



JAMES SORENSEN
COMMUNITY DEVELOPMENT
DIRECTOR

MONICA ZOLTANSKI
MAYOR

SHANE E. PACE
CHIEF ADMINISTRATIVE OFFICER

Staff Report Memorandum

November 20, 2025

To: Planning Commission
From: Community Development Department
Subject: Sandy Station Townhomes
Preliminary Cairns Site Plan and Subdivision Review
8925 S. Harrison St.
(Community #1, Northwest Exposure)

SPR05132025-006965
SUB05132025-006966
RC Zone
Cairns District
63 Units, 3.71 Acres

Public Meeting Notice:

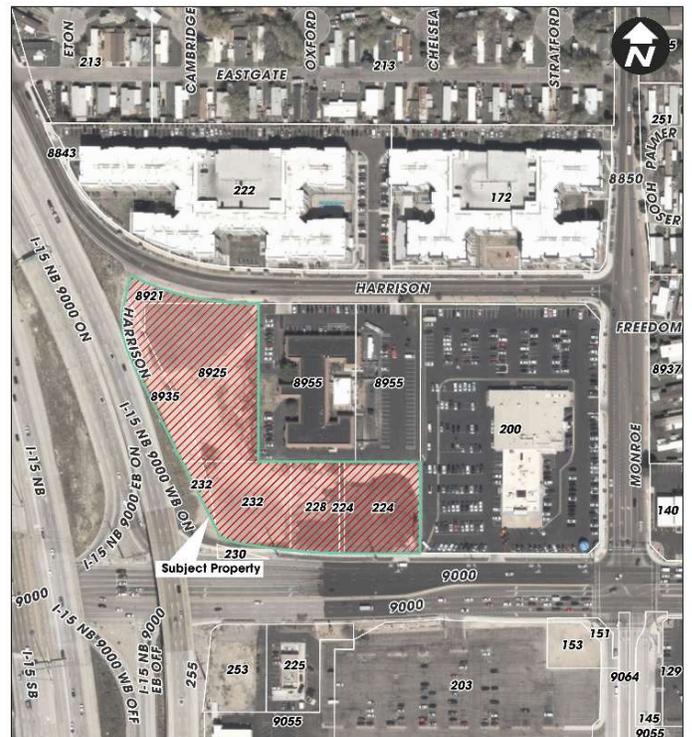
This item has been noticed to property owners within 500 feet of the subject area, on public websites, at public locations, and a sign posted on site.

Request

The applicant, David Kelley of DR Horton (representing the property owner Interim Capital, LLC), is requesting a preliminary site plan and subdivision review for the property located within the Cairns District at approximately 8925 South Harrison St. The proposal is to construct 63 residential townhome units in accordance with the previously approved mixed use master plan for this area. The property will also be subdivided allowing for the private ownership of units. Based upon the applicant's submittal, they are also seeking approval of several exceptions and development enhancements to the Cairns Design Standards. Please reference the applicant's letter (Exhibit A) and application materials (Exhibit B).

Background

The property is zoned Regional Commercial (RC) and is part of the North Study Area in the Cairns Master Plan and is subject to the Cairns Design Standards and the approved local area mixed use master plan. The subject property consists of eight parcels that have been vacant for several years. The following zoning designations and land uses surround the property:



SUB05132025-006966
SPR05132025-006965
Sandy Station Townhomes
8925 S HARRISON ST

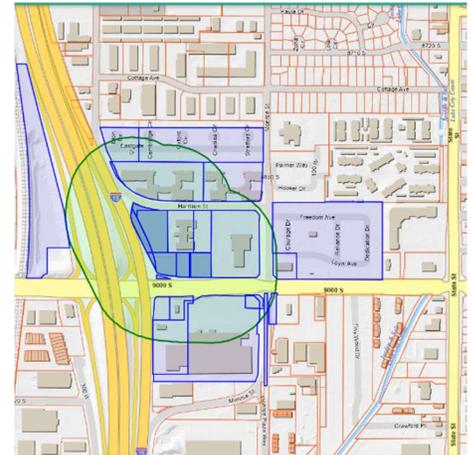
Community Development Department
Sandy City, UT

Property Case History	
Case Number	Case Summary
CUP-5-16-5091	The Planning Commission granted a conditional use to allow for “Mixed Use Development” in the RC zone.
SPR-5-16-5092	The 90 th South Mixed Use Master Plan was reviewed and approved for this area in the RC Zone and under the Cairns District.
SPR01022025-006902	The mixed use master plan was amended for this area to include townhomes, a transitional housing facility, and retail uses on the south side of Harrison Street.

- North: Regional Commercial (RC) – Arcadia Apartments
- South: Regional Commercial (RC) – Retail Center
- East: Regional Commercial (RC) – MVP Transitional Housing Facility and Axio Automotive
- West: Regional Commercial (RC) – I-15 Freeway

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. No neighborhood meeting has been held as it was determined it was not necessary as the impacts of the proposed development is consistent with what has been previously shown in the existing approved mixed use master plan.



Analysis

Site Plan Review

Important design issues or considerations on this proposed development in the RC Zone & Cairns Design Standards that will need to be reviewed by the Planning Commission include type of uses, design priority (pedestrian/vehicular/shared), traffic calming, building frontages, building massing, building heights, lot coverage, building design and materials, building articulation, street level building entries, setbacks, public realm furnishings, and streetscape profiles.

Master Plan Details



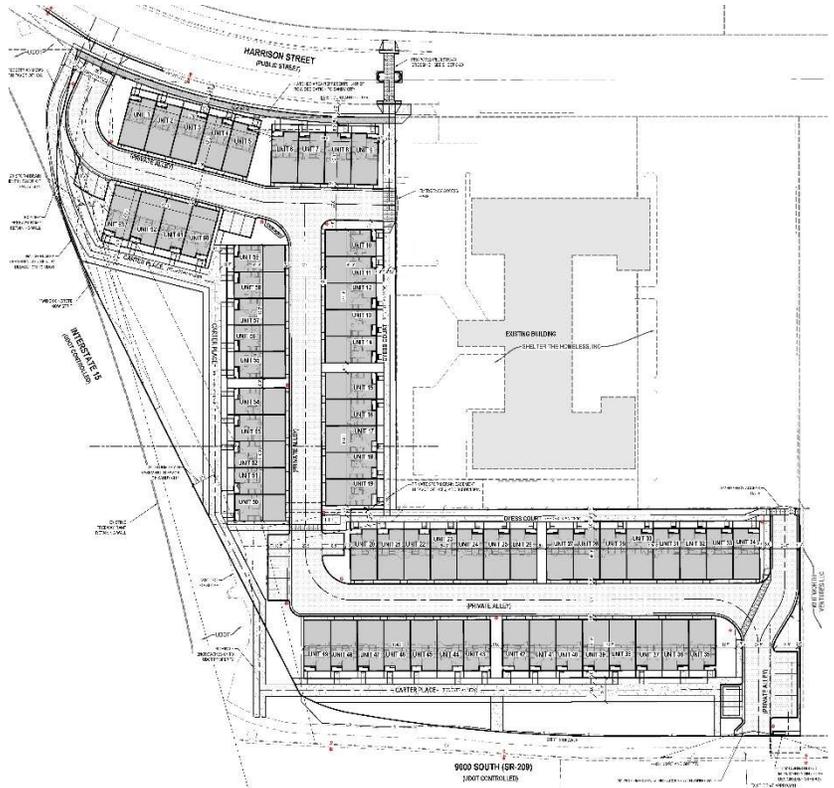
This property is shown as being part of the North Village within the Cairns District. This area is intended to become a walkable mixed use area in which residents may walk to work, shopping and recreational facilities. While this single development alone won't accomplish this goal, the overall master plan

for this area will develop over time and this project furthers that effort.

The proposed development is for 63 residential townhome units. Some townhomes will front Harrison Street, and the rest of the units will front onto private pedestrian streets or mews, Dyess Court and Carter Place. All units are rear loaded with two-car garages accessed from a central alley. A total of 23 shared guest parking stalls that are dispersed around the development are also accessed from this alley. The alley is designed to connect to the surrounding developments to provide reciprocal vehicular access.

There is one building elevation that is proposed for all of these units. The buildings materials proposed by the applicant contain a combination of two types of cement fiberboard siding and stucco (under 20%). They have pitched roofs with asphalt shingled roofs. The design contains cantilevered elements and porches that break up the front façade on the elevations. The side and rear elevations do not provide any horizontal or vertical building articulation or change of plane. There is no durable base material or “mountain meets urban” design integrated into the design of these units.

The applicant has submitted a full landscape plan for the site. The plans reflect a variety of deciduous and coniferous trees, shrubs, and perennial flowers. This plan shows urban amenities such as street furniture, trash receptacles, bike racks, and planter areas along these street corridors.



The plans reflect a variety of deciduous and coniferous trees, shrubs, and perennial flowers. This plan shows urban amenities such as street furniture, trash receptacles, bike racks, and planter areas along these street corridors. They are beneficial to the project design and enhance the pedestrian experience. These units are not within ¼ mile walking distance to a publicly accessible open space, but they are creating a private open space area on the west side of the property that is roughly 6,000 sq. ft. in size. This does provide some recreation space for these residents but will not be publicly accessible nor have any structured recreation elements. The plans also include providing landscape on the adjacent UDOT owned land used for the I-15 freeway. This would enhance and beautify these areas that just have weeds and are not well kept.



Subdivision

The proposed subdivision plat would create private ownership of each of the units, with limited common areas for private front porches/patios and alleys, and common areas for all other open space areas. Harrison Street would also be further widened and dedicated for public use (30.5' half-width) to add an eight foot parkstrip and an eight foot sidewalk. 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.

Cairns Design Standards

The developer has been working with staff on the implementation of the Cairns Design Standards. While the project meets many of these standards, they are requesting several exceptions. The applicant has identified proposed enhancements they are offering as offsets to the exceptions to the standards.

There are two types of Cairns Standards exceptions requests: hardships and non-hardships. In review of the requested exceptions, staff finds that most of their requests fit into the non-hardship category as they can't meet all five of the criteria of hardship type:

- The property has unique circumstances; and
- Enforcement of the standard would cause an unreasonable hardship for the applicant; and
- The hardship is not self-imposed; and
- The hardship is not solely economic; and
- The intent of the Master Plan is met

The non-hardship exception requests must meet the following criteria:

- The intent of the applicable regulations are met.
- The intent of the Master Plan is met.
- The same or better-quality design is achieved.

If the Planning Commission finds that all of the above requirements are not met, the Planning Commission may deny the requested relief, or the Planning Commission may require additional enhancements that will meet the requirements

The following hardship exception is sought (analysis is shown below):

- Combination Park strips on 9000 S frontage
 - UDOT hasn't given their approval to landscape the park strip to allow 9000 S frontage to modify its current state due to a "No Access Line". If this issue can be resolved, the applicant will comply with the standard. If UDOT doesn't grant allowance to have further improvements consistent with the Cairns Standards, then this would qualify as a hardship exception since this would create an unreasonable hardship, that is a unique circumstance, that is not self-imposed, solely economic, while the intent of the master plan is met by the applicant's intent to place required street trees, landscaping, and street furniture behind the existing sidewalk instead of rebuilding this frontage per the Type 4 Streetscape requirements.

The following non-hardship exceptions are sought (analysis of each item is shown below):

- On-street Parking on Harrison Street
 - Harrison Street is a Type 3 street that requires on-street parking. Due to constraints of the shape and size of the property, providing on-street parking would further reduce the amount of open space that could be created. Due to the curvature in the road, providing this feature would not be practical due to limited visibility. The rest of the streetscape will be implemented on this street, and off-street parking will be provided instead. The intent of the regulations and master plan is met and the same design is achieved by providing the same amount of parking in an off-street configuration.

- Building Base Façade Materials
 - The base of the building needs to have 80% of a high quality material such as brick, stone, architectural metal, glass, or pre-cast concrete. Fiber cement siding does not qualify as a high quality material in the Cairns, but it is a concrete product that helps achieve an attainably priced housing product. The intent of the regulations and master plan is not met, nor is the same or better quality design achieved.
- Building Articulation
 - Cairns Standards require building articulation by requiring uninterrupted horizontal expanses to be less than 25' and a three foot horizontal building façade break. The applicant is seeking this as each building articulation comes at a cost that works against their intent to deliver an attainably priced housing product. The intent of the regulations and master plan is not met, nor is the same or better quality design achieved.
- Cairns Building Design
 - The plans lack the implementation of the mountain meets urban design and have not articulated the ways in which they comply. The design of these units would generally comply with city requirements in other zones or locations in the city, they have not met the standard of the Cairns. The intent of the regulations and master plan is not met, nor is the same or better quality design achieved.
- Max Driveway Entrance Width
 - To reduce conflicts with pedestrians, the maximum width of driveway/alleys drive approaches are 24'. Due to this alley being designated as a fire lane, fire code requires the alley to be 26' wide. The intent of the regulations and master plan are met and is the same of better quality design achieved due to minimal interruption to the pedestrian realm.
- Publicly Accessible Open Space within ¼ Mile
 - There is a requirement to have any of the open space types (pocket open space, square, plaza, neighborhood open space) within a quarter mile of every residential unit. This development will create an approximately 6,000 sq. ft. private pocket open space with passive recreation as the intent of the design. This area will not be publicly accessible, nor will it provide structured recreational opportunities. The intent of the regulations and master plan is met, and the same or better quality design achieved.
- Max Building Setback
 - The units placed along 9000 South exceed the maximum setback of 20'. Instead of fronting them to the public street, these units will front onto a pedestrian mew and small open space being placed along the street frontage. The intent of the regulations and master plan is met, and the same or better quality design achieved.
- Pedestrian Mew Design Standards
 - The layout of this development has two areas where the Carter Place pedestrian mew will be pinched and narrowed below 20':
 - Northwest corner of development
 - Near Unit 50 and west property line.The intent of the regulations and master plan is not met, nor is the same or better quality design achieved.
 - Dyess Court is laid out at a providing a half-width pedestrian mew of 10' rather than providing the full width in this development. The other half would come with future development. The intent of the regulations and master plan is met, and the same or better quality design achieved.
 - Bollard lighting is required to light pedestrian streets and walkways. Instead of implementing this style of light, they are proposing to utilize photocell lighting fixtures installed on the buildings. The intent of the regulations and master plan is met, and the same or better quality design achieved.

The applicant is proposing the following as development enhancements to offset the impact of not complying with the requirements listed above:

- The pedestrian mews will be saw-cut to provide irregular shapes (a suggested design element in the Cairns).
- Raised front patio/porch areas will be used on the majority of the units.
- Every unit will have a 4' deep balcony (a requirement for multi-family units).
- Extended eyebrow ledges will be added on the outside corner of the units (to increase the building articulation).
- The landscaping along the mews will meander with hardscape materials that are installed adjacent to the concrete (a suggested design element in the Cairns).
- The connections on the Dyess Court with the adjacent development will be stamped or colored concrete (a suggested design element in the Cairns).
- Establishing two new pedestrian streets that provide mid-block breaks. Only one is required to achieve the maximum block standard (additional mews are a suggested design element in the Cairns).
- Providing roughly 6,000 SF of informal recreational opportunity space that will be dedicated as private open space (the typical standard is that this area be publicly available).
- Adding architectural lighting that will replace the use and maintenance of bollards while still providing pedestrian mew lighting.
- Additional landscaping of the adjacent UDOT properties.
- Install a primary gateway monument sign for the Cairns District along 90th South.
- Install pedestrian signage along the 90th South pedestrian trail that runs east to west.

Development enhancements are intended to balance the scales for failure to comply with all of Cairns Design Standards. Staff generally supports these proposed enhancements and their intent to offset the negative impacts on the Cairns branding identity and unique design elements that make this area unique.

Staff Concerns

a) A gated access is proposed adjacent to the MVP facility in the eastern corner of the development. This needs to be opened to full reciprocal vehicular access to allow for another point of access to these units.

b) With the lack of implementation of the “mountain meets urban” design elements in the building architecture, additional enhancements to the project’s landscaping would help balance that requirement. Like the Mountain America office building, they could offset their lack of implementation of this design ethos and building articulation with enhanced landscape design (placement of granite boulders, mounds, increased density of plant materials, and use of meadow grasses



and other plant/tree varieties that bring the mountain elements into the urban environment). Condition #2 imposed by the Planning Commission on the approval of the Mixed Use Master Plan states:

“That gateway elements be included at the southeast and southwest corners of this project that implement the Mountain Meets Urban theme through a grand sense of entry to Sandy City and the Cairns District and that this be done through **iconic architectural elements on a building and/or through an iconic landscape and structural feature.**”

Staff would suggest that since they are not achieving this requirement through the building architecture, that the applicant enhance the landscape area along 9000 South to implement the enhanced landscaping and involve the primary gateway monument in this design.

Staff Recommendation

Motion #1, Site Plan Review

Staff recommends that the Planning Commission determine that the preliminary site plan review for the Sandy Station Townhomes located at 8925 S. Harrison St. is substantially complete based on the following findings and subject to the following conditions:

Findings:

1. The applicant has met the intent and substantially complies with most of the applicable Cairns Design Standards and the Cairns Master Plan.
2. The applicant has demonstrated that they have largely complied or intend to comply with the Land Development Code requirements for the RC Zone.
3. The proposed development enhancements provide the same or better overall quality design than the exceptions sought to achieve the branding identity and unique design elements that make this area stand out.
4. That the proposed configuration is an efficient use of the land.
5. That the various City Departments and Divisions have recommended preliminary approval of the proposed development.

Conditions:

1. That street improvements be carried out according to Plan and Profiles approved by the Sandy City Engineer and specifically:
 - a. If allowed by UDOT, 9000 South Street be further improved and dedicated to include an 18-foot-wide streetscape behind the curb and gutter and that a pedestrian access easement and maintenance agreement provided for any areas of the sidewalk that extend beyond the dedication area.
 - b. That Harrison Street be further improved and dedicated to include a 16-foot-wide streetscape behind the curb and gutter and that a pedestrian access easement and maintenance agreement provided for any areas of the sidewalk that extend beyond the dedication area.
2. That the developer proceeds through the final site plan review process with staff. The final site plan submittal shall be in compliance with all Development Code requirements, staff redlines, and those modifications as required by the Planning Commission.
3. That the development comply with all Building & Safety, Fire and Life Safety Codes applicable to this type of use.
4. That the developer be responsible for meeting all provisions of the Cairns Design Standards, with the following approved exceptions summarized below (and fully described in the staff report and applicant letter):
 - a. Type 4 Streetscape on 9000 South (unless permitted by UDOT)
 - b. On-street Parking on Harrison Street
 - c. Building base façade materials

- d. Building Articulation
 - e. Cairns Building Design
 - f. Max Driveway Entrance Width
 - g. Publicly Accessible Open Space within ¼ Mile
 - h. Max Building Setback along 9000 S.
 - i. Pedestrian Mew Design Standards
5. That the developer be responsible to install the following development enhancements to offset the listed exceptions:
- a. Pedestrian mews will use saw-cut concrete to provide irregular shapes.
 - b. Raised front patio/porch areas will be used on the majority of the units.
 - c. Every unit will have a 4' deep balcony.
 - d. Extended eyebrow ledges will be added on the outside corner of the units.
 - e. Landscaping along both pedestrian mews will meander with hardscape materials.
 - f. Connections between the two five foot pedestrian paths on Dyess Court will be stamped or colored concrete.
 - g. Establish two pedestrian streets that provide mid-block breaks.
 - h. Provide roughly 6,000 SF of informal recreational opportunity space that will be dedicated as private open space to residents of this development.
 - i. Add architectural lighting to the buildings to providing pedestrian mew lighting. In areas without buildings fronting the mews, that light poles be used to supplement gaps in lighting.
 - j. Additional landscaping be implemented on the adjacent UDOT properties along the I-15 freeway to include granite boulders, meadow grasses, wildflowers, and mountain shrubs (as listed in the approved list of Cairns Design Standard landscape materials).
 - k. Design and install a primary gateway monument sign for the Cairns District nearest to the I-15 interchange along 9000 South. This shall include an enhanced landscaping area along the 9000 South frontage shall include landscape mounds, granite boulders, mix of deciduous and evergreen trees and other landscape materials from the approved list of Cairns Design Standard landscape materials.
 - l. Install a Cairns Pedestrian Sign along the 9000 South pedestrian trail.
6. All utility boxes (i.e. transformers, switch gear, telephone, cable tv, etc.) shall be shown on the site plan and shall be placed underground or moved behind the front setback of the buildings and screened from view. Each box shall be shown in its exact location and shall be noted with its exact height, width and length. Building utility meters shall be mounted to the side or rear elevation or screened with a wing wall if fronting a public street.
7. That the developer be responsible for the placement of a temporary 6-foot-high chain link fence around the perimeter of the project during the construction phase of the project for security and safety. Said fence shall also be required to include fabric to prohibit blowing dust problems, if it becomes necessary or if it is required by the Community Development Department during Site Plan Review.
8. That the architectural massing, design, and proposed building materials be approved as shown in the application materials.
9. That a vehicular cross access be implemented between the MVP facility and the easterly corner of this development.

Motion #2, Subdivision Review

Staff recommends that the Planning Commission determine that preliminary subdivision review for Sandy Station Townhomes located at 8925 S. Harrison St. is substantially complete based on the following findings and subject to the following conditions:

Findings:

1. The applicant has demonstrated that they have largely complied or intend to comply with the Land Development Code requirements for the RC Zone and the subdivision code.
2. That the various City Departments and Divisions have recommended preliminary approval of the proposed subdivision plat.

Conditions:

1. That all necessary road dedications be carried out through the plat.
2. 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.
3. That all city provisions, codes, and ordinances are adhered to during the review, construction, and operations process of this project.
4. 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).
5. 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.
6. That all existing easements that impact the proposed residential units be modified or released prior to the recordation of the plat.
7. That a reciprocal extensible cross access easements be provided to the surrounding properties to allow for future pedestrian and vehicular access when/if they redevelop further to enable the interconnected nature of the approved 90th South Mixed Use Master Plan.

Planner:



Mike Wilcox
Planning Director

File Name: S:\USERS\PLN\STAFFRPT\2025\SPR05132025-006965 - SANDY STATION TOWNHOMES\STAFF REPORT.DOCX

Exhibit “A”
APPLICANT LETTER
 (see the attachments for the full letter)



November 11, 2025

Sandy City Planning Department
 Attn: Mike Wilcox
 10000 S Centennial Pkwy
 Sandy, UT 84070

RE: Sandy Station Exception List and Analysis

Dear Mike:

Please find below a list of exceptions that are being sought for the Sandy Station Townhome project. Each exception is followed by its associated comment ID number. The justifications for each exception are provided below each exception in **red**.

1. Combination Park strips on 9000 S frontage (7 & 154)
 UDOT hasn't given their approval to landscape the park strip to allow 9000 S frontage to modify its current state. We want to provide and believe that Sandy City also wants to have a healthy and thriving landscape as an entrance to this district. In order to provide that, we need to allow for the park strip trees to be able to be planted on the north side of the sidewalk. If we plant the trees and shrubs in the 25' area north of the sidewalk, they will be outside of this mandated requirement, have a buffer protection from cars and snowplows and power lines and be able to live a longer, healthier life. They will provide the visual buffer that the Cairns district is striving to provide.
2. Harrison Street On-Street Parking Is required. (86)
 No on-street parking on Harrison Street will be provided and the existing curb will remain in place. With the bend in Harrison Street, on-street parking will limit visibility and decrease pedestrian and vehicle safety.
3. Building façade materials. “Full brick veneer, quarried stone, architectural metals, glass, or pre-cast architectural concrete, or other high-quality material as recommended by The Cairns Architectural Review Committee (CARC), shall be used on at least 80% of building bases and

AMERICA'S #1 HOME BUILDER SINCE 2002

12351 S. Gateway Park Place · Suite D-100 · Draper, Utah 84020 · 801.571.7101 · 801.571.7102 · drhorton.com

Exhibit "B"
SITE PLAN
 (see the attachments for the full plan set)

SANDY STATION TOWNHOMES

220 WEST HARRISON STREET
 SANDY, UTAH

INDEX OF DRAWINGS

1-2	ALTA-NSPS LAND TITLE AND TOPOGRAPHY SURVEY	C-401	UTILITY PLAN
2-2	ALTA-NSPS LAND TITLE AND TOPOGRAPHY SURVEY	C-402	UTILITY PLAN
C-001	GENERAL NOTES	C-500	EROSION CONTROL PLAN
C-100	DEMOLITION PLAN	PP-1	PLAN AND PROFILE
C-200	OVERALL SITE PLAN	PP-2	PLAN AND PROFILE
C-201	SITE PLAN	PP-3	PLAN AND PROFILE
C-202	SITE PLAN	PP-4	PLAN AND PROFILE
C-300	OVERALL GRADING AND DRAINAGE PLAN	C-600	DETAILS
C-301	GRADING AND DRAINAGE PLAN	C-601	DETAILS
C-302	GRADING AND DRAINAGE PLAN	C-602	DETAILS
C-400	OVERALL UTILITY PLAN	C-603	DETAILS

**FOR REVIEW
 NOT FOR CONSTRUCTION**
 DATE PRINTED
 September 3, 2024





ENSIGN
 CIVIL ENGINEERING

SANDY
 4501 WINTON & JAMES DR
 SUITE 100
 SANDY, UT 84070
 Phone: 801.568.7278

OWNER
 TRAVIS & JESSICA
 Phone: 801.568.7278

DESIGNER
 ENSIGN CIVIL ENGINEERING

PROJECT NO.
 SANDY-2024-006965

DATE
 09/03/24

SCALE
 AS SHOWN

SANDY STATION TOWNHOMES
 220 WEST HARRISON STREET
 SANDY, UTAH




NOTICE TO CONTRACTOR

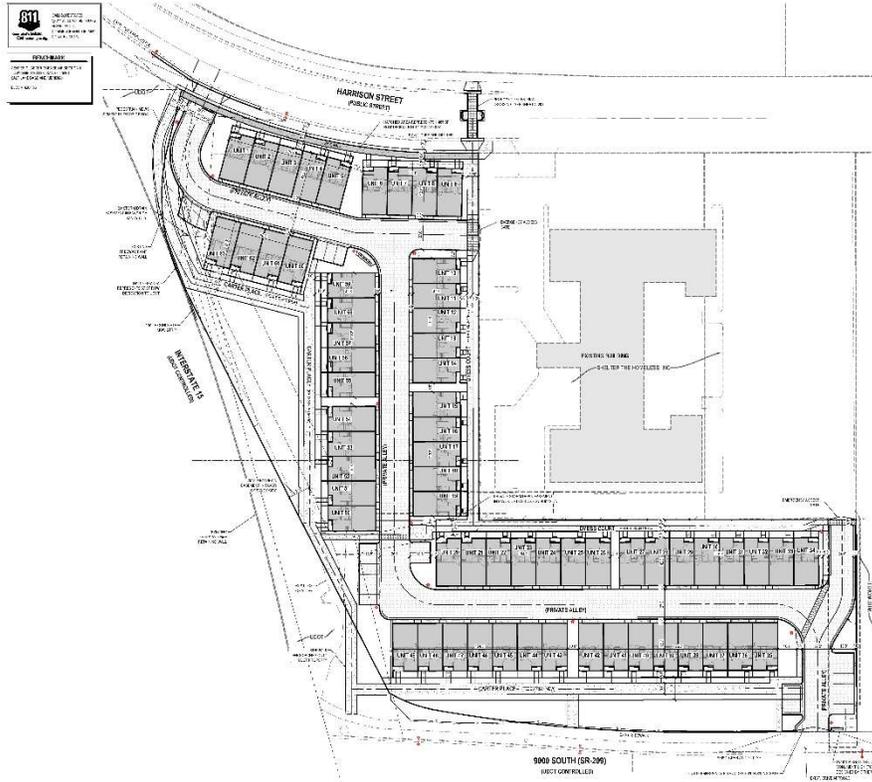
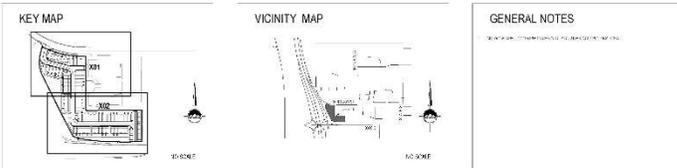
THIS PLAN AND SPECIFICATIONS SHALL BE READ IN CONJUNCTION WITH THE GENERAL NOTES AND SPECIFICATIONS TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, LATEST EDITION, AS ADOPTED BY THE BOARD OF PUBLIC WORKS, STATE OF UTAH, AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, LATEST EDITION, AS ADOPTED BY THE BOARD OF PUBLIC WORKS, STATE OF UTAH, AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, LATEST EDITION, AS ADOPTED BY THE BOARD OF PUBLIC WORKS, STATE OF UTAH.

NOTICE TO GENERAL CONTRACTOR

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UTILITY DECLARATION

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GENERAL NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, LATEST EDITION, AS ADOPTED BY THE BOARD OF PUBLIC WORKS, STATE OF UTAH.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
- ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED AS SHOWN ON THE UTILITY PLAN.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION.
- ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ENGINEER.
- ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
- ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED AS SHOWN ON THE UTILITY PLAN.
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UTILITY DECLARATION

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GENERAL NOTES

SEE GENERAL NOTES TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, LATEST EDITION, AS ADOPTED BY THE BOARD OF PUBLIC WORKS, STATE OF UTAH.

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ENSIGN
 CIVIL ENGINEERING

SANDY
 4501 WINTON & JAMES DR
 SUITE 100
 SANDY, UT 84070
 Phone: 801.568.7278

OWNER
 TRAVIS & JESSICA
 Phone: 801.568.7278

DESIGNER
 ENSIGN CIVIL ENGINEERING

PROJECT NO.
 SANDY-2024-006965

DATE
 09/03/24

SCALE
 AS SHOWN

SANDY STATION TOWNHOMES
 220 WEST HARRISON STREET
 SANDY, UTAH



OVERALL SITE PLAN



