



GENERAL DEVELOPMENT APPLICATION

Revised April 2022

Project Information

Name of Proposed Project: 106 and Church Date Submitted: 4/6/2026
Parcel Tax I.D. Number(s): 28183260010000 Address: 166 East 10600 South

Type of Request (mark all that apply)

☐	Annexation	☒	Special Exception
☐	Code Amendment	☐	Special Use Permit
☐	Conditional Use Permit	☐	Street Vacation / Closure / Street Renaming
☐	General Plan Amendment	☐	Subdivision
☐	Rezoning of Property	☐	Telecommunications
☐	Sign Review	☐	Temporary Use
☐	Site Plan Review	☐	Other (Please Specify)

Provide a brief summary of the proposed action/request:

Requesting special exception for improvements on Hollow Bend Dr**Applicant/Project Contact**

By signing this application, you certify that you own the subject property or are authorized to act on behalf of the property owner to make the above referenced land use application(s). You also certify that the application information provided and submitted through the [Cityworks Portal](#) constitutes a complete submittal in compliance with Sandy City Code and Administrative Procedures to the best of your knowledge. You do also acknowledge that you have read and consent to the [disclosure](#) shown at the bottom of the page.

Signature: Date: 4/6/2026Name: Matt SneydCompany: The Muve Group**Property Owner** (if property owner is different than applicant)

By signing this application, you certify that the applicant listed above is authorized to act in your behalf regarding the above referenced land use application.

Signature: _____ Date: _____

Name: _____ Company: _____

Disclosure: The Planning Commission typically meets on the first and third Thursdays of the month. Applicants will be notified of changes in meetings and meetings times. The Planning Division will not officially accept a submittal until the conditions and necessary parts of each application procedure are completed.

Records provided to Sandy City are subject to the Utah Government Records Access and Management Act, Utah Code Ann. §63G-2-101 et seq., which may require Sandy City to produce a copy, including in its original form, to any person upon that person's request. Please consult legal counsel prior to submitting or presenting any record (book, letter, document, paper, map, plan, photograph, film, card, tape, recording, electronic data, or other documentary material regardless of physical form or characteristics) to any officer, official, employee, volunteer or agent of Sandy City for any reason including without limitation, in support of an application or for presentation or display in a meeting. Information that is not provided to Sandy City will not be considered when making decisions.

By signing this application, the property owner is allowing Sandy City staff access over and through the property close to the right-of-way to post legal notice requirements and to take photographs and/or drone footage.

DRAWING TITLE

SITE PLAN

CLIENT

JAG HOLDINGS LLC
MATT SNEYD

COMPLETION STATUS
PRELIMINARY PLANS

PROJECT

166 E 10600 S
SANDY, UT

GENERAL

1. INSTALL WATER AND SANITARY SEWER IMPROVEMENTS TO SANDY CITY STANDARDS.
2. MAINTAIN A MINIMUM 1' HORIZONTAL DISTANCE BETWEEN WATER AND SANITARY SEWER LINES.
3. MINIMUM 18" OF VERTICAL CLEARANCE IS REQUIRED WHERE SEWER AND WATER CROSS.
4. MINIMUM 12" OF VERTICAL CLEARANCE IS REQUIRED WHERE CROSSING EXISTING GAS LINE.
5. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW UTILITY LINES.
6. FOUR FEET OF COVER REQUIRED OVER ALL WATER LINES. CONTRACTOR RESPONSIBLE FOR OBTAINING SANDY CITY DEPARTMENT OF PUBLIC UTILITY STANDARD PRACTICES AND/OR APWA 2025 SPECIFICATIONS AND CONSTRUCTION STANDARDS.
7. CONTRACTORS RESPONSIBILITY TO OBTAIN AND FOLLOW THE SOILS REPORT AND ITS RECOMMENDATIONS.
8. CONTRACTOR RESPONSIBILITY TO VERIFY CIVIL SITE PLAN AND BUILDING DIMENSIONS MATCH BUILDING PLANS BEFORE STARTING CONSTRUCTION.
9. ALL UTILITY LINES SHALL BE BACKFILLED AND TRENCHED ACCORDING TO SANDY CITY AND/OR APWA STANDARD PLAN 255.
10. ALL STORM DRAIN PIPING TO BE CUT FLUSH WITH INSIDE WALL OF DRAINAGE INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
11. CONTRACTOR TO REPLACE ANY AREAS AROUND CONSTRUCTION SITE THAT IS DAMAGED DURING CONSTRUCTION.
12. THERE SHALL BE NO CHANGES TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD AND RE-SUBMITTAL OF THE PROPOSED CHANGES TO SANDY CITY FOR REVIEW AND APPROVAL.
13. INCORPORATE THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
14. LOCATION (HORIZONTAL AND VERTICAL) OF UNDERGROUND UTILITIES SHALL BE UNCOVERED BY THE CONTRACTOR AT THE BEGINNING OF THE PROJECT TO SEE IF THEY IMPACT THE DESIGN.
15. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ON THE SITE AT ALL TIMES AND SHALL OBTAIN THE NECESSARY PERMITS TO ACCOMPLISH THE JOB.
16. CALL BLUE STAKES BEFORE YOU DIG

REVISIONS:

REV #	DESCRIPTION	DATE
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WEBER ENGINEERING
COLLECTIVE

CIVIL • PLANNING • SURVEYING

SALT LAKE CITY, UTAH
PHONE (801) 229-9663

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STAMP

PROJECT NO.

W-26-12

DATE

3/19/26

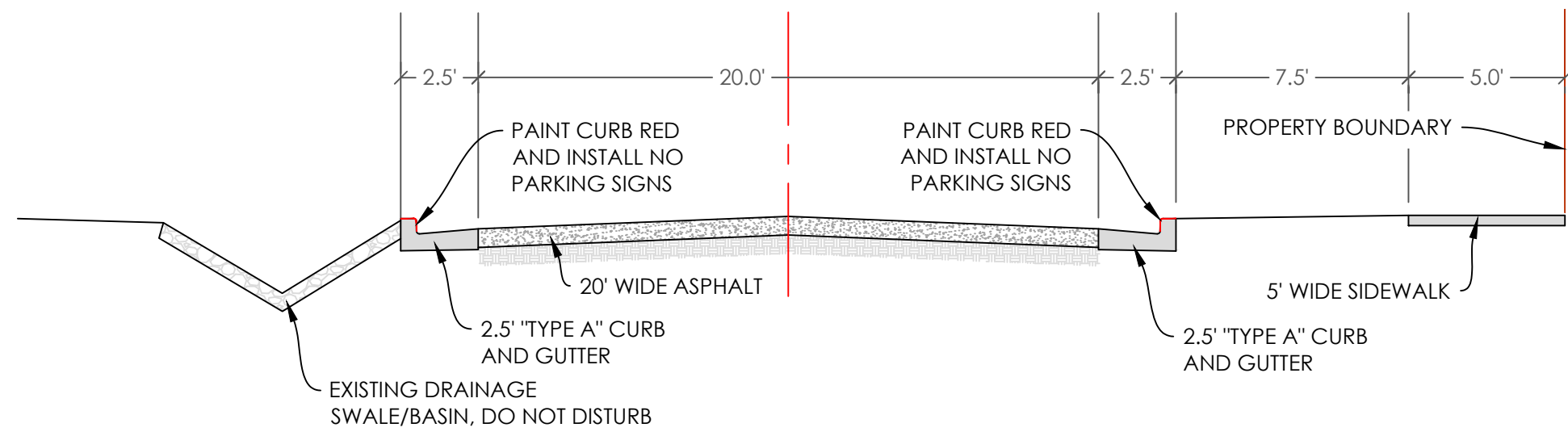
DRAWN BY: JACOB WEBER, P.E.

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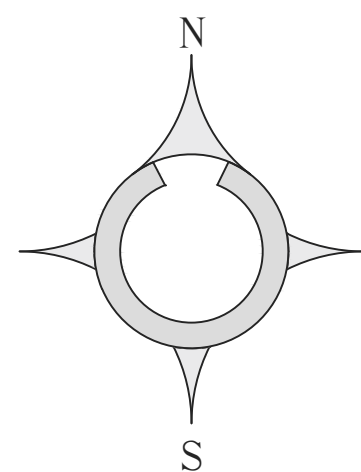
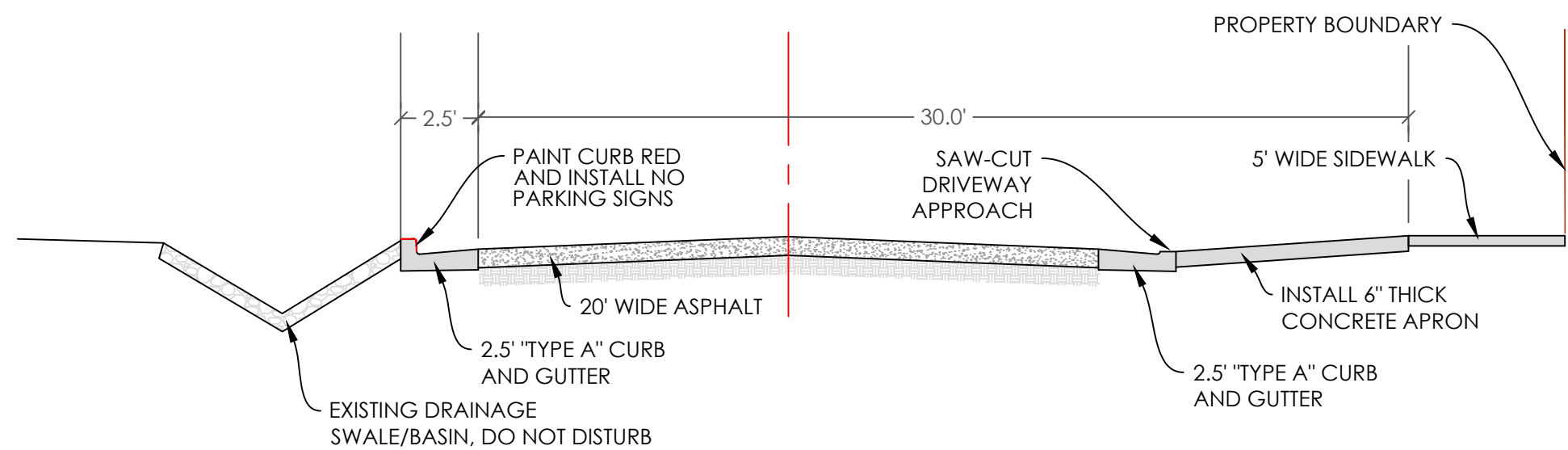
SHEET NUMBER

C-02

CROSS SECTION A-A - EXISTING ROADWAY



CROSS SECTION B-B - ROADWAY IMPROVEMENTS



LEGEND

- PROPERTY BOUNDARY
- PROPERTY SETBACK
- EXISTING ROADWAY / EDGE OF PAVEMENT
- PROPOSED EDGE OF ASPHALT
- PROPOSED NEW TOWNHOME BUILDINGS
- EXISTING SIDEWALK / CURB AND GUTTER
- HEAVY DUTY ASPHALT (3" ASPH/6" UBC/8" SUB-BASE)
- LIGHT DUTY ASPHALT (3" ASPH/8" UBC)
- PROPOSED CONCRETE
- PROPOSED LANDSCAPING
- PROPOSED FIRE HYDRANT

STORM DRAIN NOTE

THE PROPOSED IMPROVEMENTS FOR LOTS 1 AND 2 DO NOT IMPACT THE STORM DRAINAGE INFRASTRUCTURE FOR THE EXISTING DEVELOPMENT. DRAINAGE FROM THE NEW LOTS IS CAPTURED VIA THE CURB AND GUTTER ON THE WEST SIDE OF 166 EAST AND DISCHARGES TOWARDS 10600 SOUTH.

10600 SOUTH

SECTION A-A

SECTION B-B

SECTION B-B

SECTION B-B

166 EAST



Hollow Bend Dr - Special Exception App

Subdivision and Access Considerations

Section of Code: Sec. 21-21-10. - Street Standards for All Types.

Exception Requested: Reduced road width per local street standards

This special exception involves the subdivision of an existing 1.94 acre property in Sandy, Utah. The church will remain and be placed on its own 40k sq ft parcel. The remaining land, which includes an existing single family house, will be divided into three residential lots: the existing home and two new buildable single family lots.

At present, no homes are accessed from Hollow Bend Drive. The existing house currently takes access through the church parking lot, and the church itself is accessed directly from 10600 South. Under the proposed plan, that arrangement changes. The two new lots will take access from Hollow Bend Drive, and the existing home will construct a new, independent driveway onto Hollow Bend Drive. The church will not provide vehicular access to any of the homes. Residential and church circulation will be physically separated, eliminating the shared access condition that exists today.

Hollow Bend Drive connects to 10600 South via a right-in, right-out intersection due to the existing median. This configuration limits turning movements and prevents the street from functioning as a cut through route. It currently does and will continue to only serve local traffic.

The roadway was constructed in the mid 2000's as a City approved 20 foot wide asphalt section, measuring 24 feet from face of curb to face of curb. It has operated in that configuration for approximately twenty years. The Fire Marshal has recently reviewed and approved the existing 20 foot road width for emergency access. Over time, the surrounding improvements have matured. On the east side, there is a 5 foot wide sidewalk in good condition and an 8 foot wide park strip with mature trees. On the west side, an 8 foot wide retention and drainage ditch manages stormwater, also with mature trees. Hollow Bend Dr is maintained by an HOA, though no homes currently access it and only one home within the HOA fronts it.

The subdivision introduces only two new single family homes and relocates access for one existing home. Typical trip generation for a single family residence is approximately 8 to 10 vehicle trips per day. Even at the higher end, the total increase remains modest and local in nature. The church access remains exclusively from 10600 South and does not interact with residential driveways.

An additional factor further mitigates potential parking concerns. The church is primarily active on Sundays with limited weekday use. As part of this project, the church parking lot will be reconstructed and improved. Because the ownership of the church and the subdivision properties is currently unified, a formal shared parking agreement can be recorded allowing the

three homes to utilize the church parking lot when needed. This provides overflow parking capacity without placing vehicles on Hollow Bend Drive. The combination of off street residential driveways and available shared church parking significantly reduces the likelihood of on street parking pressure.

The width concern is strictly city code compliance and is not related to structural failure, traffic congestion, or emergency access limitations. It centers on the possibility that parked vehicles could narrow the usable travel way. This is a parking management issue rather than a structural deficiency. It can be addressed directly through installation of No Parking signage and red curbs where appropriate. With parking restricted, the full paved width remains available for two way travel, preserving the same condition that has already been reviewed and accepted for emergency access.

Multiple widening options have been evaluated in an effort to respond to the City's request to increase roadway width. These alternatives involve various combinations of dedicating additional right-of-way, reconstructing the existing sidewalk, removing or reducing the existing park strip, eliminating mature trees, modifying or removing the west side drainage ditch, shifting pavement alignment, and coordinating with the HOA for cost participation (the HOA has indicated it is not willing to assume any costs). Each of these road widening scenarios requires significant disruption to existing infrastructure that has functioned without issue for two decades.

Widening to the east would necessitate removal of mature trees and reconstruction of a sidewalk that is currently in good condition. Widening to the west would impact the retention ditch, introducing stormwater redesign considerations and reliance on HOA cooperation. More extensive reconstruction would substantially alter the established character of the street, including creating a pinch point on the south end of the road in front of the existing home (not in our control) that fronts Hollow Bend Dr, all in response to a limited increase in residential use. The scope of these improvements exceeds the impact created by adding two homes and formalizing access for one existing residence.

Proportionality remains central. The size and cost of the required road improvements should match the size of the impact being created. This subdivision does not introduce commercial traffic, does not create any meaningful through circulation, and does not materially intensify density. It clarifies access patterns, separates church and residential vehicle movements, and provides additional off street parking capacity through a shared parking arrangement. The net traffic increase is small. The addition of two homes on a residential street that has already been operating at a reduced width for 20 years does not justify full reconstruction of sidewalks, park strips, drainage systems, or pavement alignment.

Maintaining the 20 foot roadway while implementing enforceable parking restrictions and formalizing shared parking availability provides a focused and balanced solution. It preserves established drainage and landscaping, avoids unnecessary reconstruction, prevents financial burden on outside parties, and directly addresses the identified concern.

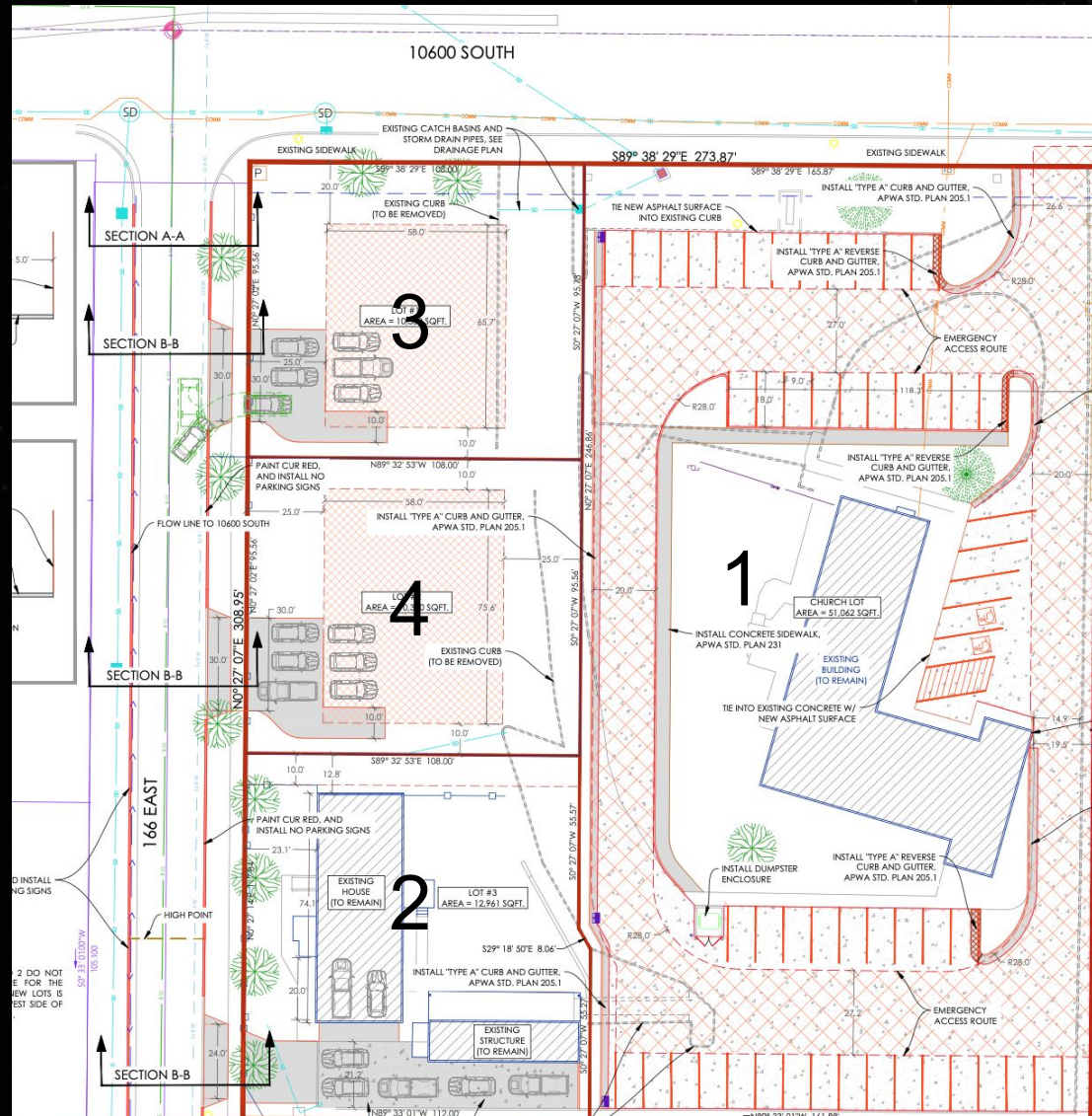
Hollow Bend Drive has operated successfully under City approval for twenty years. Emergency access is approved and confirmed. Traffic increases are nominal and localized. With 'No Parking' controls and shared church parking in place, retaining the existing roadway width is the most proportionate and practical approach.

Hollow Bend Drive

Subdivision Access Considerations



Project Overview



Proposed Subdivision of 1.94 Acres

The existing property will be divided into four parcels:

Church Parcel

- 1 Existing church remains in place on its own lot - 51,062 sq ft lot

Existing Home

- 2 Existing single family residence on its own lot - 12,961 sq ft lot

Lot 1 — New

- 3 New buildable single family residential lot - 10,330 sq ft lot

Lot 2 — New

- 4 New buildable single family residential lot - 10,320 sq ft lot

Access Reorganization

The proposed plan eliminates shared access and physically separates church and residential circulation.

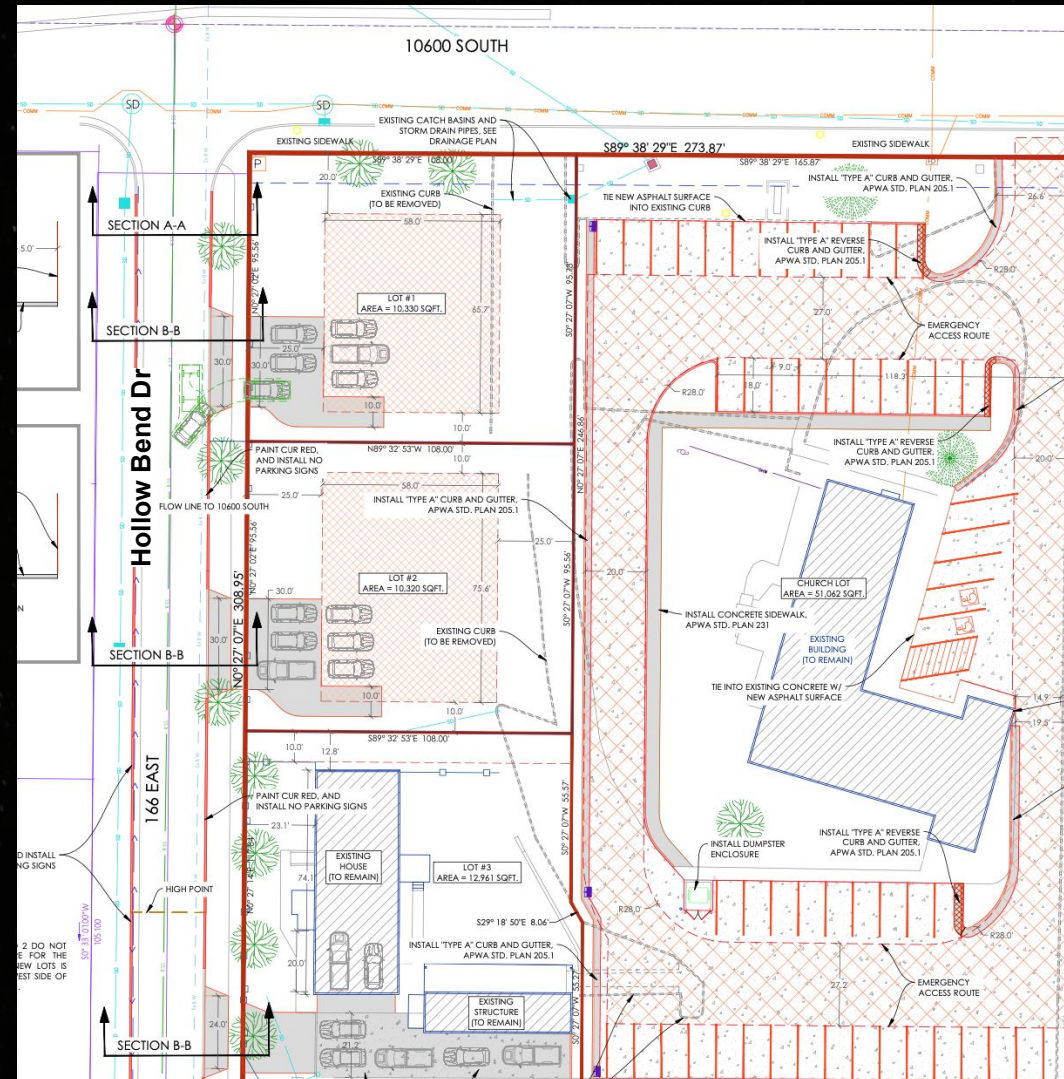
Current

Home accessed via church parking;
shared circulation



Proposed

Three independent driveways onto Hollow Bend Drive;
Church access remains solely on 10600 South



No residential driveway will interact with the church lot. The right-in, right-out median at 10600 S limits Hollow Bend Dr to local traffic only. Therefore, it cannot function as a cut through route.



Hollow Bend Drive: Existing Conditions

20+ Years of Operation

City approved 20 ft asphalt section, 24 ft face-to-face of curb, constructed mid-2000s

East Side

5 ft sidewalk in good condition; 8 ft park strip with mature trees

West Side

12 ft retention and drainage ditch managing stormwater, also with mature trees

Emergency Access

Fire Marshal has reviewed and approved the existing 20 ft black top width

Proposed Traffic Impact Is Nominal

3 New Driveways Only three new single family driveways are being added	~30 Daily Trips Added 8–10 trips/day per home at the higher end of typical SFR generation	0 Through Traffic Right-in/right-out median prevents any cut through routing
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Context

The church retains exclusive access from 10600 South and contributes no traffic to Hollow Bend Drive. The net increase in residential trips is small, localized, and fully consistent with the street's existing low volume character. No commercial or high frequency use is introduced.

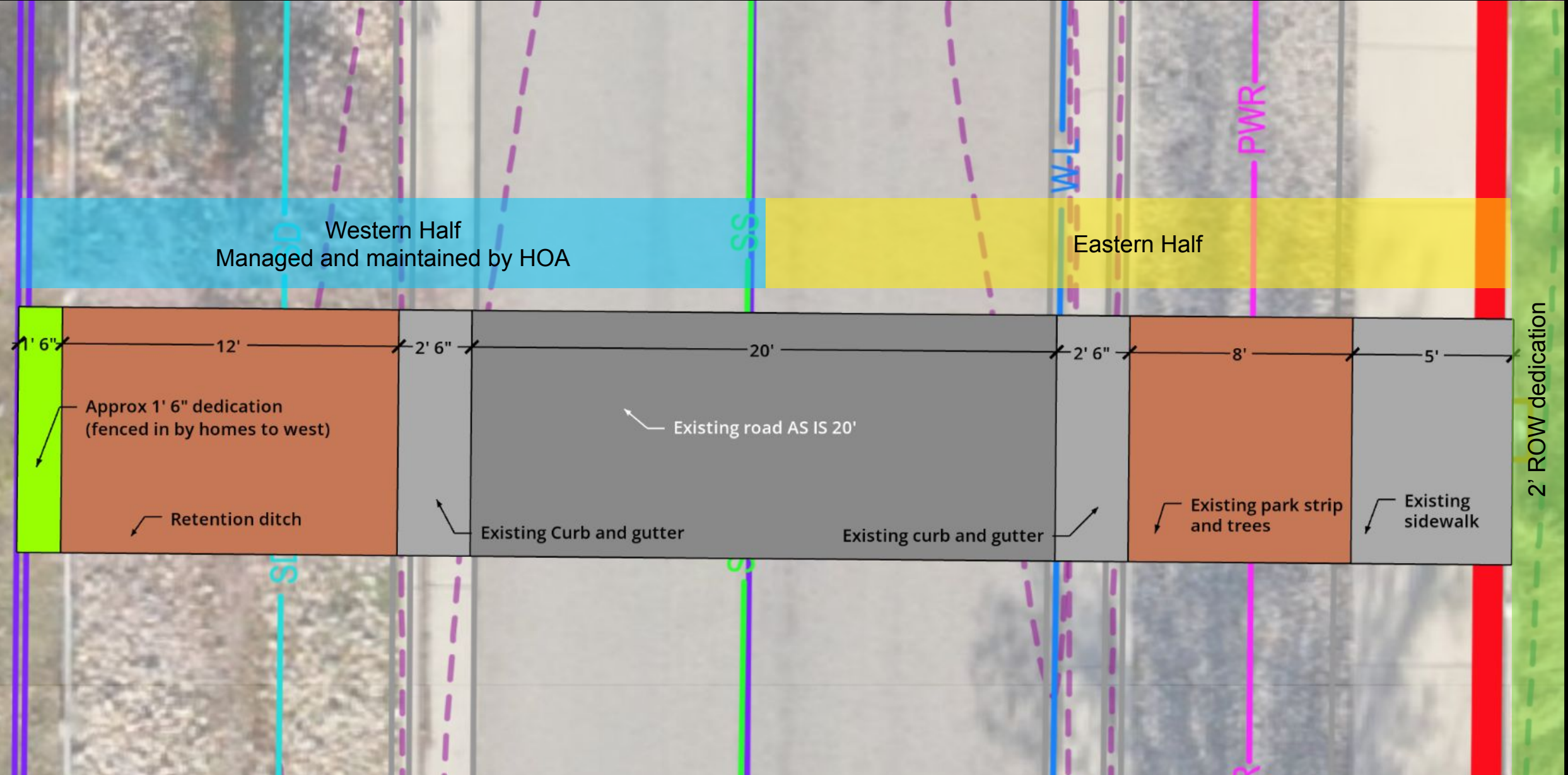
Widening Scenarios

Multiple road widening scenarios were offered by the city engineer. All were studied per their request.

City Generated Suggestions:

1. No road modification; add No Parking Signs
2. Dedicate 2' to the east; no road modification; add No Parking Signs
3. Widen asphalt 4' to the east; dedicate 2' to the east; rebuild east 5' wide sidewalk and 5' wide park strip
4. Work with HOA; widen asphalt 3' to the west; dedicate 2' to the east; rebuild east 5' wide sidewalk and 5' wide park strip
5. Work with HOA; widen asphalt 7' to the west; east sidewalk and park strip remain as is; remove west drainage ditch, build 6' wide sidewalk on west side
6. Widen asphalt 3' 6" on both sides; dedicate 1' to the east; rebuild east 5' wide sidewalk and 5' wide park strip
7. Vacate 7' of ROW on west side; maintain west top back of curb; build 6' wide sidewalk on west side; widen asphalt 7' to the east; rebuild east curb and gutter; rebuild east 5' wide sidewalk and 5' wide park strip; dedicate 5' to the east
8. Move west curb and gutter to west property line; build 27' wide asphalt road; move east curb and gutter 6' to the west; rebuild east 5' wide sidewalk and 8' wide park strip

Existing Road Conditions



Per discussions with city staff, work is limited to the eastern half of the public ROW fronting this specific property. The existing ROW is 50' wide, though 52' is required. **A 2' dedication will be provided from this property to meet the 52' ROW requirement.**

Widening Alternatives Evaluated



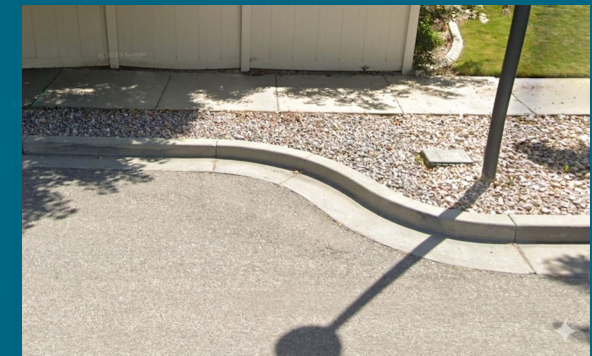
WIDEN TO THE WEST: Preliminary cost est. of \$300,000

ALL WEST SCENARIOS: Removes retention ditch, removes all existing park strip trees, requires ground level stormwater redesign, existing underground stormwater pipe to be removed or paved over, inconsistent road width creates pinch points on both 10600 S entrance and south portion of road, increased road width invites street parking, the existing house would no longer be compliant with required setbacks, HOA maintained and HOA declined any participation*



WIDEN TO THE EAST:

MAJORITY OF EAST SCENARIOS: Park strip is moved which causes all existing park strip trees to be removed and requires demolishing and replacing the existing sidewalk that is in good condition, inconsistent road width creates pinch points on both 10600 S entrance and south portion of road, increased width invites street parking



MARKINGS:

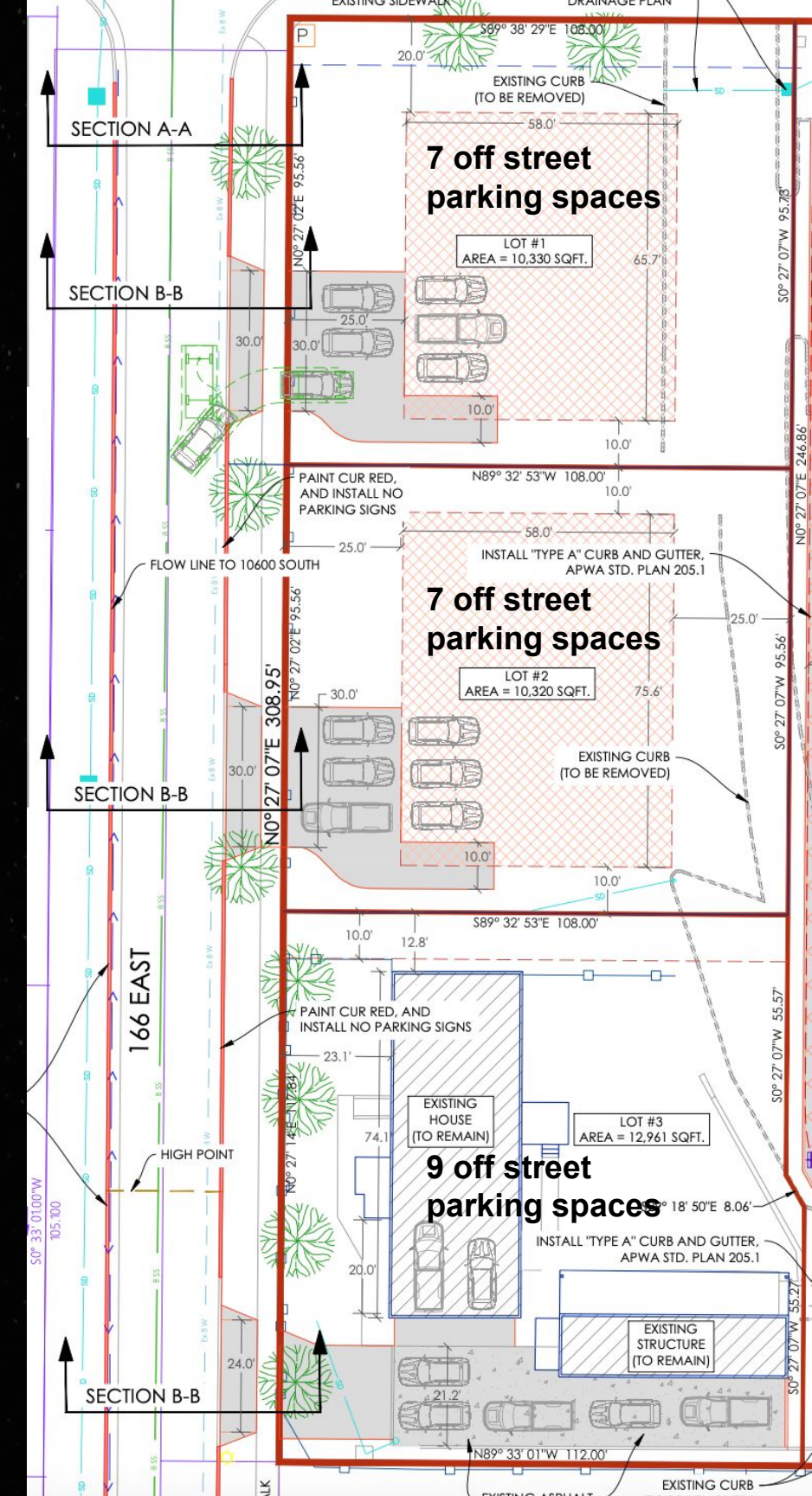
Requires No Parking signage on both sides of the road; curb on both sides of the road are painted red

**The HOA is responsible for the west side of the road and has stated it is not willing to assume any costs associated with road widening. All scenarios require disruption to infrastructure that has functioned without issue for over twenty years.*

Proportionality Is the Standard

Required improvements must be proportionate to the impact being created.
This subdivision:

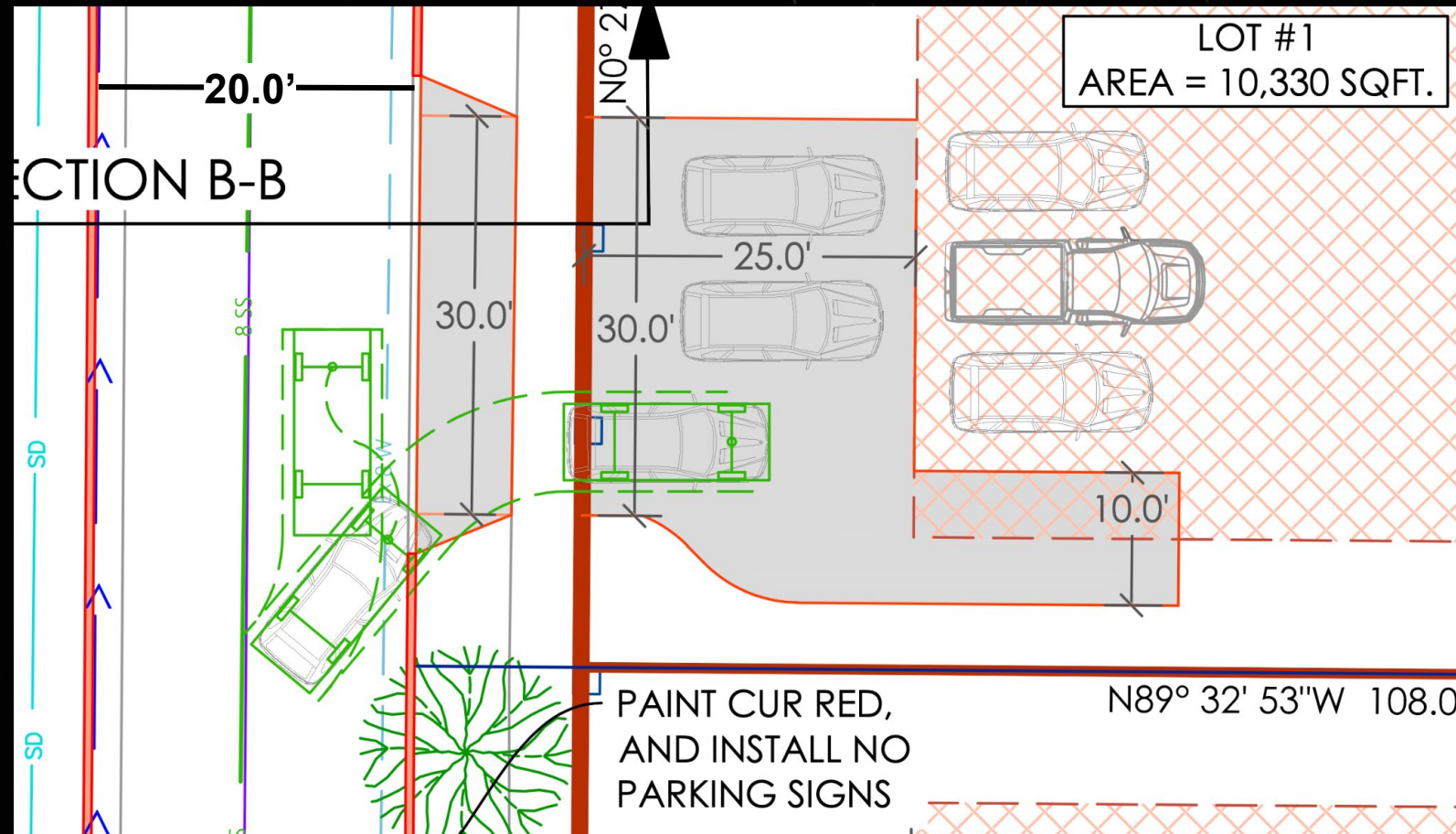
- Does not introduce commercial traffic
Strictly low volume single family residential use
- Does not create meaningful through circulation
Right-in/right-out access physically prevents cut through routing
- Does not materially intensify density
Three new driveways on a street that has operated at a reduced width for two decades
- Allows Shared Church Parking Agreement
Unified ownership enables a recorded agreement granting all three homes access to the reconstructed church parking lot
- Clarifies and improves access patterns
Separates church and residential circulation; formalizes shared parking



Recommended Approach

Retain the Existing 20 ft Roadway + 2' Gutter on Both Sides

The road has been City approved and operationally successful for over twenty years. Emergency access is confirmed. No structural or safety deficiency exists. Actual driveable width is 24', curb to curb.



- Add **No Parking signage** and **red curb markings** preserve the full travel way
- **Shared parking agreement** with the church eliminates overflow pressure
- Each home has ample off-street driveway parking, thus no reliance on street parking
- Each 30' wide curb cut provides sufficient space to initiate turning prior to entering the public ROW
- Established drainage, landscaping, mature trees, and sidewalk remain undisturbed
- Existing conditions and proposed lots/driveways have been reviewed and accepted by Fire Marshal
- 2' of property will be dedicated to Sandy to achieve a 52' ROW for this section of Hollow Bend

This approach directly resolves the parking management concern without triggering unnecessary reconstruction or financial burden on outside parties.

Summary & Request

01

Subdivision Approved

1.94 acres divided into four parcels — existing church, existing home, and two new SFR lots

03

Parking Controls Implemented

No Parking signage and red curbs installed; shared church parking agreement recorded

02

Access Formalized

All residential driveways access Hollow Bend Drive independently; church retains 10600 South access only

04

Existing Roadway Retained

20 ft width maintained — proportionate, practical, and consistent with 20+ years of approved operation

With seven or more parking spaces provided per residential lot, 30' wide curb cuts that allow 12 feet of right-of-way depth for turning before any vehicle enters the roadway, and a full 24' curb-to-curb drivable surface width, this project is already designed to function safely and efficiently. This exact access configuration has successfully functioned for over 20 years, and it has received Fire Marshal approval, further confirming its safety and adequacy. When you add the supplemental parking capacity from the shared parking agreement with the adjacent church, along with planned "No Parking" signage and red curb restrictions, the conclusion is straightforward: the existing road infrastructure fully supports this residential access, and it should be approved as proposed.

