



PLANNING COMMISSION MEETING STAFF REPORT

DATE OF MEETING: July 14, 2020

AGENDA ITEM: General Plan Amendment

DOCUMENT: Road System Master Plan

NAME OF APPLICANT: Berg Engineering

PROPERTY OWNER: Ryan Davis

ITEM: 4

Berg Engineering, agent for SC Partners and Ryan Davis, is proposing a General Plan Amendment. The proposal is to amend the City's Road System Master Plan and remove part of a planned connection of 600 North between Pine Canyon Road and Farm Springs Road.

BACKGROUND:

Berg Engineering, agent for SC Partners and Ryan Davis, is proposing a General Plan Amendment. The proposal is to amend the City's Road System Master Plan and remove part of a planned connection of 600 North between Pine Canyon Road and Farm Springs Road. Further, the City adopted an ordinance that shows the alignment for the future road which would need to be rescinded if the proposal is approved. Ordinance 2012-22 was adopted to specifically show the alignment of the future street. This is the only road on the entire Road System Master Plan that has a specific alignment. Most of the roads on the plan are connecting "A" to "B" with no specific adopted alignment. Whereas the road in question has been planned and reviewed to dictate where the road will be constructed.

The owner of the property is proposing the amendment so that if his property is developed then the road connection will not be required. What is offered, according to the application, is a low-density development and to preserve open space. Exactly how this would be accomplished would need to be determined. A concept plan was submitted as part of the application for the future development, but the proposal does not comply with any current codes. The City is exploring the idea that creating another small preservation subdivision code that may help the property owner, and other property owners in the City, to develop his property in the manner shown in the concept plan but until an ordinance is adopted, that option would not be available. A further question would be that if a low-density option is available, what guarantees would be made to assure that the development remains low-density and the property is not developed further in the future.

The road section that is petitioned for removal was first found on the City's 1977 Master Street Plan. It has remained ever since. Multiple owners have owned the property with the road planned to cross this area, including the current owner. Staff discussed the planned road with the current owner before the property was purchased. The property owner does have the right to seek an amendment.

Amending the General Plan is a legislative action. The City Council is under no obligation to approve an amendment. All issues should be considered in a legislative process which is unlike when the City Council acts administratively.

ANALYSIS:

The Davis property could be developed if the planned road is built. The road would create frontage on both sides of the street for lots in the development. Staff estimates that the property could contain up to ten lots, six on the south side of the street and four on the north, which would allow for nine new dwellings since there is one dwelling already present on the property.

Whenever an amendment to the land use code or one of the adopted maps of the City are proposed, the City should look to the General Plan for guidance. There should be support for any proposed amendments in the General Plan for an amendment to be successful.

One of the goals of the General Plan is to preserve open space and a rural atmosphere. Clearly reducing the density on the property and eliminating a future road would help meet those goals. The following is support from the General Plan for preserving open space and a rural atmosphere:

Elements of the Community Vision

- *Effective planning through clustering, setbacks, Transfer Development Rights and animal/agriculture ordinances will help Midway to preserve its view corridors, maintain open spaces and reinforce a country/rural feeling.*

- *Midway is characterized by valuable open space resources that contribute to the community's character and overall quality of life. Open spaces hold value for ecological, agricultural, cultural and recreational qualities, and these lands are worthy of careful planning and conservation.*
- *Midway will retain a rural atmosphere through open space preservation*
 - *Through effective zoning, Midway will plan for density closer to its core reinforcing more open space and less density as the City grows to its limits.*
 - *All developments will incorporate various kinds of open space into their projects.*
 - *Open spaces will be accessible, visible, appropriately landscaped (depending on the open space purpose and use) and will be aesthetically pleasing.*
 - *Development and City entryways will be landscaped, aesthetically pleasing and, where appropriate, will reinforce a Swiss/ European theme.*
 - *Effective planning through clustering, setbacks, Transfer Development Rights and animal/agriculture ordinances will help Midway to preserve its view corridors, maintain open spaces and reinforce a country/rural feeling.*
 - *Animal rights will be protected and promoted to help preserve the rural atmosphere and preserve open space.*
- *Guideline 5: Encourage the preservation of prime agricultural land and open space within Midway and the surrounding valley. High-quality, well-planned residential areas with open spaces that support and complement the unique rural quality and character of the City;*
- *Goal 2: Encourage open space to preserve a high quality of life and to preserve Midway's rural atmosphere.*
- *Development Vision*
 1. *High-quality, well-planned residential areas with open spaces that support and complement the unique rural quality and character of the City;*
 2. *Open space areas, while preserving sensitive lands.*

Again, clearly there is support in the General Plan to preserve open space and to maintain a rural atmosphere. The General Plan also focuses on transportation and the needed connectivity that allows a community to function. The City has adopted the Road System Master Plan to assure roads are built in areas where they have been identified that they are needed. The following are selections from the General Plan regarding future street planning and connectivity:

- *The transportation element is designed to provide for the safe and efficient movement of people and goods in the City. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long-range transportation plan which would efficiently support future land development and ultimately Midway's vision for the future.*
- *Additional east-west mobility will be central to mitigating these effects. As Midway continues to grow, building a complete system of roads and trails using multiple corridors and alternatives will become even more important.*
- *Neighborhood connectivity is important for local traffic and for emergency response and should be considered for all new development. Neighborhood connectivity will allow local traffic to use local streets and through traffic to use the collector roads which will allow traffic to be the safest and most efficient.*
- *Transportation Goals and Guidelines*
 - *Objective 2: Design an adequate transportation system for current and future residents and areas of development.*
 - *Guideline 3: Neighborhood connectivity is important for local traffic and for emergency response and should be preferred for all new development.*

One point emphasized in the General Plan is connectivity which is important for local traffic and emergency response. Local traffic is dispersed when there are more options. Also, emergency response is affected if there are limited options to arrive at the site of an emergency. Even road construction benefits if there are options for traffic detours. All these items make connectivity important to have a transportation that functions for a community.

There are limited options for an east-west connection north of Main Street. The two closest roads that connect east-west is Burgi Lane and 200 North. These two roads are separated by nearly a mile. This area covers most of the north area of town. If 600 North is connected, it will create an option almost exactly between the two roads and the connection would be at about the half mile mark. In other words, if there is a connection, the location of 600 North is in the ideal location being almost exactly halfway between Burgi Lane and 200 North. There is only one other option for a connecting road which is the stub road from the Swiss Farms subdivision. The stub road from Swiss Farms is located relatively close to Burgi Lane so there is limited advantage to a through road that far north. All other routes are blocked because of sensitive lands and platted subdivisions.

Another consideration is the temporary cul-de-sac that is in place on Farm Springs lots 10 and 11 until the road connects to Pine Canyon Road (see attached plat). If the road is removed from the Road System Master Plan, then the temporary cul-de-sac will become permanent and the two lots will be encumbered with the easement partially covering both lots.

The City is left with the debate of several items which include:

- How important is 600 North?
- Do we need to have a connecting road in an area where the nearest connecting roads are a mile apart and there are almost no other options?
- How is local traffic, emergency services, and future road construction detours impacted if the road is removed? How does this impact the community for the short-term and at full build out when Midway's population and traffic counts could be double or more?
- Open space and a rural atmosphere are important but are they important enough on a 3.9-acre parcel to eliminate the planned road?
- Eliminating the road could possibly reduce potential density from ten lots to two lots (assuming a code is adopted that could be used on the property). Does this make the proposal more acceptable?
- Should the impacts of Farm Springs lots 10 and 11 be considered since a temporary cul-de-sac easement will become permanent if the petition is approved.

PROPOSED FINDINGS:

Findings supporting the amendment:

- Potential density could be reduced if the road is removed.
- Goals in the General Plan promote open space and a rural atmosphere.
- The General Plan promotes reducing density whenever appropriate.

Findings opposing the amendment:

- The road has been planned since 1977.
- The City adopted Ordinance 2012-22 which specified the exact location of the road.
- There are limited options for connecting Center Street and Pine Canyon Road.
- With less connecting roads, more traffic is forced on to the existing roads which compounds as Midway grows.
- Goals in the General Plan promote connectivity for local traffic circulation and emergency response.
- More connectivity allows for options for detours when roads are under construction.

ALTERNATIVE ACTIONS:

1. Recommendation of Approval. This action can be taken if the Planning Commission feels there is good cause to amend the General Plan.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for approval (findings)

2. Continuance. This action can be taken if the Planning Commission feels that there are unresolved issues.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for continuance
 - i. Unresolved issues that must be addressed
 - d. Date when the item will be heard again

3. Recommendation of Denial. This action can be taken if the Planning Commission finds there is not good cause to amend the General Plan.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for denial

Exhibits

Exhibit 1 – Applicant’s submittal documents

Exhibit 2 – 1977 Master Street Plan

Exhibit 3 – Current Road System Master Plan

Exhibit 4 – Ordinance 2012-22

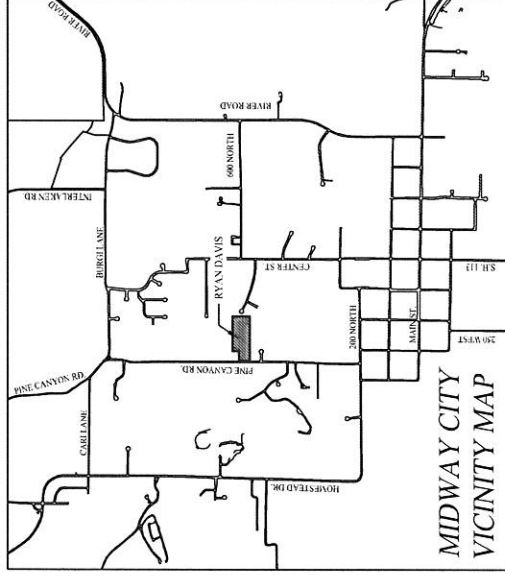
Exhibit 5 – Farm Spring Subdivision Plat with 600 North connection highlighted along with temporary cul-de-sac easement

Exhibit 1

RYAN DAVIS GENERAL PLAN AMENDMENT

SHEET INDEX

1. MIDWAY ROAD SYSTEM MASTER PLAN
2. PROPOSED AMENDMENT TO ROAD SYSTEM MASTER PLAN
3. COUNTY PARCEL MAP
4. SLOPE MAP
5. ENVIRONMENTAL CONSTRAINTS
6. 2 LOT PLAN WITH ROAD MASTER PLAN AMENDMENT



2020 SUBDIVISION ROAD AMENDMENT - 10.10.19.200

THE INCORPORATION OF THIS PLAN INTO THE GENERAL PLAN OF THE COUNTY OF SAN DIEGO IS SUBJECT TO THE APPROVAL OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN DIEGO.
PAUL D. BORG, COUNTY CLERK
DATE: 10.10.19.200

RYAN DAVIS
2020 SUBDIVISION
COVER SHEET



RYAN DAVIS
DATE: 10.10.19.200
DRAWN BY: DEJ
REV: 0

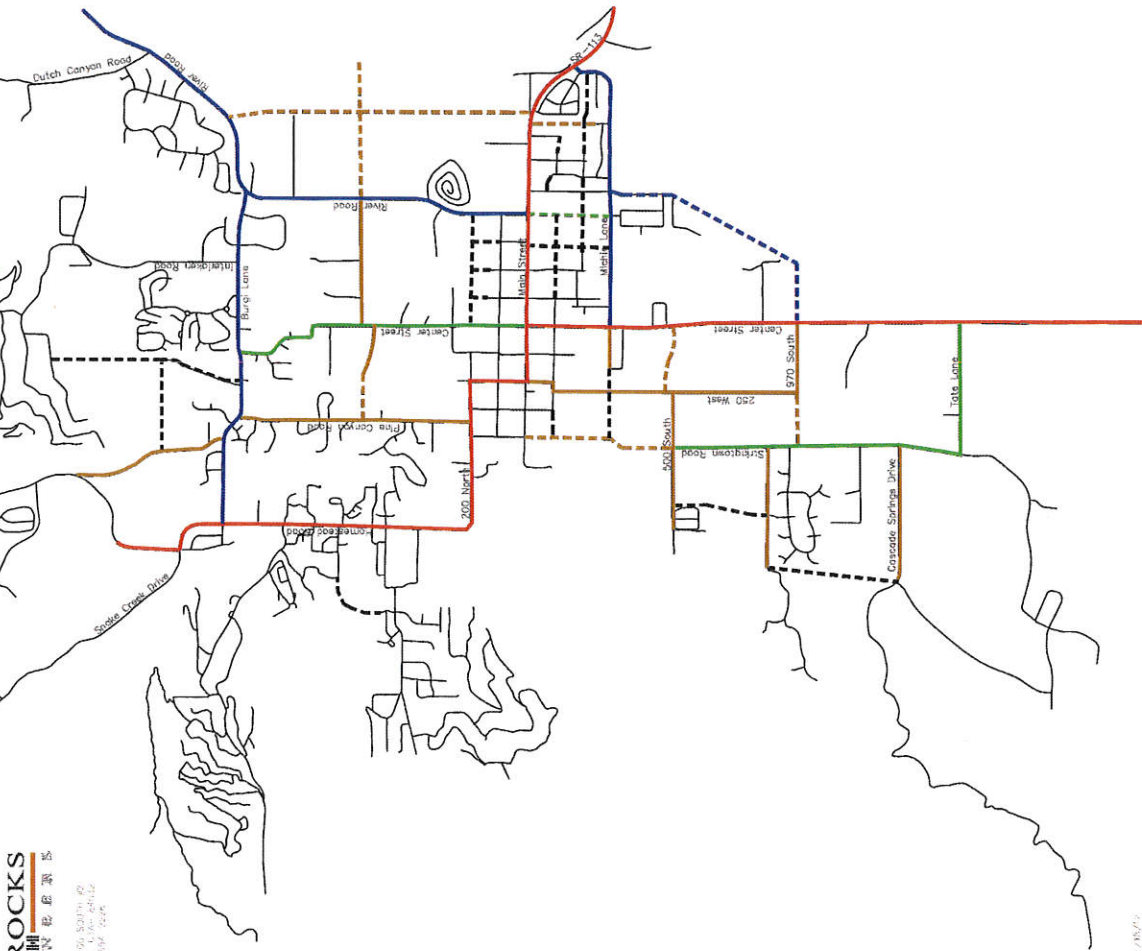
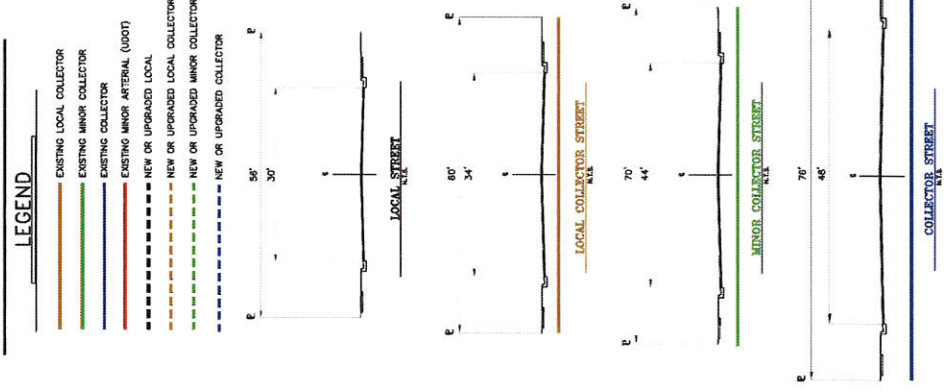


FIGURE 2-1
MIDWAY CITY
ROAD SYSTEM
MASTER PLAN



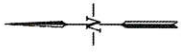
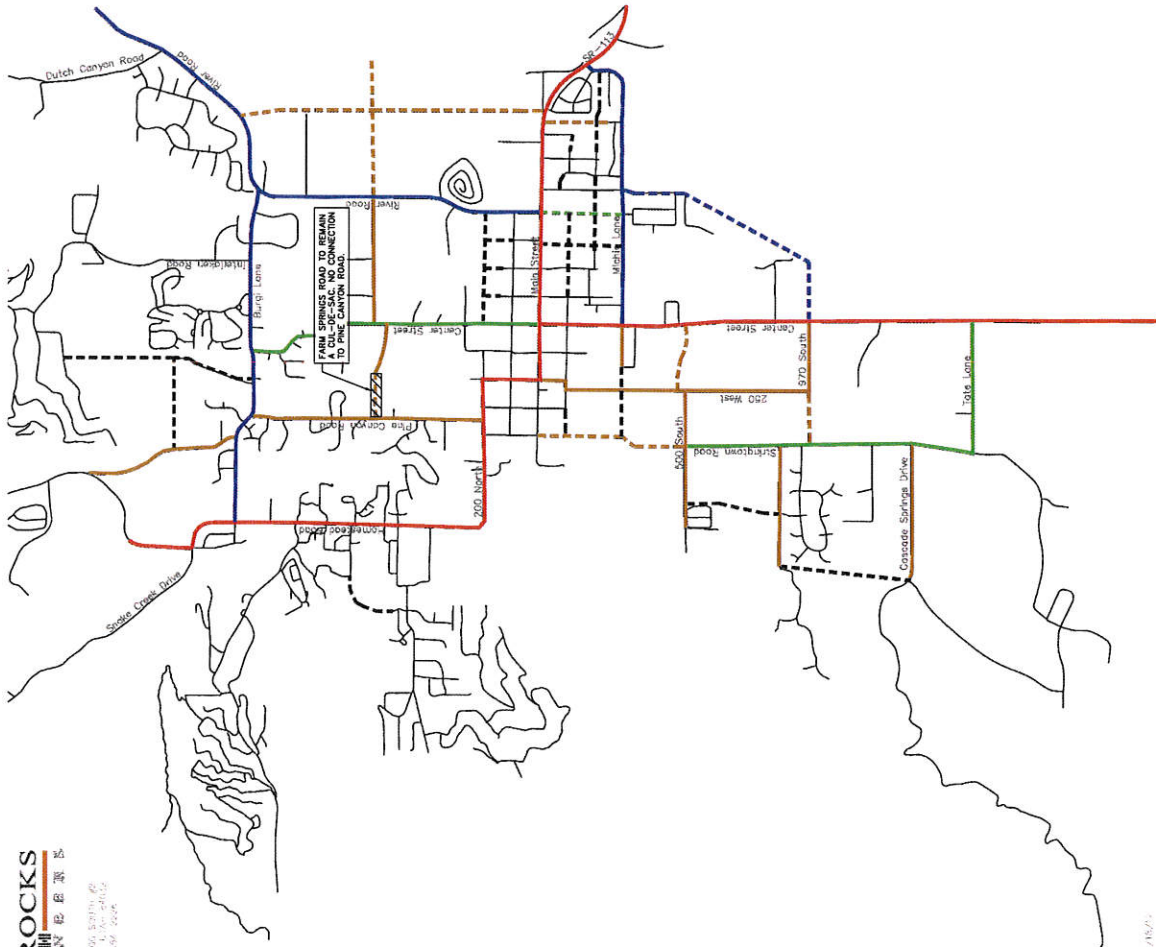
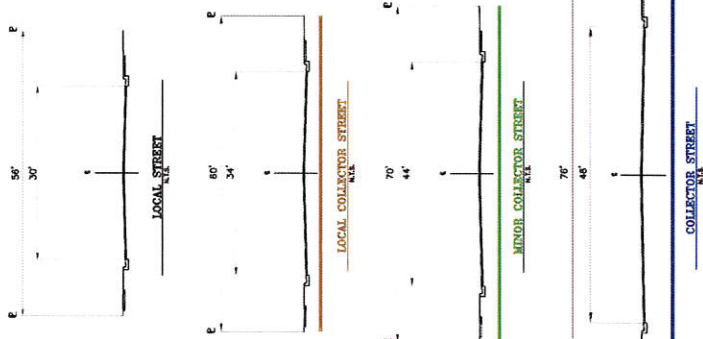


FIGURE 2-1
MIDWAY CITY
ROAD SYSTEM
MASTER PLAN

- LEGEND**
- EXISTING LOCAL COLLECTOR
 - EXISTING MINOR COLLECTOR
 - EXISTING COLLECTOR
 - EXISTING MINOR ARTERIAL (UDOT)
 - NEW OR UPGRADED LOCAL
 - NEW OR UPGRADED LOCAL COLLECTOR
 - NEW OR UPGRADED MINOR COLLECTOR
 - NEW OR UPGRADED COLLECTOR



Wasatch County Web Map



Address
 Not Good Trail Head Good

Section Corner Trail
 SINGLE TRACK ROAD MUNICIPAL COLLECTOR LOCAL LOCAL PRIVATE RAILROAD

Proposed
 Proposed Private Subdivision Park APRON DIRT FIELD BUILDING GRASS WATER

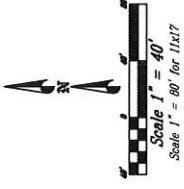
Water Body
 Water

Parcel
 Parcel

Other Icons
 Meadow Subdivision Apron DIRT FIELD BUILDING GRASS WATER

This boundary layer does not have been inspected for the most recent parcel information. It is not intended for use for any legal or administrative purposes. The boundary layer does not include any information regarding the accuracy or completeness of the information. The user of this information assumes full responsibility for the use of the information.

COUNTY ASSessorS PARCEL MAP DATE: 10/30/2010 REV: 3



SLOPE LEGEND
 SLOPES TO 10% SLOPES
 10-20% SLOPES
 20-25% SLOPES
 25%+ SLOPES

THE CLIENT'S RESPONSIBILITY
 AND OBLIGATION TO OBTAIN
 ALL NECESSARY PERMITS
 AND TO OBTAIN ALL NECESSARY
 INFORMATION FROM THE
 LOCAL GOVERNMENT
 SHALL BE THE CLIENT'S
 RESPONSIBILITY.
 DATE: 12 JAN 2008



RYAN DAVIS SUBDIVISION

SLOPE MAP

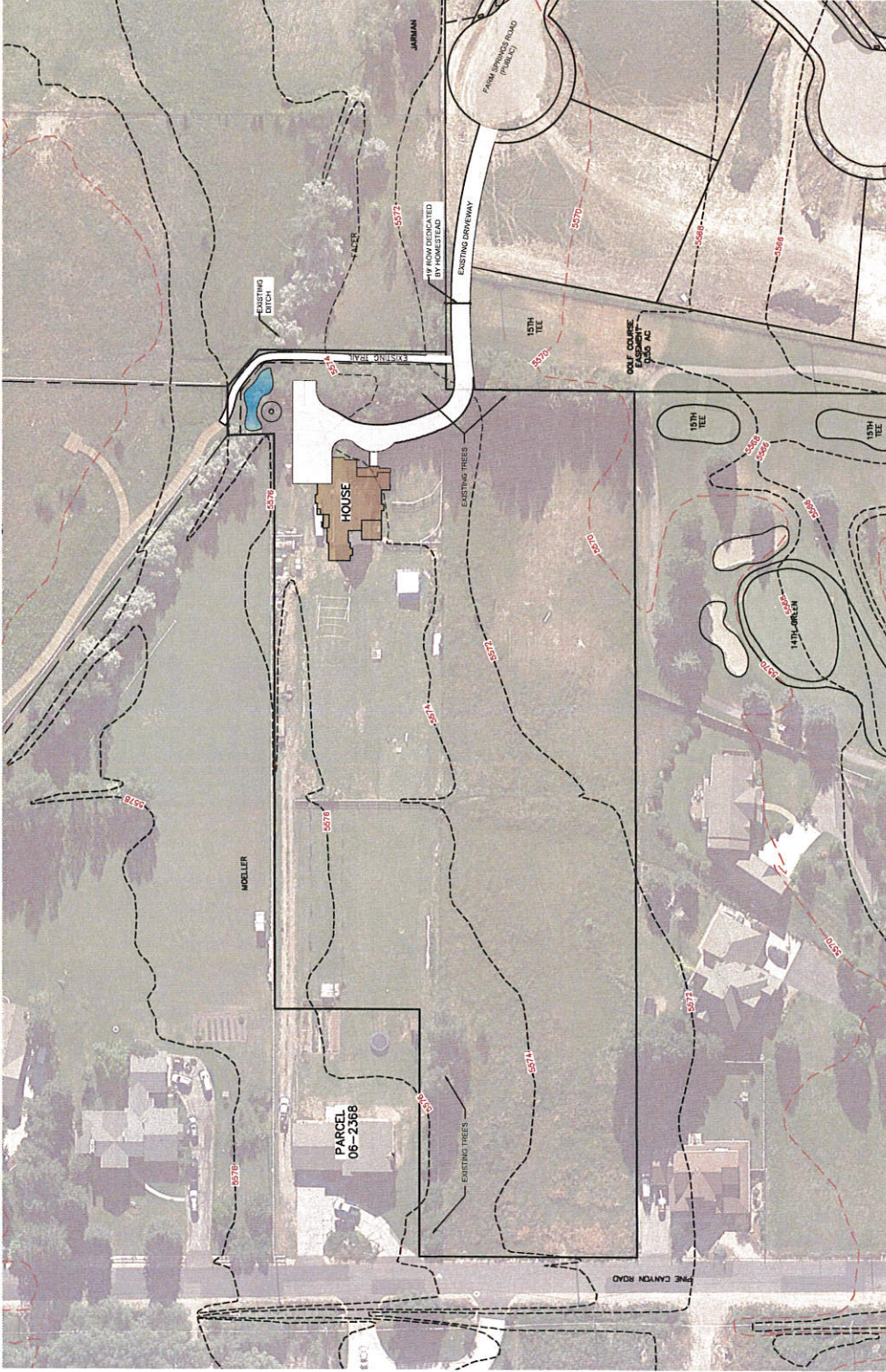


DESIGNED BY	DATE	SHEET
DRWN BY	10/06/2008	4



SENSITIVE LANDS NOTE:
 THIS PLAN SHOWS SENSITIVE NATURAL FEATURES TO BE
 PRESERVED ON THIS PROPERTY.
 PROPERTY DOES NOT CONTAIN WELLS, SLOPES FEMA
 FLOODPLAIN, NOT PETS OR INLANDERS.

THE INFORMATION CONTAINED
 HEREIN IS BELIEVED TO BE
 ACCURATE AND COMPLETE
 AND IS BELIEVED TO BE
 RELIABLE FOR THE PURPOSES
 OF THE ENVIRONMENTAL
 PLAN. THIS INFORMATION IS
 FOR INFORMATIONAL PURPOSES
 ONLY. NO WARRANTY IS
 MADE BY BERG ENGINEERING
 FOR THE INFORMATION.
 DATE: 12.06.2010

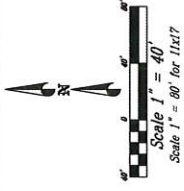


RYAN DAVIS 2010 SUBDIVISION

**ENVIRONMENTAL
 CONSTRAINTS PLAN**



DESIGNER: RYAN DAVIS	DATE: 10 JUNE 2010	SHEET	5
DRAWN BY: RDB	REV:		



NOTES: THIS CONCEPT PLAN IS FOR INFORMATION ONLY. IT IS NOT A CONTRACT DOCUMENT. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

THIS DOCUMENT IS INCOMPLETE FOR RECORDS PURPOSES. IT IS NOT TO BE USED FOR RECORDS PURPOSES. FOR RECORDS PURPOSES, PLEASE CONTACT THE ENGINEER AT THE ADDRESS LISTED BELOW.

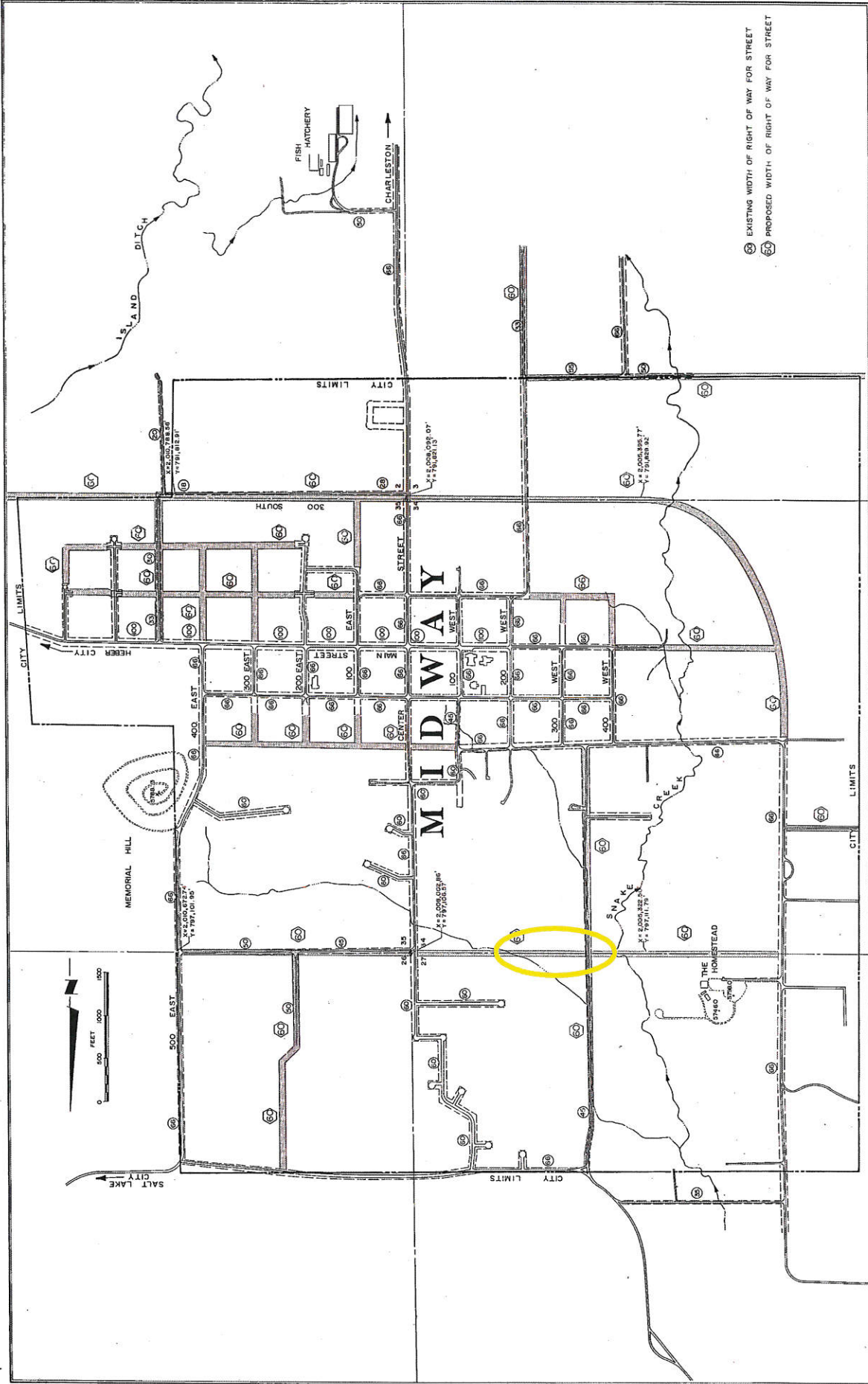
RYAN DAVIS 2020 SUBDIVISION
 2. LOT CONCEPT PLAN
 WITH AMENDMENT TO
 ROAD MASTER PLAN



DATE: 10/26/2020
 DRAWN BY: HBJ
 REV: 6



Exhibit 2



(E) EXISTING WIDTH OF RIGHT OF WAY FOR STREET
 (P) PROPOSED WIDTH OF RIGHT OF WAY FOR STREET

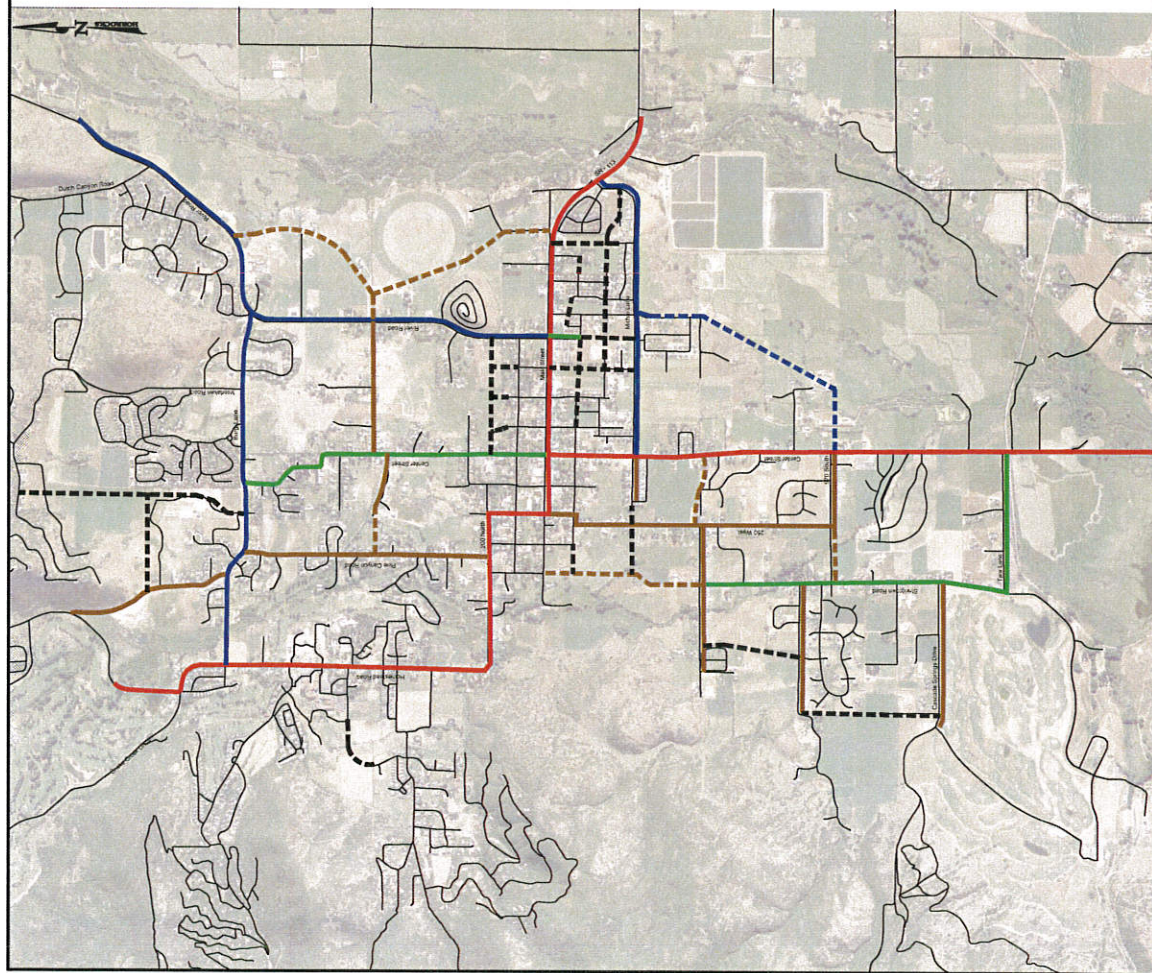
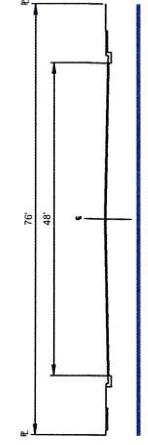
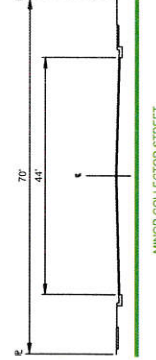
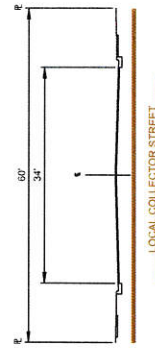
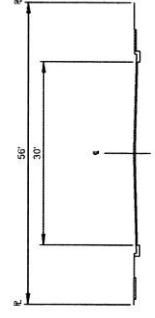
SHEET NO. OF 1 SHEETS	
MIDWAY CITY MASTER STREET PLAN	
NIelsen, Maxwell & WANGSgard CONSULTING ENGINEERS SALT LAKE CITY - OGDEN - PROVO, UTAH	
DESIGNED A.M.V. DRAWN E.D.S. CHECKED A.V.N. APPRO. DATE DEC., 1977	LICENSE PROJECT NUMBER

Exhibit 3

ROAD SYSTEM MASTER PLAN

LEGEND

- EXISTING LOCAL COLLECTOR
- EXISTING MINOR COLLECTOR
- EXISTING COLLECTOR
- EXISTING MINOR ARTERIAL (UDOT)
- NEW OR UPGRADED LOCAL
- NEW OR UPGRADED LOCAL COLLECTOR
- NEW OR UPGRADED MINOR COLLECTOR
- NEW OR UPGRADED COLLECTOR



SCALE		WARNING		HORROCKS ENGINEERS		MIDWAY CITY		PROJECT NO.	
HORIZONTAL: NONE		0 1/2 1		2162 West Grove Parkway		2162 West Grove Parkway		DATE	
VERTICAL: NONE		IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE		Suite 400		Pleasant Grove, UT 84062		DATE	
				(801) 755-5100				DRAWING NO.	
								1 of 2	
								DRAWING NO.	
								7/2018	
								DRAWING NO.	
								7/2018	
								DRAWING NO.	
								P-1	

Exhibit 4



ORDINANCE 2012-22

AN ORDINANCE ADOPTING AN AMENDMENT TO THE MIDWAY CITY ROAD SYSTEM MASTER PLAN MAP

WHEREAS, Utah Code Section 10-9a-407 authorizes municipalities to adopt official maps; and

WHEREAS, the City Council of Midway City finds that certain amendments to the current Midway City Road System Master Plan Map are necessary and will serve the public interest.

NOW THEREFORE, be it ordained by the City Council of Midway City, Utah, as follows:

Section 1: Pursuant to Utah Code Section 10-9a-407, the Midway City Road System Master Plan Map, attached hereto as Exhibit A, is amended to reflect, include and incorporate by reference the alignment of the proposed public road known as 600 North Street as shown on the site plan attached hereto as Exhibit B and the aerial map attached hereto as Exhibit C.

Section 2: This ordinance shall take effect upon publication or posting as may be required by law.

PASSED AND ADOPTED by the City Council of Midway City, Wasatch County, Utah this 12th day of December, 2012.

	AYE	NAY
Council Member Colleen Bonner	<u> X </u>	_____
Council Member Steve Ashton	<u> X </u>	_____
Council Member Dick Hines	<u> X </u>	_____
Council Member Danny Hofheins	<u> X </u>	_____
Council Member Ken Van Wagoner	<u> X </u>	_____

APPROVED:

Connie Tatton
Connie Tatton, Mayor

ATTEST:

Brad Wilson
Brad Wilson, City Recorder

APPROVED AS TO FORM:





Kraig Powell
Kraig Powell, City Attorney

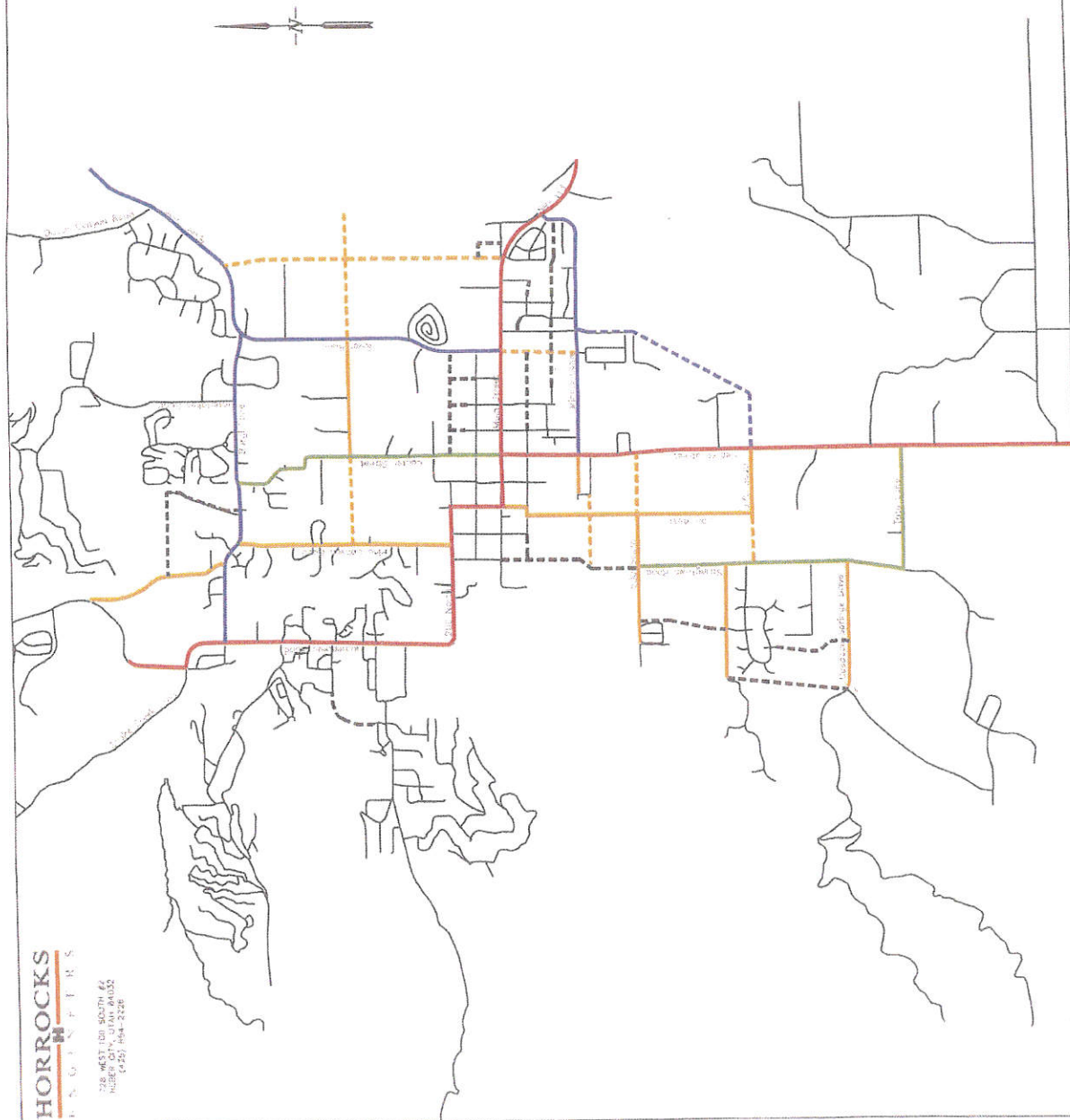
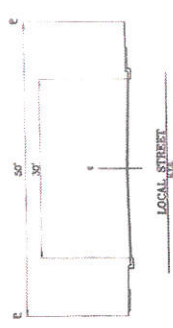


Exhibit A

FIGURE 2-1
MIDWAY CITY
ROAD SYSTEM
MASTER PLAN

LEGEND


-  EXISTING LOCAL COLLECTOR
-  EXISTING MINOR COLLECTOR
-  EXISTING COLLECTOR
-  EXISTING MINOR ARTERIAL (UDOT)
-  NEW OR UPGRADED LOCAL
-  NEW OR UPGRADED LOCAL COLLECTOR
-  NEW OR UPGRADED MINOR COLLECTOR
-  NEW OR UPGRADED COLLECTOR

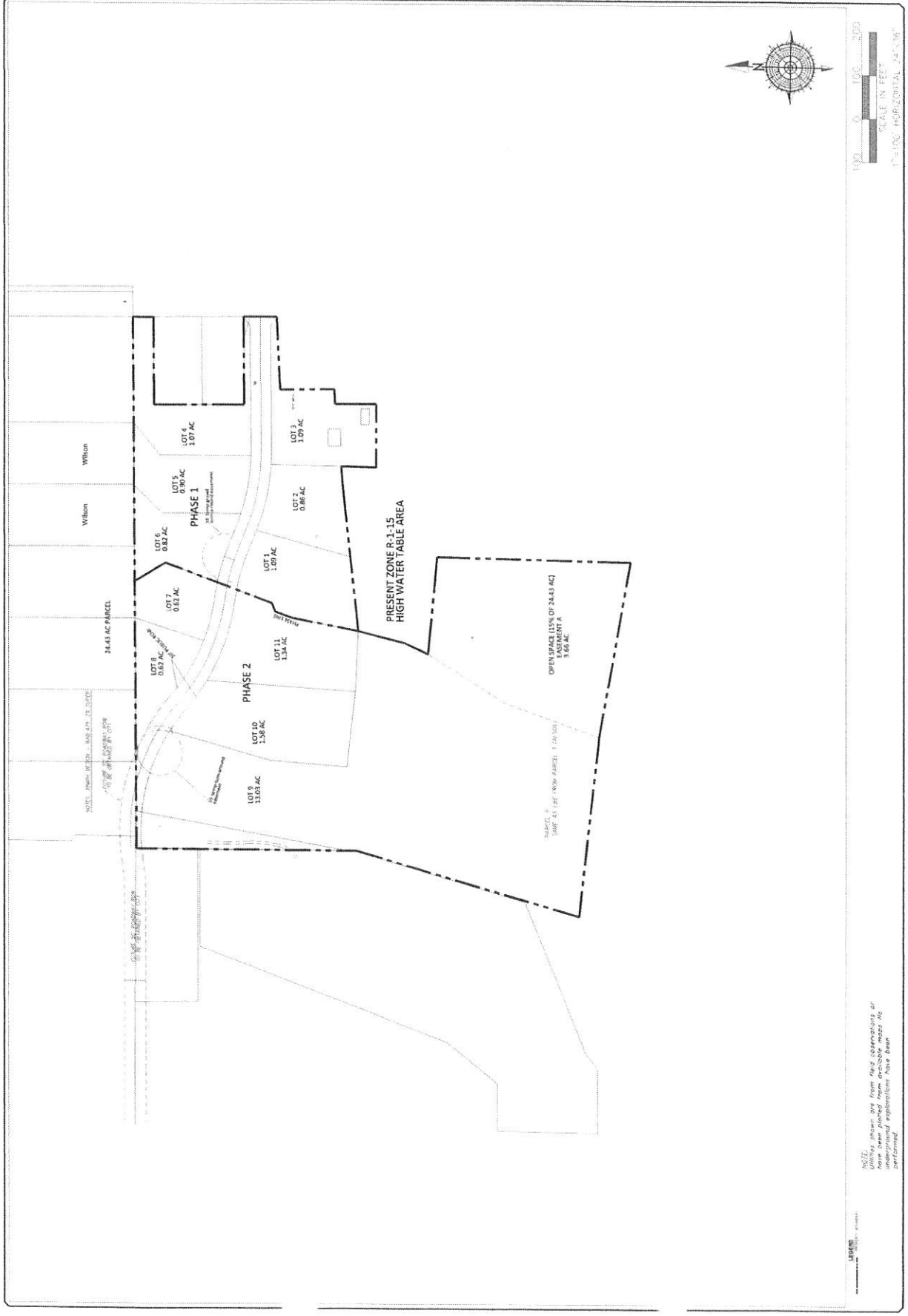


HORROCKS
ENGINEERS
728 WEST 101 SOUTH #2
SALT LAKE CITY, UT 84143
(801) 464-2228

20-MAPS-BAY-3-7/2012

Exhibit B

	GATEWAY CONSULTING, INC. CIVIL ENGINEERING - CONSULTING - LAND PLANNING P.O. BOX 951601 SOUTH FORTLAUDERDALE, FL 34691 PHONE: (954) 664-5668 FAX: (954) 412-7949 WWW.GATEWAYCONSULTING.COM	Plumb - Settlement concept site plan MARYO, ULLMANN & ASSOCIATES, INC.	PROJECT NUMBER: _____ SHEET NUMBER: _____ DATE: _____	SCALE: 1" = 100' HORIZONTAL, 2" = 10' VERTICAL NORTH
-----------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	-------------------------------------------------------------	---------------------------------------------------------



NOTE: All data shown here from field observations or other sources. No field observations or other data were performed.

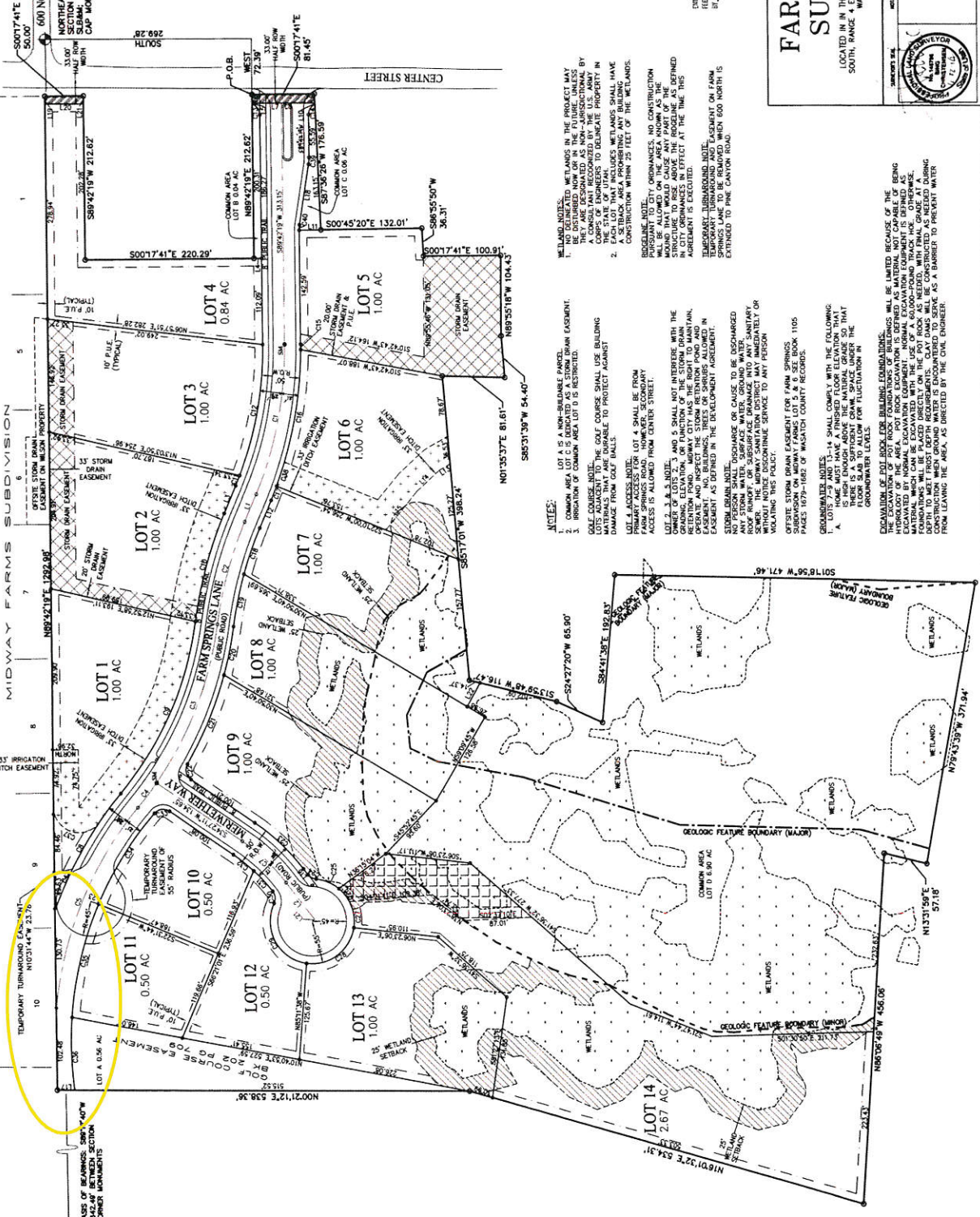
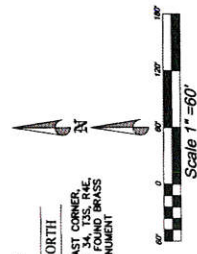
Exhibit C



NOTES:
 1. All dimensions shown are from field observations or
 2. All dimensions shown are from aerial photography or
 3. All dimensions shown are from computer generated maps. No
 4. All dimensions shown are from computer generated maps. No
 5. All dimensions shown are from computer generated maps. No
 6. All dimensions shown are from computer generated maps. No
 7. All dimensions shown are from computer generated maps. No
 8. All dimensions shown are from computer generated maps. No
 9. All dimensions shown are from computer generated maps. No
 10. All dimensions shown are from computer generated maps. No

Plumb - Settlement concept site plan Midway, Utah		SHEET NO. 1
PROJECT NUMBER: _____ DRAWING FILE: _____	GATEWAY CONSULTING, INC. CIVIL ENGINEERING - CONSULTING - LAND PLANNING P.O. BOX 918888 SCOTTSDALE, AZ 85268 TEL: (800) 694-5888 FAX: (602) 442-7050 gtc@gatewayconsulting.com	DATE: 11-09-07 DESIGNED BY: GJM CHECKED BY: GJM DRAWN BY: GJM SCALE: AS SHOWN SHEET NO.: 1

Exhibit 5



- LEGEND**
- WETLANDS DELINEATION PER MSE EARTH (OCTOBER 2012)
 - 25' WETLAND SETBACK (NO BUILDING ALLOWED)
 - STORM DRAIN EASEMENT GRANTED TO MIDWAY CITY
 - GEOLOGIC FEATURE BOUNDARY (MAJOR)
 - GEOLOGIC FEATURE BOUNDARY (MINOR)
 - R.O.W. DEDICATION TO MIDWAY CITY (0.03 AC) FOR CENTER STREET
 - 33' IRRIGATION DITCH EASEMENT DEDICATED TO MIDWAY IRRIGATION COMPANY
 - TRAIL EASEMENT ACROSS LOT 14 GRANTED TO FARM SPRINGS HOME OWNERS ASSOCIATION FOR A PRIVATE TRAIL
 - SURVEY MONUMENT TO BE SET

DATE OF SURVEY: MARCH 2014
 SHEET 2 OF 2
 SCALE: 1" = 60' FEET
 CITY ENGINEER SEAL
 COUNTY ENGINEER SEAL
 PROFESSIONAL SEAL
 SURVEYOR SEAL

FARM SPRINGS SUBDIVISION

LOCATED IN THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, MIDWAY CITY, WASHINGTON COUNTY, STATE OF UTAH

WETLANDS NOTES:

- NO DELIMITED WETLANDS IN THE PROJECT MAY BE FOUND TO BE SUBJECT TO FEDERAL REGULATION BY THE U.S. ARMY CORPS OF ENGINEERS UNDER SECTION 404 OF THE CLEAN WATER ACT.
- IF ANY DELIMITED WETLANDS ARE FOUND TO BE SUBJECT TO FEDERAL REGULATION BY THE U.S. ARMY CORPS OF ENGINEERS UNDER SECTION 404 OF THE CLEAN WATER ACT, THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS FROM THE U.S. ARMY CORPS OF ENGINEERS.

REGULATORY NOTES:

- CONSTRUCTION WITHIN 25 FEET OF THE WETLANDS IS PROHIBITED.
- IF ANY DELIMITED WETLANDS ARE FOUND TO BE SUBJECT TO FEDERAL REGULATION BY THE U.S. ARMY CORPS OF ENGINEERS UNDER SECTION 404 OF THE CLEAN WATER ACT, THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS FROM THE U.S. ARMY CORPS OF ENGINEERS.

STORM DRAIN NOTES:

- STORM DRAIN EASEMENT GRANTED TO MIDWAY CITY FOR CENTER STREET.
- STORM DRAIN EASEMENT GRANTED TO MIDWAY CITY FOR CENTER STREET.

OFFSITE STORM DRAIN EASEMENT FOR FARM SPRINGS:

OFFSITE STORM DRAIN EASEMENT FOR FARM SPRINGS, PAGES 1079-1082 OF WASHINGTON COUNTY RECORDS.

CONSTRUCTION NOTES:

- LOTS 1-3 AND 11-14 SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:
- HOME MUST HAVE A FINISHED FLOOR LEAVING A MINIMUM OF 18" ABOVE FINISH GRADE.
- THERE IS A SUFFICIENT CRAWL SPACE UNDER THE FOUNDATION FOR FLOODING UNDER THE FOLLOWING CONDITIONS:
- GROUNDWATER LEVELS.

EXCAVATION OF FOOT ROCKS FOR BUILDING FOUNDATIONS:

THE EXCAVATION OF FOOT ROCKS FOR BUILDING FOUNDATIONS SHALL BE LIMITED TO THE REMOVAL OF SOFT, WEAK, AND UNDESIRABLE MATERIALS. EXCAVATION SHALL NOT BE DEEPER THAN 4 FEET BELOW FINISH GRADE. EXCAVATION SHALL BE LIMITED TO THE REMOVAL OF SOFT, WEAK, AND UNDESIRABLE MATERIALS. EXCAVATION SHALL NOT BE DEEPER THAN 4 FEET BELOW FINISH GRADE. EXCAVATION SHALL BE LIMITED TO THE REMOVAL OF SOFT, WEAK, AND UNDESIRABLE MATERIALS. EXCAVATION SHALL NOT BE DEEPER THAN 4 FEET BELOW FINISH GRADE.

DATE OF SURVEY: MARCH 2014
 SHEET 2 OF 2
 SCALE: 1" = 60' FEET
 CITY ENGINEER SEAL
 COUNTY ENGINEER SEAL
 PROFESSIONAL SEAL
 SURVEYOR SEAL

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