wye must be rotated to a minimum of 10° and a maximum of 45° from the horizontal as shown



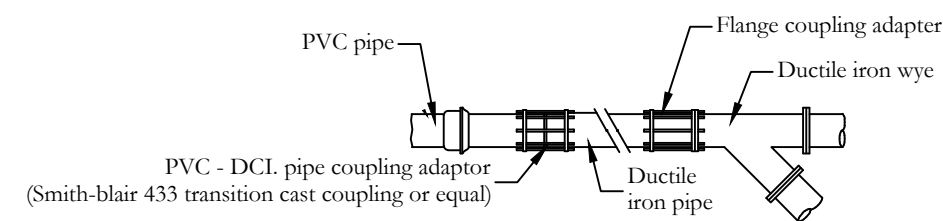
NOTE: Pvc pipe fittings ASTM D-3034 with a SDR 35



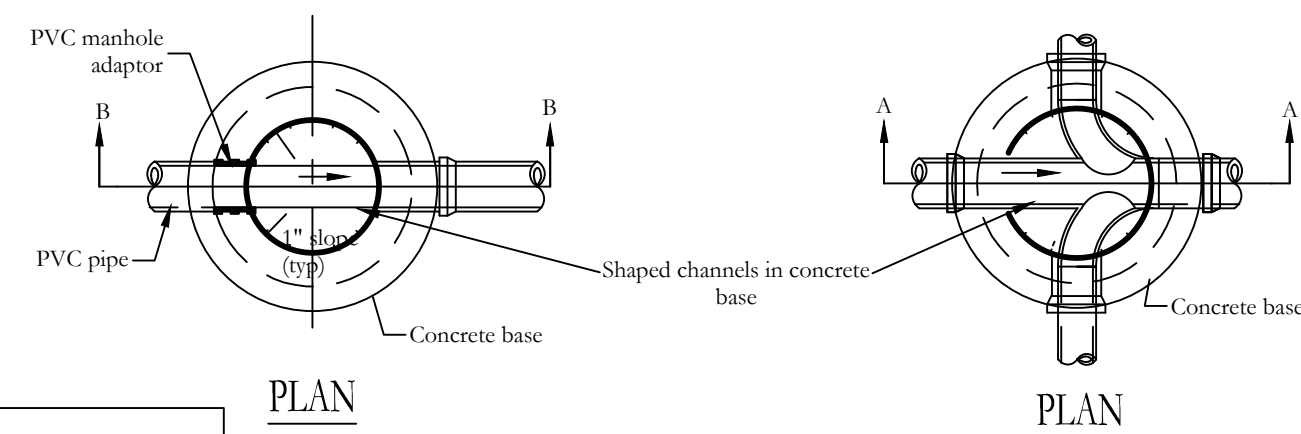
NORTH DAVIS SEWER DISTRICT NOTE:
Any sanitary sewer work done involving the North Davis Sewer District (NDSD) will require written approval from NDSD and must be in compliance to all NDSD standards.



Sewer Lateral Connection
N.T.S.



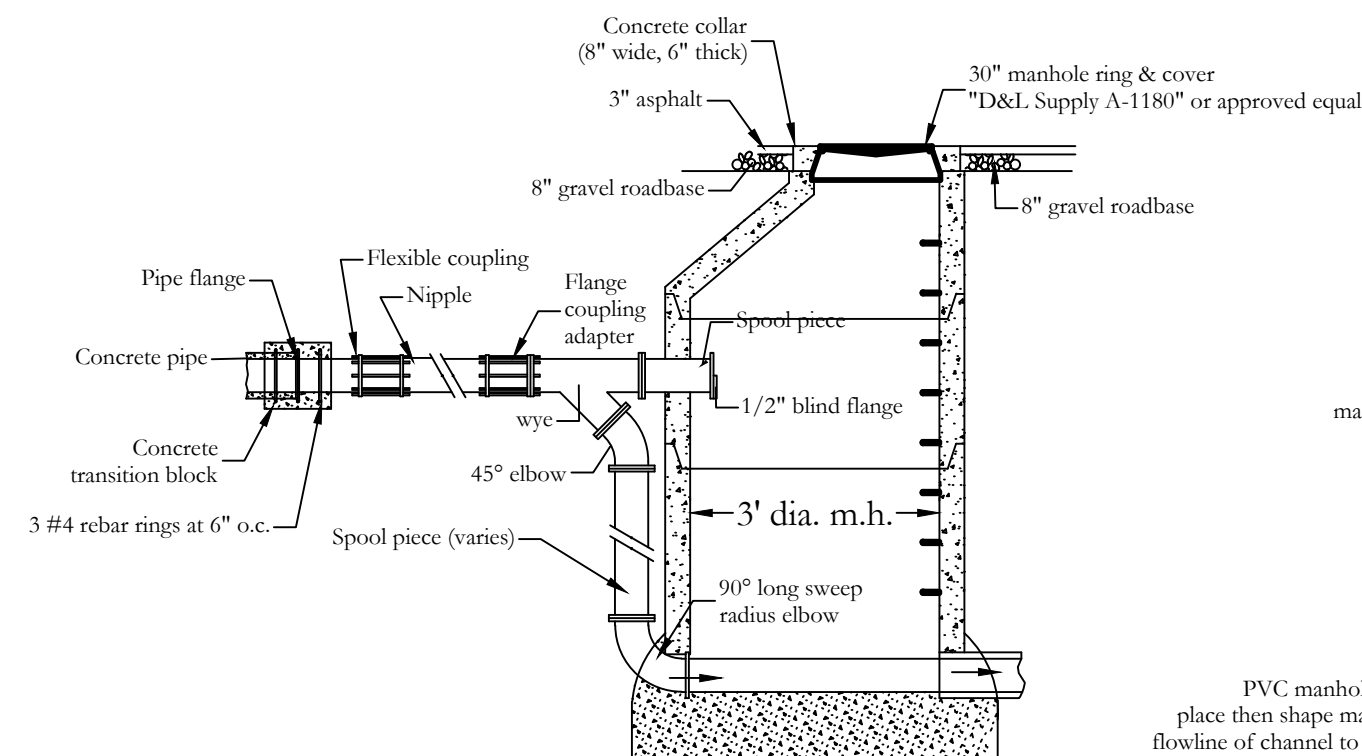
NOTES:
1. All storm drain, sanitary sewer and land drain manholes and cleanout structures must have shaped concrete troughs and aprons.
2. Manhole lids must be labeled appropriately to reflect use of structure, i.e. storm drain, sewer, land drain, water, communications, irrigation and electrical.



Drop Manhole Notes:
1. Use drop manhole only when drop exceeds 2'-0".
2. For construction dimension of drop manhole see junction manhole detail sheet.
3. All pipe for drop manhole to be flanged ductile iron pipe or alternate schedule 40 pvc if encased in 3/4" washed gravel minimum 6" cover.

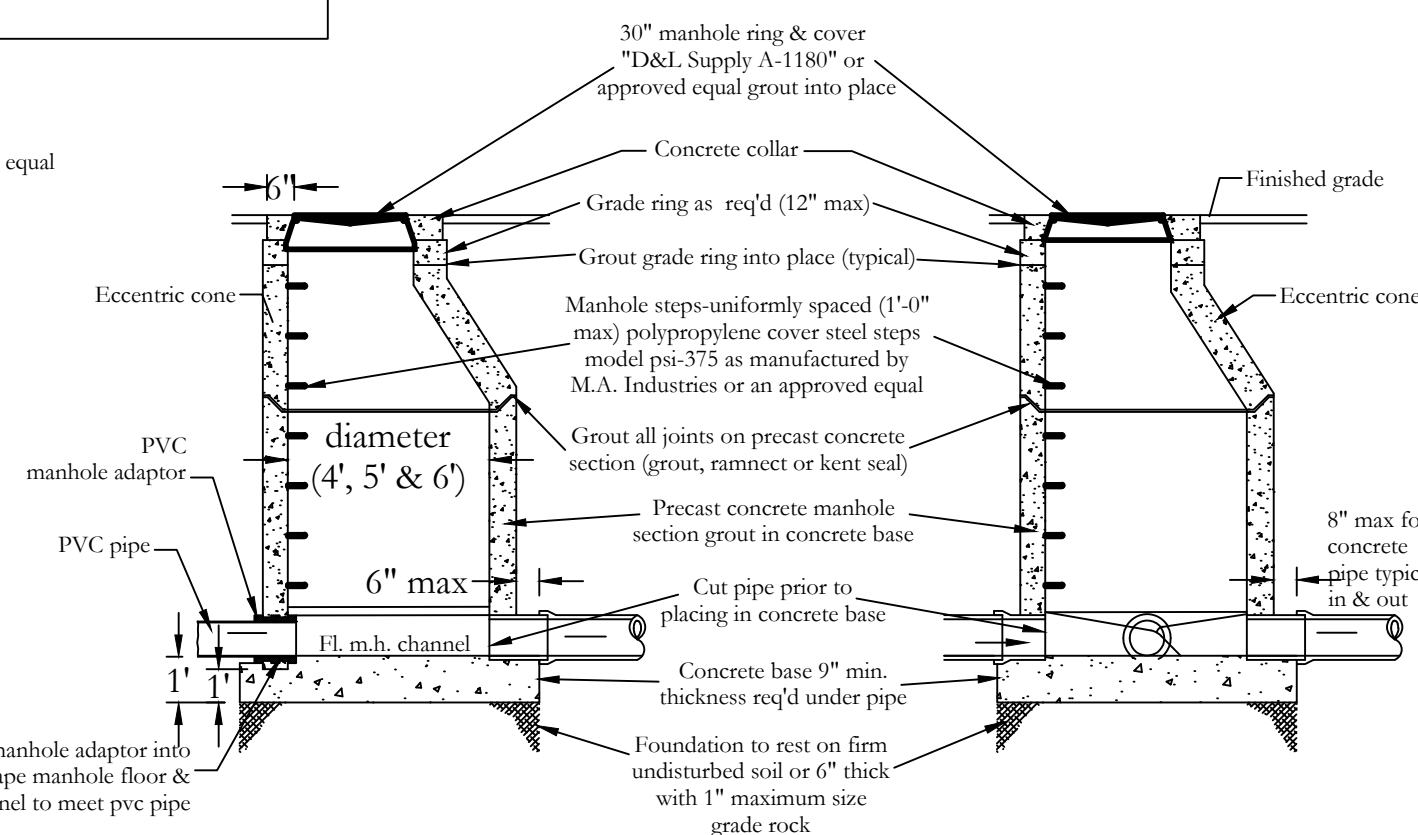
NOTES:
1. Cast in place manhole shown precast reinforced manhole acceptable.
2. Rubber boot joints with stainless steel connection band is acceptable substitutes for standard joints shown.
3. Piping outside of manhole may be schedule 40 pvc if encased in 3/4" washed gravel, minimum 6" cover.

NORTH DAVIS SEWER DISTRICT NOTE:
Any sanitary sewer work done involving the North Davis Sewer District (NDSD) will require written approval from NDSD and must be in compliance to all NDSD standards.



Typical Sewer Manhole
N.T.S.

NOTES:
1. This sewer manhole is to be adapted to function as a storm drain junction box to accommodate 15" RCP storm drain pipe. The lid is to be stamped "Storm Water".



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8 of 13

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Location:
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Sewer Details

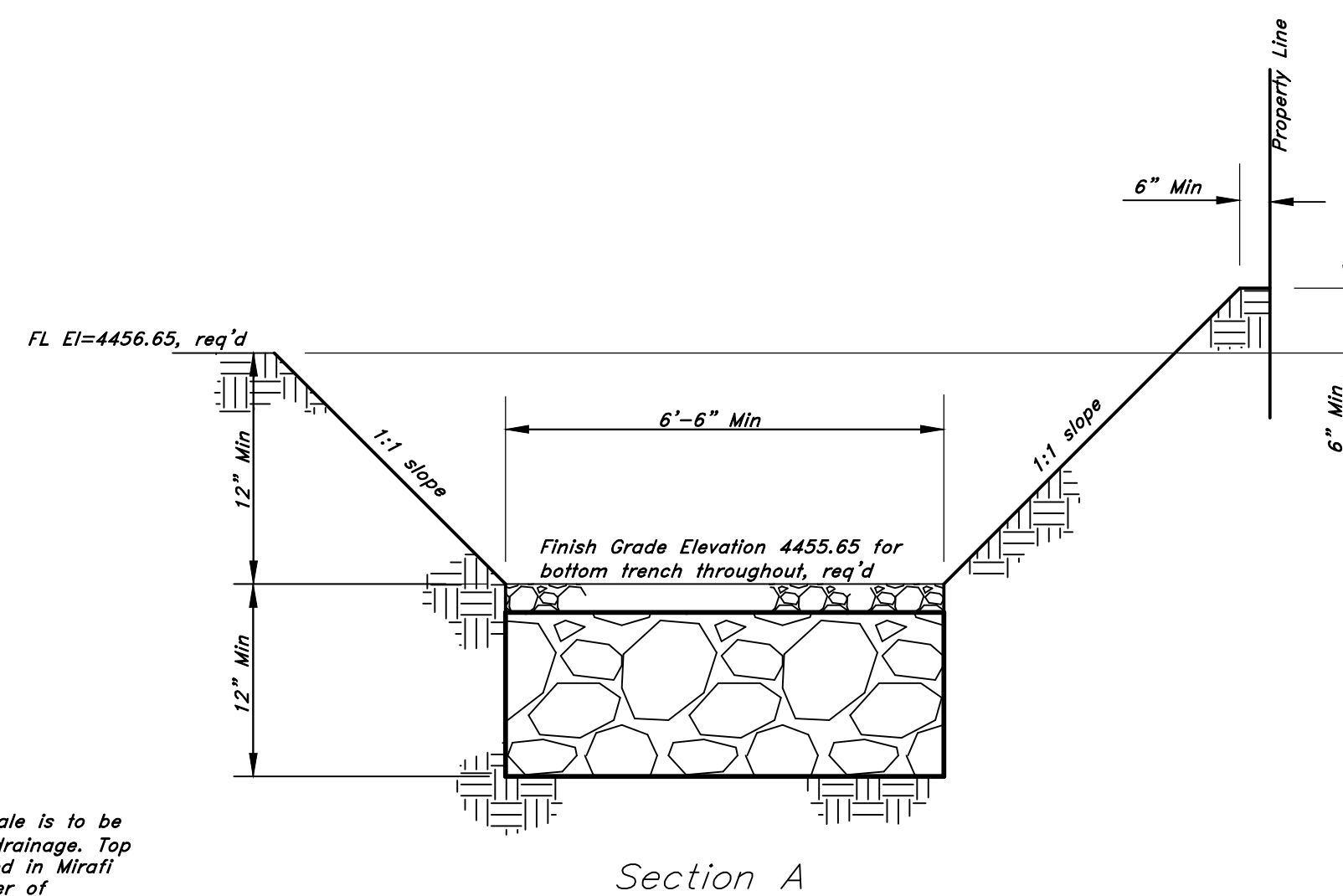
Revisions

DESIGNED BY: LW

DATE: July 10, 2020

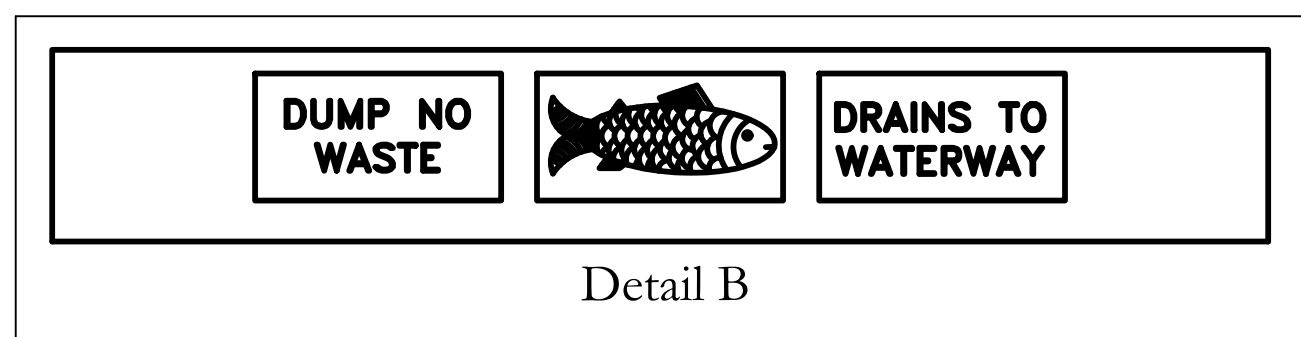
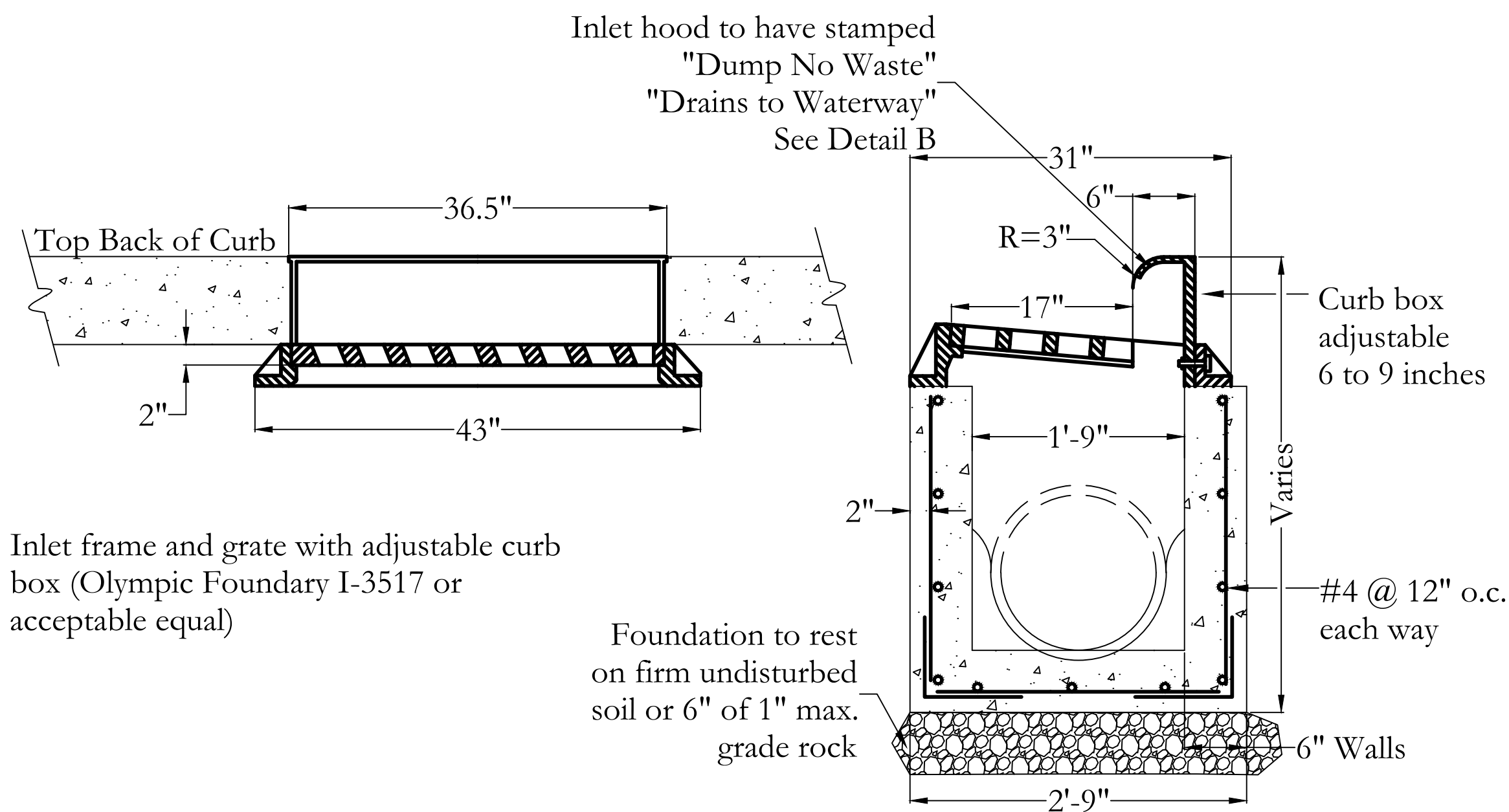
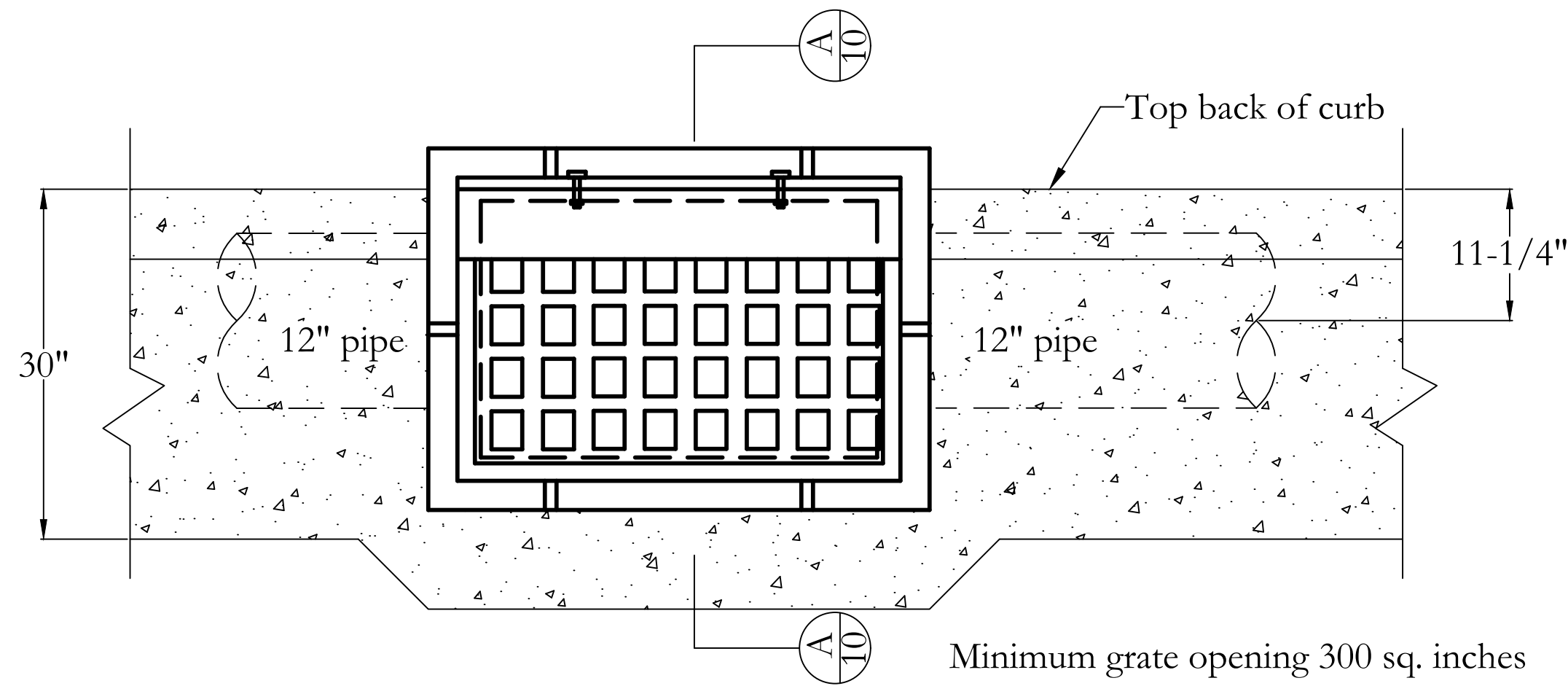
DRAWN BY: EDR

FILE: 3877



9 TRENCH/SWALE STRUCTURE
N.T.S.



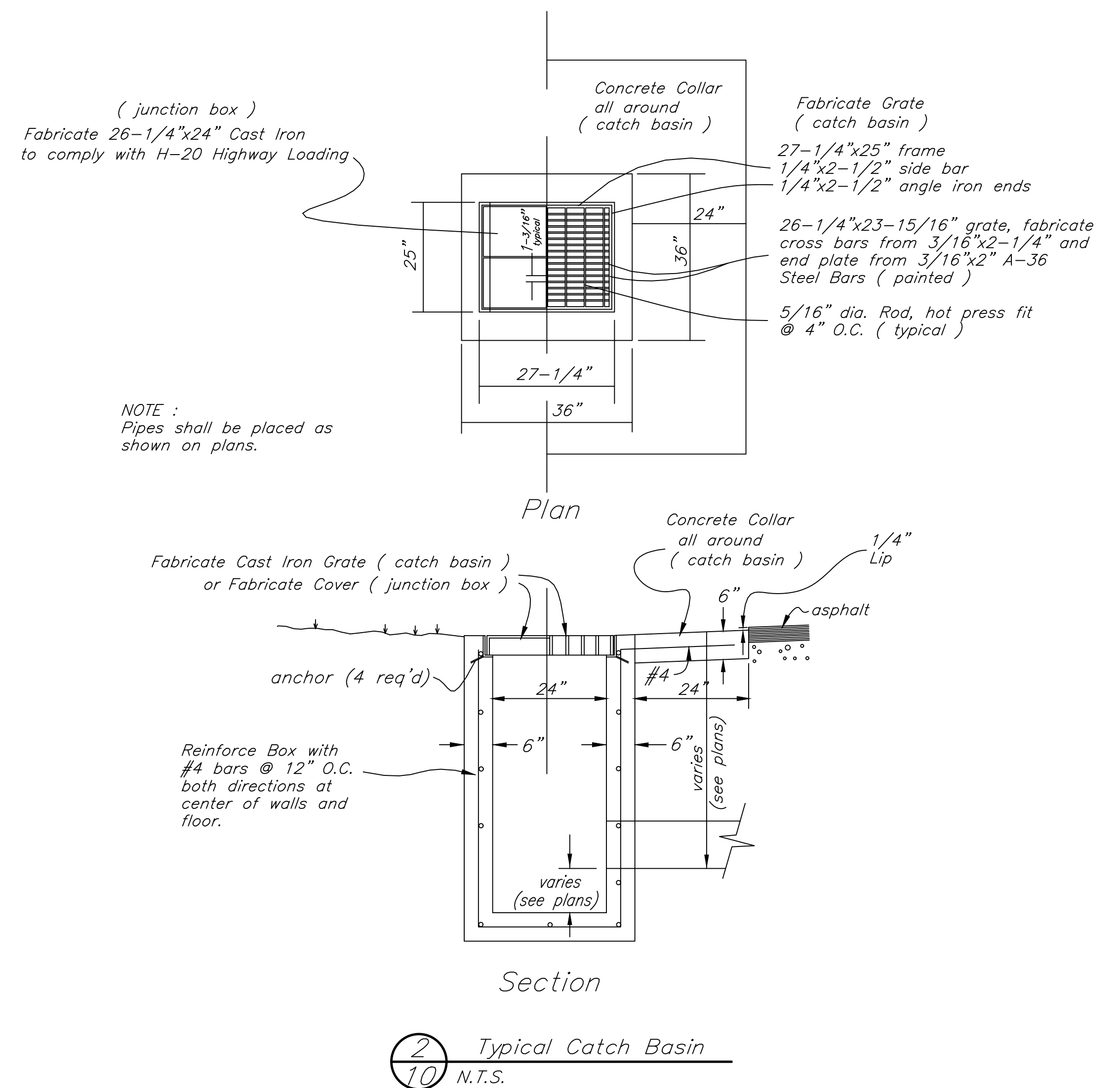


NOTES:

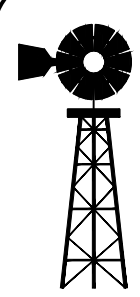
- 1. All reinforcement shall be #4 deformed steel, grade 60.
- 2. All reinforcement shall be placed at 12" o.c. each way in the floor and the walls.
- 3. The adjustable curb box inlet grate shall be bicycle safe. D&L Supply I-3517 or acceptable equal.
- 4. All pipes in the box shall be cut with the interior of the box and grouted smooth.
- 5. Rebar shall have 2" clear on earth side of structure.

STANDARD
HOODED CATCH BASIN
SCALE: NONE

1
10



2
10
Typical Catch Basin
N.T.S.



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Preliminary not for
construction, Recording
Purposes, or
Implementation

DEVELOPER: Kyle Weaver
Address:

10 of 13

Project: Weaver Subdivision
50 West 200 South
Clearfield, UT

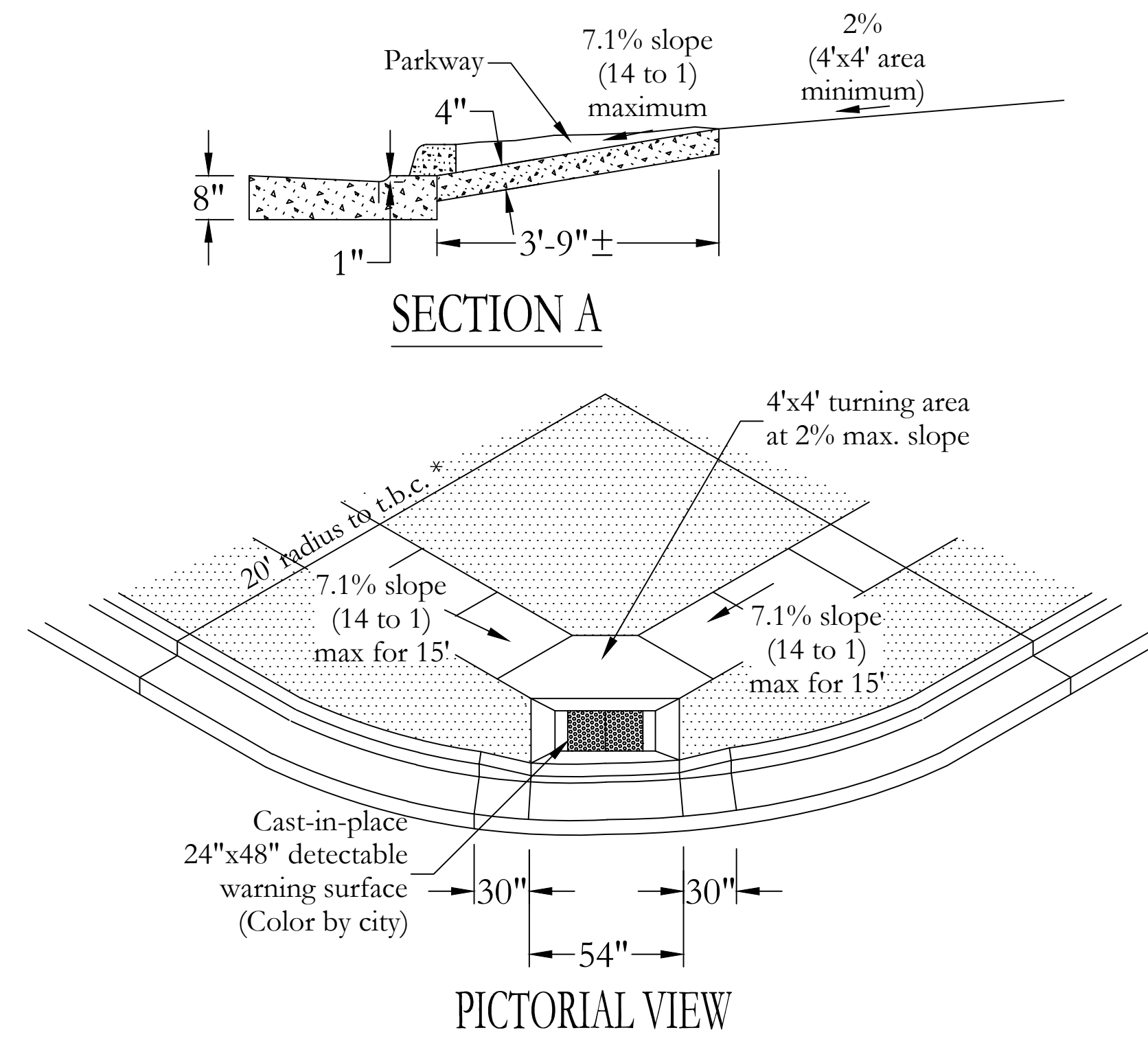
Location:
SE 1/4 of Section 21, Township 3 South,
Range 1 West, Salt Lake Base and Meridian.

**Storm System
Details**

Revisions

DESIGNED BY: LW
DATE: July 10, 2020

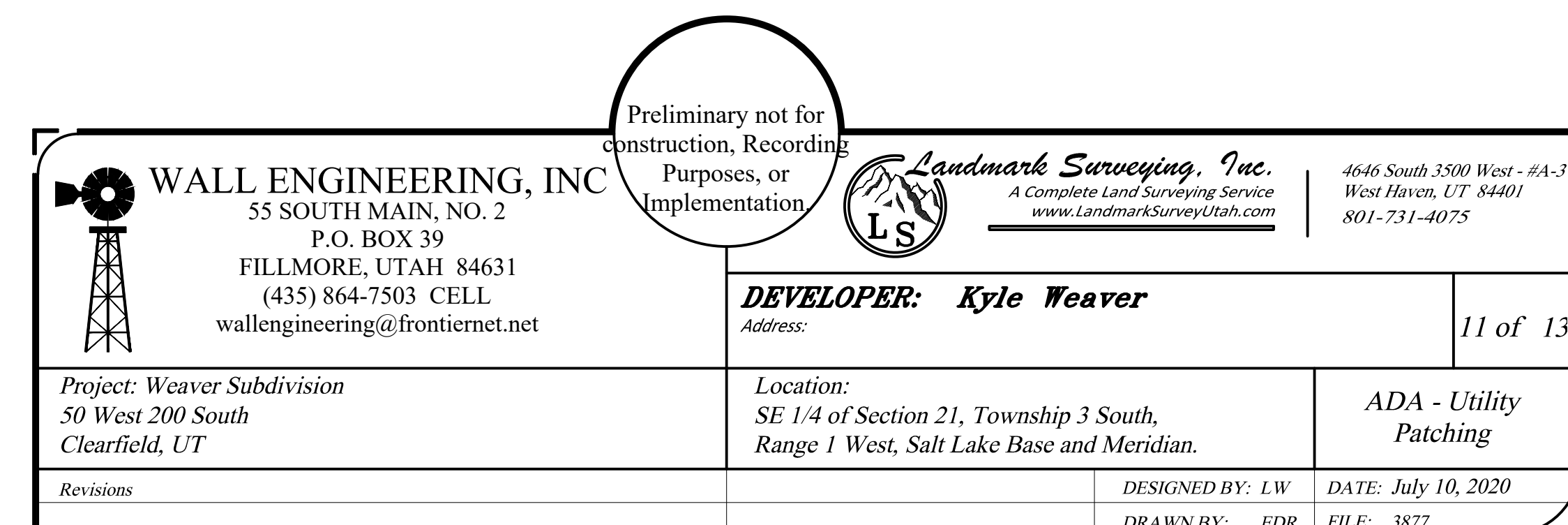
DRAWN BY: EDR
FILE: 3877


$$\frac{2}{11}$$

PICTORIAL VIEW

1. A minimum 6" depth of roadbase material or crushed gravel shall be placed to grade and compacted under handicap ramps to 95% of maximum dry density prior to placement of concrete.
2. Locate all inlet grates 2' minimum away from the pedestrian crosswalk, with all drainage intercepted before storm water crosses the crosswalk area.
3. Slopes shown are maximum slopes.
4. Expansion joints shall be constructed by placing an approved material, (typically bituminous impregnated fiberboard), the full depth of the concrete. expansion material shall be set 1/4" below the finish level of sidewalk ramp.
5. Materials, construction, and workmanship shall be in accordance with Clearfield City standards and specifications.
6. When a City roadway intersects with a UDOT road, a 35' minimum radius (or other) will be required as per UDOT requirement.
7. Detectable warning surface materials & installation must conform to "ADA cast-in-place tactile warning panels" requirements & specifications.
8. Detectable warning panels by "ADA Solutions, Inc.", color to be specified by City (other products to be approved by City prior to installation).

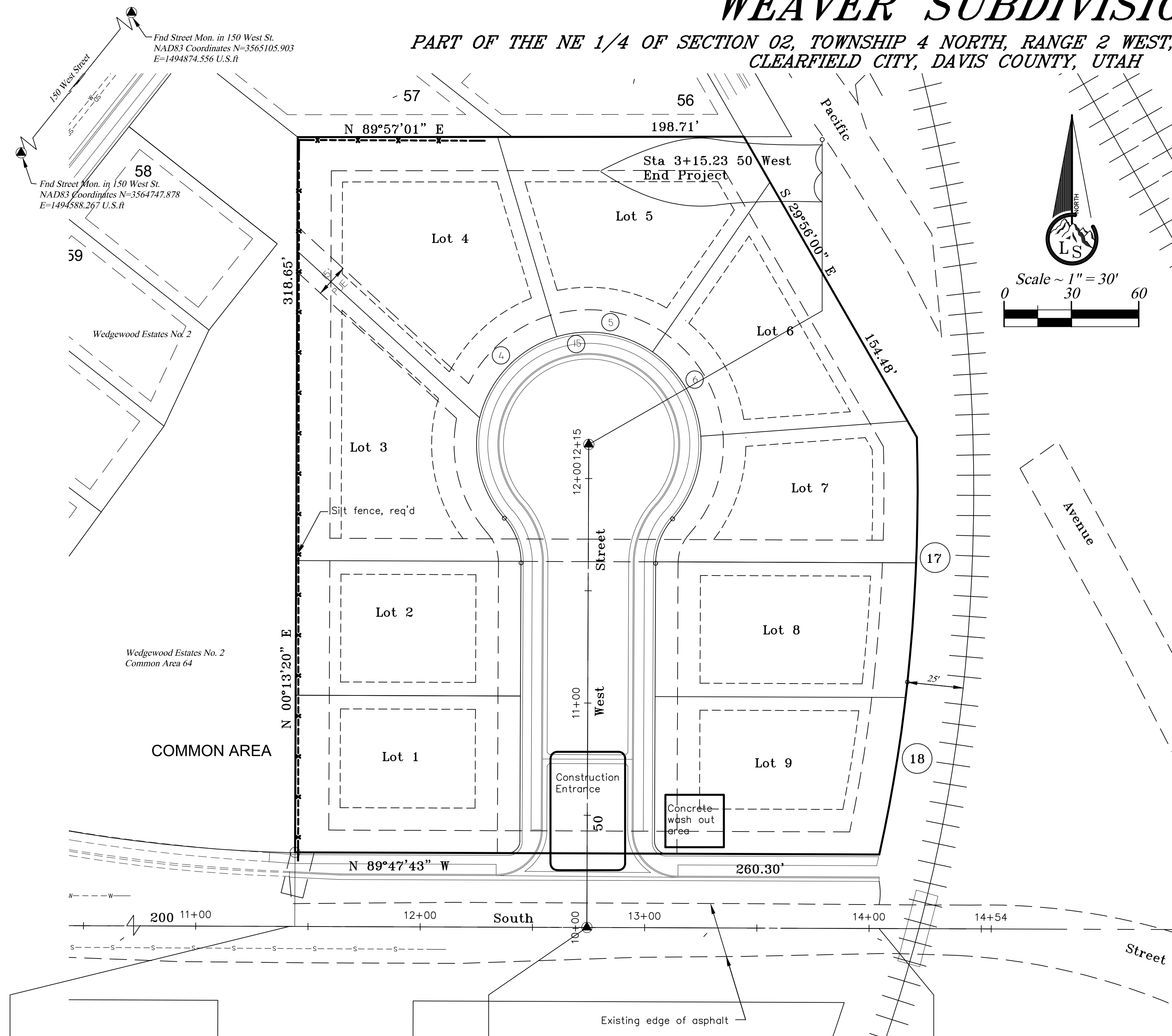
1. The property owner is responsible for all installation of the sanitary sewer service lateral and connection to main City sanitary sewer pvc pipeline with his private facilities.
2. The property owner is responsible for all repair and maintenance of the sewer service lateral from the main City sanitary sewer pipe to the point of connection.
3. All installed sanitary sewer service laterals shall be an approved pvc, and installed at Clearfield City Standards and above minimum slopes.
3. All construction must meet Clearfield City Standards and all other adopted codes and standards.


$$\frac{1}{11}$$

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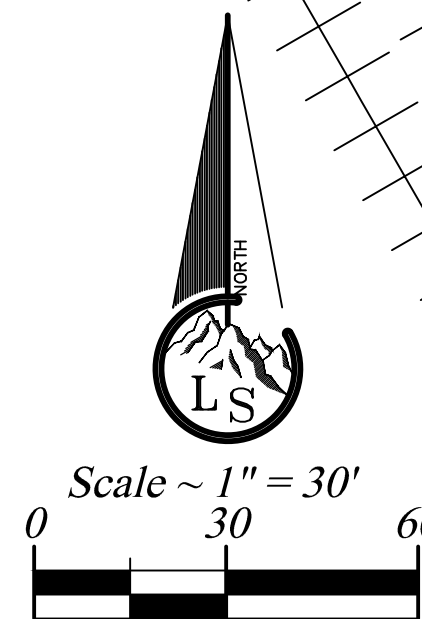
WEAVER SUBDIVISION

PART OF THE NE 1/4 OF SECTION 02, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH



Legend

- EASEMENTS (as labeled or granted)
- STREET CENTERLINE
- FND SECTION CORNER
- FND STREET MONUMENT
- FND CURB NAIL
- FND REBAR AND CAP
- SET #5x24" REBAR AND CAP STAMPED LANDMARK ELEVATION BENCHMARK
- ROAD/STREET DEDICATION
- RECORD DATA
- MEASURED DATA

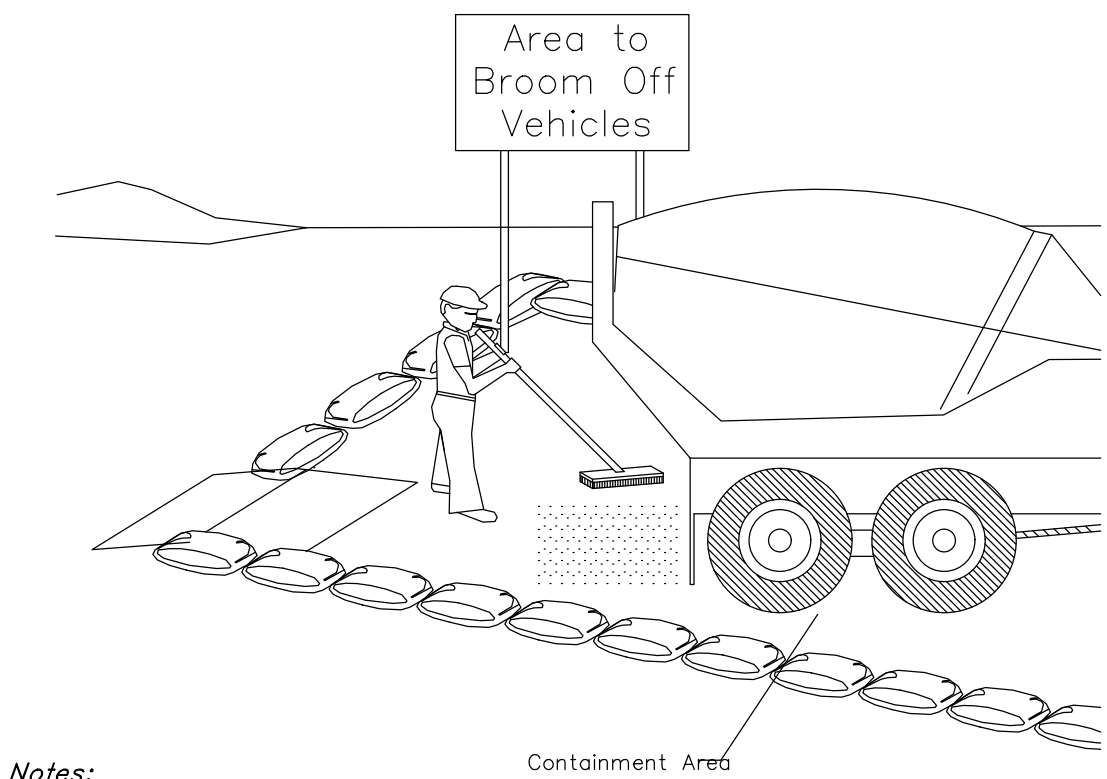


- IN CASE OF EMERGENCY, CALL _____ AT ()
- A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING POTENTIAL RAIN OR SNOW RUNOFF EVENTS. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN OR RUNOFF IS IMMINENT.
- EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY THE INSPECTOR IF THE GRADING OPERATION HAS PROGRESSED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
- GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
- ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAIN OR RUNOFF EVENT.
- EXCEPT AS OTHERWISE APPROVED BY THE INSPECTOR, ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE BEGINNING OF EACH WORKING DAY OR ON WEEKENDS WHEN THE 5 DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.
- ALL LOOSE SOIL AND DEBRIS, WHICH MAY CREATE A POTENTIAL HAZARD TO OFF SITE PROPERTY, SHALL BE REMOVED FROM THE SITE AS DIRECTED BY THE INSPECTOR.
- THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE DEVELOPER'S ENGINEER.
- DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE WITHOUT THE APPROVAL OF THE INSPECTOR.
- EROSION CONTROL DEVICES WILL BE MODIFIED AS NEED AS THE PROJECT PROGRESSES, AND THE PLANS OF THESE CHANGES SUBMITTED FOR APPROVAL AS REQUIRED.

WATER POLLUTION PREVENTION NOTES:

THE FOLLOWING PROVISIONS WILL BE REQUIRED, AS A MINIMUM, FOR ANY CONSTRUCTION, CLEARING, GRADING, OR OTHER DISTURBANCE OF THE NATIVE GROUND. OTHER REQUIREMENTS MEETING THE POLLUTION PREVENTION PLAN MAY BE IMPOSED BY THE GOVERNING AGENCY OR THEIR REPRESENTATIVE, AS NEEDED PER SITE CONDITIONS:

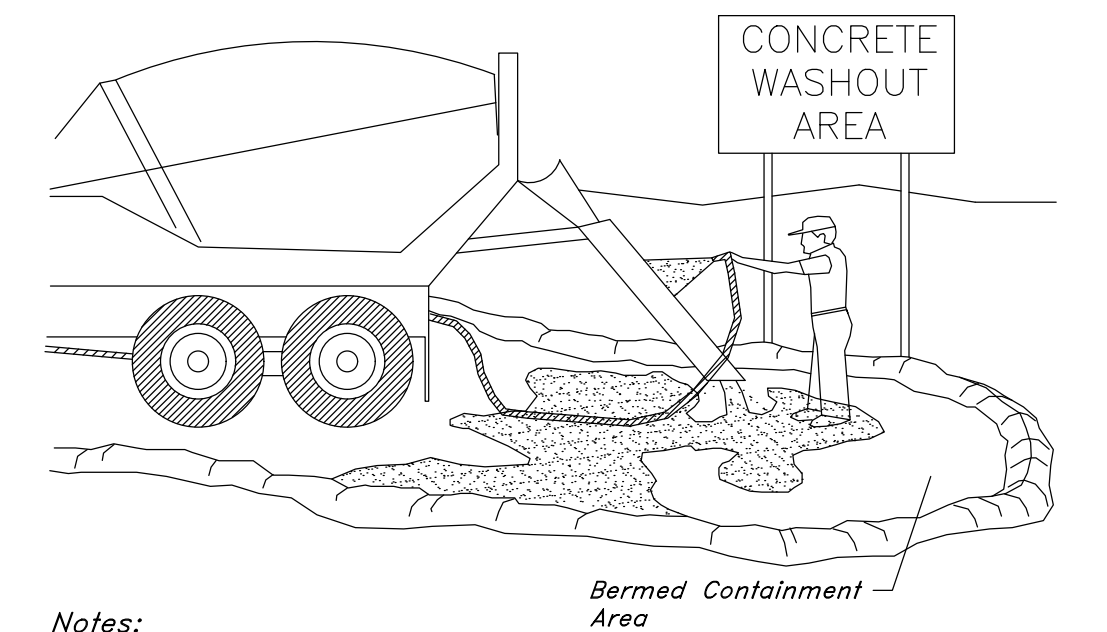
- SILT FENCING WILL BE REQUIRED AT ANY DOWNGRADE LOCATION ON THE SITE, WHERE IT IS DETERMINED THAT FLOWS FROM THE SITE WOULD IMPACT AN EXISTING DRAINAGE, IRRIGATION OR NEIGHBORING PROPERTY. SUCH FENCING SHALL BE CONSTRUCTED WITH A COLLECTION SWALE ON THE UPGRADE SIDE OF THE FENCING FOR COLLECTION OF SEDIMENTS.
- A STAGING AREA FOR CONSTRUCTION EQUIPMENT AND MATERIALS WILL BE REQUIRED AT EVERY SITE. THE STAGING AREA SHALL BE SUFFICIENTLY REMOVED FROM ANY IRRIGATION, DRAINAGE OR ROADWAY AND GRADED TO LIMIT RUNOFF INTO ANY WATERWAY OR EXISTING ROADWAY.
- A "CLEANUP" AREA WILL BE REQUIRED AT THE SITE, FOR THE REMOVAL OF MUD OR OTHER DEBRIS THAT ACCUMULATES ON CONSTRUCTION EQUIPMENT, PRIOR TO LEAVING THE SITE. THE CLEANUP AREA SHALL BE CONSTRUCTED AND GRADED TO LIMIT CONTAMINATION TO ADJACENT PROPERTIES, STREETS OR WATERWAYS BY SILT, MUD OR OTHER POLLUTANTS.
- A FILTERING METHOD (STRAW BALES, FILTERING FABRIC OR AN APPROVED EQUAL) WILL BE REQUIRED IN ANY DRAINAGES THAT MAY BE IMPACTED BY THE CONSTRUCTION. THE FILTERING WILL BE INSTALLED TO INTERCEPT THE FLOWS AWAY FROM THE SITE WHERE IT IS DETERMINED THAT THE CONSTRUCTION WOULD DAMAGE OR DEGRADE THE QUALITY OF WATER FLOWS.



Notes:

- At the end of each construction day, all sediment deposited on paved roadways and broom off area shall be removed and returned to the construction site.

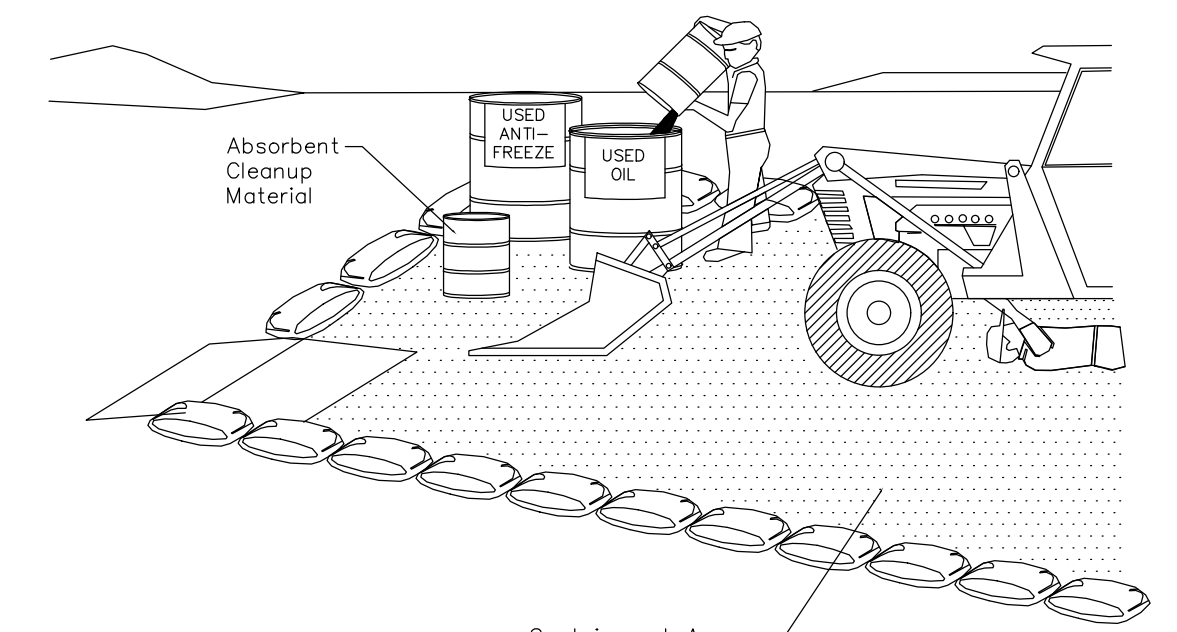
Construction Entrance With Broom Off Area



Notes:

- Excess and waste concrete shall not be washed into the street or into a drainage system.
- For washout of concrete and mortar products, a designated containment facility of sufficient capacity to retain liquid and solid waste shall be provided on site.
- Slurry from concrete and asphalt saw cutting shall be vacuumed or contained, dried, picked up and disposed of properly.

Concrete Waste Management



Notes:

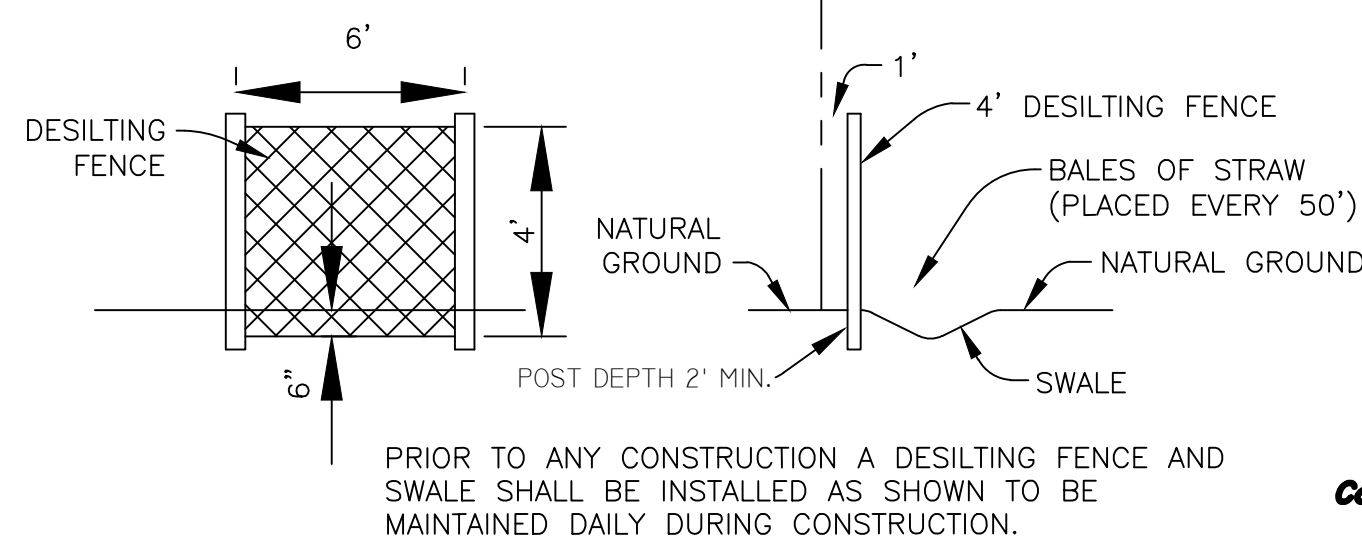
- Leaking vehicles and equipment shall not be allowed on-site. Equipment and vehicles shall be inspected frequently for leaks and shall be repaired immediately. Clean up spills and leaks promptly with absorbent materials; do not flush with water.
- Vehicles and equipment shall be maintained, and repaired on-site only in designated areas. Prevent run-on and run-off from designated areas.
- Containment devices shall be provided and areas shall be covered if necessary.
- Designate on-site vehicle and equipment maintenance areas, away from storm drain inlets and watercourses.
- Always use secondary containment, such as a drain pan or drop cloth, to catch spills and leaks when removing or changing fluids. Legally dispose of used oils, fluids, and lubricants.
- Provide spill containment dikes or secondary containment around stored oil, fuel, and chemical drums.
- Maintain an adequate supply of absorbent spill cleanup materials in designated area.

Equipment Repair/Maintenance

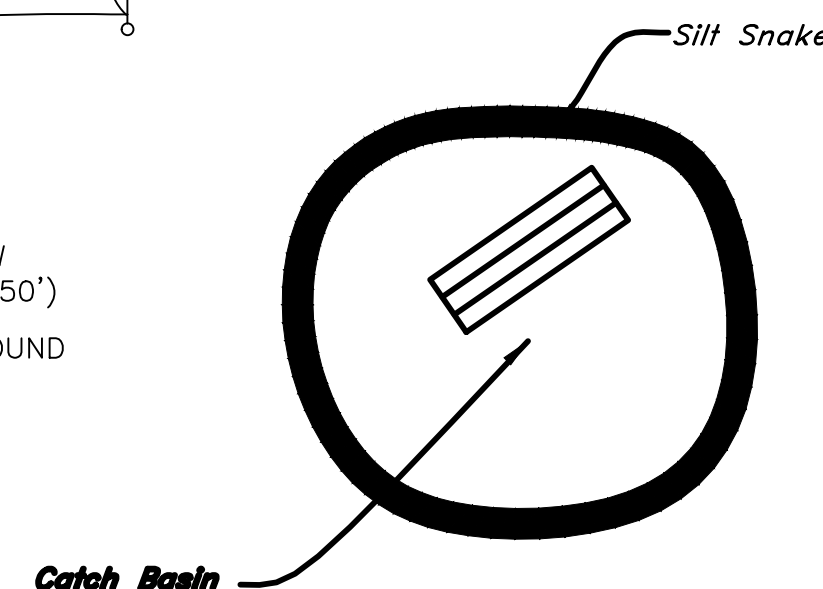
Sta 1+41.73 200 South
Beg. Project

Sta 2+74.26 200 South
Sta. Equation
Sta 1+00 50 West

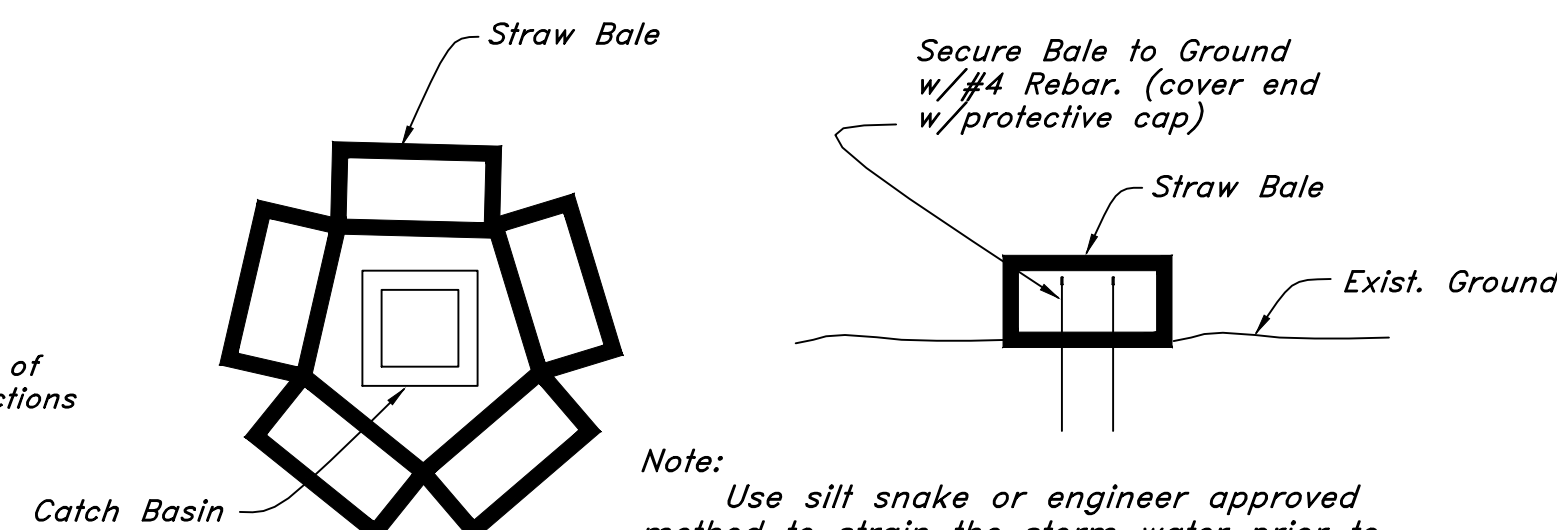
Sta 4+04.42 200 South
End Project



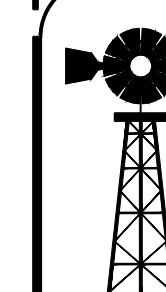
DESILTING FENCE DETAIL
Not to Scale



Silt Snake Detail
Not to Scale



Straw Bale Detail



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DEVELOPER: Kyle Weaver
Address:

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Project: Weaver Subdivision
50 West 200 South
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Location:
SE 1/4 of Section 21, Township 3 South,
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SWPPP

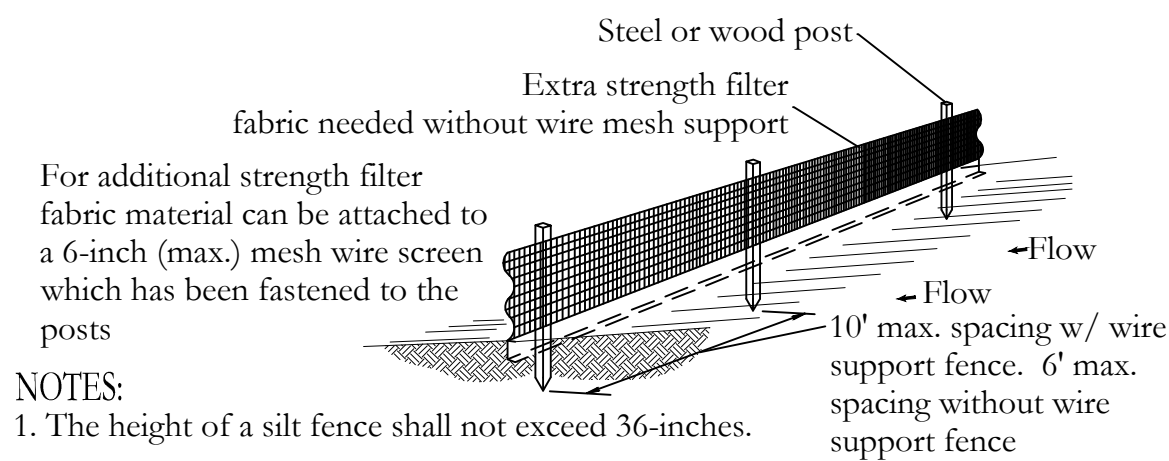
Revisions

DESIGNED BY: LW

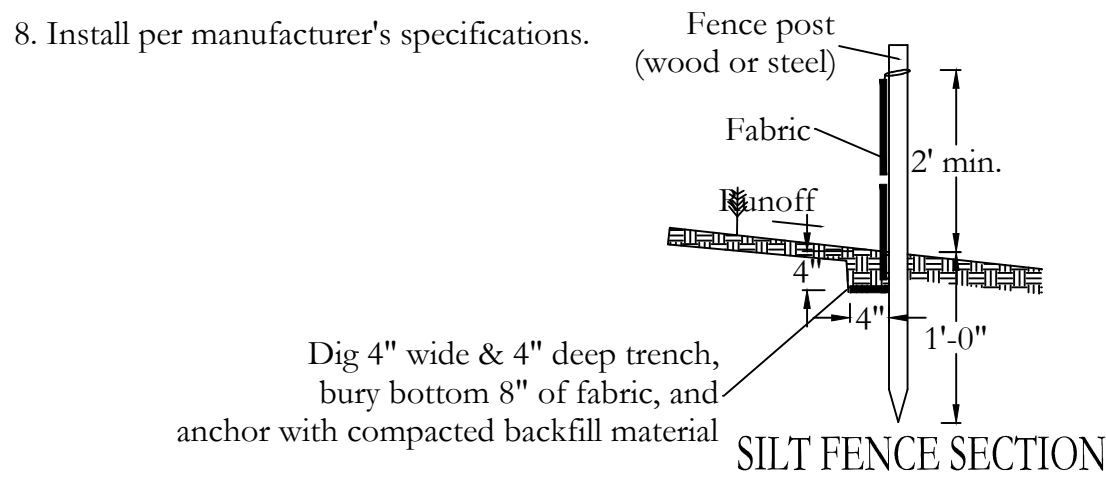
DATE: July 10, 2020

DRAWN BY: EDR

FILE: 3877

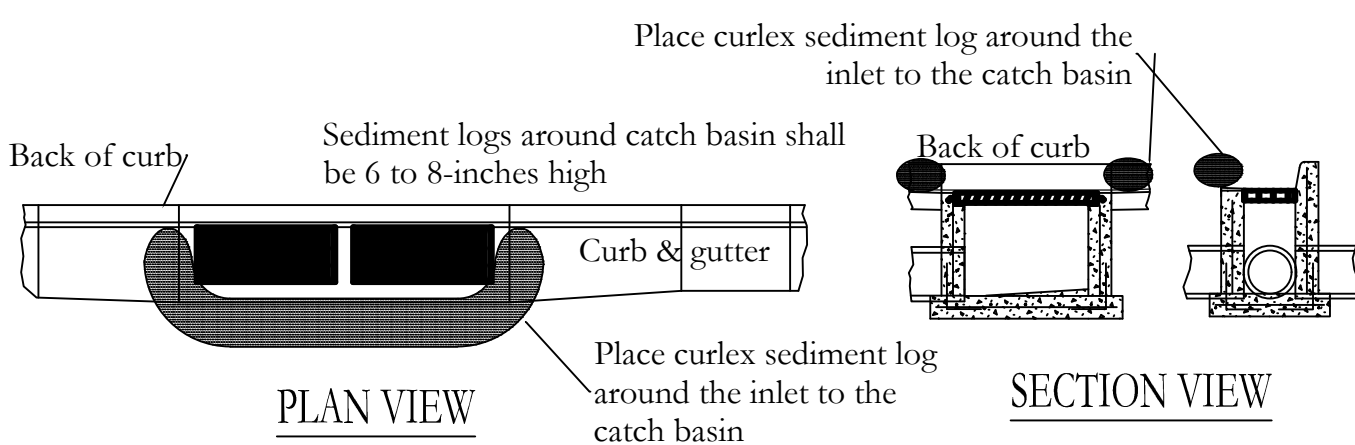


- For additional strength filter fabric material can be attached to a 6-inch (max.) mesh wire screen which has been fastened to the posts
- 10' max. spacing w/ wire support fence. 6' max. spacing without wire support fence
- NOTES:
1. The height of a silt fence shall not exceed 36-inches.
 2. The filter fabric shall be purchased in a continuous roll cut to the length of the barrier to avoid the use of joints.
 3. Posts shall be spaced a maximum of 10-feet apart at the barrier location and driven securely into the ground a minimum of 12-inches. When extra strength fabric is used without the wire support fence, post spacing shall not exceed 6 feet.
 4. A trench shall be excavated approximately 4 inches wide and 4 inches deep along the line of posts and upslope from the barrier.
 5. When standard strength filter fabric is used, a wire mesh support fence shall be fastened securely to the upslope side of the posts using heavy duty wire staples at least 1-inch long, tie wires, or hog rings. The wire shall extend into the trench a minimum of 2-inches and shall not extend more than 36-inches above the original ground surface.
 6. The standard strength filter fabric shall be stapled or wired to the fence, and 8-inches of the fabric shall be extended into the trench. The fabric shall not extend more than 36-inches above the original ground surface.
 7. The trench shall be backfilled and the soil compacted over the filter fabric.
 8. Install per manufacturer's specifications.

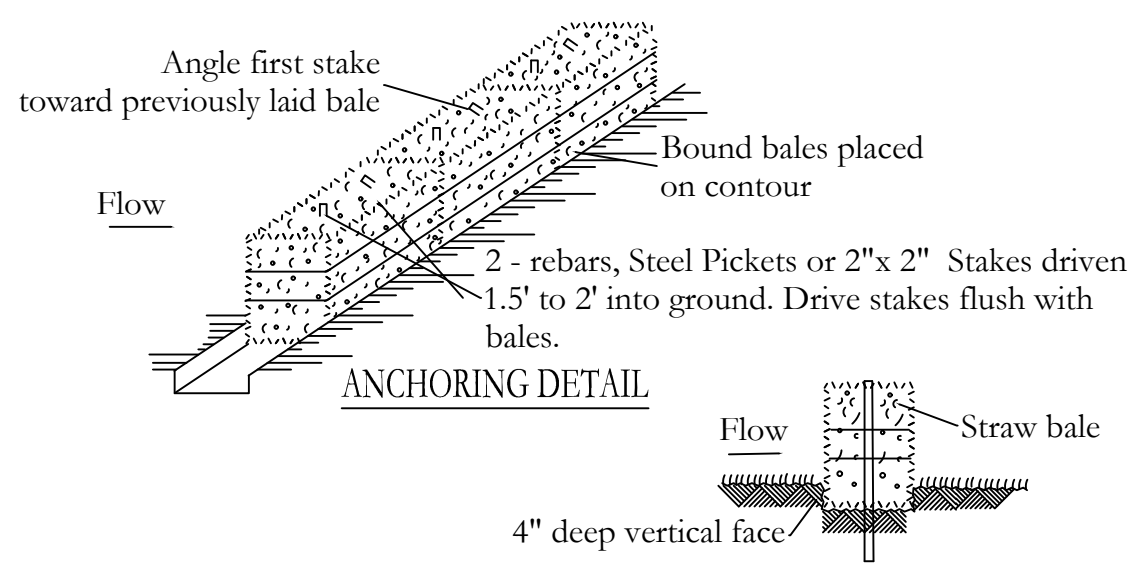


- Place the end post of the second fence inside the end post of the first fence
- Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material
- Drive both posts about 18 inches into the ground and bury flap

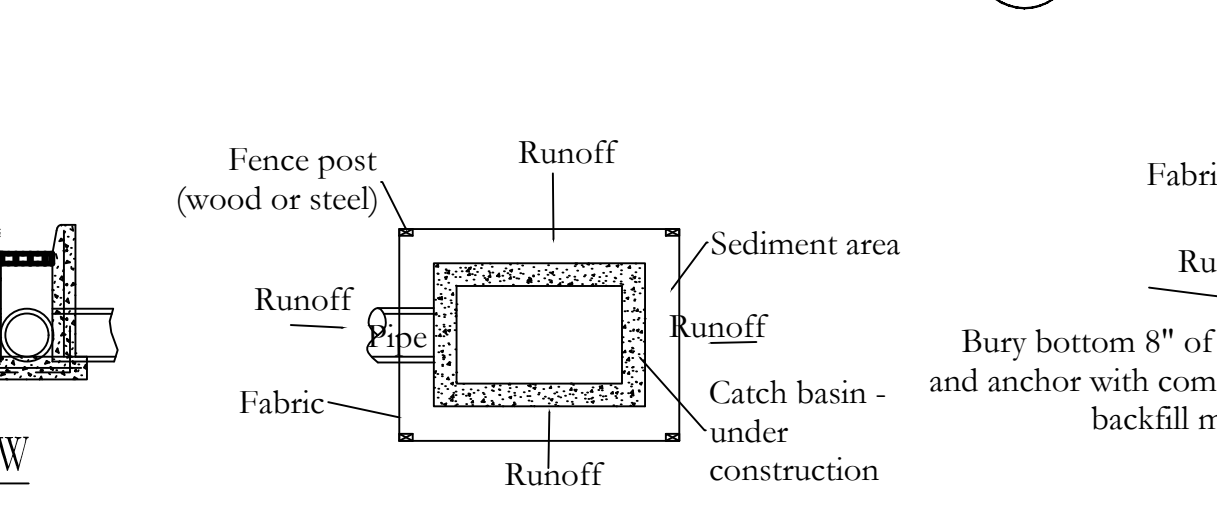
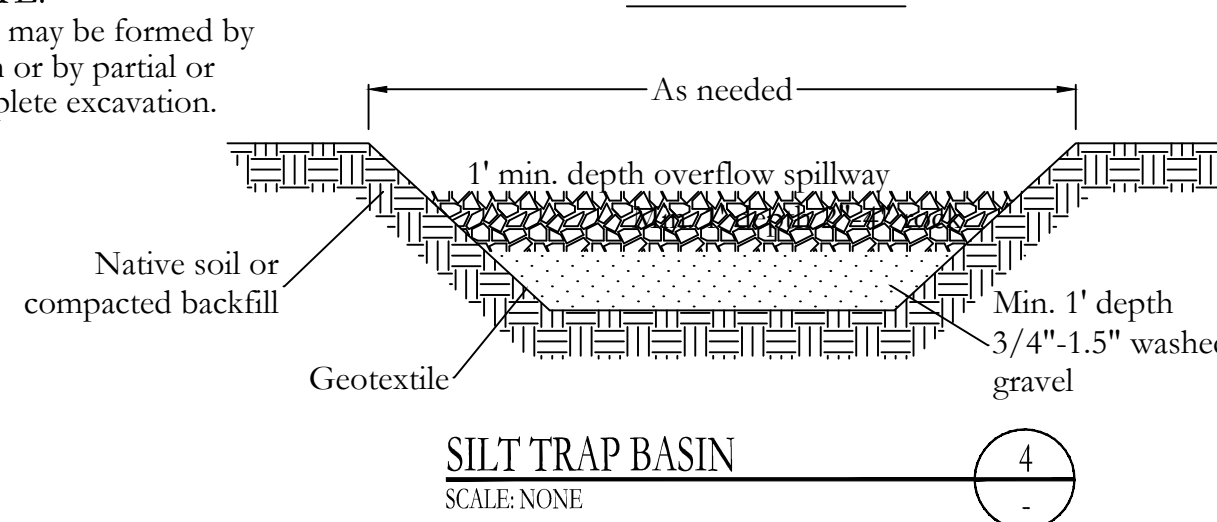
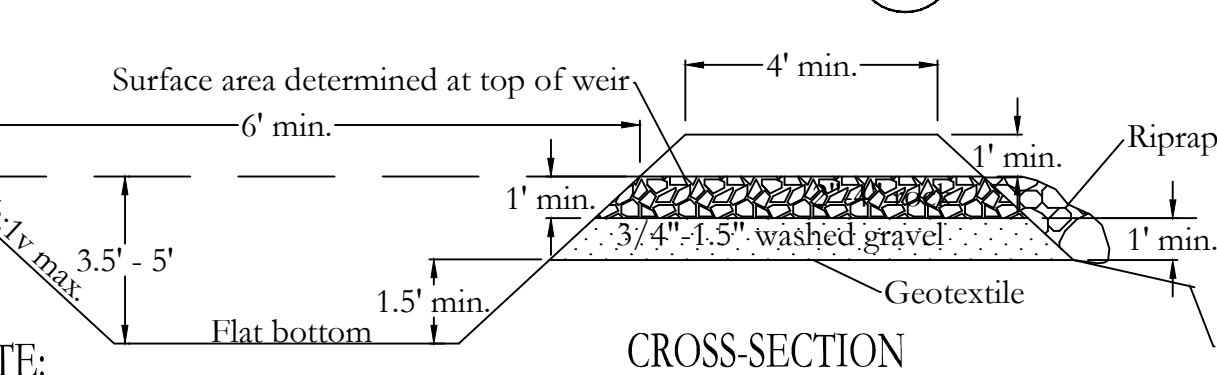
ATTACHING TWO SILT FENCES



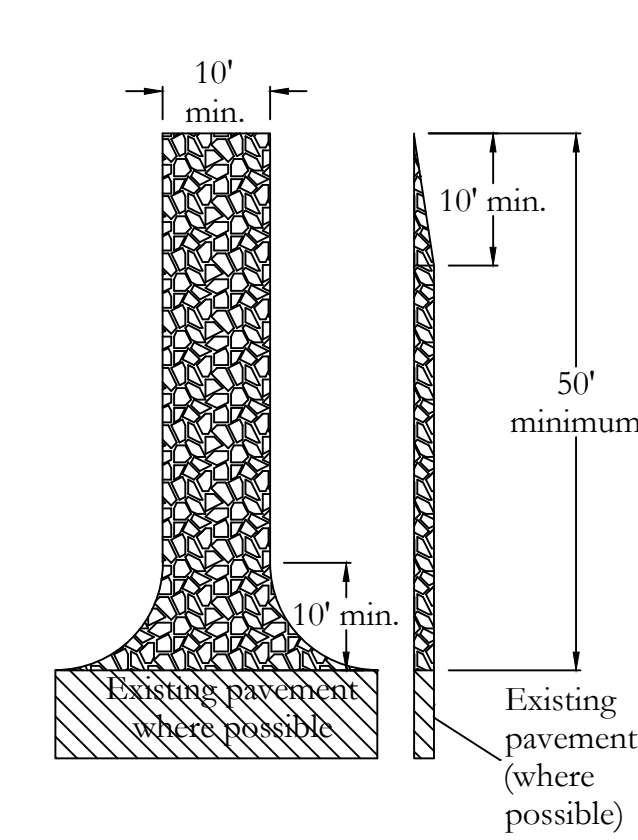
- NOTE: Place barricade or weights to secure the curlex sediment log.



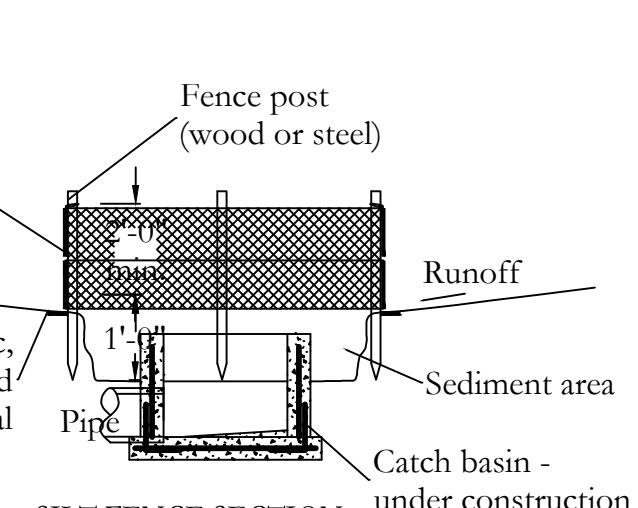
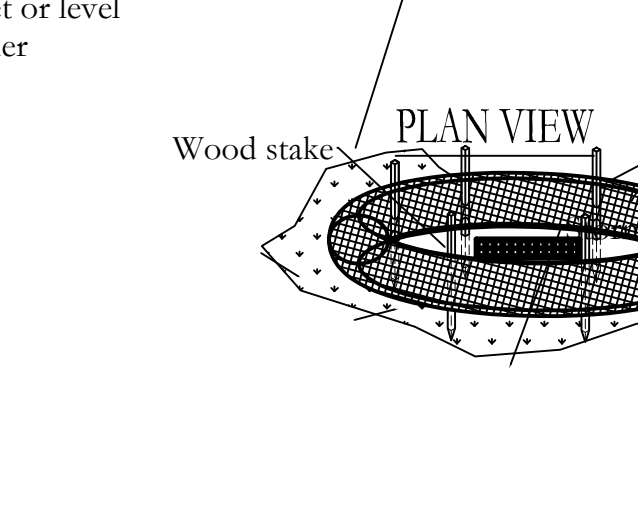
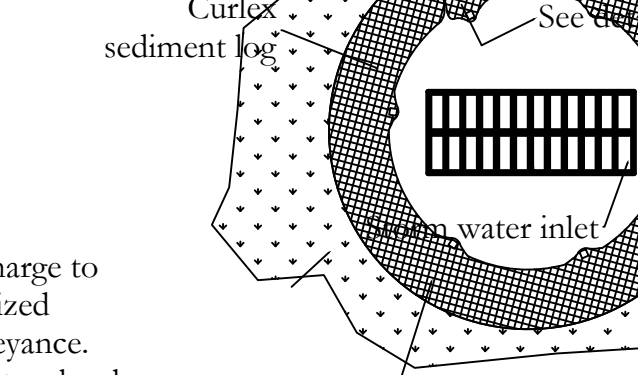
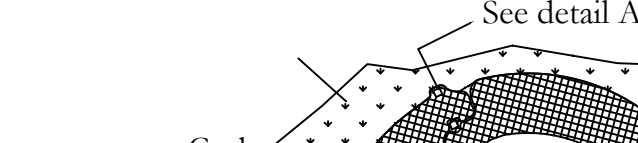
- NOTES:
1. Bales shall be placed at the top of slope or on the contour and in a row with ends tightly abutting the adjacent bales.
 2. Each bale shall be embedded in the soil a minimum of 4-inches, and placed so that bindings are horizontal.
 3. Bales shall be securely anchored in place by either two stakes or re-bars driven through the bale. The first stake in each bale shall be driven toward the previously laid bale at an angle to force the bales together. Stakes shall be driven flush with the bale.
 4. Inspection shall be frequent and repair replacement shall be made promptly as needed.
 5. Bales shall be removed when they have served their usefulness so as not to block or impede storm flow or drainage.



- NOTE: Place barricade or weights to secure the curlex sediment log.

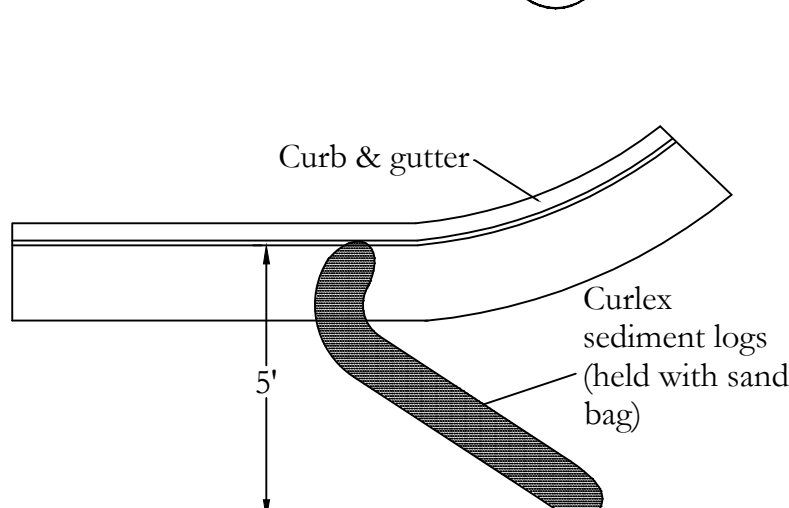
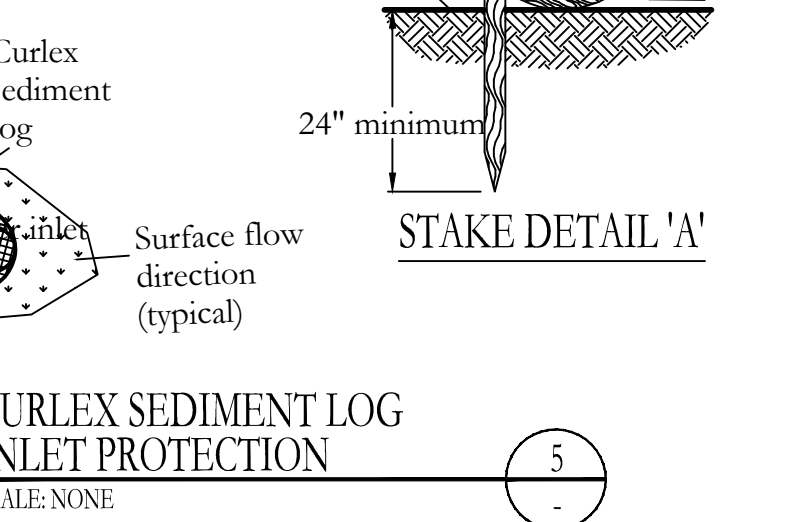
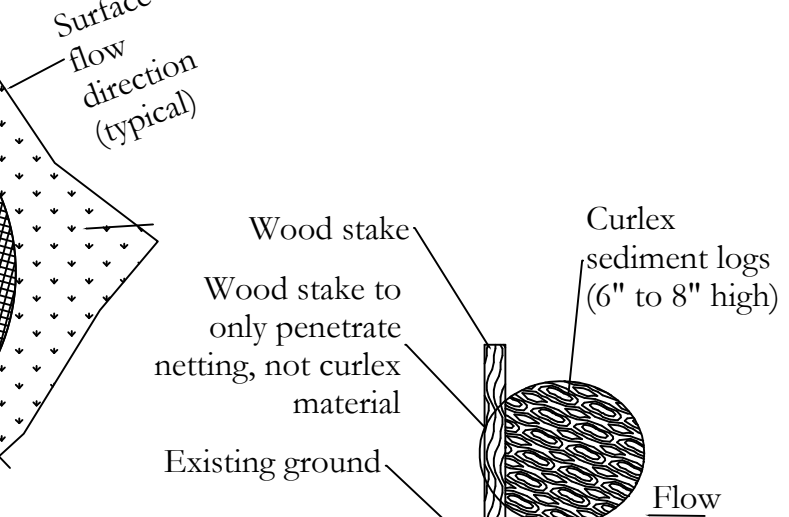


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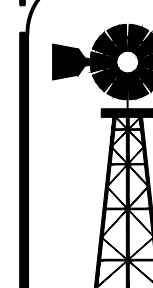


- NOTE: Place barricade or weights to secure the curlex sediment log.

- NOTES:
1. STONE SIZE- Use 2 to 3-inch stone or reclaimed concrete equivalent.
 2. LENGTH- As required, but not less than 50-feet.
 3. THICKNESS- Not less than 8-inches.
 4. WIDTH- 10-foot minimum, but not less than the full width at points where ingress of egress occurs.
 5. SURFACE WATER- All surface water flowing or diverted toward construction entrances shall be piped across the entrance. If piping is impractical, a mountable berm with 5:1 side slopes will be permitted.
 6. MAINTENANCE- The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment into the public right-of-way this may require periodic top dressing with additional stone as conditions demand and repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public right-of-ways must be removed immediately.
 7. Periodic inspection and needed maintenance shall be proved after each rainfall.
 8. Geotextile underliner will be installed under stone covering.



- NOTE: Place barricade or weights to secure the curlex sediment log.



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Location:
SE 1/4 of Section 21, Township 3 South,
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SWPPP BMP's

Revisions

DESIGNED BY: LW DATE: July 10, 2020

DRAWN BY: EDR FILE: 3877

26 March 2021

Clearfield City
55 South State Street
Clearfield City, Utah 84015

Attn: Brad McIlrath, Senior Planner
Proj: **Weaver Subdivision**
Subj: Review #2 – Review comments for Plat & Improvement Drawings

Dear Brad,

Attached is our review of the above referenced Plat and Improvement Drawings for your consideration. The following comments will need to be resolved prior to receiving recommended approval from our office.

Please Note the Following:

This Subdivision has several difficult problems and I would suggest we meet with the Developer and his Engineer and discuss those particular issues.

General Notes:

Please request the Developer or his Engineer, submit a response letter with their re-submittal of drawings answering all Engineering review comments contained herein.

Plat

1. Upon final approval and the printing of the mylar Plat, we want to request the date-Month & Year be added under the “Subdivision Title”.
2. It would be helpful to place the “allowed building pad” on the individual lots since the lots are not very deep.
3. The easement between lot #3 and lot #4 for is for the new waterline and should be **designated as a Clearfield City waterline easement only** and not a general public utility easement.

Improvement Drawings – General Issues:

1. The “Geotechnical Study” will need to be **revaluated for seasonal ground water**. The report results indicate that the test holes were taken in July 2019 and with personal knowledge I have witnessed every Spring that the ground water is at the ground surface for many weeks.

In evaluating the perimeter land drainage system, the percolation rate of the soil needs to be evaluated immediately with the Spring precipitation. Addendum to the Geotechnical Report is required to be submitted in regards to ground water evaluation. The land drainage system shown will also need to be considered by the Developer’s Engineer following discussion with his Geotechnical Engineer. Comments on the use of basements on the subdivision lots also needs to be evaluated and stated in the report by the Geotechnical Engineer.

2. The Storm Water Plan with all required calculations will need to be prepared and submitted.
 - The calculations and the management of the 80-percential storm water volumes will need to be submitted for review.
 - Waterways crossing public roadways will not be approved. The storm water piping collection system will need to be extended up the street and to the easterly side of 50 West Street along with the required inlet catch basin boxes, manholes and combination box at the easterly end of the subdivision.
3. Demolition Plan:
 - Note #6 will need to be corrected – All existing utilities being removed, and abandon must be capped and disconnected at the location of the main service line (not just **near** the main line).
 - The current drawing date is needed under the title block of the drawing.
4. Grading Plan:
 - On the curb & gutter design show the curb & gutter slopes adjacent to the directional arrows (minimum slope approved is 0.5%).
 - Several references on the drawings will need to be adjusted to state that the construction of the roadway (200 South Street) will need to have at minimum 8” of untreated roadbase with 3” of bituminous asphalt and 1-½ “ depth of bituminous asphalt overlay. The same depths of roadbase & asphalt apply to 50 West Street.
 - With the additional comments on the drawings of “additional fill” which to be placed on all the lots, the amount of fill material to be brought in and placed, needs to be shown on the “Grading Plans”.
 - Show and label the **existing and the proposed** contour lines.

- Modify the 5' wide trench/swale design. Show the proposed trench/swale slopes with any grade changes and the flow line elevations along with the top of trench swale around the perimeter of the subdivision. My opinion is that the 1:1 side slope is too steep, I would recommend 1:2 ½.

5. Utility Plan:

- Three culinary water control gate valves are required at the intersection of 50 West Street / 200 South Street
- An additional culinary water control gate valve will be required at the waterline angle at the front of the cul-de-sac.
- The sanitary sewer service lateral for lot #5 will need to be attached to the 8" main pipeline as a wye connection rather than into the manhole located in the cul-de-sac.
- The fire hydrant control gate valve must be attached to the water main line tee connection (adjust the drawing accordingly).
- A concrete grade ring (4"- thick and 12"- wide) needs to be installed around the collection box on the westerly side of lot #1.
- A note on the drawings will need to state that all culinary waterlines are to be DR-18.

6. Miscellaneous

- Handicap ramps are required at the roadway intersections and there needs to be a minimum of a 4' x 4' turning pad (maximum grade 2%) with the truncated identification pad.
- A street light will be required at the intersection of 50 West Street / 200 South Street.
- On Sheet 8 the reference to the North Davis Sewer District can be removed from the drawings since all sewer pipeline connections, for this subdivision will be onto Clearfield City sanitary sewers.

Should you have any questions, feel free to contact our office.

Sincerely,

CEC, Civil Engineering Consultants, PLLC.



N. Scott Nelson, P.E., S.E.

City Engineer

Cc. Adam Favero, Public Works Director
 Braden Felix, PE., Deputy Public Works Director
 Brad Wheeler, Street Superintendent
 Kenny England, Utility Superintendent



From the Desk of
Deputy Chief John Taylor
NORTH DAVIS FIRE DISTRICT
381 NORTH 3150 WEST
OFFICE: (801) 525-2850
FAX: (801) 525-6935
EMAIL: JTAYLOR@NOFIRES.ORG

TO: Brad McIlrath / Clearfield City Planner

FROM: John Taylor / Fire Marshal

RE: Weaver Meadows Subdivision

DATE: March 22, 2021

I have reviewed the site plan submitted for the above referenced project. The Fire Prevention Division of this Fire District has the following comments/concerns.

1. The minimum fire flow requirement is 1000 gallons per minute for 60 consecutive minutes for residential one- and two-family dwellings. Fire flow requirements may be increased for residential one and two family dwellings with a building footprint equal to or greater than 3,600 square feet or for buildings other than one and two family dwellings. Provide documentation that the fire flow has been confirmed through the Clearfield City water dept.
2. Fire hydrants and access roads shall be installed prior to construction of any buildings. All hydrants shall be placed with the 4½" connection facing the point of access for Fire Department Apparatus. Provide written assurance that this will be met.
3. Prior to beginning construction of any buildings, a fire flow test of the new hydrants shall be conducted to verify the actual fire flow for this project. The Fire Prevention Division of this Fire District shall witness this test and shall be notified a minimum of 48 hours prior to the test.
4. All fire apparatus access roads shall be a minimum all-weather, drivable and maintainable surface. There shall be a minimum clear and unobstructed width of not less than 26 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. Dead-end roads created in excess of 150 feet in length shall be provided with an approved turn-around.
5. If grades exceed 8%, approval from the City Engineer and the Fire District is required.
6. An application and review fee are required before final approval.

These plans have been reviewed for Fire District requirements only. Other departments must review these plans and will have their requirements. This review by the Fire District must not be construed as final approval from Clearfield City.



STAFF REPORT

TO: Mayor Shepherd and City Council Members
FROM: Brad McIlrath, Senior Planner
MEETING DATE: Tuesday, April 27th, 2021
SUBJECT: Discussion on SR 126 (State / Main Street) UDOT Coordination

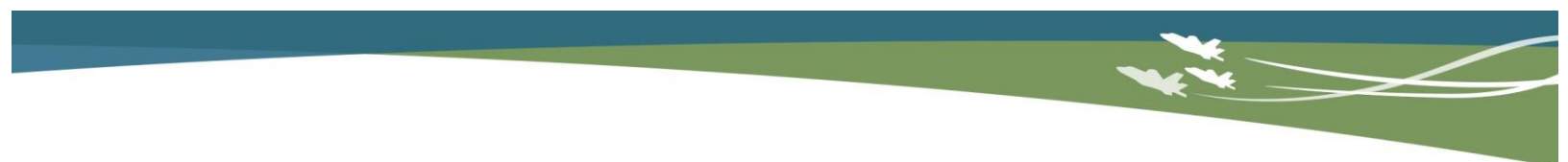
RECOMMENDED ACTION

Clearfield City Staff is seeking direction from the Mayor and City Council regarding ongoing coordination with UDOT for the design and redevelopment of State Route 126 (SR 126). Specifically, staff is requesting direction on whether or not to plan for bike lanes along SR 126 or rather contemplate on-street parking along the corridor.

DESCRIPTION / BACKGROUND

As part of the Creating Downtown Clearfield Small Area Plan, the Downtown Clearfield Form Based Code, and the draft North Davis County Active Transportation Implementation Plan, SR 126 is envisioned to have more of an urban design with the following characteristics: narrower travel lanes, a smaller center median (planted in areas), and buffered bike lanes. The intent of these changes is to create a sense of place for Downtown Clearfield, while working within the constraints of the existing right-of-way without acquiring additional width from adjacent properties. These plans have not considered adequate room for on-street parking where the right-of-way is not already wide enough to accommodate the parking (stretch in front of City Centre Apartments is an exception). If on-street parking is desired, then additional right-of-way width will be needed to provide the space for the parking and the needed separation from the travel lanes.

In working with UDOT, staff has been unable to obtain approval for the proposed cross sections, even though the City has proposed options for access management and street design that are desirable to UDOT. Due to the length of time this coordination has taken with little willingness from UDOT to meet local needs, staff is seeking support and direction from the Mayor and City Council to proceed forward. The following sections outline the designs that have been part of the City's adopted plans as well as the draft North Davis County Active Transportation Implementation Plan. The proposed designs have previously received positive feedback from UDOT to eventually have that support withdrawn and less consideration given to Clearfield's local needs.



CREATING DOWNTOWN CLEARFIELD SMALL AREA PLAN (SAP) – ADOPTED FALL 2016

The Creating Downtown Clearfield Small Area Plan (SAP) was part of a planning and visioning effort for Downtown Clearfield to accomplish two main objectives: 1) to create a vision for downtown Clearfield, and 2) to develop and implementation strategy with supporting recommendations on how to achieve the vision over time. As the parent document to the Downtown Clearfield Form Based Code, this plan is the basis for the current redevelopment direction of the SR 126 corridor in Clearfield. As part of this plan, SR 126 is identified to have a “boulevard renovation” from 100 North to 1000 East near the Frontrunner Station. The Downtown Vision Map (Page 3 of SAP) and the Transportation Vision Map (Page 8) both identify the boulevard renovation, which will be described in more detail below.

Downtown Design Guidelines

The following guidelines support the boulevard renovation of SR 126 (Page 8) and the overall redevelopment of the downtown. Sidewalk and architecture guidelines were left out of this report as well as others that may not directly apply to the SR 126 UDOT coordination efforts. All the guidelines can be referred to in the SAP which is attached to this report.

Streets:

- Increase connectivity where opportunities arise, breaking up large blocks and increasing access for *all* modes;
- Incorporate safe, *separated* bike lanes into *all* street configurations;
- Take traffic calming measures in the core of Downtown to enhance both vehicle operator, pedestrian, and bicycle safety;
- Reduce the number of vehicular access points along State/Main Street to enhance bicycle and pedestrian safety, and provide enhanced pedestrian street crossing locations.

Parking:

- Encourage on-street parking and publicly shared parking on *secondary* roads that do not currently have this amenity.

Emphasis added.

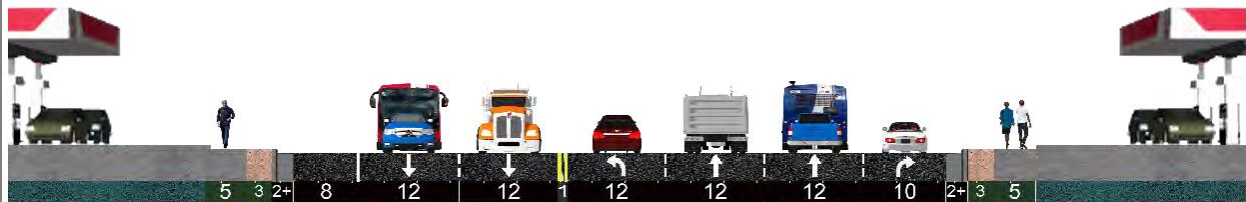
Transportation Vision

The plan provides specific recommendations for the boulevard renovation as well as cross sections for the existing and proposed conditions at three locations: 1) “North” SR 126 and 300 North, 2) “City Hall” SR 126 and Center Street, and 3) “Mabey Place”. As part of the recommendations found on page 13 of the SAP, it is recommended that a dedicated bike lane from the Frontrunner Station to 650 North is added that includes right turn pockets using paint or planters. The three cross sections mentioned above are included below for reference. The proposed conditions include the reduction of the travel

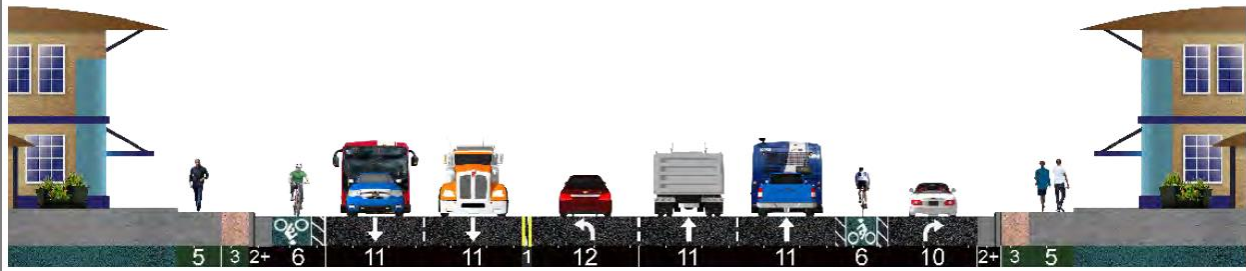
lanes from twelve feet (12') to eleven feet (11'), a center turn lane no greater than twelve feet (12') wide, and on-street buffered bike lanes. The City Hall and Mabey Place cross sections specifically call for the removal of on-street parking. Due to the limited pavement and overall right of way width, the buffered bike lines are the recommended option of the plan.

NORTH – S.R. 126 AND 300 NORTH

- Existing Condition: Five lane cross section with 12'+ lanes and standard bike lanes striped on shoulder. On-street parking has been removed. See below.



- Proposed Condition: Five lane cross section with lane widths reduced to 11 feet. Additional paint to create a buffered bike lane. See below.

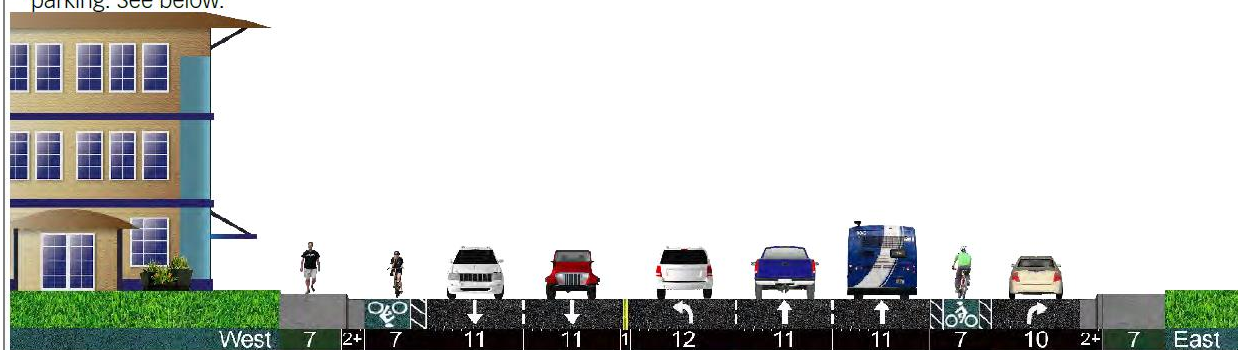


CITY HALL – S.R. 126 AND CENTER STREET – 100 FOOT RIGHT-OF-WAY

- Existing Condition: Five lane cross section with 12'+ lanes, right hand turn lane, wide radius corners, on-street parking, bike with traffic. See below.



- Proposed Condition: Five lane cross section with 11' lanes, reduced turning radius on the east side northbound lane, widened sidewalks, buffered bike lane, bike lane placed between thru and right turn movement, removal of on-street parking. See below.

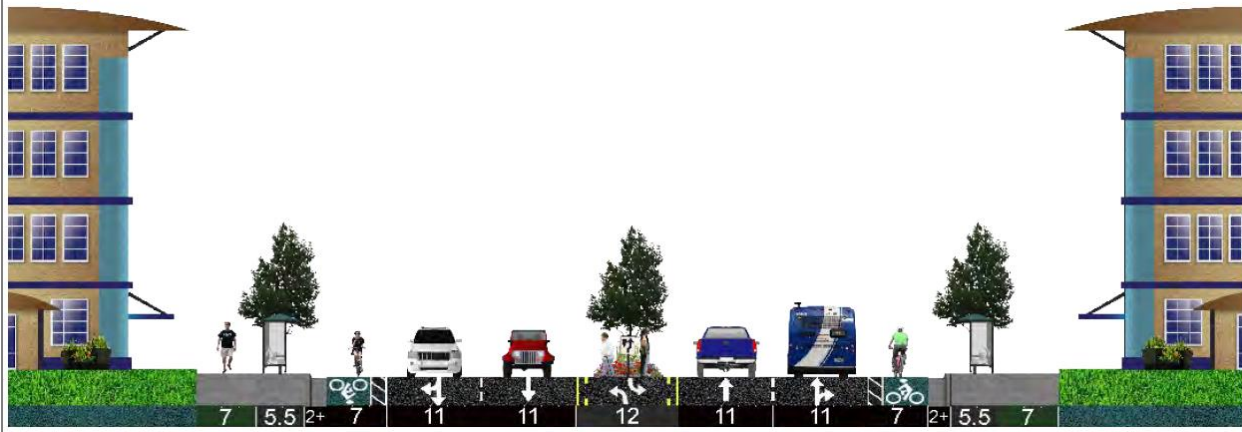


MABEY PLACE– S.R. 126 MID-BLOCK – 77 FOOT RIGHT-OF-WAY

- Existing Condition: Five lane cross section with 12'+ lanes, no right hand turn lane, multiple access points into various developments, bike with traffic. See below.



- Proposed Condition: Five lane cross section with 11 foot lanes, widened sidewalks, buffered bike lane, planted center median with pedestrian refuge, street trees, removal of on-street parking, access management into development. (This option would require approximately 10 feet of additional right-of-way to be acquired at the time of development). See below.



Implementing the Vision & Plan Development

In these sections of the SAP, the following items regarding bicycle infrastructure are identified. As part of Goal 4: Improve Multi-Modal Transportation Connections, the first strategy is to pursue the boulevard renovation with the installation of a separated bike lane as part of the renovation. Under the plan development section, the SR 126 corridor is identified as a “priority bike route” as indicated in the WFRM Regional Transportation Plan. Based upon information from the 2013 Utah Collaborative Active Transportation Study (UCATS), the SAP states that there is a high likelihood of increased bicycle and pedestrian activity if safer and better facilities were provided.

Summary - Creating Downtown Clearfield Small Area Plan

The SAP recommends that SR 126 undergo a boulevard renovation that includes the reduction of travel lanes from twelve feet (12') to eleven feet (11'), the reduction of a center median to be no greater than twelve feet (12') wide, and the removal of on-street parking that is replaced with a buffered bike lane in each direction.

DOWNTOWN CLEARFIELD FORM-BASED CODE

The Form Based Code was developed as a recommendation from the SAP. This recommendation was included in Goal 1: Modernizing Downtown Zoning. This goal recommended the development of a form-based code for the downtown corridor as Strategy 1 Option A. As originally adopted in June 2018 and most recently updated in February 2020 the Downtown Clearfield Form Based Code (FBC) includes development standards that align with the boulevard renovation vision recommended in the SAP. Each version of the code has included a center median no greater than twelve feet (12') wide and buffered bike lanes seven to seven and a half feet (7'-7'5') wide. In the most recent version of the code, the SR 126 corridor is split into two categories: 1) Urban Core Arterial and 2) Gateway Corridor Arterial. The Urban Core Arterial is the design standard for the stretch of SR 126 from 300 North down to 700 South. The Gateway Corridor Arterial is the design standard for the stretches between 650 North down to 300 North as well as from 700 South to the Frontrunner Station (Station Boulevard). As requested by UDOT during the creation of the form-based code, the Gateway Corridor Arterial design would not reduce any travel lanes or the center median but would still include the buffered bike lane. Each cross section is provided below for reference. The full development standards for each category are found on pages 41-42 of the FBC which are attached to this report.

Urban Core Arterial



Gateway Corridor Arterial



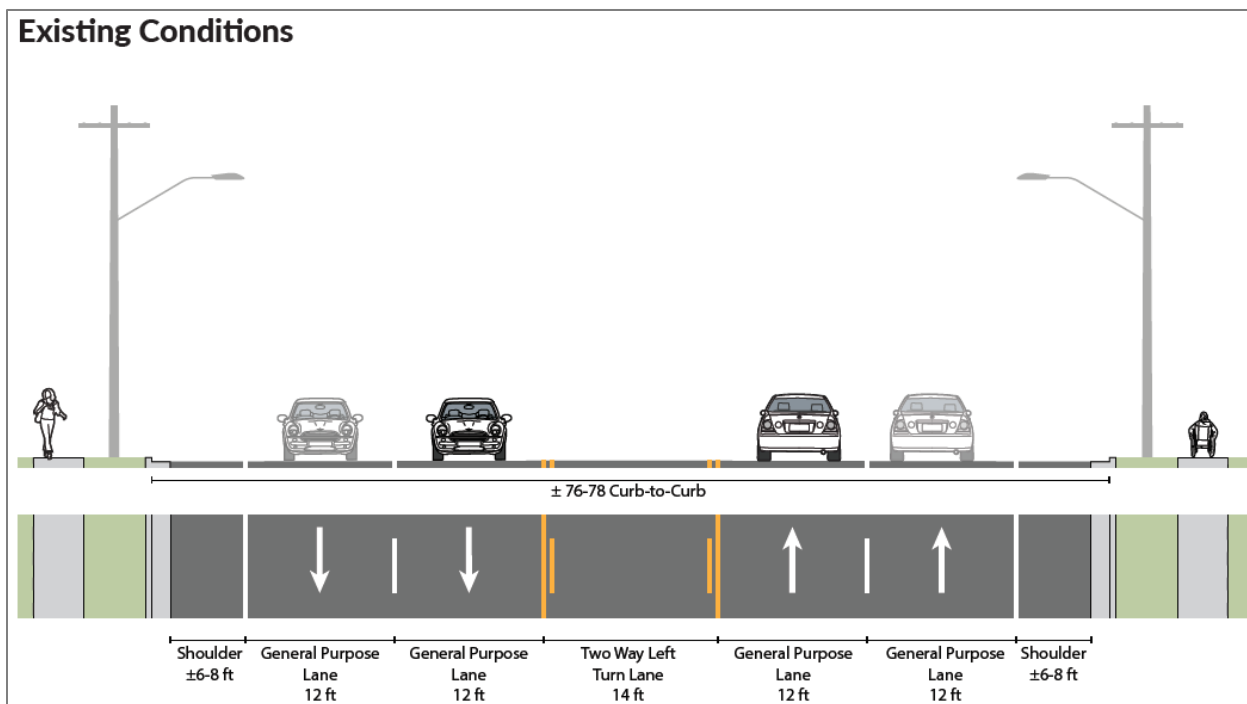
Summary - Downtown Clearfield Form Based Code

The update to the FBC was undertaken with the intent to have UDOT guidance and approval for the SR 126 design and boulevard renovation. Following multiple meetings with UDOT, the FBC was revised to provide the two arterial categories shown above. It has been the City's intent to have SR 126 renovated in accordance with these plans which UDOT previously accepted but is now unwilling to accept following a study about the SR 126 which is discussed later in this report. Due to the current changing nature of UDOT's feedback, developers and City staff are unable to have a clear direction on what improvements can be provided along the SR 126 corridor.

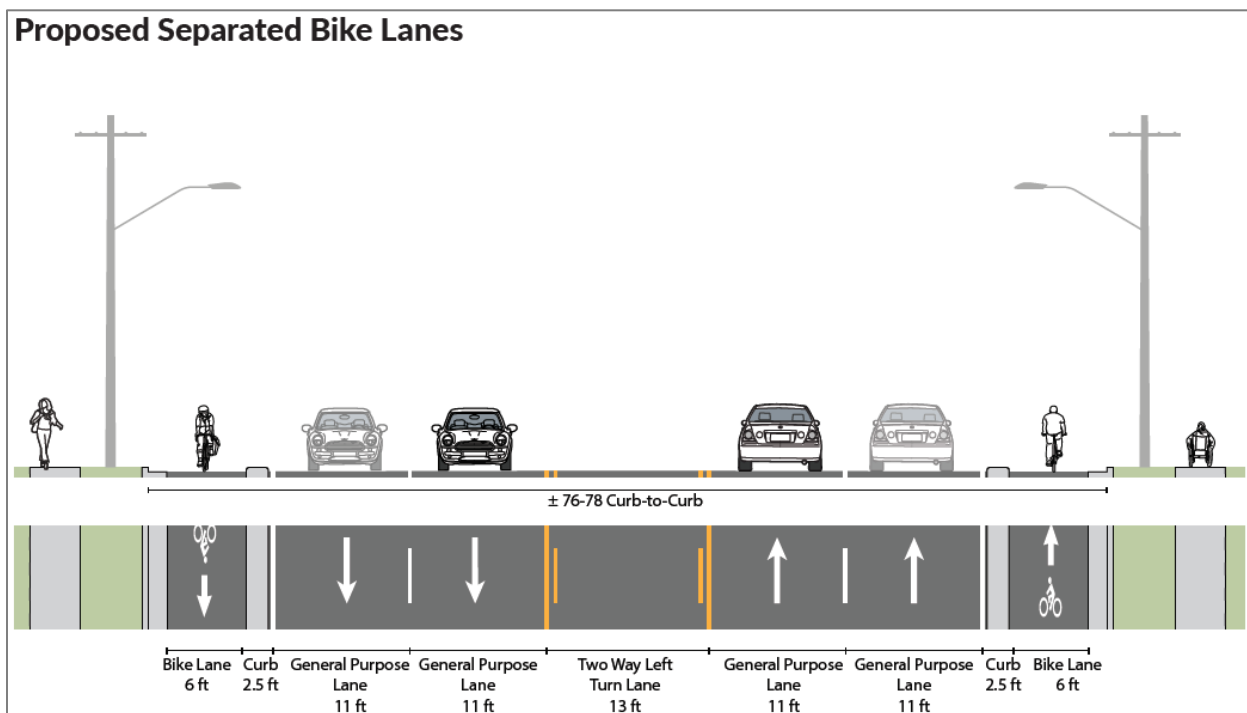
NORTH DAVIS COUNTY ACTIVE TRANSPORTATION IMPLEMENTATION PLAN – DRAFT

The North Davis County Active Transportation Implementation Plan is the result of a collaborative effort between Clearfield, Syracuse, West Point, Clinton, and Sunset City to create a cross jurisdictional interconnected active transportation system. The system will not only allow users to travel between each community, but also within each community on routes that are convenient, safe and connected to key destinations. Similar to the SAP and the FBC, the draft active transportation implementation plan (ATIP) recommends separated bike lanes along SR 126. The final design would include a curb separated protected bike lane and similar travel lane and center turn lane widths to those found in the SAP and FBC. Recognizing that this final design is likely years into the future, the ATIP includes an interim treatment with buffered bike lanes that match the design shown in the FBC. Below are the cross-sections from this plan. The full concept design is included as an attachment to this report.

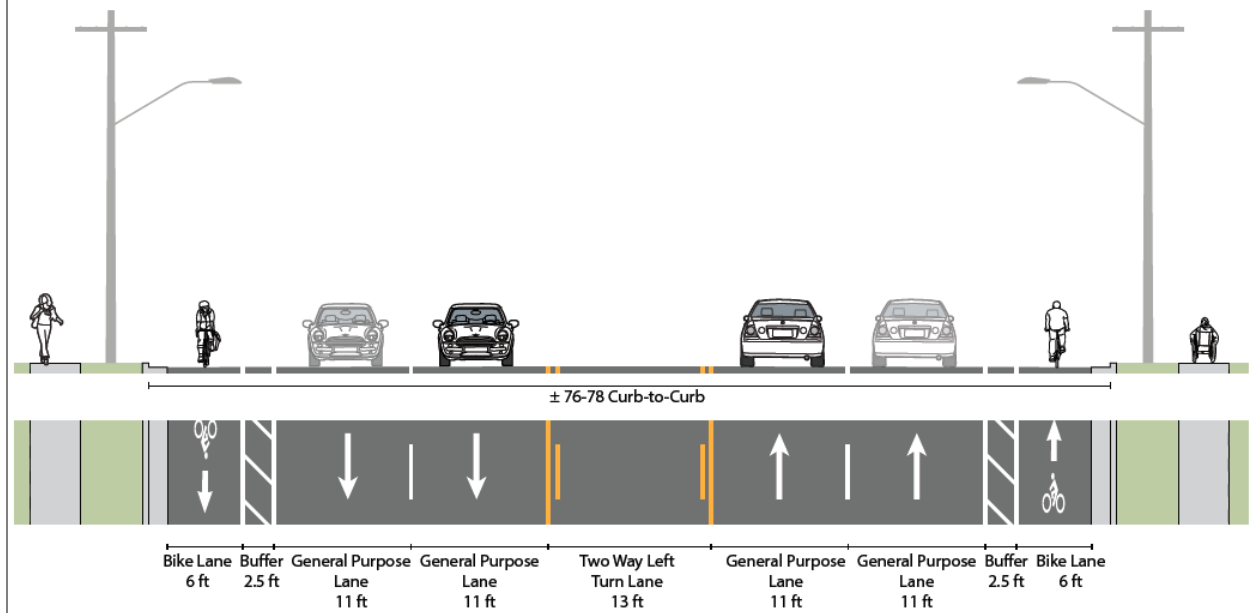
Existing Conditions



Proposed Separated Bike Lanes



Interim treatment: Buffered Bike Lanes



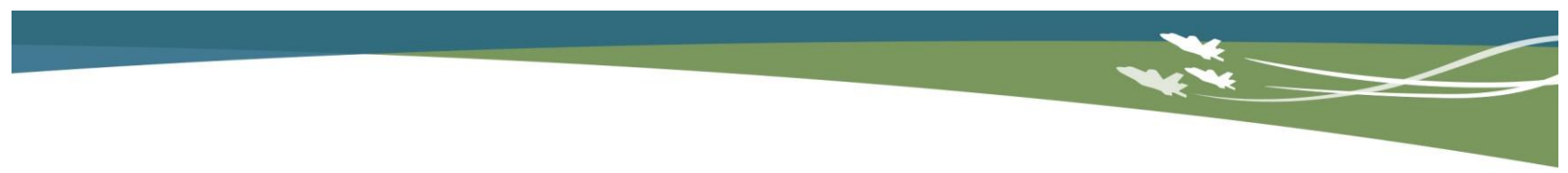
Summary – North Davis County ATIP

The North Davis County ATIP builds off the SAP and the FBC by emphasizing the design buffered and eventually curb separated bike lanes. This design has also received push back from UDOT staff but will need acceptance and coordination to meet implementation.

UDOT REGION 1 SR 126 STUDY

Like the efforts with the FBC, UDOT was initially supportive of design of the ATIP with input from the UDOT Planning Director and Active Transportation Manager. Support was also expressed by staff at the Region 1 office that oversees state routes in Clearfield. During the creation of the ATIP and the updates to the FBC, the UDOT Region 1 office chose to undertake a study of the SR 126 corridor to analyze all of the requests and development that is occurring within the communities that SR 126 is located. Following this study, support for active transportation and the boulevard renovation in Clearfield has been pulled and staff has struggled to regain that original support and approval granted by UDOT in the beginning stages of these projects. Support which was crucial for staff to confidently move forward with the creation of these plans.

Due to these challenges presented by UDOT, staff is seeking guidance from the Mayor and City Council regarding the pursuit of bike lanes or to shift and push for on-street parking along the SR 126 corridor



in the downtown area. Additionally, staff sees that Mayoral and Council support is necessary to move forward in these coordination efforts with UDOT to achieve the vision and final design of SR 126 that is best for Clearfield City.

CORRESPONDING POLICY PRIORITY (IES)

Improving Clearfield's Image, Livability and Economy

The boulevard renovation and all other proposed improvements for the SR 126 corridor that have been reviewed in this staff report are intended to address this policy priority. They do so by beautifying the corridor and encouraging high quality economic development and accessibility.

FISCAL IMPACT

The creation of bike lanes or on-street parking along the SR 126 corridor can be tied to development as it occurs but it would best to address as a singular project to ensure that the improvements match along the corridor. Staff has discussed funding options with WFRC staff for the design and construction of these improvements. There is no immediate fiscal impact, but in the future when the infrastructure is installed there may likely be a need to fund at least a portion of the project.

ALTERNATIVES

The City Council may present alternatives to those not reviewed by staff. At this point, staff is seeking guidance on whether to continue with the boulevard renovation design and bicycle infrastructure identified in current planning documents, or to pursue on-street parking and not active transportation infrastructure.

SCHEDULE / TIME CONSTRAINTS

The North Davis County ATIP is completed and ready for review and adoption by the participating communities. Due to the issues with UDOT, the project has exceeded the project timeline and should be completed as soon as possible. Based upon the feedback from the Mayor and City Council, additional coordination with UDOT will need to occur that will hopefully produce an agreed upon solution in the near future.

LIST OF ATTACHMENTS

- Creating Downtown Clearfield Small Area Plan
- Downtown Clearfield Form-based Code Street Design Sections
- North Davis County ATIP State Street Design Pages

5.0 Street & Streetscape Standards

5.11 State/Main Street Highway 126 - Urban Core Arterial

1. Intent

This Street Type is for State/Main, which is State Highway 126, in the Urban Core of Downtown Clearfield between 300 North and 700 South. This is a high capacity regional thoroughfare, that acknowledges the Downtown Clearfield context. Figure 5.11 (1).

2. General Requirements

State/Main Street - Urban Core shall be developed using the standards in Table 5.11 (1).



Table 5.11 (1) Urban Core Arterial Requirements

Permitted Adjacent Districts	UC, UR, CV, TC
Permitted Adjacent Building Types	Civic , Mixed-Use, Multi-Family, Office
Typical Right-of-Way Width	103'
Vehicular Realm	
Travel Lanes	2 lanes in each direction
Lane Width	11'
Turn Lanes	Per UDOT corridor agreement
Parking Lanes	Optional Parallel, as ROW allows
Pavement Width	72'
Median	12' Planted Median with turn lane pockets (includes 1' shy distance on each side of median)
Bicycle Facilities	7.5' Protected Bike Lanes (2' buffer; 5.5' travel lane)
Pedestrian Realm	
Pedestrian Facilities	Minimum 8' wide clear sidewalk
Street Buffer	Minimum 7.5' hardscape



5.12 700 South; State/Main - Gateway Corridor

1. Intent

This Street Type is for State/Main, which is State Highway 126, in the areas leading into the Urban Core of Downtown Clearfield (north of 300 North and South of 700 South), and for 700 South Street, which is State Highway 193. These roads are high capacity regional thoroughfares, see Figure 5.12 (1).

2. General Requirements

700 South shall be developed using the standards in Table 5.12 (1).



Table 5.12 (1) Gateway Corridor Arterial Requirements

Permitted Adjacent Districts	TC, TR, CC
Permitted Adjacent Building Types	Civic, Commercial, Mixed-Use, Office
Typical Right-of-Way Width	108' - 110'
Vehicular Realm	
Travel Lanes	2 lanes in each direction
Lane Width	12' on 700 South (Hwy 193) 11' - 12' on State/Main (Hwy 126)
Turn Lanes	Per UDOT corridor agreement
Parking Lanes	Optional Parallel, as ROW allows
Pavement Width	78' - 82'
Median	14' Planted Median with turn lane pockets (includes 1' shy distance on each side)
Bicycle Facilities	7.5' Protected Bike Lanes (2' buffer; 5.5' travel lane)
Pedestrian Realm	
Pedestrian Facilities	Minimum 6' wide clear sidewalk
Street Buffer	Minimum 8' planted



State Street

From 800 N to 1525 S



Project Summary

Clearfield City's 'Creating Downtown Clearfield' plan contains a set of goals to transform State Street (SR-126) into a boulevard that supports a vibrant downtown corridor, including recommendations to "incorporate safe, separated bike lanes into all street configurations" and enhance overall safety for all road users. To support these goals, this Plan recommends the addition of separated bike lanes on State Street and Main Street from 1525 S to 800 N. To establish an implementation plan, Clearfield should coordinate with UDOT's concurrent efforts in the SR-126 Corridor Study.

Estimated Cost: \$2.48 million

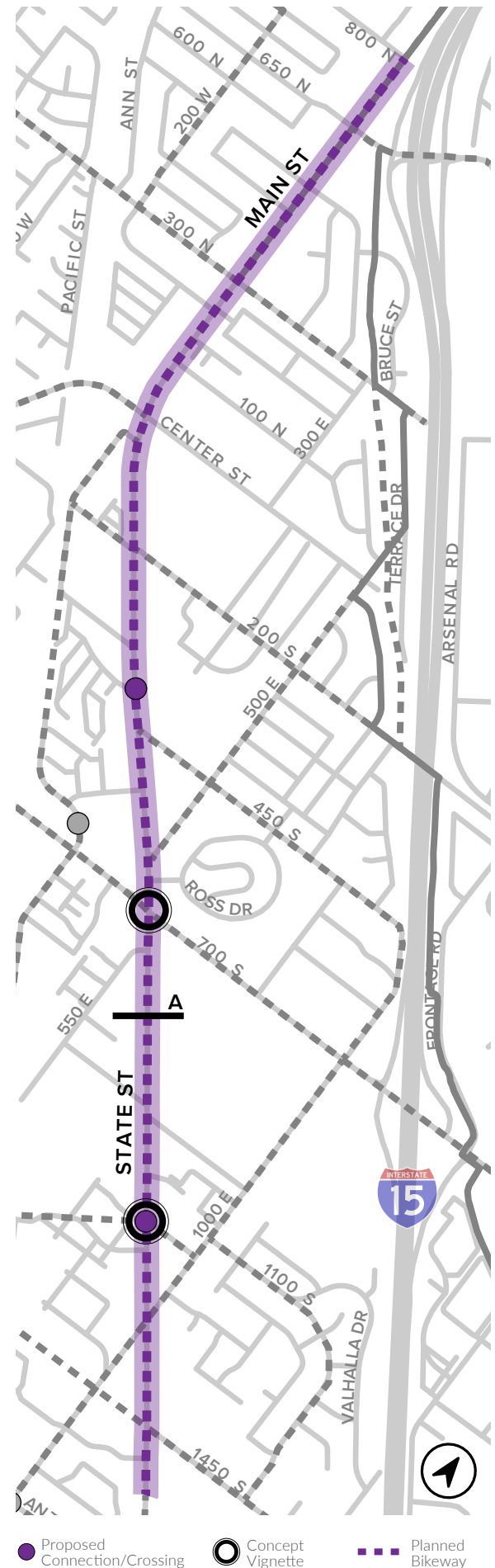
Benefits

ENHANCED NORTH/SOUTH CONNECTION FOR ALL MODES SR-126 already serves as a significant north/south connection for vehicles in Clearfield. Buffered bike lanes will provide increased comfort for bicyclists and pedestrians traveling along the corridor while providing safer access to and from transit and other destinations along the downtown corridor, whereas parallel routes such as the Denver and Rio Grande Western Rail Trail and the Clearfield Canal Trail require substantial out-of-direction travel to connect to Clearfield's Downtown.

IMPROVED SAFETY FOR EVERYONE State Street is an uncomfortable and unsafe corridor for the average person traveling by bike, given the current high vehicle volumes (AADTs of 17,000 to 26,000 across the corridor) and speed limits of 40 MPH or higher. Buffered bike lanes provide greater distance between vehicles and bicyclists, enhancing safety and comfort for a broader range of users.

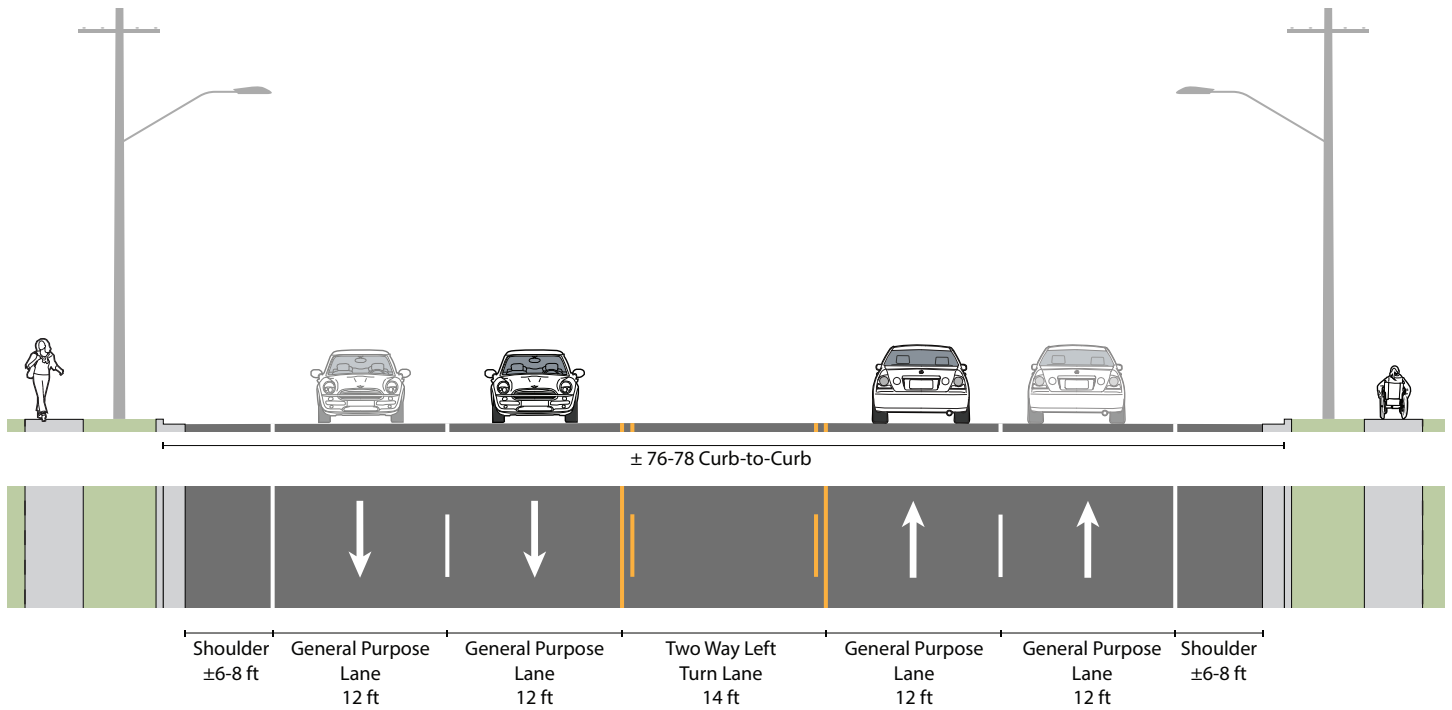
Key Considerations

- Any on-street parking currently allowed on State Street would be removed
- Bus pull-out locations should strive to minimize bus/bicyclist/transit user conflicts

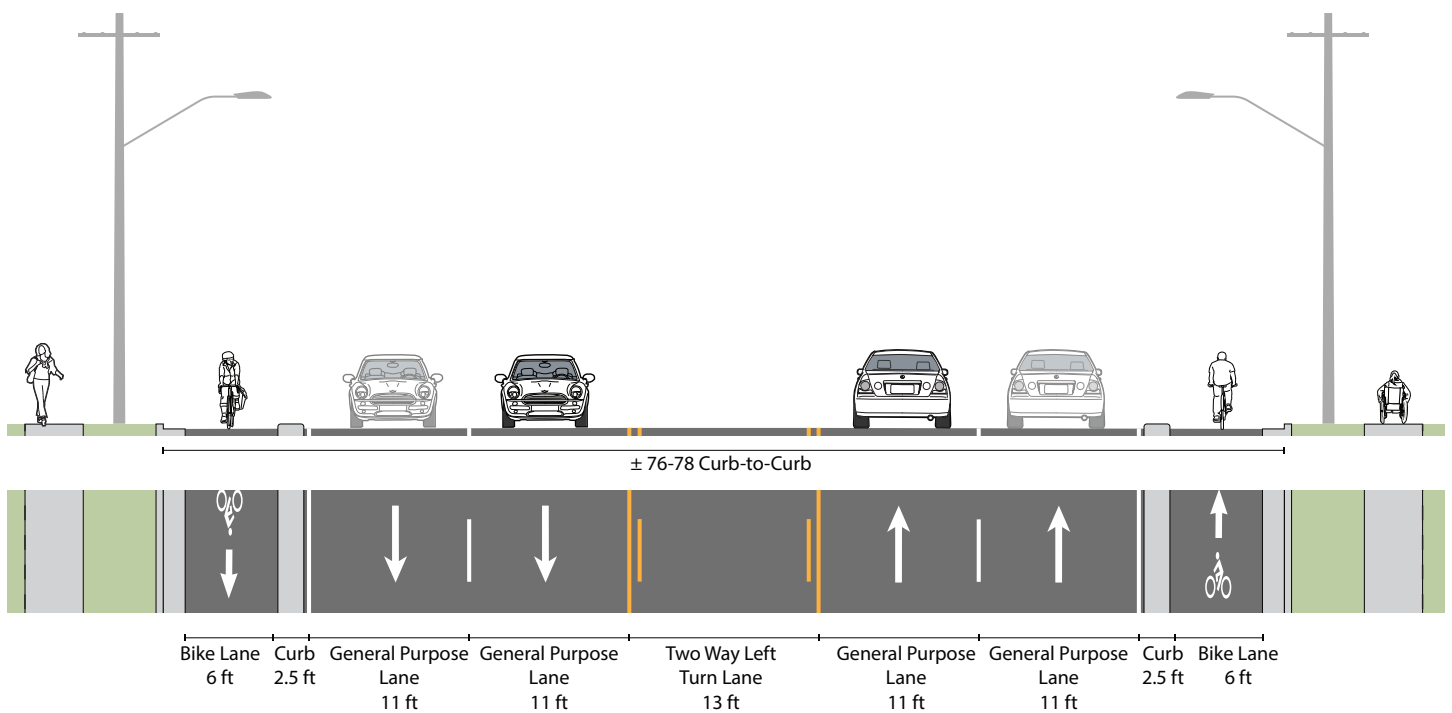


Typical Cross Section **A**

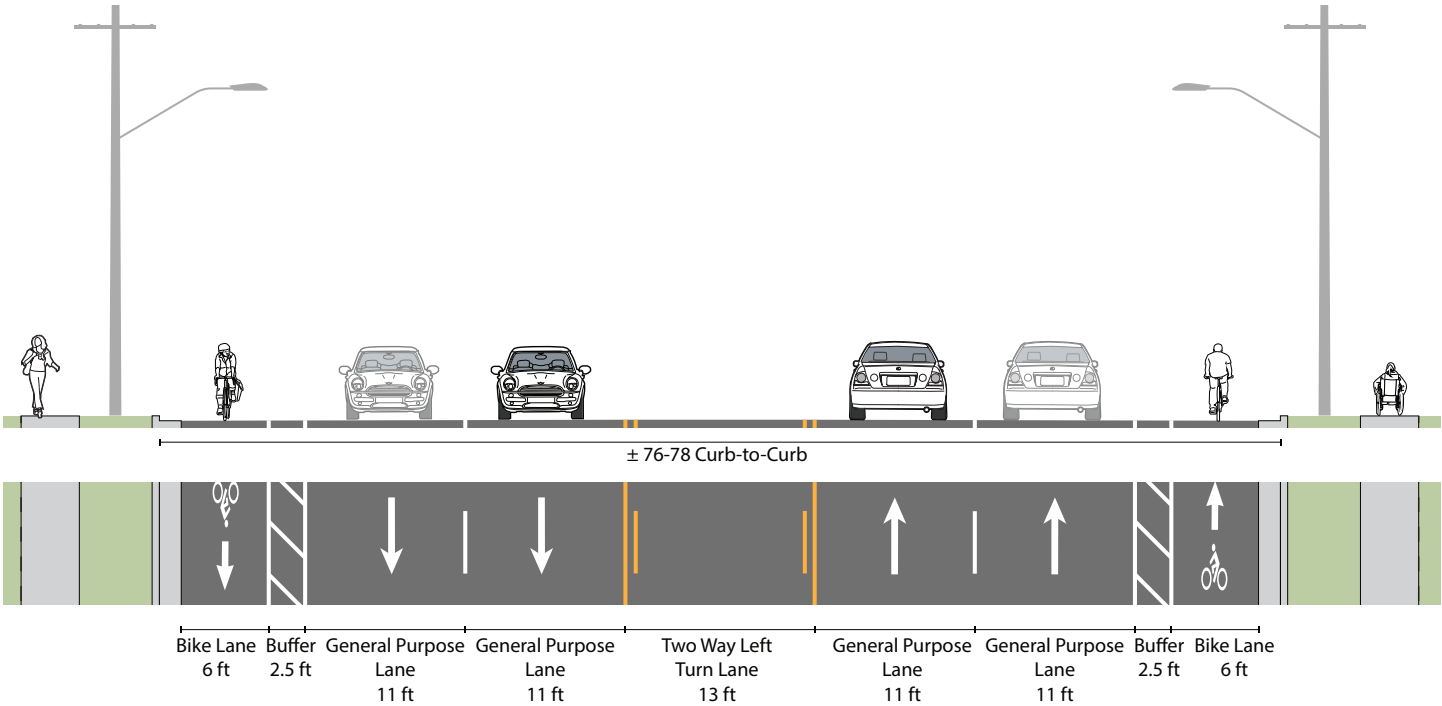
Existing Conditions



Proposed Separated Bike Lanes



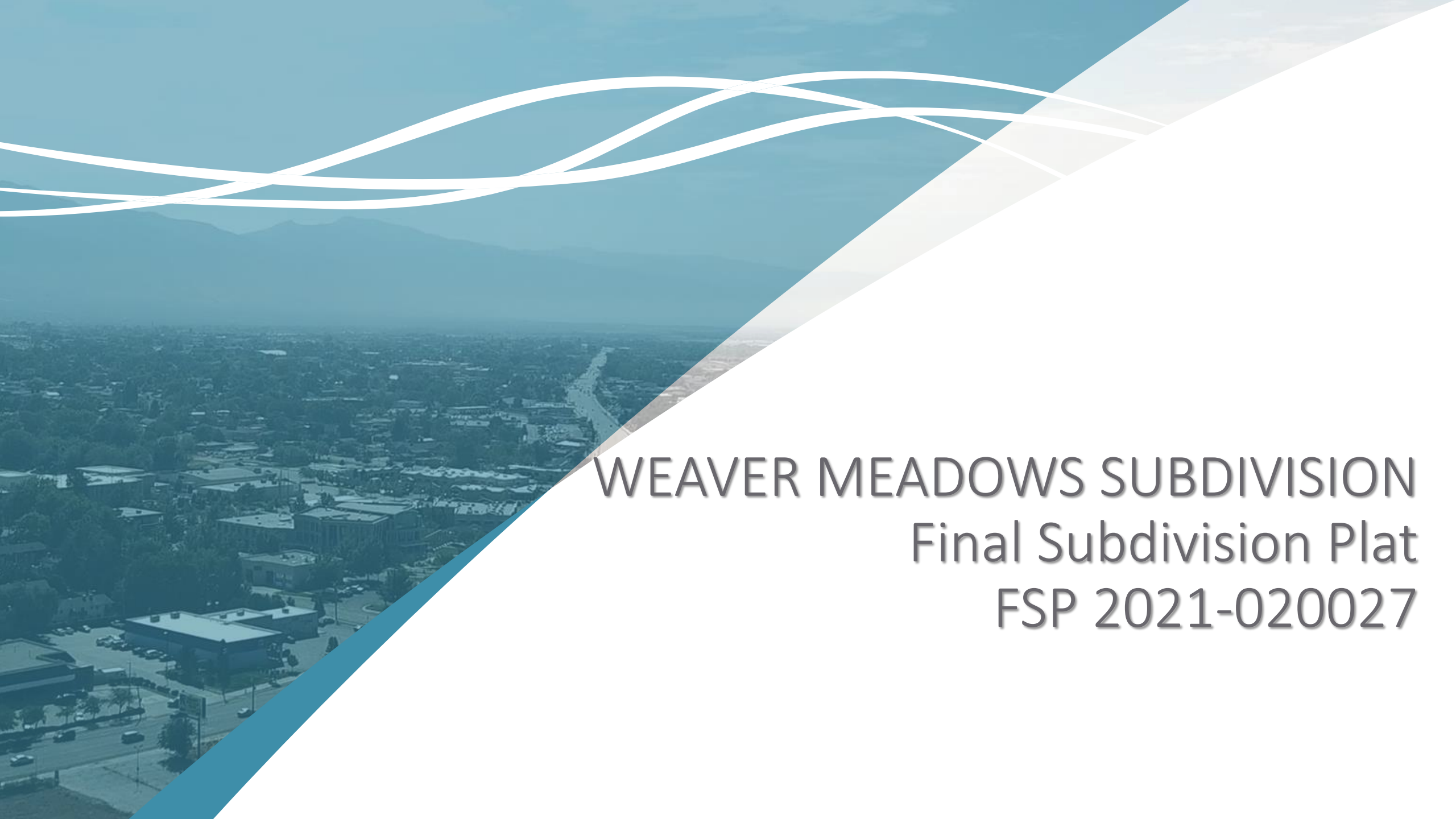
Interim treatment: Buffered Bike Lanes



Clearfield City Council Work Session

April 27th, 2021





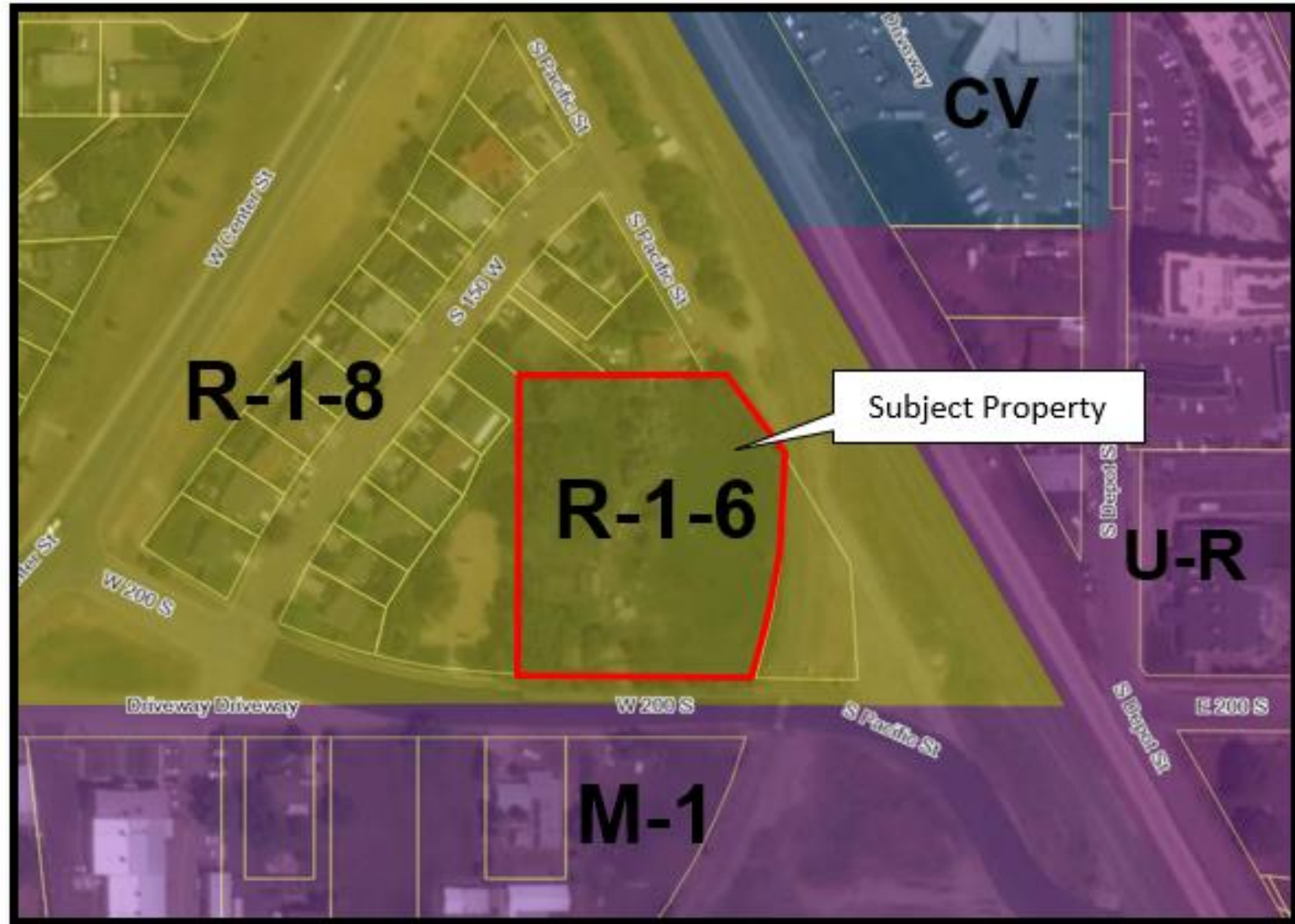
WEAVER MEADOWS SUBDIVISION
Final Subdivision Plat
FSP 2021-020027



Background Information

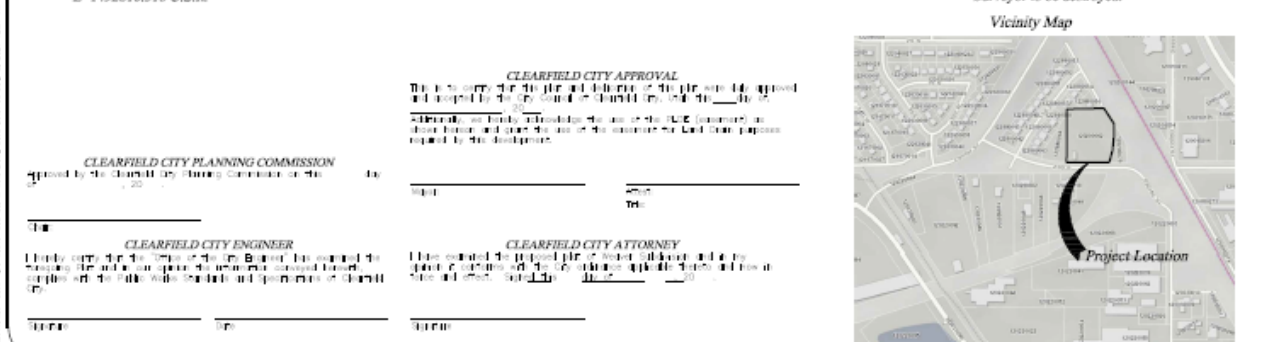
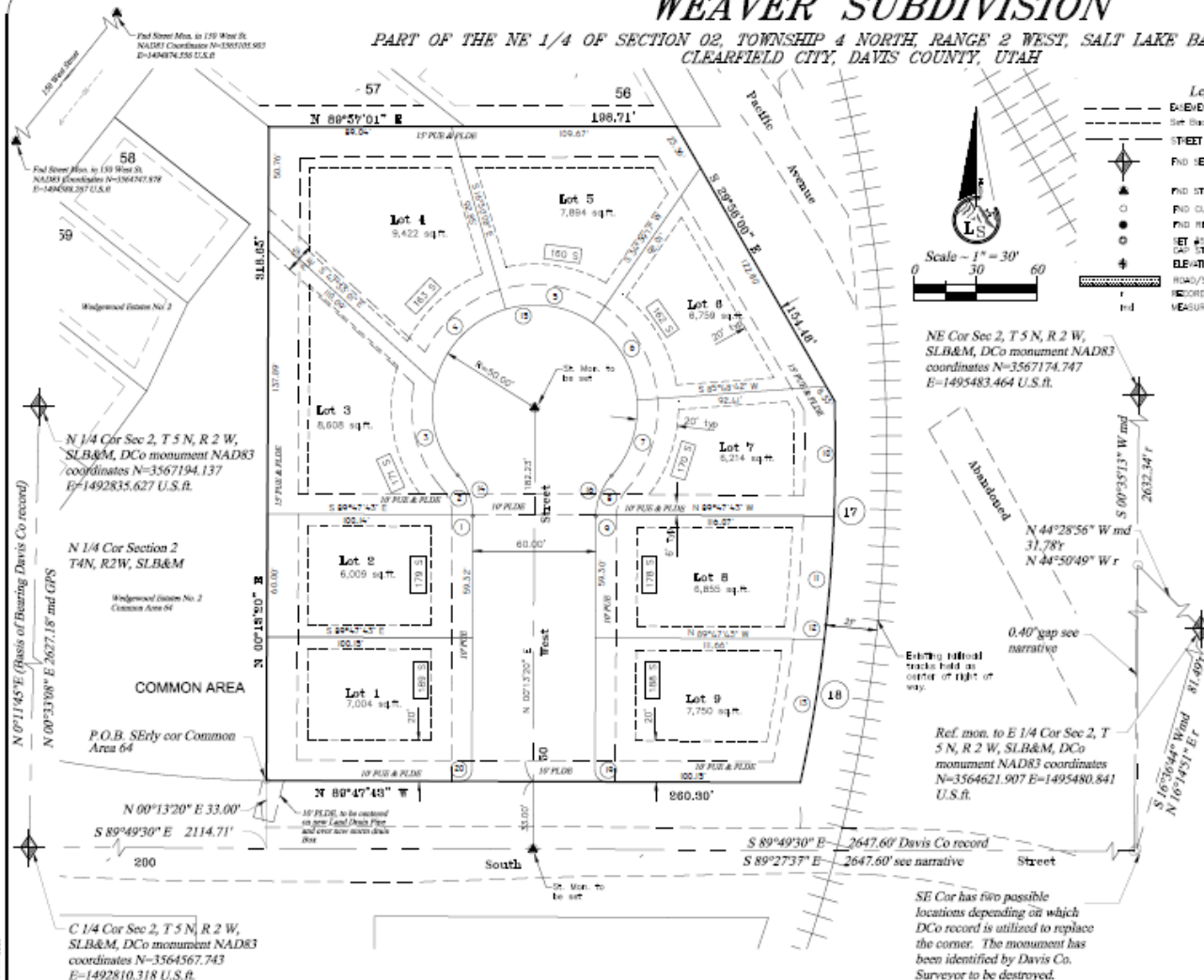
- Rezoned from R-1-8 to R-1-6.
- 9-Lot single-family subdivision
- Preliminary approval granted in April 2020.
- Lot frontages for lots 5 & 6 need to be revised to be a minimum of fifty feet (50').

Aerial Image & Zoning



WEAVER SUBDIVISION

PART OF THE NE 1/4 OF SECTION 02, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH



Curve No.	Length	Radius	Chord	Angle	Area
1	10.11	30.00	10.00	180.00	0.00
2	10.11	30.00	10.00	180.00	0.00
3	10.11	30.00	10.00	180.00	0.00
4	10.11	30.00	10.00	180.00	0.00
5	10.11	30.00	10.00	180.00	0.00
6	10.11	30.00	10.00	180.00	0.00
7	10.11	30.00	10.00	180.00	0.00
8	10.11	30.00	10.00	180.00	0.00
9	10.11	30.00	10.00	180.00	0.00
10	10.11	30.00	10.00	180.00	0.00
11	10.11	30.00	10.00	180.00	0.00
12	10.11	30.00	10.00	180.00	0.00
13	10.11	30.00	10.00	180.00	0.00
14	10.11	30.00	10.00	180.00	0.00
15	10.11	30.00	10.00	180.00	0.00
16	10.11	30.00	10.00	180.00	0.00
17	10.11	30.00	10.00	180.00	0.00
18	10.11	30.00	10.00	180.00	0.00
19	10.11	30.00	10.00	180.00	0.00
20	10.11	30.00	10.00	180.00	0.00

Landmark Surveying, Inc.
 4440 South 200 West, #1-3
 West Jordan, UT 84088
 801-733-4072

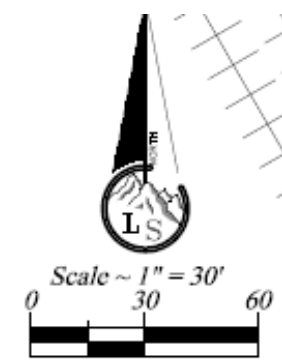
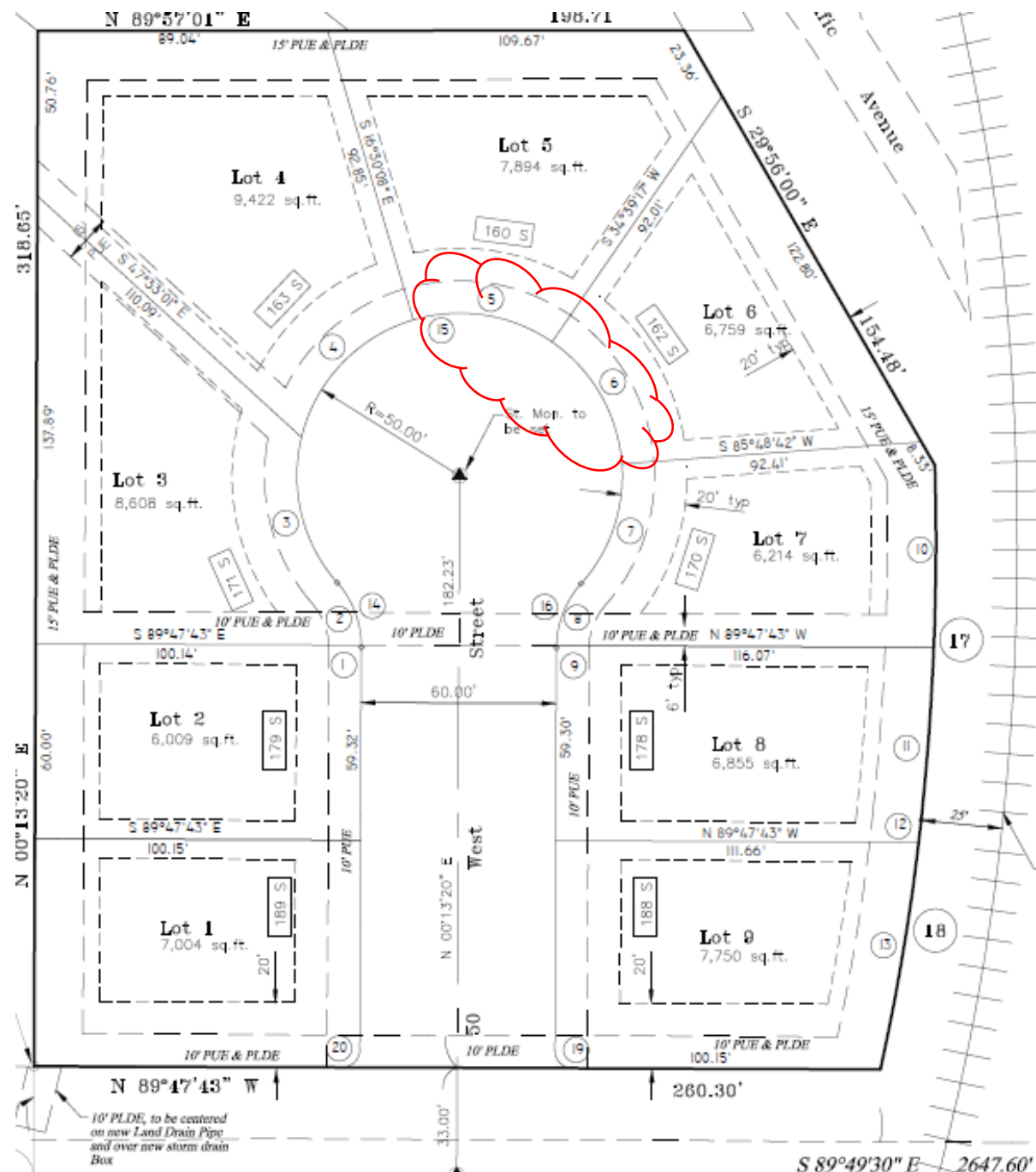
Developer: Kyle M. Weaver
 Address: _____
 Phone: 801-600-1771

NE 1/4 of Section 2, Township 4 North, Range 2 West, Salt Lake Base and Meridian.

Subdivision
 DRAWN BY: EOW
 CHECKED BY: _____
 DATE: July 10, 2020
 PLOT: 1001

Davis County Recorder
 By: _____
 Date: _____, 2019

By: _____
 Date: _____, 2019



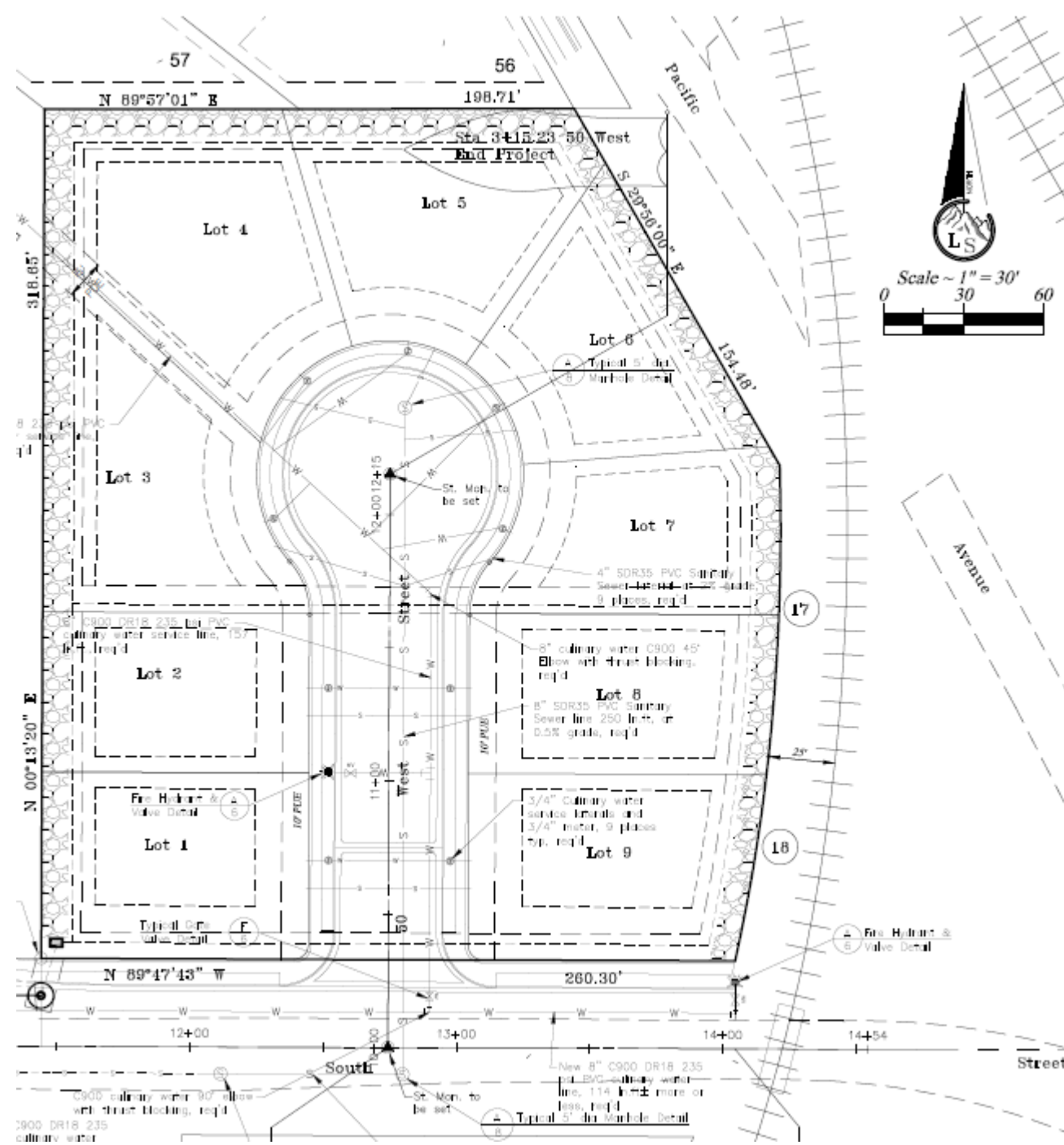
NE Cor Sec 2, T 5 N, 1
SLB&M, DCo monum
coordinates $N=356717$
 $E=1495483.464$ U.S.ft.

Abandoned
 $N 44^\circ 31.7'$
 $N 44^\circ$
 $0.40'$ ga.
narrativ

Ref. mon. to E 1/4 C
5 N, R 2 W, SLB&M
monument NAD83 c
 $N=3564621.907$ E=1
U.S.ft.

$S 89^\circ 49' 30" E$ 2647.60' Davis Co record

Utilities



Planning Commission Recommendation – Final Plat

On April 7, 2021, the Planning Commission forwarded a recommendation of **APPROVAL** to the Clearfield City Council for **FSP 2021-020027**, a final subdivision plat request by Shelly Eskelson for a 9-Lot single-family subdivision for the property located at 50 West 200 South (TIN: 12-020-0062). This recommendation is based on the discussion and findings in the Staff Report and is subject to the following conditions of approval:

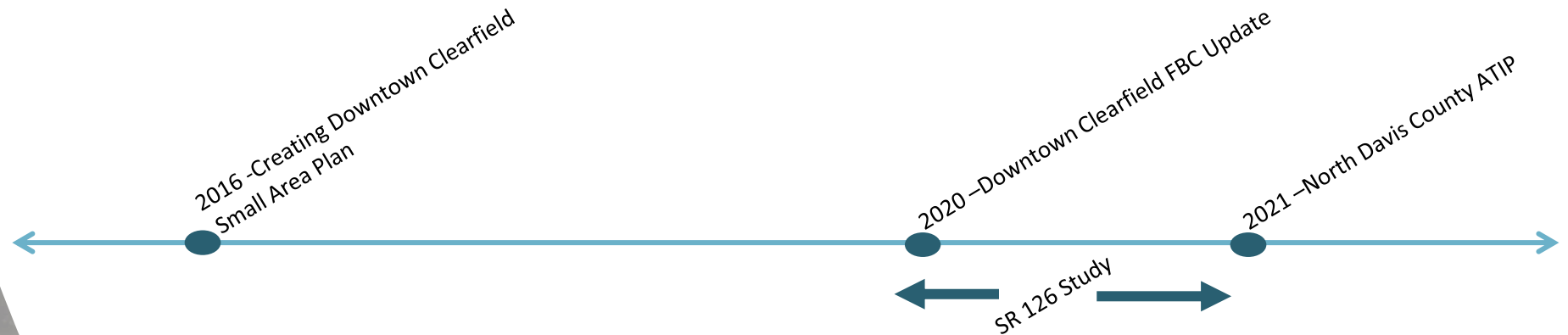
- 1) Plans shall be revised to address Clearfield City Engineering requirements prior to the resubmittal of the plat and plans for final land use approval.
- 2) Lots 5 & 6 shall be revised to have a minimum frontage width of fifty feet (50') as required by ordinance.
- 3) A six foot (6') tall non-climbable fence shall be installed along the railroad right-of-way as required by ordinance.
- 4) If a retaining wall for the grade change is necessary, the wall shall be engineered and constructed in accordance with approved engineering and construction standards.
- 5) The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surrounding the perimeter of the subdivision. This includes, but is not limited to: curb and gutter, sidewalks, landscaping park strip improvements, driveways, etc.
- 6) An Escrow agreement will be subject to approval by the City Engineer and City Attorney and an escrow account shall be established prior to obtaining any permits being issued for the properties or plat being recorded. Installation of required improvements or an escrow account shall be established prior to recordation of the Final Plat as outlined in 12-4-6.



STATE ROUTE 126 DISCUSSION (UDOT Coordination, Bike Lanes, On Street Parking)

Background Information

- SR 126 “Boulevard Renovation” in Creating Downtown Clearfield Small Area Plan
 - Removal of on-street parking
 - Buffered Bike Lanes
- Downtown Clearfield Form Based Code
 - Urban Core and Gateway Corridor Arterial
 - Buffered Bike Lanes
- North Davis County Active Transportation Implementation Plan
 - Protected Bike Lanes – Interim Treatment of Buffered Bike Lanes
- SR 126 Study by UDOT -> Blew everything up!



Can't have it both ways.....

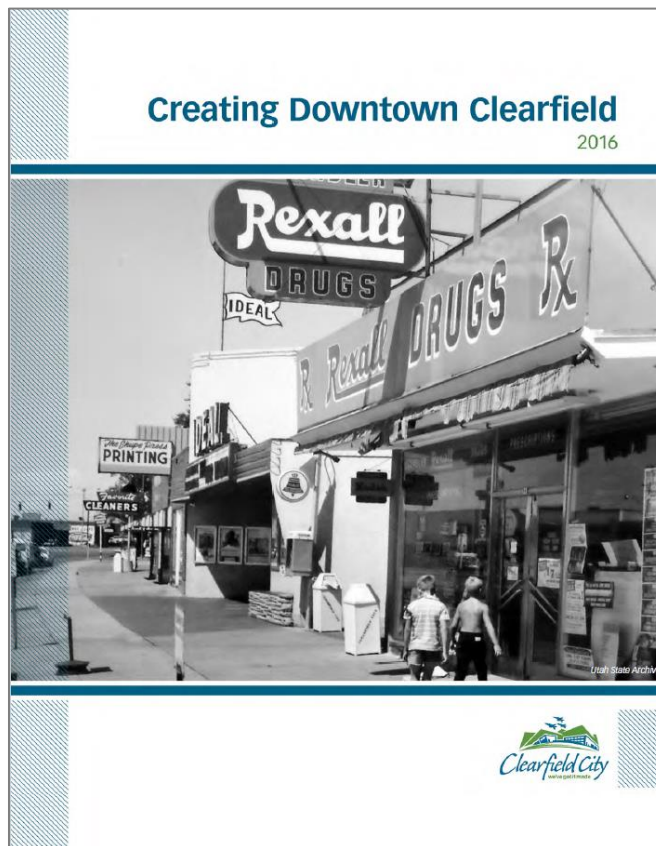
Bicycle Infrastructure

- *Part of and supported by all current plans*
- *Can fit within existing Right of Way*
- *Connect bike lanes already on SR 126*

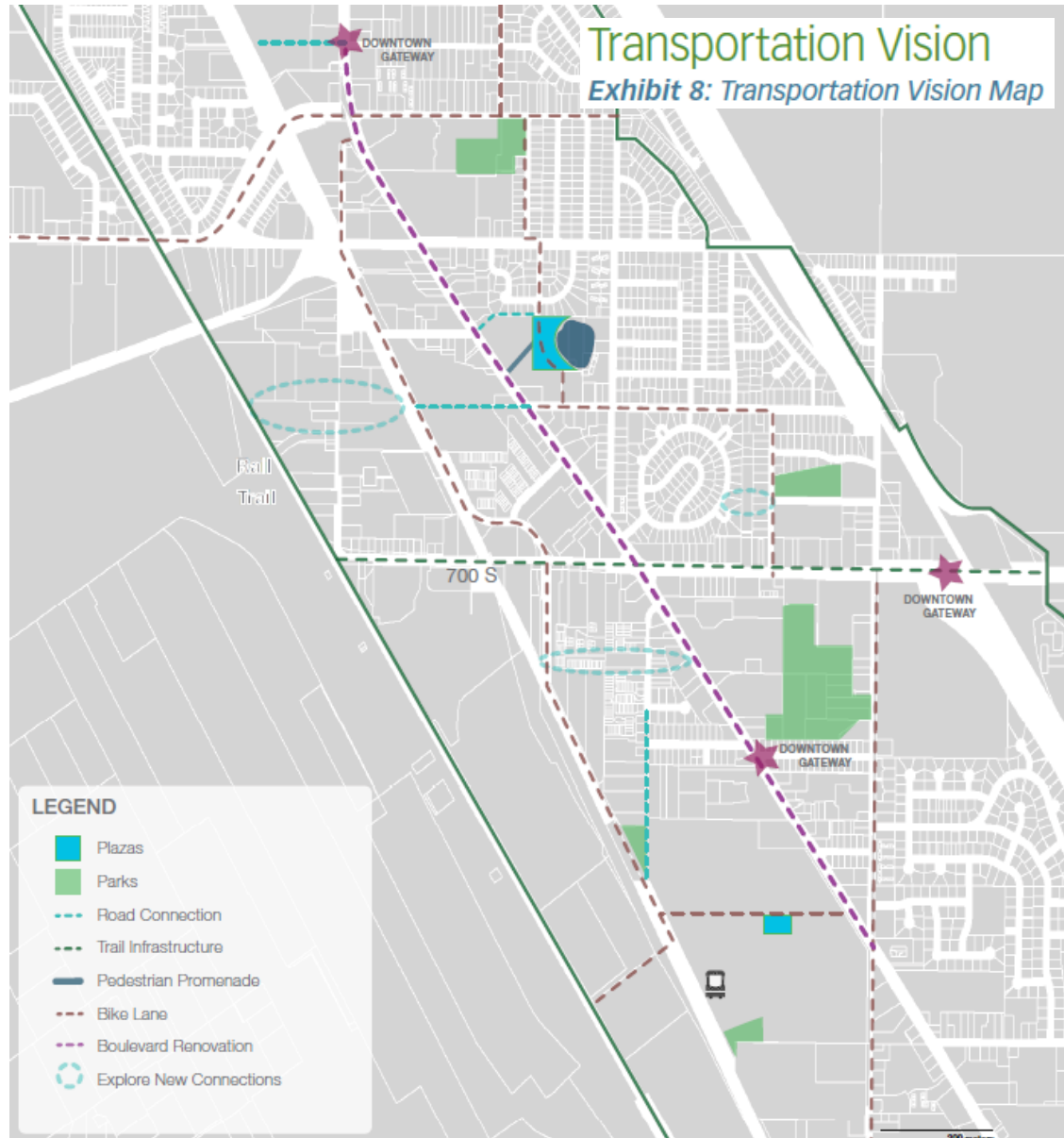
On-Street Parking

- *Not supported or included in current plans. Removal recommended in SAP.*
- *Supportive of commercial uses.*
- *Require additional right of way width. 9' min. width. Need spacing from travel lanes.*

Creating Downtown Clearfield Small Area Plan

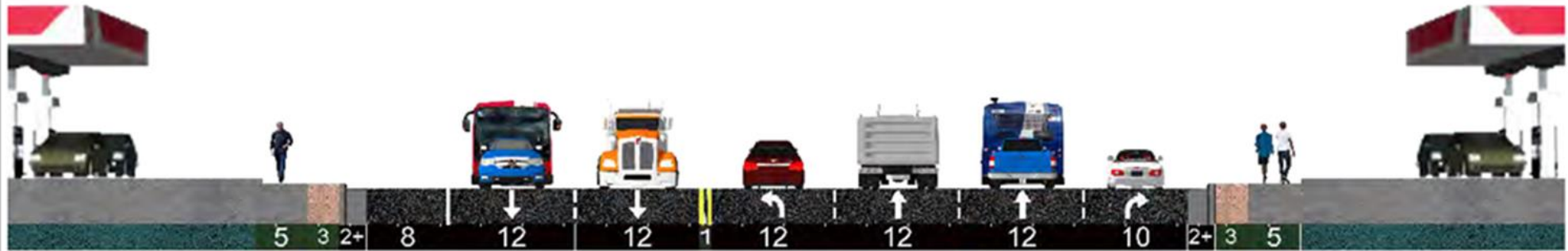


- *Boulevard Renovation*
 - 11' travel lanes
 - 12' Median (Planted in areas)
 - 6'-7' buffered bike lane
 - Removal of on-street parking

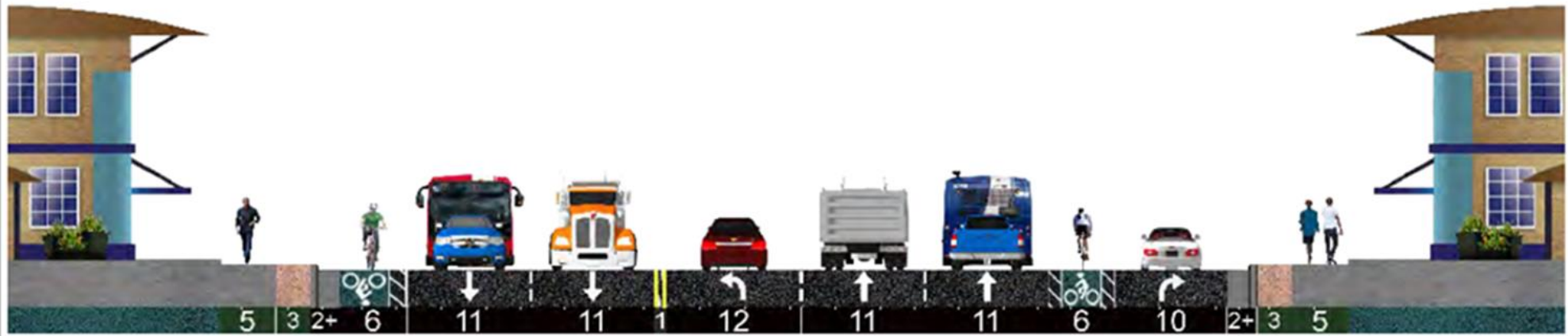


NORTH – S.R. 126 AND 300 NORTH

- Existing Condition: Five lane cross section with 12'+ lanes and standard bike lanes striped on shoulder. On-street parking has been removed. See below.

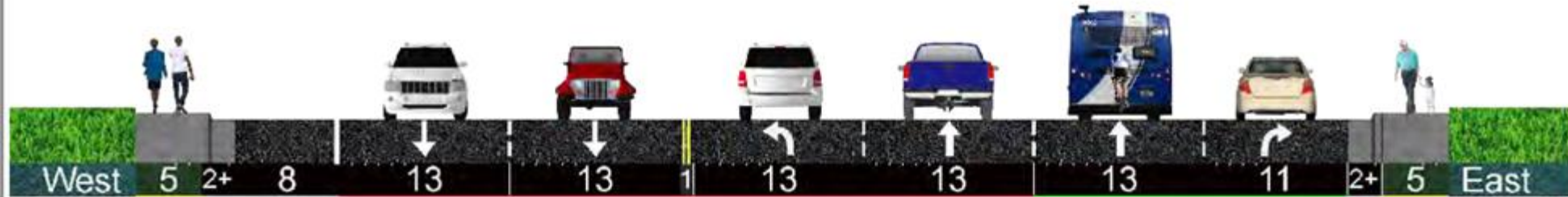


- Proposed Condition: Five lane cross section with lane widths reduced to 11 feet. Additional paint to create a buffered bike lane. See below.

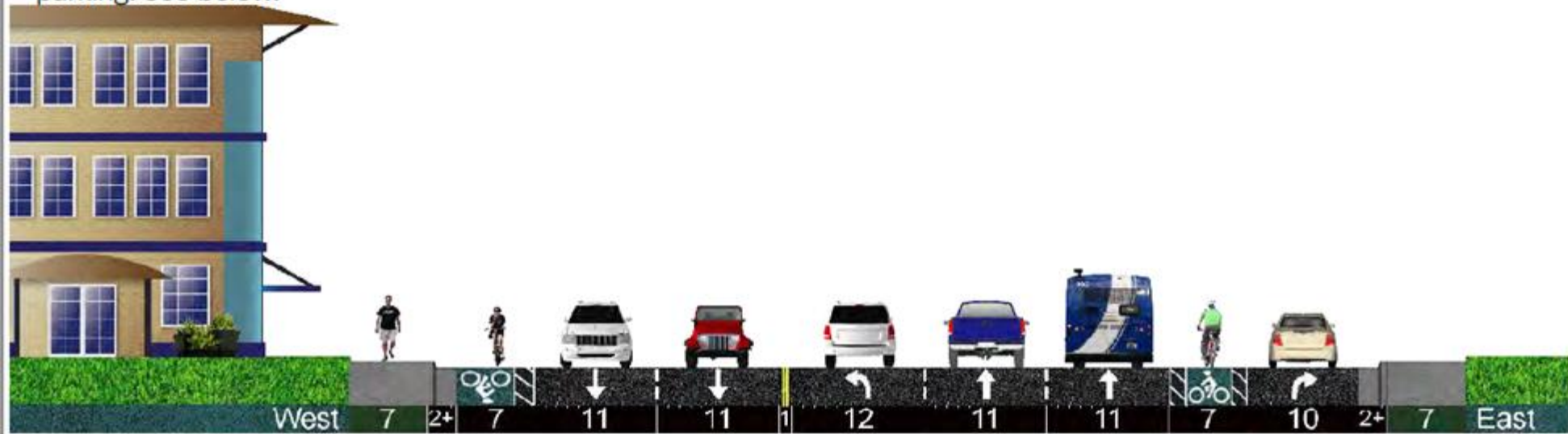


CITY HALL – S.R. 126 AND CENTER STREET – 100 FOOT RIGHT-OF-WAY

- Existing Condition: Five lane cross section with 12'+ lanes, right hand turn lane, wide radius corners, on-street parking, bike with traffic. See below.

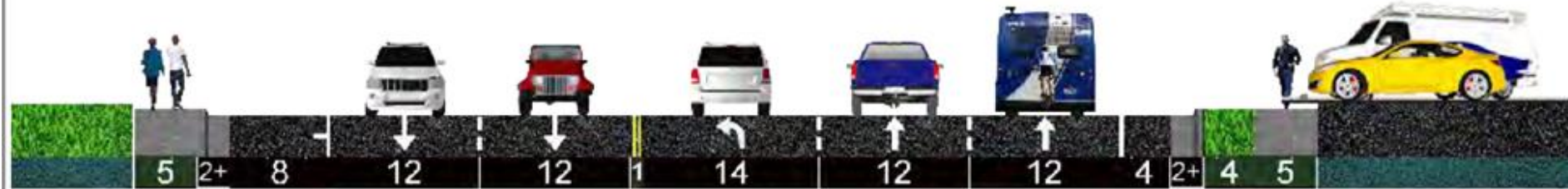


- Proposed Condition: Five lane cross section with 11' lanes, reduced turning radius on the east side northbound lane, widened sidewalks, buffered bike lane, bike lane placed between thru and right turn movement, removal of on-street parking. See below.

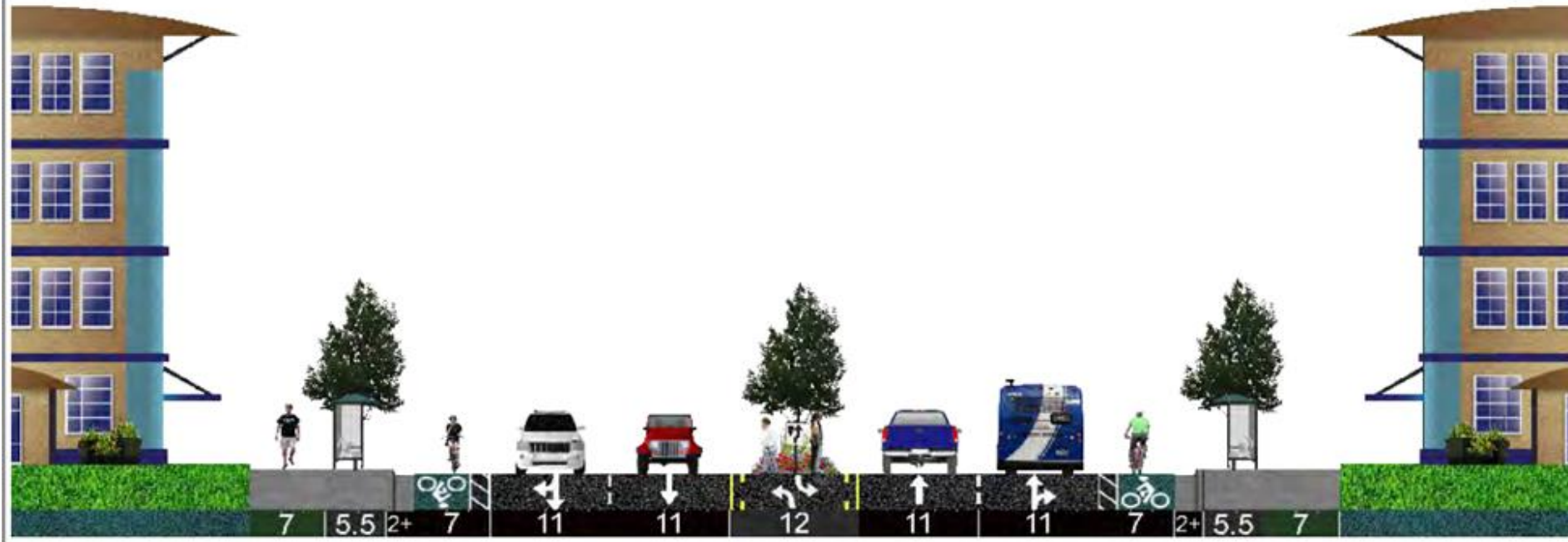


MABEY PLACE- S.R. 126 MID-BLOCK – 77 FOOT RIGHT-OF-WAY

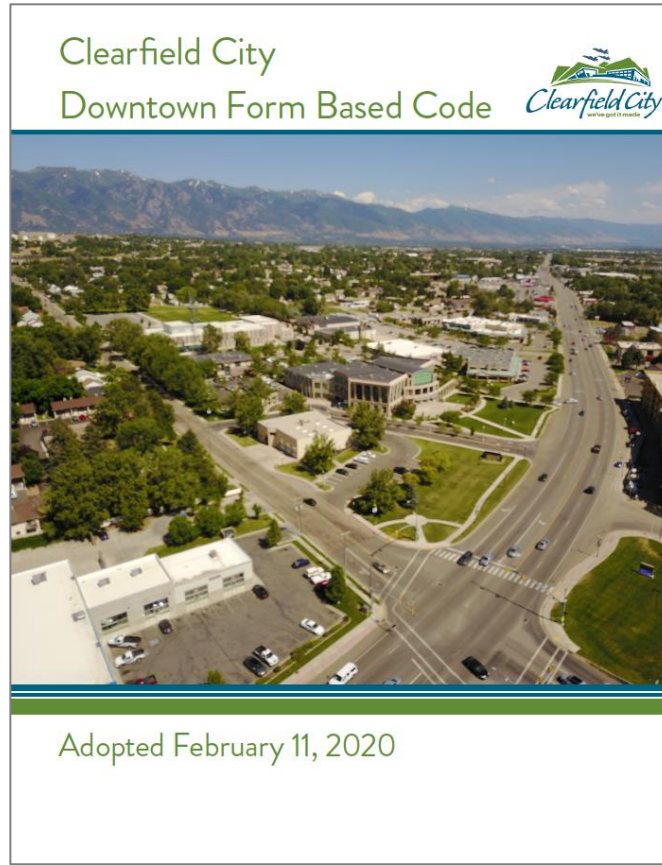
- Existing Condition: Five lane cross section with 12'+ lanes, no right hand turn lane, multiple access points into various developments, bike with traffic. See below.



- Proposed Condition: Five lane cross section with 11 foot lanes, widened sidewalks, buffered bike lane, planted center median with pedestrian refuge, street trees, removal of on-street parking, access management into development. (This option would require approximately 10 feet of additional right-of-way to be acquired at the time of development). See below.



Downtown Clearfield Form-based Code



- *Urban Core Arterial*
 - *11' travel lanes*
 - *12' planted median*
 - *7.5' buffered bike lane*

- *Gateway Corridor Arterial*
 - *12' travel lanes*
 - *14' planted median*
 - *7.5' buffered bike lane*

Urban Core Arterial



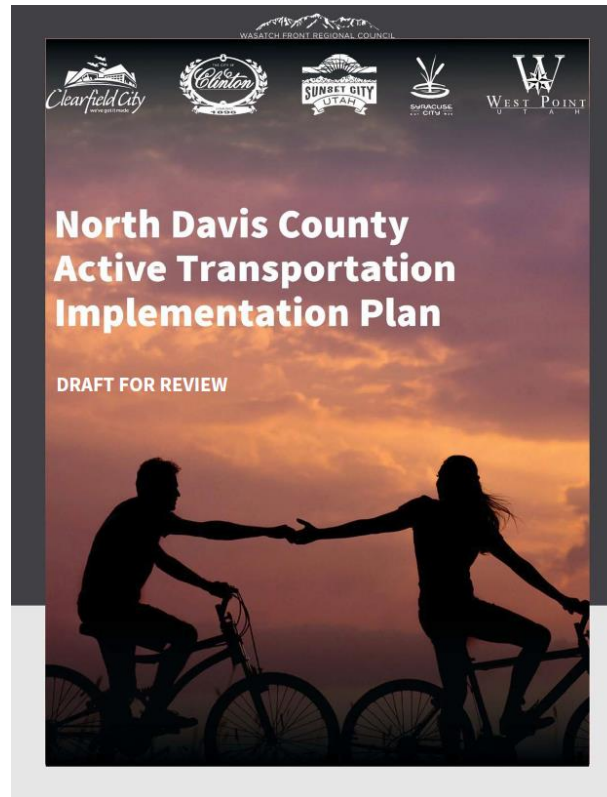
300 North down to 700 South

Gateway Corridor Arterial



650 North down to 300 North & 700 South to Station Boulevard

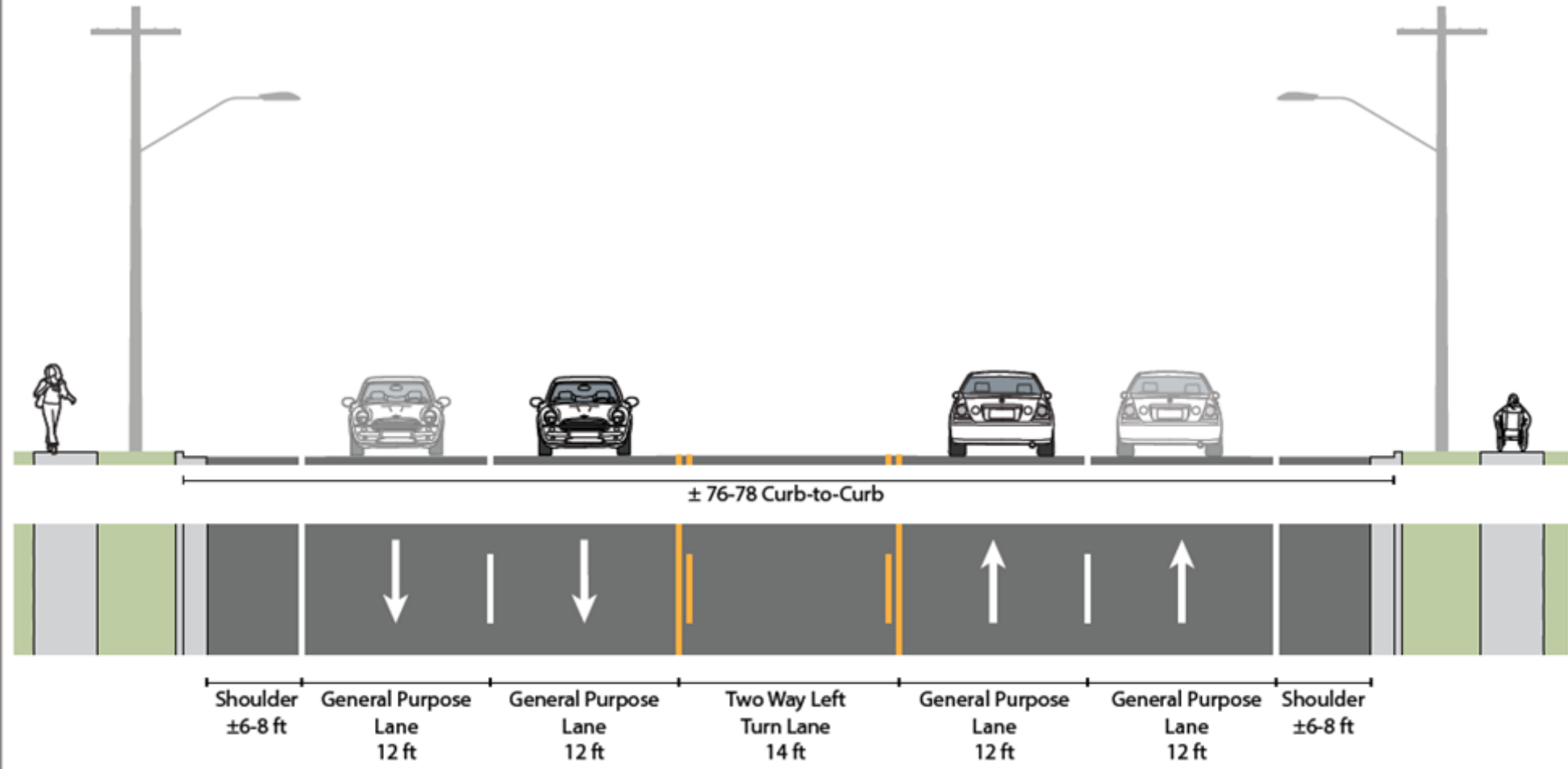
North Davis County Active Transportation Implementation Plan



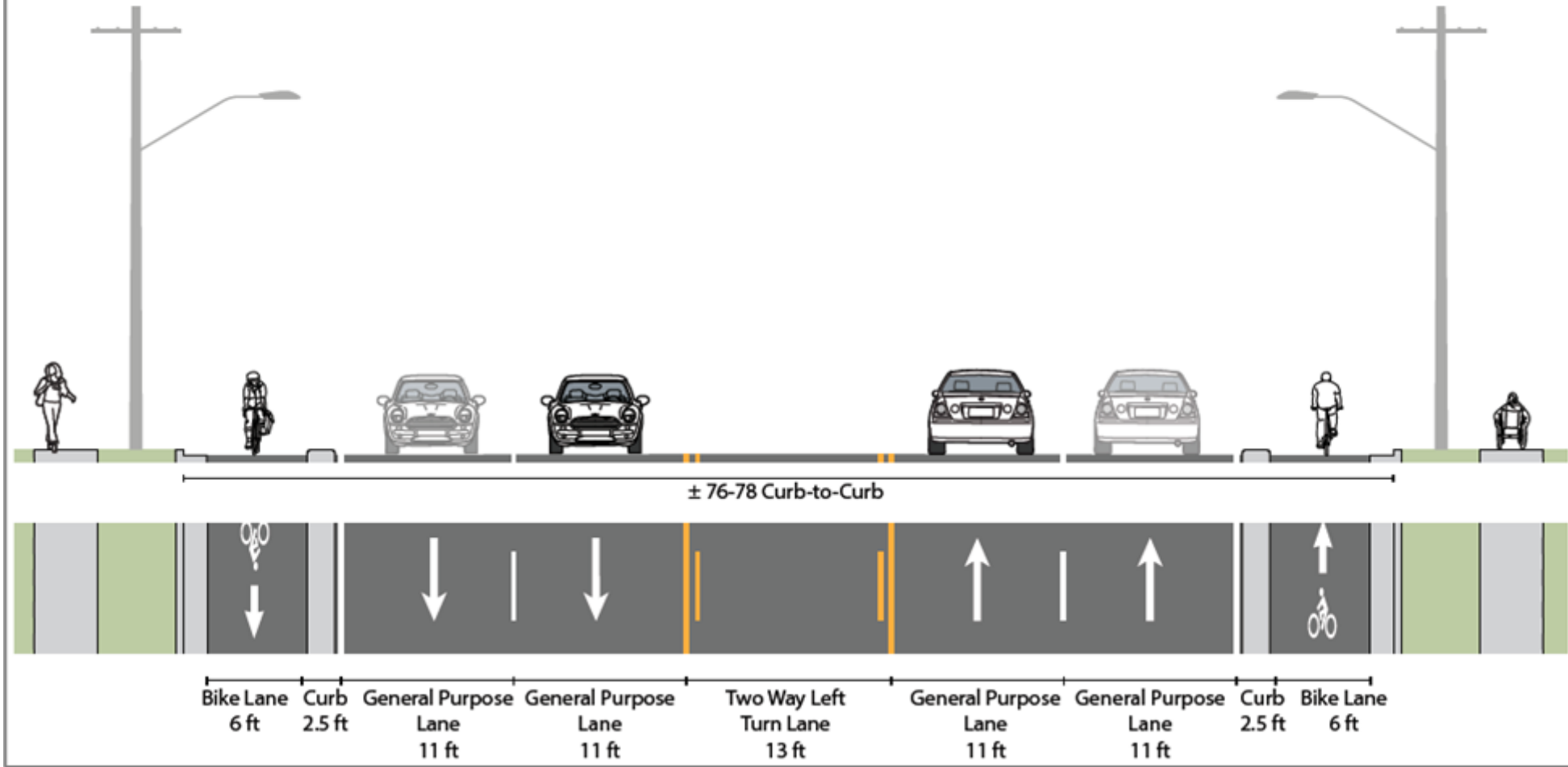
- *Urban Core Arterial*
 - 11' travel lanes
 - 12' planted median
 - 7.5' buffered bike lane

- *Gateway Corridor Arterial*
 - 12' travel lanes
 - 14' planted median
 - 7.5' buffered bike lane

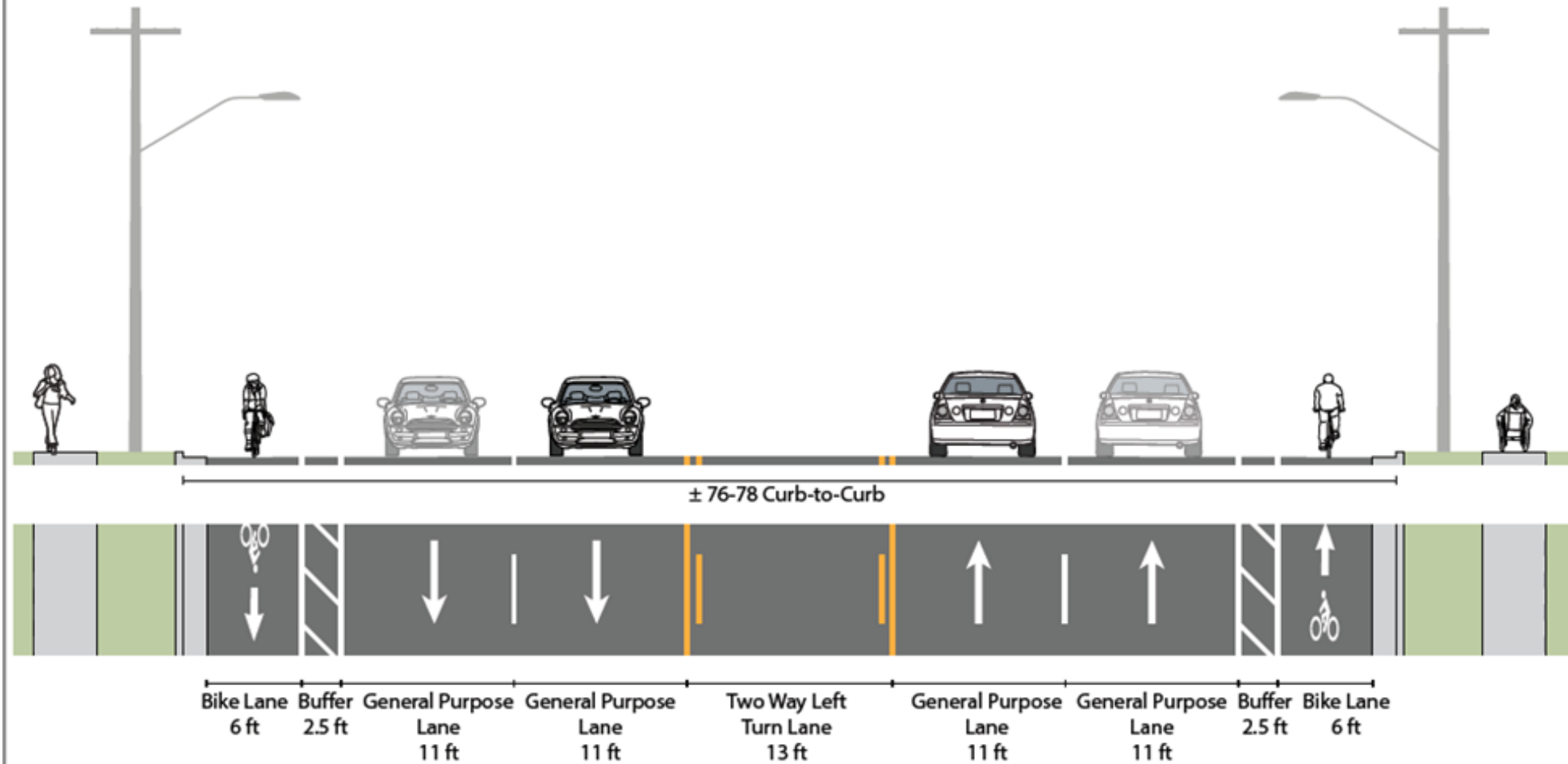
Existing Conditions

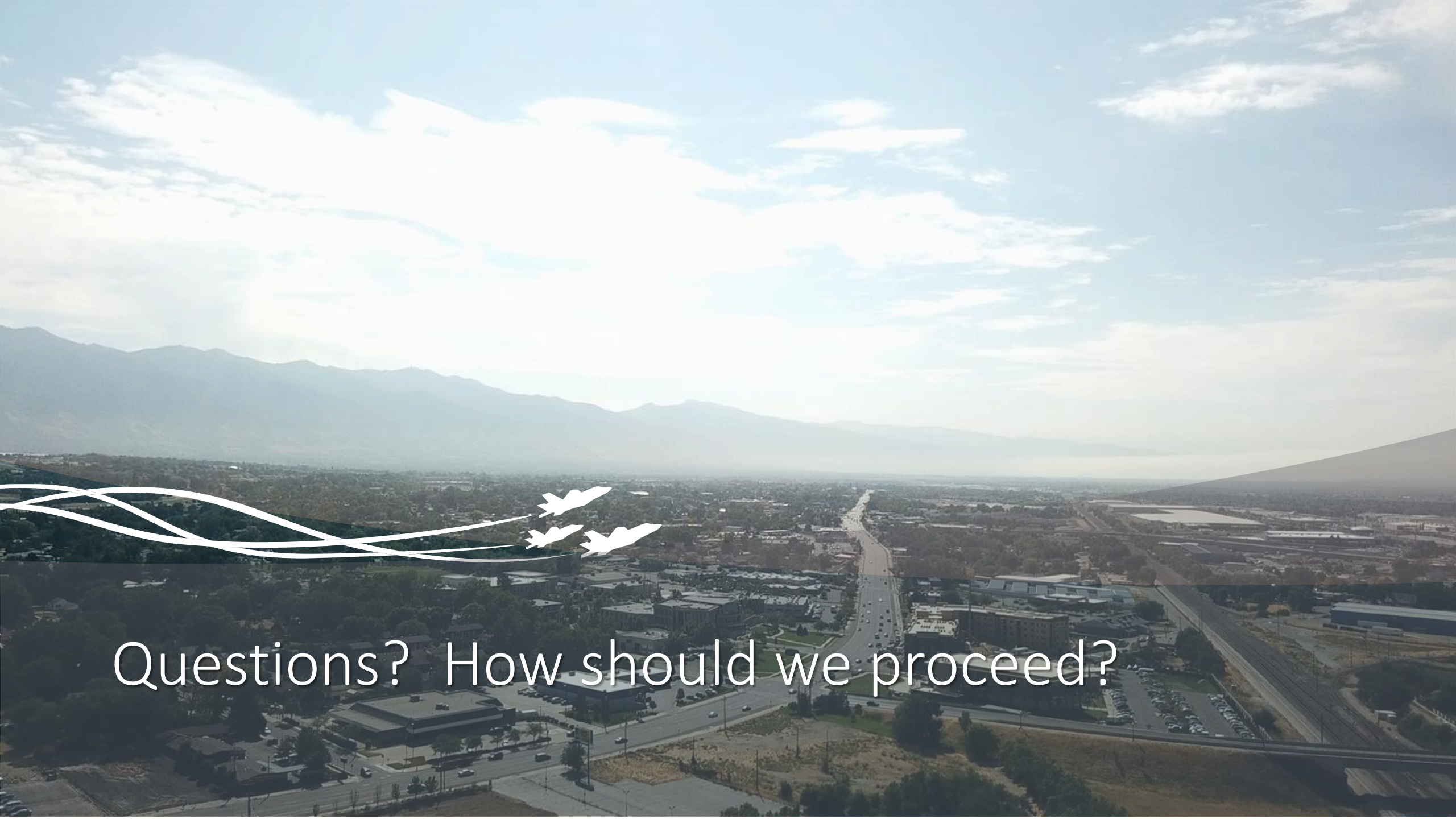


Proposed Separated Bike Lanes



Interim treatment: Buffered Bike Lanes





Questions? How should we proceed?



STAFF REPORT

To: Mayor Shepherd and City Council Members
From: Rich Knapp, Finance Manager
Meeting Date: April 27, 2021
Subject: Fiscal Year 2021 Third Quarter Financial Results and Outlook

Recommended Action

Presentation and discussion only.

Description / Background

Total budgeted use of reserves by year-end with the amendments equal \$2.4 million.

There are several revenues that are much lower than projected. Some revenues, like CAFC and recreation, are partially offset by a reduction in expenses. Some revenues are a reduction in ongoing operational revenues, that look like a permanent shift down from prior years. These revenues include Energy Tax, Fines, and Fees/Costs/Contempt. Fortunately, Sales Tax, the City's main operating ongoing revenue, has exceeded expectations and has covered other shortfalls. Building Permits also exceeds projections, but this is more a one-time revenue, that cannot be counted on to cover ongoing costs.

March revenues so some encouraging signs. The Aquatic and Fitness Center had its highest March since 2011. This improved the CAFC year-end projection by \$54k. Recreation's March was only 12% off 2019. Fines/Forfeitures in March matched 2019. Energy Tax is still down, but the year-end projection is about \$48k higher than the half year projection.

Some expenses are coming in much lower than budget. Public Works overtime time is low as staff seems to favor comp time over OT. Travel and Training across all divisions is much lower than budget. The fluctuating revenues and atypical expenses make it difficult to project year end numbers. However, the use of reserves will be lower than budget.

The numbers with more comments are attached and the presentation will come later.

Schedule / Time Constraints

List of Attachments

- FY21 Third Quarter Draft Revenues and Expenditures

Revenues

75% of Fiscal Year Complete

Clarification Notes

Account Title	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	% of Budget	
General Fund - 10		<i>a</i>	<i>b</i>	<i>b-a</i>	<i>c</i>	<i>b/c</i>	
Taxes							
Current Property Tax	\$ 1,600,486	\$ 1,434,405	\$ 1,804,651	\$ 370,246	\$ 2,096,262	86%	
Vehicle Value Based Tax	93,834	82,330	102,869	20,539	115,000	89%	
Delinquent Taxes Prior Yr	123,086	42,283	12,073	(30,211)	55,000	22%	
Sales & Use Taxes	3,488,229	3,749,506	4,218,536	469,030	4,080,000	103%	Feb & Mar projected
Energy Use Tax	2,178,169	2,137,660	1,886,147	(251,513)	2,810,000	67%	(\$280k) year end project short over last y
PARAT Tax	194,448	216,092	238,115	22,023	270,000	88%	Feb & Mar projected
CaTV Franchise Taxes	118,467	120,244	116,004	(4,240)	150,000	77%	
Utility Franchise Taxes	363,344	364,964	376,681	11,716	470,000	80%	
Muni Telecom Tax	158,862	138,009	125,119	(12,890)	175,000	71%	Feb & Mar projected
Transient Room Tax	5,981	7,543	6,128	(1,415)	7,000	88%	
Taxes Total	8,324,907	8,293,037	8,886,324	593,287	10,228,262	87%	(1,341,938)
Licenses & Permits							
Business Licenses	86,899	120,782	88,757	(32,025)	100,000	89%	
Landlord Registration	38,105	14,790	49,883	35,093	51,500	97%	
Sign Permits	975	750	750	-	2,200	34%	
Building Permits	187,694	267,140	483,053	215,913	195,000	248%	
Electrical,Plumbing & Gas	23,337	-	-	-	-	#DIV/0!	
Excavation Permits	1,760	4,200	137,644	133,444	1,600	8603%	Fiber
Demolition Permits	1,350	750	450	(300)	900	50%	
Inspection Fees	2,773	3,346	8,554	5,208	4,000	214%	
Cemetery & Burial Permits	13,050	14,600	15,850	1,250	22,000	72%	
Licenses & Permits Total	355,943	426,357	784,941	358,584	377,200	208%	
Intergovernmental							
General Federal Grants	-	-	2,286,768	2,286,768	2,800,000	82%	CARES, the rest was in FY20
CDBG Grant Revenue	140,816	83,507	56,112	(27,395)	327,426	17%	
State Grants	64,914	121,229	207,096	85,868	247,477	84%	
Class C Roads	662,974	668,814	679,567	10,753	1,075,000	63%	
County Transportation	270,153	343,635	338,202	(5,433)	445,000	76%	Feb & Mar projected
Intergov Total	1,171,125	1,251,640	3,603,237	2,351,598	4,926,033	73%	
Charges for Services							
Zoning & Subdivision	61,294	57,672	34,299	(23,373)	30,000	114%	
Plan Checking Fee	62,934	74,994	124,569	49,575	70,000	178%	Fiber
Special Police Services	29,031	45,625	35,605	(10,020)	34,000	105%	
Davis SD Police Protection	71,000	71,000	72,414	1,414	65,000	111%	
DUI/Seatbelt (Overtime Re	16,966	15,478	2,110	(13,368)	20,000	11%	less Officers taking OT shifts
E-911 Service Fees	223,246	236,921	247,331	10,410	300,000	82%	Feb & Mar projected
Dispatch Services	63,756	58,142	63,756	5,614	85,000	75%	
Metro Narcotics Ovt	8,830	4,716	11,425	6,709	14,000	82%	
MIDA Revenue	9,820	8,678	5,133	(3,545)	10,000	51%	
Aquatic & Fitness Center	827,648	740,350	760,736	20,386	1,200,000	63%	Highest March since 2011
Recreation	235,329	182,571	160,701	(21,870)	373,000	43%	recovering-March off 12% from 2019
Cemetery Plots	4,390	10,340	12,130	1,790	11,000	110%	
Charges for Services Total	1,614,244	1,506,488	1,530,209	23,721	2,214,000	69%	

Revenues

75% of Fiscal Year Complete

Clarification Notes

Account Title	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	% of Budget	
General Fund - 10 Continued							
Fines & Forfeitures							
Fines/Forfeitures	343,141	332,049	224,973	(107,076)	470,000	48%	projection (\$176k) budget shortfall
Code Enforcement Fines	5,323	12,092	18,824	6,732	15,000	125%	
Fees/Costs/Contempt	194,231	159,708	117,662	(42,046)	250,000	47%	projection (\$97k) budget shortfall
Court Security Fees	13,493	11,974	13,363	1,389	18,000	74%	
Fines & Forf Total	556,260	516,034	374,989	(141,044)	754,000	50%	
Miscellaneous							
Interest Earnings	168,240	126,448	82,695	(43,753)	60,000	138%	
Unrealized Gains & Losses	103,994	(189,582)	63,713	253,295	-	#DIV/0!	
Community Service Rental	98,563	57,365	36,928	(20,437)	90,000	41%	
Rent/Lease	15,356	11,603	11,835	232	15,600	76%	Cell Tower
Sale of Capital Assets	-	-	740,743	740,743	1,990,000	37%	
Misc Revenues	112,830	-	-	-	50,000	0%	
Donation Revenue	67,939	25,156	41,206	16,050	115,500	36%	
Return Check Fees	694	26,987	(1,170)	(28,157)	750	-156%	
One Time Misc Revenue	-	580	700	120	-		
Commercial Fire Protect	85,212	87,551	89,354	1,803	105,000	85%	
Miscellaneous Total	652,829	148,400	1,072,563	924,164	2,426,850	44%	
Other Sources of Funds							
TRNF CDRA Sales Tax Bond	-	-	-	-	775,943	0%	2016 Bond Payment
TRNF EF Sales Tax Bond	-	-	-	-	156,678	0%	
TRNF City Water Costs	-	-	-	-	100,000	0%	
TRNF from CDRA	158,457	155,573	154,872	(701)	206,496	75%	
EF(S) Overhead Allocation	798,849	875,074	865,207	(9,867)	1,153,609	75%	
Pay In Lieu Davis County	3,955	4,351	4,528	177	4,000	113%	
Other Sources Total	961,261	1,034,998	1,024,607	(10,391)	2,396,726	43%	
Total General Fund	\$ 13,636,569	\$ 13,176,953	\$ 17,276,870	\$ 4,099,917	\$ 23,323,071	74%	\$ 17,117,470

Revenues

75% of Fiscal Year Complete							Clarification Notes
Account Title	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	% of Budget	
CDRA - 20							
EDA #3 - ATK	1,101,843	1,169,758	958,364	(211,394)	1,035,052	93%	
RDA #6	227,326	232,970	225,084	(7,886)	222,586	101%	
RDA # 7	245,755	258,755	267,783	9,028	258,755	103%	
RDA # 8	251,991	311,024	169,994	(141,030)	171,103	99%	
RDA # 9	368,477	442,415	535,458	93,043	411,578	130%	
RDA # 10	333,417	401,550	212,319	(189,231)	221,153	96%	
CDA #1 - Clfd Station	66,239	154,859	163,273	8,414	154,859	105%	
Interest	66,239	143,715	34,242	(109,473)	75,000	46%	
CDRA Fund	\$ 2,659,587	\$ 3,115,046	\$ 2,566,517	\$ (548,529)	\$ 2,550,086	101%	
GO Debt Service - 31							
Current General Property	727,361	672,366	345,284	(327,082)	345,575	100%	half the budget of prior years
TRNF from EF	-		169,950	169,950	169,950	100%	
Park Capital Improvement - 40							
Park Impact Fees	173,511	177,117	502,073	324,956	60,000	837%	
Interest Earnings	18,153	17,589	4,056	(13,534)	3,000	135%	
Capital Improvement - 45							
Interest Earnings	50,438	34,910	11,036	(23,874)	15,000	74%	
Transfer from GF	-	20,000		(20,000)	2,205,646	0%	

Revenues

75% of Fiscal Year Complete							Clarification Notes
Account Title	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	% of Budget	
Utility Admin - 50							
Interest Earnings	26,344	23,402	5,226	(18,176)	20,000	26%	
Late Fees/Penalty	116,644	104,575	103,898	(677)	141,000	74%	
Water Service Fees	13,265	8,983	12,442	3,459	19,000	65%	
TRNF from EF	160,211	177,501	269,854	92,354	359,806	75%	89,952
Utility Admin Fund	\$ 316,464	\$ 314,461	\$ 391,420	\$ 76,959	\$ 539,806	73%	
Water - 51							
Water Impact Fees	23,065	20,660	55,564	34,904	25,000	222%	
Interest Earnings	65,315	69,542	11,881	(57,661)	30,000	40%	
Water Charges	2,685,992	2,666,273	2,820,419	154,146	3,550,000	79%	5.8%
kgals	1,012,494	975,136	1,039,951				6.6%
Water Meter Fee	16,781	15,683	37,602	21,919	13,000	289%	
Water Fund	\$ 2,791,153	\$ 2,772,158	\$ 2,925,466	\$ 153,308	\$ 3,719,000	79%	
Sewer - 52							
Sewer Impact Fees	50,546	43,048	125,578	82,530	40,000	314%	
Interest Earnings	38,268	34,740	9,997	(24,743)	17,000	59%	
Sewer Charges	3,406,560	3,444,278	3,509,111	64,833	4,605,000	76%	1.9%
Sewer Fund	\$ 3,495,374	\$ 3,522,067	\$ 3,644,687	\$ 122,620	\$ 4,662,000	78%	
Storm Water - 53							
Storm Sewer Impact Fees	6,382	8,771	11,633	2,862	6,000	194%	
MIDA	1,740	1,740	-	(1,740)	2,320	0%	
Interest Earnings	50,383	56,014	13,123	(42,891)	10,000	131%	
Storm Water Charges	793,880	832,905	879,203	46,298	1,144,000	77%	5.6%
Storm Fund	\$ 901,364	\$ 899,430	\$ 903,959	\$ 4,529	\$ 1,162,320	78%	
Garbage - 54							
Interest Earnings	16,518	18,048	4,960	(13,088)	4,000	124%	
Garbage Charges	1,061,163	1,226,627	1,253,619	26,992	1,675,000	75%	\$2 increase pass through
Solid Waste Fund	\$ 1,077,681	\$ 1,244,675	\$ 1,258,579	\$ 13,904	\$ 1,679,000	75%	

Revenues

75% of Fiscal Year Complete							Clarification Notes
Account Title	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	% of Budget	
Fleet Management - 61							
Fleet Charges GF	108,090	108,095	108,095	-	164,219	66%	
Fleet Charges Water	21,692	21,694	21,694	-	33,596	65%	
Fleet Charges Sewer	9,780	9,780	9,780	-	15,143	65%	
Fleet Charges Storm	5,427	5,430	5,430	-	8,388	65%	
Consum. Chrgs GF	140,665	141,866	104,306	(37,561)	238,175	44%	fleet exps incurred by the GF, amounts fl
Consum. Chrgs Water	25,537	43,176	29,007	(14,169)	34,000	85%	fleet exps incurred by the GF, amounts fl
Consum. Chrgs Sewer	13,095	8,151	13,082	4,932	24,000	55%	fleet exps incurred by the GF, amounts fl
Consum. Chrgs Storm	6,864	16,736	7,938	(8,798)	16,500	48%	
Consum. Chrgs Outside Ser	4,742		-	-	13,000	0%	
Vehicle Replace GF	-		288,714	288,714	495,383	58%	
Vehicle Replace Water	-		149,191	149,191	154,350	97%	
Vehicle Replace Sewer	-		28,289	28,289	63,350	45%	
Vehicle Replace Storm	-		28,289	28,289	63,350	45%	
Sale of Capital Assets	7,904	(14,387)	-				
Fuel Charges	13,113	17,818	10,144	(7,674)	12,000	85%	
Misc Revenue	161	-	85,000	-			
Fleet Management Fund	\$ 356,909	\$ 358,358	\$ 888,959	\$ 530,601	\$ 1,335,454	67%	
Risk Management - 63							
Risk Charges - GF	128,963	128,963	135,390	6,427	202,703	67%	
Risk Charges - Water	20,429	20,429	22,503	2,074	33,692	67%	
Risk Charges - Sewer	11,238	11,238	12,719	1,481	19,042	67%	
Risk Charges - Storm	4,377	4,377	5,413	1,036	8,106	67%	
Risk Charges - Fleet	1,770	1,770	1,884	114	2,822	67%	
Risk Charges - Garba	4,162	4,162	5,184	1,022	7,762	67%	
Misc Revenue		-	29,791	29,791			
Risk Management Fund	\$ 170,940	\$ 170,940	\$ 212,884	\$ 41,944	\$ 274,127	78%	
Perpetual Cemetery - 70							
Perpetual Care	4,600	9,850	12,400	2,550	9,000	138%	
Interest Earnings	4,570	4,170	889	(3,281)	1,200	74%	
Cemetery Fund	\$ 9,170	\$ 14,020	\$ 13,289	\$ (731)	\$ 10,200	130%	
				-			
Total	\$ 26,384,672	\$ 26,510,090	\$ 31,115,028	\$ 4,604,939	\$ 42,054,235	74%	

Expenditures

75% of Fiscal Year Complete								Clarification Notes
Division	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	Remaining Budget	% of Budget	
		<i>a</i>	<i>b</i>	<i>b-a</i>	<i>c</i>		<i>b/c</i>	
General Fund - 10								
General Government								
Mayor & Council	\$ 199,551	\$ 204,109	\$ 162,311	\$ (41,798)	279,258	\$ 116,948	58%	travel/training, Council Exp down
Justice Court	337,573	339,548	288,978	(50,570)	488,169	199,192	59%	Bailiff, warrant, transport down
City Manager	279,809	296,074	297,681	1,607	455,402	157,721	65%	
City Recorder	156,365	159,114	154,939	(4,175)	230,598	75,659	67%	
Legal	258,346	348,892	365,661	16,769	560,803	195,142	65%	
Human Resources	183,704	209,441	226,871	17,429	315,795	88,925	72%	
Information Technologies	551,935	416,908	475,187	58,279	664,023	188,836	72%	
Finance	355,239	337,593	343,886	6,293	506,390	162,505	68%	
Customer Service Center	268,040	256,153	216,895	(39,258)	382,209	165,314	57%	PT low
Interdepartmental Service	558,821	563,658	2,205,540	1,641,882	3,651,588	1,446,048	60%	CARES Funding
Buildings & Plants	370,549	650,939	373,287	(277,651)	572,105	198,818	65%	
Elections	-	32,887	-	(32,887)	700	700	0%	
Public Safety								
Police Admin	\$ 515,611	\$ 510,898	\$ 541,118	\$ 30,221	\$ 767,962	\$ 226,844	70%	
Patrol & Investigations	2,185,609	2,318,193	2,592,462	274,268	3,886,806	1,294,344	67%	
Emergency Services	16,480	18,671	13,625	(5,046)	52,154	38,529	26%	
Dispatch	438,105	484,813	536,219	51,405	740,998	204,779	72%	
Public Works								
Public Works Admin	\$ 78,973	\$ 69,250	\$ 64,616	\$ (4,634)	\$ 99,143	\$ 34,527	65%	
Streets	515,339	523,474	249,624	(273,851)	517,324	267,700	48%	\$270 debt pmt gone. less materials
Community Services								
Community Svcs Admin	\$ 221,240	\$ 233,894	\$ 223,710	\$ (10,184)	\$ 327,050	\$ 103,339	68%	
4th of July	106,246	83,011	15,788	(67,224)	114,850	\$ 99,062	14%	
Parks	452,482	666,088	644,146	(21,942)	1,237,411	593,265	52%	
Open Space	170,136	109,319	80,592	(28,726)	206,231	125,638	39%	
Recreation	506,106	451,949	344,798	(107,151)	806,371	461,573	43%	materials, services, officials low
Aquatics Center	1,123,807	1,187,693	1,049,083	(138,609)	1,756,247	707,163	60%	mostly one time exp not spent
PARAT	201,209	-	147,744	147,744	690,287	542,543	21%	
Cemetery	85,939	36,700	49,535	12,835	117,029	67,494	42%	

Expenditures

75% of Fiscal Year Complete								Clarification Notes
Division	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	Remaining Budget	% of Budget	
		<i>a</i>	<i>b</i>	<i>b-a</i>	<i>c</i>		<i>b/c</i>	
General Fund - 10								
Community & Econ Development								
CED Administration	\$ 977,146	\$ 332,296	\$ 761,731	\$ 429,435	\$ 1,804,410	\$ 1,042,679	42%	2018 bond construction fund
Communications	113,903	156,958	157,989	1,031	243,572	85,583	65%	
Code Enforcement	86,030	91,985	102,587	10,602	148,239	45,652	69%	
CDBG	153,199	40,079	54,001	13,922	328,543	274,541	16%	Gen Plan update
Planning & Engineering	216,682	274,988	372,277	97,289	561,891	189,614	66%	
Inspections	75,065	92,736	168,863	76,127	225,192	56,329	75%	
Sales Tax Bond '03&'16	\$ 929,581	\$ 927,085	\$ 929,171	\$ 2,085	\$ 933,746	\$ 4,575	100%	
Transfers to Other Funds	\$ -	\$ -		\$ -	\$ 2,045,650	\$ 2,045,650	0%	
						-		
General Fund Exp Totals	\$ 12,989,540	\$ 12,479,976	\$ 14,210,915	\$ 1,730,939	\$ 25,718,146	\$ 11,507,231	55%	\$ 11,507,231

Expenditures

75% of Fiscal Year Complete								Clarification Notes
Division	Mar FY19	Mar FY20	Mar FY21	Variance Prior Yr	FY21 Budget	Remaining Budget	% of Budget	
		<i>a</i>	<i>b</i>	<i>b-a</i>	<i>c</i>		<i>b/c</i>	
CDRA - 20								
CED Administration	\$ 26,596	\$ 73,402	\$ 5,226	\$ (68,176)	\$ 20,000	\$ 14,774	26%	
RDA #9	22,500	22,500	23,333	833	563,800	540,467	4%	
RDA #6	-	-	667		127,000	126,333		
RDA #7	15,000	18,750	18,750	-	469,626	450,876	4%	
RDA #8	52,500	45,000	41,250	(3,750)	560,340	519,090	7%	
RDA #10	33,750	30,000	26,250	(3,750)	230,000	203,750	11%	
EDA #3	34,707	29,039	158,815	129,776	900,495	741,680	18%	Match for UTA to build trail
CDA #1 Clearfield Station	-	73,211	40,219		497,859	457,640	8%	
CDRA Fund	\$ 185,053	\$ 291,902	\$ 314,510	\$ 22,608	\$ 3,369,120	\$ 3,054,610	9%	
GO Bond Debt Service - 31								
GO Bond	1,086,200	1,055,300	515,500	(539,800)	515,525	25	100%	last bond payment
GO Bond Debt Service Fund	\$ 1,086,200	\$ 1,055,300	\$ 515,500	\$ (539,800)	\$ 515,525	\$ 25	100%	
Park Capital Improvement - 40								
Capital Improve Park	6,217	78,682	8,919	(69,763)	944,000	935,081	1%	parkland aqcuision not happening now
Park Capital Improvements	\$ 6,217	\$ 78,682	\$ 8,919	\$ (69,763)	\$ 944,000	\$ 935,081	1%	
Capital Improvement - 45								
Cap Proj - Buildings	\$ 110,439	\$ 2,987	\$ 21,870	\$ 18,883	\$ 542,358	\$ 520,488	4%	
Cap Proj - Streets	460,043	941,355	936,647	(4,708)	3,448,117	2,511,470	27%	
Cap Proj - Parks	7,392	102,494	1,800		215,004	213,204		
Capital Improvements Fund	\$ 577,874	\$ 1,046,836	\$ 960,317	\$ 14,174	\$ 4,205,479	\$ 3,245,162	23%	

Expenditures

75% of Fiscal Year Complete								Clarification Notes
Division	Mar FY19	Mar FY20 <i>a</i>	Mar FY21 <i>b</i>	Variance Prior Yr <i>b-a</i>	FY21 Budget <i>c</i>	Remaining Budget	% of Budget <i>b/c</i>	
Utility Admin - 50								
Utility Administration	\$ 254,847	\$ 295,226	\$ 349,518	\$ 54,292	\$ 539,806	\$ 190,288	65%	
Utility Admin	\$ 254,847	\$ 295,226	\$ 349,518	\$ 54,292	\$ 539,806	\$ 190,288	65%	
Water - 51								
Water Department	\$ 2,822,705	\$ 3,218,915	\$ 3,474,043	\$ 255,128	\$ 4,547,088	\$ 1,073,044	76%	
Water Capital Projects	645,290	242,019	1,021,620	779,601	5,480,851	4,459,231	19%	
Water Fund	\$ 3,467,995	\$ 3,460,934	\$ 4,495,663	\$ 1,034,729	\$ 10,027,939	\$ 5,532,276	45%	
Sewer - 52								
Sewer Department	\$ 3,231,497	\$ 2,820,749	\$ 3,334,779	\$ 514,029	\$ 5,150,913	\$ 1,816,134	65%	
Sewer Capital Projects	351,982	48,088	98,627	50,539	2,545,451	2,446,824	4%	
Sewer Fund	\$ 3,583,479	\$ 2,868,837	\$ 3,433,406	\$ 564,568	\$ 7,696,364	\$ 4,262,958	45%	
Storm Water - 53								
Storm Water	\$ 905,632	\$ 874,019	\$ 1,018,063	\$ 144,044	\$ 1,483,365	\$ 465,302	69%	
Storm Water Capital Prjct	186,063	236,941	276,092	39,151	4,204,951	3,928,859	7%	
Strom Water Fund	\$ 1,091,695	\$ 1,110,959	\$ 1,294,154	\$ 183,195	\$ 5,688,316	\$ 4,394,162	23%	
Solid Waste & Recyclables- 54								
Solid Waste	\$ 860,683	\$ 842,231	\$ 1,003,582	\$ 161,351	\$ 1,648,829	\$ 645,247	61%	
Solid Waste Capital	67,046	9,767	128	(9,639)	88,951	88,824	0%	
Solid Waste Fund	\$ 927,729	\$ 851,997	\$ 1,003,709	\$ 161,351	\$ 1,737,780	\$ 734,071	58%	
Fleet Management - 61								
Fleet Management	1,221,270	906,977	1,187,479	280,501	904,145	(283,334)	131%	have not capitalized purchases yet
Fleet Management Fund	\$ 1,221,270	\$ 906,977	\$ 1,187,479	\$ 280,501	\$ 904,145	\$ (283,334)	131%	
Risk Management - 63								
ISF - Risk Management	229,234	190,307	184,807	(5,500)	274,126	89,319	67%	
Risk Management Fund	\$ 229,234	\$ 190,307	\$ 184,807	\$ (5,500)	\$ 274,126	\$ 89,319	67%	
Perpetual Cemetery - 70								
Perpetual Cemetery	-	-	-	-	-	-		
Cemetery Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		



STAFF REPORT

To: Mayor Shepherd and City Council Members
From: Rich Knapp, Finance Manager
Meeting Date: April 27, 2021
Subject: Fiscal Year 2022 Proposed Budget- Operating Expenses, Debt, & Fleet

Recommended Action

Discussion only.

Description / Background

This fourth budget work session will focus on operating expense changes, an update on health insurance, debt, vehicles, machinery, and equipment. We will also look at changes to the net operating surplus/sustainability. We think we will have better and maybe final health insurance numbers by April 27. If time allows, we can discuss highlights and questions from the budget details previously emailed out to the Mayor and City Council.

Staff's presentation was not ready for the packet due to changes.

Future Milestones:

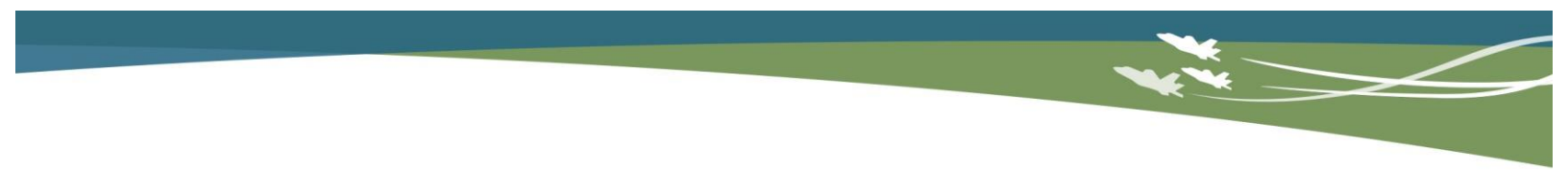
- May 4 – If needed, General discussion
- May 11—Adopt Tentative Budget
- Early June—Tax Certification due from County Auditor
- Aug 31—Last opportunity to Adopt Budget with Truth in Taxation

Hedgehog Analysis

The budget is legally required, a high priority, and an essential task.

Corresponding Policy Priorities

A budget is necessary for all policy priorities.



Schedule / Time Constraints

The Tentative Budget must be approved on or before the first scheduled meeting in May, and the final budget must be approved by June 30 if there is no truth in taxation. With a truth in taxation the last opportunity to adopt the final budget is August 31.

Alternatives

There is no alternative to budgeting for FY22. The possibilities of how to allocate resources are many.