

Mapleton City Planning Commission Staff Report

Meeting Date: November 12, 2009

Item: 4

Applicant: Wendell A. Gibby

Prepared by: Cory Branch

Council Action Required:

Yes

Public Hearing Required:

Yes

REQUEST:

Wendell A. Gibby requests to amend the Mapleton City Street Cross Section Standard Drawings in order to add new standard cross section drawings for hillside areas.

FINDINGS OF FACT:

1. Mapleton City Code Section 17.12.040: STREETS AND ROADS; WIDTH OF PAVEMENT; OTHER IMPROVEMENTS states "*All streets within and adjacent to the subdivision shall be hard surfaced. The width of the hard surfacing and the location and type of other required street improvements shall be as set forth on the applicable street cross section standard adopted by the city council, and shall conform to the designated street class requirement as shown on the transportation and circulation element of the general plan. If more than one street section meets the requirements of the transportation and circulation element of the general plan, the planning commission shall determine which one will be used within the subdivision. In the agricultural zone the planning commission shall decide whether sidewalks are required on any rural local class streets within the subdivision.*"
2. Mapleton City Code Section 17.16.020: STREETS AND ROADS states "*All streets shown on the final plat for dedication to the city and any existing street, whether or not shown on the final plat, which is contiguous and provides access to any lot in the subdivision shall be improved in conformance with the applicable cross section and construction standards as adopted by the city council.*"
3. As per the above sections of Code the applicant is requesting to amend the Mapleton City Street Cross Sections in order to add two new standard cross section drawings for hillside areas. The first standard would allow for a 56' right-of-way having 32' of asphalt with a 2' curb on both sides of the street and a 5' sidewalk on one side of the street. The second standard would allow for a 29' right-of-way having 24' of asphalt with a 2' curb on both sides of the street along the entrance to the proposed subdivision off of Maple Street. (see Attachment 1 – Proposed street cross sections)
4. On October 8, 2009 the Planning Commission continued this item motioning that a traffic study be completed in regards to safety of the proposed 29' right-of-way entrance and that clarification be received from the City Attorney in regards to Mapleton City Code Section 15.45.130 in whether or not this section comes into play with this proposed amendment, and if so how should the Commission proceed.
5. Attachment 2 includes the requested traffic study. Mapleton City Engineer Gary Calder is prepared to discuss this issue at the night of the Commission meeting. (see Attachment 2 – Traffic Study)
6. Attachment 3 includes a statement issued by Mapleton City Attorney Eric Johnson regarding Mapleton City Code Section 15.45.130 (see Attachment 3 – Statement issued by Mapleton City Attorney Eric Johnson)

STAFF ANALYSIS:

It is the opinion of Staff that this request meets the purpose of the PD-2 zone as it allows for the efficient utilization of hillside land and is designed to produce minimal impact within environmental constraints (i.e., large cut faces, extensive removal of natural vegetation, and concentration of drainage waters).

STAFF RECOMMENDATION:

Staff recommends Approval of the proposed street cross sections for the reasons

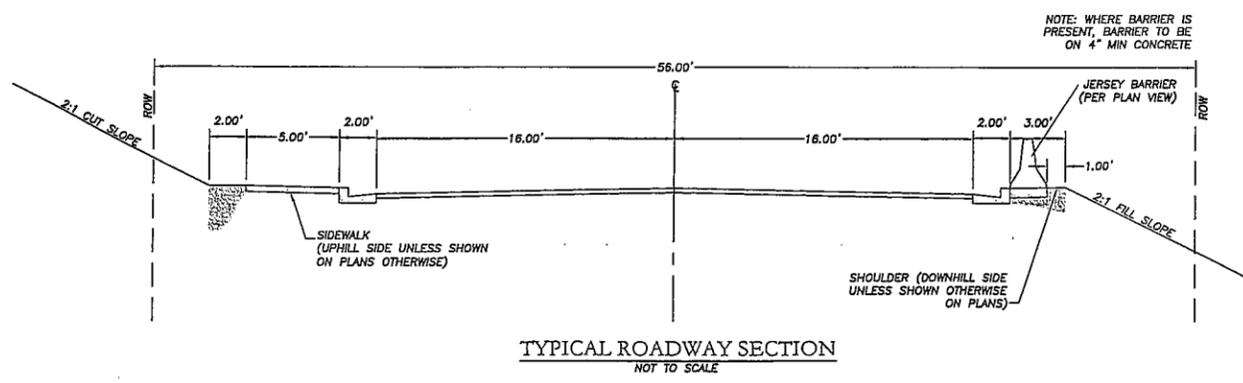
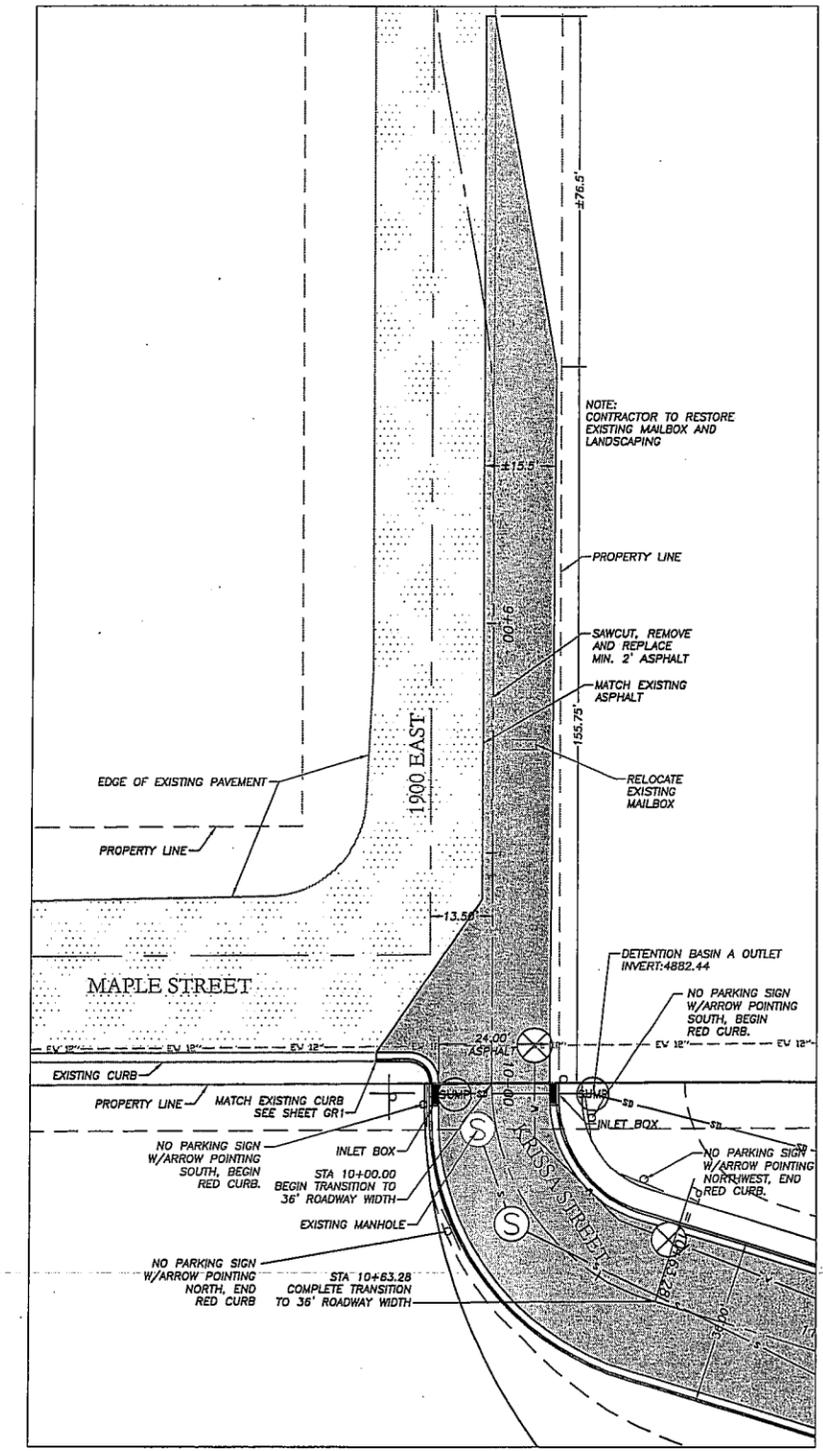
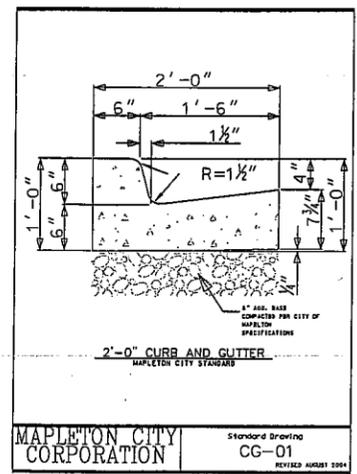
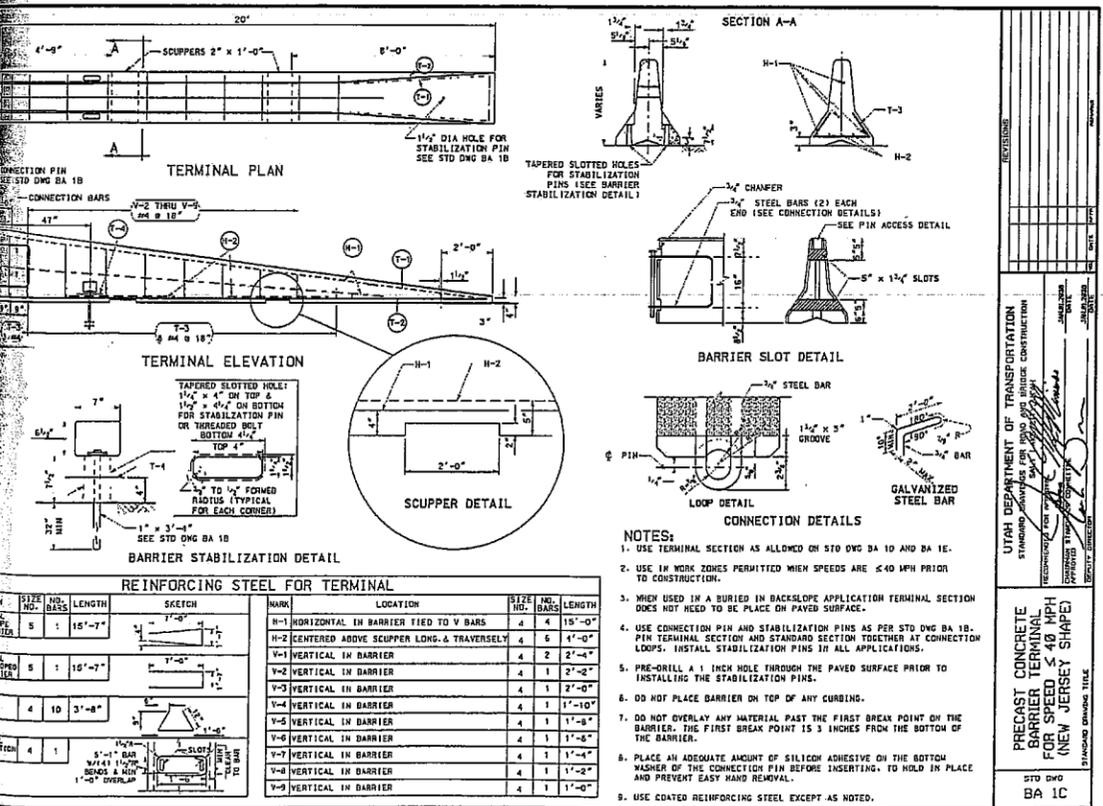
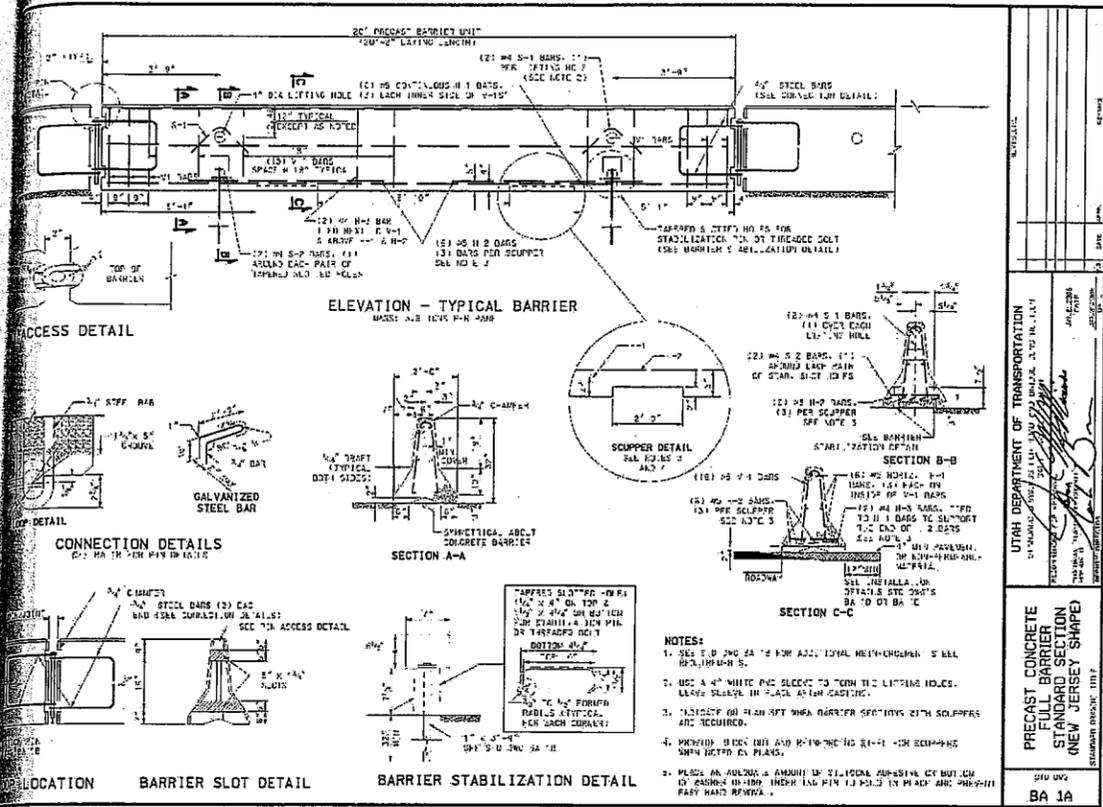
listed in the Staff Analysis section of this staff report.

ALTERNATIVE ACTIONS:

1. The Planning Commission may recommend Denial of the proposed street cross sections. Reasons for denial should be stated in the motion.
2. Continue to a Future Meeting Date: This action could be based upon the findings that additional information is required prior to rendering a decision or to further consider information.

ATTACHMENTS:

1. Proposed street cross sections
2. Traffic Study
3. Statement issued by Mapleton City Attorney Eric Johnson
4. Mapleton City Code Chapter 15.45, Standards for Building in the CE-1 Zone



NO.	REVISIONS	DESCRIPTION	DATE	BY

BOSS ENGINEERING & SURVEYING
1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-8467 FAX (801) 763-8472

DETAIL 6 FOR FREEDOM VISTA MCBRS DEVELOPERS
MAPLETON, UTAH

354278-2202
WILLIAM E. SPITZBERGER

PROJECT NO.	8080912	DRAWN BY:	CC
DATE:	11/9/09	DESIGNED BY:	CC
SHEET NO.:	D6	CHECKED BY:	WES



To: Gary Calder
From: John Dorny, P.E.

Date: November 10, 2009

Final Technical Memorandum

Subject: Freedom Vista Subdivision Review

Horrocks Engineers was asked to review the subject subdivision concerning traffic-related issues paying particular attention to the northern access. The results of our review are contained below.

Project Understanding and Background

As proposed, the Freedom Vista subdivision consists of between 47 and 54 single-family homes depending on negotiations with the City of Mapleton and other design criteria. We have performed our review based on both the 47 and 54 lot option.

The project is shown with two accesses; one access is located at the eastern terminus of Maple Street (northern access) and the 2nd access joins the existing Dogwood Subdivision (southern access). The plan set we are performing our review from is dated May 7, 2009.

Project Trip Generation

Project trip generation was performed using the Institute of Transportation Engineers (ITE) Trip Generation Manual (8th edition). It was estimated that Maple Street would provide the most direct access to the project and would be considered the main access. North/South access splits were used to account for varying traffic patterns. One condition estimated that 70% of the project traffic would use the northern access with the remaining 30% using the southern access. The second condition included a 60/40 split with 60% using the northern access and the remaining 40% using the southern access. We also further divided the two north/south split conditions using the lot amounts of 47 and 54. We have attached our results in **Table 1**.

Based on the above assumptions the project is estimated to generate between 545 and 623 vehicle trips per average weekday, with less on weekends. The hours of most use would be the a.m. and p.m. peak hours. The worse-case morning commute (*exiting*) and the evening commute (*entering*) the northern access would be 43 vehicles; or on average, one vehicle every 1 ½ minutes. This is not substantial and the existing roadway can accommodate these added trips.

Table 1 - Trip Generation Freedom Vista Subdivision											
54 Lots	# of Units	% Split North/South	Quantity	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour			
					Total	In	Out	Total	In	Out	
	Single-Family Detached Housing (210) North Entrance					25%	75%		67%	33%	
54	70%	37.8	425	36.2	9.1	27.2	43.8	29.3	14.4		
Single-Family Detached Housing (210) South Entrance					25%	75%		67%	33%		
54	30%	16.2	195	21.1	5.3	15.8	20.4	13.7	6.7		
Total Trips			54	620	57	14	43	64	43	21	
54 Lots	# of Units	% Split North/South	Quantity	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour			
					Total	In	Out	Total	In	Out	
	Single-Family Detached Housing (210) North Entrance					25%	75%		67%	33%	
	54	60%	32.4	369	32.4	8.1	24.3	38.1	25.5	12.6	
	Single-Family Detached Housing (210) South Entrance					25%	75%		67%	33%	
	54	40%	21.6	254	24.9	6.2	18.6	26.5	17.7	8.7	
Total Trips			54	623	57	14	43	65	43	21	
47 Lots	# of Units	% Split North/South	Quantity	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour			
					Total	In	Out	Total	In	Out	
	Single-Family Detached Housing (210) North Entrance					25%	75%		67%	33%	
	47	70%	32.9	374	32.8	8.2	24.6	38.6	25.9	12.7	
	Single-Family Detached Housing (210) South Entrance					25%	75%		67%	33%	
	47	30%	14.1	171	19.6	4.9	14.7	18.0	12.1	5.9	
Total Trips				545	52	13	39	57	38	19	
47 Lots	# of Units	% Split North/South	Quantity	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour			
					Total	In	Out	Total	In	Out	
	Single-Family Detached Housing (210) North Entrance					25%	75%		67%	33%	
	47	60%	28.2	324	29.5	7.4	22.1	33.6	22.5	11.1	
	Single-Family Detached Housing (210) South Entrance					25%	75%		67%	33%	
	47	40%	18.8	223	22.9	5.7	17.2	23.3	15.6	7.7	
Total Trips			47	548	52	13	39	57	38	19	

Based on the Institute of Transportation Engineers Trip Generation Manual

Truck Access and Turning

Local construction companies were contacted to determine the typical truck sizes used in the construction of a new neighborhood. The two truck sizes most commonly used are the WB-50 and a WB-67D. The WB-50 is a tractor/trailer combo that carries wood and other construction materials. The WB-67D is a double trailer that hauls dirt and base material to and from the site. Horrocks overlaid the truck turning templates of these two vehicles on the subdivision plans. The subsequent **Figures** show the vehicles body overhang when using the northern access and approaching from Maple Street and from 1900 East. Both vehicles track about the same and require traveling into the on-coming lane. Both vehicles will need the complete width of the northern access if turning off of Maple Street.

It is recommended that construction trucks don't access this subdivision directly from Maple Street. A truck route should be established that restricts trucks to accessing the site via 1900 East. A stop sign may be needed at the southbound approach at 1900 East, along with a warning sign to large vehicles traveling to the Freedom Vista subdivision, to yield to oncoming vehicles as they maneuver through the northern access.

Other areas of the subdivision with centerline radiuses of 100' to 128' feet can also expect trucks to encroach into the on-coming lanes. It is common for trucks to extend into other lanes while maneuvering through curves or intersections. This truck lane-overlap would be temporary during construction and not permanent.

One way to mitigate the lane overlap is to widen the pavement of the roadway at the northern access to the subdivision through the 100' radius curve. The northern access has approximately 24 feet of pavement that tapers to 32'. The 24' pavement width is considered sub-standard based on Mapleton City standards. There are other pavement widths along Maple Street and other adjacent roadways that are 28 feet. The area of road near the northern access that shows a 100' radius curve could be widened by 4' (for a total of 40') of pavement to reduce the temporary truck overlap.

Project Access

As previously mentioned, there are two project accesses shown in the site plan. It is highly recommended that these two accesses remain fully open and functional through all seasons. Two accesses to subdivisions not only relieve the traffic impact to adjacent subdivision but also give emergency vehicles adequate response time when responding to emergency calls. Both accesses have 12% grade on portions and will reduce emergency vehicle response time.

The phasing of the two accesses was not discussed with the City or developer. It would be optimal to have both the north and south accesses open after the first few homes are complete in the subdivision. This need will be determined by the location of the homes and the emergency response times. The fire chief and city engineer should determine when the both accesses should be fully operational and what risk the city is willing to take.

Figure 1: WB-50 Approaching from North on 1900 East

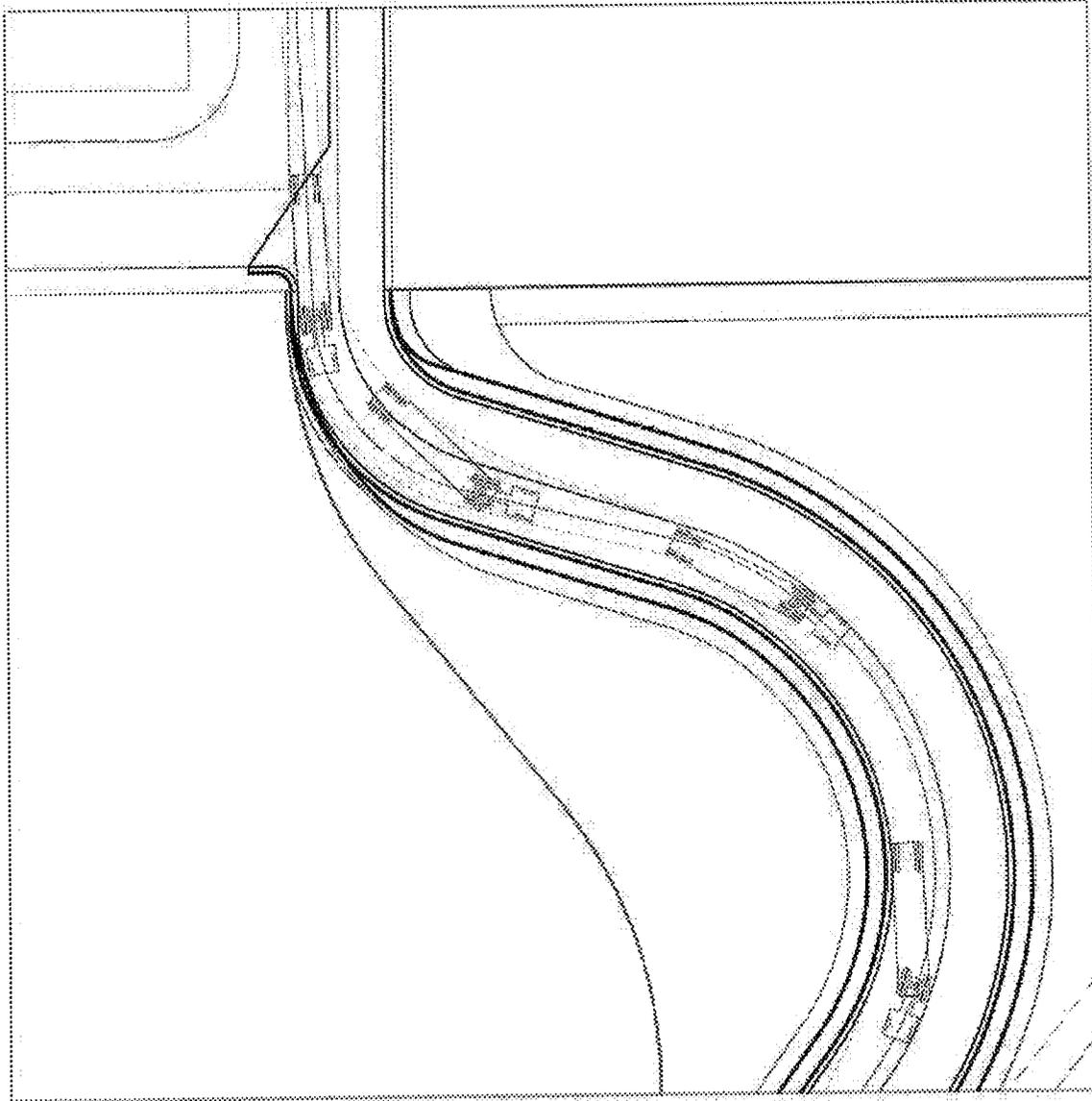


Figure 2: WB-50 Approaching from East on Maple Street

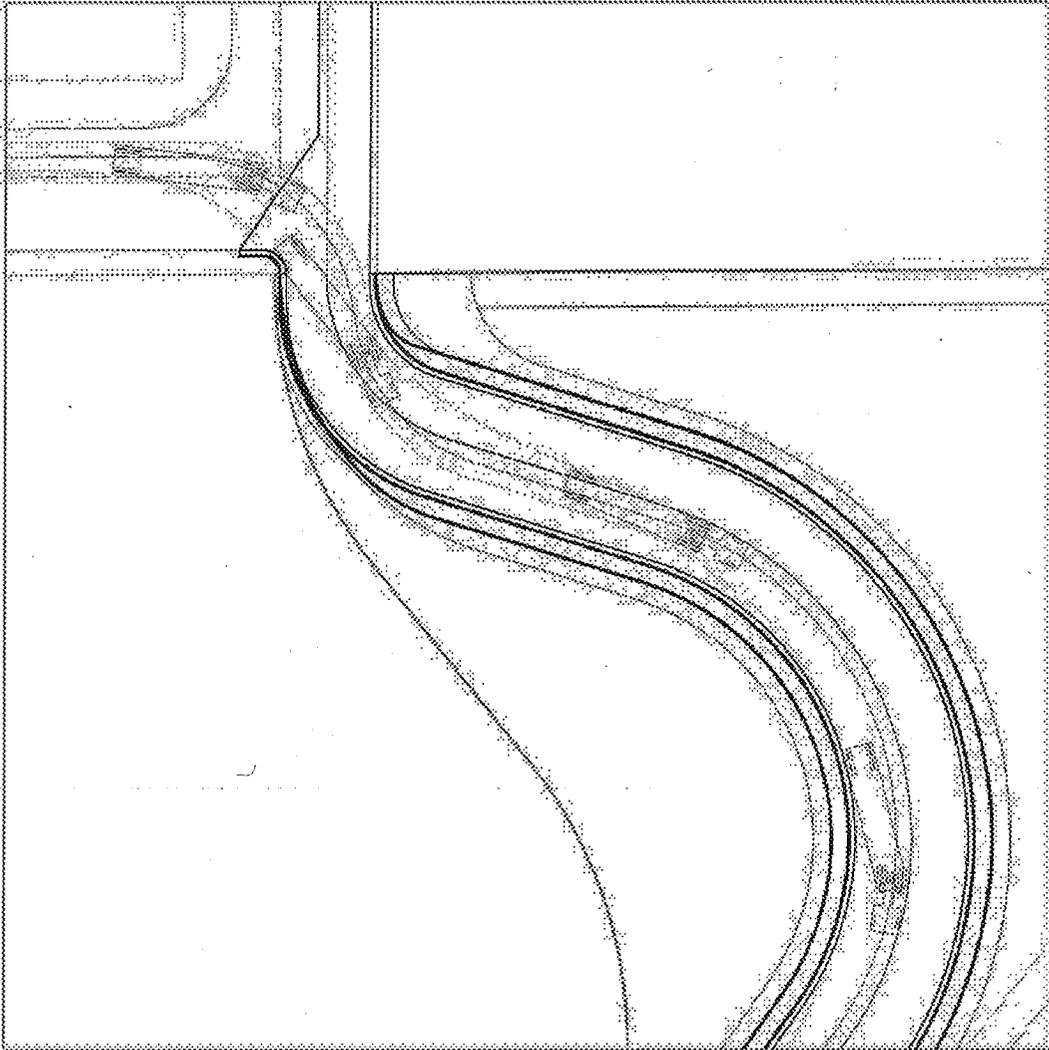


Figure 3: WB-67 D Approaching from North on 1900 East

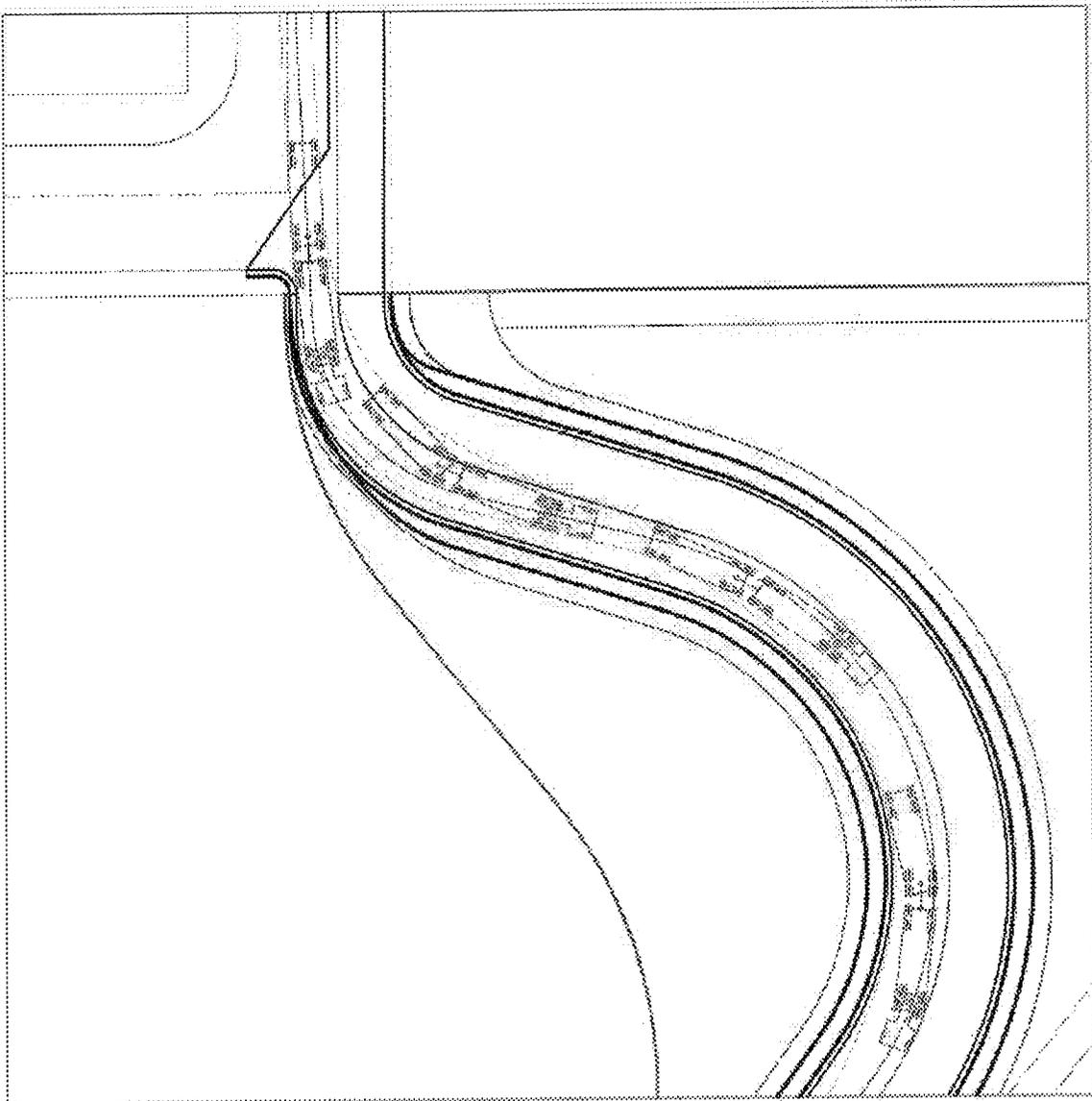
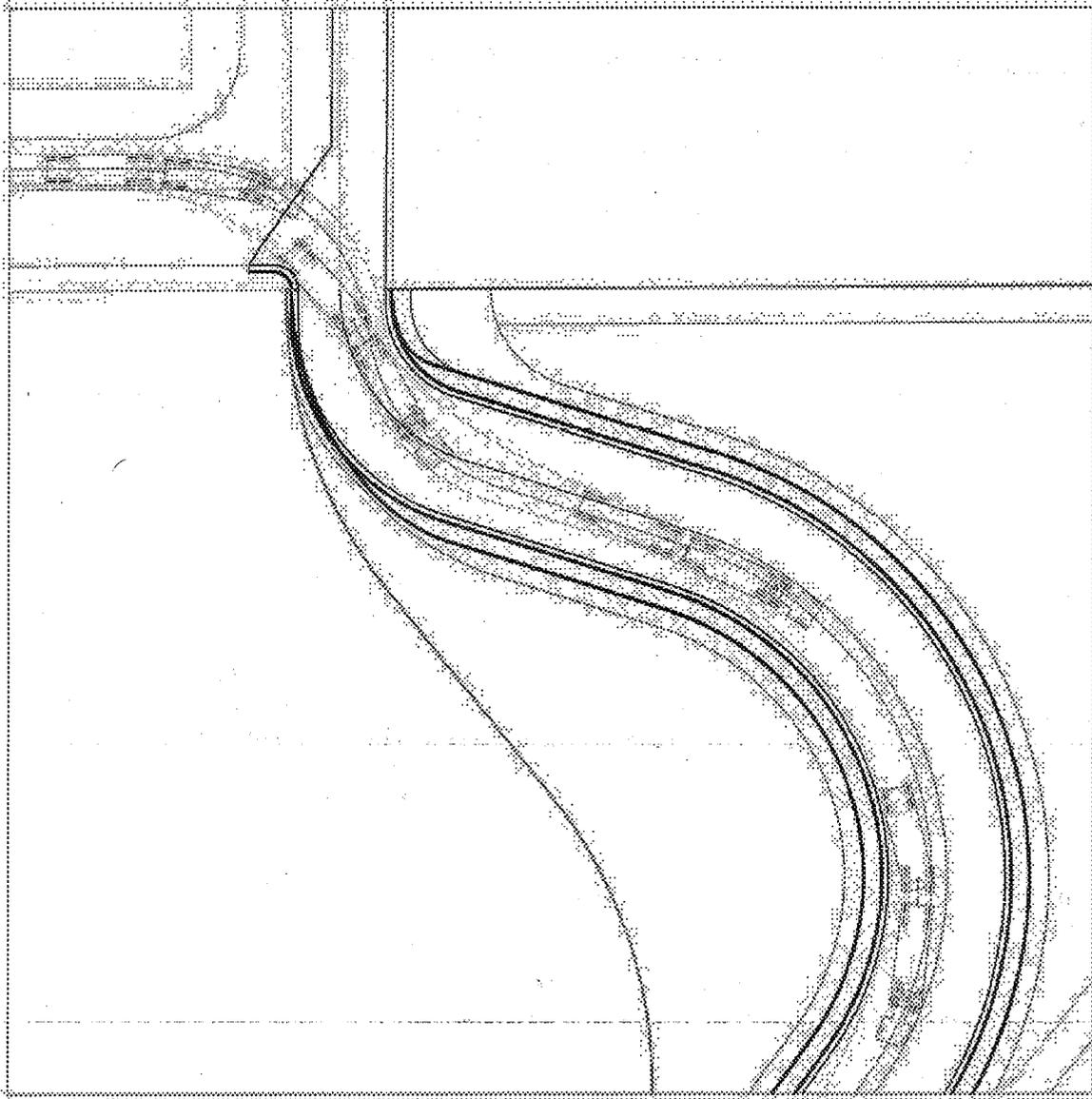


Figure 4: WB-67 D Approaching from East on Maple Street



Road Radius

Chapter 17.12.050 (paragraph D) of the Mapleton City Code states that the curve radius should be a minimum of 100' (128' at center line) on minor streets. The roadway at the northern access does not meet this standard and is the cause of the potential truck/lane overlap mentioned earlier. The American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highways and Streets* publication ("green book") suggests the following:

Roadway Design Speed	*Curve Radius
25 mph	181' (centerline)
20 mph	99' (centerline)

* Using standard road crown and superelevation

The road radiuses shown in the plans of 100' would operate best at a 20 mph design speed, per AASHTO. Adding more pavement width to the roadway from the main access through the 100' radius curve would help mitigate the tight curve radius.

Road Grade

Chapter 17.12.050 (paragraph C) of the Mapleton City Code states that the maximum grade of any street should be eight percent (8%) *unless the street design is approved by the city engineer.*

As mentioned before some areas of the subdivision show 12% grade. To deviate from the 8% grade, under the approval of the city engineer, should be under conditions where other options were considered. Grades over 8% may restrict school buses and in some cases fire trucks. Section D103.2 Grade of International Fire Code states that no road grade shall exceed ten percent (10%) *unless approved by the fire chief.* Both the northern and southern accesses lead to 12% grades on curves.

The national standard for grades on local roads according to the AASHTO "green book" is as follows:

"Grades for local residential streets should be as level as practical, consistent with the surrounding terrain. The gradient [grade] of local streets should be less than 15 percent..."

Weather and other factors should be considered when constructing steep grades. Though 12% grade on a road may not be optimal it may be considered acceptable under certain conditions such as when the surrounding terrain is similar. Reducing the grade to something less than 12% may require more hill-side scaring and encroach on adjacent property to the west of this project.

Recommendations & Comments

- The traffic generated by the project is not estimated to negatively impact the capacity of the existing roadway. Proper entrance signing and striping is recommended.
- Trucks should enter from 1900 East at the northern access in order to maneuver through the entrance based on the current design.
- A stop sign may be needed at the southbound approach at 1900 East, along with a warning sign to large vehicles traveling to Freedom Vista, to yield to oncoming vehicles as they maneuver through the northern access.
- Maintaining at least two project accesses is highly recommended for resident access, emergency response, and evacuation reasons.
- Local code requires that curves need to have a radius of at least 128'. All but one area of the subdivision meets this criterion. To help mitigate the truck overlap on the 100' radius curve is to add approximately 4' of pavement through this curve and to possibly reduce the speed limit to 20 mph surrounding and through this curve.
- The 12% grade is not optimal, however, there is some leeway given to the City Engineer when other feasible options are presented and pursued. The national standard allows for up to 15% grade but does not mention the affects of weather conditions or emergency response.

TO: MAPLETON PLANNING COMMISSION
FROM: Eric Todd Johnson

I have been asked to address whether the provisions of Section 15.45.130 apply to Dr. Gibby's property in the PD-2 Zone. Section 15.45.130 by its terms applies to the CE-1 Critical Environment Zone. Before Dr. Gibby's property was rezoned, Section 15.45.130 did apply and the City did enforce that provision. However, now that Dr. Gibby's property has been rezoned to the PD-2 Zone, Section 15.45.130 no longer applies by its terms and I cannot identify a viable justification on which the City could apply Section 15.45.130 to Dr. Gibby's property in the PD-2 Zone.

Chapter 15.45

STANDARDS FOR BUILDING IN THE CE-1 ZONE

15.45.010: LEGISLATIVE INTENT:

The CE-1 zone includes those areas of the city which, as the result of the presence of steep slopes, unstable soil characteristics, flood hazards, erosion, mudflow or earthquake potential, wildfire hazards or similar natural conditions or environmental hazards, are considered environmentally sensitive and fragile.

It is the intent and purpose of the city council to establish unique building requirements for structures built in the CE-1 zone in order to implement the purposes and intents stated in the CE-1 zone ordinance. With the enactment of this chapter, it is the intent of the municipal council to authorize a governmental function of regulation within the meaning of sections 63-30-3 and 63-30-10(1), (3) and (4) of the Utah code, as amended. (Ord. 00-09)

15.45.020: PRELIMINARY DETERMINATION BY CITY ENGINEER:

All proposals to grade, fill, or excavate land or to erect a structure for human habitation shall be referred to the city engineer who shall make a preliminary determination by reference to the maps and materials maintained in his office if any of the unsafe physical conditions described in section 18.30.030 of this code appear to exist in relation to the real property which is included in the proposal. (Ord. 00-09)

15.45.030: PRESUMPTION:

Conditions described on Utah County geologic hazard maps and aerial topographical maps maintained by the city engineer, together with explanatory material appurtenant thereto, shall be presumed to exist. (Ord. 00-09)

15.45.040: APPROVAL PROCEDURE AND REQUIREMENTS:

- A. Site Plan: Wherever the terms of this zone require submission and approval of a site plan, said plan shall conform with and be approved in accordance with the provisions of this chapter and section 18.84.320 of this code.
- B. Technical Reports: In addition to other materials required for submission, the site plan shall be accompanied by copies of the following technical reports. The following technical reports shall be completed and certified by an engineer licensed by the state of Utah.

1. Geotechnical And Geology Report: The report shall include, but is not necessarily limited to, both a global investigation and a site specific investigation, including trenching, and not just boring for identification and mapping of the location of major geographic and geologic features such as fault traces, surface ruptures, zones of deformation, potential slide and other high hazard areas such as mine shafts and avalanche paths, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, recommendations covering the adequacy of sites proposed for development, and any potential adverse impact on the natural environment.
 2. Soils Report: The report shall include, but is not necessarily limited to, both a global soils investigation and a site specific soils investigation with respect to slope analysis, general soils classification, suitability for development, erosion potential, any recommendations for proposed methods of mitigating any constraints determined to be present as part of the development plan, and any adverse impact on the natural environment.
 3. Fire Protection Report: The report shall include, but not be limited to, identification of potential fire hazards, mitigation measures, access for fire protection equipment and proposed fire flow capability.
- C. Technical Plans: In addition to other materials required for submission, the site plan shall be accompanied by copies of the following technical plans. The following technical plans shall be completed and certified by a structural engineer licensed by the state of Utah.
1. Footing And Foundation Plans: A plan for footings and foundations, taking into consideration the results of the geotechnical and geology report and the soils report, and designed for a seismic three (3) zone in accordance with the UBC. The footing and foundation plans must be submitted to and approved by the city engineer.
 2. Grading And Drainage Plan: A plan shall address any collapsible soils in the immediate site as well as collapsible soils in the global area, and shall include, but is not necessarily limited to, information on ground water levels, identification and mapping of drainage channels and systems, floodplains, existing details and contours where modification of terrain is proposed, the direction of proposed drainage flow, proposed plans and the location of all surface and subsurface drainage devices to be constructed as part of the proposed development, erosion control measures during the course of construction, identification of any grading and drainage problems such as the alteration of natural drainage patterns and any other problems of the proposed development, and a plan to mitigate or eliminate such problems, and any adverse impact to the natural environment.
 3. Natural Conditions And Vegetation Analysis And Preservation Plan: This report and plan shall include a survey of existing trees, large shrubs and ground covers, a plan for the proposed revegetation of the site, detailing existing vegetation to be preserved, new vegetation to be planted and any modifications to existing vegetation, and the identification of any vegetation problems and recommendations as how to mitigate or eliminate such problems and avoid potential adverse impact on the natural environment.
(Ord. 00-09)

15.45.050: ENGINEER GEOLOGIST QUALIFICATIONS AND CERTIFICATE:

A. All reports shall be approved and signed by one of the following:

1. A geotechnical engineer who shall be a registered professional engineer in the state of Utah, qualified by training and experience in the application of the principles of soil mechanics to foundation investigation, slope stability, and site development; or
2. An engineering geologist who shall be a graduate in geology or engineering geology from an accredited university with at least five (5) years of professional geologic experience of which at least three (3) full years shall be in the field of engineering geology.

B. A geologic report shall contain the following certificate:

CERTIFICATE

I hereby certify that I am a geotechnical engineer or an engineering geologist. I have examined the geologic report to which this certificate is attached and the information and conclusions contained therein are, without any reasonable reservation not stated therein, accurate and complete. All procedures and tests used in said geologic report meet minimum applicable professional standards.

Signature

C. In addition to any applicable private civil remedies, it shall be unlawful to knowingly make a false, untrue, or incomplete statement in a geologic report or to sign the certificate described above knowing the same to be materially false or not true. (Ord. 00-09)

15.45.060: INSPECTIONS:

A. City Engineer Inspections:

1. Review Of Reports And Plans: All reports and plans required by subsections 15.45.040A and B of this chapter, shall be delivered by the owner to the city planning and zoning director. When the planning and zoning director determines the delivery of all reports and plans to be complete, he will deliver the same to the city engineer for inspection. The city engineer shall review the reports and plans to determine if they are complete, if they comply with the requirements of this chapter, are certified and stamped by a licensed structural engineer when required by this chapter, and a licensed engineer where required by this chapter, and to determine if the city engineer agrees with the conclusions and interpretation of the various tests, and the plans' proposed methods of mitigating the geotechnical, geological, soils and other conditions contained in the reports.

2. Inspection During Construction: The city engineer shall conduct the following inspections:
- a. Footings And Foundations: The city engineer shall be notified at the following stages of the installation of footings and foundations to ensure that construction of the improvement is consistent with the approved plans:
 - (1) After excavation, forming and placement of reinforcement, immediately prior to pouring of concrete for footings.
 - (2) After excavation, forming and placement of reinforcement, immediately prior to pouring of concrete for foundations.
 - b. Excavation And Grading: The city engineer shall be notified when excavation and/or grading shall begin, again prior to installation of any pipe, line, improvement, or surface within, on, or over the area excavated and/or graded, and again prior to replacing any soil in an area excavated and/or graded to ensure that construction of the improvements is consistent with the approved plans.
 - c. Final Inspection: No occupancy permit shall issue until the city has received a written report from the city inspector and city engineer following their final inspections declaring the construction to be complete, without additional work required, and that all work is in conformance with the city and UBC standards. (Ord. 00-09)

15.45.070: POST CONSTRUCTION INSPECTION AND CERTIFICATION:

For any real property with respect to which development has proceeded on the basis of a geologic report which has been acknowledged by the city engineer, no final inspection shall be completed or certificate of occupancy issued or performance bond released until a qualified engineer or geologist shall certify that the completed improvements and structures conform to the descriptions and requirements contained in said report. Provided, however, that improvements and structures may, with the consent of the city engineer, deviate from the descriptions and requirements contained in the geologic report because of conditions which are discovered after acknowledgment by the city engineer of the geologic report. (Ord. 00-09)

15.45.080: SPECIAL PROVISIONS:

- A. In addition to the provisions of this chapter, all grading, filling, or excavation of land or erection of any structure shall comply with all other applicable provisions of this code. (Ord. 00-09)

15.45.090: APPEAL FROM DECISION OF CITY ENGINEER:

Any person dissatisfied with a decision of the city engineer may appeal the same within thirty (30) days thereof to the planning commission, which shall affirm or reverse, either in whole or in part the decision of the city engineer. A person dissatisfied with a decision of the planning commission may appeal that decision within thirty (30) days thereof to the city council. Appeals to the city council decision can be appealed within thirty (30) days to any court of competent jurisdiction for administrative and not a de novo review. (Ord. 00-09; amd. Ord. 2003-04, 2-5-2003, eff. 3-5-2003)

15.45.100: SCOPE OF APPLICATION:

No subdivision or other development plat or plan shall be approved without compliance with the provisions of this chapter. Every proposal to grade, fill, or excavate land, and every proposal to erect a structure for human habitation shall be subject to this chapter, including proposals related to land in subdivisions or any other development plans which may have been approved prior to the adoption of this chapter. (Ord. 00-09)

15.45.110: RESTRICTIVE COVENANT REQUIRED:

A. If a geologic report has been submitted to the city engineer, no development plan shall be approved and no building permit shall be issued for construction of a structure until the owner(s) of the subject real property have signed and delivered to Mapleton City a restrictive covenant in a form suitable for recording containing not less than the following:

1. A complete description of the geologic condition of the subject real property, including references to relevant reports and studies;
2. A description of the grading, filling, or excavating or erection of a structure for human habitation approved in the geologic report which has been acknowledged by the city engineer, together with the requirements and restrictions imposed thereon;
3. A covenant and agreement enforceable by Mapleton City, adjoining landowners, and any subsequent owner of the subject real property that only the grading, filling, or excavating or erection of a structure contained in the acknowledged geologic report will be constructed or maintained without further compliance with this chapter, as it may be amended from time to time. (Ord. 00-09)

15.45.120: COSTS AND CHARGES:

All costs for processing the application and for conducting all regular and special reviews

including, but not limited to, review of all plans and technical reports and inspections by the city engineer as required herein, shall be borne by the applicant. The city council may, by resolution, establish fees for the administration of this chapter and provide for the assessment and collection thereof. (Ord. 00-09)

15.45.130: VIOLATION:

It shall be unlawful for any person to violate any of the terms and requirements of chapter 18.30 of this code. Any violation of the requirements of this chapter shall constitute a class B misdemeanor. In the event a person changes the natural state of any land surface having a slope of thirty percent (30%) or greater or, on any portion of land situated in the CE-1 zone grades, cuts slopes, begins development, or constructs in violation of the terms of sections 15.45.040 through 15.45.120 of this chapter, the person violating the terms, and the person at whose direction the actions were taken are required to immediately restore and revegetate the area disturbed consistent with a plan approved by the city engineer and shall bear all costs of restoration, including the costs of the city engineer's review of the plan, and the restoration process. No subdivision application shall be processed or approved, and no building or grading permits shall be issued to the person violating these terms, the person at whose direction the actions were taken, nor the owner, or subsequent owners of the property, until the disturbed land is restored and revegetated. A grading permit shall be issued after proper application, for work to be performed to restore and revegetate the area disturbed. (Ord. 00-09)