

MINUTES OF THE DRAPER CITY PLANNING COMMISSION MEETING HELD ON THURSDAY, AUGUST 13, 2026, IN THE DRAPER CITY COUNCIL CHAMBERS

PARTICIPATING: Andrew Adams, Chair
Lisa Fowler, Vice-Chair
Commission Member Mary Squire
Commission Member Gary Ogden
Alternate Commission Member Laura Fidler
Alternate Commission Member Joshua Best

EXCUSED: Commissioner Member Kendra Shirey
Commission Member Susan Nixon
Alternate Commission Member Christine Green

STAFF: Jennifer Jastremsky, Community Development Director
Todd Draper, Planning Manager
Nick Whittaker, City Planner
Lori Stout, Executive Assistant
Brien Maxfield, City Engineer
Spencer DuShane, Assistant City Attorney

6:30 PM Business Meeting

Chair Andrew Adams called the meeting to order at 6:31 PM.

1. Items for Commission Consideration.

- A. Action Item: Approve Planning Commission Meeting Minutes for July 9, 2026. (Administrative Action)**
Approval of Planning Commission Meeting Minutes for July 9, 2026

Motion: Commissioner Fowler moved to **APPROVE** the July 9, 2026 Planning Commission Meeting Minutes, as presented.

Second: Commissioner Squire seconded the motion.

Vote on Motion: 5-to-0 in favor.

Commissioner	Yes	No	Abstained	Not Participating	Absent
Chair Adams			X		
Fowler	X				
Squire	X				
Nixon					X
Shirey					X
Ogden	X				
Fidler, Alternate	X				
Green, Alternate					X

Best, Alternate	X				
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B. Public Hearing: Lamb Hair Salon Home Occupation Conditional Use Permit Request. (Administrative Item)

On the request of Greg & Sabrina Lamb, representing Lamb Hair Salon, a Home Occupation Conditional Use Permit request on approximately 0.50 acres, located at 249 E. 13560 S., known as application 2026-0154-USE. Staff Contact: Nick Whittaker, (801) 576-6522, nick.whittaker@draperutah.gov.

City Planner Nick Whittaker presented the staff report and displayed the vicinity, aerial, land use, and zoning maps. The subject property carries a land use designation of Residential Medium Density and is zoned RA2.

The request was for a Home Occupation Conditional Use Permit (“CUP”). The proposed business provides haircuts and coloring in a detached structure located in the rear yard. Customers come to the home by appointment only, with no more than two customers at a time. Two off-street parking stalls are provided for customer appointments. One non-resident employee comes to the home as needed, and a third parking stall is available for the employee. Hours of operation are 9:00 a.m. to 7:00 p.m. Monday through Saturday. Appointments are required and last between 30 minutes and three hours. A typical day will have three to six appointments, but some days may have up to 12.

The site plan, parking plan, and floor plan were reviewed. The business will use an office in the primary structure in addition to the accessory structure.

Identified potential impacts included customers and an employee coming to the home and associated traffic, and customer and employee vehicles parked on the street.

Proposed mitigations were as follows:

- That all requirements of the Draper City Engineering, Public Works, Building, Planning, and Fire Divisions are satisfied.
- That a Draper City business license shall be obtained and maintained by the business owner for as long as the business remains in operation.
- That the hours of operation be limited to Monday through Saturday between 9:00 a.m. to 7:00 p.m.
- That there shall only be one (1) nonresident employee working at the home.
- That customer appointments shall be scheduled so that no more than two customers shall be at the subject property at a time.
- That two off-street parking stalls shall be provided to the customer(s) at the time of their scheduled appointment.
- That one off-street parking stall shall be provided for the nonresident employee.

Staff recommended approval as the proposal did not negatively impact the neighborhood, would contribute tax revenue to the City, and supported the economic vitality goals found in the City goals and policies chapter of the Draper City General Plan.

The applicant, Greg Lamb, stated that the application process was a learning experience and that Mr. Whittaker was great to work with.

Chair Adams opened the public hearing. There were no comments. The public hearing was closed.

Motion: Commissioner Squire moved to **APPROVE** the Home Occupation Conditional Use Permit, as requested by Greg & Sabrina Lamb, representing Lamb Hair Salon, application 2026-0154-USE, based on the findings and conditions for approval listed in the staff report dated July 31, 2026.

Finding 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.

Second: Commissioner Fidler seconded the motion.

Vote on Motion: 5-to-0 in favor.

Commissioner	Yes	No	Abstained	Not Participating	Absent
Chair Adams			X		
Fowler	X				
Squire	X				
Nixon					X
Shirey					X
Ogden	X				
Fidler, Alternate	X				
Green, Alternate					X
Best, Alternate	X				

C. Public Hearing: Kimballs Station Site Plan and Preliminary Subdivision Plat Requests. (Administrative Actions)

On the request of Spencer Llewelyn, representing Edge Homes, a Site Plan Amendment and Preliminary Subdivision Plat for 7.126 acres of property located approximately at 600 E Kimballs Ln. The property is zoned RM2 (Multi-family Residential). Known as applications 2025-0263-SP and 2025-0262-SUB. Staff contact: Jennifer Jastremsky, 801-576-6328, jennifer.jastremsky@draperutah.gov.

Community Development Director Jennifer Jastremsky presented the staff report and noted that the subject property is across from the Kimballs Lane TRAX Station at 700 East and Kimballs Lane. The staff displayed vicinity, aerial, land use, and zoning maps. The application was for Phase 1 of the development, as the parcel to the rear of the subject property would be developed in Phase 2. The property is designated High-Density Residential and zoned RM2.

Ms. Jastremsky reviewed the project history.

- June 17, 2025: The City Council approved a Development Agreement allowing between 25 and 27 dwelling units per acre. The City Council also approved Zoning and Land Use Map Amendments at this time.
- September 2, 2025: The City Council approved a Station Area Plan for the Kimballs Lane TRAX Station that called for multi-family housing on the property.
- March 24, 2026: The City Council approved an amendment to the Development Agreement approving standards and a Concept Site Plan.

The site plan was reviewed. The site will have one access point to Kimball Lane and a stub to Phase 2. The development will include 166 dwelling units, comprising three-story townhomes and three- and four-story condominium buildings. The proposal includes 407 parking stalls, including covered, uncovered, and garage parking. Each garage will also have driveway space.

Temporary improvements will include a temporary second access to Kimballs Lane and a hammerhead at the stub road location, which will be removed when a bridge is constructed across the canal in Phase 2.

The clubhouse, swimming pool, playground, and seating areas will be located in the center of the development. Additional amenities to the south include a second playground.

Landscaping will consist of plantings around buildings and driveways, as well as substantial landscaping near the clubhouse. Phase 1 will have 1.2 acres of common space. The project will construct eight-foot walls along the property lines adjacent to single-family developments.

The team reviewed elevations and conceptual renderings, and Ms. Jastremsky reported that the proposal complied with the approved Development Agreement. The preliminary subdivision plat included the main layout and typical for the condominiums and townhomes, and the final site plan would create individual lots for each condominium building and townhome unit. A Plat Amendment would then be requested for individual condominium units.

In response to a question raised by Commissioner Fowler, Ms. Jastremsky reported that the amended Development Agreement included the following changes:

- Required landscaping was reduced from 30% to 25%.
- Driveway depth was reduced from 20 feet to 18 feet.
- Maximum building height was amended to allow four-story buildings.
- Required amount of brick on each elevation was reduced.
- Other minor changes.

Commissioner Fowler stated that some public comments addressed elements of the development already approved through the Development Agreement. However, the Planning Commission must comply with the approved agreement and State law. Ms. Jastremsky confirmed that the State required

the Station Area Plan, and the City Council approved the Development Agreement with the specified density.

The applicant, Paxton Guymon from Edge Homes, stated that the use and density were already approved. The purpose of this stage was to ensure compliance with the Draper City Municipal Code and any code amendments approved through the Development Agreement. It took about four-and-a-half months to review all engineering details with staff, and the staff report included a list of final changes needed to bring the project into full compliance. Edge Homes had carefully reviewed the list and would comply with each item. They were excited to break ground and had already received significant interest from potential buyers. Edge Homes would submit the land disturbance permit application the following week.

In response to a question from Commissioner Squire, Mr. Guymon confirmed that the homes would be for sale only. The Development Agreement prohibited sales to institutional investors and included owner-occupancy requirements and workforce housing subsidies. Steve Waldrip, Governor's Senior Advisor for Housing Strategy and Innovation, highlighted the project as a way cities and developers can work together to modify requirements, increase housing supply, and encourage homeownership. It was initially slated as a 40- to 50-unit-per-acre apartment project, but because the City's willing to negotiate, they would now deliver a homeowner-occupied project.

In response to a question raised by Commissioner Fowler, Mr. Guymon identified Buildings 101 and 102 on the site plan and said the space between them was about two-and-a-half feet too narrow. They analyzed the site and determined that Building 102 could be shifted three feet north, and their engineering team was updating the final construction plans to reflect the change. A metal awning was initially proposed for Building 102 but would be removed to comply with the 10-foot setback requirement.

Mr. Guymon reported that staff conducted and approved a full traffic impact study. Residents exiting onto Kimballs Lane will be able to turn either right or left. The development would create traffic, but the impact would be less than the originally planned 50-unit-per-acre apartment project and was inevitable due to the Station Area Plan.

Mr. Guymon said he was very excited about the project and believed the market would receive it very well. Each condominium will have at least three bedrooms and two bathrooms. They are designed for families to grow in.

Chair Adams opened the public hearing.

Denise Smith stated that she lives across the street from the subject property. In a Draper Journal article about the development agreement approval, the Draper City Council noted concerns about the number of deviations proposed for the new high-density development, including shorter driveways, smaller parking spaces, and narrower alleyways. The Council ultimately approved the deviations, even though it denied another development that night for similar issues. The article stated that the deviations were needed to comply with the newly approved RM2 Zone, which allows 25 to 27 units per acre. However, 25 units per acre across 25 acres is 525 units, but the proposed plan included 560 units. If the goal was to comply with current code while creating a livable development, the City

should consider whether reducing the number of units or removing one to two buildings would better meet the standard. Once the units were built and sold, the long-term impact would no longer rest with the builder. It would fall on homeowners who may not realize that the approved deviations could create daily frustration, as well as existing residents who live nearby. Most buyers would reasonably assume that the City had protected them by ensuring that the development complied with City code and basic livability standards.

She was also concerned about the traffic study and asked when it would be concluded and reported. She urged the City to require completion of the traffic study before approving the item. At minimum, it should be conducted during normal school hours while school is in session so it can accurately reflect traffic conditions residents will experience. For those reasons, she asked the Council to reconsider the approved deviations, evaluate whether the proposed density was appropriate, and ensure the traffic study was reviewed before final approval.

There were no further comments. The public hearing was closed.

City Engineer, Brien Maxfield, clarified that the traffic study was completed and updated with traffic counts during school hours. It determined that the peak impact would be in the morning when residents are traveling to work, and students are being dropped off at school. An independent consulting firm reviewed the traffic study and provided comments. The developer was not required to address any City deficiencies, including current impacts from the school, and the traffic analysis did not identify any necessary upgrades due to the development. In response to a question from Commissioner Fowler, he reported that the study could be requested through the Government Records Access and Management Act ("GRAMA") process.

Mr. Maxfield reported that if traffic from the development created the need for an additional turn lane, signal, etc. on surrounding roads, the developer would be responsible for installing that improvement. The development would add traffic volume to the existing stacking along 700 East, 11800 South, and the TRAX crossing, but the additional traffic did not warrant any infrastructure improvements.

Commissioner Squire asked about the City's plans to address the stacking issue. Mr. Maxfield reported that the Utah Department of Transportation ("UDOT") had plans to widen 700 East but no timeline was provided. It had been widened in Sandy north of 11400 South, and they were preparing to resurface sections of the roadway within Draper. In response to a follow-up question from Commissioner Squire, Mr. Maxfield said staff works with UDOT, but project timing depends on available funding and priorities, and the project was not a top priority for them. The City has no mechanism to enforce its desires on UDOT. They were aware of the project and the impacts of station area plans. He believed UDOT likely considered those factors when prioritizing projects but did not know how the City could influence that prioritization.

Chair Adams stated that it was a question for the legislature. They required cities to comply with density requirements but did not expedite infrastructure improvements around the Station Area Plan. In response to his question, Mr. Maxfield confirmed that improvements were on UDOT's future plans, but there was no definitive timeline.

Commissioner Fowler stated that the Planning Commission only makes recommendations to the City Council and asked that the public comment regarding deviations be addressed. Ms. Jastremsky reported that several deviations were approved in the Development Agreement, a binding legal agreement. Without both parties being open to a change, the City could not reconsider the deviations. Chair Adams added that everything included in the proposals had already been agreed upon.

Chair Adams asked if other Edge Homes developments had 18-foot driveways. Mr. Guymon stated that some developments have an apron, which is a four- to five-foot driveway that does not allow for parking. That was not their preference. Other projects had 18-, 20-, and 22-foot driveways. The length depends on the approved density. Not every vehicle will fit in an 18-foot driveway, but large vehicle owners were not their target buyers for the project. When they proposed the deviations, they offered the tradeoff of pedestrian trails, open spaces, and a clubhouse. They perform a complex analysis to determine what makes the most sense for a site, and for this project they worked within the guardrails of the guaranteed density. The project would have adequate parking, and 18-foot driveways do work.

Regarding the issue with 700 East, Mr. Guymon said Edge Homes had asked UDOT to move the project higher on the priority list. They were told it may be prioritized after Phase 1 is completed.

In response to a question from Commissioner Fowler, Mr. Guymon said Phase 1 would have 166 units. Ms. Jastremsky reported that Phase 2 would have 394 units. Mr. Guymon added that Phase 2 may be divided, as it is a very large project. They typically plat and develop one building at a time. The 560 total units are under the maximum density of 27 units per acre. Ms. Jastremsky reported that the discrepancy was likely because the developer purchased additional acreage, which increased the project size.

Chair Adams stated that driveways could be used as parking stalls, whereas some developments have only a short apron for garage access. In response to his question, Ms. Jastremsky reported that some developers were required to install improvements based on traffic studies, but Mr. Maxfield's team identifies those issues before Planning Commission consideration.

Commissioner Squire stated that the Planning Commission reviews Site Plans for compliance, and Staff had determined that the application was compliant. The item would not go before the City Council.

Site Plan

Motion: Commissioner Fowler moved to APPROVE the Site Plan, as requested by Spencer Llewelyn, representing Edge Homes for the Kimballs Station Site Plan, Application 2025-0263-SP, based on the Findings and Conditions for Approval listed in the Staff Report dated August 3, 2026.

Findings for Approval:

1. The entire site is being developed under a phased Development Plan.

2. The Site Plan conforms to applicable standards set forth in Title 9, as modified by the Development Agreement and Development Agreement Amendment, including but not limited to, building heights, setbacks, access points, parking, landscaping, and building materials.
3. The proposed Development Plans meet the intent, goals, and objectives of the General Plan, including its Station Area Plan section, and the purpose of the zone district in which the site is located.
4. That public facilities and services in the area are adequate to support the subject development, as required by engineering standards and specifications.
5. The proposed Development Plans comply with the engineering standards found in Titles 7, 8, 11, 12, 16, and 18 of this code, including traffic, storm water drainage, and utilities concerns, as modified by the Development Agreement Amendment.

Second: Commissioner Ogden seconded the motion.

Vote on Motion: 5-to-0 in favor.

Commissioner	Yes	No	Abstained	Not Participating	Absent
Chair Adams			X		
Fowler	X				
Squire	X				
Nixon					X
Shirey					X
Ogden	X				
Fidler, Alternate	X				
Green, Alternate					X
Best, Alternate	X				

Subdivision Plat

Motion: Commissioner Squire moved to APPROVE the Preliminary Subdivision Plat, as requested by Spencer Llewelyn, representing Edge Homes for the Kimballs Station Preliminary Subdivision Plat, application 2025-0262-SUB, based on the following Finding for Approval and subject to the Conditions listed in the Staff Report dated August 3, 2026.

Finding for Approval:

1. The Preliminary Subdivision Plat complies with DCMC Section 17-3-040(A) and Chapter 17-5, as amended by the Development Agreement Amendment.

Second: Commissioner Fidler seconded the motion.

Vote on Motion: 5-to-0 in favor.

Commissioner	Yes	No	Abstained	Not Participating	Absent
Chair Adams			X		
Fowler	X				
Squire	X				
Nixon					X
Shirey					X
Ogden	X				
Fidler, Alternate	X				
Green, Alternate					X
Best, Alternate	X				

2. Other Business.

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

Ms. Jastremsky provided an update on Council actions. The Council approved the short-term rental regulations with changes that reduced the minimum stay requirement to two nights and clarified penalties. The Ivory Homes rezoning request was continued pending additional information.

Planning Manager Todd Draper reported that the American Planning Association Utah Chapter will hold its fall conference September 9-10, 2026, at the Davis Conference Center in Layton. Any Commissioners interested in attending should speak with him or Ms. Jastremsky.

3. Adjournment.

Motion: Commissioner Squire moved to ADJOURN.

The meeting adjourned at 7:21 PM.