



# SANDY CITY COMMUNITY DEVELOPMENT

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## Staff Report Memorandum February 6, 2025

To: Planning Commission  
From: Community Development Department  
Subject: The Meadows at Cys Road–  
Preliminary Subdivision and Site Plan Review  
8777 S 700 E  
[Community #7, Quarry Bend]

SUB10162024-006871  
SPR10162024-006872  
SPX01162025-006906  
PUD (10)  
3.3 Acres

**Public Meeting Notice:** This item has been noticed to property owners within 500 feet of the subject area, on public websites, at public locations, and a sign posted on site.

### Request

The applicant and property owner, Brad Reynolds of Cy Meadow, LLC, is requesting a preliminary Subdivision and Site Plan review for the property located at approximately 8777 S. 700 E. The proposal includes developing the property into 33 residential units consisting of seven single family homes and 26 town homes. The property will also be subdivided into a residential condominium allowing for the private ownership of units. Based upon the applicant's submittal, three special exceptions will also be required for the current design which include the following: the creation of private streets instead of public streets, the creation of lots which do not front onto a public street, and the creation of streets with less than the standard street right-of-way width. Please reference the applicant's letter (Exhibit A) and application materials (Exhibit B).

The property is zoned Planned Unit Development (PUD) which requires that the Planning Commission review and approve the proposed building materials, building design, exterior fencing, landscape (open space), and amenities for the project. The Planning Commission may also require specific setbacks, buffers, building heights, and site arrangements where it is determined to be appropriate. The Planning Commission reviews developments within the PUD zone to ensure the site plan follows the purpose and design objectives outlined in the ordinance. Additionally, the proposed Subdivision and Special Exceptions require Planning Commission review.



SPR10162024-006872  
SUB10162024-006871  
Meadows at Cys Road  
8777 S 700 E  
Sandy City, UT  
Community Development Department

Property Case History	
Case Number	Case Summary
A #97-6	Olabarri Investment Co. Annexation – 4 Acres, Zoned PUD(10)

### **Background**

The subject property is currently a single parcel that has been farmland for many years. It is zoned PUD(10) on the east side of Green Way and BC (Boulevard Commercial) on the west. This proposal is to develop only the eastern portion of the property.

The following zoning designations and land uses surround the property:

North: PUD (12) and R-1-8 (townhomes and single-family residential)  
 East: R-1-8 (single-family residential)  
 South: PUD (10) (townhomes and the Alpine Meadows Apartments)  
 West: BC (one single-family home and a vacant commercial lot)

### **Public Notice and Outreach**

Notices were mailed to property owners within 500 feet of the subject property and affected entities. The notice was posted to the Utah Public Notice website and the city website. A physical copy of the notice was posted at City Hall, and a public notice sign was placed on the subject property.

Staff held a virtual neighborhood meeting via Zoom on January 21, 2025. Residents were primarily concerned with the plan to connect Green Way to Cys Road and potential vehicle traffic through the neighborhoods to the north (see minutes in Exhibit “C”).

### **Analysis**

#### **Planned Unit Development Review**

The purpose of a PUD is to provide flexibility of design that would not be possible through the typical application of zoning regulations. It encourages the efficient use of land to preserve open space while providing a means to create variety in the physical pattern of development. PUD developments are held to high standards of design and layout. This district allows for smaller setbacks and clustered housing in exchange for meaningful open space, quality architectural design, and community amenities.

The design objectives for a Planned Unit Developments are:

1. Provide for a comprehensive and harmonious arrangement of buildings, open spaces, circulation ways, parking, and development amenities.
2. Be related to existing and proposed land use and circulation plans of the community and not constitute a disrupting element in the neighborhood.
3. The internal street system and pedestrian connections should be designed for the efficient and safe movement of vehicles without disrupting pedestrian circulation, activities, functions of the common areas and open space.
4. Open space and recreation areas and facilities should be located adjacent to dwelling units or be easily accessible therefrom.
5. Open space and recreation areas should be the focal point for the overall design of the development.

The Planning Commission has flexibility in requiring specific setbacks, lowered density, and height limitations to ensure these design objectives are met. Review of building and roofing materials, building design, and configuration of open space are important design review items to be considered. The applicant has provided elevations of the proposed buildings and materials as well as a site plan and a landscaping plan (Exhibit “B”).

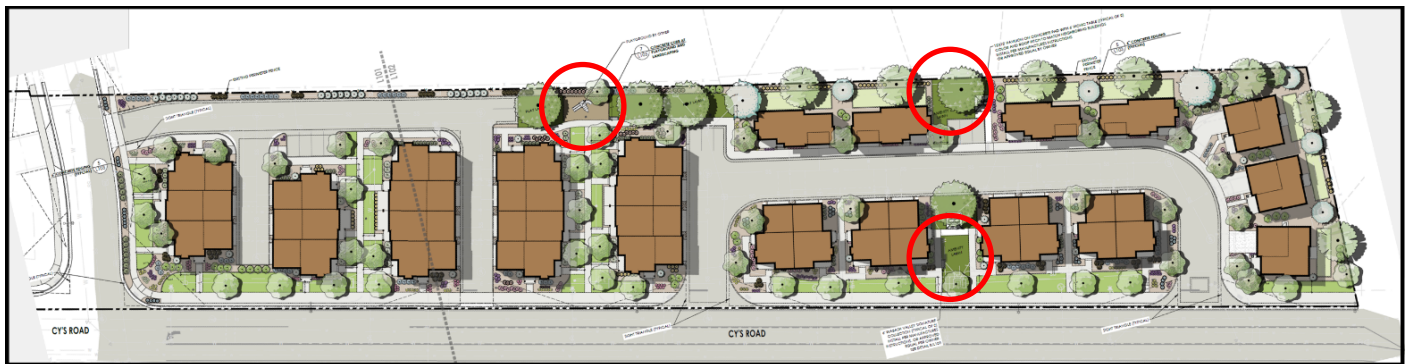
The applicant has shown the overall site area to be 3.3 acres and is proposing to develop 33 units, which is the maximum allowed by the zone for this size of property. The PUD zone density includes the gross acreage prior to the dedication of public right of way.

### **Site Plan Review**

The proposed development is for 33 residential units consisting of 24 townhomes and seven single-family residences. The single-family homes will face a U-shaped private street. This street will also provide vehicle access for 12 of the townhome units. Eight townhomes will face Cys Road and three will face Green Way, while the remainder of the units on the west side of the development will face each other across private pedestrian streets.

The units are placed in a manner that allows for an appropriate layout that respects the existing land uses. The applicant has setback the units to be similar to the surrounding zones, with similar massing and scale. Where dissimilar uses are proposed, an increased setback that doubles the minimum setback of the adjacent zone has been accomplished. Single-family homes have been proposed adjacent to the R-1-8 zoned properties along the north and east side of the development to accomplish this goal.

All units include two car garages with three of the single-family homes having full driveways for guest parking. The remainder of the units will be provided with a total of 12 shared guest parking stalls. The single-family homes front onto the private street and have front facing garages. All townhome units are rear loaded with some facing Cys Road and Green Way with the remainder facing each other along private pedestrian streets. This plan provides for a variety of layouts and building designs.



The open space is an important aspect of PUDs as it is used both for recreation and aesthetics in a higher density development. The PUD zone requires a minimum of 40% open space. This is calculated based on a combination of common (which is open to everyone in the subdivision) or limited common (which is not privately owned land but is limited to select users). Examples of limited common area can include patios or small backyards. The proposed project has precisely 47% of the land area being used as open space. A landscape plan has been provided and generally meets city requirements. The open space that has been provided is dispersed throughout the development with three larger areas provided (see circled areas above). The plans indicate that the developer is proposing a playground area, a lawn area, and pavilion at these primary locations. Additional amenities may be required by the Planning Commission based on the size, scale, impacts, and nature of the development. This could mean that additional open spaces be developed such as sports courts, community gardens, fire pit, etc.

The buildings materials proposed by the applicant contain a combination of brick and various types of cement fiberboard. They have pitched roofs with asphalt shingled roofs. The design contains cantilevered elements and porches that break up the façade on the elevations. While not clear from plans provided, the buildings are required to be under 35 feet to the peak of the roof above the average finished grade.

### **Subdivision**

The proposed subdivision plat would create private ownership of each of the units, with limited common areas for private driveways, and common areas for all other open space areas. A Parcel "A" would be created on the west side of Green Way for land that would be developed in a future phase.

It would also formally dedicate to the public the necessary land to connect Green Way to Cys Road to match the existing road profile (60-foot ROW) and would meet city standards. Cys Road would also be further widened and dedicated for public use (32' half-width) that would include 22 feet of pavement and curbing, a two-foot paved parkstrip, and an eight foot sidewalk. A private u-shaped street is proposed that will run through the development at a width of 38 feet which will have 32 feet of pavement and curb with a six-foot sidewalk on one side. A set of covenants, conditions, and restrictions have not yet been provided, but will need to be established to provide a means to manage the areas of common maintenance amongst the various owners.

### **Special Exceptions**

The current proposal requires the approval of three Special Exceptions. The **first** is for the creation of a private street that does not meet the city's road profile standards for width, sidewalk, and parkstrip. The **second** is for the creation of lots that do not front a public street. The **third** special exception is for not providing the standard sidewalk and parkstrip dimensions along Cys Road.

The private street proposal calls for the creation of a 38-foot private street, which includes 28 feet in width of paved surface, two-foot curb and gutters, and a six-foot sidewalk on one side. The applicant is proposing the elimination of sidewalks on one side of the street and parkstrips along both sides, which includes a six-foot adjacent sidewalk, two feet of curb and gutter on either side, and 28 feet of asphalt. This means that no on-street parking will be permitted and must have signs indicating this restriction.

PUD's commonly result in lots that do not face a public street. Fifteen on the units will front onto either the private street or Cys road. The remaining eighteen units will face each other across private pedestrian streets that are serviced by alleys to allow for vehicle parking access. The proposed alleys would meet the city's standards for development allowing 24' feet of drivable surface.

The standard street profile for a minor collector calls for five feet of parkstrip and five feet of sidewalk. The Parks & Recreation department has requested that the developer provide eight feet of sidewalk for the Historic Rail Trail as per the City's Trail Master Plan. Sandy City also requires parkstrips that are less than three feet in width to be hard surfaced, resulting in a total of 10 feet of hard surfacing, eight-foot sidewalk and two-foot stamped concrete.

### **Staff Concerns**

**PUD Design Objectives.** Staff believes that most of the objectives of the PUD zone are being met by the current design. Vehicle access has been significantly improved from earlier iterations by the creation of a private street and alleys to serve the units. Pedestrian pathways have been provided throughout the development and three landscaped community gathering spaces are proposed. The applicant should provide more specific information on what will be provided within these gathering spaces.

## **Staff Recommendation**

### **Motion #1, Special Exceptions**

Staff recommends that the Planning Commission determine the requested special exceptions described in the staff report for The Meadows at Cys Road Subdivision and Site Plan located at 8777 S. 700 E. are approved based upon the following findings:

### **Findings:**

1. That the proposed configuration is an efficient use of the narrow land.
2. The proposed configuration equitably balances the needs of the public.
3. The lots without public street frontage have been provided alternative designs including a private pedestrian street



and alleys that will provide sufficient access.

4. Pedestrian safety has been adequately address with the proposed site plan and contains sufficient walkable elements.

### **Motion #2, Site Plan Review**

Staff recommends that the Planning Commission determine that the preliminary site plan review for The Meadows at Cys Road located at 8777 S. 700 E is substantially complete based on the following findings and subject to the following conditions:

#### **Findings:**

1. That the proposed configuration is an efficient use of the land.
2. That the proposed development substantially complies with the requirements of the Planned Unit Development zone.
3. That the various City Departments and Divisions have preliminarily approved the proposed subdivision plat.

#### **Conditions:**

1. That the applicant complies with each department's comments and redlines throughout the final review process and that all issues be resolved before the development can be approved.
2. That all city provisions, codes, and ordinances are adhered to during the review, construction, and operations process of this project.
3. That the Planning Commission determine an appropriate amenity package for the application.

### **Motion #3, Subdivision Review**

Staff recommends that the Planning Commission determine that preliminary subdivision review for The Meadows at Cys Road located at 8777 S. 700 E. is substantially complete based on the following findings and subject to the following conditions:

#### **Findings:**

1. That the proposed development complies with the requirements of the Planned Unit Development zone and the subdivision code.
2. That the various City Departments and Divisions have preliminarily approved the proposed subdivision plat.

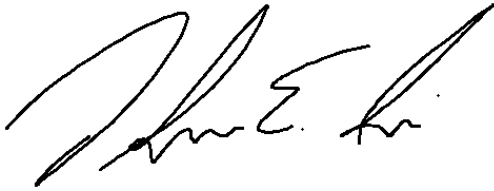
#### **Conditions:**

1. That the applicant complies with each department's comments and redlines throughout the final review process and that all issues be resolved before the subdivision can be recorded.
2. That all city provisions, codes, and ordinances are adhered to during the review, construction, and operations process of this project.
3. That a Homeowners Association for the subdivision be established. A set of CC&R's be recorded with the plat to regulate and ensure maintenance of all common areas. Said documents shall include language that requires use of garages be such that two vehicles be able to be parked at all times and that garages will not be used for any long-term storage. That the subdivision CC&R's include language that limits parking on all surface stalls to residents and their guests and that stalls shall not be used for any long-term parking of vehicles (more than 5 consecutive days).
4. All structures and improvements for individual homes are to be restricted to the platted pad site, including but not

limited to pop-outs, chimneys, porches, patios, decks, stairways, etc., and may not be built in the common areas.

5. That the setbacks for the subdivision be determined by the Planning Commission and that these setbacks be recorded as a note on the plat.

Planner:

A handwritten signature in black ink, appearing to read 'Thomas Irvin', written in a cursive style.

Thomas Irvin  
Senior Planner

File Name: S:\USERS\PLN\STAFFRPT\2024\SPR10162024-006872 – MEADOWS AT CY ROAD SITE PLAN\PLANNING COMMISSION\ MEADOWS AT CYS ROAD SUB AND SITE PLAN STAFF REPORT 2-6-25

Exhibit "A"  
**APPLICANTS LETTERS**



January 23, 2025

Sandy City Planning Commission  
10000 Centennial Parkway  
Sandy, UT 84070

Brad Reynolds Construction has been building quality custom homes in the Salt Lake Valley for over 35 years. For many years we focused primarily on large estate homes. In recent years we have seen the need for a high quality but more affordable product for home buyers.

Brad Reynolds Construction is proposing residential development at approximately 8777 S. 700 E. The proposed development contains 26 townhome units and 7 single-family homes. Each residence has 3 bedrooms, 2.5 bathrooms, and a 2-car attached garage. The townhomes are 2 story units with basements and are approximately 1600 SF finished on the upper two floors with approximately 650 SF of additional space in the unfinished basement. The single-family homes are also 2 stories with a basement, and are approximately 2000-2100 SF total living space. The exteriors are a mix of masonry and fiber cement siding, with several color schemes to create an attractive project. The property also includes a parcel at the west end that is zoned for commercial use and will be developed in the future.

The proposed development is in the Planned Unit Development (10 units per acre) zone. It is bordered by an existing townhome/ condominium project and single-family homes on the north. The east side of the development also borders single-family homes. The south side of the development is bordered by Cy's Road, with some existing residential condominium/ apartment units on the south side of Cy's Road. The development is bordered by Green Way and commercial property on the west.

The parcel that will be developed as a residential community is a long and narrow rectangle. The parcel is approximately 880 ft long and 170 ft wide. We will be dedicating a significant portion of property frontage to Cy's Road for road improvements. Green Way is currently a dead-end street at the north boundary of the property. We will also be dedicating a significant portion of property to the City to connect Green Way through the property to Cy's Road. The total acreage of the parcel is 4.903 acres, of which .708 acres (roughly 15 percent) of the property will be dedicated to the City for road improvements. The already narrow shape of the parcel, with the added loss of space that will be dedicated to the city, creates some challenges to making efficient use of the land. Because of these challenges we are seeking approval from the Planning Commission for several exceptions from current standards in our design. City Staff are giving a positive recommendation for these exceptions.

City Code 21-21-11 requires residential building lots to have frontage on a public street, but allows an exception to be granted by the Planning Commission for private streets. We are proposing Green Way be built as a public street that matches the profile of the existing road to the north prior to the dead-end. For the interior of the community, we are proposing private streets to provide access to the residences. It is not very feasible to construct streets that meet public street profile requirements because of the narrow shape of the parcel. The pattern of private streets and alleys inside the community matches the pattern of what has been built in existing multifamily communities that are adjoining and in the vicinity of our proposed development. Private streets will allow for snow removal, maintenance, and trash collection to be managed by the HOA rather than through the city. It has been our experience that it is better to have those issues handled by the HOA on multifamily projects. We are





requesting an exception allowing our lots to front on private streets similar to existing conditions in nearby multifamily developments.

City Code 21-21-10 requires full improvements (curb, gutter, park strip, sidewalk) on all street frontage within a subdivision, but allows the Planning Commission to grant an exception under some circumstances. Again, because the parcel is so narrow, it is difficult to include full park strip and sidewalk improvements on both sides of the private streets, and still make efficient use of the land. Private streets and lanes in multifamily communities in the vicinity of our development have also been built without park strip or sidewalk in some areas. Our private streets will meet City requirements for pavement width. We have designed a network of sidewalks that will allow the community to be pedestrian friendly and walkable, while still allowing for efficient use of the land. The community will be attractively landscaped and will include green space and plantings around the buildings that will give the community an open feel without the need for park strips. We are requesting an exception allowing the private streets to be built without sidewalk and park strip in some areas.

The proposed development is bordered by Cy's Road on the south. We will be dedicating a significant portion of property to the City for road improvements on Cy's Road. This will allow for a full 64 ft for the right of way, which meets City standards for Minor Collector Street. The designed pavement width for Cy's Road will meet City standards. The standard detail calls for a 5 ft park strip and a 5 ft sidewalk. At the request of the City, we have designed our frontage on Cy's Road with a 2 ft park strip and 8 ft sidewalk, which will accommodate a future trail connection in the area. City standards direct that any park strip smaller than 3 ft must be paved, so the 2 ft park strip has been designed as stamped concrete. We are requesting the Planning Commission approve this variance from the standards in order to accommodate the future trail connection as requested by the Parks department.

The Proposed development also provides several amenity spaces for the tenants of the development. Each amenity is located with focus from the sidewalk along Cy Road. Each Amenity provides seating for each of the areas, with two areas providing a covered area for gathering with a gazebo and benches and tables for use by tenants.

The third amenity is a playground area located along the north property line. This amenity and greenspace are a visual element from the sidewalk of Cy Road to the playground. This amenity has benches for seating as well as the playground. Each of these amenities provide additional benefits to the community.

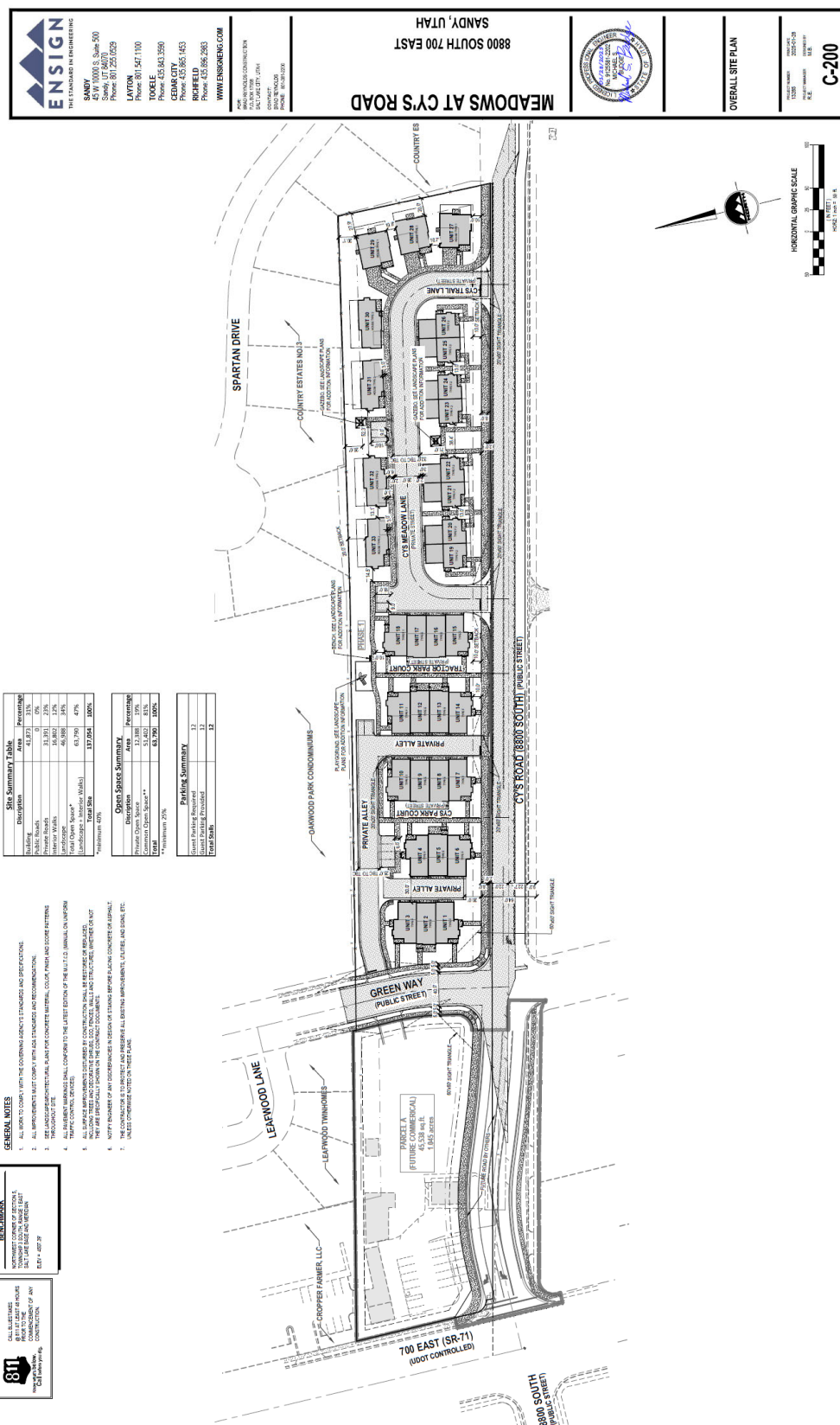
Sincerely,

Brad Reynolds  
Brad Reynolds Construction



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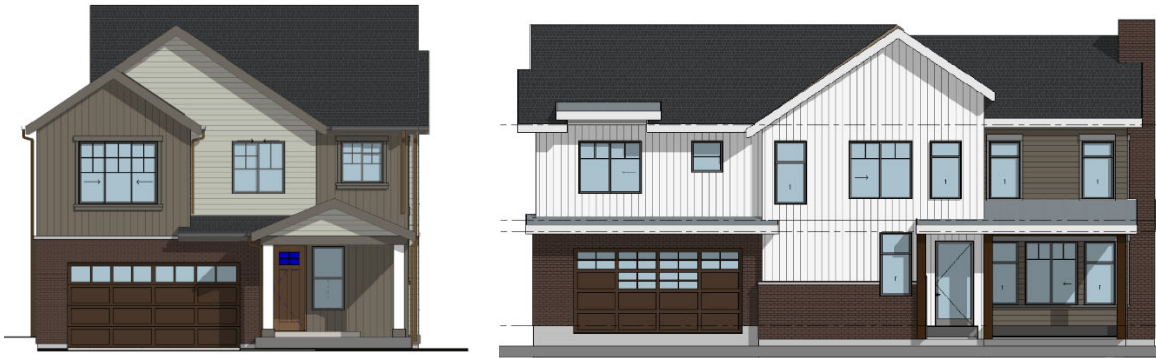
## SITE PLAN



[illegible]



## BUILDING ELEVATIONS



SINGLE FAMILY



DUPLEX



TRIPLEX



FOURPLEX

Exhibit "C"  
**NEIGHBORHOOD MEETING NOTES AND PUBLIC COMMENT**

## **Neighborhood Meeting Summary**

**Meeting Date:** January 21, 2025  
**Neighborhood:** Quarry Bend #7  
**Project:** Meadows at Cys Road Site Plan and Subdivision  
**Applicant:** Brad Reynolds

### **Project Summary**

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The proposal is a Site Plan and Preliminary Subdivision review for a 33 unit Planned Development along with Special Exception reviews for the creation of lots that do not front on a public street, streets without full improvements, and providing less than the standard street right-of-way.

The property is zoned PUD(10). North of the property is zoned both PUD(12) and R-1-8. To the west are properties zoned BC. To the south across Cys road, properties are zoned PUD(10).

### **Meeting Minutes**

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The neighborhood meeting was conducted online, via Zoom with approximately 12 residents attending.

The primary concern brought up by multiple attendees was the fact that Green Way would be connected from north to south, removing the dead end at the north and crossing Cys Road. Residents felt this would increase pass through traffic and affect their quality of life. The connection recently done along Harvard Park was cited as an example of what they hoped to avoid.

Staff explained that this requirement was imposed by the city and not the developer. Green Way was always intended to connect in this manner as shown on the Transportation Master Plan.

Residents expressed concerns about traffic speeds along Green Way and that opening up this connection would result in an increase in non-residents passing through. They stated that if Green Way must be connected, then the city should install additional traffic calming devices such as speed bumps or swells to slow traffic speeds. They also wanted to know if a traffic light would be installed at Green Way and Cys Road. (no traffic light is planned)

Attendees also asked about the fate of existing on-site trees. The developer said he would save any he could through the construction process as mature trees are always a positive, but that the amount of construction activity needed may preclude this.

Residents wanted to know the proposed schedule and if construction traffic would be directed down Green Way. The developer said that the majority of traffic would be directed along Cys Road as that made the most sense. Little if any vehicles would use Green Way during construction.