

- I move to amend Section 3 of Ordinance 20-015 to read as follows:

Section 3. Effective date. This ordinance shall take effect on January 1, 2021.

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- I move to amend Section B05 (p.19) of the Subdivision Construction Manual by striking the existing language in its entirety and inserting the following language:

Subdivisions shall be designed in a manner that does not conflict with the Long Range Transportation Plan or Official Streets & Highways Plan. Subdivisions containing future road corridors identified in the LRTP or OSHP are encouraged to include the future road corridor as part of the road layout of the subdivision.

Building setbacks prohibiting the location of any permanent structure within the future road corridor may be voluntarily designated on the final plat. The area within the future road corridor shall be excluded from useable septic area calculations. The area within the future road corridor and building setbacks shall be excluded from useable building area calculations.

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- I move to amend Section C02.5(c) (p.20) of the Subdivision Construction Manual to read as follows:

(c) Place material meeting, or verify in-situ material meets, the requirements for Subbase specified in subsection C07 to a minimum depth of 20 inches with the upper 6 inches [HAVING NO] **being** material [WITH A DIAMETER LARGER THAN 6 INCHES] **which passes through a 3-inch screen.** Place embankment in horizontal layers **not to exceed 12 inches (uncompacted), or** as directed by the engineer **and approved by DPW,** for the full

width of the embankment and compact with moisture and density control in accordance with the Standard Specifications for Highway Construction (ADOT&PF) and any MSB Standard Modifications and as specified in C02.5(e) before the next lift is placed. Compaction shall start at the outer edges of the road prism and proceed inward to roadway centerline.