



PLANNING COMMISSION AGENDA

Thursday, March 12, 2026, 6:30 PM
1020 East Pioneer Road
Draper, UT 84020
Council Chambers

6:30 PM BUSINESS MEETING

1. Items for Commission Consideration

1.a Public Hearing: Fratto Farms Development Agreement, Zoning Map Amendment and Land Use Map Amendment Requests (Legislative Items)

On the request of Troy Dana of Westland Development, representing Fratto Farms, LLC., A development Agreement, a Land Use Map Amendment from the Residential Medium Density to Residential High Density land use designation, and a Zoning Map Amendment from the RA2 (Residential Agricultural, 20,000 ft² min. lot size) to RM2 (Multiple-Family Residential, 12 dwelling units per acre maximum) zone for approximately 2.03 acres, located at approximately 791 E. 12200 S. Known as applications 2025-0013-MA, 2025-0014-MA and 2025-0299-DA. Staff Contact: Nick Whittaker, (801) 576-6522, Nick.Whittaker@Draperutah.gov.

1.b Public Hearing: Juan Diego Text Amendment Request (Legislative Item)

On the request of Joe Colosimo, representing Skaggs Catholic Center, LLC, a request for approval of a Zoning Text Amendment to Table 9-10-090 Draper City Municipal Code (DCMC). The purpose of the request is to allow private schools as a conditional use in all residential zones. Known as application 2026-0006-TA. Staff contact: Maryann Pickering, (801) 576-6391, maryann.pickering@draperutah.gov.

1.c Public Hearing: Highpointe Office Building II Site Plan and Deviations Requests (Administrative Item)

On the request of Riley Young of Mint Architecture, representing Highpointe Partners, LLC, Site Plan and Deviation requests for the construction of a new office building on approximately 1.02 acres located at approximately 193 E. Highland Drive. Known as applications 2024-0350-SP and 2024-0217-VAR. Staff contact: Maryann Pickering, (801) 576-6391, maryann.pickering@draperutah.gov.

1.d Public Hearing: Kimballs Junction Development Agreement Amendment Request (Legislative Item)

On the request of Mike Winters, representing Edge Homes, for an amendment to the Kimballs Junction Development Agreement in order to set design standards and a concept plan for approximately 21 acres of land located at 632 E Kimballs Ln in the RM2 (Multi-family Residential) zone. Application number 2025-0293-DA. Staff contact is Jennifer Jastremsky, 801-576-6328, jennifer.jastremsky@draperutah.gov.

1.e Public Hearing: City Initiated Alpine-Draper Boundary Adjustment Land Use Map and Zoning Map Amendment Requests (Legislative Items)

On the request of Draper City for Land Use Map and Zoning Map Amendments to remove approximately 0.45 acres of property from the Draper City Land Use and Zoning Maps. The property is located at approximately 16001 S. 3500 E. and is the subject of a municipal boundary line adjustment with Alpine City. Known as applications 2026-0046-MA & 2026-0047-MA. Staff contact: Todd Draper, 801-576-6335, todd.draper@draperutah.gov.

2. Other Business

Coordination between City Staff and Planning Commission (as needed).

3. Adjournment

I, the City Recorder of Draper City, certify that copies of this agenda for the **Draper Planning Commission** meeting to be held **March 12, 2026**, were posted at Draper City Hall, Draper City website www.draperutah.gov, and the Utah Public Notice website at www.utah.gov/pmn.



Nicole Smedley, CMC, City Recorder
Draper City, State of Utah

In compliance with the Americans with Disabilities Act, any individuals needing special accommodations or services during this meeting shall notify Nicole Smedley, City Recorder at (801) 576-6502 or nicole.smedley@draperutah.gov, at least 24 hours prior to the meeting.

MEMO



To: Planning Commission

From: Nick Whittaker, MCMP

Date: 2026-03-12

Re: Public Hearing: Fratto Farms Development Agreement, Zoning Map Amendment and Land Use Map Amendment Requests (Legislative Items)

Comments:

These applications are requests for approval of a Development Agreement, a Land Use Map Amendment and a Zoning Map Amendment. The purpose of the Development agreement is to allow the applicant to develop 15 lots for detached single-family dwelling-units. The purpose of the Land Use Map Amendment is to change the current land use designation from Residential Medium Density to Residential High Density. The purpose of the Zoning Map Amendment is to change the current zoning designation from RA2 to RM2. The subject property is approximately 2.03 acres and located on the north side of 12200 S. at approximately 791 E. 12200 S.

Land Use Map Amendment

Findings for Approval:

1. The proposed land use map amendment is consistent with goals, objectives, and policies of the city's general plan.
2. The proposed land use map amendment is harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed land use map amendment will not adversely affect adjacent property.
4. There are adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.
5. The proposed land use map amendment complies with DCMC Section 9-2-020(F).
6. The legislative body may adopt any amendment to the general plan land use map that the legislative body considers appropriate.

Findings for Denial:

1. The proposed land use map amendment is not consistent with goals, objectives, and policies of the city's general plan.
2. The proposed land use map amendment is not harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed land use map amendment will adversely affect adjacent property.
4. There are not adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.
5. The proposed land use map amendment does not comply with DCMC Section 9-2-020(F).
6. The legislative body may reject any amendment to the general plan land use map that the legislative body considers appropriate.

Zoning Map Amendment

Findings for Approval:

1. The proposed zoning map amendment is consistent with goals, objectives, and policies of the city's general plan.
2. The proposed zoning map amendment is compatible with the subject properties existing Land Use Designation and harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed zoning map amendment will not adversely affect adjacent property.
4. There are adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.

Findings for Denial:

1. The proposed zoning map amendment is not consistent with goals, objectives, and policies of the city's general plan.
2. The proposed zoning map amendment is not compatible with the subject properties existing Land Use Designation and is not harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed zoning map amendment will adversely affect adjacent property.
4. There are not adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.

Development Agreement

Findings for Approval:

1. The development agreement complies with DCMC Section 9-5-200(C) and (D) and provides for a lower density range on the property that best meets the interests of the community and applicant.

Findings for Denial:

1. The development agreement does not provide for a density range on the property that best meets the interests of the community and applicant.

ATTACHMENTS:

[Fratto farms DA zma Luma report.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

February 24, 2026

To: Draper City Planning Commission
Business Date: March 12, 2026

From: Development Review Committee

Prepared By: Nick Whittaker, MCMP, Planner II
Planning Division
Community Development Department
801-576-6522, nick.whittaker@draperutah.gov

Re: **Fratto Farms – Development Agreement, Land Use Map and Zoning Map
Amendment Requests**

Application No.: 2025-0013-MA, 2025-0014-MA & 2025-0299-DA

Applicant: Troy Dana

Project Location: 791 E. 12200 S.

Current Zoning: RA2 (Residential Agricultural, 20,000 ft² min. lot size)

Acreage: 2.03 Acres (Approximately 88,427 ft²)

Request: Request for approval of a Development Agreement, a Land Use Map Amendment to change the current land use designation from Residential Medium Density to Residential High Density and a Zoning Map Amendment to change the current zoning designation from RA2 to RM2 (Multiple-Family Residential, 12 dwelling units per acre maximum).

BACKGROUND AND SUMMARY

These applications are requests for approval of a Development Agreement, a Land Use Map Amendment and a Zoning Map Amendment. The purpose of the Development agreement is to allow the applicant to develop 15 lots for detached single-family dwelling-units on the subject property. The purpose of the Land Use Map Amendment is to change the current land use designation from Residential Medium Density to Residential High Density. The purpose of the Zoning Map Amendment is to change the current zoning designation from RA2 to RM2. The subject property is approximately 2.03 acres located on the north side of 12200 S. at approximately 791 E. 12200 S. (Exhibits C and D).



The subject property is part of the Draperville plat, Block 23, Lots 1 and 8. A single-family home which fronts onto 12200 S and two (2) storage sheds were built on the property in approximately 1955. A detached garage was added to the property in 1976. Additional accessory structures were added to the property between approximately 2002 and 2004. In 2025, all of the structures at the subject property were demolished and the lot currently remains undeveloped.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Medium Density	Exhibit E
Current Zoning	RA2	Exhibit F
Adjacent Zoning		
East	RA2	
West	RA2 and CN (Neighborhood Commercial)	
North	RA2	
South	CN	

The Residential Medium Density land use designation is characterized as follows:

Residential Medium Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Preservation of large tracts of open space, rather than open space contained primarily in individual subdivision lots • Variations and mixing of lot sizes, setbacks, and residential development forms • Minimal fronting of homes on major streets • Provision for trails that allow interconnectivity to other existing or proposed trails • Discourage “piecemeal” infrastructure installation • Trees and abundant landscaping, encouraging low water use and native plants	
LAND USE MIX	Primary • Single-family detached homes	Secondary • Parks • Churches • Schools • Open Space
DENSITY	• Density range: 2-4 dwelling units per acre	
COMPATIBLE ZONING	• Residential Agricultural (RA2) • Single-family Residential (R3) • Single-family Residential (R4) • Master Planned Community (MPC)	
OTHER CRITERIA	• Preservation of environmental features usually requires a master-planned or cluster development. Increased densities within these areas would be allowed only with compliance to specified performance standards and impact mitigation measures	

According to Draper City Municipal Code (DCMC) Section 9-8-020 the purpose of the RA2 zone is to, *“foster low density development with little impact on its surroundings and municipal services; to generally preserve the character of the city’s semirural areas; and to promote and preserve conditions favorable to large lot family life, including the keeping of limited numbers of animals and fowl. The predominant use in these zones is intended to be detached single-family dwellings, protected from encroachment by commercial and industrial uses.”*

Land Use Map Amendment. The applicant has requested a land use amendment to the Residential High Density land use designation (Exhibit G). The proposed designation is compatible with the requested zoning designation of RM2 (Exhibit H). The Residential High Density land use designation is described as follows:

Residential High Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Abundant landscaping • Architectural variation between units and/or buildings, designed to look like houses, not boxes • Avoid walls and fences, except for screening and buffering with neighboring developments	
LAND USE MIX	Primary • Patio homes • Townhouses • Multifamily housing	Secondary • Parks • Churches • Schools • Open Space
DENSITY	• Density range: 8-12 dwelling units per acre	
COMPATIBLE ZONING	• Institutional care (IC) • Multiple-family Residential (RM1) • Multiple-family Residential (RM2) • Master Planned Community (MPC)	
LOCATION	• Near retail centers, offices, or other compatible uses • Near major transit investment corridors	
OTHER CRITERIA	• Care must be taken to minimize impacts on other residential areas to provide adequate circulation to accommodate the traffic demands • The developer must demonstrate that the project provides a quality living environment	

Zoning Map Amendment. The applicant has requested the RM2 zoning designation for the property (Exhibit H). According to Draper City Municipal Code (DCMC) Section 9-8-020, the purpose of the RM2 zone is to *“permit well designed apartments, townhomes, twin homes, and condominiums at relatively high densities that are appropriately buffered from and compatible with surrounding land uses.”*

The RM2 zone allows multi-family dwelling units up to 12 dwelling units per acre and single-family dwellings on lots of at least 4,000 square feet in size. This would allow up to 24 dwellings on the subject property.

Development Agreement. The proposed Development Agreement (Exhibit I) would allow the developer to create a maximum of 15 lots. The maximum number of lots in the proposed agreement is 15 lots each containing one detached single-family home which is less than the 24 multi-family units that the applicant could develop should the Zoning and Land Use map amendments be approved without the agreement in place. The agreement also includes a master plan which is found in exhibit J of this report and illustrates how the developer intends to place all 15 lots on the subject property. The agreement and the master plan both describe and illustrate the frontage improvements along 800 east and along 12200 south which includes sidewalks, park strips and trees. The master plan also identifies the buildable area for each lot based upon proposed setbacks allowing each property to have front, rear and side yard areas, including the lots which front 800 east. The applicant is requesting a reduction in setbacks which are specific to each lot. The reductions are as follows:

- Lot 1: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet.
- Lot 5: Flag Lot Reduction in required setbacks from twenty-five (25) feet on all sides to twenty (20) feet and ten (10) feet per the concept site plan.
- Lot 9: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet
- Lot 10: Reduction in Front setback from twenty (20) feet to fifteen (15) feet,
Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet
- Lot 11: Reduction in Front setback from twenty (20) feet to fifteen (15) feet,
Reduction in Rear yard setback from twenty (20) feet to ten (10) feet.
- Lot 12: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet,
Reduction in rear yard setback from twenty (20) feet to ten (10) feet.
- Lot 13: Reduction in in Rear yard setback from twenty (20) feet to ten (10) feet.
- Lot 14: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet.
- Lot 15: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15).

The applicant is also requesting a reduction in driveway depth for lots 10, 11 and 15 which would allow for twenty-foot (20') long driveways, but five-feet (5') of that will be in the public right of way as measured from back of sidewalk. The agreement also incorporates design

standards that will not close off the development from the community which includes facing some of the lots toward 800 east, providing sidewalks and park strips with trees and vegetation and not closing the development off with a perimeter fence.

Criteria for Approval

Land Use Map Amendment:

The Land Use Map amendment request falls under DCMC Section 9-2-020(F) because the Land Use Map is part of Draper City's General Plan. That section lists the following criteria for a General Plan amendment as:

Plan Amendment: All plan amendments shall be in accordance with Utah Code Annotated 10-9a-404, as amended and, unless requested by the city's legislative body, shall follow the procedures as outlined in Draper City Municipal Code 9-5-060(D). That section is noted as follows:

- D. Procedure: Zoning text and map amendments shall be considered and processed as provided in this subsection:
 - 1. A complete application shall be submitted to the office of the Zoning Administrator in a form established by the administrator along with any fee established by the city's schedule of fees. The application shall include at least the following information:
 - a. The name, address and telephone number of the applicant and the applicant's agent, if any.
 - b. The name and address of every person or company the applicant represents.
 - c. The requested amendment and reasons supporting the request.
 - d. If the proposed amendment requires a change in the zoning map, the application shall include:
 - (1) An accurate property map showing present and proposed zoning classifications;
 - (2) All abutting properties showing present zoning classifications; and
 - (3) An accurate legal description and an approximate common address of the area proposed to be rezoned.
 - e. If the proposed amendment requires a change in the text of this title, the application shall include chapter and section references and a draft of the proposed text.
 - 2. After the application is determined to be complete, the zoning administrator shall prepare a staff report evaluating the application.
 - 3. The Planning Commission shall schedule and hold a public hearing on the application as provided in sections 9-5-040 and 9-5-045 of this

chapter. Following the public meeting, the Planning Commission shall recommend approval, approval with modifications, or denial of the proposed amendment and shall submit its recommendation to the City Council for review and decision.

4. The City Council shall schedule and hold a public hearing on the application as provided in sections 9-5-040 and 9-5-045 of this chapter. Following the public hearing, the City Council may approve, approve with modifications, or deny the proposed amendment.

Zoning Map Amendment 9-5-060(E)

A Map Amendment is a matter committed to the legislative discretion of the City Council and is not controlled by any one standard. However, in making a recommendation to the City Council, the Planning Commission should consider the following factors in Section 9-5-060(E)(1) of the DCMC:

1. Map Amendments:

- a. Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*
- b. Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property;*
- c. Whether the proposed amendment is consistent with the standards of any applicable overlay zone;*
- d. The extent to which the proposed amendment may adversely affect adjacent property; and*
- e. The adequacy of facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.*

Development Agreements

DCMC does not contain criteria for review and potential approval of a Development Agreement. It does, however; contain a list of items that are required as part of an Agreement and limitations to a Development Agreement, as found in DCMC Section 9-5-200(C) and (D). This section depicts the required materials for such requests as:

- C. *Procedure: All development agreements, upon proper execution, shall be recorded with the respective County Recorder's Office, shall run with the land, and shall be binding on all successors in the ownership of the affected property. A development agreement shall contain, at a minimum, the following:*
 1. *A legal description of the land subject to the development agreement.*

2. *The restrictions or conditions to be attached to the property including development standards and the provision of public facilities.*
3. *The configuration of the project as shown on a project master plan.*
4. *A statement of the benefits and value the development agreement will have for the City as a whole, including, but not limited to, assurances of design standards, dedication and improvement of open space, parks, trails, amenities, or infrastructure such as public rights-of-way or utilities.*
5. *The time frames for performance by the parties.*
6. *A description of the various City approvals required before the commencement of construction and other procedures that will be required after approval of the development agreement.*
7. *Provisions for enforcement of the terms and conditions of the development agreement.*
8. *Provisions for making amendments to the development agreement.*
9. *The time limitation of the agreement.*
10. *Such other terms as may be proposed and agreed to between the City and developer or subdivider.*

D. Limitations:

1. *A development agreement under this section may not:*
 - a. *Limit the City's authority in the future to:*
 - i. *Enact a land use regulation; or*
 - ii. *Take any action allowed under Utah Code Annotated Section 10-8-84, as amended;*
 - b. *Require the City to change the zoning designation of an area of land within the City in the future; or*
 - c. *Contain a term that conflicts with, or is different from, a standard set forth in an existing land use regulation that governs the area subject to the development agreement, unless the city council approves the development agreement in accordance with the same procedures for enacting a land use regulation under Utah Code Annotated Section 10-9a-502, including a review and recommendation from the planning commission and a public hearing.*
2. *The City may not require a development agreement as the only option for developing land within the City.*
3. *To the extent that a development agreement does not specifically address a matter or concern related to land use or development, the matter or concern is governed by:*
 - a. *Utah Code Annotated 10-9a-530, as amended; and*
 - b. *Applicable land use regulations of this Title.*

In reviewing the requests, staff noted surrounding land uses and intensities should be considered in evaluating the proposals. There are other properties in the general area with

the same zoning and land use designations. Additionally, Staff believes that the land use characteristics of nearby developments are more intense than those associated with the current residential medium density land use designation, particularly commercial properties located to the south and west of the subject property. Staff generally agrees with the applicant's assertions in their requests (Exhibits G and H) that the proposed RM2 zoning would harmonize with other developments near the subject property. In making the requests, the applicant however did not identify any specific goals, objectives, or policies from the City's General Plan that the proposals would be consistent with.

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Development Agreement, Land Use Map and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

Engineering and Public Works Divisions Review. The Draper City Engineering and Public Works Divisions have completed their reviews of the Development Agreement, Land Use Map and Zoning Map Amendment submissions. Comments from these divisions, if any, can be found in Exhibit A.

Building Division Review. The Draper City Building Division has completed their review of the Development Agreement, Land Use Map and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

Fire Division Review. The Draper City Fire Marshal has completed his review of the Development Agreement, Land Use Map and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

Legal Division Review. The Draper City Attorney has completed his review of the Development Agreement, Land Use Map and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

GIS Division Review. The Draper City GIS Division has completed their review of the Development Agreement, Land Use Map and Zoning Map Amendment Submissions. Comments from this division, if any, can be found in Exhibit A.

Noticing. Notice has been properly issued in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the requests, receive public comment, and make recommendations to the City Council based on the findings and criteria for approval, or denial, as listed within the staff report.

MODEL MOTIONS

Land Use Map Amendment

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Land Use Map Amendment, as requested by Troy Dana, application 2025-0014-MA, based on the findings for approval listed in the Staff Report dated February 24, 2026.

Findings for Approval:

1. The proposed land use map amendment is consistent with goals, objectives, and policies of the city's general plan.
2. The proposed land use map amendment is harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed land use map amendment will not adversely affect adjacent property.
4. There are adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.
5. The proposed land use map amendment complies with DCMC Section 9-2-020(F).
6. The legislative body may adopt any amendment to the general plan land use map that the legislative body considers appropriate.

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Land Use Map Amendment, as requested by Troy Dana of Westland Development, Representing Fratto Farms, LLC., application 2025-0014-MA, based on the findings for approval listed in the Staff Report dated March 14, 2025 and as modified by the following additional findings:

1. (List additional findings for approval...)

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the Land Use Map Amendment, as requested by Troy Dana, application 2025-0014-MA, based on the findings for denial listed in the Staff Report dated February 24, 2026.

Findings for Denial:

1. The proposed land use map amendment is not consistent with goals, objectives, and policies of the city's general plan.

2. The proposed land use map amendment is not harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed land use map amendment will adversely affect adjacent property.
4. There are not adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.
6. The proposed land use map amendment does not comply with DCMC Section 9-2-020(F).
5. The legislative body may reject any amendment to the general plan land use map that the legislative body considers appropriate.

Zoning Map Amendment

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for approval of the Zoning Map Amendment, as requested by Troy Dana, application 2025-0013-MA, based on the following findings for approval listed in the Staff Report dated February 24, 2026.

Findings for Approval:

1. The proposed zoning map amendment is consistent with goals, objectives, and policies of the city's general plan.
2. The proposed zoning map amendment is compatible with the subject properties existing Land Use Designation and harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed zoning map amendment will not adversely affect adjacent property.
4. There are adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Zoning Map Amendment, as requested by Troy Dana, application 2025-0013-MA, based on the findings for approval listed in the Staff Report dated February 24, 2026 and as modified by the following additional findings:

1. (List additional findings for approval...)

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for denial of the Zoning Map Amendment, as requested by Troy Dana, application 2025-0013-MA, based on the following findings for denial listed in the Staff Report dated February 24, 2026.

Findings for Denial:

1. The proposed zoning map amendment is not consistent with goals, objectives, and policies of the city's general plan.
2. The proposed zoning map amendment is not compatible with the subject properties existing Land Use Designation and is not harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed zoning map amendment will adversely affect adjacent property.
4. There are not adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.

Development Agreement

Sample Motion for Approval – I move that we forward a positive recommendation to the City Council for the Development Agreement, as requested by Troy Dana, application 2025-0299-DA, based on the following findings for approval listed in the Staff Report dated February 24, 2026.

Findings for approval:

1. The development agreement complies with DCMC Section 9-5-200(C) and (D) and provides for a lower density range on the property that best meets the interests of the community and applicant.

Sample Motion for Modified Approval– I move that we forward a positive recommendation to the City Council for the Development Agreement, as requested by Troy Dana, application 2025-0299-DA, based on the findings for approval listed in the Staff Report dated February 24, 2026 together with the following additional or modified findings:

Additional or Modified Findings:

1. (List any additional or modified findings ...)

Sample Motion for Denial – I move that we forward a negative recommendation to the City Council for the Development Agreement, as requested by Troy Dana, application 2025-0299-DA, based on the following findings for denial listed in the Staff Report dated February 24, 2025:

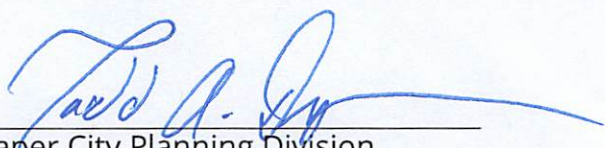
Findings for denial:

1. The development agreement does not provide for a density range on the property that best meets the interests of the community and applicant.

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

We, the undersigned, as duly appointed members of the Draper City Development Review Committee, do acknowledge that the application which provides the subject for this staff report has been reviewed by the Committee and has been found to be appropriate for review by the Draper City Planning Commission and/or City Council.

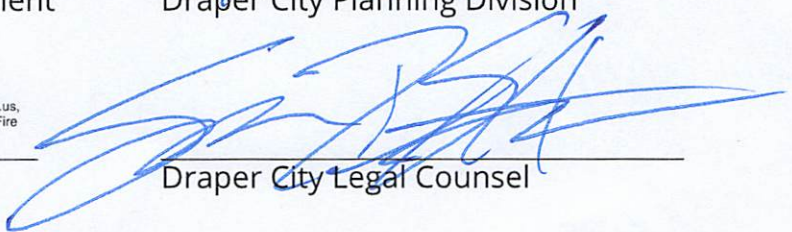
Draper City Public Works Department



Draper City Planning Division

 Digitally signed by Don Buckley
DN: C=US, E=don.buckley@draper.ut.us,
O=Draper City Fire Department, OU=Fire
Marshal, CN=Don Buckley
Date: 2026.03.04 14:45:12-0700

Don Buckley
Draper City Fire Department



Draper City Legal Counsel

 Digitally signed by Matthew Symes
DN: C=US, E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew Symes
Date: 2026.03.04 15:06:02-0700

Matthew Symes
Draper City Building Division

EXHIBIT A DEPARTMENT REVIEWS

REVIEWS ARE NOT MEANT TO BE AN ALL INCLUSIVE LIST OF POSSIBLE COMMENTS OR CONDITIONS.

Planning Division Review.

1. No additional comments.

Engineering and Public Works Divisions Review.

1. The change in zone from residential / agricultural half acre (RA2) to residential / multifamily (RM2) which is proposing to change from a gross permitted residential density of four residences to the proposed twenty-four residential unit gross density represents a significant increase in potential demand on the local streets and utilities. The proposed zone permits up to twenty-four residential units with the potential of 175 daily trips and 12 peak hour trips on the fronting streets, 12200 South and 800 East, both local streets in this area. The nearest classified street, typically the direction of travel, is 700 East, owned by Utah Department of Transportation (UDOT) and is classified as an arterial with the highest vehicle capacity. Based on the capacity of the fronting public streets, 12200 South and 800 East, the increase in density represents additional traffic, but not to the level where mitigation measures would be anticipated. Typically, a use where 100 peak hour trips are generated triggers the need to have a traffic impact study (TIS) completed to analyze mitigation requirements. The size of the subject parcel and the potential number of trips generated from a parcel of this size does not automatically trigger a TIS. There are no public frontage improvements on either fronting public streets and will be a requirement of any site development.
2. Connectivity with the subject parcel to public rights-of-way could be to both 12200 South and 800 East, local streets. Access onto either fronting street would be permitted potentially by a driveway or private street. Accesses are required to meet Draper City standards as outlined in our Master Transportation Plan and city code. Any development will need to be evaluated for access location due to the required spacing from the intersection of 800 East and 12200 South. Access is evaluated at the time of a site plan or subdivision application.
3. There are no existing storm drainage facilities fronting the subject parcel. However, there are storm drainage facilities in the area, but there is no guarantee that those facilities are feasible to connect to from the existing site. Any future site drainage will be required to be addressed with any subdivision or site plan application and shall comply with the provisions of the development requirements within the

Draper City Municipal Code.

4. Sanitary sewer facilities will be provided by Jordan Basin Improvement District. Any subdivision or site plan application will require a commitment to serve from the sewer district that facilities are adequate to provide service for the proposed uses.
5. Drinking water is provided by WaterPro to the subject parcel. Any subdivision or site plan application will require a commitment to serve from WaterPro that facilities are adequate to provide service for the proposed uses.

Building Division Review.

1. No additional comments.

Fire Division Review.

1. No additional comments.

Legal Division Review.

1. No additional comments.

GIS Division Review.

1. No additional comments.

EXHIBIT B
LEGAL DESCRIPTION

LOTS 1 & 8 BLK 23 DRAPERVILLE

EXHIBIT C
VICINITY MAP

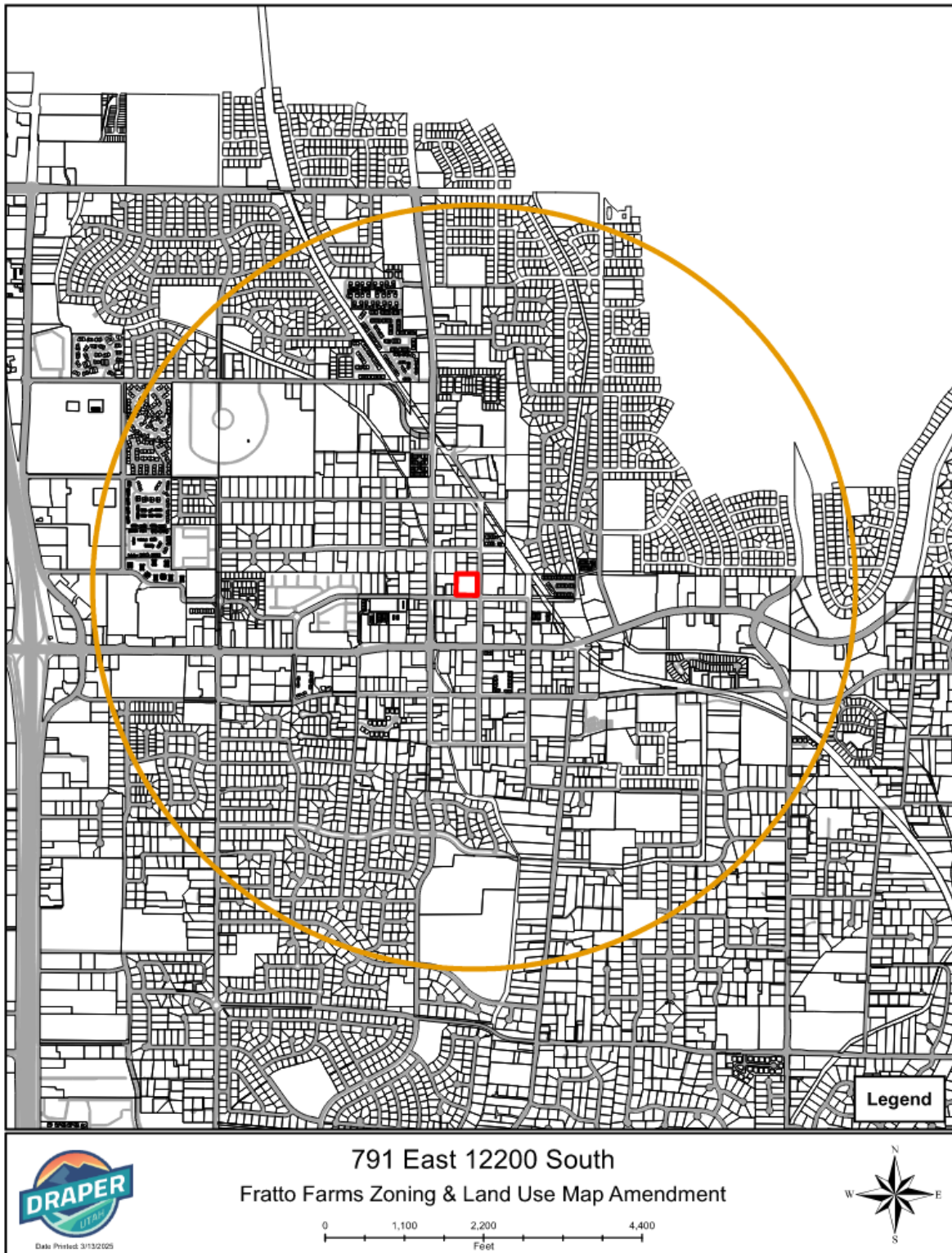


EXHIBIT D
AERIAL MAP

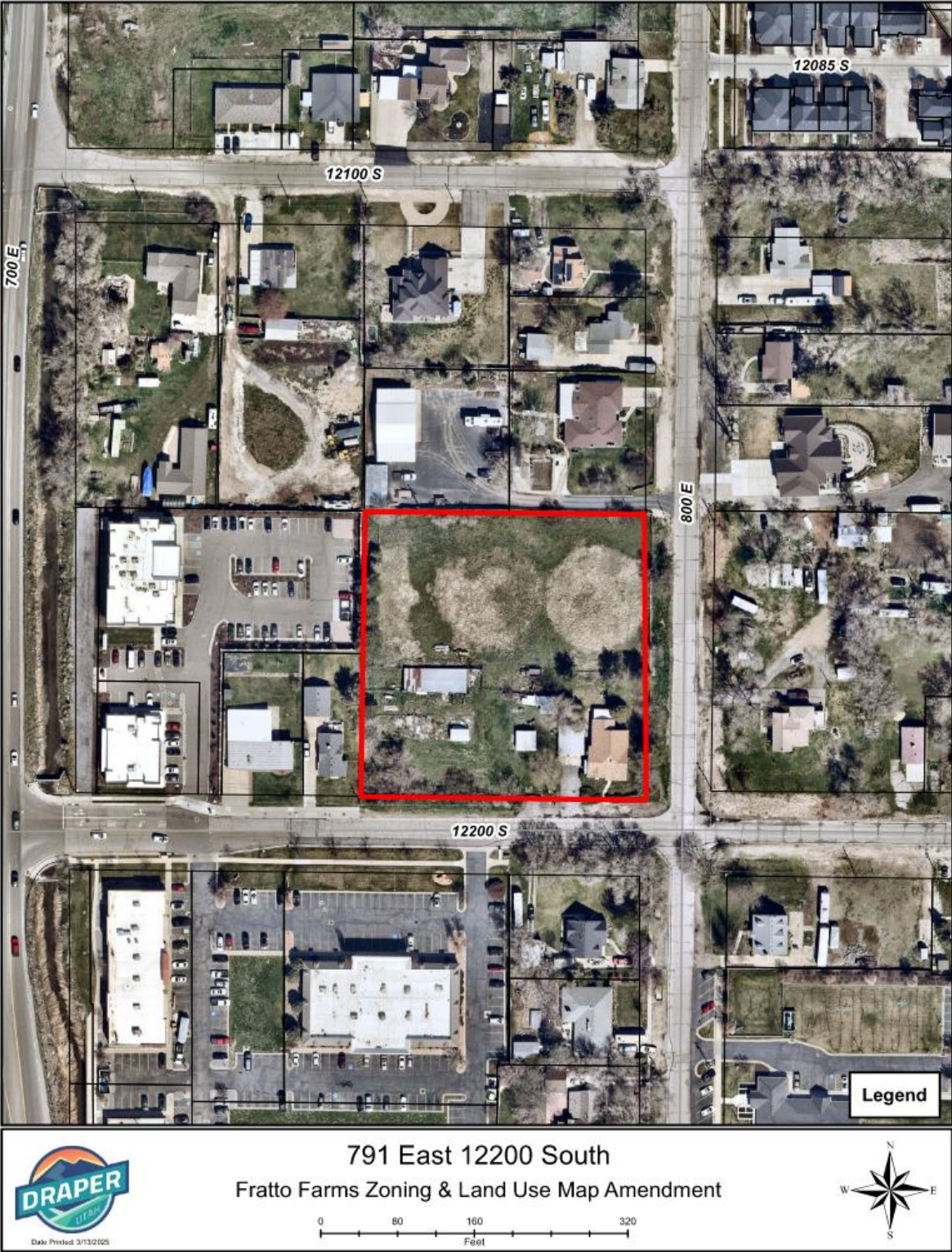


EXHIBIT E LAND USE MAP

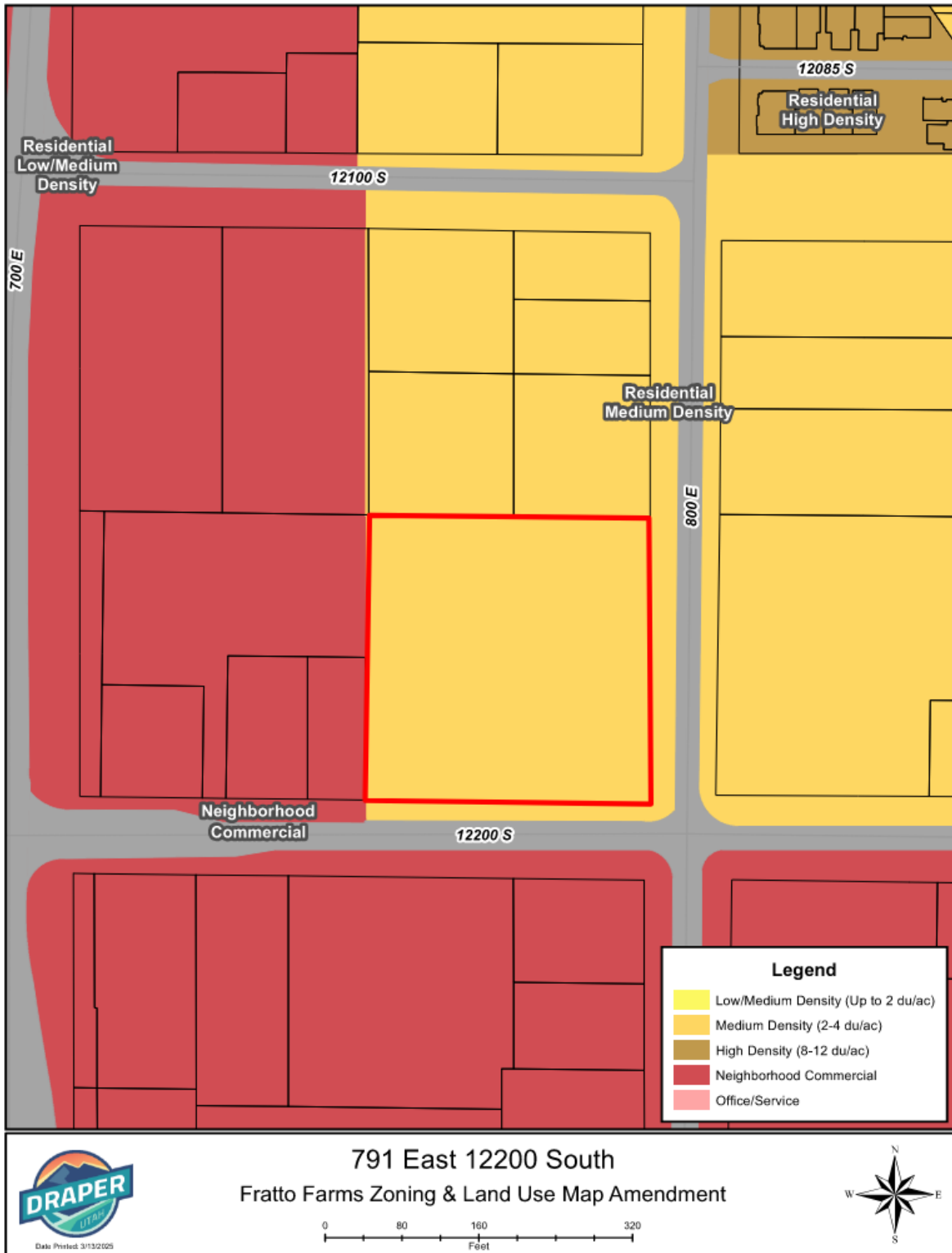


EXHIBIT F ZONING MAP

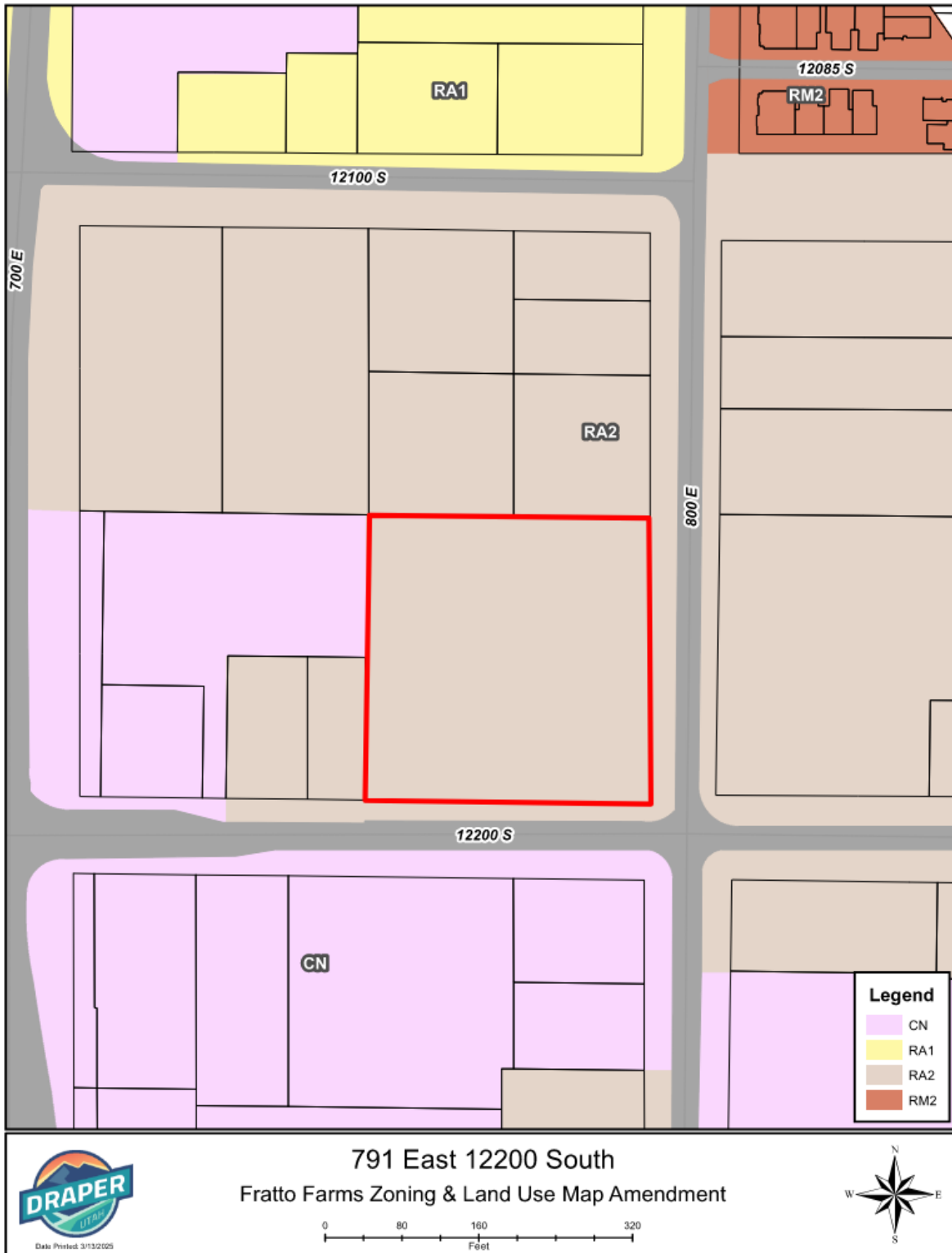


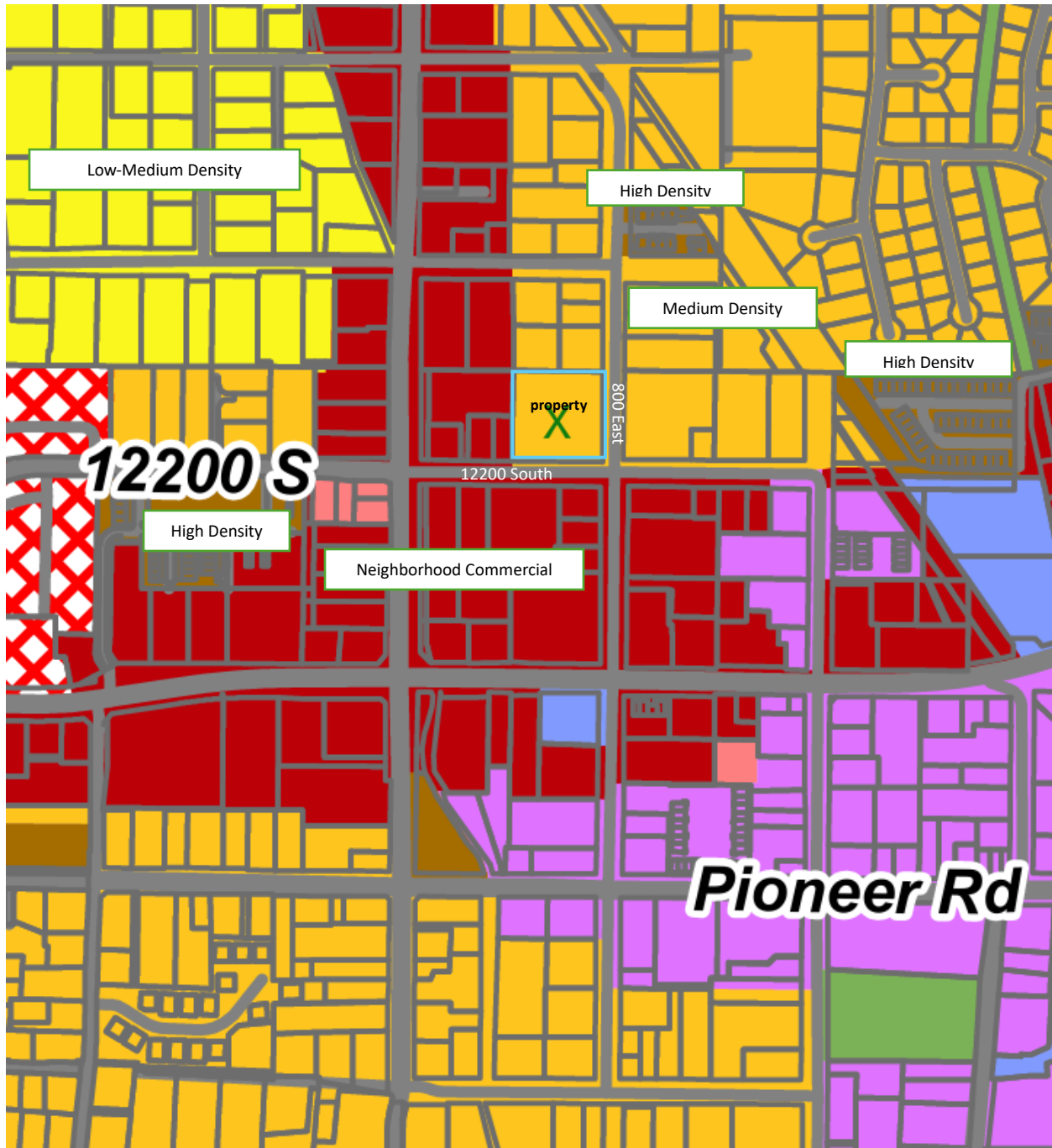
EXHIBIT G
APPLICANT'S RESPONSES – LAND USE MAP AMENDMENT

Fratto Farms Land Use Map Amendment

To whom it may concern;

We own the approximately 2 acres located on 791 E and 12200 S. We are requesting a Land Use Map Amendment from Low Medium Density to High Density. This use would allow for RM2 zoning to construct higher density homes in an area where development and additional higher density projects have been built and will be built in the future. We feel the use would be harmonious with the surrounding areas as our border to the west is adjacent to C3 commercial zone, our border to the south is across the street from C3 commercial zone, our border to the east is alongside 800 E, our border to the north is adjacent to residential. This corner property has roadways for access along 12200 S and 800 E and will be more than sufficient to enter and exit the property. All utilities are in both 12200 S and 800 E and will be able to serve the new zoning and future development.

Land Use Map



Subject property is surrounded by Neighborhood Commercial and Medium Density with High Density within 400 ft and .25 miles. Proposing Land Use change from Medium Density of 4 units to the acre to High Density of 8-12 units per acre.

The proposed Development agreement would limit the total number of lots on the property to 15

EXHIBIT H
APPLICANT'S RESPONSES – ZONING MAP AMENDMENT

Fratto Farms Zone Change

To whom it may concern;

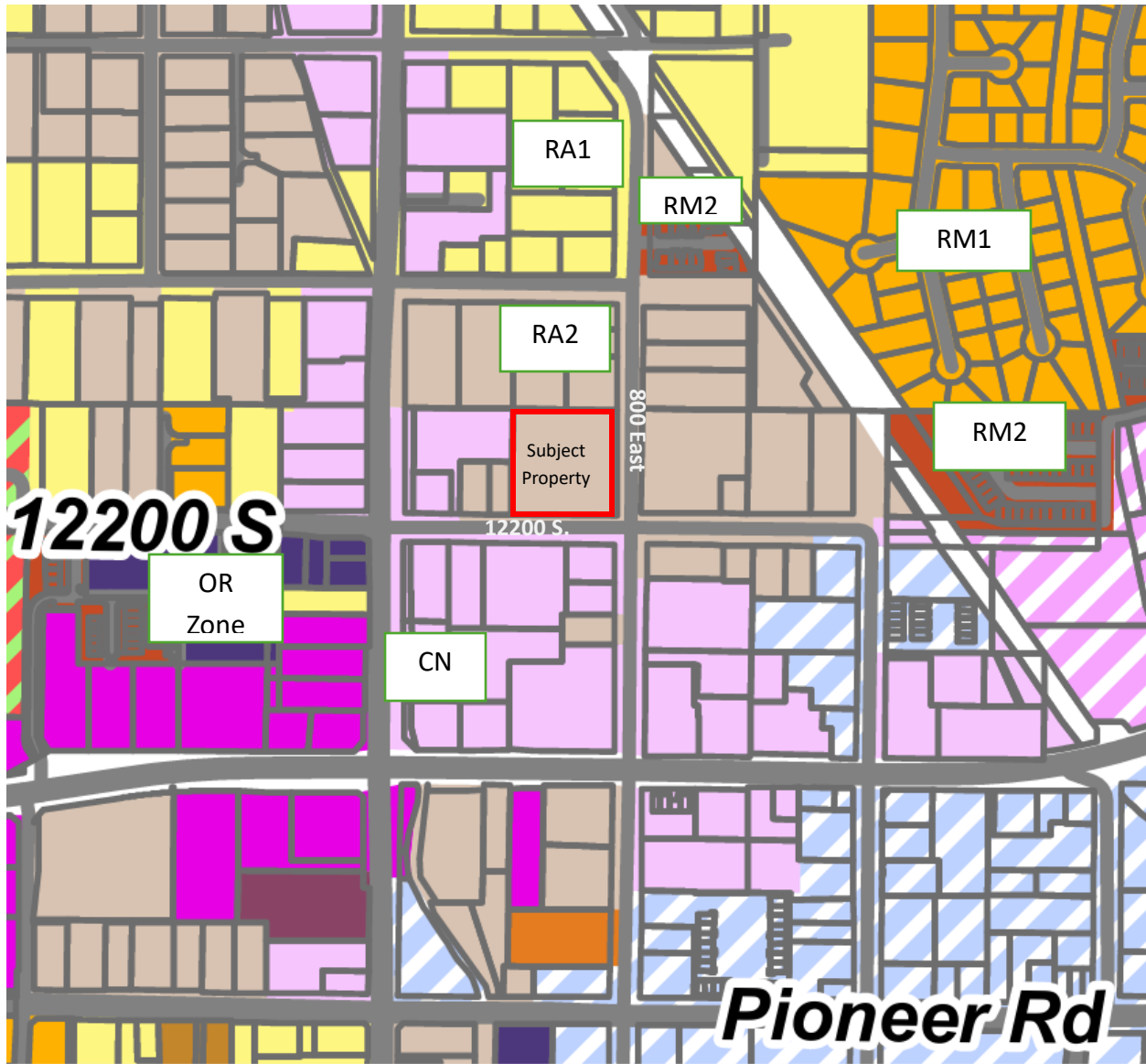
We own the approximately 2 acres located on 791 E and 12200 S. We are requesting a zone change from RA2 to RM2. This zoning would allow for up to 24 lots to be developed.

However, with my proposed development agreement, the maximum number will be no more than 15 lots total. We feel the zoning would be harmonious with the surrounding areas as our border to the west is adjacent to C3 commercial zone, our border to the south is across the street from C3 commercial zone, our border to the east is alongside 800 E, our border to the north is adjacent to residential. This corner property has roadways for access along 12200 S and 800 E and will be more than sufficient to enter and exit the property. All utilities are in both 12200 S and 800 E and will be able to serve the new zoning and future development.

In speaking with other property owners, who most of them use their properties as rental homes, there are a few other parcels that would like to do multi family in the future as well. The area already has townhomes less than a block to the north and 2 blocks to the east, southeast and also 3 blocks to the west. We believe this zoning and future development is consistent with the General Plan in the surrounding area along 700 E being highly commercial and with being surrounded by multifamily in the area.

We ask that you kindly consider this request and understand that the request is in line with the General Plan and future growth development, but will also respect the open feel of Draper with a large park on the corner and a tribute to the old family farm that gives Draper its great history.

Zoning Map



The subject property is proposing RM2 Zone, changing from RA2. The subject property is adjacent to Neighborhood Commercial and Residential Zones. The subject property is located on the corner of a Commercial Zones and Residential Zones. The residential RA2 Zone is a minimum of 20,000 sf lots and the RM2 zone is 8-12 units per acre. RM2 Zone is located on 4 projects within 400 ft and .25 miles from the Subject Property along with OR Zone which allowed for 12 units to the acre.

The proposed Development agreement would limit the total number of lots on the property to 15

EXHIBIT I
DEVELOPMENT AGREEMENT

**MASTER DEVELOPMENT AGREEMENT
FOR
FRATTO FARMS**

March 24, 2026

WHEN RECORDED, RETURN TO:

**Nicole Smedley
Draper City Recorder
1020 E Pioneer Rd.
Draper, UT 84020**

**MASTER DEVELOPMENT AGREEMENT
FOR
FRATTO FARMS**

THIS MASTER DEVELOPMENT AGREEMENT is made and entered into as of the Twenty-Fourth day of March, 2026, by and between Draper City, a Utah municipality and Fratto Farms, a Limited Liability Company in the state of Utah.

RECITALS

A. The capitalized terms used in this MDA and in these Recitals are defined in Section 1.2, below.

B. Master Developer, Fratto Farms, LLC, owns and is developing the property.

C. Master Developer and the City desire that the Property be developed in a unified and consistent fashion pursuant to the Master Plan.

D. The Parties acknowledge that development of the Property pursuant to this MDA will result in significant planning and economic benefits to the City and its residents by, among other things requiring orderly development of the Property as a master planned community known as Fratto Farms and increasing property tax and other revenues to the City based on improvements to be constructed on the Property. The Master Developer will increase the economic value and benefit the area by upgrading the street and sidewalks in the area, adding storm drain and Landscaping with grass and trees along with 15 beautiful homes, with an architectural design of 2 car garages, front porches and a cottage style look that will enhance the area and the community.

E. The Parties desire to enter into this MDA to specify the rights and responsibilities of the Master Developer to develop the Property as expressed in this MDA and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this MDA.

F. The Parties understand and intend that this MDA is a “development agreement” within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-20-101 *et seq.*

G. On March, ____, 2026 the City zoned the Property RM2.

H. This MDA conforms with the intent of the City’s General Plan and the Zoning.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Master Developer hereby agree to the following:

TERMS

1. Incorporation of Recitals and Exhibits/ Definitions.

1.1. **Incorporation.** The foregoing Recitals and Exhibits “A” through “C” are hereby incorporated into this MDA.

1.2. **Definitions.** As used in this MDA, the words and phrases specified below shall have the following meanings:

1.2.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-20-101, *et seq.*

1.2.2. **Administrator** means the person designated by the City as the Administrator of this MDA.

1.2.3. **Applicant** means a person or entity submitting a Development Application.

1.2.4. **Buildout** means the completion of all of the development on the entire Project in accordance with the approved plans.

1.2.5. **City** means Draper City, a Utah municipality.

1.2.6. **City Consultants** means those outside consultants employed by the City in various specialized disciplines such as traffic, hydrology or drainage for reviewing certain aspects of the development of the Project.

1.2.7. **City's Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.

1.2.8. **City's Vested Laws** means the ordinances, policies, standards and procedures of the City in effect as of the date of this MDA, a digital copy of which is attached as Exhibit "C".

1.2.9. **Council** means the elected City Council of the City.

1.2.10. **Default** means a material breach of this MDA as specified herein.

1.2.11. **Denied** means a formal denial issued by the final decision-making body of the City for a particular type of Development Application but does not include review comments or "redlines" by City staff.

1.2.12. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.2.13. **Development Application** means an application to the City for development of a portion of the Project including a Subdivision or any other permit, certificate or other authorization from the City required for development of the Project.

1.2.14. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-20-803 (2025), or any successor provision, and approved by the City, effectuating a Subdivision of any portion of the Project.

1.2.15. **Master Developer** means Fratto Farms, LLC, and its assignees or transferees as permitted by this MDA.

1.2.16. **Master Plan** means the conceptual layout for Residential Dwelling Units and Public Infrastructure for the Project

1.2.17. **Maximum Residential Units** means the development on the Property Fifteen (15) Residential Dwelling Units

1.2.18. **MDA** means this Master Development Agreement including all of its Exhibits.

1.2.19. **Notice** means any notice to or from any Party to this MDA that is either required or permitted to be given to another party.

1.2.20. **Open Space** shall have the meaning specified in Section 9-3-040 of the City's Vested Laws.

1.2.21. **Outsourc[e][ing]** means the process of the City contracting with City Consultants or paying overtime to City employees to provide technical support in the review and approval of the various aspects of a Development Application as is more fully set out in this MDA.

1.2.22. **Parcel** means a portion of the Property that is created by the Master Developer to be sold to a Subdeveloper as a Subdivision that is not an individually developable lot as specified in Section 5.9.

1.2.23. **Party/Parties** means, in the singular, Master Developer or the City; in the plural Master Developer and the City.

1.2.24. **Planning Commission** means the City's Planning Commission.

1.2.25. **Project** means the total development to be constructed on the Property pursuant to this MDA with the associated public and private facilities, and all of the other aspects approved as part of this MDA.

1.2.26. **Property** means the real property owned by and to be developed by Master Developer more fully described in Exhibit "A".

1.2.27. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to the City as a condition of the approval of a Development Application.

1.2.28. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as a detached single-family residence as illustrated on the Master Plan.

1.2.29. **Subdeveloper** means a person or an entity not "related" (as defined by Section 165 of the Internal Revenue Code) to Master Developer which purchases a Parcel for development.

1.2.30. **Subdivision** means the division of any portion of the Project into developable lots pursuant to State Law and/or the Zoning Ordinance.

1.2.31. **Subdivision Application** means the application to create a Subdivision.

1.2.32. **Zoning** means the RM2 zone for the Property adopted by the City on March __, 2026

1.2.33. **Zoning Ordinance** means the City's Land Use and Development Ordinance adopted pursuant to the Act that was in effect as of the date of this MDA as a part of the City's Vested Laws.

2. **Development of the Project.**

2.1. **Compliance with the Master Plan and this MDA.** Development of the Project shall be in accordance with the City's Vested Laws, the City's Future Laws (to the extent that these are applicable as otherwise specified in this MDA), the Master Plan and this MDA.

2.2. **Maximum Residential Units.** At Buildout of the Project, Master Developer shall be entitled to have developed the Maximum Residential Units as specified in and pursuant to this MDA of the type and in the general location as shown on the Master Plan.

2.3. **Limitation and No Guarantee.** Master Developer acknowledges that the development of the Maximum Residential Units and every other aspect of the Master Plan requires that each Development Application comply with the City's Vested Laws including, without limitation, the City's geologic hazards requirements. The City's entry into this MDA does not guarantee that the Master Developer will be able to construct the Maximum Residential Units or any other aspect of the Project until and unless all the applicable requirements of the City's Vested Laws are complied with.

2.4. **Accounting for Residential Units for Parcels Sold to Subdevelopers.** Any Parcel sold by Master Developer to a Subdeveloper shall include the transfer of a specified

portion of the Maximum Residential Units sold with the Parcel.

2.5. Master Developer will build according to these exceptions to the code:

2.5.1. DCMC Setbacks: 9-10-090 Table 9-10-3,

-a) Lot 1: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet

b) Lot 5: Flag Lot Reduction in required setbacks from twenty-five (25) feet on all sides to twenty (20) feet and ten (10) feet per the concept site plan

c) Lot 9: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet

d) Lot 10: Reduction in Front setback from twenty (20) feet to fifteen (15) feet,
Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet

e) Lot 11: Reduction in Front setback from twenty (20) feet to fifteen (15) feet
Reduction in Rear yard setback from twenty (20) feet to ten (10) feet

f) Lot 12: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet,
Reduction in rear yard setback from twenty (20) feet to ten (10) feet

g) Lot 13: Reduction in in Rear yard setback from twenty (20) feet to ten (10) feet

h) Lot 14: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15) feet

i) Lot 15: Reduction in Front/Corner setback from twenty (20) feet to fifteen (15)

2.5.2. Flag lot size: 9-27-090(B),

a) Lot 5: Reduction in minimum lot size requirement for “Flag” lot from 15,000 ft² to 8,000 ft²

2.5.3. DCMC ROW width (sidewalk): 9-27-150(B)(3),

a) Reduction in the minimum sidewalk width from six (6) to five (5) ft.

2.5.4. DCMC Fence height: 9-27-080(A) and (E).

a) Reduction in Fencing height along 12200 S at the entrance from six (6) ft to three (3) ft. from the corner of the houses to the entrance street.

2.5.5 DCMC Driveway Depth 9-10-075(A)

a) Lot 10, Lot 11 and Lot 15 will have a total of 20' driveways, but 5 ft of that will be in the public ROW measured from back of sidewalk.

2.5.6 DCMC Utility Easement 17-5-050(G)

a) Reduction for PU&DE from seven (7) ft to five (5) ft.

2.5.6 General:

- No more than 15 lots shall be permitted
- All homes shall be single family detached
- All homes Shall be no more than thirty five (35) feet in height measured from existing grade up to the peak of the roof.

2.6 Open Space: Master Developer intends to leave Lot 15 as an open community park in the beginning, but Master Developer maintains the right to sell or build on and sell lot 15 in the future in its complete discretion.

-

3. Vested Rights.

Last Update Date

Draper City Contract #

Page 9 of 30

3.1. Vested Rights Granted by Approval of this MDA. To the maximum extent permissible under the laws of Utah and the United States and at equity, the Parties intend that this MDA grants Master Developer all rights to develop the Project in fulfillment of this MDA, the City's Vested Laws, the Zoning and the Master Plan except as specifically provided herein. The Parties specifically intend that this MDA grant to Master Developer "vested rights" as that term is construed in Utah's common law.

3.2. Exceptions. The restrictions on the applicability of the City's Future Laws to the Project as specified in Section 3.1 are subject to only the following exceptions:

3.2.1. Master Developer Agreement. City's Future Laws that Master Developer agrees in writing to the application thereof to the Project;

3.2.2. State and Federal Compliance. City's Future Laws which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Project;

3.2.3. Codes. Any City's Future Laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, fire, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

3.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by the City to all properties, applications, persons

and entities similarly situated;

3.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

3.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by the City and which meet all requirements of the U. S. Constitution, Utah Constitution, law and applicable statutes, including but not limited to Utah Code Ann. Section 11-36a-101 *et seq.*;

3.2.7. Planning and Zoning Modification. Changes by the City to its planning principles and design standards such as architectural or design requirements, setbacks or similar items so long as such changes do not work to reduce the Maximum Residential Units, are generally applicable across the entire City and do not materially and unreasonably increase the costs of any Development; or

3.2.8. Compelling, Countervailing Interest. Laws, rules or regulations that the City's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest.

4. **Term of Agreement.** The effective date of this MDA shall be February 1, 2026 This MDA shall expire February 1, 2028 If Master Developer has not been declared to be currently in Default as of February 1, 2028 (and if any such Default is not being cured) then this MDA shall be automatically extended until February 1, 2029. This MDA shall also terminate automatically at Buildout.

5. **Processing of Development Applications.**

5.1. Outsourcing of Processing of Development Applications. Within twenty-one (21) calendar days after receipt of a Development Application and upon the request of Applicant the City and Applicant will confer to determine whether the City desires to Outsource the review of any aspect of the Development Application to ensure that it is processed on a timely basis. If the City determines that Outsourcing is necessary to ensure the timely processing of the Development Application then the City shall promptly estimate the reasonably anticipated differential cost of Outsourcing in good faith consultation with the Applicant (either overtime to City employees or the hiring of a City Consultant). If Applicant notifies the City that it desires to proceed with the Outsourcing based on the City's estimate of costs then Applicant shall deposit in advance with the City the estimated differential cost and the City shall then promptly proceed with having the work Outsourced. Upon completion of the Outsourcing services and the provision by the City of an invoice (with such reasonable supporting documentation as may be requested by Applicant) for the actual differential cost (whether by way of paying a City Consultant or paying overtime to City employees) of Outsourcing, Applicant shall, within thirty (30) calendar days pay or receive credit (as the case may be) for any difference between the estimated differential cost deposited for the Outsourcing and the actual cost differential.

5.2. Acceptance of Certifications Required for Development Applications. Any Development Application requiring the signature, endorsement, or certification and/or stamping by a person holding a license or professional certification required by the State of Utah in a particular discipline shall be so signed, endorsed, certified or stamped signifying that the contents of the Development Application comply with the applicable

regulatory standards of the City. The City should endeavor to make all of its redlines, comments or suggestions at the time of the first review of the Development Application unless any changes to the Development Application raise new issues that need to be addressed.

5.3. Independent Technical Analyses for Development Applications. If the City needs technical expertise beyond the City’s internal resources to determine impacts of a Development Application such as for structures, bridges, water tanks, and other similar matters which are not required by the City’s Vested Laws to be certified by such experts as part of a Development Application, the City may engage such experts as City Consultants with the actual and reasonable costs being the responsibility of Applicant. The City Consultant undertaking any review by the City required or permitted by this MDA shall be selected from a list generated by the City for each such City review pursuant to a “request for proposal” process or as otherwise allowed by City ordinances or regulations. Applicant may, in its sole discretion, strike from the list of qualified proposers any of such proposed consultants so long as at least three (3) qualified proposers remain for selection. The anticipated cost and timeliness of such review may be a factor in choosing the expert. The actual and reasonable costs being the responsibility of Applicant.

5.4. City Denial of a Development Application. If the City denies a Development Application the City shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons the City believes that the Development Application is not consistent with this MDA, the Zoning and/or the City’s Vested Laws (or, if applicable, the City’s Future Laws).

5.5. Meet and Confer regarding Development Application Denials. The City and Applicant shall meet within twenty-one (21) calendar days of any Denial to resolve the issues specified in the Denial of a Development Application.

5.6. City Denials of Development Applications Based on Denials from Non-City Agencies. If the City's denial of a Development Application is based on the denial of the Development Application by a Non-City Agency, Applicant shall appeal any such denial through the appropriate procedures for such a decision and not through the processes specified below.

5.7. Mediation of Development Application Denials.

5.7.1. Issues Subject to Mediation. Issues resulting from the City's Denial of a Development Application that the parties are not able to resolve by "Meet and Confer" shall be mediated.

5.7.2. Mediation Process. If the City and Applicant are unable to resolve a disagreement subject to mediation, the parties shall attempt within fifteen (15) calendar days to appoint a mutually acceptable mediator with knowledge of the legal issue in dispute. If the City and Applicant are unable to agree on a single acceptable mediator they shall each, within fifteen (15) calendar days, appoint their own representative. These two representatives shall, between them, choose the single mediator. Applicant and the City shall split the fees of the chosen mediator, each Party paying 50% of the fees. The chosen mediator shall within fifteen (15) calendar days, review the positions of the parties regarding the mediation issue and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the ordinance that the

mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

5.8. Arbitration of Development Application Objections.

5.8.1. Arbitration Process. If the City and Applicant are unable to resolve an issue through mediation, the parties may then attempt within fifteen (15) calendar days to appoint a mutually acceptable arbitrator with knowledge of the legal issue in dispute. If the parties are unable to agree on a single acceptable arbitrator they shall each, within fifteen (15) calendar days, each Party shall appoint their own individual appropriate expert. These two experts shall, between them, choose the single arbitrator. Applicant and the City shall split the fees of the chosen arbitrator, each Party paying 50% of the fees. The chosen arbitrator shall within fifteen (15) calendar days, review the positions of the parties regarding the arbitration issue and render a decision. The arbitrator shall ask the prevailing party to draft a proposed order for consideration and objection by the other side. Upon adoption by the arbitrator, and consideration of such objections, the arbitrator's decision shall be final and binding upon both parties. If the arbitrator determines as a part of the decision that the City's or Applicant's position was not only incorrect but was also maintained unreasonably and not in good faith then the arbitrator may order the City or Applicant to pay the arbitrator's fees.

5.9. **Parcel Sales.** The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular Parcel may not be known at the time of the creation of or sale of a Parcel. Master Developer may obtain approval of a Subdivision that does not create

any individually developable lots in the Parcel without being subject to any requirement in the City's Vested Laws to complete or provide security for any Public Infrastructure at the time of such subdivision. The responsibility for completing and providing security for completion of any Public Infrastructure in the Parcel shall be that of the Master Developer or a Subdeveloper upon a subsequent re-Subdivision of the Parcel that creates individually developable lots. However, construction of improvements shall not be allowed until the Master Developer or Subdeveloper complies with the City's Vested Laws.

6. **Application Under City's Future Laws.** Without waiving any rights granted by this MDA, Master Developer may at any time, choose to submit a Development Application for all or part of the Project under the City's Future Laws in effect at the time of the Development Application so long as Master Developer is not in current breach of this Agreement.

7. **Public Infrastructure.**

7.1. **Construction by and Master Developer.** Master Developer shall have the right and the obligation to construct or cause to be constructed and installed all Public Infrastructure reasonably and lawfully required as a condition of approval of the Development Application pursuant to the City's Vested Laws.

7.2. **Bonding.** If and to the extent required by the City's Vested Laws, unless otherwise provided by Chapter 10-20-807 of the Utah Code as amended, security for any Public or private Infrastructure is required by the City, the Applicant shall provide it in a form acceptable to the City as specified in the City's Vested Laws. Partial releases of any such required security shall be made as work progresses based on the City's Vested Laws.

8. **Default.**

8.1. **Notice.** If Master Developer, a Subdeveloper, or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party. If the City believes that the Default has been committed by a Subdeveloper then the City shall also provide a courtesy copy of the Notice to Master Developer.

8.2. **Contents of the Notice of Default.** The Notice of Default shall:

8.2.1. Specific Claim. Specify the claimed event of Default;

8.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default;

8.2.3. Materiality. Identify why the Default is claimed to be material; and

8.2.4. Optional Cure. If the City chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) calendar days duration.

8.3. **Meet and Confer, Mediation, Arbitration.** Upon the issuance of a Notice of Default the parties shall engage in the “Meet and Confer” and “Mediation” processes specified in Sections 5.5 and 5.7. If the claimed Default is subject to Arbitration as provided in Section 5.8 then the parties shall follow such processes.

8.4. **Remedies.** If the parties are not able to resolve the Default by “Meet and Confer” or by “Mediation”, and if the Default is not subject to arbitration then the parties may have the following remedies, except as specifically limited in 9.9:

8.4.1. Law and Equity. All rights and remedies available at law and in equity, including, but not limited to, injunctive relief and/or specific performance.

8.4.2. Security. The right to draw on any security posted or provided in connection with the Project and relating to remedying of the particular Default.

8.4.3. Future Approvals. The right to withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project in the case of a default by Master Developer, or in the case of a default by a Subdeveloper, development of those Parcels owned by the Subdeveloper until the Default has been cured.

8.5. **Public Meeting.** Before any remedy in Section 9.4 may be imposed by the City the party allegedly in Default shall be afforded the right to attend a public meeting before the City Council and address the City Council regarding the claimed Default.

8.6. **Emergency Defaults.** Anything in this MDA notwithstanding, if the City Council finds on the record that a default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a default would also impair a compelling, countervailing interest of the City then the City may impose the remedies of Section 9.4 without the requirements of Sections 9.5. The City shall give Notice to Master Developer and/or any applicable Subdeveloper of any public meeting at which an emergency default is to be considered and the Master Developer and/or any applicable Subdeveloper shall be allowed to address the City Council at that meeting regarding the claimed emergency Default.

8.7. **Extended Cure Period.** If any Default cannot be reasonably cured within thirty (30) calendar days then such cure period shall be extended so long as the defaulting party is pursuing a cure with reasonable diligence.

8.8. **Default of Assignee.** A default of any obligations assumed by an assignee shall not

be deemed a default of Master Developer.

8.9. Limitation on Recovery for Default – No Damages. Anything in this MDA notwithstanding no Party shall be entitled to any claim for any monetary damages as a result of any breach of this MDA and each Party waives any claims thereto. The sole remedy available to Master Developer or any Subdeveloper shall be that of specific performance.

9. **Notices.** All notices required or permitted under this MDA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Master Developer:

Troy Dana
Fratto Farms, LLC
PO Box 1849
Draper, UT 84020
Troy@WestLdev.com
801-558-7378

To the City:

Draper City
Attn: City Manager
Mike Barker
1020 East Pioneer Road
Draper, UT 84020
mike.barker@draperutah.gov
(801) 576-6500

With a Copy to:

Draper City
Attn: City Attorney
Traci Gundersen
1020 East Pioneer Road
Draper, UT 84020

traci.gundersen@draperutah.gov
(801) 576-6500

9.1. Effectiveness of Notice. Except as otherwise provided in this MDA, each Notice shall be effective and shall be deemed delivered on the earlier of:

9.1.1. Hand Delivery. Its actual receipt, if delivered personally, by courier service, or by facsimile provided that a copy of the facsimile Notice is mailed or personally delivered as set forth herein on the same day and the sending party has confirmation of transmission receipt of the Notice. If the copy is not sent on the same day, then notice shall be deemed effective the date that the mailing or personal delivery occurs.

9.1.2. Electronic Delivery. Its actual receipt if delivered electronically by email provided that a copy of the email is printed out in physical form and mailed or personally delivered as set forth herein on the same day and the sending party has an electronic receipt of the delivery of the Notice. If the copy is not sent on the same day, then notice shall be deemed effective the date that the mailing or personal delivery occurs.

9.1.3. Mailing. On the day the Notice is postmarked for mailing, postage prepaid, by First Class or Certified United States Mail and actually deposited in or delivered to the United States Mail. Any party may change its address for Notice under this MDA by giving written Notice to the other party in accordance with the provisions of this Section.

10. Headings. The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences of intent.

11. No Third-Party Rights/No Joint Venture. This MDA does not create a joint venture

relationship, partnership or agency relationship between the City, or Master Developer. Further, the parties do not intend this MDA to create any third-party beneficiary rights. The Parties acknowledge that this MDA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property or unless the City has accepted the dedication of such improvements at which time all rights and responsibilities—except for warranty bond requirements under City’s Vested Laws and as allowed by state law—for the dedicated public improvement shall be the City's.

12. **Assignability.** The rights and responsibilities of Master Developer under this MDA may be assigned in whole or in part, respectively, by Master Developer with the consent of the City as provided herein.

12.1. **Sale of Lots.** Master Developer’s selling or conveying lots in any approved Subdivision or Parcels to builders, users, or Subdevelopers, shall not be deemed to be an “assignment” subject to the above-referenced approval by the City unless specifically designated as such an assignment by Master Developer.

12.2. **Related Entity.** Master Developer’s transfer of all or any part of the Property to any entity “related” to Master Developer (as defined by regulations of the Internal Revenue Service in Section 165), Master Developer’s entry into a joint venture for the development of the Project or Master Developer’s pledging of part or all of the Project as security for financing shall also not be deemed to be an “assignment” subject to the above-referenced approval by the City unless specifically designated as such an assignment by the Master Developer. Master Developer shall give the City Notice of any event specified in this sub-section within fifteen (15) calendar days after the event has occurred. Such Notice shall include providing the City with all necessary contact

information for the newly responsible party.

12.3. Notice. Master Developer shall give Notice to the City of any proposed assignment and provide such information regarding the proposed assignee that the City may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the City with all necessary contact information for the proposed assignee.

12.4. Time for Objection. Unless the City objects in writing within thirty (30) calendar days of notice, the City shall be deemed to have approved of and consented to the assignment.

12.5. Partial Assignment. If any proposed assignment is for less than all of Master Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds. Upon any such approved partial assignment Master Developer shall not be released from any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations herein.

12.6. Denial. The City may only withhold its consent if the City is not reasonably satisfied of the assignee's financial ability to perform the obligations assigned by Master Developer, proposed to be assigned, or if there is an existing breach of a development obligation owed to the City by the assignee or related entity that has not either been cured or in the process of being cured in a manner acceptable to the City. Any refusal of the City to accept an assignment shall be subject to the "Meet and Confer" and "Mediation" processes specified in Sections 5.5 and 5.7. If the refusal is subject to Arbitration as provided in Section 5.8 then the Parties shall follow such processes.

12.7. **Assignees Bound by MDA.** Any assignee shall consent in writing to be bound by the assigned terms and conditions of this MDA as a condition precedent to the effectiveness of the assignment. That consent shall specifically acknowledge the provisions of Section 2.

13. **Binding Effect.** If Master Developer sells or conveys Parcels of lands to Subdevelopers or related parties, the lands so sold and conveyed shall bear the same rights, privileges, configurations, and number of Residential Dwelling Units as applicable to such Parcel and be subject to the same limitations and rights of the City when owned by or Master Developer and as set forth in this MDA without any required approval, review, or consent by the City except as otherwise provided herein.

14. **No Waiver.** Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

15. **Severability.** If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and affect.

16. **Force Majeure.** Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other causes beyond the reasonable control of the Party obligated to perform hereunder shall excuse performance of the obligation by that Party for a

period equal to the duration of that prevention, delay or stoppage.

17. **Time is of the Essence.** Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

18. **Appointment of Representatives.** To further the commitment of the Parties to cooperate in the implementation of this MDA, the City and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer. The initial representative for the City shall be the City Manager. The initial representative for Master Developer shall be Troy Dana. The Parties may change their designated representatives by Notice. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this MDA and the development of the Project.

19. **Applicable Law.** This MDA is entered into in Salt Lake County in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

20. **Venue.** Any action to enforce this MDA shall be brought only in the Third District Court for the State of Utah, Salt Lake City Division.

21. **Entire Agreement.** This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

22. **Mutual Drafting.** Each Party warrants that they have had the opportunity to be represented by competent legal counsel and have participated in negotiating and drafting this MDA; therefore, no provision of this MDA shall be construed for or against any Party based on which Party drafted any particular portion of this MDA.

23. **Recordation and Running with the Land.** This MDA shall be recorded in the chain of title for the Project. This MDA shall be deemed to run with the land. The data disk of the City's Vested Laws, Exhibit "C", shall not be recorded in the chain of title. A secure copy of Exhibit "C" shall be filed with the City Recorder and each party shall also have an identical copy.

24. **Authority.** The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA. Specifically, on behalf of the City, the signature of the City Manager of the City is affixed to this MDA lawfully binding the City pursuant to Ordinance No. ____ adopted by the City on March ____, 2026.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first herein above written.

MASTER DEVELOPER
Fratto Farms, LLC

CITY
Draper City

By: _____
Its: _____
Date: _____

By: _____,
Its: City Manager
Date: _____

Approved as to form and legality:

Attest:

City Attorney

City Recorder

CITY ACKNOWLEDGMENT

STATE OF UTAH)
 :SS.
COUNTY OF SALT LAKE)

On the ____ day of _____, 2026 personally appeared before me _____ who being by me duly sworn, did say that he is the City Manager of Draper City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its City Council and said City Manager acknowledged to me that the City executed the same.

NOTARY PUBLIC

My Commission Expires: _____

Residing at: _____

MASTER DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
 :ss.
COUNTY OF SALT LAKE)

On the ____ day of _____, 2026, personally appeared before me _____,
who being by me duly sworn, did say that he/she is the _____ of _____, a
Utah _____ and that the foregoing instrument was duly authorized by the company at
a lawful meeting held by authority of its operating agreement and signed in behalf of said
company.

NOTARY PUBLIC

My Commission Expires: _____

Residing at: _____

TABLE OF EXHIBITS

Exhibit “A”	Legal Description of Property
Exhibit “B”	Master Plan
Exhibit “C”	City’s Vested Laws

Exhibit "A"
Legal Description of Property

Lots 1 and 8 , Block 23, DRAPER TOWNSITE SURVEY, according to the official plat thereof, on file and of record in in the office of the Salt Lake County Recorder, State of Utah, Situated in Salt Lake County. APN: 28-29-302-004-0000

Exhibit “B”
Master Plan



Zone: RM2

Development Agreement Exceptions to Zoning Ordinance

Lot 1:
Reduction in Front/Corner setback from 20' to 15'.

Lot 5:
Reduction in minimum lot size requirement for "Flag" lot from 15,000 sq. ft. to 8,000 sq. ft.
Reduction in required setbacks from 25' on all sides, to 20' and 10' as shown.

Lot 9:
Reduction in Front/Corner setback from 20' to 15'.

Lot10:
Reduction in Front setback from 20' to 15'.
Reduction in Front/Corner setback from 20' to 15'.

Lot 11:
Reduction in Front setback from 20' to 15'.
Reduction in Rear yard setback from 20' to 10'.

Lot 12:
Reduction in Front/Corner setback from 20' to 15'.
Reduction in Rear yard setback from 20' to 10'.

Lot 13:
Reduction in Rear yard setback from 20' to 10'.

Lot 14:
Reduction in Front/Corner setback from 20' to 15'.

Modification from Zoning Ordinance 17-5-50-G. "Utility Easements: All lots shall have front and rear yard easements, and at least one side yard easement, of at least seven feet (7')." Reduction from 7' to 5' to match the setback requirements of the RM2 zone.

MASTER PLAN: Scale 1:20
(Plotted on 24x36)



Exhibit “C”
City’s Vested Laws

EXHIBIT J
MASTER PLAN



MEMO



To: Planning Commission

From: Maryann Pickering, AICP

Date: 2026-03-12

Re: Public Hearing: Juan Diego Text Amendment Request (Legislative Item)

Comments:

This application is a request for approval of a Zoning Text Amendment to Table 9-10-090 in the DCMC. The purpose of the request is to allow private schools as a conditional use in all residential zones. The application has been submitted by a representative of the Skaggs Catholic Center, but is intended to apply to any private school in any residential zone.

Findings for approval:

1. The proposed amendment is consistent with goals, objectives and policies of the City's General Plan;
2. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the development codes;
3. The proposed amendment will not create a conflict with any other section or part of the development codes or the General Plan;
4. The potential effects of the proposed amendment have been evaluated and are determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit; and
5. The proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.

Findings for denial:

1. The proposed amendment is not consistent with goals, objectives and policies of the City's General Plan;
2. The proposed amendment is not appropriate given the context of the request and there is not sufficient justification for a modification to the development codes;
3. The proposed amendment could create a conflict with another section or part of the development codes or the General Plan;
4. The potential effects of the proposed amendment have been determined to be detrimental to public health, safety, or welfare or do not represent an overall community benefit; and
5. The proposed text amendment is not consistent with best current, professional

practices of urban planning, design, and engineering practices.

ATTACHMENTS:

[03-12-2026 JD TA PC Report Combined.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

March 3, 2026

To: Draper City Planning Commission
Business Date: March 12, 2026

From: Development Review Committee

Prepared By: Maryann Pickering, Planner III
Planning Division
Community Development Department
801-576-6391, maryann.pickering@draperutah.gov

Re: Juan Diego -- Zoning Text Amendment Request

Application No.: 2026-0006-TA

Applicant: Joe Colosimo, representing Skaggs Catholic Center, LLC

Project Location: All Residential Zoning Districts

Current Zoning: All Residential Zoning Districts

Acreage: All Residential Zoning Districts

Request: Request for approval of a Zoning Text Amendment to Table 9-10-090 Draper City Municipal Code (DCMC). The purpose of the request is to allow private schools as a conditional use in all residential zones.

BACKGROUND AND SUMMARY

This application is a request for approval of a Zoning Text Amendment to Table 9-10-090 DCMC. The purpose of the request is to allow private schools as a conditional use in all residential zones.

The application has been submitted by a representative of the Skaggs Catholic Center, but is intended to apply to any private school in any residential zone.

ANALYSIS

Text Amendment.

This report will review the modifications being proposed. The legislative copy of the



changes can be found in Exhibit B of this report. Additions to the text are indicated in blue, deletions in red, and unchanged text in black.

Table 9-10-1: Permitted and Conditional Uses in Residential Zones. Table 9-10-1 outlines all uses permitted, conditional or not permitted in residential zoning districts. This includes the following districts: RA1, RA2, RH, R3, R4, R5, RM1 and RM2. The table currently has a subsection of public and civic uses which include charter schools, higher education facilities and public schools. These three uses are all permitted uses in all residential zoning districts.

The applicant is seeking to add the use of private school and designate it as a conditional use in all zoning districts. By adding it as a conditional use, a public process will be required as part of the public hearing. This would ensure that issues typically related to school operations such as access, traffic, and parking can be mitigated in some way. The Planning Commission has the authority to review and decide on all conditional uses.

Criteria For Approval.

A Zoning Text Amendment is a matter committed to the legislative discretion of the City Council and is not controlled by any one standard. However, in making a recommendation to the City Council, the Planning Commission should consider the following factors in DCMC Section 9-5-060(E)(2):

2. *Text Amendments:*
 - a. *Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*
 - b. *Whether a proposed amendment furthers the specific purpose statements of the zoning ordinance;*
 - c. *Whether the proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance;*
 - d. *The proposed amendment will not create a conflict with any other section or part of this title or the general plan;*
 - e. *Whether the potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit; and*
 - f. *The extent to which a proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices*

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Zoning Text Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Engineering and Public Works Divisions Review. The Draper City Engineering and Public Works Divisions have completed their reviews of the Zoning Text Amendment submission. Comments from these divisions, if any, can be found in Exhibit A.

Building Division Review. The Draper City Building Division has completed their review of the Zoning Text Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Fire Division Review. The Draper City Fire Marshal has completed his review of the Zoning Text Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Legal Division Review. The Draper City Attorney has completed his review of the Zoning Text Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Noticing. Notice has been properly issued in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the request, receive public comment, and make a recommendation to the City Council based on the findings and the criteria for approval, or denial, as listed within the staff report.

MODEL MOTIONS

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Juan Diego Zoning Text Amendment, as requested by Joe Colosimo, representing Skaggs Catholic Center, LLC, application 2026-0006-TA based on the following findings and the criteria for approval listed in the Staff Report dated March 3, 2026.

Findings for Approval:

1. The proposed amendment is consistent with goals, objectives and policies of the City's General Plan;
2. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the development codes;
3. The proposed amendment will not create a conflict with any other section or part of the development codes or the General Plan;

4. The potential effects of the proposed amendment have been evaluated and are determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit; and
5. The proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Juan Diego Zoning Text Amendment, as requested by Joe Colosimo, representing Skaggs Catholic Center, LLC, application 2026-0006-TA, and as modified by the following additional recommended modifications or findings:

1. (List any additional modifications or findings...)

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for Juan Diego Zoning Text Amendment, as requested by Joe Colosimo, representing Skaggs Catholic Center, LLC, application 2026-0006-TA, based on the following findings and the criteria for denial listed in the Staff Report dated March 3, 2026.

Findings for Denial:

1. The proposed amendment is not consistent with goals, objectives and policies of the City's General Plan;
2. The proposed amendment is not appropriate given the context of the request and there is not sufficient justification for a modification to the development codes;
3. The proposed amendment could create a conflict with another section or part of the development codes or the General Plan;
4. The potential effects of the proposed amendment have been determined to be detrimental to public health, safety, or welfare or do not represent an overall community benefit; and
5. The proposed text amendment is not consistent with best current, professional practices of urban planning, design, and engineering practices.

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

We, the undersigned, as duly appointed members of the Draper City Development Review Committee, do acknowledge that the application which provides the subject for this staff report has been reviewed by the Committee and has been found to be appropriate for review by the Draper City Planning Commission and/or City Council.

Brien Maxfield

Digitally signed by Brien Maxfield
DN: C=US,
E=brien.maxfield@draperutah.gov,
O=Draper, OU=Public Works -
Engineering, CN=Brien Maxfield
Date: 2026.03.03 15:04:15-0700'

Draper City Public Works Department

Todd Draper

Digitally signed by Todd Draper
DN: C=US,
E=todd.draper@draperutah.gov,
O=Draper City Community
Development Department,
OU=Planning and Zoning,
CN=Todd Draper
Date: 2026.03.03
10:53:53-0700'

Draper City Planning Division

Don Buckley

Digitally signed by Don Buckley
DN: C=US, E=don.buckley@draper.ut.us, O=Draper
City Fire Department, OU=Fire Marshal, CN=Don
Buckley
Date: 2026.03.03 09:55:15-0700'

Draper City Fire Department

Draper City Legal Counsel

Matthew Symes

Digitally signed by Matthew Symes
DN: C=US,
E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew
Symes
Date: 2026.03.03 09:28:02-0700'

Draper City Building Division

EXHIBIT A DEPARTMENT REVIEWS

REVIEWS ARE NOT MEANT TO BE AN ALL INCLUSIVE LIST OF POSSIBLE COMMENTS OR CONDITIONS.

Planning Division Review.

1. No additional comments received.

Engineering and Public Works Divisions Review.

1. No additional comments received.

Building Division Review.

1. No additional comments received.

Fire Division Review.

1. No additional comments received.

Legal Division Review.

1. No additional comments received.

EXHIBIT B
LEGISLATIVE DRAFT

TABLE 9-10-1

PERMITTED AND CONDITIONAL USES ALLOWED IN RESIDENTIAL ZONES

Use	Zones							
	RA1	RA2	RH	R3	R4	R5	RM1	RM2
Agricultural uses:								
Agricultural business	C	NP	NP	NP	NP	NP	NP	NP
Agriculture	P	P	P	P	P	P	P	P
Animal specialties	C	NP	NP	NP	NP	NP	NP	NP
Animals and fowl for recreation and family food production (subject to section 9-27-050 of this title)	P (1 animal unit per 20,000 sq. ft. of total lot or parcel area)	C (1 animal unit per 20,000 sq. ft. of total lot or parcel area)	NP	NP	NP	NP	NP	NP
Apiary	P	P	P	P	P	P	NP	NP
Keeping of chickens for familial gain (subject to section 9-27-055 of this title)	P	P	P	P	P	P	P	P
Residential uses:								
Daycare, limited ²	C	C	C	C	C	C	C ⁴	C ⁴
Dwelling, single-family ¹	P	P	P	P	P	P	P	P
Dwelling, single-family with accessory dwelling unit	See chapter 31 of this title							
Dwelling, two-family	NP	NP	NP	NP	NP	NP	P	P
Dwelling, multiple-family	NP	NP	NP	NP	NP	NP	P	P
Dwelling, temporary	P	P	P	P	P	P	P	P
Home occupations ³	See chapter 34 of this title							
Preschool, limited ²	C	C	C	C	C	C	C ⁴	C ⁴
Residential facility for elderly persons	P	P	P	P	P	P	P	P
Residential facility for persons with a disability	P	P	P	P	P	P	P	P
Public and civic uses:								
Cemetery	P	P	P	P	P	P	P	P
Charter schools	P	P	P	P	P	P	P	P

Church or place of worship	P	P	P	P	P	P	P	P
Cultural service (only in a historic building)	See chapter 33 of this title							
Golf course	C	C	C	C	C	C	C	C
Government service	P	P	P	P	P	P	P	P
Higher education facility, public	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P
Private school	C	C	C	C	C	C	C	C
Public school	P	P	P	P	P	P	P	P
Public utility substation	See chapter 36 of this title							
Utility, minor	P	P	P	P	P	P	P	P
Municipal uses:								
Franchise Municipal use	P	P	P	P	P	P	P	P
Municipal use	P	P	P	P	P	P	P	P
Commercial uses:								
Animal breeder	P	P	P	P	P	P	NP	NP
Bed and breakfast inn (only in a historic building)	See chapter 33 of this title							
Medical service (only in a historic building)	See chapter 33 of this title							
Office, general (only in a historic building)	See chapter 33 of this title							
Personal care service (only in a historic building)	See chapter 33 of this title							
Personal instruction service (only in a historic building)	See chapter 33 of this title							
Reception center (only in a historic building)	See chapter 33 of this title							
Restaurant, general (only in a historic building)	See chapter 33 of this title							
Retail, general (antique store only in a historic building)	See chapter 33 of this title							
Temporary construction or model home office	See title 6, chapter 16 of this Code							
Wireless telecommunication facility	See chapter 41 of this title							

Notes:

1. See [chapter 30](#) of this title for provisions for a second kitchen in a single-family dwelling.
2. See [chapter 34](#) of this title for applicable provisions.
3. See use table regulations and specifications for Daycare, limited and Preschool, limited home occupations.
4. In detached single-family dwellings only.

(Ord. 1320, 4-10-2018; amd. Ord. 1394, 6-18-2019; Ord. 1438, 5-19-2020 ; Ord. 1475, 3-2-2021)

MEMO



To: Planning Commission

From: Maryann D Pickering, AICP

Date: 2026-03-12

Re: Public Hearing: Highpointe Office Building II Site Plan and Deviations Requests
(Administrative Item)

Comments:

This application is a request for approval of a Site Plan and Parking Deviation for approximately 1.02 acres located near the southwest corner of Bangerter Parkway and Highland Drive, at approximately 193 E. Highland Drive. The property is currently zoned CR. The applicant is requesting that a Site Plan and Parking Deviation are approved to construct a new office building on an existing pad site. The main part of the site is developed with a commercial building and associated parking and improvements.

Parking Deviation:

Findings for Approval:

1. Adequate parking will be provided;
2. The total number of spaces that would otherwise be required for each individual establishment in the development is overly burdensome for the site specific factors of the application;
3. Estimated trade offs between businesses which are open when others are closed will not overburden the parking provided;
4. There is an adequate availability of approved on street or shared parking for all associated uses;
5. Site or use specific conditions or factors do not provide for compliance with the parking calculation used or parking requirements outlined in Section 9-25-100, Table 9-25-1 of this chapter;
6. Transportation alternatives, including proximity to transit stations, provide adequate transportation to offset any reduction in parking;
7. Any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition; and
8. ADA compliant parking requirements are not proposed for adjustment.

Findings for Denial:

1. Adequate parking will not be provided;
2. The total number of spaces that would otherwise be required for each individual establishment in the development is not burdensome for the site specific factors of the application;

3. Estimated trade offs between businesses which are open when others are closed will overburden the parking provided;
4. There is not an adequate availability of approved on street or shared parking for all associated uses;
5. Site or use specific conditions or factors do provide for compliance with the parking calculation used or parking requirements outlined in Section 9-25-100, Table 9-25-1 of this chapter;
6. Transportation alternatives, including proximity to transit stations, do not provide adequate transportation to offset any reduction in parking;
7. Any potential for future expansion or addition to the development will not have or will not provide adequate parking for that expansion or addition; and
8. ADA compliant parking requirements are proposed for adjustment.

Site Plan

Findings for Approval:

1. The proposal represents development of the entire site at one time.
2. With the imposed conditions, and approval of a parking deviation, the site plan conforms to applicable standards set forth in Title 9 of the DCMC, including but not limited to, building heights, setbacks, access points, parking, landscaping, and building materials.
3. The proposed development plans meet the intent, goals, and objectives of the general plan and the purpose of the zone district in which the site is located.
4. The public facilities and services in the area are adequate to support the subject development, as required by engineering standards and specifications.
5. The proposed development plans comply with the engineering standards found in Titles 7, 8, 11, 12, 16, and 18 of the DCMC, including traffic, storm water drainage, and utilities concerns.

Findings for Denial:

1. The site plan does not conform to one or more applicable standards set forth in Title 9 of the DCMC, including but not limited to, building heights, setbacks, access points, parking, landscaping, or building materials.
2. The proposed development plans do not meet the intent, goals, and objectives of the general plan or the purpose of the zone.
3. The public facilities and services in the area are not adequate to support the subject development, as required by engineering standards and specifications.
4. The proposed development plans do not comply with all engineering standards found in Titles 7, 8, 11, 12, 16, and 18 of the DCMC, including traffic, storm water drainage, or utility concerns.

ATTACHMENTS:



Development Review Committee

1020 East Pioneer Road
Draper, Utah 84020

STAFF REPORT

March 3, 2026

To: Draper City Planning Commission
Business Date: March 12, 2026

From: Development Review Committee

Prepared By: Maryann Pickering, AICP, Planner III
Planning Division
Community Development Department
(801) 576-6391 or maryann.pickering@draperutah.gov

Re: **Highpointe Office Building II – Site Plan and Parking Deviation Requests**
Application Nos.: 2024-0350-SP and 2024-0217-VAR
Applicant: Riley Young of Mint Architecture, representing Highpointe Partners, LLC, property owner
Project Location: Approximately 193 E. Highland Drive
Current Zoning: CR (Regional Commercial) Zone
Acreage: Approximately 1.02 acres (approximately 44,431 sq. ft.)
Request: Approval of a site plan to construct an office building, with a deviation from strict compliance for required parking.

BACKGROUND AND SUMMARY

This application is a request for approval of a Site Plan and Parking Deviation for approximately 1.02 acres located near the southwest corner of Bangerter Parkway and Highland Drive, at approximately 193 E. Highland Drive (Exhibits B and C). The property is currently zoned CR. The applicant is requesting that a Site Plan and Parking Deviation are approved to construct a new office building on an existing pad site. The main part of the site is developed with a commercial building and associated parking and improvements.

The existing building on the overall site was approved by the Planning Commission in November 2021. The Highland Drive Office minor subdivision was also approved at that



time to create two lots within the development. This application is to develop the smaller lot. The smaller lot is primarily vacant at this time. There is some parking on the site from the original construction on the subject site.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Neighborhood Commercial	Exhibit D
Current Zoning	CR	Exhibit E
Proposed Use	Office Building	
Adjacent Zoning		
East	CR	
West	CR	
North	CR	
South	CR	

The Neighborhood Commercial land use designation is characterized as follows:

Neighborhood Commercial

LAND USE DESCRIPTION	
CHARACTERISTICS	• Small-scale commercial land uses that serve local residents in adjacent neighborhoods • Minimal impact in predominantly residential areas • Well-landscaped street frontages • Limited traffic access points and pedestrian access from surrounding residential areas • Don't overcrowd commercial lots; i.e., require adequate setback and landscape buffers • Screened parking and adequate ingress and egress to parking areas • Adequate drainage • Low noise standards
LAND USE MIX	• Small-scale commercial • Planned retail • Office
COMPATIBLE ZONING	• Neighborhood Commercial (CN) • Institutional Care (IC) • Commercial Services (CS)
LOCATION	• Adjacent to neighborhood • Along local roads

According to DCMC Section 9-8-020 the purpose of the CR zone is to “provide areas where a combination of destination-oriented business, retail commercial, entertainment, and related uses may be established, maintained and protected to serve both residents and non-residents of the City.” Typical uses in this zone include large-scale, master-planned commercial centers with outlying commercial pads, big-box stores, offices, and various types of high-density residential uses.” The CR zoning designation is identified by the General Plan as a preferred zoning classification for the Community Commercial land use designation.

Site Plan Layout. The proposed building will be located centrally on the building pad and adjacent to Highland Drive (Exhibit F). Only one minor alteration to add an ADA parking stall and access is being made to the existing parking lot layout. In addition, a landscaped island will be modified to include on additional parking stall. All public right of way improvements along Highland Drive are in place from the construction of the larger building. The site will be accessed from existing access points along Bangerter Parkway and Highland Drive. The recorded plat allows vehicular traffic, parking, and pedestrian cross access between the two properties.

Table 2		Site Plan Design Requirements	
Standard	DCMC Requirements	Proposal	Notes
Lot/Parcel Size	1.02 acres		
Street Frontage	50 ft	327 ft existing	Complies
Setbacks			
Front	No requirement, see landscape section	10 ft	10 ft setback based on perimeter landscaping
Rear	No requirement, see landscape section	375 ft (approx.)	Complies
Side	No requirement, see landscape section	183 ft (approx.)	Complies
Side	No requirement, see landscape section	103 ft (approx.)	Complies

Landscaping and Lot Coverage. The proposed landscape plans (Exhibit G) shows that new landscaping will be added around the proposed building. Except for landscaping being removed to create one additional surface parking stall, all other landscaping on site currently exists and will not be modified. Based on the size of the building, the applicant is required to shown one amenity for the site. A seating amenity is provided at the basement walk out area on the west side of the proposed building. Amenities are required to be available for patrons, visitors, and employees. Because this area is located below grade, but open to the sky, staff has included a condition to ensure it is accessible to those with disabilities as the DCMC requires.

Table 3 Landscaping Design Requirements

Standard	DCMC Requirements	Proposal	Notes
Lot Coverage			
Overall Landscaping Coverage	20%	21%	Complies
Parking Lot Landscaping	7%	24%	Complies
Buffer Landscaping	20 ft plus 6 ft fence	n/a	Not adjacent to residential
Water Wise Landscaping	Required	Provided	Complies
Street Trees	From approved tree list	Street trees are existing	Complies
Amenities	1 required	1 provided	Conditionally complies

Parking. The applicant is requesting a parking deviation since minimum required parking for all existing and proposed uses exceeds the 10% natural deviation allowed by Section 9-25-090 of the DCMC. The existing building and its current uses require between 227 and 283 parking stalls. Adding a total of 25,806 new square feet of office will require between 93 and 115 more parking stalls. With all uses combined the site would require between 320 and 398 parking stalls. There are 310 parking stalls currently built on the site between the surface parking and the parking garage.

The proposed addition of one parking stall to the east of the proposed building is offset by the loss of a stall in the parking garage needed to correct a separate deficiency in the layout of the ADA stalls within the garage. The applicant will need to provide the applicable number of ADA parking stalls for the entire site when a building permit for the new building is reviewed. The parking deviation cannot reduce the required amount of ADA parking.

A deficiency of 48 parking stalls exists without application of the 10% natural deviation, and a deficiency of 10 parking stalls would still exist even with application of the natural deviation. The applicant cannot meet the natural 10% deviation or reduction of stalls and has submitted a parking study for the Planning Commission to consider a parking deviation (Exhibit H).

The parking study does outline that based on counts of occupied parking stalls on 12 different days between September 16 and December 5 of last year, the average parking calculation was 2.22 stalls per 1,000 gross feet of square footage. While this may be the case, and it is less than what is required by the DCMC, it is only parking counts for 12 random days within a window of 80 days total. The current users of the site may not have

a large parking demand, but staff would have concerns with future users who may utilize more parking. The concern is not necessarily the use, but the nature of an office business located in the building that may have an increased visitor or employee count.

Table 4 Parking Lot Design Requirements			
Standard	DCMC Requirements	Proposal	Notes
Parking Required			
Medical Service (3/1,000 sq. ft.)	84 – 104 req.	94	Existing Building Within the 10% natural deviation
Personal Care (5/1,000 sq. ft.)	22 – 28 req.	25	
General Office (4/1,000 sq. ft.)	81 – 101 req.	91	
General Office (4/1,000 sq. ft.)	7 – 9 req.	8	
Reception Center (4/1,000 sq. ft.)	33 – 41 req.	37	
New Proposed General Office (4/1,000 sq. ft.)	93 – 115 req.	55	Exceeds the 10% natural deviation
Pedestrian Connections	Public sidewalk to entrance	Connection needed	Condition adding to include connection
Cross Walks	Different material from parking lot required	Existing	Complies

The 2021 site plan for the development was processed with the understanding that the entire building would be used as general office. That 2021 site plan was approved with excess parking for this proposed building pad and that was acceptable to staff to have the excess parking knowing this pad would be developed eventually. However, the owner of the existing building has allowed uses that have a more intensive parking requirements than office use and there is now not enough parking for the proposed office building without approval of a parking deviation.

Staff has concerns with the proposed square footage and future potential uses of the building. The applicant could reduce the square footage of the proposed building and that would require less parking.

The parking study notes that almost all the uses would all operate at the same time of the day. Within the parking study, it states that office space, medical and reception uses have different peak times. Staff would agree that the reception use would have a different peak

time, but that all other uses are typical weekday uses. The study does indicate they do have different peak times. The conclusion of the parking study states that the total number of stalls required at peak usage between 11:00 am and 12:00 pm would be 283, which is still 12 more stalls than is provided on site. Staff has suggested conditions of approval requiring each new business license or tenant improvement must show that they can meet the parking standards as approved for the site; and that the current reception center use square footage of approximately 9,100 will be limited now and in the future to an after hour or weekend use outside of normal business hours.

The Engineering Division has also indicated that there will be no parking on either Bangerter Parkway or Highland Drive as they are classified roads and the road design does not lend itself to allowing on street parking.

Parking Modification. Chapter 25 of the DCMC makes provisions for the Planning Commission to authorize a deviation to the strict compliance with the terms of the Code regarding the calculation of the minimum and maximum number of required parking spaces. DCMC Section 9-25-090 states that the number of parking spaces may be modified to provide flexibility beyond the 10% (plus or minus) allowed in DCMC in order to adapt to specific circumstances, reduce potential environmental impacts, and conserve resources. The deviation to strict compliance is not justified based upon the parking study submitted by the applicant. In order to approve a deviation to strict compliance with the parking requirements of the DCMC, the Planning Commission must make findings based on the type of use has outlined in DCMC Section 9-25-090(c)(4):

- a. For commercial, retail, office, and mixed use developments, the Planning Commission must find that:
 - (1) Adequate parking will be provided;
 - (2) The total number of spaces that would otherwise be required for each individual establishment in the development is overly burdensome for the site specific factors of the application;
 - (3) Estimated trade offs between businesses which are open when others are closed will not overburden the parking provided;
 - (4) There is an adequate availability of approved on street or shared parking for all associated uses;
 - (5) Site or use specific conditions or factors do not provide for compliance with the parking calculation used or parking requirements outlined in Section 9-25-100, Table 9-25-1 of this chapter;
 - (6) Transportation alternatives, including proximity to transit stations, provide adequate transportation to offset any reduction in parking;
 - (7) Any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition; and
 - (8) ADA compliant parking requirements are not proposed for adjustment.

Architecture. The architectural elevations show the proposed construction of building with a total of 25,806 square feet (Exhibit I). The basement contains 9,265 square feet. The first and second levels contain 7,302 square feet and 9,239 square feet respectively. The exterior materials are considered to be all primary materials.

Rooftop equipment will be screened by a parapet; however, the building is still under the height of 45 feet allowed in the CR zoning district.

Table 5 Architectural Design Requirements			
Standard	DCMC Requirements	Proposal	Notes
Building Height			
Main Building	45 ft	36 ft.	Complies
Façade Variation			
Vertical	Every 30 ft or along a min. of 60% of a façade over 100 feet in length	Vertical variation along 79% of façade	Complies
Horizontal	1 significant variation at least 5 ft deep and 20 ft wide for façades over 100 ft in length	Horizontal variation in center 26 ft wide	Complies
Materials			
Primary	Brick, stone, tile, wood, concrete fiber or metal composite siding	Metal composite and Hardie siding	Complies
Secondary	Stucco, EIFS, metal, exposed concrete, vinyl, shake shingles.	None all materials primary	Complies
Percentage of Materials			
Front	75% primary	100% primary	Complies
Rear	75% primary	100% primary	Complies
Side	75% primary	100%primary	Complies
Side	75% primary	100% primary	Complies

Lighting. The applicant has provided a photometric plan that complies with the Chapter 20 of the DCMC. No new light poles are proposed as part of the subject property. Minimum lighting will be placed on the building, but complies with the illumination standards with Tables 9-20-1 and 9-20-2.

Criteria For Approval.

The criteria for review and potential approval of a Site Plan request is found in Sections 9-5-090(E) of the DCMC. This section depicts the standard of review for such requests as:

- E. Standards For Approval: The following standards shall apply to the approval of a site plan:
1. The entire site shall be developed at one time unless a phased development plan is approved.
 2. A site plan shall conform to applicable standards set forth in this title, including but not limited to, building heights, setbacks, access points, parking, landscaping, and building materials.
 3. The proposed development plans meet the intent, goals, and objectives of the general plan and the purpose of the zone district in which the site is located.
 4. The public facilities and services in the area are adequate to support the subject development, as required by engineering standards and specifications.
 5. The proposed development plans comply with the engineering standards found in Titles 7, 8, 11, 12, 16, and 18 of this code, including traffic, storm water drainage, and utilities concerns.

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Site Plan and Parking Deviation submission. Comments from this division, if any, can be found in Exhibit A.

Building Division Review. The Draper City Building Division has completed their review of the Site Plan and Parking Deviation submission. Comments from this division, if any, can be found in Exhibit A.

Engineering and Public Works Divisions Review. The Draper City Engineering and Public Works Divisions have completed their reviews of the Site Plan and Parking Deviation submission. Comments from these divisions, if any, can be found in Exhibit A.

Fire Division Review. The Draper City Fire Marshal has completed his review of the Site Plan and Parking Deviation submission. Comments from him, if any, can be found in Exhibit A.

Geotechnical and Geologic Hazards Review. Taylor Geo-Engineering, LLC and Simon Associates LLC., in working with the Draper City Building and Engineering Divisions, have completed their reviews of the geotechnical and geologic hazards report submitted as a part of the Site Plan and Parking Deviation. Comments from Taylor Geo-Engineering, LLC, if any, can be found in Exhibit A.

GIS Division Review. The Draper City GIS Division has completed their review of the Site Plan and Parking Deviation submission. Comments from this division, if any, can be found in Exhibit A.

Legal Division Review. The Draper City Attorney has completed his review of the Site Plan and Parking Deviation submission. Comments from this division, if any, can be found in Exhibit A.

Noticing. Notice has been properly issued in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the request based on the findings listed below and the criteria for approval, or denial as listed within the staff report. The Planning Commission should also review the request, hear from the applicant, and receive public comment prior to making a decision.

If the Planning Commission decides to approve the request, staff recommends they include the following conditions of approval:

1. That all requirements of the Draper City Engineering, Public Works, Building, Planning, and Fire Divisions are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
2. That all requirements of the geotechnical report are satisfied throughout the development of the site and the construction of all buildings on the site.
3. Parking for the Site Plan application shall comply with the DCMC and all approvals by the Planning Commission. Any future tenants in the existing or proposed buildings shall also comply with all minimum parking requirements based on proposed uses and current code requirements in effect at the time of application. A parking analysis shall be required with each business license application to verify adequate parking.
4. A total of approximately 9,100 square feet of the total building square footage and site shall only be used as an after 6:00 pm on weekdays or weekend use.
5. The site shall comply with all American with Disabilities Act (ADA) parking requirements and the correct number of stalls shall be provided.
6. The required amenity provided with the new building shall be accessible to all employees, visitors, and tenants of the building at all times.
7. The required amenity must be accessible per standards of the American with Disabilities Act (ADA).

8. A pedestrian connection shall be made from the public sidewalk to the new building.
9. All proposed retaining walls shall comply with DCMC Section 9-27-085 including height, separation, and plantings.
10. Street trees located within a designated site clear-view triangle shall be removed. All other street trees shall remain in place. Trees outside the site clear-view triangle shall be replaced if removed.
11. Plans submitted for a building permit shall show compliance with all minimum site and parking lot landscaping requirements for the combined two properties.

MODEL MOTIONS

Parking Deviation

Sample Motion for Approval – I move that we approve the Parking Deviation, as requested by Riley Young of Mint Architecture, representing Highpointe Partners, LLC, application 2024-0127-VAR, based on the findings for approval listed in the Staff Report dated November 12, 2025.

Findings for Approval:

1. Adequate parking will be provided;
2. The total number of spaces that would otherwise be required for each individual establishment in the development is overly burdensome for the site specific factors of the application;
3. Estimated trade offs between businesses which are open when others are closed will not overburden the parking provided;
4. There is an adequate availability of approved on street or shared parking for all associated uses;
5. Site or use specific conditions or factors do not provide for compliance with the parking calculation used or parking requirements outlined in Section 9-25-100, Table 9-25-1 of this chapter;
6. Transportation alternatives, including proximity to transit stations, provide adequate transportation to offset any reduction in parking;
7. Any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition; and
8. ADA compliant parking requirements are not proposed for adjustment.

Sample Motion for Modified Approval – I move that we approve the Parking Deviation, as requested by Riley Young of Mint Architecture, representing Highpointe Partners, LLC, application 2024-0127-VAR, based on the findings for approval listed in the Staff Report dated November 12, 2025, and as modified by the following additional findings:

1. (List any additional findings...)

Sample Motion for Denial – I move that we deny the Parking Deviation, as requested by Riley Young of Mint Architecture, representing Highpointe Partners, LLC, application 2024-0127-VAR, based on the findings for denial listed in the Staff Report dated November 12, 2025.

Findings for Denial:

1. Adequate parking will not be provided;
2. The total number of spaces that would otherwise be required for each individual establishment in the development is not burdensome for the site specific factors of the application;
3. Estimated trade offs between businesses which are open when others are closed will overburden the parking provided;
4. There is not an adequate availability of approved on street or shared parking for all associated uses;
5. Site or use specific conditions or factors do provide for compliance with the parking calculation used or parking requirements outlined in Section 9-25-100, Table 9-25-1 of this chapter;
6. Transportation alternatives, including proximity to transit stations, do not provide adequate transportation to offset any reduction in parking;
7. Any potential for future expansion or addition to the development will not have or will not provide adequate parking for that expansion or addition; and
8. ADA compliant parking requirements are proposed for adjustment.

Site Plan

Sample Motion for Approval – I move that we approve the Site Plan, as requested by Riley Young of Mint Architecture, representing Highpointe Partners, LLC, application 2024-350-SP, based on the findings for approval and subject to the conditions listed in the Staff Report dated November 12, 2025.

Findings for Approval:

1. The proposal represents development of the entire site at one time.
2. With the imposed conditions, and approval of a parking deviation, the site plan conforms to applicable standards set forth in Title 9 of the DCMC, including but not limited to, building heights, setbacks, access points, parking, landscaping, and building materials.
3. The proposed development plans meet the intent, goals, and objectives of the general plan and the purpose of the zone district in which the site is located.
4. The public facilities and services in the area are adequate to support the subject development, as required by engineering standards and specifications.

5. The proposed development plans comply with the engineering standards found in Titles 7, 8, 11, 12, 16, and 18 of the DCMC, including traffic, storm water drainage, and utilities concerns.

Sample Motion for Modified Approval – I move that we approve the Site Plan, as requested by Riley Young of Mint Architecture, representing Highpointe Partners, LLC, application 2024-350-SP, based on the findings for approval and subject to the conditions listed in the Staff Report dated November 12, 2025, and as modified by the following additional findings or conditions:

1. (List any additional findings or conditions...)

Sample Motion for Denial – I move that we deny the Site Plan, as requested by Riley Young of Mint Architecture, representing Highpointe Partners, LLC, application 2024-350-SP, based on the findings for denial and subject to the conditions listed in the Staff Report dated November 12, 2025.

Findings for Denial:

1. The site plan does not conform to one or more applicable standards set forth in Title 9 of the DCMC, including but not limited to, building heights, setbacks, access points, parking, landscaping, or building materials.
2. The proposed development plans do not meet the intent, goals, and objectives of the general plan or the purpose of the zone district in which the site is located.
3. The public facilities and services in the area are not adequate to support the subject development, as required by engineering standards and specifications.
4. The proposed development plans do not comply with all engineering standards found in Titles 7, 8, 11, 12, 16, and 18 of the DCMC, including traffic, storm water drainage, or utility concerns.

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

We, the undersigned, as duly appointed members of the Draper City Development Review Committee, do acknowledge that the application which provides the subject for this staff report has been reviewed by the Committee and has been found to be appropriate for review by the Draper City Planning Commission and/or City Council.

Brien Maxfield

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Draper City Public Works Department

Todd Draper

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Draper City Planning Division

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Draper City Building Division

EXHIBIT A DEPARTMENT REVIEWS

REVIEWS ARE NOT MEANT TO BE AN ALL INCLUSIVE LIST OF POSSIBLE COMMENTS OR CONDITIONS.

Planning Division Review.

1. Parking for the Site Plan application is approved and based on the office use shown on the site plan found in Exhibit F. Any future tenants in the existing or proposed buildings shall comply with all minimum parking requirements based on proposed uses and code requirements. A parking analysis shall be required with each business license application to verify adequate parking.
2. The amenity provided with the new building shall be accessible to the general public and tenants of the building at all times.
3. A pedestrian connection shall be made from the public sidewalk to the new building.
4. All proposed retaining walls shall comply with Section 9-27-085 including height, separation and plantings.

Building Division Review.

No additional comments provided.

Engineering and Public Works Divisions Review.

1. Provide service letter from Jordan Basin Improvement District (JBID) per DCMC 9-5-090(D)(1)(d)(3)(D). *Comment addressed in fourth submittal.*
2. Retaining walls are to comply with DCMC 9-27-085. Retaining walls are not reviewed or approved with this review and approval process. *Informational comment – retaining walls require building permit that are obtained after site approval.*
3. Once site plan has been approved, a Land Disturbance Permit is required prior to construction activities onsite. Permit is obtained through the Engineering Division and is required prior to Building Permit issuance. *Informational comment – no additional action is required prior to site approval.*
4. Any work in the public right-of-way will require an Encroachment Permit obtained through the Engineering Division. *Informational comment – no additional action is required prior to site approval.*
5. Draper City requires the engineer of record to provide the site as-built drawings, detention/retention basin(s) volume certification(s), and site grading and drainage certification letter after site construction is complete. *Informational comment – no additional action is required prior to site approval.*

Fire Division Review.

1. Fire Department Access is required. An unobstructed minimum road width of twenty-six (26) feet exclusive of the shoulders and a minimum height of thirteen (13) feet six (6) inches shall be required. The road must be designed and maintained to support the imposed loads of emergency apparatus. The surface shall be able to provide all weather driving capabilities. The road shall have an inside turning radius of twenty – eight (28) feet. There shall be a maximum grade of 10%. Grades may be checked prior to building permits being issued.
2. Fire Hydrants are required. Hydrants are required for this project. They shall be protected with bollards if susceptible to vehicle damage. Based on the square footage of this building the code states that it will need 4 hydrants with fire sprinklers that can be reduced to two. The required fire flow for each building is 3750gpm and with a 50% reduction for fire sprinklers the fire flow would then be 2000gpm. This has been met.
3. Hydrants and Site Access. All hydrants and a form of acceptable temporary Fire Department Access to the site shall be installed and APPROVED by the Fire Department prior to the issuance of any Building Permits. If at any time during the building phase any of the hydrants or temporary Fire Department Access becomes non-compliant any and all permits could be revoked.
4. Utilities All utilities including Fire hydrants within the required width of fire apparatus access roads shall be installed prior to introducing combustible materials to a site or commencing vertical construction. Any excavation in the required fire department access roadway after combustible materials are on site shall be performed in a manner to maintain access to the site and shall be coordinated with the Fire Marshal. Combustible material shall not be placed in any way that will impede fire apparatus access to any site.
5. Site Access Required During Construction. Prior to and throughout construction a form of acceptable temporary Fire Department Access to the site shall be installed this includes turn arounds. The required access for fire apparatus access shall have a base material capable of supporting a 75,000lbs vehicle, during most-weather conditions, installed and compacted to 95% relative compaction at a minimum of 26 feet wide. There shall be no parking of construction vehicles, sub-contractor vehicles within the required fire access they shall be parked on the non-hydrant side of the road to allow for emergency vehicles to still access the project. If at any time during the building phase any of the hydrants or temporary Fire Department Access becomes non-compliant any and all permits could be revoked.
6. Access and Fire Protection During Construction All buildings under construction shall meet the requirements of IFC Chapter 33, Fire Safety During Construction and Demolition as well as all of the sections detailed in this document.
7. IFC SECTION 3310 ACCESS FOR FIRE FIGHTING DURING CONSTRUCTION
3310.1.1 Required access. Approved vehicle access for firefighting shall be, provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet (30 480 mm) of temporary or permanent fire department connections. Either temporary

or permanent roads, capable of supporting vehicle loading under all weather conditions, shall provide vehicle access. Vehicle access shall be maintained until permanent fire apparatus access roads are available.

- Until permanent fire apparatus access roads are constructed, fire-fighting vehicle access is the means by which fire fighters gain access to the construction or demolition site and building for fire suppression and rescue operations. Such access is an integral component of the fire prevention program. The site superintendent or other person responsible for construction and demolition operations is responsible for maintaining and policing fire-fighter access routes, as provided in Section 3308. Fire apparatus must be able to get within 100 feet (30 480 mm) of any installed fire department connection supplying water to temporary or permanent fire protection systems. Access roads must support the weight of the heaviest vehicle that might respond. The weight requirements are available from the local fire department. All-weather surfaces are required because the responding fire department should not waste time moving snow or trying to get out of mud.
- 8. IFC 3315.1 Completion before Occupancy. In buildings where an automatic sprinkler system is required by this code or the IBC, it shall be unlawful to occupy any portion of a building or structure until the automatic sprinkler system installation has been tested and approved except as provided in section 105.3.4 of the IFC.
- 9. IFC 3315.2 Operation of Valves. Operation of sprinkler control valves shall be allowed only by properly authorized personnel and shall be accompanied by notification of duly designated parties. Where the sprinkler protection is being regularly turned off and on facilitate connection of newly completed segments, the sprinkler control valves shall be checked at the end of each work period to ascertain that protection is in service.
- 10. IFC 3316.1 Structures under construction, alteration or demolition shall be provided with not less than one approved portable fire extinguisher in accordance with Section 906 and sized for not less than ordinary hazard as follows:
 - a. At each stairway on all floor levels where combustible materials have accumulated.
 - b. In every storage and construction shed.
 - c. Additional portable fire extinguishers shall be provided where special hazards exist including, but not limited to, the storage and use of flammable and combustible liquids.
- 11. IFC 3313.1 An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible building materials arrive on the site, on commencement of vertical combustible construction and on installation of a standpipe system in buildings under construction
- 12. No combustible construction shall be allowed prior to hydrant installation and testing by water purveyor. All hydrants must be operational prior to any combustible elements being received or delivered on building site.

13. Fire Department Connection Location. The FDC shall be on the North side of the building and shall be located and arranged so that hose lines can be readily and conveniently attached to the inlets without interference from any nearby objects including but not limited to buildings, fences, posts, and landscaping.
14. Fire Sprinklers Required. A deferred submittal for a NFPA 13 fire sprinkler shop drawings are to be sent via email to: fire.permits@draperutah.gov. A complete set of plans, with manufacturer cut sheets, and hydraulic calculations. Plans must be stamped by a NICET level III or better in Auto Sprinkler Layout. (There needs to be a hydrant with-in a 100 feet of the FDC.) FDC is required to have KNOX Locking Caps. ALL FIRE PROTECTION PLANS REQUIRE 3rd PARTY REVIEW PRIOR TO BE SUBMITTED TO THE DRAPER FIRE DEPARTMENT.
15. Standpipes May Be Required. This building may be required to have standpipes. This standpipe will be required to be pressure tested and a Contractor Certificate of Completion will be required to be filled out.
16. Fire Alarm Required. A deferred submittal for fire alarm shop drawings are to be sent via email to the following to: fire.permits@draperutah.gov. A complete set of plans, with manufacturer cut sheets, and battery calculations. Plans must be stamped by a NICET level III or better in Fire Alarm Systems. ALL FIRE ALARM PLANS REQUIRE 3rd PARTY REVIEW PRIOR TO BE SUBMITTED TO THE DRAPER FIRE DEPARTMENT.
17. Emergency Responder Radio Coverage Required. Emergency responder radio coverage shall be provided in accordance with the IFC.
18. Knox Boxes Required. Fire Department "Knox Brand" lock box to be mounted to exterior walls, near the main entrance and/or nearest the door serving the exterior access to the fire sprinkler riser room. (At a height of 5 feet to the top of the box) Lock box purchase can be arranged by the General Contractor. See attached information form.
19. 2A-10BC Fire Extinguishers required. The extinguisher needs to be a serviceable type meaning metal head and metal neck. Extinguishers need to be located in a conspicuous location where they will be readily accessible and immediately available for use. Placed every 75 feet of travel. If in cabinet or not the extinguisher or cabinet needs to be mounted so that the top is not more than five (5) feet above the floor.
20. Visible Addressing Required. New and existing buildings shall have approved address numbers plainly legible and visible from the street fronting the property. These numbers shall contrast with their background.

Geotechnical and Geologic Hazards Review.

1. All organics, topsoil, existing fill, and other deleterious material should be removed from below proposed building areas.
2. The undocumented fill shall be removed from below proposed foundations, interior floor slab areas, and private utilities connected to public utilities.

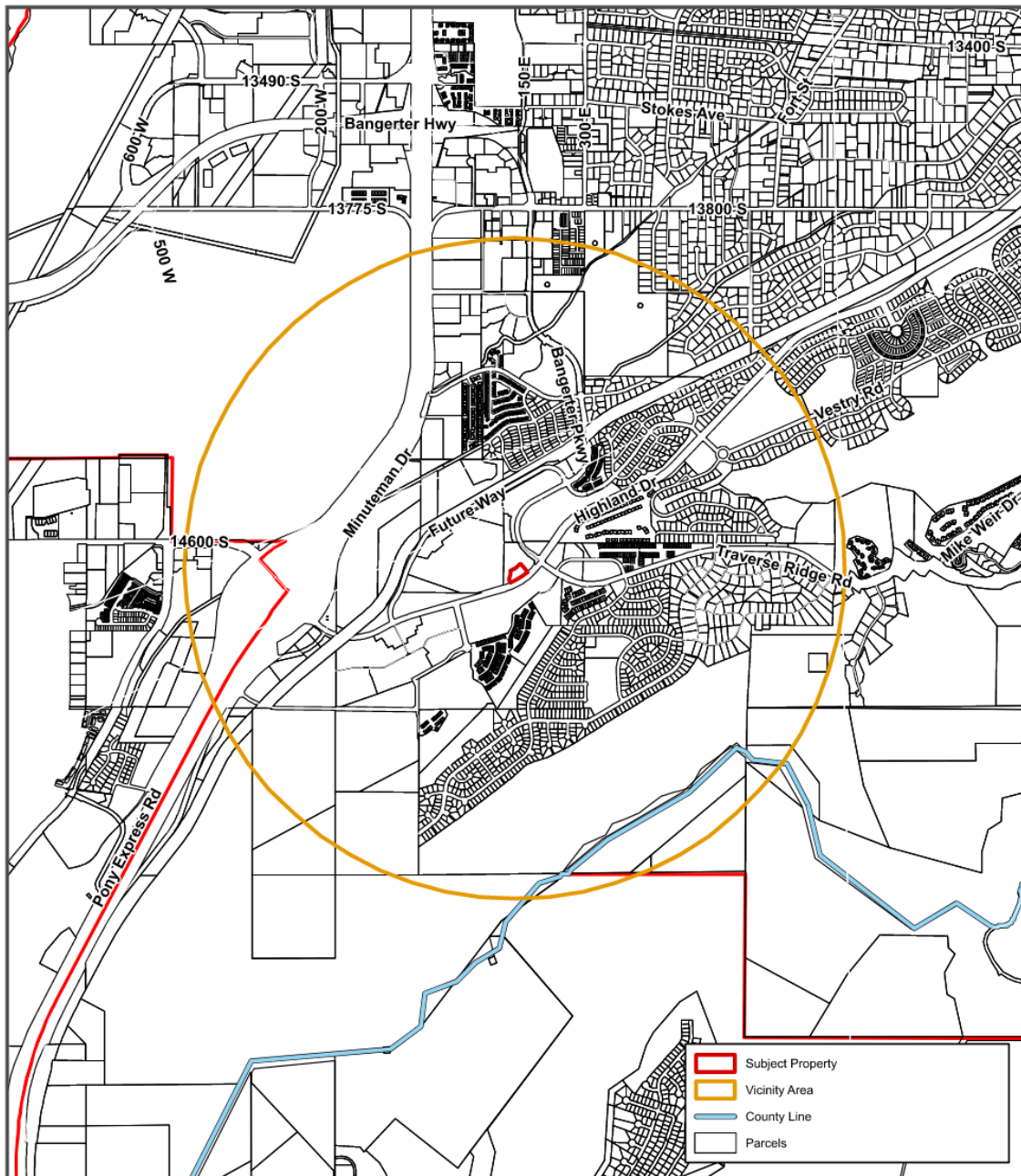
3. Permanent cut and fill slopes should not be steeper than 2 horizontal to 1 vertical (2H:1V).
4. Footings for the structures may be supported on undisturbed natural soils, bedrock, or compacted structural fill that extends to undisturbed natural soils or bedrock.
5. Footings may be designed using a maximum allowable bearing pressure of 3,500 psf if supported on compacted structural fill or natural soils and 5,000 psf if supported on bedrock.
6. Strip and spot footings should have a minimum width of 24 inches.
7. Footings susceptible to frost should be located at a minimum depth of 30 inches.
8. Basement foundation walls should be designed using an at-rest equivalent fluid weight of 65 pcf for static conditions.
9. A perimeter foundation drain is required for the basement portion of the structures.
10. Seismic analysis of the proposed structure at the site should be based on the following design spectral response accelerations:
 - 0.2 sec (short period) $SDS = 1.15g$, and;
 - 1.0 sec (long period) $SD1 = 0.52g$.

The spectral response acceleration values were factored based on Site Class = C.
11. A site-specific ground motion hazard analysis may be required at the direction of the structural engineer. The City should require a letter from the structural engineer indicating if a site-specific ground motion hazard analysis is necessary.
12. At grade and basement floor slabs should be underlain by 4 inches of free-draining gravel. The gravel should be placed on undisturbed natural soils, bedrock, or structural fill extending to undisturbed natural soil or bedrock.
13. No special cement type is required for concrete placed in contact with natural soil.
14. A qualified geotechnical engineering firm should observe the placement of structural fill/backfill and conduct in-place field density tests on the structural fill/backfill to confirm moisture content and relative compaction is in accordance with the recommendations presented by AGECE.
15. Before the placement of concrete, a letter from the geotechnical engineer should be obtained by the City stipulating that the subgrade for footing and floor slab support was prepared in accordance with the geotechnical engineering report and ready for the placement of concrete.
16. Roof runoff devices are to be installed to direct all runoff a minimum of 10 feet away from the structure.
17. Surface drainage should slope away from the structure in all directions.

Legal Division Review.

1. No additional comments provided.

EXHIBIT B
VICINITY MAP





Date Printed: 10/30/2025

Highpointe Office Building Phase II
193 E. Highland

0 0.3 0.6
mi

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EXHIBIT C
AERIAL MAP



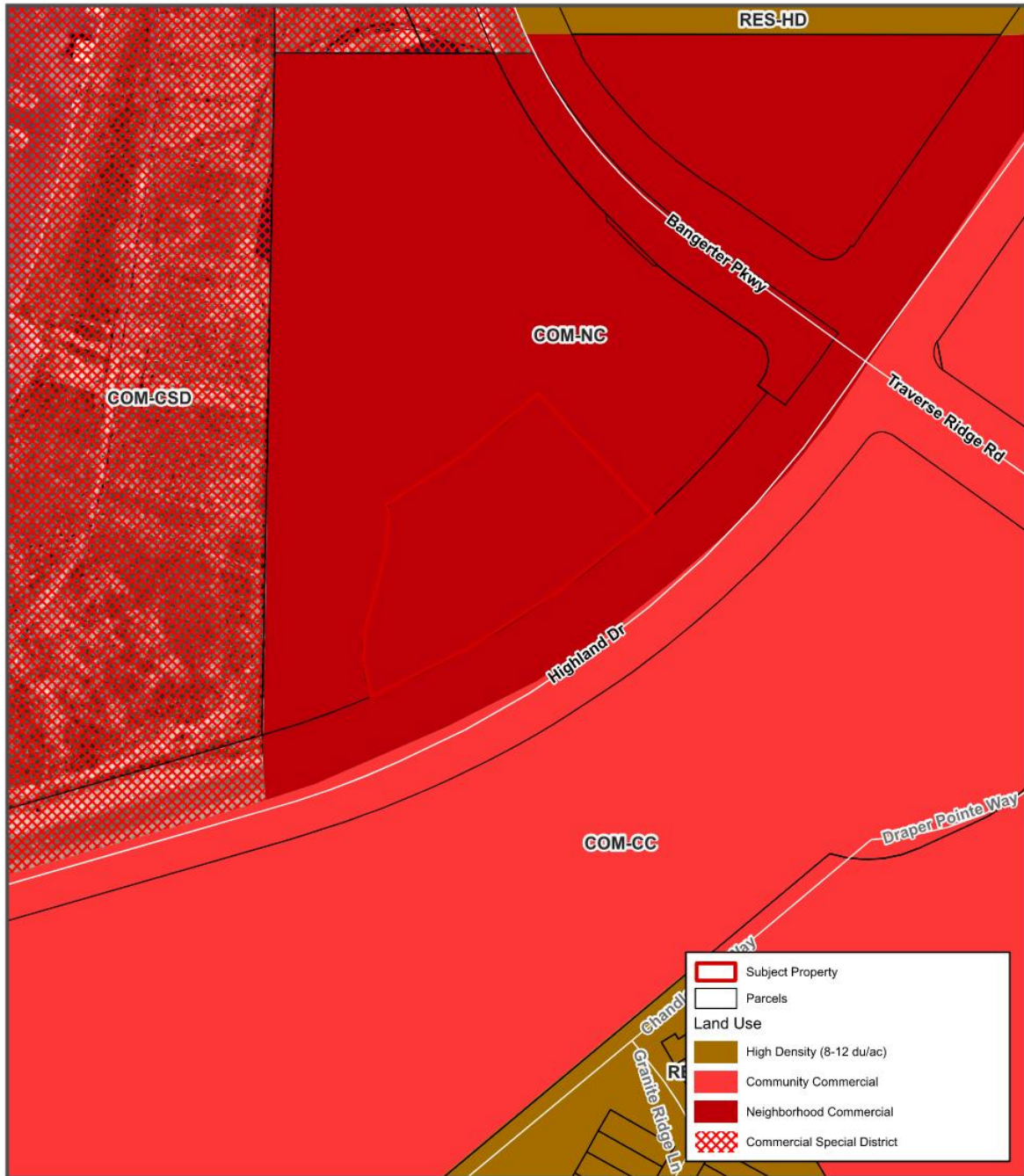
Date Printed: 10/30/2025

Highpointe Office Building Phase II

193 E. Highland



EXHIBIT D LAND USE MAP



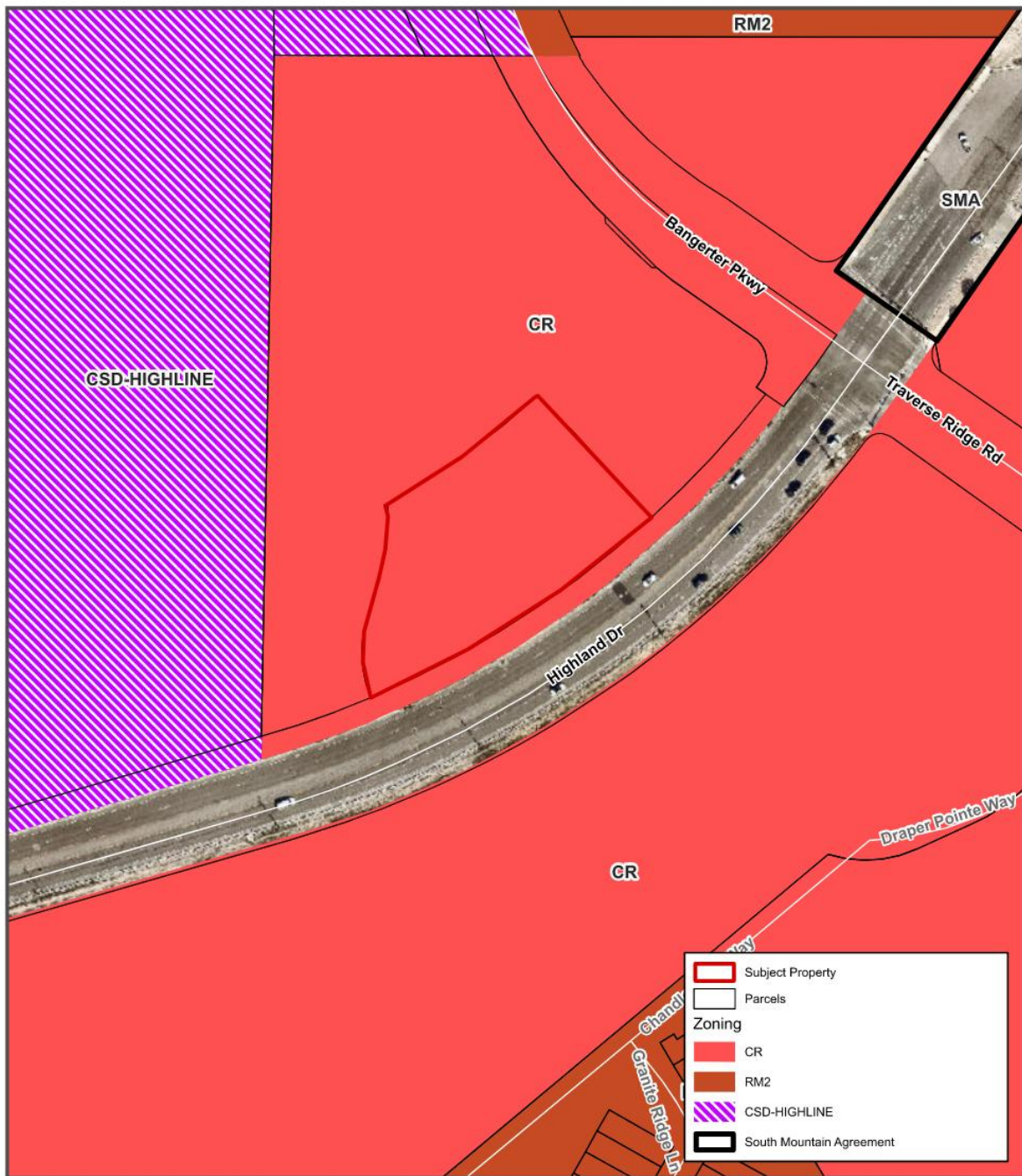
Date Printed: 10/30/2025

Highpointe Office Building Phase II

193 E. Highland



EXHIBIT E
ZONING MAP



Date Printed: 10/30/2025

Highpointe Office Building Phase II

193 E. Highland



**EXHIBIT F
SITE PLAN**



LEGEND

BOUNDARY

ROW

LOT LINE

CENTERLINE

EASEMENT

XX" STORM DRAIN

XX" SANITARY SEWER

XX" CULINARY WATER

XX" PRESSURE IRRIGATION

XXXX

CONTOUR MAJOR

CONTOUR MINOR

EXIST. STORM DRAIN

EXIST. SANITARY SEWER

EXIST. CULINARY WATER

EXIST. FENCE

EXIST. CONTOUR MAJOR

EXIST. CONTOUR MINOR

SIGN

STREET LIGHT

SD MH, INLET, AND COMBO

SEWER MANHOLE

SECONDARY METER, WATER METER

CULINARY VALVE, TEE & BEND

SECONDARY VALVE, TEE & BEND

WATER BLOW-OFF

FIRE HYDRANT

STREET MONUMENT (TO BE SET)

EXIST. STREET MONUMENT

EXIST. SD INLET & MH

EXIST. SEWER MH

EXIST. VALVE, TEE, & BEND

EXIST. FIRE HYDRANT

SPOT ELEVATION

o XXXX.XX

PROPERTY OVERVIEW:

TOTAL AREA:	44,375 SQFT (1.02 ACRES)
BUILDING USE:	PROFESSIONAL OFFICE
ZONE TYPE:	CR

BUILDINGS AREAS:

PROPOSED BUILDING:	25,806 SQ.FT (3 STORIES)
--------------------	--------------------------

PROFESSIONAL OFFICE AMENITIES:

AMENITY AREA PROVIDED. SEE LANDSCAPING PLANS FOR DETAILS.

LANDSCAPING:

REQUIRED:	8,878 SQ.FT (20%)
PROVIDED:	9,314 SQ.FT (21%)

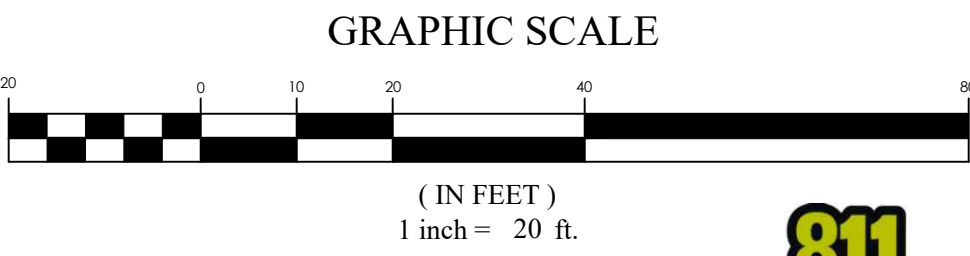
IMPERVIOUS AREAS

ASPHALT	NONE ADDED
CONCRETE	3,527 SQ. FT

PARKING:

310 PARKING STALLS. SEE PARKING STUDY FOR PARKING BREAK DOWN AND REQUIREMENTS.

= CURB CUT / ASPHALT CUT & REMOVAL



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CONSULTING, LLC

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MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focus-ut.com



HIGH POINTE II

DRAPER, UT

SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	***	***
2	***	***
3	***	***
4	***	***
5	***	***
6	***	***

SITE PLAN

Scale: 1"=20'

Date: 02/09/2026

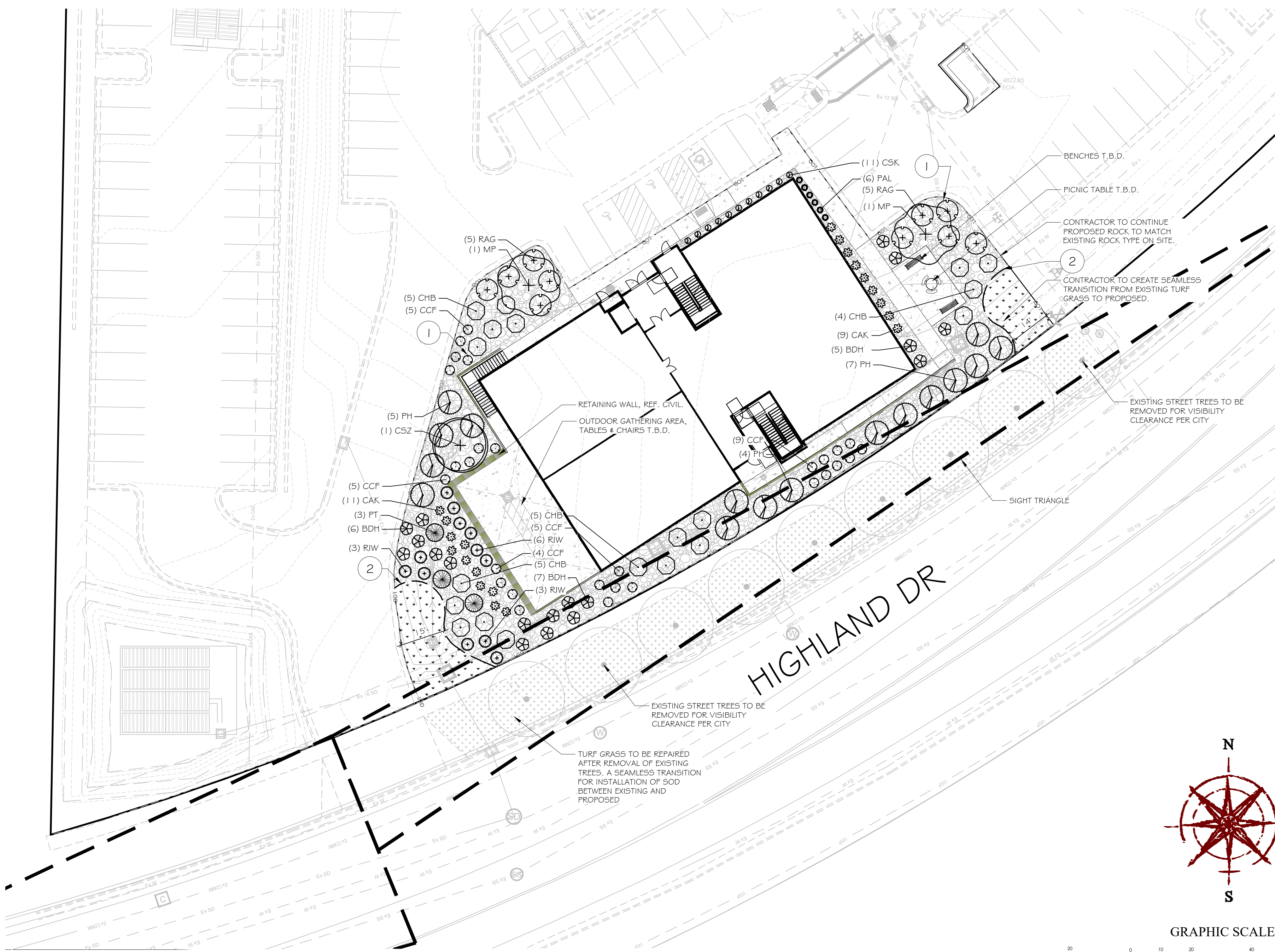
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Drawn: KJ

Job #: 24-0243

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EXHIBIT G
LANDSCAPE PLAN



PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES				
MP	Malus x 'Prainfire'	Prainfire Crabapple	2" Cal.	2
CSZ	Zelkova serrata 'JFS-KW1'	City Sprite® Japanese Zelkova	2" Cal.	1

EVERGREEN TREES				
PT	Pinus longaeva 'Formal Form'	Formal Form Dwarf Bristlecone Pine	6" Ht.	3

SHRUBS				
BDH	Buddleja davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	5 gal.	18
CCF	Caryopteris x clandonensis 'First Choice'	First Choice Bluebeard	5 gal.	28
CHB	Cornus alba 'Bailhalo' TM	Ivory Halo Dogwood	5 gal.	19
CSK	Cornus sericea 'Kelsey'	Kelsey's Dwarf Red Twig Dogwood	5 gal.	11
PH	Pinus sylvestris 'Hillside Creeper'	Hillside Creeper Scotch Pine	5 gal.	16
RAG	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	5 gal.	10
RIW	Rosa x 'Iceburg'	Iceburg White Rose	5 gal.	12

ORNAMENTAL GRASSES				
CAK	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	20

PERENNIALS				
PAL	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 gal.	6

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
GROUND COVERS					
	PP2	Poa pratensis	Kentucky Bluegrass	sod	991 sf

REFERENCE NOTES SCHEDULE

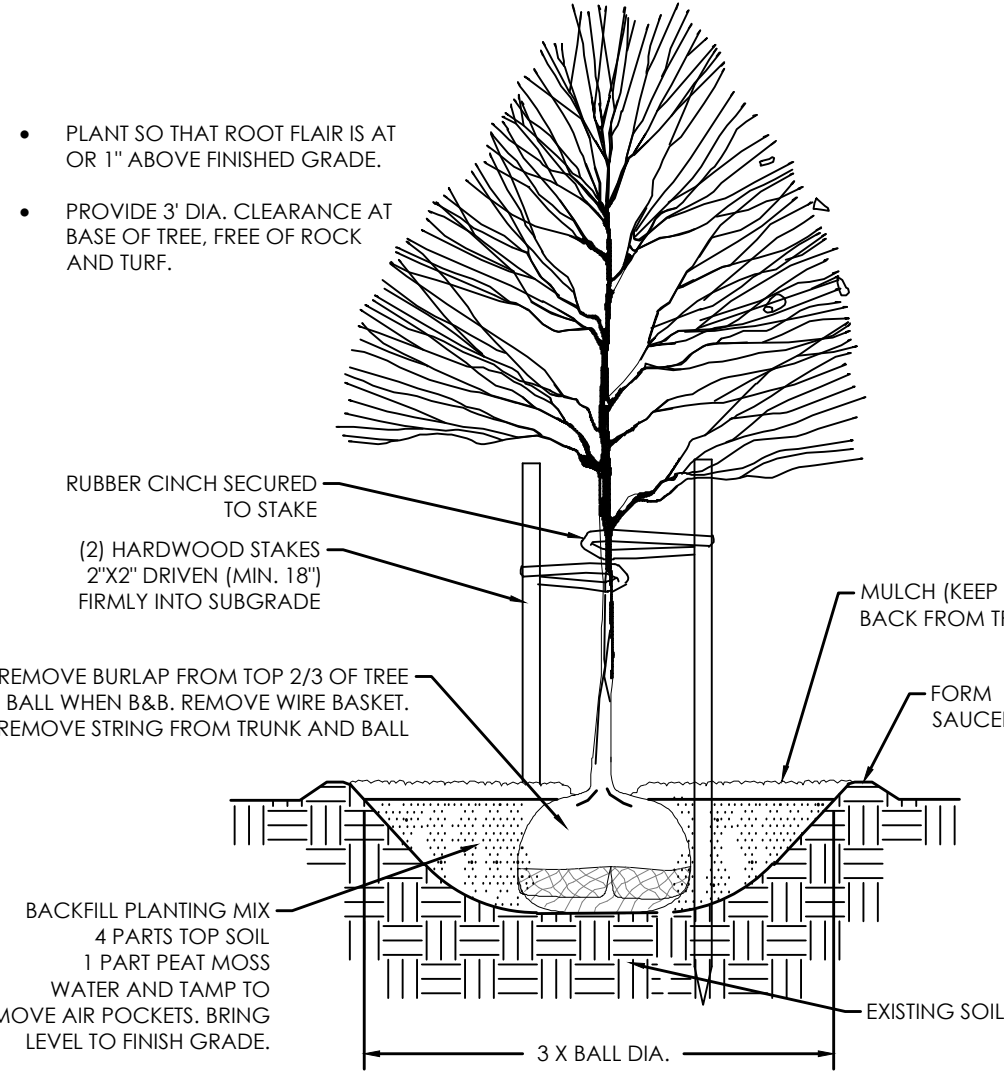
CODE	DESCRIPTION	QTY
1	RIVER COBBLE, TYPE: CITY CREEK PEBBLES, SIZE: 1"-2" FROM: ROCK UTAH OR APPROVED EQUAL.	6,600 sf
2	STEEL EDGING, TYP.	88 lf

LANDSCAPE TABULATION CHART

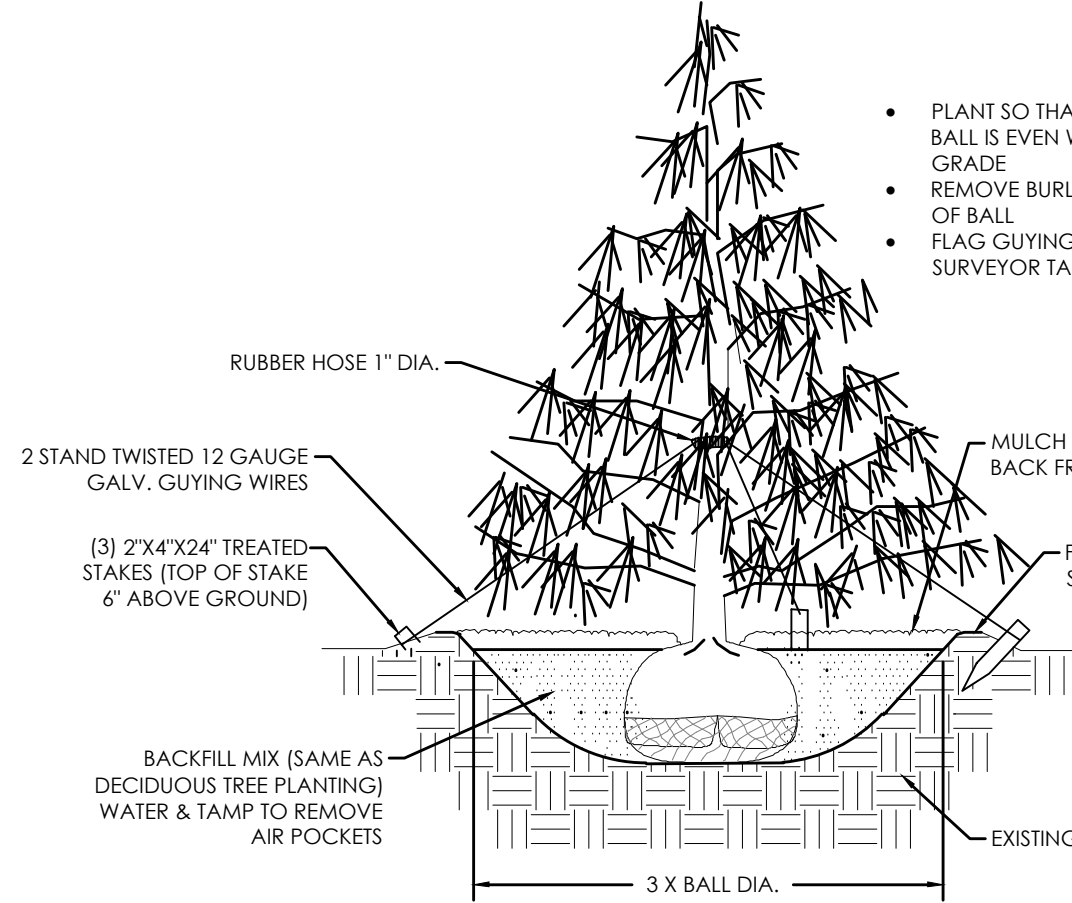
ITEM	AMOUNT	%
PROPERTY SIZE (ACRES, SQFT)	44,375 SQ.FT. (1.019 AC.)	100%
OVERALL LANDSCAPE SQFT.	9,314 SQ.FT.	21%
ROCK MULCH & SHRUBS	6,600 SQ.FT.	71%
TURF GRASS (20% MAX)	991 SQ.FT.	11%
PATIO AMENITY AREAS	4,721 SQ.FT.	18%
LIVE PLANT MATERIAL SQFT.	(75%)	~75%
LAWN AREAS LESS THAN 8 FEET WIDE	NO LAWN AREAS LESS THAN 8 FT.	0
LAWN AREAS ON SLOPES GREATER THAN 25% OR 4:1	NO LAWN AREAS ON THESE CONDITIONS	0
PARKING LOT LANDSCAPING (MIN. 7% OF OVERALL)	1,885 SQ.FT.	24%
ANNUAL/BIENNIAL PLANTS <30% OF LANDSCAPED AREA	NO ANNUALS/BIENNIALS PROVIDED	0%
NO SINGLE SPECIES >20% OF OVERALL PLANTINGS	REQUIREMENT MET	0
ROCK MULCH ONLY NOT TO EXCEED 10% OF LANDSCAPE PLANTING AREA LOCATED WITHIN 10' OF BUILDING	CONDITIONS MET WITHIN 10' OF BUILDING	0

LANDSCAPE NOTES

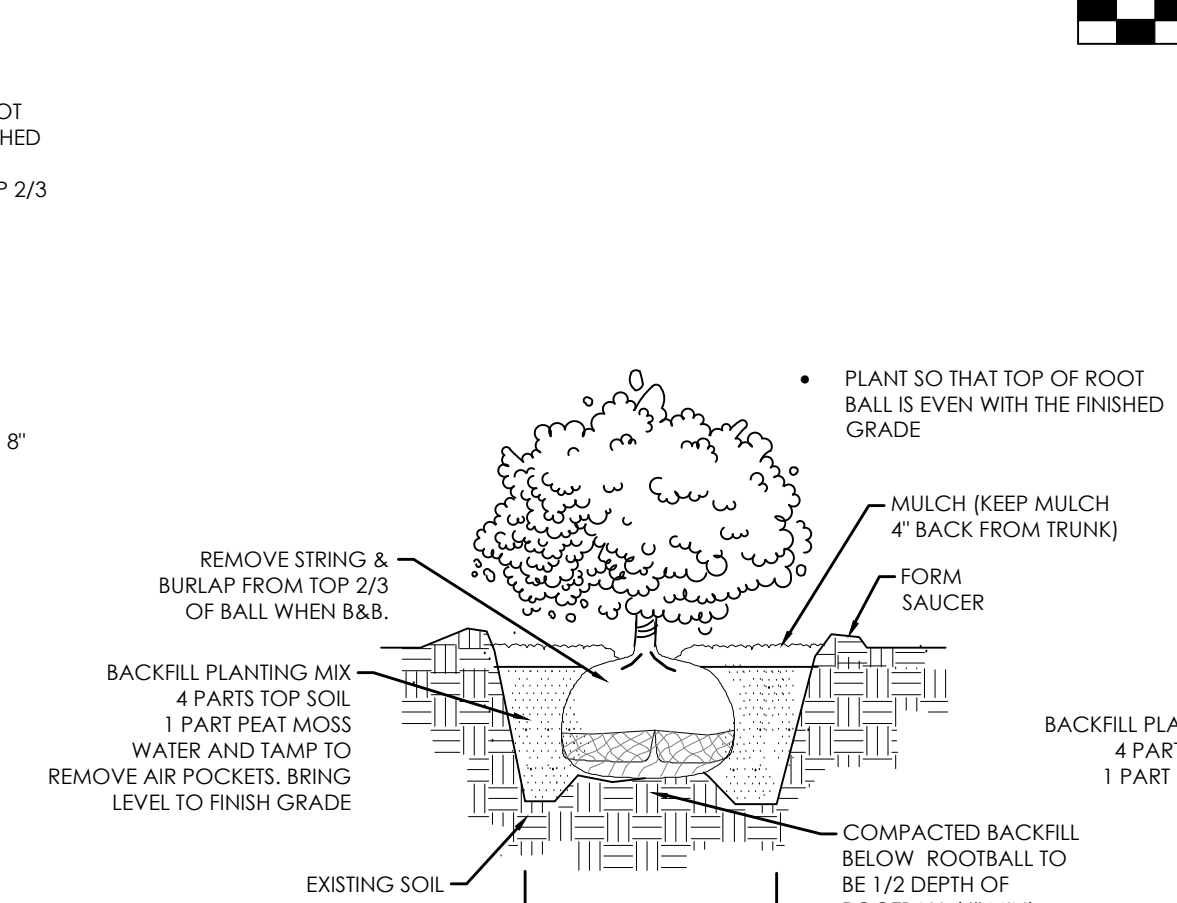
- LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
- TOP DRESS ALL SHRUB BED AREAS AND OTHER AREAS LABELED ROCK MULCH WITH 4" DEEP OF ROCK TYPE(S) SPECIFIED IN THE REFERENCE NOTE SCHEDULE. PLACE ROCK OVER DEWITT PRO-5 WEED BARRIER FABRIC. FABRIC SHALL BE INSTALLED AFTER PRE-EMERGENT HAS BEEN APPLIED.
- INSTALL STEEL EDGING FOR MOW STRIPS BETWEEN LAWN AREAS AND PLANTING BEDS.
- CONTRACTOR TO CONDUCT THEIR OWN QUANTITY TAKE-OFFS IN THE PLAN AND VERIFY ANY DISCREPANCIES WITH THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL VERIFY ALL UTILITIES SHOWN ON THE PLANS AS WELL AS HAVE THE SITE UTILITIES LOCATED ON THE GROUND PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. IN THE EVENT THAT THE CONTRACTOR DISCOVERS AN UNDERGROUND UTILITY THAT IS NOT REPRESENTED WITHIN THE CONSTRUCTION DOCUMENTS OR AS MARKED ON THE SITE, HE SHALL IMMEDIATELY CONTACT THE OWNERS REPRESENTATIVE TO DETERMINE NEXT STEPS PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN THE AREA OF THE NEWLY DISCOVERED UNDERGROUND UTILITY.
- THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION ACTIVITIES FOR THE PROJECT. ACCUMULATION OF STANDING WATER WILL NOT BE PERMITTED.



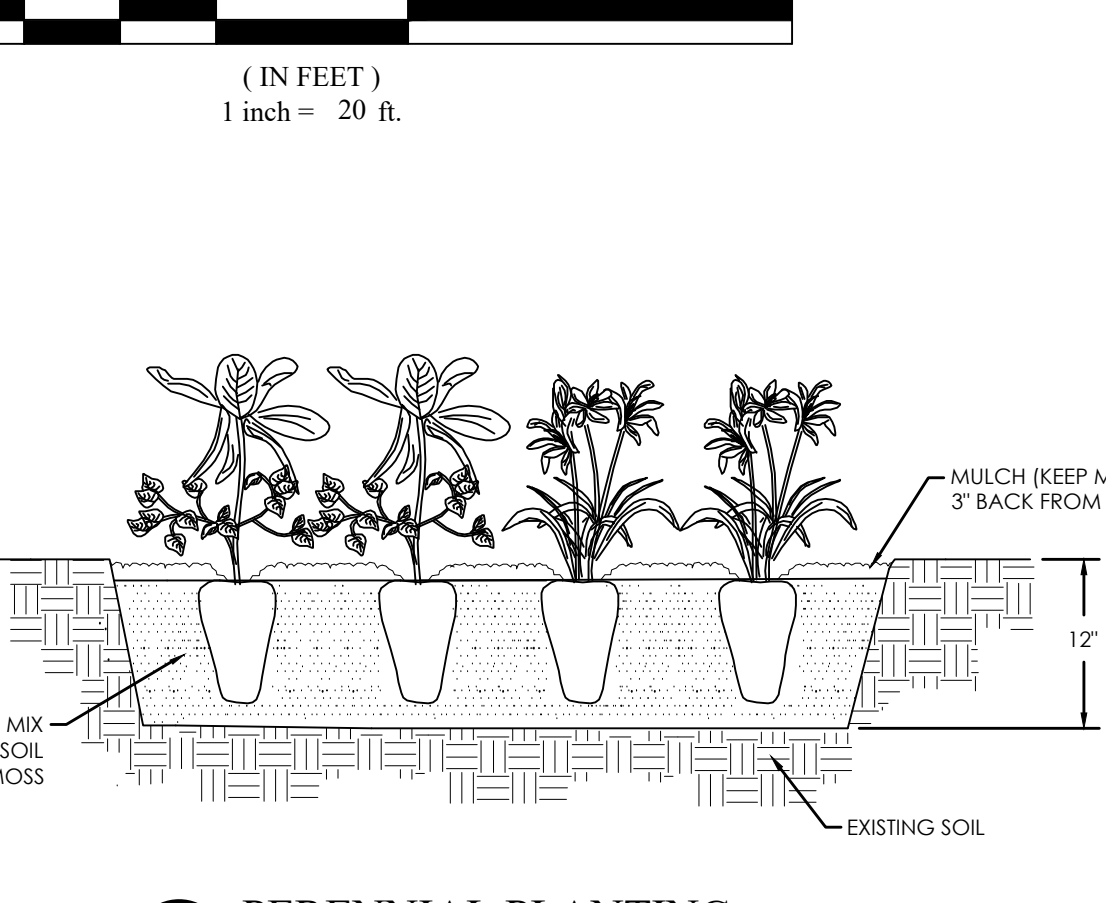
A TREE PLANTING & STAKING
NOT TO SCALE



B EVERGREEN PLANTING & GUYING
NOT TO SCALE

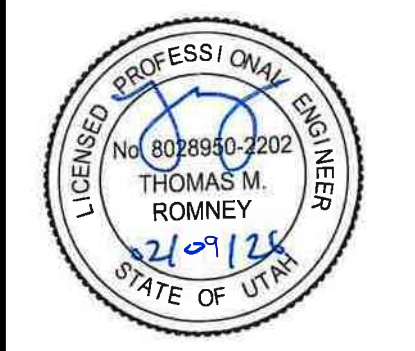


C SHRUB PLANTING
NOT TO SCALE



D PERENNIAL PLANTING
NOT TO SCALE

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HIGH POINTE II
DRAPER, UT
LANDSCAPE PLAN

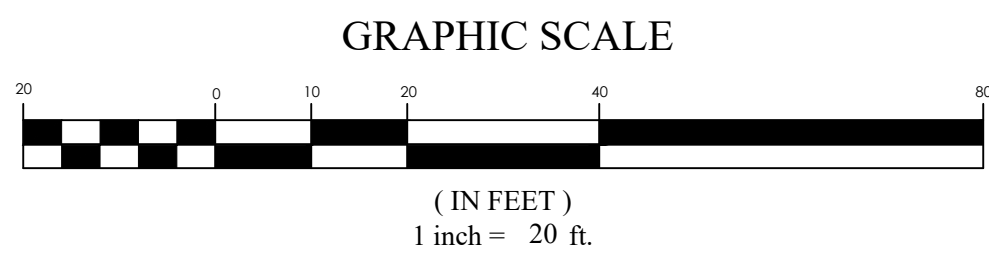
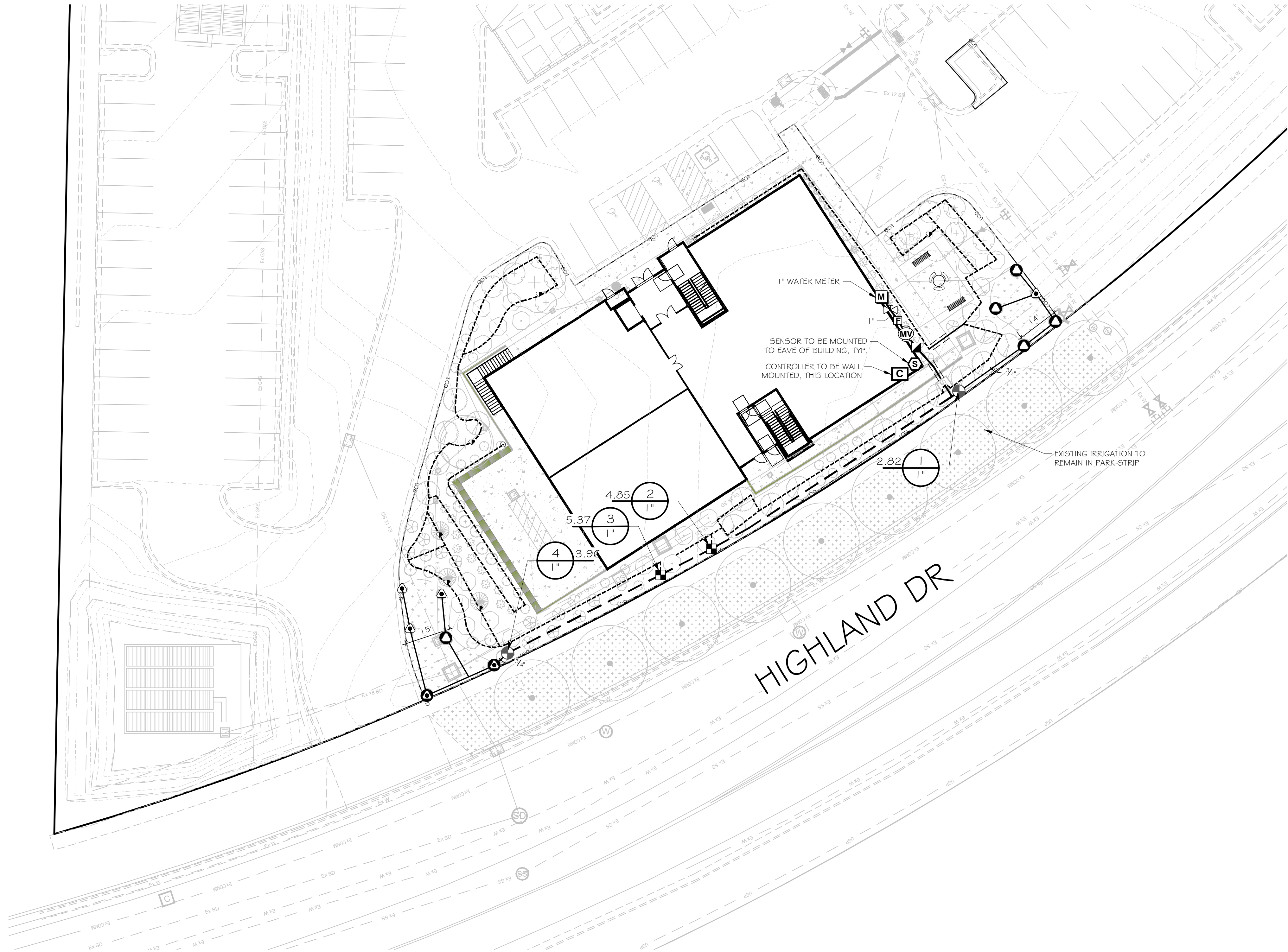
REVISION BLOCK		DESCRIPTION
NO.	DATE	
1		
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LANDSCAPE PLAN

Scale: 1"=20'
Date: 02/09/2026
Sheet:

Drawn: AH
Job #: 24-0243
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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird R-VAN 1/4 1804-SAM-P45 Turf Rotary, 8" - 14" 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4" pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2" NPT Female Threaded Inlet.	4
	Rain Bird R-VAN 1/8 1804-SAM-P45 Turf Rotary, 13" - 18" 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4" pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2" NPT Female Threaded Inlet.	5
	Rain Bird R-VAN 24 1804-SAM-P45 Turf Rotary, 17" - 24" 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 turf spray body on 4" pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2" NPT Female Threaded Inlet.	2
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird XCZ-100-PRF 1" Medium Flow Drip Control Kit, 1" DV valve, 1" pressure regulating filter, 40psi pressure regulator. 3 GPM-15 GPM.	2
	Rain Bird XB-6 Six-Outlet, Pressure Compensating, Drip Emmitter. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red, at each emmitter outlet. Comes with Barb Inlet x Barb Outlet.	6
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird PESB(ZONE VALVES) 1" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration. With Scrubber Technology for Reliable Performance in Dirty Water Irrigation Applications.	2
	Rain Bird 44-LRC 1" 1 in. Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 2-Piece Body.	1
	STOP AND WASTE VALVE 1" MUELLER MARK II ORISEAL 54W VALVE MODEL H-10288	1
	Rain Bird PEB 1" 1 in., 1-1/2 in., 2 in. Plastic Industrial Master Valves. Low Flow Operating Capability, Globe Configuration.	1
	Rain Bird ESP4ME3 4 Station, Hybnd Modular Outdoor Controller. For Residential or Light Commercial Use. Install Controller within a powder coated metal wall mount cabinet.	1
	Rain Bird WR2-RFC Wireless Rain and Freeze Sensor Combo, includes 1 receiver and 1 rain/freeze sensor transmitter.	1
	Amiad 1" Filter Amiad 1" Filter 155 Mesh Model (Fam1)	1
	Water Meter 1"	1
	Irrigation Lateral Line: PVC Schedule 40 3/4"	181.2 lf
	Irrigation Mainline: PVC Schedule 40	212.2 lf
	Pipe Sleeve: PVC Class 200 SDR 21 Sleeve Shall Be Two Sizes Larger Than The Pipe Within	11.4 lf
	Valve Callout Valve Number Valve Flow Valve Size	
	RAINBIRD 3/4" XBS TUBING WITH 1/4" TUBING TO EMITTER	
	1" POLY PIPE CONNECTING DRIPLINE SECTIONS	
	3/4" MANUAL FLUSH VALVE IN 10" ROUND VALVE BOX	

IRRIGATION NOTES

1. THIS SYSTEM IS BASED UPON AN AVAILABLE STATIC PRESSURE OF 50 PSI MINIMUM. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONFIRM THE STATIC WATER PRESSURE AND THE SIZE OF THE POINT OF CONNECTION (POC).
2. COORDINATE AND LOCATE ALL EXISTING UTILITIES ON THE SITE PRIOR TO EXCAVATION.
3. THIS PLAN IS DIAGRAMMATIC. SOME EQUIPMENT MAY BE SHOWN IN PAVED AREAS AND BUILDINGS FOR PLAN CLARITY.
4. INSTALL PVC SCHEDULE 40 SLEEVES UNDER ALL PAVED SURFACES WHERE LINES AND CONTROL WIRES CROSS INCLUDING ALL SIDEWALKS. SLEEVE SIZE SHALL BE 2 TIMES LARGER THAN THE LINE. EXTEND 6" BEYOND THE PAVED SURFACE ON EACH SIDE. INSTALL A SEPARATE SLEEVE FOR THE CONTROL WIRES.
5. INSTALL MANUAL DRAIN VALVES AT ALL LOW POINTS ALONG IRRIGATION MAIN LINE AND EACH SIDE OF DRIVEWAY WHERE MAIN LINE CROSSES UNDER.
6. INSTALL VARIABLE ARC NOZZLES ON SPRINKLER HEADS WHERE ANGLE IS DIFFERENT THAN STANDARD NOZZLES.
7. ALL PIPE FITTINGS SHALL BE SCHEDULE 80 ON MAIN LINE.
8. XBS TUBING SHALL BE INSTALLED UNDER BARK OR ROCK MULCH.
9. INSTALL 3/4" MANUAL FLUSH VALVE IN AN 10" ROUND VALVE BOX AT THE END OF ALL DRIP LINES.
10. DRIP EMITTERS SHALL BE RAINBIRD XB-20PC (2 GPH)XERI-BUG EMITTER, 1 EMITTER PER PLANT FOR PERENNIALS AND ORNAMENTAL GRASSES AND 2 EMITTERS PER PLANT FOR SHRUBS.
11. RAINBIRD MULTI-OUTLET XERI-BUG EMITTER XB-20-6 (12 GPH) SHALL BE USED ON TREES IN PLANTING BEDS WITH DIFFUSER BUG CAP AT ENDS OF TUBING. DISTRIBUTE EMITTERS AROUND ROOTBALL OF TREE.



HIGH POINTE II
DRAPER, UT
IRRIGATION PLAN

REVISION BLOCK	DATE	DESCRIPTION
1	02/09/2026	Initial Design
2	02/09/2026	Revised Design
3	02/09/2026	Final Design
4	02/09/2026	As-Built
5	02/09/2026	Final As-Built
6	02/09/2026	Final As-Built

IRRIGATION PLAN	
Scale: 1"=20'	Drawn: AH
Date: 02/09/2026	Job #: 24-0243
Sheet:	L2.0

EXHIBIT H
PARKING STUDY/DEVIATION REQUEST

To: Draper City

From: Jason Watson, PE, PTOE

FOCUS Engineering & Surveying, LLC

File: High Pointe Parking Study

Date: January 7, 2026

Reference: High Pointe Parking Study

INTRODUCTION

FOCUS Engineering and Surveying, LLC (FOCUS) has been retained to complete a Parking Generation Study for the High Pointe development. High Pointe is planning to add a new 25,806 SF office building onto Lot 2 of the property. With the addition of the office building, the overall number of existing parking stalls will remain the same. The High Pointe development is located on the northwest corner of the Bangerter Parkway and Highland Drive intersection in Draper, Utah. This parking generation memo presents the number of parking stalls needed with the existing 69,687 SF office building which houses 35,942 SF surgery center/clinic, 22,721 SF Capital Financial, 1,923 SF Endeavor Capital, and a 9,101 SF reception center, along with the addition of a 25,806 SF office space based on *Table 9-25-1 Parking Requirement Formulas* in the *UT Code of Draper*.

Exhibit 1 illustrates the vicinity map of the proposed project site.

Exhibit 1 – Project Vicinity Map



EXISTING CONDITIONS

Existing Land Uses and Roadways

The High Pointe development is bordered to the south by Highland Drive, to the east by Bangerter Parkway, to the north and west by undeveloped land and existing office buildings. Currently on the High Pointe site is the existing office building that is 69,687 SF, consisting of a 35,942 SF surgery center/clinic, a 22,721 SF Capital Financial, a 1,923 SF Endeavor Capital, and a 9,101 SF reception center. The existing parking surrounding the building consists of 310 parking stalls. The site contains two accesses. One onto Highland Drive with one lane entering the site and one lane exiting the site. The second access onto Bangerter Parkway consists of a right-in right-out access with a single lane in either direction.

Roadways

Bangerter Parkway: Bangerter Parkway is an arterial roadway that connects Bangerter Highway to the north to Traverse Ridge Road to the south. Bangerter Parkway is a two-lane road with a shared two-way left turn lane. Bangerter Parkway provides access for residential homes, office buildings, and commercial businesses in the area. The speed limit along Bangerter Parkway is posted at 35 mph.

Highland Drive: Highland Drive is also an arterial roadway that runs east and west along the south boundary of the proposed development. The posted speed limit is 40 mph. East of High Pointe, Highland Drive consists of one lane in each direction. West of High Pointe, Highland Drive expands to two lanes in each direction with a shared two-way left turn lane. Highland Drive is owned and maintained by Draper City.

PROPOSED SITE CONDITIONS

The proposed office building planned for the High Pointe development will be located in Lot 2 of the property. The proposed office building will consist of 25,806 SF of office space.

Also included in this parking analysis is the existing 69,687 SF office building. It should be noted the 9,101 SF reception center is primarily used on weekends and evenings, outside of regular office hours. The parking projections will take into account both buildings at full build-out and also account for time-of-day usage of the parking lot as the peak parking demands are different for office space and a reception center.

As part of this analysis, we have also observed the amount of parking currently being used and documented these findings.

The proposed location of Lot 2 where the 25,806 SF office building is planned on the existing property is illustrated in Exhibit 2.

Exhibit 2 – High Pointe Development Site Plan



PARKING GENERATION

This parking analysis uses three methods to calculate the number parking stalls needed for the High Pointe development. First, we applied the formulas outlined in *Table 9-25-1 Parking Requirement Formulas* in the *UT Code of Draper*. Second, we calculated the parking demand using the city's code in conjunction with the Institute of Transportation Engineers (ITE) percent of weekday peak parking demand tables. Finally, we analyzed current parking numbers for the existing building and compared it with the number of parking stalls available on site with the addition of the new office building.

The number of parking stalls needed for the existing 35,942 SF surgery center/clinic, 22,721 SF Capital Financial, 1,923 SF Endeavor Capital, and a 9,101 SF reception center, along with the proposed 25,806 SF office building based on *Table 9-25-1 Parking Requirement Formulas* in the *UT Code of Draper* were generated. Refer to the appendix of this

statement for the full description and parking generation formulas from the *UT Code of Draper 9-25-100*.

The following table illustrates the calculated number of parking stalls needed with the existing building and the proposed building for the High Pointe development. These numbers represent the peak parking demand for each land use.

Table 1 – Parking Generation for High Pointe Development

Tenant Use	Land Use Description	Size	Parking Standards (Stalls/1,000 gross SF)	Parking Stalls
Exist. Surgery Center/Clinic	Medical Service	35,942 SF	3	109
Exist. Capital Financial	General Office	22,721 SF	4	91
Exist. Endeavor Capital	General Office	1,923 SF	4	8
Exist. Reception Center	Reception Center	9,101 SF	4	37
Proposed General Office	General Office	25,806 SF	4	104
TOTAL				349
Natural Parking Adjustment (-10%)				315

As seen in Table 1, applying the natural parking adjustments as described in the city code of 10%, the number of calculated parking stalls for the full build-out of both office buildings within the High Pointe development is 315 parking stalls on a typical weekday. These calculations are assuming full occupancy of the office buildings and that all land uses operate at the same time of day. As the existing High Pointe development consists of office space, medical space, and a reception center, these land uses will operate at different peak times.

DRAPER PARKING CODE ADJUSTMENT

UT Code of Draper 9-25-090 permits an increase or decrease in parking calculation requirements by a maximum of ten percent without requesting a formal modification. With the full build-out of both office buildings within the High Point development and with the ten percent natural parking reduction in parking stalls, 315 parking stalls would be required.

ITE PERCENT OF WEEKDAY PEAK PARKING DEMAND

To provide a more accurate weekday parking demand for the High Pointe development, the *ITE Parking Generation Manual* provides the "Percent of Weekday Peak Parking Demand" tables. These table provide an average percentage of the number of stalls

that are used throughout the day based on that land use. Land Use Code 710 for General Office Building and 720 for Medical-Dental Office Building were used to generate the number of parking stalls. These tables can be found in the appendix of this statement. The *ITE Parking Generation Manual* does not have a land use that would accurately represent a "Reception Center", however from observation of other existing Reception Centers, these are typically at their peak parking demand between the 5:00 p.m. to 9:00 p.m. hours of a typical week day and on weekends with very minimal, if any, parking outside of these hours. Table 2 illustrates the parking demand percentages and number of stalls needed for different times of the day based on the 315 parking stalls generated from the *UT Code of Draper* listed in Table 1 with the natural parking adjustment and the percentage of the peak parking demand based on ITE.

Table 2 – Weekday Parking Demand Percentages

Hour Beginning	ITE Land Use 710: (%)	Required Parking Stalls	ITE Land Use 710: (%)	Required Parking Stalls	ITE Land Use 710: (%)	Required Parking Stalls	ITE Land Use 720: (%)	Required Parking Stalls	ITE Land Use 720: (%)	Required Parking Stalls	Reception Center: (%)	Required Parking Stalls	Total Parking Stalls
12:00-4:00 a.m.	-	-	-	-	-	-	-	-	-	-	-	-	0
5:00 a.m.	-	-	-	-	-	-	-	-	-	-	-	-	0
6:00 a.m.	-	-	-	-	-	-	-	-	-	-	-	-	0
7:00 a.m.	13%	11	13%	1	13%	13	17%	15	17%	3	-	-	43
8:00 a.m.	47%	39	47%	4	47%	45	47%	40	47%	7	-	-	135
9:00 a.m.	87%	72	87%	7	87%	82	82%	70	82%	12	-	-	243
10:00 a.m.	99%	82	99%	8	99%	94	96%	82	96%	14	-	-	280
11:00 a.m.	100%	82	100%	8	100%	94	100%	85	100%	14	-	-	283
12:00 p.m.	86%	71	86%	7	86%	81	88%	75	88%	13	-	-	247
1:00 p.m.	84%	69	84%	7	84%	79	87%	74	87%	13	-	-	242
2:00 p.m.	93%	77	93%	8	93%	88	92%	79	92%	13	-	-	265
3:00 p.m.	93%	77	93%	8	93%	88	90%	77	90%	13	-	-	263
4:00 p.m.	85%	70	85%	7	85%	80	86%	74	86%	13	-	-	244
5:00 p.m.	57%	47	57%	5	57%	54	55%	47	55%	8	100%	34	195
6:00 p.m.	21%	18	21%	2	21%	20	-	-	-	-	100%	34	74
7:00 p.m.	-	-	-	-	-	-	-	-	-	-	100%	34	34
8:00 p.m.	-	-	-	-	-	-	-	-	-	-	100%	34	34
9:00 p.m.	-	-	-	-	-	-	-	-	-	-	100%	34	34
10:00 p.m.	-	-	-	-	-	-	-	-	-	-	75%	26	26
11:00 p.m.	-	-	-	-	-	-	-	-	-	-	50%	17	17

As can be seen from Table 2, with the land uses planned for this development, the peak demand is between 11:00 AM and 12:00 PM where 283 parking stalls will be needed. The existing site currently provides a total of 310 parking stalls. Using the peak parking demand percentages with the different land uses, this data shows that there are less stalls needed than what the site is designed for by 27 parking stalls.

EXISTING PARKING VOLUMES

With the existing building fully occupied, existing parking counts were collected at the High Pointe site between 11:30 AM and 2:30 PM on random days between September 16, 2025 to December 5, 2025. In order to compare the collected parking numbers with the peak time of day parking shown in Table 2, adjustments were made to parking numbers that were collected outside of the peak 11:00 AM to 12:00 PM time. The parking numbers that were observed on these days are illustrated in Table 3. These parking numbers account for the number of parked vehicles observed on the surface lot and also assume the parking garage is completely full.

Table 3 – 2025 Existing Parking Volumes

Date	Occupied Parking Stalls	Unoccupied Parking Stalls	Parking Calculation (Stalls/1,000 gross SF)
9/16/2025	187	123	2.68
9/18/2025	151	159	2.17
9/22/2025	180	130	2.58
9/23/2025	152	158	2.18
9/24/2025	167	143	2.40
9/26/2025	156	154	2.24
11/21/2025	136	174	1.95
12/1/2025	150	160	2.15
12/2/2025	151	159	2.17
12/3/2025	152	158	2.18
12/4/2025	164	146	2.35
12/5/2025	112	198	1.61
AVERAGE	155	155	2.22

As shown in the table above, the High Pointe site currently occupies an average of 155 parking stalls under peak demand conditions. This equates to roughly 2.22 parking stall per 1000 gross square feet of building space.

With the addition of the proposed office building on Lot 2, using *Table 9-25-1 Parking Requirement Formulas* in the *UT Code of Draper*, the parking generation is expected to be 104 stalls. Adding this projected parking number with the number of stalls currently being used, results in a total of 259 parking stalls needed for this site. This data shows that there are less stalls needed than what the site is designed for by 51 parking stalls.

On the day with the highest parking demand, September 16, 2025, the High Pointe site required 187 parking stalls. Even under this condition, with the addition of the proposed office building on Lot 2, the total parking demand would be 291 stalls at peak usage. This data shows that there are still less stalls needed than what the site is designed for by 19 parking stalls. Refer to the appendix of this report for photographs from the parking counts collected on the existing site.

CONCLUSION

Using these three methods to calculate the number parking stalls needed for the High Pointe development, the High Pointe development is designed with enough parking stalls to accommodate the proposed land uses.

Based on *Table 9-25-1 Parking Requirement Formulas* in the *UT Code of Draper*, the total number of parking stalls with each land use fully occupied at the same time is 315 with the application of the allowable 10% reduction per city code. Using the above-mentioned number for required parking stalls and applying the Weekday Parking Demand Percentages per ITE, the peak parking demand time of day is from 11:00 AM to 12:00 PM and would require 283 parking stalls. This is 27 less parking stalls that the proposed site is designed for.

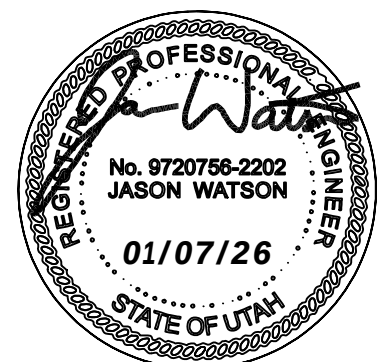
Looking at the parking demand with how much existing parking is being used, the existing site on average is using 2.22 stalls per 1000 gross square feet. This equates to 155 parking stalls currently being used. On the highest observed day, 187 parking stalls were being used. With the addition of the proposed office building on Lot 2, the total parking demand is projected to increase to 259 stalls at peak usage. Even looking at the highest observed day, the peak parking demand would be 291 parking stalls.

The existing site is currently operating with 310 parking stalls between the surface parking lot and the parking garage. With the 310 parking stalls currently on the site, there is more than adequate parking on the site with the addition of the new 25,806 square foot building on Lot 2. Furthermore, the parking study supports any approved use up to five parking spaces per 1,000 square feet gross building floor area for Lot 2, as listed in *Table 9-25-1*.

Please feel free to contact me with any questions or comments.

FOCUS ENGINEERING & SURVEYING, LLC

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9-25-090: DEVIATIONS FROM STRICT COMPLIANCE FOR PARKING:

A. Natural Adjustment Range: In recognition that many factors can be unique to various potential uses of land in the city, parking requirements established in section 9-25-100, table 9-25-1 of this chapter, may be modified to increase or decrease the parking calculation requirements by a maximum ten percent (10%) without necessity of requesting a formal modification as outlined in this section. Parking requirements for residential uses listed in section 9-25-100, table 9-25-1 may not be modified under the provisions of the natural adjustment range.

B. Deviations From Strict Compliance: The number of parking spaces required under section 9-25-060 of this chapter, or the parking calculation requirements shown in section 9-25-100, table 9-25-1 of this chapter, may be deviated in accordance with the provisions in this section. The purpose of such a deviation is to provide flexibility beyond natural adjustments to this chapter in order to adapt to specific circumstances, reduce potential environmental impacts, and conserve resources. In cases where parking in amounts other than required herein may be appropriate, the planning commission may approve a request for a modification, by way of a parking study, to increase or reduce parking requirements based on findings found in subsection C of this section. When a deviation from strict compliance is approved by the planning commission, parking shall be provided according to the standard approved under that deviation with a natural adjustment that only provides for parking closer to the requirement being deviated. A deviation from strict compliance as outlined in this section is not necessary for a proposed increase in parking for residential uses.

C. Parking Study: When a parking study is required for a request to deviate from the parking requirements calculated according to section 9-25-100, table 9-25-1 of this chapter, or when an applicant requests a deviation in the number of parking spaces required under section 9-25-060 of this chapter, a parking study shall be prepared and submitted by the applicant for review. Parking studies shall be prepared by a professional engineer licensed to work in the state of Utah and reviewed as a part of a site plan application.

1. Requirements: The study shall provide:

- a. Planning and traffic engineering data, including estimates of parking demand based on the most current recommendations from the Institute Of Transportation Engineers;
- b. Data collected from uses or combinations of uses that are the same or highly comparable to the proposed application as indicated and justified by density, scale, bulk, area, type of activity, and location;
- c. The source of data used to develop the study's recommendations;
- d. A recommendation for parking requirements or calculations applicable to the site for which the study is being prepared based on site specific factors, data, circumstances, and conditions compared against study collected data; and
- e. The name and qualifications of the persons preparing the study.

2. Review And Recommendation: City staff shall review the study and make a recommendation to the planning commission concerning the validity of the parking study, the appropriateness of the conclusions reached, and the appropriate number of parking spaces that should be required.

3. Number Of Parking Spaces: The planning commission shall determine the required number of parking spaces after:

- a. Considering the recommendations of the parking study and city staff; and

b. Making the findings required under subsection C(4) of this section, according to the type of application.

4. Findings Required: The planning commission may approve a deviation from strict compliance for the number of parking spaces required or the calculation used only after making the findings of this subsection:

a. For commercial, retail, office, and mixed use developments, the planning commission must find that:

- (1) Adequate parking will be provided;
- (2) The total number of spaces that would otherwise be required for each individual establishment in the development is overly burdensome for the site specific factors of the application;
- (3) Estimated trade offs between businesses which are open when others are closed will not overburden the parking provided;
- (4) There is an adequate availability of shared parking for all associated uses;
- (5) Site or use specific conditions or factors do not provide for compliance with the parking calculation used or parking requirements outlined in section 9-25-100, table 9-25-1 of this chapter;
- (6) Transportation alternatives, including proximity to transit stations, provide adequate transportation to offset any reduction in parking; and
- (7) Any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition;
- (8) ADA compliant parking requirements are not proposed for adjustment; or

b. For multi-family or planned residential developments, the planning commission must find that:

- (1) Adequate parking will be provided;
- (2) The size of housing units, considered by the number of bedrooms and required visitor parking, does not support the calculated parking requirements of this chapter;
- (3) The size of project does not warrant the calculated parking requirements of this chapter;
- (4) The specific parking dedicated for use by visitors and recreational vehicles is appropriate;
- (5) Any potential for future expansion or addition to the development will have or will provide adequate parking for that expansion or addition;
- (6) Transportation alternatives, including proximity to transit stations, provide adequate transportation to offset any reduction in parking;
- (7) ADA compliant parking requirements are not proposed for adjustment; and
- (8) Restrictive covenants specific to the development make provisions to control parking such that parking for the development will not impact neighboring properties or public rights of way.

(Ord. 986, 3-20-2012; amd. Ord. 1132, 2-17-2015; Ord. 1408, 10-15-2019; Ord. 1498, 8-3-2021)

9-25-100: TABLES AND FIGURES:**TABLE 9-25-1****PARKING REQUIREMENT FORMULAS**

Land Uses	Parking Calculation Standards
Land Uses	Parking Calculation Standards
Agricultural uses:	
Agricultural business	1 space for each person employed on highest employment shift
Agricultural industry	1 space for each person employed on highest employment shift
Agricultural processing	1 space for each person employed on highest employment shift
Agricultural sales and service	2 spaces per 10,000 square feet gross building floor area
Animal specialties	1 space for each person employed on highest employment shift
Residential uses:	
Boarding house	1 space per 3 boarding tenants
Dwelling, multi-family:	
Studio and 1 bedroom units	2 spaces per unit
2 bedroom units	2 spaces per unit
3 or more bedroom units	2 spaces per unit
Visitor parking	1 space for every 4 units
Dwelling, single-family:	
No accessory dwelling	2 spaces
With accessory dwelling	3 spaces
Guesthouse	1 space per guesthouse
Residential facilities for elderly persons or persons with a disability, convalescent care facility	1 space per 2 residential units
Public and civic uses:	
Auditorium or stadium	1 space per 4 people based on maximum occupancy
Bus terminal and transit stops	15 spaces per 100 daily boardings
Cemetery	4 spaces per acre
Church or place of worship	6 spaces per 1,000 square feet gross building floor area
Club or service organization	
College, university, or higher education facility	1 space per 3 students based on maximum occupancy
Cultural service	2.5 spaces per 1,000 square feet gross building floor area
Funeral home	4 spaces per 1,000 square feet gross building floor area
Golf course	5 spaces per hole plus restaurant parking
Government service and Municipal use	4 spaces per 1,000 square feet gross building floor area
Hospital	4 spaces per 1,000 square feet gross building floor area
Park	12 spaces per acre
Riding academy or stable	1 space per stable stall or unit
School:	
Elementary school	1 space per 4 students based on maximum student population
Middle school	1 space per 4 students based on maximum student population
High school	1 space per 1.25 students based on maximum student population
Trade or vocational school	1 space per 1.25 students based on maximum occupancy
Commercial uses:	
Auto, truck, RV and equipment:	

Storage	
Rental or sale	2.5 spaces per 1,000 square feet gross building floor area in addition to stock parking
Repair	4 spaces per service bay
Bank or financial institution, bail bond service, cashing service, pawnbroker, pawnshop	2.5 spaces per 1,000 square feet gross building floor area
Bar establishment	5 spaces per 1,000 square feet gross building floor area
Car wash:	
Full service	5 spaces plus queuing spaces per lane per subsection 9-25-060D of this chapter
Self-service	Queuing spaces per lane per subsection 9-25-060D of this chapter
Construction sales and service	2.5 spaces per 1,000 square feet gross building floor area
Convenience store:	
With gasoline sales	4 spaces per 1,000 square feet gross building floor area plus queuing spaces per gasoline pump
Without gasoline sales	4 spaces per 1,000 square feet gross building floor area
Daycare, preschool:	
General	1 space per 4 students based on maximum occupancy
Limited	Per chapter 34 of this title
Farmers' market, produce stand	Per title 6, chapter 16 of this Code
Gas and fuel, storage and sales	1 space per 1,000 square feet gross building floor area
Grooming service, kennel	1 space per 4 animals based on maximum occupancy
Hotel, motel, motor lodge, bed and breakfast inn	1 space per room
Laundry or dry cleaning	2 spaces per 1,000 square feet gross building floor area
Media service	2 spaces per 1,000 square feet gross building floor area
Medical or dental laboratory, medical service, research service	3 spaces per 1,000 square feet gross building floor area
Nursery, garden center	10 spaces per acre
Office:	
Call center	6 spaces per 1,000 square feet gross building floor area
General	4 spaces per 1,000 square feet gross building floor area
Limited	Per chapter 34 of this title
Medical, dental, veterinary	4 spaces per 1,000 square feet gross building floor area
Personal care or instruction service, tattoo establishment:	
General	5 spaces per 1,000 square feet gross building floor area
Limited	Per chapter 34 of this title
Printing and copying:	
General	2 spaces per 1,000 square feet gross building floor area
Limited	3 spaces per 1,000 square feet gross building floor area
Reception center	4 spaces per 1,000 square feet gross building floor area
Recreation and entertainment, indoor/outdoor	3 spaces per 1,000 square feet gross building floor area
Recycling collection station	3 spaces
Repair service	2 spaces per 1,000 square feet gross building floor area
Restaurant:	

Fast food	10 spaces per 1,000 square feet gross building floor area
General	8 spaces per 1,000 square feet gross building floor area
Retail	2.5 spaces per 1,000 square feet gross building floor area
Secondhand or thrift store:	
Large, no outside storage or drop off	2.5 spaces per 1,000 square feet gross building floor area
Large, with outside storage or drop off	2.5 spaces per 1,000 square feet gross building floor area
Small	2.5 spaces per 1,000 square feet gross building floor area
Transportation service	1 space per employee plus company vehicle stock parking
Warehouse, self-service storage	2 spaces per 100 units, but not less than 2 spaces total
Industrial uses:	
Automobile wrecking yard, junk or salvage yard	4 spaces per acre, but not less than 4 spaces total
Freight terminal	6 spaces per acre, but not less than 6 spaces total
Manufacturing	1 space per 1,000 square feet gross building floor area
Mineral extraction	1 space per acre, but not less than 10 spaces total
Wholesale and warehousing	0.5 space per 1,000 square feet gross building floor area

TABLE 9-25-2

PARKING SPACE AND AISLE DIMENSIONS

Parking Angle A	Stall Width B	Stall Depth C	Aisle Width D	Curb Length E	Wall Module Width F	Interlock Module Width G	Stall Depth T Interloc H
Parking Angle A	Stall Width B	Stall Depth C	Aisle Width D	Curb Length E	Wall Module Width F	Interlock Module Width G	Stall Depth T Interloc H
Two-way aisle:							
90°	9.0'	18.0'	24.0'	9.00'	60.0'	60.0'	18.0'
75°	9.0'	20.3'	24.0'	9.5'	64.0'	55.0'	18.7'
60°	9.0'	20.1'	24.0'	10.4'	64.2'	59.8'	17.9'
45°	9.0'	19.1'	24.0'	12.7'	62.2'	55.8'	15.9'
One-way aisle:							
75°	9.0'	20.3'	17.0'	9.5'	57.6'	54.4'	18.7'
60°	9.0'	20.1'	15.0'	10.4'	55.2'	50.8'	17.9'
45°	9.0'	19.1'	13.0'	12.7'	51.2'	44.8'	15.9'

FIGURE 9-25-4

Land Use: 710 General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 19 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
	General Urban/Suburban
12:00-4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	13
8:00 a.m.	47
9:00 a.m.	87
10:00 a.m.	99
11:00 a.m.	100
12:00 p.m.	86
1:00 p.m.	84
2:00 p.m.	93
3:00 p.m.	93
4:00 p.m.	85
5:00 p.m.	57
6:00 p.m.	21
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For the seven study sites with parking supply information and located in a dense multi-use urban setting, the average parking supply ratio is 2.9 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 56 percent.

For the 63 study sites with parking supply information and located in a general urban/suburban setting, the average parking supply ratio is 3.3 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 60 percent.

For nine study sites, parking demand data were collected on a Saturday as well as a weekday. For those sites, peak Saturday parking demand averages 13 percent of the peak weekday parking demand.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, California, Colorado, District of Columbia, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Texas, Utah, Virginia, Washington, and Wisconsin.

Source Numbers

122, 201, 211, 217, 276, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 567, 571, 572, 588, 607, 618, 622, 633

Land Use: 720 Medical-Dental Office Building

Description

A medical-dental office building is a facility or clinic with one or more tenants that provide diagnoses and outpatient care on a routine basis. Tenants range from individual private physicians and dentists to large medical practices. Patient visits are by appointment only. Walk-in clinic (Land Use 630) and urgent care center (Land Use 660) are related uses.

Land Use Subcategory

Data are separated into two subcategories for this land use:

- Located within or adjacent to a hospital campus
- Located in a standalone setting

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 14 standalone study sites and five study sites located within or adjacent to a hospital campus.

Hour Beginning	Percent of Weekday Peak Parking Demand	
	Standalone	Hospital Campus
12:00–4:00 a.m.	—	—
5:00 a.m.	—	—
6:00 a.m.	—	—
7:00 a.m.	17	—
8:00 a.m.	47	65
9:00 a.m.	82	79
10:00 a.m.	96	100
11:00 a.m.	100	73
12:00 p.m.	88	48
1:00 p.m.	87	71
2:00 p.m.	92	98
3:00 p.m.	90	90
4:00 p.m.	86	81
5:00 p.m.	55	65
6:00 p.m.	—	—
7:00 p.m.	—	—
8:00 p.m.	—	—
9:00 p.m.	—	—
10:00 p.m.	—	—
11:00 p.m.	—	—

Additional Data

The average parking supply ratio for the 15 study sites with parking supply information and located within a hospital campus is 4.7 spaces per 1,000 square feet GFA. The average peak parking occupancy at these 15 sites is 76 percent.

The average parking supply ratio for the 33 study sites with parking supply information and located as a standalone building is 4.6 spaces per 1,000 square feet GFA. The average peak parking occupancy at these 33 sites is 49 percent.

For four study sites, parking demand data were collected on a Saturday as well as a weekday. For those sites, peak Saturday parking demand averages 22 percent of the peak weekday parking demand.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Georgia, Hawaii, Maine, Maryland, Minnesota, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, Virginia, and Washington.

Source Numbers

120, 121, 173, 217, 218, 224, 310, 315, 428, 433, 527, 530, 531, 532, 553, 555, 564, 618, 619, 620, 621, 624, 634



PARKING COUNT

September 16, 2025 @ 10:00AM

Average of ~176 Unused Stalls

See parking study Table 2 (pg. 5) for est.
stalls needed at this time





PARKING COUNT

September 23, 2025 @ 3:00PM

Average of ~209 Unused Stalls

See parking study Table 2 (pg. 5) for est.
stalls needed at this time





PARKING COUNT

September 18, 2025 @ 10:00AM

Average of ~210 Unused Stalls

See parking study Table 2 (pg. 5) for est.
stalls needed at this time



PARKING COUNT

September 22, 2025 @ 11:00AM

Average of ~183 Unused Stalls

See parking study Table 2 (pg. 5) for est.
stalls needed at this time





PARKING COUNT

September 24, 2025 @ 10:00AM

Average of ~195 Unused Stalls

See parking study Table 2 (pg. 5) for est.
stalls needed at this time





PARKING COUNT

September 26, 2025 @ 10:00AM

Average of ~205 Unused Stalls

See parking study Table 2 (pg. 5) for est.
stalls needed at this time



Monday December 1st @ 11:30 AM

Excludes Parking Garage	
Used Stalls	Unused Stalls
108	160



Excludes Parking Garage	
Used Stalls	Unused Stalls
109	159



Wednesday December 3rd @ 2:19 PM

Excludes Parking Garage	
Used Stalls	Unused Stalls
102	166



Thursday December 4th @ 1:51 PM

Excludes Parking Garage	
Used Stalls	Unused Stalls
106	162



Friday December 5th @ 2:10 PM

Excludes Parking Garage	
Used Stalls	Unused Stalls
65	203



EXHIBIT I
ELEVATIONS

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NOT FOR CONSTRUCTION

PRINTED AT 6/30/2025 2:59:16 PM

EXTERIOR MATERIALS LEGEND

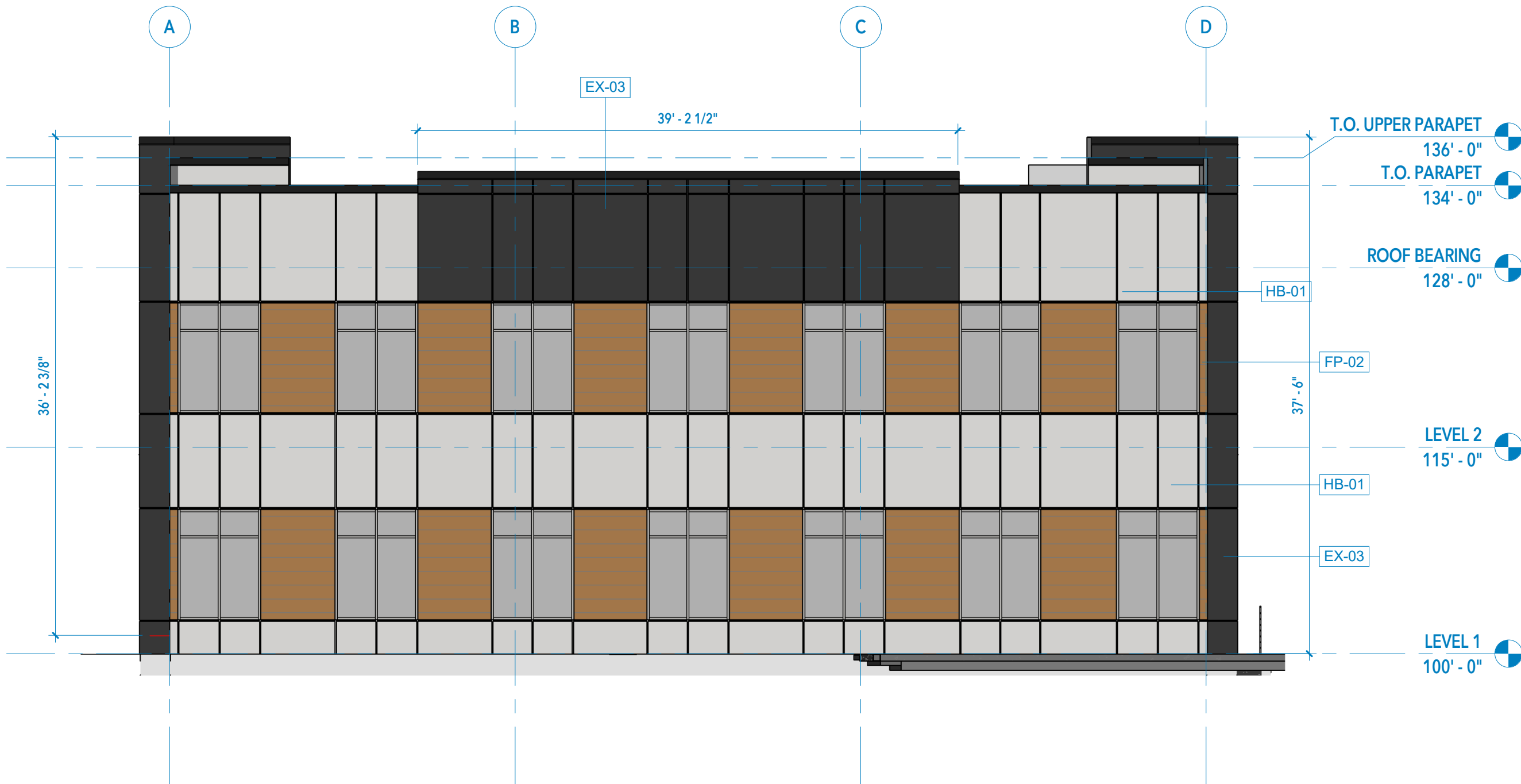
- FP-02 - FASTPLANK SYSTEM, DARK FIR COLOR
- EX-03 - QUICK PANEL SYSTEM, CLASSIC BLACK, BLACK TRIM
- EX-04 - QUICK PANEL SYSTEM, CADET GREY, TRIM TO MATCH
- HB-01 - WHITE HARDIE BOARD, SMOOTH WITH PAINTED TO MATCH EASY TRIM

GROSS AREA

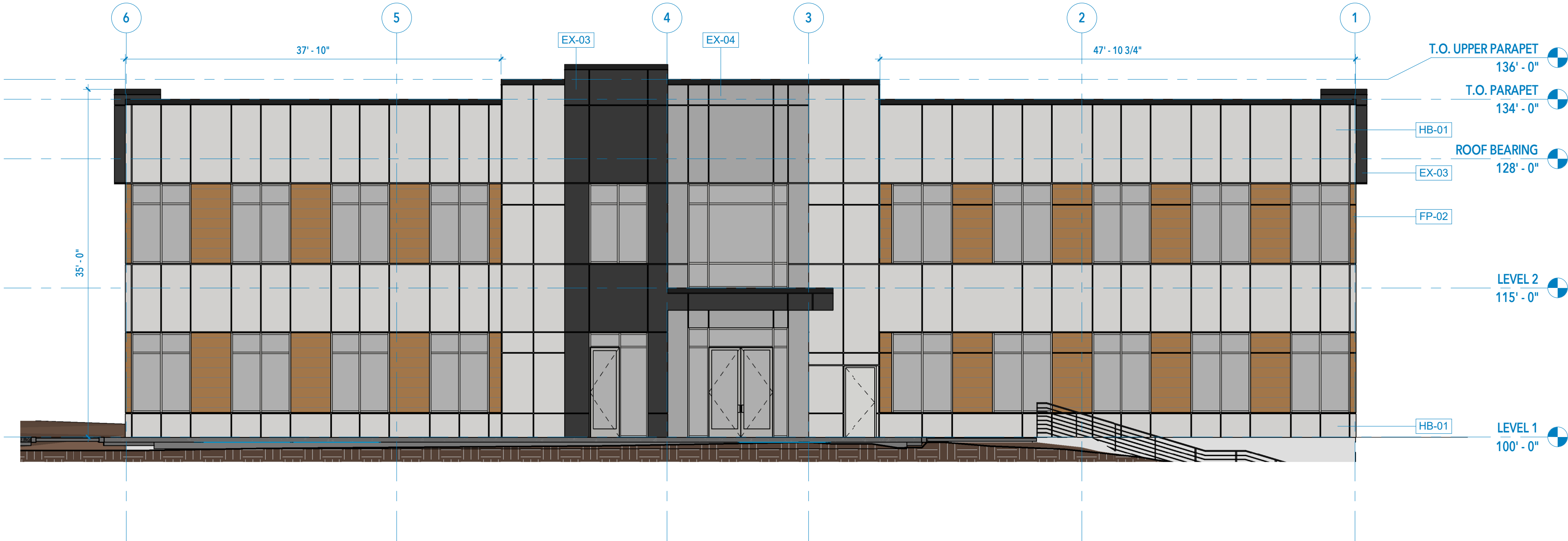
LEVEL	AREA
BASEMENT FLOOR PLAN	9,265 SF
LEVEL 1	7,302 SF
LEVEL 2	9,239 SF
	25,806 SF

EXTERIOR MATERIALS BY ORIENTATION

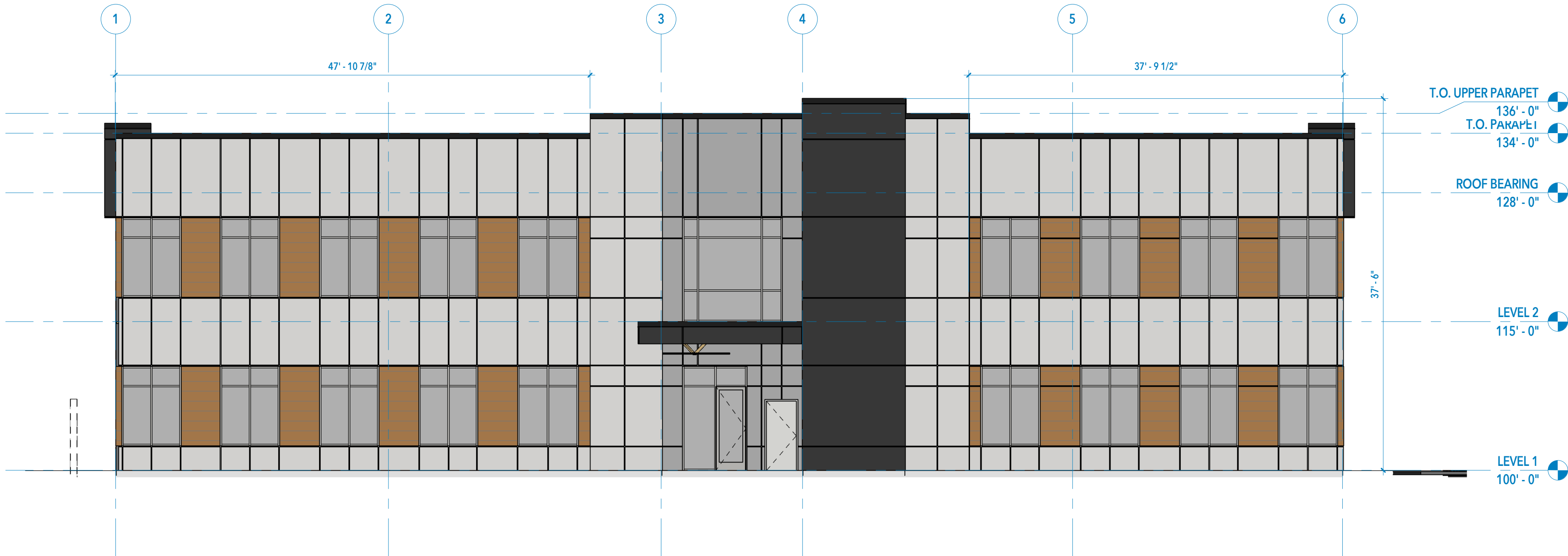
MATERIAL TAG	MATERIAL	%
HB-01	HARDIE BOARD & EASY TRIM	100%
EAST		
FP-02	FAST PLANK - WOOD SIDING	24%
HB-01	HARDIE BOARD & EASY TRIM	56%
EX-03	QUICK PANEL - BLACK METAL PANEL	21%
		100%
NORTH		
FP-02	FAST PLANK - WOOD SIDING	16%
HB-01	HARDIE BOARD & EASY TRIM	62%
EX-03	QUICK PANEL - BLACK METAL PANEL	12%
EX-04	QUICK PANEL - GREY METAL PANEL	10%
		100%
SOUTH		
FP-02	FAST PLANK - WOOD SIDING	21%
HB-01	HARDIE BOARD & EASY TRIM	48%
EX-03	QUICK PANEL - BLACK METAL PANEL	18%
EX-04	QUICK PANEL - GREY METAL PANEL	13%
		100%
WEST		
FP-02	FAST PLANK - WOOD SIDING	19%
HB-01	HARDIE BOARD & EASY TRIM	42%
EX-03	QUICK PANEL - BLACK METAL PANEL	39%
		100%



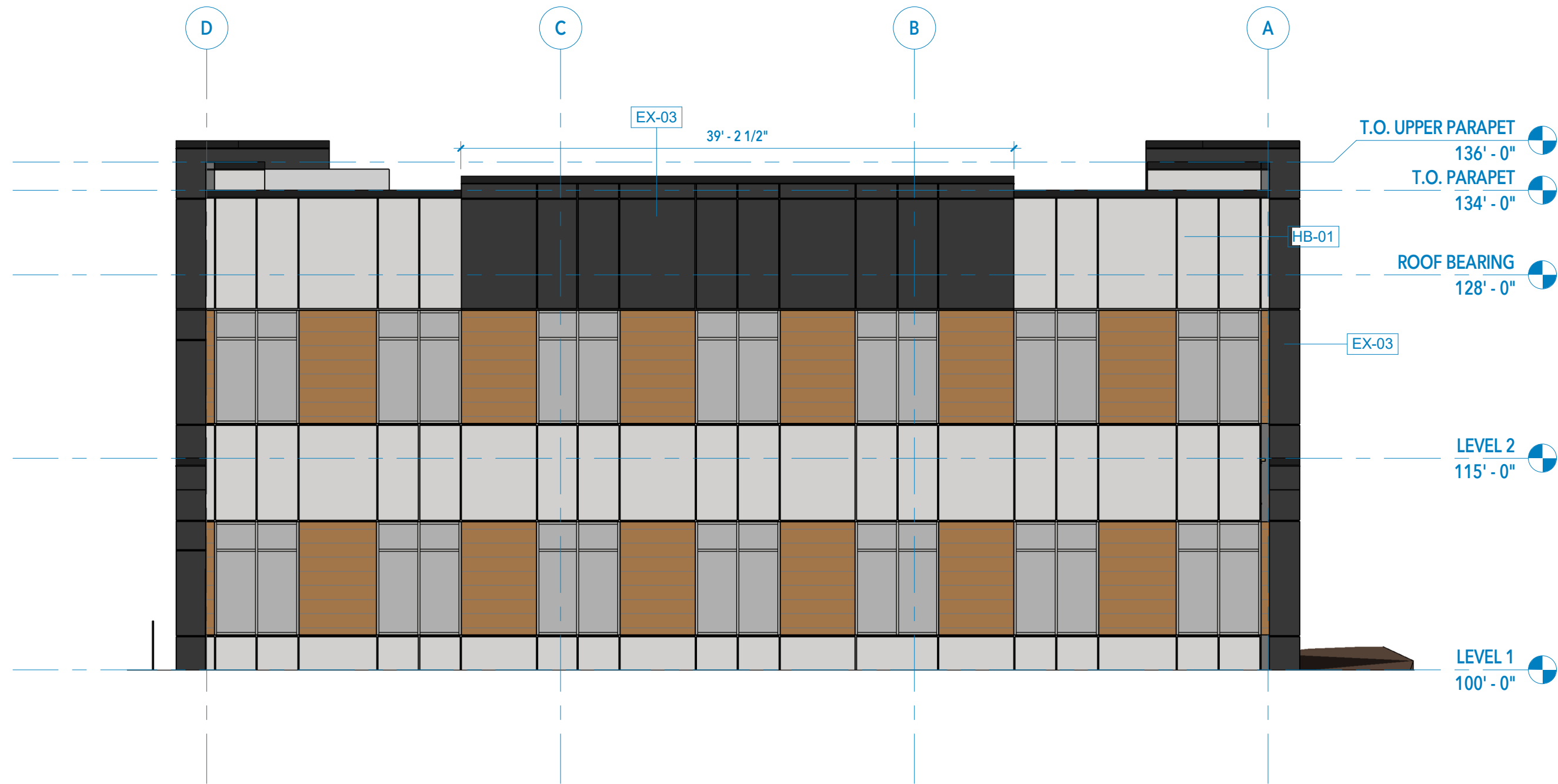
1 EAST ELEVATION Copy 1
P009 1/8" = 1'-0"



2 NORTH ELEVATION Copy 1
P009 1/8" = 1'-0"



3 SOUTH ELEVATION Copy 1
P009 1/8" = 1'-0"



4 WEST ELEVATION Copy 1
P009 1/8" = 1'-0"

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06.30.2025

3D VIEWS

SHEET



MEMO



To: Planning Commission

From: Jennifer Jastremsky, AICP

Date: 2026-03-12

Re: Public Hearing: Kimballs Junction Development Agreement Amendment Request
(Legislative Item)

Comments:

This application is a request for approval of a Development Agreement Amendment for approximately 21 acres located on the south side of Kimballs Ln, at approximately 632 E Kimballs Ln. The property is currently zoned RM2. The applicant is requesting the City review and adopt design standards and a concept site plan for the property.

Findings for Approval:

1. The Development Agreement Amendment complies with DCMC Section 9-5-200(C) and (D).
2. The Development Agreement Amendment substantially complies with the intent of the Kimballs Lane Station Area Plan.

Findings for Denial:

1. The Development Agreement Amendment does not substantially comply with the intent of the Kimballs Lane Station Area Plan.

ATTACHMENTS:

[Kimballs Junction DA Amend PC Staff Report -3-12-26 Combined.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

February 27, 2026

To: Draper City Planning Commission
Business Date: March 12, 2026

From: Development Review Committee

Prepared By: Jennifer Jastremsky, AICP, Community Development Director / Zoning
Administrator
Planning Division
Community Development Department
801-576-6328, jennifer.jastremsky@draperutah.gov

Re: Kimballs Junction – Development Agreement Amendment Request

Application No.: 2025-0293-DA

Applicant: Mike Winters, representing Edge Homes

Project Location: 632 E Kimballs Ln

Current Zoning: RM2 (Multi-family Residential) Zone

Acreage: 21 Acres (Approximately 915,089 ft²)

Request: Request for approval of a Development Agreement Amendment in the RM2 zone regarding the establishment of design standards and the adoption of a concept plan for the Kimballs Junction development.

BACKGROUND AND SUMMARY

This application is a request for approval of a Development Agreement Amendment for approximately 21 acres located on the south side of Kimballs Ln, at approximately 632 E Kimballs Ln (Exhibit C & D). The property is currently zoned RM2. The applicant is requesting the City review and adopt design standards and a concept site plan for the property.

The application includes six properties. Two of the properties contain no structures and have been used for agricultural purposes. The other four contain single family homes built in 1947, 1952 (two of the homes), and 2005.

The City Council approved a Development Agreement, Zoning Map Amendment, and Land



Use Map Amendment on June 17, 2025 for five of the six properties. These applications allow for the property to be built with multi-family residential at a density of 25-27 dwelling units per acre. The Development Agreement also called for 30 work force housing units to be built on the property and that the applicant would work with the City on a concept plan to bring back in an amendment. On October 21, 2025 the City Council approved a Zoning Map Amendment and Land Use Map Amendment to the property located at 625 E 11900 S to the RM2 zone and Residential High-Density land use designation. The current application will formally add the property into the boundaries of the Development Agreement.

The City Council approved the Kimballs Station Area Plan on September 2, 2025. This master plan looks at overall development within a ½ mile radius of the Kimballs Lane TRAX Station. The plan called for multi-family housing on the subject property. The recommendations for the Kimballs Lane Station have been included as Exhibit H of this report.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential High Density	Exhibit E
Current Zoning	RM2	Exhibit F
Proposed Use	Multi-family Residential	
Adjacent Zoning		
East	RA1 (Residential Agricultural, 40,000 sq ft lot minimum)	
West	R3 (Single-family Residential, 13,000 sq ft lot minimums), A5 (Agricultural, 5-acre lot minimum)	
North	RA1, RM2	
South	RA1, RA2 (Residential Agricultural, 20,000 sq ft lot minimum)	

The Residential High Density land use designation is characterized as follows:

Residential High Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Abundant landscaping • Architectural variation between units and/or buildings, designed to look like houses, not boxes • Avoid walls and fences, except for screening and buffering with neighboring developments	
LAND USE MIX	Primary • Patio homes • Townhouses • Multifamily housing	Secondary • Parks • Churches • Schools • Open Space
DENSITY	• Density range: 8-12 dwelling units per acre	
COMPATIBLE ZONING	• Institutional care (IC) • Multiple-family Residential (RM1) • Multiple-family Residential (RM2) • Master Planned Community (MPC)	
LOCATION	• Near retail centers, offices, or other compatible uses • Near major transit investment corridors	
OTHER CRITERIA	• Care must be taken to minimize impacts on other residential areas to provide adequate circulation to accommodate the traffic demands • The developer must demonstrate that the project provides a quality living environment	

According to Draper City Municipal Code (DCMC) Section 9-8-020 the purpose of the RM2 zone is to *"permit well designed apartments, townhomes, twin homes, and condominiums at relatively high densities that are appropriately buffered from and compatible with surrounding land uses."*

Development Agreement Amendment. The proposed Development Agreement Amendment can be found in Exhibit G, which includes the updated Development Agreement Amendment document and the associated drawings. The proposed Development Agreement Amendment sets design standards for the overall Kimballs Junction project by providing concept site plan (page 12 of Exhibit G), design standards and building elevations (page 13 of Exhibit G), open space and amenity plan (page 14 of Exhibit G), and a parking plan (page 15 of Exhibit G). The development includes three-and-four-story condo buildings and three-story townhome buildings. The overall density is 26.6 du/ac, with 560 overall units.

In addition to setting concept designs, the proposed Development Agreement Amendment permits the following:

1. Change the name of development to Kimballs Station.

2. Provide for a clubhouse with pool, hot tub and work out room; pocket parks; dog park; playgrounds; and outdoor seating areas.
3. Provides a public trailway along the East Jordan Canal from Kimballs Ln to 11900 South. The trail will be dedicated to the City and will hopefully preserve habitat for the existing wildlife along the canal to remain, and usable space for residents to enjoy. The Development Agreement Amendment states that the applicant will make reasonable good-faith efforts to preserve existing trees along the canal so long as such trees do not interfere with the physical improvements to be constructed in the development.
4. Installation of an 8-foot buffer wall located on the west property line adjacent to existing residential uses.
5. Restriction of vehicular access to 11900 S to emergency access only utilizing collapsible bollards.
6. Deviations from DCMC Section 9-32-030(A) regarding variations to residential unit sizes, rooflines, building heights, the maximum height of multiple family structures adjacent to less intense land uses, and the maximum number of attached units for townhouse style buildings. The development will be built in a manner that does not fully comply with all such requirements. Instead, the development will comply with the design and development standards included in the Development Agreement Amendment.
7. Deviations from DCMC Section 9-32-030(B). This section requires at least 50% brick, stone or synthetic stone on all sides of structures, and color variation of garage doors. The development will not comply with these requirements and will instead be built per the design and development standards shown in the Development Agreement Amendment.
8. Deviations from DCMC Section 9-32-030(C). This section imposes minimum setbacks for multiple-family structures over three stories in height; minimum width of 26-feet for alley accessways; garage setbacks of 20-feet from the right-of-way or alley; driveway depths of at least 20-feet excluding sidewalks; and setbacks between dwelling structures of not less than 15-feet. The applicable standards for this development will be as follows:
 - a. For multiple-family structures over three stories in height, the minimum setback will be ten-feet from the right-of-way of adjacent public roads;
 - b. The minimum width of alley accessways shall be twenty-feet;
 - c. Garage setbacks shall not be less than eighteen-feet from the right-of-way or private street;
 - d. Driveway depths shall be at least 18-feet excluding sidewalks; and
 - e. The distance between dwelling structures shall not be less than ten-feet.
9. Deviations from DCMC Section 9-32-030(D). This section requires sidewalks on both sides of all private streets. Sidewalks and pedestrian pathways will be installed throughout the development as shown in Development Agreement Amendment. The pedestrian pathways have been designed to minimize conflict between pedestrians and vehicles.

10. Deviations from DCMC Sections 9-32-030(C), 9-23-090 and 9-23-110. These sections impose perimeter landscaping requirements, a variety of different land use buffer requirements, and wall heights. This development will comply with the land use buffers set forth in the Development Agreement Amendment.
11. Deviations from DCMC Section 9-32-030(E). This section requires a minimum of 30% open space. This development will provide a minimum of 25% open space.
12. Deviations from DCMC 9-10-090, Table 9-10-3. This section imposes a maximum building height of 35-feet, but the four-story condominium buildings in this development will have a maximum height of 54-feet.
13. Deviations from DCMC Section 9-25-070. This section imposes various size requirements for carports, garages and other parking areas. The parking dimensions for this development will vary as follows:
 - a. Carports shall have a minimum inside dimension of nine-feet wide by eighteen-feet deep.
 - b. Parallel parking spaces shall be a minimum of twenty-feet deep.
14. Deviations from DCMC Section 9-26-070(B)(2). This section imposes certain requirements regarding the size and location of permanent on-site signs. The signage for this development will be determined in connection with Site Plan approval, and shall comply with the following requirements:
 - a. Signs at each entrance to the development shall not exceed the standard monument sign sizes set forth in DCMC Section 9-26-070(A)(2);
 - b. No more than two free standing signs are allowed, which shall be less than six feet (6') in height and the face of the signs shall be no more than twenty-four (24) square feet in size. The location of these signs will be determined in connection with Site Plan approval of the Project.
15. Deviations from DCMC Section 9-23-070(B). This section requires the preservation of trees and vegetation within the areas of required perimeter plantings, land use buffers, and yards. These standards will not apply to this development; however, the applicant has stated they will make reasonable good-faith efforts to preserve existing trees along the canal so long as such trees do not interfere with the physical improvements to be constructed in the development.
16. Deviations from Engineering Design Standards for the frontage improvements adjacent to the development on Kimballs Ln, no park strip will be installed. Instead, the applicant shall construct and dedicate to the City a ten-foot wide sidewalk adjacent to back of curb with trees planted every thirty-feet, as shown in the design and development standards shown in the Development Agreement Amendment.
17. Additional deviations from any other provision of the DCMC that would conflict with the layout, standards, and designs set forth in Development Agreement Amendment; however, the development shall still comply with applicable DCMC provisions directly affecting life, safety, and fire protection.
18. Minor deviations from the Development Agreement Amendment to be approved administratively by staff during the site plan, and subdivision plat reviews and approvals. Minor deviations are changes that: (i) do not materially affect the overall

design and development standards of the development; or (ii) are necessary due to unforeseen technical or engineering considerations.

Criteria For Approval.

DCMC does not contain criteria for review and potential approval of a Development Agreement. It does, however; contain a list of items that are required as part of an Agreement and limitations to a Development Agreement, as found in DCMC Section 9-5-200(C) and (D). This section depicts the required materials for such requests as:

- C. *Procedure: All development agreements, upon proper execution, shall be recorded with the respective County Recorder's Office, shall run with the land, and shall be binding on all successors in the ownership of the affected property. A development agreement shall contain, at a minimum, the following:*
- 1. A legal description of the land subject to the development agreement.*
 - 2. The restrictions or conditions to be attached to the property including development standards and the provision of public facilities.*
 - 3. The configuration of the project as shown on a project master plan.*
 - 4. A statement of the benefits and value the development agreement will have for the City as a whole, including, but not limited to, assurances of design standards, dedication and improvement of open space, parks, trails, amenities, or infrastructure such as public rights-of-way or utilities.*
 - 5. The time frames for performance by the parties.*
 - 6. A description of the various City approvals required before the commencement of construction and other procedures that will be required after approval of the development agreement.*
 - 7. Provisions for enforcement of the terms and conditions of the development agreement.*
 - 8. Provisions for making amendments to the development agreement.*
 - 9. The time limitation of the agreement.*
 - 10. Such other terms as may be proposed and agreed to between the City and developer or subdivider.*
- D. *Limitations:*
- 1. A development agreement under this section may not:*
 - a. Limit the City's authority in the future to:*
 - i. Enact a land use regulation; or*
 - ii. Take any action allowed under Utah Code Annotated Section 10-8-84, as amended;*
 - b. Require the City to change the zoning designation of an area of land within the City in the future; or*
 - c. Contain a term that conflicts with, or is different from, a standard set forth in an existing land use regulation that governs the area subject to the development agreement, unless the city council approves the*

development agreement in accordance with the same procedures for enacting a land use regulation under Utah Code Annotated Section 10-9a-502, including a review and recommendation from the planning commission and a public hearing.

2. *The City may not require a development agreement as the only option for developing land within the City.*
3. *To the extent that a development agreement does not specifically address a matter or concern related to land use or development, the matter or concern is governed by;*
 - a. *Utah Code Annotated 10-9a-530, as amended; and*
 - b. *Applicable land use regulations of this Title.*

Staff has reviewed the Development Agreement Amendment proposal. The Engineering Division has some additions that they would like included in the Development Agreement Amendment. Public improvements, such as sidewalk, park strip, curb and gutter, are required on both Kimballs Lane (11800 South) and 11900 South, except as modified by the Development Agreement Amendment. Where this project is effectively cutting off the potential extension of the public portion of 11900 South to connect to a public street in the future, a public cul-de-sac is required at the end of the public portion of the street to provide a turn-around that meets city standards. The cul-de-sac provides the required turn-around space for garbage trucks, snow plows, and emergency vehicles, as well as any public traffic using 11900 South. The concept site plan currently shows a hammer head turn around at the end of 11900 South, which may be impeded by the proposed collapsible bollards. Emergency services would be able to remove the collapsible bollards to turn around, but garbage trucks, snow plows, and the public would not.

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Development Agreement Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Engineering and Public Works Divisions Review. The Draper City Engineering and Public Works Divisions have completed their reviews of the Development Agreement Amendment submission. Comments from these divisions, if any, can be found in Exhibit A.

Building Division Review. The Draper City Building Division has completed their review of the Development Agreement Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Fire Division Review. The Draper City Fire Marshal has completed his review of the Development Agreement Amendment submission. Comments from this division, if any, can

be found in Exhibit A.

Legal Division Review. The Draper City Attorney has completed his review of the Development Agreement Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Noticing. Notice has been properly issued in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the request based on the findings listed below and the criteria for approval, or denial as listed within the staff report. The Planning Commission should also review the request, hear from the applicant, and receive public comment prior to making a decision.

If the Planning Commission decides to make a positive recommendation for approval of the request, staff recommends they include the following additional recommendations:

1. That right-of-way dedication is required for all public streets and shall comply with the city standard street sections, except for the modifications to the sidewalk/parkstrip configuration on Kimballs Ln as outlined in the Development Agreement Amendment.
2. The public improvements are required on all public street frontages, including street widening to the current city standard street width, curb, gutter, park strip, and sidewalk, with the exception of the sidewalk/parkstrip configuration on Kimballs Ln as outlined in the Development Agreement Amendment.
3. That at the west end of 11900 South where the public street ends, the north half of a public cul-de-sac that meets the city standard of 100-foot diameter right-of-way, be constructed and dedicated to the city.

MODEL MOTIONS AND FINDINGS

Sample Motion for Approval – I move that we forward a positive recommendation to the City Council for the Development Agreement Amendment, as requested by Mike Winters, representing Edge Homes for Kimballs Junction Development Agreement Amendment, application 2025-0293-DA, based on the findings for approval and subject to the recommendations listed in the Staff Report dated February 27, 2026.

Findings for Approval:

1. The Development Agreement Amendment complies with DCMC Section 9-5-

- 200(C) and (D).
2. The Development Agreement Amendment substantially complies with the intent of the Kimballs Lane Station Area Plan.

Sample Motion for Modified Approval– I move that we forward a positive recommendation to the City Council for the Development Agreement Amendment, as requested by Mike Winters, representing Edge Homes for Kimballs Junction Development Agreement Amendment, application 2025-0293-DA, based on the findings for approval and subject to the recommendations listed in the Staff Report dated February 27, 2026 and as modified by the following additional or modified recommendations below:

Additional Recommendations:

1. List any additional or modified recommendations...

Sample Motion for Denial – I move that we forward a negative recommendation to the City Council for the Development Agreement Amendment, as requested by Mike Winters, representing Edge Homes for Kimballs Junction Development Agreement Amendment, application 2025-0293-DA, based on the findings for denial listed in the Staff Report dated February 27, 2026, and as modified by the findings below:

Findings for Denial:

1. The Development Agreement Amendment does not substantially comply with the intent of the Kimballs Lane Station Area Plan.

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

We, the undersigned, as duly appointed members of the Draper City Development Review Committee, do acknowledge that the application which provides the subject for this staff report has been reviewed by the Committee and has been found to be appropriate for review by the Draper City Planning Commission and/or City Council.

Todd Draper

Digitally signed by Todd Draper
DN: C=US,
E=todd.draper@draperutah.gov,
O=Draper City Community
Development Department,
OU=Planning and Zoning,
CN=Todd Draper
Date: 2026.03.05 13:57:41-0700

Draper City Public Works Department

Draper City Planning Division

Don Buckley

Digitally signed by Don Buckley
DN: C=US, E=don.buckley@draper.ut.us,
O=Draper City Fire Department, OU=Fire
Marshal, CN=Don Buckley
Date: 2026.03.05 12:49:56-0700

Draper City Fire Department

Draper City Legal Counsel

Matthew Symes

Digitally signed by Matthew Symes
DN: C=US,
E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew
Symes
Date: 2026.03.05 11:48:09-0700

Draper City Building Division

EXHIBIT A DEPARTMENT REVIEWS

REVIEWS ARE NOT MEANT TO BE AN ALL INCLUSIVE LIST OF POSSIBLE COMMENTS OR CONDITIONS.

Planning Division Review.

1. Planning Staff has no outstanding redlines on the Development Agreement Amendment. The Planning Commission will need to review the documents and the proposal to determine if it is in substantial compliance with the intent of the Kimballs Station Area Plan.
2. The proposed development will provide the high-density housing that the State Legislature is looking for while completing missing sidewalk sections along Kimballs Ln and providing a public trailway for the nearby residents.

Engineering and Public Works Divisions Review.

1. Public right-of-way dedication is required on all public streets meeting the city standard street sections, with a modification to the sidewalk/parkstrip configuration on Kimballs Ln as outlined in the Development Agreement Amendment.
2. Public improvements are required on all public street frontages, including street widening to the current city standard street width, curb, gutter, park strip, and sidewalk, with a modification to the sidewalk/parkstrip configuration on Kimballs Ln as outlined in the Development Agreement Amendment.
3. At the end of the 11900 South where the public street ends, the north half of a public cul-de-sac that meets the city standard of 100-foot diameter right-of-way, be constructed and dedicated to the city.

Fire Division Review.

1. No comments provided.

EXHIBIT B LEGAL DESCRIPTION

The Property includes the following parcels identified by Salt Lake County Tax Parcel Number:

Tax Parcel 28-30-227-006

Beginning 514.55 feet South 89°47'37" West and 33 feet South 00°08'47" East from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence South 89°47'37" West 129 feet; thence South 00°08'47" East 394.97 feet; thence South 39°09'14" East 98.03 feet; thence North 00°08'47" West 326.21 feet; thence North 89°47'37" East 67.30 feet; thence North 00°08'47" West 145 feet to the point of beginning.
(0.837 acres)

Tax Parcel 28-30-227-014

Beginning at a point South 89°47'37" West 514.55 feet and South 0°08'47" East 33 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°47'37" East 80.24 feet, more or less, thence Southeasterly along a 373.00 foot radius curve to the right 504.17 feet (the chord of which bears South 39°42'52" East 466.66 feet); thence South 0°59'33" East 77.65 feet; thence Southeasterly along a 305.51 foot radius curve to the left 305.74 feet (the chord of which bears South 27°43'34" East 293.14 feet); thence South 0°07'56" East 25.27 feet, more or less, thence South 89°47'37" West 373.58 feet, more or less; thence North 39°09'14" West 327.47 feet; thence North 0°08'47" West 326.21 feet; thence North 89°47'37" East 67.30 feet; thence North 0°08'47" West 145.00 feet to the point of beginning.
(6.288 acres)

Tax Parcel 28-30-226-001

Beginning at a point which is South 0°05'15" West along the Section line 974.0 feet and North 89°54'45" West 728.61 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 0°55' East 534.11 feet to the Westerly bank of the East Jordan Canal; thence North 51°08' West (Deed: North 51°68' West) 168.68 feet; thence North 40.1 feet, more or less, to a point on the Easterly bank of the East Jordan Canal; thence Northwesterly along said Easterly bank of the East Jordan Canal to a point which is North 89°50' West along Section line 1209.9 feet and South 33 feet from the Northeast corner of said Section 30; thence North 89°50' West 124.2 feet to a fence corner; thence South 0°12' East 942.62 feet, more or less, along an old fence line; thence South 89°54'45" East 606.163 feet, more or less, to the point of beginning
(11.209 acres)

Tax Parcel 28-30-226-014

Beginning at a point which is South 00°05'15" West along the Section line 974 feet and North 89°54'45" West 607.81 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°54'45" West 120.80 feet; thence North 00°55'00" East 344.44 feet; thence South 89°54'45" East 115.29 feet; thence South 344.40 feet to the point of beginning.
(0.93 acres)

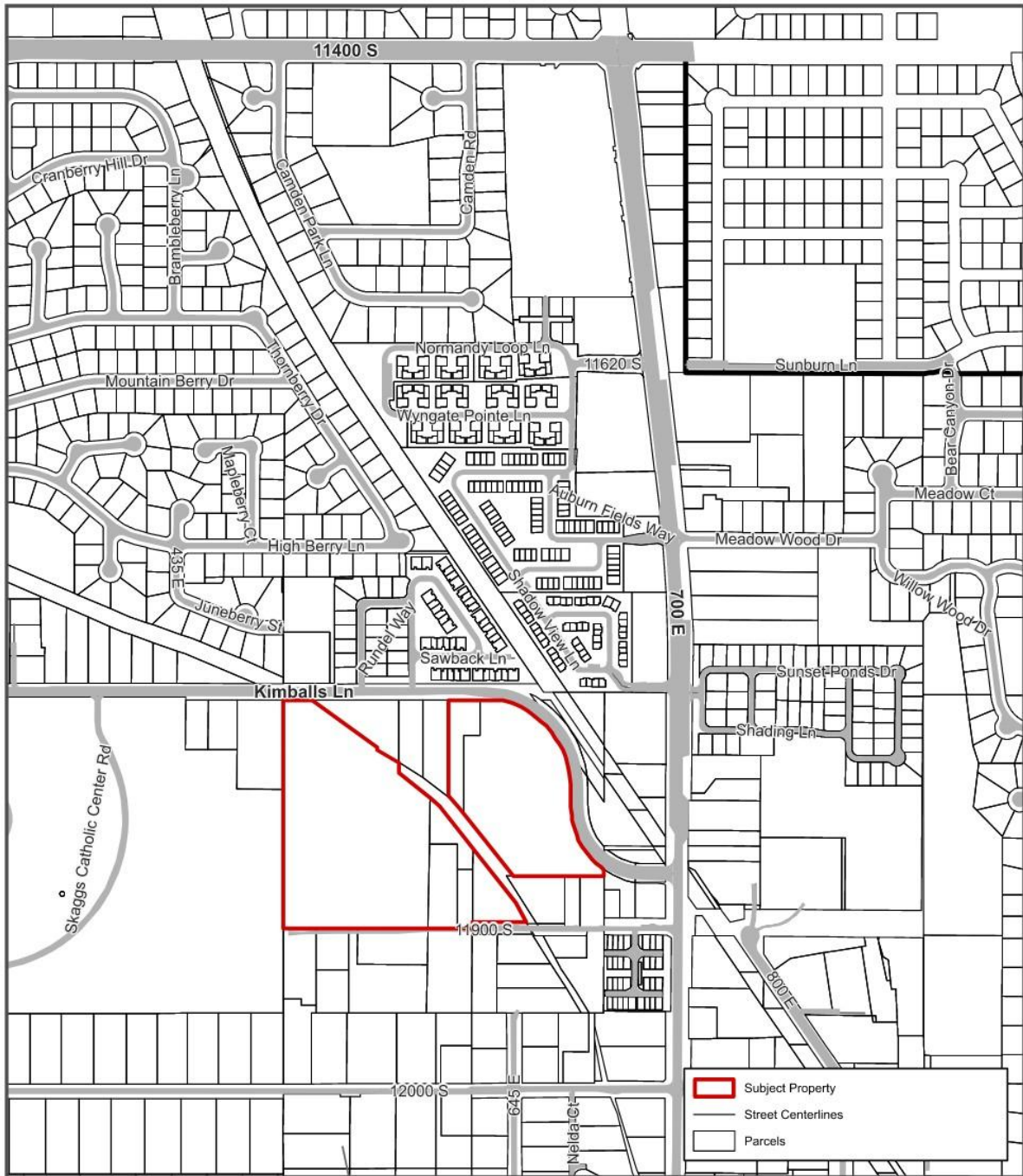
Tax Parcels 28-30-226-013 and 28-30-226-015

Beginning at a point which is South 00°05'15" West along the Section line 974 feet and North 89°54'45" West 542.01 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°54'45" West 65.80 feet; thence North 344.40 feet; thence North 89°54'45" West 115.29 feet; thence North 00°05'55" East 189.67 feet to the West bank of canal; thence South 51°08'00" East 49.52 feet; thence South 38°42'00" East 223.11 feet; thence South 329.12 feet to the point of beginning.
(0.911 acres)

Tax Parcel 28-30-226-005

Beginning at a point which is South 00°05'45" West 974 feet along the section line and North 89°54'15" West 309.79 feet and North 26°41'30" West 28.005 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 26°41'30" West 91.145 feet; thence North 38°41'30" West 286.149 feet; thence South 00° 00'54" West 304.41 feet; thence South 89°54'15" East 219.90 feet to the point of beginning.
(0.83 acres)

EXHIBIT C VICINITY MAP



Date Printed: 2/26/2026

Kimballs Junction Development Agreement

Vicinity Map



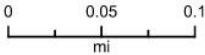
EXHIBIT D
AERIAL MAP



Date Printed: 2/26/2026

Kimballs Junction Development Agreement

Aerial Map



Subject Property

Street Centerlines

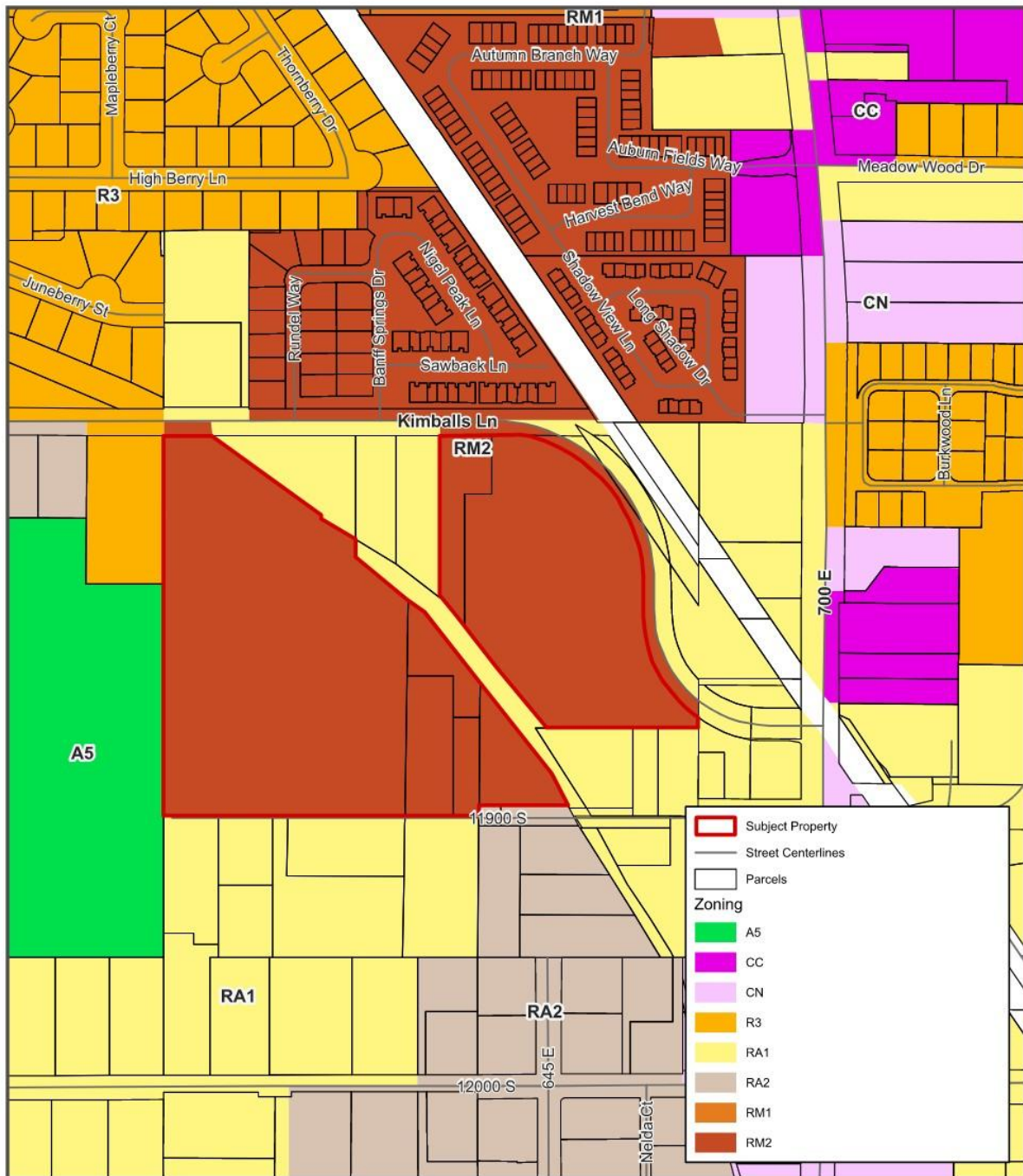
Parcels

Land Use

- Low-Medium Density (Up to 2du/ac)
- Medium Density (2-4 du/ac)
- Medium-High Density (4-8 du/ac)
- High Density (8-12 du/ac)
- Community Commercial
- Community/Neighborhood Commercial
- Neighborhood Commercial
- Cultural/Institutional
- Open Space/Parks

156

EXHIBIT F ZONING MAP



Date Printed: 2/26/2026

Kimballs Junction Development Agreement

Zoning Map

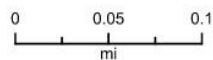


EXHIBIT G
DEVELOPMENT AGREEMENT AMENDMENT

**FIRST AMENDMENT TO
DEVELOPMENT AGREEMENT
FOR
KIMBALLS JUNCTION**

(a Planned Community in Draper City, Utah)

Date: _____

WHEN RECORDED, RETURN TO:

Draper City Recorder
1020 E Pioneer Rd.
Draper, UT 84020

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT FOR KIMBALLS JUNCTION

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT FOR KIMBALLS JUNCTION (this “**Amendment**”) is made and entered into as of the **xx** day of **month**, 2026, by and between Draper City, a Utah municipality (the “**City**”), Edge Land Kimballs Junction, LLC, a Utah limited liability company (“**Owner**”), and EDGE Homes Utah, LLC, a Utah limited liability company (“**Developer**”). The City, Owner, and Developer are sometimes referred to herein collectively as the “**Parties**.”

RECITALS

A. The City and Developer entered into that certain Development Agreement for Kimballs Junction dated June 17, 2025, which was recorded with the Salt Lake County Recorder’s Office on July 1, 2025, as Entry No. 14404896 (the “**Agreement**”) pertaining to approximately twenty (20) acres of real property described in *Exhibit A* of the Agreement (the “**Property**”).

B. Owner owns the Property, and Developer (an affiliated entity of Owner) intends to develop the Property into a new residential community.

C. Subject to its terms and provisions, the Agreement provides Developer with certain vested rights to develop a residential community on the Property with density of not less than 25 units per acre and not more than 27 units per acre (the “**Project**”), measured by dividing the total number of residential units by the total acreage of the Project.

D. The City’s legislative body approved the Agreement in accordance with the same procedures for enacting a land use regulation; accordingly, the Agreement complies with the requirements of Utah Code Ann. §10-20-508(2)(iii).

E. The Agreement provides for the Project to be expanded to include additional land adjacent to the north side of 11900 South so long as such additional land is contiguous to a parcel already included in the Project.

F. As set forth more fully below, Owner and Developer desire to expand the Project to include Salt Lake County Tax Parcel 28-30-226-005 (approximately 0.83 acres), thus expanding the size of the Project to be approximately twenty-one (21) acres.

G. To facilitate development of the Project, the Parties also desire to approve the Concept Site Plan attached hereto as Exhibit B (the “**Concept Plan**”) and adopt the design standards that will govern the Project in the form attached hereto as Exhibit C (the “**Design Standards**”).

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the Parties amend the Agreement and agree as follows:

1. **Incorporation of Recitals, Exhibits and Definitions.**

1.1. **Incorporation.** The foregoing Recitals and the attached **Exhibits “A” - “F”** are hereby incorporated into this Amendment.

1.2. **Definitions.** Unless otherwise defined in this Amendment, capitalized terms shall have the meanings specified in the “*Definitions*” section of the Agreement.

2. **Expansion of the Project.**

2.1. **Dunn Parcel.** Salt Lake County Tax Parcel 28-30-226-005, previously owned by Patrick and Staci Dunn, is hereby added to the Project. Owner purchased said parcel and acquired title to it via that certain Warranty Deed recorded in the Salt Lake County Recorder’s Office on February 13, 2026, as Entry No. 14500478. Accordingly, said parcel is included in the list of parcels comprising the Project in Exhibit A hereto.

3. **Development of the Project.**

3.1. **Concept Plan.** The Project shall be developed in accordance with the Concept Plan attached hereto as Exhibit B.

3.2. **Design and Development Standards.** The Concept Plan attached as Exhibit B together with the Design and Development Standards set forth in Exhibits C through F hereto shall govern the development and construction of the Project. To the extent said standards vary from the standards and requirements of the City’s zoning ordinances, including, without limitation, the provisions of Draper City Code § 9-32-010 et seq. (Multiple-Family Dwelling Development Standards) and Draper City Code § 9-23-010 et seq. (Landscaping and Screening), the Concept Plan attached as Exhibit B and the standards in Exhibits C through F of this Amendment shall govern and apply.

3.2.1. **Architecture.** The residential buildings in the Project shall be designed and constructed substantially similar to the architectural renderings and elevations attached hereto collectively as Exhibit D.

3.2.2. **Amenities and Open Space Plan.** The amenities and open space areas of the Project shall comply with the amenities and open space plan attached hereto as Exhibit E.

3.2.3. **Parking Plan.** Parking areas and parking stalls shall be provided in accordance with the parking plan attached hereto as Exhibit F.

3.2.4. **Buffer Wall.** Developer shall install an eight foot (8’) wall along that portion of the Project that is adjacent to Salt Lake County tax parcel 28-30-227-005. The wall shall be constructed with solid materials (not vinyl, chain link or wood slat).

Acceptable materials include concrete blocks (CMU), precast concrete, stone, brick, concrete with stucco, or Rhinorock precast concrete/composite. Developer shall obtain the required permit from the City prior to installing the wall.

3.2.5. 11900 South Connection. 11900 South shall not be used for vehicular ingress or egress to or from the Project. Instead, where the Project connects to 11900 South, collapsible bollards shall be installed for emergency access only.

3.3. Additional Plans/Studies. In connection with Developer's submissions for subdivision plat approval for the Project, Developer shall also submit a Site Plan application, including civil site plan drawings, lighting plans (i.e., photometric plans), landscaping and irrigation plans, building elevations, and traffic studies to be reviewed as part of the site plan application process.

3.4. Exemptions. To comply with the objectives of the Kimballs Station Area Plan and honor the vested density rights of this Project, the following provisions of the City's Multiple-Family Dwelling Development Standards in Sections 9-32-010 et seq. of the City Code (the "**Multi-Family Code**") and other provisions of the City Code shall be replaced by the design and development standards shown in Exhibits B through F hereto:

3.4.1. City Code §9-32-030(A). This section of the City Code imposes restrictions/requirements regarding variations of residential unit sizes, rooflines, building heights, height of multiple family structures adjacent to less intense land uses, and maximum number of attached units per townhouse style buildings. The Project will be developed and built out in a manner that does not comply with all such requirements. Instead, the Project will comply with the design and development standards shown in Exhibits B through F hereto;

3.4.2. City Code §9-32-030(B). This section of the City Code requires at least 50% brick, stone or synthetic stone on all sides of structures, and color variation of garage doors. The Project will not comply with these requirements. Rather, it will be built out in a manner that complies with the design and development standards shown in Exhibits B through F hereto;

3.4.3. City Code §9-32-030(C). This section of the City Code imposes minimum setbacks for multiple-family structures over three (3) stories in height; minimum width of 26 feet for alley accessways; garage setbacks of 20 feet from the right-of-way or alley; driveway depths of at least 20 feet excluding sidewalks; and setbacks between dwelling structures of not less than 15 feet. A strict application of these standards would prevent the Project from reaching the approved density (i.e., it would result in a density count less than the minimum density of 25 units per acre already approved when the Project was rezoned). Accordingly, the applicable standards for this Project will be as follows:

- For multiple-family structures over three (3) stories in height, the minimum setback will be ten feet (10') from the right-of-way of adjacent public roads;
- The minimum width of alley accessways shall be twenty feet (20');
- Garage setbacks shall not be less than eighteen feet (18') from the right-of-way or private street;

- Driveway depths shall be at least 18 feet excluding sidewalks; and
- The distance between dwelling structures shall not be less than ten feet (10').

3.4.4. City Code §9-32-030(D). This section of the City Code requires sidewalks on both sides of all private streets. For this Project, however, sidewalks are not required on the sides of private streets. Instead, pedestrian pathways will be installed throughout the Project as shown in Exhibits B through F hereto. The pedestrian pathways have been designed to minimize conflict between pedestrians and vehicles;

3.4.5. City Code §9-32-030(C), §9-23-090 and §9-23-110. These sections of the City Code impose perimeter landscaping requirements, a variety of different land use buffer requirements, and wall heights. A strict application of these standards is not feasible for this Project. Accordingly, this Project will comply with the landscaping plan approved as part of the Site Plan approval, as well as the land use buffers set forth in Exhibits B through F hereto.

3.4.6. City Code §9-32-030(E). This section of the City Code requires a minimum of 30% open space. This Project will provide a minimum of 25% open space;

3.4.7. City Code §9-10-090 and Table 9-10-3. These sections of the City Code impose a maximum building height of 35 feet, but the four-story condominium buildings in this Project will have a maximum height of fifty-four feet (54');

3.4.8. City Code §9-25-070. This section of the City Code imposes various size requirements for carports, garages and other parking areas. The parking dimensions for this Project that vary from the City Code are shall be:

- Carports shall have a minimum inside dimension of nine feet (9') wide by eighteen feet (18') deep (instead of 20' deep);
- Parallel parking spaces shall be a minimum of twenty feet (20') deep (instead of 22' deep).

3.4.9. City Code §9-26-070(B)(2). This section of the City Code imposes certain requirements regarding the size and location of permanent on-site signs. The signage for this Project will be determined in connection with Site Plan approval, and shall comply with the following requirements:

- Signs at each entrance to the Project shall not exceed the standard monument sign sizes set forth in §9-26-070(A)(2) of the City Code;
- No more than two (2) free standing signs are allowed, which shall be less than six feet (6') in height and the face of the signs shall be no more than twenty-four (24) square feet in size. The location of these signs will be determined in connection with Site Plan approval of the Project.

3.4.10. City Code §9-23-070(B). This section of the City Code requires the preservation of trees and vegetation within the areas of required perimeter plantings, land use buffers, and yards. These standards will not apply to this Project; provided, however, Developer shall make reasonable good-faith efforts to preserve existing trees along the canal so long as such trees do not interfere with the physical improvements to be constructed in the Project.

3.4.11. For the frontage improvements adjacent to the Project on Kimballs Lane, no park strip will be installed. Instead, Developer shall construct and dedicate to the City a ten foot (10') wide sidewalk adjacent to back of curb with trees planted every thirty feet (30'), as shown in the design and development standards shown in Exhibits B through F hereto.

3.4.12. Any other provision of the Multi-Family Code or other provisions of the City Code that would conflict with the layout, standards, and designs set forth in Exhibits B through F hereto; provided, however, that the Project shall still comply with applicable City Code provisions directly affecting life, safety, and fire protection.

3.5. **Approval Process.** This Amendment shall be approved by the City's legislative body in accordance with the same procedures for enacting a land use regulation as required by Utah Code Ann. §10-20-508(2)(iii). Following the City's approval of this Amendment, in connection with the site plan, platting, and subdivision approvals of the Project, minor deviations from this Amendment may be approved administratively such as, by way of example, moving an amenity from one area of the Project to another. For purposes of this Section 3.5, minor deviations shall mean changes that: (i) do not materially affect the overall design and development standards of the Project; or (ii) are necessary due to unforeseen technical or engineering considerations.

4. **Project Name.**

4.1. **Kimballs Station Master Planned Development.** The Project was previously referred to as "*Kimballs Junction*." Owner and Developer have changed the Project name to "*Kimballs Station*," a master planned development. Accordingly, the Project shall hereafter be known as Kimballs Station.

5. **Miscellaneous.**

5.1. **Scope.** The Agreement, as expressly amended by this Amendment, shall remain in full force and effect. In the event of any conflict between the provisions of the Agreement and the provisions of this Amendment, the provisions of this Amendment shall govern.

5.2. **Recordation.** This Amendment shall be recorded with the Salt Lake County Recorder's Office against the parcels described in Exhibit A hereto.

5.3. **Authority.** The Parties each warrant that they have all necessary authority to execute this Amendment. The signature of the City Manager below lawfully binds the City pursuant to Ordinance No. ____ adopted by the City on **month xx**, 2026.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment by and through their duly authorized representatives as of the day and year first herein above written.

OWNER:

Edge Land Kimballs Junction, LLC

Steven Maddox, Manager

DEVELOPER:

Edge Homes Utah, LLC

Steven Maddox
Its: CEO/Manager

Approved as to form and legality:

City Attorney

CITY

Draper City

By: _____
Its: City Manager

Attest:

City Recorder

CITY ACKNOWLEDGMENT

STATE OF UTAH)

:ss.

COUNTY OF SALT LAKE)

On the xx day of month, 2026, personally appeared before me _____ who being by me duly sworn, did say that he is the City Manager of Draper City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its City Council and said City Manager acknowledged to me that the City executed the same.

Seal:

NOTARY PUBLIC

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
 :ss.
COUNTY OF SALT LAKE)

On the xx day of month, 2026, personally appeared before me Steve Maddox, who being by me duly sworn, did say that he is the CEO and Manager of Edge Homes Utah, LLC, a Utah limited liability company, and that the foregoing instrument was duly authorized by the company and signed in behalf of said company.

Seal:

NOTARY PUBLIC

OWNER ACKNOWLEDGMENT

STATE OF UTAH)
 :ss.
COUNTY OF SALT LAKE)

On the xx day of month, 2026, personally appeared before me Steve Maddox, who being by me duly sworn, did say that he is the CEO and Manager of Edge Land Kimballs Junction, LLC, a Utah limited liability company, and that the foregoing instrument was duly authorized by the company and signed in behalf of said company.

Seal:

NOTARY PUBLIC

TABLE OF EXHIBITS

Exhibit "A"	Legal Description of Property/Project
Exhibit "B"	Concept Plan
Exhibit "C"	Design Standards
Exhibit "D"	Architectural Designs
Exhibit "E"	Amenities and Open Space Plan
Exhibit "F"	Parking Plan

Exhibit "A"
Legal Description of Property

The Property includes the following parcels identified by Salt Lake County Tax Parcel Number:

Tax Parcel 28-30-227-006

Beginning 514.55 feet South 89°47'37" West and 33 feet South 00°08'47" East from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence South 89°47'37" West 129 feet; thence South 00°08'47" East 394.97 feet; thence South 39°09'14" East 98.03 feet; thence North 00°08'47" West 326.21 feet; thence North 89°47'37" East 67.30 feet; thence North 00°08'47" West 145 feet to the point of beginning.
(0.837 acres)

Tax Parcel 28-30-227-014

Beginning at a point South 89°47'37" West 514.55 feet and South 0°08'47" East 33 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°47'37" East 80.24 feet, more or less, thence Southeasterly along a 373.00 foot radius curve to the right 504.17 feet (the chord of which bears South 39°42'52" East 466.66 feet); thence South 0°59'33" East 77.65 feet; thence Southeasterly along a 305.51 foot radius curve to the left 305.74 feet (the chord of which bears South 27°43'34" East 293.14 feet); thence South 0°07'56" East 25.27 feet, more or less, thence South 89°47'37" West 373.58 feet, more or less; thence North 39°09'14" West 327.47 feet; thence North 0°08'47" West 326.21 feet; thence North 89°47'37" East 67.30 feet; thence North 0°08'47" West 145.00 feet to the point of beginning.
(6.288 acres)

Tax Parcel 28-30-226-001

Beginning at a point which is South 0°05'15" West along the Section line 974.0 feet and North 89°54'45" West 728.61 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 0°55' East 534.11 feet to the Westerly bank of the East Jordan Canal; thence North 51°08' West (Deed: North 51°68' West) 168.68 feet; thence North 40.1 feet, more or less, to a point on the Easterly bank of the East Jordan Canal; thence Northwesterly along said Easterly bank of the East Jordan Canal to a point which is North 89°50' West along Section line 1209.9 feet and South 33 feet from the Northeast corner of said Section 30; thence North 89°50' West 124.2 feet to a fence corner; thence South 0°12' East 942.62 feet, more or less, along an old fence line; thence South 89°54'45" East 606.163 feet, more or less, to the point of beginning
(11.209 acres)

Tax Parcel 28-30-226-014

Beginning at a point which is South 00°05'15" West along the Section line 974 feet and North 89°54'45" West 607.81 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°54'45" West 120.80 feet; thence North 00°55'00" East 344.44 feet; thence South 89°54'45" East 115.29 feet; thence South 344.40 feet to the point of beginning.
(0.93 acres)

Tax Parcels 28-30-226-013 and 28-30-226-015

Beginning at a point which is South 00°05'15" West along the Section line 974 feet and North 89°54'45" West 542.01 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°54'45" West 65.80 feet; thence North 344.40 feet; thence North 89°54'45" West 115.29 feet; thence North 00°05'55" East 189.67 feet to the West bank of canal; thence South 51°08'00" East 49.52 feet; thence South 38°42'00" East 223.11 feet; thence South 329.12 feet to the point of beginning.
(0.911 acres)

Tax Parcel 28-30-226-005

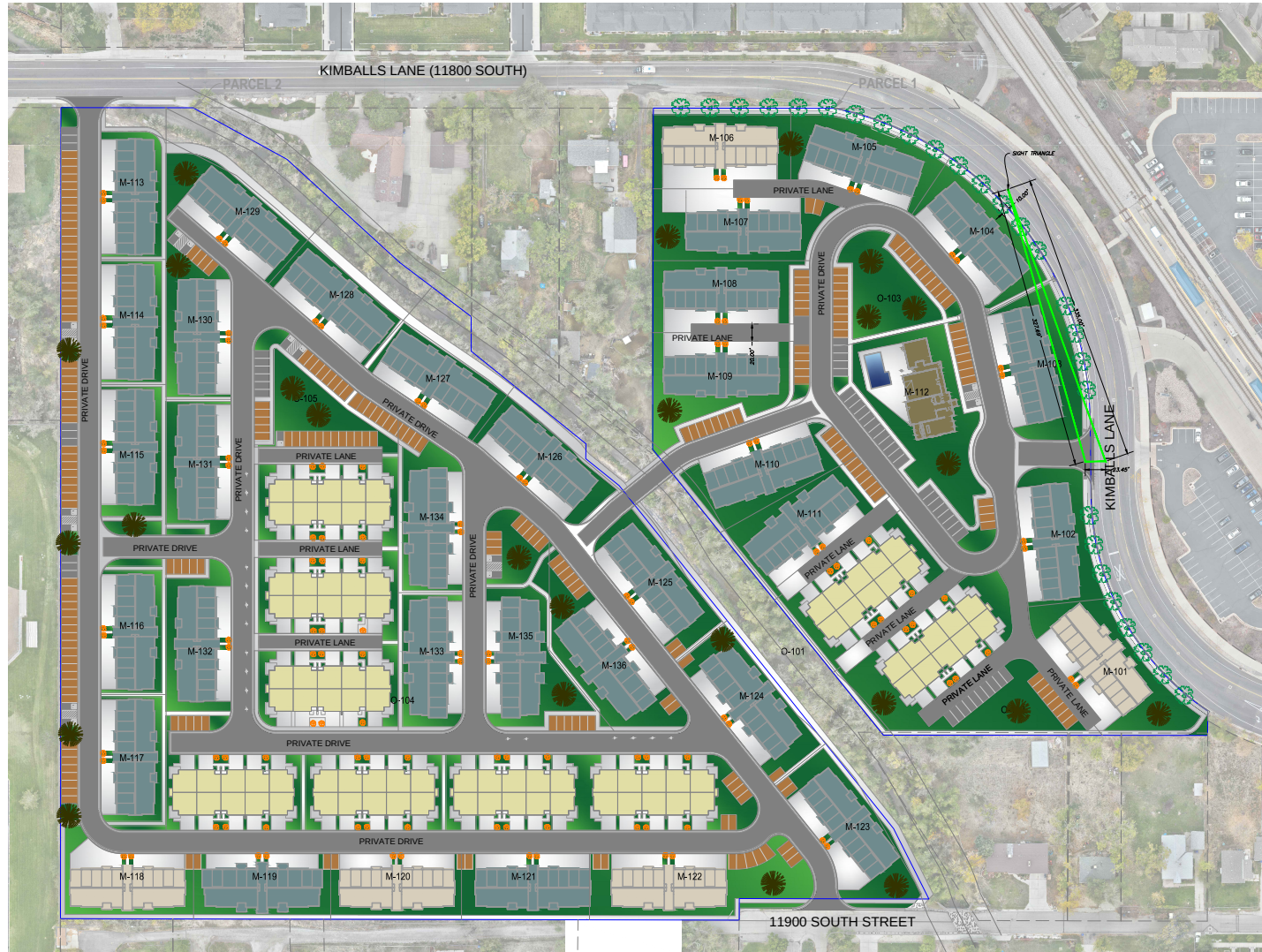
Beginning at a point which is South 00°05'45" West 974 feet along the section line and North 89°54'15" West 309.79 feet and North 26°41'30" West 28.005 feet from the Northeast corner of Section 30, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 26°41'30" West 91.145 feet; thence North 38°41'30" West 286.149 feet; thence South 00°00'54" West 304.41 feet; thence South 89°54'15" East 219.90 feet to the point of beginning.
(0.83 acres)

**Exhibit “B”
Concept Plan**

Attached.

PARCEL 2 - PARKING MATRIX	
DESCRIPTION	QUANTITY
OUTDOOR COVERED PARKING	168
OUTDOOR UNCOVERED PARKING	27
DRIVEWAY PARKING	380
GARAGE PARKING	380
STREET PARKING	15
TOTAL	970

- 10-PLEX 3 STORY CONDO
- 14-PLEX 4 STORY CONDO
- B2B 10-PLEX TOWNHOME
- COVERED PARKING

[illegible]

DESIGNED BY:	AEW	DATE: 28 JAN 2026	REV:
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OF 07 SHEETS
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**Exhibit “C”
Design Standards**

Attached.

KIMBALLS STATION

MASTER PLANNED DEVELOPMENT



21 ACRE RESIDENTIAL COMMUNITY

632 E KIMBALLS LN | DRAFT **173** JT

1A: Kimballs Station

Introduction

Located along the Wasatch Front, EDGEhomes' Kimballs Station has been planned as a premier 21-acre planned residential community with vested density rights of no less than 25 units/acre and no more than 27 units/acre. Kimballs Station is designed with sustainability in mind and will provide stable residential housing while supporting ridership opportunities at the nearby Kimballs Lane Trax Station, connecting this community to the rest of the Wasatch Front.

The Kimballs Station site is located off Kimballs Lane near 700 East and 11800 South in Draper City, adjacent to the Juan Diego Catholic High School and the Kimballs Lane Trax Station. This location provides easy access to the State's major transportation corridors, adjacent cities, shopping, and nearby schools and hospital. This transit-oriented development, bisected by the East Jordan Canal, provides home-ownership opportunities and a great place to establish roots in Draper City for all age groups.

30 price-controlled workforce housing units are provided to assist first-responders, teachers, nurses, City employees, and others with home-ownership. Kimballs Station also helps meet the State's mandated Housing and Transit Reinvestment Zone criteria.

Project Highlights:

- 21 acres
- 1-acre Amenity Area close to Kimballs Lane Trax Station
- 4,800 square-foot Clubhouse
- Swimming Pool
- Hot Tub
- Pocket Parks
- Dog Parks
- Playgrounds
- Gathering & Seating Areas
- 1.5 miles in Sidewalks and Trails



1B: Site Plan

Designed to embrace a modern, transit-oriented lifestyle, Kimballs Station offers a mix of residential living within walking distance of the Kimballs Lane Trax Station. This thoughtfully planned community features a blend of townhome and condominium buildings that appeal to a diverse range of residents from young professionals to growing families and active retirees.

The project emphasizes connectivity, open space, and quality of life. The East Jordan Canal bisects the property and will be integrated as a defining natural amenity, with a pedestrian trail and landscaped greenway creating an inviting recreational corridor through the heart of the community. Considerable effort will be made to preserve existing trees along and adjacent to the canal; areas near the canal that need to be disturbed to facilitate the development of Kimball's Station will be seeded with a native mix to maintain its natural aesthetic. Residents will enjoy access to a clubhouse, swimming pool, hot tub, trails, playgrounds, dog parks, seating areas, and pocket parks.

The project layout is depicted below.



2A: Unified Pattern of Development

The Kimballs Station development will adhere to a cohesive set of site design standards intended to promote high-quality architecture, pedestrian connectivity, and a vibrant, livable community environment consistent with Draper City's Station Area Plan.

Site Organizations and Layout

The site is designed around a connected street and trail network that prioritizes pedestrian movement and access to transit. The layout emphasizes walkability and permeability, with direct connections to the Kimballs Lane Trax Station, the East Jordan Canal Trail, and internal open space amenities.

Architectural Character and Building Placement

Architecture will reflect a high-end, contemporary design aesthetic utilizing durable, quality materials that complement the surrounding urban fabric. Architecture will be consistent with the images shown in these Design Standards. Variations in rooflines, façades, and setbacks will be employed to create visual interest and avoid monotony.

Open Space and Landscaping

Landscaping will be integral to the project's character, with the East Jordan Canal serving as a central open space feature. A continuous, landscaped pedestrian trail will run along the west side of the canal. Additional trails link the pocket parks to the clubhouse and pool area. Planting palettes will incorporate native and drought-tolerant species to enhance sustainability and reduce long-term maintenance needs.

Access, Circulation, and Parking

Internal streets will vary in size according to their level of traffic use. All internal streets will be privately owned and maintained by the Kimballs Station Homeowners Association. Roadway and alleyway widths are described in Sections 2B and 2C below.





2B: Setbacks & Parking Standards

The Kimballs Station community is designed to balance density and livability within the context of Draper City's Station Area Plan, which envisions a cohesive redevelopment pattern within a ½-mile radius of the Kimballs Lane TRAX Station. Setbacks and building separations in this project contemplate the future build-out of the entire Station Area Plan, ensuring that this community integrates seamlessly as adjacent properties within the Station Area Plan are redeveloped in the future.

Building Setbacks and Separation

Residential buildings will generally be spaced a minimum of 10 feet apart with setbacks designed to enhance the streetscape and create usable outdoor areas. Where possible, building placement will reinforce a defined street edge, with garages and driveways positioned to reduce visual dominance along public roadways such as Kimballs Lane and 11900 South. Buildings will be placed a minimum of 10 feet from the boundary lines of adjacent residential properties within the Station Area Plan. Additional landscaping elements such as trees, berms, swales, or shrubs will be used in areas directly adjacent to existing residential homes to buffer the two uses.

Driveways and Parking Design / On-Street Parking

Driveways serving individual units will maintain a minimum depth of 18 feet to allow for vehicle parking. Parking throughout the site will be designed to ensure convenience and efficiency. Perpendicular parking stalls will be 9 feet x 18 feet, and parallel parking stalls will be 9' x 20'. Townhome parking requirements are 4 spaces/unit (2 garage spaces, 2 driveway spaces). Condominium parking requirements are 2 spaces/unit (1 garage or covered parking space plus 1 driveway or covered parking space). Additional guest parking will be spread throughout the site. Current Draper City code requires each unit to provide 2.25 parking spaces (2 per unit + 1 guest stall per 4 units). Applying this matrix, Kimball's Station is required to provide 1,260 parking stalls through a combination of garage, street, and guest off-street parking. This site plan proposes a total of 1,375 parking spaces.

On-street parking will be limited to one side of the street to maintain safe travel lanes and accommodate emergency vehicle access. No parking will be allowed in private alleyways.

Garage and Façade Relationship

Garages will be designed to be subservient to front porches and building façades, reducing their visual prominence and supporting an attractive, pedestrian-oriented streetscape. Architectural treatments, varied setbacks, and porch features will be employed to ensure garage doors do not dominate the public view.

Roadway and Alleyway Width Standards

All primary and secondary roadways will accommodate two-way traffic, on-street parking (one side), emergency access, and pedestrian safety within a compact, walkable street network. These roadways will be at least 27' wide from front of curb to front of curb. All alleyways will be 20' wide, accommodate two-way traffic, prohibit parking on both sides, provide access to garages and support safe, low-speed shared use between vehicles and pedestrians.



2C: Alleyway Design and Shared Access Standards

The Kimballs Station community incorporates a series of alleyways designed to efficiently serve residential garages while maintaining a safe environment.

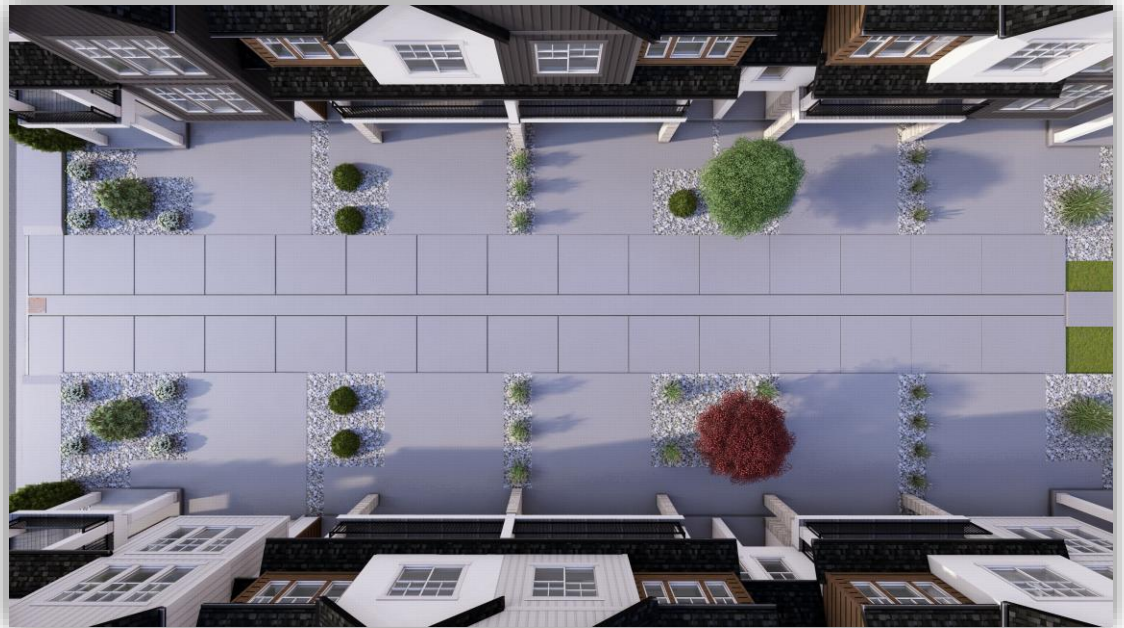
Safety and Shared Use Design

All alleyways will be designed with pedestrian safety as a primary consideration. Each alley will be at least 20-feet in width, providing adequate space for both vehicle passage and pedestrian movement within a shared-surface environment. Features such as enhanced paving materials, clear sightlines and adequate lighting will ensure that both vehicles and pedestrians can comfortably share these spaces.

Design elements may include:

- Textured or decorative paving to visually cue drivers to pedestrian presence
- Curbless or shared-surface design to reinforce the multi-use nature of alleyways
- Landscape accents or planters to soften edges and define pedestrian zones

Private alleyways and landscaping will be maintained by the Kimballs Station Homeowner's Association.



2D: Building Heights and Massing

The Kimballs Station development is designed to establish a high-quality, urban residential environment that aligns with the vision and density objectives of Draper City's Station Area Plan.

Height and Urban Form

Building heights within Kimballs Station will reflect a fully realized Station Area buildout, promoting an urban residential character consistent with the City's long-range plans for this district. The project will feature a mix of 3- and 4-story buildings that create a strong street presence, reinforce a pedestrian-oriented scale, and frame public spaces and internal streets with visually engaging façades.

Building Height Standards

Building heights will vary by product type and location to create architectural diversity and interest throughout the community. 4-story condominium buildings shall be a maximum of 60 feet in height, measured from the average adjacent finished grade to the average pitch of the roof. 3-story townhomes and condominium buildings shall be a maximum of 50 feet in height, measured from the average adjacent finished grade to the average pitch of the roof.

Building Articulation

Building forms will be broken up using horizontal and vertical articulation, balconies, varied rooflines, and changes in materials and colors. These elements will ensure visual richness and maintain a comfortable human scale despite the higher density consistent with the images shown on this page.

Roof Forms, Architectural Elements, and Covered Parking Structures

Rooflines will vary across building clusters to enhance visual interest while maintaining a cohesive overall aesthetic. Pitched, flat, or parapet roofs may be utilized as appropriate to each architectural style. Building entries and corner elements will receive additional design emphasis through articulation, glazing, and materials that enhance the project's urban character and contribute to a unified neighborhood identity.





3A: Open Space Framework

The Kimballs Station community plan provides functional open space in the form of trails, clubhouse and pool/hot tub area, playgrounds, gathering and seating areas, dog parks, pocket parks and landscaping without compromising the projects approved density rights. Open spaces will not only provide recreational opportunities and visual relief within a dense urban setting but will also serve as essential components of the project's stormwater management, pedestrian circulation, and neighborhood identity.

East Jordan Canal

The East Jordan Canal is integrated into the project's design as a public-facing amenity with a walking trail on the west side of the canal and enhanced native plantings. This trail will extend from Kimballs Lane on the north to 11900 South on the southern end.

Connectivity

Pedestrian pathways connect all parts of the community with the goal of Trax ridership in mind. Trails are designed for accessibility, safety, and comfort. Trails connect key nodes such as pocket parks, open lawn areas, the clubhouse and pool area, and seating areas. A crosswalk connecting the project to the Kimballs Lane Trax Station will further align with Draper's vision for increased use of public transit.

Landscaping Design and Materials

Landscaping throughout Kimballs Station will establish a unified aesthetic that complements the architecture and reinforces the urban character of the community. A mix of native and drought-tolerant species will be utilized to create visual interest, ensure sustainability, and minimize long-term maintenance needs. Street trees, plantings, and buffer zones will be carefully arranged to define edges, provide shade, and soften building massing. Landscape maintenance standards will ensure that all open spaces remain attractive, functional, and safe over time. All common space landscaping will be owned and maintained by the Kimballs Station Homeowner's Association.

A professionally designed landscape plan, provided at the subdivision and site plan approval stage, will be utilized to ensure consistent theming and visual appeal throughout the project.

3B: Site Amenities

Clubhouse Area

Kimballs Station includes a very robust amenities package. A Clubhouse, hot tub, and pool area are planned to accommodate a range of resident's needs and activities. This large clubhouse, exceeding 4,800 square feet, will serve as the primary community hub. It will include a food serving area, fitness room, work zones, game room, and lounge spaces for informal gatherings, meetings, or events. Clubhouse will be open to the residents of Kimballs Station as well as private, reservable areas for family & friend gatherings. Interior design will emphasize openness and comfort, featuring ample natural light, durable materials, and a modern aesthetic.

This clubhouse will be strategically located with convenient pedestrian access from residential clusters and nearby open space areas, fostering walkability and neighborhood interaction.

Pool and Outdoor Amenity Area

Adjacent to the clubhouse, a 25' x 50' outdoor swimming pool and hot tub will serve as a key recreational feature within the development. The pool area will include ample lounge seating, shaded awnings, and social seating areas, designed to create a resort-style atmosphere for residents. Landscaping, fencing, and lighting will be incorporated to provide safety, privacy, and aesthetic appeal.

Design and Integration

The clubhouse building materials, rooflines, and detailing will complement the surrounding townhome and condominium architecture, reinforcing a cohesive community identity.



3C: Clubhouse



3D: Additional Site Amenities



3D: Additional Site Amenities



4A: Architecture

The design of buildings within the project will emphasize timeless, durable materials, human-scale proportions, and thoughtful detailing that contribute to a distinctive yet harmonious neighborhood identity. Detailed architectural designs, elevations, and material percentages are shown as Exhibit D in the First Amendment to the Kimballs Station Development Agreement.

Architectural Character and Consistency

All buildings within Kimballs Station will exhibit a consistent architectural style and character. While individual buildings may vary in form and detailing, the overall composition will maintain a cohesive aesthetic designed to stand the test of time.

Building Materials and Façade Treatments

Primary exterior materials will include a combination of brick, stone, composite siding, and stucco, applied to all four sides of every structure to ensure a fully finished and high-quality appearance. Brick and stone will be used as grounding materials to convey permanence and quality. Composite siding will offer a contemporary aesthetic and long-term resilience. Stucco finishes will be applied with attention to texture and detailing to complement other materials and architectural forms. Façades and exterior materials will be consistent with the images shown in these Design Standards.

Roof Design and Pitches

Roof forms within the development will vary between flat and pitched designs to create visual diversity and architectural variation. Primary roof pitches will generally range from 5:12 to 10:12, allowing for distinct massing and varied streetscapes. Porch roofs may employ lower slopes, typically around 3:12, to enhance entry definition and pedestrian scale. Overhangs, parapets, and cornice details may be used to provide shadow and articulation, reinforcing architectural character and continuity.

Color Palette and Coordination

Exterior colors will be muted and natural in tone, reflecting the quality and permanence of the architecture. The palette will generally include a range of earth tones, warm neutrals, grays, off-whites, and subtle accent hues that harmonize with brick, stone, and composite materials.

Porches and Entry Features

Front porches and patios are essential architectural elements, serving to enhance the streetscape and encourage community interaction. Porch materials and detailing will be consistent with the main building architecture, with attention given to columns, railings, and trim design to ensure a unified appearance.

Architectural Detailing and Durability

Architectural detailing will focus on clean lines, proportionate massing, and quality craftsmanship. Window and door trim, cornices, and accent materials will be used to provide depth and variation. The combination of durable materials, well-defined forms, and refined detailing will create an environment that maintains its appeal over time.



5A: Purpose

The standards and specifications set forth in these design standards for Kimballs Station shall govern the development and construction of all improvements in the project. To the extent there are any differences or inconsistencies between the standards set forth herein, on the one hand, and the provisions of the City code, on the other hand, the standards and specifications in these design standards shall govern. Moreover, the site layout, building architecture, and site amenities within the project shall be built in a manner consistent with the images contained in these design standards.



**Exhibit “D”
Architectural Designs**

Attached



Aria (14 Plex)
Color A

Elevation Material Percentages

- FRONT**
- Stucco: 38%
 - Composite: 38%
 - Stone/Brick: 24%
- BACK**
- Stucco: 45%
 - Composite: 39%
 - Stone/Brick: 16%
- SIDE**
- Stucco: 53%
 - Composite: 3%
 - Stone/Brick: 44%



Aria
Back Elevation



Aria (14 Plex)
Color B



Aria
Side Elevation



Aria (14 Plex)
Color C

— ARIA  CONDOS —



Asher (14 Plex)
Color A

Elevation Material Percentages

- FRONT**
- Stucco: 41%
 - Composite: 37%
 - Stone/Brick: 22%
- BACK**
- Stucco: 45%
 - Composite: 37%
 - Stone/Brick: 18%
- SIDE**
- Stucco: 52%
 - Composite: 3%
 - Stone/Brick: 45%



Asher
Back Elevation



Asher (14 Plex)
Color B



Asher
Side Elevation



Asher (14 Plex)
Color C



Asher (10 Plex)
Color A

Elevation Material Percentages

- FRONT
 - Stucco: 42%
 - Composite: 26%
 - Stone/Brick: 32%
- BACK
 - Stucco: 43%
 - Composite: 32%
 - Stone/Brick: 25%
- SIDE
 - Stucco: 36%
 - Composite: 3%
 - Stone/Brick: 61%



Asher
Back Elevation



Asher (10 Plex)
Color B



Asher
Side Elevation



Asher (10 Plex)
Color C



Finley (10 Plex)
Color A

Elevation Material Percentages

- FRONT
- Stucco: 58%
 - Composite: 36%
 - Stone/Brick: 6%
- BACK
- Stucco: 58%
 - Composite: 36%
 - Stone/Brick: 6%
- SIDE
- Stucco: 59%
 - Composite: 41%
 - Stone/Brick: 0%



Finley
Back Elevation



Finley (10 Plex)
Color B



Finley
Side Elevation

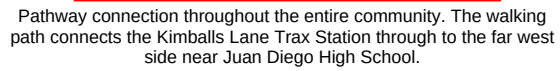


Finley (10 Plex)
Color C

**Exhibit “E”
Amenities and Open Space Plan**

Attached

Draper, UT



Clubhouse with pool, exercise facility, and gathering area both indoors and out.

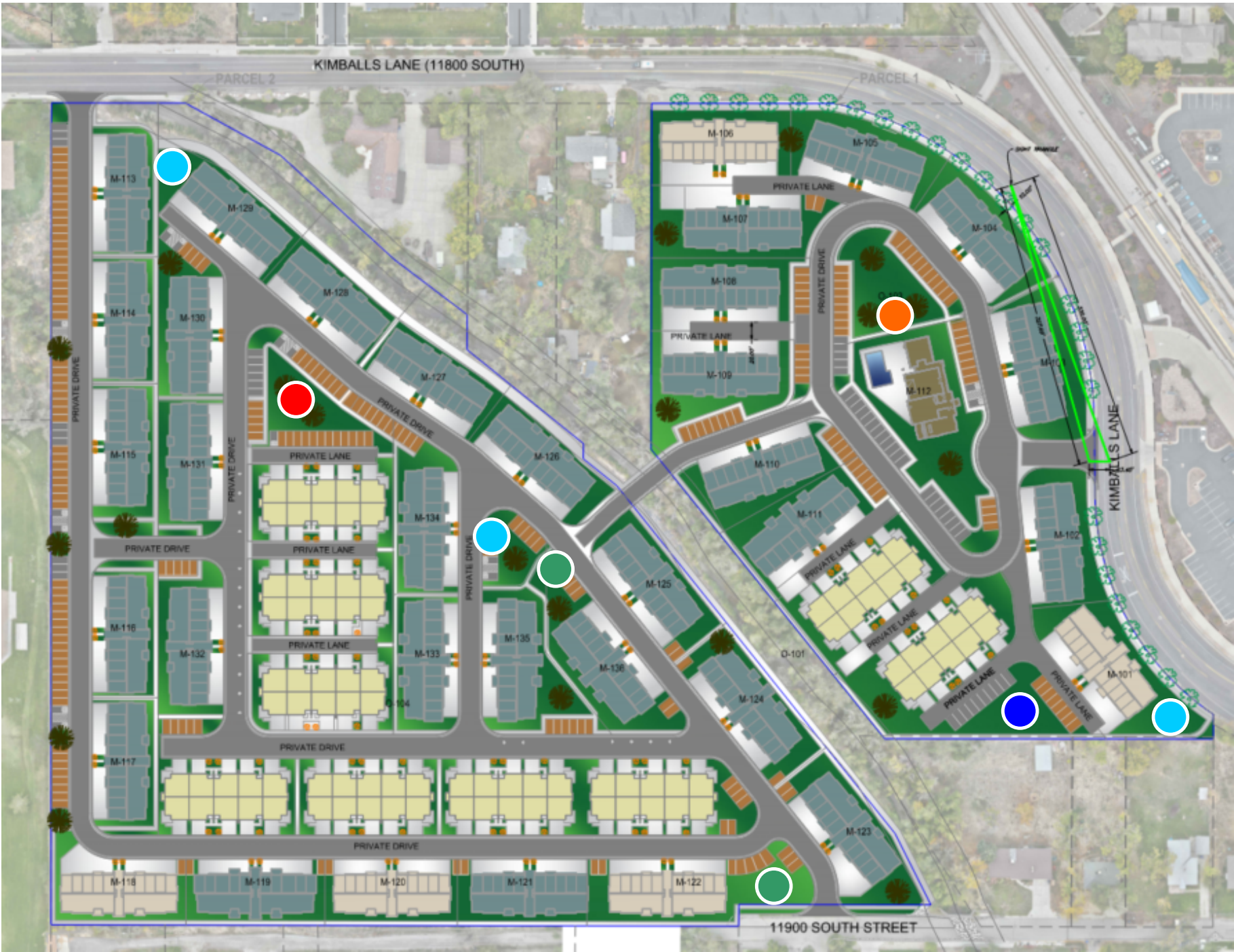


Kimball's Station Amenities

Draper, UT

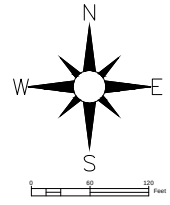


Gathering areas that are purposefully designed spaces where residents can socialize, relax, and build a sense of connection. These areas include features like seating, shade structures, green spaces, BBQ areas, a dog park, and tot-lots that encourage people to spend time outdoors.



**Exhibit “F”
Parking Plan**

DRAPER KIMBALLS LANE STATION
PRELIMINARY SITE PLAN



PARCEL 1 - PRODUCT MATRIX		
DESCRIPTION	QUANTITY	UNITS
14-PLEX 4-STORY CONDO	9	126
10-PLEX 3-STORY CONDO	2	20
B2B 10-PLEX TOWNHOME	2	20
TOTAL	13	166

PARCEL 1 - PARKING MATRIX	
DESCRIPTION	QUANTITY
OUTDOOR COVERED PARKING	72
OUTDOOR UNCOVERED PARKING	33
DRIVEWAY PARKING	150
GARAGE PARKING	150
STREET PARKING	0
TOTAL	405

PARCEL 2 - PRODUCT MATRIX		
DESCRIPTION	QUANTITY	UNITS
14-PLEX 4-STORY CONDO	21	294
10-PLEX 3-STORY CONDO	3	30
B2B 10-PLEX TOWNHOME	7	70
TOTAL	31	394

PARCEL 2 - PARKING MATRIX	
DESCRIPTION	QUANTITY
OUTDOOR COVERED PARKING	168
OUTDOOR UNCOVERED PARKING	27
DRIVEWAY PARKING	380
GARAGE PARKING	380
STREET PARKING	15
TOTAL	970

PARCEL 1

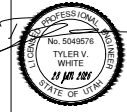
AREA: 310,396 SQ. FT., 7.13 ACRES
IMPERVIOUS AREA: 215,826 SQ. FT.
OPEN SPACE AREA: 94,570 SQ. FT.

PARCEL 2

AREA: 604,693 SQ. FT., 13.88 ACRES
IMPERVIOUS AREA: 466,278 SQ. FT.
OPEN SPACE AREA: 138,415 SQ. FT.

LEGEND:

- 10-PLEX 3 STORY CONDO
- 14-PLEX 4 STORY CONDO
- B2B 10-PLEX TOWNHOME
- COVERED PARKING



DRAPER CITY

CITY ENGINEER DATE

DATE	BY	CHK	APP

PROJECT NO.	DATE	DATE	DATE
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20
2021-01-20	2021-01-20	2021-01-20	2021-01-20

EDGE HOMES
KIMBALLS LANE STATION
PLANNING CONCEPT PLAN



EXHIBIT H
KIMBALLS LANE STATION AREA PLAN RECOMMENDATIONS

PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION

KIMBALLS LANE STATION PRINCIPLES



1 **MANAGE FUTURE TRANSITIONS IN EXISTING AGRICULTURAL LANDS:**

Kimballs Lane Station is unusual within the TRAX network as it contains undeveloped land historically used for agriculture immediately adjacent to the station. As expected growth occurs within station area boundaries, it is anticipated that this land is likely to be developed. This principle seeks to guide the transformation of agricultural parcels in a way that allows for responsible growth with development that is context-sensitive, respects the scale of surrounding neighborhoods, and incorporates open space and natural elements.



2 **BETTER UTILIZE UTA OWNED LAND TO ADDRESS DESIRED STATION AREA PLANNING OUTCOMES:**

There is the opportunity at Kimballs Lane station to make better use of the state-owned land to the east of the station to address UTA's goals of expanded housing choice and density while encouraging additional ridership. Currently, the transit parking is operating below capacity, presenting an opportunity to consider the site for mixed-use development that supports plan goals.



3 **IMPROVE PORTER ROCKWELL TRAIL ACCESS AND WAYFINDING:**

Enhancing connectivity to the Porter Rockwell Trail is key to supporting active transportation and recreation. Clear signage and improved trail access points will make the trail easier to navigate and more inviting for pedestrians and cyclists.



4 **CONSIDER SAFE ROUTES TO THE SCHOOL AND A NEW MULTI-USE PATH:**

Ensuring that students can safely walk or bike to the nearby school campus is a top priority. This includes the development of a new multi-use path that supports a safe, comfortable, and direct route for children and families, encouraging more sustainable travel habits.



5 **FILL SIDEWALK AND BIKE LANE GAPS ON KIMBALLS LANE AND 700 E:**

Completing missing segments of sidewalks and bike lanes on key corridors like Kimballs Lane and 700 E is essential for creating a continuous, safe network for pedestrians and cyclists. This effort will improve connectivity, safety, and accessibility throughout the station area.

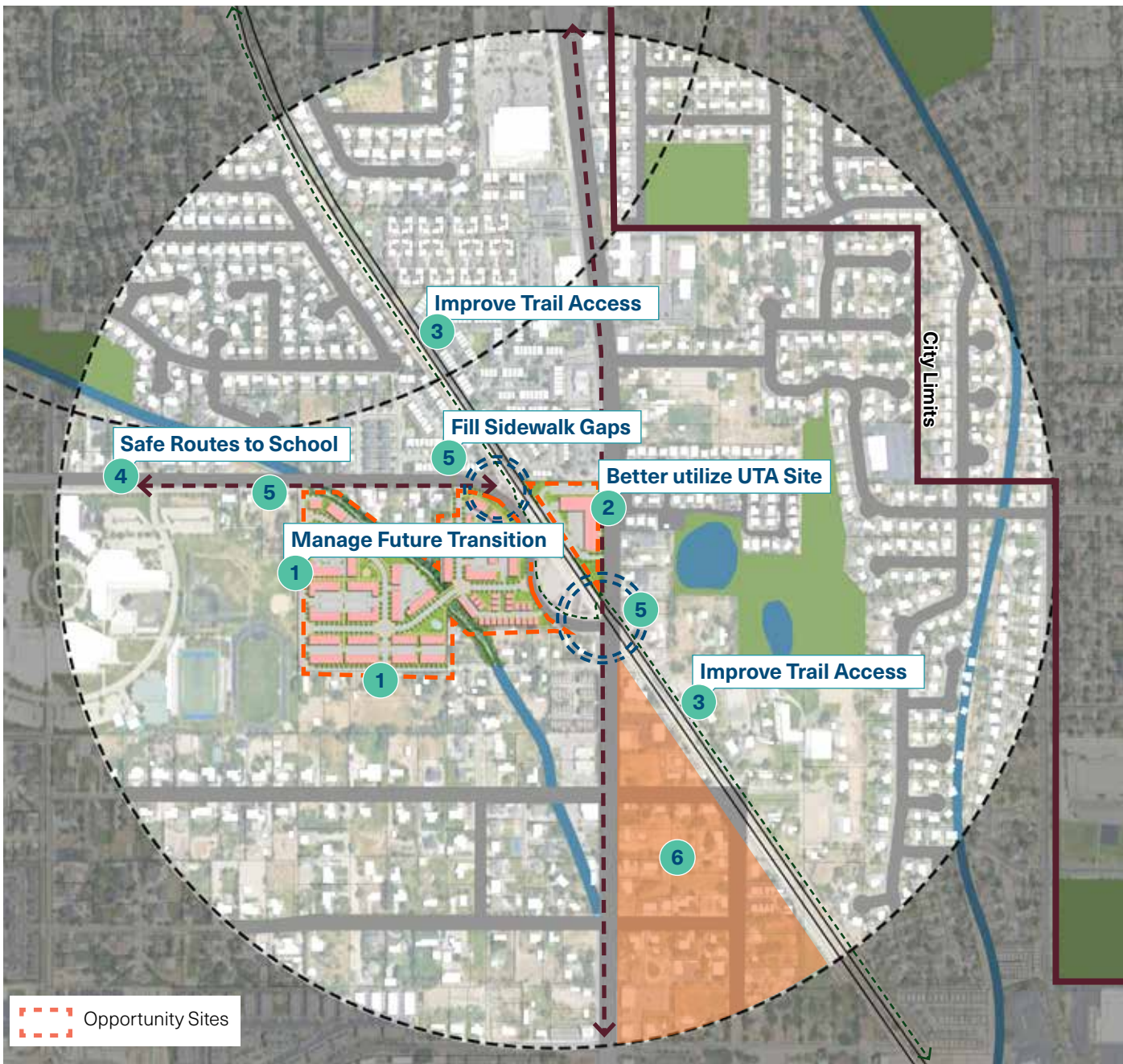


Figure 25: Kimballs Lane Station Area Plan



6 **PLAN FOR REDEVELOPMENT OF EXISTING NEIGHBORHOODS:**

Most land around Kimballs Lane Station is made up of established neighborhoods. As Draper grows and surrounding areas build out, some blocks may be suited for strategic infill or redevelopment. Done thoughtfully, this can add housing choices, improve connectivity, and bring more residents and amenities within walking distance—strengthening the station's role as a community hub.

PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION

VISION

The Kimballs Lane Station Area Plan outlines a thoughtful approach to guiding future growth around the TRAX station with a plan that is focused on the community, balancing new development with the preservation of existing neighborhood character, improving active transportation infrastructure, and ensuring safe and accessible routes for all users to and from the station. Each of the principles within the plan supports a broader vision of creating a connected, livable, and sustainable community.



Figure 26: Preferred Design Alternative for Kimballs Lane Station Area

BIG IDEAS FROM THE PREFERRED ALTERNATIVE

INCORPORATE NEIGHBORHOOD CHARACTER PRINCIPLES IN INFILL DEVELOPMENT

With infill anticipated on the undeveloped agricultural land between Kimballs Lane Station and Juan Diego Catholic High School, it is important to set expectations that balance neighborhood compatibility with the creation of a vibrant, walkable community. In 2025, the City Council approved a development agreement (Edge Homes property) allowing 25–27 dwelling units per acre on approximately 20 acres, including 30 workforce housing units. This will result in roughly 500–540 new homes in the station area, with additional potential on UTA-owned property.

Development should include a mix of housing types, such as cottage courts, townhomes, and 2-4 plexes at the edges to transition to adjacent neighborhoods, stepping up to 3–4 story condominiums in the core. An internal street network should connect to Kimballs Lane and 11900 S, with on-street parking provided on some streets to slow traffic and foster a lived-in feel. On-street parking should not be included along the S-curve of 11900 S. All ground-floor primary entries should face a street or public open space, with front porches or stoops raised at least 24 inches to encourage social interaction.

Pedestrian-oriented design is essential: complete streets with sidewalks buffered by park strips, intersection bulb-outs, and alley-loaded parking should be prioritized. Green space should be distributed throughout the neighborhood, including a connected network of small parks or linear greenways that link to the East Jordan Canal, and include programmed spaces for all ages.

CONNECTED PARKS AND GREEN SPACES

The East Jordan Canal can become a defining green spine, with pedestrian paths linking parks and public spaces throughout the site. A series of smaller parks and linear open spaces will ensure all residents have nearby access to recreation and gathering areas.

REDEVELOP UTA PARKING LOT- ACTIVATION ALONG 700 E

UTA's parking lots on both sides of the station are currently underutilized, with available capacity to support growth. The eastern lot along 700 E is particularly well-suited for a mixed-use project, with neighborhood-serving retail or small-scale services on the ground floor and three stories of residential above. Active edges along 700 E and strong pedestrian connections to the station would help activate the corridor. The narrow southern tip of the property could be transformed into a pocket park, offering a waiting area for transit riders and a small green space for nearby residents.

FUTURE OPPORTUNITY TO STRAIGHTEN KIMBALLS LANE

The S-curve on Kimballs Lane west of the station limits direct access and creates inefficiencies for drivers, pedestrians, and cyclists. Realigning Kimballs Lane to connect directly with the existing street in the Sunset Ponds neighborhood at 700 E would improve circulation to and from the opportunity site, Juan Diego High School, and surrounding neighborhoods. This change would require a new at-grade crossing of the TRAX line and the removal of the existing Kimballs Lane/700 E intersection south of the station. A signalized northern intersection would help manage traffic flow, improve safety, and create a more legible street network that supports future development. It is strongly encouraged that Draper City, UTA, and UDOT work together to collaboratively evaluate this realignment option.

INCENTIVIZE AFFORDABLE HOUSING DEVELOPMENT

A primary goal of Station Area Plans is to expand housing choice, including affordable options near transit. The Edge Homes property development agreement includes a provision for 30 workforce housing units. Additional affordable housing should be encouraged on infill sites, particularly above active ground floors similar to the proposed mixed-use development on the UTA property. These units could help increase affordable housing while bringing more residents and activity to the station area.

PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION



Figure 27: Public Space and Connectivity Diagram for Kimballs Lane Station Area

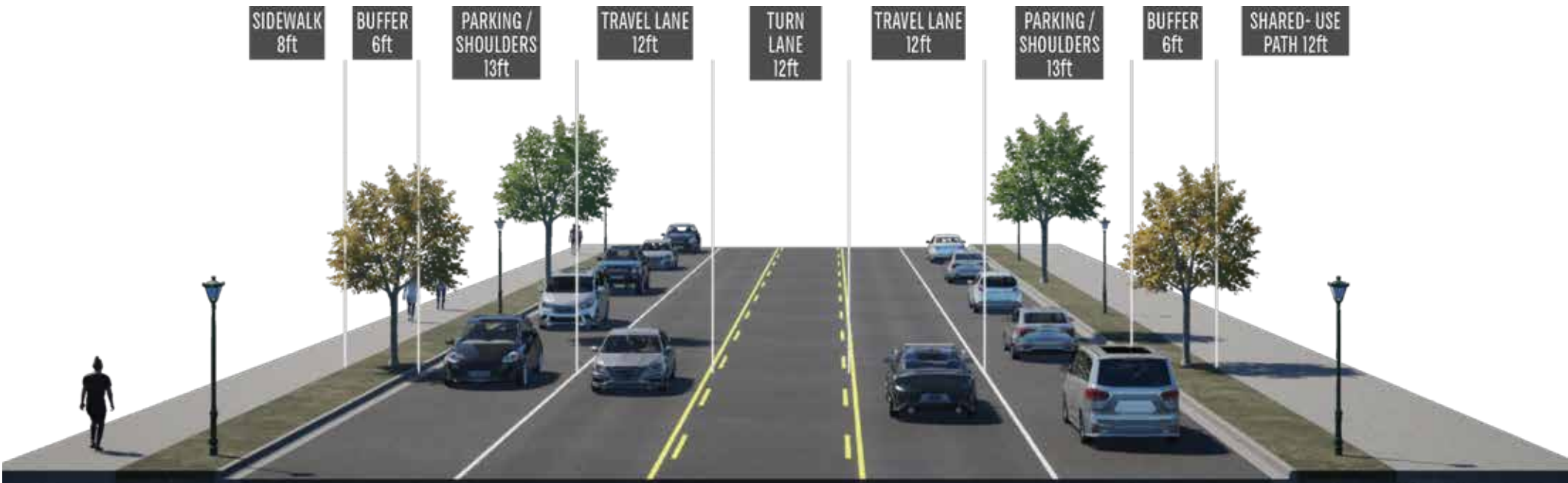


Figure 28: North of TRAX Station- 700 E Proposed Street Section, looking north

** Please note that 700 E is a UDOT road. Any proposed changes will require coordination with UDOT.*

RECOMMENDATIONS

PUBLIC SPACE RECOMMENDATIONS

Public spaces near Kimballs Lane Station are limited, disconnected, and underutilized. These recommendations focus on creating a network of parks, plazas, and greenways to support daily activity and strengthen community identity.

TRAILS & POCKET PARKS

- Distribute small parks, pocket plazas, and green spaces throughout the station area to provide accessible recreational opportunities and support community gatherings.
- Integrate the East Jordan Canal as a defining green spine, connecting parks, linear open spaces, and pedestrian paths to surrounding neighborhoods, schools, and the Porter Rockwell Trail.
- Program open spaces for diverse uses, including active recreation, passive gathering, and community events.

TRANSIT PLAZA & ACTIVATION

- Redevelop the UTA parking area to include a public park or plaza serving both residents and station visitors.
- Activate the eastern UTA parking lot along 700 E with a mixed-use project featuring neighborhood-serving retail or small-scale services on the ground floor and residential units above as shown in Figure 26.
- Create a pocket park at the southern tip of the UTA lot to provide waiting space for transit users and a small green or plaza area for the neighborhood.

GREEN STREETS & CONNECTIVITY

- Design Kimballs Lane and new internal streets as pedestrian-oriented complete streets with buffered sidewalks, park strips, street trees, and on-street parking (except for on the S-curve) to calm traffic and encourage social interaction.

- Align building frontages with neighborhood scale, including raised porches, stoops, and ground-floor entries oriented toward streets or open spaces.

LAND USE & AFFORDABLE HOUSING RECOMMENDATIONS

The area consists primarily of single-family homes and townhomes, with limited infill opportunities outside the agricultural site. This plan encourages higher-density housing and mixed-use development near transit while maintaining the character of existing neighborhoods.

PROMOTE MIXED-USE INFILL DEVELOPMENT

- Support medium- to high-density infill near the station, with design character that is compatible with adjacent neighborhoods.
- Encourage active ground-floor uses, such as retail, cafes, and services, along streets, plazas, and green spaces to enhance walkability and vibrancy.
- Orient buildings to frame streets, parks, and plazas, creating a sense of place and reinforcing public spaces.
- Explore the creation of a small-scale neighborhood plan for areas with potential for future redevelopment, ensuring thoughtful integration of new development within established neighborhoods.

AFFORDABLE HOUSING

- Expand housing opportunities throughout the station area, emphasizing workforce and affordable units near transit to increase accessibility and support a diverse community.
- Ensure a mix of housing types, including cottage courts, townhomes, 2–4 plexes, and condominiums, to accommodate a range of incomes, household sizes, and lifestyles as shown in Figure 27.
- Plan for the 500–540 new units approved under existing agreements, including 30 workforce units,

and encourage additional affordable housing on UTA-owned parcels and other infill sites.

- Support strategic infill and redevelopment opportunities within established neighborhoods to expand housing options, improve connectivity, and strengthen the station’s role as a walkable community hub.

SCHOOLS & CIVIC USES

- Integrate Juan Diego Catholic High School into the neighborhood framework with strong pedestrian connections and safe routes to school.

- Tie other civic uses such as daycares, church, to the station though trails and pedestrian connections.

TRANSPORTATION RECOMMENDATIONS

Kimballs Lane TRAX Station is located adjacent to the complex intersection of Kimballs Lane, 700 E, and the TRAX alignment. Connectivity recommendations for the station area take advantage of underutilized rights of way, fill gaps in the local active transportation network, and aim to enhance overall connectivity for all modes. Itemized recommendations are presented below.

REALIGN KIMBALLS LANE EAST-WEST TO 700 E

- Extend Kimballs Lane to 700 E for a direct route between the TRAX station and Juan Diego School, and to better align with the existing road network.

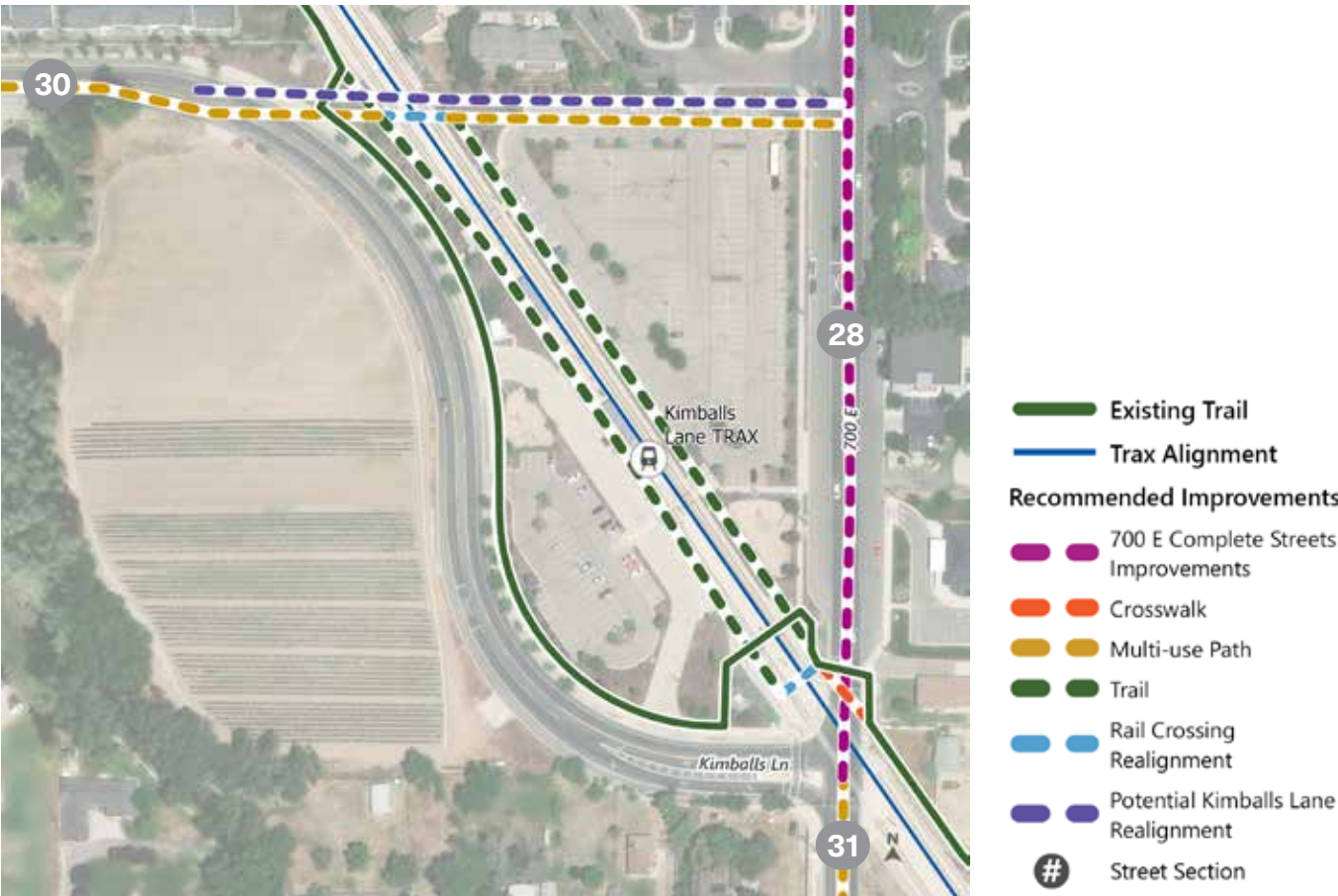


Figure 29: Recommended Improvements: Kimballs Lane

- Construct parallel path to the existing Porter Rockwell Trail on the east side between the new connection and 700 E, as well as a crosswalk, aligning with the south portion of the trail.
- Extend Porter Rockwell Trail on the west side, keeping parallel to existing rail and realigning rail crossing for a second direct route to 700 E.
- Construct a multiuse path on the south side of realigned Kimballs Lane, better connecting the TRAX station and Juan Diego High School, filling a critical sidewalk gap.
- ***The realignment of Kimballs Lane is a potential, long-term improvement that will require substantial planning and coordination. However, if this outcome is achieved, a recommended typical street section for the realigned Kimballs Lane is shown below in Figure 30.***

COMPLETE SIDEWALK AND BIKE NETWORKS ALONG 700 E

- 700 E is a major north-south connection for users of all modes in Draper, elevating the need for facilities that accommodate those modes along the corridor. Thus, encourage UDOT to advance improvements for 700 E.
- Encourage UDOT to complete sections of 700 E between 11400 and 12300 to ensure sidewalk and bike connectivity.
- Close existing sidewalk and bike network gaps within the existing right-of-way to improve connectivity and comfort.
- Add streetscape elements such as medians, curb extensions, and updated curb ramps where feasible to enhance safety and user experience.
- Coordinate all improvements with UDOT, as 700 E is a UDOT facility.
- Align planned improvements with UDOT's Long Range Plan, which recommends expanding 700 E to two lanes in each direction south of the 11400 S.

- Pursue corridor improvements in tandem with any UDOT-led construction projects to maximize efficiency and minimize disruption.

IMPROVE LOCAL MULTI-MODAL CONNECTIVITY

With opportunities to realign Kimballs Lane and improve the multimodal conditions on 700 E, there are also opportunities to streamline and simplify connections in the immediate station area.

- With the goals of improving walking and cycling connections to and around the station itself, as well as reducing conflict points between automobile and non-automobile traffic, a diagram of recommended connectivity improvements is presented in Figure 29.
- In order to reduce concerns over traffic on 700 E, Draper and its partners at UTA should explore ways to improve north-south throughput at the intersection, with a focus on moments in which the TRAX line is in use and north-south traffic is stopped.

IMPROVE CROSSINGS ON 700 E AND KIMBALLS LANE

- If Kimballs Lane is not realigned, reconfigure the Kimballs Lane/700 E intersection to improve accessibility and safety, including new directional crosswalks, ADA upgrades, and potential leading pedestrian intervals (LPIs) at key trail crossings
- Ensure all curb ramps are rebuilt to ADA standards with detectable warning surfaces.

- If warranted following further study, install high-visibility crosswalks or RRFB signals on 700 E at 12100 S and 12200 S to support safer crossings.
- If warranted following additional study, install high-visibility crosswalks or RRFBs on Kimballs Lane to provide a safe and convenient midblock crossing between Skaggs Catholic Ctr Rd and 585 E. Evaluate stopping sight distance and horizontal alignment to ensure adequate visibility based on posted speed limits and roadway geometry.
- Given the proximity of Juan Diego, prioritize design elements that serve young pedestrians, such as reduced crossing distances, school zone signage, and pedestrian-scale lighting.

ENHANCE PORTER ROCKWELL TRAIL ACCESS

- Widen or replace the existing narrow Z-gates at Kimballs Lane Station with an approved alternative (pedestrian swing gates, active warning systems, pavement markings, etc.) as deemed appropriate through study.
- Install directional signage at trail junctions, including wayfinding to the station.
- Add pedestrian-scale lighting along the trail approach to improve safety, ease navigation, and aid comfort.
- Upgrade the Porter Rockwell Trail along 800 E by replacing the existing painted separation with vertical elements and clear signage.

CONNECT KIMBALLS LANE AND 11900 S

- Construct a new road connection between Kimballs Lane and 11900 S (as shown in Figure 26), running north-south, to improve circulation around the TRAX station and enhance route options for residents and students/parents, leveraging proposed development activity west of the station.

- Ensure that new roads include dedicated pedestrian and bicycle facilities to promote active transportation support all users.

NEW PEDESTRIAN CONNECTIONS

- Design a potential north-south trail connection between 11900 S and Kimballs Lane (as shown in Figure 27) to improve neighborhood access to the station, school, and future development.

LIGHTING AND SIGNAGE

- Add wayfinding signs with directions to the station, trail, and adjacent neighborhoods.
- Improve wayfinding by adding signs to guide pedestrians from nearby blocks and from the Porter Rockwell Trail onto Kimballs Lane

PARKING AND REDEVELOPMENT

- Repurpose the underutilized southern portion of the UTA property (305-space surface lot) for community use, such as public gathering space or flexible programming, while preserving access for transit drop-offs and future bus service.
- Repurpose or close 40-50 stalls in the northern portion of the station or the entirety of the southern parking lot on a temporary basis to monitor impacts and performance.
- Replace the existing grid-style bike racks with covered inverted-U racks.

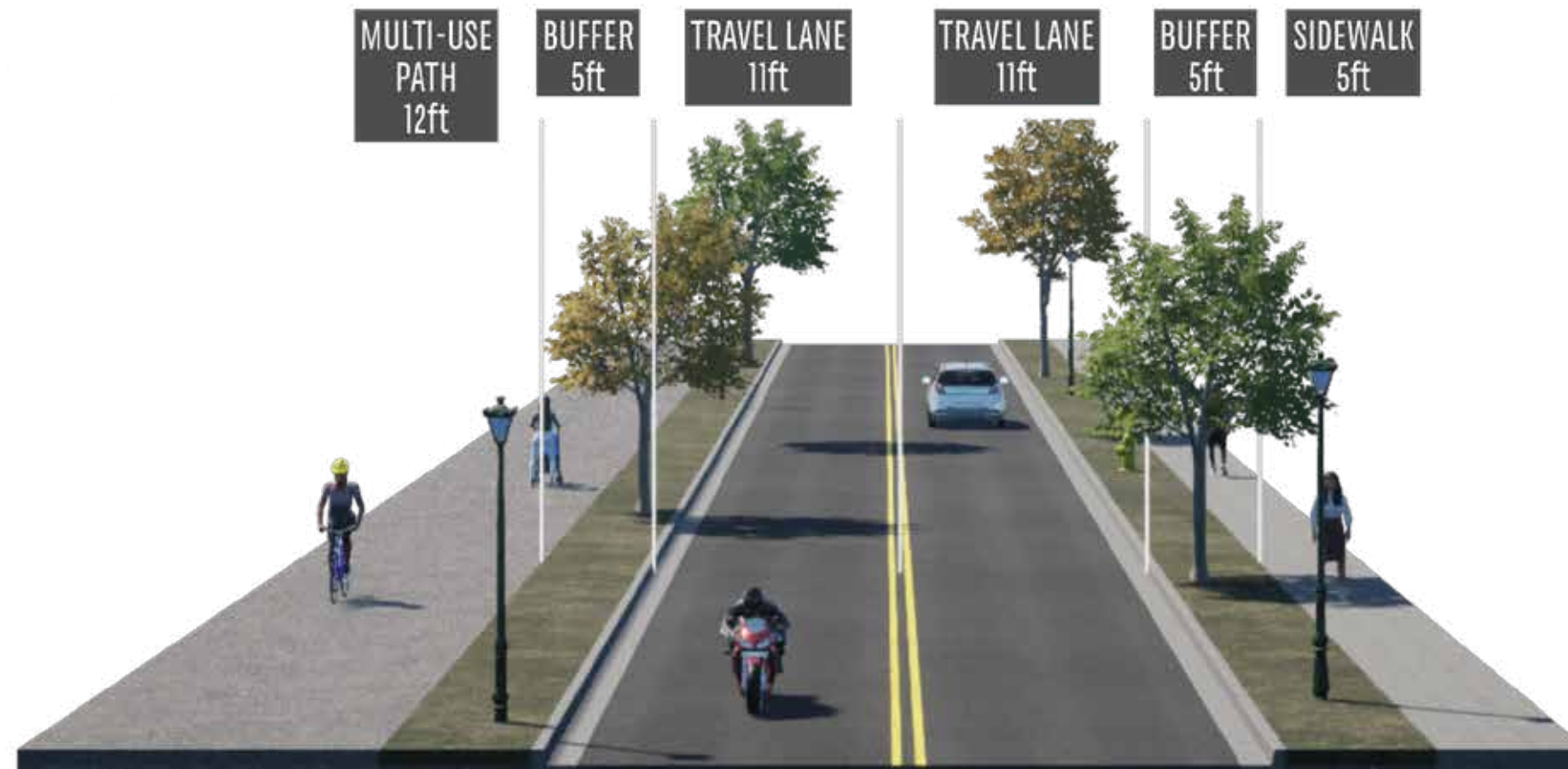
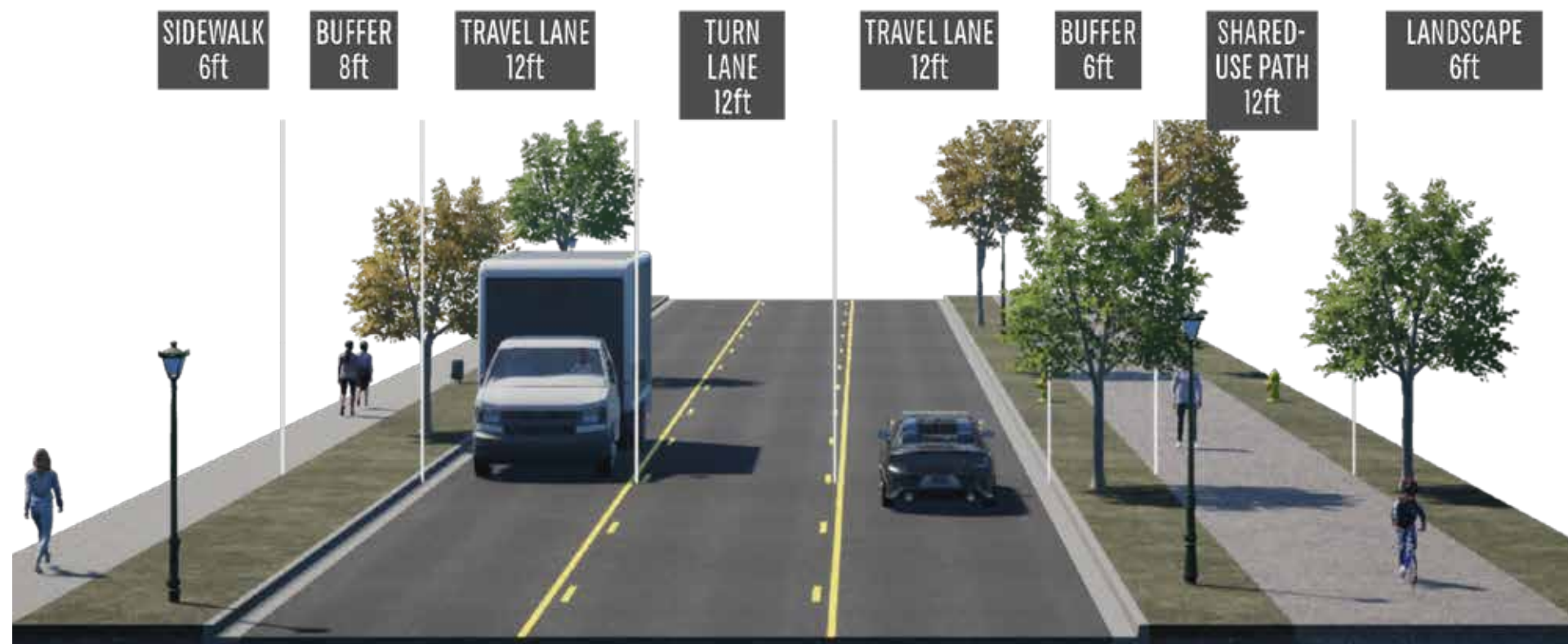


Figure 30: Kimballs Lane Proposed Street Section, looking west



** Please note that 700 E is a UDOT road. Any proposed changes will require coordination with UDOT.*

Figure 31: South of TRAX Station- 700 E Proposed Street Section, looking north



Figure 32: Conceptual View from 700 E looking towards the Station

EXHIBIT I
PUBLIC COMMENT

Jennifer Jastremsky

From: Stephanie Holden <[REDACTED]>
Sent: Wednesday, March 4, 2026 4:48 PM
To: Jennifer Jastremsky
Subject: [EXT] RE: City Planning commission hearing 3/24/2026 -Kimballs Junction Development

[EXTERNAL SENDER! Only open attachments/links you know are safe.]

Apologize its 7 East not 900 E. And when I say one way I mean one way East and one way West.

I hope this clarifies my intent.

Stephanie Holden, [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

||

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Stephanie Holden
Sent: Wednesday, March 4, 2026 2:49 PM
To: Jennifer.jastremsky@draperutah.gov
Subject: FW: City Planning commission hearing 3/24/2026 -Kimballs Junction Development

Trying this again because I keep getting bounce backs.

Thank you~

From: Stephanie Holden
Sent: Wednesday, March 4, 2026 2:29 PM
To: 'Jennifer.jastremsky@draperutah.gov' <Jennifer.jastremsky@draperutah.gov>
Subject: City Planning commission hearing 3/24/2026 -Kimballs Junction Development

App #2025-0293-DA
Applicant: Mike Winters for Edge Homes

Hi Jennifer,

I received the notice regarding the upcoming hearing for the proposed development at **632 Kimballs Lane**. As a Draper resident living within approximately one-tenth of a mile of the proposed site, I have serious concerns about the potential traffic impacts associated with this project.

Based on the information provided, the development appears to include roughly **500 housing units**. If each household averages two vehicles, this could add **over 1,000 additional cars** to an area that already experiences significant congestion.

Currently, **900 East** already has heavy traffic. I do not believe **900 East**, which functions as a one-way street with nearby housing and businesses, could safely accommodate this additional volume. **Kimballs Lane** is also a one-way road and serves as an access route to both **Lone Peak Hospital** and **Juan Diego High School**. Traffic during school hours is already extremely congested. In fact, we have had vehicles strike our fence along this road due to speeding and congestion.

Additionally, the **trailhead and TRAX station** in this area attract many pedestrians, including families and students. Many people walk along these roads, yet sections of the south side of the street **do not have continuous sidewalks**, creating further safety concerns.

For these reasons, I strongly believe a **comprehensive traffic and pedestrian safety study** should be conducted before approving a development of this scale. While I do not oppose development in the area, the **number of units currently proposed and the surrounding road layout raise significant safety concerns** for residents, students, pedestrians, and emergency access.

Thank you for your consideration/understanding to our neighborhood concerns.

Stephanie Holden

Jennifer Jastremsky

From: Shad Holden <[REDACTED]>
Sent: Wednesday, March 4, 2026 5:26 PM
To: Jennifer Jastremsky
Cc: Mike Green
Subject: [EXT] Planning commission hearing 3/24/2026 -Kimballs Junction Development

[EXTERNAL SENDER! Only open attachments/links you know are safe.]

App #2025-0293-DA
Applicant: Mike Winters for Edge Homes

Dear Draper City Planning Team,

I recently received the notice regarding the upcoming hearing for the proposed development at 632 Kimballs Lane. As a Draper resident living within approximately one-tenth of a mile of the proposed site, I would like to share several concerns regarding the potential traffic and safety impacts associated with this project.

Based on the information provided, the development appears to include approximately 500 housing units. Assuming an average of two vehicles per household, this could introduce more than 1,000 additional vehicles into an area that already experiences significant congestion. The current infrastructure along both 700 East and Kimballs Lane does not appear to be designed to accommodate this level of increased traffic. In addition to resident vehicles, the city should also consider the volume of visitors, service providers, and delivery vehicles that would regularly access the development.

Both 700 East and Kimballs Lane are narrow two-lane roads that also serve as key access routes to Lone Peak Hospital and Juan Diego Catholic High School. Traffic during school hours is already heavily congested, and additional traffic from a development of this size would likely worsen those conditions.

This area also sees significant pedestrian activity due to the nearby trailhead and TRAX station, with many families, students, and community members walking through the area daily. Increased vehicle traffic could create additional safety concerns for pedestrians.

Kimballs Lane has long been a quiet and peaceful residential area. Introducing this number of housing units into such a small footprint could significantly alter the character of the neighborhood and the reasons many residents chose to live here.

While I understand the need for thoughtful growth, the number of units currently proposed—combined with the existing road layout raises serious concerns regarding traffic congestion, pedestrian safety, and emergency access.

I am opposed to a project of this size for the reasons listed above.

Thank you for your time and consideration of the concerns shared by residents in the surrounding neighborhoods.

Shad Holden

[REDACTED]

[REDACTED]

MEMO



To: Planning Commission

From: Todd A. Draper, AICP

Date: 2026-03-12

Re: Public Hearing: City Initiated Alpine-Draper Boundary Adjustment Land Use Map and Zoning Map Amendment Requests (Legislative Items)

Comments:

This application is a request for approval of a Land Use Map Amendment and Zoning Map Amendment for approximately 0.45 acres located on the southeastern boundary of the City at approximately 16001 S. 3500 E. The property is currently zoned RR-22 and is located in the Hillside Sensitive Lands Overlay Zone.

Findings for Approval:

1. The proposed amendments are consistent with goals, objectives and policies of the city's general plan.
2. The proposed amendments are harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed amendments will not affect the standards of any applicable overlay zone.
4. The proposed amendments will not adversely affect adjacent property.
5. There will be adequate facilities and services to serve the subject property within Alpine City.
6. The proposed Land Use Map amendments comply with DCMC Section 9-2-020(F).

ATTACHMENTS:

[Alpine-Draper Boundary Adj - LUMA and ZMA staff report - final.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

February 25, 2026

To: Draper City Planning Commission
Business Date: March 12, 2026

From: Development Review Committee

Prepared By: Todd Draper, AICP, Planning Manager
Planning Division
Community Development Department
801-576-6335, todd.draper@draperutah.gov

Re: **City Initiated Alpine-Draper Boundary Adjustment - Land Use Map and Zoning Map Amendment Requests**

Application No.: 2026-0046-MA & 2026-0047-MA

Applicants: Draper City

Project Location: Approximately 16001 S. 3500 E.

Current Zoning: RR-22 (Rural Residential) Zone, Hillside Sensitive Lands Overlay Zone.

Acreage: Approximately 0.45 Acres (19,456 ft²)

Request: Request for approval of Amendments to the Land Use Map and Zoning Map of Draper City.

BACKGROUND AND SUMMARY

This application is a request for approval of a Land Use Map Amendment and Zoning Map Amendment for approximately 0.45 acres located on the southeastern boundary of the City at approximately 16001 S. 3500 E. (Exhibit C & D). The property is currently zoned RR-22 and is located in the Hillside Sensitive Lands Overlay Zone.

Draper City and Alpine City are mutually adjusting their municipal boundary lines in the subject area to incorporate a small piece of land into Alpine City. The property is located between properties in Alpine and the Alpine Hollow development in Draper City. The land appears to be a gap between deeds, and is intended to be absorbed by the neighboring properties in Alpine City after the adjustment to the city boundaries has taken place. Draper City is seeking to amend the Draper City Land Use and Zoning Maps to remove the zoning and land use designations from the property that will become part of Alpine City.



ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Hillside Low Density	Exhibit E
Current Zoning	RR-22, Hillside Sensitive Lands Overlay Zone	Exhibit F
Adjacent Zoning		
East	CR-40,000 (Country Residential) (Alpine City)	
West	RR-22, Hillside Sensitive Lands Overlay Zone	
North	RR-22, Hillside Sensitive Lands Overlay Zone	
South	CR-40,000 (Country Residential) (Alpine City)	

The Residential Hillside Low Density Land Use Designation is characterized as follows:

Residential Hillside Low Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Large lot single-family neighborhoods or ranchettes • Natural features and vegetation is predominant and special care is required in order to preserve those features • Equestrian uses and privileges may exist in certain areas	
LAND USE MIX	Primary • Single-family detached homes	Secondary • Parks • Churches • Schools
DENSITY	• Density range of 1 dwelling unit per 2 acres to 1 dwelling unit per 5 acres. • Reduction for non-buildable areas	
COMPATIBLE ZONING	• Agricultural (A2) • Agricultural (A5) • Master Planned Community (MPC) • Single-family Residential Hillside (RH)	

According to the 1999 Draper City Municipal Code (DCMC 1999) Section 9-4-020 the purpose of the RR-22 zone is to *“To promote and preserve, in appropriate areas, conditions favorable to large-lot family life, the keeping of limited numbers of animals and fowl. These districts are intended to be primarily residential in character and protected from encroachment by commercial and industrial uses.”*

The RR-22 zone is not a zone withing the current city ordinances. Typically, properties with this designation as shown on the current land use map are within the boundaries of the

Suncrest Development Agreement which provides development controls for the areas which it covers, however this particular area does not appear to be within the boundaries covered under that agreement.

Map Amendments. The modifications will remove the zoning and land use designations for the property that will be incorporated into the Alpine City Boundary from the respective Draper City Zoning and Land Use Maps. Alpine City will assign zoning and land use designations for the property.

Criteria For Approval.

Zoning Map Amendment

A Map Amendment is a matter committed to the legislative discretion of the City Council and is not controlled by any one standard. However, in making a recommendation to the City Council, the Planning Commission should consider the following factors in Section 9-5-060(E) of the DCMC:

1. *Map Amendments:*
 - a. *Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*
 - b. *Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property;*
 - c. *Whether the proposed amendment is consistent with the standards of any applicable overlay zone;*
 - d. *The extent to which the proposed amendment may adversely affect adjacent property; and*
 - e. *The adequacy of facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.*

Land Use Map Amendments

The Land Use Map amendment request also falls under DCMC Section 9-2-020(F) because the Land Use Map is part of Draper City's General Plan. That section lists the following criteria for a General Plan amendment as:

Plan Amendment: All plan amendments shall be in accordance with Utah Code Annotated 10-9a-404, as amended and, unless requested by the city's legislative body, shall follow the procedures as outlined in Draper City Municipal Code 9-5-060(D). That section is noted as follows:

D. Procedure: Zoning text and map amendments shall be considered and processed as provided in this subsection:

1. *A complete application shall be submitted to the office of the zoning administrator in a form established by the administrator along with any fee established by the city's schedule of fees. The application shall include at least the following information:*
 - a. *The name, address and telephone number of the applicant and the applicant's agent, if any.*
 - b. *The name and address of every person or company the applicant represents.*
 - c. *The requested amendment and reasons supporting the request.*
 - d. *If the proposed amendment requires a change in the zoning map, the application shall include:*
 - (1) *An accurate property map showing present and proposed zoning classifications;*
 - (2) *All abutting properties showing present zoning classifications; and*
 - (3) *An accurate legal description and an approximate common address of the area proposed to be rezoned.*
 - e. *If the proposed amendment requires a change in the text of this title, the application shall include chapter and section references and a draft of the proposed text.*
2. *After the application is determined to be complete, the zoning administrator shall prepare a staff report evaluating the application. 3. The planning commission shall schedule and hold a public hearing on the application as provided in sections 9-5-040 and 9-5-045 of this chapter. Following the public meeting, the planning commission shall recommend approval, approval with modifications, or denial of the proposed amendment and shall submit its recommendation to the city council for review and decision.*
4. *The city council shall schedule and hold a public hearing on the application as provided in sections 9-5-040 and 9-5-045 of this chapter. Following the public hearing, the city council may approve, approve with modifications, or deny the proposed amendment.*

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Land Use and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

GIS Division Review. The Draper City GIS Division has completed their review of the Land Use Map and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

Legal Division Review. The Draper City Attorney has completed their review of the Land Use

and Zoning Map Amendment submissions. Comments from this division, if any, can be found in Exhibit A.

Noticing. Notice has been properly issued in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a positive recommendation to the City Council for the requests based on the findings and criteria for approval, as listed within the staff report. The Planning Commission should also review the request, hear from the applicant, and receive public comment prior to making a decision.

MODEL MOTIONS

Sample Motion for Approval – I move that we forward positive recommendations to the City Council for the proposed Land Use Map and Zoning Map Amendments, as requested by Draper City, applications 2026-0046-MA and 2026-0047-MA, based on the findings and criteria for approval as listed in the Staff Report dated February 25, 2026.

Findings for Approval:

1. The proposed amendments are consistent with goals, objectives and policies of the city's general plan.
2. The proposed amendments are harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed amendments will not affect the standards of any applicable overlay zone.
4. The proposed amendments will not adversely affect adjacent property.
5. There will be adequate facilities and services to serve the subject property within Alpine City.
6. The proposed Land Use Map amendments comply with DCMC Section 9-2-020(F).

Sample Motion for Modified Approval – I move that we forward positive recommendations to the City Council for the proposed Land Use Map and Zoning Map Amendments, as requested by Draper City, applications 2026-0046-MA and 2026-0047-MA, based on the findings and criteria for approval as listed in the Staff Report dated February 25, 2026, and the following additional or modified findings.

1. (List any additional or modified findings...)

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

We, the undersigned, as duly appointed members of the Draper City Development Review Committee, do acknowledge that the application which provides the subject for this staff report has been reviewed by the Committee and has been found to be appropriate for review by the Draper City Planning Commission and/or City Council.

Brien Maxfield

Digitally signed by Brien Maxfield
DN: C=US, E=brien.maxfield@draperutah.gov,
O=Draper, OU=Public Works - Engineering,
CN=Brien Maxfield
Date: 2026.02.26 11:08:02-0700'

Draper City Public Works Department

Todd Draper

Digitally signed by Todd Draper
DN: C=US,
E=todd4.draper@draperutah.gov,
O=Draper City Community
Development Department,
OU=Planning and Zoning,
CN=Todd Draper
Date: 2026.03.03 10:57:18-0700'

Draper City Planning Division

Don Buckley

Digitally signed by Don Buckley
DN: C=US,
E=don.buckley@draperutah.gov,
O=Draper City Fire Department,
OU=Fire Marshal, CN=Don Buckley
Date: 2026.02.26 09:35:13-08'00'

Draper City Fire Department

Draper City Legal Counsel

Matt Symes

Digitally signed by Matt Symes
DN: C=US, E=Matt.symes@draperutah.gov,
O=Draper City Corporation, CN=Matt Symes
Date: 2026.02.26 10:29:18-0700'

Draper City Building Division

EXHIBIT A DEPARTMENT REVIEWS

REVIEWS ARE NOT MEANT TO BE AN ALL-INCLUSIVE LIST OF POSSIBLE COMMENTS OR CONDITIONS.

Planning Division Review.

1. No additional comments.

GIS Division Review.

1. No additional comments.

Legal Division Review.

1. No additional comments.

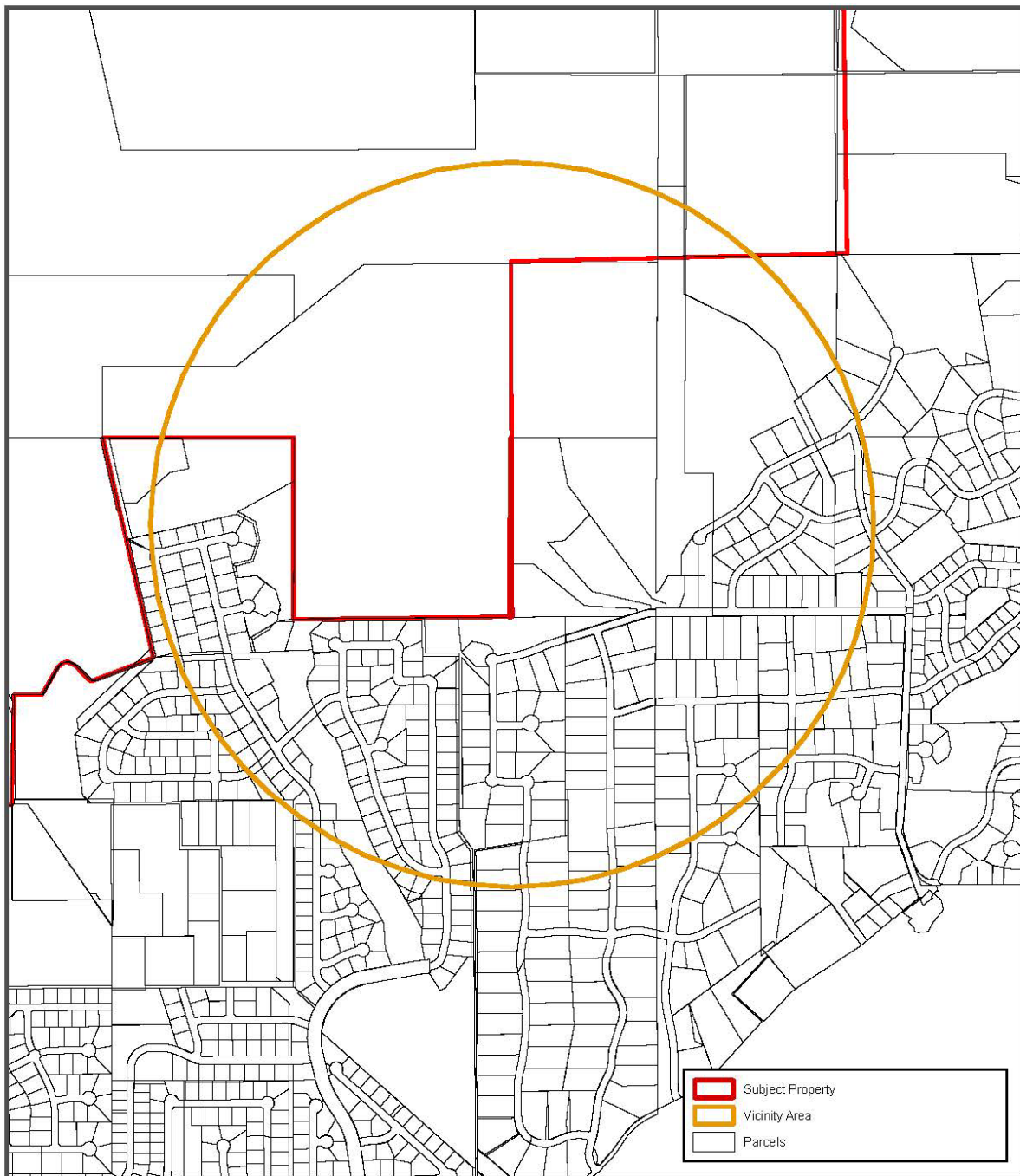
**EXHIBIT B
LEGAL DESCRIPTION**

BEING A PART OF THE NORTHEAST 1/4 OF SECTION 23, AND THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN; MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT IS N 89°48'09" W 1063.86 FEET, FROM THE NORTHEAST CORNER OF SECTION 23, AND RUNNING THENCE S 0°03'37" E 1311.17 FEET; THENCE S 89°46'46" W 16.73 FEET TO A FOUND REBAR AND CAP; THENCE N 0°21'07" E 2326.04 FEET; THENCE S 0°03'37" E 1014.76 FEET TO THE POINT OF BEGINNING.

CONTAINS 19,456 SQ FT, OR 0.45 ACRES, MORE OR LESS.

EXHIBIT C
VICINITY MAP



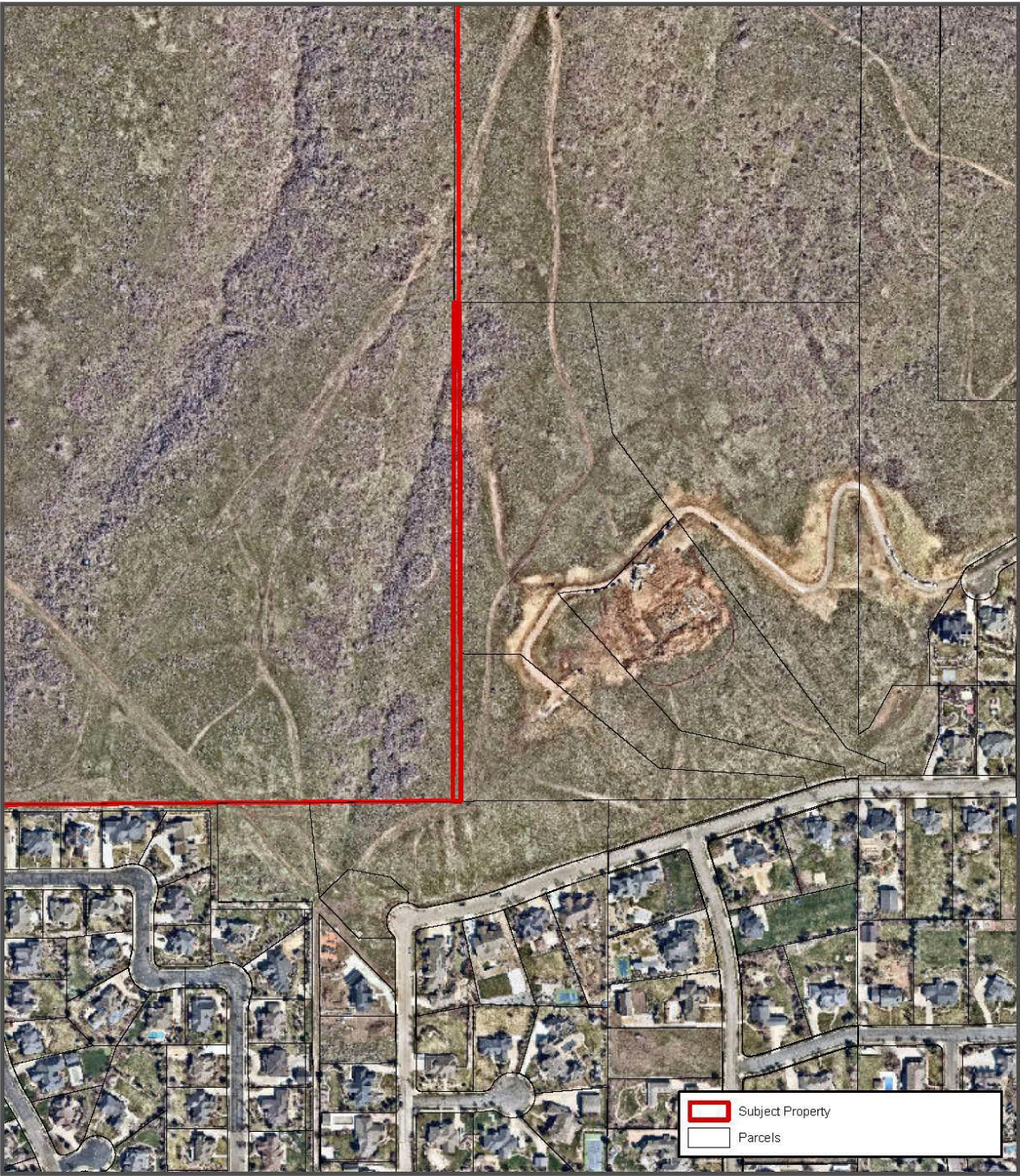
Date Printed: 2/25/2026

City Initiated Alpine-Draper Boundary

Approximately 16001 S. 3500 E.



EXHIBIT D
AERIAL MAP





City Initiated Alpine-Draper Boundary
Approximately 16001 S. 3500 E.

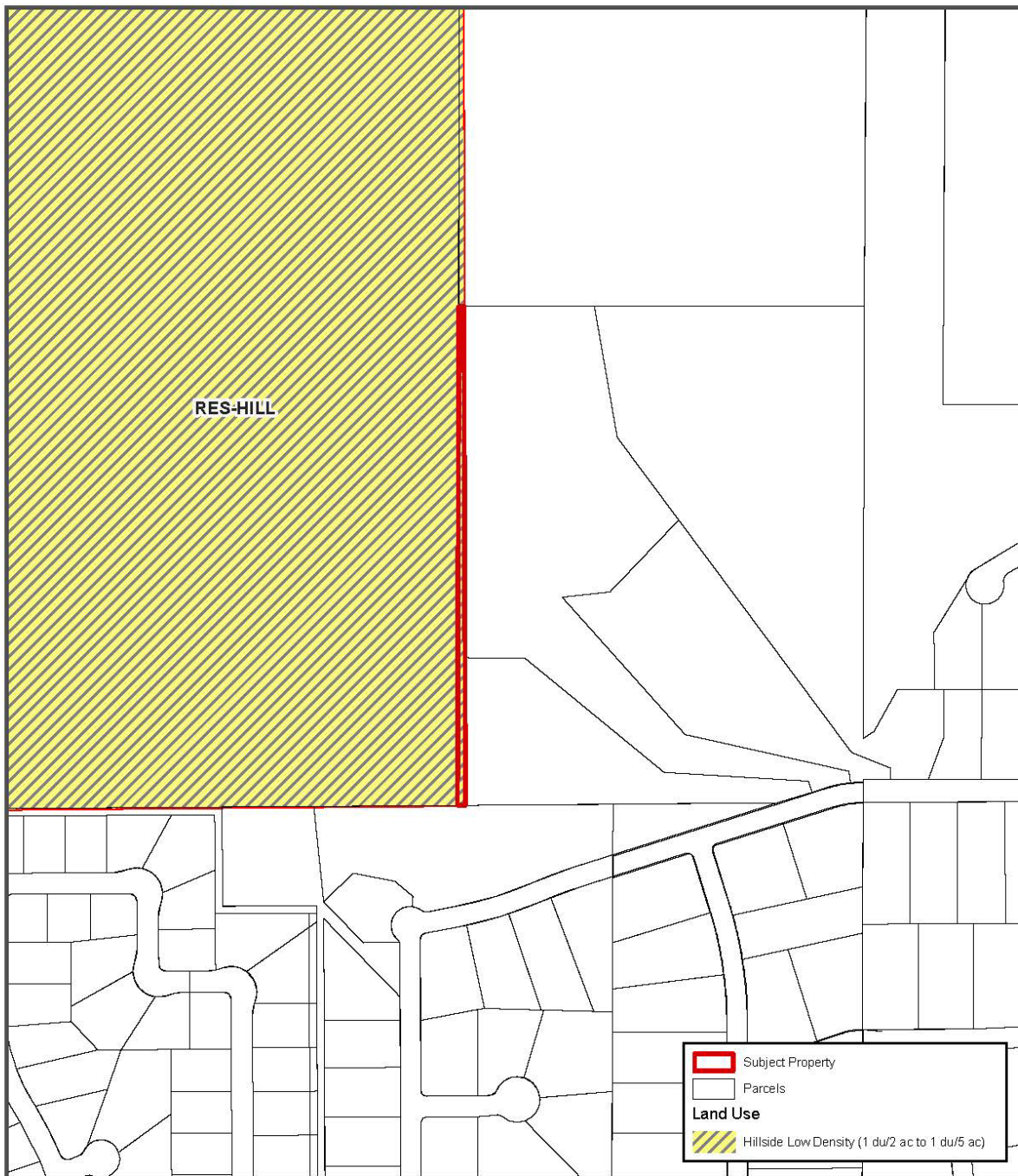
Date Printed: 2/25/2026

0 0.06 0.11
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EXHIBIT E
LAND USE MAP



Date Printed: 2/25/2026

City Initiated Alpine-Draper Boundary

Approximately 16001 S. 3500 E.

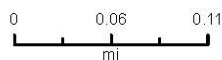
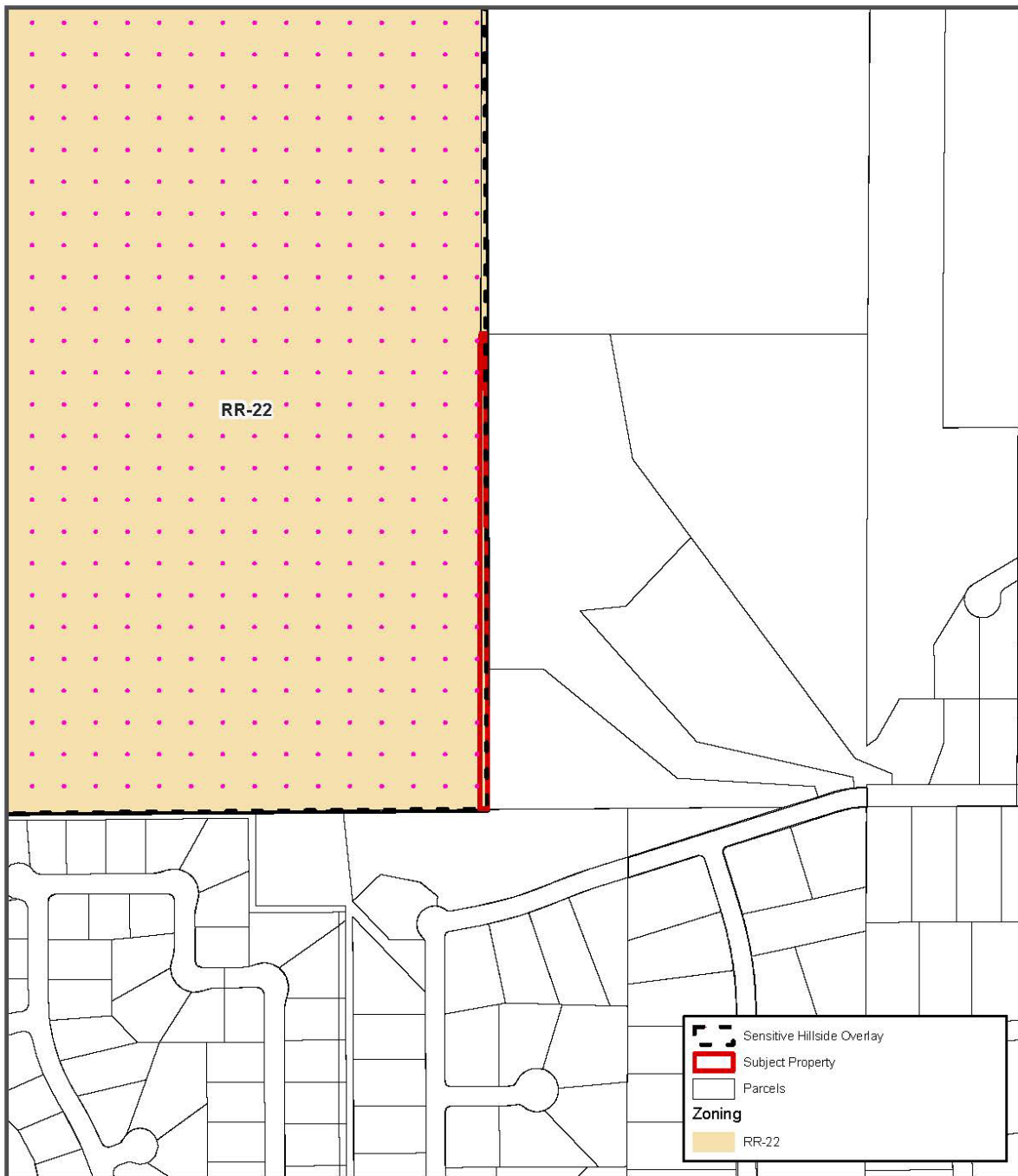


EXHIBIT F ZONING MAP



Date Printed: 2/25/2026

City Initiated Alpine-Draper Boundary

Approximately 16001 S. 3500 E.

