



PLANNING COMMISSION AGENDA

Thursday, May 14, 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 Meeting: The Cove at Bear Canyon Phase III Plat Amendment Request (Administrative Item)

On the request of Merissa Davis, property owner, a Subdivision Plat Amendment request to divide one existing lot into two on approximately 1.0 acre located at approximately 12222 S. Grizzly Hollow Drive. Known as application 2025-0221-SUB. Staff contact: Maryann Pickering, (801) 576-6391, maryann.pickering@draperutah.gov.

1.b Public Hearing: Nielsen Zoning Map Amendment Request (Legislative Item)

On the request of Spencer Elroy Nielsen, property owner, a Zoning Map Amendment request to change zoning from RA1 (Residential Agricultural) to R3 (Single-Family Residential) for approximately 0.33 acres located at 12738 S. 300 E. Known as application 2026-0045-MA, Staff Contact: Paul Geilman, (801) 576-6551, paul.geilman@draperutah.gov.

1.c Public Hearing: The Cookie Ballery LLC. Home Occupation Conditional Use Permit Request (Administrative Item)

On the request of Cheryl Swenson, representing The Cookie Ballery, LLC, a Home Occupation Conditional Use Permit for approximately 0.53 acres located at approximately 286 W. Golden Harvest Rd. Known as Application 2026-0065-USE. Staff Contact: Nick Whittaker, 801-576-6522, Nick.Whittaker@draperutah.gov.

1.d Public Hearing: Veranda West Master Area Plan Amendment, Zoning Text Amendment, and Conditional Use Permit Request (Legislative and Administrative Items)

On the request of Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, a Master Area Plan Amendment, Zoning Text Amendment, and Conditional Use Permit for approximately 31.27 acres located at approximately 13708 South 600 West. Known as Applications 2024-0336-MAP, 2024-0456-TA, and 2026-0028-USE. Staff Contact: Todd Taylor, 801-576-6510, todd.taylor@draperutah.gov.

1.e Public Hearing: Shadow Crest Cove Preliminary Subdivision Plat and Conditional Use Permit Requests (Administrative Items)

On the request of Brooklyn Chadsey, representing Ensign Engineering and Draper 1700 LLC, a request for Preliminary Subdivision Plat approval and Conditional Use Permit approvals for fencing over six-feet (6') in height and for a gated entry on approximately 11.67 acres located at approximately 12696 S. 1700 E., Known as applications 2025-0185-SUB, 2025-0289-USE, and 2026-0064-USE. Staff Contact: Todd Draper, (801) 576-6335, todd.draper@draperutah.gov

1.f Public Hearing: Lone Peak Retail 3 Site Plan Request (Administrative Item)

On the request of Eric Gaoiran of Price Real Estate, property owner, a request for approval of a site plan to construct two new retail buildings on approximately 0.85 acres located at 218 W. 12300 South. Known as application 2026-0029-SP. Staff contact: Maryann Pickering, (801) 576-6391 or maryann.pickering@draperutah.gov.

This item has been continued to a date uncertain.

2. Other Business

2.a Discussion Item: Zoning and Subdivision Code Update (Work Session)

2.b 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 **May 14, 2026**, were posted at Draper City Hall, Draper City website www.draperutah.gov, and the Utah Public Notice website at www.utah.gov/pmn.



A handwritten signature in cursive script, reading "Nicole Smedley".

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: Maryann D. Pickering, AICP

Date: 2026-05-14

Re: Public Meeting: The Cove at Bear Canyon Phase III Plat Amendment Request
(Administrative Item)

Comments:

This application is a request for approval of a Subdivision Plat Amendment for approximately 1.00 acre located on the west side of Grizzly Hollow Cove, at approximately 12222 S. Grizzly Hollow Cove. The property is currently zoned RA2 (Residential Agricultural, 20,000 ft² min. lot size) and is within the Sensitive Hillside Overlay. The applicant is requesting to split one existing lot into two lots of approximate equal size.

The Cove at Bear Canyon Phase III subdivision was originally recorded in March 1994. This application is the first amendment to the recorded plat. The lot affected by this amendment is Lot 301 of the original plat.

Finding for approval:

1. There is good cause for the amendment, and no public street or municipal utility easement will be vacated or amended.

ATTACHMENTS:

[05-14-2026 PC Staff Report \(Cove at Bear Cyn PA\).pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, Utah 84020

STAFF REPORT

May 5, 2026

To: Draper City Planning Commission
Business Date: May 14, 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: **The Cove at Bear Canyon Phase III Amended Plat – Subdivision Plat Amendment Request**

Application No.: 2025-0221-SUB

Applicant: Merissa Davis, property owner

Project Location: 12222 S. Grizzly Hollow Cove

Current Zoning: RA2 (Residential Agricultural, 20,000 sq ft minimum), Sensitive Hillside Overlay Zone

Acreage: Approximately 1.00 acres (approximately 43,706 sq. ft.)

Request: Request to split one existing lot into two lots of approximate equal size.

SUMMARY AND BACKGROUND

This application is a request for approval of a Subdivision Plat Amendment for approximately 1.00 acre located on the west side of Grizzly Hollow Cove, at approximately 12222 S. Grizzly Hollow Cove (Exhibits B and C). The property is currently zoned RA2 and within the Sensitive Hillside Overlay. The applicant is requesting to split one existing lot into two lots of approximate equal size.

The Cove at Bear Canyon Phase III subdivision was originally recorded in March 1994. This application is the first amendment to the recorded plat. The lot affected by this amendment is Lot 301 of the original plat.



ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Low/Medium Density	Exhibit D
Current Zoning	RA2, Sensitive Hillside Overlay	Exhibit E
Proposed Use	Single-family residential	
Adjacent Zoning		
East	RA2, Sensitive Hillside Overlay	
West	RA2, Sensitive Hillside Overlay	
North	RA2, Sensitive Hillside Overlay	
South	RA2, Sensitive Hillside Overlay	

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

Residential Low-Medium Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Very large lot single-family neighborhoods or ranchettes allows for enhancement of Draper's rural character • Environmentally designed clustered housing with the Suncrest and South Mountain projects being the exceptions • Some natural features and cultivated vegetation is apparent and special care is required in order to preserve those features and areas • Equestrian uses and privileges may exist in certain areas	
LAND USE MIX	Primary • Single-family detached homes	Secondary • Parks • Open space • Churches • Schools
DENSITY	• Density range: up to 2 dwelling units per acre • Reduction for non-buildable areas	
COMPATIBLE ZONING	• Residential Agricultural (RA1) • Residential Agricultural (RA2) • Single-family Residential Hillside (RH) • Master Planned Community (MPC)	
OTHER CRITERIA	• Increased densities within equestrian areas may be allowed only with compliance to specified performance standards and impact mitigation measures • Buffers and transitions around existing low-density single-family residences may consist of open space/retention areas, lots that are pie-shaped or otherwise larger than standard sized lots or a combination of these and other appropriate design techniques	

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."*

Subdivision Plat. The applicant is requesting to split a single lot into two approximate equal sized lots (Exhibit F). Both of the new lots will meet the minimum lot size requirements for the RA2 zoning district. The area is located within the Sensitive Hillside Overlay which means additional geotechnical reviews are required with all new construction. Should the newly created lot be developed, a geotechnical review will be required.

The existing lot will be renumbered to Lot 319 and the proposed lot will be numbered as Lot 318 (Exhibit G). The proposed Lot 318 does have a large Draper City storm drain easement on the north and west sides. These are identified on the plat and any new construction would need to avoid this easement.

Table 2 Subdivision Design Requirements			
Standard	DCMC	Proposal	Notes
Lot/Parcel Size	20,000 sq. ft.	20,935 sq. ft. (Lot 318) 22,771 sq. ft. (Lot 319)	
Lot Frontage	50 ft. min.	135 ft. (Lot 318) 129 ft. (Lot 319)	
Lot Width	90 ft. min.	135 ft. (Lot 318) 129 ft. (Lot 319)	
Lot Depth	3.0:1	1.06:1 (Lot 318) 1.03:1 (Lot 319)	
Setbacks			
Front	30 ft. min.	30 ft. (Lot 318) 30 ft. (Lot 319)	Existing house complies and future house will need to comply
Side	12 ft. min.	12 ft. (Lot 318) 12 ft. (Lot 319)	
Rear	20 ft. min.	25 ft. (Lot 318) 25 ft. (Lot 319)	
Easements			
PUE Front	7 ft. min.	10 ft.	
PUE Rear	7 ft. min.	10 ft.	
PUE Side	7 ft. min.	7 ft.	
Open Space/ Drainage Rear	25 ft. existing	25 ft.	No change
Storm Drain Easement Rear	32 ft. to 89 ft. existing	32 ft. to 89 ft.	No change
Storm Drain Easement Side	20 ft. existing	20 ft.	No change

Criteria For Approval. The grounds for review and potential approval of a subdivision plat amendment request are found in Section 17-9-050 of the DCMC. This section depicts the standard of review for such requests as:

The Planning Commission may approve the vacation or amendment of a plat if the Planning Commission finds that there is good cause for the vacation or amendment, and no public street or municipal utility easement has been vacated or amended.

REVIEWS

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

GIS Division Review. The GIS Division has completed their review of the Subdivision Plat 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 finds that the application complies with the DCMC and recommends that the Planning Commission review the request and approve the application based on the findings listed below and the criteria for approval, as listed within the staff report.

If the Planning Commission decides to approve the request, staff notes the applicant is required to comply with the following requirements pertaining to the plat and development of the subdivision:

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. If the subdivision plat amendment is not recorded within one (1) year from the date of approval or construction of the required landscaping and infrastructure has not commenced, such approval shall be null and void. This time period may be extended by the Planning Commission for up to one additional six (6) month period for good cause shown. The subdivider must petition in writing for an extension prior to the expiration of the original one (1) year. See DCMC Section 17-9-070.

MODEL MOTIONS AND FINDINGS

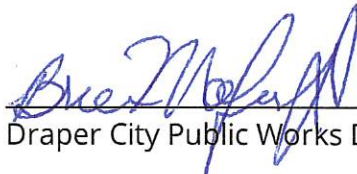
Sample Motion for Approval – I move that we approve the Subdivision Plat Amendment, as requested by Merissa Davis, property owner, for The Cove at Bear Canyon Phase III Amended Plat Subdivision Plat Amendment, application 2025-02221-SUB, based on the following findings for approval and subject to the requirements as listed in the Staff Report dated May 5, 2026.

Findings for approval:

1. There is good cause for the amendment, and no public street or municipal utility easement will be vacated or amended.

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

Don Buckley
Draper City Fire Department

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: 2026.05.05 10:00:20-06'00'

Todd Draper

Draper City Planning Division

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: 2026.05.05 11:00:50-06'00'

Draper City Legal Counsel

Matthew Symes
Draper City Building Division

Digitally signed by Matthew Symes
DN: C=US,
E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew
Symes
Date: 2026.05.05 11:33:23-06'00'

EXHIBIT A DEPARTMENT REVIEWS

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

Planning Division Review.

1. Existing PUE's will be updated with the proposed lot line.

Engineering and Public Works Divisions Review.

1. No additional comments.

Building Division Review.

1. No additional comments.

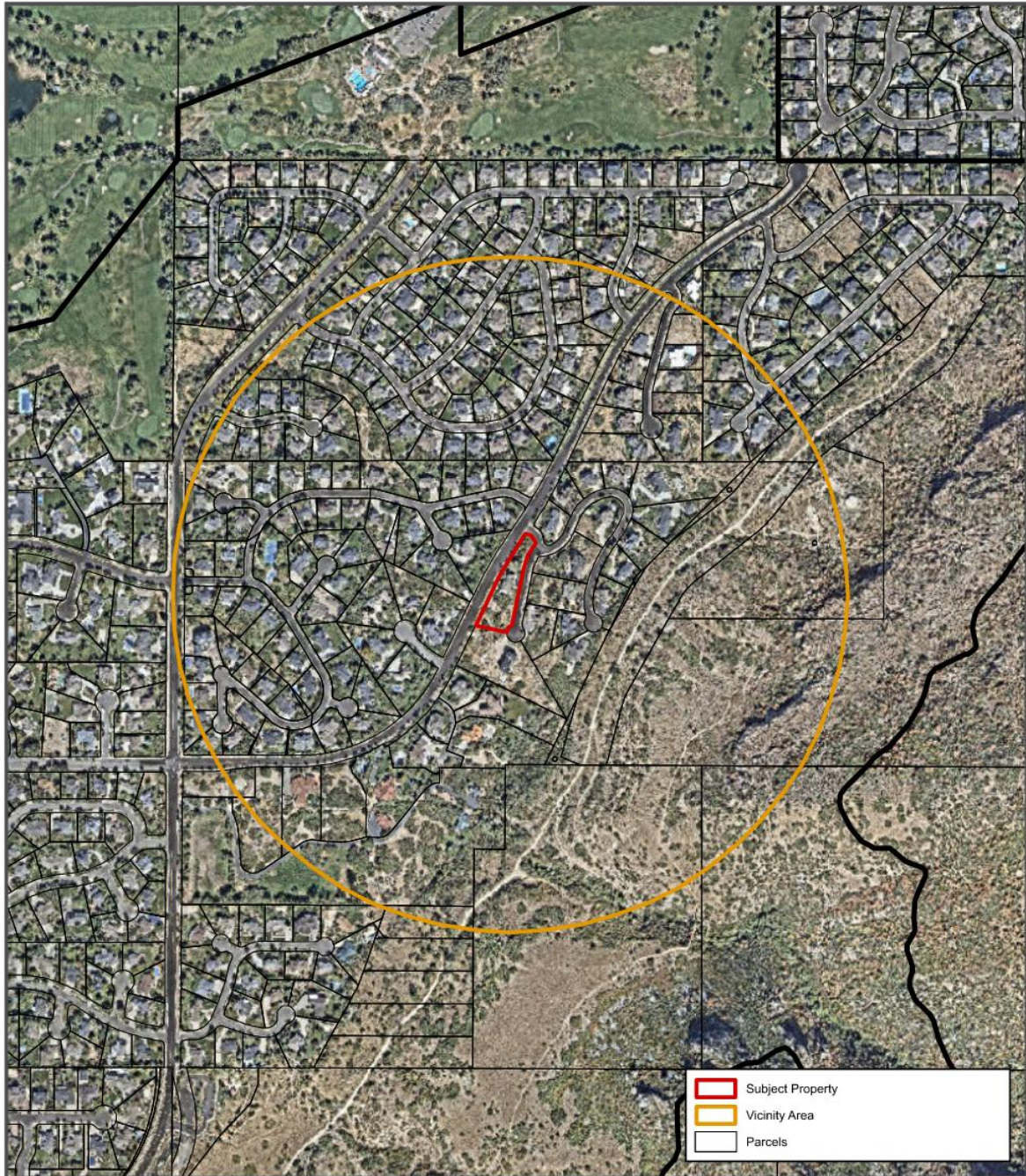
Fire Division Review.

1. No additional comments.

GIS Division Review.

1. No additional comments.

EXHIBIT B
VICINITY MAP



Date Printed: 4/29/2026

The Cove at Bear Canyon Phase III Plat

12222 S. Grizzly Hollow Cove



EXHIBIT C
AERIAL MAP





Date Printed: 4/29/2026

The Cove at Bear Canyon Phase III Plat

12222 S. Grizzly Hollow Cove

0 0.01 0.03
mi

N



EXHIBIT D
LAND USE MAP



Date Printed: 4/29/2026

The Cove at Bear Canyon Phase III Plat

12222 S. Grizzly Hollow Cove

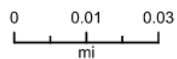


EXHIBIT E ZONING MAP



Date Printed: 4/29/2026

The Cove at Bear Canyon Phase III Plat

12222 S. Grizzly Hollow Cove

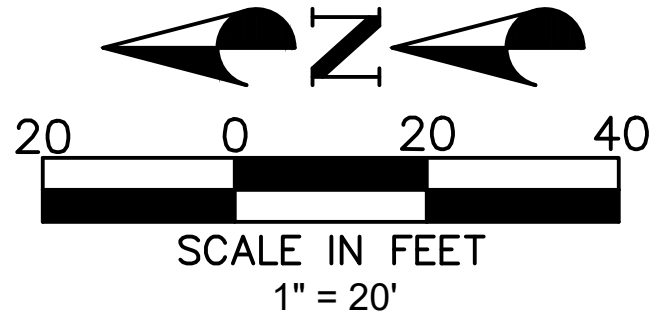
0 0.01 0.03
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EXHIBIT F
PROPOSED THE COVE AT BEAR CANYON PHASE III SUBDIVISION PLAT AMENDMENT

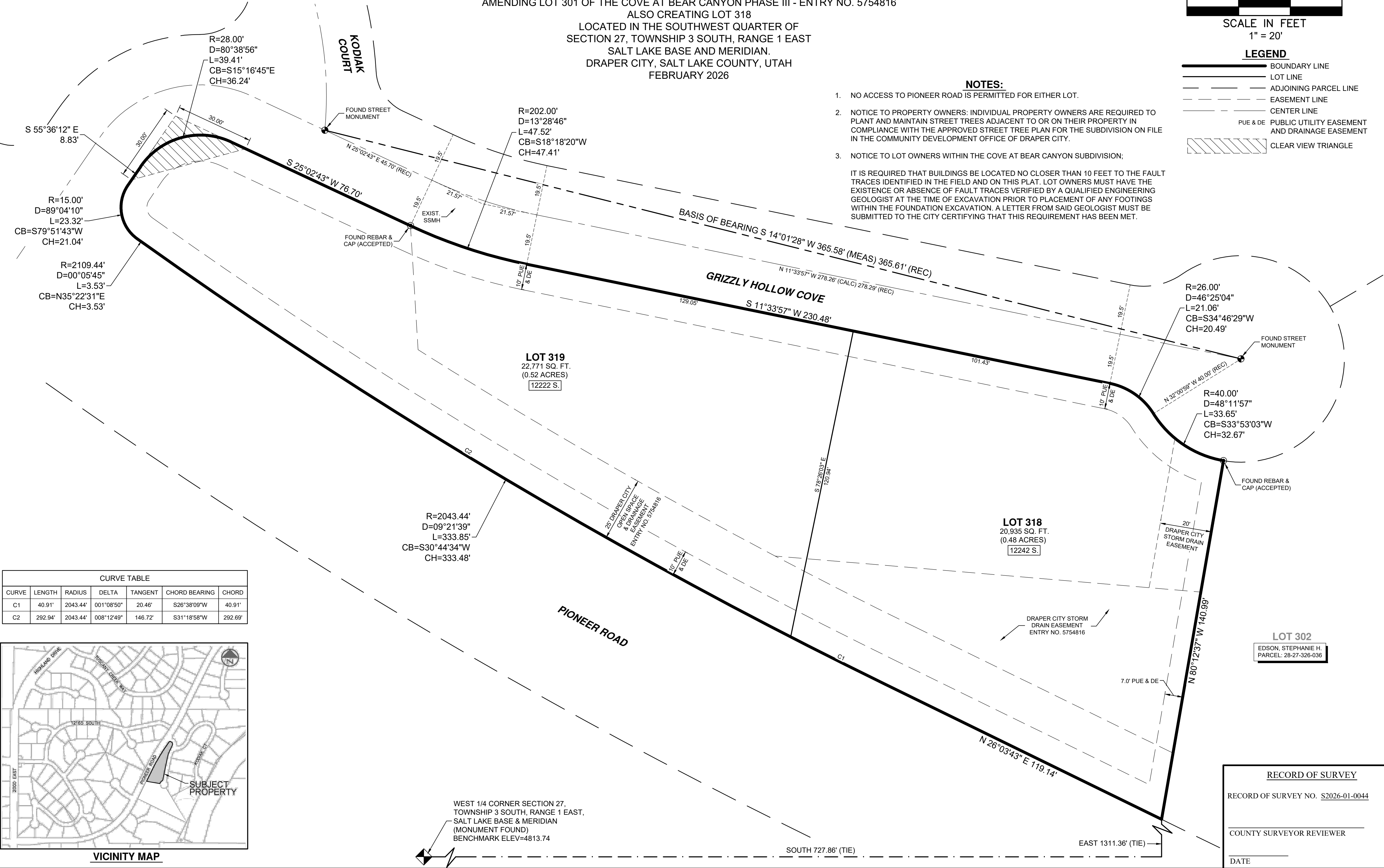
THE COVE AT BEAR CANYON PHASE III-LOT 301 AMENDED

AMENDING LOT 301 OF THE COVE AT BEAR CANYON PHASE III - ENTRY NO. 5754816
ALSO CREATING LOT 318
LOCATED IN THE SOUTHWEST QUARTER OF
SECTION 27, TOWNSHIP 3 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN.
DRAPER CITY, SALT LAKE COUNTY, UTAH
FEBRUARY 2026

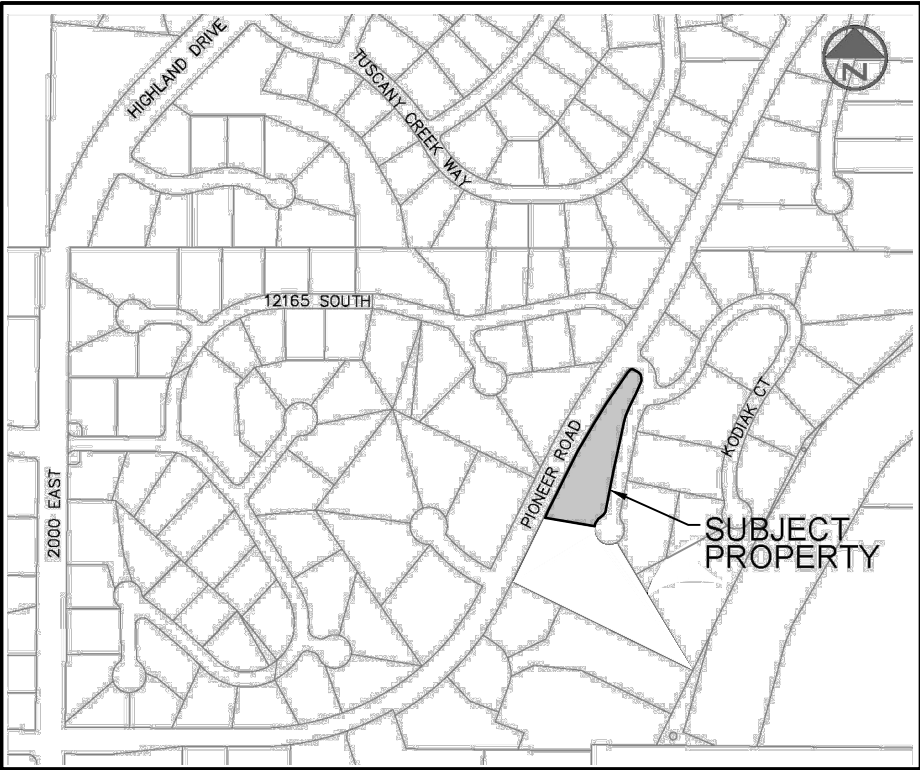


LEGEND	
	BOUNDARY LINE
	LOT LINE
	ADJOINING PARCEL LINE
	EASEMENT LINE
	CENTER LINE
	PUE & DE
	PUBLIC UTILITY EASEMENT AND DRAINAGE EASEMENT
	CLEAR VIEW TRIANGLE

- NOTES:**
- NO ACCESS TO PIONEER ROAD IS PERMITTED FOR EITHER LOT.
 - NOTICE TO PROPERTY OWNERS: INDIVIDUAL PROPERTY OWNERS ARE REQUIRED TO PLANT AND MAINTAIN STREET TREES ADJACENT TO OR ON THEIR PROPERTY IN COMPLIANCE WITH THE APPROVED STREET TREE PLAN FOR THE SUBDIVISION ON FILE IN THE COMMUNITY DEVELOPMENT OFFICE OF DRAPER CITY.
 - NOTICE TO LOT OWNERS WITHIN THE COVE AT BEAR CANYON SUBDIVISION:
IT IS REQUIRED THAT BUILDINGS BE LOCATED NO CLOSER THAN 10 FEET TO THE FAULT TRACES IDENTIFIED IN THE FIELD AND ON THIS PLAT. LOT OWNERS MUST HAVE THE EXISTENCE OR ABSENCE OF FAULT TRACES VERIFIED BY A QUALIFIED ENGINEERING GEOLOGIST AT THE TIME OF EXCAVATION PRIOR TO PLACEMENT OF ANY FOOTINGS WITHIN THE FOUNDATION EXCAVATION. A LETTER FROM SAID GEOLOGIST MUST BE SUBMITTED TO THE CITY CERTIFYING THAT THIS REQUIREMENT HAS BEEN MET.



CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD BEARING
C1	40.91'	2043.44'	001°08'50"	20.46'	S26°38'09"W 40.91'
C2	292.94'	2043.44'	008°12'49"	146.72'	S31°18'58"W 292.69'



SURVEYOR'S CERTIFICATE
I, MICHAEL S. WITHERS DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 7377758 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY BY AUTHORITY OF THE OWNER(S) I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW IN ACCORDANCE WITH UTAH STATE CODE SECTION 17-23-17 AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, HEREAFTER TO BE KNOW AS: THE COVE AT BEAR CANYON PHASE III-LOT 301 AMENDED AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT ALL LOTS MEET FRONTAGE WIDTH AND AREA REQUIREMENTS OF THE APPLICABLE ZONING ORDINANCES.

BOUNDARY DESCRIPTION
ALL OF LOT 301 OF THE COVE AT BEAR CANYON PHASE III, RECORDED AS ENTRY NUMBER 5754816, IN BOOK 94-3, AT PAGE 51 IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER.

CONTAINS: 1.00 ACRE (OR 43,706 SQ. FT.)
2 LOTS

SIGNATURE  DATE 02-25-2026

MICHAEL S. WITHERS
2-25-24
STATE OF UTAH

OWNERS DEDICATION
KNOW ALL MEN BY THESE PRESENTS THAT I WE, THE UNDERSIGNED OWNER(S) OF THE HEREON DESCRIBED TRACT OF LAND, HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND STREETS AS SHOWN ON THIS PLAT AND NAME SAID PLAT THE COVE AT BEAR CANYON PHASE III-LOT 301 AMENDED, AND DO HEREBY DEDICATE, GRANT AND CONVEY TO DRAPER CITY, UTAH: (1) ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER; (2) THOSE CERTAIN PUBLIC UTILITY AND DRAINAGE EASEMENTS AS SHOWN HEREON, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF PUBLIC UTILITY SERVICE LINES AND DRAINAGE; AND (3) THOSE PARCELS DESIGNATED AS PUBLIC OPEN SPACE, PARKS, TRAIL OR EASEMENTS, OR OF SIMILAR DESIGNATION. IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS THIS DAY _____ OF _____, 20____.

JASON DAVIS

MERISSA DAVIS

ACKNOWLEDGMENT
STATE OF UTAH }
COUNTY OF SALT LAKE } S.S.
ON THE _____ DAY OF _____, A.D. 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF SALT LAKE IN SAID STATE OF UTAH, THE SIGNER(S) OF THE ABOVE OWNER'S DEDICATION, TWO (2) IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT JASON DAVIS AND MERISSA DAVIS SIGNED IT FREELY AND VOLUNTARILY AND FOR THE USES AND PURPOSES THEREIN MENTIONED.

Commission Number _____ Signed (A Notary Public Commissioned in Utah)

Commission Expires _____ Print Name of Notary _____

PREPARED BY: **CMT TECHNICAL SERVICES**
2796 SOUTH REDWOOD ROAD, WEST VALLEY, UT 84119
PHONE: (801) 908-5859

DATE: FEBRUARY 25, 2026 FILE: 103232.001DWG\FPLAT-01

QUESTAR GAS COMPANY, DBA ENBRIDGE GAS UTAH ("ENBRIDGE"), APPROVES THIS PLAT SOLELY TO CONFIRM THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. THIS APPROVAL DOES NOT (A) AFFECT ANY RIGHT ENBRIDGE HAS UNDER TITLE 54, CHAPTER 8A, A RECORDED EASEMENT OR RIGHT-OF-WAY, PRESCRIPTIVE RIGHTS, OR ANY PROVISION OF LAW; (B) CONSTITUTE ACCEPTANCE OF ANY TERMS CONTAINED IN ANY PORTION OF THE PLAT; AND (C) GUARANTEE ANY TERMS OR WAIVE ENBRIDGE'S RIGHT TO REQUIRE ADDITIONAL EASEMENTS FOR GAS SERVICE. APPROVED THIS _____ DAY OF _____, 20____ BY: _____ TITLE: _____	EASEMENT APPROVAL <table><tr><td>CENTURY LINK COMMUNICATIONS</td><td>DATE _____</td></tr><tr><td>ROCKY MOUNTAIN POWER</td><td>DATE _____</td></tr><tr><td>COMCAST CABLE</td><td>DATE _____</td></tr></table>	CENTURY LINK COMMUNICATIONS	DATE _____	ROCKY MOUNTAIN POWER	DATE _____	COMCAST CABLE	DATE _____	DRAPER IRRIGATION COMPANY (WATER PRO) APPROVED THIS _____ DAY OF _____, A.D. 20____ _____ DRAPER IRRIGATION COMPANY	BOARD OF HEALTH APPROVED THIS _____ DAY OF _____, A.D. 20____ _____ SALT LAKE COUNTY BOARD OF HEALTH	THE COVE AT BEAR CANYON PHASE III-LOT 301 AMENDED AMENDING LOT 301 OF THE COVE AT BEAR CANYON PHASE III - ENTRY NO. 5754816 ALSO CREATING LOT 318 LOCATED IN THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 1 EAST SALT LAKE BASE AND MERIDIAN. DRAPER CITY, SALT LAKE COUNTY, UTAH
CENTURY LINK COMMUNICATIONS	DATE _____									
ROCKY MOUNTAIN POWER	DATE _____									
COMCAST CABLE	DATE _____									
JORDAN BASIN IMPROVEMENT DISTRICT APPROVED THIS _____ DAY OF _____, A.D. 20____ _____ DIRECTOR, JORDAN BASIN IMPROVEMENT DISTRICT	PLANNING COMMISSION APPROVED THIS _____ DAY OF _____, A.D. 20____ _____ CHAIRMAN	CITY ENGINEER I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE. DATE _____ DRAPER CITY ENGINEER _____	CITY ATTORNEY APPROVED AS TO FORM _____ DAY OF _____, A.D. 20____ _____ DRAPER CITY ATTORNEY	DRAPER CITY COUNCIL PRESENTED TO DRAPER CITY THIS _____ DAY OF _____, A.D. 20____ AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED. ATTEST: DRAPER CITY RECORDER _____ MAYOR, DRAPER CITY _____	RECORDER # STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF _____ DATE: _____ TIME: _____ BOOK: _____ PAGE: _____ FEE _____ DEPUTY SALT LAKE COUNTY RECORDER _____					

EXHIBIT G
EXISTING THE COVE AT BEAR CANYON PHASE III SUBDIVISION PLAT

WEST 1/4 CORNER OF SECTION 27, T3S, R1E, S18M MONUMENT REMOVED DURING CONSTRUCTION OF PHEASANT HILLS PLAT 2

LEGEND

- MONUMENTS TO BE SET
- SECTION CORNER MONUMENT
- SUBDIVISION BOUNDARY CORNER (SET 1/2" X 24" BAR W/ CAP)
- PUE & DE
- PUBLIC UTILITIES EASEMENT AND DRAINAGE EASEMENT
- BOUNDARY LINE OF OVERALL SUBDIVISION
- EASEMENT LINE AS SHOWN
- SALT LAKE AQUADUCT EASEMENT LINE
- RADIAL LINES
- EXISTING FAULT LINE (DASHED WHERE APPROXIMATE)
- BAR INDICATED DOWN THROWN SIDE
- RADIAL LOT LINE BEARING
- AREA > 30% - NON BUILDABLE SPACE

CURVE DATA

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD	CHORD BRG.
C1	9°21'39"	2076.440	339.243	170.003	338.866	---
C2	9°21'39"	2043.440	333.852	167.298	333.481	---
C3	89°04'10"	15.000	23.368	14.756	21.040	---
C4	46°25'04"	26.000	21.064	11.148	20.492	---
C5	48°11'38"	40.000	33.646	17.893	32.663	---
C6	130°27'19"	40.000	9.004	96.477	12.659	---
C7	94°11'16"	40.000	66.825	43.111	58.645	---
C8	8°14'38"	19.000	13.382	10.750	12.459	---
C9	80°38'55"	47.500	66.850	40.316	61.476	S16°16'45"E
C10	4°11'32"	2109.440	154.344	77.206	154.309	---
C11	3°12'43"	2109.440	116.263	69.142	116.238	---
C12	0°05'45"	2109.440	3.528	176.4	3.528	---
C13	56°28'25"	67.000	6.4830	35.206	62.331	---
C14	114°30'26"	20.000	39.571	31.098	33.643	---
C15	4°14'28"	124.72	89.767	46.927	87.842	---
C16	7°14'08"	144.22	173.237	133.302	167.970	N59°42'22"E
C17	62°39'52"	153.72	179.012	98.637	170.225	---
C18	69°43'27"	170.600	171.726	97.852	169.789	---
C19	69°43'27"	150.000	166.053	135.098	162.207	N53°57'03"E
C20	28°27'46"	209.500	96.780	49.259	95.902	---
C21	28°27'35"	209.500	104.062	53.129	102.999	---
C22	4°48'06"	209.500	17.557	8.784	17.552	---
C23	56°22'42"	94.500	92.987	50.647	89.281	---
C24	12°06'31"	75.000	166.631	132.856	130.623	S30°37'58"E
C25	33°19'52"	94.500	54.974	28.289	54.202	---
C26	3°23'57"	94.500	51.788	26.652	51.142	---
C27	12°06'31"	65.600	117.313	98.313	96.667	---
C28	13°46'24"	250.500	60.289	30.235	60.073	---
C29	13°46'24"	270.000	64.935	32.610	64.749	S31°43'30"W
C30	13°46'24"	289.500	69.593	34.695	69.425	---
C31	1°47'01"	580.500	16.071	9.036	16.070	---
C32	24°14'29"	600.000	253.855	128.855	251.966	S26°34'27"W
C33	6°35'54"	619.500	71.343	35.711	71.304	---
C34	15°56'02"	619.500	172.282	86.701	171.278	---
C35	15°13'37"	680.500	154.724	77.594	153.820	---
C36	7°13'51"	680.500	73.260	36.679	73.212	---
C37	1°42'33"	619.500	18.480	9.241	18.979	---
C38	28°45'08"	239.500	120.366	61.387	119.929	---
C39	40°10'18"	220.000	163.382	80.302	160.868	S30°39'56"E
C40	28°10'22"	205.500	90.937	46.454	90.937	---
C41	53°49'54"	28.000	24.428	13.200	23.559	---
C42	4°00'30"	28.000	18.609	9.723	18.214	---
C43	78°16'39"	40.000	54.648	32.552	50.456	---
C44	122°22'04"	40.000	71.465	49.721	62.333	---
C45	91°31'54"	40.000	63.901	41.084	67.320	---
C46	1°01'34"	2076.440	37.187	19.594	37.187	---
C47	8°20'05"	2076.440	302.058	151.295	301.780	---
C48	80°38'55"	28.000	38.412	23.766	38.239	---
C49	13°28'46"	202.000	47.523	23.672	47.413	---
C50	13°28'46"	182.500	42.939	21.587	42.836	S18°19'20"W
C51	13°28'46"	163.000	38.347	19.253	38.259	---

LOT ADDRESSES

LOT	ADDRESS
301	12222 SOUTH GRIZZLY HOLLOW COVE
302	12258 GRIZZLY HOLLOW COVE
303	12243 GRIZZLY HOLLOW COVE
304	12223 GRIZZLY HOLLOW COVE
305	2208 KODIAK COURT
306	2238 KODIAK COURT
307	2211 KODIAK COURT
308	2219 KODIAK COURT
309	2229 KODIAK COURT
310	2241 KODIAK COURT
311	12169 KODIAK COURT
312	12177 KODIAK COURT
313	12189 KODIAK COURT
314	12207 KODIAK COURT
315	12225 KODIAK COURT
316	12265 KODIAK COURT
317	12246 KODIAK COURT

LINE DATA

LINE	BEARING	DISTANCE
L1	N26°03'58"E	16.570'
L2	S55°36'12"E	56.563'
L3	S25°02'43"W	30.994'
L4	S25°02'43"W	67.269'
L5	S88°30'38"W	48.039'
L6	S52°00'59"E	40.000'
L7	S55°08'53"W	40.000'
L8	S24°55'56"W	39.222'
L9	S63°17'26"E	40.000'
L10	S24°31'57"W	40.000'
L11	N63°56'09"W (R)	36.423'

THE COVE AT BEAR CANYON PHASE III

2000 EAST STREET

1/4 SECTION CORNER OF SEC. 27, T3S, R1E, S18M FOUND BRASS CAP MONUMENT (RING & LID)

1/16 SECTION CORNER OF SEC. 27, T3S, R1E, S18M FOUND BRASS CAP MONUMENT (RING & LID)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF _____

On the ____ day of _____, A.D. 19____, personally appeared before me, the undersigned Notary Public, in and for said County of _____, in said State of Utah, _____, who after being duly sworn, acknowledged to me that _____, that _____ signed the owners dedication freely and voluntarily for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC RESIDING IN _____

INDIVIDUAL ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF _____

On the ____ day of _____, A.D. 19____, personally appeared before me, the undersigned Notary Public, in and for said County of _____, in said State of Utah, _____, who after being duly sworn, acknowledged to me that _____, that _____ signed the owners dedication freely and voluntarily for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC RESIDING IN _____

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF _____

On the ____ day of _____, A.D. 19____, personally appeared before me, the undersigned Notary Public, in and for said County of _____, in said State of Utah, _____, who after being duly sworn, acknowledged to me that _____, that _____ signed the owners dedication freely and voluntarily for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC RESIDING IN _____

NOTICE TO LOT OWNERS WITHIN THE COVE AT BEAR CANYON SUBDIVISION: IT IS REQUIRED THAT BUILDINGS BE LOCATED NO CLOSER THAN 10 FEET TO THE FAULT TRACES IDENTIFIED IN THE FIELD AND ON THIS PLAT. LOT OWNERS MUST HAVE THE EXISTENCE OR ABSENCE OF FAULT TRACES VERIFIED BY A QUALIFIED ENGINEERING GEOLOGIST AT THE TIME OF EXCAVATION PRIOR TO PLACEMENT OF ANY FOOTINGS WITHIN THE FOUNDATION EXCAVATION. A LETTER FROM SAID GEOLOGIST MUST BE SUBMITTED TO THE CITY CERTIFYING THAT THIS REQUIREMENT HAS BEEN MET.

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF _____

On the ____ day of _____, A.D. 19____, personally appeared before me, the undersigned Notary Public, in and for said County of _____, in said State of Utah, _____, who after being duly sworn, acknowledged to me that _____, that _____ signed the owners dedication freely and voluntarily for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC RESIDING IN _____

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF _____

On the ____ day of _____, A.D. 19____, personally appeared before me, the undersigned Notary Public, in and for said County of _____, in said State of Utah, _____, who after being duly sworn, acknowledged to me that _____, that _____ signed the owners dedication freely and voluntarily for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC RESIDING IN _____

SURVEYOR'S CERTIFICATE

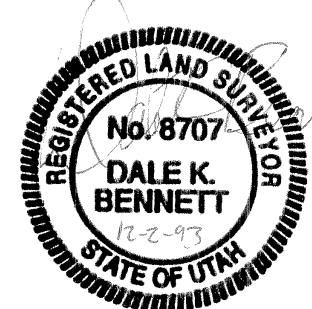
I, Dale K. Bennett do hereby certify that I am a Registered Professional Land Surveyor, and that I hold Certificate No. 8707, as prescribed under the laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots and streets hereafter to be known as:

THE COVE AT BEAR CANYON PHASE III

and that the same has been correctly surveyed and staked on the ground as shown on this plat.

BOUNDARY DESCRIPTION

BEGINNING AT A POINT SOUTH 00°35'15" WEST 1328.056 FEET, AND SOUTH 89°43'43" EAST 1628.044 FEET AND NORTH 26°03'51" EAST 222.961 FEET FROM THE WEST QUARTER CORNER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 63°56'17" WEST 572.313 FEET; THENCE NORTH 26°03'43" EAST 309.238 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG THE ARC OF A 2076.440 FOOT RADIUS CURVE TO THE RIGHT 339.243 FEET TO A POINT OF REVERSE CURVATURE; THENCE NORTHEASTERLY ALONG THE ARC OF A 2076.440 FOOT RADIUS CURVE TO THE LEFT 339.243 FEET TO A POINT OF TANGENCY; THENCE NORTH 26°03'58" EAST 16.570 FEET; THENCE SOUTH 89°42'05" EAST 840.333 FEET; THENCE SOUTH 45°32'18" WEST 719.109 FEET; THENCE SOUTH 26°03'51" WEST 688.574 FEET TO THE POINT OF BEGINNING. CONTAINS 15.734 ACRES 17 LOTS



DATE 12/2/93

DALE K. BENNETT, L.S.
LICENSE NO. 8707

OWNER'S DEDICATION

Know all men by these presents that I, the undersigned owner(s) of the above described tract of land, having caused same to be subdivided into lots and streets to be hereafter known as the

THE COVE AT BEAR CANYON PHASE III

do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for Public use. In witness whereof I have hereunto set _____ this ____ day of _____, A.D. 19____

TERRY C. DIEHL, PRESIDENT
OF WASATCH PACIFIC INC.
MANAGER OF BEAR CANYON COVE L.C.

KAY BARTHOLOMEW, AUP

ACKNOWLEDGMENT

STATE OF UTAH } S.S.
County of Salt Lake

On the ____ day of _____, A.D. 19____, personally appeared before me, the undersigned Notary Public, in and for said County of Salt Lake in said State of Utah, the signer(s) of the above Owner's dedication, _____, in number, who duly acknowledged to me that _____ signed it freely and voluntarily and for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC
RESIDING IN SALT LAKE COUNTY

THE COVE AT BEAR CANYON PHASE III

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN, DRAPER CITY, UTAH

RECORDED # 5754816

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF

Draper City
DATE 3-3-1994 TIME 12:14 P.M. BOOK 74-3 PAGE 51
FEE \$ 47.00
DEPUTY SALT LAKE COUNTY RECORDER

MOUNTAIN FUEL SUPPLY CO.
APPROVED THIS 13 DAY OF Dec. A.D. 1993 BY MOUNTAIN FUEL SUPPLY CO.

MOUNTAIN FUEL SUPPLY CO.

IMPROVEMENT DISTRICT
APPROVED THIS 6th DAY OF January A.D. 1994 BY THE IMPROVEMENT DISTRICT

SALT LAKE CO. SEWAGE DISTRICT NO. 1 DISTRICT MANAGER

UTAH POWER & LIGHT CO.
APPROVED THIS 13 DAY OF Dec. A.D. 1993 BY UTAH POWER & LIGHT CO.

UTAH POWER & LIGHT CO.

U.S. WEST COMMUNICATIONS
APPROVED THIS 23 DAY OF Dec. A.D. 1993 BY U.S. WEST COMMUNICATIONS

U.S. WEST COMMUNICATIONS

PREPARED BY:
McNEIL ENGINEERING, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
1952 EAST 7000 SOUTH SUITE 209, S.L.C., UT 84121 (801) 944-8112

PLANNING COMMISSION
APPROVED THIS 8th DAY OF Feb. A.D. 1994 BY THE DRAPER CITY PLANNING COMMISSION.

CHAIRMAN, DRAPER CITY PLANNING COMM.

DRAPER IRRIGATION COMPANY
APPROVED THIS 13 DAY OF Dec. A.D. 1993

DRAPER IRRIGATION COMPANY

CITY ENGINEER'S CERTIFICATE
APPROVED AS TO COMPLIANCE WITH DRAPER CITY ORDINANCE.
Dec 24, 1993 David F. Wilding
DATE DRAPER CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 9th DAY OF February A.D. 1994

DRAPER CITY ATTORNEY

DRAPER CITY MAYOR'S APPROVAL
PRESENTED TO THE DRAPER CITY MAYOR THIS 13th DAY OF February A.D. 1994 AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED

ATTEST: CITY RECORDER DRAPER CITY MAYOR

326-007
28-27-31532-470
94-3-51

WING NUMBER

DRAWING NUMBER

DRAWING NUMBER
94-3P-51

DRAWING NUM

MEMO



To: Planning Commission

From: Paul Geilman

Date: 2026-05-14

Re: Public Hearing: Nielsen Zoning Map Amendment Request (Legislative Item)

Comments:

This application is a request for approval of a Zoning Map Amendment for approximately 0.33 acres located on the West side of 300 East, at approximately 12738 S 300 E. The property is currently zoned RA1 (Residential Agricultural, 40,000 ft² lot minimum size). The applicant is requesting that a Zoning Map Amendment to R3 (Single-family Residential, 13,000 ft² lot minimum size) be approved to make the existing lot conforming and align with the City's General Plan/Land Use Designation.

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 harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed zoning map amendment is consistent with the standards of any applicable overlay zone.
4. The proposed zoning map amendment will not adversely affect adjacent property.
5. 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 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.

ATTACHMENTS:

[Nielsen ZMA Staff Report -finalized.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

April 24, 2026

To: Draper City Planning Commission
Business Date: May 14, 2026

From: Development Review Committee

Prepared By: Paul J. Geilman, Planning Coordinator
Planning Division
Community Development Department
801-576-6551, paul.geilman@draperutah.gov

Re: Nielsen Zoning Map Amendment Request

Application No.: 2026-0045-MA

Applicant: Spencer Elroy Nielsen

Project Location: 12738 S 300 E

Current Zoning: RA1, (Residential Agricultural, 40,000 ft² lot minimum size)

Acreage: 0.33 Acres (Approximately 14,375 ft²)

Request: Request for approval of a Zoning Map Amendment from the RA1 to R3 (Single-family Residential, 13,000 ft² lot minimum size) zone for the purpose of bringing the zoning into conformity with the actual lot size.

BACKGROUND AND SUMMARY

This application is a request for approval of a Zoning Map Amendment for approximately 0.33 acres located on the West side of 300 East, at approximately 12738 S 300 E. (Exhibit C & D). The property is currently zoned RA1. The applicant is requesting that a Zoning Map Amendment to R3 be approved to make the existing lot conforming and align with the City's General Plan/Land Use Designation.

This property was developed as a single-family home. The county assessor lists this house as being built in 1940.

ANALYSIS

General Plan and Zoning.



Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Medium Density	Exhibit E
Current Zoning	RA1	Exhibit F
Proposed Use	Single-Family Residential (no change)	
Adjacent Zoning		
East	R3	
West	RA1	
North	RA1	
South	R3	

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 R3 zone is to *"permit medium density residential development without special mitigation requirements. This zone is intended to provide incentives to foster residential development with little impact on its surroundings and on municipal services, and to generally preserve*

the semirural character called for in the density element of the general plan.”

This lot is currently nonconforming in the existing zoning and the Zoning Map Amendment request will bring the lot into conformity with minimum lot size standards and Draper City's Land Use plan.

Criteria For Approval.

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.*

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Zoning Map 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 Map 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 Map 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 Map Amendment submission. 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 Zoning Map Amendment submission. 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 Zoning Map 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 makes a decision based on the findings listed below and the criteria for approval, or denial, as listed within the staff report.

MODEL MOTIONS

Sample Motion for Approval – I move that we forward a positive recommendation to the City Council for the Zoning Map Amendment, as requested by Lannea Butler, application 2026-0045-MA, based on the following findings and the criteria for approval listed in the Staff Report dated April 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 harmonious with the overall character of existing development in the vicinity of the subject property.
3. The proposed zoning map amendment is consistent with the standards of any applicable overlay zone.
4. The proposed zoning map amendment will not adversely affect adjacent property.
5. 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 Approval – I move that we forward a positive recommendation to the City Council for the Zoning Map Amendment, as requested by Spencer Nielsen, application 2026-0045-MA, based on the findings and criteria for approval listed in the Staff Report dated April 24, 2026, together with the following modified or additional findings:

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

Sample Motion for Denial – I move that we forward a negative recommendation to the City Council for the Zoning Map Amendment, as requested by Spencer Nielsen, application 2025-0045-MA, based on the findings and criteria for denial listed in the Staff Report dated April 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 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 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: 2026.05.05 17:09:18-06'00'

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: 2026.05.05 12:59:34-06'00'

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: 2026.05.05 11:51:50-06'00'

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: 2026.05.05 12:52:37-06'00'

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. No additional comments

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

Beginning at a point which is 1320.677 feet East and 815.43 feet South of the Northwest corner of Section 31, Township 3 South, Range 1 East, Salt Lake Base and Meridian, said point being coincident with the corner of a fence line and running thence South $89^{\circ}52'10''$ East 1295.692 feet and South $00^{\circ}05'37''$ West 130.00 feet to the true point of beginning; thence South $00^{\circ}05'37''$ West 70.00 feet; thence North $89^{\circ}52'10''$ West 220.129 feet; thence North $00^{\circ}07'05''$ East 70.00 feet; thence South $89^{\circ}52'10''$ East 220.00 feet to the true point of beginning.

LESS AND EXCEPTING THEREFROM the following described property: Commencing at the North quarter corner of Section 31, Township 3 South, Range 1 East, Salt Lake Base and Meridian; thence South $00^{\circ}21'03''$ West 944.03 feet along the quarter section line; thence North $89^{\circ}38'57''$ West 34.94 feet to the point of beginning; thence South $89^{\circ}35'48''$ East 11.10 feet; thence South $00^{\circ}21'59''$ West 70.00 feet; thence North $89^{\circ}35'48''$ West 11.10 feet; thence North $00^{\circ}21'57''$ East 70.00 feet to the point of beginning.

EXHIBIT C

VICINITY MAP

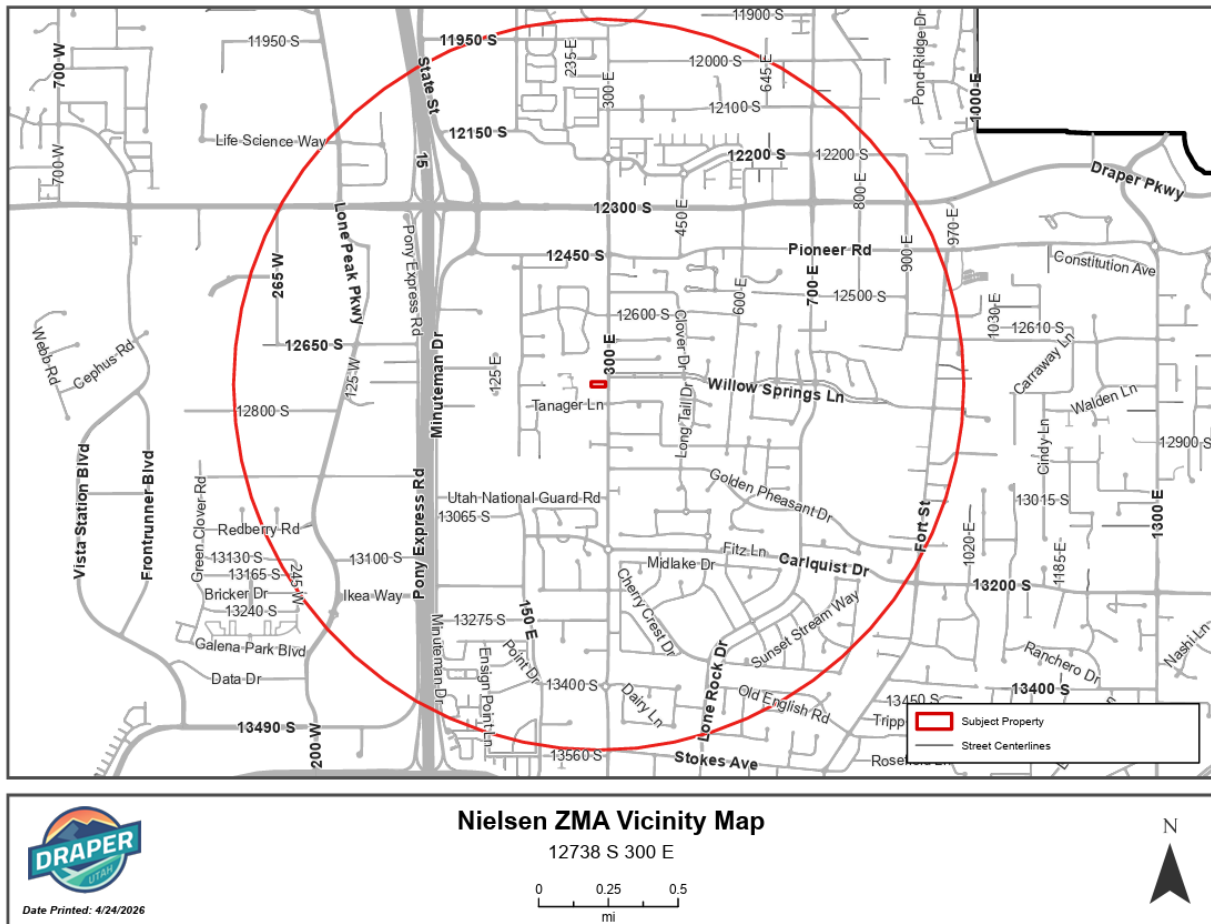


EXHIBIT D
AERIAL MAP

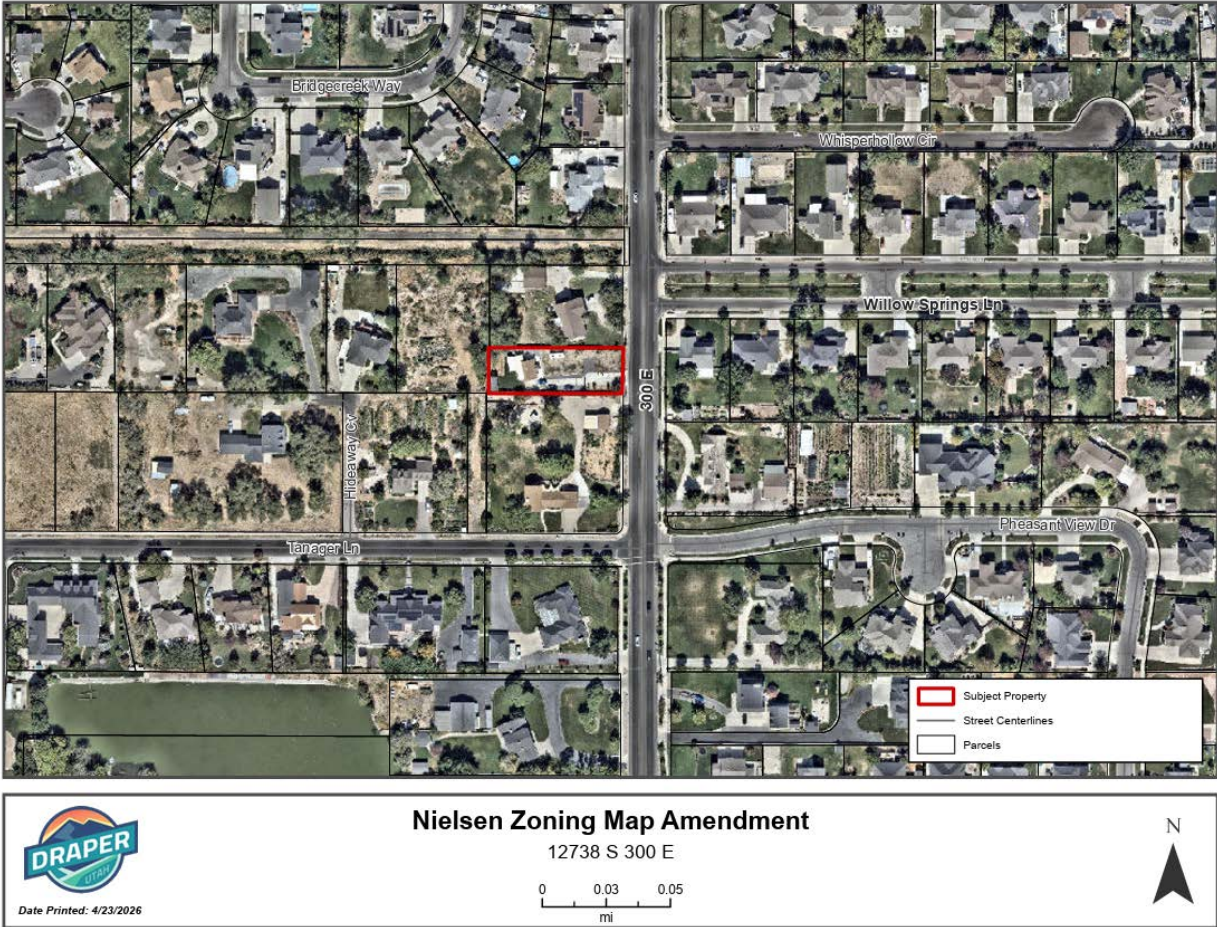


EXHIBIT E LAND USE MAP

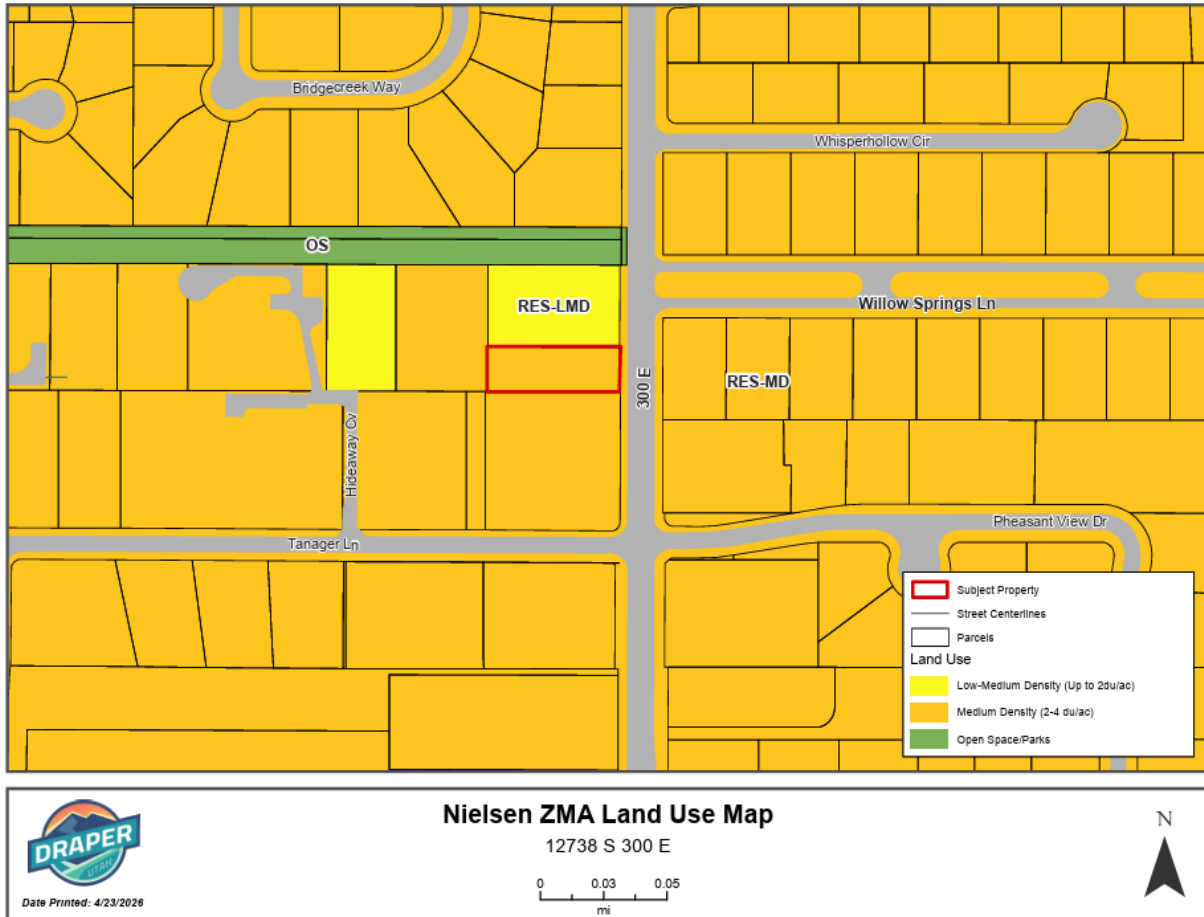


EXHIBIT F ZONING MAP

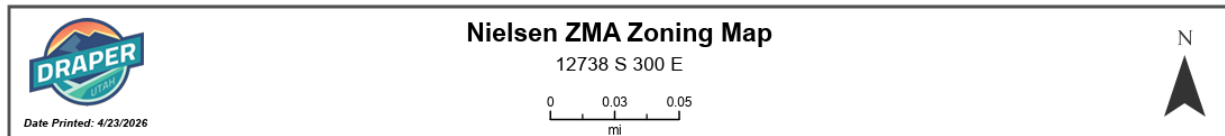
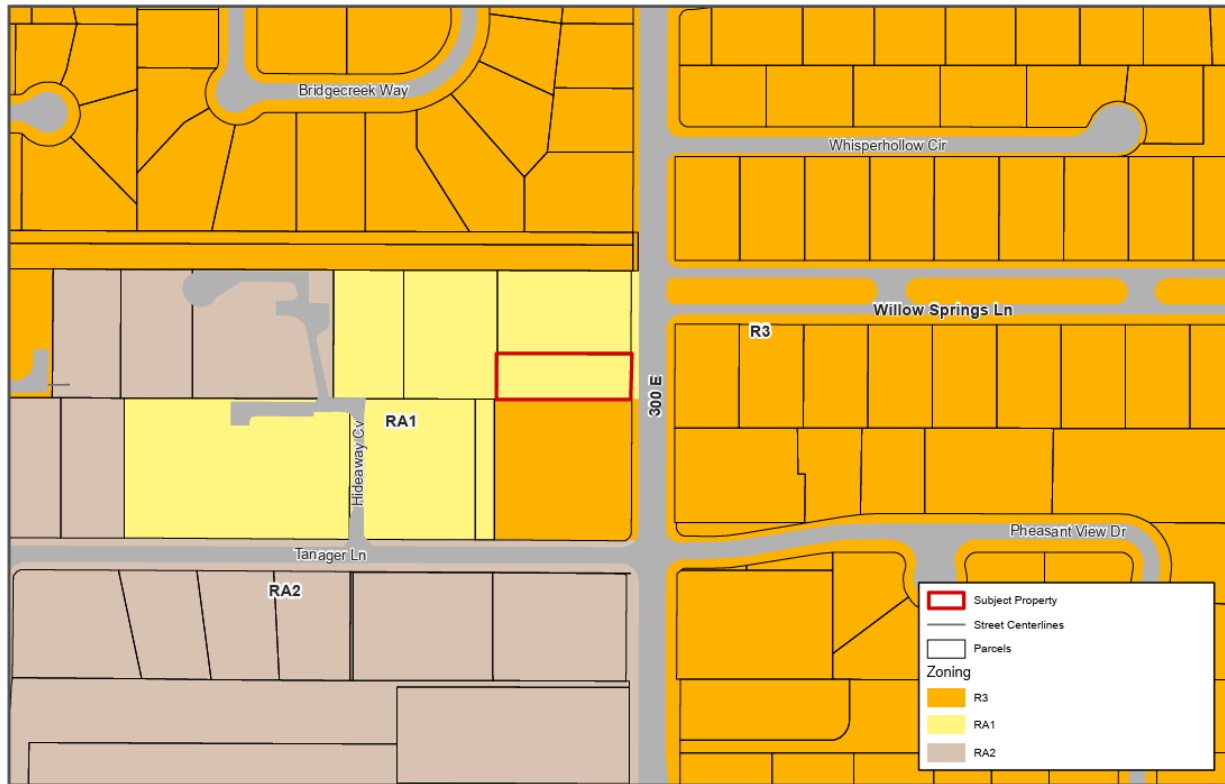


EXHIBIT G
APPLICANT'S RESPONSES

Spencer Nielsen

Draper, UT 84020

February 25, 2026

Planning & Zoning Department
City of Draper
Draper City Hall
1020 E. Pioneer Road
Draper, UT 84020

Re: Zoning Map Amendment — 12738 S 300 E, Draper, UT 84020 (RA1 to R3)

Dear Planning & Zoning Staff and Commission Members,

I respectfully request approval of a **Zoning Map Amendment** for the property located at **12738 S 300 E, Draper, UT 84020** (Salt Lake County **Tax ID: 28-31-126-117**), changing the zoning designation from **RA1** to **R3**. This amendment would align the zoning map with the City's adopted planning direction and the established pattern of development in the immediate area.

Requested zoning designation

The requested zoning designation is **R3**, replacing the current **RA1** zoning.

Basis for the amendment

This request is a reasonable and policy-consistent adjustment for three primary reasons. First, the City's **Land Use Map already identifies this location for medium-density residential**, which corresponds to an R3 zoning framework. Second, the parcel is **approximately 1/3 acre**, making it a **legal nonconforming lot** under RA1 standards intended to support 1-acre lots. Third, rezoning to **R3** would convert this **legal nonconforming lot into a conforming lot**, improving predictability for future permitting and supporting consistent code administration.

Compatibility with existing development

The requested R3 zoning is compatible with, and harmonious to, the surrounding area because **most adjacent and nearby properties are already zoned R3**. The established character of development in the vicinity reflects smaller residential lots consistent with the R3 district rather than the 1-acre RA1 pattern. Approving this amendment would reinforce the prevailing zoning context and neighborhood fabric rather than introduce a new or out-of-scale designation.

Facilities and services

Facilities and services are sufficient to serve the property under the proposed zoning. The site is within an existing residential area with established **roadway access and utilities**. Because surrounding properties are already zoned **R3**, the area's infrastructure is already planned for and functioning with an R3-level intensity, and the requested change aligns this parcel with those existing service conditions.

General Plan consistency

The requested R3 zoning is consistent with the City's General Plan because the **Land Use Map anticipates medium-density residential at this location**, and R3 is the zoning designation that implements that land use intent. Approval supports orderly and consistent application of adopted policy and helps reduce reliance on nonconforming lot status.

Request

For these reasons, I respectfully request approval of the **RA1 to R3 Zoning Map Amendment for 12738 S 300 E, Draper, UT 84020**.

Sincerely,

Spencer Nielsen

MEMO



To: Planning Commission

From: Nick Whittaker, MCMP

Date: 2026-05-14

Re: Public Hearing: The Cookie Ballery LLC. Home Occupation Conditional Use Permit Request (Administrative Item)

Comments:

A request for approval of a Home Occupation Conditional Use Permit for approximately 0.53 acres located on the north side of Golden Harvest Rd. at approximately 286 W. Golden Harvest Rd. The property is currently zoned RA2. The applicant is requesting that a Home Occupation Conditional Use Permit be approved to allow for a home Cottage Business that produces and sells baked goods.

Findings for approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

Findings for denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

ATTACHMENTS:

[The Cookie Ballery LLC. HOCUP.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

April 30, 2026

To: Draper City Planning Commission
Business Date: May 14, 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: The Cookie Ballery, LLC. – Home Occupation Conditional Use Permit Request

Application No.: 2026-0065-USE

Applicant: Cheryl Swenson, representing The Cookie Ballery, LLC.

Project Location: 286 W. Golden Harvest Rd.

Current Zoning: RA2 (Residential Agricultural 20,000 ft² minimum lot size) Zone

Acreage: 0.53 Acres (Approximately 23,086 ft²)

Request: Request for approval of a Home Occupation Conditional Use Permit in the RA2 zone to operate a Cottage Business.

BACKGROUND AND SUMMARY

This application is a request for approval of a Home Occupation Conditional Use Permit for approximately 0.53 acres located on the north side of Golden Harvest Rd. at approximately 286 W. Golden Harvest Rd. (Exhibit B & C). The property is currently zoned RA2. The applicant is requesting that a Home Occupation Conditional Use Permit be approved to allow for a home Cottage Business that produces and sells baked goods.

The subject property is Lot 306 of the Greenfield Farms Phase 3 Subdivision. A detached single-family dwelling was built on the subject property in 1993.

ANALYSIS

General Plan and Zoning.



Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Low Medium Density	Exhibit D
Current Zoning	RA2	Exhibit E
Adjacent Zoning		
East	RA2	
West	RA2	
North	CSD-WMBD (White Mountain Business District Commercial Special District)	
South	RA1 (Residential Agricultural, 40,000 ft ² minimum lot size)	

Residential Low-Medium Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Very large lot single-family neighborhoods or ranchettes allows for enhancement of Draper's rural character • Environmentally designed clustered housing with the Suncrest and South Mountain projects being the exceptions • Some natural features and cultivated vegetation is apparent and special care is required in order to preserve those features and areas • Equestrian uses and privileges may exist in certain areas	
LAND USE MIX	Primary • Single-family detached homes	Secondary • Parks • Open space • Churches • Schools
DENSITY	• Density range: up to 2 dwelling units per acre • Reduction for non-buildable areas	
COMPATIBLE ZONING	• Residential Agricultural (RA1) • Residential Agricultural (RA2) • Single-family Residential Hillside (RH) • Master Planned Community (MPC)	
OTHER CRITERIA	• Increased densities within equestrian areas may be allowed only with compliance to specified performance standards and impact mitigation measures • Buffers and transitions around existing low-density single-family residences may consist of open space/retention areas, lots that are pie-shaped or otherwise larger than standard sized lots or a combination of these and other appropriate design techniques	

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

Home Occupation. The DCMC Section 9-34-040 outlines development standards applicable to all home occupations. Those criteria, along with information specific to the subject request, are as follows:

- A. *Ownership: The home occupation shall be owned and operated by a person who resides in the dwelling where the home occupation is located. Such person shall be the primary provider of the labor, work, or service provided in the home occupation.*
 - The applicant owns the business and resides at the dwelling (Exhibit H).
- B. *Business License: A business license for the home occupation shall be obtained from and continually maintained with the city pursuant to title 6, chapter 11 of this code.*
 - The applicant indicates that they will obtain and maintain a business license with Draper City.
- C. *Employees: Members of the family of the owner who reside in the dwelling may be employed in the home occupation. Nonfamily or nonresident employees shall be limited to one person.*
 - The business has no additional employees.
- D. *Inspection: All facilities shall comply with fire, building, plumbing, electrical and all other city, county, state and federal codes. Inspections during reasonable hours by city officials may occur as necessary to assure compliance with regulations.*
 - The applicant has agreed to comply with necessary inspections (Exhibit H).
- E. *Inventory: No stock in trade, inventory, or other merchandise to exceed two hundred fifty (250) square feet shall be kept on the premises. No outside storage is allowed.*
 - The applicant indicates that inventory is kept in the kitchen and requires storage space that is less than 250 ft².

- F. *Modification Of Structures Or Yards: There shall be no visible evidence from the exterior of a dwelling that it is being used for any other purpose than that of a dwelling. No activities shall be carried on outside the dwelling in the yard for the benefit of or incidental to the home occupation. No front yard area shall be altered to provide parking required for a home occupation.*
- The applicant indicates that a portion of the driveway will be used for customers to park their vehicles when picking up their order. (Exhibit H).
 - A deviation to this criterion is needed.
- G. *Nuisance: Tools, items, equipment, or activities conducted within the dwelling which is offensive or noxious by reason of the emission of odor, smoke, gas, vibration, magnetic interference, or noise shall be prohibited.*
- According to the applicant, the tools and equipment used do not create any of the nuisances described in this criterion. (Exhibit H).
- H. *Secondary Use: The home occupation shall be clearly incidental and secondary to the primary use of the dwelling for residential purposes. The home occupation shall not disrupt the normal residential character of the neighborhood in which the residence is located. Not more than twenty five percent (25%) of the dwelling unit shall be used for the home occupation.*
- The applicant indicates that the business will utilize 168 ft² of the living room as an office, 156 ft² of the kitchen to produce baked goods and less than 250 ft² for storage space within the home. The total square footage being used is approximately 15% of the dwelling unit.
- I. *Signs: All signage in a residential area must comply with chapter 26, "Signs", of this title.*
- The home occupation will not have any signage on the property (Exhibit H).
- J. *Traffic, Parking, And Access: No home occupation use shall generate pedestrian, parking, or vehicular traffic in excess of that customarily associated with the zone in which the use is located. All parking shall be provided and maintained on site with adequate provision for drop off traffic.*
- The applicant confirmed with Staff that Customers come to the home one at a time and by appointment to pick up orders. (Exhibit H).
 - The applicant confirmed with Staff that the customer is provided with an off-street parking stall located in front of the third car garage. (Exhibit F).

- A deviation to this criterion is needed.
- K. *Vehicles: Other than the business owner's personal transportation, there shall be no vehicles or equipment on the property associated with the home occupation which would not normally be found at a residence. No signage for the home occupation shall be allowed on vehicles.*
- Customer vehicles will park at the property when picking up orders. (Exhibits F & H).
- L. *Yards: Yards surrounding the dwelling and accessory buildings shall not be used for any activities or storage of any materials associated with the home occupation.*
- There will not be any storage or business activities in the surrounding yards (Exhibit H).
- M. *Customers: No customers allowed. Children accessing a limited daycare or limited preschool facility shall not be considered customers.*
- The applicant confirmed with Staff that Customers come to the home one at a time and by appointment to pick up orders.
 - The applicant has confirmed with Staff that one Off-street parking stall located in front of the third car garage is provided for customers. (Exhibit F).
 - A deviation to this criterion is needed.
- N. *Utility Demand: The home occupation shall not cause a demand for public utilities in excess of that necessarily and customarily provided for residential uses.*
- The applicant indicates that the business will comply with this criterion (Exhibit H).
- O. *Main Structure: The home occupations shall be conducted, located, and contained within the primary structure on the property.*
- The applicant indicates that all business activity will be conducted entirely within the home (Exhibit H).
- P. *Single-Family And Multiple-Family Dwellings: Home occupations listed as permitted or conditional within this title may be permitted in a single-family or a*

multiple-family dwelling, subject to the standards found within this section and section 9-34-060 of this chapter. Businesses within multiple-family dwellings shall provide an approval letter from the respective homeowners' association, or management company in the case of apartments, if the business proposes any employees, customers or business vehicles.

- The business is located within a single-family dwelling. Approval from an HOA or management company is not required.

Q. *Licensure: Any home occupation involving childcare shall comply with all applicable state and local laws and regulations regarding residential childcare, including, but not limited to, provisions of the Utah child care licensing act, as set forth in Utah Code Annotated section 26-39-101 et seq., as amended, and the residential certificate childcare standards as set forth in the Utah administrative code section R430-50-1 et seq., as amended. In addition, cottage food production operations are regulated and inspected by the Utah department of agriculture. Any food related home occupation under their jurisdiction must comply with these regulations.*

- The home occupation does not involve child care.
- The home occupation will be required to maintain compliance with the State of Utah's Home Consumption and Homemade Food Act.

The business is located in the main floor living room for business administration as well as the kitchen for fulfilling orders of baked goods. The customers place their orders online and pick up their order by appointment when notified that it is ready (Exhibit G). Hours of operation are from 9 am to 5 pm. All orders are scheduled with the business owner in advance. Customers are notified when they can pick up orders. An off-street parking stall located in front of the third car garage.

Staff recognizes the potential for negative impacts of this business type in the form of increased vehicular traffic and the potential for customer vehicles to be parked on the street. However, Staff has confirmed with the applicant that the number of customer visits are regulated by a scheduled pick-up time, allowing only one customer to be at the subject property at a time. At the scheduled pick up time, the customer Customers is provided with an off-street parking stall which prevents additional vehicles parking on the street. In addition, the customer pick-up schedule is limited to the hours of operation which are weekdays from 9 a.m. to 5 p.m.

The proposed home occupation is defined as a Cottage Business per Draper City Code. A Cottage Business being operated from a residence requires a Conditional Use Permit per City Ordinance.

Criteria for Approval.

The criteria for review and potential approval of a conditional use permit request is found in Section 9-5-080(E) of the DCMC. This section depicts the standard of review for such requests as:

E. Approval Standards: The standards of this subsection shall apply to the issuance of a conditional use permit:

- 1. A conditional use permit may be issued for a use to be located within a zone where the particular conditional use is allowed by the use regulations of the zone.*
- 2. Reasonable conditions may be imposed as necessary to substantially mitigate reasonably anticipated detrimental effects of the proposed use. These conditions may include conditions concerning use, construction, character, location, landscaping, screening, parking, hours of operation, and other matters relating to the purposes and objectives of this section. Such conditions shall be expressly set forth in the motion authorizing the conditional use permit.*
- 3. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.*
- 4. The following factors shall be reviewed and considered in determining whether a conditional use permit application should be approved, approved with conditions, or denied because reasonable conditions cannot be imposed to achieve compliance with applicable standards:*
 - a. The harmony and compliance of the proposed use with the objectives and requirements of the city's general plan and this title;*
 - b. The suitability of the specific property for the proposed use;*
 - c. Whether the proposed use or facility may be injurious to potential or existing development in the vicinity;*
 - d. The economic impact of the proposed facility or use on the surrounding area;*
 - e. The aesthetic impact of the proposed facility or use on the surrounding area;*
 - f. The safeguards proposed or provided to ensure adequate utilities, transportation access, drainage, parking, loading space, lighting, screening, landscaping, open space, fire protection, and pedestrian and vehicular circulation;*
 - g. The safeguards provided or proposed to prevent noxious or offensive emissions such as noise, glare, dust, pollutants and odor from the proposed facility or use; and*
 - h. The impact of the proposed facility or use on the health, safety, and welfare of the city, the area, and persons owning or leasing property in the area.*

5. *The planning commission may request additional information as may be reasonably needed to determine whether the requirements of this subsection E can be met.*

The applicant has provided statements regarding how they comply with conditional use criteria. Staff has reviewed the applicant's statements and application materials and has addressed in this report how compliance with the conditional use criteria can be achieved.

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Home Occupation Conditional Use Permit 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 Home Occupation Conditional Use Permit 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 Home Occupation Conditional Use Permit 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 Home Occupation Conditional Use Permit 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 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.

2. That a Draper City business license shall be obtained and maintained by the business owner for as long as the business remains in operation.
3. That only one (1) Customer at a time shall be permitted at the subject property and only to pick up their orders.
4. That the Customer orders are shall be picked up by appointment only.
5. That one (1) off street parking stall located in front of third car garage shall be provided for the customer at the time of picking up their order.
6. That an updated site plan shall be provided to Staff which clarifies that the parking stall shall be located in front of the third car garage.
7. That business hours of operation shall be limited to weekdays from 9 a.m. to 5 p.m.

MODEL MOTIONS AND FINDINGS

Sample Motion for Approval – I move that we approve the Home Occupation Conditional Use Permit, as requested by Cheryl Swenson, representing The Cookie Ballery, LLC. Application 2026-0065-USE, based on the following findings for approval and subject to the conditions listed in the Staff Report dated April 30, 2026.

Findings for approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

I move that we approve the Home Occupation Conditional Use Permit, as requested by Cheryl Swenson, representing The Cookie Ballery, LLC. Application 2026-0065-USE, based on the findings for approval and subject to the conditions listed in the Staff Report dated April 30, 2026 and as modified by the following additional findings or conditions:

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

Sample Motion for Denial – I move that we deny the Home Occupation Conditional Use Permit, as requested by Cheryl Swenson, representing The Cookie Ballery, LLC. Application 2026-0065-USE, based on the following findings for denial listed in the Staff Report dated April 30, 2026.

Findings for denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

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: 2026.05.05 17:08:04-06'00'

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: 2026.05.05 15:49:13-06'00'

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: 2026.05.05 16:19:35-06'00'

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: 2026.05.05 13:58:13-06'00'

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. No Additional Comments

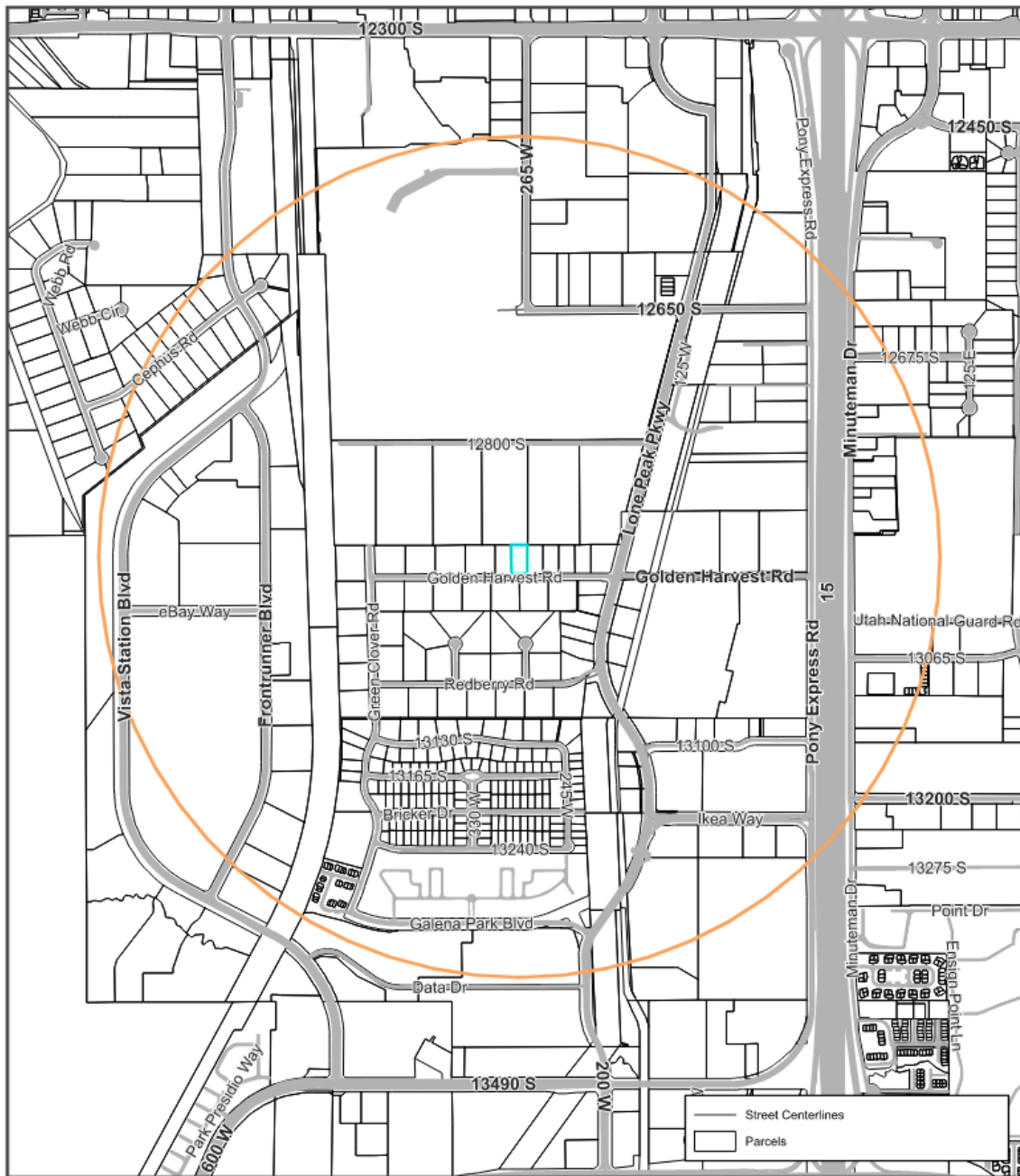
Building Division Review.

1. No Additional Comments

Fire Division Review.

1. No Additional Comments

EXHIBIT B
VICINITY MAP





286 W. Golden Harvest Rd.

The Cookie Bakery, LLC.





Date Printed: 5/1/2026

EXHIBIT C
AERIAL MAP





Date Printed: 5/1/2026

286 W. Golden Harvest Rd.
The Cookie Ballery, LLC.

0

60

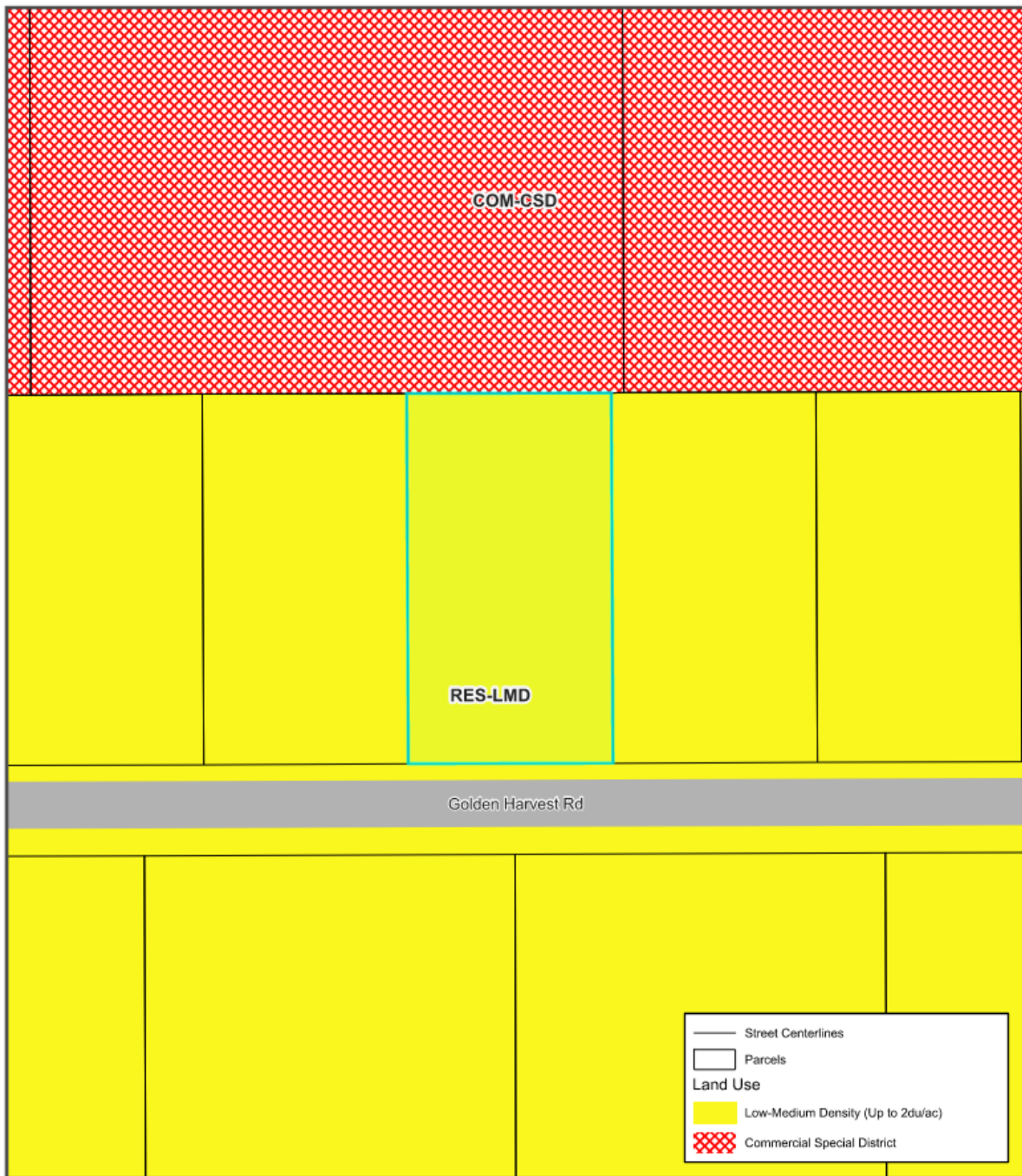
120

ft

N



EXHIBIT D LAND USE MAP



Date Printed: 5/1/2026

286 W. Golden Harvest Rd.
The Cookie Bakery, LLC.

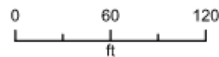
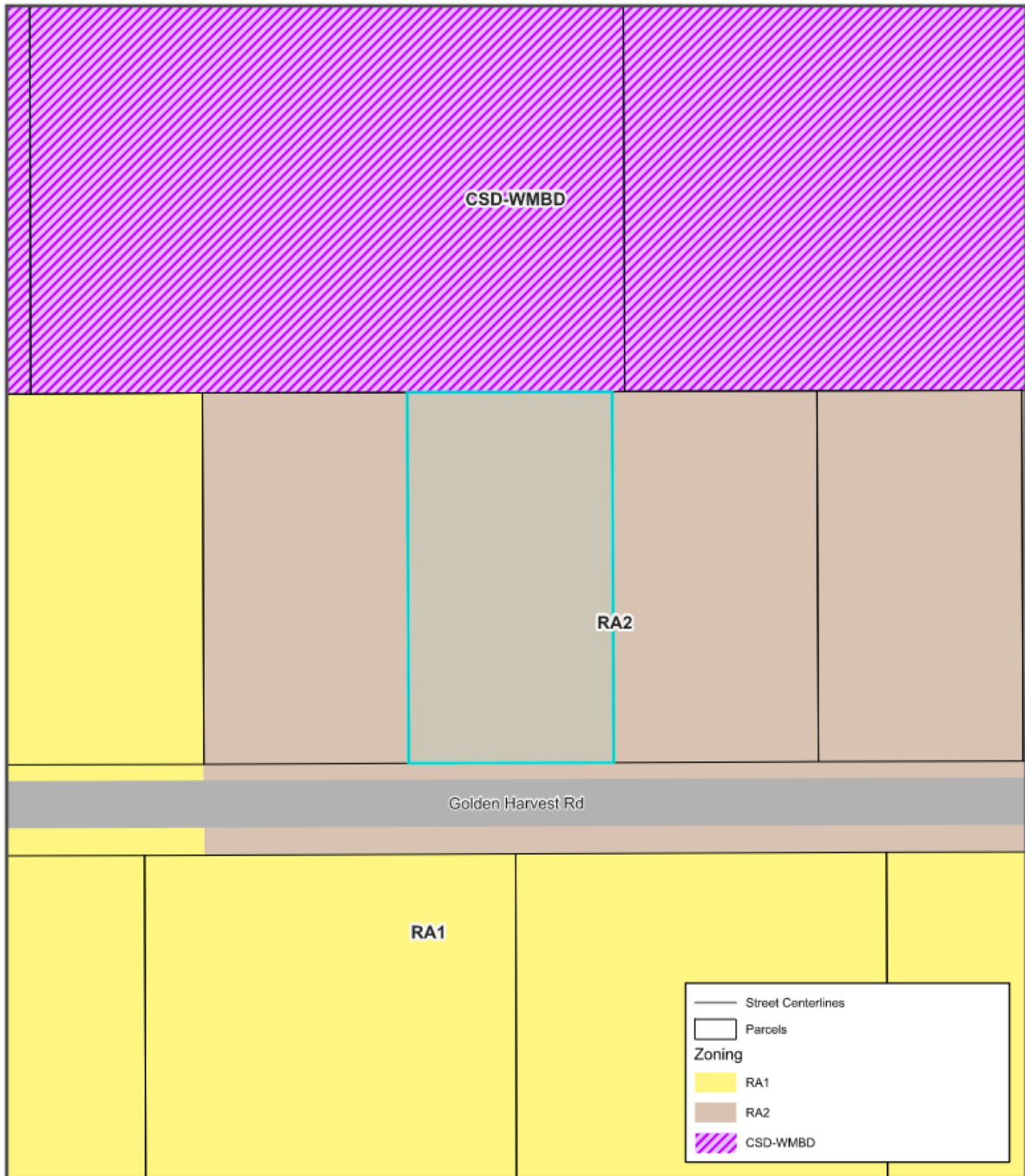
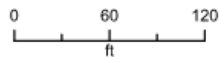


EXHIBIT E ZONING MAP

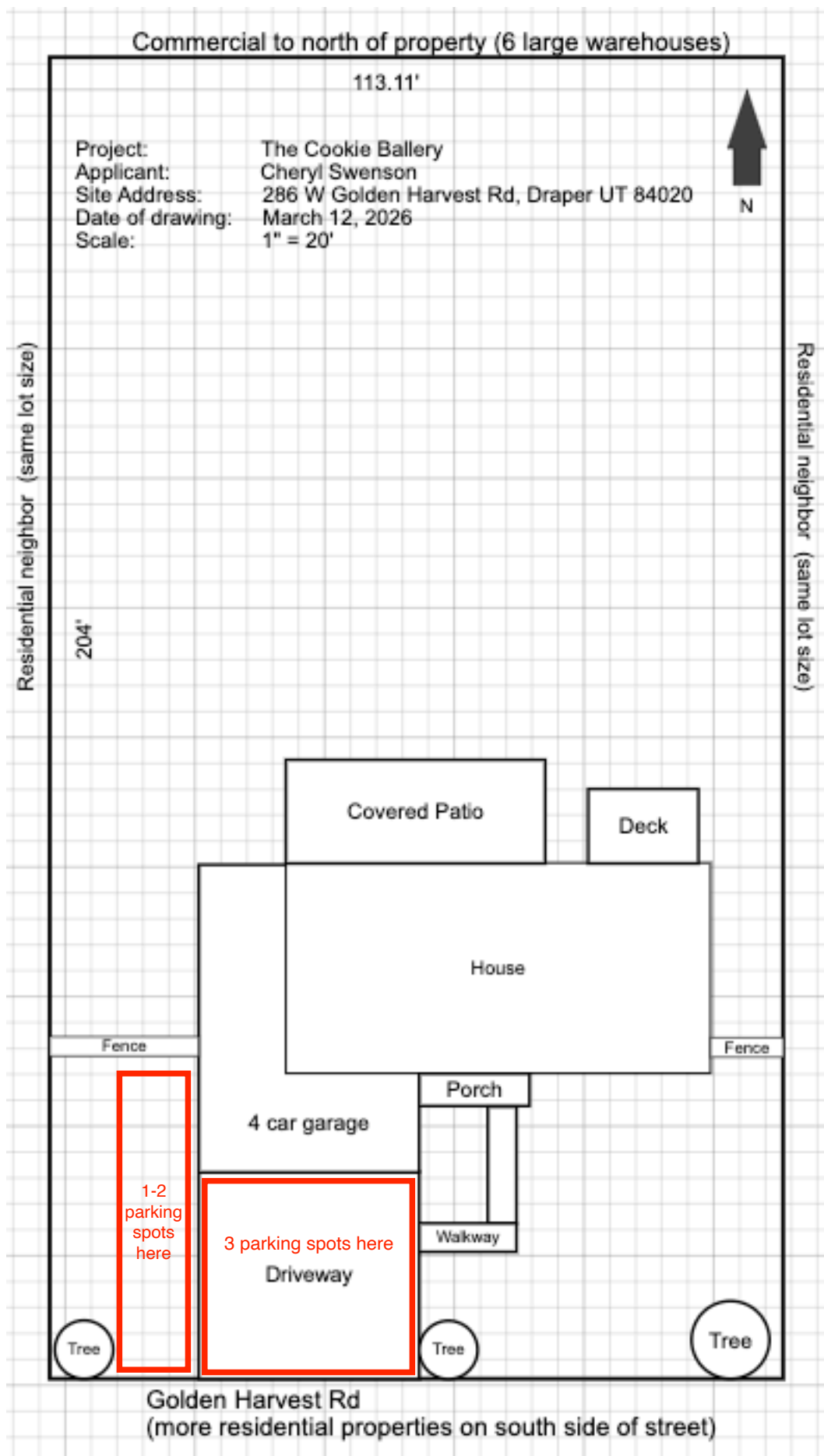


Date Printed: 5/1/2026

286 W. Golden Harvest Rd.
The Cookie Bakery, LLC.



**EXHIBIT F
SITE PLAN**



**EXHIBIT G
FLOOR PLANS**

Building Sketch (Page - 1)

Borrower/Client	Swenson, Brian A			
Property Address	298 W Golden Harvest Rd			
City	Draper	County	Salt Lake County	State UT Zip Code 84020
Lender	USAA FSB / Department of VA			

USED FOR HOME OCC:
 LIVING ROOM (AS OFFICE)
 12' x 14'

KITCHEN - 12' x 13'

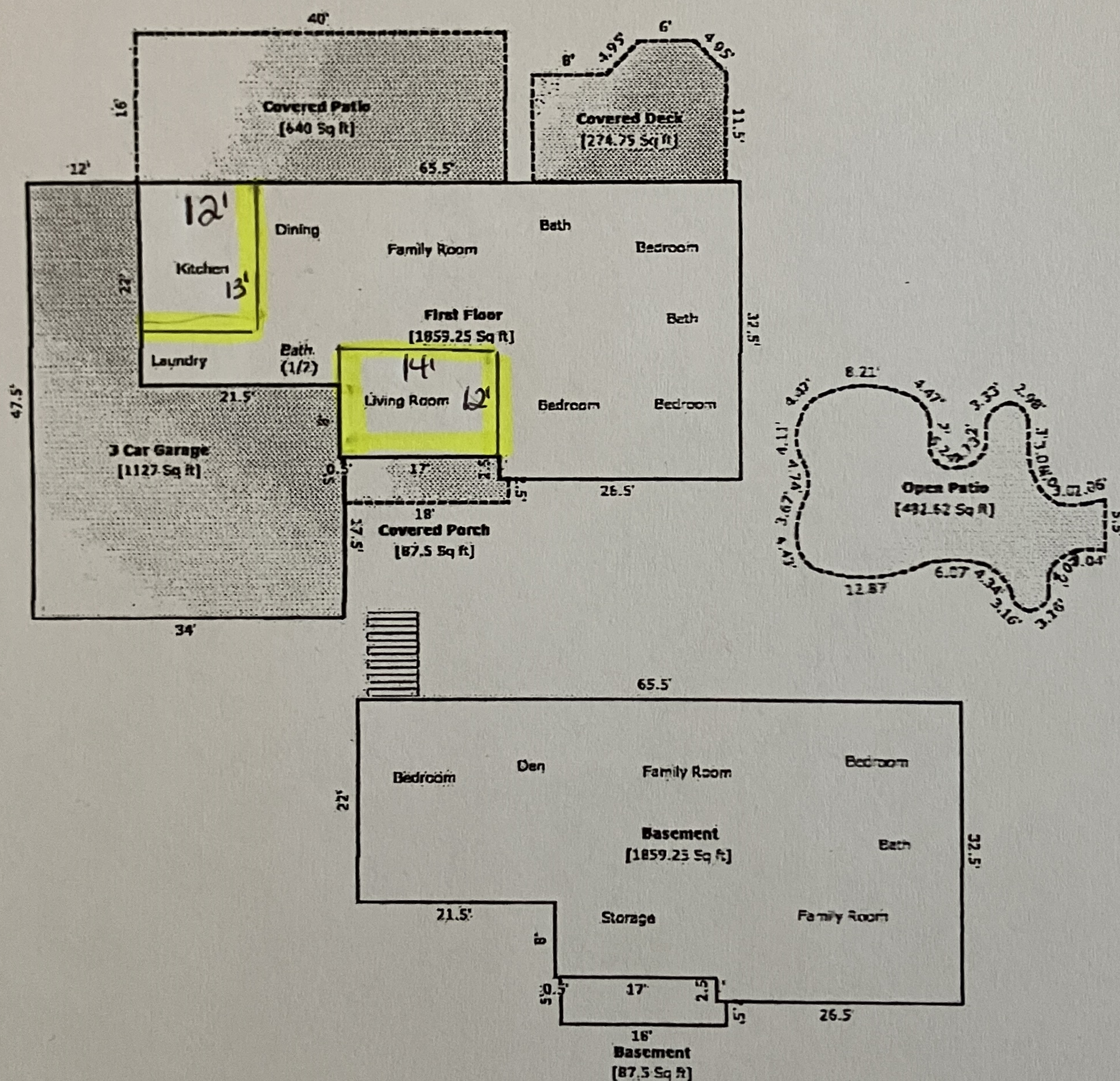


EXHIBIT H
APPLICANT STATEMENTS

Overview of Proposed Use

The Cookie Ballery, LLC

286 W Golden Harvest Rd, Draper UT

Proposed Use

The Cookie Ballery will operate at this residential location in the following manner:

- Kitchen – production of the cookie ball product; storage of ingredients and supplies
- Front Entrance – product pickup by end customer
- Driveway – parking for end customer during pickup
- Front room (office) – administrative tasks associated with the business

The production of cookie balls is a simple process that requires only the use of a food processor, refrigerator, microwave, and counter space so there is no activity or noise beyond typical home kitchen use.

Since the product will be sold under the Home Consumption and Homemade Food Act, end customers will place orders online via the business website and may come to the residence to pick up their order.

Required Parking

The only parking needed will be for a brief time by customers picking up their orders and will be easily accommodated by the driveway parking available at the residence. There are 4 driveway spaces available, and it is unlikely that those would ever be filled simultaneously. Customer pickup will be a quick process, so vehicles will not be parked in the residential driveway for very long.

Hours of Operation

The business will have normal hours of operation for customer pickup - primarily between 9 am and 5 pm on weekdays. Weekend hours are not planned and would be available for customer pickup by appointment only and only if absolutely necessary. Product production may occur on any day and time, but as stated above, would not be noticeable outside the residence.

Expected Patrons and/or Employees

The target market for The Cookie Ballery is individuals (single or married) between 25 and 75, with enough disposable income to buy and pick up handmade desserts. Thus, the patrons that are expected will match the residents of the existing neighborhood.

There are no employees planned or expected at this time, so there will be no additional traffic or parking due to that.

Proposed Site Improvements

No site improvements specific to the business are planned at this time, as the residence is in good condition and the existing landscaping is complete and well-maintained.

Reasonably Anticipated Detrimental Effects

There are no anticipated detrimental effects to the adjacent properties or neighborhood. As stated above, the noise from production will not be discernible outside the residence and the flow of customers arriving and leaving from planned pickups should not materially increase the existing traffic on Golden Harvest Rd. Additionally, customers will be picking up orders during regular daytime hours.

If or when business picks up to any point at which there is significant traffic to the residence for order pickup, alternative pickup locations will be arranged and used.

Please explain how you will meet the standards listed below. If it does not apply explain why (N/A is not a valid response). If you do not meet the standard, identify that and explain how you intend to mitigate the impact.

9-34-040: DEVELOPMENT STANDARDS; PERMITTED USE:

The development standards set forth in this section shall apply to any home occupation allowed as a permitted use:

A. Ownership: The home occupation shall be owned and operated by a person who resides in the dwelling where the home occupation is located. Such person shall be the primary provider of the labor, work, or service provided in the home occupation.

- I own and live in the home with my husband and children. I am the primary provider of the labor provided for The Cookie Ballery.

B. Business License: A business license for the home occupation shall be obtained from and continually maintained with the city pursuant to title 6, chapter 11 of this code.

- Obtaining a business license from Draper City is the purpose of this application - The license application was submitted on March 2, 2026. I have every intention of maintaining a business license for The Cookie Ballery.

C. Employees: Members of the family of the owner who reside in the dwelling may be employed in the home occupation. Nonfamily or nonresident employees shall be limited to one person.

- I am the only member of the household involved in the business, and I have no nonfamily or nonresident employees.

D. Inspection: All facilities shall comply with fire, building, plumbing, electrical and all other city, county, state and federal codes. Inspections during reasonable hours by city officials may occur as necessary to assure compliance with regulations.

- I understand and agree to whatever is necessary to comply with these regulations and inspections.

E. Inventory: No stock in trade, inventory, or other merchandise to exceed two hundred fifty (250) square feet shall be kept on the premises. No outside storage is allowed. (Ord. 909, 7-21-2009)

- The only inventory required for the operation of The Cookie Ballery is a few ingredients (cookies, candy melts, cream cheese and other fillings) and very little equipment (food processor, bowls, cookie sheets, and storage containers). All of this takes up very little space, and far less than 250 square feet. Everything is also stored inside.

F. Modification Of Structures Or Yards: There shall be no visible evidence from the exterior of a dwelling that it is being used for any other purpose than that of a dwelling. No activities shall be carried on outside the dwelling in the yard for the benefit of or

incidental to the home occupation. No front yard area shall be altered to provide parking required for a home occupation. (Ord. 1132, 2-17-2015)

- There is no signage or any other indication outside the dwelling that would indicate that it is being used for any other purpose than that of a dwelling. No additional parking has been created in the front yard. Customers will need to park in the driveway while picking up their orders (which is a requirement of the Home Consumption and Homemade Food Act), but there is plenty of parking in the driveway to accommodate this and they will be there for only a few minutes each time.

G. Nuisance: Tools, items, equipment, or activities conducted within the dwelling which is offensive or noxious by reason of the emission of odor, smoke, gas, vibration, magnetic interference, or noise shall be prohibited.

- None of these items will occur during the course of business for The Cookie Ballery.

H. Secondary Use: The home occupation shall be clearly incidental and secondary to the primary use of the dwelling for residential purposes. The home occupation shall not disrupt the normal residential character of the neighborhood in which the residence is located. Not more than twenty five percent (25%) of the dwelling unit shall be used for the home occupation.

- The Cookie Ballery will comply with this requirement, as it is significantly secondary to the primary use of the dwelling for residential purposes, will not change or disrupt the residential character of the neighborhood, and uses less the 10% of the dwelling.

I. Signs: All signage in a residential area must comply with chapter 26, "Signs", of this title.

- There is no signage related to the business on the premises.

J. Traffic, Parking, And Access: No home occupation use shall generate pedestrian, parking, or vehicular traffic in excess of that customarily associated with the zone in which the use is located. All parking shall be provided and maintained on site with adequate provision for drop off traffic.

- The home occupation use will not generate traffic in excess of what is normally associated with this zone. There is adequate parking available in the driveways for the residence to accommodate all customer pickup activity. That activity will be sporadic and brief, and scheduled to ensure that.

K. Vehicles: Other than the business owner's personal transportation, there shall be no vehicles or equipment on the property associated with the home occupation which would not normally be found at a residence. No signage for the home occupation shall be allowed on vehicles.

- All vehicles are standard vehicles that would normally be found and used at a personal residence for transportation.

L. Yards: Yards surrounding the dwelling and accessory buildings shall not be used for any activities or storage of any materials associated with the home occupation.

- I understand and comply with this, there will be no activity for The Cookie Bakery in the yards.

M. Customers: No customers allowed. Children accessing a limited daycare or limited preschool facility shall not be considered customers.

- This is a variance from the standard that is required by the Home Consumption and Homemade Food Act, which indicates that orders must be picked up from the residence where the business operates. Customer order pickup will be extremely brief and taking place at the front entry only.

N. Utility Demand: The home occupation shall not cause a demand for public utilities in excess of that necessarily and customarily provided for residential uses.

- I understand and comply with this requirement.

O. Main Structure: The home occupations shall be conducted, located, and contained within the primary structure on the property. (Ord. 909, 7-21-2009)

- I understand and comply with this requirement; all activity for the home occupation will be conducted and contained within the primary structure on the property.

P. Single-Family And Multiple-Family Dwellings: Home occupations listed as permitted or conditional within this title may be permitted in a single-family or a multiple-family dwelling, subject to the standards found within this section and section [9-34-060](#) of this chapter. Businesses within multiple-family dwellings shall provide an approval letter from the respective homeowners' association, or management company in the case of apartments, if the business proposes any employees, customers or business vehicles. (Ord. 1132, 2-17-2015)

- Home occupation is requested for a single-family dwelling.

Q. Licensure: Any home occupation involving childcare shall comply with all applicable state and local laws and regulations regarding residential childcare, including, but not limited to, provisions of the Utah child care licensing act, as set forth in Utah Code Annotated section 26-39-101 et seq., as amended, and the residential certificate childcare standards as set forth in the Utah administrative code section R430-50-1 et seq., as amended. In addition, cottage food production operations are regulated and inspected by the Utah department of agriculture. Any food related home occupation under their jurisdiction must comply with these regulations. (Ord. 909, 7-21-2009)

- This business is not defined by the state of Utah as a cottage food production operation. This business falls under The state of Utah's home consumption and home made food act and complies with its regulations.

Statement of Compliance with Standards

The Cookie Ballery, LLC
286 W Golden Harvest Rd, Draper UT

Based on the "Overview of Proposed Use" document, the operation of The Cookie Ballery at the above location will comply with the standards of DCMC 9-5-080(E) as follows:

Harmony and compliance of the proposed use with the objectives and requirements of the city's general plan...

The operations of The Cookie Ballery will barely disrupt the existing neighborhood, as all production will be typical home kitchen use and the expected traffic for order pickup will be minimally noticeable and only during regular daylight/business hours.

The suitability of the specific property for the proposed use...

A residence is perfectly suitable for the proposed use by The Cookie Ballery, since only a small home kitchen is needed and the pickup of online orders will be minimally invasive, most similar to when residents sell household goods online via KSL Classifieds and Facebook Marketplace.

Whether the proposed use or facility may be injurious to potential or existing development in the vicinity...

It is not expected that The Cookie Ballery will have any impact on potential or existing development in the vicinity.

The economic impact of the proposed facility or use on the surrounding area...

The only expected economic impact is to the business owner, although the customer traffic for order pickup could lead to additional activity and sales for existing businesses in the surrounding area.

The aesthetic impact of the proposed facility or use on the surrounding area...

There is no aesthetic impact since the existing home/property will be used as is, with no plans for additional buildings, parking, or other changes.

The safeguards proposed or provided to ensure adequate utilities, transportation access, drainage, parking, loading space, lighting, screening, landscaping, open space, fire protection, and pedestrian and vehicular circulation

As discussed in the Overview of Proposed Use, the only impact is additional personal use vehicles being briefly parked in the residential driveway during order pickup and there are more than enough available spaces to accommodate that activity. There are no additional safeguards needed for the planned use. Pickups will be during daytime business hours so lighting will be

sufficient, and during the winter months, the residence's driveway and walkways are kept cleared of snow and ice.

The safeguards provided or proposed to prevent noxious or offensive emissions such as noise, glare, dust, pollutants and odor from the proposed facility or use...

No safeguards are needed for this, as the proposed use will not produce any noise or other pollutants.

The impact of the proposed facility or use on the health, safety, and welfare of the city, the area, and persons owning or leasing property in the area...

Any impact to the area and other landowners is expected to be minimally noticeable, if at all, especially during the initial days of operation. If such a time comes when business has increased to a point that would impact the area in terms of traffic or be disruptive to neighboring properties, the business owner would evaluate a change to the business's operating model and/or location.

MEMO



To: Planning Commission

From: Todd Taylor

Date: 2026-05-14

Re: Public Hearing: Veranda West Master Area Plan Amendment, Zoning Text Amendment, and Conditional Use Permit Request (Legislative and Administrative Items)

Comments:

This application is a request for approval of a Master Area Plan (MAP) Amendment, Zoning Text Amendment, and a Conditional Use Permit for approximately 31.27 acres located on the north side of Bangerter Highway, at approximately 13708 South 600 West. The applicant is requesting the MAP and Zoning Text Amendments to remove the office use and add an outdoor recreational surf facility (surf park) use to the MAP. Per the requirements of the TSD zone, the applicant is also requesting a Conditional Use Permit to operate the outdoor recreation use of the surf park.

Master Area Plan Amendment (Legislative Item)

Findings for approval:

1. The proposal complies with all of the required elements under DCMC Section 9-14-060.
2. The master circulation plan adequately serves the MAP area and areas surrounding the project.
3. The proposal provides for a community character substantially consistent with the purposes of the TSD, including the provision for at least twenty-five percent (25%) commercial, retail, or office uses.
4. The proposed development standards and design guidelines are high quality transit oriented design standards, including the use of high quality building materials.

Findings for denial:

1. The proposal does not comply with all of the required elements under DCMC Section 9-14-060.
2. The master circulation plan is not adequate to serve the MAP area and areas surrounding the project.
3. The proposal does not provide for a community character substantially consistent with the purposes of the TSD, including the provision for at least twenty five percent (25%) commercial, retail, or office uses.
4. The proposed development standards and design guidelines are not high quality

transit oriented design standards, including the use of high quality building materials.

Zoning Text Amendment (Legislative Item)

Findings for approval:

1. The proposed amendment is consistent with goals, objectives and policies of the city's general plan.
2. The proposed amendment furthers the specific purpose statements of the zoning ordinance.
3. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance.
4. The proposed amendment will not create a conflict with any other section or part of this title or the general plan.
5. 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.
6. 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 does not further the specific purpose statements of the zoning ordinance.
3. The proposed amendment is not appropriate given the context of the request and there is not sufficient justification for a modification to the zoning ordinance.
4. The proposed amendment will create a conflict with another section or part of this title or the general plan.
5. The potential effects of the proposed amendment have been evaluated and determined to be detrimental to public health, safety, or welfare and does not represent an overall community benefit.
6. The proposed text amendment does not implement best current, professional practices of urban planning, design, and engineering practices.

Conditional Use Permit (Administrative Item)

Findings for approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of

reasonable conditions.

Findings for denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

ATTACHMENTS:

[Veranda West TA MAP CUP Staff Report_Finalized.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

April 20, 2026

To: Draper City Planning Commission
Business Date: May 14, 2026

From: Development Review Committee

Prepared By: Todd Taylor, Planner III
Planning Division
Community Development Department
801-576-6510, todd.taylor@draperutah.gov

Re: Veranda West – Master Area Plan Amendment, Zoning Text Amendment, and Conditional Use Permit

Application No.: 2024-0456-TA, 2024-0336-MAP, 2026-0028-USE

Applicant: Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC

Project Location: 13708 South 600 West

Current Zoning: TSD (Transit Station District) Zone

Acreage: 31.27 Acres (Approximately 1,362,121 ft²)

Request: Request for approval of a Master Area Plan Amendment and an associated Zoning Text Amendment to the Draper City Municipal Code (DCMC) Chapter 9-14 to modify the Veranda West Master Area Plan, and a Conditional Use Permit to allow outdoor recreation in the TSD zone.

BACKGROUND AND SUMMARY

This application is a request for approval of a Master Area Plan (MAP) Amendment, Zoning Text Amendment, and a Conditional Use Permit for approximately 31.27 acres located on the north side of Bangerter Highway, at approximately 13708 South 600 West (Exhibit B & C). The applicant is requesting the MAP and Zoning Text Amendments to remove the office use and add an outdoor recreational surf facility (surf park) use to the MAP. Per the requirements of the TSD zone, the applicant is also requesting a Conditional Use Permit to operate the outdoor recreation use of the surf park.



The original Veranda West MAP was approved by the City Council on March 5, 2019. The site was designated as a TSD-3 intensity area with residential, retail, and office uses. The MAP showed that the site would have 386 residential units, 3.34 acres of land for retail, 12.34 acres of land for office, and 9.6 acres of open space. With respect to the residential units, 121 were designated as townhomes and 265 as apartments (stacked flats). All 121 townhomes have been built in the northern portion of the project area.

A minor amendment to the Veranda West MAP was approved by the Zoning Administrator on May 4, 2020. The minor amendment clarified the text of the architectural and site development guidelines for the residential portion of the project by specifying which items applied to livable versus non-livable buildings, such as maintenance sheds and clubhouses.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Transit Station District	Exhibit D
Current Zoning	TSD	Exhibit E
Adjacent Zoning		
East	TSD, CSD-DPMU (Commercial Special District – Draper Pointe Mixed Use)	
West	TSD	
North	DC (Destination Commercial)	
South	M1 (Light Manufacturing)	

The Transit Station District land use designation is characterized as follows:

Transit Station District

LAND USE DESCRIPTION	
CHARACTERISTICS	• Development within this land use category – often referred to as Transit Oriented Development – provides an alternative to standard, segregated zoning strategies • New development and zoning will be required to mix uses to support the ridership of transit and create unique walkable and bicycle friendly successful urban centers • Residential development densities and commercial floor area ratios within this district will be higher than those allowed in other parts of Draper City, and in some cases, significantly higher
LAND USE MIX	• Commercial • Residential • Public Uses • Office
DENSITY	• Density range: minimum 5-35 dwelling units per acre
COMPATIBLE ZONING	• Transit Station District (TSD)
LOCATION	• Adjacent to and near fixed guideway rail systems operated by the Utah Transit Authority
OTHER CRITERIA	• In order to mitigate the concerns of higher density and development intensity, more stringent design guidelines, architectural requirements, landscaping quality, and public space amenities will be required to be incorporated into new zoning categories and specific development proposals

According to DCMC Section 9-14-010, the purpose of the TSD zone is to *“promote transit oriented and transit supportive development in areas that are generally located near a commuter rail transit or rapid transit station and to maximize the flexibility of the development approval process so as to permit such development in a manner that is responsive to market demands and consistent with the purposes and objectives of the TSD.”*

MAP Amendment.

The MAP Amendment proposes to modify both the text of the architectural and site development guidelines and the exhibits of the concept plan (Exhibit F). The currently approved Veranda West MAP is attached to this staff report for reference (Exhibit G).

The proposed MAP shows the existing Austin Townhomes on the northern portion of the site. Retail would remain, but be reconfigured in the central portion of the site in a new retail village. The office use would be replaced with the proposed surf park immediately south of the retail village. Finally, the southern portion remains as stacked flats in a new configuration. The changes to number of units and acreages devoted to non-residential land uses are shown in Table 2.

Table 2 Concept Plan Changes

Use	Existing	Proposed	Notes
Residential	386 units	418 units	
Townhomes	121 units	121 units	The Austin Townhomes have been built.
Apartments	265 units	297 units	Increase of 32 units.
Retail / Restaurant	3.34 acres	4.50 acres	Increase of 1.16 acres. Changes clarify that restaurant uses are allowed.
Office	12.34 acres	N/A	Removed from Concept Plan.
Surf Park	N/A	8.80 acres	New use added.
Open Space	9.60 acres	5.20 acres	Decrease of 4.40 acres. Open space would decrease from 31% of the site to 17%.

The text of the architectural and site development guidelines would be modified to reflect the new proposed use of surf park. The surf park is proposed to follow the same standards that are currently applied to office uses. Additionally, it is made clear in the text that a restaurant use is allowed within the areas designated for retail, and follows the same standards listed for retail areas.

Staff notes that, as stated above, the purpose of the TSD Zone is to “*promote transit oriented and transit supportive development in areas that are generally located near a commuter rail transit or rapid transit...*”. While a surf park is not typical in transit oriented development, the site is designated as TSD-3, which is less strict as described in DCMC Section 9-14-040(A):

- A. Intensity Areas: The TSD is composed of three (3) specific intensity areas: TSD-1; TSD-2; and TSD-3. Density is expected to be highest in the TSD-1 and TSD-2 intensity areas, which shall be pedestrian oriented and well connected to public use spaces, parks, plazas and social gathering areas. Similar connectivity and pedestrian orientation is encouraged for the TSD-3 intensity area, but application of the foregoing requirements may not be as strictly applied given the orientation, grade, or other site specific constraints affecting the development of a particular parcel within the TSD-3 intensity area. Multiple uses consisting primarily of multi-family, commercial, retail, office, and a mix of the foregoing and other uses are particularly encouraged in the TSD-1 and TSD-2 intensity areas. The boundaries of the TSD-1, TSD-2, and TSD-3 intensity areas shall be as shown in Section 9-14-110, Exhibit 9-14-1 of this chapter, and may be adjusted from time to time as a Text Amendment to this chapter, pursuant to Section 9-5-060 of this title. The official copies of all approved MAPs and intensity area boundaries shall be maintained in and by the Draper City Community Development Department.*

The exhibits in the Veranda West MAP would be replaced with new exhibits showing the updated building architecture, general location of uses, and vehicular and pedestrian circulation plans. In order to ensure the required connectivity and pedestrian orientation,

the proposed MAP includes an extensive and well-connected pedestrian and bicycle circulation network throughout the site.

A Traffic Impact Study (Exhibit H) was submitted as part of the proposal. The TIS requires project mitigation improvements in surrounding public streets, such as turn lanes and lane additions. Engineering staff notes that there are differences between the location of the access points analyzed in the TIS, and those in the proposed MAP, and that compliance with the TIS and the City's engineering standards will be required at Site Plan approval. Additionally, the Fire Marshall noted that the proposed MAP may not meet the Fire Code requirement for fire apparatus access. If approved, the applicant will need to submit a Site Plan application that addresses these requirements. If significant changes are required, the Zoning Administrator will determine if a MAP amendment will be required.

Zoning Text Amendment.

The proposed Zoning Text Amendment modifies DCMC Section 9-14-110, Exhibit 9-14-1, by replacing the map for Veranda West with the updated version (Exhibit I). The proposed exhibit modifies the layout of the current and proposed additional uses, but does not modify the currently adopted TSD-3 intensity area designation. The Text Amendment also proposes to remove two (2) exhibits that are shown by error in the DCMC.

Conditional Use Permit.

The applicant's responses to the Conditional Use Permit application questions are provided in Exhibit J. The surf park would have 50-70 visitors per hour during its peak in the summer, and 15-20 employees. Hours would be 6:00 am to 11:00 pm. The surf park is located approximately 700 feet west of the Reveal townhomes, the closest existing residential use, and 718 feet south of the Austin Townhomes. The applicant has proposed stacked flats approximately 25 feet south of the surf park, with the nearest units overlooking the surf lagoon.

Mechanical noise from wave-generating pumps is proposed to be mitigated by being fully enclosed with sound-dampening material as required by the proposed MAP standards. The noise from the patrons is proposed to be mitigated by the retail village, surf park, and stacked flat buildings placed around the surf park and by fountains providing "white noise". The surf park will be required to comply with DCMC Title 7, Chapter 6, Noise Control, and Salt Lake County Health Regulation No. 21, Community Noise Pollution Control, which address excessive noise disturbances that affect the health, safety, and welfare of the community. Several conditions of approval have been recommended to ensure noise impacts to the nearest residential units will be mitigated.

Criteria For Approval.

Master Area Plan Amendment. The criteria for review and potential approval of a Master Area Plan request is found in DCMC Section 9-14-060(E). This section depicts the standard of review for such requests as:

- E. Criteria For Review: The planning commission and city council shall have discretion to disapprove a MAP with respect to the required elements of a MAP application only on the basis of:*
- 1) the failure to provide and comply with all of the required elements under this section unless waived pursuant to the provisions of this chapter;*
 - 2) the failure of the master circulation plan to adequately serve the MAP area and areas surrounding the project;*
 - 3) the failure of any item required by this section to provide for a community character substantially consistent with the purposes of the TSD, including the failure of the land use analysis to provide for at least twenty five percent (25%) commercial, retail, or office uses; or*
 - 4) development standards or design guidelines that are inconsistent with high quality transit oriented design standards, including the use of high quality building materials.*

Zoning Text Amendment. 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. 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*

Conditional Use Permit. The criteria for review and potential approval of a conditional use permit request is found in DCMC Section 9-5-080(E). This section depicts the standard of review for such requests as:

E. Approval Standards: The standards of this subsection shall apply to the issuance of a conditional use permit:

- 1. A conditional use permit may be issued for a use to be located within a zone where the particular conditional use is allowed by the use regulations of the zone.*
- 2. Reasonable conditions may be imposed as necessary to substantially mitigate reasonably anticipated detrimental effects of the proposed use. These conditions may include conditions concerning use, construction, character, location, landscaping, screening, parking, hours of operation, and other matters relating to the purposes and objectives of this section. Such conditions shall be expressly set forth in the motion authorizing the conditional use permit.*
- 3. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.*
- 4. The following factors shall be reviewed and considered in determining whether a conditional use permit application should be approved, approved with conditions, or denied because reasonable conditions cannot be imposed to achieve compliance with applicable standards:*
 - a. The harmony and compliance of the proposed use with the objectives and requirements of the city's general plan and this title;*
 - b. The suitability of the specific property for the proposed use;*
 - c. Whether the proposed use or facility may be injurious to potential or existing development in the vicinity;*
 - d. The economic impact of the proposed facility or use on the surrounding area;*
 - e. The aesthetic impact of the proposed facility or use on the surrounding area;*
 - f. The safeguards proposed or provided to ensure adequate utilities, transportation access, drainage, parking, loading space, lighting, screening, landscaping, open space, fire protection, and pedestrian and vehicular circulation;*
 - g. The safeguards provided or proposed to prevent noxious or offensive emissions such as noise, glare, dust, pollutants and odor from the proposed facility or use; and*
 - h. The impact of the proposed facility or use on the health, safety, and welfare of the city, the area, and persons owning or leasing property in the area.*
- 5. The planning commission may request additional information as may be reasonably needed to determine whether the requirements of this subsection E can be met.*

REVIEWS

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

Legal Division Review. The Draper City Attorney has completed her review of the MAP Amendment, Zoning Text Amendment, and Conditional Use Permit 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 request, receive public comment, and make a recommendation to the City Council on the MAP and Zoning Text Amendments, and make a decision on the Conditional Use Permit based on the findings listed below and the criteria for approval, or denial, as listed within the staff report.

If the Planning Commission decides to approve the Conditional Use Permit, 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 a Draper City business license shall be obtained prior to operating and shall be maintained by the business owner for as long as the business remains in operation.
3. That the surf park opens no earlier than 6:00 am and closes no later than 11:00 pm.
4. That the surf park will submit a noise study with the site plan application to ensure

noise impacts to the proposed residential areas to the south are mitigated, and that the recommended mitigation be included in the site plan prior to approval.

Mitigation may include, but not be limited to: enclosure and sound-dampening of mechanical equipment, “white noise” fountains, landscaping buffers, and stacked flat building materials such as increased insulation and triple-paned windows.

5. That the surf park complies with DCMC Title 7, Chapter 6, Noise Control, and Salt Lake County Health Regulation No. 21, Community Noise Pollution Control, which prohibit excessive noise that would disturb a residential area especially between 10:00 pm and 7:00 am.
6. That the Conditional Use Permit shall not take effect unless and until the MAP Amendment and Zoning Text Amendment are approved by the City Council.

MODEL MOTIONS

MAP Amendment.

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the MAP Amendment, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2024-0336-MAP, based on the findings for approval as listed in the staff report dated April 20, 2026.

Findings for approval:

1. The proposal complies with all of the required elements under DCMC Section 9-14-060.
2. The master circulation plan adequately serves the MAP area and areas surrounding the project.
3. The proposal provides for a community character substantially consistent with the purposes of the TSD, including the provision for at least twenty-five percent (25%) commercial, retail, or office uses.
4. The proposed development standards and design guidelines are high quality transit oriented design standards, including the use of high quality building materials.

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the MAP Amendment, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2024-0336-MAP, based on the findings for approval as listed in the staff report dated April 20, 2026, and as modified by the following findings:

1. List any additional findings or modifications to findings...

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the MAP Amendment, as requested by Keith Hansen

of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2024-0336-MAP, based on the findings for denial as listed in the staff report dated April 20, 2026.

Findings for denial:

1. The proposal does not comply with all of the required elements under DCMC Section 9-14-060.
2. The master circulation plan is not adequate to serve the MAP area and areas surrounding the project.
3. The proposal does not provide for a community character substantially consistent with the purposes of the TSD, including the provision for at least twenty five percent (25%) commercial, retail, or office uses.
4. The proposed development standards and design guidelines are not high quality transit oriented design standards, including the use of high quality building materials.

Zoning Text Amendment.

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Zoning Text Amendment, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2024-0456-TA, based on the findings for approval as listed in the staff report dated April 20, 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 furthers the specific purpose statements of the zoning ordinance.
3. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance.
4. The proposed amendment will not create a conflict with any other section or part of this title or the general plan.
5. 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.
6. 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 Zoning Text Amendment, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2024-

0456-TA, based on the findings for approval as listed in the staff report dated April 20, 2026, and as modified by the following findings:

1. List any additional findings or modifications to findings...

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the Zoning Text Amendment, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2024-0456-TA, based on the findings for denial as listed in the staff report dated April 20, 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 does not further the specific purpose statements of the zoning ordinance.
3. The proposed amendment is not appropriate given the context of the request and there is not sufficient justification for a modification to the zoning ordinance.
4. The proposed amendment will create a conflict with another section or part of this title or the general plan.
5. The potential effects of the proposed amendment have been evaluated and determined to be detrimental to public health, safety, or welfare and does not represent an overall community benefit.
6. The proposed text amendment does not implement best current, professional practices of urban planning, design, and engineering practices.

Conditional Use Permit.

Sample Motion for Approval – I move that we approve the Conditional Use Permit, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2026-0028-USE, based on the following findings for approval and subject to the conditions listed in the Staff Report dated April 20, 2026.

Findings for approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

Sample Motion for Modified Approval – I move that we approve the Conditional Use Permit, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2026-0028-USE, based on the findings for approval and subject to the

conditions listed in the Staff Report dated April 20, 2026, and as modified by the following additional findings or conditions:

1. List any additional findings...
2. List any additional conditions...

Sample Motion for Denial – I move that we deny the Conditional Use Permit, as requested by Keith Hansen of AE Urbia, representing City Centre Draper Holdings, LLC, Application No. 2026-0028-USE, based on the following findings and the criteria for denial as listed in the Staff Report dated April 20, 2026.

Findings for denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

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: 2026.05.04 13:55:29 -06'00'

Draper City Public Works Department

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: 2026.05.05 09:44:37 -06'00'

Draper City Fire Department

Matthew Symes

Digitally signed by Matthew Symes
DN: C=US,
E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew Symes
Date: 2026.05.04 13:56:18 -06'00'

Draper City Building Division

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: 2026.05.05
09:03:11 -06'00'

Draper City Planning Division

Draper City Legal Counsel

EXHIBIT A DEPARTMENT REVIEWS

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

Planning Division Review.

1. If significant changes from the Concept Plan are proposed as part of the Site Plan application, a major or minor MAP amendment may be required.

Engineering and Public Works Divisions Review.

1. The TIS requires project mitigation improvements in surrounding public streets, such as turn lanes and lane additions. These improvements shall be at the expense of the project, as a condition of the increase in permitted use density, and shall be required at the time of site plan approval based on the traffic generated by the proposed site.
2. There are differences between the proposed MAP conceptual site plan and the accesses analyzed in the TIS. Modifications to the conceptual plan due to engineering standards may require MAP amendments in the future.

Building Division Review.

1. No additional comment.

Fire Division Review.

1. The Draper Fire Department has reviewed the submitted concept drawings for the proposed Wasatch Surf Point Club development. Based on the limited information provided, it appears there may be challenges meeting several prescriptive requirements of the 2021 International Fire Code (IFC).
2. Pursuant to IFC Section 104.9 – Modifications and Section 104.10 – Alternative Materials, Design and Methods of Construction and Equipment, the Fire Code Official may consider alternative approaches where strict compliance with the prescriptive provisions of the code is impractical, provided the proposed design demonstrates an equivalent level of fire and life safety.
3. Due to the apparent site constraints and layout of the proposed development, it is recommended that the applicant consider engaging a licensed Fire Protection Engineer to evaluate the project using a performance-based design approach. A performance-based analysis may provide alternative solutions

that demonstrate compliance with the intent of the fire code while addressing the physical limitations of the site.

4. A primary concern identified in the concept plan relates to fire apparatus access. Based on the number of proposed units and the site layout, the development may not meet the requirements for multiple fire apparatus access points. Specifically, the proposed access locations appear to conflict with the remoteness requirements outlined in Appendix D, Section D104.3 of the IFC. The access points shown appear to be too close together and may not provide the required separation distance. At this time, it does not appear that an additional access point can be provided based on the current concept layout.

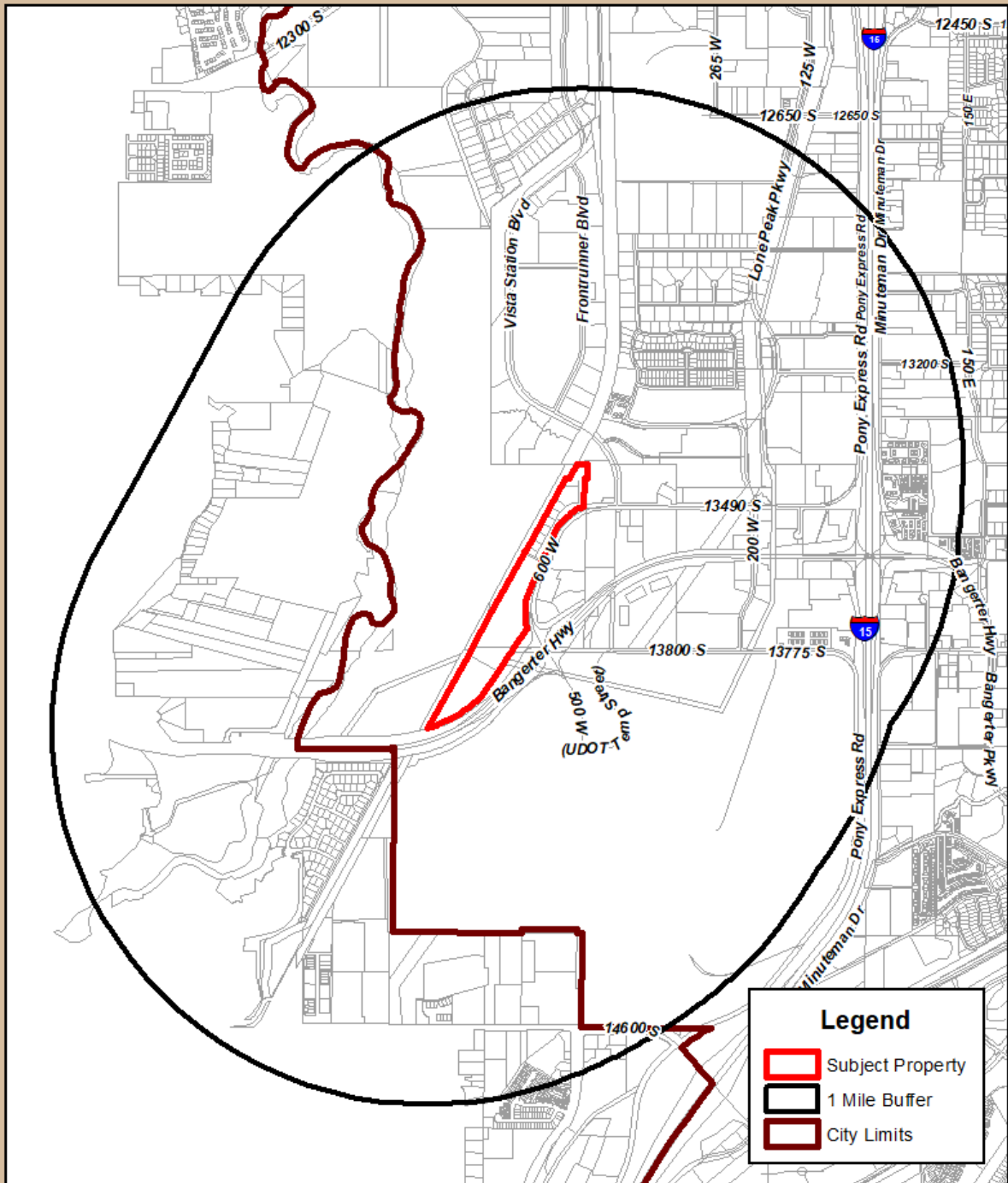
Additionally, the submittal did not include building elevations or detailed building information. Without this information, it is difficult to evaluate potential alternatives related to building height, fire department access, fire protection systems, or other life safety features that could help offset site limitations.

If additional information becomes available, including site details, building elevations, or preliminary building design, the Fire Department would be willing to review and discuss potential alternative methods or performance-based design solutions that could satisfy the intent of the fire code.

Legal Division Review.

1. No additional comment.

EXHIBIT B VICINITY MAP



Veranda West Zoning Text and MAP Amendment

13708 S 600 W

Date Printed: 2/25/2025



EXHIBIT C
AERIAL MAP

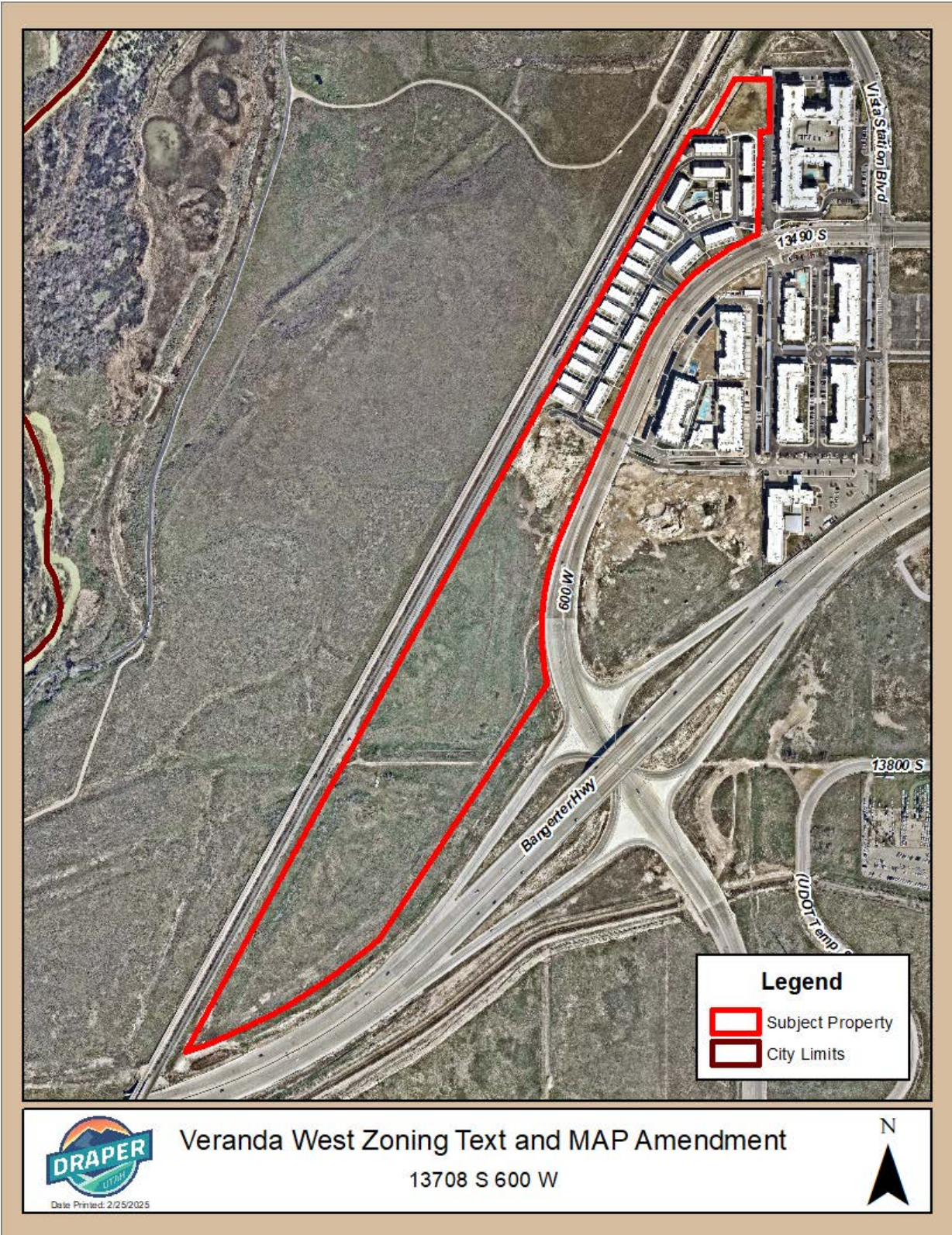


EXHIBIT D
LAND USE MAP

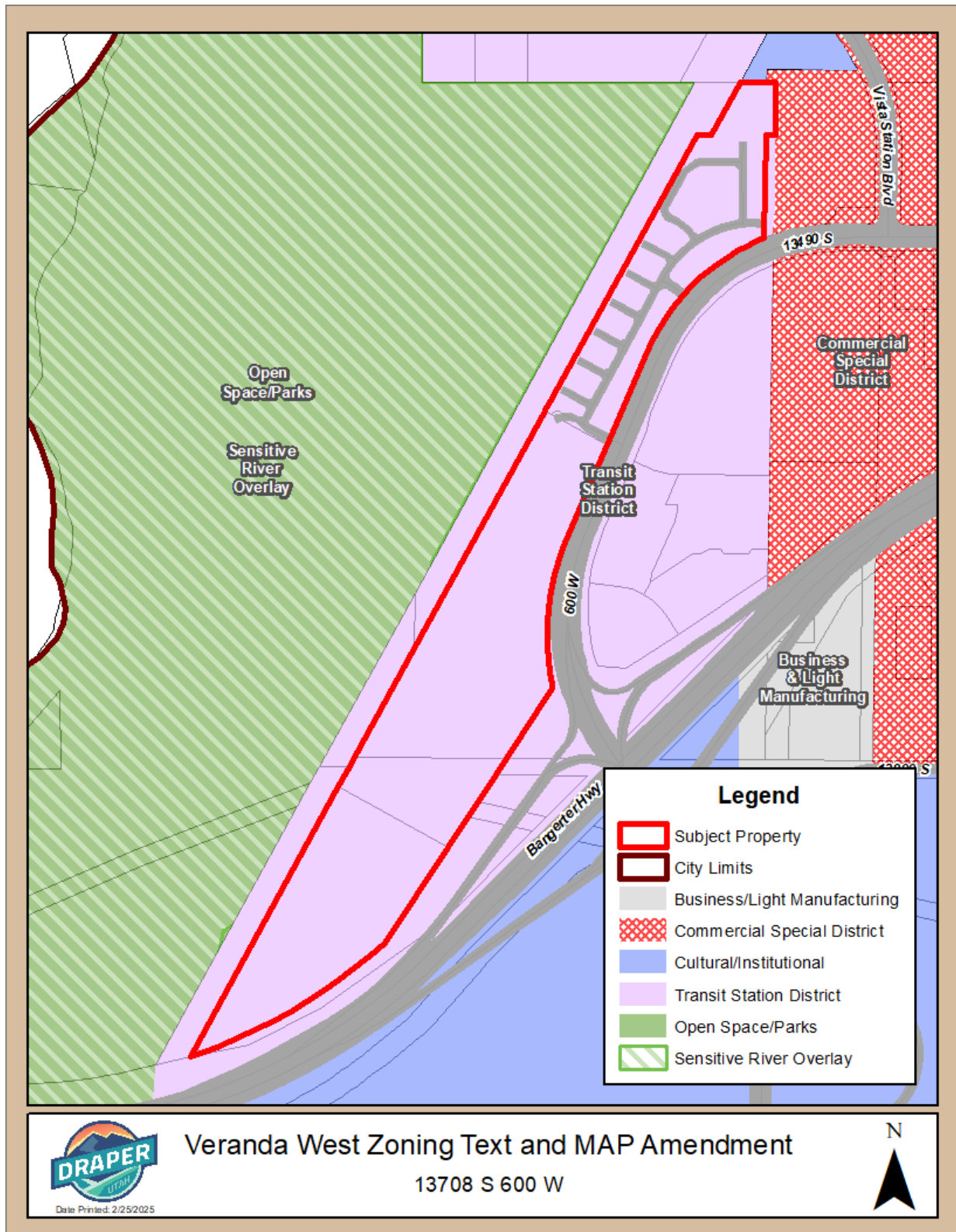


EXHIBIT E
EXISTING ZONING MAP

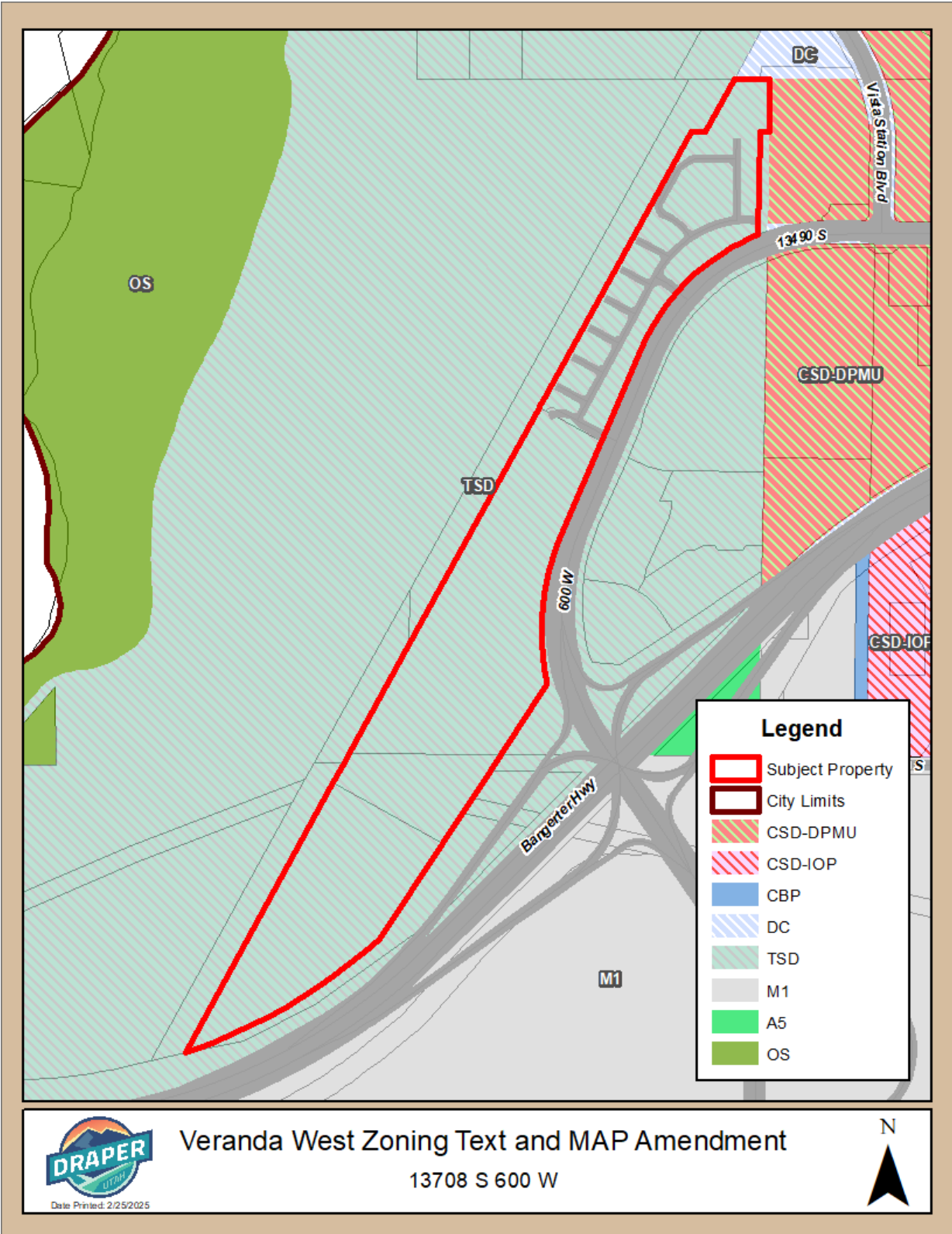


EXHIBIT F
PROPOSED VERANDA WEST MASTER AREA PLAN AMENDMENT

VERANDA WEST

Veranda West is located to the North West corner of the newly constructed intersection of Bangerter Highway and 600 West. The parcel of land is long and narrow and consists of approximately 32 acres. The development plan (see attached) consists of a mix of uses such as multi-family residential, ~~office, and~~ retail, restaurants and an outdoor recreational surf facility.

The north and south ends are planned for multi-family, a combination of townhome and stacked flats. The center portion of the property consists of a public retail village with 4 retail/restaurant store pads (approximately 4.5 acres & ± 30,800 sq. ft. of built space). Directly adjacent to the retail village is a private outdoor recreational surf facility which includes the main surf club house, the VIP surf club house, spa building, and the wave generation building (approximately 8.8 acres & ± 42,000 sq. ft. of built space). All of which support the surf lagoon and lounge beach. ~~The middle of the property is planned up to four retail pads (approximately 20,000 sq. ft.) and up to two office buildings (approximately 250,000 sq. ft.)."~~

The proposed land uses fit within the area plan specifications a mixed-use, high-density project containing ~~office,~~ multi-family, ~~and~~ retail/restaurant, and an outdoor recreational surf facility.

The main entrance for the project will be at the future signal on 600 west. There will be two more access points on 600 west (one north and one south of the signal). This project will also share an access point to the north with the Veranda apartments, giving this project access to Vista Station BLVD.

The transportation systems within the MAP area are mostly in existence including collector and arterial streets (Bangerter Highway, 600 West Street, Vista Station Blvd, Frontrunner Blvd, 200 West), and Frontrunner.

Storm drainage and other utilities have been reviewed for capacity and are available for the site development.

Architectural and site design standards for the MAP are outlined in the Development Guidelines (See attached), including setback and parking standards. The project will be designed in such a way as to promote compatibility between the MAP area and adjoining properties. If applicable (based on market conditions), structured parking shall be designed to be compatible with the project in general.

The estimated sequence and timing of development of the subject parcel will be in an estimated 3 phases (~~Residential, Office, and Retail~~ Outdoor Recreational Surf Facility, Retail Village, & Multi-Family Residential) with phase 1 starting in ~~2~~ 1-5 years. Construction and phasing will be based on market conditions. There are no major

public improvements or off-site infrastructure improvements or facilities required or anticipated to be required in connection with the development of the MAP other than the standard wet and dry utilities.

A comprehensive sign program has included in the Development Guidelines (See attached).

This Memorandum and site plan have been reviewed by the Architectural Control Committee members, Nate Boyer of The Boyer Company, and Mark Murdock of the Gardner Company.

Veranda West Architectural and Site Development Guidelines

Development Standards: Site development will occur in accordance with Chapter 9-14 Transit Station District (TSD) of the Draper City Municipal Code and the following development standards.

Development Areas: Based on land use, each building shall comply with the following development standards:

Outdoor Recreational Surf Facility Office

1. The architecture shall be the primary tool to create a strong sense of identity and place throughout the ~~office, and~~ outdoor recreational surf facility district. All buildings will be articulated with use-appropriate scale, form, materials, and colors carefully considered and incorporated throughout the development phases.
2. All building facades shall have the same character each utilizing the same materials, colors, features, forms, and design elements appropriate to the scale of the various building sizes.
3. Building primary materials shall consist of metal, composite metal panel, stone, EFIS, concrete, GFRC, ~~or~~ tile, wood (natural and/or synthetic) or exposed structural steel members.
4. More than one material shall be required on all building facades.
5. Buildings shall have a minimum of 40% high efficiency glazing.
6. Buildings shall use 50% of a primary material.
7. Buildings shall have notable entry features which could include: An arch or canopy over entry doors, Colors or materials that highlight the entry, Entry doors and lobby that extend beyond or are recessed behind the main footprint of the building.
8. All mechanical equipment shall be screened from view, either by enclosure, parapet wall, or line of sight.
 - Materials for cladding the wave generating building shall complement the materials and colors of the other buildings.
 - The wave generating pumps shall be fully enclosed with sound-dampening materials.

9. Dumpsters shall be enclosed within a decorative masonry, split face CMU or honed CMU enclosure.
10. The minimum front setback from right-of-way or exterior property lines shall be 10-feet.
11. Building material placement and material colors shall be used to distinguish ~~office, and~~ [outdoor recreational surf facility](#) elevations from other buildings in the immediate area, as approved by the ACC.
12. A ~~common~~ plaza shall be built for the [outdoor recreational surf facility](#) building(s) and shall include outdoor furniture and two of the following: fire pit, covered shelter, pavilion, trellis, water feature, outdoor art or seat walls, etc.

Retail/Restaurant Village

1. The minimum setback from right-of-way or exterior property lines shall be 10-feet.
2. Minimum building height shall be one-story.
3. More than one material shall be required on all building facades.
4. Building primary materials shall consist of granite, metal, composite metal panel, stone, EFIS, concrete, GFRC, tile, [wood \(natural and/or synthetic\) or exposed structural steel members](#) or other similar material as approved by the ACC.
5. Dumpsters shall be enclosed within a decorative masonry, split face CMU or honed CMU enclosure.
6. A minimum of two outdoor eating plazas shall be built for the retail & restaurant buildings and shall include outdoor furniture and each outdoor eating plaza shall include two of the following: fire pit, covered shelter, pavilion, trellis, water feature, outdoor art or seat walls, etc.

Residential (stacked flats and townhomes)

Residential Buildings shall be classified as either 'Livable Residential' (i.e. Stacked Flats and Townhomes) or 'Non-livable Residential' (i.e. Clubhouse and Maintenance Building).

1. All Residential Buildings (within a sub-phase) shall share the same unique architectural theme including, but not limited to, colors, materials, rooflines and entries. In addition, Livable Residential shall also share the same unique architectural theme in regards to rooflines and entries.
2. All Residential Buildings materials shall consist of at least three material types.

3. All Livable Residential shall be a variety of floor plans/unit sizes within each sub-phase area.
4. Livable Residential - Townhome amenities – Outdoor plaza with seating and either a fire pit or a BBQ area, a tot lot, grass play area and an indoor exercise facility.
5. Livable Residential - Stacked flat amenities - A Clubhouse with a club room, exercise facility and pool with spa and one outdoor plaza with a fire pit. Other amenities to be determined by developer based on product type.
6. All Residential Buildings will be connected by internal walkways with shared use of outdoor common areas.
7. All Residential Buildings shall have roofs clad in asphalt shingles, wood shingles, standing seam metal, a similar, or a combination of similar materials or shall have flat roofs.
8. Livable Residential building elevation that faces a public street or internal main private street or public open space, shall have either a porch, balcony, private patio or windows.
9. Residential Buildings with any pitched roof covering the main body of the structure shall be hip style, monopitch or shed style, flat roofs or shall have symmetrical gables.
10. Livable Residential roof forms shall be designed to emphasize the residential units when possible and shall denote building elements and functions, including primary pedestrian entrances.
11. Residential Building setbacks are as follows: 20-feet from right-of-way or exterior property lines. Parking shall be allowed in setback areas along with garbage dumpsters.
12. Livable Residential building design and orientation should consider exposure to sunlight to avoid energy inefficiencies.
13. Prohibited materials. Vinyl and aluminum siding products are prohibited as wall materials.
14. Livable Residential color scheme. The use of a single-color scheme, minimal detailing, or blank (or largely blank) walls is not permitted. The use of exterior stairs is discouraged.
15. Livable Residential openings. Not less than twenty-five (25) percent of any front or rear building face shall be made up of window, opening (breezeways), garage door areas or man door areas. Not less than fifteen (15) percent of any side building face shall be made up of windows or door areas unless an adjacent building within twenty (20) feet of that side face obscures the majority

of that side face from public view. The front of the building is defined as the elevation which includes the primary entrance of the building.

16. Pedestrian pathways shall be provided between access points, entryways, public gathering nodes, and parking areas.

Landscape

1. The landscaping shall define and enhance primary public entrances into each project.
2. Ornamental landscaping shall be strategically designed to provide intimate outdoor spaces for public amenities and at pedestrian pathways and entrances.
3. Landscape design shall promote water conservation by the use of water-wise, drip irrigation, and drought tolerant plant types.
4. The tree palette for each project shall be a combination of deciduous and non-deciduous trees and shade and ornamental trees.
5. The initial tree size shall have a minimum 2-inch caliper and be a minimum 6-ft high.
6. Landscaping berms measuring 3-feet in height will be used around the perimeter of the ~~office, park~~ [village parking](#), when possible, to help minimize the visual impact of the parking field.
7. Parking to be screened with landscaping when possible.
8. Minimum 5' of landscaping is required around perimeter of the entire project.
9. Public Use Space (private or public): Public Use Space maybe in the form of landscape areas, landscape areas with walkways, hardscape areas, pool deck/pool/spa areas, areas with a change in hardscape such as color/material changes, areas with lighting such as bollards or pole lighting, and the 600 west pedestrian zone (landscaping, 4' soft path, 8' concrete sidewalk). Public use spaces shall equal at least 15% of the project area.
10. All multiple-family projects shall submit a landscaping plan in accordance with Chapter 23, "Landscaping and Screening," of this title unless otherwise specified within these development guidelines.
11. Landscaping shall be used as a land use buffer where appropriate.
12. Detention basins shall be adequately landscaped and maintained.
13. Drought tolerant landscaping is highly encouraged.

Parking

1. The parking for the outdoor recreational surf facility ~~office buildings~~ shall be a minimum of 3 stalls per 1,000 square feet.

2. The parking for retail shall be a minimum of 1.87 stalls per 1,000 square feet and parking for restaurants will be 6 stalls per 1,000 sq. ft.

3. Parking stalls shall be 18-feet in length and 9-feet in width.

4. Landscape islands will measure 8-feet in width and 18-feet in length shall be placed at either end of parking rows longer than 16 stalls.

5. The parking for residential buildings shall be a minimum of 1.68 stalls per dwelling unit. Driveways and garages shall count towards total parking requirements. Driveways shall be 20-feet in depth.

6. Parking to be screened with landscaping when possible.

~~7. Parking Structures will be allowed (if needed as determined by the developer) as part of the project to accommodate higher density land uses, otherwise surface parking will be the main form of parking for all land uses.~~

- ~~• Parking structures shall include the use of the same or consistent building façade materials as the office building(s) and be designed as an integral component of the site plan and architectural theme. Acceptable complementary materials added to the concrete parking structure are those that are similar in durability, color and/or appearance of the office building facades.~~
- ~~• Parking structures shall follow best CPTED practices and provide for well-lit and visible pedestrian corridors, visible parking areas, security devices, and natural surveillance both inside and outside of the structure.~~
- ~~• Landscaping and architectural materials, forms, and scale shall be used to enhance the parking structure.~~
- ~~• Pedestrian pathways shall connect the pedestrian exit from the parking structure to the buildings it serves.~~
- ~~• When adjacent to a public right of way, the building design shall include human scale detailing to enhance the relationship with the pedestrian.~~

~~8. Shared parking is encouraged. Parking between adjacent land uses (such as office and residential) may share up to 10% of the total parking required per this code if a parking analysis is completed and accepted by the city.~~

Lighting

1. Parking lot lighting in commercial areas shall provide adequate illumination at a minimum .5 foot-candles and max of 4 foot-candles.

2. Parking lot lighting in commercial areas shall utilize cutoff type fixtures.

3. Parking lot lighting in commercial areas shall not be taller than 30-feet.

4. All residential areas shall submit a lighting plan that illustrates lighting accommodation for automobile and pedestrian networks.
5. Exterior lighting along streets shall be pedestrian in scale.
6. Low level bollard lighting is encouraged for illumination of internal pedestrian pathways.

Signage

The following standards are for all uses within the Veranda West MAP.

1. Each monument sign shall have a uniform, architecturally compatible design, with faces not larger than one hundred (100) square feet. Monument signs shall not exceed seven feet (7') in height and fourteen feet (14') in width.
2. Wall signs may be installed by individual businesses/buildings on freestanding and in-line single-/multi-tenant buildings and [the outdoor recreational surf facility](#) ~~on hotels~~. Signs shall have individually illuminated letters or decorative sign cabinets. Where sign cabinets are utilized, they shall be built into the architectural fascia.
3. Suspended, Blade Type Project Signs: Suspended or blade type projecting signs are allowed provided they are not more than fifty (50) square feet of sign area. Each elevation will be allowed one suspended or blade type sign. Suspended or blade type signs may be provided along pedestrian walkways and shall maintain a minimum clearance of seven feet (7') above the pavement.
4. Tower Signs: One tower sign shall be allowed for [the outdoor recreational surf facility](#) ~~each hotel~~. The sign may be a multi-tenant sign and shall be no taller than forty feet (40') with a maximum sign area of two hundred (200) square feet.
5. The location of all signs must be approved by the City Engineer to ensure clearance of sight distance requirements.
6. All monument and tower signs shall be located outside of any public utility easement.

[Outdoor Recreational Surf Facility](#) ~~Commercial, Office~~ and Retail Uses: ~~Commercial, Office~~ [Outdoor recreational surf facility](#) and retail uses shall be allowed the following:

1. One monument sign is allowed per office building and one monument sign is allowed at the entrance to each office district.
2. Wall signs shall be allowed for every one linear foot of building length, two (2) square feet of wall signage on [the outdoor recreational surf facility](#) ~~hotel, office~~ and retail buildings.

3. Wayfinding signs shall be allowed in the project. The overall height shall not exceed eight feet (8') and the area of the sign shall not exceed one hundred (100) square feet.
4. Flags or banners placed on light poles shall be at least seven feet (7') above the pavement.

Residential Uses: Each residential use shall be allowed the following signage:

1. Two (2) freestanding monument signs per the standards outlined above.
2. Portable banner signs, with a maximum area of fifty (50) square feet shall be allowed in each residential sub-phase.
3. Flags and A-frame signs shall be allowed during lease times for each residential project.
4. Wall signs are permitted as follows: for every one (1) linear foot of building length, two (2) square feet of wall signage shall be allowed on each building elevation.
5. Electronic message signs are permitted on any residential building. All electronic message signs shall comply with subsection below.

Electronic message signs are permitted on any ~~hotel~~ outdoor recreational surf facility or retail building. Tower signs for ~~hotels~~ the outdoor recreational surf facility may also be electronic message signs. All electronic message signs shall comply with subsection below.

1. Full color messages or images only and the use of single colored text and images is prohibited.
2. Each message/advertisement displayed on an EMC shall remain static for a minimum of eight (8) seconds. Animation, flashing, starburst or other similar frame effects are prohibited.

Pixel pitch shall be as follows:

1. EMC's within the MAP, but not directed toward Bangerter Highway shall have a true pixel pitch between one millimeter (1 mm) and ten millimeters (10 mm) due to closer proximity of travelers to signs.
2. EMC's directed toward Bangerter Highway shall have a true pixel pitch between one millimeter (1 mm) and sixteen millimeters (16 mm) due to higher speeds and distance between travelers and signs.
3. No EMC shall utilize a white or solid colored background for greater than or equal to fifty percent (50%) of the sign area.

4. All EMC's are required to comply with the following LED sign illumination requirements:

-All permitted EMC's shall be equipped with a sensor or other device that automatically determines the ambient illumination and is programmed to automatically dim according to ambient light conditions, or that can be adjusted to comply with the 0.3 foot-candle measurements. In addition, EMCs must have a default mechanism to turn off the sign within twenty four (24) hours of a reported malfunction.

-Sign illumination levels for EMC's shall never, at maximum display intensity, exceed 0.3 foot-candle over ambient lighting conditions when measured at the distance based on the formula of square root of area of sign times one hundred (100). Light cutoff devices shall minimize light above the sign.

-The illuminance of an EMC shall be measured with an illuminance meter set to measure foot-candles accurate to at least two (2) decimals. Illuminance shall be measured with the EMC off, and again with the EMC displaying a white image. All measurements shall be taken perpendicular to the face of the EMC at the distance determined by the total square footage of the EMC as set forth in this subsection.

-The applicant shall submit a photometric matrix (showing the dispersal in foot-candles) showing that the sign meets all the requirements of this code.

-The owner shall be required to submit written certification from the sign manufacturer that the light intensity shall not exceed the maximum levels specified in the above table and photocell dimming prior to the issuance of a sign permit.

VERANDA WEST + WASATCH SURF

MASTER PLAN



CONCEPTUAL PLAN - MARCH 2026



APARTMENTS

OFFICE BUILDING

HOTEL

JORDAN RIVER PARKWAY

FRONT RUNNER & RAILWAY

REDEVELOPMENT SITE

VICINITY MAP

PROJECT NUMBER AE 2025.259

SCALE 1" = 500' 0"

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026



STACKED FLATS



AMENITY SPACE



TOWNHOME DESIGN



*TOWNHOME PROJECT COMPLETED

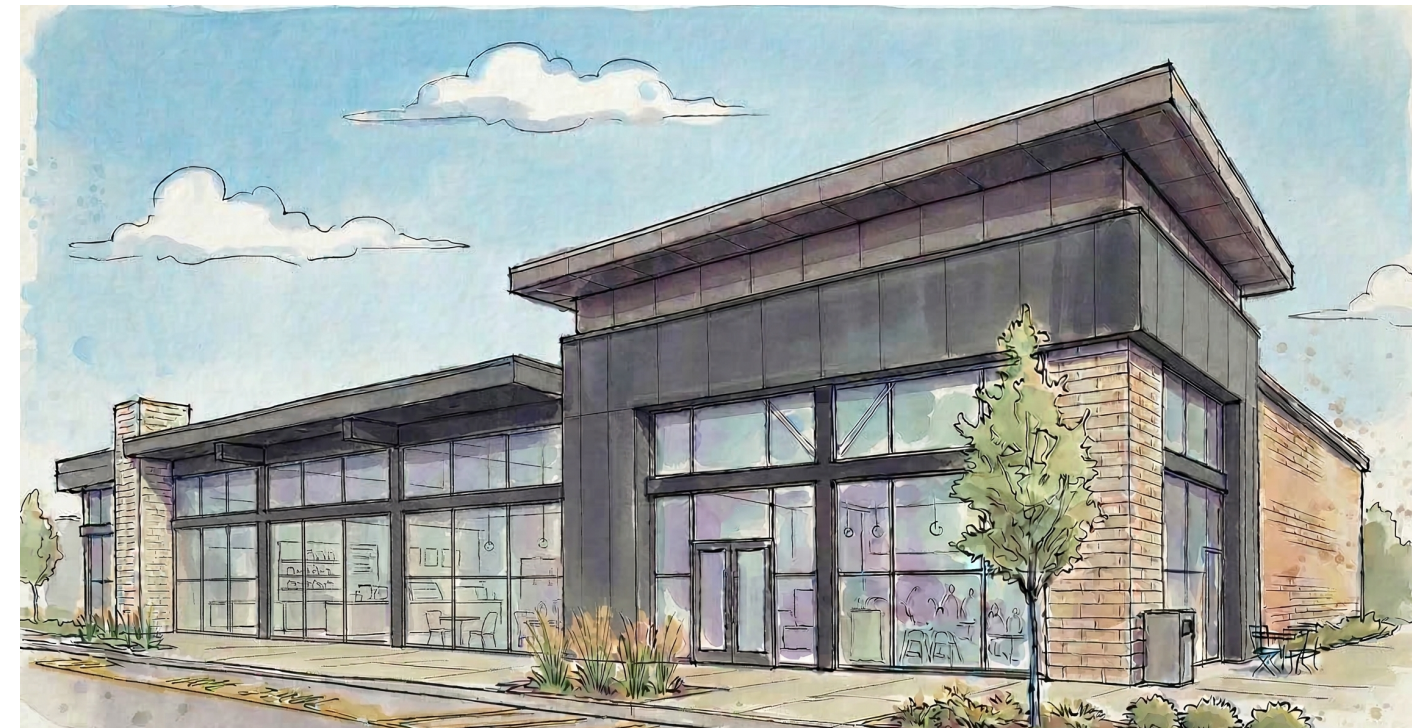
RESIDENTIAL CONCEPTS

PROJECT NUMBER AE 2025.259

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





RETAIL CONCEPTS

PROJECT NUMBER AE 2025.259

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





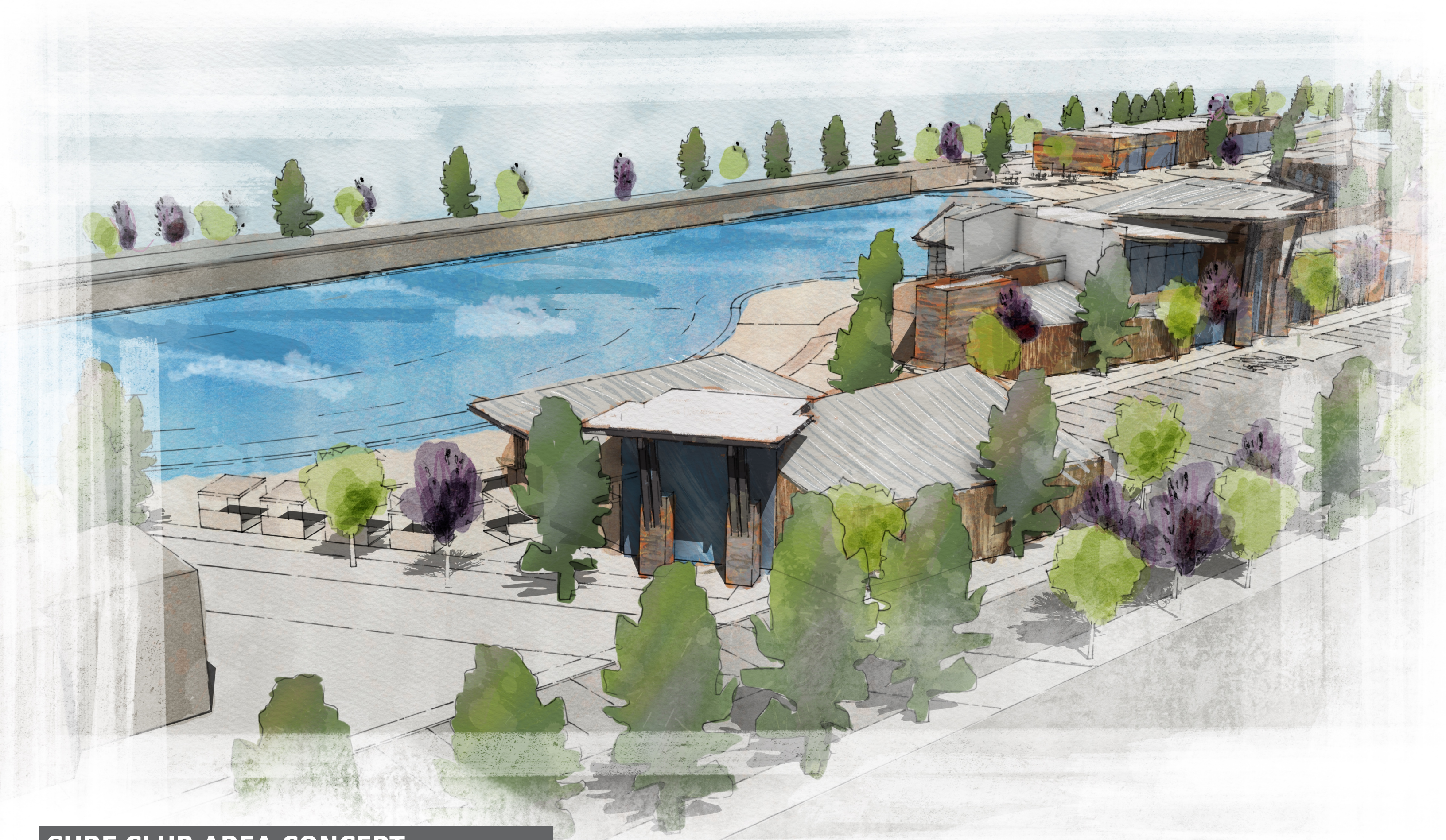
SURF CLUB AREA CONCEPT

PROJECT NUMBER AE 2025.259

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





SURF CLUB AREA CONCEPT

PROJECT NUMBER AE 2025.259

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





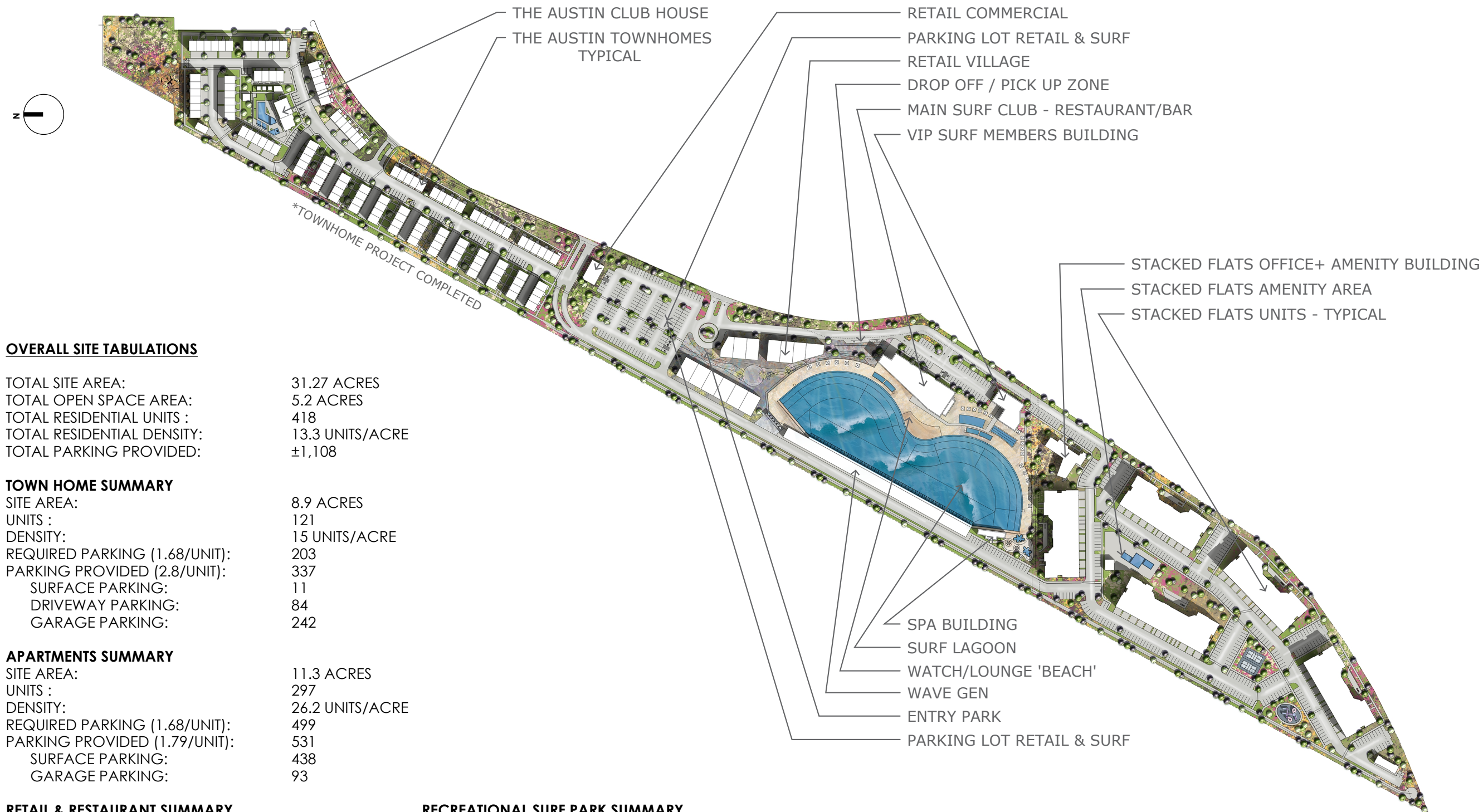
SURF CLUB AREA CONCEPT

PROJECT NUMBER AE 2025.259

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





OVERALL SITE TABULATIONS

TOTAL SITE AREA: 31.27 ACRES
TOTAL OPEN SPACE AREA: 5.2 ACRES
TOTAL RESIDENTIAL UNITS : 418
TOTAL RESIDENTIAL DENSITY: 13.3 UNITS/ACRE
TOTAL PARKING PROVIDED: ±1,108

TOWN HOME SUMMARY

SITE AREA: 8.9 ACRES
UNITS : 121
DENSITY: 15 UNITS/ACRE
REQUIRED PARKING (1.68/UNIT): 203
PARKING PROVIDED (2.8/UNIT): 337
 SURFACE PARKING: 11
 DRIVEWAY PARKING: 84
 GARAGE PARKING: 242

APARTMENTS SUMMARY

SITE AREA: 11.3 ACRES
UNITS : 297
DENSITY: 26.2 UNITS/ACRE
REQUIRED PARKING (1.68/UNIT): 499
PARKING PROVIDED (1.79/UNIT): 531
 SURFACE PARKING: 438
 GARAGE PARKING: 93

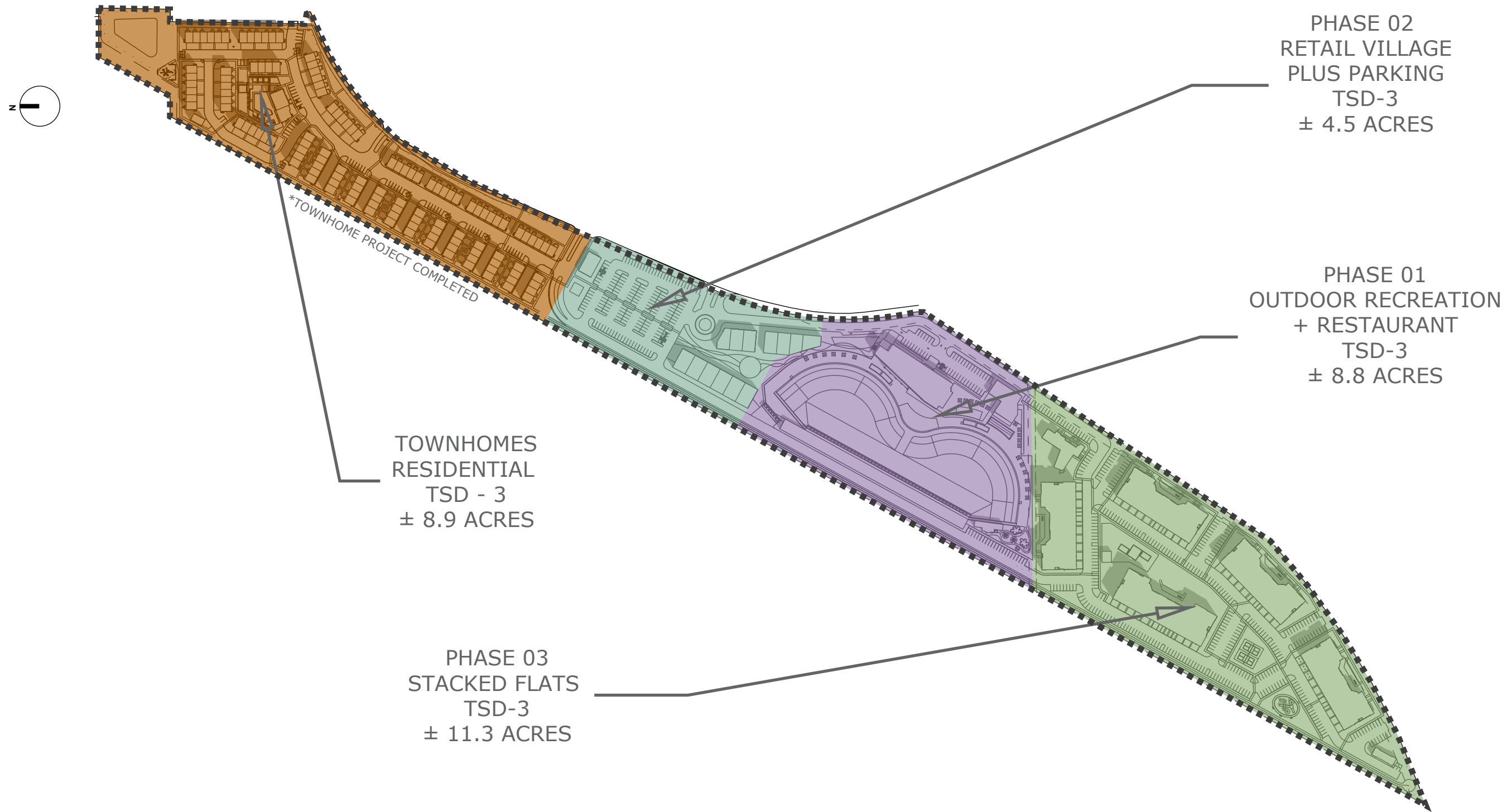
RETAIL & RESTAURANT SUMMARY

SITE AREA: 4.5 ACRES
UNITS : 4
DENSITY: NA
REQUIRED PARKING (1.87/1,000 sq. ft - retail, 6/1,000 sq. ft - restaurant): 89
PARKING PROVIDED : 130

RECREATIONAL SURF PARK SUMMARY

SITE AREA: 8.8 ACRES
UNITS : 4
DENSITY: NA
REQUIRED PARKING (3/1,000 sq. ft): 96
PARKING PROVIDED : 110

CONCEPT SITE PLAN



LAND USE GRAPHICS

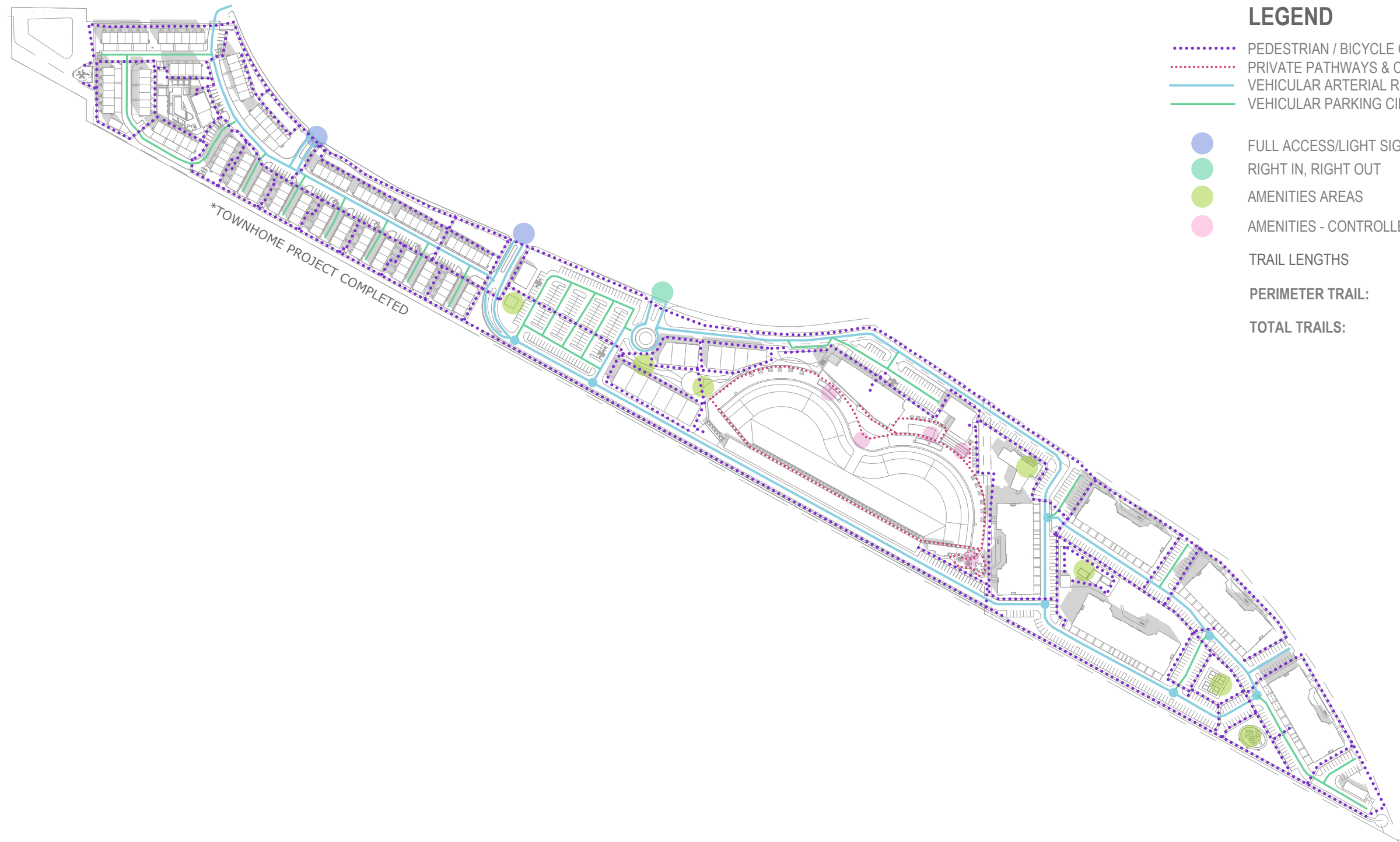
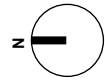
PROJECT NUMBER AE 2025.259

SCALE 1" = 300' 0"

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





LEGEND

- PEDESTRIAN / BICYCLE CIRCULATION
- PRIVATE PATHWAYS & CIRCULATION
- VEHICULAR ARTERIAL ROADWAY
- VEHICULAR PARKING CIRCULATION

- FULL ACCESS/LIGHT SIGNAL
- RIGHT IN, RIGHT OUT
- AMENITIES AREAS
- AMENITIES - CONTROLLED ACCESS

TRAIL LENGTHS

PERIMETER TRAIL: ± 1.5 MILES

TOTAL TRAILS: ± 2.8 MILES

CIRCULATION & GRAPHICS

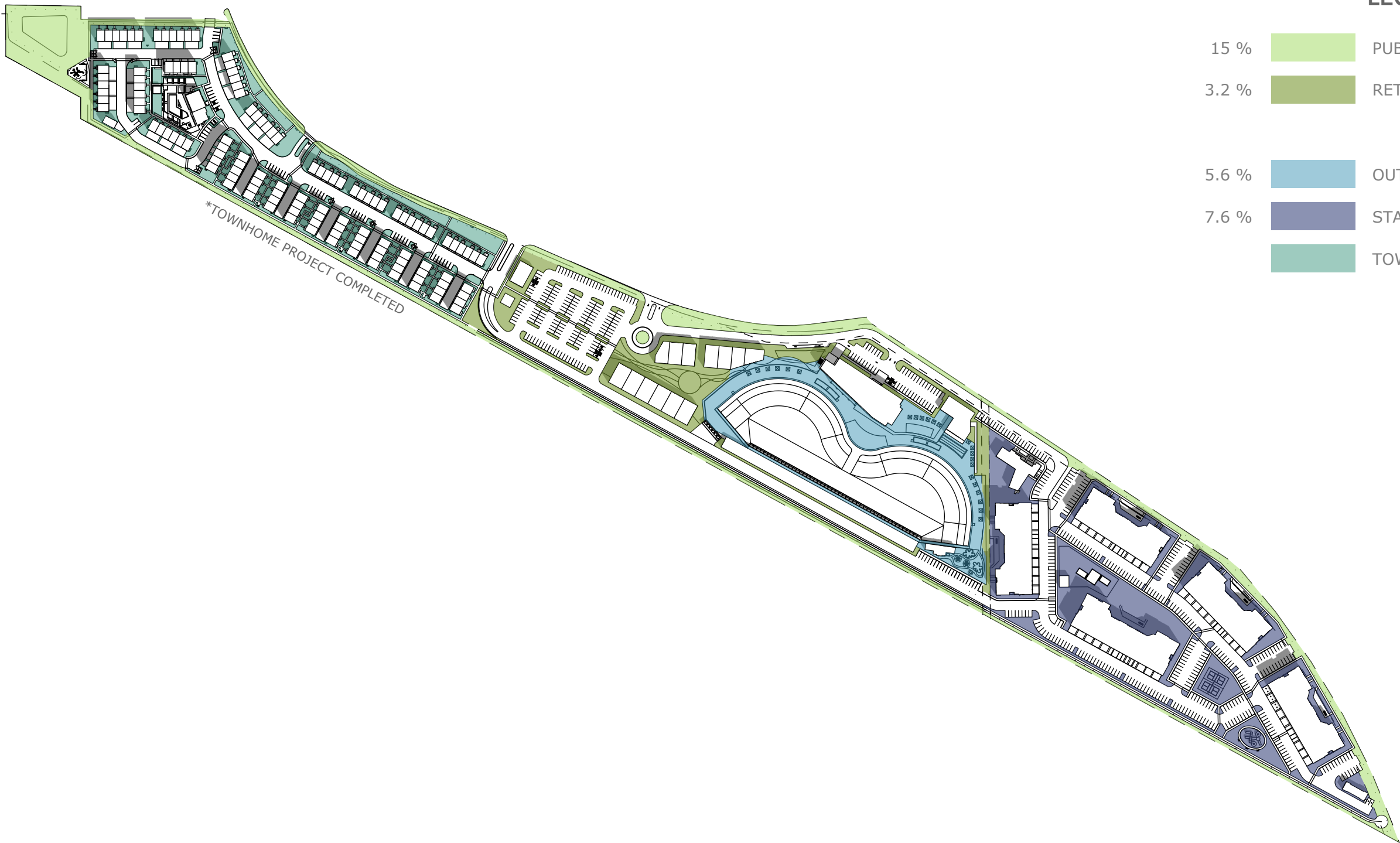
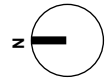
PROJECT NUMBER AE 2025.259

SCALE 1" = 300' 0"

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026





LEGEND

- 15 % PUBLIC
- 3.2 % RETAIL/COMMERCIAL
- 5.6 % OUTDOOR RECREATIONAL
- 7.6 % STACKED FLATS
- TOWNHOMES [COMPLETED]

OPEN SPACES

PROJECT NUMBER AE 2025.259

SCALE 1" = 300' 0"

VERANDA WEST + WASATCH SURF

DRAPER - UT
11 MARCH 2026



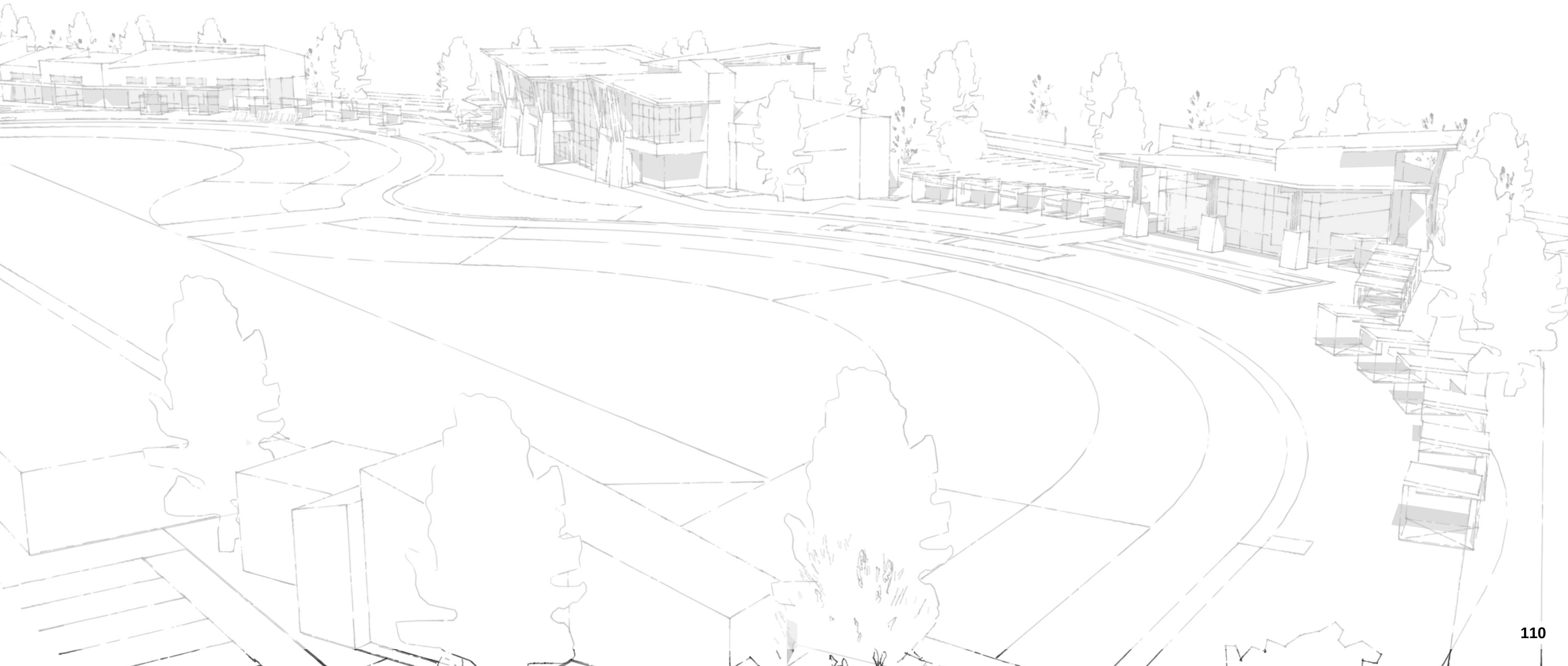


EXHIBIT G
EXISTING VERANDA WEST MASTER AREA PLAN

VERANDA WEST

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The north and south ends are planned for multi-family, a combination of townhome and stacked flats. The middle of the property is planned up to four retail pads (approximately 20,000 sq. ft.) and up to two office building (approximately 250,000 sq. ft.).

The proposed land uses fit within the area plan specifications a mixed-use, high-density project containing office, multi-family and retail.

The main entrance for the project will be at the future signal on 600 west. There will be two more access points on 600 west (one north and one south of the signal). This project will also share an access point to the north with the Veranda apartments, giving this project access to Vista Station BLVD.

The transportation systems within the MAP area are mostly in existence including collector and arterial streets (Bangerter Highway, 600 West Street, Vista Station Blvd, Frontrunner Blvd, 200 West), and Frontrunner.

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This Memorandum and site plan have been reviewed by the Architectural Control Committee members, Nate Boyer of The Boyer Company, and Mark Murdock of the Gardner Company.

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9. Dumpsters shall be enclosed within a decorative masonry, split face CMU or honed CMU enclosure.
10. The minimum front setback from right-of-way or exterior property lines shall be 10-feet.
11. Building material placement and material colors shall be used to distinguish office building elevations from other office buildings in the immediate area, as approved by the ACC.
12. A common plaza shall be built for the office building(s) and shall include outdoor

furniture and two of the following: fire pit, covered shelter, pavilion, trellis, water feature, outdoor art or seat walls, etc.

Retail

1. The minimum setback from right-of-way or exterior property lines shall be 10-feet.
2. Minimum building height shall be one-story.
3. More than one material shall be required on all building facades.
4. Building primary materials shall consist of granite, metal, composite metal panel, stone, EFIS, concrete, GFRG, tile or other similar material as approved by the ACC.
5. Dumpsters shall be enclosed within a decorative masonry, split face CMU or honed CMU enclosure.
6. A minimum of two outdoor eating plazas shall be built for the retail buildings and shall include outdoor furniture and each outdoor eating plaza shall include two of the following: fire pit, covered shelter, pavilion, trellis, water feature, outdoor art or seat walls, etc.

Residential (stacked flats and townhomes)

Residential Buildings shall be classified as either 'Livable Residential' (i.e. Stacked Flats and Townhomes) or 'Non-livable Residential' (i.e. Clubhouse and Maintenance Building).

1. All Residential Buildings (within a sub-phase ~~(i.e. townhomes or stacked flats)~~) shall share the same unique architectural theme including, but not limited to, colors, materials, rooflines and entries. In addition, Livable Residential shall also share the same unique architectural theme in regards to rooflines and entries.
2. All Residential Buildings materials shall consist of at least three material types.
3. All Livable Residential ~~There~~ shall be a variety of floor plans/unit sizes within each sub-phase area.
4. Livable Residential - Townhome amenities – Outdoor plaza with seating and either a fire pit or a BBQ area, a tot lot, grass play area and an indoor exercise facility. Livable Residential - Stacked flat amenities - A Clubhouse with a club room, exercise facility and pool with spa and one outdoor plaza with a fire pit. Other amenities to be determined by developer based on product type.
5. All Residential Buildings will be ~~Each separate building will be~~ connected by internal walkways with shared use of outdoor common areas.
6. All Residential Buildings ~~Multi-family buildings~~ shall have roofs clad in asphalt shingles, wood shingles, standing seam metal, a similar, or a combination of similar materials or shall have flat roofs.

7. Livable Residential ~~Every multi-family~~ building elevation that faces a public street or internal main private street or public open space, shall have either a porch, balcony, private patio or windows.
8. Residential Buildings with ~~A~~any pitched roof covering the main body of the structure shall be hip style, monopitch or shed style, flat roofs or shall have symmetrical gables.
9. Livable Residential ~~R~~roof forms shall be designed to emphasize the residential units when possible and shall denote building elements and functions, including primary pedestrian entrances.
10. Residential Building setbacks are as follows: 20-feet from right-of-way or exterior property lines. Parking shall be allowed in setback areas along with garbage dumpsters.
11. Livable Residential ~~B~~building design and orientation should consider exposure to sunlight to avoid energy inefficiencies.
12. Prohibited materials. Vinyl and aluminum siding products are prohibited as wall materials.
13. Livable Residential ~~C~~color scheme. The use of a single-color scheme, minimal detailing, or blank (or largely blank) walls is not permitted. The use of exterior stairs is discouraged.
14. Livable Residential ~~O~~openings. Not less than twenty-five (25) percent of any front or rear building face shall be made up of window, opening (breezeways), garage door areas or man door areas. Not less than fifteen (15) percent of any side building face shall be made up of windows or door areas unless an adjacent building within twenty (20) feet of that side face obscures the majority of that side face from public view. The front of the building is defined as the elevation which includes the primary entrance of the building.
15. Pedestrian pathways shall be provided between access points, entryways, public gathering nodes, and parking areas.

Landscape

1. The landscaping shall define and enhance primary public entrances into each project.
2. Ornamental landscaping shall be strategically designed to provide intimate outdoor spaces for public amenities and at pedestrian pathways and entrances.
3. Landscape design shall promote water conservation by the use of water-wise, drip irrigation, and drought tolerant plant types.
4. The tree palette for each project shall be a combination of deciduous and non-deciduous trees and shade and ornamental trees.

5. The initial tree size shall have a minimum 2-inch caliper and be a minimum 6-ft high.
6. Landscaping berms measuring 3-feet in height will be used around the perimeter of the office park, when possible, to help minimize the visual impact of the parking field.
7. Parking to be screened with landscaping when possible, including the proposed parking structure.
8. Minimum 5' of landscaping is required around perimeter of the entire project.
9. Public Use Space (private or public): Public Use Space maybe in the form of landscape areas, landscape areas with walkways, hardscape areas, pool deck/pool/spa areas, areas with a change in hardscape such as color/material changes, areas with lighting such as bollards or pole lighting, and the 600 west pedestrian zone (landscaping, 4' soft path, 8' concrete sidewalk). Public use spaces shall equal at least 15% of the project area. See Exhibit C.
10. All multiple-family projects shall submit a landscaping plan in accordance with Chapter 23, "Landscaping and Screening," of this title unless otherwise specified within these development guidelines.
11. Landscaping shall be used as a land use buffer where appropriate, especially between the parking structure and the adjacent hotel.
12. Detention basins shall be adequately landscaped and maintained.
13. Drought tolerant landscaping is highly encouraged.

Parking

1. The parking for office buildings shall be a minimum of 3 stalls and per 1,000 square feet.
2. The parking for retail shall be a minimum of 1.87 stalls per 1,000 square feet and parking for restaurants will be 6 stalls per 1,000 sq. ft.
3. Parking stalls shall be 18-feet in length and 9-feet in width.
4. Landscape islands will measure 8-feet in width and 18-feet in length shall be placed at either end of parking rows longer than 16 stalls.
5. The parking for residential buildings shall be a minimum of 1.68 stalls per dwelling unit. Driveways and garages shall count towards total parking requirements. Driveways shall be 20-feet in depth.
6. Parking to be screened with landscaping when possible.
7. Parking Structures will be allowed (if needed as determined by the developer) as part of the project to accommodate higher density land uses, otherwise surface

parking will be the main form of parking for all land uses.

-Parking structures shall include the use of the same or consistent building façade materials as the office building(s) and be designed as an integral component of the site plan and architectural theme. Acceptable complementary materials added to the concrete parking structure are those that are similar in durability, color and/or appearance of the office building facades.

-Parking structures shall follow best CPTED practices and provide for well-lit and visible pedestrian corridors, visible parking areas, security devices, and natural surveillance both inside and outside of the structure.

-Landscaping and architectural materials, forms, and scale shall be used to enhance the parking structure.

-Pedestrian pathways shall connect the pedestrian exit from the parking structure to the buildings it serves.

-When adjacent to a public right-of-way, the building design shall include human scale detailing to enhance the relationship with the pedestrian.

8. Shared parking is encouraged. Parking between adjacent land uses (such as office and residential) may share up to 10% of the total parking required per this code if a parking analysis is completed and accepted by the city.

Lighting

1. Parking lot lighting in commercial areas shall provide adequate illumination at a minimum .5 foot-candles and max of 4 foot-candles.
2. Parking lot lighting in commercial areas shall utilize cutoff type fixtures.
3. Parking lot lighting in commercial areas shall not be taller than 30-feet.
4. All residential areas shall submit a lighting plan that illustrates lighting accommodation for automobile and pedestrian networks.
5. Exterior lighting along streets shall be pedestrian in scale.
6. Low level bollard lighting is encouraged for illumination of internal pedestrian pathways.

Signage

The following standards are for all uses within the Veranda West MAP.

1. Each monument sign shall have a uniform, architecturally compatible design, with faces not larger than one hundred (100) square feet. Monument signs shall not exceed seven feet (7') in height and fourteen feet (14') in width.

2. Wall signs may be installed by individual businesses/buildings on freestanding and in-line single-/multi-tenant buildings and on hotels. Signs shall have individually illuminated letters or decorative sign cabinets. Where sign cabinets are utilized, they shall be built into the architectural fascia.
3. Suspended, Blade Type Project Signs: Suspended or blade type projecting signs are allowed provided they are not more than fifty (50) square feet of sign area. Each elevation will be allowed one suspended or blade type sign. Suspended or blade type signs may be provided along pedestrian walkways and shall maintain a minimum clearance of seven feet (7') above the pavement.
4. Tower Signs: One tower sign shall be allowed for each hotel. The sign may be a multi-tenant sign and shall be no taller than forty feet (40') with a maximum sign area of two hundred (200) square feet.
5. The location of all signs must be approved by the City Engineer to ensure clearance of sight distance requirements.
6. All monument and tower signs shall be located outside of any public utility easement.

Commercial, Office and Retail Uses: Commercial, office and retail uses shall be allowed the following:

1. One monument sign is allowed per office building and one monument sign is allowed at the entrance to each office district.
2. Wall signs shall be allowed for every one linear foot of building length, two (2) square feet of wall signage on hotel, office and retail buildings.
3. Wayfinding signs shall be allowed in the project. The overall height shall not exceed eight feet (8') and the area of the sign shall not exceed one hundred (100) square feet.
4. Flags or banners placed on light poles shall be at least seven feet (7') above the pavement.

Residential Uses: Each residential use shall be allowed the following signage:

1. Two (2) freestanding monument signs per the standards outlined above.
2. Portable banner signs, with a maximum area of fifty (50) square feet shall be allowed in each residential sub-phase.
3. Flags and A-frame signs shall be allowed during lease times for each residential project.
4. Wall signs are permitted as follows: for every one (1) linear foot of building length, two (2) square feet of wall signage shall be allowed on each building

elevation.

5. Electronic message signs are permitted on any residential building. All electronic message signs shall comply with subsection below.

Electronic message signs are permitted on any hotel, office or retail building. Tower signs for hotels may also be electronic message signs. All electronic message signs shall comply with subsection below.

1. Full color messages or images only and the use of single colored text and images is prohibited.
2. Each message/advertisement displayed on an EMC shall remain static for a minimum of eight (8) seconds. Animation, flashing, starburst or other similar frame effects are prohibited.

Pixel pitch shall be as follows:

1. EMC's within the MAP, but not directed toward Bangerter Highway may shall have a true pixel pitch between one millimeter (1 mm) and ten millimeters (10 mm) due to closer proximity of travelers to signs.
2. EMC's directed toward Bangerter Highway shall have a true pixel pitch between one millimeter (1 mm) and sixteen millimeters (16 mm) due to higher speeds and distance between travelers and signs.
3. No EMC shall utilize a white or solid colored background for greater than or equal to fifty percent (50%) of the sign area.
4. All EMC's are required to comply with the following LED sign illumination requirements:

-All permitted EMC's shall be equipped with a sensor or other device that automatically determines the ambient illumination and is programmed to automatically dim according to ambient light conditions, or that can be adjusted to comply with the 0.3 foot-candle measurements. In addition, EMCs must have a default mechanism to turn off the sign within twenty four (24) hours of a reported malfunction.

-Sign illumination levels for EMC's shall never, at maximum display intensity, exceed 0.3 foot-candle over ambient lighting conditions when measured at the distance based on the formula of square root of area of sign times one hundred (100). Light cutoff devices shall minimize light above the sign.

-The illuminance of an EMC shall be measured with an illuminance meter set to measure foot-candles accurate to at least two (2) decimals. Illuminance shall be measured with the EMC off, and again with the EMC displaying a white image. All measurements shall be taken perpendicular to the face of the EMC at the distance determined by the total square footage of the EMC as set forth in this subsection.

-The applicant shall submit a photometric matrix (showing the dispersal in foot-candles) showing that the sign meets all the requirements of this code.

-The owner shall be required to submit written certification from the sign manufacturer that the light intensity shall not exceed the maximum levels specified in the above table and photocell dimming prior to the issuance of a sign permit.

VERANDA WEST

CONCEPTUAL MASTER AREA PLAN - FEBRUARY 2019





PROJECT VICINITY MAP



STACKED FLATS



RESIDENTIAL AMENITIES



TOWNHOMES



VERANDA WEST
CONCEPTUAL ELEVATIONS



OFFICE

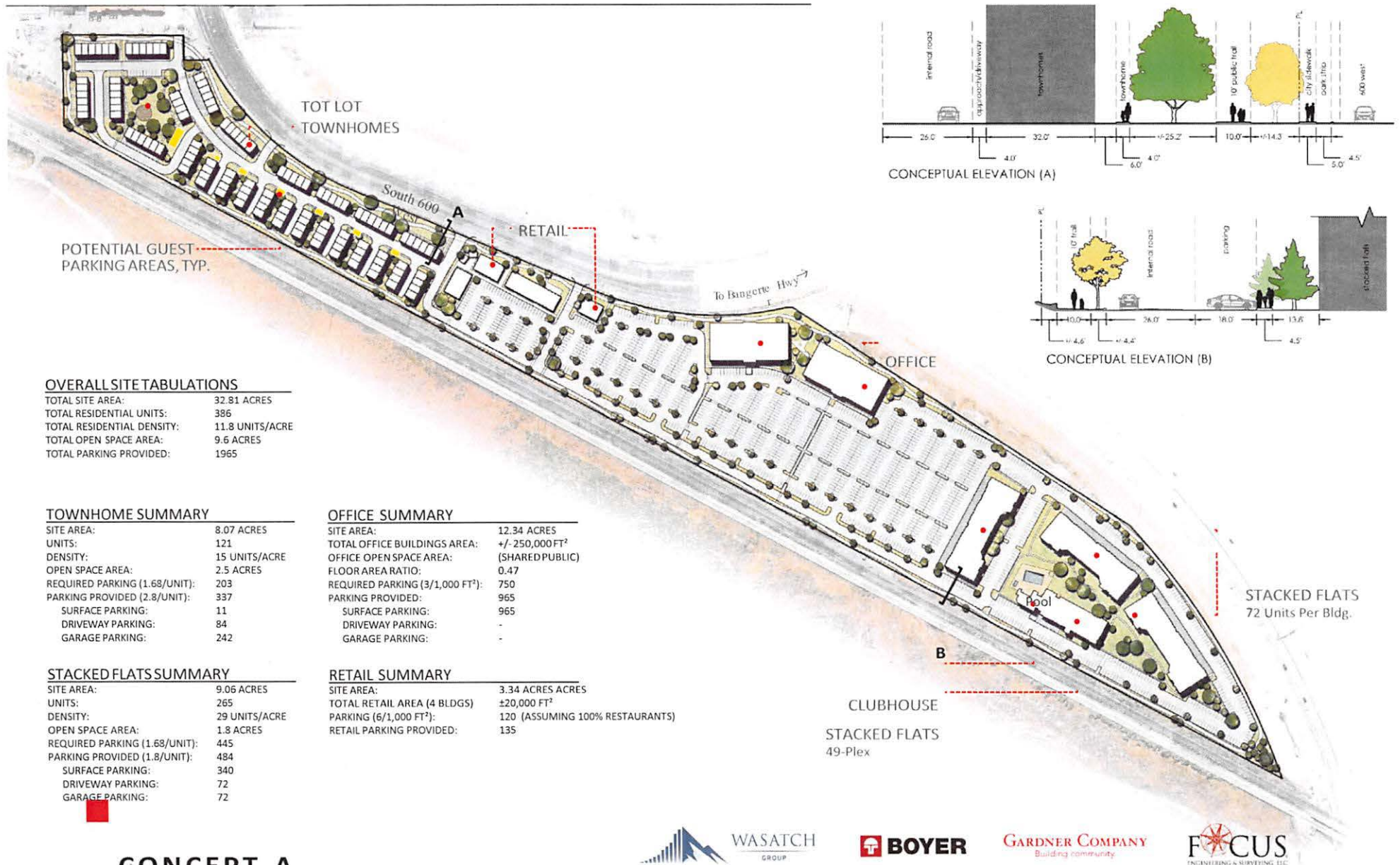


RETAIL



VERANDA WEST
CONCEPTUAL ELEVATIONS





CONCEPT A

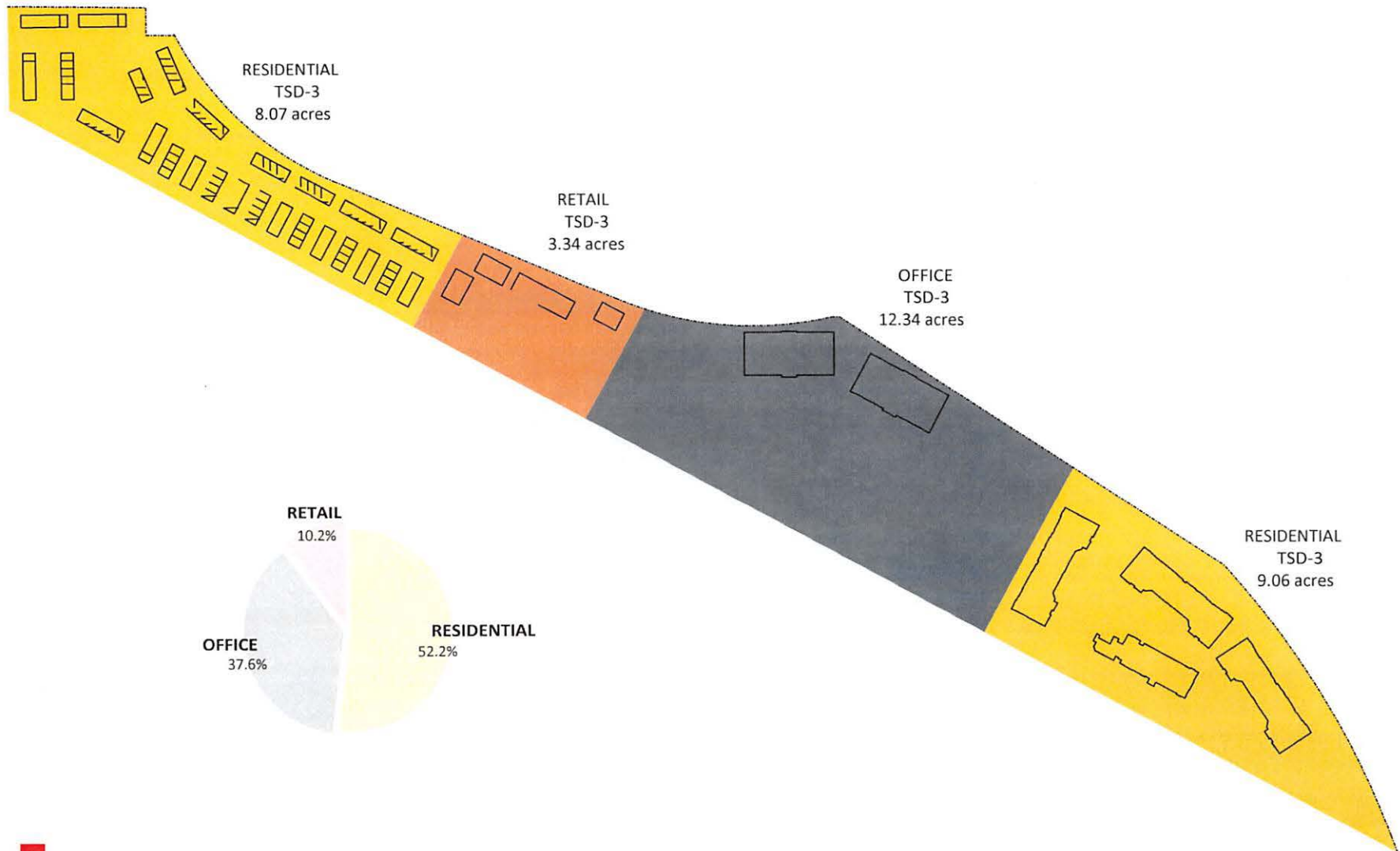


WASATCH
GROUP



GARDNER COMPANY
Building community



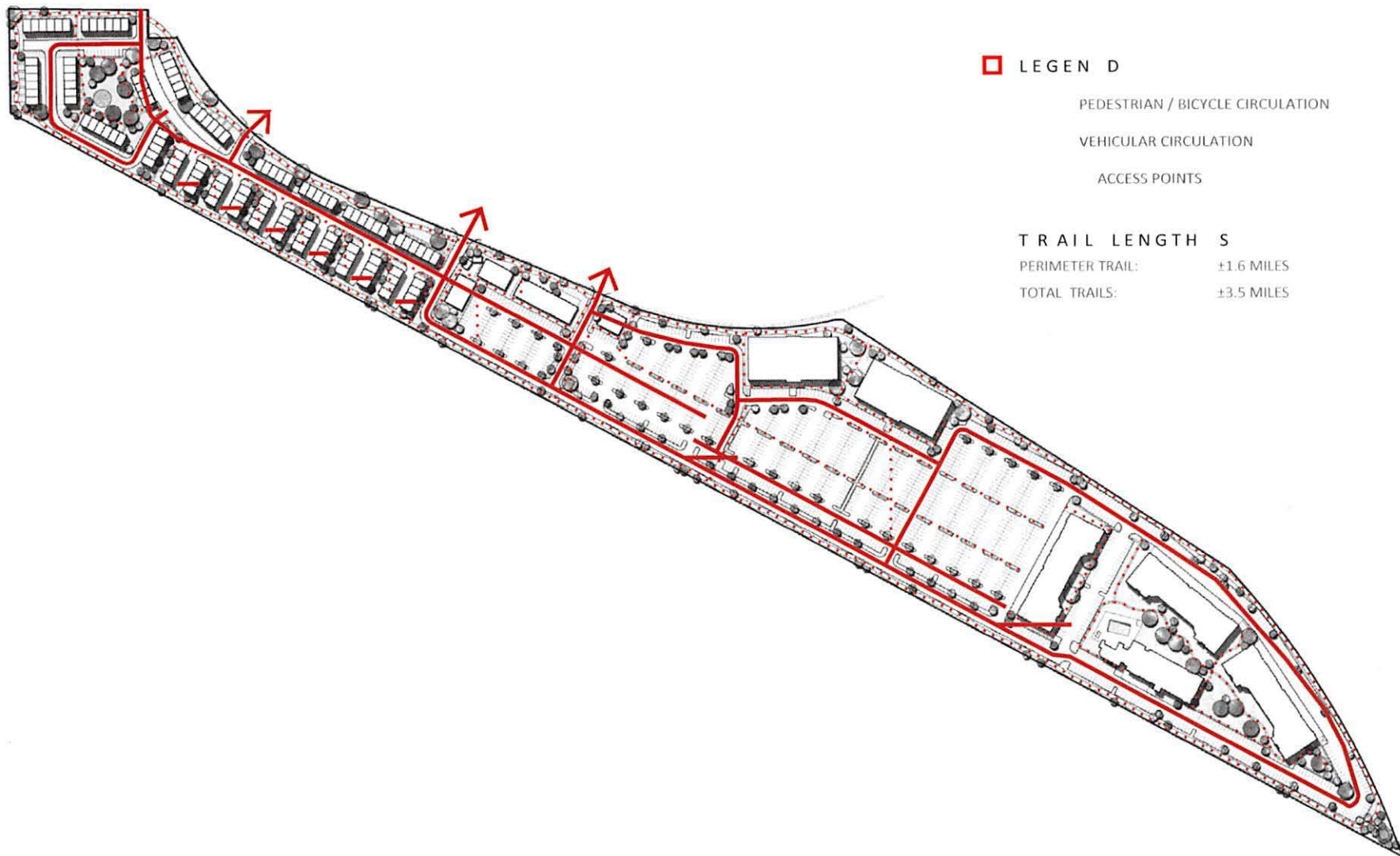


CONCEPT A

LAND USE

Scale: nts





LEGEND

PEDESTRIAN / BICYCLE CIRCULATION

VEHICULAR CIRCULATION

ACCESS POINTS

TRAIL LENGTHS

PERIMETER TRAIL: ±1.6 MILES

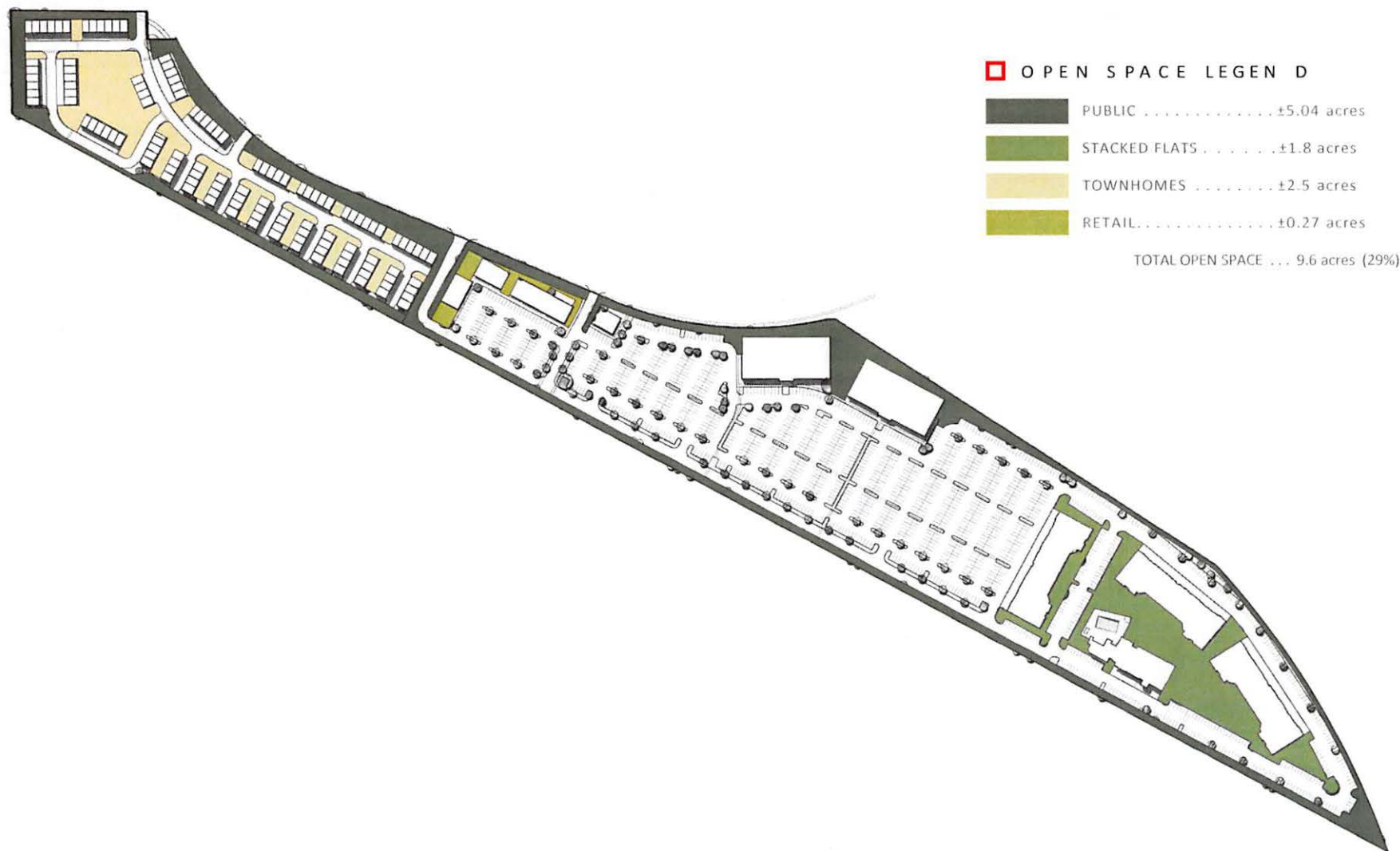
TOTAL TRAILS: ±3.5 MILES

CONCEPT A

CIRCULATION & ACCESS

Scale: nts





CONCEPT A
OPEN SPACE
Scale: nts



EXHIBIT H
TRAFFIC IMPACT STUDY

Station Point

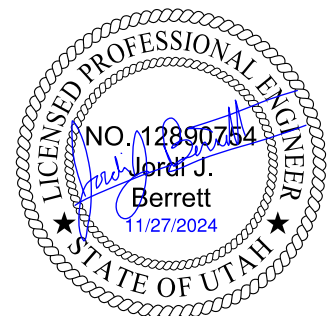
Traffic Impact Study Update



Draper, Utah

November 27, 2024

UT24-2893



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Station Point development located in Draper, Utah. The development is located west of 600 West and just north of the 600 West / Bangerter Highway (SR-154) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service																	
	Existing (2024)						Future (2029)						Future (2050)					
	Background		Plus Project		Plus Project Mitigated		Background		Background Mitigated		Plus Project		Background		Background Mitigated		Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 600 West / Bangerter Highway	B	B	C	B	C	B	B	B	B	B	C	B	C	E	C	D	C	D
2 Hyde Way / 600 West	b	b	f	f	B	B	c	e	A	A	B	B	A	A	A	A	B	C
3 Veranda Access / 600 West	a	a	a	b	a	b	b	b	b	c	b	c	c	e	c	f	d	f
4 Draper Station Blvd. / 600 West	A	A	A	A	A	A	A	A	A	A	A	A	A	C	A	B	B	B
5 Project Access 1 / 600 West	-	-	a	a	a	a	-	-	-	-	a	a	-	-	-	-	a	c
6 Project Access 2 / 600 West	-	-	a	a	a	a	-	-	-	-	a	b	-	-	-	-	a	e

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, November 2024

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 600 West / Bangerter Highway	350	525	325	-	475	-	325	-	-	400	200	*	-	525	-	-
2 Hyde Way / 600 West	-	200	-	100	-	100	-	225	75	150	-	-	75	200	-	-
4 Vista Station Blvd. / 600 West	75	-	-	-	75	125	-	225	100	200	-	-	125	-	-	150

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

*. Change to the free lane from the highway

Source: Hales Engineering, November 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
- The development will consist of retail, restaurant, gas station, office, day care, and hotel land uses. - The project is anticipated to generate approximately 9,166 (+3,286 pass-by) weekday daily trips, including 899 (+287 pass-by) trips in the morning peak hour, and 748 (+251 pass-by) trips in the evening peak hour - A right-turn deceleration lane is anticipated to be warranted on the southbound approach of the Project Access 1 / 600 West intersection		
2024	Background	Plus Project
Assumptions	None	Full build of project
Findings	Acceptable LOS	- Poor LOS at Hyde Way / 600 West (AM/PM) - Significant queuing at Hyde Way / 600 West (EB/WB)
Mitigations	None	Hyde Way / 600 West: - Install signal - Add dual NB LT lanes
2029	Background	Plus Project
Assumptions	Development on east side of 600 West fully built	None
Findings	- Poor LOS at Hyde Way / 600 West (PM) - Significant queuing at Hyde Way / 600 West (WB)	Acceptable LOS
Mitigations	Hyde Way / 600 West: - Install signal	None
2050	Background	Plus Project
Findings	- Poor LOS at: 600 West / Bangerter Highway (PM) - Veranda Access / 600 West (PM) - Significant queuing at: 600 West / Bangerter Highway (WB/NB) - Vista Station Boulevard / 600 West (SB)	- Poor LOS at: - Veranda Access / 600 West (PM) - Project Access 2 / 600 West (PM) - Significant queuing at: 600 West / Bangerter Highway (WB/NB/EB) - Project Access 2 / 600 West (EB)
Mitigations	600 West / Bangerter Highway: - Add triple LT lanes to WB off-ramp and NB approach - Widen 600 West to seven lanes south of Bangerter - Widen WB on-ramp to three lanes Vista Station Blvd. / 600 West: - Add dedicated SB RT lane - Install SB RT permissive overlap phase	None additional

Figure ES-1



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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Station Point development located in Draper, Utah. The proposed project is located west of 600 West and just north of the 600 West / Bangerter Highway (SR-154) intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Draper, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 600 West / Bangerter Highway
- Hyde Way / 600 West
- Veranda Access / 600 West
- Vista Station Boulevard / 600 West
- Project Access 1 / 600 West
- Project Access 2 / 600 West

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

600 West – is a city-maintained roadway which is classified by the Draper City Transportation Master Plan (November 2019) as an arterial. The roadway has two travel lanes in each direction separated by a two-way left-turn lane (TWLTL). The posted speed limit is 40 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersection(s). Five years of crash data were collected between January 1, 2019, and December 31, 2023, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 26 crashes within the study area. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
600 West / Bangerter Highway	0	0	1	1	11	13
Hyde Way / 600 West	0	0	0	0	0	0
Veranda Access / 600 West	0	0	1	1	2	4
Vista Station Blvd. / 600 West	0	0	1	4	4	9
TOTAL	0	0	3	6	17	26

Source: UDOT Numetric AASHTOWare, November 2024

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
600 West / Bangerter Highway	5	2	0	6	0	13
Hyde Way / 600 West	0	0	0	0	0	0
Veranda Access / 600 West	1	1	2	0	0	4
Vista Station Blvd. / 600 West	1	0	7	0	1	9
TOTAL	7	3	9	6	1	26

Source: UDOT Numetric AASHTOWare, November 2024

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 600 West / Bangerter Highway
- Hyde Way / 600 West
- Vista Station Boulevard / 600 West

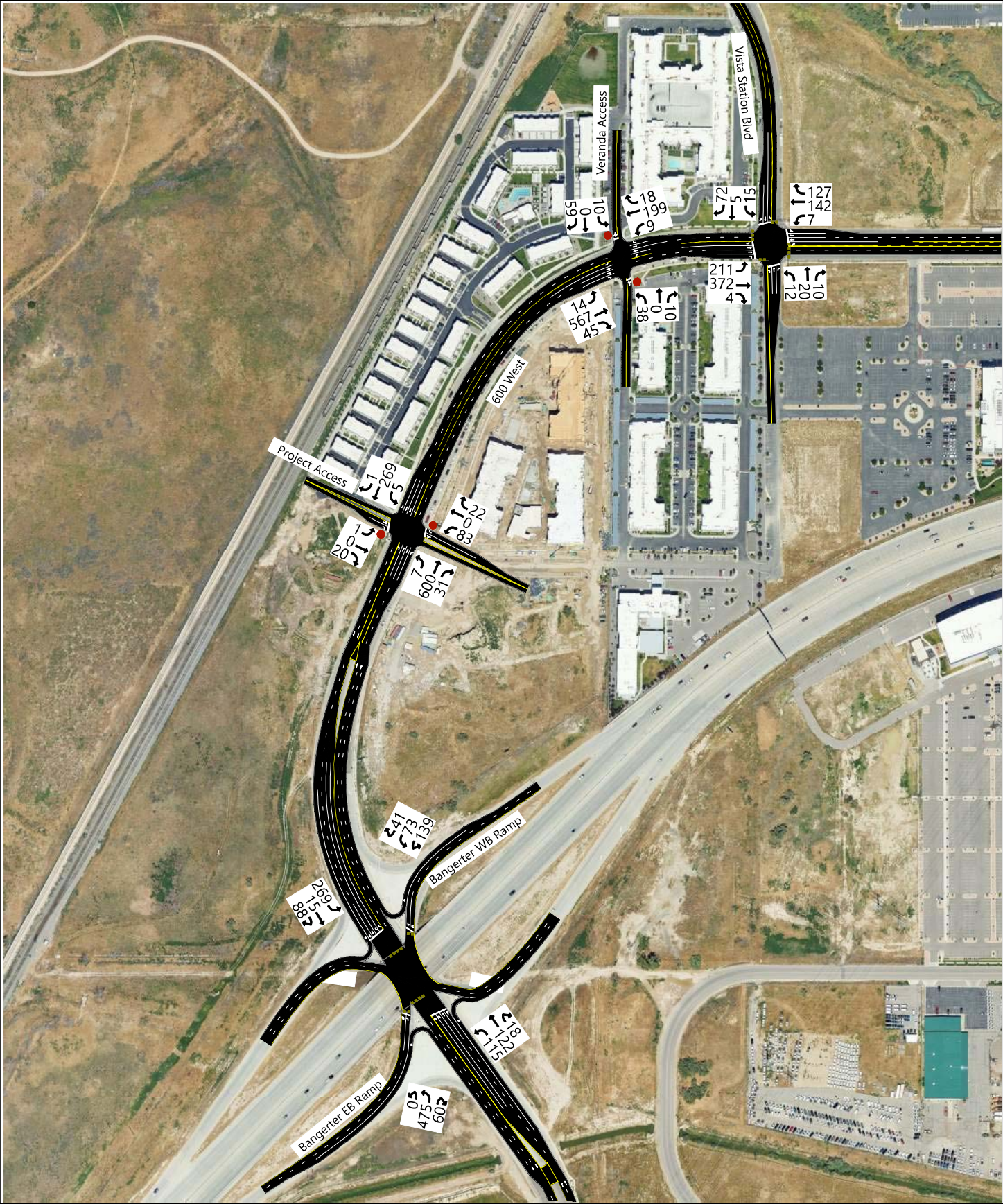
The counts were performed on Wednesday, November 6, 2024. The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately equal to the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on I-15 (ATR #302). In recent years, traffic volumes in November have been equal to approximately 95% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2024) conditions.



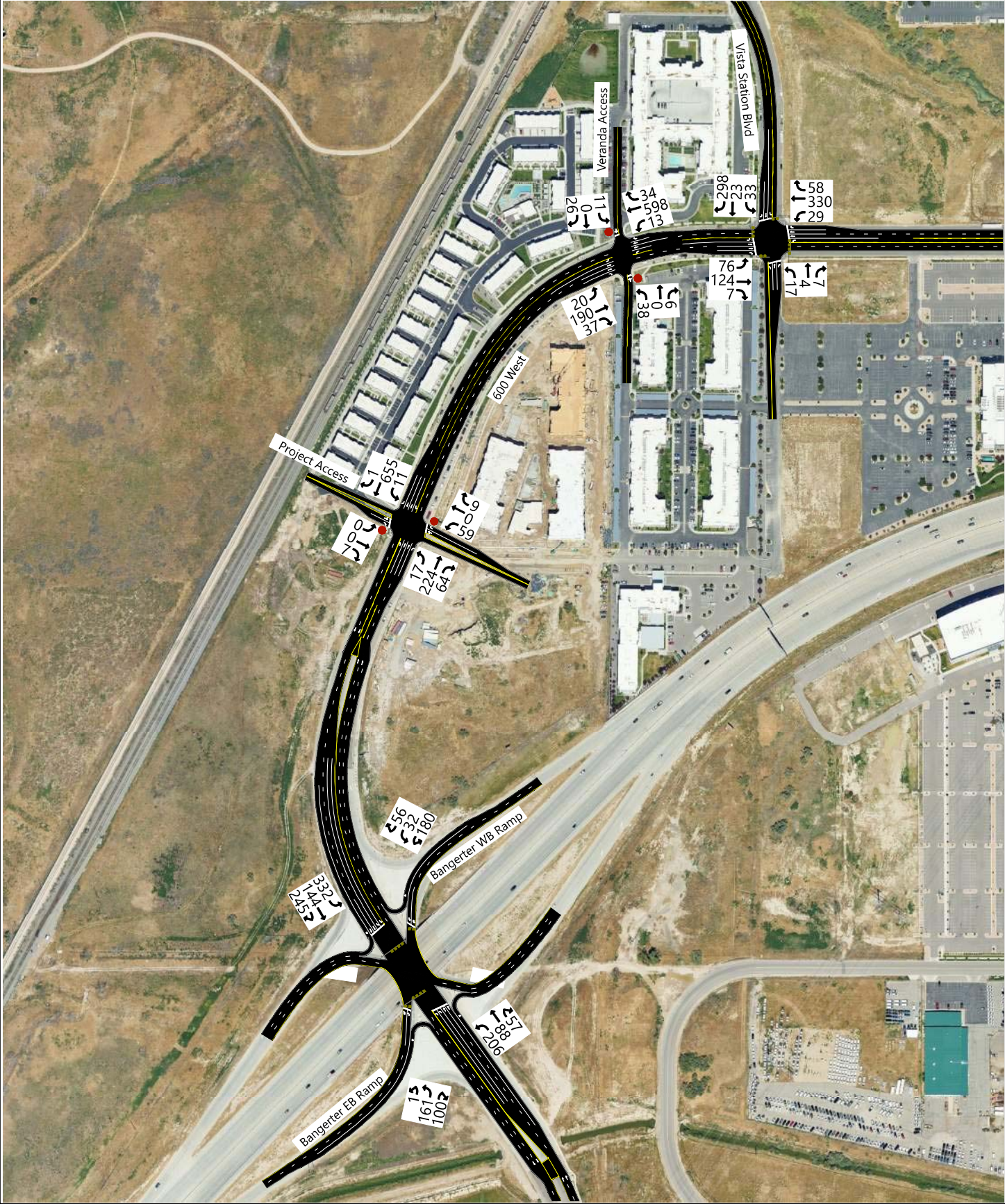


Table 4: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	B (17.5)	B (14.3)
Hyde Way / 600 West	EB/WB Stop	b (12.3) / WBL	b (12.6) / WBL
Veranda Access / 600 West	NB/SB Stop	a (9.4) / NBL	a (8.7) / SBL
Vista Station Blvd. / 600 West	Signal	A (4.5)	A (6.1)
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. Source: Hales Engineering, November 2024			

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

G. Mitigation Measures

No mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Station Point development is located west of 600 West and just north of the 600 West / Bangerter Highway (SR-154) intersection. The development will consist of a variety of land uses, including various commercial and office land uses. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5.

Table 5: Project Land Uses

Land Use	Intensity
Retail	20,200 sq. ft.
Restaurant w/ Drive Thru	16,500 sq. ft.
Gas Station / Convenience Store	4,000 sq. ft.
Hotel	122 Rooms
Office	25,400 sq. ft.
Day Care Center	10,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip reductions for pass-by trips and internal capture were estimated and applied to the project.

Pass-by trips are trips already on the road that visit the site before continuing the original route. Hales Engineering referenced average ITE pass-by rates. Due to the nature of 600 West and the lower traffic volumes, the pass-by percentages were assumed to be lower by approximately half to remain conservative in the analysis, as shown in Table 6.

Internal capture trips are trips that stay within the development due to a mix of land uses instead of entering or exiting the site externally. Hales Engineering estimated internal capture based on ITE's Internal Trip Capture Estimation Tool and assumed lower percentages to be conservative in the analysis, as shown in Table 6. Printouts of the internal capture results from the tool are provided in Appendix F.

Table 6: Trip Reductions

Time Period	Pass-by						Internal Capture	
	Gas Station		Retail		Drive-Thru		ITE	Assumed
	ITE	Assumed	ITE	Assumed	ITE	Assumed		
Daily	-	40%	-	20%	-	25%	12%	10%
Morning	76%	40%	-	20%	50%	25%	4%	5%
Evening	75%	40%	40%	20%	55%	25%	19%	15%

Trip generation for the proposed project is included in Table 7. The total trip generation for the development is as follows:

- Daily Trips: 9,166 (+3,286 pass-by)
- Morning Peak Hour Trips: 899 (+287 pass-by)
- Evening Peak Hour Trips: 748 (+251 pass-by)

Table 7: Trip Generation

Trip Generation Draper - Station Point TIS Update													
Land Use ¹	# of Units	Unit Type	Trip Generation						Reductions		New Trips		
			Total	% In	% Out	In	Out	Internal Capture	Pass-by	In	Out	Total	
Weekday Daily													
Convenience Store/Gas Station, 9-15 pumps (945)	4.0	KSF	2,832	50%	50%	1,416	1,416	10%	40%	764	765	1,529	
Strip Retail Plaza, <40k (822)	20.2	KSF	1,100	50%	50%	550	550	10%	20%	396	396	792	
Fast-Food Restaurant with Drive-Through Window (934)	16.5	KSF	7,734	50%	50%	3,867	3,867	10%	25%	2,610	2,610	5,220	
Hotel (310)	122	Rooms	976	50%	50%	488	488	10%	0%	439	439	878	
General Office Building (710)	25.4	KSF	352	50%	50%	176	176	10%	0%	159	158	317	
Day Care Center (565)	10.0	KSF	478	50%	50%	239	239	10%	0%	215	215	430	
TOTAL			13,472			6,736	6,736			4,583	4,583	9,166	
AM Peak Hour													
Convenience Store/Gas Station, 9-15 pumps (945)	4.0	KSF	230	50%	50%	115	115	5%	40%	65	66	131	
Strip Retail Plaza, <40k (822)	20.2	KSF	48	60%	40%	29	19	5%	20%	22	14	36	
Fast-Food Restaurant with Drive-Through Window (934)	16.5	KSF	738	51%	49%	376	362	5%	25%	268	258	526	
Hotel (310)	122	Rooms	54	56%	44%	30	24	5%	0%	28	23	51	
General Office Building (710)	25.4	KSF	52	88%	12%	46	6	5%	0%	43	6	49	
Day Care Center (565)	10.0	KSF	112	53%	47%	59	53	5%	0%	56	50	106	
TOTAL			1,234			655	579			482	417	899	
PM Peak Hour													
Convenience Store/Gas Station, 9-15 pumps (945)	4.0	KSF	222	50%	50%	111	111	15%	40%	56	57	113	
Strip Retail Plaza, <40k (822)	20.2	KSF	134	50%	50%	67	67	15%	20%	45	46	91	
Fast-Food Restaurant with Drive-Through Window (934)	16.5	KSF	548	52%	48%	285	263	15%	25%	181	168	349	
Hotel (310)	122	Rooms	64	51%	49%	33	31	15%	0%	28	26	54	
General Office Building (710)	25.4	KSF	54	17%	83%	9	45	15%	0%	8	38	46	
Day Care Center (565)	10.0	KSF	112	47%	53%	53	59	15%	0%	45	50	95	
TOTAL			1,134			558	576			363	385	748	
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021. SOURCE: Hales Engineering, November 2024													

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, November 2024

D. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 8.

Trip distribution percentages for pass-by trips were calculated based on the existing directional traffic on the major roads near the project, as summarized in Table 9.

Table 8: New Trip Distribution

Direction	% To/From Project
North	10%
South	10%
East	45%
West	35%

Table 9: Pass-by Trip Distribution

Direction	%	
	Morning Peak	Evening Peak
Northbound	70%	25%
Southbound	30%	75%

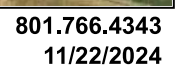
These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

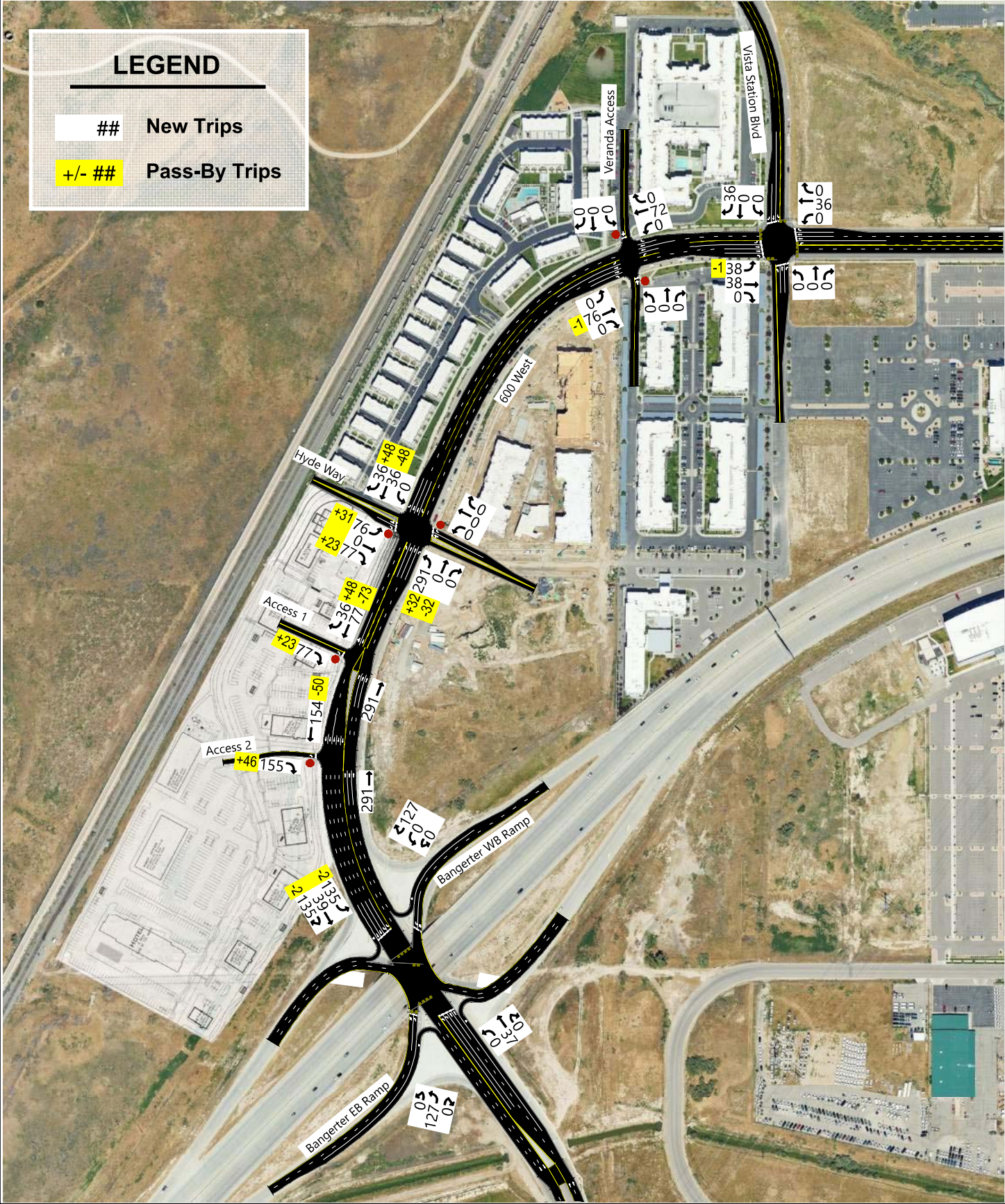
E. Access

The proposed access for the site will be gained at the following locations:

600 West:

- Project Access 1 will be located approximately 325 feet south of the Hyde Way / 600 West intersection. It will access the project on the west side of 600 West. It is anticipated that the access will be stop-controlled and limited to right turns only.
- Project Access 2 will be located approximately 700 feet south of the Hyde Way / 600 West intersection. It will access the project on the west side of 600 West. It is anticipated that the access will be stop-controlled and limited to right turn egress movements only.





F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- Project Access 1 / 600 West: Southbound right-turn

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

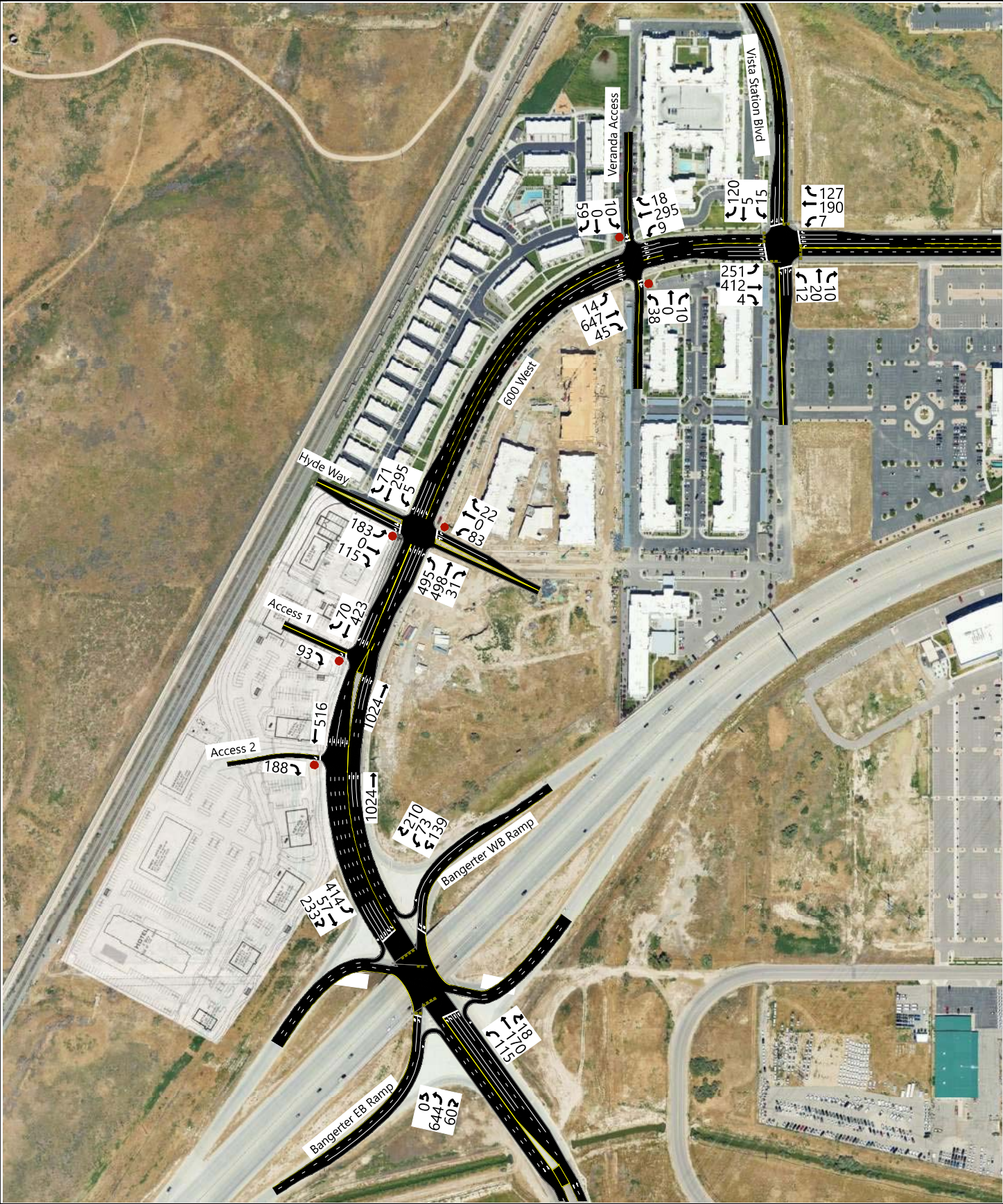
Hales Engineering added the project trips discussed in Chapter III to the existing (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. Existing (2024) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

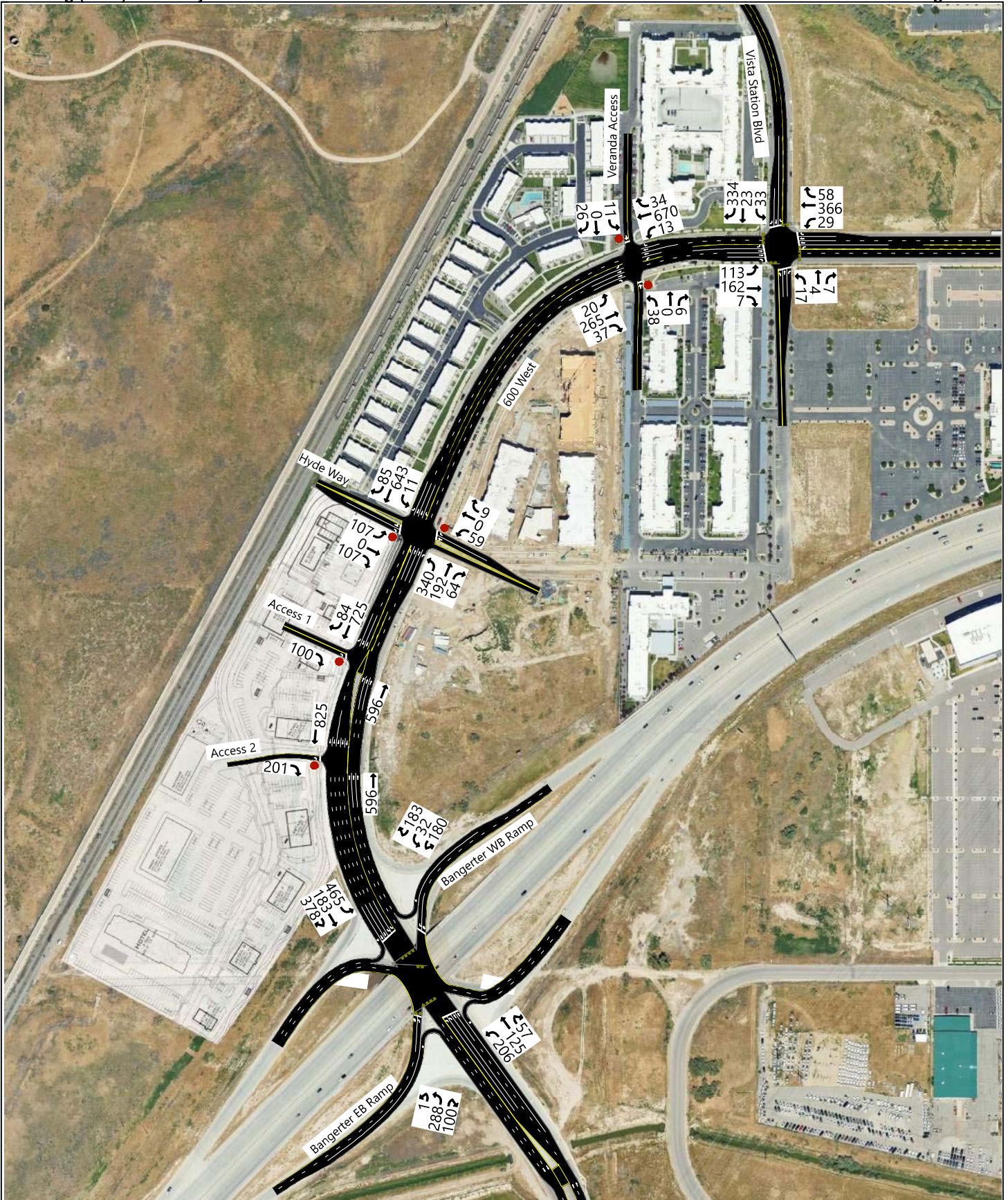
C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 10.

Table 10: Existing (2024) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	C (21.3)	B (14.6)
Hyde Way / 600 West	EB/WB Stop	f (>50) / EBL	f (>50) / EBL
Veranda Access / 600 West	NB/SB Stop	a (8.9) / NBL	b (12.3) / SBL
Vista Station Blvd. / 600 West	Signal	A (4.9)	A (7.1)
Project Access 1 / 600 West	EB Stop	a (4.2) / EBR	a (5.8) / EBR
Project Access 2 / 600 West	EB Stop	a (6.0) / EBR	a (8.2) / EBR
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, November 2024			





D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Hyde Way / 600 West:
 - Eastbound: 375 feet (AM & PM)
 - Westbound: 275 feet (AM & PM)
 - Northbound: 200 feet (AM & PM)

E. Mitigation Measures

With the anticipated traffic volumes generated by the project, a traffic signal is anticipated to be warranted at the Hyde Way / 600 West intersection. A traffic signal is recommended at this intersection as soon as the warrants are found to be met with the gradual construction of the project. With a traffic signal at this location, dual left-turn lanes are anticipated to be warranted on the northbound approach. Dual receiving lanes will be needed on the west leg of the intersection to accommodate those dual left-turn lanes. A mitigated scenario was analyzed with this improvement and the LOS results are shown in Table 11.

Table 11: Existing (2024) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	C (21.2)	B (15.1)
Hyde Way / 600 West	Signal	B (14.0)	B (14.7)
Veranda Access / 600 West	NB/SB Stop	a (9.5) / NBL	b (11.2) / SBL
Vista Station Blvd. / 600 West	Signal	A (4.9)	A (6.8)
Project Access 1 / 600 West	EB Stop	a (4.3) / EBR	a (6.0) / EBR
Project Access 2 / 600 West	EB Stop	a (6.1) / EBR	a (9.1) / EBR
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, November 2024			

V. FUTURE (2029) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2029) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2029 in the study area. Therefore, no changes were made to the roadway network for the future (2029) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2029) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections.

Additionally, anticipated traffic volumes from the remaining portions of the Vista 11 development on the east side of 600 West were added to the roadway network. Future (2029) morning and evening peak hour turning movement volumes are shown in Figure 5.

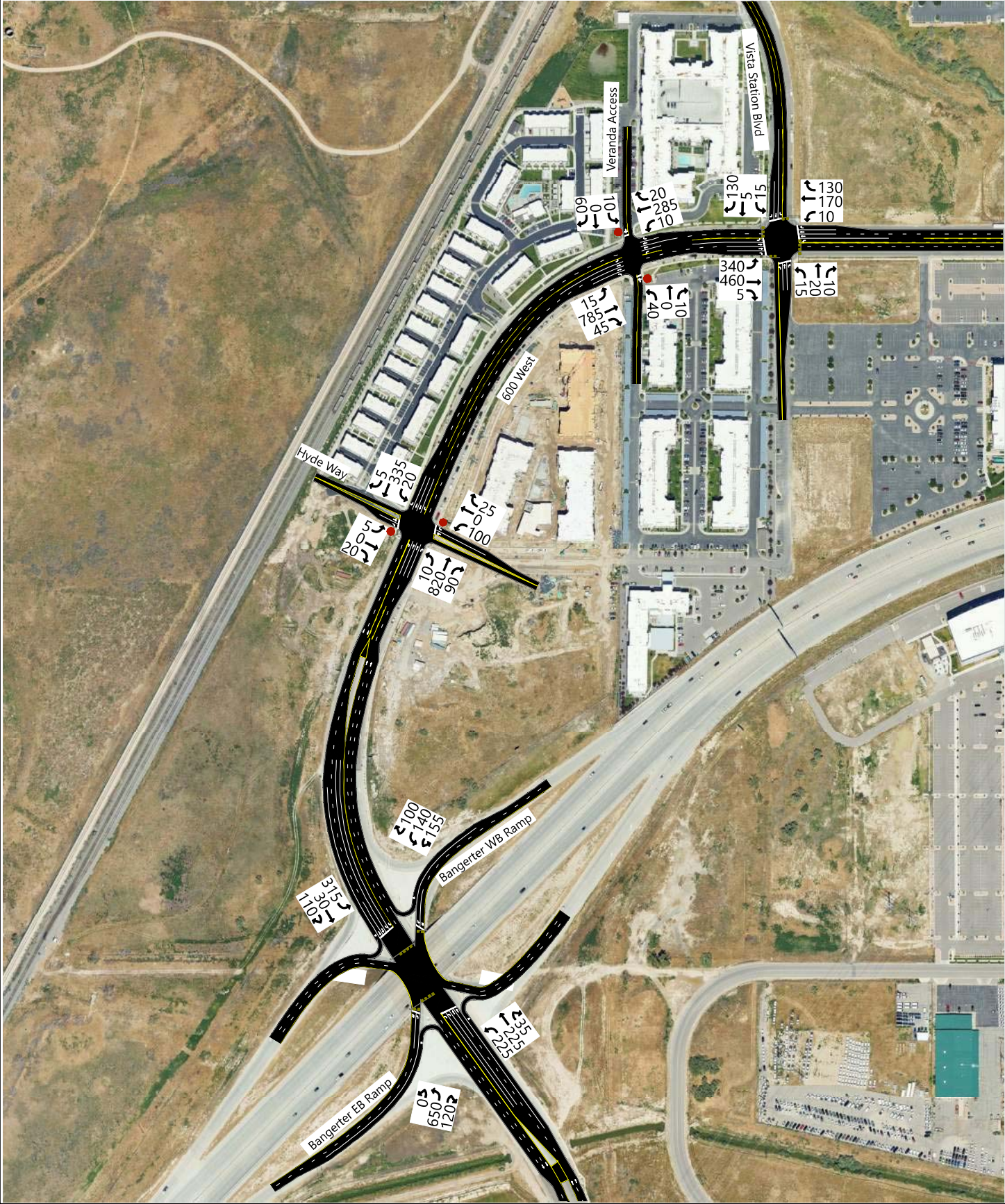
D. Level of Service Analysis

Hales Engineering determined that the Hyde Way / 600 West intersection is anticipated to operate at a poor level of service during the evening peak hours in future (2029) background conditions, as shown in Table 12. These results serve as a baseline condition for the impact analysis of the proposed development for future (2029) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Hyde Way / 600 West:
 - Westbound: 225 feet (PM)



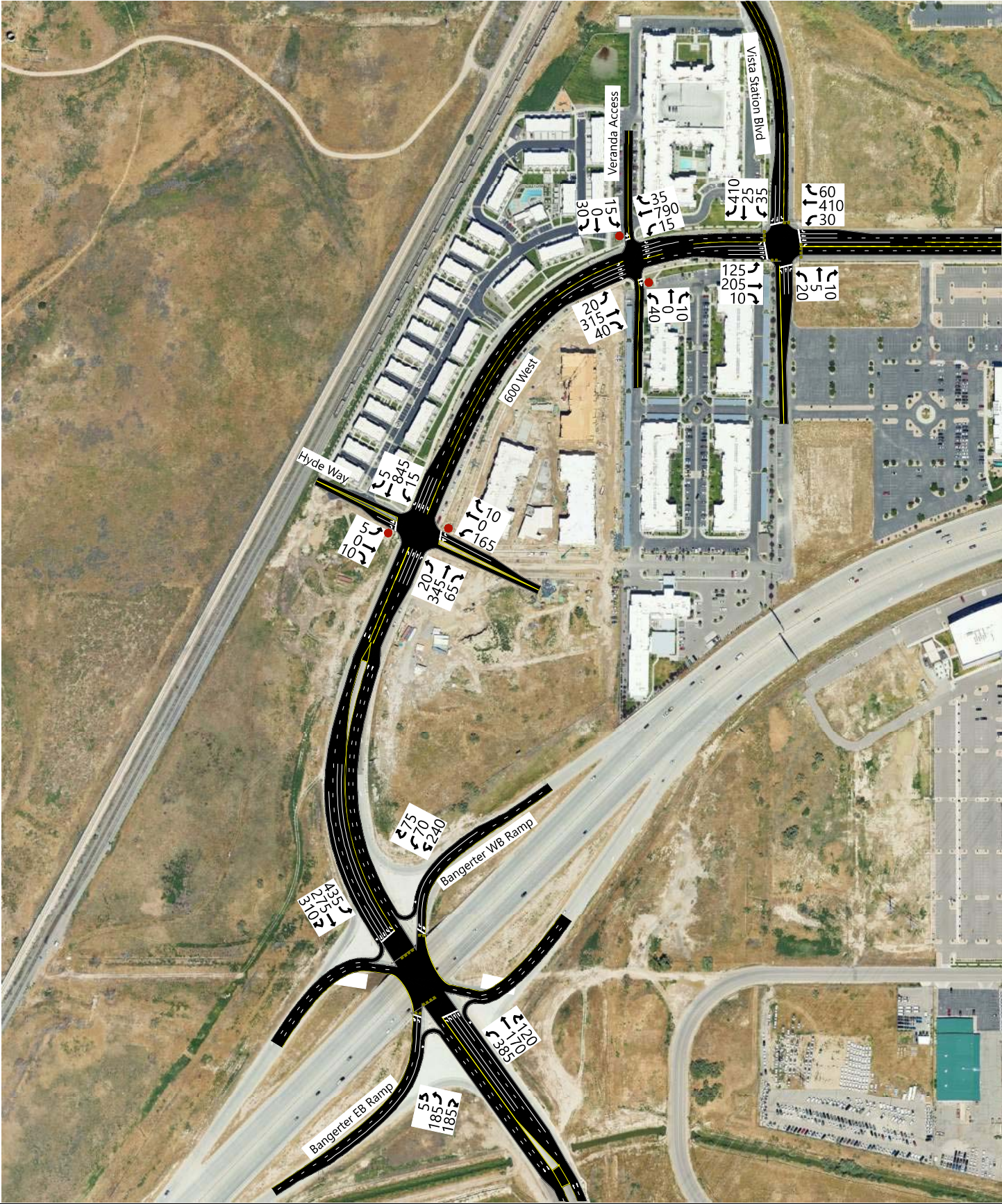


Table 12: Future (2029) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	B (19.5)	B (17.1)
Hyde Way / 600 West	EB/WB Stop	c (22.2) / WBL	e (48.2) / WBL
Veranda Access / 600 West	NB/SB Stop	b (12.2) / NBL	b (14.4) / SBL
Vista Station Blvd. / 600 West	Signal	A (5.6)	A (7.7)
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. Source: Hales Engineering, November 2024			

F. Mitigation Measures

As recommended in the previous Draper Vista 11 traffic impact study (February 2018), a traffic signal is anticipated to be warranted at the Hyde Way / 600 West intersection at full build of the development on the east side of 600 West. A traffic signal is recommended at this intersection. A mitigated scenario was analyzed with this improvement and the LOS results are shown in Table 13.

Table 13: Future (2029) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	B (19.2)	B (17.2)
Hyde Way / 600 West	Signal	A (5.8)	A (7.5)
Veranda Access / 600 West	NB/SB Stop	b (13.4) / SBL	c (15.8) / SBL
Vista Station Blvd. / 600 West	Signal	A (5.7)	A (8.0)
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections. Source: Hales Engineering, November 2024			

VI. FUTURE (2029) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2029) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2029) background traffic volumes to predict turning movement volumes for future (2029) plus project conditions. Future (2029) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2029) plus project conditions, as shown in Table 14.

Table 14: Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	C (27.5)	B (17.9)
Hyde Way / 600 West	Signal	B (13.8)	B (17.7)
Veranda Access / 600 West	NB/SB Stop	b (13.4) / NBL	c (17.7) / SBL
Vista Station Blvd. / 600 West	Signal	A (6.4)	A (9.1)
Project Access 1 / 600 West	EB Stop	a (4.6) / EBR	a (8.7) / EBR
Project Access 2 / 600 West	EB Stop	a (6.8) / EBR	b (12.5) / EBR

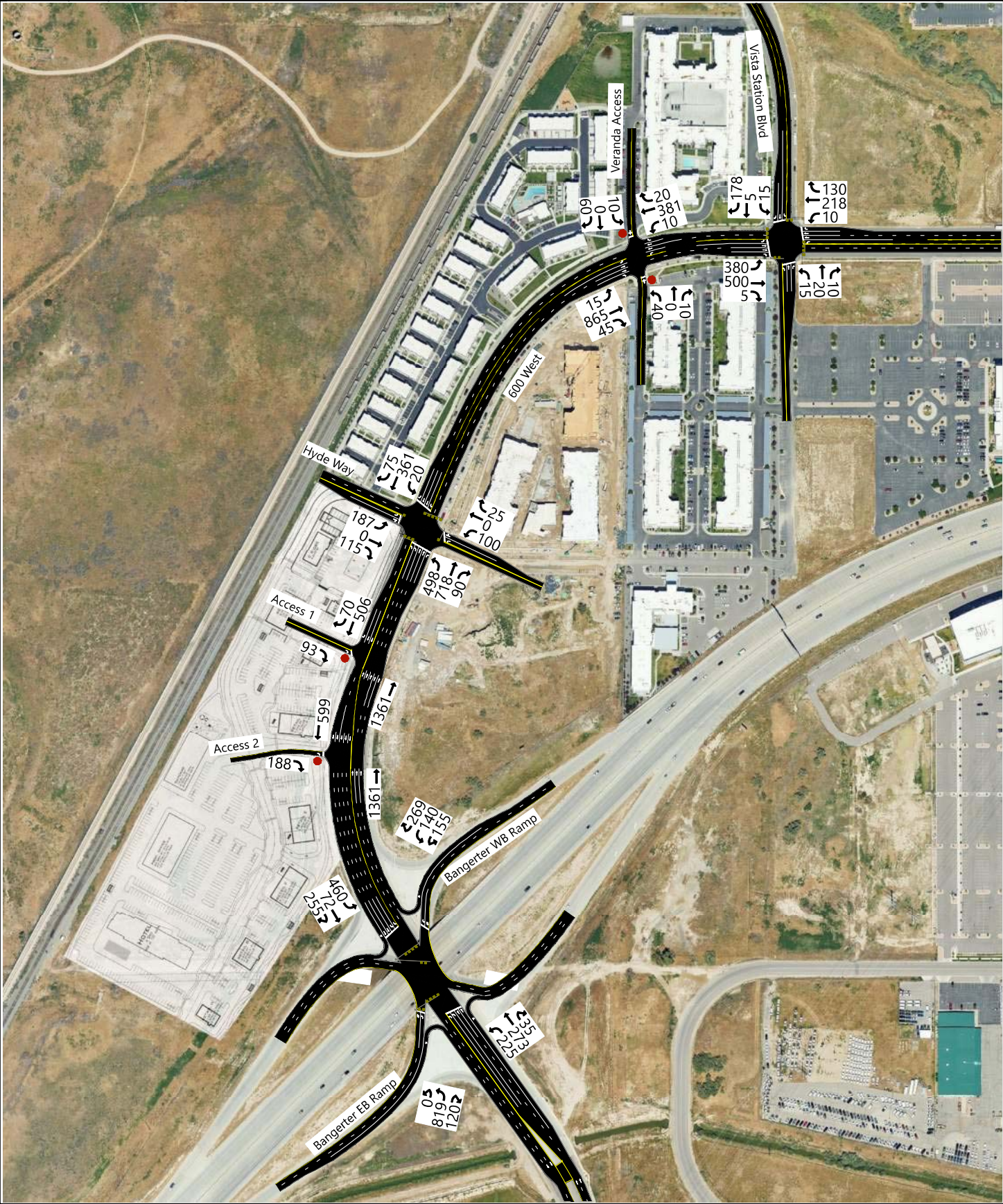
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.
Source: Hales Engineering, November 2024

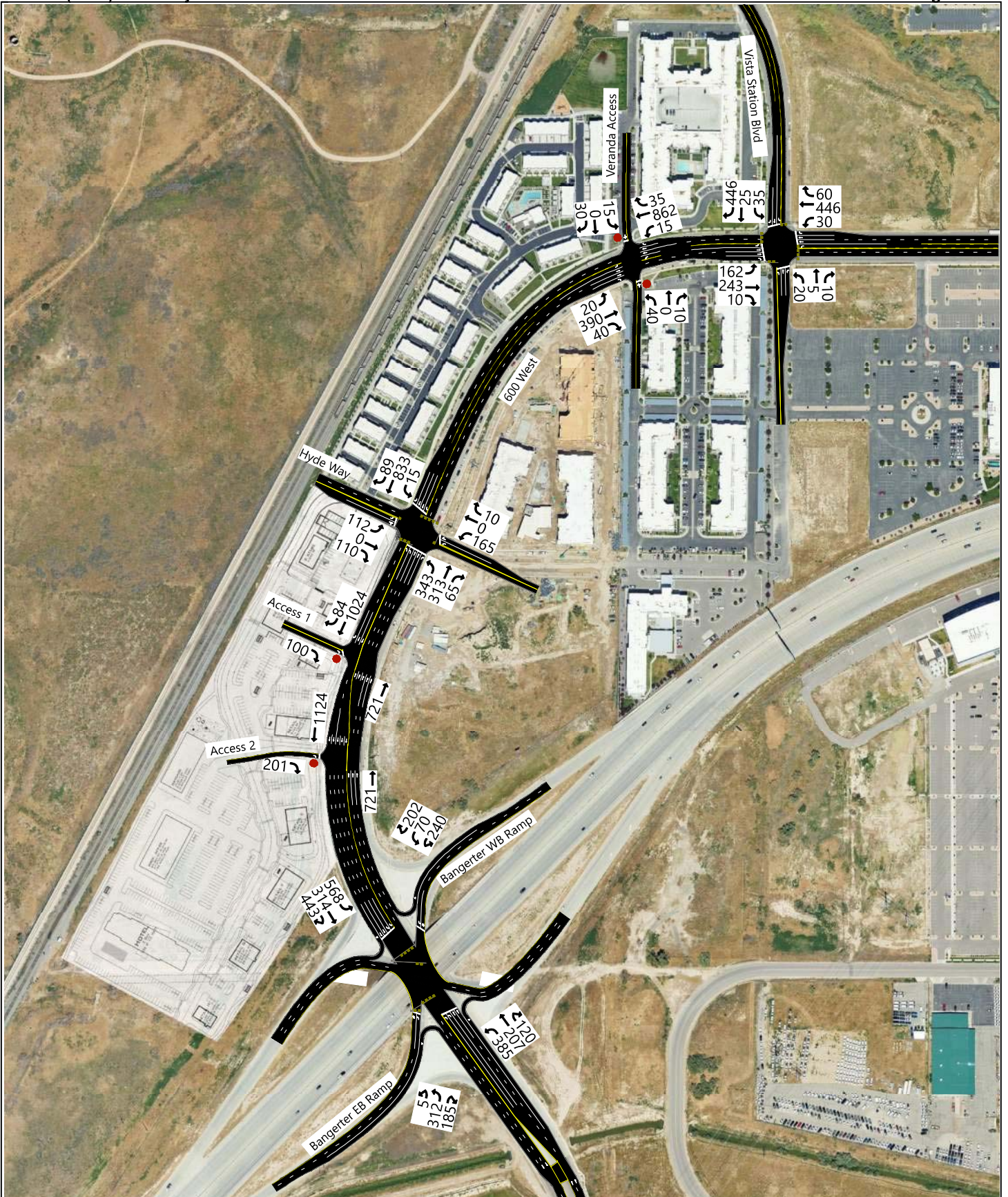
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.





VII. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the WFRC Regional Transportation Plan, there are no projects planned before 2050 in the study area. Therefore, no changes were made to the roadway network for the future (2050) analysis.

C. Traffic Volumes

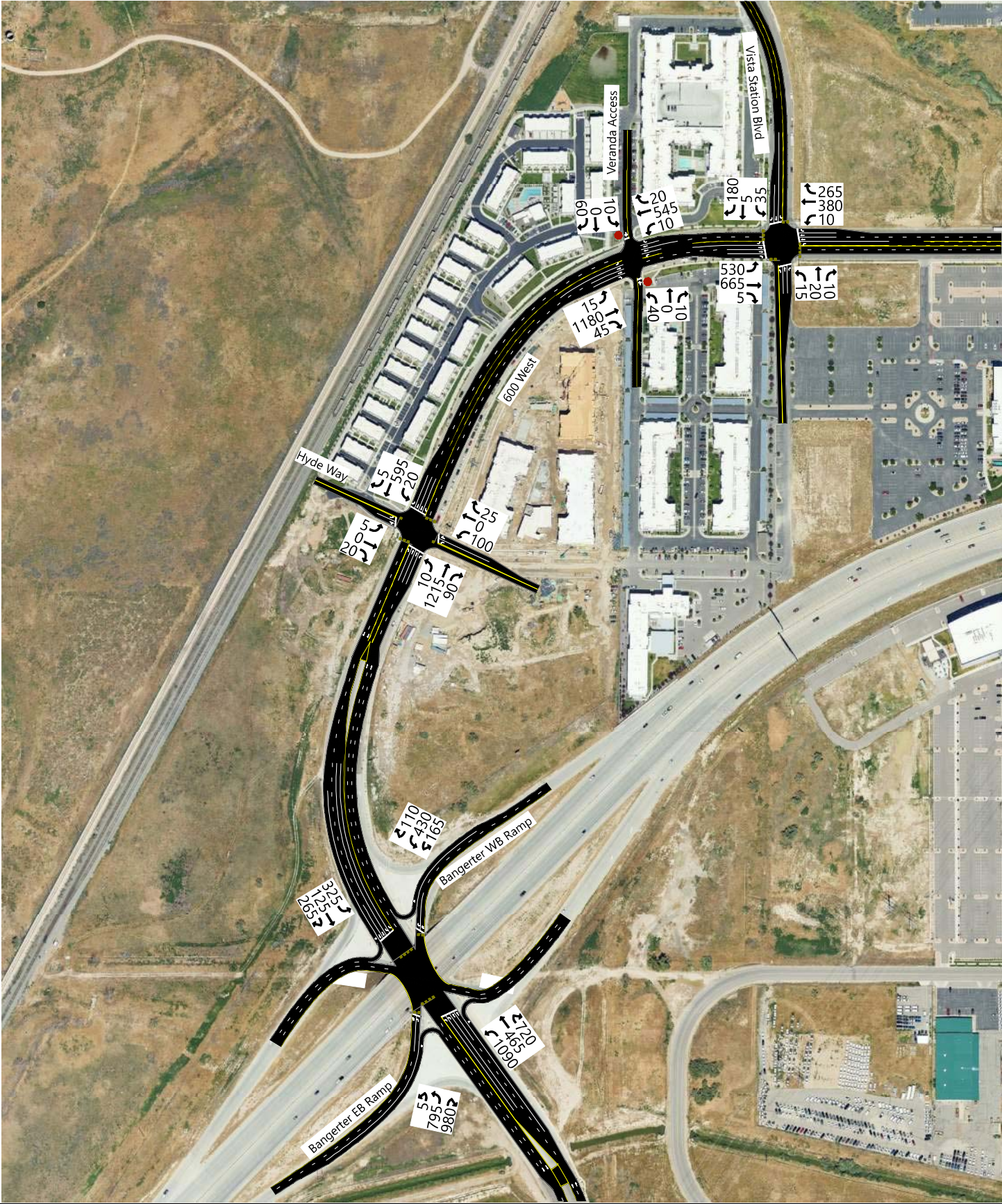
Hales Engineering obtained future (2050) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Significant traffic growth is anticipated on the south side of Bangerter due to future developments. Future (2050) background morning and evening peak hour turning movement volumes are shown in Figure 7.

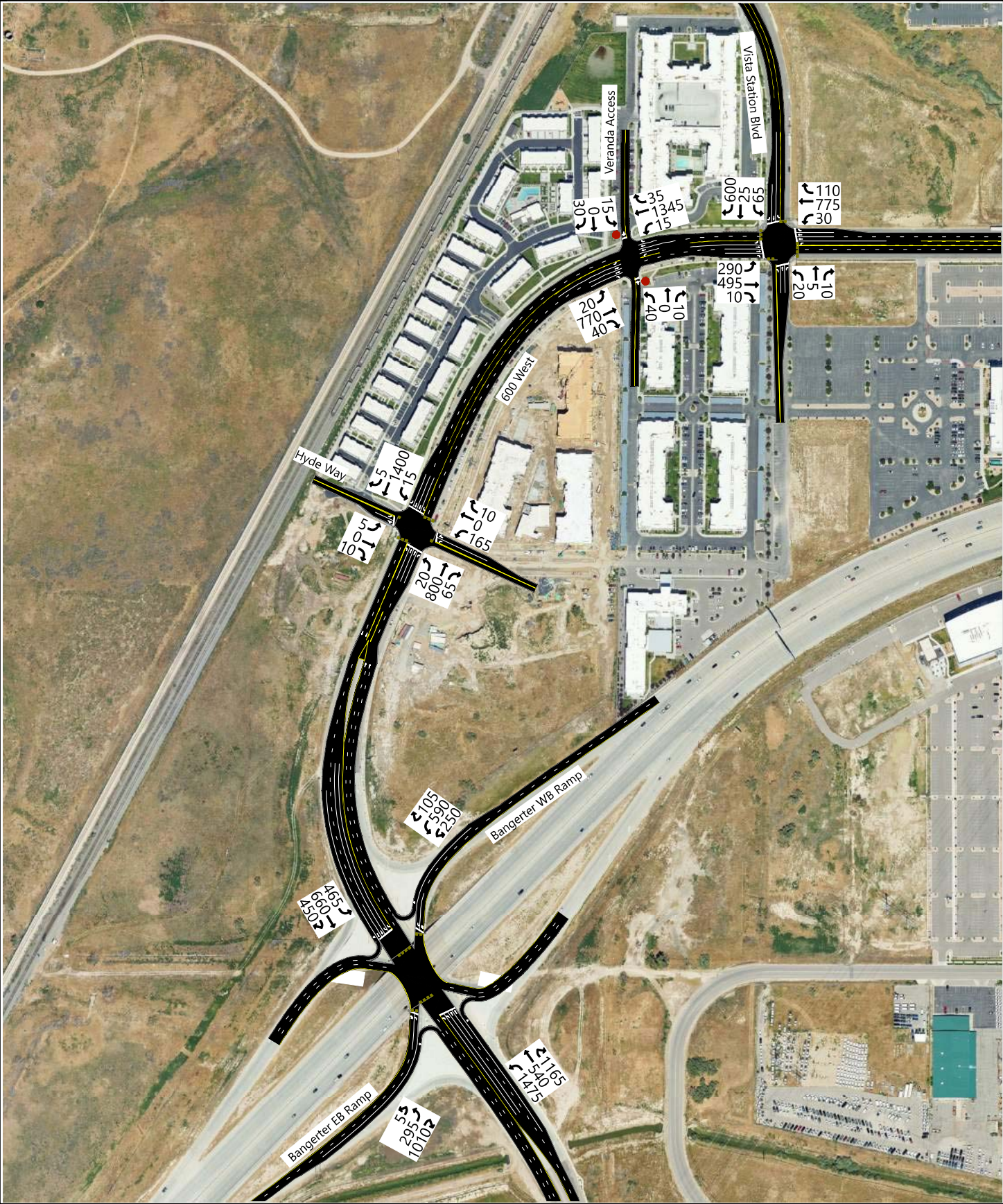
D. Level of Service Analysis

Hales Engineering determined that the 600 West / Bangerter Highway and Veranda Access / 600 West intersections are anticipated to operate at poor levels of service during the evening peak hour in future (2050) background conditions, as shown in Table 15. These results serve as a baseline condition for the impact analysis of the proposed development for future (2050) conditions.

Table 15: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	C (31.2)	E (67.0)
Hyde Way / 600 West	Signal	A (6.1)	A (8.7)
Veranda Access / 600 West	NB/SB Stop	c (23.2) / SBL	e (39.2) / SBL
Vista Station Blvd. / 600 West	Signal	A (9.6)	C (30.5)
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, November 2024			





E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 600 West / Bangerter Highway:
 - Westbound: >1,000 feet (PM)
 - Northbound: >1,000 feet (PM)
- Vista Station Boulevard / 600 West:
 - Southbound: 975 feet (PM)

F. Mitigation Measures

Due to the significant increase in traffic volumes initiated by the developments south of Bangerter Highway, major improvements are anticipated to be needed at the 600 West / Bangerter Highway interchange and along 600 West. To maintain an acceptable level of service, the following mitigations are recommended:

600 West / Bangerter Highway Interchange:

- Install triple lefts on the westbound off-ramp
- Install triple lefts on the northbound approach
- Widen 600 West to seven lanes south of Bangerter Highway
- Widen the westbound on-ramp to accommodate three receiving lanes

Vista Station Boulevard / 600 West:

- Add dedicated right-turn lane on the southbound approach
- Install a right-turn overlap phase for the southbound approach with a detector

A mitigated scenario was analyzed with these recommended improvements and the LOS results are shown in Table 16. No further mitigations are made for the unsignalized Veranda Access. Vehicles can reroute during peak periods to nearby signals to make left turns if undue delay is experienced. Alternatively, left turns could be restricted at the access.

Table 16: Future (2050) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	C (23.7)	D (35.6)
Hyde Way / 600 West	Signal	A (5.5)	A (8.5)
Veranda Access / 600 West	NB/SB Stop	c (22.3) / SBL	f (>50) / SBL
Vista Station Blvd. / 600 West	Signal	A (9.6)	B (13.8)
¹ . Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² . Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, November 2024			

VIII. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. Future (2050) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

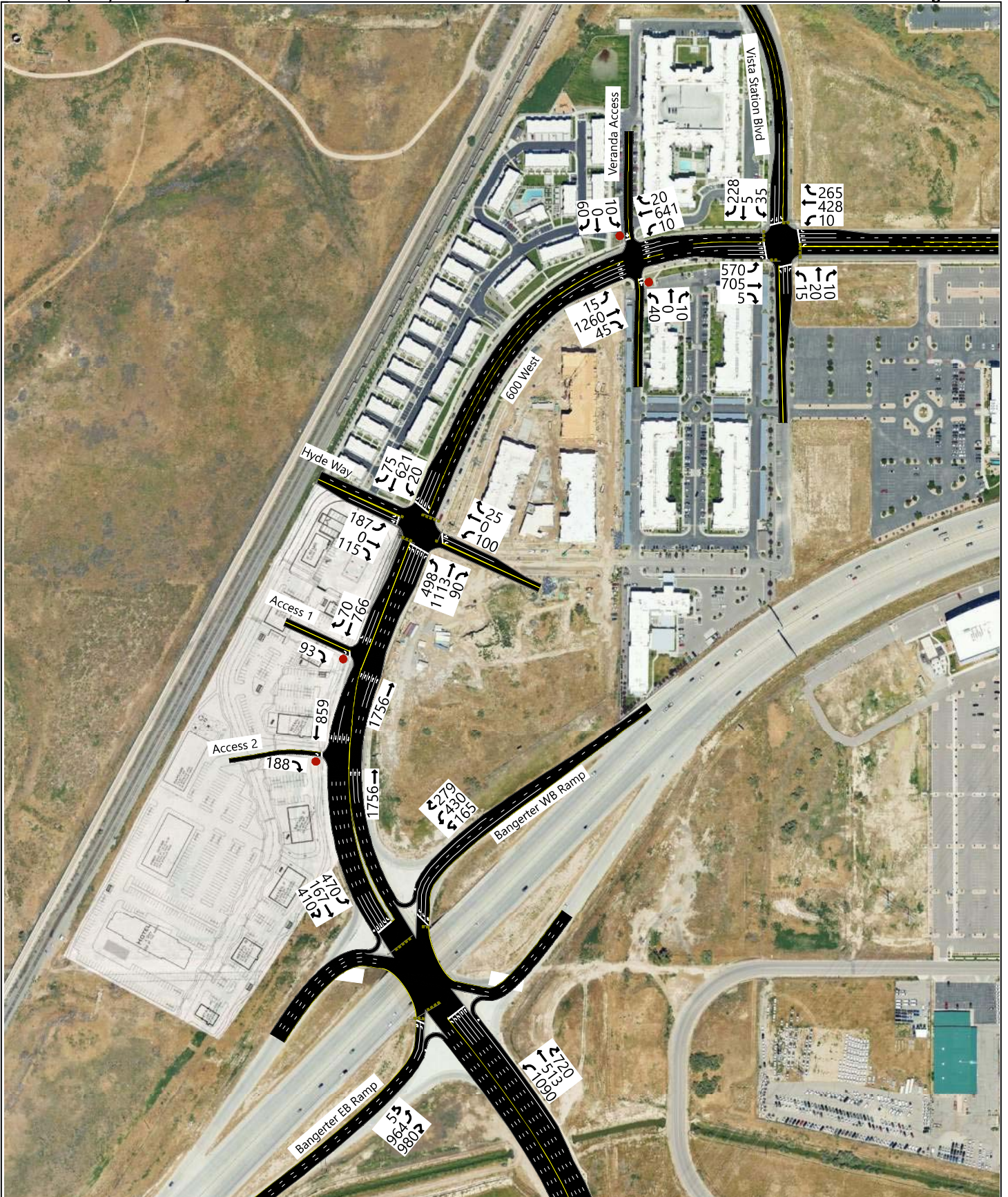
Hales Engineering determined that the Veranda Access / 600 West and Project Access 2 / 600 West intersections are anticipated to operate at poor levels of service during the evening peak hours in future (2050) plus project conditions, as shown in Table 17.

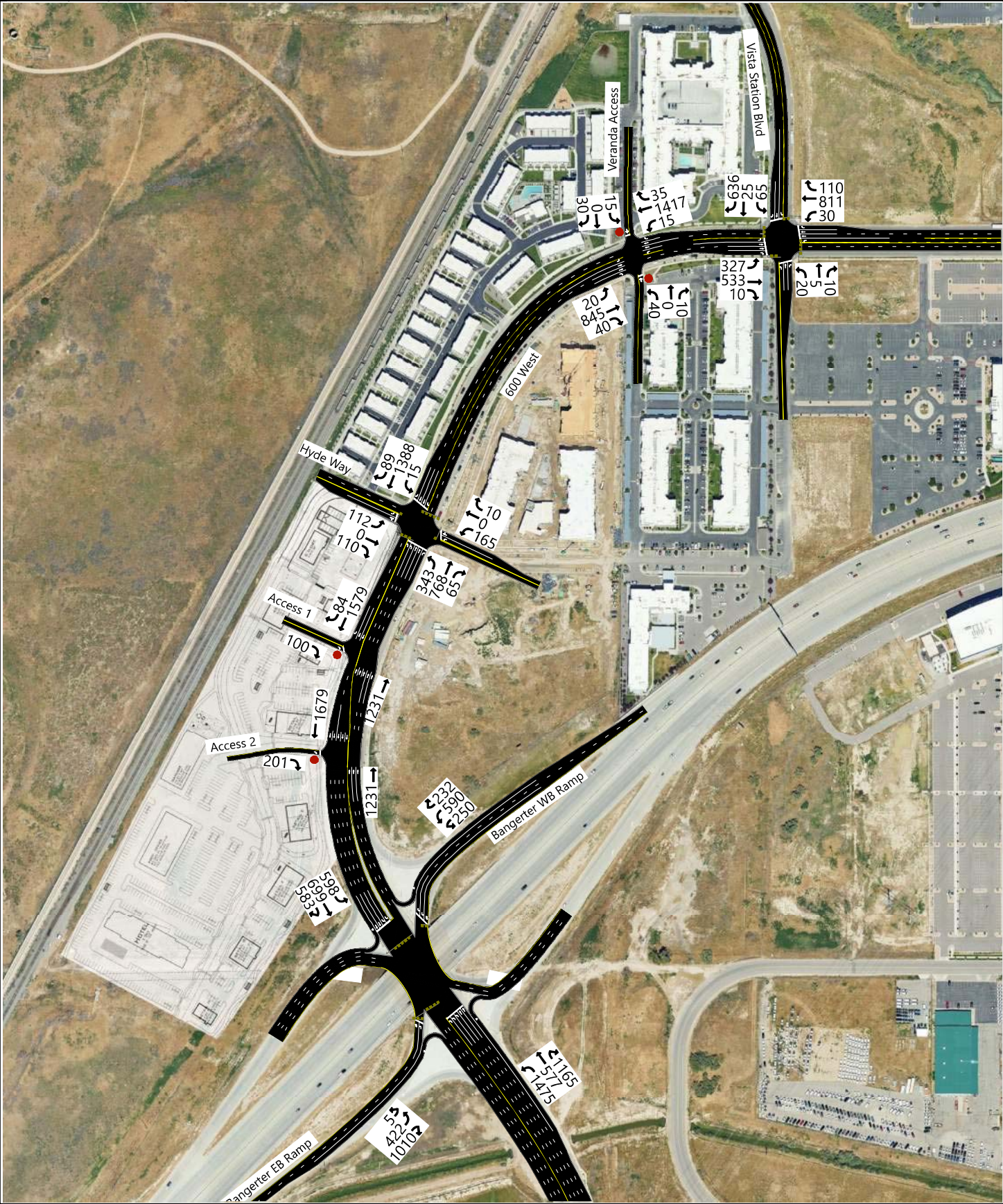
Table 17: Future (2050) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
600 West / Bangerter Highway	Signal	C (34.7)	D (40.5)
Hyde Way / 600 West	Signal	B (16.0)	C (21.3)
Veranda Access / 600 West	NB/SB Stop	d (25.3) / NBL	f (>50) / SBL
Vista Station Blvd. / 600 West	Signal	B (10.9)	B (16.1)
Project Access 1 / 600 West	EB Stop	a (6.9) / EBR	c (18.3) / EBR
Project Access 2 / 600 West	EB Stop	a (9.7) / EBR	e (38.6) / EBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, November 2024





D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 600 West / Bangerter Highway:
 - Westbound: 550 feet (PM)
 - Northbound: 600 feet (PM)
 - Eastbound: 775 feet (AM)
- Project Access 2 / 600 West:
 - Eastbound: 225 feet (PM)

E. Mitigation Measures

No further mitigation measures are recommended. While there is significant queueing at the 600 West / Bangerter Highway interchange, the intersection is anticipated to operate at an acceptable level of service with no queueing backing onto the highway.

No mitigations are recommended for the unsignalized accesses on 600 West. Vehicles have the option of rerouting to nearby signals if undue delay is experienced.

F. Recommended Storage Lengths

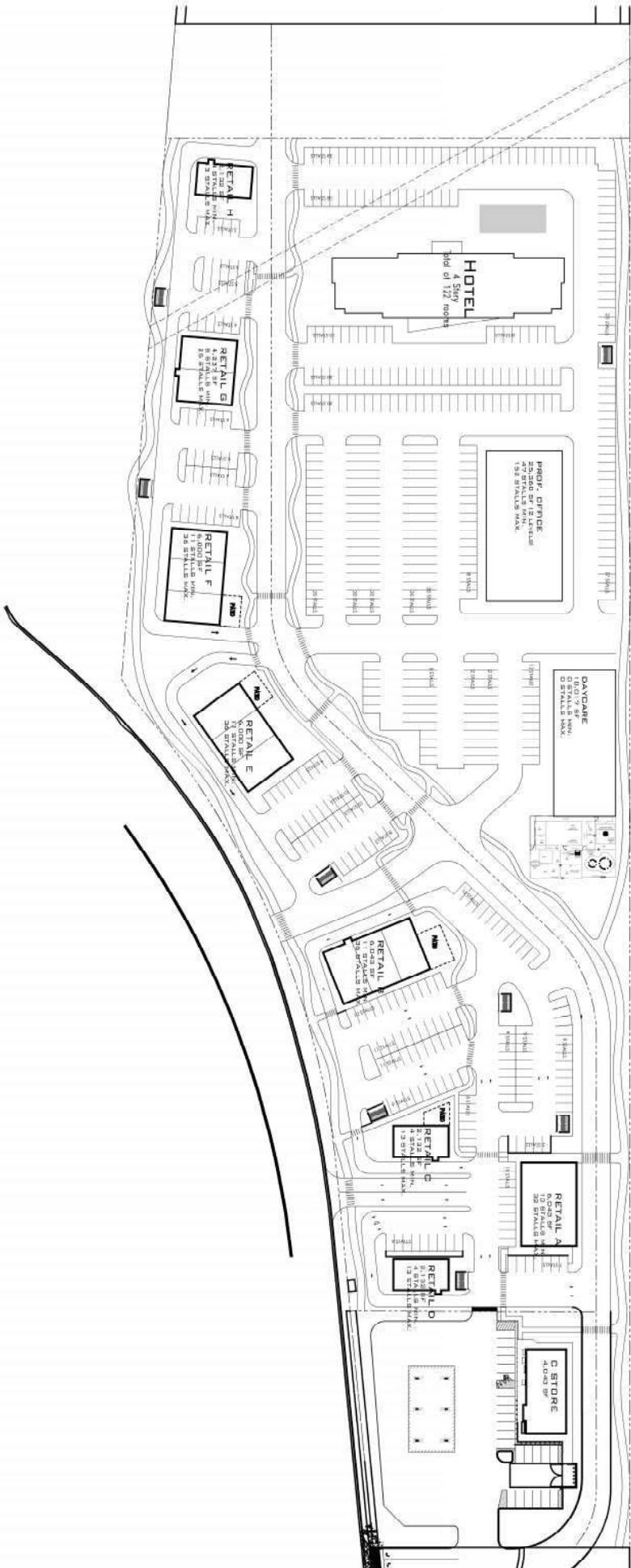
Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2050) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 18. Intersections shown in Table 18 include new intersections and existing intersections that have recommended storage length changes.

Table 18: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	600 West / Bangerter Highway	350	525	325	-	475	-	325	-	-	400	200	*	-	525	-	-
2	Hyde Way / 600 West	-	200	-	100	-	100	-	225	75	150	-	-	75	200	-	-
4	Vista Station Blvd. / 600 West	75	-	-	-	75	125	-	225	100	200	-	-	125	-	-	150
1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable *. Change to the free lane from the highway Source: Hales Engineering, November 2024																	

APPENDIX A

Site Plan

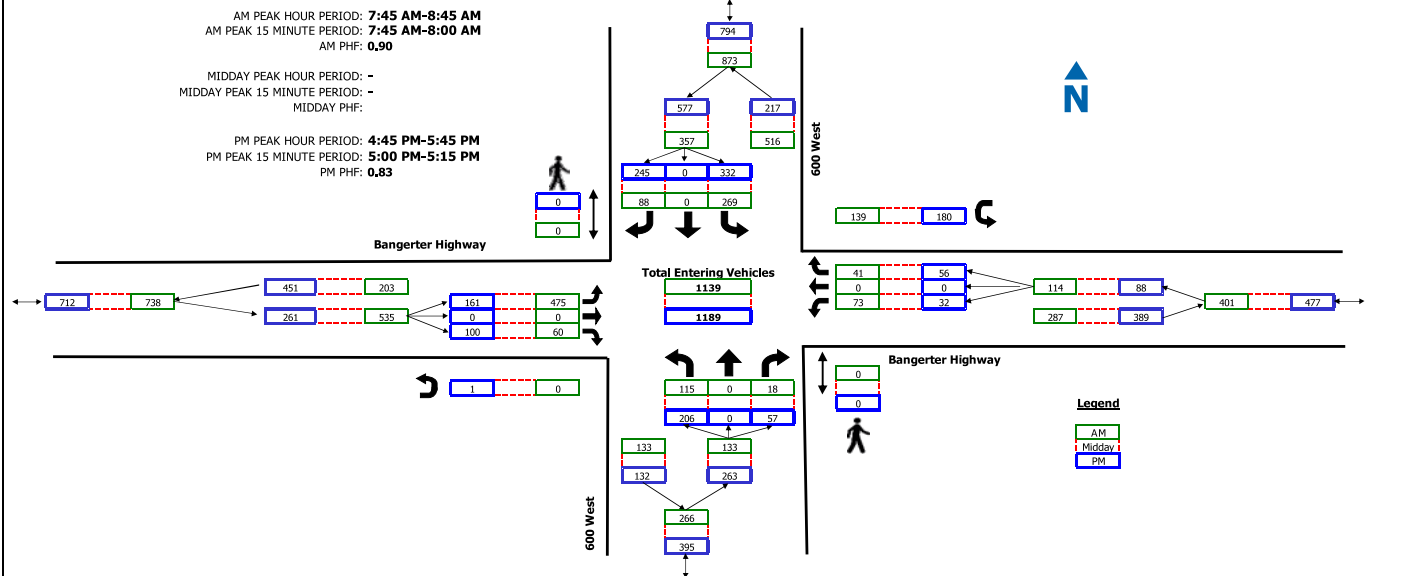


APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

11-6-24, Wed
100.0%
95.0%
302
0.0%
0



COUNT SUMMARY	600 West Northbound				600 West Southbound				Bangerter Highway Eastbound				Bangerter Highway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	12	0	0	0	36	0	15	0	67	0	14	5	5	0	14	18	157
7:15 - 7:30	17	3	4	0	65	0	18	0	65	0	7	2	1	0	1	17	181
7:30 - 7:45	14	0	5	0	48	0	21	0	87	0	15	0	14	0	4	19	208
7:45 - 8:00	36	0	1	0	58	0	27	0	155	0	14	0	14	0	13	36	318
8:00 - 8:15	25	0	6	0	74	0	20	0	142	0	14	0	16	0	9	28	306
8:15 - 8:30	35	0	6	0	64	0	21	0	92	0	14	0	24	0	8	33	264
8:30 - 8:45	19	0	5	0	73	0	20	0	86	0	18	0	19	0	11	42	251
8:45 - 9:00	21	0	2	0	60	0	15	0	119	0	15	0	14	0	11	46	257
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	35	0	16	0	82	0	57	0	36	0	11	0	9	0	18	41	264
16:15 - 16:30	29	0	13	0	91	0	43	0	37	0	14	1	9	0	13	45	249
16:30 - 16:45	43	0	15	0	91	0	59	0	31	0	24	2	7	0	8	40	278
16:45 - 17:00	53	0	8	0	56	0	47	0	44	0	20	1	13	0	23	45	264
17:00 - 17:15	72	0	26	0	102	0	77	0	42	0	22	0	6	0	13	58	360
17:15 - 17:30	42	0	16	0	61	0	54	0	38	0	22	0	5	0	13	51	270
17:30 - 17:45	39	0	7	0	63	0	67	0	37	0	37	0	8	0	7	26	295
17:45 - 18:00	24	0	3	0	93	0	48	0	43	0	22	1	9	0	19	26	233

Intersection Turning Movement Summary

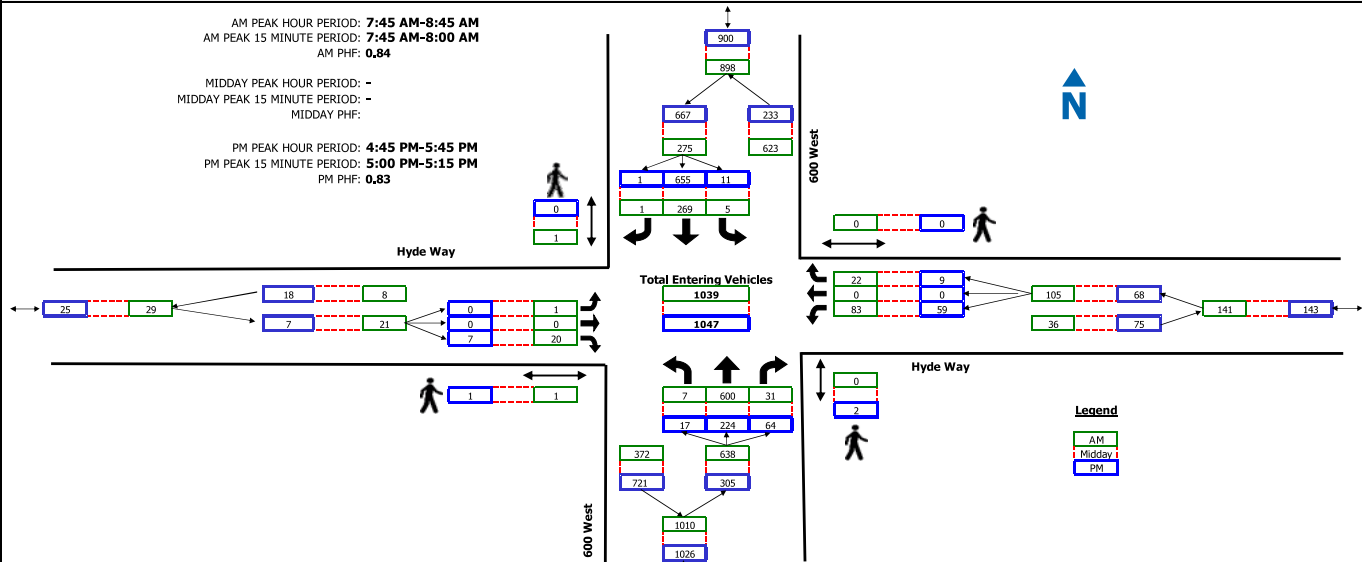
Intersection: 600 West / Hyde Way
North/South Road: 600 West
East/West Road: Hyde Way
Jurisdiction: Draper
Project Title: Draper Station Point TIS Update
Project No: UT24-2893
Weather: Clear

Date: 11-6-24, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.0%
Adjustment Station #: 902
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 7:45 AM-8:00 AM
AM PHF: 0.84

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:00 PM-5:15 PM
PM PHF: 0.83



COUNT SUMMARY	600 West Northbound				600 West Southbound				Hyde Way Eastbound				Hyde Way Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	67	17	0	1	46	0	0	0	0	4	0	11	0	0	0	147
7:15 - 7:30	0	85	1	0	0	58	0	0	0	0	3	0	19	0	1	0	167
7:30 - 7:45	0	116	5	0	1	60	0	0	1	0	3	0	18	0	5	1	209
7:45 - 8:00	2	195	8	0	0	72	0	0	1	0	3	0	17	0	12	0	310
8:00 - 8:15	1	166	6	0	3	74	0	0	0	0	2	0	18	0	2	0	272
8:15 - 8:30	2	117	6	0	1	62	0	1	0	0	4	1	26	0	5	0	223
8:30 - 8:45	2	122	11	0	1	61	1	0	0	0	11	0	22	0	3	0	234
8:45 - 9:00	0	143	11	0	2	61	0	0	0	0	3	0	16	0	3	0	239
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	41	24	0	2	138	0	0	1	0	1	0	7	0	2	0	218
16:15 - 16:30	1	57	8	0	2	121	1	0	1	0	3	0	16	0	1	0	211
16:30 - 16:45	0	48	14	0	3	153	0	0	0	0	5	0	4	0	2	0	229
16:45 - 17:00	4	52	25	1	3	127	0	0	0	0	2	0	12	0	1	0	226
17:00 - 17:15	3	63	12	0	2	213	0	0	0	0	2	0	17	0	3	0	315
17:15 - 17:30	7	62	12	0	3	128	1	0	0	0	2	0	11	0	1	0	227
17:30 - 17:45	3	47	15	1	3	187	0	0	0	0	1	1	19	0	4	0	279
17:45 - 18:00	2	60	20	0	1	106	0	0	0	0	5	0	8	0	1	0	203

Intersection Turning Movement Summary

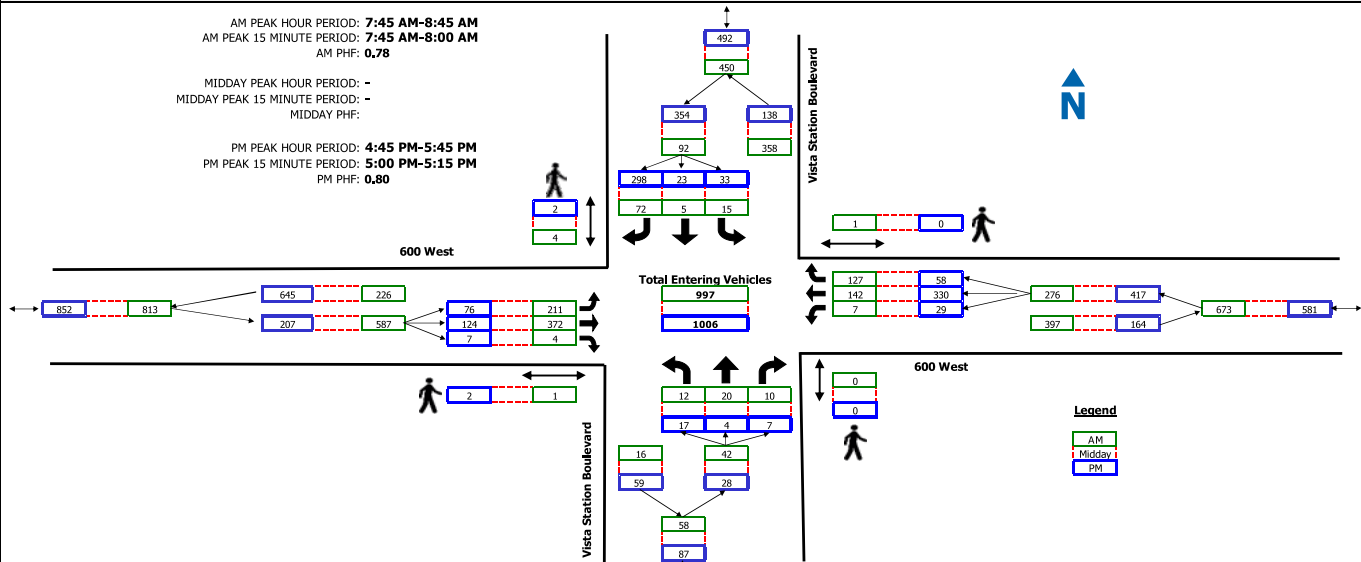
Intersection: Vista Station Boulevard / 600 West
North/South Road: Vista Station Boulevard
East/West Road: 600 West
Jurisdiction: Draper
Project Title: Draper Station Point TIS Update
Project No: UT24-2893
Weather: Clear

Date: 11-6-24, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 95.0%
Adjustment Station #: 302
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 7:45 AM-8:00 AM
AM PHF: 0.78

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:00 PM-5:15 PM
PM PHF: 0.80



COUNT SUMMARY	Vista Station Boulevard Northbound				Vista Station Boulevard Southbound				600 West Eastbound				600 West Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	3	4	1	0	1	2	13	0	27	43	0	1	2	14	17	0	127
7:15 - 7:30	1	7	1	0	3	1	18	1	44	45	0	0	0	24	18	0	162
7:30 - 7:45	4	1	1	0	1	0	17	0	40	68	1	0	1	16	21	0	171
7:45 - 8:00	4	6	2	0	2	2	21	0	72	131	1	0	2	35	41	0	319
8:00 - 8:15	2	5	2	0	5	0	24	1	35	127	1	1	0	38	34	1	273
8:15 - 8:30	2	4	6	0	2	1	13	1	58	63	1	0	1	32	28	0	211
8:30 - 8:45	4	5	0	0	6	2	14	2	46	51	1	0	4	37	24	0	194
8:45 - 9:00	5	7	3	0	6	1	14	1	67	66	3	0	2	20	45	0	239
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	2	0	0	7	0	63	0	15	31	0	0	5	91	12	0	228
16:15 - 16:30	2	1	1	0	7	0	47	1	13	36	2	0	8	68	12	0	197
16:30 - 16:45	4	0	2	0	2	4	86	2	15	23	0	1	5	71	15	2	227
16:45 - 17:00	4	2	1	0	9	7	58	1	16	35	3	1	6	69	5	0	215
17:00 - 17:15	3	1	3	0	8	5	77	1	19	40	0	1	8	125	25	0	314
17:15 - 17:30	4	0	1	0	5	8	56	0	26	24	1	0	8	73	19	0	225
17:30 - 17:45	6	1	2	0	11	3	107	0	15	25	3	0	7	63	9	0	252
17:45 - 18:00	2	3	1	0	9	3	64	0	27	29	0	1	6	54	17	0	215

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Existing (2024) Background

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	475	470	99	19.4	B
	R2	60	60	100	1.9	A
	Subtotal	535	530	99	17.4	B
SB	L2	139	131	94	16.8	B
	L	73	72	99	15.2	B
	R2	41	40	98	1.0	A
	Subtotal	253	243	96	13.7	B
NW	L	115	114	99	25.6	C
	T	122	122	100	19.1	B
	R2	18	20	110	0.5	A
	Subtotal	255	256	100	20.5	C
SE	L	269	273	101	23.3	C
	T	15	17	113	15.3	B
	R2	88	82	93	0.1	A
	Subtotal	372	372	100	17.8	B
Total		1,416	1,401	99	17.5	B

Intersection: 600 West & Project Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	7	97	2.7	A
	T	602	599	100	0.3	A
	R	31	30	97	0.1	A
	Subtotal	640	636	99	0.3	A
SB	L	5	4	76	5.5	A
	T	289	285	99	0.6	A
	R	1	1	100	0.3	A
	Subtotal	295	290	98	0.7	A
EB	L	1	1	100	9.2	A
	R	20	21	104	3.8	A
	Subtotal	21	22	105	4.0	A
WB	L	83	88	106	12.3	B
	R	22	20	92	4.2	A
	Subtotal	105	108	103	10.8	B
Total		1,061	1,056	100	1.6	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Background
Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	41	109	9.4	A
	R	10	10	103	5.4	A
	Subtotal	48	51	106	8.6	A
SB	L	10	11	113	8.7	A
	R	59	59	100	4.1	A
	Subtotal	69	70	101	4.8	A
EB	L	14	12	86	2.8	A
	T	567	563	99	0.8	A
	R	45	45	100	0.5	A
	Subtotal	626	620	99	0.8	A
WB	L	9	9	103	5.2	A
	T	199	189	95	1.3	A
	R	18	18	99	1.0	A
	Subtotal	226	216	96	1.4	A
Total		968	957	99	1.7	A

Intersection: Vista Station Blvd & 600 West
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	11	94	15.0	B
	T	20	17	84	15.0	B
	R	10	11	113	5.5	A
	Subtotal	42	39	93	12.3	B
SB	L	15	15	100	17.5	B
	T	5	5	95	17.9	B
	R	72	70	97	4.9	A
	Subtotal	92	90	98	7.7	A
EB	L	211	209	99	6.7	A
	T	372	373	100	2.1	A
	R	4	4	94	1.0	A
	Subtotal	587	586	100	3.7	A
WB	L	7	8	110	6.9	A
	T	142	135	95	4.3	A
	R	127	128	101	3.2	A
	Subtotal	276	271	98	3.9	A
Total		998	986	99	4.5	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Existing (2024) Background

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	1	0	0		
	L	161	163	101	18.0	B
	R2	100	99	99	1.7	A
	Subtotal	262	262	100	11.8	B
SB	L2	180	176	98	20.6	C
	L	32	33	102	20.5	C
	R2	56	54	97	1.0	A
	Subtotal	268	263	98	16.6	B
NW	L	206	211	102	22.4	C
	T	88	90	102	16.5	B
	R2	57	59	104	0.5	A
	Subtotal	351	360	103	17.3	B
SE	L	332	334	101	20.9	C
	T	144	140	97	14.1	B
	R2	245	239	98	0.6	A
	Subtotal	721	713	99	12.8	B
Total		1,602	1,598	100	14.3	B

Intersection: 600 West & Project Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	16	94	4.2	A
	T	224	227	101	0.2	A
	R	64	65	101	0.2	A
	Subtotal	305	308	101	0.4	A
SB	L	11	10	93	2.7	A
	T	655	651	99	0.6	A
	R	1	1	100	0.2	A
	Subtotal	667	662	99	0.6	A
EB	R	7	5	69	5.0	A
	Subtotal	7	5	71	5.0	A
WB	L	59	55	93	12.6	B
	R	9	10	114	3.6	A
	Subtotal	68	65	96	11.2	B
Total		1,047	1,040	99	1.2	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Existing (2024) Background

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	34	90	8.1	A
	R	6	7	112	3.7	A
	Subtotal	44	41	93	7.3	A
SB	L	11	10	93	8.7	A
	R	26	24	93	4.2	A
	Subtotal	37	34	92	5.5	A
EB	L	20	20	99	4.4	A
	T	190	192	101	0.3	A
	R	37	38	103	0.3	A
	Subtotal	247	250	101	0.6	A
WB	L	13	13	100	3.7	A
	T	599	603	101	1.4	A
	R	34	35	102	1.1	A
	Subtotal	646	651	101	1.4	A
Total		974	976	100	1.6	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	17	100	16.0	B
	T	4	6	141	11.1	B
	R	7	7	97	4.4	A
	Subtotal	28	30	107	12.3	B
SB	L	33	32	96	13.6	B
	T	23	21	92	13.4	B
	R	298	307	103	8.3	A
	Subtotal	354	360	102	9.1	A
EB	L	76	74	97	8.0	A
	T	124	126	101	2.1	A
	R	7	9	124	1.1	A
	Subtotal	207	209	101	4.1	A
WB	L	29	26	90	7.0	A
	T	330	326	99	4.2	A
	R	58	57	98	2.2	A
	Subtotal	417	409	98	4.1	A
Total		1,007	1,008	100	6.1	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	644	649	101	30.4	C
	R2	60	62	103	2.1	A
	Subtotal	704	711	101	27.9	C
SB	L2	139	141	101	16.9	B
	L	73	71	97	16.2	B
	R2	210	217	103	1.3	A
	Subtotal	422	429	102	8.9	A
NW	L	115	108	94	33.4	C
	T	170	171	101	29.1	C
	R2	18	20	110	0.5	A
	Subtotal	303	299	99	28.7	C
SE	L	414	403	97	28.9	C
	T	57	55	96	19.8	B
	R2	233	228	98	0.5	A
	Subtotal	704	686	97	18.7	B
Total		2,134	2,125	100	21.3	C

Intersection: 600 West & Hyde Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	495	494	100	8.4	A
	T	498	508	102	0.6	A
	R	31	35	113	0.3	A
	Subtotal	1,024	1,037	101	4.3	A
SB	L	5	6	114	3.0	A
	T	316	316	100	1.4	A
	R	71	70	99	1.0	A
	Subtotal	392	392	100	1.4	A
EB	L	183	120	65	250.9	F
	R	115	81	70	20.2	C
	Subtotal	298	201	67	157.9	F
WB	L	83	81	98	189.9	F
	R	22	23	106	20.7	C
	Subtotal	105	104	99	152.5	F
Total		1,818	1,734	95	32.3	D

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Existing (2024) Plus Project

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	37	98	8.9	A
	R	10	10	103	5.3	A
	Subtotal	48	47	98	8.1	A
SB	L	10	11	113	8.4	A
	R	59	61	103	4.4	A
	Subtotal	69	72	104	5.0	A
EB	L	14	12	86	3.2	A
	T	647	600	93	0.8	A
	R	45	40	89	0.7	A
	Subtotal	706	652	92	0.8	A
WB	L	9	8	91	4.8	A
	T	296	294	99	1.5	A
	R	18	18	99	1.2	A
	Subtotal	323	320	99	1.6	A
Total		1,146	1,091	95	1.6	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	10	85	16.2	B
	T	20	21	104	17.5	B
	R	10	10	103	5.3	A
	Subtotal	42	41	98	14.2	B
SB	L	15	14	93	17.7	B
	T	5	6	114	16.1	B
	R	120	123	102	5.5	A
	Subtotal	140	143	102	7.1	A
EB	L	251	230	92	6.9	A
	T	412	387	94	2.0	A
	R	4	4	94	0.6	A
	Subtotal	667	621	93	3.8	A
WB	L	7	5	69	8.4	A
	T	190	187	98	5.3	A
	R	127	130	103	3.6	A
	Subtotal	324	322	99	4.7	A
Total		1,174	1,127	96	4.9	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project
Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,024	1,036	101	0.5	A
	Subtotal	1,024	1,036	101	0.5	A
SB	T	424	396	93	0.7	A
	R	70	60	86	0.6	A
EB	Subtotal	494	456	92	0.7	A
	R	93	96	103	4.2	A
	Subtotal	93	96	103	4.2	A
Total		1,611	1,588	99	0.8	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,024	1,038	101	2.8	A
	Subtotal	1,024	1,038	101	2.8	A
SB	T	516	489	95	0.5	A
	Subtotal	516	489	95	0.5	A
EB	R	188	198	105	6.0	A
	Subtotal	188	198	105	6.0	A
Total		1,728	1,725	100	2.5	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour
Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	1	1	100	7.8	A
	L	288	284	99	21.0	C
	R2	100	105	105	1.7	A
	Subtotal	389	390	100	15.8	B
SB	L2	180	182	101	20.9	C
	L	32	33	102	19.5	B
	R2	183	186	102	1.2	A
	Subtotal	395	401	102	11.6	B
NW	L	206	206	100	25.0	C
	T	125	121	97	20.1	C
	R2	57	58	102	0.6	A
	Subtotal	388	385	99	19.8	B
SE	L	465	446	96	22.9	C
	T	184	181	99	16.1	B
	R2	378	378	100	0.8	A
	Subtotal	1,027	1,005	98	13.4	B
Total		2,198	2,181	99	14.6	B

Intersection: 600 West & Hyde Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	340	344	101	18.5	C
	T	192	186	97	1.2	A
	R	64	64	100	0.2	A
	Subtotal	596	594	100	11.1	B
SB	L	11	10	93	2.9	A
	T	643	653	102	1.5	A
	R	85	90	106	1.3	A
	Subtotal	739	753	102	1.5	A
EB	L	107	82	76	305.1	F
	R	107	82	76	17.5	C
	Subtotal	214	164	77	161.3	F
WB	L	59	58	98	210.0	F
	R	9	10	114	24.2	C
	Subtotal	68	68	100	182.7	F
Total		1,618	1,579	98	31.8	D

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Existing (2024) Plus Project

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	36	95	8.2	A
	R	6	6	96	4.1	A
	Subtotal	44	42	95	7.6	A
SB	L	11	10	93	12.3	B
	R	26	28	109	6.6	A
	Subtotal	37	38	103	8.1	A
EB	L	20	18	89	4.4	A
	T	265	241	91	0.6	A
	R	37	31	84	0.5	A
	Subtotal	322	290	90	0.8	A
WB	L	13	11	85	4.1	A
	T	670	683	102	1.5	A
	R	34	34	99	1.2	A
	Subtotal	717	728	102	1.5	A
Total		1,120	1,098	98	1.8	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	18	106	17.1	B
	T	4	5	118	14.6	B
	R	7	6	83	5.0	A
	Subtotal	28	29	104	14.2	B
SB	L	33	30	90	13.7	B
	T	23	23	101	14.5	B
	R	334	343	103	10.2	B
	Subtotal	390	396	102	10.7	B
EB	L	113	103	91	8.1	A
	T	162	147	91	2.4	A
	R	7	6	83	1.1	A
	Subtotal	282	256	91	4.7	A
WB	L	29	29	100	7.2	A
	T	366	366	100	5.0	A
	R	58	64	110	2.8	A
	Subtotal	453	459	101	4.8	A
Total		1,154	1,140	99	7.1	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	596	593	100	1.0	A
	Subtotal	596	593	99	1.0	A
SB	T	726	712	98	0.8	A
	R	84	81	97	0.5	A
EB	Subtotal	810	793	98	0.8	A
	R	100	101	101	5.8	A
	Subtotal	100	101	101	5.8	A
Total		1,505	1,487	99	1.2	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	596	593	99	2.6	A
	Subtotal	596	593	99	2.6	A
SB	T	825	812	98	0.5	A
	Subtotal	825	812	98	0.5	A
EB	R	201	192	96	8.2	A
	Subtotal	201	192	96	8.2	A
Total		1,622	1,597	98	2.2	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	644	646	100	30.2	C
	R2	60	57	95	2.0	A
	Subtotal	704	703	100	27.9	C
SB	L2	139	139	100	16.7	B
	L	73	70	96	16.2	B
	R2	210	210	100	1.3	A
	Subtotal	422	419	99	8.9	A
NW	L	115	112	97	32.9	C
	T	170	164	97	28.9	C
	R2	18	20	110	0.5	A
	Subtotal	303	296	98	28.5	C
SE	L	414	413	100	28.8	C
	T	57	59	104	19.3	B
	R2	233	232	100	0.6	A
	Subtotal	704	704	100	18.7	B
Total		2,134	2,122	99	21.2	C

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	495	492	99	17.7	B
	T	498	495	99	6.2	A
	R	31	32	103	2.1	A
	Subtotal	1,024	1,019	100	11.6	B
SB	L	5	5	95	26.7	C
	T	316	316	100	19.0	B
	R	71	68	96	7.6	A
	Subtotal	392	389	99	17.1	B
EB	L	183	185	101	22.5	C
	R	115	113	98	5.8	A
	Subtotal	298	298	100	16.2	B
WB	L	83	84	102	22.1	C
	R	22	23	106	5.1	A
	Subtotal	105	107	102	18.4	B
Total		1,818	1,813	100	14.0	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Veranda Access & 600 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	37	98	9.5	A
	R	10	10	103	5.8	A
	Subtotal	48	47	98	8.7	A
SB	L	10	9	92	7.9	A
	R	59	55	93	4.2	A
	Subtotal	69	64	93	4.7	A
EB	L	14	13	93	4.0	A
	T	647	649	100	1.9	A
	R	45	43	96	1.7	A
	Subtotal	706	705	100	1.9	A
WB	L	9	8	91	6.4	A
	T	296	299	101	1.5	A
	R	18	21	115	1.2	A
	Subtotal	323	328	102	1.6	A
Total		1,146	1,144	100	2.3	A

Intersection: Vista Station Blvd & 600 West
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	11	94	15.2	B
	T	20	20	99	16.5	B
	R	10	10	103	5.5	A
	Subtotal	42	41	98	13.5	B
SB	L	15	15	100	17.2	B
	T	5	5	95	18.7	B
	R	120	122	101	5.5	A
	Subtotal	140	142	101	7.2	A
EB	L	251	252	100	7.1	A
	T	412	414	100	2.0	A
	R	4	4	94	0.8	A
	Subtotal	667	670	100	3.9	A
WB	L	7	7	97	8.6	A
	T	190	194	102	5.7	A
	R	127	122	96	3.5	A
	Subtotal	324	323	100	4.9	A
Total		1,174	1,176	100	4.9	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,024	1,021	100	0.5	A
	Subtotal	1,024	1,021	100	0.5	A
SB	T	424	423	100	2.4	A
	R	70	71	102	2.0	A
	Subtotal	494	494	100	2.3	A
EB	R	93	93	100	4.3	A
	Subtotal	93	93	100	4.3	A
Total		1,611	1,608	100	1.3	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,024	1,020	100	2.8	A
	Subtotal	1,024	1,020	100	2.8	A
SB	T	516	516	100	0.5	A
	Subtotal	516	516	100	0.5	A
EB	R	188	189	101	6.1	A
	Subtotal	188	189	101	6.1	A
Total		1,728	1,725	100	2.5	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	1	1	100	15.6	B
	L	288	284	99	21.4	C
	R2	100	103	103	1.7	A
	Subtotal	389	388	100	16.2	B
SB	L2	180	180	100	20.9	C
	L	32	32	99	21.6	C
	R2	183	189	103	1.2	A
	Subtotal	395	401	102	11.7	B
NW	L	206	206	100	25.7	C
	T	125	127	102	20.6	C
	R2	57	59	104	0.5	A
	Subtotal	388	392	101	20.3	C
SE	L	465	453	97	23.8	C
	T	184	186	101	16.6	B
	R2	378	381	101	1.0	A
	Subtotal	1,027	1,020	99	14.0	B
Total		2,198	2,201	100	15.1	B

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	340	339	100	20.7	C
	T	192	197	102	3.6	A
	R	64	64	100	1.6	A
	Subtotal	596	600	101	13.0	B
SB	L	11	11	102	16.7	B
	T	643	643	100	16.2	B
	R	85	84	99	6.5	A
	Subtotal	739	738	100	15.1	B
EB	L	107	102	95	23.7	C
	R	107	109	102	8.4	A
	Subtotal	214	211	99	15.8	B
WB	L	59	56	95	24.9	C
	R	9	10	114	4.8	A
	Subtotal	68	66	97	21.9	C
Total		1,618	1,615	100	14.7	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2893

Intersection: Veranda Access & 600 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	39	103	8.1	A
	R	6	8	128	4.2	A
	Subtotal	44	47	107	7.4	A
SB	L	11	11	102	11.2	B
	R	26	28	109	4.8	A
	Subtotal	37	39	105	6.6	A
EB	L	20	20	99	4.8	A
	T	265	263	99	1.3	A
	R	37	38	103	1.3	A
	Subtotal	322	321	100	1.5	A
WB	L	13	12	92	3.5	A
	T	670	668	100	1.4	A
	R	34	33	96	1.1	A
	Subtotal	717	713	99	1.4	A
Total		1,120	1,120	100	1.9	A

Intersection: Vista Station Blvd & 600 West
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	14	82	17.3	B
	T	4	6	141	14.6	B
	R	7	8	110	4.9	A
	Subtotal	28	28	100	13.2	B
SB	L	33	33	99	14.9	B
	T	23	22	97	14.1	B
	R	334	329	99	9.5	A
	Subtotal	390	384	98	10.2	B
EB	L	113	110	98	8.6	A
	T	162	165	102	2.2	A
	R	7	8	110	1.0	A
	Subtotal	282	283	100	4.7	A
WB	L	29	29	100	7.1	A
	T	366	370	101	4.9	A
	R	58	62	107	2.8	A
	Subtotal	453	461	102	4.8	A
Total		1,154	1,156	100	6.8	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	596	601	101	0.3	A
	Subtotal	596	601	101	0.3	A
SB	T	726	724	100	2.7	A
	R	84	83	99	2.2	A
EB	Subtotal	810	807	100	2.6	A
	R	100	102	102	6.0	A
	Subtotal	100	102	102	6.0	A
Total		1,505	1,510	100	1.9	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	596	602	101	2.6	A
	Subtotal	596	602	101	2.6	A
SB	T	825	826	100	0.5	A
	Subtotal	825	826	100	0.5	A
EB	R	201	194	97	9.1	A
	Subtotal	201	194	97	9.1	A
Total		1,622	1,622	100	2.3	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Background

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	650	655	101	22.1	C
	R2	120	120	100	2.2	A
	Subtotal	770	775	101	19.0	B
SB	L2	155	151	98	18.7	B
	L	140	142	102	17.5	B
	R2	100	100	100	1.2	A
	Subtotal	395	393	99	13.8	B
NW	L	225	228	101	29.0	C
	T	225	220	98	24.0	C
	R2	35	37	105	0.6	A
	Subtotal	485	485	100	24.6	C
SE	L	315	310	98	26.5	C
	T	31	32	103	17.9	B
	R2	110	106	97	0.2	A
	Subtotal	456	448	98	19.7	B
Total		2,106	2,101	100	19.5	B

Intersection: 600 West & Project Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	82	3.7	A
	T	876	881	101	0.4	A
	R	90	84	93	0.2	A
	Subtotal	976	973	100	0.4	A
SB	L	20	16	79	7.4	A
	T	360	356	99	0.7	A
	R	5	5	95	0.3	A
	Subtotal	385	377	98	1.0	A
EB	L	5	4	76	14.7	B
	R	20	21	104	4.4	A
	Subtotal	25	25	100	6.0	A
WB	L	100	96	96	22.2	C
	R	25	29	117	5.5	A
	Subtotal	125	125	100	18.3	C
Total		1,510	1,500	99	2.2	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Background

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	39	98	12.2	B
	R	10	11	113	7.9	A
	Subtotal	50	50	100	11.3	B
SB	L	10	10	103	9.4	A
	R	60	62	103	4.3	A
	Subtotal	70	72	103	5.0	A
EB	L	15	14	93	3.5	A
	T	790	800	101	1.0	A
	R	45	43	96	0.6	A
	Subtotal	850	857	101	1.0	A
WB	L	10	11	113	6.3	A
	T	286	276	97	1.6	A
	R	20	21	104	1.3	A
	Subtotal	316	308	97	1.7	A
Total		1,285	1,287	100	1.8	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	19.1	B
	T	20	22	109	17.8	B
	R	10	8	82	5.3	A
	Subtotal	45	44	98	15.9	B
SB	L	15	15	100	20.1	C
	T	5	4	76	16.5	B
	R	130	129	99	5.4	A
	Subtotal	150	148	99	7.2	A
EB	L	340	350	103	8.3	A
	T	460	460	100	2.0	A
	R	5	6	114	1.0	A
	Subtotal	805	816	101	4.7	A
WB	L	10	8	82	10.3	B
	T	170	165	97	6.3	A
	R	130	133	102	4.1	A
	Subtotal	310	306	99	5.4	A
Total		1,310	1,314	100	5.6	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Background
Time Period: Evening Peak Hour
Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	4	76	19.6	B
	L	185	180	97	19.1	B
	R2	185	182	99	1.9	A
	Subtotal	375	366	98	10.6	B
SB	L2	240	248	103	25.0	C
	L	70	74	106	23.9	C
	R2	75	73	97	1.3	A
	Subtotal	385	395	103	20.4	C
NW	L	385	387	100	25.5	C
	T	170	172	101	19.8	B
	R2	120	122	101	0.7	A
	Subtotal	675	681	101	19.6	B
SE	L	435	433	100	24.6	C
	T	276	280	102	21.0	C
	R2	310	310	100	0.7	A
	Subtotal	1,021	1,023	100	16.4	B
Total		2,456	2,465	100	17.1	B

Intersection: 600 West & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	7.2	A
	T	345	337	98	0.3	A
	R	65	68	104	0.2	A
	Subtotal	430	425	99	0.6	A
SB	L	15	14	93	3.5	A
	T	845	851	101	0.9	A
	R	5	5	95	0.4	A
	Subtotal	865	870	101	0.9	A
EB	L	5	4	76	21.3	C
	R	10	10	103	8.8	A
	Subtotal	15	14	93	12.4	B
WB	L	165	160	97	48.2	E
	R	10	10	103	5.6	A
	Subtotal	175	170	97	45.7	E
Total		1,485	1,479	100	6.1	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Background

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	37	93	10.8	B
	R	10	12	123	4.7	A
	Subtotal	50	49	98	9.3	A
SB	L	15	12	80	14.4	B
	R	30	32	107	6.2	A
	Subtotal	45	44	98	8.4	A
EB	L	20	20	99	5.2	A
	T	315	305	97	0.5	A
	R	40	41	103	0.4	A
	Subtotal	375	366	98	0.7	A
WB	L	15	15	100	4.1	A
	T	790	796	101	1.5	A
	R	35	36	102	1.2	A
	Subtotal	840	847	101	1.5	A
Total		1,310	1,306	100	1.9	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	15.3	B
	T	5	6	114	9.7	A
	R	10	8	82	4.5	A
	Subtotal	35	33	94	11.7	B
SB	L	35	34	96	15.4	B
	T	25	24	97	14.6	B
	R	410	407	99	11.5	B
	Subtotal	470	465	99	11.9	B
EB	L	125	118	95	9.7	A
	T	205	202	99	2.5	A
	R	10	10	103	1.4	A
	Subtotal	340	330	97	5.0	A
WB	L	30	29	97	9.6	A
	T	410	421	103	5.2	A
	R	60	59	98	2.9	A
	Subtotal	500	509	102	5.2	A
Total		1,345	1,337	99	7.7	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Background + Mitigated
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	650	643	99	21.2	C
	R2	120	118	98	2.2	A
	Subtotal	770	761	99	18.3	B
SB	L2	155	154	100	18.2	B
	L	140	142	102	16.9	B
	R2	100	100	100	1.3	A
	Subtotal	395	396	100	13.5	B
NW	L	225	225	100	28.4	C
	T	225	228	101	23.6	C
	R2	35	36	102	0.5	A
	Subtotal	485	489	101	24.1	C
SE	L	315	313	99	27.2	C
	T	31	31	100	21.4	C
	R2	110	109	99	0.3	A
	Subtotal	456	453	99	20.3	C
Total		2,106	2,099	100	19.2	B

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	103	7.3	A
	T	876	870	99	3.9	A
	R	90	89	99	1.6	A
	Subtotal	976	969	99	3.7	A
SB	L	20	20	99	15.0	B
	T	360	353	98	2.8	A
	R	5	6	114	1.2	A
	Subtotal	385	379	98	3.4	A
EB	L	5	5	95	27.9	C
	R	20	21	104	4.6	A
	Subtotal	25	26	104	9.1	A
WB	L	100	103	103	32.3	C
	R	25	26	105	7.5	A
	Subtotal	125	129	103	27.3	C
Total		1,510	1,503	100	5.8	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Background + Mitigated
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Veranda Access & 600 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	40	101	11.7	B
	R	10	9	92	7.9	A
	Subtotal	50	49	98	11.0	B
SB	L	10	8	82	13.4	B
	R	60	60	100	4.3	A
	Subtotal	70	68	97	5.4	A
EB	L	15	13	87	4.8	A
	T	790	785	99	2.1	A
	R	45	48	107	1.7	A
	Subtotal	850	846	100	2.1	A
WB	L	10	8	82	6.8	A
	T	286	278	97	1.6	A
	R	20	20	99	1.3	A
	Subtotal	316	306	97	1.7	A
Total		1,285	1,269	99	2.6	A

Intersection: Vista Station Blvd & 600 West
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	18.4	B
	T	20	22	109	17.3	B
	R	10	11	113	6.1	A
	Subtotal	45	47	104	15.0	B
SB	L	15	15	100	17.8	B
	T	5	5	95	14.3	B
	R	130	123	95	5.3	A
	Subtotal	150	143	95	6.9	A
EB	L	340	342	101	8.5	A
	T	460	454	99	2.2	A
	R	5	5	95	1.2	A
	Subtotal	805	801	100	4.9	A
WB	L	10	10	103	9.4	A
	T	170	169	100	6.6	A
	R	130	131	101	4.0	A
	Subtotal	310	310	100	5.6	A
Total		1,310	1,301	99	5.7	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Background
Time Period: Evening Peak Hour
Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	5	95	22.3	C
	L	185	188	102	19.7	B
	R2	185	181	98	1.9	A
	Subtotal	375	374	100	11.1	B
SB	L2	240	237	99	25.1	C
	L	70	74	106	23.4	C
	R2	75	75	100	1.3	A
	Subtotal	385	386	100	20.1	C
NW	L	385	378	98	24.8	C
	T	170	172	101	20.3	C
	R2	120	125	104	0.7	A
	Subtotal	675	675	100	19.2	B
SE	L	435	435	100	25.5	C
	T	276	278	101	21.2	C
	R2	310	313	101	0.9	A
	Subtotal	1,021	1,026	100	16.8	B
Total		2,456	2,461	100	17.2	B

Intersection: 600 West & Hyde Way/Project Access
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	22	109	19.6	B
	T	345	350	102	5.0	A
	R	65	63	97	1.8	A
	Subtotal	430	435	101	5.3	A
SB	L	15	13	87	11.1	B
	T	845	850	101	7.0	A
	R	5	6	114	3.2	A
	Subtotal	865	869	100	7.0	A
EB	L	5	4	76	13.1	B
	R	10	8	82	6.5	A
	Subtotal	15	12	80	8.7	A
WB	L	165	164	99	15.5	B
	R	10	11	113	4.1	A
	Subtotal	175	175	100	14.8	B
Total		1,485	1,491	100	7.5	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Background

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	10.5	B
	R	10	9	92	4.9	A
	Subtotal	50	50	100	9.5	A
SB	L	15	13	87	15.8	C
	R	30	30	100	5.9	A
	Subtotal	45	43	96	8.9	A
EB	L	20	20	99	6.4	A
	T	315	318	101	1.7	A
	R	40	43	108	1.8	A
	Subtotal	375	381	102	2.0	A
WB	L	15	14	93	4.6	A
	T	790	793	100	1.5	A
	R	35	36	102	1.2	A
	Subtotal	840	843	100	1.5	A
Total		1,310	1,317	101	2.2	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	16.7	B
	T	5	5	95	12.4	B
	R	10	11	113	4.6	A
	Subtotal	35	36	103	12.4	B
SB	L	35	35	99	15.1	B
	T	25	26	105	16.4	B
	R	410	414	101	12.4	B
	Subtotal	470	475	101	12.8	B
EB	L	125	123	99	9.8	A
	T	205	207	101	2.8	A
	R	10	10	103	0.9	A
	Subtotal	340	340	100	5.3	A
WB	L	30	27	90	7.7	A
	T	410	409	100	5.1	A
	R	60	66	110	2.9	A
	Subtotal	500	502	100	5.0	A
Total		1,345	1,353	101	8.0	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Plus Project
Time Period: Morning Peak Hour
Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	819	807	99	45.7	D
	R2	120	123	102	2.8	A
	Subtotal	939	930	99	40.0	D
SB	L2	155	161	104	19.7	B
	L	140	135	97	17.9	B
	R2	269	262	97	1.5	A
	Subtotal	564	558	99	10.7	B
NW	L	225	228	101	35.5	D
	T	273	267	98	32.8	C
	R2	35	34	96	0.5	A
	Subtotal	533	529	99	31.9	C
SE	L	460	451	98	33.3	C
	T	72	70	97	22.8	C
	R2	255	260	102	0.7	A
	Subtotal	787	781	99	21.5	C
Total		2,824	2,798	99	27.5	C

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	498	491	99	19.5	B
	T	773	759	98	6.4	A
	R	90	89	99	2.6	A
	Subtotal	1,361	1,339	98	11.0	B
SB	L	20	20	99	28.6	C
	T	386	379	98	19.3	B
	R	75	77	103	7.3	A
	Subtotal	481	476	99	17.7	B
EB	L	187	183	98	25.0	C
	R	115	118	103	6.2	A
	Subtotal	302	301	100	17.6	B
WB	L	100	98	98	23.0	C
	R	25	26	105	6.7	A
	Subtotal	125	124	99	19.6	B
Total		2,268	2,240	99	13.8	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Plus Project

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	13.4	B
	R	10	10	103	7.2	A
	Subtotal	50	51	102	12.2	B
SB	L	10	7	72	12.8	B
	R	60	54	90	5.0	A
	Subtotal	70	61	87	5.9	A
EB	L	15	14	93	5.0	A
	T	870	855	98	2.2	A
	R	45	44	98	2.0	A
	Subtotal	930	913	98	2.2	A
WB	L	10	10	103	8.8	A
	T	382	382	100	1.6	A
	R	20	21	104	1.5	A
	Subtotal	412	413	100	1.8	A
Total		1,461	1,438	98	2.6	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	18.9	B
	T	20	26	128	18.1	B
	R	10	10	103	5.8	A
	Subtotal	45	50	111	15.9	B
SB	L	15	15	100	20.9	C
	T	5	5	95	15.4	B
	R	178	184	103	6.2	A
	Subtotal	198	204	103	7.5	A
EB	L	380	369	97	9.9	A
	T	500	496	99	2.6	A
	R	5	5	95	1.1	A
	Subtotal	885	870	98	5.7	A
WB	L	10	12	123	11.2	B
	T	218	214	98	7.2	A
	R	130	127	98	4.3	A
	Subtotal	358	353	99	6.3	A
Total		1,486	1,477	99	6.4	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Plus Project
Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,361	1,338	98	0.7	A
	Subtotal	1,361	1,338	98	0.7	A
SB	T	507	502	99	2.4	A
	R	70	70	100	2.0	A
EB	Subtotal	577	572	99	2.4	A
	R	93	91	98	4.6	A
	Subtotal	93	91	98	4.6	A
Total		2,031	2,001	99	1.3	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,361	1,338	98	3.1	A
	Subtotal	1,361	1,338	98	3.1	A
SB	T	599	591	99	0.5	A
	Subtotal	599	591	99	0.5	A
EB	R	188	190	101	6.8	A
	Subtotal	188	190	101	6.8	A
Total		2,148	2,119	99	2.7	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Plus Project

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	5	95	24.2	C
	L	312	314	101	23.7	C
	R2	185	186	101	2.0	A
	Subtotal	502	505	101	15.7	B
SB	L2	240	238	99	25.2	C
	L	70	71	102	22.3	C
	R2	202	204	101	1.4	A
	Subtotal	512	513	100	15.3	B
NW	L	385	383	99	28.3	C
	T	207	209	101	24.6	C
	R2	120	124	103	0.7	A
	Subtotal	712	716	101	22.4	C
SE	L	568	563	99	27.7	C
	T	314	310	99	21.1	C
	R2	443	446	101	1.1	A
	Subtotal	1,325	1,319	100	17.2	B
Total		3,052	3,053	100	17.9	B

Intersection: 600 West & Hyde Way

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	343	341	99	27.1	C
	T	314	317	101	5.1	A
	R	65	66	101	2.0	A
	Subtotal	722	724	100	15.2	B
SB	L	15	15	100	18.8	B
	T	833	834	100	19.0	B
	R	89	88	99	7.7	A
	Subtotal	937	937	100	17.9	B
EB	L	112	107	96	26.1	C
	R	110	109	99	10.7	B
	Subtotal	222	216	97	18.3	B
WB	L	165	160	97	27.8	C
	R	10	11	113	4.7	A
	Subtotal	175	171	98	26.3	C
Total		2,056	2,048	100	17.7	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2029) Plus Project

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	36	91	12.2	B
	R	10	12	123	5.5	A
	Subtotal	50	48	96	10.5	B
SB	L	15	13	87	17.7	C
	R	30	27	90	7.0	A
	Subtotal	45	40	89	10.5	B
EB	L	20	20	99	6.7	A
	T	390	390	100	1.5	A
	R	40	41	103	1.6	A
	Subtotal	450	451	100	1.7	A
WB	L	15	12	80	4.3	A
	T	863	869	101	1.7	A
	R	35	37	105	1.3	A
	Subtotal	913	918	101	1.7	A
Total		1,458	1,457	100	2.3	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	18.0	B
	T	5	4	76	13.0	B
	R	10	12	123	5.0	A
	Subtotal	35	36	103	13.1	B
SB	L	35	34	96	16.3	B
	T	25	24	97	16.8	B
	R	446	446	100	15.0	B
	Subtotal	506	504	100	15.2	B
EB	L	162	157	97	9.6	A
	T	244	250	103	2.7	A
	R	10	10	103	1.1	A
	Subtotal	416	417	100	5.3	A
WB	L	30	32	107	8.9	A
	T	446	451	101	6.2	A
	R	60	60	100	3.3	A
	Subtotal	536	543	101	6.0	A
Total		1,493	1,500	100	9.1	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2029) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	721	724	100	0.3	A
	Subtotal	721	724	100	0.3	A
SB	T	1,024	1,019	99	2.8	A
	R	84	82	98	2.2	A
EB	Subtotal	1,108	1,101	99	2.8	A
	R	100	104	104	8.7	A
	Subtotal	100	104	104	8.7	A
Total		1,929	1,929	100	2.2	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	722	726	101	2.6	A
	Subtotal	722	726	101	2.6	A
SB	T	1,124	1,122	100	0.5	A
	Subtotal	1,124	1,122	100	0.5	A
EB	R	201	196	98	12.5	B
	Subtotal	201	196	98	12.5	B
Total		2,046	2,044	100	2.4	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Background

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	6	114	70.3	E
	L	795	810	102	74.2	E
	R2	980	976	100	5.7	A
	Subtotal	1,780	1,792	101	36.9	D
SB	L2	165	165	100	38.3	D
	L	430	430	100	35.8	D
	R2	110	107	97	2.4	A
	Subtotal	705	702	100	31.3	C
NW	L	1,090	1,102	101	37.4	D
	T	465	466	100	31.5	C
	R2	720	722	100	2.2	A
	Subtotal	2,275	2,290	101	25.1	C
SE	L	325	323	99	55.8	E
	T	125	128	103	55.4	E
	R2	265	270	102	0.8	A
	Subtotal	715	721	101	35.1	D
Total		5,476	5,505	101	31.2	C

Intersection: 600 West & Hyde Way

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	113	9.7	A
	T	1,270	1,277	101	4.7	A
	R	90	91	101	1.9	A
	Subtotal	1,370	1,379	101	4.6	A
SB	L	20	21	104	21.9	C
	T	620	621	100	3.3	A
	R	5	6	114	1.4	A
	Subtotal	645	648	100	3.9	A
EB	L	5	4	76	34.0	C
	R	20	22	109	5.8	A
	Subtotal	25	26	104	10.1	B
WB	L	100	106	106	36.5	D
	R	25	23	93	10.1	B
	Subtotal	125	129	103	31.8	C
Total		2,165	2,182	101	6.1	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Background

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	96	22.3	C
	R	10	9	92	14.9	B
	Subtotal	50	47	94	20.9	C
SB	L	10	10	103	23.2	C
	R	60	62	103	6.0	A
	Subtotal	70	72	103	8.4	A
EB	L	15	14	93	6.3	A
	T	1,186	1,185	100	2.9	A
	R	45	45	100	2.2	A
	Subtotal	1,246	1,244	100	2.9	A
WB	L	10	8	82	10.9	B
	T	546	550	101	2.3	A
	R	20	21	104	1.6	A
	Subtotal	576	579	101	2.4	A
Total		1,941	1,942	100	3.4	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	107	24.6	C
	T	20	21	104	19.9	B
	R	10	10	103	8.0	A
	Subtotal	45	47	104	19.0	B
SB	L	35	34	96	26.1	C
	T	5	5	95	19.6	B
	R	180	177	98	7.0	A
	Subtotal	220	216	98	10.3	B
EB	L	530	526	99	14.0	B
	T	666	669	101	2.8	A
	R	5	7	133	1.1	A
	Subtotal	1,201	1,202	100	7.7	A
WB	L	10	8	82	16.7	B
	T	380	387	102	13.5	B
	R	265	271	102	9.8	A
	Subtotal	655	666	102	12.0	B
Total		2,122	2,131	100	9.6	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Background

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	6	114	49.1	D
	L	295	294	100	49.5	D
	R2	1,010	1,019	101	6.2	A
	Subtotal	1,310	1,319	101	16.0	B
SB	L2	250	197	79	283.6	F
	L	590	466	79	281.3	F
	R2	105	86	82	150.0	F
	Subtotal	945	749	79	266.8	F
NW	L	1,475	1,271	86	58.5	E
	T	540	475	88	33.4	C
	R2	1,165	995	85	9.9	A
	Subtotal	3,180	2,741	86	36.5	D
SE	L	465	468	101	61.5	E
	T	661	641	97	95.1	F
	R2	450	450	100	2.3	A
	Subtotal	1,576	1,559	99	58.2	E
Total		7,011	6,368	91	67.0	E

Intersection: 600 West & Hyde Way

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	89	35.9	D
	T	855	776	91	5.1	A
	R	65	59	90	1.9	A
	Subtotal	940	853	91	5.5	A
SB	L	15	14	93	15.9	B
	T	1,400	1,396	100	8.6	A
	R	5	6	114	3.3	A
	Subtotal	1,420	1,416	100	8.6	A
EB	L	5	5	95	20.1	C
	R	10	10	103	14.0	B
	Subtotal	15	15	100	16.0	B
WB	L	165	168	102	25.0	C
	R	10	11	113	6.0	A
	Subtotal	175	179	102	23.8	C
Total		2,550	2,463	97	8.7	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Background

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	35	88	22.5	C
	R	10	11	113	9.0	A
	Subtotal	50	46	92	19.3	C
SB	L	15	14	93	39.2	E
	R	30	33	110	14.7	B
	Subtotal	45	47	104	22.0	C
EB	L	20	17	84	12.2	B
	T	770	700	91	2.3	A
	R	40	39	98	2.0	A
	Subtotal	830	756	91	2.5	A
WB	L	15	14	93	6.7	A
	T	1,345	1,348	100	2.3	A
	R	35	36	102	1.7	A
	Subtotal	1,395	1,398	100	2.3	A
Total		2,320	2,247	97	3.2	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	23	114	29.6	C
	T	5	6	114	22.2	C
	R	10	10	103	5.3	A
	Subtotal	35	39	111	22.2	C
SB	L	65	61	93	57.7	E
	T	25	26	105	67.7	E
	R	600	594	99	80.7	F
	Subtotal	690	681	99	78.1	E
EB	L	290	265	91	17.0	B
	T	496	450	91	4.3	A
	R	10	9	92	1.9	A
	Subtotal	796	724	91	8.9	A
WB	L	30	32	107	14.8	B
	T	775	783	101	12.3	B
	R	110	112	102	5.5	A
	Subtotal	915	927	101	11.6	B
Total		2,435	2,371	97	30.5	C

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	5	95	40.3	D
	L	795	797	100	37.4	D
	R2	980	967	99	5.9	A
	Subtotal	1,780	1,769	99	20.2	C
SB	L2	165	166	101	23.2	C
	L	430	425	99	25.0	C
	R2	110	107	97	1.0	A
	Subtotal	705	698	99	20.9	C
NW	L	1,090	1,095	100	35.1	D
	T	465	462	99	35.2	D
	R2	720	715	99	4.1	A
	Subtotal	2,275	2,272	100	25.4	C
SE	L	325	318	98	46.8	D
	T	125	128	102	44.2	D
	R2	265	262	99	0.7	A
	Subtotal	715	708	99	29.3	C
Total		5,476	5,447	99	23.7	C

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	12	117	10.5	B
	T	1,270	1,261	99	4.0	A
	R	90	89	99	1.6	A
	Subtotal	1,370	1,362	99	3.9	A
SB	L	20	19	96	22.9	C
	T	621	610	98	3.4	A
	R	5	5	95	1.3	A
	Subtotal	646	634	98	4.0	A
EB	L	5	4	76	41.0	D
	R	20	20	101	6.0	A
	Subtotal	25	24	96	11.8	B
WB	L	100	98	98	35.5	D
	R	25	26	104	9.7	A
	Subtotal	125	124	99	30.1	C
Total		2,166	2,144	99	5.5	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2893

Intersection: Veranda Access & 600 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	37	92	19.6	C
	R	10	10	98	11.8	B
	Subtotal	50	47	94	17.9	C
SB	L	10	10	98	22.3	C
	R	60	58	96	6.0	A
	Subtotal	70	68	97	8.4	A
EB	L	15	13	88	5.9	A
	T	1,186	1,179	99	2.6	A
	R	45	44	98	1.8	A
	Subtotal	1,246	1,236	99	2.6	A
WB	L	10	9	88	11.8	B
	T	546	541	99	2.2	A
	R	20	20	101	1.7	A
	Subtotal	576	570	99	2.3	A
Total		1,942	1,921	99	3.1	A

Intersection: Vista Station Blvd & 600 West
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	95	25.5	C
	T	20	21	106	23.0	C
	R	10	10	98	6.7	A
	Subtotal	45	45	100	20.2	C
SB	L	35	34	96	26.4	C
	T	5	6	114	20.1	C
	R	180	180	100	3.8	A
	Subtotal	220	220	100	7.7	A
EB	L	530	526	99	14.2	B
	T	666	662	99	3.0	A
	R	5	5	95	0.8	A
	Subtotal	1,201	1,193	99	7.9	A
WB	L	10	9	88	17.7	B
	T	380	374	98	14.3	B
	R	265	274	103	9.8	A
	Subtotal	655	657	100	12.5	B
Total		2,122	2,115	100	9.6	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	4	76	47.2	D
	L	295	294	100	47.8	D
	R2	1,010	1,005	99	5.5	A
	Subtotal	1,310	1,303	99	15.2	B
SB	L2	250	246	98	75.1	E
	L	590	582	99	89.6	F
	R2	105	105	100	2.7	A
	Subtotal	945	933	99	76.0	E
NW	L	1,475	1,494	101	46.6	D
	T	540	557	103	28.7	C
	R2	1,165	1,163	100	8.8	A
	Subtotal	3,180	3,214	101	29.8	C
SE	L	465	471	101	56.6	E
	T	660	661	100	52.9	D
	R2	450	454	101	1.7	A
	Subtotal	1,575	1,586	101	39.3	D
Total		7,011	7,036	100	35.6	D

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	101	36.9	D
	T	855	866	101	5.5	A
	R	65	68	104	2.1	A
	Subtotal	940	954	101	5.9	A
SB	L	15	12	81	17.4	B
	T	1,400	1,412	101	8.3	A
	R	5	6	114	3.8	A
	Subtotal	1,420	1,430	101	8.4	A
EB	L	5	5	95	27.4	C
	R	10	10	98	11.6	B
	Subtotal	15	15	100	16.9	B
WB	L	165	164	99	25.0	C
	R	10	12	117	7.1	A
	Subtotal	175	176	101	23.8	C
Total		2,551	2,575	101	8.5	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2893

Intersection: Veranda Access & 600 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	40	99	26.3	D
	R	10	9	88	13.6	B
	Subtotal	50	49	98	24.0	C
SB	L	15	15	102	59.0	F
	R	30	28	93	19.9	C
	Subtotal	45	43	96	33.5	D
EB	L	20	18	91	14.5	B
	T	770	778	101	2.6	A
	R	40	43	107	2.2	A
	Subtotal	830	839	101	2.8	A
WB	L	15	16	108	7.8	A
	T	1,345	1,353	101	2.5	A
	R	35	38	108	1.6	A
	Subtotal	1,395	1,407	101	2.5	A
Total		2,320	2,338	101	3.7	A

Intersection: Vista Station Blvd & 600 West
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	96	34.1	C
	T	5	5	95	22.3	C
	R	10	11	107	6.5	A
	Subtotal	35	35	100	23.7	C
SB	L	65	66	101	29.9	C
	T	25	26	104	26.2	C
	R	600	610	102	12.3	B
	Subtotal	690	702	102	14.5	B
EB	L	290	282	97	15.7	B
	T	496	511	103	3.6	A
	R	10	11	107	1.3	A
	Subtotal	796	804	101	7.8	A
WB	L	30	31	103	20.4	C
	T	775	778	100	19.7	B
	R	110	113	103	7.4	A
	Subtotal	915	922	101	18.2	B
Total		2,437	2,463	101	13.8	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour
Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	3	57	91.0	F
	L	964	946	98	72.7	E
	R2	980	986	101	5.7	A
	Subtotal	1,949	1,935	99	38.6	D
SB	L2	165	171	104	26.3	C
	L	430	441	103	26.3	C
	R2	279	283	101	2.0	A
	Subtotal	874	895	102	18.6	B
NW	L	1,090	1,086	100	49.1	D
	T	513	507	99	56.9	E
	R2	720	716	99	4.2	A
	Subtotal	2,323	2,309	99	36.9	D
SE	L	470	461	98	58.2	E
	T	167	167	100	54.2	D
	R2	410	412	100	1.0	A
	Subtotal	1,047	1,040	99	34.9	C
Total		6,194	6,179	100	34.7	C

Intersection: 600 West & Hyde Way
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	498	496	100	26.8	C
	T	1,168	1,146	98	7.3	A
	R	90	89	99	3.2	A
	Subtotal	1,756	1,731	99	12.7	B
SB	L	20	20	101	36.9	D
	T	647	643	99	20.2	C
	R	75	74	99	8.5	A
	Subtotal	742	737	99	19.5	B
EB	L	187	187	100	30.0	C
	R	115	112	97	8.8	A
	Subtotal	302	299	99	22.1	C
WB	L	100	100	100	29.8	C
	R	25	26	104	10.1	B
	Subtotal	125	126	101	25.7	C
Total		2,924	2,893	99	16.0	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Plus Project

Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	102	25.3	D
	R	10	9	88	20.0	C
	Subtotal	50	50	100	24.3	C
SB	L	10	10	98	18.5	C
	R	60	59	98	6.8	A
	Subtotal	70	69	99	8.5	A
EB	L	15	13	88	7.0	A
	T	1,267	1,249	99	2.9	A
	R	45	41	92	2.5	A
	Subtotal	1,327	1,303	98	2.9	A
WB	L	10	10	98	11.6	B
	T	641	636	99	2.3	A
	R	20	21	106	1.6	A
	Subtotal	671	667	99	2.4	A
Total		2,118	2,089	99	3.5	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	102	31.7	C
	T	20	19	96	26.5	C
	R	10	12	117	7.1	A
	Subtotal	45	46	102	23.1	C
SB	L	35	32	91	34.1	C
	T	5	6	114	25.7	C
	R	228	230	101	4.4	A
	Subtotal	268	268	100	8.4	A
EB	L	570	564	99	12.1	B
	T	705	691	98	2.8	A
	R	5	5	95	0.8	A
	Subtotal	1,280	1,260	98	7.0	A
WB	L	10	9	88	19.4	B
	T	428	421	98	20.4	C
	R	265	271	102	14.1	B
	Subtotal	703	701	100	18.0	B
Total		2,297	2,275	99	10.9	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour

Project #: UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,756	1,733	99	1.0	A
	Subtotal	1,756	1,733	99	1.0	A
SB	T	767	761	99	2.7	A
	R	70	69	99	2.2	A
	Subtotal	837	830	99	2.7	A
EB	R	93	95	102	6.9	A
	Subtotal	93	95	102	6.9	A
Total		2,686	2,658	99	1.7	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,756	1,734	99	3.8	A
	Subtotal	1,756	1,734	99	3.8	A
SB	T	860	854	99	0.6	A
	Subtotal	860	854	99	0.6	A
EB	R	188	189	101	9.7	A
	Subtotal	188	189	101	9.7	A
Total		2,804	2,777	99	3.2	A

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Plus Project

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Bangerter EB Ramp & 600 West & Bangerter WB Ramp

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L2	5	4	76	94.2	F
	L	422	420	100	75.3	E
	R2	1,010	1,015	100	5.9	A
	Subtotal	1,437	1,439	100	26.4	C
SB	L2	250	250	100	97.8	F
	L	590	586	99	115.9	F
	R2	232	229	99	2.9	A
	Subtotal	1,072	1,065	99	87.4	F
NW	L	1,475	1,482	100	47.4	D
	T	577	590	102	37.3	D
	R2	1,165	1,158	99	10.1	B
	Subtotal	3,217	3,230	100	32.2	C
SE	L	598	592	99	54.5	D
	T	700	701	100	53.5	D
	R2	583	578	99	1.3	A
	Subtotal	1,881	1,871	99	37.7	D
Total		7,607	7,605	100	40.5	D

Intersection: 600 West & Hyde Way

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	343	344	100	42.4	D
	T	823	826	100	5.5	A
	R	65	67	103	2.1	A
	Subtotal	1,231	1,237	100	15.6	B
SB	L	15	12	81	26.6	C
	T	1,389	1,371	99	23.0	C
	R	89	86	96	12.5	B
	Subtotal	1,493	1,469	98	22.4	C
EB	L	112	107	96	38.6	D
	R	110	112	102	20.0	B
	Subtotal	222	219	99	29.1	C
WB	L	165	168	102	42.7	D
	R	10	10	98	8.9	A
	Subtotal	175	178	102	40.8	D
Total		3,121	3,103	99	21.3	C

SimTraffic LOS Report

Project: Draper - Station Point TIS Update

Analysis Period: Future (2050) Plus Project

Time Period: Evening Peak Hour

Project #: UT24-2893

Intersection: Veranda Access & 600 West

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	37	92	28.9	D
	R	10	11	107	11.3	B
	Subtotal	50	48	96	24.9	C
SB	L	15	14	95	50.2	F
	R	30	29	97	19.9	C
	Subtotal	45	43	96	29.8	D
EB	L	20	20	101	14.4	B
	T	845	845	100	2.0	A
	R	40	40	99	1.7	A
	Subtotal	905	905	100	2.3	A
WB	L	15	15	102	7.0	A
	T	1,418	1,404	99	2.7	A
	R	35	34	96	1.8	A
	Subtotal	1,468	1,453	99	2.7	A
Total		2,468	2,449	99	3.5	A

Intersection: Vista Station Blvd & 600 West

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	96	39.1	D
	T	5	7	133	41.9	D
	R	10	10	98	7.2	A
	Subtotal	35	36	103	30.8	C
SB	L	65	66	101	37.4	D
	T	25	25	100	37.9	D
	R	636	632	99	13.8	B
	Subtotal	726	723	100	16.8	B
EB	L	327	326	100	15.0	B
	T	533	532	100	3.5	A
	R	10	12	117	1.7	A
	Subtotal	870	870	100	7.8	A
WB	L	30	31	103	24.9	C
	T	811	800	99	24.5	C
	R	110	115	105	9.5	A
	Subtotal	951	946	99	22.7	C
Total		2,582	2,575	100	16.1	B

SimTraffic LOS Report

Project: Draper - Station Point TIS Update
Analysis Period: Future (2050) Plus Project
Time Period: Evening Peak Hour
Project #: UT24-2893

Intersection: 600 West & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,231	1,238	101	0.6	A
	Subtotal	1,231	1,238	101	0.6	A
SB	T	1,580	1,563	99	3.4	A
	R	84	86	102	2.5	A
	Subtotal	1,664	1,649	99	3.4	A
EB	R	100	102	102	18.3	C
	Subtotal	100	102	102	18.3	C
Total		2,994	2,989	100	2.7	A

Intersection: 600 West & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,231	1,238	101	3.2	A
	Subtotal	1,231	1,238	101	3.2	A
SB	T	1,679	1,665	99	0.8	A
	Subtotal	1,679	1,665	99	0.8	A
EB	R	201	209	104	38.6	E
	Subtotal	201	209	104	38.6	E
Total		3,111	3,112	100	4.3	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Existing (2024) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW		SB			SE		EB		WB			
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	LT	R	T
01: Bangertter EB Ramp & 600 West & Bangertter WB Ramp	200	150				100	100	125	25				125			
02: 600 West & Project Access														50		75 25
03: Veranda Access & 600 West			75						75							
04: Vista Station Blvd & 600 West		50			50			50					100		75	50 50

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Existing (2024) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW		SB			SE		EB		WB					
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	LT	R	T
01: Bangerter EB Ramp & 600 West & Bangerter WB Ramp		100	75			125	75	150					125	75				
02: 600 West & Project Access			50													75		
03: Veranda Access & 600 West				50						50								
04: Vista Station Blvd & 600 West				50					50		125	50			75		50	75

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Existing (2024) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW		SB			SE		EB			WB				
	<L	L	R	L	T	<L	L	R	T	L	T	L	LT	R	L	LT	R	T
01: Bangarter EB Ramp & 600 West & Bangarter WB Ramp	350	300		125	150	125	50			175	50		375	350		325	150	
02: 600 West & Hyde Way		200																
03: Veranda Access & 600 West			50				75											
04: Vista Station Blvd & 600 West		50				50		50				100					50	50
05: 600 West & Access 1													75					
06: 600 West & Access 2													100					

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Existing (2024) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW		SB			SE		EB			WB					
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	LT	R	T	
01: Bangertter EB Ramp & 600 West & Bangertter WB Ramp	150	75				150	100	150	50				150	75					
02: 600 West & Hyde Way		200													375	300		275	100
03: Veranda Access & 600 West			50												25				
04: Vista Station Blvd & 600 West		50						50	75						75		50	50	75
05: 600 West & Access 1					75				150	50						75			
06: 600 West & Access 2																100			

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Existing (2024) Plus Project (Mitigated)

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB					NW		SB					SE		EB			WB				
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	R	T	TR	L	R	T	TR
01: Bangarter EB Ramp & 600 West & Bangarter WB Ramp	375	300				125	150	150	50				175	50	150			75	100			
02: 600 West & Hyde Way		175		50	125					75		125										
03: Veranda Access & 600 West											50				100							
04: Vista Station Blvd & 600 West		50			50				50						50			75	50	75		
05: 600 West & Access 1																						
06: 600 West & Access 2																100						

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Project #: UT24-2893

Intersection	NB			NBW			SB			SE			EB			WB		
	<L	L	R	L	T	T	<L	L	R	L	T	T	L	R	T	L	R	T
01: Bangerter EB Ramp & 600 West & Bangerter WB Ramp	175	100		150	100	150				175	100							
02: 600 West & Hyde Way		150			50	50				75	175		125		75	75		
03: Veranda Access & 600 West			50						50				50					
04: Vista Station Blvd & 600 West		50						50		125	50		75		50	50		125
05: 600 West & Access 1													75					
06: 600 West & Access 2													125					

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Future (2029) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW			SB			SE			EB			WB		
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	LT	R	T
01: Bangarter EB Ramp & 600 West & Bangarter WB Ramp	250	225				150	125	150	75				150	50				
02: 600 West & Project Access									50							50		
03: Veranda Access & 600 West			75							75								100
04: Vista Station Blvd & 600 West		50			50			50			75				125		75	

Time Period: Evening Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NBW		SB			SE		EB			WB					
	<L	L	R	L	T	<L	L	R	T	L	T	L	LT	R	T	L	LT	R	T
01: Bangerter EB Ramp & 600 West & Bangerter WB Ramp	100	75		200	100	225	75			175	125								
02: 600 West & Project Access		50						75				25				225		75	
03: Veranda Access & 600 West			75									75			50				
04: Vista Station Blvd & 600 West		50				50		150	75			75		50		50		50	100

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Future (2029) Background + Mitigated

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW			SB			SE			EB			WB		
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	R	T	TR
01: Bangarter EB Ramp & 600 West & Bangarter WB Ramp	225	200				150	125	150	75				150	50				
02: 600 West & Hyde Way				75	150				50			75					25	125
03: Veranda Access & 600 West			75							75								
04: Vista Station Blvd & 600 West		50			50				50		75				150		75	

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Future (2029) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB			NW			SB			SE			EB			WB		
	<L	L	LTR	R	T	L	L	LTR	R	T	L	L	L	R	T	L	R	TR
01: Bangarter EB Ramp & 600 West & Bangarter WB Ramp	100	75				200	100	200										
02: 600 West & Hyde Way/Project Access		50		50	100			25		150	175	125		50			125	
03: Veranda Access & 600 West			75					75						100	50			
04: Vista Station Blvd & 600 West		50					50		175	100						50	50	75

SimTraffic Queueing Report**Project: Draper - Station Point TIS Update****Analysis: Future (2029) Plus Project****Time Period: Morning Peak Hour**95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft**Project #: UT24-2893**

Intersection	NB						NW		SB			SE		EB			WB						
	<L	>	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	R	T	TR	L	R	T	TR
01: Bangerter EB Ramp & 600 West & Bangerter WB Ramp	550	150	475				175	175	175	100				200	75								
02: 600 West & Hyde Way			175		75	150				50		75	150			150		75				100	
03: Veranda Access & 600 West				75							75												
04: Vista Station Blvd & 600 West					50	50				50		75									50	75	
05: 600 West & Access 1																		150	75				
06: 600 West & Access 2																		75					
																		100					

SimTraffic Queueing Report

Project: Draper - Station Point TIS Update

Analysis: Future (2029) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT24-2893

Intersection	NB					NW		SB					SE		EB			WB				
	<L	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	T	L	R	T	TR	L	R	T	TR
01: Bangenter EB Ramp & 600 West & Bangenter WB Ramp	200	100				200	150	200	100				225	125	125							
02: 600 West & Hyde Way		150		50	100				75			150	250		125			100	150			
03: Veranda Access & 600 West			75						75						50							
04: Vista Station Blvd & 600 West		50							75		175	150			100		50		50	50	100	
05: 600 West & Access 1															75							
06: 600 West & Access 2															125							

SimTraffic Queueing Report**Project: Draper - Station Point TIS Update****Analysis: Future (2050) Background****Time Period: Morning Peak Hour**95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft**Project #: UT24-2893**

Intersection	<L			NB			NW			SB			SE			EB			WB		
	<L	>	L	L	R	T	L	T	<L	L	L	R	T	L	T	L	R	T	L	R	T
01: Bangenter EB Ramp & 600 West & Bangenter WB Ramp	700	450	675				525	425	375	325				225	125						
02: 600 West & Hyde Way			50		75	225			50	75		100						50	150		50
03: Veranda Access & 600 West																					
04: Vista Station Blvd & 600 West			50			50			75	75		75				250	100		125	125	

HALES ENGINEERING

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Project #: UT24-2893

Intersection	NB			NW			SB			SE			EB			WB		
	<L	>	T	<L	>	T	<L	>	T	<L	>	T	L	R	T	L	R	T
01: Bangor EB Ramp & 600 West & Bangor WB Ramp	225	25	250	575	1,125	1,175	600	1,200	200	375	575							
02: 600 West & Hyde Way																		
03: Veranda Access & 600 West	50		50				50						50					150
04: Vista Station Blvd & 600 West		75	150				75											
	50						450						250	975	175	100	50	100 200

Intersection	NB		NW		SB		SE		EB		WB	
	<L	>R	L	T	<L	>R	L	T	L	T	L	T
01: Bangarter EB Ramp & 600 West & Bangarter WB Ramp	375	50	350		350	300	150	175	200	100		
02: 600 West & Hyde Way		25		75		50		100			50	125
03: Veranda Access & 600 West		75		175		75						50
04: Vista Station Blvd & 600 West		50		50		75	75		250	150	125	125

SimTraffic Queueing Report**Project: Draper - Station Point TIS Update****Analysis: Future (2050) Background (Mitigated)****Time Period: Evening Peak Hour**95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft**Project #: UT24-2893**

Intersection	NB			NW			SB			SE		EB			WB						
	<L	L	LTR	R	T	>	L	T	<L	L	LTR	R	T	L	T	L	R	T	TR		
01: Bangenter EB Ramp & 600 West & Bangenter WB Ramp	200	250					575	575	450	450				275	350						
02: 600 West & Hyde Way		50							50				225			50			150		
03: Veranda Access & 600 West			75		150						100					200		100	50		
04: Vista Station Blvd & 600 West		50							100			225	200						50	100	250

SimTraffic Queueing Report**Project: Draper - Station Point TIS Update****Analysis: Future (2050) Plus Project****Time Period: Morning Peak Hour**95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft**Project #: UT24-2893**

Intersection	NB				NW		SB			SE		EB		WB				
	<L	>	L	LTR	R	T	L	T	<L	L	LTR	R	T	L	R	T	TR	
01: Bangert EB Ramp & 600 West & Bangert WB Ramp																		
02: 600 West & Hyde Way	775	325	700				425	375	175	200				300	125	175	75	125
03: Veranda Access & 600 West			200						75			100	225					
04: Vista Station Blvd & 600 West				75						75								
05: 600 West & Access 1			50		25	50			75		75				250	75	125	175
06: 600 West & Access 2						50										125		

HALES ENGINEERING

innovative transportation solutions

Project #: UT24-2893

Intersection	NB			NW			SB			SE			EB			WB		
	<L	>L	R	<L	>L	R	<L	>L	R	<L	>L	R	<L	>L	R	<L	>L	R
01: Bangertler EB Ramp & 600 West & Bangertler WB Ramp	400	75	450	525	600	525	550	50	325	375	150	125	200					
02: 600 West & Hyde Way			200			50		225	450		50		125					
03: Veranda Access & 600 West			75			75		225	250		200		75					
04: Vista Station Blvd & 600 West			50			125		225	250		100		150					
05: 600 West & Access 1											100		275					
06: 600 West & Access 2											225							

APPENDIX E

Crash Data Reports

Draper Station Point TIS Update Crash Report



Created on November 20, 2024

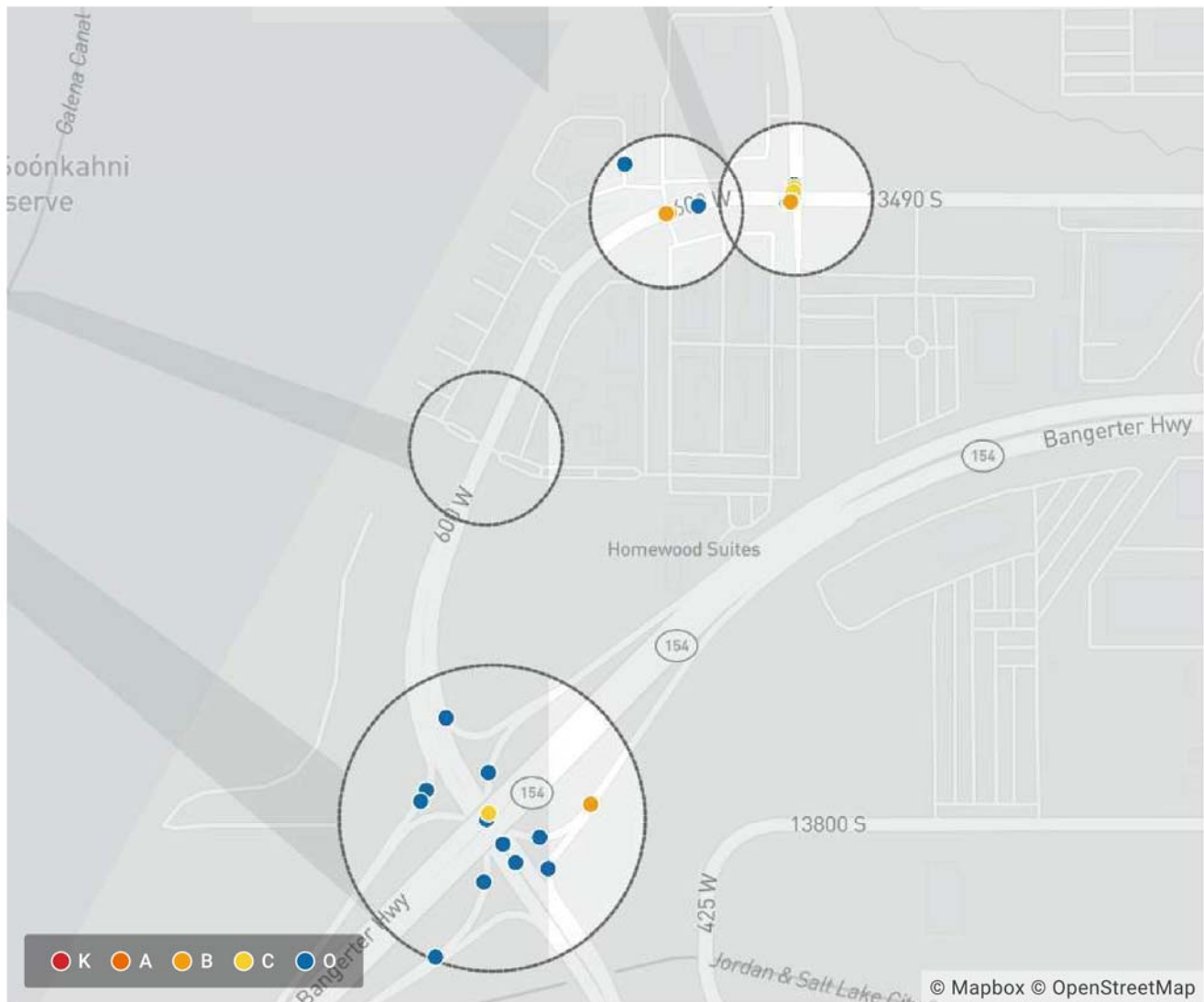
Created by Scottie Duclos

Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle 250 ft Shape: Circle 250 ft Shape: Circle 250 ft Shape: Polygon

19 crashes have been excluded (see end of report for more information)



Total Included Crashes

26

Fatal Crashes

0

Total Crashes	26	100.00%
Intersection Related	14	53.85%
Roadway Departure	5	19.23%
CMV Involved	2	7.69%
DUI	1	3.85%
Motorcycle Involved	1	3.85%
+ 7 more	0	0%

Crash Verified	Crashes	
True	26	100.00%
False	0	0.00%

Crash Severity	Crashes	
No injury/PDO	17	65.38%
Possible injury	6	23.08%
Suspected Minor Injury	3	11.54%
+ 3 more	0	0%

Injury Level	People	
No injury	48	77.42%
Possible injury	9	14.52%
Suspected Minor Injury	5	8.06%
+ 3 more	0	0%

Manner of Collision	Crashes	
Angle	9	34.62%
Front to Rear	7	26.92%
Sideswipe Same Direction	6	23.08%
Not Applicable/Single Vehicle	3	11.54%
Parked Vehicle	1	3.85%
+ 7 more	0	0%

Crash Date Time (Year)	Crashes	
2023	2	7.69%
2022	3	11.54%
2021	4	15.38%
2020	8	30.77%
2019	9	34.62%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)	Crashes	
Straight Ahead (Eastbound) & Straight Ahead (Eastbound)	3	11.54%
Straight Ahead (Southbound) & Straight Ahead (Eastbound)	3	11.54%
Straight Ahead (Southbound) & Straight Ahead (Westbound)	3	11.54%
Changing Lanes (Eastbound) & Straight Ahead (Eastbound)	2	7.69%
Straight Ahead (Southbound) & Straight Ahead (Southbound)	2	7.69%
Entering Traffic Lane (Eastbound) & Straight Ahead (Eastbound)	1	3.85%
Entering Traffic Lane (Northbound) & Straight Ahead (Eastbound)	1	3.85%
Making U-turn (Southbound) & Straight Ahead (Southbound)	1	3.85%
+ 992 more	7	26.95%

Roadway Surface Condition	Crashes	
Dry	20	76.92%
Wet	4	15.38%
Ice/Frost	1	3.85%
Snow	1	3.85%
+ 11 more	0	0%

Weather Condition	Crashes	
Clear	17	65.38%
Cloudy	5	19.23%
Snowing	3	11.54%
Rain	1	3.85%
+ 8 more	0	0%

Most Harmful Event	Vehicle	
Collision With Other Motor Vehicle in Transport	47	94.00%
Building	1	2.00%
Fence	1	2.00%
Traffic Signal Support	1	2.00%
+ 52 more	0	0%

Light Condition	Crashes	
Daylight	18	69.23%
Dark - Not Lighted	4	15.38%
Dark - Lighted	2	7.69%
Dark - Unknown Lighting	1	3.85%
Dusk	1	3.85%
+ 4 more	0	0%

Countermeasures	Crashes	
Countermeasure: Roundabout or Signal	8	30.77%
Countermeasure: Pave Or Widen Shoulder	3	11.54%
Countermeasure: Intersection Lighting	2	7.69%
Countermeasure: Horizontal Curve Improvements	1	3.85%
Countermeasure: Left Turn Lane	1	3.85%
+ 10 more	0	0%

19 crashes have been excluded

- 19 crashes because of Irrelevance to query (820616321, 820618167, 820619550, 820623532, 820624349, 820652342, 820657825, 821714099, 822759103, 822789303, 823802168, 823842901, 1900538210, 1900542459, 1900550718, 1900553145, 1900555167, 1900555603, 1900560502)

APPENDIX F

Internal Capture Reduction Spreadsheet

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Draper Station Point TIS Update			Organization:	Hales Engineering
Project Location:	Draper			Performed By:	Scottie Duclos
Scenario Description:				Date:	11/21/2024
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	52	46	6
Retail			1,000 SF	48	29	19
Restaurant			1,000 SF	968	491	477
Cinema/Entertainment				0		
Residential			Units	0		
Hotel			Rooms	54	30	24
All Other Land Uses ²				112	59	53
				1,234	655	579

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.06	0%	0%	1.06	0%	0%
Retail	1.17	0%	0%	1.17	0%	0%
Restaurant						
Cinema/Entertainment						
Residential				1.23	0%	0%
Hotel				1.06	0%	0%
All Other Land Uses ²				1.12	0%	0%

Table 2-A: Mode Split and Vehicle Occupancy (Net Walking Distance)						
Origin (From)	Entering Trips			Destination (To)		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant	1.06	0%	0%	1.06		
Cinema/Entertainment						
Residential	1.17	0%	0%	1.17		
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	3	0	0	0
Retail	2		3	0	0	0
Restaurant	7	3		0	0	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	1	1	3	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,276	680	596
Internal Capture Percentage	4%	4%	5%
External Vehicle-Trips ⁵	1,185	631	554
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	20%	83%
Retail	18%	23%
Restaurant	2%	3%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	5%	17%

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Draper Station Point TIS Update			Organization:	Hales Engineering
Project Location:	Draper			Performed By:	Scottie Duclos
Scenario Description:				Date:	11/21/2024
Analysis Year:				Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	54	9	45
Retail			1,000 SF	134	67	67
Restaurant			1,000 SF	770	396	374
Cinema/Entertainment				0		
Residential			Units	0		
Hotel			Rooms	64	33	31
All Other Land Uses ²				112	53	59
				1,134	558	576

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.11	0%	0%	1.11	0%	0%
Retail				1.11	0%	0%
Restaurant				1.11	0%	0%
Cinema/Entertainment						
Residential				1.11	0%	0%
Hotel				1.11	0%	0%
All Other Land Uses ²				1.11	0%	0%

Table 2-P: Mode Split and Vehicle Occupancy (by Walking Distance)						
Origin (From)	Entering Trips			Destination (To)		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Entertainment	Residential	Hotel
Office						
Retail						
Restaurant	1.11	0%	0%	1.11		
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	2	0	0	0
Retail	2		23	0	0	4
Restaurant	3	41		0	0	31
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	2	27	0	0	

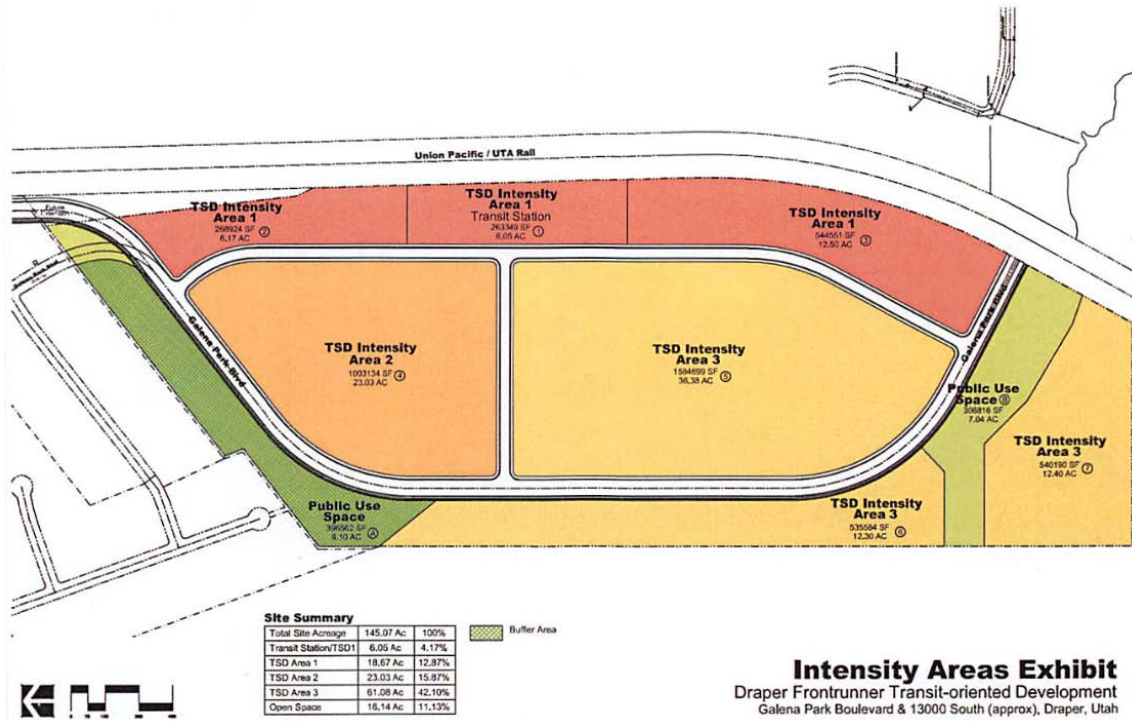
Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,504	745	759
Internal Capture Percentage	19%	19%	19%
External Vehicle-Trips ⁵	916	448	468
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	50%	16%
Retail	60%	36%
Restaurant	9%	14%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	81%	73%

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

EXHIBIT I
PROPOSED TEXT AMENDMENT

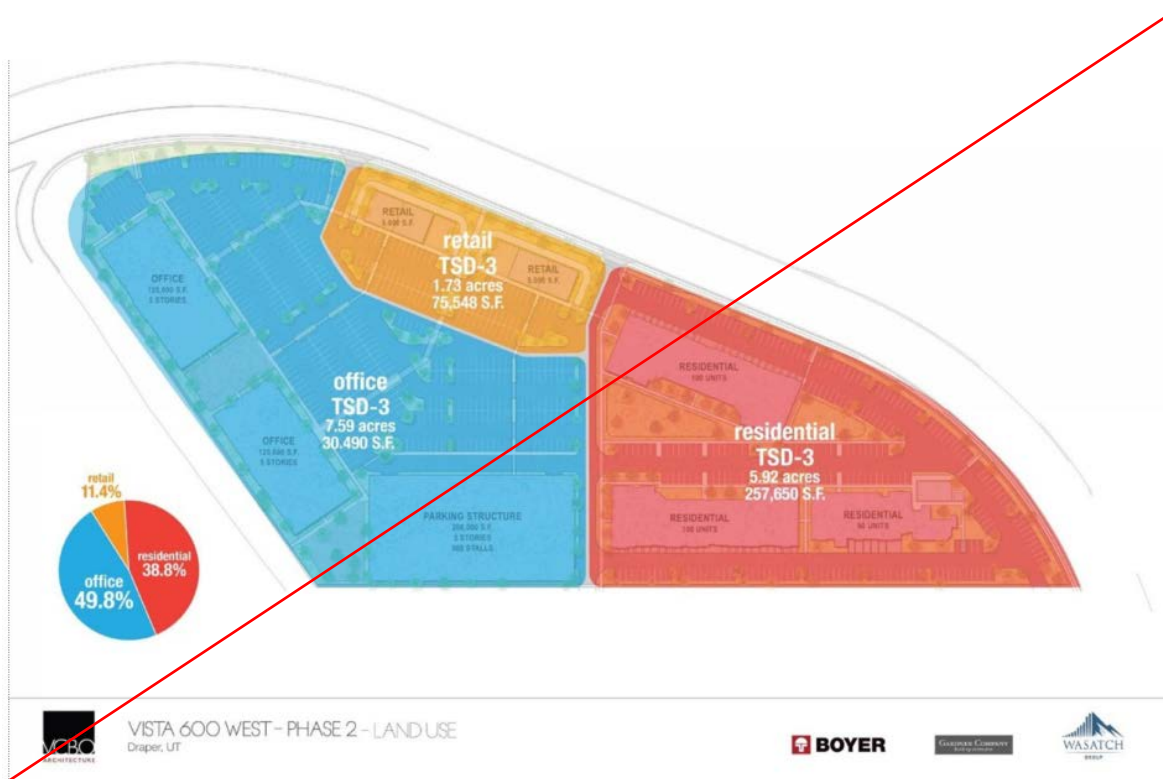
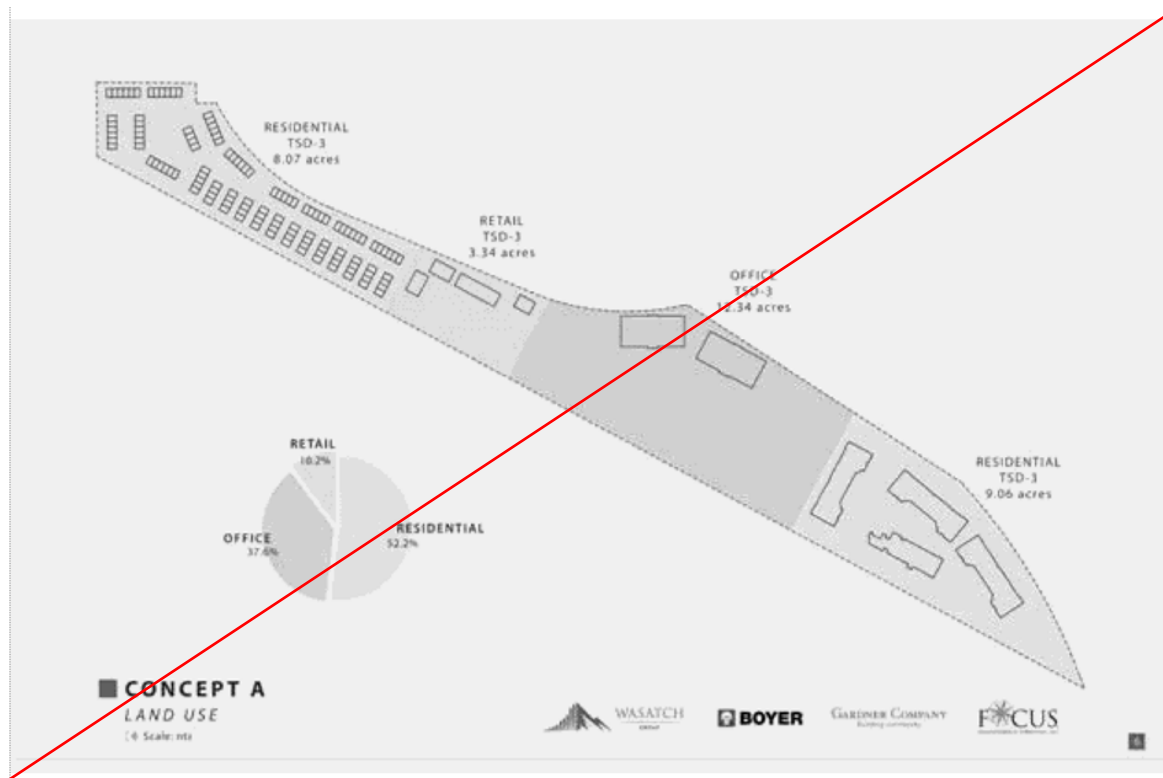
EXHIBIT 9-14-1



Vista Station



Vista 600 West



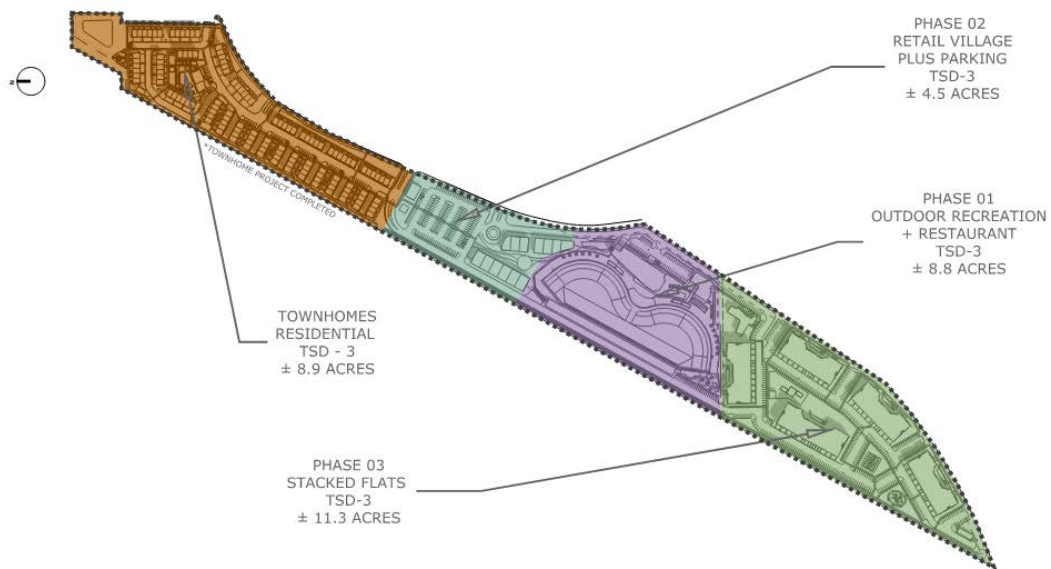
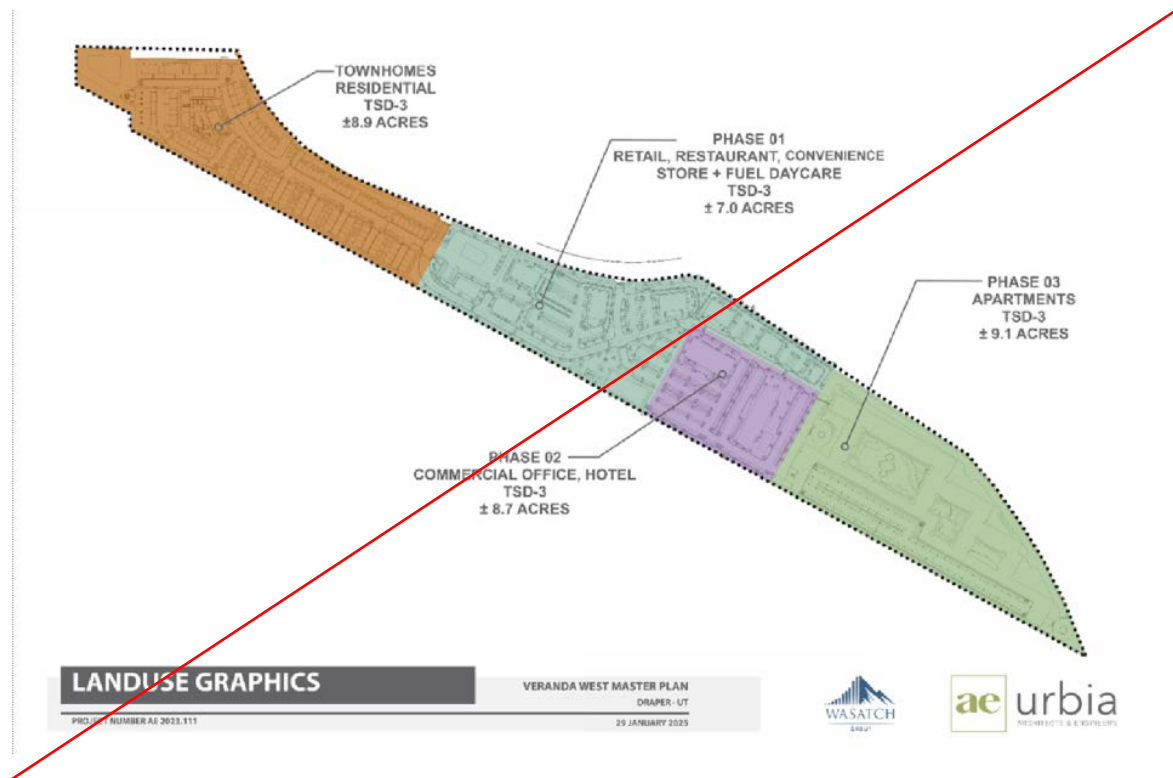


EXHIBIT J
APPLICANT STATEMENT

Conditional Use Statements

Statement of Variance Applicability

The applicant does not require a variance in connection with this Conditional Use Permit. The subject property is located within the TSD-3 zoning district under the Draper City Land Use and Development Code. The Code permits a range of commercial, recreational, entertainment, and assembly-oriented uses, either by right or as a conditional use, provided they are consistent with the intent of the zoning district and comply with applicable development standards. We believe the proposed outdoor surf park is properly classified as an Indoor/Outdoor Commercial Recreation and Entertainment Use, which is an allowed use category within the TSD-3 district. The surf park aligns squarely with these uses, as it provides structured recreational activity, operated by a commercial entity, with controlled access, supervision, and defined hours of operation.

Statement of Compliance with Standards

The surf park will operate within commercially reasonable daytime and evening hours, consistent with other recreational and entertainment uses in Draper. Hours will be clearly posted and enforced to minimize impacts to adjacent properties. Surf-generation technology operates on controlled cycles and does not produce continuous or industrial-level noise. Background noise levels are comparable to those of swimming pools, sports complexes, and outdoor recreation facilities. The proposed use fully conforms to all applicable use limitations, development standards, and performance criteria established by the Draper City Land Use and Development Code. The project is consistent with the city's planning objectives and represents a high-quality recreational amenity that will serve the Draper community while maintaining compatibility with surrounding development.

The outdoor recreational facility is designed to complement the residential and retail components through shared materials and a consistent color palette. The facility utilizes building form, heights, and materials that connect with the aesthetic of the adjacent retail storefronts. This creates a unified streetscape that enhances the neighborhood's visual character.

Overview of Proposed Use

Nature of Conditional Use

The applicant proposes the development of a state-of-the-art outdoor recreational facility integrated into a mixed-use retail and multi-family residential development. The facility will center around a wave pool designed for surfing, bodyboarding, and aquatic recreation. This use is intended to serve as a landmark "active-lifestyle" anchor for the development, providing a unique amenity for residents and a destination for the broader Draper residents and broader Wasatch Front.

- **Proposed Site Improvements:** Improvements include a high-efficiency deep water wave-generating machine, a beach-style lounging area, integrated landscaping buffers, and a shared-use plaza. The architectural design uses design standards to transition from the recreational area to the retail units, ensuring a cohesive aesthetic. There will be a public check-in facility with F&B and a private facility for members.
- **Expected Patrons & Employees:** The facility expects an average of 15-30 patrons in the winter and 30-70 patrons in the summer per hour. During peak weekend hours, we anticipate up to 50-70 visitors. The facility will be staffed by approximately 15-20 employees per shift, including certified lifeguards, wave technicians, and guest service representatives.
- **Hours of Operation:** To remain compatible with the surrounding residential use, hours of operation are proposed as follows:
 - Monday – Thursday: 6:00 AM – 11:00 PM
 - Friday – Saturday: 6:00 AM – 11:00 PM
 - Sunday: 6:00 AM – 11:00 PM
- **Parking:** The parking for the outdoor recreational surf facility shall be a minimum of 3 stalls per 1,000 square feet.

Reasonably Anticipated Detrimental Effects

Per the requirements for a Conditional Use Permit, we have identified potential detrimental effects and propose the following mitigation strategies:

A. Noise Mitigation (Wave Machinery & Patrons)

- **Anticipated Effect:** Mechanical noise from wave-generating pumps and ambient noise from outdoor crowds.
- **Mitigation:** The mechanical pump house will be fully enclosed with sound-dampening measures. Additionally, the pool is oriented so that the multi-family residential towers act as a natural acoustic barrier for the rest of the neighborhood, while high-performance "white noise" water features (fountains) will be used to mask intermittent shouting or splashing.

B. Traffic and Pedestrian Safety

- Anticipated Effect: Increased vehicular trips during summer months and potential conflicts between pedestrians and vehicles in the mixed-use area.
- Mitigation: A comprehensive Traffic Impact Study will be conducted. We have also designed a "pedestrian-first" internal circulation path that safely separates pedestrians from vehicular traffic.

MEMO



To: Planning Commission
From: Todd A. Draper, AICP
Date: 2026-05-14

Re: Public Hearing: Shadow Crest Cove Preliminary Subdivision Plat and Conditional Use Permit Requests (Administrative Items)

Comments:

This application is a request for approval of a Preliminary Subdivision Plat and Conditional Use Permits for property fencing and a gated entry for approximately 11.67 acres located on east side of 1700 East and South of 12600 South, at approximately 12696 S. 1700 E. The property is currently zoned RA2 (Residential Agricultural, 20,000 ft² min. lot size). The applicant is requesting that a Preliminary Subdivision Plat be approved to allow for the development of the currently vacant site into 18 lots. The applicant is also requesting approval of Conditional Use Permits for fencing over six (6) feet in height and for a gated entry to the development.

Preliminary Subdivision Plat

Findings for Approval:

1. Once the identified corrections are made the Preliminary Subdivision Plat, the application will meet all applicable City ordinances.

Findings for Denial:

1. The Preliminary Subdivision Plat application as proposed does not meet all applicable City ordinances.

Gated Entry CUP

Findings for Approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

Findings for Denial:

1. The proposal does not comply with all standards for approval found in DCMC

Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

Fencing CUP

Findings for Approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

Findings for Denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

ATTACHMENTS:

[Shadow Crest Cove Sub and CUP Staff Report - Finalized.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

May 5, 2026

To: Draper City Planning Commission
Business Date: May 14, 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: Shadow Crest Cove – Preliminary Subdivision Plat and Conditional Use Permit Requests

Application No.: 2025-0185-SUB, 2025-0289-USE, 2026-0064-USE

Applicant: Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC.

Project Location: 12696 S. 1700 E.

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

Acreage: Approximately 11.67 Acres (Approximately 508,345 ft²)

Request: Request for approval of a proposed Preliminary Subdivision Plat and Conditional Use Permits in a RA2 zone regarding development of the property, proposed property fencing, and a gated entry.

BACKGROUND AND SUMMARY

This application is a request for approval of a Preliminary Subdivision Plat and Conditional Use Permits for property fencing and a gated entry for approximately 11.67 acres located on east side of 1700 East and South of 12600 South, at approximately 12696 S. 1700 E. (Exhibits B & C). The property is currently zoned RA2. The applicant is requesting that a Preliminary Subdivision Plat be approved to allow for the development of the currently vacant site into 18 lots. The applicant is also requesting approval of Conditional Use Permits for fencing over six (6) feet in height and for a gated entry to the development.

The subject properties were owned by the Jordan School District, then Canyons School District for many years before they were sold to Draper City in May of 2024. The City subsequently sold the property to Draper 1700 LLC. in December of 2024.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Low/Medium Density	Exhibit D
Current Zoning	RA2	Exhibit E
Proposed Use	Single-Family Residential	
Adjacent Zoning		
East	RA2	
West	RA2	
North	RA2, A5 (Agricultural)	
South	RA2	

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

Residential Low-Medium Density

LAND USE DESCRIPTION		
CHARACTERISTICS	• Very large lot single-family neighborhoods or ranchettes allows for enhancement of Draper's rural character • Environmentally designed clustered housing with the Suncrest and South Mountain projects being the exceptions • Some natural features and cultivated vegetation is apparent and special care is required in order to preserve those features and areas • Equestrian uses and privileges may exist in certain areas	
LAND USE MIX	Primary • Single-family detached homes	Secondary • Parks • Open space • Churches • Schools
DENSITY	• Density range: up to 2 dwelling units per acre • Reduction for non-buildable areas	
COMPATIBLE ZONING	• Residential Agricultural (RA1) • Residential Agricultural (RA2) • Single-family Residential Hillside (RH) • Master Planned Community (MPC)	
OTHER CRITERIA	• Increased densities within equestrian areas may be allowed only with compliance to specified performance standards and impact mitigation measures • Buffers and transitions around existing low-density single-family residences may consist of open space/ retention areas, lots that are pie-shaped or otherwise larger than standard sized lots or a combination of these and other appropriate design techniques	

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."*

Subdivision and Site Layout. A Preliminary Subdivision Plat has been submitted for review (Exhibit G) as well as a Site Plan (Exhibit F) that is part of the Conditional Use Permit requests. The Preliminary Subdivision Plat and Site Plan show the general layout of the lots and streets in the proposed subdivision. Most lots are between 20,000 ft² and 21,000 ft² in size with one lot being nearly 29,000 ft² in size. All lots conform with the minimum requirements of the RA2 zone.

The location of the proposed fencing around the perimeter of the development is shown on the site plan. A pre-cast concrete fence between six (6) and ten (10) feet tall is proposed to run along the easternmost property line of the subdivision with short extensions running along the north and south property lines adjacent to the fence on the east. As the proposed fencing exceeds six-feet (6') in height a Conditional Use Permit is required. The remaining perimeter of the subdivision will be fenced with six-foot (6') pre-cast fencing. Additional details and drawings depicting the construction of the fencing are included in Exhibit I.

A section of street dedication along 12600 South will occur with the recordation of the subdivision plat. Curbs, gutters, and sidewalks will be installed along the Public rights-of-way. All roads within the subdivision will be private. Integral sidewalks will be installed along all private roadways, with no park strip between the curb and the sidewalk. The main vehicular and pedestrian entry to the subdivision will come from 12600 South. The site plan (Exhibit F) shows the location of the gated entry across Jackwood Lane (private road). Additional details regarding the proposed construction of the gates and adjacent six-foot (6') tall fencing can be found in Exhibits I and J. The proposed gating complies with all ordinance requirements for the location and design of the vehicular gate. Pedestrian access from 12600 South and into the subdivision will not be impeded by the roadway gate. Access to the individual lots will all be internal to the subdivision, no vehicular access to adjacent lots will be permitted from Jackwood Lane, 12600 South, or 1700 East.

A storm water detention pond is being installed on the west side of the property and a separate parcel for this pond is also being divided off from the other proposed lots in the subdivision. The detention pond will be deeded back to the city with the recording of the plat and the City will continue to maintain the detention pond and underground stormwater gallery. Much of the necessary infrastructure associated with the detention

pond has already been installed through a separate arrangement with the City. An overhead powerline located near the storm drain detention pond area has also been relocated to run underground.

Table 2 Subdivision Design Requirements			
Standard	DCMC Requirements	Proposal	Notes
Number of Lots	n/a	18	
Lot/Parcel Size	20,000 ft ² min.	Lots: 20,015 ft ² - 28,950 ft ² Parcel A: 12,351 ft ²	Smaller parcels for public purposes are permitted.
Lot Width	90-feet	124-feet to 271-feet (Approximately)	Complies with City Standards
Lot Depth	3.0 to 1 max	Varies - between 0.68 to 1 and 1.29 to 1	Complies with City Standards
Street Frontage	50-feet	Varies – between 51 feet and 193 feet	Complies with City Standards
Street Width	60-feet (Public) 37-feet (Private)	50-feet (1700 East) 60-feet (12600 South) 42' (Private streets)	Complies with City Standards.
Street Ownership	n/a	Public Street Dedication along 12600 South Streets within the development are private	
Easements-			
PUE Front	7-feet min.	10-feet	
PUE Rear	7-feet min.	7-feet or 10-feet	*See private storm drain easement
PUE Side	7-feet min.	7-feet or 10-feet	*See private storm drain easement
Other: Gas Company Easement	As needed	Easement is not shown on the Current Preliminary	See additional explanation below.

		Plat as required	
Other: Private Storm Drain Easement	As needed	10-feet (See Preliminary Subdivision Plat)	Located mainly along rear lot lines. Where they exist the PUE is also 10-feet wide.

All recorded easements are required to be shown on the Preliminary Plat per DCMC 17-3-030(B)(10). There are two existing Mountain Fuel (Natural Gas) easements that were shown on a previous version of the Preliminary Plat presented to staff that otherwise limit potential development upon Lots 3, 4, 5, and 6 that they cross. The subdivision designer erroneously removed these easements from the current version of the Preliminary Plat that is being presented to the Planning Commission (Exhibit G). Enbridge Gas (successor to Mountain Fuel) did not vacate the easements but instead granted to the property owner a release and grant of rights for the areas of the easement located within the subject property boundaries. These easement releases were recorded on the property deed during the review of the Preliminary Subdivision Plat application. Notation regarding the applicable entry numbers of the recorded easement release documents also needs to be added back to the Preliminary Plat. Staff notes that these easements are required to be shown on the Final Plat with the same applicable notation regarding the recordation entry numbers. Despite the fact that the mountain fuel easement must be shown on the plat, current and future property owners will be able to build within the Gas Easements on the affected lots.

Landscaping. Landscape plans detailing the required street trees and the proposed entryway into the subdivision have been submitted (Exhibit H). The plans do not comply with ordinance requirements as some tree species on the proposed plans are not permitted street trees per the adopted street tree guide. The applicant will need to provide planning staff with a revised landscape and street tree plan for review and approval that complies with the street tree requirements of ordinance. This will be required before a subsequent approval of a Final Plat can be given and before the City can sign the Final Plat Mylar. Staff has noted this in the outstanding requirements section of this report.

Table 3 Landscaping Design Requirements

Standard	DCMC Requirements	Proposal	Notes
Lot Coverage	50% of front yard min.	n/a	Reviewed at time of building permit for the home.
Water Wise Landscaping	Required	Street trees will be drip irrigated.	complies

		Entryway landscaping will also utilize drip irrigation.	
		Minimal turf grass	
Street Trees	From approved tree list	Two species are not from the approved street tree list.	Does not comply. See outstanding requirements section.

Lighting. The site plan (Exhibit F) shows the locations of the existing and proposed streetlights for the project. Streetlights on public streets are required to meet the standards and specifications of the Public Works Engineering Division. The streetlights located along the private roads in the subdivision will meet the same specifications.

Table 4 **Lighting Design Requirements**

Standard	DCMC Requirements	Proposal	Notes
# of streetlights	Per Public Works and Rocky Mountain Power	7 new streetlights 1 existing streetlight	Complies

Fencing. The site plan (Exhibit F) details the location and general heights for the proposed subdivision fencing. Additional details regarding the fence construction are included in Exhibit I and additional statements from the applicant regarding the Conditional Use Permit for the fence are included in Exhibit K. The fencing will predominantly consist of pre-cast concrete panels that are six-feet (6') tall. The proposed six-foot (6') tall fencing will not be installed within the clear view triangle next to any street intersection. Along the eastern boundary of the subdivision and for small adjacent sections on the north and south boundaries nearest to the eastern boundary, the pre-cast fencing is proposed to be taller than six-feet (6') and up to ten-feet (10') in height in some locations. The additional proposed fence height over six-feet (6') requires approval of a Conditional Use Permit from the Planning Commission, and a building permit for its installation. The increased fencing height is intended to screen the view of neighboring properties that have either built up the grade of their properties or are higher in elevation, while gradually bringing the wall height down to the otherwise allowed six-feet (6'). As the intent of the taller fencing is to mitigate existing visual impacts from neighboring development, staff believes that impacts from allowing for the taller fencing would be minimal and would offset by the positive benefits of the visually uniform screening that would be provided.

The vehicular entrance will be constructed with a center island and the gates across each drive lane will be double swing gates installed between three rock faced masonry pillars.

Each pillar will each be approximately seven-feet six-inches (7'-6") tall and four-feet (4') wide. The metal gates will be painted a dark bronze to complement the rock faced pillars and the other pre-cast fencing, and will operate automatically with a battery backup and will comply with the emergency access requirements of the Fire Marshal. The overall site plan notes that the pillars and gate will not block the required pedestrian access across the adjacent sidewalk, and a more detailed site plan provided with the gate details better shows how the sidewalk will be routed around the side pillars for the gate.

Table 5 Fencing Design Requirements

Standard	DCMC Requirements	Proposal	Notes
Fencing Required	none	Perimeter fencing 6' to 10' in height.	A CUP has been submitted.
Height			
Front	4-feet max.	Lots 1 and 18 are corner lots and will have 6' fence along secondary front yard.	Corner lots are permitted taller fencing within a secondary front yard
Rear	6-feet	6-feet to 10-feet	Over 6-feet allowed with CUP
Side	6-feet	6-feet to 10-feet	Over 6-feet allowed with CUP
Material		Precast Concrete Wrought Iron (Steel)	

Criteria For Approval.

The criteria for review and potential approval of a preliminary subdivision plat request are found in Section 17-3-040(A) of the DCMC. This section depicts the standard of review for such requests as:

A. Planning Commission: The Planning Commission shall review the preliminary plat submittal and determine compliance with the standards and criteria set forth in this chapter and all other ordinances of Draper City, including, but not limited to, the land use ordinance, general plan, master street plan, and City standard specifications and design criteria. Review of the preliminary plat submittal shall follow the process outlined in section 17-1-080 of this title. After the fourth or final review, the preliminary subdivision plat application shall be scheduled for a public meeting. The Planning Commission shall make findings specifying any inadequacy in the application, noncompliance with City regulations, questionable or undesirable

design or engineering, and the need for any additional information. The Planning Commission may review all relevant information pertaining to the proposed development, including fire protection, sufficient supply of culinary and secondary water to the proposed subdivision, sewer service, traffic considerations, and the potential for flooding. The Planning Commission shall hold a public meeting, and shall approve, approve with conditions or if the preliminary subdivision plat application does not meet City ordinances or sanitary sewer or culinary water requirements, deny the preliminary subdivision plat application.

The criteria for review and potential approval of a conditional use permit request are found in Section 9-5-080(E) of the DCMC. This section depicts the standard of review for such requests as:

E. Approval Standards: The standards of this subsection shall apply to the issuance of a conditional use permit:

- 1. A conditional use permit may be issued for a use to be located within a zone where the particular conditional use is allowed by the use regulations of the zone.*
- 2. Reasonable conditions may be imposed as necessary to substantially mitigate reasonably anticipated detrimental effects of the proposed use. These conditions may include conditions concerning use, construction, character, location, landscaping, screening, parking, hours of operation, and other matters relating to the purposes and objectives of this section. Such conditions shall be expressly set forth in the motion authorizing the conditional use permit.*
- 3. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.*
- 4. The following factors shall be reviewed and considered in determining whether a conditional use permit application should be approved, approved with conditions, or denied because reasonable conditions cannot be imposed to achieve compliance with applicable standards:*
 - a. The harmony and compliance of the proposed use with the objectives and requirements of the city's general plan and this title;*
 - b. The suitability of the specific property for the proposed use;*
 - c. Whether the proposed use or facility may be injurious to potential or existing development in the vicinity;*
 - d. The economic impact of the proposed facility or use on the surrounding area;*
 - e. The aesthetic impact of the proposed facility or use on the surrounding area;*
 - f. The safeguards proposed or provided to ensure adequate utilities, transportation access, drainage, parking, loading space, lighting, screening,*

- landscaping, open space, fire protection, and pedestrian and vehicular circulation;*
- g. The safeguards provided or proposed to prevent noxious or offensive emissions such as noise, glare, dust, pollutants and odor from the proposed facility or use; and*
- h. The impact of the proposed facility or use on the health, safety, and welfare of the city, the area, and persons owning or leasing property in the area.*
- 5. The planning commission may request additional information as may be reasonably needed to determine whether the requirements of this subsection E can be met.*

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the Preliminary Subdivision Plat and Conditional Use permit 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 Preliminary Subdivision Plat and Conditional Use permit 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 Preliminary Subdivision Plat and Conditional Use permit submissions. Comments from this division, 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 Preliminary Subdivision Plat. Comments from Taylor Geo-Engineering, LLC, if any, can be found in Exhibit A.

Fire Division Review. The Draper City Fire Marshal has completed his review of the Preliminary Subdivision Plat and Conditional Use permit 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 Preliminary Subdivision Plat and Conditional Use permit 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 Preliminary Subdivision Plat and Conditional Use permit 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 request, hear from the applicant, receive public comment, and make a decision based on the findings and criteria for approval, or denial, as listed within the staff report.

If the Planning Commission decides to approve the subdivision request, staff recommends noting the following conditions and requirements regarding the final platting process, including recordation and development of the subdivision as part of the 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. That the developer shall have one (1) year from the date of approval to record the plat or begin construction of the required infrastructure, otherwise the approval shall become null and void. This time period may be extended by the Planning Commission for up to an additional six (6) month period for good cause shown. The subdivider must petition in writing for this extension prior to the expiration of the original six (6) month period.
4. That a title report, dated within sixty (60) days of submittal, must be submitted together with the Final Mylar Plat when the Plat is submitted to the City for signatures.
5. That a landscape and street tree plan that complies with all ordinance requirements must be submitted for review and approved by Planning Staff prior to approval of the Final Plat.
6. That all existing and proposed easements must be shown on the Final Plat before it can be approved. In particular the existing Mountain Fuel easement together with the information regarding its release to the current and future property owners must to be included on a revised Preliminary Plat submitted to the City and on the Final Plat.
7. That the minor typographical errors and other necessary updates to the plat that have been identified by staff are required to be corrected or updated with the Final Plat prior to receiving signatures on the Final Mylar.

If the Planning Commission decides to approve the conditional use requests, staff

recommends they include with both 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 on the site.
3. That the proposed fencing between six-feet (6') and ten-feet (10') in height be constructed in conformance to the plans reviewed, presented, and approved by the Planning Commission.
4. That the entry gate and associated fencing be constructed in conformance with the plans reviewed, presented, and approved by the Planning Commission.

MODEL MOTIONS

Preliminary Plat

Sample Motion for Approval – I move that we approve the Preliminary Subdivision Plat, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for the Shadow Crest Cove Subdivision, application 2025-0185-SUB, based on the findings and for approval and subject to the listed conditions and requirements in the Staff Report dated May 5, 2026.

Findings for Approval:

1. Once the identified corrections are made the Preliminary Subdivision Plat, the application will meet all applicable City ordinances.

Sample Motion for Modified Approval– I move that we approve the Preliminary Subdivision Plat, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for the Shadow Crest Cove Subdivision, application 2025-0185-SUB, based on the findings for approval and subject to the listed conditions and requirements in the Staff Report dated May 5, 2026, together with the following additional or modified findings:

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

Sample Motion for Denial – I move that we deny the Preliminary Subdivision Plat, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for the Shadow Crest Cove Subdivision, application 2025-0185-SUB, based on the findings for denial listed in the Staff Report dated May 5, 2026.

Findings for Denial:

1. The Preliminary Subdivision Plat application as proposed does not meet all applicable City ordinances.

Entry Gate CUP

Sample Motion for Approval – I move that we approve the Conditional Use Permit, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for a Gated Subdivision Entry, application 2026-0064-USE, based on the findings and conditions for approval listed in the Staff Report dated May 5, 2026.

Findings for Approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

Sample Motion for Modified Approval– I move that we approve the Conditional Use Permit, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for a Gated Subdivision Entry, application 2026-0064-USE, based on the findings and conditions for approval listed in the Staff Report dated May 5, 2026 together with the following additional or modified findings or conditions below:

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

Sample Motion for Denial – I move that we deny the Conditional Use Permit, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for a Gated Subdivision Entry, application 2026-0064-USE, based on the findings for denial listed in the Staff Report dated May 5, 2026.

Findings for Denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

Fencing CUP

Sample Motion for Approval – I move that approve the Conditional Use Permit, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for the construction of fencing between six-feet (6') and ten-feet (10') in height, application 2025-0289-USE, based on the findings and conditions for approval listed in the Staff Report dated May 5, 2026.

Findings for Approval:

1. The proposal complies with the standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are mitigated through the imposition of reasonable conditions.

Sample Motion for Modified Approval– I move that we approve the Conditional Use Permit, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for the construction of fencing between six-feet (6') and ten-feet (10') in height, application 2025-0289-USE, based on the findings and conditions for approval listed in the Staff Report dated May 5, 2026, together with the following additional or modified findings or conditions below:

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

Sample Motion for Denial – I move that we deny the Conditional Use Permit, as requested by Brooklyn Chadsey representing Ensign Engineering and Draper 1700 LLC. for the construction of fencing between six-feet (6') and ten-feet (10') in height, application 2025-0289-USE, based on the findings for denial listed in the Staff Report dated May 5, 2026.

Findings for Denial:

1. The proposal does not comply with all standards for approval found in DCMC Section 9-5-080(E) and potential negative impacts are not able to be sufficiently mitigated through the imposition of reasonable conditions.

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: 2026.05.06 11:07:05-06'00'

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: 2026.05.06 10:56:02-06'00'

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: 2026.05.06 11:44:39-06'00'

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: 2026.05.06 11:48:13-06'00'

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. For sites over five (5) acres, certified SWPPP is required. Contact Colton Konesky, 801-576-6331, to verify compliance. Comment is for information only – no action required prior to subdivision approval.
2. All subsurface drains or land drains require a private maintenance plan and protective covenants per DCMC 17-3-030(K) and 17-3-030(N). Comment is informational – no subsurface drains shown in subdivision plans. No additional action required.
3. Stormwater Maintenance Plan and Agreement are now required for every private storm drainage system, per DCMC 16-2-170. Submission of the maintenance plan is now required prior to site approval. The maintenance agreement is a condition of approval; it is required to be recorded and returned to the city prior to issuance of the Land Disturbance Permit for construction of the site. LTSWMP submitted with first submittal. Comment addressed. No additional action required prior to subdivision approval.
4. Retaining walls are to comply with DCMC 9-27-085. Retaining walls are not reviewed or approved with this review and approval process. Comment is informational – retaining wall shown along eastern boundary in subdivision plans. No additional action required prior to subdivision approval.
5. Driveways shall conform to DCMC 9-10-075. Verify proposed house plans conform to code standard. Driveways are not required to be shown on subdivision plans. No submittal element required.
6. Once final plat has been approved, a Land Disturbance Permit is required prior to construction activities onsite. Permit is obtained through the Engineering Division. Informational comment – no additional action required prior to subdivision approval.
7. Any work in a public right-of-way will require an Encroachment Permit obtained through the Engineering Division. Informational comment – no additional action required prior to subdivision approval.
8. Draper City requires the engineer of record to provide the subdivision as-

built drawings, retention basins volume certifications, and site grading and drainage certification letter after subdivision construction is complete.
Informational comment – no additional action is required prior to subdivision approval.

9. per DCMC 17-5-050(G). PU&DEs are required on front, rear, and one side yard, minimum of seven feet.
10. Add "PRIVATE" or "HOA" to the "STORM DRAIN..." easements as indicated in redlines. See redline notes on final plat for missed notations.
11. Add Clear View Triangles, per DCMC 9-27-080(F), to corner lots. Having the clear view triangles dedicated private ROW crosses behind the sidewalk into the yards of the corner houses. This is unusual having the HOA cross behind the sidewalk for yard maintenance
12. Label public ROW dedication on 12600 South.
13. Show centerline of 1700 East
14. Update plat notes, per redlines.
15. Add Parcel A dedication to HOA and include "DRAPER CITY STORM DRAINAGE EASEMENT" over entirety of Parcel A.
16. Pedestrian access to gated subdivision shall not be impeded per DCMC 9-27-200(C)(2).
17. Travel lane through gate (egress) is required to be 15 feet per DCMC 9-27-200(D)(4).

Building Division Review.

1. No additional comments.

Geotechnical and Geologic Hazards Review.

1. Geotechnical Engineering Submittal is complete.
2. Geologic hazards study submittal complete.

Fire Division Review.

1. Fire Department access is required.
2. Fire land signs shall be posted on both sides of the fire apparatus access roads less than 26' wide and on one side for roads greater than 26' but less than 32' wide.
3. Fire Hydrants are required.
4. All utilities shall be installed prior to introducing combustible materials to the site or commencing vertical construction.
5. Site access is required during construction.
6. All buildings under construction shall meet the requirements of IFC chapter 33 for fire safety during construction.

7. Visible addressing is required
8. Street signs are required.

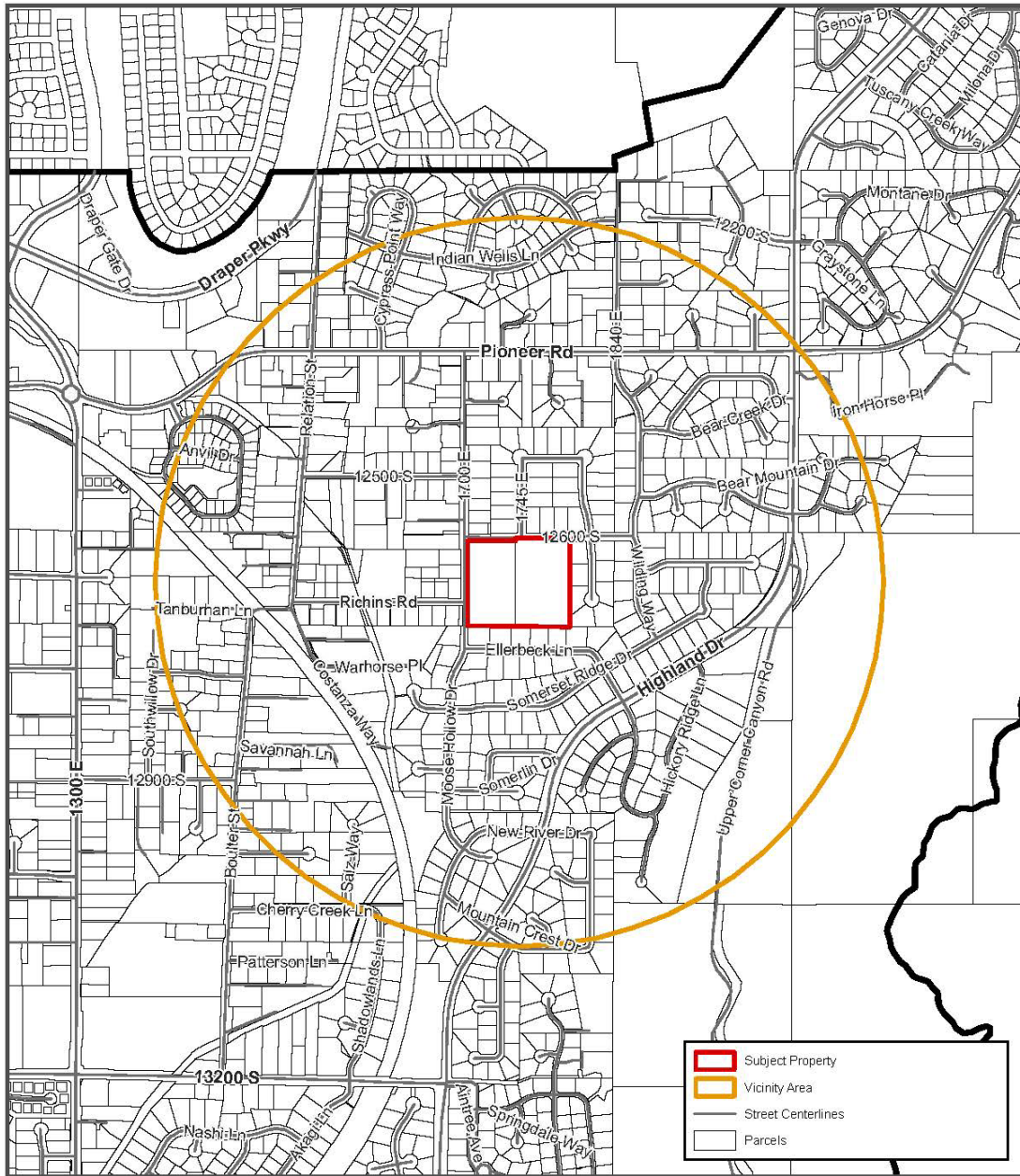
GIS Division Review.

1. The address label for Parcel A needs to be closer to the label so there is no question of what the parcel's assigned address is.
2. The address given to Parcel A is a duplicate for another lot in the plat. Please change the address of parcel A to 12661 S. It needs to be odd since it is adjacent to 1700 E St.

Legal Division Review.

3. No additional comments.

EXHIBIT B VICINITY MAP





DRAPER
UTAH

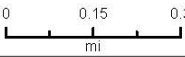
Date Printed: 4/29/2026

Shadow Crest Cove Subdivision and

approximately 12696 S. 1700 E.

N





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EXHIBIT C
AERIAL MAP





Date Printed: 4/29/2026

Shadow Crest Cove Subdivision and
approximately 12696 S. 1700 E.

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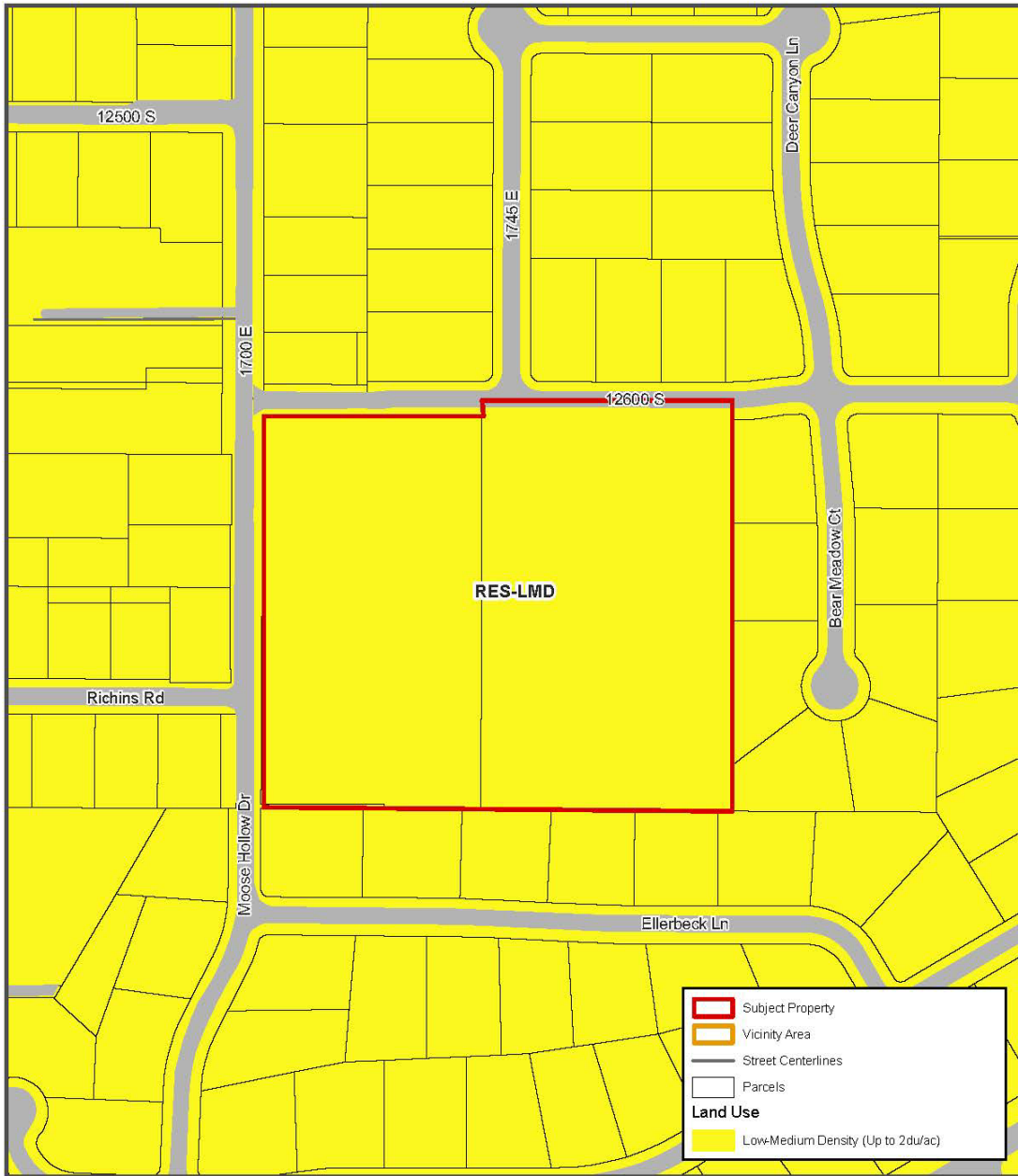
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EXHIBIT D LAND USE MAP





Shadow Crest Cove Subdivision and
approximately 12696 S. 1700 E.

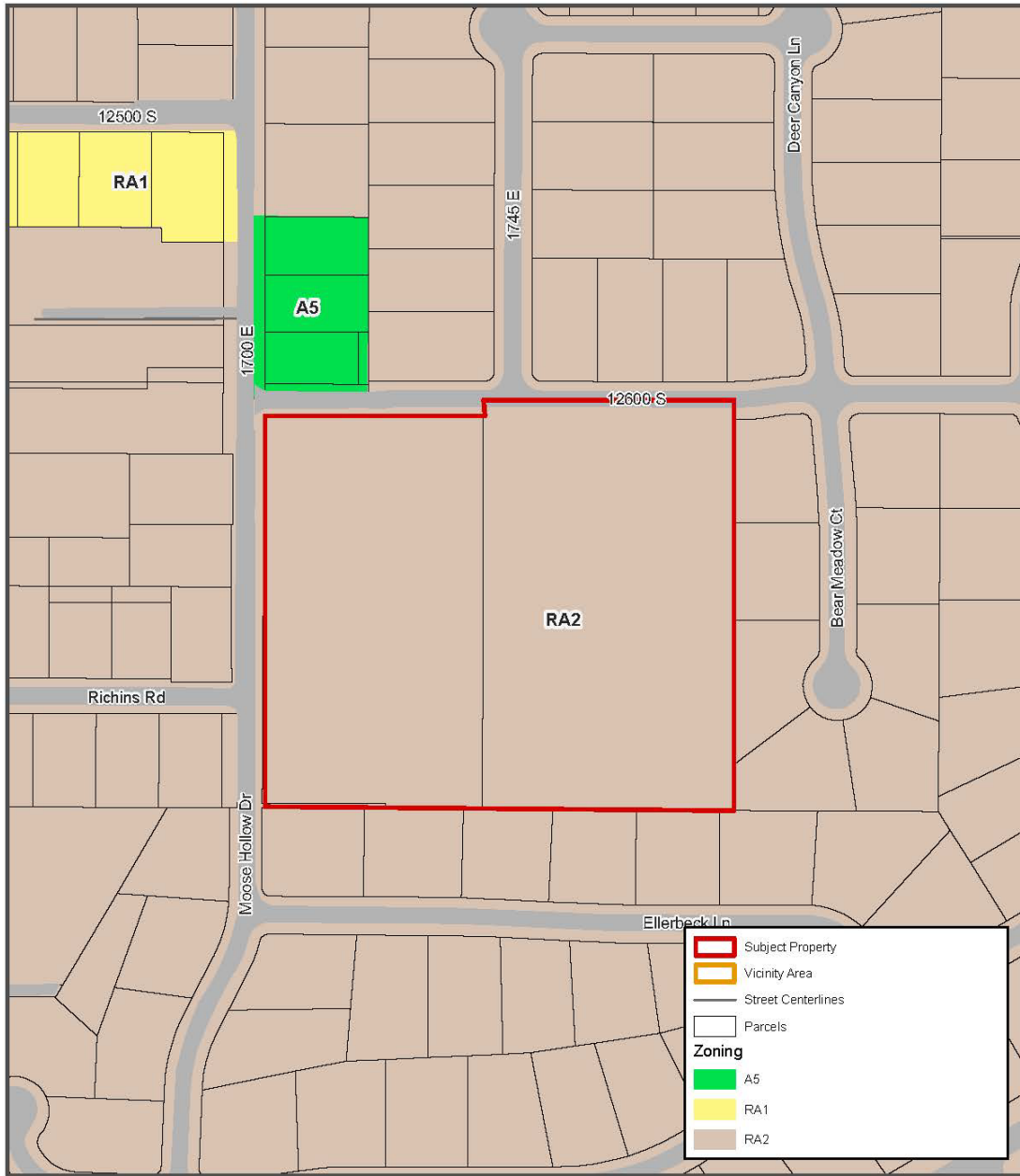
Date Printed: 4/29/2026

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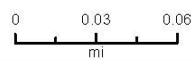


EXHIBIT E ZONING MAP



Date Printed: 4/29/2026

Shadow Crest Cove Subdivision and approximately 12696 S. 1700 E.



**EXHIBIT F
SITE PLAN**

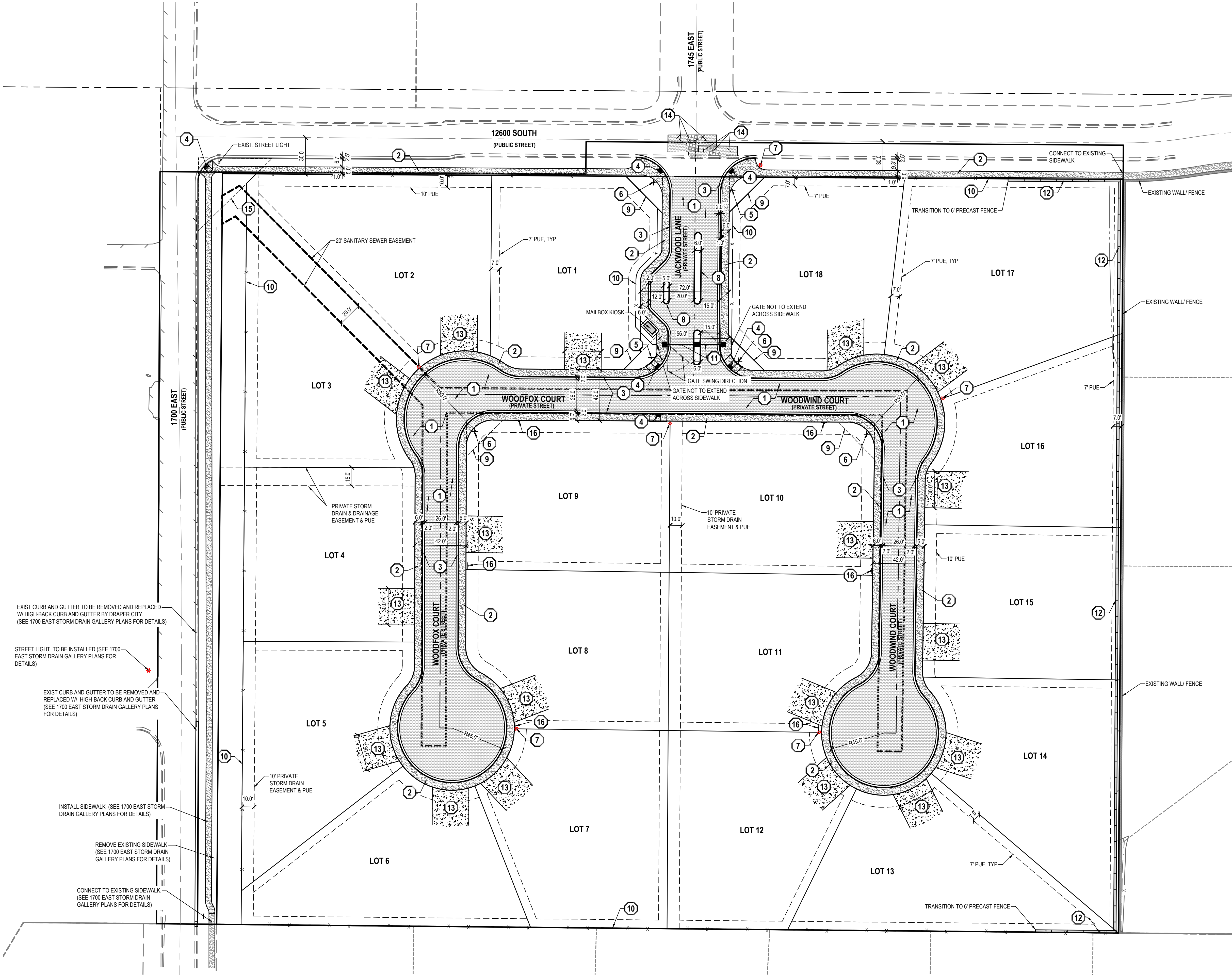
811

Know what's below.
Call before you dig.

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

NORTH QUARTER CORNER OF SECTION 33,
TOWNSHIP 3 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN
ELEV = 4579.88'



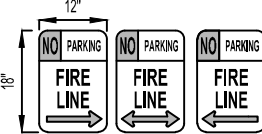
GENERAL NOTES

1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
4. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
5. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
6. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
7. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- 1 ASPHALT PAVEMENT: 3" THICK ASPHALTIC CONCRETE WITH 10" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT AND DETAIL 2/C-505 CROSS SECTION.
- 2 6" THICK CONCRETE SIDEWALK AND 6" UTBC PER DRAPER CITY STANDARD DETAIL ST-12 AND SPECIFICATIONS AS SHOWN ON SHEET C-501 AND DETAIL 4/C-505.
- 3 24" MODIFIED TYPE 1" CURB AND GUTTER PER DETAIL 1/C-505.
- 4 HANDICAP ACCESS RAMP WITH D&L SUPPLY CAST IRON DETECTABLE WARNING PANELS PER DRAPER CITY STANDARD DETAIL ST-07 / ST-08 AND SPECIFICATIONS. AS SHOWN ON SHEET C-501.
- 5 "STOP" SIGN PER M.U.T.C.D. STANDARD PLANS.
- 6 STREET SIGN PER DRAPER CITY STANDARD DETAIL SG-01 AND SPECIFICATIONS. AS SHOWN ON SHEET C-501. PUBLIC STREET ADDRESS SIGNS TO HAVE GREEN BACKGROUND AND PRIVATE STREET ADDRESS SIGNS TO HAVE BLUE BACKGROUNDS PER STANDARD DETAIL SG-01.
- 7 STREET LIGHT PER DRAPER CITY STANDARD DETAIL LP-02 AND SPECIFICATIONS. AS SHOWN ON SHEET C-501.
- 8 6" TYPE 1" CURB WALL PER PER DETAIL 7/C-505.
- 9 30' x 30' CLEAR-VIEW TRIANGLE. NO IMPROVEMENTS ALLOWED OVER 3 FEET HIGH MEASURED FROM THE TOP BACK OF CURB (UNLESS OTHERWISE APPROVED BY CITY ENGINEER).
- 10 6' OLYMPUS PRECAST DURANGO FENCE IN DESERT BROWN. INSTALL PER OLYMPUS PRECAST RECOMMENDATIONS AND SPECIFICATIONS.
- 11 MECHANICAL ACCESS SWING GATE W/ ELECTRONIC OPENER PER DRAPER CITY FIRE DEPARTMENT STANDARDS. TO BE APPROVED UNDER SEPARATE CONDITIONAL USE PERMIT. GATE MANUFACTURE WILL BE AUTOMATIC GATE INSTALLERS. GATE WILL BE PROVIDED W/ KNOX BOX, MANUAL OPENER AND BACKUP BATTERY SUPPLY.
- 12 6' 9" EXPOSED OLYMPUS PRECAST DURANGO FENCE IN DESERT BROWN. TO BE APPROVED UNDER SEPARATE CONDITIONAL USE PERMIT. SEE GRADING PLAN AND PP-7 THRU PP-9 FOR ELEVATION INFORMATION.
- 13 FUTURE POTENTIAL DRIVEWAY LOCATIONS.
- 14 SAWCUT, MILL, PATCH AND OVERLAY AREA OF EXITING ASPHALT PER DRAPER CITY STANDARD DETAIL ST-16 AND SPECIFICATIONS. AS SHOWN ON SHEET C-501.
- 15 60' x 60' CLEAR-VIEW TRIANGLE. NO IMPROVEMENTS ALLOWED OVER 3 FEET HIGH MEASURED FROM THE TOP BACK OF CURB (UNLESS OTHERWISE APPROVED BY CITY ENGINEER).
- 16 "NO PARKING - FIRE LANE" SIGN PER DRAPER CITY FIRE DEPARTMENT SPECIFICATIONS AND M.U.T.C.D. STANDARD PLANS. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PLACED EVERY 250 FEET.



LEGEND

- EASEMENT
- POTENTIAL DRIVEWAY



SANDY
45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

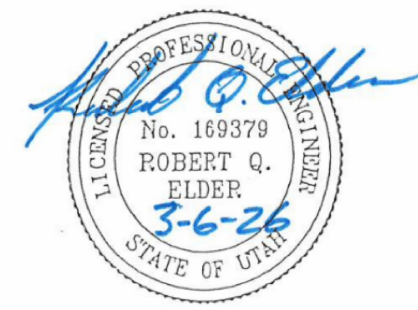
WWW.ENSIGNENG.COM

FOR:
DRAPER 1700, LLC
527 E. PIONEER ROAD, STE. 200
DRAPER, UTAH 84020

CONTACT:
RYAN BUTTON
PHONE: 801-910-6206

SHADOW CREST COVE

1700 EAST 12600 SOUTH
DRAPER, UTAH



SITE PLAN

PROJECT NUMBER
13680
PROJECT MANAGER
RQE

PRINT DATE
2026-03-06
DESIGNED BY
BAC

C-100

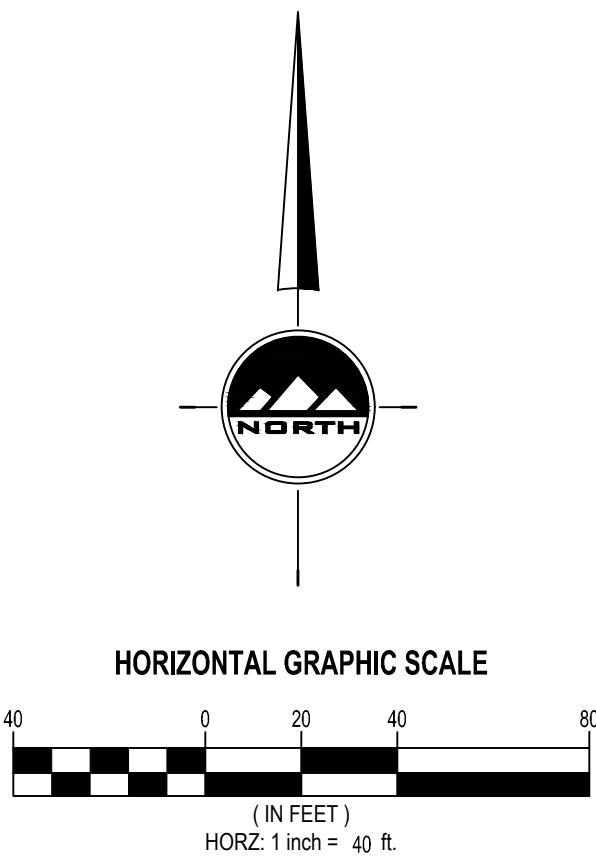


EXHIBIT G
PRELIMINARY PLAT

EXHIBIT H
LANDSCAPE PLANS



SHADOW CREST COVE

PHASE 1

1700 EAST 12600 SOUTH
DRAPER, UT

LANDSCAPE NOTES

- ALL PLANT MATERIAL SHALL BE GROWN IN CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THIS WORK AND SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1 UNLESS OTHERWISE NOTED. PROVIDE TREES OF NORMAL GROWTH AND UNIFORM HEIGHTS, ACCORDING TO SPECIES, WITH STRAIGHT TRUNKS AND WELL DEVELOPED LEADERS, LATERALS, AND ROOTS.
- EXISTING UTILITIES, EASEMENTS, AND STRUCTURES SHOWN ON THE DRAWINGS ARE IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION, SIZE, TYPE, AND STRUCTURES TO BE ENCOUNTERED ON THE PROJECT PRIOR TO ANY EXCAVATION AND CONSTRUCTION IN THE VICINITY OF THE EXISTING UTILITIES AND STRUCTURES.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL REQUIRED PERMITS, LICENSES, AND APPROVALS REQUIRED TO LEGALLY AND RESPONSIBLY COMPLETE THE WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL, DISPOSAL, OR RELOCATION OF ALL OBSTRUCTIONS AND DEBRIS WITHIN THE DELINEATED CONSTRUCTION AREA PRIOR TO STARTING NEW CONSTRUCTION. THE CONTRACTOR IS ALSO RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ANY DEBRIS RESULTING FROM NEW CONSTRUCTION.
- DAMAGE TO ANY EXISTING IMPROVEMENTS OR TO ANY PORTION OF THE PROJECT'S SURROUNDING AREA DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGE TO THE PROJECT'S SURROUNDING AREAS AND EXISTING FEATURES AND FACILITIES SCHEDULED TO REMAIN AS PART OF THE FINISHED CONSTRUCTION. REPAIR, REPLACEMENT, AND/OR REMOVAL AS DETERMINED BY OWNER SHALL BE AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL CALL BLUE STAKES AT 1-800-662-4111 FOR UNDERGROUND UTILITY LOCATIONS AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION.
- CONTRACTOR SHALL ROUGH GRADE TO WITHIN +/- A TENTH OF A FOOT FROM FINISH GRADE. ALL TURF GRASS AREAS SHALL BE GRADED 6" BELOW PROPOSED FINISH GRADE. SHRUB BEDS SHALL BE GRADED 16" BELOW PROPOSED FINISH GRADE.
- ALL COMPACTED AREAS DEVELOPED THROUGH CONSTRUCTION WITHIN PROPOSED LANDSCAPE AREAS SHALL BE SCARIFIED AND LOOSENEED TO A DEPTH OF 12" PRIOR TO LANDSCAPE AND IRRIGATION WORK BEGINNING.
- INSTALL A MIN. OF 4 INCHES OF PREMIUM TOPSOIL FOR ALL TURF GRASS. INSTALL 12" OF PREMIUM TOPSOIL IN ALL SHRUB BEDS. ALL PLANTING PITS SHALL RECEIVE PLANTING BACKFILL MIX PER SPECIFICATIONS.
- INSTALL A MIN. OF 4 INCHES OF SHREDDED BARK MULCH IN ALL SHRUB. APPLY PRE-EMERGENT TO ALL PLANTING BEDS BEFORE INSTALLING MULCH. NO WEED BARRIER FABRIC.
- NO PLANT SPECIES SUBSTITUTIONS WILL BE MADE WITHOUT APPROVAL OF OWNER.
- ALL PLANT LAYOUT SHALL BE VERIFIED AND APPROVED IN FIELD BY OWNER PRIOR TO PLANTING. FAILURE TO RECEIVE APPROVAL MAY RESULT IN RE-WORK BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- ALL AREAS WITHIN AND AFFECTED BY THIS PROJECT SHALL HAVE POSITIVE DRAINAGE. POSITIVE DRAINAGE SHALL BE PROVIDED TO DIRECT STORMWATER AWAY FROM ALL STRUCTURES.
- ALL CLARIFICATIONS OF DISCREPANCIES BETWEEN THE DRAWINGS AND THE SITE SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER PRIOR TO BEGINNING OF WORK.

LANDSCAPE CALCS:

TURF AREA = 29% OF TOTAL LANDSCAPE AREA

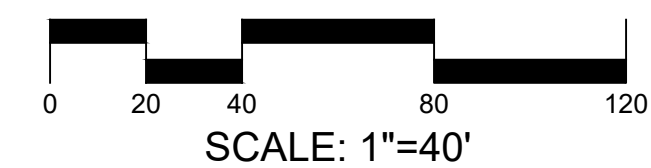
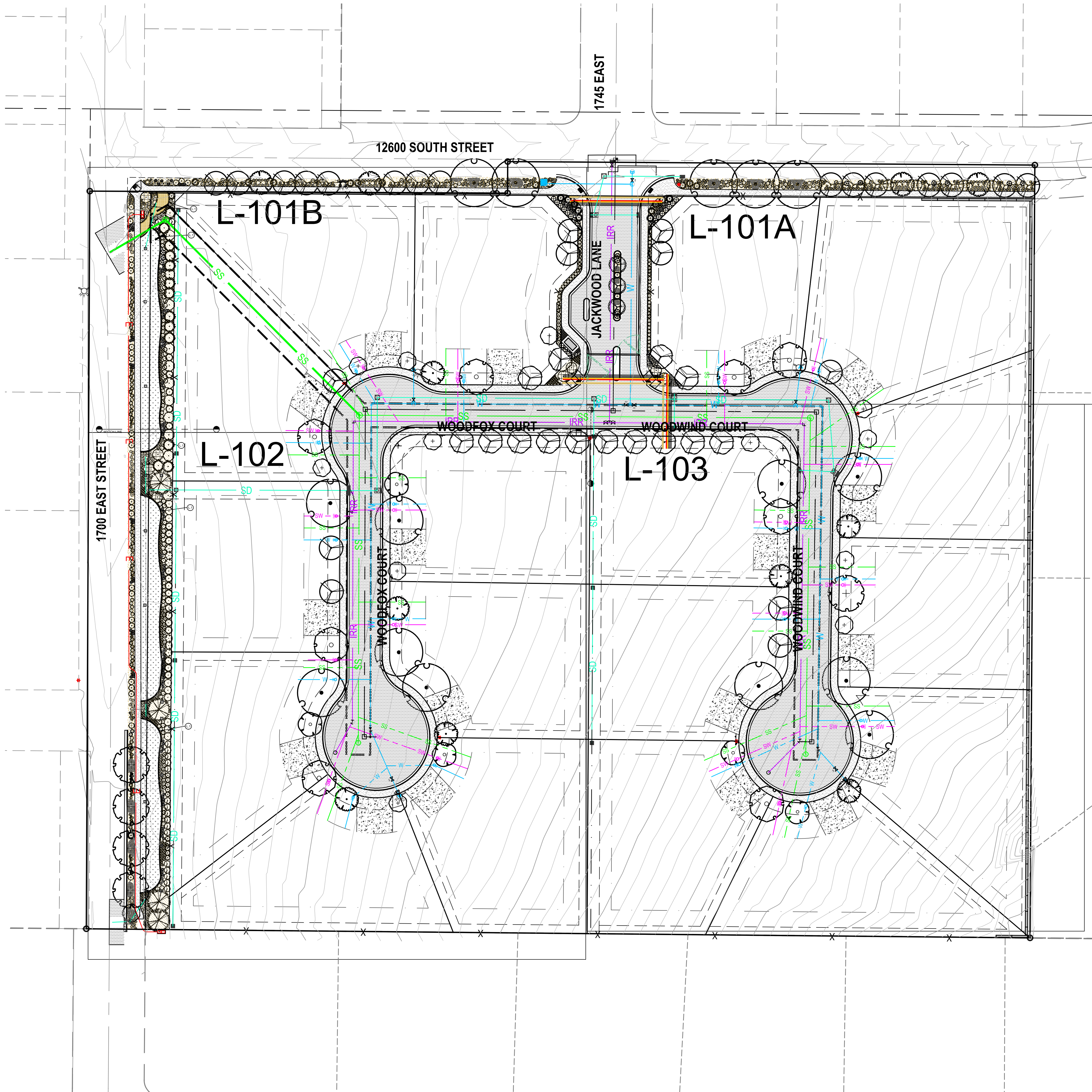
STREET TREES REQUIRED (1/40LF) = 3,821 L.F. / 40 = 96 STREET TREES

STREET TREES PROVIDED = 120 STREET TREES

NOTE: DUE TO A STORM DRAIN IN THE PLANTER STRIP ALONG THE NORTH HALF OF 1700 EAST AND THE PRESENCE OF THE UNDERGROUND STORM DETENTION IMMEDIATELY EAST OF THE SIDEWALK, THE STREET TREES HAVE BEEN MOVED EAST AGAINST THE PRIVACY FENCE.

PLAT NOTES

NOTICE TO PROPERTY OWNERS: INDIVIDUAL PROPERTY OWNERS ARE REQUIRED TO PLANT AND MAINTAIN STREET TREES ADJACENT TO OR ON THEIR PROPERTY IN COMPLIANCE WITH THE APPROVED STREET TREE PLAN FOR THE SUBDIVISION ON FILE IN THE COMMUNITY DEVELOPMENT OFFICE OF DRAPER CITY.

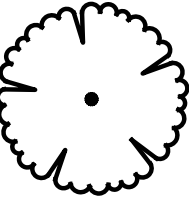
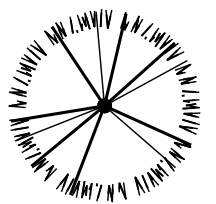
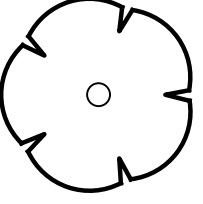
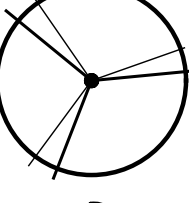
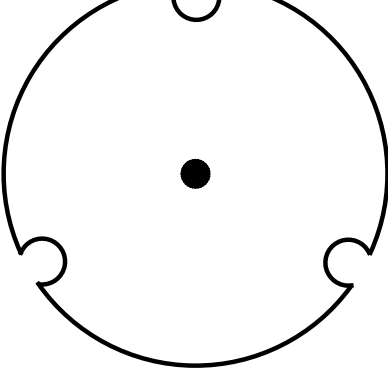
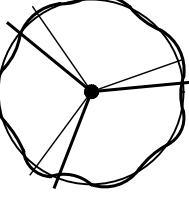
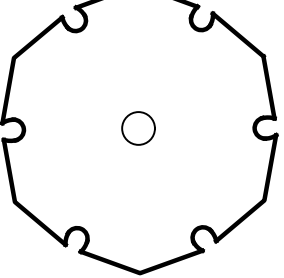
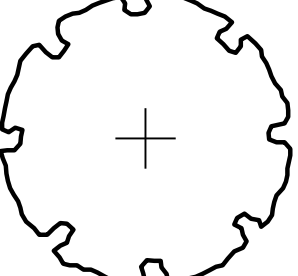
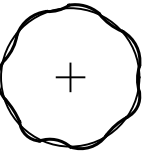


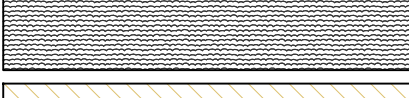
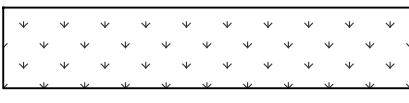
SHEET TITLE:
OVERALL
LANDSCAPE PLAN

SHEET NUMBER:

L-100

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER
TREES					
	ATPUS	11	Acer truncatum x platanoides 'JFS-KW187' Urban Sunset® Maple	2" Cal.	
	CAGF	13	Cedrus atlantica 'Glauca Fastigiata' Columnar Blue Atlas Cedar	8' Ht.	B&B
	CAG	4	Cedrus atlantica 'Glauca' Blue Atlas Cedar	12' Ht.	B&B
	CCGC	5	Crataegus crus-galli 'Cruzarn' Crusader® Cockspur Hawthorn	2" Cal.	B&B
	GBPS	25	Ginkgo biloba 'Princeton Sentry' Princeton Sentry Maidenhair Tree	2" Cal.	B&B
	MAD	11	Malus x adstringens 'Durelo' Gladiator™ Crabapple	2" Cal.	
	PAMC	15	Platanus x acerifolia 'Morton Circle' Exclamation!™ London Plane Tree	2" Cal.	B&B
	PYSY	14	Prunus x yedoensis 'Shidare Yoshino' Yoshino Cherry	2" Cal.	
	TAM	8	Tilia americana 'McKSentry' American Sentry® Linden	2" Cal.	B&B
	ZSGV	5	Zelkova serrata 'Green Vase' Green Vase Japanese Zelkova	2" Cal.	B&B
	ZSM	13	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" Cal.	B&B
		124	SUBTOTAL:		
DECIDUOUS TREES					
	QRA	3	Quercus robur x alba 'JFS-KW1QX' Streetspire® Oak	2" Cal.	B&B
		3	SUBTOTAL:		
SHRUBS					
	AAR	9	Amelanchier alnifolia 'Regent' Saskatoon Serviceberry	5 gal.	
	AM	70	Aronia melanocarpa 'UCONNAM012' Ground Hug® Black Chokeberry	5 gal	
	CSF	19	Cornus stolonifera 'Farrow' Arctic Fire® Red Twig Dogwood	5 gal.	
	Dk	36	Diervilla x 'G2X88544' Kodiak® Orange Diervilla	5 gal.	
	DKFD	70	Diervilla x 'SMNDSS' Kodiak® Fresh™ Diervilla	5 gal.	
	EJG	20	Euonymus japonicus 'Grandifolia' Grandifolia Japanese Euonymus	5 gal.	
	PMS	6	Philadelphus x 'Minnesota Snowflake' Minnesota Snowflake Mock Orange	5 gal.	
	POJ	10	Physocarpus opulifolius 'Jefam' First Editions® Amber Jubilee® Ninebark	5 gal.	
	Pp2	30	Prunus besseyi 'P011S' Pawnee Buttes® Sand Cherry	5 gal.	
	RAGL	13	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	5 gal.	
	RAGM	47	Ribes alpinum 'Green Mound' 'Green Mound' Alpine Currant	5 gal.	
	VPTDV	18	Viburnum plicatum tomentosum 'NCVP1' Steady Eddy® Doublefile Viburnum	5 gal.	
		348	SUBTOTAL:		

SUBTOTAL:						
GRASSES						
	Pp	74	Bouteloua gracilis 'Blonde Ambition'	1 gal.		
	HS	76	Helictotrichon sempervirens Blue Oat Grass	1 gal.		
	PAH	73	Pennisetum alopecuroides 'Hameln'	1 gal.		
		223	Hameln Dwarf Fountain Grass			
			SUBTOTAL:			
PERENNIALS						
	CFM	67	Coreopsis x 'Full Moon'	1 gal.		
			Full Moon Coreopsis			
	Ep	21	Echinacea purpurea Purple Coneflower	1 gal.		
	Ek	46	Echinacea x 'TNECHKIO' Kismet® Intense Orange Coneflower	1 gal.		
	Ga	30	Gaillardia aristata Blanket Flower	1 gal.		
	GLBP	148	Gaura lindheimeri 'Bantam Pink' Bantam Pink Compact Gaura	1 gal.		
	GLSP	91	Gaura lindheimeri 'Siskiyou Pink' Siskiyou Pink Gaura	1 gal.	Container	
	GLSW	68	Gaura lindheimeri 'Sparkle White' Sparkle White Gaura	1 gal.		
	HDR	27	Hemerocallis x 'Dynamite Returns' Passionate Returns Happy Ever Appster Daylily	1 gal.		
	HRR	103	Hemerocallis x 'Red Razzmatazz' Red Razzmatazz Daylily	1 gal.		
	HSS	29	Hemerocallis x 'Storm Shelter' Storm Shelter Rainbow Rhythm® Daylily	1 gal.		
	PABJB	57	Perovskia atriplicifolia 'Blue Jean Baby' Blue Jean Baby Russian Sage	1 gal.		
	Rg2	110	Rudbeckia fulgida 'Goldstrum' Coneflower	1 gal.		
		797	SUBTOTAL:			
EVERGREEN SHRUBS						
	JHW	24	Juniperus horizontalis 'Wiltonii' Blue Rug Juniper	5 gal.		
	JSCC	12	Juniperus sabina 'Monna' Calgary Carpet® Juniper	5 gal.		
		36	SUBTOTAL:			
SYMBOL		CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER
GROUND COVERS						
	Mulch5	9,648 sf	1" Wasatch Grey Landscape Stone 4" Depth Min.	1"		
	Mulch4	278 sf	2-3" Rainbow Cobble Landscape Stone 6" Depth Min.	2-3"		
	CP	312	Ceratostigma plumbaginoides Dwarf Plumbago	1 gal.		
	Mulch1	9,281 sf	Shredded Natural Bark Mulch	4"		
		312	SUBTOTAL:			
		19,207 sf				
SOD/SEED						
	Tb	7,834 sf	BioBlue Turf Grass or Equal Biograss	sod		
		7,834 sf	SUBTOTAL:			



SHADOW CREST COVE

PHASE 1

1700 EAST 12600 SOUTH
DRAPER, UT

DATE: 10.14.2025

PROJECT: 167.01

DRAWN BY: CH

REVIEW BY: CH

VERSION: CONSTRUCTION

REVISIONS:

SHEET TITLE:
LANDSCAPE
LEGEND

SHEET NUMBER:

L-101

EXHIBIT I
FENCING DETAILS

811

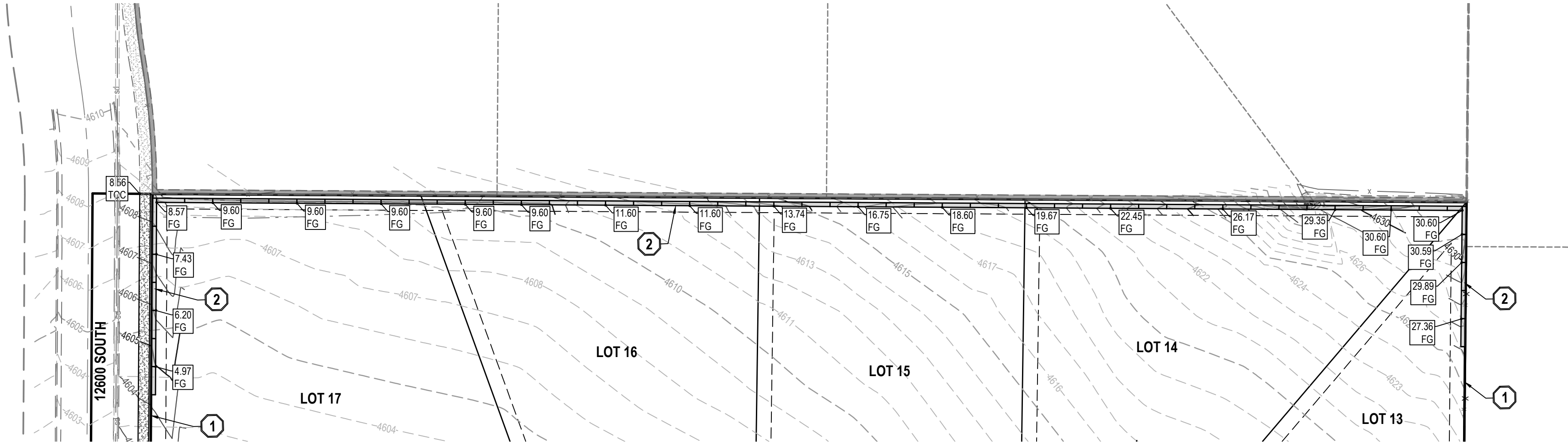
Know what's below.
Call before you dig.

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

NORTH QUARTER CORNER OF SECTION 33,
TOWNSHIP 3 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN

ELEV = 4579.88'



- GENERAL NOTES
1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.

2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

3. ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.

4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH THE RECOMMENDATIONS OUTLINED BY THE GEOTECHNICAL ENGINEER. REFER TO THE FOLLOWING DOCUMENTS:

- GEOTECHNICAL ENGINEERING STUDY
PREPARED BY: CMT TECHNICAL SERVICES
REPORT DATED: MAY 14, 2025
CMT PROJECT NO. 24063

- GEOTECHNICAL ENGINEERING SUBMITTAL REVIEW NO. 1
PREPARED BY: TAYLOR GEOTECHNICAL
REPORT DATED: OCTOBER 01, 2025
TG PROJECT NO. 2025-0075-MGH

5. ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XX.XX REPRESENTS AN ELEVATION OF 48XX.XX ON THESE PLANS.

6. LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.

7. SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.

8. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.

9. ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER DRAPER CITY OR APWA STANDARD PLANS AND SPECIFICATIONS.

10. ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.

11. ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.

12. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.

13. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.

14. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

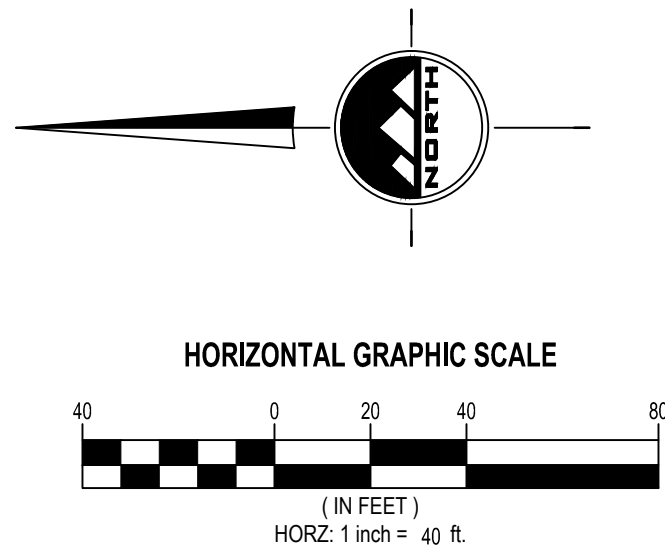
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. 6' OLYMPUS PRECAST DURANGO FENCE IN DESERT BROWN. INSTALL PER OLYMPUS PRECAST RECOMMENDATIONS AND SPECIFICATIONS.

2. 6'-9" EXPOSED OLYMPUS PRECAST DURANGO FENCE IN DESERT BROWN. INSTALL PER OLYMPUS PRECAST RECOMMENDATIONS AND SPECIFICATIONS.

LEGEND

"FG" FINNISH GRADE

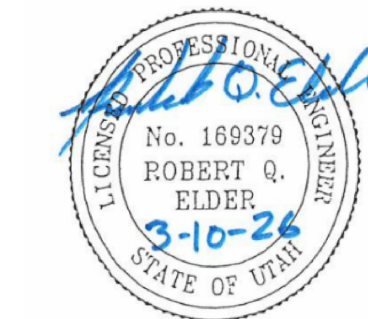


SHADOW CREST COVE

PRECAST FENCE CONDITIONAL USE PERMIT

1700 EAST 12600 SOUTH

DRAPER, UTAH



GRADING PLAN

PROJECT NUMBER
13680

PROJECT MANAGER
RQE

PRINT DATE
2026-03-10

DESIGNED BY
BAC

C-100

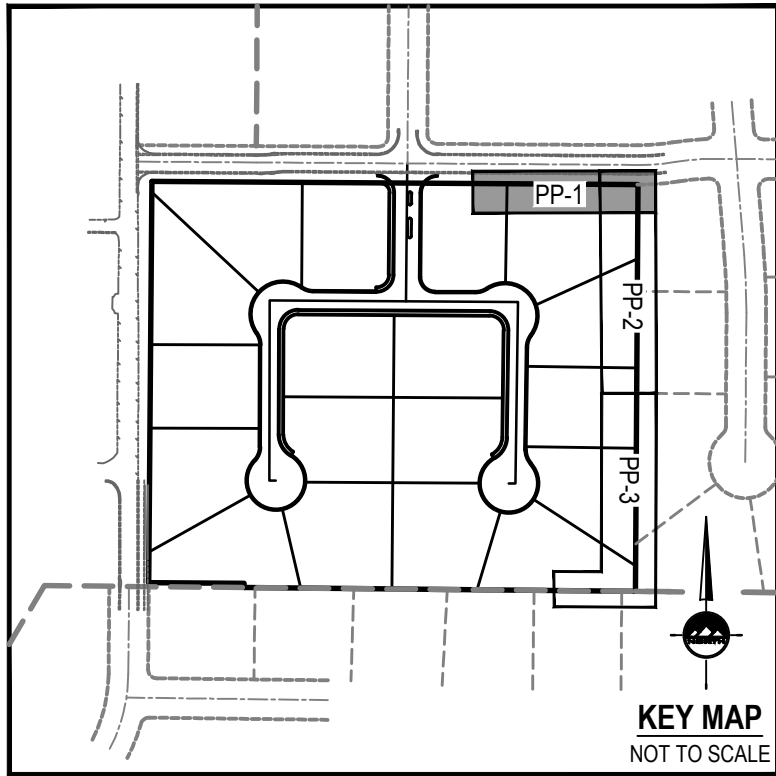
811

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BENCHMARK

NORTH QUARTER CORNER OF SECTION 33,
TOWNSHIP 3 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN
ELEV = 4579.88'



EN SIGN

THE STANDARD IN ENGINEERING

SANDY

45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON

Phone: 801.547.1100

TOOELE

Phone: 435.843.3590

CEDAR CITY

Phone: 435.865.1453

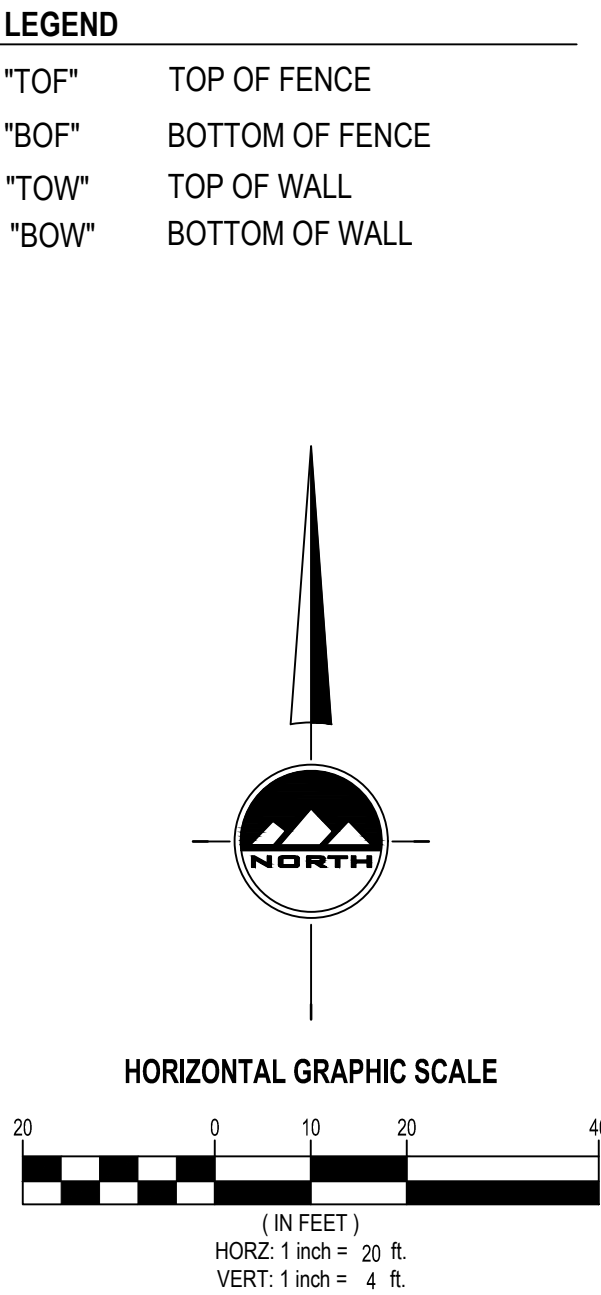
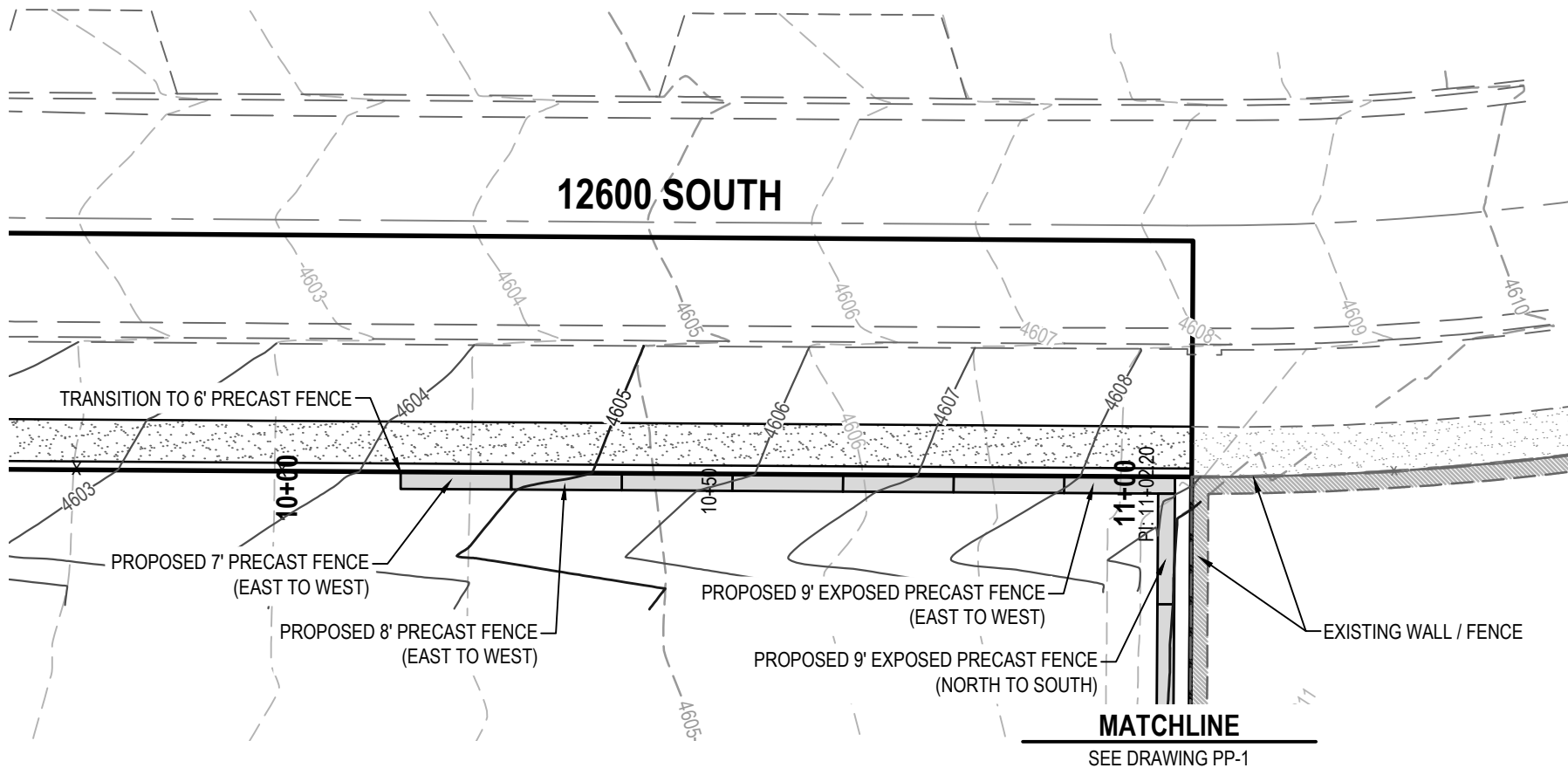
RICHFIELD

Phone: 435.896.2983

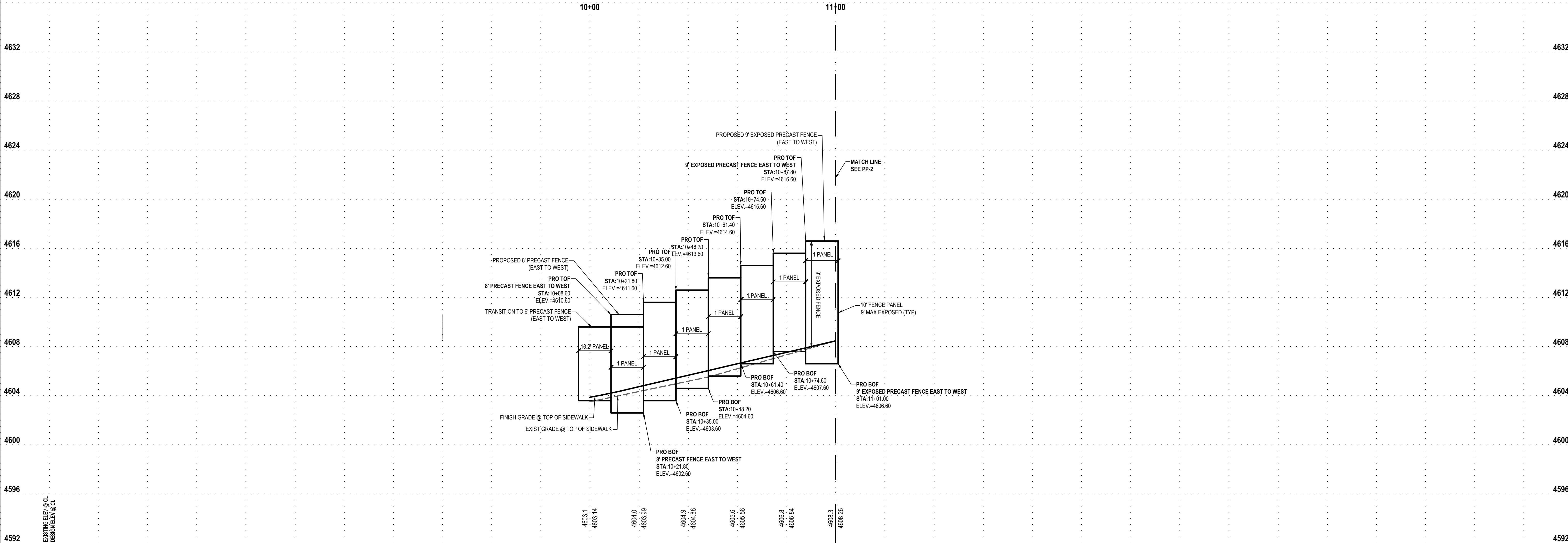
WWW.ENSIGNENG.COM

FOR:
DRAPER 1700, LLC
527 E. PIONEER ROAD, STE. 200
DRAPER, UTAH 84020

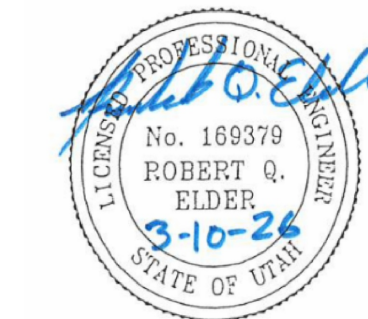
CONTACT:
RYAN BUTTON
PHONE: 801-910-6206



PRECAST FENCE



SHADOW CREST COVE
PRECAST FENCE CONDITIONAL USE PERMIT
1700 EAST 12600 SOUTH
DRAPER, UTAH



PRECAST FENCE
PLAN AND PROFILE

PROJECT NUMBER
13680
PRINT DATE
2026-03-10
PROJECT MANAGER
RQE
DESIGNED BY
BAC

PP-1

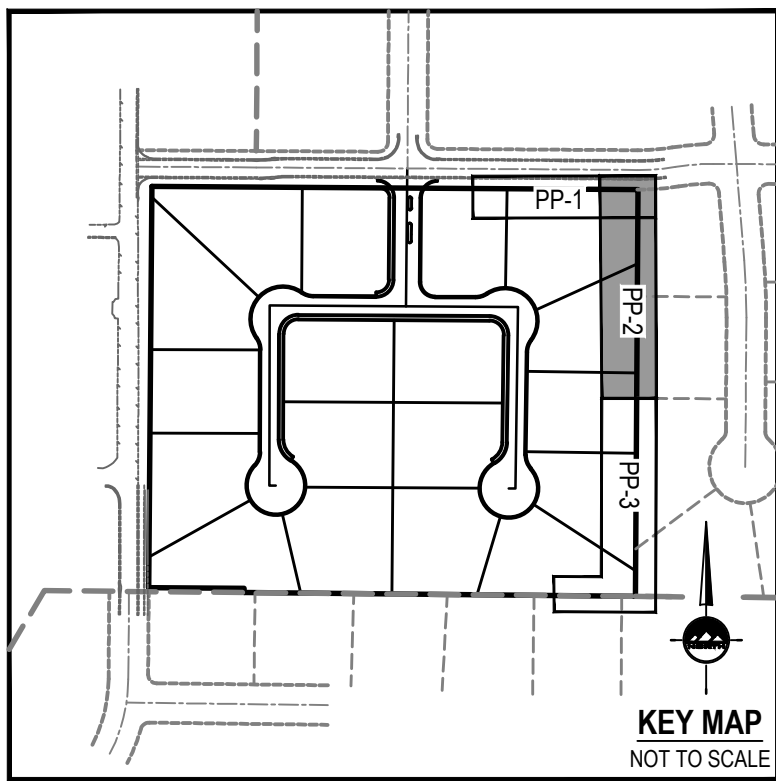
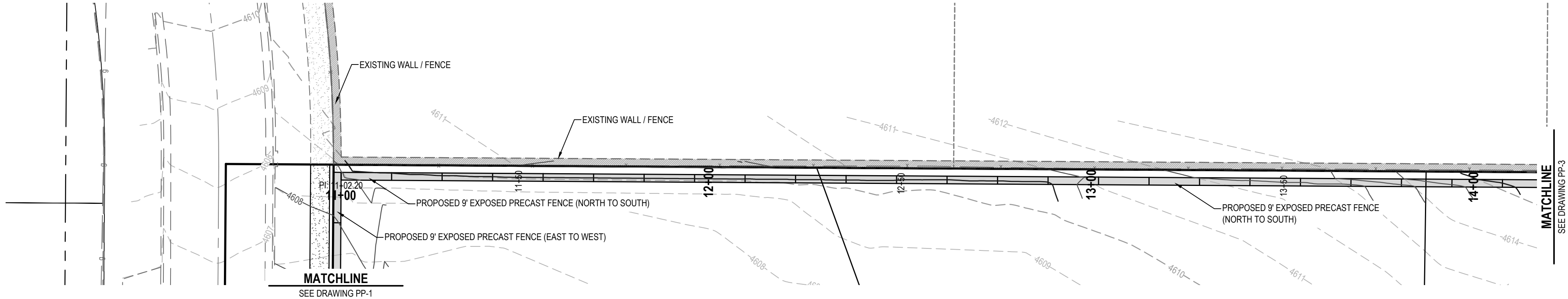
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SALT LAKE BASE AND MERIDIAN
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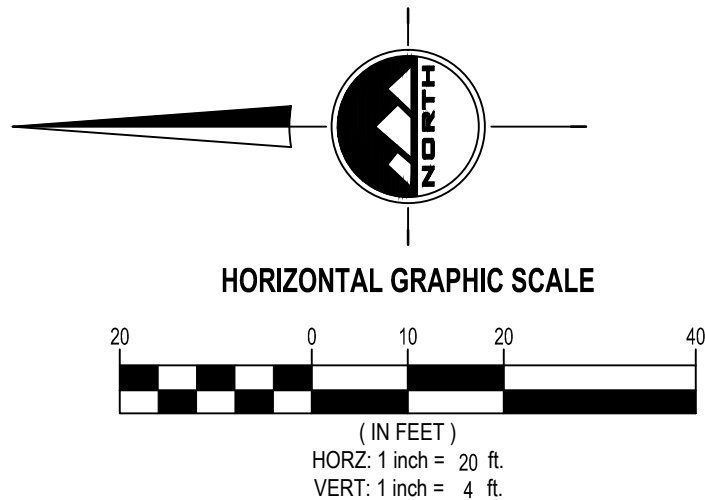
- LEGEND
- "TOF"

TOP OF FENCE
- "BOF"

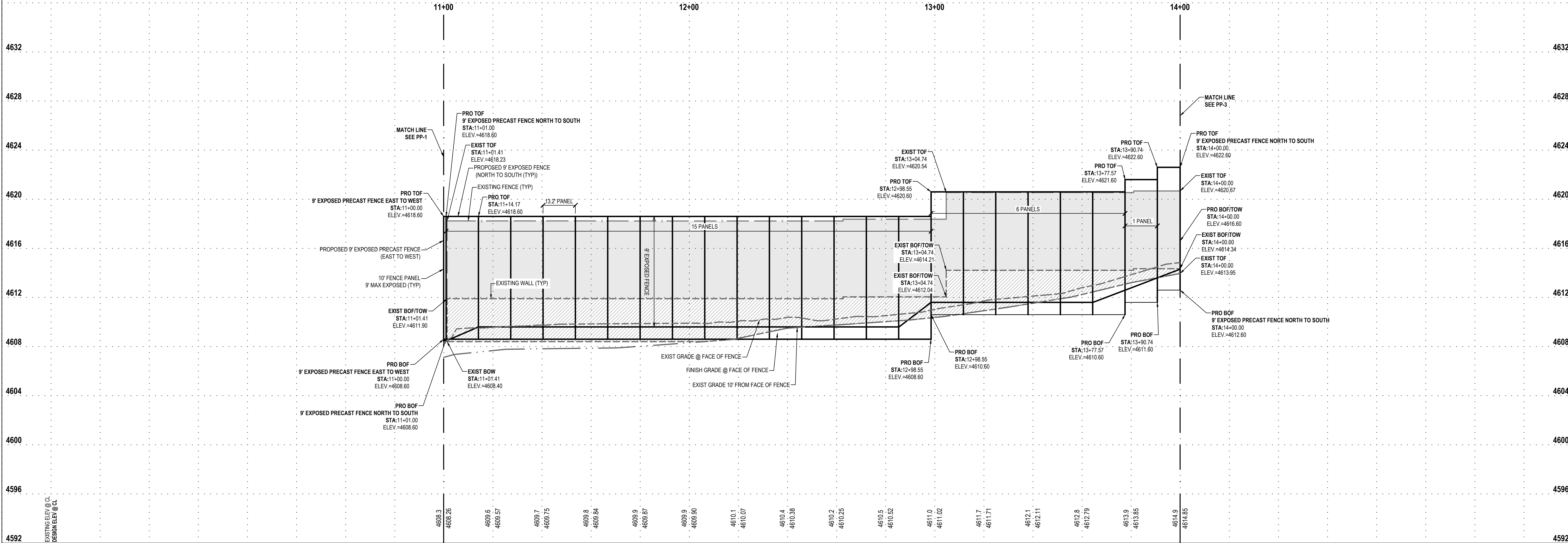
BOTTOM OF FENCE
- "TOW"

TOP OF WALL
- "BOW"

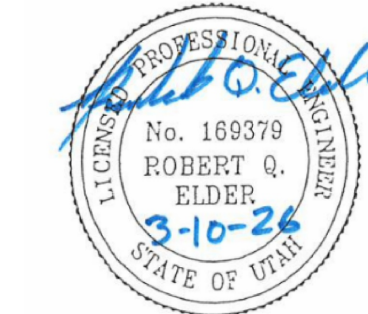
BOTTOM OF WALL



PRECAST FENCE



SHADOW CREST COVE
PRECAST FENCE CONDITIONAL USE PERMIT
1700 EAST 12600 SOUTH
DRAPER, UTAH



PRECAST FENCE
PLAN AND PROFILE

PROJECT NUMBER
13680

PRINT DATE
2026-03-10

PROJECT MANAGER
RQE

DESIGNED BY
BAC

PP-2

FOR:
DRAPER 1700, LLC
527 E. PIONEER ROAD, STE. 200
DRAPER, UTAH 84020

CONTACT:
RYAN BUTTON
PHONE: 801-910-6206

WWW.ENSIGNENG.COM



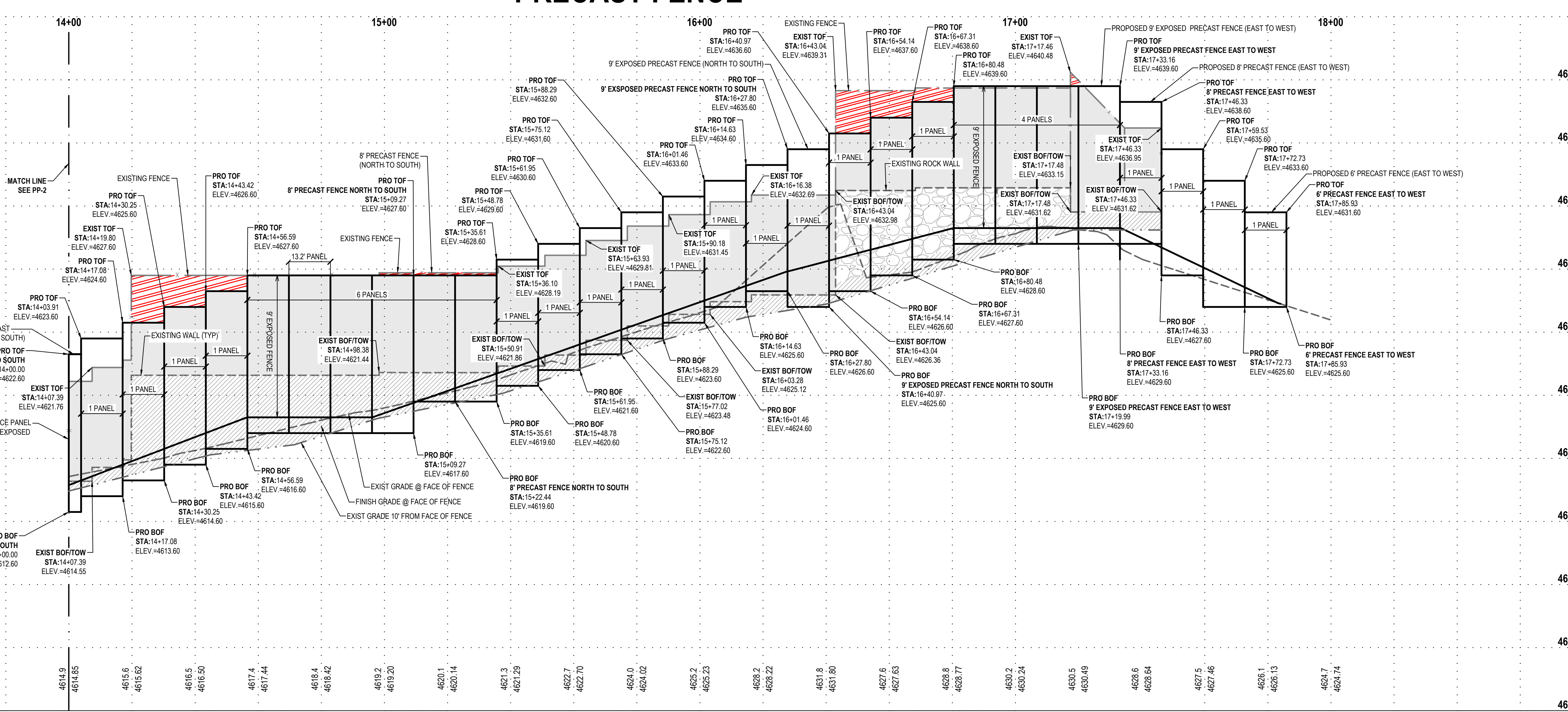
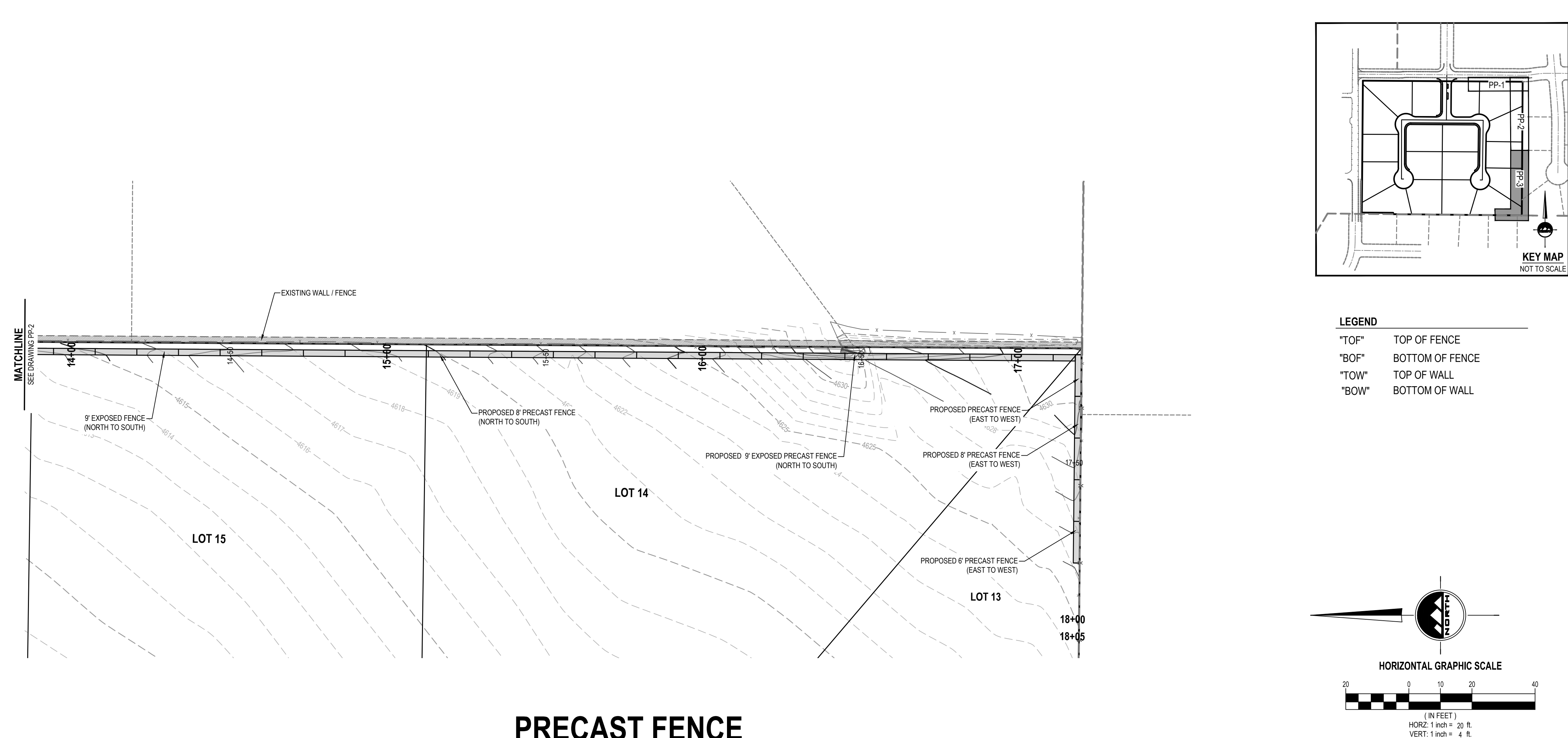
SANDY
45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983



SHADOW CREST COVE
PRECAST FENCE CONDITIONAL USE PERMIT
1700 EAST 12600 SOUTH
DRAPER, UTAH



NOTE:
OLYMPUS PRECAST FENCES USES VERTI-CRETE CONCRETE
PANELS . SEE VERTI-CRETE DETAILS FOR PANEL DESIGN.



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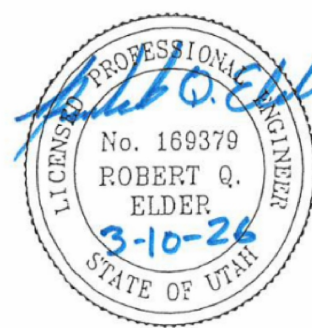
RICHFIELD
Phone: 435.896.2983

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FOR:
DRAPER 1700, LLC
527 E. PIONEER ROAD, STE. 200
DRAPER, UTAH 84020

CONTACT:
RYAN BUTTON
PHONE: 801-910-6206

SHADOW CREST COVE
PRECAST FENCE CONDITIONAL USE PERMIT
1700 EAST 12600 SOUTH
DRAPER, UTAH

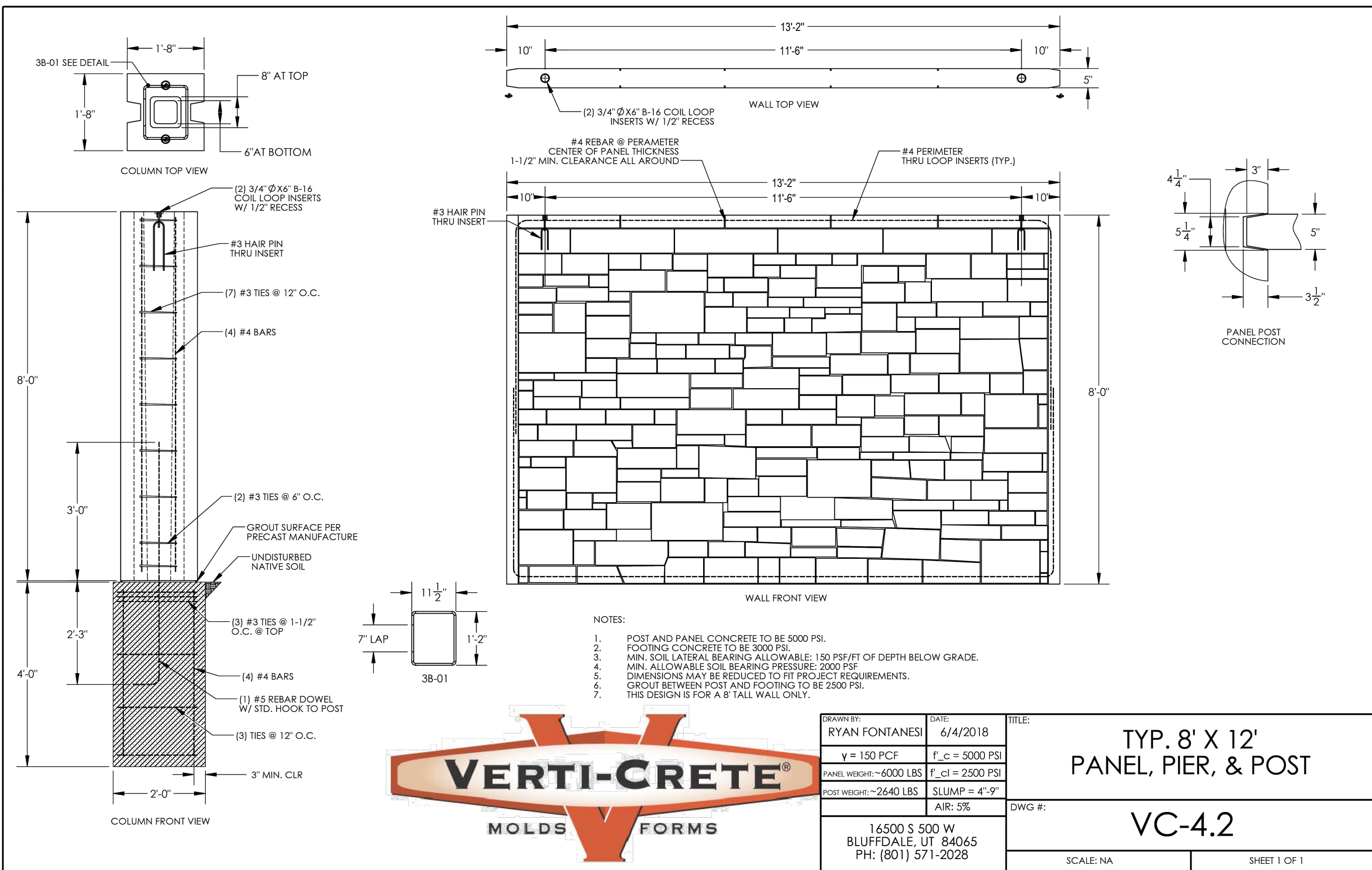
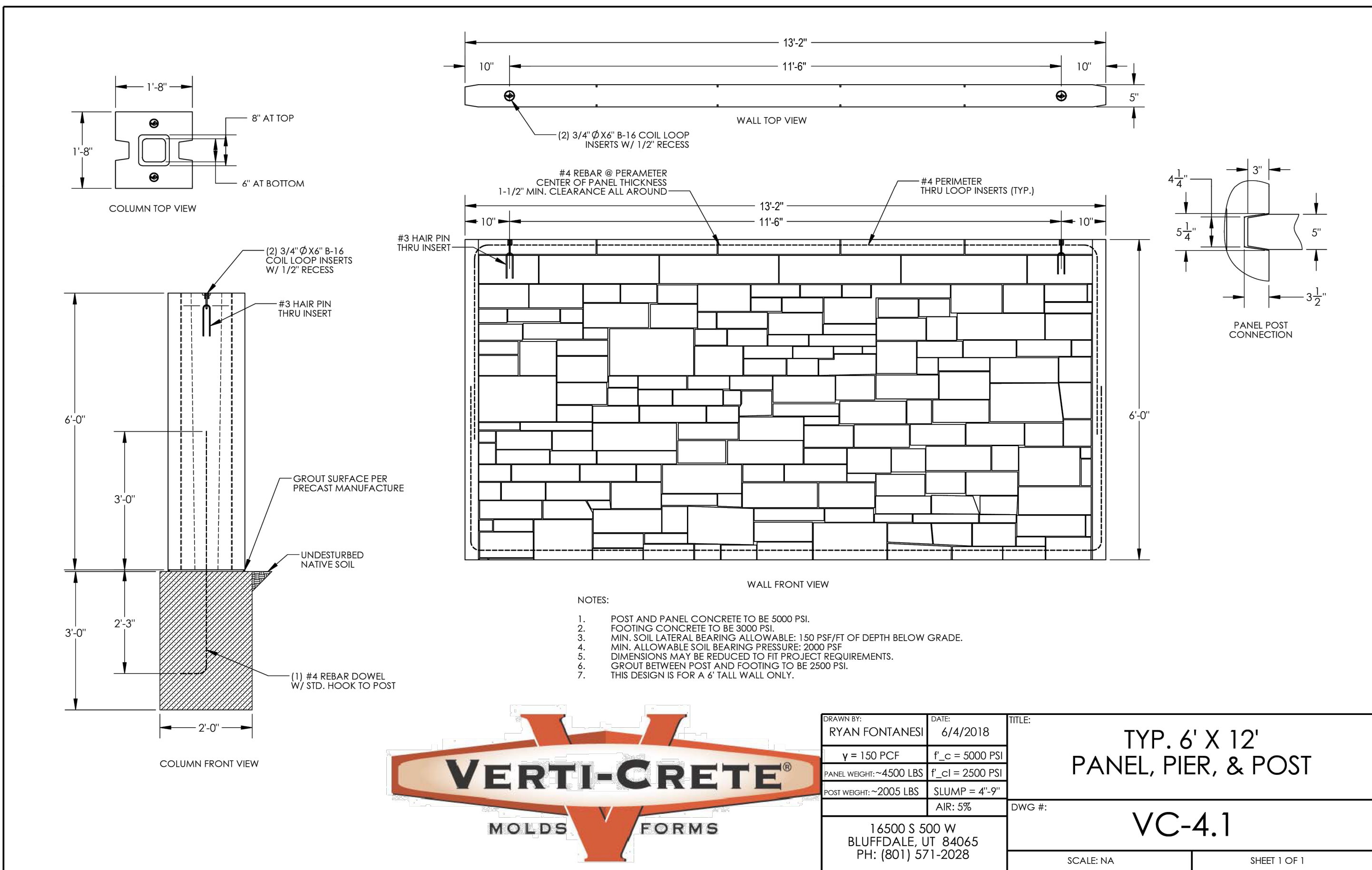


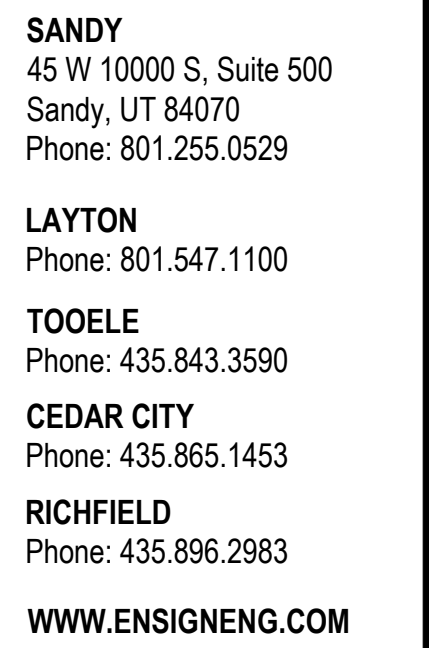
DETAILS

PROJECT NUMBER
13680
PROJECT MANAGER
RQE

PRINT DATE
2026-03-10
DESIGNED BY
BAC

C-500



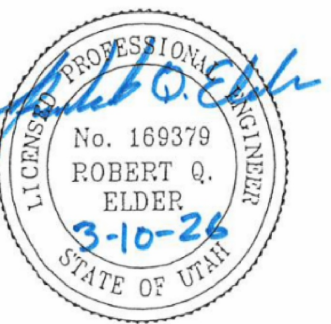


FOR:
RAPER 1700, LLC
27 E. PIONEER ROAD, STE. 200
RAPER, UTAH 84020

CONTACT:
YAN BUTTON
PHONE: 801-910-6206

SHADOW CREST COVE
PRECAST FENCE CONDITIONAL USE PERMIT

1700 EAST 12600 SOUTH
DRAPER, UTAH



DETAILS

PROJECT NUMBER 13680	PRINT DATE 2026-03-10
PROJECT MANAGER RQE	DESIGNED BY BAC

C-501

EXHIBIT J
ENTRY GATE DETAILS

811

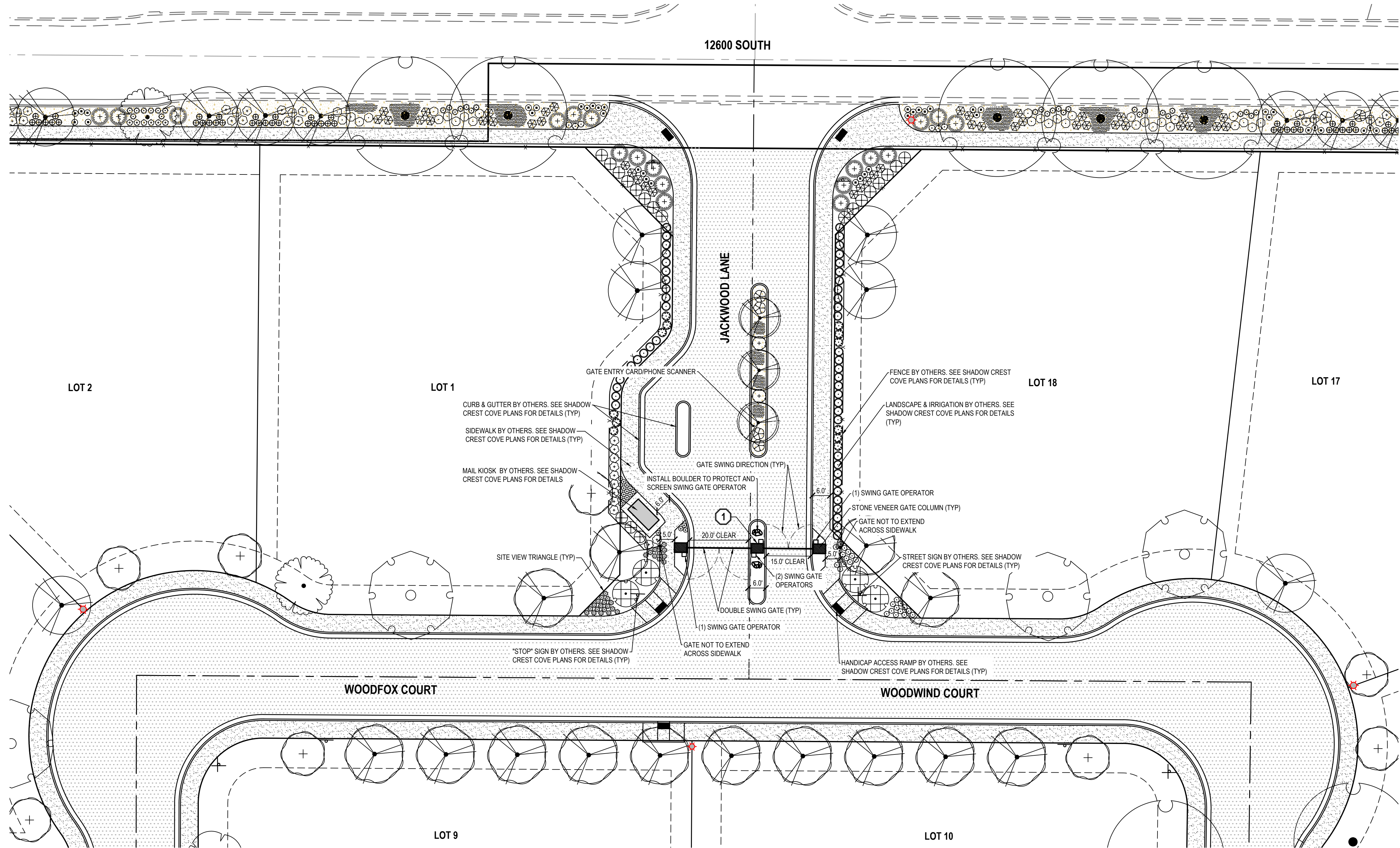
Know what's below.
Call before you dig.

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

NORTH QUARTER CORNER OF SECTION 33,
TOWNSHIP 3 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN

ELEV = 4579.88'



- GENERAL NOTES
1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.

2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

3. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.

4. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).

5. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.

6. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.

7. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS.

1

MECHANICAL ACCESS SWING GATE W/ ELECTRONIC OPENER PER DRAPER CITY FIRE DEPARTMENT STANDARDS. GATE WILL BE PROVIDED W/ KNOX BOX, MANUAL OPENER AND BACKUP BATTERY SUPPLY.

EN SIGN

THE STANDARD IN ENGINEERING

SANDY

45 W 10000 S, Suite 500

Sandy, UT 84070

Phone: 801.255.0529

LAYTON

Phone: 801.547.1100

TOOELE

Phone: 435.843.3590

CEDAR CITY

Phone: 435.865.1453

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Phone: 435.896.2983

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FOR:

DRAPER 1700, LLC

527 E. PIONEER ROAD, STE. 200

DRAPER, UTAH 84020

CONTACT:

RYAN BUTTON

PHONE: 801-910-6206

SHADOW CREST COVE

AUTOMATIC GATE CONDITIONAL USE PERMIT

1700 EAST 12600 SOUTH

DRAPER, UTAH

SITE PLAN

PROJECT NUMBER
13680

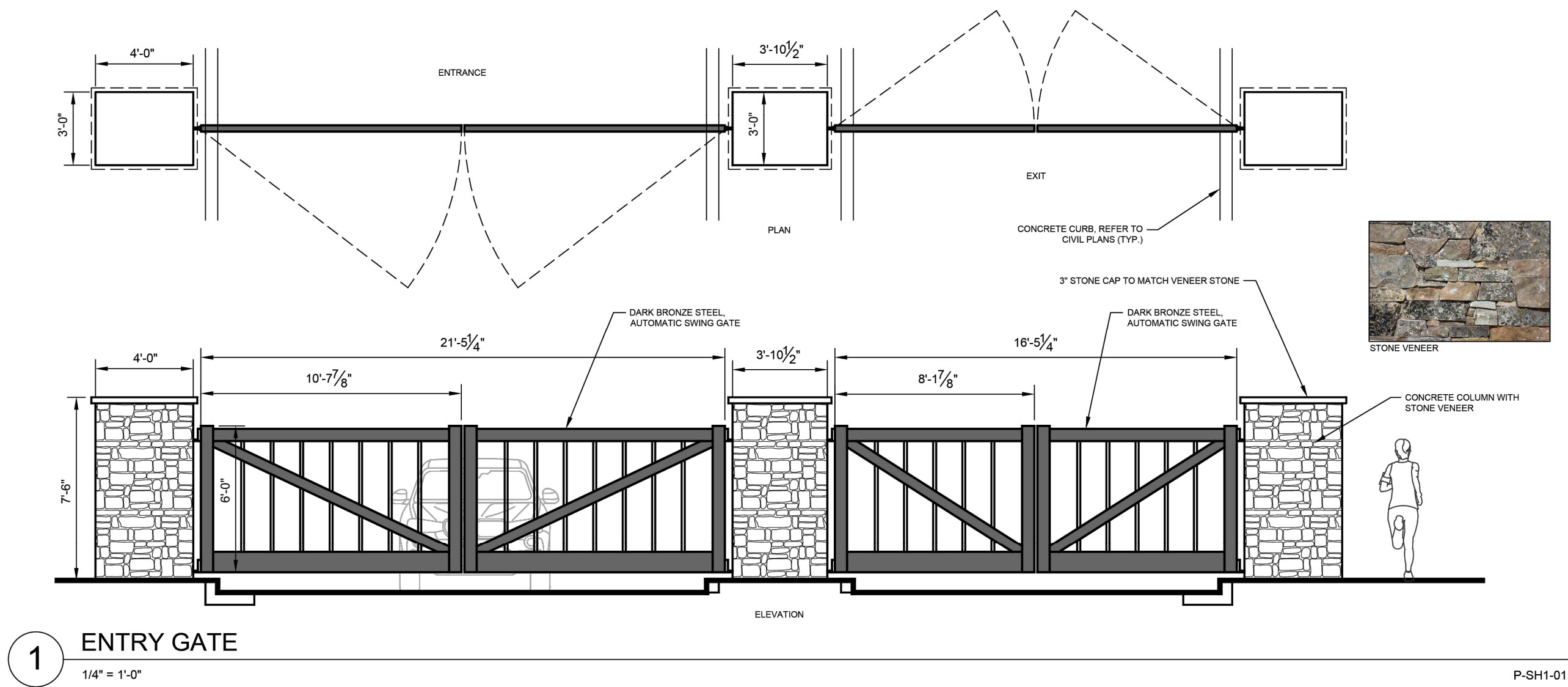
PRINT DATE
2026-03-11

PROJECT MANAGER
RQE

DESIGNED BY
BAC

C-100

294





ENSIGN
THE STANDARD IN ENGINEERING

SANDY
45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

TOOELE
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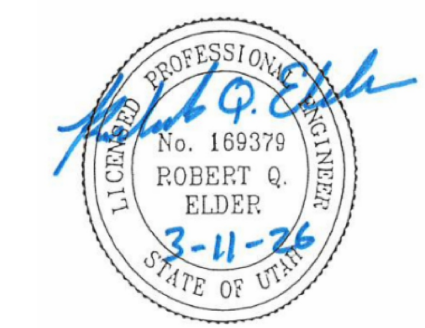
RICHFIELD
Phone: 435.896.2983

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FOR:
DRAPER 1700, LLC
527 E. PIONEER ROAD, STE. 200
DRAPER, UTAH 84020

CONTACT:
RYAN BUTTON
PHONE: 801-910-6206

SHADOW CREST COVE
AUTOMATIC GATE CONDITIONAL USE PERMIT
1700 EAST 12600 SOUTH
DRAPER, UTAH



DETAILS			
PROJECT NUMBER	13680	PRINT DATE	2026-03-11
PROJECT MANAGER	RQE	DESIGNED BY	BAC
C-500			

EXHIBIT K
APPLICANTS STATEMENTS

Overview of Proposed Use

Project: Installation of 6' to 9' Precast Fencing
Location: Shadow Crest Cove – 12600 South

Overview

The applicant is requesting approval of a **Conditional Use Permit (CUP)** for the installation of a precast screening fence along the northern subdivision boundary adjacent to 12600 South and within interior portions of the subdivision. The improvement consists of:

- A 6' to 9' (exposed face) precast fence along portions of the public sidewalk frontage.
- A 6' to 9' (exposed face) precast fence along inside of Stadium View subdivision
- Height variation between 6 and 9 feet (exposed face) to ensure consistent visual screening, privacy, and aesthetic compatibility for future residents.

The fence is an accessory site improvement rather than an operational land use. As such, it has no patrons, employees, hours of operation, or parking requirements. The fencing will be installed behind the front wall plane, outside clear-vision areas, and in locations shown on sheets PP-1 through PP-3 of Precast Fence plans.

Anticipated Impacts & Mitigation

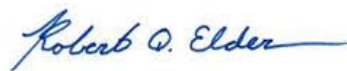
- a. **Construction Traffic & Noise:** Temporary construction activity is the only source of traffic or noise.
 - Mitigation: Work will comply with City noise regulations and utilize standard construction routes within the subdivision. Construction noise will be primarily limited during the pouring of footings and placement of panels with lift equipment.
- b. **Visual/Aesthetic Impacts:** The neighboring properties have walls that vary in height and material which creates inconsistent visual conditions along the shared boundary.
 - Mitigation: The proposed 6' to 9' fence is designed specifically to **screen** the uneven adjacent wall. Precast materials offer **uniformity, durability, and high visual quality**. HOA-maintained landscaping along 12600 South enhances the visual buffer.
- a. **Safety, Circulation, Drainage:** The fencing will not obstruct visibility, access, utilities, or drainage facilities.
 - Mitigation: Fence placement along property line and road ROW will avoid easements, clear-view areas, and maintains all operational site functions.

Conclusion:

The proposed fence is a low-impact improvement whose effects are temporary, fully manageable, and mitigated through thoughtful design and standard construction practices.

If you have any questions concerning the information noted above, feel free to contact us at any time.

Sincerely,



Robert Q. Elder, P.E.
Principal

Statement of Compliance with Standards (DCMC 9-5-080(E))

Project: Installation of 6' to 9' Precast Fencing
Location: Shadow Crest Cove – 12600 South

This statement explains how the proposed precast fencing meets the approval standards of DCMC 9-5-080(E). The request includes a 6' to 9' (exposed face) precast fence along portions of the sidewalk frontage on 12600 South and 6' to 9' (exposed face) precast fencing inside the subdivision.

1. Use Allowed

Precast fencing is permitted as an accessory improvement in the zoning district and is eligible for review through the conditional use permit process.

2. Mitigation of Impacts

The fence is designed to transition along 12600 South from matching a non-conforming fence and wall to a conforming approved 6' fence. This transition has been designed to occur over a reasonable stretch to appear natural and not create a negative visual impact to community. The project has minimal impacts and includes inherent mitigation through the following inherent features:

- Use of durable precast concrete panels provides consistent appearance, noise buffering, and long-term durability.
- Fence will be placed at the back of sidewalk or on property as shown on PP-1 to PP-3, ensuring no visual obstruction or conflict with public safety.
- Landscaping within the adjacent park strip and common areas will continue to be maintained by the HOA, helping soften the fence line and maintain aesthetic quality. The fence style and color have been selected to be in harmony with community and will enhance the overall community curb appeal.

No additional mitigation measures are reasonably required due to the low-impact nature of the proposed improvements.

3. Ability to Mitigate Detrimental Effects

Any temporary construction impacts (noise, dust, equipment) are short-term and can be fully mitigated through standard best practices. There are no long-term detrimental effects that cannot be adequately mitigated or prevented.

4. Approval Factors

a. Harmony with General Plan:

The proposed fence has been selected to be sensitive to the environment associated with draper and will add and not detract from the surrounding environment. The selection of fence type and color will help in blending into the environment of the area. The fencing enhances buffering, privacy, and subdivision quality, and aligns with Draper's objectives for neighborhood compatibility.

b. Suitability of Property:

The precast fence is structurally suitable to allow a 6' to 9' height that can screen the negative image created by existing non-conforming fence and walls adjacent to the site.

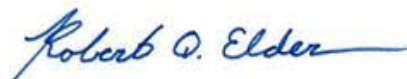
- c. **No Injury to Surrounding Development:**
The fencing does not affect visibility, access, or circulation. The subdivision uses private internal streets, and all access remains unchanged.
- d. **Economic & Aesthetic Impact:**
The project maintains or enhances visual quality and can positively influence property values. Precast panels provide a clean, uniform appearance compatible with the subdivision and planned landscaping.
- e. **Utilities, Drainage, Circulation:**
The precast fencing can be installed along the ROW and property line as to not encumber the proposed PUE. Fence locations avoid utilities and easements, maintain clear sight distance, and do not impact drainage systems or fire access. All roads and utilities are private and HOA-maintained.
- f. **Noxious or Offensive Emissions:**
The fencing produces no noise, glare, odor, or pollutants. Precast fencing assists with noise buffering from 12600 South.
- g. **Health, Safety, Welfare:**
The fencing improves privacy and provides an added buffer from a high-traffic corridor to those owning, leasing and other living in the area to help support safety and confront in the community.

Conclusion

The proposed 6' to 9' (exposed face) precast fence meets the approval standards under **DCMC 9-5-080(E)**. The project is compatible with the subdivision, supports neighborhood character, and presents no unmitigated detrimental impacts.

If you have any questions concerning the information noted above, feel free to contact us at any time.

Sincerely,



Robert Q. Elder, P.E.
Principal

Overview of Proposed Use

Project: Automatic Gate System
Location: Shadow Crest Cove – 12600 South

Overview

The applicant is requesting approval of a **Conditional Use Permit (CUP)** for the installation of automatic gate system with the overall subdivision improvements of Shadow Crest Cove. The gate will serve as a security measure for a high-end neighborhood. The improvement consists of:

- Mechanical access swing gate with electronic opener.
- Gate will be provided with Knox box, manual opener and backup battery supply.

Anticipated Impacts & Mitigation

The gate will not restrict the pedestrian movements in and out of the subdivision. The streets located within and adjacent to the subdivision are all sufficient in width to allow for on-street parking. The gate is anticipated to operate 24/7, although during heavy construction periods, it may be left open during daytime hours. We have provided an area off 12600 South for cars to pull in to enter the gate that will not impede traffic on the public street system. We have also provided a turnaround in front of the gate in the event a vehicle enters this area unintentionally. These items should mitigate any impacts on the adjacent neighborhood.

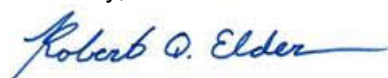
- a. **Construction Traffic & Noise:** Temporary construction activity is the only source of traffic or noise.
 - Mitigation: Work will comply with City noise regulations and utilize standard construction routes within the subdivision. Work will be completed with other construction activities with the development of the subdivision during standard working hours.
- b. **Visual/Aesthetic Impacts:** The gate will serve as a security measure for a high-end neighborhood
 - Mitigation: No mitigation will be needed. Gate style has been selected to be in harmony with the aesthetics of the fencing and landscaped planned.
- a. **Safety, Circulation, Drainage:** The gate will not obstruct visibility, access, utilities, or drainage facilities.
 - Mitigation: Gate placement avoids easements and maintains all operational site functions. Surface runoff will be able to flow unobstructed to storm encroachment areas. A accessible circulation path has been provided outside of gate operation to provide turnaround.

Conclusion:

The proposed gate is a low-impact improvement whose effects are fully manageable, and mitigated through thoughtful design and standard construction practices.

If you have any questions concerning the information noted above, feel free to contact us at any time.

Sincerely,



Robert Q. Elder, P.E.
Principal

Statement of Compliance with Standards (DCMC 9-5-080(E))

Project: Automatic Gate System
Location: Shadow Crest Cove – 12600 South

This statement explains how the proposed Automatic Gate System meets the approval standards of DCMC 9-5-080(E). The request includes the installation of automatic gate system with the overall subdivision improvements of Shadow Crest Cove. The gate will serve as a security measure for a high-end neighborhood.

1. Use Allowed

Install of automatic gate system is permitted as an accessory improvement in the zoning district and is eligible for review through the conditional use permit process.

2. Mitigation of Impacts

The project has minimal impacts and includes inherent mitigation through the following inherent features:

- The gate will not restrict the pedestrian movements in and out of the subdivision.
- The streets located within and adjacent to the subdivision are all sufficient in width to allow for on-street parking.
- We have provided an area off 12600 South for cars to pull in to enter the gate that will not impede traffic on the public street system. We have also provided a turnaround in front of the gate in the event a vehicle enters this area unintentionally.

No additional mitigation measures are reasonably required due to the low-impact nature of the proposed improvements and the items above should mitigate any impacts on the adjacent neighborhood.

3. Ability to Mitigate Detrimental Effects

Any temporary construction impacts (noise, dust, equipment) are short-term and can be fully mitigated through standard best practices. There are no long-term detrimental effects that cannot be adequately mitigated or prevented.

4. Approval Factors

- a. **Harmony with General Plan:**
The gate will serve as a security measure for a high-end neighborhood.
- b. **Suitability of Property:**
The gate is located within the subdivision at the end of Jackwood lane.
- c. **No Injury to Surrounding Development:**
The gate does not affect visibility, access, or circulation. The subdivision uses private internal streets, and all access remains unchanged.
- d. **Economic & Aesthetic Impact:**
The gate provides security which positively influence property values.

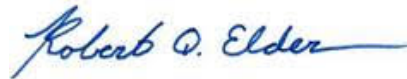
- e. **Utilities, Drainage, Circulation:**
The gate is located to allow stacking off public ROW and turnaround space if access is not permitted. Dry utilities will be sleeved to miss conflict with gate post and footings.
- f. **Noxious or Offensive Emissions:**
The gate produces no noise, glare, odor, or pollutants.
- g. **Health, Safety, Welfare:**
The gate improves security and privacy thus supporting resident safety and comfort. Gate will be located to restrict vehicle access. However, the pedestrian access will be provided along sidewalk that will not be gated but will allow residents, neighbors and others to access freely into the development. During emergency events the residents can escape the development through these portals. Gate will be proved with backup power to allow access in emergency conditions.

Conclusion

The proposed automatic gate meets the approval standards under **DCMC 9-5-080(E)**. The project is compatible with the subdivision, supports neighborhood character, and presents no unmitigated detrimental impacts.

If you have any questions concerning the information noted above, feel free to contact us at any time.

Sincerely,

A handwritten signature in blue ink that reads "Robert Q. Elder". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Robert Q. Elder, P.E.
Principal

MEMO



To: Planning Commission

From: Maryann D. Pickering, AICP

Date: 2026-05-14

Re: Public Hearing: Lone Peak Retail 3 Site Plan Request (Administrative Item)

Comments: