



PLANNING COMMISSION AGENDA

Thursday, October 8, 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 Action Item: Approve Planning Commission Meeting Minutes for September 10, 2026 (Administrative Action)

Approval of Planning Commission Meeting Minutes for September 10, 2026.

1.b Public Hearing: Audio Wizard AV Home Occupation Conditional Use Permit Request (Administrative Item)

On the request of Dustin Reese, representing Audio Wizard AV, a Home Occupation Conditional Use Permit Request for 1.05 acres located at approximately 386 W. Redberry Rd. Known as Application 2026-0183-USE. Staff Contact: Nick Whittaker, 801-576-6522, Nick.Whittaker@draperutah.gov.

1.c Public Hearing: Draper TOD Fourth Amended Plat Request (Administrative Item)

On the behalf of Alan Argyle, representing ICO Multifamily Holdings, LLC and Amro Al-Nimri representing Ivory Innovations and CTA Draper, LLC. a Subdivision Plat Amendment for approximately 18.07 acres located at approximately 593 W. Vista Station Blvd. Known as application 2026-0035-SUB. Staff Contact: Todd Draper, (801) 576-6335, todd.draper@draperutah.gov.

1.d Public Hearing: Duffin Land Use Map Amendment and Zoning Map Amendment Request (Legislative Item)

On the request of Troy Dana, representing Forest Corporation, a land Use Map Amendment request and a Zoning Map Amendment Request for 7.71 acres located at approximately 267 W. 11915 S. Known as Applications 2026-0086-MA and 2026-0091-MA. Staff Contact: Nick Whittaker, 801-576-6522, Nick.Whittaker@draperutah.gov.

1.e Public Hearing: Pony Express Center Parking Deviation Request (Administrative Item)

On the behalf of Marina Miles of Rio Management Group representing MKH Properties Co., LLC a Parking Deviation Request for 3.38 acres located at approximately 12896 S. Pony Express Rd. Known as application 2025-0118-VAR. Staff Contact: Todd Draper, (801) 576-6335, todd.draper@draperutah.gov.

1.f Public Hearing: 136 Center CSD Text Amendment Request (Legislative Item)

On the request of John Bankhead, representing AREP III DD Land Owner, LLC. A Text Amendment request for 3.46 acres located at approximately 13697 S. 200 W. Known as Application 2024-0397-TA. Staff Contact: Nick Whittaker, 801-576-6522, Nick.Whittaker@draperutah.gov.

2. Other Business

2.a 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 **October 8, 2026**, were posted at Draper City Hall, Draper City website www.draperutah.gov, and the Utah Public Notice website at www.utah.gov/pmn.



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

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

MEMO



To: Planning Commission

From:

Date: 2026-10-08

Re: Action Item: Approve Planning Commission Meeting Minutes for September 10, 2026
(Administrative Action)

Comments:

ATTACHMENTS:

[Draper PC DRAFT Mtg 091026.pdf](#)

MINUTES OF THE DRAPER CITY PLANNING COMMISSION MEETING HELD ON THURSDAY, SEPTEMBER 10, 2026, IN THE DRAPER CITY COUNCIL CHAMBERS

PARTICIPATING: Andrew Adams, Chair
Commission Member Kendra Shirey
Commission Member Susan Nixon
Alternate Commission Member Christine Green
Alternate Commission Member Drew Martinez
Alternate Commission Member Joshua Best

EXCUSED: Commission Member Mary Squire
Commission Member Gary Ogden
Commission Member Laura Fidler

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

6:30 PM Business Meeting

Chair Andrew Adams called the Planning Commission Meeting to order at 6:30 p.m.

1. Items for Commission Consideration.

**A. Public Hearing: Bangerter Crossroads Site Plan Request.
(Administrative Item)**

On the request of Troy Wolverton with AWA Engineering, representing Lloyd's TLC Limited for a Site Plan request on approximately 12 acres of property at approximately 13782 S. 300 E. Known as application 2026-0106-SP. Staff Contact: Todd Draper, (801) 576-6335, todd.draper@draperutah.gov.

The above item was continued to the September 24, 2026 Planning Commission Meeting.

B. Public Hearing: Blueprints and Blossoms LLC Home Occupation Conditional Use Permit Request. (Administrative Action)

On the request of Emilie Brenchley, representing Blueprints and Blossoms, LLC, a Home Occupation Conditional Use Permit Request for 0.02 acres located at approximately 67 East Bella Monte Drive, known as Application 2026-0075-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 is a townhome with a Residential High Density land use designation and an RM2 zoning designation.

The request was to operate a cottage business that produces cakes and flower arrangements for events. Orders are placed online and delivered to the customer in the applicant's personal vehicle. No customers come to the home. One additional employee works from their own home, not at the subject property.

The site plan was reviewed. Mr. Whittaker indicated that no business or other vehicles are associated with the Home Occupation, so a parking plan was not required. The main-floor kitchen is used for both baking and creating flower arrangements.

Identified potential impacts included customers and employees coming to the home and associated traffic, as well as 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.
- No customers shall come to the home.
- That there shall only be one (1) nonresident employee, and no employees may come to the home.
- That only the Applicant's personal vehicle shall be used in conjunction with the Home Occupation.
- That the Applicant obtain a letter from the HOA or property management providing consent to operate a Home Occupation with one remote employee. The Planning Commission may waive this requirement.

Staff recommended approval because the proposal would not alter the area's established residential character or impact the health, safety, and welfare of the neighborhood or city, and it would contribute tax revenue to the city. Additionally, the proposal supported the economic vitality goals found in the city goals and policies chapter of the general plan.

The applicant, Emilie Brenchley, stated that her event planning business would not generate any traffic and that she conducts business only in her kitchen.

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

Condition of Approval 6 was discussed. In response to a question from Commissioner Nixon, Mr. Whittaker reported that HOA approval was required by ordinance, but the condition was intended for businesses with an employee who works at the property and could be removed at the Planning Commission's discretion.

Planning Manager, Todd Draper, reported that Home Occupations in multifamily residential properties typically require HOA approval, and the ordinance did not differentiate between remote and on-site employees. In response to a question from Commissioner Shirley, he clarified that the business had an employee, but the employee did not come to the home. Community Development Director Jennifer Jastremsky reported that the concern with multi-family Home Occupations was the

shared parking. If the business owner intended to utilize shared parking for the business, HOA approval should be required.

In response to a question from Chair Adams, Ms. Brenchley confirmed that the employee was remote and would never visit the home.

After further discussion, the Commission decided to remove the condition.

Motion: Commissioner Shirey moved to APPROVE the Home Occupation Conditional Use Permit, as requested by Emilie Brenchley, representing Blueprints and Blossoms, LLC. Application 2026-0075-USE, based on the following Findings for Approval and subject to the conditions listed in the Staff Report dated August 28, 2026 with condition 6 from the staff report being removed.

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.

Second: Commissioner Nixon seconded the motion.

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

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

C. Public Hearing: Exchange 14068 South 145 East Development Agreement Request. (Legislative Item)

On the request of the Woodbury Corporation for a Development Agreement on approximately 2.15 acres of property located at 14068 South 145 East. Known as application 2026-0195-DA. Staff contact: Jennifer Jastremsky, 801-576-6328, jennifer.jastremsky@draperutah.gov.

Ms. Jastremsky presented the staff report. The 2.15-acre subject property is located within the exchange office complex off Bangerter Parkway and was the last vacant property in the complex. It is zoned Regional Commercial (“CR”) and carries the Regional Commercial land use designation.

A new technology company approved through the Governor’s Office of Economic Development (“GOED”) sought to build on the subject property. However, most of the existing buildings, parking, and landscaping predated current code, and a Development Agreement was required to match the existing complex.

Requested deviations include:

- Maximum building height of 60 feet.
 - Code limited building height to 45 feet. The concept elevations included with the Development Agreement indicated a height of approximately 57 feet. One existing building in the complex was 56 feet tall, which was allowed at the time of construction with a Conditional Use Permit (“CUP”).
- Architectural materials: Tilt-up concrete, exterior insulation and finish system (“EIFS”), and corrugated sheet metal would be allowed as primary materials.
 - Tilt-up concrete was currently only allowed as a primary material with the Manufacturing and Commercial Buffer Zones. EIFS and metal were only allowed as secondary materials.
- Facade articulation: Variations would be allowed compatible with the existing buildings.
 - Current code had very specific horizontal and vertical standards that did not match existing facades.
- Parking lot landscaping: Landscaping islands within head-to-head parking rows requirements would be eliminated. Tree diamonds would be utilized if practical.
 - Current code prohibited tree diamonds, but there were existing diamonds in the complex. No landscaping islands were within head-to-head parking rows.
- Parking numbers: The complex has shared parking, and at the time of construction, code allowed a minimum-maximum range of 25% based on four parking spaces per 1,000 square feet of building floor area. Current code had a 10% range. The request was to use the 25% range.
- Concurrent review of the site plan and the building permit.
 - The Development Agreement required that the site plan application be submitted and go through the first round of reviews prior to submitting for a building permit. This would ensure that the plans reviewed by the building department were final versions.

Ms. Jastremsky reviewed the concept plan and indicated that it had been updated since the meeting packet was distributed. The building and parking would be in the same location indicated in the packet. The site would include one center landscape island and shared drive aisles with access to the existing buildings. The team reviewed site photographs showing existing materials and architectural style. The new building will mirror their look and materials and include a fourth floor to provide needed space for technology.

In response to a question from Chair Adams, Ms. Jastremsky identified the existing four-story building in the photographs. Ms. Jastremsky then explained that current code required landscape islands at the ends of all parking rows and no longer allowed for tree islands. Chair Adams asked if the islands could be concrete. It was clarified that the islands must have landscaping.

Commissioner Nixon remarked that the applicant had requested a maximum height of 60 feet, but architectural features could allow for an actual height of 74 feet. Ms. Jastremsky confirmed that existing code allowed for architectural features, including elevator bulkheads, equipment screening, etc., to be up to 14 feet higher than the building. Building height is measured to the top of the parapet wall. Chair Adams noted an existing building of similar height.

The applicant, Jason Przybyla, stated that he represented a partnership between Woodbury Corporation and Hunt Companies, which had partnered on multiple projects throughout Utah. The user was currently headquartered in Arizona and planned to open their first office in Utah. Their business is defense- and tech-related and would bring approximately 100 employees. They recruit heavily from Utah schools and were excited to have a flagship location in the state.

In response to a question from Chair Adams, Mr. Przybyla confirmed that the four-story building south of the proposed development was of similar height to the proposed building. Shared parking and landscaping are managed by the business park owner. The complex had existing tree diamonds, but some were damaged, and the applicant wanted the flexibility not to reinstall them. The island on the other side will be landscaped with trees.

Chair Adams noted that the subject property had tree diamonds, but none on the property to the north. He preferred to remove the diamonds. Mr. Przybyla confirmed that their preference was not to repair the existing diamonds or install new ones.

Commissioner Nixon expressed concern about the concurrent review requirement. In her previous position as a city planner, she received frequent requests to fast-track items and had an issue with allowing anyone to “jump the line.” Ms. Jastremsky reported that the Development Agreement included safety features requiring the site plan to go through a first review and any staff redlines to be addressed prior to applying for a building permit.

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

Motion: Commissioner Nixon moved to forward a POSITIVE recommendation to the City Council for the Development Agreement, as requested by Jason Przybyla, representing Woodbury Corporation for Exchange 14068 South 145 East Development Agreement,

Application 2026-0195-DA, based on the findings listed in the Staff Report dated August 28, 2026.

Findings for Approval:

- 1. The Development Agreement complies with DCMC Section 9-5-200(C) and (D).**
- 2. The proposal allows for a GOED-approved economic development project to locate within the City.**
- 3. The DCMC standards modifications approved within the agreement will allow the new development to match the existing office complex in regard to architecture, landscaping, and parking.**

Second: Commissioner Shirey seconded the motion.

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

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

D. Public Hearing: Snow Zoning Map Amendment Request. (Legislative Item)

On the request of Lowell and Tamara Snow, a Zoning Map Amendment for approximately 1.35 acres located at approximately 960 East New Hope Drive, known as Application 2026-0186-MA. Staff Contact: Nick Whittaker, 801-576-6522, Nick.Whittaker@draperutah.gov.

Mr. Whittaker presented the staff report and displayed the vicinity, aerial, land use, and zoning maps. The subject property was designated Residential Low-Medium Density and zoned RA1. The application sought rezoning to RA2, which would decrease the minimum lot size from 40,000 square feet to 20,000 square feet. The Planning Commission approved a similar request in 2016, but the City Council denied it.

The applicant proposed rezoning the 1.35-acre property to create a second lot because they wanted to age in place, and a smaller lot would make that goal attainable. The definitions for the RA1 and RA2 Zones were identical, and the requested zone was compatible with the existing land use designation. Abutting properties to the north and south were zoned RA2, as were other properties within a 300-

foot radius. The request would allow the applicant to age in place, which aligned with housing and neighborhoods goal 4 of the Draper City General Plan.

In response to a question from Chair Adams, Mr. Whittaker explained that the previous request was identical to the current application, but it did not mention aging in place. In its denial, the City Council indicated that the request could change the City's character and negatively impact the area. However, it was not an uncommon request for the area as two abutting properties were zoned RA2, and the zone was supported by the underlying land use designation.

Commissioner Nixon stated that the lot was 58,000 square feet, which should allow only one additional lot in the RA2 Zone, and asked whether the applicant could request a variance to allow three lots. Mr. Whittaker explained that it would not be possible under current code. If a variance was requested, an administrative officer would decide it, but it was unlikely to be approved. It was noted that an existing home was on the property, and the variance could not be requested unless it was demolished.

The applicant, Lowell Snow, thanked Ms. Jastremsky and Mr. Whittaker for their assistance with the application. When they purchased the property, the house had been condemned and owned by the bank for three years. The previous owner tried to rezone the property and lost it to foreclosure after the City Council denied his request. It is a corner lot with two frontages. They wanted to build a barn on the corner but couldn't. They had renovated the house and added a pool and casita. It is a wonderful home, but it has become too much for them. They needed flexibility and certainty to move forward. They did not want to build three houses. The previous request was for both a Zoning Map Amendment and Subdivision Plat, and his request was only for rezoning. Ten years ago, almost every neighbor was opposed to the rezoning request because they were concerned about a cascade effect. Only three children lived on Fort Street at that time, and now there were 22. He and Mrs. Snow spoke with every neighbor, and none were opposed to the proposal.

In response to a question from Chair Adams, Mr. Snow stated that the second structure near the pool was a she-shed with a cement foundation and garden. Subdividing the property at the edge of the garden could create a 20,000-square-foot lot. The existing home would have approximately .90 of an acre, the same size as the adjoining lot to the east.

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

Commissioner Shirey stated that she had no concerns about the application. It appeared there were more small lots than when the first request was made, and there was no public opposition to the current proposal.

Motion: Commissioner Shirey moved to forward a POSITIVE recommendation to the City Council for approval of the Zoning Map Amendment, as requested by Lowell and Tamara Snow, Application 2026-0186-MA, based on the following Findings for Approval listed in the Staff Report dated August 28, 2026.

Findings for Approval:

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

Second: Commissioner Green seconded the motion.

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

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

E. Public Hearing: SSVM Development Agreement, Land Use Map Amendment, and Zoning Map Amendment Requests (Legislative Item)

On the request of Ari Bruening, representing Sai Suresh Danduboyina, approval of a Development Agreement to allow the development of the property into 4 lots on a 26-foot-wide private roadway, amend the Land Use Map from the Residential Low-Medium Density designation to the Residential Medium Density designation, and amend the Zoning Map from the RA1 zone to the R3 zone, for approximately 1.58 acres of land located at 11511 S. 700 W. Application Nos. 2026-0126-DA, 2026-0124-MA, and 2026-0125-MA. Staff Contact: Todd Taylor, 801-576-6510, todd.taylor@draperutah.gov.

Mr. Draper presented the staff report and noted that the item covered three related applications. The staff reviewed vicinity, aerial, land use, and zoning maps, as well as site photographs. The subject property was designated Residential Low-Medium Density and zoned RA1, and the request was to amend the designation to Residential Medium Density and rezone the property to R3.

The concept plan was reviewed. The proposal would subdivide the property into four lots with a private roadway and fire department turnaround. The applicant had requested a five-foot deviation from road width requirements to allow for a 26-foot roadway. In consideration for the City, they agreed to phased development, with one residential unit constructed every three years. Concern had been expressed about nearby agricultural properties, and the applicant had agreed to attach a notice to the plat and deed informing potential future owners about the animals and that they would not be able to complain about those properties' animal rights.

Commissioner Green asked about the primary objective of the phasing and whether more properties were anticipated to be subdivided over time. Mr. Draper stated that the applicant, not the City, added the requirement. Chair Adams indicated that developers sometimes add a park or trail as consideration. In this case, they volunteered to only build one home every few years.

In response to a question from Commissioner Nixon, Mr. Draper confirmed that the private road would not meet the standard for a City road and added that the setbacks shown on the concept plan may not be accurate.

Commissioner Nixon understood that it is a long, narrow property, which can be difficult to subdivide and access. However, she does not believe private roads are in the City's best interest. Property owners can get tired of paying to maintain the road and often approach the City to take it over, but that could not happen if the road did not meet public-road standards. There was also an issue with snow removal and garbage pickup. Residents would have to take their garbage cans out to 700 West. Private roads sound great at first, but residents tire of maintaining them. In multifamily developments, enough units make road maintenance financially feasible.

Ms. Jastremsky reported that the road itself was not at issue, as the Code allows for private roads. The issue was the width. The road would be long enough to require a fire hydrant at the end, and fire code typically requires 26 feet of drivable surface. The standard cross-section for a private road with up to five lots was 24 feet, with 20 feet of asphalt and two feet of curb on each side. The request was for 26 feet with a drivable curb for emergency vehicles. It would still have 26 feet of drivable surface as required by the Fire Department.

In response to a question, Mr. Draper confirmed that the City Council previously denied a similar request for the subject property. The applicant had waited the appropriate amount of time and reapplied, this time with the addition of a Development Agreement.

Chair Adams asked about the difference in requirements between private roads and flag lots. Mr. Draper explained that a flag lot is a single lot. A private road is required for additional lots. Additionally, 700 West is a classified street, and flag lots are not allowed on classified streets. A road is required to subdivide the property.

Ari Bruening spoke for the applicant. Regarding consistency with the neighborhood, he stated that 80% of lots within 0.33 miles of the subject property were zoned R3 and R4, so RA1 lots were an anomaly in the area.

The applicant indicated that the proposal was consistent with the following elements of the General Plan:

- Encourage and support the renovation and reuse of underutilized or vacant parcels, buildings, and shopping centers and seek creative infill development strategies.
- Support reduction of government and regulatory constraints to enhance housing affordability
- Review future development impacts on water use and encourage development and design that fosters water conservation.
- Promote land use patterns that conserve resources such as land, clean air, water, and energy.

Mr. Bruening presented a Wasatch Front Regional Council map showing job access in different areas and indicated that Draper had better-than-average access, so more housing would be beneficial. Smaller lots also use less water per acre than large lots, and four new homes would play a small part in alleviating the housing shortage.

The property owner had pulled a building permit for one house and wanted certainty about the other lots, as that would help locate the house and design utilities. They had no plans to build the other homes in the near future, so any neighborhood impacts would be delayed. The parcel was non-conforming, and allowing it to be subdivided would make it conforming. They also believed approval would positively impact the City's finances by bringing in additional property tax revenue without increasing expenses.

The Development Agreement was proposed to address concerns neighbors raised when the previous application was denied. Plats will contain a notice and waiver of property owners' right to object to adjoining properties' animal rights. Mr. Bruening noted that R3 and R4 lots already adjoin the RA1 parcels. The agreement also delayed development of additional homes to allow for a gradual transition and clarified the private roadway width. The applicant believed the proposal was consistent with the neighborhood and would have minimal negative impacts.

In response to a question from Commissioner Nixon, Mr. Bruening said the owner did not intend to build the additional houses at that time but wanted to know whether they could eventually be built. The offer to stagger construction was made to alleviate neighbors' concerns about negative impacts on the community. Commissioner Nixon stated that it was a good idea, and she also appreciated that they would include a statement about large animals on the plats so potential buyers would know what they were buying.

Chair Adams stated that there was higher density nearby, but the long, narrow lots were different. He asked whether similar developments existed in Draper or other cities. Mr. Bruening stated that a similar development existed off 4700 South in Taylorsville. Chair Adams indicated that it was not about the lot size, as there were smaller lots nearby. The issue was the orientation on the narrow lot, and he would like to see examples of similar developments. Commissioner Nixon stated that two existing similarly sized lots to the north had homes in the middle of the lot. Chair Adams expressed concern about the type of home that could be built. Nearby homes sold for between \$1 million and \$1.8 million.

In response to a follow-up question from Chair Adams, Mr. Bruening said the City's consideration was the notice about animal rights and the development delay. Chair Adams asked how the development delay would benefit the City. Mr. Bruening stated that it would mitigate impacts on neighbors, as development would not occur overnight. The building permit pulled was for a 4,000- or 5,000-square-foot home, and the intent was for all four homes to be similar in size.

City Attorney Spencer DuShane explained that forbearance is a type of consideration. If the rezone was approved, the entitlement was to build all four homes at once. Phasing the project was forbearance on the part of the applicant, which was adequate consideration.

Chair Adams opened the public Hearing.

Rudy Tolbert stated that he owns a lot adjacent to the subject property. He asked about the elevation change between 700 West and Willow Creek, as he estimated the slope to be approximately 40 feet, and the private road would run alongside his property. A retaining wall would be required. He does not use City water for irrigation, and the private irrigation line runs along 700 West. If four houses were built, at least two of them would have to pump their sewage 300 to 400 feet to 700 West.

Jan Sharp gave her address as 11471 South 700 West and stated that she uses flood irrigation, which does not cost the City anything. Flood water also evaporates less than water from sprinkler systems. They had gotten stuck in their driveway in winter due to the grade, and the houses at the bottom of the hill would be in an area that had flooded before. The entire area was subdivided to create long lots, allow animal rights, and give residents peace of mind that they wouldn't have too many neighbors. If four homes were built, she would see them from her yard and driveway, and it would not conform with the neighborhood. She opposed the proposal because it would destroy the nature of the neighborhood.

Rick Taylor gave his address as 11443 South 700 West and was opposed to the application. The City's land use description for Residential Low-Medium Density mentioned very large lots, single-family neighborhoods or ranchettes, and enhancement of Draper's rural character. When he purchased his lot 32 years ago, he was told that the northwest corner of Draper would remain rural. However, he understood that times had changed and neighborhoods had been allowed. The description also mentioned natural features and cultivated vegetation, and that special care was required to preserve those features. Equestrian uses and privileges may exist in certain areas. All lots adjacent to and north of the property were single-family lots or ranchettes, had natural features and cultivated vegetation, and most made use of their large animal rights. The description of Residential Medium Density encouraged preserving large tracts of open space rather than open space contained primarily in individual subdivision lots; mixing lot sizes, setbacks, and residential development; and discouraged piecemeal infrastructure installation. The current plan preserved no large tracts of open space, and the only lot-size variation would make the property four times denser than what was adjacent to and around it. He believed it was a piecemeal mini-subdivision, and the proposal was not harmonious with the overall character of existing development.

LeRoy Larsen gave his address as 11553 700 West, two lots south of the subject property. He moved to the area 26 years ago, knowing it was zoned RA1, and that every home on 700 West from 11400

South past his house was on a long, skinny lot. Four houses right in the middle of them would be totally out of place.

Bob Rohr stated that he lived on the cul-de-sac west of the subject property, and he was the water master for the irrigation line that runs along 700 West. The irrigation line was very high and exposed. Water pools if someone makes a mistake with their irrigation or there is heavy rain. The City extended the storm sewer in the spring to capture that water. The setback from the irrigation line is six feet, and the property had an approximately 30-foot slope. He did not believe the entire 1.58 acres was buildable. It would also require a 15-foot retaining wall on the property line adjacent to Mr. Tolbert. He did not see how the project was feasible. He also asked if the homes would be sold or rented.

Wayne Hughes stated that he had lived directly across the street from the subject property for five years and bought his home because of the zoning and feel of the neighborhood. The development would change that dramatically and was not in keeping with the neighborhood. The applicant knew the zoning when he bought the property, and all he did was try to push the proposal through. If he wanted to build four homes, he could buy a lot that is zoned for them. All neighboring property owners were opposed to the development, and he hoped the Planning Commission would consider that.

Jennifer O'Neal submitted a document with 20 signatures from the neighborhood behind the subject property, which was separated by the creek but would be impacted because it faces the rear of the property. There were also 51 signatures from the neighborhood surrounding the subject property. She believed that 71 names were a very substantial list of people asking the City not to change the zoning. They understood that changes in property values may not be something the City could consider, but they could consider the fact that it was not in keeping with the character of the neighborhood. The applicant mentioned water conservation, but she was not sure that adding more homes would actually lower water consumption. Neighbors use private irrigation. Everyone who purchased property in the area did so for the large lots. When one neighbor built his house, Draper City required him to sign paperwork indicating that he would never build another home at the rear of his parcel. The first time an application was made for the subject property, the owner asked for lower density zoning, and it was denied by both the Planning Commission and City Council. Now he was asking for higher density. She asked that the Commission consider the neighborhood in its decision.

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

Chair Adams explained that the application was for changes to the zone and land use and a Development Agreement, not plat approval. They were also not considering elevation, although he agreed that the irrigation pipe was quite elevated.

Commissioner Nixon asked whether the large change in grade from the west side to the east side of the subject property could be mitigated, or whether the applicant would be required to raise the grade. City Engineer Brien Maxfield reported that the City had a maximum street grade, and to meet requirements, the property may have to be regraded. There were different strategies to mitigate the issue, but final engineering plans had not been submitted. Review would occur with the Subdivision Plat. In response to a follow-up question, Mr. Maxfield confirmed that the subdivision would have to accommodate all its stormwater runoff and address water quality being discharged into the creek.

Chair Adams invited the applicant to address citizen concerns. Mr. Bruening stated that they were good questions, and those issues would be addressed in the subdivision process. The property owner knew it might be impossible to develop four lots and was currently only addressing zoning and density.

Commissioner Green stated that the Planning Commission considered a similar application to have three houses on a long, narrow lot. That lot was narrower and did not have room for a proper road. A ravine also ran along the rear of the property, and an existing home was present. The property owner wanted to add two houses for his children. The Commission forwarded a negative recommendation to the City Council because it did not match the neighborhood's character.

Commissioner Nixon remarked that the Planning Commission was considering three applications. However, because the Development Agreement specified four lots, they were also considering the subdivision.

Chair Adams stated that the applicant argued that there were other developments in the area with higher density and smaller lots, but they were developments, not one narrow parcel that would be rezoned from single-family to multifamily. One private road with four houses is not a subdivision or neighborhood. It is just high density. It reminded him of the development west of Soccer City. The City had said no to rezoning for 0.33-acre lots surrounded by larger lots but had approved 0.50-acre lots. The question was whether the proposed density fit the area.

Commissioner Nixon stated that if they could purchase the property to the north or south, it would be wide enough for a real subdivision. Chair Adams agreed that four homes on one private street were not a subdivision. It would be hard to do anything with the lots in the area other than use them as intended and as the neighbors were using them.

Development Agreement:

Motion: Commissioner Nixon moved to forward a **NEGATIVE** recommendation to the City Council for the Development Agreement, as requested by Ari Bruening, representing Sai Suresh Danduboyina, Application No. 2026-0126-DA, based on the following Findings for Denial listed in the Staff Report dated August 27, 2026.

Findings for Denial:

- 1. The proposed Development Agreement does not comply with all requirements of DCMC Subsections 9-5-200(C) and (D).**

Second: Commissioner Shirey seconded the motion.

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

Commissioner	Yes	No	Abstained	Not Participating	Absent
--------------	-----	----	-----------	-------------------	--------

Chair Adams			X		
Squire					X
Nixon	X				
Shirey	X				
Ogden					X
Fidler					X
Green alternate	X				
Best, Alternate	X				
Martinez, Alternate	X				

Land Use Map Amendment:

Motion: Commissioner Shirey moved to forward a **NEGATIVE** recommendation to the City Council for the Land Use Map Amendment, as requested by Ari Bruening, representing Sai Suresh Danduboyina, Application No. 2026-0124-MA, based on the following Findings for Denial listed in the Staff Report dated August 27, 2026.

Findings for Denial:

1. The proposed Development Agreement does not comply with all requirements of DCMC Section 9-2-020(F) and Utah State Code 10-20-405.

Second: Commissioner Nixon seconded the motion.

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

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

Zoning Map Amendment :

Motion: Commissioner Nixon moved to forward a **NEGATIVE** recommendation to the City Council for the Zoning Map Amendment, as requested by Ari Bruening, representing Sai Suresh Danduboyina, Application No. 2026-0125-MA, based on the following Findings for Denial listed in the Staff Report dated August 27, 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 is not consistent with the standards of any applicable overlay zone.
4. The proposed Zoning Map Amendment will adversely affect adjacent property.
5. 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.

Second: Commissioner Green seconded the motion.

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

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

2. Other Business.

A. Annual Planning Commission Training by City Staff.

Ms. Jastremsky stated that at its last meeting, the Planning Commission considered a Home Occupation for a property that included two parcels, and discussed what could be done with the vacant parcel. They had asked staff to bring some information to them on what the code allowed for uses on multiple properties. Mr. Draper then reviewed the sections below of the zoning code.

DCMC §9-3-040 defines use as *any purpose for which a lot, parcel, or structure is designed, arranged, or intended, or for which it is occupied or maintained.*

Use, Permitted: A main use of a building or land allowed in one or more of the respective zones set forth in this title without specific approval of the Planning Commission or City Council, subject to compliance with other provisions of the title.

Use, Conditional: A land use that, because of its unique characteristics or potential impact of the land use on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

Use, Main: The primary purpose for which a lot, parcel, or structure is designed, arranged, or intended, or for which it is occupied or maintained as allowed by the provisions of the title.

Use, Accessory: A use incidental and subordinate to a permitted or conditional use and located on the same lot or parcel as such use.

Use, Nonconforming: A main use of land that:

- A. Legally existed before the current zoning designation of the land where it is located;
- B. Has been maintained continuously since the time the zoning designation governing the land changed; and
- C. Because of subsequent zoning changes, does not conform with applicable requirements of the title.

Use, Temporary: A use is not allowed as a permitted, conditional, or accessory use where located and which is established for a limited time with the intent to discontinue the use upon expiration of the time period authorized by a temporary use permit.

DCMC §9-10-030(A) covers permitted and conditional uses. DCMC §9-10-030(B) covers accessory uses and states that the permitted and conditional uses set forth in §9-10-090, Table 9-10-1 of this chapter shall be deemed to include accessory use activities that are necessarily and customarily associated with, and incidental and subordinate to, those such uses.

1. Accessory uses are subject to the same regulations that apply to permitted conditional uses in the same zone, except as otherwise expressly provided in this title.
2. No accessory use, building, or structure shall be allowed on a lot or parcel unless a permitted conditional use has been established.
3. Accessory uses in residential zones shall include but not be limited to the following:
 - Garage sales
 - Garages, carports, and off-street parking areas
 - Hobby activities
 - Home occupations
 - Household pets
 - Nurseries and greenhouses
 - Playhouses, patios, porches, gazebos, and incidental storage buildings
 - Seasonal farm stands in RA1 and RA2 only
 - Solar energy systems
 - Swimming pools and hot tubs for use by residents and their guests

DCMC §9-11-030(A) covers permitted and conditional uses in commercial zones. DCMC §9-11-030(B)(3) lists the following accessory uses:

- Cafeterias, dining halls and similar food service facilities when located within the main use and operated primarily for the convenience of employees, residents, clients, patients, or visitors to the main use
- Daycare facilities for the exclusive use of the employees of the business
- Dwelling units for security and maintenance personnel
- Garages and off-street parking areas
- Recreational areas and facilities for the use of employees
- Recycling collection stations
- Refreshment stands and food and beverage sales located in uses involving public assembly
- Solar energy systems
- Swimming pools and hot tubs for the use of employees
- Temporary uses
- Trails constructed as part of or interconnected with the planned Draper City trail system

Ms. Jastremsky reported that DCMC §9-27-140 applies to all properties regardless of zoning district. Subsections A and B require that every building be on a legally created lot and that portions of the property cannot be sold without going through the proper process. Subsection D allows a property owner to obtain a building permit if they own two properties they intend to build as one parcel, with the building overlapping the property line, provided they combine the properties into one before obtaining a certificate of occupancy. The code acknowledges that these properties exist and provides an avenue for the applicant to obtain some approvals, as long as they ultimately come into compliance and combine the parcels.

In response to a question raised by Commissioner Nixon, Ms. Jastremsky explained that if someone purchased two residential properties with the intent of building one house encompassing both parcels,

they would need to combine them before occupancy. If the home was entirely on one parcel and met all setbacks, they would be limited in what they could do with the second parcel. For example, the Home Occupation recently considered by the Planning Commission had half of its backyard on the second parcel. They could plant a garden and enjoy the open space but would not be able to obtain a building permit for a detached garage, swimming pool, or other accessory use unless the parcels were combined.

Mr. Draper explained that if someone owned two lots and wanted to build a house across the property line, the City would allow it, contingent on the lots being combined before occupancy. For commercial developments, approval conditions typically require that the lots be combined before a building permit is issued.

Chair Adams encouraged the new Planning Commissioners to make motions at any time, as they can be read verbatim from the Staff Report. They were welcome to participate when they felt ready.

Commissioner Nixon asked if the Planning Commission could see the plans for The Pointe project. Ms. Jastremsky indicated that Staff would share them when available.

B. Coordination Between City Staff and Planning Commission (as needed).

None.

3. Adjournment.

Motion: Commissioner Nixon moved to ADJOURN.

The Chair adjourned the Planning Commission Meeting at 8:30 p.m.

MEMO



To: Planning Commission

From: Nick Whittaker, MCMP

Date: 2026-10-08

Re: Public Hearing: Audio Wizard AV Home Occupation Conditional Use Permit Request
(Administrative Item)

Comments:

This application is a request for approval of a Home Occupation Conditional Use Permit for approximately 1.05 acres located on the north side of Redberry Rd. at approximately 386 W. Redberry Rd. The property is currently zoned RA1. The applicant is requesting that a Home Occupation Conditional Use Permit be approved to allow for a Home Office.

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:

[Audio Wizard AV Staff Report.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

September 25, 2026

To: Draper City Planning Commission
Business Date: October 8, 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: Audio Wizard AV – Home Occupation Conditional Use Permit Request

Application No.: 2026-0183-USE

Applicant: Dustin Reese, representing Audio Wizard AV

Project Location: 386 W. Redberry Rd.

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

Acreage: 1.05 Acres (Approximately 45,738 ft²)

Request: Request for approval of a Home Occupation Conditional Use Permit in the RA1 zone to operate a Home Office.

BACKGROUND AND SUMMARY

This application is a request for approval of a Home Occupation Conditional Use Permit for approximately 1.05 acres located on the north side of Redberry Rd. at approximately 386 W. Redberry Rd. (Exhibit B & C). The property is currently zoned RA1. The applicant is requesting that a Home Occupation Conditional Use Permit be approved to allow for a Home Office.

The property is Lot 237 of the Greenfield Farms No. 2 subdivision. The single-family dwelling on the property was built in 1993. In 2002, a detached structure was constructed in the rear yard. The proposed Home Office is operated from an office located on the main floor. The applicant is also requesting to utilize the detached structure as additional office space and as an off street parking stall for a vehicle that is used in conjunction with the business.



ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Low Medium Density	Exhibit D
Current Zoning	RA1	Exhibit E
Adjacent Zoning		
East	RA1	
West	RA1	
North	RA1	
South	RA1	

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 RA1 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 will comply with this criterion (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.*
 - No inventory is stored at the property.
 - The applicant does not need a deviation from this criterion (Exhibit H)

- 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.*
- All business is conducted within the home and within the detached structure in the rear yard.
 - The applicant does not need a deviation from this criterion (Exhibit H).
- 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.*
- No labor is conducted at the home that require tools that would create emissions, vibration, magnetic interference, or noise.
 - The applicant does not need a deviation from 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 home office located on the main floor of the dwelling is 192 ft². The home is approximately 3,532 ft² in size. The business use occupies approximately 5% of the dwelling (Exhibit G).
 - A detached structure is also used to store a business vehicle; however, this criterion is only regarding space used within the dwelling.
- 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.*
- No customers come to the home.

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.*

- The applicant is requesting a deviation to this criterion (Exhibit H).
- The applicant will be storing a business vehicle in a detached structure (Exhibits F, G & H).
- The business vehicle does not have any signage, logos or wraps.

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 (Exhibits H).

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

- There will be no customers coming to the home (Exhibit H)

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.*

- On occasion, the applicant will use the detached garage as a space to perform administrative tasks on a laptop computer.
- The applicant is requesting a deviation to this criterion (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 does not produce any cottage food items.

The applicant operates an audio-visual installation and consulting business. Customers request the businesses services online and all in person interaction takes place at the customers property and never at the applicant's home. The applicant uses a home office located on the main floor of the dwelling to perform administrative tasks and schedule appointments from a computer. On occasion, the applicant uses a detached structure in the rear yard area as an office space to perform the same administrative tasks as those performed in the home office within the dwelling. The detached structure is also used to park the applicant business vehicle and occasionally for office work. There are no additional employees, no customers come to the home, and no other labor is performed at the subject property other than administrative tasks.

Staff recognizes that the potential for negative impacts to the neighborhood from this business are extremely unlikely given the small scale of the home office and its limited business operation. Additionally, the applicant has provided mitigation to impacts associated with storing a business vehicle at the property by storing the vehicle in a detached structure located in the rear yard.

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

After reviewing the application, staff finds that it complies with the minimum criteria of the DCMC for approval and recommends that the Planning Commission review the request, hear from the applicant, and receive public comment as applicable to the application. Staff recommends that the Planning Commission approve the request based on the findings and criteria for approval as listed in the staff report. The staff recommendation is based upon the following:

1. The applicants proposal does not negatively impact their neighborhood or the City.
2. The applicants proposal will generate tax revenue for the City.
3. The applicants proposal supports the Economic Vitality Goals found in the City Goals and Policies chapter of the City's General Plan.

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 no customers shall come to the home.
4. That the business vehicle shall be parked in the detached structure as described in the staff report and as shown on the associated site plan.
5. That the home office use within the detached structure shall be limited to basic office tasks and can include a computer and telephone.

MODEL MOTIONS AND FINDINGS

Sample Motion for Approval – I move that we approve the Home Occupation Conditional Use Permit, as requested by Dustin Reese, representing Audio Wizard AV, Application 2026-0183-USE, based on the following findings for approval and subject to the conditions listed in the Staff Report dated September 25, 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 Dustin Reese, representing Audio Wizard AV, Application 2026-0183-USE, based on the findings for approval and subject to the conditions listed in the Staff Report dated September 25, 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 Dustin Reese, representing Audio Wizard AV, Application 2026-0183-USE, based on the following findings for denial listed in the Staff Report dated September 25, 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.



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: 2026.10.01 17:52:55-06'00'

Draper City Fire Department

Matthew Symes

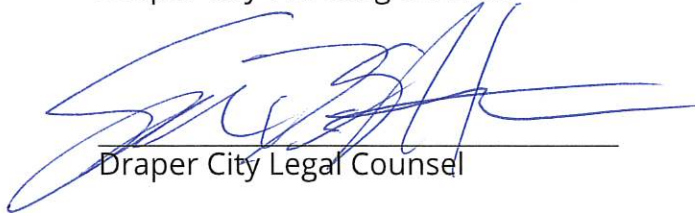
Digitally signed by Matthew Symes
DN: C=US, E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew Symes
Date: 2026.10.01 16:31:03-06'00'

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: 2026.10.01 15:20:54-06'00'

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. No Additional Comments

Engineering and Public Works Divisions Review.

1. No Additional Comments

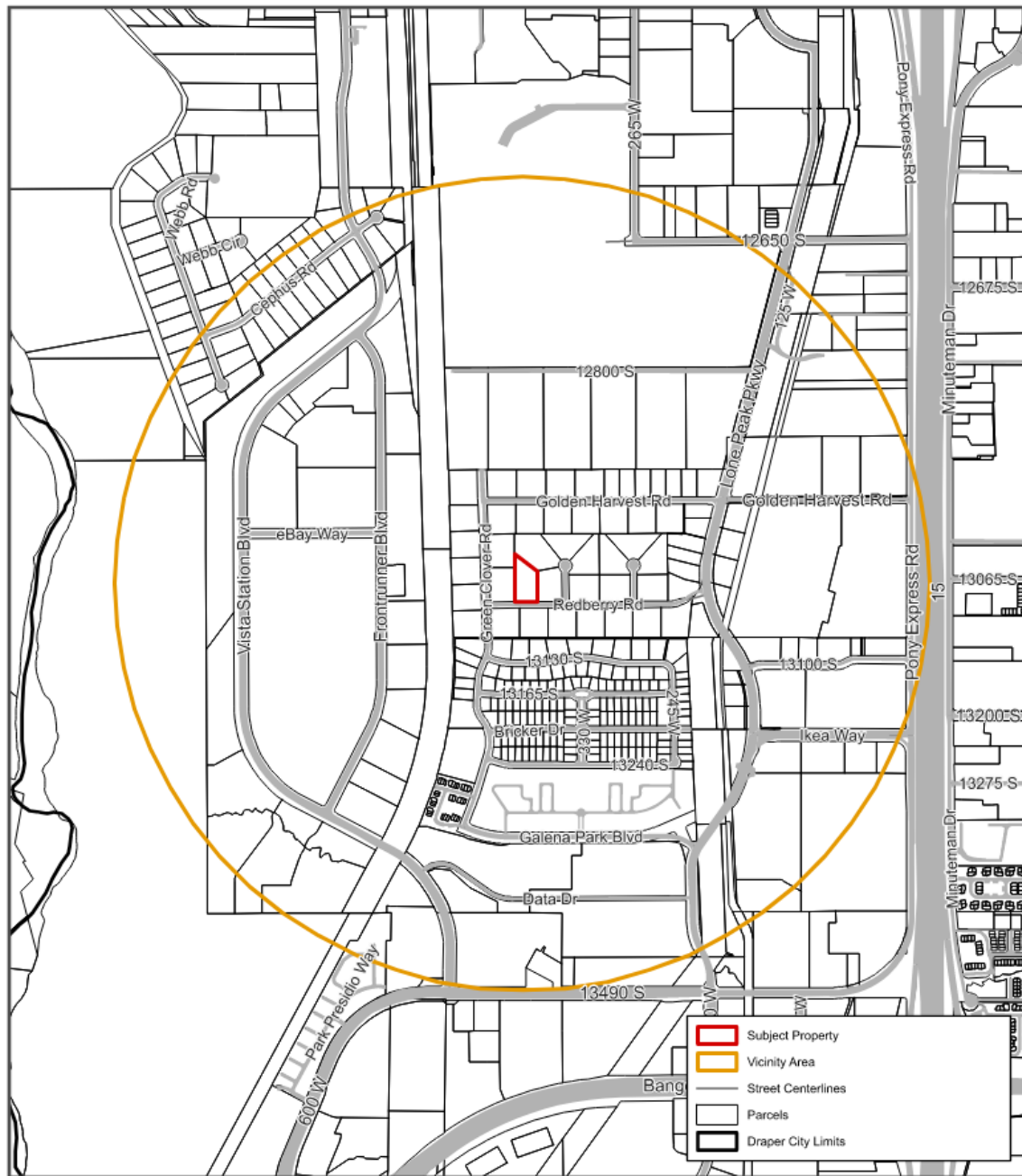
Building Division Review.

1. No Additional Comments

Fire Division Review.

1. No Additional Comments

EXHIBIT B
VICINITY MAP





Audio Wizard AV

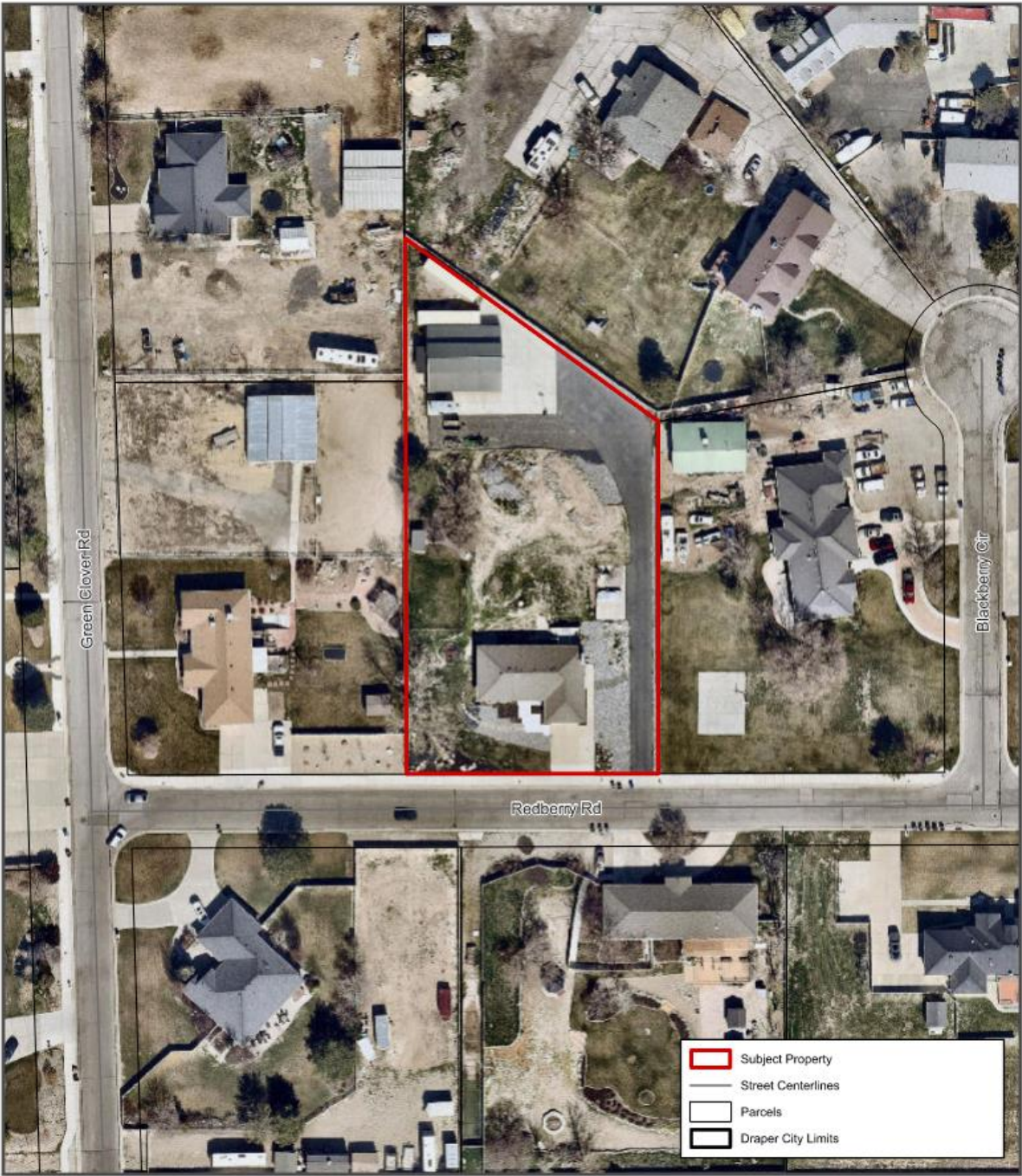
386 W. Redberry Rd





Date Printed: 9/30/2026

EXHIBIT C
AERIAL MAP



Date Printed: 9/30/2026

Audio Wizard AV
386 W. Redberry Rd

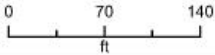
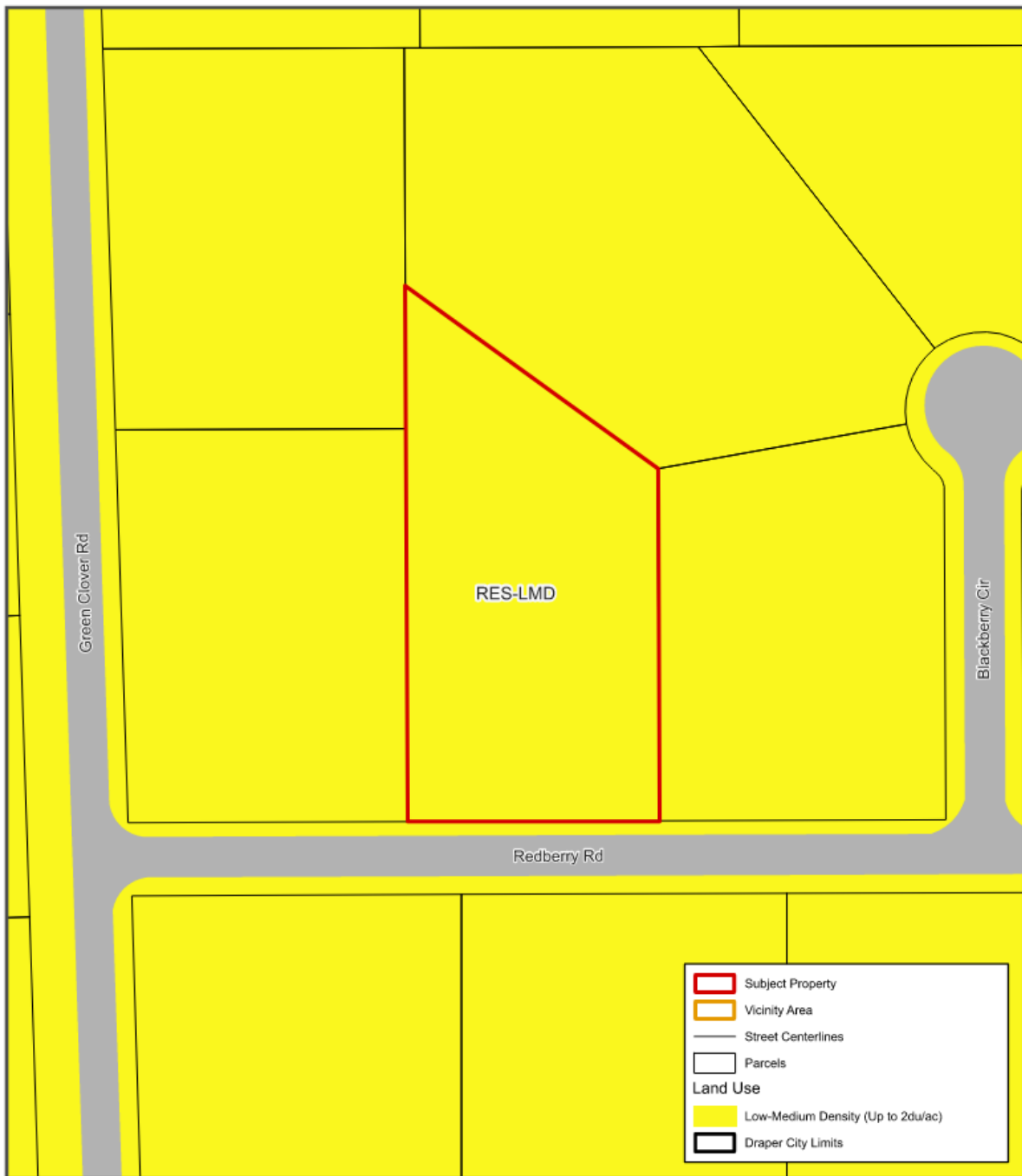


EXHIBIT D
LAND USE MAP



Date Printed: 9/30/2026

Audio Wizard AV
386 W. Redberry Rd

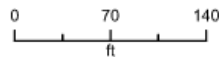
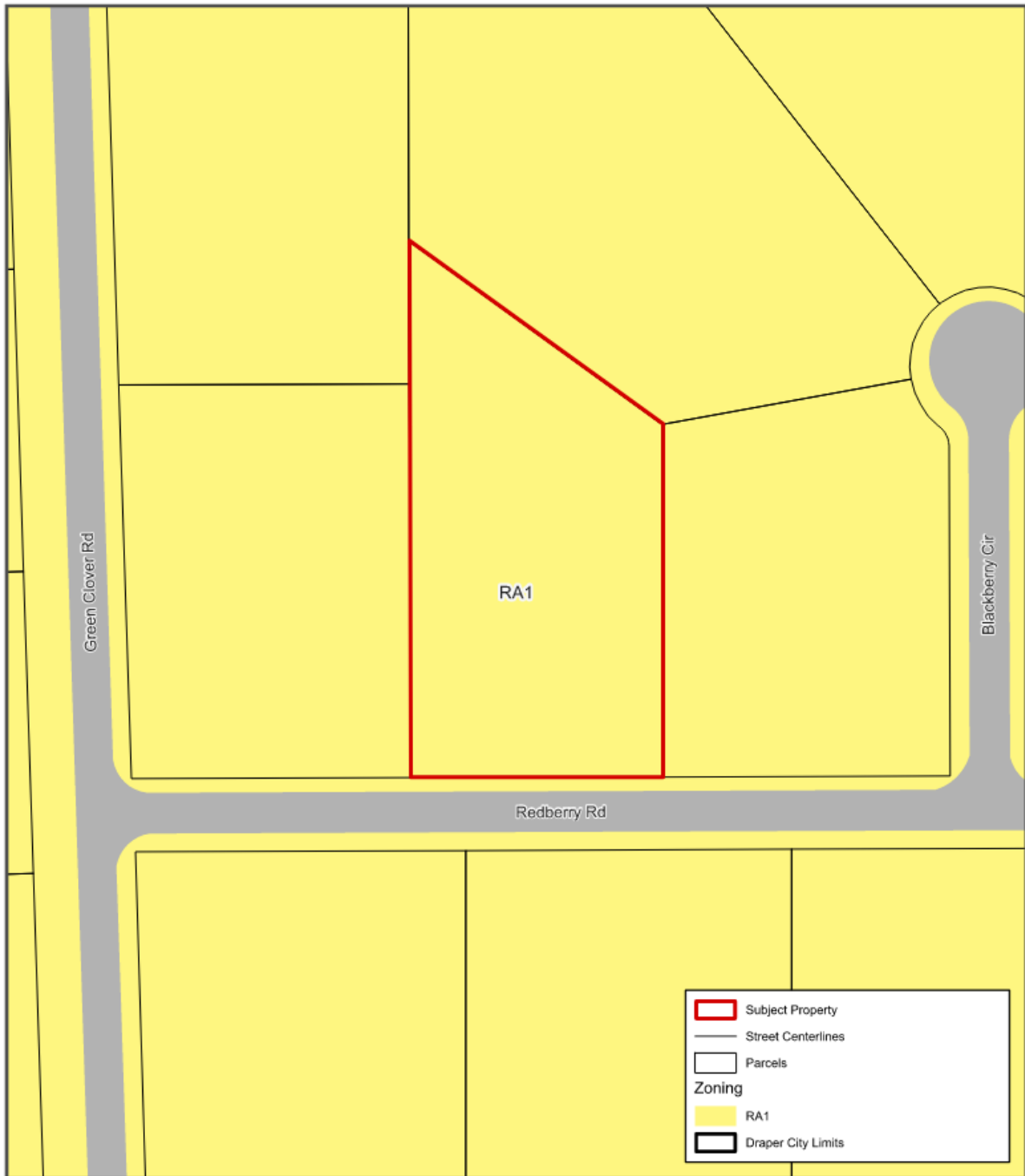
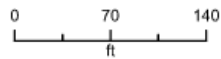


EXHIBIT E
ZONING MAP

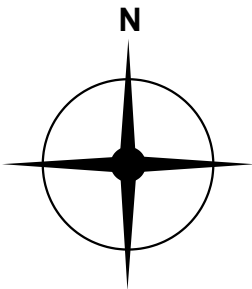


Date Printed: 9/30/2026

Audio Wizard AV
386 W. Redberry Rd



**EXHIBIT F
SITE PLAN**



Proposed Use:
To park my unmarked/unbranded vehicle in my shop.
Desk in the office to make phone and video calls.

200'

48' x 40'

Shop

1,920 Sq Ft.

Concrete Driveway
Parking

Asphalt Driveway

Concrete Pad
Parking

35' x 25'

House

3,532 Sq Ft.

162'

Redberry Rd

Site:	386 W Redberry Rd, Draper Lot 237, Greenfield Farms #2	Drawing Date: 9/18/2025	Applicant & Property Owners: Dustin Reese Heidi Hill
Project:	Integrated Lifestyle LLC DBA Audio Wizard AV	Scale: 1":20'	Notes: All buildings/structures are existing. Nothing new is being built, changed, or modified in any way at this time.

EXHIBIT G
FLOOR PLANS

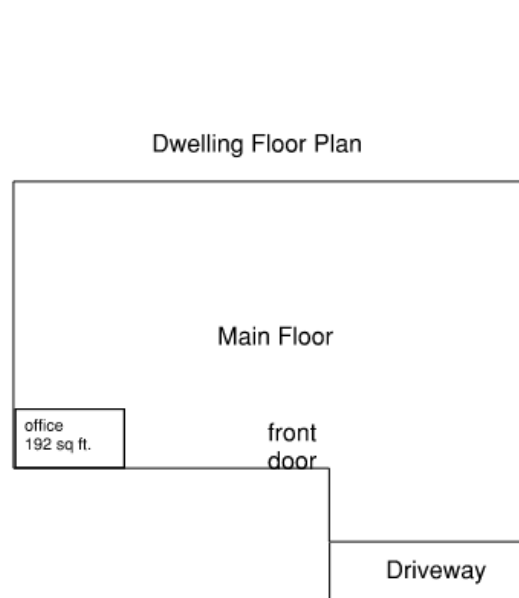


EXHIBIT H
APPLICANT STATEMENTS

Update to The Conditional Use Permit Application

Most of my work is performed in the main dwelling. We have a front office, which is about 192 square feet, located in the front of the home. My wife and I share this office space as she is also self-employed and works from home.

At times, I do go out to the existing accessory shop, which is primarily for personal use, to perform light administrative office work such as phone calls, computer work, and business organization. This space does not serve as a retail location, showroom, or meeting place for clients.

Dustin Reese

Owner, Audio Wizard AV

To Whom It May Concern:

My name is Dustin Reese, and I am the owner of **Audio Wizard AV**, a Draper-based business that designs and installs home and business technology systems. I am applying for a Conditional Use Permit in connection with my business license renewal.

The purpose of this request is twofold:

1. To allow the use of a small office space within my existing shop building for routine administrative work such as phone calls and desk work.
2. To allow the parking of one unmarked, unbranded company vehicle inside the shop.

No new structures or changes to the property are proposed. These uses are minimal in scope, do not impact the surrounding neighborhood, and are consistent with Draper City's standards for conditional uses.

Thank you for your consideration. Please let me know if any additional information is needed.

Respectfully,



Dustin Reese

Owner, Audio Wizard AV

Overview of Proposed Use

Audio Wizard AV is a Draper-based home and business technology integration company. The business primarily operates at client locations and does not generate customer traffic to the property. The proposed use of the property includes two items:

1. **Office Use in Shop Building:** The existing accessory shop is primarily for personal use. A portion will be used for light administrative office work such as phone calls, computer work, and business organization. This office will not serve as a retail location, showroom, or meeting place for clients. My spouse also works at home and to separate the office space would be very helpful for both parties.
2. **Parking of Business Vehicle:** One unmarked, unbranded company vehicle will be parked inside the shop building. The vehicle is similar in size and appearance to a typical personal vehicle, with no signage or commercial markings.

No new structures or exterior modifications are proposed. The business activities will remain low-impact, contained indoors, and fully compatible with the residential character of the neighborhood.

Statement of Compliance with Standards

(Per Draper City Municipal Code 9-5-080(E))

a. Harmony and Compliance

The proposed use is consistent with the objectives of the Draper City General Plan and zoning ordinances. The office will only be used for administrative tasks (phone calls, desk work) and will not create additional impacts beyond what is typical for a home occupation.

b. Suitability of Property

The existing shop is well-suited for the proposed office space and vehicle parking. No new structures or modifications are being made, and the space is already developed for safe and effective use.

c. Impact on Vicinity Development

The use will not be injurious to potential or existing development in the vicinity.

Activities are limited to light office use and parking of one unmarked vehicle, with no public traffic, client visits, or disruptive operations.

d. Economic Impact

There is no negative economic impact anticipated on the surrounding area. The use will have a neutral effect on property values and may contribute positively by supporting a locally owned business.

e. Aesthetic Impact

The proposed use does not alter the physical appearance of the property. The vehicle is unmarked, and no signage, external modifications, or changes that would affect the neighborhood's aesthetics are proposed.

f. Safeguards for Infrastructure & Access

Adequate utilities, access, parking, and fire protection already exist on the property. No additional demand will be placed on infrastructure, as the use does not increase traffic, drainage, or circulation concerns.

g. Prevention of Noxious Emissions

The use will not generate noise, dust, glare, odor, or pollutants. Office work is limited to phone and computer use, and the parked vehicle will not produce emissions beyond normal residential use.

h. Health, Safety, and Welfare

The proposed use presents no adverse impact to the health, safety, or welfare of Draper City or surrounding property owners. All activities are low-impact, non-disruptive, and fully compatible with residential surroundings.

Analysis of Deviations Requested

(Per Draper City Municipal Code 9-34-040)

1. Section 9-34-040(O) – Main Structure

- **Standard:** Home occupations shall be conducted, located, and contained within the primary structure on the property.
- **Deviation Requested:** The business office will be located within an existing accessory shop building on the same parcel, rather than the main dwelling.
- **Proposed Alternative:** The shop will be used only for minimal administrative functions (phone calls, computer work at a desk) and the parking of one

unmarked company vehicle. No customers will visit the property, and no structural modifications are proposed. The shop remains consistent with the intent of the code by ensuring that business activities remain low-impact, fully contained indoors, and non-disruptive to surrounding residences.

2. Section 9-34-040(K) – Vehicles

- **Standard:** 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.
- **Deviation Requested:** Permission to park one unmarked, unbranded business vehicle inside the shop.
- **Proposed Alternative:** The vehicle is similar in size and appearance to a typical personal vehicle and bears no signage or branding. It will be parked entirely within the enclosed shop, ensuring no aesthetic or traffic impacts to the neighborhood. This safeguard ensures the property maintains the appearance and function of a normal residential use.

Conclusion

The requested deviations are limited to:

1. Using an existing shop for office purposes instead of the dwelling.
2. Parking one unmarked vehicle inside the shop.

All other requirements of DCMC 9-34-040 are fully met. These minor deviations do not alter the residential character of the property, will not impact neighboring properties, and remain consistent with Draper City's intent for regulating home occupations.

MEMO



To: Planning Commission
From: Todd A. Draper, AICP

Date: 2026-10-08

Re: Public Hearing: Draper TOD Fourth Amended Plat Request (Administrative Item)

Comments:

This application is a request for approval of a Subdivision Plat Amendment for approximately 18.07 acres located on the south side of Vista Station Blvd., at approximately 593 W Vista Station Blvd. The property is currently zoned TSD (Transit Station District) and is subject to the Vista Station Master Area Plan (MAP). The applicant is requesting that a Subdivision Plat Amendment be approved to allow for reconfiguration of the existing subdivision lots to match with the current property ownership deeds, to relocate public utility easements to run along the new proposed lot lines, and to solidify the location and construction of necessary vehicular and pedestrian access to the two larger lots located on the south of Corner Canyon Creek.

Findings for Approval:

1. There is good cause for the vacation or amendment; and no public street, right-of-way, or easement has been vacated or amended.

Findings for Denial:

1. There is not good cause for the vacation or amendment; or a public street, right-of-way, or easement will be vacated or amended

ATTACHMENTS:

[Draper TOD Fourth Ameded Plat Staff Report - Final.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

September 28, 2026

To: Draper City Planning Commission
Business Date: October 8, 2026

From: Development Review Committee

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

Re: Draper TOD Fourth Amended –Subdivision Plat Amendment Request

Application No.: 2026-0035-SUB

Applicant: Alan Argyle, representing ICO Multifamily Holdings, LLC and Amro Al-Nimri representing Ivory Innovations and CTA Draper, LLC.

Project Location: Approximately 593 W Vista Station Blvd.

Current Zoning: TSD (Transit Station District) Zone

Acreage: 18.07 Acres (Approximately 787,129 ft²)

Request: Request for approval of a Subdivision Plat Amendment in the TSD zone regarding an amendment to the Draper TOD Second Amended Plat to create the Draper TOD Fourth Amended Subdivision Plat.

BACKGROUND AND SUMMARY

This application is a request for approval of a Subdivision Plat Amendment for approximately 18.07 acres located on the south side of Vista Station Blvd., at approximately 593 W Vista Station Blvd. (Exhibit B & C). The property is currently zoned TSD and is subject to the Vista Station Master Area Plan (MAP). The applicant is requesting that a Subdivision Plat Amendment be approved to allow for reconfiguration of the existing subdivision lots to match with the current property ownership deeds, to relocate public utility easements to run along the new proposed lot lines, and to solidify the location and construction of necessary vehicular and pedestrian access to the two larger lots located on the south of Corner Canyon Creek.



The Subdivision plat amendment consists of Lots 116, 117, 118, and 119 with the Draper TOD Second Amended Plat which was recorded in 2015. The third amendment to the Draper TOD Subdivision Plat amended portions of the subdivision located to the northwest of the properties that are part of this application. Lot 117 was subsequently split into two parcels on December 14, 2021 in violation of the Draper City Subdivision Ordinance. A Subdivision Plat Amendment for the subject properties was approved by the Planning Commission in 2023 but the application and approval subsequently expired without the amended Subdivision Plat being recorded. This Subdivision Plat Amendment will rectify the ordinance violations, adjust easement locations, and provide vehicular and pedestrian access necessary for future additional development of the properties.

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
Proposed Use	No change – Vacant Land	
Adjacent Zoning		
East	TSD	
West	TSD	
North	TSD	
South	TSD	

The TSD 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 Draper City Municipal Code (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.”*

Subdivision Layout. The current subdivision plat layout is included in this report as Exhibit F. The proposed subdivision layout is included in this report as Exhibit G. The split configuration of Lot 117 into two parcels can be seen on the maps provided as Exhibits B - E of this report. The proposed subdivision would adjust the lot line and the PUE currently located between Lots 117 and 119 and eliminate the current split of Lot 117. The reconfigured lots would become Lots 132 and 133 respectively. Additionally, two private streets and their associated access easements are being added to the proposed plat to bring these subdivision lots into compliance with the ordinance requirement that all lots have access to a street. These access easements also cross Lots 116 and 118 of the current Plat. Lots 116 and 118 become respectively Lots 131 and 130 on the proposed plat. Access to all lots will be from the private streets. Some minor technical changes are needed to the proposed plat before its final printing on Mylar, these are further detailed in Exhibit A of this report and the corrections included in the recommended conditions for approval.

No changes with regards to the overall Master Area Plan, are made or anticipated with this

application. Lots 130 and 131 are located in the public use space intensity area and Lots 132 and 133 are predominantly located within TSD Intensity area 3, as indicated on Exhibit 9-14-1 found in DCMC Section 9-14-110.

Table 2		Amended Subdivision Design & Requirements	
Standard	Existing Plat	Proposal	Notes
Lot/Parcel Size			The TSD zone does not specify a minimum lot size.
Lot #116 / #131	1.96 acres	1.96 acres	
Lot #117 / #132	9.66 acres	5.25 acres	
Lot #118 / #130	1.27 acres	1.27 acres	
Lot #119 / #133	5.18 acres	9.60 acres	
Lot Width			The TSD zone does not specify a minimum lot width.
Lot #116 / #131	441' +/-	441' +/-	
Lot #117 / #132	778' +/-	480' +/-	
Lot #118 / #130	339' +/-	339' +/-	
Lot #119 / #133	489' +/-	552' +/-	
Lot Depth			The TSD zone does not specify a minimum lot depth.
Lot #116 / #131	234' +/-	234' +/-	
Lot #117 / #132	721' +/-	440' +/-	
Lot #118 / #130	217' +/-	217' +/-	
Lot #119 / #133	880' +/-	765' +/-	
Street Frontage			The TSD zone does not specify min. required street frontage.
Lot #116 / #131	441' +/-	441' +/-	Vista Station Blvd
Lot #117 / #132	none	134' +/-	Lucent Lane
Lot #118 / #130	208' +/-	208' +/-	Vista Station Blvd
Lot #119 / #133	none	147' +/-	Veridian Way
Street Width	n/a	Veridian Way: 37' Lucent Lane: 37' – 50'	Complies with Min. Private Right-of-way standards of DCMC 9-27-150.
Street Ownership	n/a	Private	
Easements			
PUE & DE Front	10'	10'	
PUE Rear	10'	10'	

Table 2 Amended Subdivision Design & Requirements

PUE & DE Side	7'	7' / 10'	7' side utility easement between lots 133 and 132
Other	Existing Sewer, Storm Drain, and Utah Transit Authority (UTA) easements	Maintains necessary utility easements and adds access easements across the private streets	

Circulation. The subdivision design includes two approximately thirty-seven feet (37') wide private streets together with applicable access easements for vehicular and pedestrian access to the subject lots (Exhibit G). Lucent Lane is a shared access for all four (4) lots within the Amended Subdivision Plat. Temporary emergency vehicle turn-around easements are included at the end of each proposed private street and the designs comply with minimum private right-of-way standards. Future access and circulation needs on and between proposed Lots 133 and 132 will be determined at the time of the respective site plan applications and the intent of the developers is to create a future connection between both streets at that time.

Table 3 Subdivision Circulation Design Requirements

Standard	DCMC Requirements	Proposal	Notes
Stub Street Connections	Required to connect to all stub streets	Two private streets with temporary emergency vehicle turn-arounds connect the lots to the existing public street.	Additional dedications and connections may take place as part of future development proposal(s) for the site.
# of Cul-de-sacs	n/a	2	Temporary emergency vehicle turn-arounds
# of flag lots	n/a	n/a	

Landscaping. A street tree plan for plantings along the public street is required. The current proposed plan (Exhibit H) does not comply with the requirements of the MAP for the area. An incorrect species for use along the public street was included in the plan. Staff has detailed the necessary corrections in the planning staff comments in Exhibit A, and incorporated the corrections within the recommended conditions of approval. Per the

proposed street tree plan, street trees will also be planted along the private roads; however, they are not specifically required by the MAP.

Previous Conditions of Approval. The Planning Commission placed the following conditions of approval on the prior Subdivision Plat Amendment application on January 12, 2023:

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.
1. That all requirements of the geotechnical report are satisfied throughout the development of the site and the construction of all buildings on the site.
2. The access easements shown on the plat are deeded prior to recordation of the plat, and the book, page and entry number of that recordings entered onto the plat.
3. That the owner's dedication section on the plat be amended to include both lots 119 and 117.

Criteria For Approval.

The grounds for review and potential approval of a subdivision plat amendment request are found in Section 17-9-040 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 have completed their reviews of the Subdivision Plat 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 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 Review. The Draper City 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 recommends that the Planning Commission review the request, hear from the applicant, and receive public comment as applicable to the application. Based on the findings and criteria for approval as listed in the staff report, Staff recommends that the Planning Commission approve the request.

If the Planning Commission decides to approve the subdivision request, staff recommends inclusion of the following additional requirements regarding 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 minor technical changes and updates to the Plat as listed in Exhibit A of the staff report be addressed prior to printing of the Final Mylar Plat for signatures.
4. That the minor changes and updates to the Subdivision Plans as listed in Exhibit A of the staff report be addressed on revised plans prior to issuance of the Land Disturbance Permit and Grading Permit.
5. 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.
6. 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.

MODEL MOTIONS

Sample Motion for Approval – I move that we approve the Subdivision Plat Amendment, as requested by Alan Argyle, representing ICO Multifamily Holdings, LLC and Amro Al-Nimri

representing Ivory Innovations and CTA Draper, LLC for the Draper TOD Fourth Amended Plat, application 2026-0035-SUB, based on the findings and subject to the conditions listed in the Staff Report dated September 28, 2026.

Findings for Approval:

1. There is good cause for the vacation or amendment; and no public street, right-of-way, or easement has been vacated or amended.

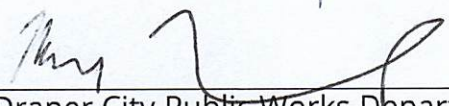
Sample Motion for Denial – I move that we deny the Subdivision Plat Amendment, as requested by Alan Argyle, representing ICO Multifamily Holdings, LLC and Amro Al-Nimri representing Ivory Innovations and CTA Draper, LLC the Draper TOD Fourth Amended Plat, application 2026-0035-SUB, based on the findings for denial listed in the Staff Report dated September 28, 2026.

Findings for Denial:

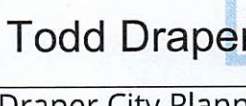
1. There is not good cause for the vacation or amendment; or a public street, right-of-way, or easement will be vacated or amended

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.

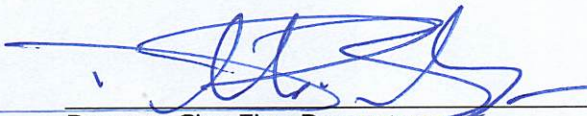


Draper City Public Works Department

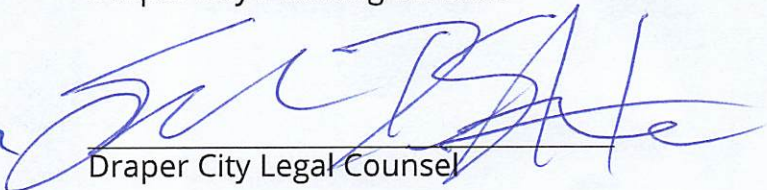


Draper City Planning Division

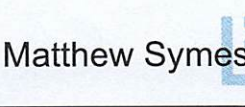
Digitally signed by Todd Draper
DN: C=US, E=todd.draper@draperutah.gov,
O=Draper City Community Development
Department, OU=Planning and Zoning, CN=Todd
Draper
Date: 2026.10.01 14:35:00-06'00'



Draper City Fire Department



Draper City Legal Counsel



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: 2026.10.01 15:21:01-06'00'

EXHIBIT A DEPARTMENT REVIEWS

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

Planning Division Review.

1. Clarify / identify the location of the flood control access easement on every lot. Include the entry number, book, and page of the separately recorded easement.
2. Update the Temporary Fire Turnaround Easement notes on the plat to reflect that they are Temporary Emergency Vehicle Turnaround Easements.
3. Update the date at the top of the plat.
4. Update notes on the proposed Lucent Lane to specifically include the approximate location of the access to Lots 130 and 131.
5. Update the sub heading in the owner's dedication language to match the sub heading at the top of the plat. It needs to state "Amending lots 116 through 119".
6. Remove the two drainage pond easements from the Plat as per the Engineering Division the ponds are temporary only.
7. Get an updated letter from Salt Lake County Addressing approving the street names for the Draper TOD Fourth Amended Subdivision.
8. Provide an updated street tree plan showing 2.5' caliper Honey Locust being located along the Public Street as required by the Master Area Plan. Update planting notes to indicate that trees need to be planted at least 12' away from a driveway.

Engineering and Public Works Divisions Review.

1. Copies of approved permits for stream crossing are required prior to construction from SLCo Flood Control and Stream Alteration. *Informational comment – no action or response required prior to subdivision approval. Submittal of the permits to the city will be required prior to issuing the Land Disturbance Permit.*
2. Building Permit is required for each bridge structure. *Informational comment – no action or response required prior to subdivision approval. Building permits from the city will be required as part of the Land Disturbance Permit.*
3. Retaining walls are to comply with DCMC 9-27-085. Retaining walls are not reviewed or approved with this review and approval process. *Informational comment – no action or response required prior to subdivision approval.*

Building permits from the city will be required as part of the Land Disturbance Permit.

4. Crossing waterline under sanitary sewer (sheet PP-4) requires state approval.
5. C900 (shown as SDR PVC) to HDPE transition specified does not meet drinking water standards.
6. C900 to HDPE transition does not have any restraint shown and is within the restrained length of the 45-degree bend. Update restraining design.
7. Water comments 3.0: proposed Harco fitting is designed for sewer pipe; provide a product/solution that is NSF61 and suitable for constant pressure. Anchor blocks may be required near the casing.

Building Division Review.

1. No additional comments.

Geotechnical and Geologic Hazards Review.

1. Review and approval of the geotechnical report regarding road and bridge installation is pending.

Fire Division Review.

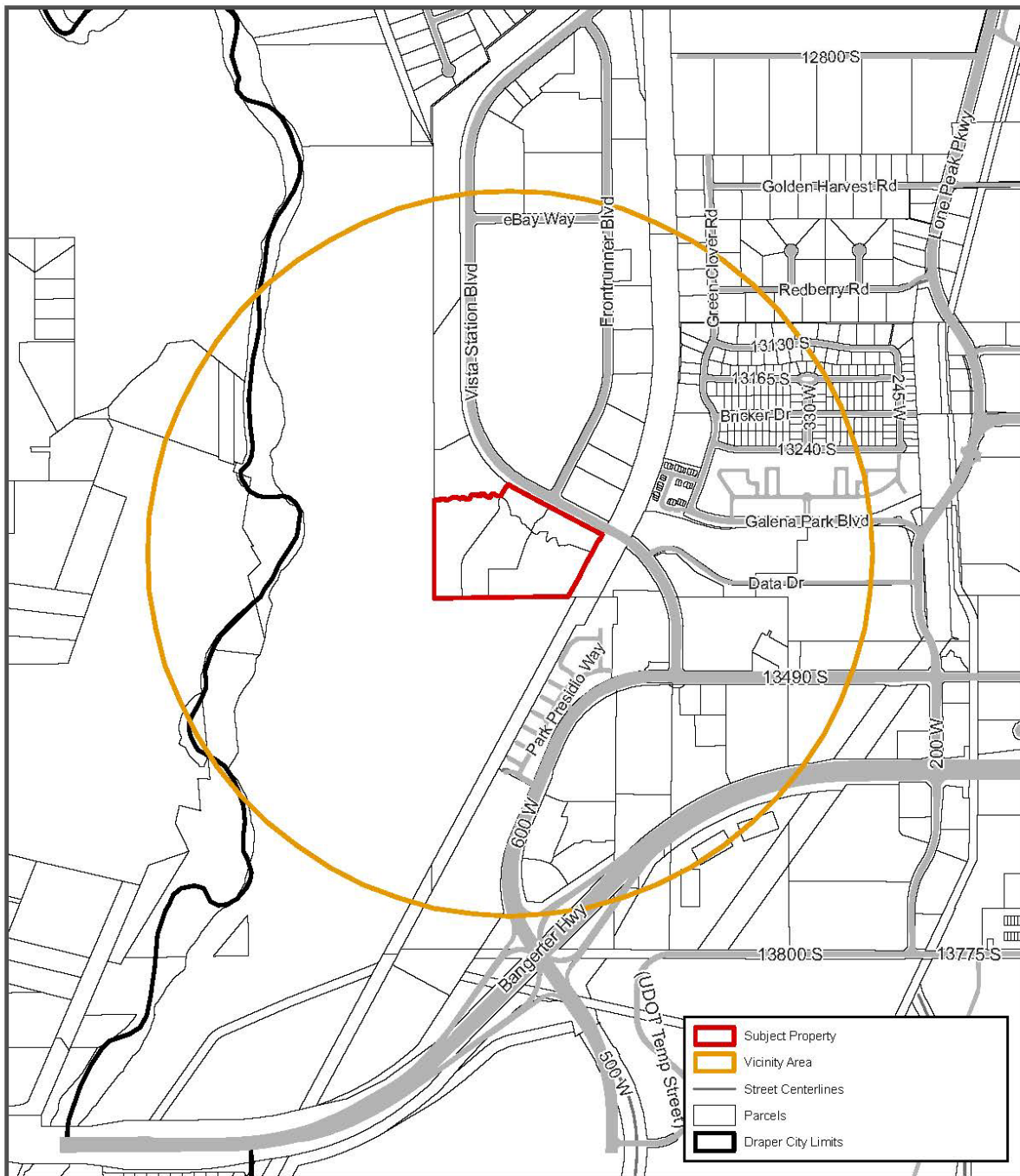
1. Fire department access is required
2. Bridges to be constructed and maintained in accordance with AASHTO HB-17, and be designed for a live load sufficient to carry the imposed loads of fire apparatus.
3. NO PARKING FIRE LANE signs shall be placed every 250 feet. Please show on plans. Bridge signage shall show that the Gross Combined Weight Rating (GCWR) is 80,000lbs. And shall be posted at both ends of the bridge and be reflective.
4. Fire Hydrants are required
5. All utilities including Fire hydrants within the required width of fire apparatus access roads shall be installed prior to introducing combustible materials to a site or commencing vertical construction.
6. Prior to and throughout construction a form of acceptable temporary Fire Department Access to the site shall be installed this includes turn arounds.
7. All buildings under construction shall meet the requirements of IFC Chapter 33, Fire Safety During Construction and Demolition.
8. Must comply with Section 3310 access for fire fighting during construction.
9. No combustible construction shall be allowed prior to hydrant installation and testing by water purveyor. All hydrants must be operational prior to any combustible elements being received or delivered on building site.
10. Visible addressing is required.

11. Street Signs are required.

GIS Division Review.

1. New streets were introduced since I reviewed the plat so I have to add some additional addressing redlines.
2. The addresses have been reworked so that they can work with the private roads. Please label the address house numbers on the plat the way they appear in the redlines.
3. Please label the street intersection coordinates where the private roads intersect Vista Station Blvd, also on the redlines.
4. See the Draper TOD Addressing Redlines

EXHIBIT B VICINITY MAP



Draper TOD Fourth Amended Plat Request

593 W. Vista Station Blvd.

Date Printed: 9/23/2026



EXHIBIT C
AERIAL MAP



Date Printed: 9/23/2026

Draper TOD Fourth Amended Plat Request

593 W. Vista Station Blvd.

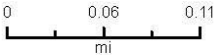


EXHIBIT D LAND USE MAP



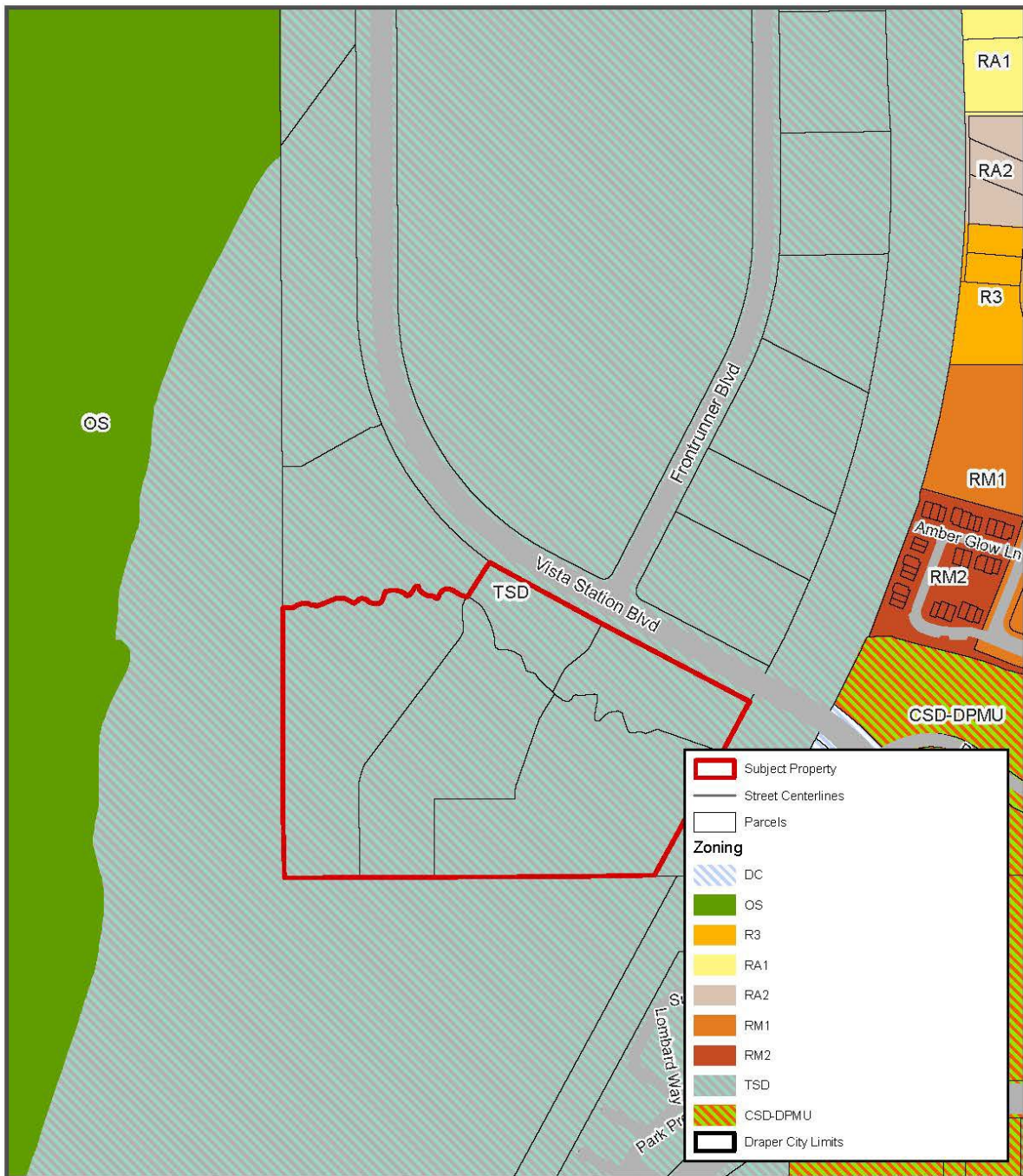
Date Printed: 9/23/2026

Draper TOD Fourth Amended Plat Request

593 W. Vista Station Blvd.



EXHIBIT E ZONING MAP



Date Printed: 9/23/2026

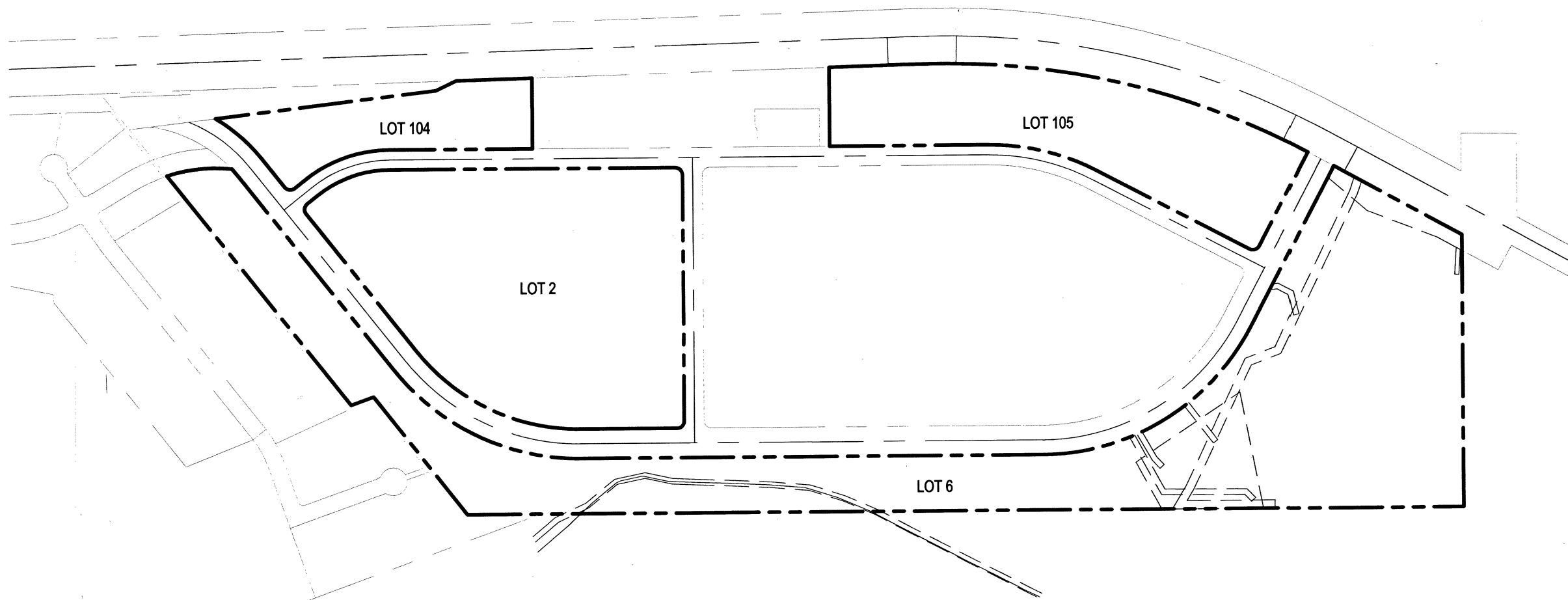
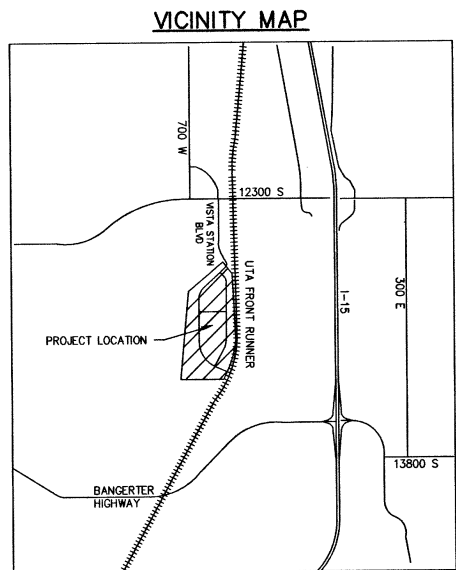
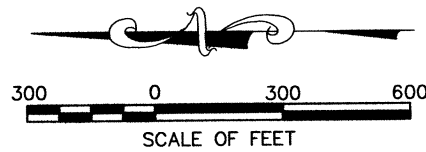
Draper TOD Fourth Amended Plat Request

593 W. Vista Station Blvd.



EXHIBIT F
CURRENT SUBDIVISION PLAT

DRAPER TOD SECOND AMENDMENT
(AMENDING LOTS 2 AND 6 DRAPER TOD SUBDIVISION ALSO AMENDING LOTS 104 AND 105 DRAPER TOD AMENDING LOTS 3, 4 AND 5)
A SUBDIVISION LOCATED IN THE WEST HALF OF SECTION 36, TOWNSHIP 3 S. RANGE 1 W., SALT LAKE BASE AND MERIDIAN,
DRAPER CITY, SALT LAKE COUNTY, UTAH
2013



OWNER'S DEDICATION

Know all men by these presents that I/we, the undersigned owner of the hereon described tract of land, hereby sets apart and subdivide the same into lots and streets as shown on this plat and name said plat DRAPER TOD SECOND AMENDMENT 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 if similar designation, in witness whereof, we have here unto set our hands this 26th day of December A.D., 2013.

Draper Holdings, LLC

By: Draper Holdings Associates, LLC

By: Jeffrey M. Vitek, Managing Member

UTILITIES EASEMENT APPROVALS

NOTE: THIS AMENDED PLAT IS SUBJECT TO ALL OF THE MATTERS PERTAINING TO THE ORIGINAL RECORDED PLAT, OTHER THAN ANY DIFFERENCES SHOWN ON THE RECORDED AMENDED PLAT, OR SAID DRAPER TOD, AS NOTED ABOVE. THEY INCLUDE, BUT NOT LIMITED TO, EASEMENTS, RIGHTS-OF-WAY, COVENANTS, CONDITIONS, RESTRICTIONS AND OTHER MATTERS OF RECORD.

Marie Rawn DATE 12/11/13
CENTURY LINK
Ben Kohn DATE 12/19/13
ROCKY MOUNTAIN POWER
Benjie Zinn DATE 12/11/13
QUESTAR
Benjie Zinn DATE 12-11-13
COMCAST

SEWER DISTRICT NOTE

1. THE SIGNATURE OF SOUTH VALLEY SEWER DISTRICT ON THIS PLAT DOES NOT CONSTITUTE ANY GUARANTEE OF AVAILABILITY OF SANITARY SEWER SERVICE TO THE PROPERTY OF ANY APPROVAL OF SEWER LINES OR FACILITIES. THE OWNER(S) OR THE PROPERTY MUST HAVE PROVIDED SATISFACTORY PLANS TO THE SEWER DISTRICT FOR REVIEW AND APPROVAL BEFORE CONNECTING TO THE DISTRICT'S SEWER SYSTEM AND WILL BE REQUIRED TO COMPLY WITH THE DISTRICT'S RULES AND REGULATIONS.

ROCKY MOUNTAIN POWER COMPANY EASEMENT

REFERENCE BOOK 7Y OF DEEDS PAGE 368, BOOK BY OF DEEDS PAGES 242-243, A BLANKET EASEMENT ENCUMBERING LOTS 108-115 OF THIS AMENDED PLAT. SAID EASEMENT IS FOR A RIGHT OF WAY TO ERECT AND MAINTAIN A LINE OF POLES FOR ELECTRIC TRANSMISSION LINE OR CIRCUIT. ALL BUILDINGS ERECTED NEAR EXISTING POWER LINE LOCATIONS MUST MEET CURRENT OSHA AND NEC CODE OF FEDERAL REGULATIONS AND CLEARANCE REQUIREMENTS.

CORPORATE ACKNOWLEDGMENT

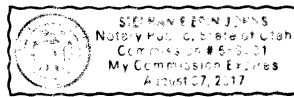
STATE OF UTAH }
COUNTY OF SALT LAKE }

ON THIS 26th DAY OF December, 2013, PERSONALLY APPEARED BEFORE ME, Stephanie Blair-James WHO BEING BY ME DULY SWORN OR AFFIRMED, DID SAY THAT JEFFREY M. VITEK IS THE MANAGING MEMBER OF DRAPER HOLDINGS ASSOCIATES, LLC, A UTAH LIMITED LIABILITY COMPANY, WHO IS THE MANAGING MEMBER OF DRAPER HOLDINGS, LLC, A UTAH LIMITED LIABILITY COMPANY, THE HEREIN OWNER'S DEDICATION WAS SIGNED IN BEHALF OF SAID Jeffrey M. Vitek AND THE SAID Jeffrey M. Vitek EXECUTED THE SAME.

NOTARY PUBLIC Stephanie Blair-James

RESIDING IN SALT LAKE CITY

MY COMMISSION EXPIRES: AUGUST 3, 2019



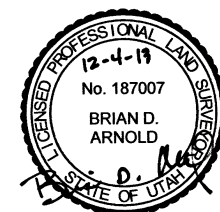
SURVEYOR'S CERTIFICATE

I, Brian D. Arnold, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 187007 as prescribed by the Laws of the State of Utah. I further certify that by Authority of the Owners I have made a Survey of the Parcel of Land shown on this Plat and have subdivided said Parcel of Land into parcels and streets, together with easements hereafter known as

DRAPER TOD SECOND AMENDMENT

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

Brian D. Arnold
Brian D. Arnold
P.L.S. 187007



Date December 4, 2013

BASIS OF BEARING

THE BASIS OF BEARING USED FOR THIS SURVEY IS BETWEEN THE SOUTHWEST CORNER OF SECTION 36 AND THE SOUTH QUARTER CORNER OF SECTION 36, TOWNSHIP 3 SOUTH RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.

LEGAL DESCRIPTIONS

LOT 2

LOT 2 OF DRAPER TOD PLAT AS RECORDED ENTRY NO. 11281837 NOVEMBER 18, 2011, BOOK 2011P PAGE 146, AND AS AMENDED WITH THIS PLAT, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS N00°01'20"E 185.93 FEET AND EAST 306.01 FEET FROM THE WEST QUARTER CORNER OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE N00°01'16"E 353.06 FEET; THENCE N00°01'16"E 672.64 FEET ALONG THE ARC OF A 747.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING N25°49'30"E A DISTANCE OF 650.33 FEET; THENCE N51°37'44"E 637.43 FEET; THENCE EASTERLY 40.84 FEET ALONG THE ARC OF A 26.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING S83°22'16"E A DISTANCE OF 36.77 FEET; THENCE S38°22'16"E 48.34 FEET; THENCE SOUTHERLY 278.60 FEET ALONG THE ARC OF A 416.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING S19°11'08"E A DISTANCE OF 273.42 FEET; THENCE SOUTH 1034.08 FEET; THENCE SOUTHWESTERLY 40.85 FEET ALONG THE ARC OF A 26.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING S45°00'38"W A DISTANCE OF 36.78 FEET; THENCE N89°58'44"W 887.57 FEET; THENCE NORTHWESTERLY 40.84 FEET ALONG THE ARC OF A 26.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING N44°58'44"W A DISTANCE OF 36.77 FEET TO THE POINT OF BEGINNING.

CONTAINS 23.063 ACRES (1,004,652 SQUARE FEET)

LOT 6

LOT 6 OF DRAPER TOD PLAT AS RECORDED ENTRY NO. 11281837 NOVEMBER 18, 2011, BOOK 2011P PAGE 146, AND AS AMENDED WITH THIS PLAT, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, MARKED WITH A 3" COUNTY SURVEYOR BRASS CAP; THENCE N00°01'15"E ALONG THE WEST LINE OF SAID SECTION 36, 2850.69 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 36, MARKED WITH A 3" COUNTY SURVEYOR BRASS CAP; THENCE N00°01'20"E ALONG THE WEST LINE OF SAID SECTION 36, 945.85 FEET; TO THE SOUTH LINE OF GALENA HILLS PHASE I SUBDIVISION, PER RECORDED PLAT AS ENTRY NO. 6342728, IN BOOK 96-4P, AT PAGE 141; THENCE EASTERLY ALONG SAID SOUTH LINE THE FOLLOWING TWO (2) COURSES: 1) N51°49'34"E 542.97 FEET, AND 2) N19°48'28"W 86.63 FEET TO THE SOUTH LINE OF GALENA HILLS PHASE I SUBDIVISION, PER RECORDED PLAT AS ENTRY NO. 6342727, IN BOOK 96-4P, AT PAGE 140; THENCE N51°37'44"E 1061.80 FEET; THENCE SOUTHERLY 237.80 FEET ALONG THE ARC OF A 564.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING S05°40'08"E A DISTANCE OF 236.04 FEET; THENCE SOUTHWESTERLY 36.92 FEET ALONG THE ARC OF A 487.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING S49°30'02"W A DISTANCE OF 36.92 FEET; THENCE S51°37'44"W 895.28 FEET; THENCE SOUTHWESTERLY 768.32 FEET ALONG THE ARC OF A 853.00 FOOT RADIUS CURVE TO THE LEFT, CHORD BEARING S25°49'30"W A DISTANCE OF 742.61 FEET; THENCE S00°01'16"W 1672.43 FEET; THENCE SOUTHEASTERLY 928.65 FEET ALONG THE ARC OF A 853.00 FOOT RADIUS CURVE TO THE LEFT, CHORD BEARING S31°10'03"E A DISTANCE OF 883.46 FEET; THENCE S82°21'22"E 648.92 FEET TO THE WEST LINE OF THE UNION PACIFIC RAILROAD AS CALLED FOR IN THE BOUNDARY LINE AGREEMENT RECORDED AS ENTRY NO. 9412169, BOOK 9148, PAGES 8632-8639, OFFICIAL RECORDS AS PER THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE ALONG SAID WEST LINE THE FOLLOWING TWO (2) COURSES: 1) SOUTHERLY 42.97 FEET ALONG A 100 FOOT OFFSET SPIRAL CURVE WITH A RADIUS OF 2764.79 FEET 2) THENCE S28°45'50"W 482.03 FEET; THENCE N89°58'29"W 980.88 FEET TO THE POINT OF BEGINNING.

CONTAINS 40.085 ACRES (1,746,098 SQUARE FEET)

LOT 104

LOT 104 OF DRAPER TOD AMENDING LOTS 3, 4 & 5 AS RECORDED ENTRY NO. 11591484 MARCH 7, 2013, BOOK 2013P PAGE 37, AND AS AMENDED WITH THIS PLAT, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS N00°01'20"E 700.79 FEET AND EAST 1317.37 FEET FROM THE WEST QUARTER CORNER OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 518.88 FEET; THENCE NORTHWESTERLY 326.81 FEET ALONG THE ARC OF A 488.00 FOOT RADIUS CURVE TO THE LEFT, CHORD BEARING N19°11'08"W A DISTANCE OF 320.74 FEET; THENCE N38°22'16"W 48.34 FEET; THENCE N00°01'16"E 40.84 FEET ALONG THE ARC OF A 26.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING N03°37'44"E A DISTANCE OF 36.77 FEET; THENCE N51°37'44"E 133.84 FEET; THENCE N00°01'16"E 221.10 FEET ALONG THE ARC OF A 603.00 FOOT RADIUS CURVE TO THE LEFT, CHORD BEARING N41°07'28"E A DISTANCE OF 219.88 FEET TO THE WEST LINE OF THE REAL PROPERTY OWNED BY UDOT PER WARRANTY DEED ENTRY NO. 8623456, IN BOOK 8783, AT PAGE 4274; THENCE ALONG SAID WEST LINE THE FOLLOWING TWO (2) COURSES: 1) S06°42'28"E 802.92 FEET, AND 2) S23°38'15"E 82.36 FEET TO THE WEST LINE OF THE UNION PACIFIC RAILROAD AS CALLED FOR IN THE BOUNDARY LINE AGREEMENT RECORDED AS ENTRY NO. 9412169, BOOK 9148, PAGES 8632-8639, OFFICIAL RECORDS AS PER THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE S01°35'26"E 273.37 FEET ALONG SAID WEST LINE; THENCE WEST 255.37 TO THE POINT OF BEGINNING.

CONTAINS 5.390 ACRES (234,791 SQUARE FEET)

LOT 105

LOT 105 OF DRAPER TOD AMENDING LOTS 3, 4 & 5 AS RECORDED ENTRY NO. 11591484 MARCH 7, 2013, BOOK 2013P PAGE 37, AND AS AMENDED WITH THIS PLAT, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS N00°01'20"E 700.79 FEET, EAST 1317.37 FEET AND SOUTH 1073.84 FEET FROM THE WEST QUARTER CORNER OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE EAST 285.19 FEET TO THE WEST LINE OF THE UNION PACIFIC RAILROAD AS CALLED FOR IN THE BOUNDARY LINE AGREEMENT RECORDED AS ENTRY NO. 9412169, BOOK 9148, PAGES 8632-8639, OFFICIAL RECORDS AS PER THE SALT LAKE COUNTY RECORDERS OFFICE; THENCE ALONG SAID WEST LINE THE FOLLOWING FOUR (4) COURSES: 1) S01°35'26"E 213.36 FEET TO THE BEGINNING OF A 100 FOOT OFFSET SPIRAL CURVE WITH A RADIUS OF 2764.79 FEET 2) SOUTHERLY ALONG SAID SPIRAL 245.64 FEET, TO THE BEGINNING OF A CURVE CONCAVE TO THE WEST, WITH A RADIUS OF 2764.79 FEET 3) SOUTHERLY ALONG SAID CURVE 1223.48 FEET THROUGH A CENTRAL ANGLE OF 29°21'16" TO THE BEGINNING OF A 100 FOOT OFFSET SPIRAL CURVE WITH A RADIUS OF 2764.79 FEET 4) SOUTHERLY ALONG SAID SPIRAL 96.65 FEET; THENCE N62°21'22"W 381.12 FEET; THENCE NORTHWESTERLY 40.84 FEET ALONG THE ARC OF A 26.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARING N17°21'22"W A DISTANCE OF 36.77 FEET; THENCE N27°38'38"E 620.77 FEET; THENCE N00°01'16"E 402.87 FEET ALONG THE ARC OF A 835.00 FOOT RADIUS CURVE TO THE LEFT, CHORD BEARING N13°49'19"E A DISTANCE OF 398.97 FEET; THENCE NORTH 575.20 TO THE POINT OF BEGINNING.

CONTAINS 12.841 ACRES (559,359 SQUARE FEET)

DRAPER TOD SECOND AMENDMENT

(AMENDING LOTS 2 AND 6 DRAPER TOD SUBDIVISION
ALSO AMENDING LOTS 104 AND 105 DRAPER TOD AMENDING LOTS 3, 4 AND 5)
A SUBDIVISION LOCATED IN THE WEST HALF OF SECTION 36,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
DRAPER CITY, SALT LAKE COUNTY, UTAH

SALT LAKE COUNTY RECORDER

RECORDED 11982207

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

REQUEST OF Draper Holdings LLC

DATE 1-26-2015 TIME 2:39 PM BOOK 2015 P PAGE 14

FEE \$ 112.00

Wendy Parker deputy
SALT LAKE COUNTY RECORDER

PSOMAS

4179 Riverboat Road Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DATE: 12-03-2013 SCALE: 1" = 200' PROJECT No.: 80HL010100

DESIGNED: BDA DRAFTED: TDM CHECKED: BDA

PLANNING COMMISSION

APPROVED THIS 9th DAY OF June A.D., 2013 BY THE CITY OF DRAPER PLANNING COMMISSION.

Andrew W. Kellerman
CHAIRMAN, DRAPER CITY
PLANNING AND ZONING COMMISSION

SALT LAKE VALLEY HEALTH DEPARTMENT

APPROVED THIS 16TH DAY OF Dec. A.D., 2013.

Jeremy Roberts
SALT LAKE VALLEY HEALTH DEPARTMENT

DRAPER CITY ENGINEER CERTIFICATE

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

0 Jan. 2014
DATE

Tracy W. Shultz
DRAPER CITY ENGINEER

APPROVAL AS TO FORM

APPROVED THIS 10th DAY OF January A.D., 2014

Angela D. Albrecht
DRAPER CITY ATTORNEY

DRAPER CITY MAYOR

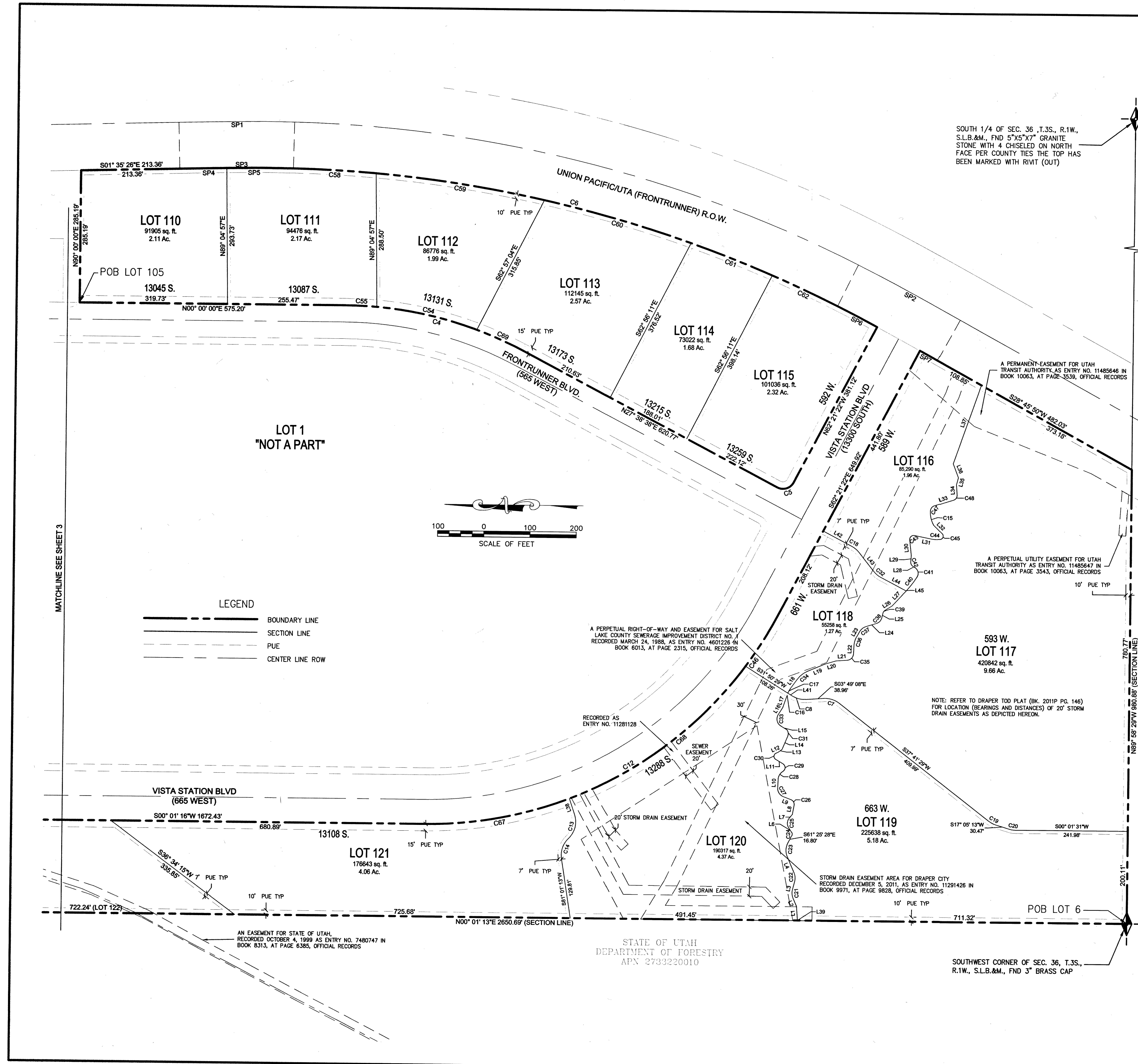
PRESENTED TO THE DRAPER CITY COUNCIL THIS 10th DAY OF January A.D., 2014 AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

Tracy W. Shultz
DRAPER CITY MAYOR



27-36-11-12 27-36-127-009 151-020, 31,32 27-36-353-003 27-36-351-009

#112.00



SOUTH 1/4 OF SEC. 36, T.3S., R.1W., S.L.B.&M., FND 5"x5"x7" GRANITE STONE WITH 4 CHISELED ON NORTH FACE PER COUNTY TIES THE TOP HAS BEEN MARKED WITH RIVET (OUT)

BASIS OF BEARING
N89°52'23"W 2662.42 (M)

STATE OF UTAH
DEPARTMENT OF FORESTRY
APN 2733220010

Line Table			Curve Table				
LINE	LENGTH	DIRECTION	CURVE	LENGTH	RADIUS	DELTA	CHORD
L1	30.27	N85°32'26"E	C4	402.87	835.00	27°39'38"	N13°49'19"E
L2	19.30	N66°13'11"E	C5	40.84	26.00	90°00'00"	N17°21'32"W
L3	18.82	S75°53'37"E	C6	1223.48	2764.79	20°21'16"	S13°35'12"W
L4	39.82	N65°23'47"E	C7	36.22	50.00	41°30'37"	S16°56'11"W
L5	10.09	N55°04'21"E	C8	31.12	50.00	35°39'37"	S14°00'40"W
L6	10.07	S50°12'50"E	C12	928.85	853.00	62°22'38"	S31°10'03"E
L7	19.97	S79°42'07"E	C13	86.47	50.00	64°42'23"	N78°15'41"W
L8	20.39	N21°16'08"E	C14	48.09	50.00	55°04'17"	N71°29'38"W
L9	21.28	S87°35'38"E	C15	32.12	55.74	33°00'47"	N78°19'48"E
L10	19.22	N31°04'57"E	C16	7.49	46.22	8°54'12"	S71°56'32"E
L11	4.66	S23°51'12"E	C17	11.32	46.22	13°28'51"	S80°46'01"E
L12	11.11	S37°24'01"E	C18	20.94	50.00	24°00'00"	S39°38'38"W
L13	11.11	S37°24'01"E	C19	17.98	50.00	20°36'18"	S27°23'21"W
L14	30.39	S67°33'08"E	C20	14.89	50.00	17°03'42"	S08°33'22"W
L15	15.09	S31°18'15"E	C21	18.29	28.99	36°11'20"	N88°00'43"E
L16	17.62	S57°40'13"E	C22	18.62	28.36	37°36'51"	N85°12'12"E
L17	25.80	S71°09'32"E	C23	29.32	34.47	48°44'47"	S85°47'51"E
L18	24.15	S54°02'35"E	C24	8.08	7.08	65°23'44"	N87°46'13"E
L19	41.00	S22°57'22"E	C25	24.49	18.09	77°38'49"	S89°00'44"E
L20	25.17	S16°43'54"E	C26	15.03	10.87	79°13'38"	N80°52'56"E
L21	25.31	S03°51'28"E	C27	21.46	16.87	65°10'10"	N59°49'16"E
L22	19.92	S87°35'21"E	C28	18.23	21.10	49°29'51"	S55°49'53"E
L23	16.81	S60°31'40"E	C29	19.79	9.62	117°59'08"	N00°00'00"E
L24	23.94	S16°59'08"E	C30	15.88	7.52	120°59'19"	S84°20'49"E
L25	12.46	S76°29'23"E	C31	14.72	13.57	62°08'53"	N82°40'43"E
L26	17.41	N32°14'03"W	C32	20.94	50.00	24°00'00"	S39°38'38"W
L27	44.15	S47°09'55"E	C33	28.77	17.78	92°43'16"	S71°58'00"E
L28	7.60	N33°19'29"E	C34	28.80	49.99	33°06'12"	S39°30'28"E
L29	13.37	S80°14'23"E	C35	19.98	14.33	79°53'41"	S47°38'31"E
L30	35.90	N83°44'13"E	C36	16.48	37.43	25°13'43"	S73°09'32"E
L31	32.24	S11°15'19"W	C37	16.83	25.27	38°09'28"	S33°59'50"E
L32	25.23	N44°18'44"E	C38	15.88	15.92	66°25'20"	S48°12'43"E
L33	44.21	S17°34'45"E	C39	7.19	12.23	33°39'34"	S49°03'50"E
L34	22.86	N85°48'02"E	C40	36.59	226.21	9°15'59"	S52°44'46"E
L35	15.72	S74°23'27"E	C41	22.55	14.47	89°17'46"	N77°58'22"E
L36	32.39	N69°13'18"E	C42	9.73	10.36	53°47'02"	N67°52'06"E
L37	179.91	S70°49'42"E	C43	15.99	8.90	100°22'19"	S38°55'50"E
L38	36.22	S71°23'07"W	C44	23.49	56.24	23°55'42"	S03°36'13"W
L39	0.85	N79°52'03"E	C45	16.34	7.35	127°19'38"	S72°01'27"E
L40	10.91	N31°50'29"E	C46	128.19	853.00	8°40'41"	S58°01'02"E
L41	50.78	S51°38'38"W	C47	15.32	12.61	69°35'03"	S52°22'17"E
L42	70.32	S27°38'38"W	C48	12.28	10.15	69°13'38"	S59°28'10"E
L43	61.94	S27°38'38"W	C49	222.35	835.00	15°15'28"	N12°15'00"E
L44	1.60	S47°08'55"E	C50	67.35	835.00	4°37'17"	N02°18'39"E
L45	1.60	S47°08'55"E	C51	179.22	2764.79	3°42'51"	S02°45'59"W
L46	369.16	2764.79	C52	330.27	2764.79	7°39'02"	S08°28'56"W
L47	189.07	2764.79	C53	165.74	2764.79	3°13'39"	S24°39'01"W
L48	317.36	853.00	C54	42.97	2764.79	—	—
L49	462.09	853.00	C55	—	—	—	—
L50	113.16	835.00	C56	—	—	—	—

Spiral Table				
SPR	LENGTH	RADIUS	A	OFFSET
SP1	250.00	2864.79	846.28	0.0
SP2	250.00	2864.79	846.28	0.0
SP3	245.64	2764.79	—	-100.00
SP4	101.77	2764.79	—	-100.00
SP5	143.87	2764.79	—	-100.00
SP6	96.65	2764.79	—	-100.00
SP7	42.97	2764.79	—	-100.00

DATE: 12-03-2013

SCALE: 1" = 100'

PROJECT NUMBER: BDHL010100

DRAPER TOD SECOND AMENDMENT

DRAPER, UTAH

P S O M A S

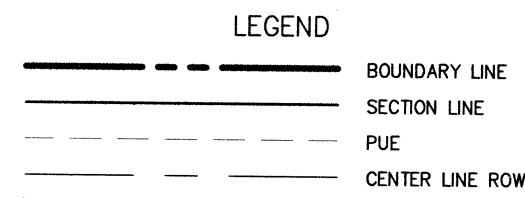
4179 Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5177 (801) 270-5782 (FAX)

DESIGNED: BDA

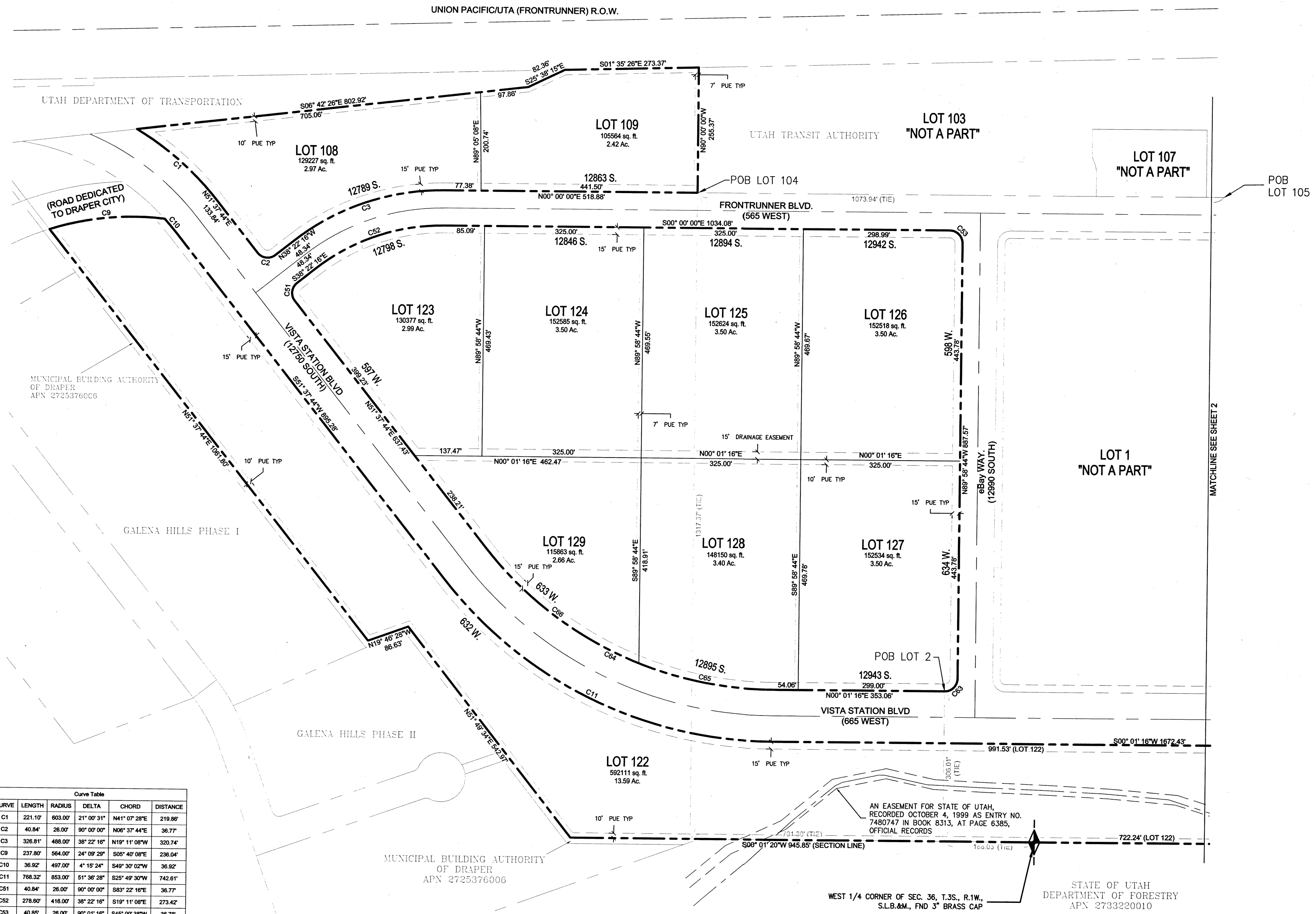
DRAWN: TDM

CHECKED: BDA

SHEET: 23



Curve Table					
CURVE	LENGTH	RADIUS	DELTA	CHORD	DISTANCE
C1	221.10	603.00	21° 00' 31"	M1° 31' 28"E	216.87
C2	40.84	266.00	00° 00' 00"	N06° 34' 30"E	38.76
C3	326.81	498.00	38° 22' 16"	N19° 11' 00"W	320.74
C4	237.80	564.00	24° 00' 29"	S05° 40' 08"E	236.94
C10	36.92	497.00	4° 15' 24"	S44° 30' 02"W	36.94
C11	768.32	853.00	51° 36' 28"	S25° 49' 30"W	742.61
C51	40.84	266.00	00° 00' 00"	S83° 22' 16"E	38.76
C52	278.60	416.00	38° 22' 16"	S11° 19' 00"E	273.42
C53	40.85	266.00	00° 01' 16"	S45° 03' 30"E	38.78
C54	40.84	266.00	00° 00' 00"	M41° 58' 44"W	36.77
C48	672.84	747.00	51° 36' 28"	N25° 49' 30"E	650.33
C65	271.23	747.00	21° 20' 28"	N10° 39' 16"E	270.67
C66	365.57	747.00	21° 20' 28"	N08° 23' 30"E	358.98



DATE:	12-03-2013
PLOT DATE:	
SCALE	1' = 100'
PROJECT NUMBER	8DHL010100

DRAPER TOD SECOND AMENDMENT
DRAPER, UTAH

PSOMAS

4179 Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

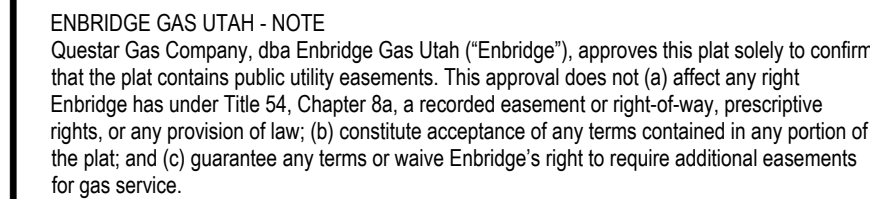
DRAFTED	BDA
	TDM
CHECKED	BDA

$$\frac{3}{3}$$

EXHIBIT G
PROPOSED SUBDIVISION PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 36,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
DRAPER CITY, SALT LAKE COUNTY, UTAH
JULY 2026

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 36,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
DRAPER CITY, SALT LAKE COUNTY, UTAH
JULY 2026



ROCKY MOUNTAIN POWER NOTES

1. Pursuant to Utah Code Ann. § 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann. § 10-20-803 and § 17-19-703 Rocky Mountain Power accepts delivery of the PUE as described in this plat and therefore grants this plat solely for the purpose of conveying the public utility easement to the owner(s) or operators of the utility facilities. The plat of the public utility easements and approximates the location of the public utility easements but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under:
 - (1) a recorded easement or right-of-way
 - (2) new law applicable to prescriptive rights
 - (3) Title 54, Chapter 8a, Damage to Underground Utility Facilities or
 - (4) any other provision of law.

NOTES

- The signature of Jordan Basim Improvement District on this plan does not constitute approval of the owner's sewer lines or facilities. The owner(s) of the property must provide satisfactory plans to the sewer department and an approved sewer main and manhole to be installed to the district's sewer system and will be required to comply with the district's rules and regulations.
- SHALLOW SEWER DEPTHS:** Contractor shall verify sewer lateral depth and set foundation elevation to provide adequate fall into sewer lateral. Buildings with a basement may not have sewer service available for lateral.
- Secondary water is not available to the proposed lots, outdoor watering shall be provided through curbside fire hydrant. All outdoor watering connections to the curbside sewer line shall be on the private side of the curbside meter with reduced pressure zone (RPZ) backflow prevention devices installed per Private City and approved by the City Engineer.
- Notice to property owners:** Individual property owners are required to plant and maintain street trees adjacent to and on their property in compliance with the approved street tree plan for the subdivision on the lot. The City Engineer will be responsible for the maintenance of the trees on the public side of the street.
- All roads are private and shall be maintained by the owners. See Reciprocal Access Agreements, recorded as Entry No. _____, and as Entry No. _____ in registers to the private roads.**
- All lots within subdivision shall have a cross access and shared utilities easements, including any adjacent parcels, where access is required. The easement shall be allowed across all lots within subdivision plan. See COARs recorded concurrently for details.**



SECTION CORNER

SET 5/8" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO PLACED IN BACK OF CURBS

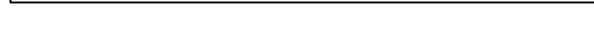
• BOUNDARY LINE

 FEMA REGULATORY FLOODWAY

 PRIVATE ROAD AREA

 SANITARY SEWER EASEMENT
ENTRY NO. _____

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	Bearing	CHORD
PC1	28.95	18.29	36°11'20"	N66°00'43"E	17.98
PC2	28.36	18.62	37°36'51"	N85°12'12"E	18.29
PC3	34.47	23.33	48°44'44"	S85°47'51"E	28.45
PC4	7.08	8.08	65°23'44"	N87°46'13"E	7.65
PC5	18.09	24.50	77°34'49"	S89°04'04"E	22.61
PC6	10.87	15.03	79°13'36"	N60°52'56"E	13.86
PC7	18.87	21.26	49°19'16"	N59°49'16"E	20.33
PC8	21.10	18.49	49°25'51"	S56°49'53"E	17.67
PC9	9.62	19.78	117°50'06"	N90°00'00"E	16.48
PC10	7.52	15.88	120°59'15"	S41°20'49"E	13.09
PC11	13.57	14.72	62°08'53"	N82°40'43"E	14.01
PC12	17.78	28.77	92°43'16"	N75°58'09"E	25.73
PC13	48.22	7.49	8°53'53"	S71°56'41"E	7.48
C14	48.22	11.32	13°26'51"	N60°46'10"W	11.29
C15	49.95	28.86	33°26'51"	S39°30'28"W	28.46
C16	14.33	19.98	79°53'41"	S47°38'31"E	18.40
C17	37.43	16.48	25°13'43"	N73°08'32"E	16.35
C18	25.27	16.83	38°09'28"	S39°30'28"E	16.52
C19	15.92	15.68	56°25'20"	S48°12'43"E	15.05
C20	226.21	36.58	9°15'59"	S52°44'46"E	36.54
C21	226.21	4.93	11°45'56"	S48°44'14"E	4.93
C22	226.21	31.65	8°01'03"	S53°22'14"E	31.63
C23	14.47	22.55	83°17'40"	N77°58'22"E	20.34
C24	10.86	9.72	53°47'02"	S67°52'06"W	9.37
C25	8.90	15.99	100°22'19"	N38°55'05"W	13.67
C26	56.24	23.49	23°55'42"	S33°36'13"W	23.32
C27	7.35	16.39	127°19'38"	S72°01'27"E	13.17
C28	55.74	32.12	33°00'47"	P7°15'48"W	31.67
C29	12.61	15.31	69°35'03"	N52°22'17"W	14.39
C30	10.15	12.26	69°13'36"	S59°28'10"E	11.53
C31	50.00	20.94	24°00'00"	S33°36'38"W	20.79
C32	50.00	20.94	24°00'00"	N33°36'38"E	20.79
C33	120.00	27.91	13°19'41"	S56°12'13"W	27.85
C34	110.00	37.20	19°22'43"	S9°14'12"E	37.03
C35	28.00	25.31	51°47'12"	S44°44'01"E	24.46
C36	28.00	43.98	90°00'00"	S44°22'23"W	39.64
C37	28.00	32.56	66°34'55"	S33°17'29"W	30.70
C38	28.00	43.98	90°00'00"	N45°00'00"W	39.60



SURVEYOR'S CERTIFICATE

I, **PATRICK M. HARRIS**, do hereby certify that I am a Professional Land Surveyor in the State of Utah and I hold License No. **268682** in accordance with Title 68, Chapter 2, of the Professional Engineers and Land Surveyor's Act; I further certify that by authority of the Owners, I have verified the boundary of the Record of Survey referenced herein for the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements; that the reference monuments shown on this plat are located as indicated and are sufficient to accurately establish the lateral boundaries of the herein described tract of real property; and has been drawn correctly to the designated scale and is a true and correct representation of the herein described lands included in said subdivision, based upon data compiled from records of the county records office. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

All of Lots 116 through 119 of Draper TOD Second Amendment, recorded January 26, 2015 in Book 2015P at Page 14 in the Office of the Salt Lake County Recorder, said parcel of land situate in the Southwest Quarter of Section 36, Township 3 South, Range 1 West, Salt Lake Base and Meridian, being more particularly described as follows:

beginning at a point being the Southwest Corner of Section 36, Township 3 South, Range 1 West, Salt Lake Base and Meridian; and running

thence North 0°01'13" East 71.41 feet along the section line;

thence North 59°32'26" East 31.12 feet;

thence North 66°13'11" East 19.30 feet;

thence Easterly 18.29 feet along the arc of a 28.95 foot radius curve to the right (center bears South 22°04'57" East and the chord bears North 60°04'43" East 17.98 feet with a central angle of 36°11'20");

thence South 75°53'37" East 18.82 feet;

thence Easterly 18.62 feet along the arc of a 28.36 foot radius curve to the left (center bears North 14°00'37" East and the chord bears North 68°12'12" East with a central angle of 39°35'51");

thence North 68°23'47" East 39.92 feet;

thence Easterly 29.33 feet along the arc of a 34.47 foot radius curve to the right (center bears South 20°10'14" East and the chord bears South 65°47'51" East 26.86 feet with a central angle of 48°44'47");

thence North 61°25'28" East 16.80 feet;

thence Easterly 8.06 feet along the arc of a 7.08 foot radius curve to the left (center bears North 30°28'05" East and the chord bears North 78°40'13" East 1.65 feet with a central angle of 65°23'44");

thence North 50°50'21" East 10.05 feet;

thence Easterly 24.50 feet along the arc of a 18.09 foot radius curve to the right (center bears South 37°48'39" East and the chord bears South 69°00'04" East 22.67 feet with a central angle of 17°35'49");

thence North 50°12'50" East 10.07 feet;

thence South 79°42'07" East 19.97 feet;

thence Northeasterly 15.03 feet along the arc of a 10.87 foot radius curve to the left (center bears North 10°29'44" East and the chord bears North 60°52'56" East 13.86 feet with a central angle of 79°13'36");

thence North 21°16'08" East 20.35 feet;

thence Northeasterly 21.46 feet along the arc of a 18.87 foot radius curve to the right (center bears South 62°45'52" East and the chord bears North 59°49'16" East 20.33 feet with a central angle of 65°10'16");

thence South 52°35'36" East 21.26 feet;

thence Southeasterly 18.23 feet along the arc of a 2.11 foot radius curve to the right (center bears South 9°25'12" West and the chord bears South 55°49'53" East 17.67 feet with a central angle of 49°29'51");

thence Easterly 15.78 feet along the arc of a 9.62 foot radius curve to the left (center bears North 58°55'03" East and the chord bears East 16.48 feet with a central angle of 117°50'06");

thence North 31°04'57" East 19.22 feet;

thence Easterly 15.88 feet along the arc of a 7.52 foot radius curve to the right (center bears South 54°50'27" East and the chord bears South 84°20'49" East 13.05 feet with a central angle of 120°59'51");

thence South 32°51'12" East 4.66 feet;

thence South 32°24'01" East 11.11 feet;

thence South 67°33'08" East 30.39 feet;

thence Easterly 14.72 feet along the arc of a 13.57 foot radius curve to the left (center bears South 23°45'10" East and the chord bears North 82°40'43" East 14.01 feet with a central angle of 62°08'53");

thence North 31°19'15" East 15.09 feet;

thence Easterly 28.77 feet along the arc of a 17.78 foot radius curve to the right (center bears South 60°23'29" East and the chord bears North 75°58'09" East 25.73 feet with a central angle of 92°43'16");

thence South 67°04'13" East 17.82 feet;

thence South 11°09'32" East 25.80 feet;

thence Easterly 7.46 feet along the arc of a 48.22 foot radius curve to the right (center bears South 13°36'20" West and the chord bears South 61°56'14" East 7.63 feet with a central angle of 61°33'57");

thence South 31°50'29" East 102.86 feet to the southerly right-of-way line of Vista Station Boulevard;

thence along said southerly right-of-way line the following two (2) courses:

(1) Southeasterly 129.19 feet along the arc of a 85.53 foot radius curve to the left (center bears North 36°19'19" East and the chord bears South 88°10'12" East 129.07 feet with a central angle of 81°40'04");

(2) Southerly 22°12'22" East 64.92 feet to the westerly line of the Union Pacific Railroad as called for in a Boundary Line Agreement recorded as Entry No. 342176, Book 9148, Pages 862-863n, in Official Records as per the Salt Lake County Recorder's Office;

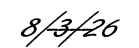
thence along said westerly line the following two (2) courses:

(1) Southerly 42.79 feet along a 100 foot offset spiral curve of a 2,764.79 foot radius to the right (quasi spiral chord bears South 28°44'20" West 42.97 feet);

(2) South 28°45'50" West 482.02 feet to the section line;

thence South 88°58'29" West 980.88 feet along the section line to the point of beginning.

Contains 787,030 Square Feet or 18.068 Acres, and 4 Lots



DATE PATRICK M. HARRIS
P.L.S. 286882

OWNER'S 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

AMENDING LOTS 117 AND 119, DRAPER TOD SECOND AMENDED PLAT

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, same to be used as public thoroughfares hereon; (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 I/we have hereunto set our hand/s this _____ day of _____ A.D. 20____

CTA DRAPER LLC IGO MULTIFAMILY HOLDINGS LLC

By: _____ By: _____
Its: _____ Its: _____

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF _____ } S.S.
ON THE _____ DAY OF _____ A.D. 20____ PERSONALLY APPEARED BEFORE
ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF _____ IN SAID STATE OF UTAH, WHO AFTER BEING DULY SWORN
AND ADVISED TO ME THAT THE ABOVE NAMED _____ OF _____
A LIMITED LIABILITY COMPANY AND THAT _____ SIGNED THE OWNER'S DECLARATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF
SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED AND ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY
EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____
NAME: _____
NO: _____
A NOTARY PUBLIC COMMISSION IN UTAH

NOTARY PUBLIC
RESIDING IN _____ COUNTY

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF _____ }
ON THE _____ DAY OF _____, A.D. 20____, _____ PERSONALLY APPEARED BEFORE
ME, _____, a duly qualified and authorized Notary Public in and for said County of _____, in said State of Utah, who after being duly sworn
acknowledged to me that he/she is the _____ of _____
a LIMITED LIABILITY COMPANY and that _____ SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF
SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED AND ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY
EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____
NAME: _____
NO: _____
A NOTARY PUBLIC COMMISSION IN UTAH

NOTARY PUBLIC
RESIDING IN _____ COUNTY

AMENDING LOTS 116 THROUGH 119, DRAPER TOD
SECOND AMENDED PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 36,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
DRAPER CITY, SALT LAKE COUNTY, UTAH

SALT LAKE COUNTY RECORDER

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

REQUEST OF : _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

DEPUTY SALT LAKE COUNTY RECORDER

**JORDAN BASIN IMPROVEMENT
DISTRICT APPROVAL**

APPROVED THIS _____ DAY OF _____, 20____,
BY JORDAN BASIN IMPROVEMENT DISTRICT.

JORDAN BASIN IMPROVEMENT DISTRICT MANAGER

ZONING ADMINISTRATOR APPROVAL

APPROVED THIS _____ DAY OF _____, 20____,
BY DRAPER CITY ZONING ADMINISTRATOR _____

DRAPER CITY ZONING ADMINISTRATOR _____

CITY ENGINEER APPROVAL

APPROVED THIS _____ DAY OF _____, 20____,
BY DRAPER CITY ENGINEER.

DRAPER CITY ENGINEER

CITY ATTORNEY'S APPROVAL

APPROVED THIS _____ DAY OF _____, 20____,

BY DRAPER CITY ATTORNEY _____

SALT LAKE COUNTY RECORDER			
RECORDED #			
STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF: _____			
DATE: _____	TIME: _____	BOOK: _____	PAGE: _____
FEES	DEPUTY SALT LAKE COUNTY RECORDER		

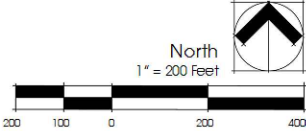
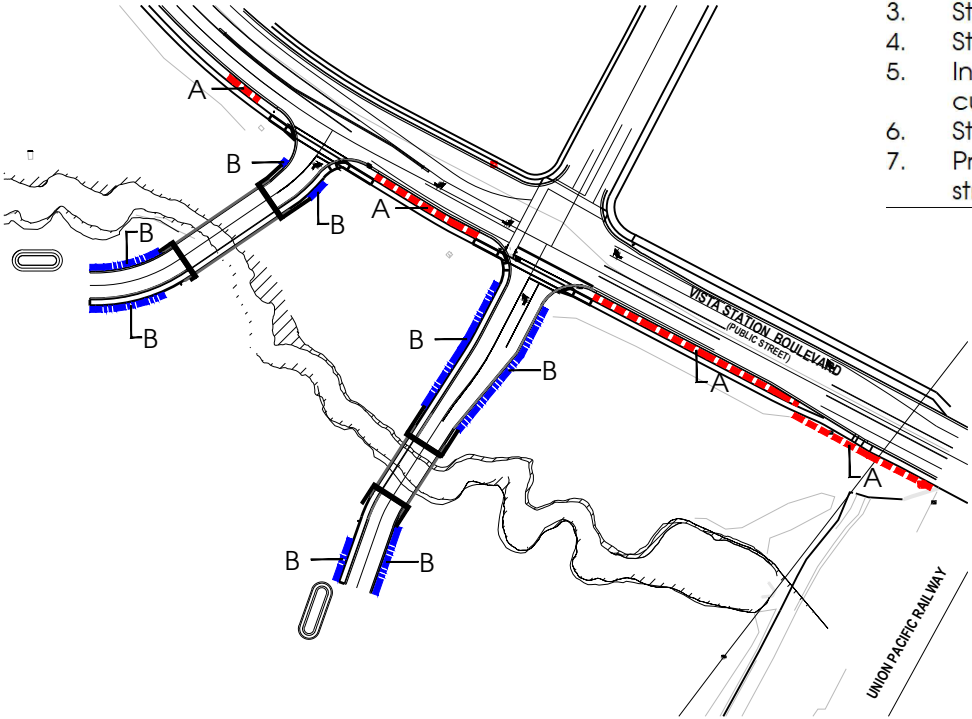
**EXHIBIT H
STREET TREE PLAN**

Plant List . Vista Staion, Draper, Utah . Ivory Homes

KEY	BOTANICAL NAME	COMMON NAME	SIZE
A	Cercis canadensis	Eastern Redbud	2" cal.
B	Tilia a. 'Redmond'	Redmond Linden	2" cal.

Planting Notes . Street Trees

1. Street trees are to be located at a minimum of 40 feet on center.
2. Locate trees a minimum of ten (10) feet from driveway or utilities; and a minimum of twenty (20) feet from street lights.
3. Street trees shall be centered in the park strip between the sidewalk and curb.
4. Street trees shall not be located within park strips less than five feet (5') wide.
5. In areas where there is no sidewalk or five feet (5') or less between the sidewalk and curb, street trees shall be installed within fifteen feet (15') of the right-of-way.
6. Street trees shall be irrigated through the use of bubblers or drip irrigation.
7. Property owners are responsible for the irrigation and maintenance of required street trees



12 JUNE 2026
Street Tree Plan

VISTA STATION

Draper, Utah

Ivory Homes . 978 Wood Oak Lane . Salt Lake City, Utah



R. MICHAEL KELLY CONSULTANTS
Land Planning | Landscape Architecture

P.O. Box 568 Millville, Utah 84526 | (435)535-5452 | rmkellyconsultants@gmail.com

MEMO



To: Planning Commission

From: Nick Whittaker, MCMP

Date: 2026-10-08

Re: Public Hearing: Duffin Land Use Map Amendment and Zoning Map Amendment Request (Legislative Item)

Comments:

These applications are requests for approval of a Land Use Map Amendment and a Zoning Map Amendment for approximately 7.71 acres located on the southwest corner of 11915 S. and Lone Peak Parkway at approximately 267 W. 11915 S. The property is currently zoned R3. The applicant is requesting that a Land Use Map Amendment to change the current land use designation from Residential Medium Density to Business and Light Manufacturing and a Zoning Map Amendment to change the current zoning designation from R3 to CBP be approved to allow for future commercial development of the site.

Findings for Approval:

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

Findings for Denial:

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

ATTACHMENTS:

[Duffin Luma and Zma report.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

September 25, 2026

To: Draper City Planning Commission
Business Date: October 8, 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: Duffin - Land Use Map and Zoning Map Amendment Requests

Application No.: 2026-0086-MA, 2026-0091-MA

Applicant: Troy Dana, representing Forest Corporation

Project Location: 267 W. 11915 S.

Current Zoning: R3 (Single-family residential, 13,000 ft² min. lot size)

Acreage: 7.71 Acres (Approximately 88,427 ft²)

Request: Request for approval of a Land Use Map Amendment to change the current land use designation from Residential Medium Density to Business & Light Manufacturing and a Zoning Map Amendment to change the current zoning designation from R3 to CBP (Business/Manufacturing Park).

BACKGROUND AND SUMMARY

These applications are requests for approval of a Land Use Map Amendment and a Zoning Map Amendment for approximately 7.71 acres located on the southwest corner of 11915 S. and Lone Peak Parkway at approximately 267 W. 11915 S. (Exhibits C and D). The property is currently zoned R3. The applicant is requesting that a Land Use Map Amendment to change the current land use designation from Residential Medium Density to Business and Light Manufacturing and a Zoning Map Amendment to change the current zoning designation from R3 to CBP be approved to allow for future commercial development of the site.

The subject property is Lot 5 of the Draper APA Subdivision. The lot is currently



undeveloped.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Medium Density	Exhibit E
Current Zoning	R3	Exhibit F
Adjacent Zoning		
East	CBP	
West	R3	
North	R3	
South	CSD-LP (Lone Peak Commercial Special District)	

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.”*

Land Use Map Amendment. The applicant has requested a land use amendment to the Business & Light Manufacturing land use designation (Exhibit G). The proposed designation is compatible with the requested zoning designation of CBP (Exhibit H). The Business and Light Manufacturing land use designation is described as follows:

Business and Light Manufacturing

LAND USE DESCRIPTION		
CHARACTERISTICS	• Allows for a mixture of employment uses and services for these employees • Park or campus-like atmosphere • Low traffic generation • Buildings should not exceed three stories • Major entry points and features • Well landscaped perimeter and public places • Limited traffic access to major streets • Uniform design standards and aesthetics • Common off-street traffic circulation and parking areas • Pedestrian-friendly design	
LAND USE MIX	Primary • Office • Light manufacturing	Secondary • Retail • Service Uses
COMPATIBLE ZONING	• Light Manufacturing (M1) • Business Manufacturing Park (CBP)	
LOCATION	• Along collector and arterial streets	

Zoning Map Amendment. The applicant has requested the CBP zoning designation for the property (Exhibit H). According to Draper City Municipal Code (DCMC) Section 9-8-020, the purpose of the CBP zone is to, *"provide aesthetically attractive planned developments having a mix of office, research and development, light manufacturing, and limited retail uses. Typical uses in this zone include offices, clean indoor manufacturing facilities, service retail, restaurants, athletic clubs, personal service shops, medical offices, office/warehouse buildings, and research facilities."*

Criteria for Approval.

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

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

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

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

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

1. Map Amendments:

- a. *Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*

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

In reviewing the requests, staff notes that surrounding land uses and intensities should be considered in evaluating the proposals. There are properties along the east side of the subject property with the same zoning and land use designations as well as in the general area. Additionally, Staff believes that the proposed land use would create a buffer between the land use intensity of the Commercial Special District designation located to the south of the subject property and the Medium High-Density designation located to the north of the subject property by incorporating the Business Light Manufacturing Land Use which is the designation to the properties located on the east side and allows for light industrial, office and commercial uses.

Staff notes that a review of the applicants request was conducted by the Draper Engineering Department (Exhibit A). The review does raise some concerns regarding the potential for increased traffic along Lone Peak Parkway should the zoning designation be changed to CBP. The review goes on to say that Lone Peak Parkway is a minor arterial designed with significant capacity for traffic, but as such has peak-time delays and backups and that a traffic impact study would be needed prior to development.

The applicant has provided city staff with a Traffic Impact Study that was conducted by a licensed engineer and was published on June 23, 2026. The full study is included in Exhibit I of this report. Based on the data from the traffic impact study and comparing it with the current and proposed land use and zoning designations, planning staff suggests that the applicants proposal would not significantly add to the traffic issue that already exists. It is true that it could increase the daily number of trips, however, existing traffic issues correlate with the time of day and not the number of trips generated in a single day. According to data from appendix B of the traffic impact study, traffic volume along Lone Peak Parkway in the vicinity of the subject property only peaks twice a day during weekdays and experiences relatively low traffic volume at all other hours of the day. The largest peak is in the morning between 7:15 a.m. and 8:15 a.m. and the second largest peak is between 4:15 p.m. and 5:00 p.m. Planning staff notes that these two windows of time are significant as they correlate with the hours that are typically associated with the adjacent school student drop off and pick up hours. The school is accessed by a private road across the

subject property. The intersection of the private road and Lone Peak Parkway is identified in the impact study as a failing intersection during peak hours. Planning staff believes that the potential commercial and office land uses will not significantly add to the peak traffic volume as their hours of operation would have minimal overlap with the peak hours of traffic volume and City Engineering Staff would typically require the developer to implement mitigation measures at the time of new development to address any increase in impacts created by the new development.

In addition, were the property to remain residentially zoned and developed with dwellings, this would also create traffic volume and likely add to the peak volume hours as residents would be driving their children to and from school during the identified peak hours. By changing the land use and zoning from residential to commercial, the uses would be diversified based on each individual business and their hours of operation which would scatter the flow of traffic throughout the day.

Staff generally agrees with the applicant's assertions in their requests (Exhibits G and H) that the proposed CBP zoning would harmonize with other developments near the subject property. In making the requests for both the Land Use Amendment and the Zoning Map Amendment, the applicant however did not identify any specific goals, objectives, or policies from the City's General Plan that the proposals would be consistent with.

REVIEWS

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

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

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

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

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

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

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

STAFF RECOMMENDATION

After reviewing the application, staff recommends that the Planning Commission forward a positive recommendation to the City Council for approval of the proposed Land Use Map Amendment and Zoning Map Amendment. The Planning Commission should also review the request, hear from the applicant, and receive public comment as applicable to the application. The staff recommendation is based upon the following:

1. The proposed Land Use Designation will provide a sensible land use buffer that allows for lower intensity development between the Residential Medium High Density land use designation to the north of the subject property and the heavier industrial uses associated with the Commercial Special District to the south while blending in with the identical land use designation to the east.
2. The CBP Zone is identical to the zoning designation along the east side of the subject property and is the most common zoning designation within a one-mile vicinity.
3. The applicant has provided a Traffic Impact Study to address traffic related concerns.
4. The request will provide Draper City with more commercial space.

MODEL MOTIONS

Land Use Map Amendment

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Land Use Map Amendment, as requested by Troy Dana, representing Forest Corporation, application 2026-0086-MA, based on the findings for approval listed in the Staff Report dated September 25, 2026.

Findings for Approval:

1. The proposed land use map amendment is consistent with goals, objectives, and policies of the city's general plan.
2. The proposed land use map amendment is harmonious with the overall character of existing development in the vicinity of the subject property.

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

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Land Use Map Amendment, as requested by Troy Dana representing, Forest Corporation, application 2026-0086-MA, based on the findings for approval listed in the Staff Report dated September 25, 2026 and as modified by the following additional findings:

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

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the Land Use Map Amendment, as requested by Troy Dana, representing Forest Corporation, application 2026-0086-MA, based on the findings for denial listed in the Staff Report dated September 25, 2026.

Findings for Denial:

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

Zoning Map Amendment

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for approval of the Zoning Map Amendment, as requested by Troy Dana, representing Forest Corporation, application 2026-0091-MA, based on the following findings for approval listed in the Staff Report dated September 25, 2026.

Findings for Approval:

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

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Zoning Map Amendment, as requested by Troy Dana, representing Forest Corporation, application 2026-0091-MA, based on the findings for approval listed in the Staff Report dated September 25, 2026 and as modified by the following additional findings:

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

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for denial of the Zoning Map Amendment, as requested by Troy Dana, representing Forest Corporation, application 2026-0091-MA, based on the following findings for denial listed in the Staff Report dated September 25, 2026.

Findings for Denial:

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

DEVELOPMENT 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

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: 2026.10.01 15:19:43-06'00'

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: 2026.10.01 17:53:28-06'00'

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: 2026.10.01 16:31:30-06'00'

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. 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, storm water drainage systems, water supplies, and waste water and refuse collection;
Other than noted below, we are not aware of any inadequacies of the facilities intended to serve this property.
 - a. The change in zone from residential one third acre (R3) to a business commercial park (CBP) zone represents a significant increase in traffic based on the density potential of the proposed zone. The existing gross size of the subject parcel in the existing zone would permit approximately twenty three single family dwellings, with approximately one peak hour trip and eight daily trips per unit. The proposed zone would increase traffic based on the proposed zoning, going to a commercial zone depending on potential uses and sizes of buildings. The approximate number of trips generated by any development is typically established at the time of land-use application, such as site plan approval. That being said, the fronting street is the Lone Peak Parkway, a minor arterial designed with significant capacity for traffic, but as such has peak-time delays and backups. Future development does not address existing capacity issues, but the current status of the public infrastructure is to be noted. There are peak-time commuter congestion separate from peak-time school congestion on Lone Peak Parkway, as the subject site is fronting an existing school. The size of the subject parcel and the potential number of trips generated from the subject area is anticipated to trigger mitigation requirements based on a traffic impacts analysis, once the site uses are determined. A traffic impact analysis is trigger by large parcels or where the proposed use would generate peak hour trips approaching or surpassing 100 peak hour trips. Any project mitigation improvements would be a requirement of any site development or subdivision approval by the city. Those improvements will be completed as part of the development construction. There are existing public frontage improvements on the subject site.

- b. Connectivity with the subject area to public rights-of-way are established based the city's access management plan. Access to and from the subject parcel would be on Lone Peak Parkway, a minor arterial street. Currently, there is an access at the north boundary of the subject parcel and the existing frontage limits the potential of future accesses. Accesses are be required to meet Draper City standards as outlined in our Master Transportation Plan. Access is evaluated at the time of a site plan or subdivision application and will follow the requirements of the TIS.
- c. There are existing storm drainage facilities fronting the subject parcel. Any future site drainage will be required to be addressed with any subdivision or site plan application and shall comply with the rules and regulations pertaining to site drainage and the provisions of the development requirements within the Draper City Municipal Code.
- d. Sanitary sewer facilities will be provided by Jordan Basin Improvement District. Any subdivision or site plan application will require a commitment to serve from the sewer district that facilities are adequate to provide service for the proposed uses.
- e. Drinking water is provided by the City to the subject parcel. Any subdivision or site plan application will be required to meet the city's standards and provide facilities that are adequate to provide service for the proposed uses.

Building Division Review.

- 1. No additional comments.

Fire Division Review.

- 1. No additional comments.

Legal Division Review.

- 1. No additional comments.

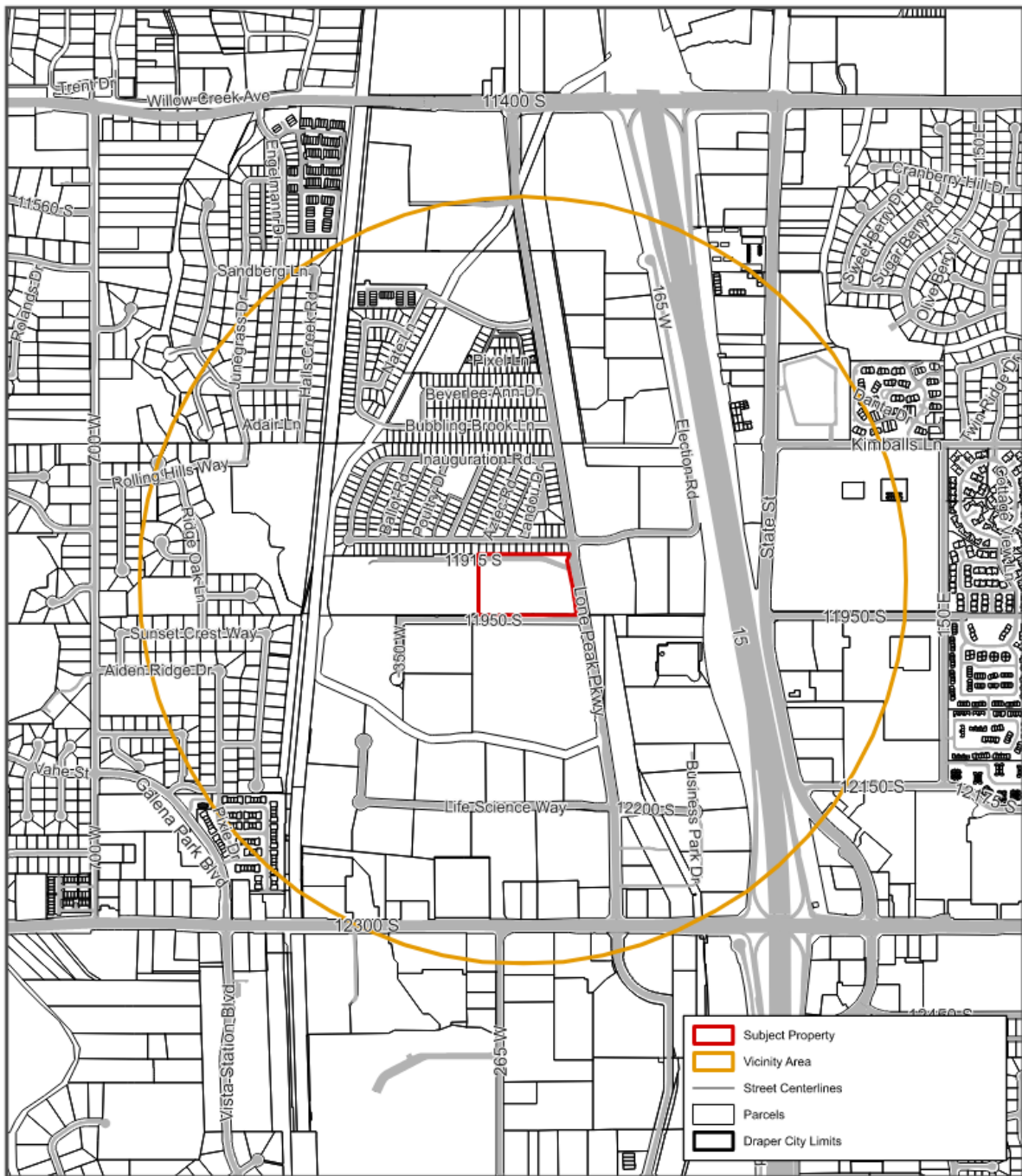
GIS Division Review.

- 1. No additional comments.

EXHIBIT B
LEGAL DESCRIPTION

Lot 5, DRAPER APA SUBDIVISION 2ND AMENDED, according to the official plat thereof, on file and of record in the office of the Salt Lake County Recorder, State of Utah.
Situating in Salt Lake County, State of Utah

EXHIBIT C VICINITY MAP



Duffin LUMA + ZMA

267 W 11915 S

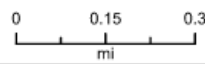


EXHIBIT D
AERIAL MAP

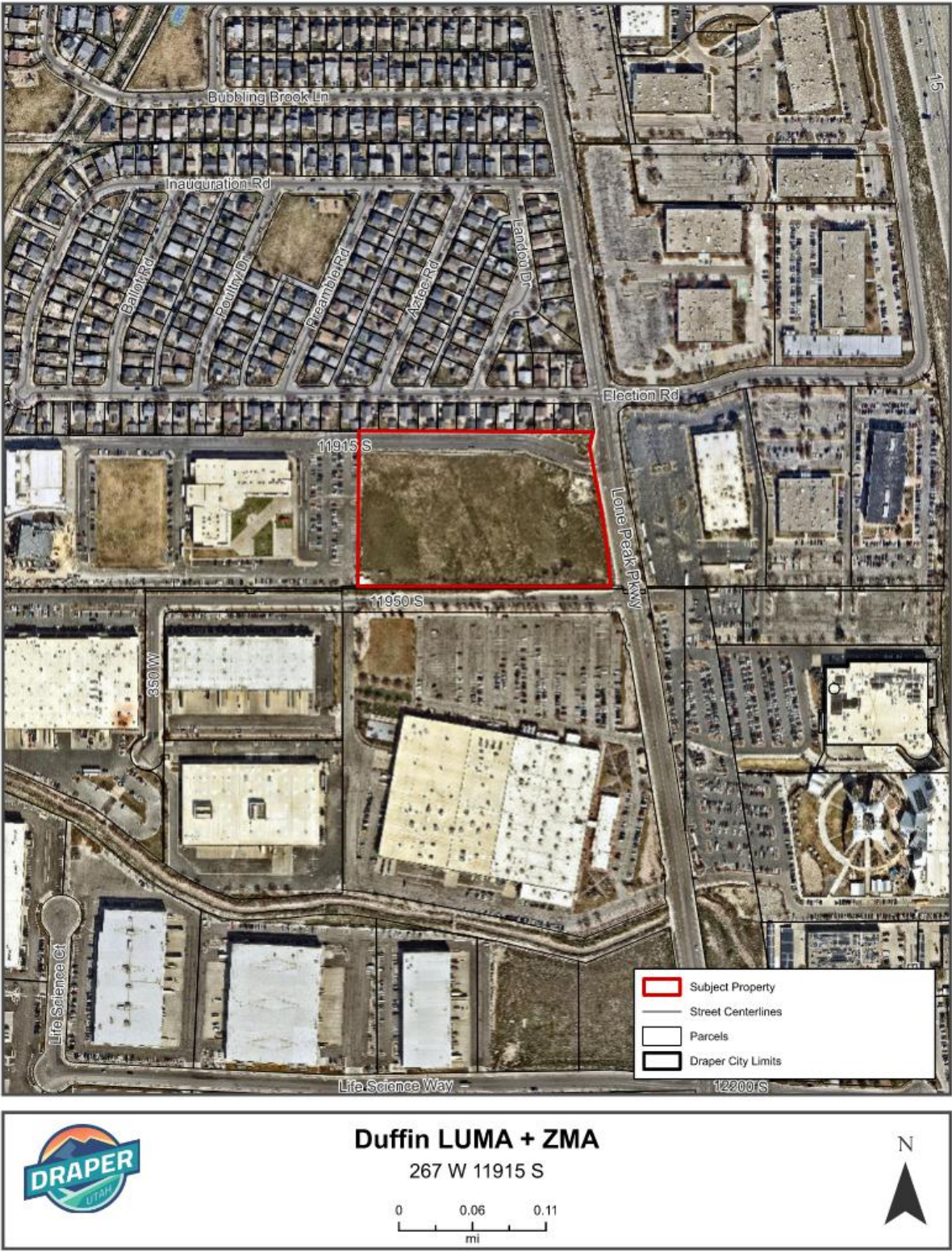


EXHIBIT E LAND USE MAP

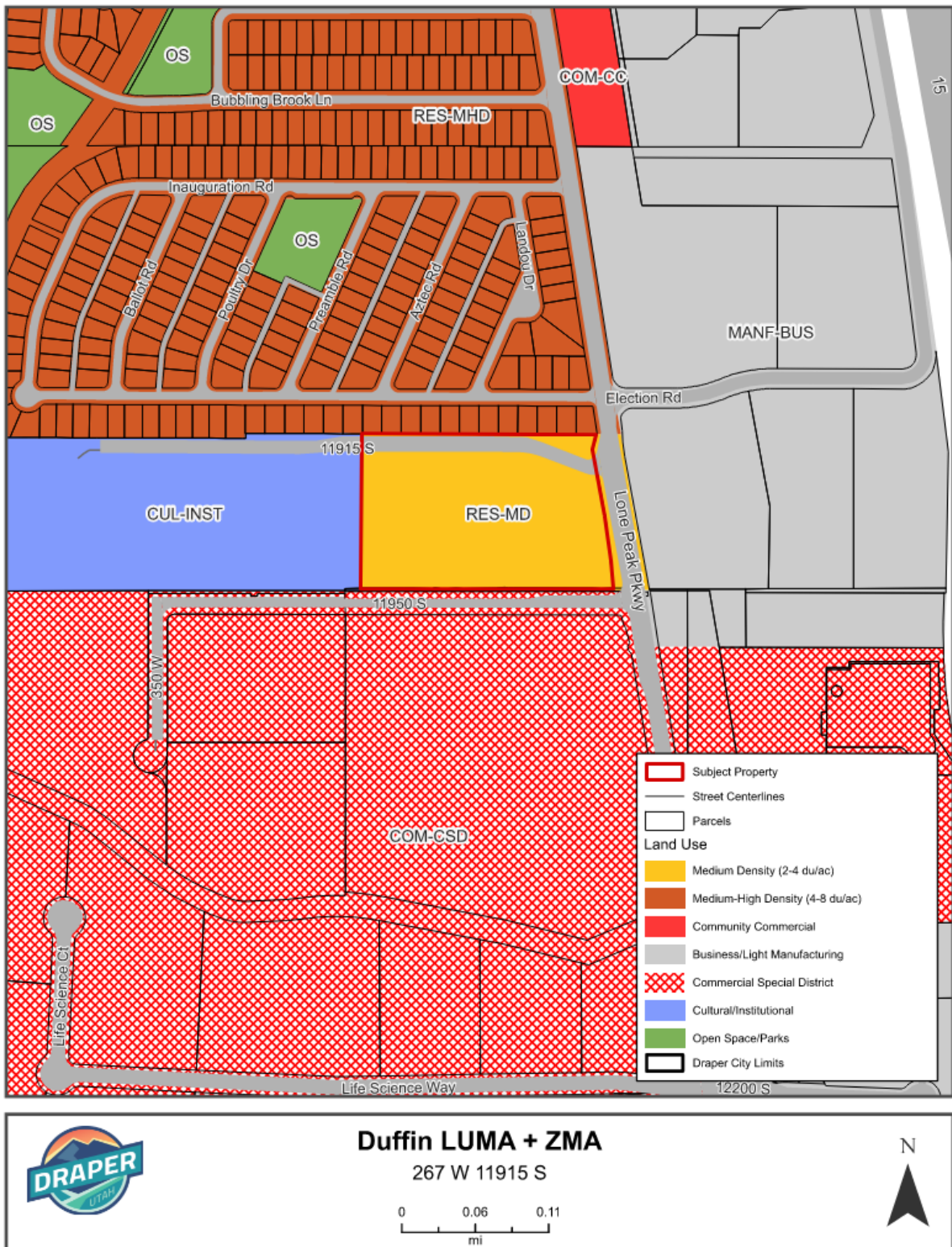


EXHIBIT F ZONING MAP

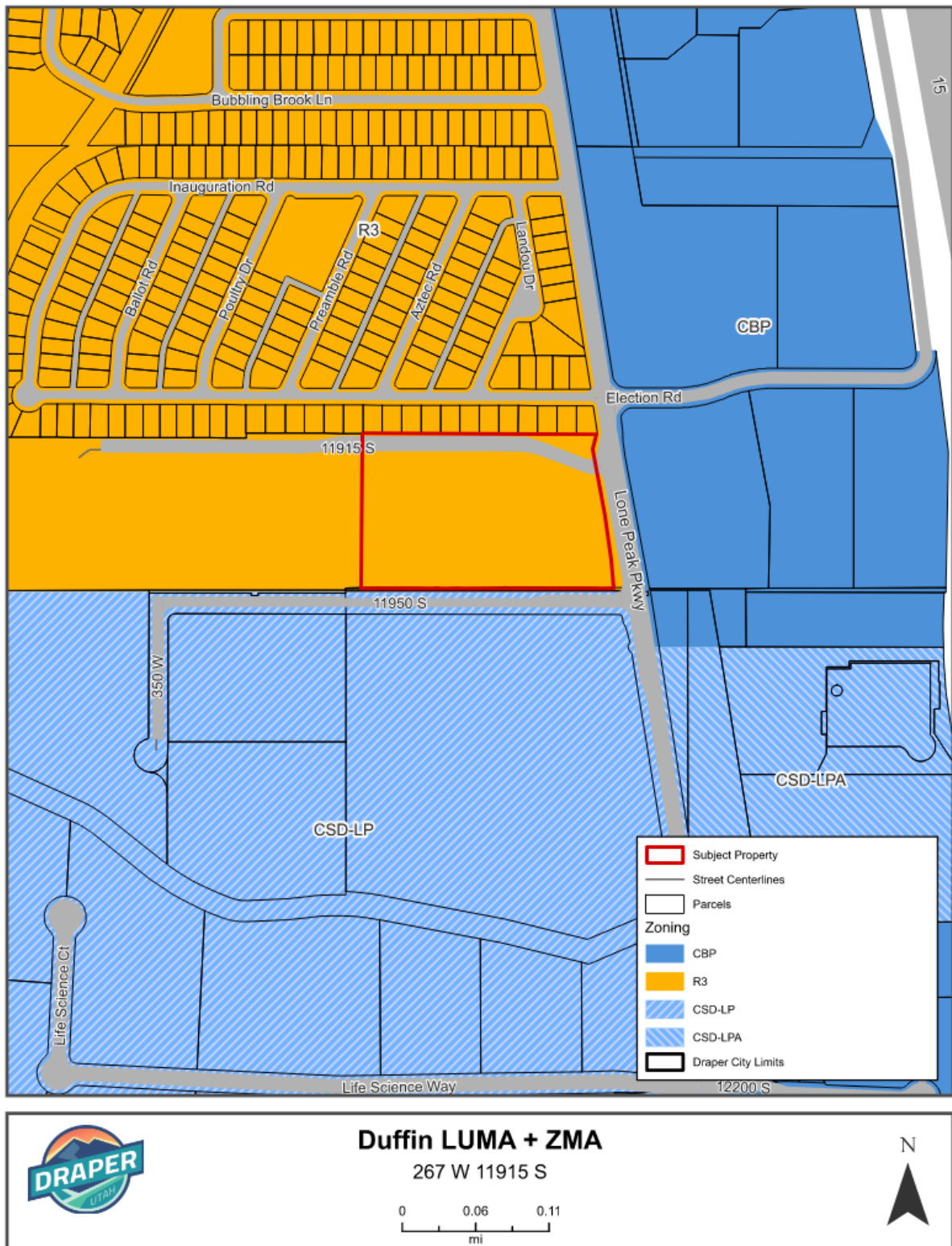
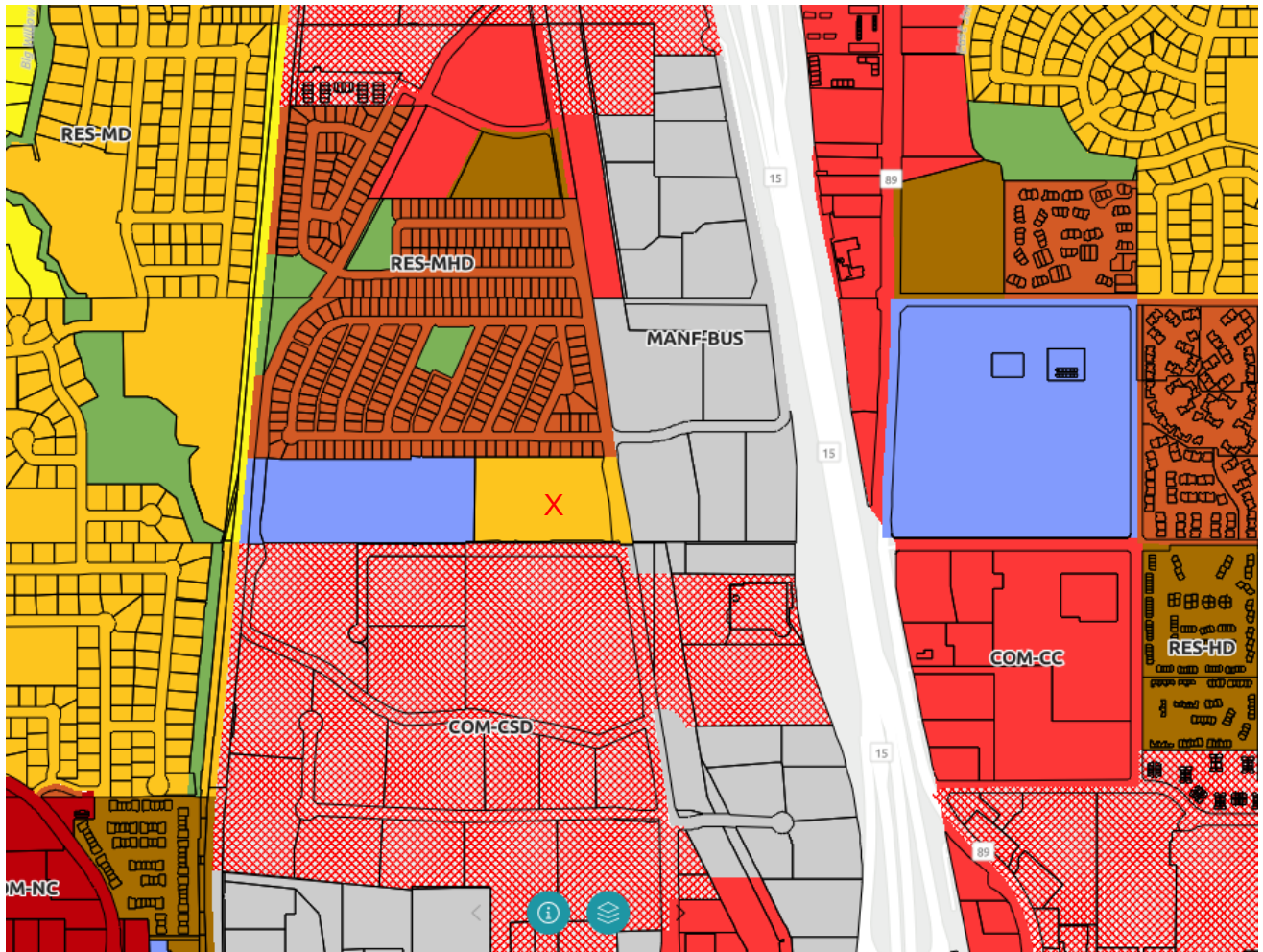


EXHIBIT G
APPLICANT'S RESPONSES – LAND USE MAP AMENDMENT

Land Use Map



We are seeking to change the Land Use Map from Residential Medium Density to Business & Light Manufacturing (MANF-BUS). We feel like it will be conducive to the area based on the neighboring properties and the area and allow for office/warehouse development.

Zone Map Amendment

To Whom it may concern,

We are applying for a Zone Map amendment for the property located at 267 W. 11915 S. approximately 7.71 acres from R3 to CBP zone. We feel this will be conducive to the area as the property adjacent to the subject property are in the CBP zone as well as many of the properties along Lone Peak Highway. This will also allow for Office/Warehouse development which is a common use in the area. All major utilities and roadways are in place for the change, and this will be harmonious with the surrounding area.

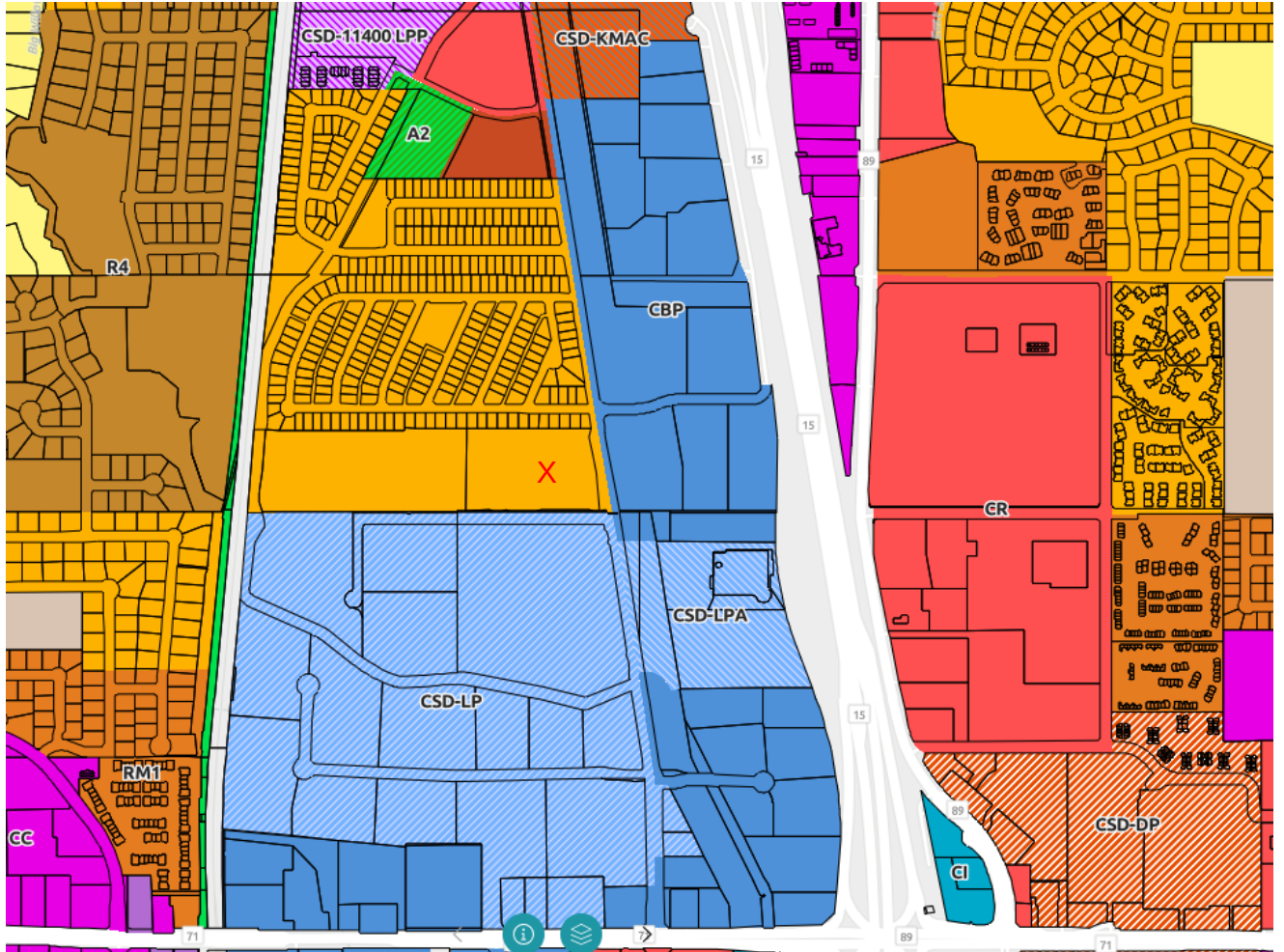
Thanks

Troy Dana

Westland Development

EXHIBIT H
APPLICANT'S RESPONSES – ZONING MAP AMENDMENT

Zone Change Map



Zone change request from R3 to CBP zone. We feel that this property is adjacent to the CBP zone and would compliment the area with similar uses.

Zone Map Amendment

To Whom it may concern,

We are applying for a Zone Map amendment for the property located at 267 W. 11915 S. approximately 7.71 acres from R3 to CBP zone. We feel this will be conducive to the area as the property adjacent to the subject property are in the CBP zone as well as many of the properties along Lone Peak Highway. This will also allow for Office/Warehouse development which is a common use in the area. All major utilities and roadways are in place for the change, and this will be harmonious with the surrounding area.

Thanks

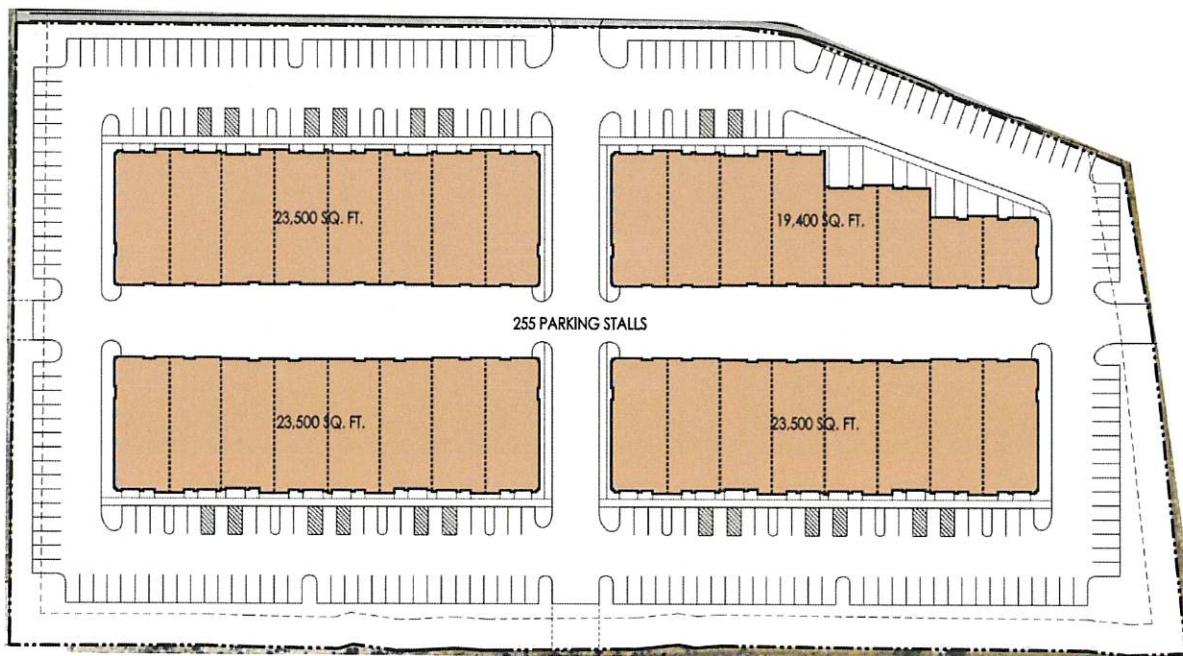
Troy Dana

Westland Development

EXHIBIT I
TRAFFIC IMPACT STUDY

Draper Lone Peak Site

Traffic Impact Study



Draper, Utah

June 23, 2026

UT26-3262



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Draper Lone Peak Site development located in Draper, Utah. The development is located on the west side of Lone Peak Parkway between 11950 South and the American Preparatory Academy (APA) North Access.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026), and future (2031) 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. 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 (2026)				Future (2031)			
	Background		Plus Project		Background		Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM
1 APA North Access / Lone Peak Parkway	f	c	f	c	f	d	f	d
2 11950 South / Lone Peak Parkway	A	A	B	A	A	A	B	A
3 North Project Access / APA North Access	-	-	a	a	-	-	a	a
4 East Project Access / Lone Peak Parkway	-	-	a	a	-	-	a	b
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, June 2026								

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
- The development will consist of four flex office buildings with a combined square footage of 89,900 sq. ft. - The project is anticipated to generate approximately 898 weekday daily trips, including 84 trips in the morning peak hour, and 72 trips in the evening peak hour - No additional auxiliary lanes are recommended based on the anticipated project traffic.		
2026	Background	Plus Project
Assumptions	APA access to 11950 S not assumed	APA access to 11950 S not assumed as a conservative measure
Findings	Poor LOS and significant SB queuing at N. APA Access / Lone Peak Pkwy	Acceptable LOS at the project accesses
Mitigations	An additional APA access to 11950 South is planned. While this will improve internal operations, poor LOS and significant southbound queuing are still expected during the morning peak hour.	None
2031	Background	Plus Project
Findings	Poor LOS and significant SB queuing at N. APA Access / Lone Peak Pkwy	Acceptable LOS at the project accesses

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS	i
TABLE OF CONTENTS	ii
LIST OF TABLES	iii
LIST OF FIGURES	iii
I. INTRODUCTION	1
A. Purpose	1
B. Scope	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2026) BACKGROUND CONDITIONS.....	4
A. Purpose	4
B. Roadway System	4
C. Crash Data Summary.....	4
D. Traffic Volumes	5
E. Level of Service Analysis	5
F. Queuing Analysis	8
G. Mitigation Measures	8
III. PROJECT CONDITIONS	9
A. Purpose	9
B. Project Description	9
C. Trip Generation	9
D. Trip Distribution and Assignment	10
E. Access.....	10
F. Auxiliary Lanes.....	10
IV. EXISTING (2026) PLUS PROJECT CONDITIONS	14
A. Purpose	14
B. Traffic Volumes	14
C. Level of Service Analysis	14
D. Queuing Analysis	14
E. Mitigation Measures	14
V. FUTURE (2031) BACKGROUND CONDITIONS.....	17
A. Purpose	17
B. Roadway Network	17
C. Traffic Volumes	17
D. Level of Service Analysis	17
E. Queuing Analysis	17
F. Mitigation Measures	18
VI. FUTURE (2031) PLUS PROJECT CONDITIONS.....	22
A. Purpose	22
B. Traffic Volumes	22
C. Level of Service Analysis	22
D. Queuing Analysis	22
E. Mitigation Measures	22

Appendix A: Project Site Plan
Appendix B: Turning Movement Counts
Appendix C: LOS & Queuing Results
Appendix D: Crash Data Reports

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Crash Severity by Intersection.....	4
Table 3: Crash Type by Intersection.....	5
Table 4: Existing (2026) Background Peak Hour LOS	8
Table 5: Trip Generation	9
Table 6: New Trip Distribution.....	10
Table 7: Existing (2026) Plus Project Peak Hour LOS	14
Table 8: Future (2031) Background Peak Hour LOS	21
Table 9: Future (2031) Plus Project Peak Hour LOS	22

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Draper, Utah.....	1
Figure 2: Existing (2026) background peak hour traffic volumes	6
Figure 3: Trip assignment for the peak hours.....	12
Figure 4: Existing (2026) plus project peak hour traffic volumes	15
Figure 5: Future (2031) background peak hour traffic volumes	19
Figure 6: Future (2031) plus project peak hour traffic volumes.....	23

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Draper Lone Peak Site development located in Draper, Utah. The proposed project is located on the west side of Lone Peak Parkway between 11950 South and the American Preparatory Academy (APA) North Access. 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 (2026), and future (2031) 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:

- APA North Access Road / Lone Peak Parkway
- 11950 South / Lone Peak Parkway
- Project North Access / APA North Access Road
- Project East Access / Lone Peak Parkway

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 evening 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 morning peak hour LOS was computed using Vissim software which was calibrated to reflect the effects of APA traffic during a typical school day. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic and Vissim. The detailed queue length reports are provided in Appendix C.

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 (2026) 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 roadway that will provide access to the project site is described below:

Lone Peak Parkway – is a city-maintained roadway which is classified by the Draper City Transportation Master Plan (November 2019) as a minor arterial. The roadway has two travel lanes separated by a two-way left-turn lane (TWLTL). North of Election Road, the road narrows to include only one northbound travel lane. The posted speed limit is 35 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersections. Five years of crash data were collected between January 1, 2021, and December 31, 2025. The data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 20 crashes within the study area. The detailed crash data reports are provided in Appendix D. 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	
APA N Access Rd / Lone Peak Pkwy	0	0	2	2	5	9
11950 South / Lone Peak Pkwy	0	0	0	3	8	11
TOTAL	0	0	2	5	13	20
Source: UDOT Numetric AASHTOWare, June, 2026						

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
APA N Access Rd / Lone Peak Pkwy	0	0	8	1	0	9
11950 South / Lone Peak Pkwy	3	2	2	4	0	11
TOTAL	3	2	10	5	0	20

Source: UDOT Numetric AASHTOWare, June, 2026

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:

- APA North Access / Lone Peak parkway
- 11950 South / Lone Peak Parkway

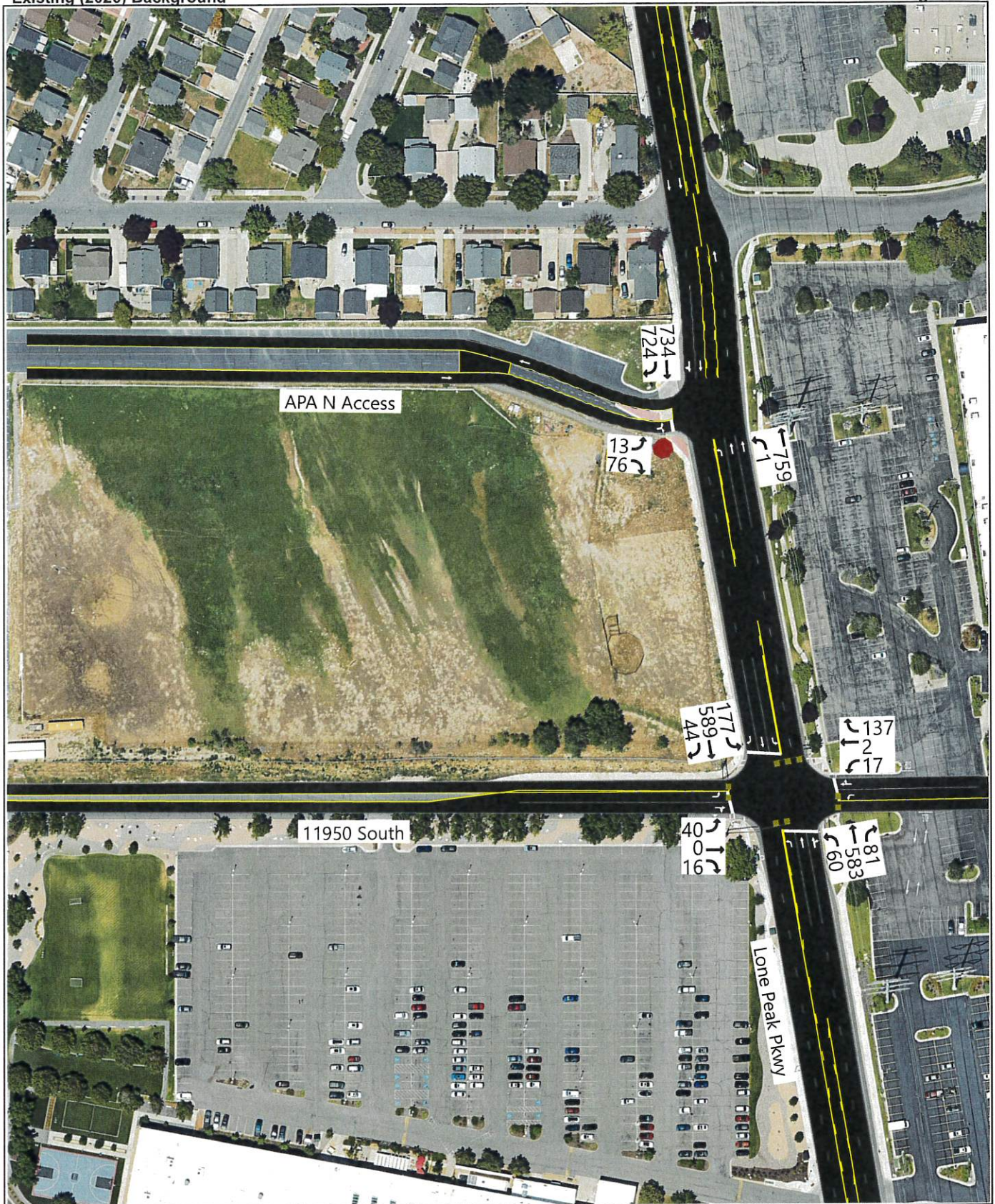
The morning counts were performed on Tuesday, September 9, 2025. The morning peak hour was determined to be between 7:00 and 9:00 a.m. The evening counts were performed on Thursday, May 28, 2026. The evening peak hour was determined to be between 4:15 and 5:15 p.m. The morning peak hour volumes were approximately 20% higher than the evening peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

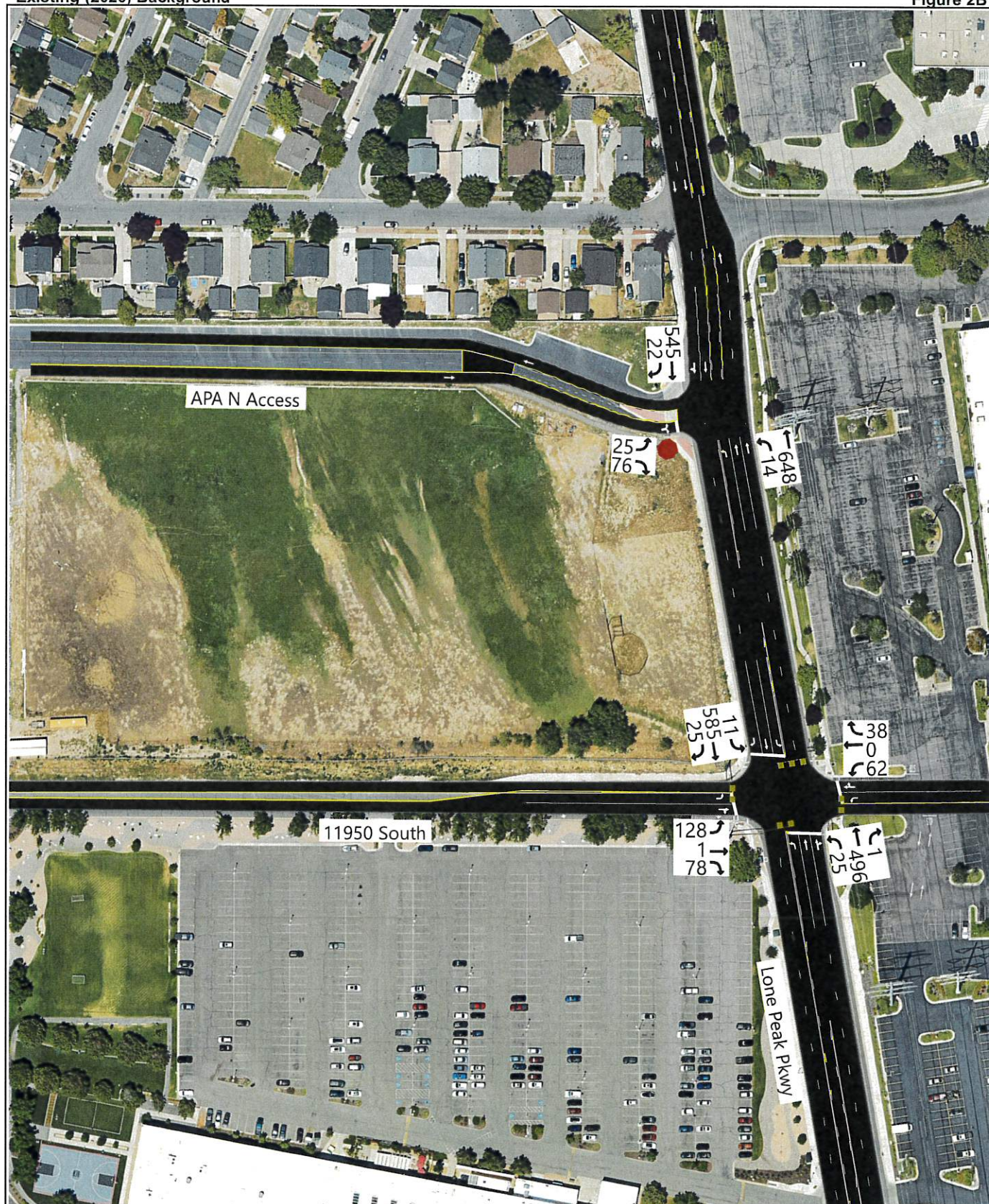
Hales Engineering evaluated whether seasonal adjustments should be applied to the observed traffic volumes. Monthly traffic data were obtained from a nearby UDOT automatic traffic recorder (ATR #407) on SR-68. In recent years, May and September volumes have averaged about 106% and 105% of typical traffic levels, respectively. However, no seasonal adjustments were applied to the volumes as a conservative measure for the analysis.

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 the APA North Access / Lone Peak Parkway intersection is currently operating at a poor level of service during the morning peak hour, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2026) conditions.





F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour. However, during the morning peak hour, a southbound queue of over 1,000 feet was observed at the APA North Access / Lone Peak Parkway intersection.

G. Mitigation Measures

A new access to 11950 South is planned for APA, and revisions to the school's circulation plan are recommended. About 30% of APA traffic is anticipated to use the new access. While this change will improve operations, poor LOS and significant southbound queueing are still expected at the APA North Access during the morning peak hour.

Table 4: Existing (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
APA North Access / Lone Peak Parkway	EB Stop	f (>50) / SBR	c (19.7) / EBL
11950 South / Lone Peak Parkway	Signal	A (8.8)	A (7.5)
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, June 2026			

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 Draper Lone Peak Site development is located on the west side of Lone Peak Parkway between 11950 South and the American Preparatory Academy (APA) North Access. The development will consist of four flex office buildings with a combined square footage of 89,900 sq. ft. A concept plan for the proposed development is provided in Appendix A.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025. Trip generation for the proposed project is included in Table 5. The total trip generation for the development is as follows:

- Daily Trips: 898
- Morning Peak Hour Trips: 84
- Evening Peak Hour Trips: 72

Table 5: Trip Generation

Trip Generation Draper - Lone Peak Site									
	Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Business Park (770)	89.9	KSF	898	50%	50%	449	449	898
AM Peak Hour									
	Business Park (770)	89.9	KSF	84	82%	18%	69	15	84
PM Peak Hour									
	Business Park (770)	89.9	KSF	72	29%	71%	21	51	72
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 12th Edition, 2025.									
SOURCE: Hales Engineering, June 2026									

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 6.

Table 6: New Trip Distribution

Direction	% To/From Project
North	60%
South	40%

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:

Lone Peak Parkway:

- The East Access will be located approximately 120 feet south of the APA North Access Road / Lone Peak Parkway intersection. It will access the project on the west side of Lone Peak Parkway. It is anticipated that the access will be stop-controlled and right-in-right-out (RIRO).

APA North Access Road:

- The North Access will be located approximately 350 feet west of the APA North Access Road / Lone Peak Parkway intersection. It will access the project on the south side of the APA North Access Road. It is anticipated that the access will be stop-controlled.

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, a northbound left-turn deceleration lane would be recommended at the APA North Access / Lone Peak Parkway intersection.

However it is anticipated that vehicles will utilize the existing TWLTL and be permitted by APA staff to enter during the morning pick-up period.





IV. EXISTING (2026) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2026) 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 (2026) background traffic volumes to predict turning movement volumes for existing (2026) plus project conditions. Existing (2026) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that the APA North Access / Lone Peak Parkway is anticipated to continue to operate at a poor level of service during the morning peak hour with project traffic added, as shown in Table 7.

Table 7: Existing (2026) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
APA N Access / Lone Peak Pkwy	EB Stop	f (>50) SBR /	c (23.0) / EBL
11950 South / Lone Peak Pkwy	Signal	B (14.3)	A (7.4)
North Project Access / APA North Access	NB Stop	a (3.7) / WBL	a (3.3) / NBR
East Project Access / Lone Peak Pkwy	EB Stop	a (8.9)	a (7.4) / 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, June 2026			

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour. However, during the morning peak hour, a southbound queue of over 1,000 feet was observed at the APA North Access / Lone Peak Parkway intersection.

E. Mitigation Measures

No additional mitigation measures are recommended.





V. FUTURE (2031) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2031) 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, Lone Peak Parkway is planned to be widened to a 5-lane cross section from 11400 South to 12650 South. However, it is unknown when this project will be completed. Because the segment of Lone Peak Parkway near the project already has a five-lane cross section, this improvement is not expected to substantially affect traffic operations at the study intersections. Therefore, this improvement was not assumed to be completed in the future (2031) conditions as a conservative measure.

While a south APA access is planned onto 11950 South, it is not anticipated that project trips will utilize this access. As a conservative measure, the access was not assumed for a worst-case condition at the APA North Access to determine the impact of the North Project Access in this scenario.

C. Traffic Volumes

Hales Engineering obtained future (2031) forecasted volumes from the WFRC / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 and 765 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. Future (2031) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that the APA North Access / Lone Peak Parkway is anticipated to continue to operate at a poor level of service during the morning peak hour with project traffic added, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2031) conditions.

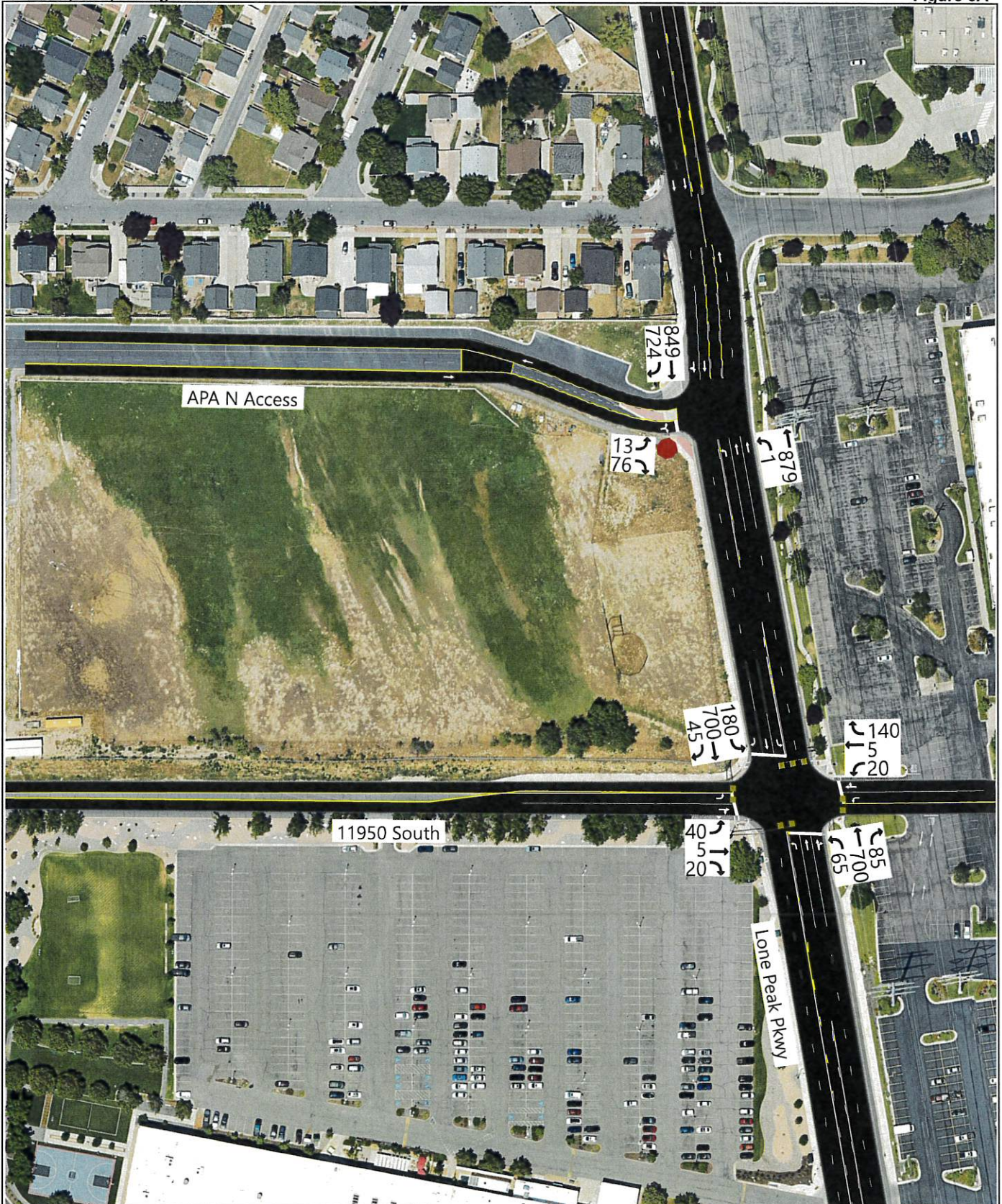
E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour. However, during the

morning peak hour, a southbound queue of over 1,000 feet was calculated at the APA North Access / Lone Peak Parkway intersection.

F. Mitigation Measures

No additional mitigation measures are recommended.



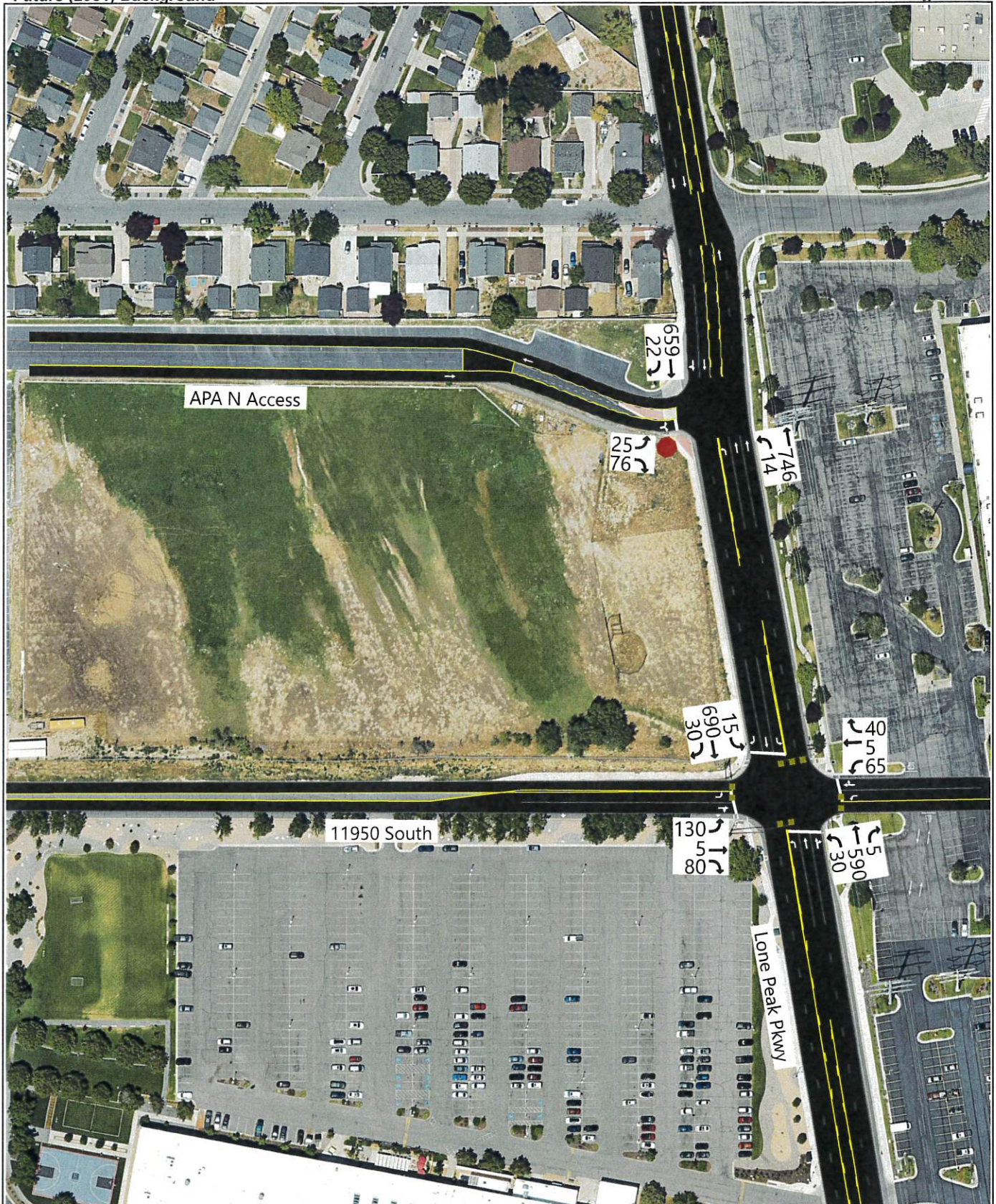


Table 8: Future (2031) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
APA North Access / Lone Peak Parkway	EB Stop	f (>50) / SBR	d (25.4) / EBL
11950 South / Lone Peak Parkway	Signal	A (9.0)	A (7.9)
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, June 2026			

VI. FUTURE (2031) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2031) 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 (2031) background traffic volumes to predict turning movement volumes for future (2031) plus project conditions. Future (2031) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the APA North Access / Lone Peak Parkway is anticipated to continue to operate at a poor level of service during the morning peak hour with project traffic added, as shown in Table 9.

Table 9: Future (2031) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
APA N Access / Lone Peak Pkwy	EB Stop	f (>50) SBR /	d (30.7) / EBL
11950 South / Lone Peak Pkwy	Signal	B (14.3)	A (7.9)
North Project Access / APA N Access	NB Stop	a (4.1) / WBL	a (3.4) / NBR
East Project Access / Lone Peak Pkwy	EB Stop	a (8.9)	b (12.9) / 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, June 2026

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour. However, during the morning peak hour, a southbound queue of over 1,000 feet was observed at the APA North Access / Lone Peak Parkway intersection.

E. Mitigation Measures

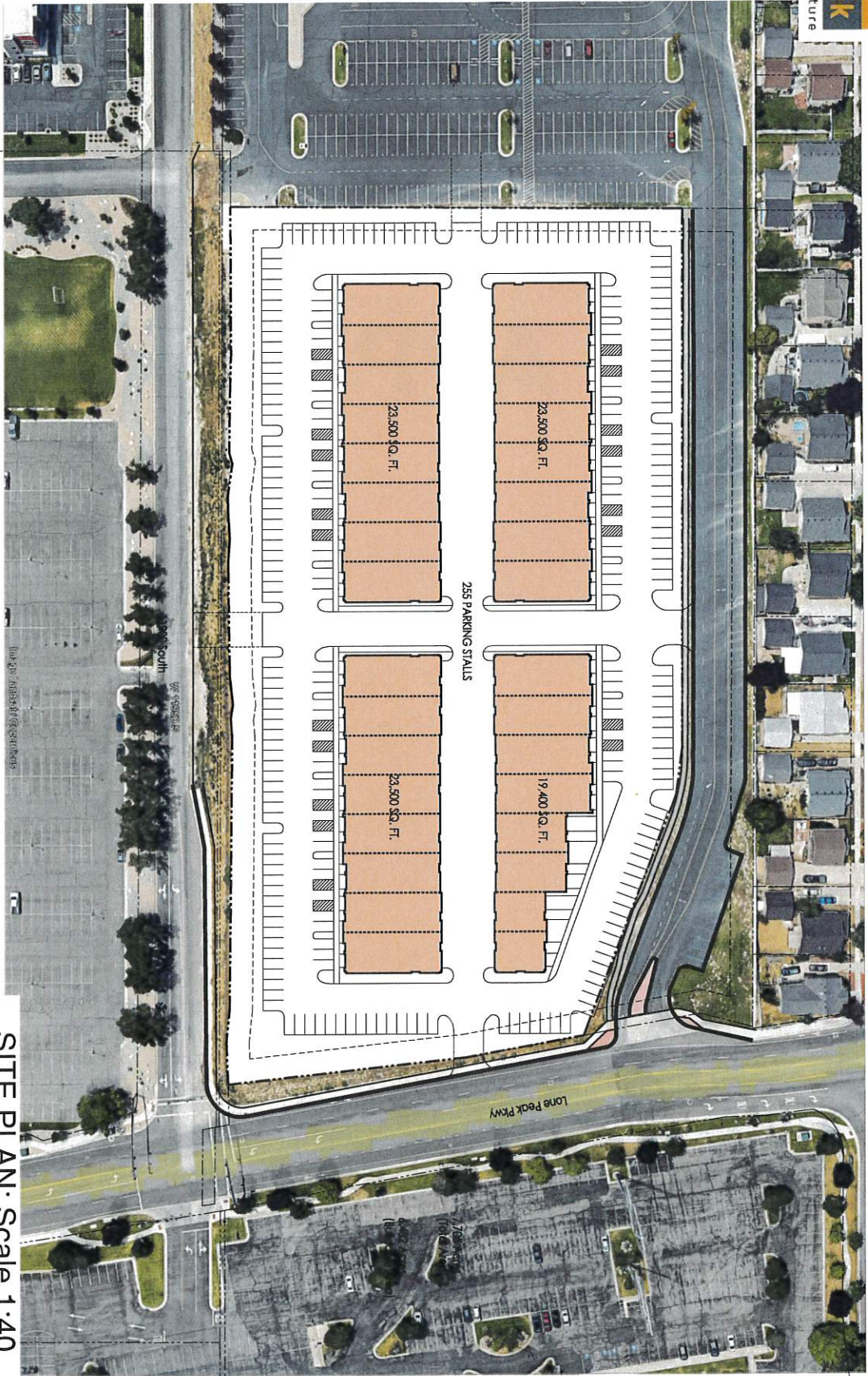
No mitigation measures are recommended.





APPENDIX A

Site Plan



SITE PLAN: Scale 1:40
(Plotted on 24x36)



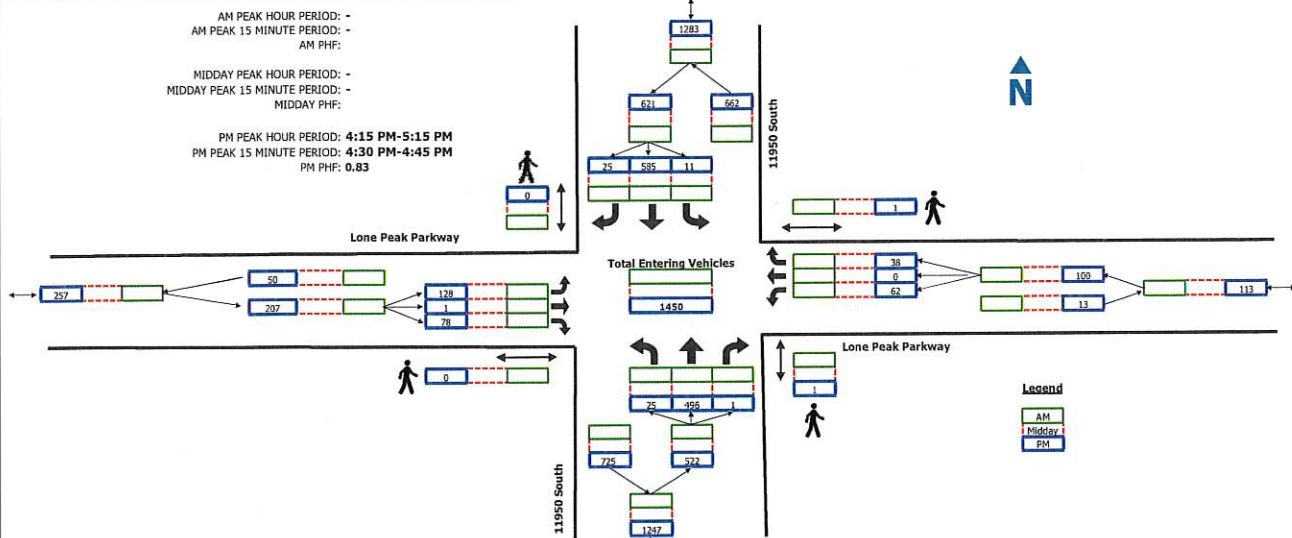
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: 11950 South / Lone Peak Parkway
North/South Road: 11950 South
East/West Road: Lone Peak Parkway
Jurisdiction: Draper
Project Title: Draper Lone Peak Site TIS
Project No: UT26-3262
Weather: Clear

Date: 5-28-26, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



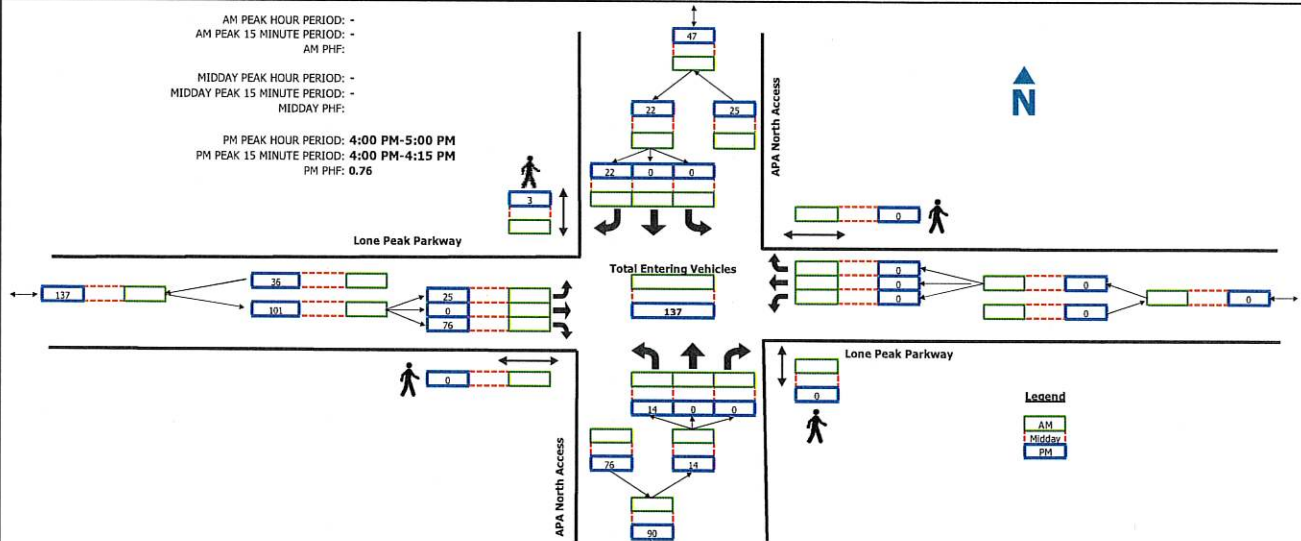
COUNT SUMMARY	11950 South Northbound				11950 South Southbound				Lone Peak Parkway Eastbound				Lone Peak Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	5	126	6	0	4	155	11	0	22	0	13	0	12	0	15	0	369
16:15 - 16:30	11	126	0	1	3	125	12	0	20	1	5	0	15	0	7	0	325
16:30 - 16:45	9	130	0	0	3	152	9	0	61	0	46	0	14	0	14	0	438
16:45 - 17:00	3	107	1	0	1	133	2	0	33	0	16	0	11	0	5	0	312
17:00 - 17:15	2	133	0	0	4	175	2	0	14	0	11	0	22	0	12	1	375
17:15 - 17:30	2	111	2	0	1	139	0	0	10	0	9	0	15	0	9	0	298
17:30 - 17:45	0	123	1	1	0	114	1	3	10	0	1	0	25	0	7	0	282
17:45 - 18:00	0	105	1	1	2	115	1	0	2	0	4	0	14	0	8	0	252

Intersection Turning Movement Summary

Intersection: APA North Access / Lone Peak Parkway
North/South Road: APA North Access
East/West Road: Lone Peak Parkway
Jurisdiction: Draper
Project Title: Draper Lone Peak Site TIS
Project No: UT26-3262
Weather: Clear

Date: 5-28-26, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 4:00 PM-5:00 PM
PM PEAK 15 MINUTE PERIOD: 4:00 PM-4:15 PM
PM PHF: 0.76

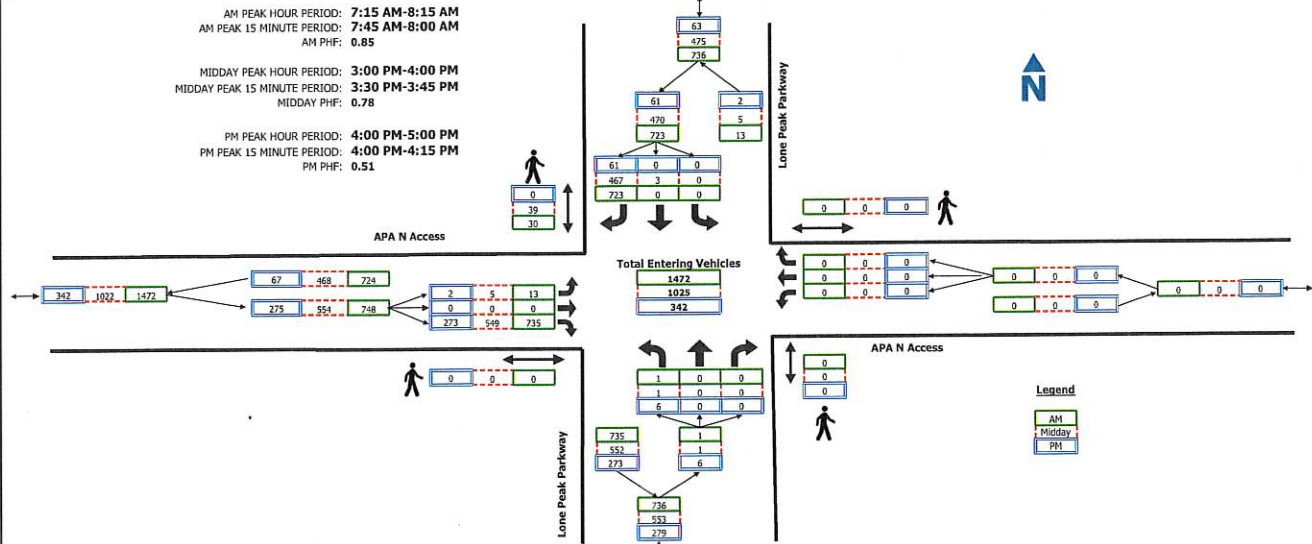


COUNT SUMMARY	APA North Access Northbound				APA North Access Southbound				Lone Peak Parkway Eastbound				Lone Peak Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	5	0	0	0	0	0	6	0	11	0	23	0	0	0	0	0	45
16:15 - 16:30	6	0	0	0	0	0	1	3	4	0	21	0	0	0	0	0	32
16:30 - 16:45	2	0	0	0	0	0	8	0	6	0	22	0	0	0	0	0	38
16:45 - 17:00	1	0	0	0	0	0	7	0	4	0	10	0	0	0	0	0	22
17:00 - 17:15	4	0	0	0	0	0	10	3	13	0	11	0	0	0	0	0	38
17:15 - 17:30	1	0	0	0	0	0	8	3	8	0	8	0	0	0	0	0	25
17:30 - 17:45	4	0	0	0	0	0	5	4	10	0	19	0	0	0	0	0	38
17:45 - 18:00	2	0	0	0	0	0	6	1	8	0	8	0	0	0	0	0	24

Intersection Turning Movement Summary

Intersection: Lone Peak Parkway / APA N Access
North/South Road: Lone Peak Parkway
East/West Road: APA N Access
Jurisdiction: Draper
Project Title: Draper APA 2025 TS
Project No: UT25-3089
Weather: Clear

Date: 9-9-25, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

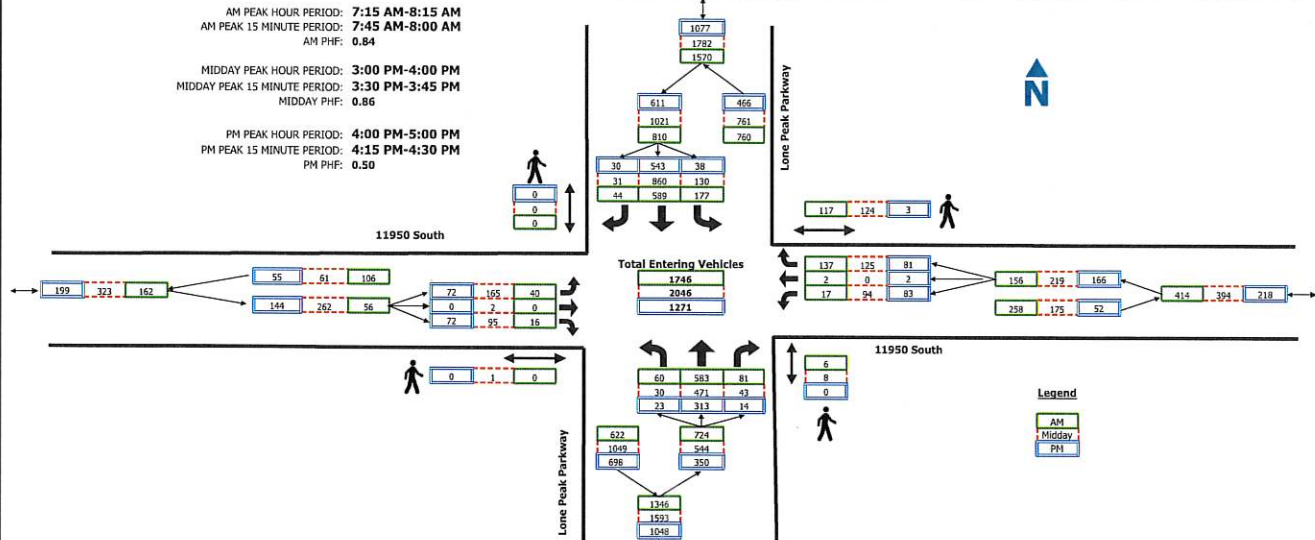


COUNT SUMMARY	Lone Peak Parkway Northbound				Lone Peak Parkway Southbound				APA N Access Eastbound				APA N Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	28	3	0	0	0	3	88	0	18	0	21	0	0	0	0	0	161
7:15 - 7:30	1	0	0	0	0	0	205	3	7	0	159	0	0	0	0	0	372
7:30 - 7:45	0	0	0	0	0	0	223	5	0	0	196	0	0	0	0	0	419
7:45 - 8:00	0	0	0	0	0	0	204	11	0	0	227	0	0	0	0	0	431
8:00 - 8:15	0	0	0	0	0	0	91	11	6	0	153	0	0	0	0	0	250
8:15 - 8:30	4	0	0	0	0	0	17	0	9	0	8	0	0	0	0	0	38
8:30 - 8:45	2	0	0	0	0	0	13	0	7	0	4	0	0	0	0	0	26
8:45 - 9:00	6	0	0	0	0	0	1	0	3	0	6	0	0	0	0	0	16
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	2	0	0	0	0	0	15	1	7	0	15	0	0	0	0	0	39
14:45 - 15:00	1	0	0	0	0	0	69	0	0	0	18	0	0	0	0	0	88
15:00 - 15:15	0	0	0	0	0	1	64	5	0	0	74	0	0	0	0	0	139
15:15 - 15:30	0	0	0	0	0	0	121	26	0	0	132	0	0	0	0	0	253
15:30 - 15:45	0	0	0	0	0	1	147	2	4	0	175	0	0	0	0	0	327
15:45 - 16:00	1	0	0	0	0	1	135	5	1	0	168	0	0	0	0	0	306
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	0	0	0	0	0	32	0	0	0	135	0	0	0	0	0	169
16:15 - 16:30	3	0	0	0	0	0	26	0	0	0	116	0	0	0	0	0	145
16:30 - 16:45	1	0	0	0	0	0	3	0	2	0	22	0	0	0	0	0	28
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Summary

Intersection: Lone Peak Parkway / 11950 South
North/South Road: Lone Peak Parkway
East/West Road: 11950 South
Jurisdiction: Draper
Project Title: Draper APA 2025 TS
Project No: UT25-3089
Weather: Clear

Date: 9-9-25, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



COUNT SUMMARY	Lone Peak Parkway Northbound				Lone Peak Parkway Southbound				11950 South Eastbound				11950 South 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	97	17	0	10	63	7	0	5	0	0	0	1	0	3	0	214
7:15 - 7:30	14	111	17	0	49	133	7	0	4	0	4	0	1	1	17	13	359
7:30 - 7:45	14	142	20	5	33	141	12	0	16	0	3	0	4	0	33	57	418
7:45 - 8:00	12	180	22	1	52	170	15	0	13	0	3	0	8	0	45	35	520
8:00 - 8:15	20	150	22	0	43	145	10	0	6	0	6	0	4	1	42	12	449
8:15 - 8:30	11	102	34	0	5	64	9	1	2	0	1	0	7	0	3	1	238
8:30 - 8:45	8	85	26	0	10	64	0	0	3	0	1	0	1	0	4	1	202
8:45 - 9:00	13	106	27	0	8	58	7	0	4	1	0	0	1	1	1	0	227
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	2	89	4	0	4	84	3	0	5	0	5	0	8	0	7	0	211
14:45 - 15:00	5	83	6	0	15	111	1	0	4	0	7	0	8	1	12	2	253
15:00 - 15:15	6	103	15	1	17	195	5	0	19	0	8	0	25	0	24	40	417
15:15 - 15:30	10	111	13	5	31	204	5	0	14	1	17	0	17	0	31	61	454
15:30 - 15:45	8	137	8	1	40	205	8	0	78	1	39	1	31	0	38	20	593
15:45 - 16:00	6	120	7	1	42	256	13	0	54	0	31	0	21	0	32	3	582
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	10	160	4	0	30	252	17	0	43	0	31	0	35	0	49	3	631
16:15 - 16:30	13	153	10	0	8	291	13	0	29	0	41	0	48	2	32	0	640
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX C

LOS & 95th Percentile Queue Length Reports

VISSIM Level of Service Report

Project: Draper Lone Peak Site TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour

Project #: UT26-3262

Intersection: 11950 S / Lone Peak Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	66	66	100	48	3	14.9	B
	T	585	585	100	136	16	9.9	A
	Subtotal	651	651	100			10.4	B
SB	T	609	609	100	109	13	7.6	A
	R	44	44	100	113	15	5.9	A
	Subtotal	653	653	100			7.4	A
EB	L	47	47	100	42	1	8.0	A
	R	17	18	106	23	0	4.2	A
	Subtotal	64	65	102			7.0	A
Total		1,368	1,369	100			8.8	A

Intersection: APA Access / Lone Peak Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	776	775	100	10	0	0.2	A
	Subtotal	776	775	100			0.2	A
SB	T	203	203	100	324	198	1.1	A
	R	689	688	100	324	198	356.8	F
	Subtotal	892	891	100			275.7	F
EB	L	11	11	100	689	254	59.5	F
	R	626	625	100	688	250	59.1	F
	Subtotal	637	636	100			59.1	F
Total		2,305	2,302	100			19.4	C

SimTraffic LOS Report

Project: Draper Lone Peak Site TIS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour
Project #: UT26-3262

Intersection: Lone Peak Pkwy & APA N Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	12	86	6.5	A
	T	648	641	99	1.9	A
	Subtotal	662	653	99	2.0	A
SB	T	545	554	102	0.4	A
	R	22	22	101	0.0	A
	Subtotal	567	576	102	0.4	A
EB	L	25	25	101	19.7	C
	R	76	77	101	8.2	A
	Subtotal	101	102	101	11.0	B
Total		1,330	1,331	100	2.0	A

Intersection: Lone Peak Pkwy & 11950 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	89	15.6	B
	T	496	494	100	5.1	A
	R	1	1	100	2.1	A
	Subtotal	522	517	99	5.5	A
SB	L	11	10	93	11.6	B
	T	586	597	102	6.2	A
	R	25	24	97	1.2	A
	Subtotal	622	631	101	6.1	A
EB	L	128	122	95	20.1	C
	T	1	2	200	8.7	A
	R	78	81	104	5.2	A
	Subtotal	207	205	99	14.1	B
WB	L	62	59	95	19.3	B
	R	38	36	95	3.8	A
	Subtotal	100	95	95	13.4	B
Total		1,450	1,448	100	7.5	A

Project: Draper Lone Peak Site TIS

Analysis: Existing (2026) Background

Time Period: Evening Peak Hour

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

Project #: UT26-3262

Intersection	NB		SB		EB		WB	
	L	T TR	L	R T TR	L	LR TR	L	TR
01: Lone Peak Pkwy & APA N Access	25					75		
02: Lone Peak Pkwy & 11950 South	50	125 50	25	175	100	75	75	50

VISSIM Level of Service Report

Project: Draper Lone Peak Site
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour

Project #: UT26-3262

Intersection: 11950 S / Lone Peak Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	17	67	394	101	27	74.1	E
	T	151	606	401	157	25	13.5	B
	Subtotal	168	673	401			19.5	B
SB	T	154	614	399	182	18	9.2	A
	R	11	44	400	187	20	6.6	A
	Subtotal	165	658	399			9.0	A
EB	L	12	48	400	52	4	17.3	B
	R	4	18	450	22	0	4.2	A
	Subtotal	16	66	413			13.7	B
Total		349	1,397	400			14.3	B

Intersection: APA Access / Lone Peak Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	7	31	443	11	0	2.5	A
	T	192	766	399	3	0	0.2	A
	Subtotal	199	797	401			0.3	A
SB	T	62	248	400	323	197	1.8	A
	R	175	702	401	323	197	342.8	F
	Subtotal	237	950	401			253.8	F
EB	L	3	10	333	489	215	29.5	D
	R	153	614	401	489	211	43.2	E
	Subtotal	156	624	400			43.0	E
Total		592	2,371	401			14.6	B

VISSIM Level of Service Report

Project: Draper Lone Peak Site
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour

Project #: UT26-3262

Intersection: N Project Access / APA North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
EB	T	160	642	401	231	73	33.9	D
	Subtotal	160	642	401			33.9	D
WB	L	6	25	417	69	2	3.7	A
	T	177	705	398	44	2	0.4	A
	Subtotal	183	730	399			0.5	A
Total		343	1,372	400			16.2	C

Intersection: E Project Access / Lone Peak Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	200	797	399	0	0	0.0	A
	Subtotal	200	797	399			0.0	A
SB	T	205	821	400	89	0	1.3	A
	R	9	36	400	89	0	0.1	A
	Subtotal	214	857	400			1.3	A
EB	R	3	12	400	37	1	8.9	A
	Subtotal	3	12	400			8.9	A
Total		417	1,666	400			0.7	A

SimTraffic LOS Report

Project: Draper Lone Peak Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Evening Peak Hour **Project #:** UT26-3262

Intersection: Lone Peak Pkwy & APA N Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	22	22	101	4.7	A
	T	648	643	99	0.4	A
	Subtotal	670	665	99	0.5	A
SB	T	558	550	99	0.6	A
	R	22	23	106	0.1	A
	Subtotal	580	573	99	0.6	A
EB	L	56	58	104	23.0	C
	T	1	2	267	0.3	A
	R	76	79	104	13.3	B
	Subtotal	133	139	105	17.2	C
Total		1,382	1,377	100	2.2	A

Intersection: Lone Peak Pkwy & 11950 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	97	14.5	B
	T	504	504	100	5.3	A
	R	1	2	200	1.1	A
	Subtotal	530	530	100	5.7	A
SB	L	11	11	102	12.1	B
	T	606	600	99	5.5	A
	R	25	23	93	1.3	A
	Subtotal	642	634	99	5.5	A
EB	L	128	121	95	20.8	C
	T	1	1	100	10.2	B
	R	78	72	92	5.0	A
	Subtotal	207	194	94	14.9	B
WB	L	62	62	100	18.6	B
	R	38	40	106	3.9	A
	Subtotal	100	102	102	12.8	B
Total		1,479	1,460	99	7.4	A

SimTraffic LOS Report

Project: Draper Lone Peak Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT26-3262

Intersection: N Project Access & APA N Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	31	33	106	3.3	A
	Subtotal	31	33	106	3.3	A
EB	T	101	105	104	0.1	A
	Subtotal	101	105	104	0.1	A
WB	L	8	8	103	2.1	A
	T	36	39	107	0.1	A
	Subtotal	44	47	107	0.4	A
Total		176	185	105	0.7	A

Intersection: Lone Peak Pkwy & E Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	670	665	99	1.5	A
	Subtotal	670	665	99	1.5	A
SB	T	622	618	99	0.8	A
	R	13	11	85	0.0	A
	Subtotal	635	629	99	0.8	A
EB	R	20	18	89	7.4	A
	Subtotal	20	18	90	7.4	A
Total		1,325	1,312	99	1.2	A

HALES ENGINEERING

innovative transportation solutions

1000

Project #: UT26-3262

Intersection	NB				SB				EB				WB		
	L	LR	T	TR	L	R	T	TR	L	LR	R	TR	L	LT	TR
01: Lone Peak Pkwy & APA N Access	50						50			125					
02: Lone Peak Pkwy & 11950 South	50		150	75	50		175		100		75		75		50
03: N Project Access & APA N Access		50													
04: Lone Peak Pkwy & E Project Access										50					

VISSIM Level of Service Report

Project: Draper Lone Peak Site
Analysis Period: Future (2031) Background
Time Period: Morning Peak Hour

Project #: UT26-3262

Intersection: 11950 S / Lone Peak Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	14	57	407	54	2	14.7	B
	T	151	605	401	129	17	10.2	B
	Subtotal	165	662	401			10.6	B
SB	T	183	731	399	136	16	7.9	A
	R	11	45	409	140	18	6.1	A
	Subtotal	194	776	400			7.8	A
EB	L	12	47	392	41	2	9.0	A
	R	4	17	425	23	0	4.1	A
	Subtotal	16	64	400			7.7	A
Total		375	1,502	401			9.0	A

Intersection: APA Access / Lone Peak Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	199	795	399	0	0	0.2	A
	Subtotal	199	795	399			0.2	A
SB	T	82	330	402	322	71	0.5	A
	R	160	641	401	322	71	188.7	F
	Subtotal	242	971	401			124.8	F
EB	L	3	11	367	667	288	53.8	F
	R	156	624	400	671	239	55.4	F
	Subtotal	159	635	399			55.4	F
Total		600	2,401	400			16.7	C

SimTraffic LOS Report

Project: Draper Lone Peak Site TIS
Analysis Period: Future (2031) Background
Time Period: Evening Peak Hour
Project #: UT26-3262

Intersection: Lone Peak Pkwy & APA N Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	11	79	7.5	A
	T	746	758	102	2.0	A
	Subtotal	760	769	101	2.1	A
SB	T	659	657	100	0.6	A
	R	22	21	97	0.0	A
	Subtotal	681	678	100	0.6	A
EB	L	25	23	93	25.4	D
	R	76	76	100	10.5	B
	Subtotal	101	99	98	14.0	B
Total		1,542	1,546	100	2.2	A

Intersection: Lone Peak Pkwy & 11950 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	97	16.8	B
	T	590	600	102	5.5	A
	R	5	4	76	1.3	A
	Subtotal	625	633	101	6.0	A
SB	L	15	16	107	12.9	B
	T	691	691	100	6.3	A
	R	30	28	93	1.2	A
	Subtotal	736	735	100	6.2	A
EB	L	130	127	98	21.9	C
	T	5	6	114	12.9	B
	R	80	81	101	5.9	A
	Subtotal	215	214	100	15.6	B
WB	L	65	65	100	21.8	C
	T	5	4	76	14.9	B
	R	40	42	106	4.7	A
	Subtotal	110	111	101	15.1	B
Total		1,687	1,693	100	7.9	A

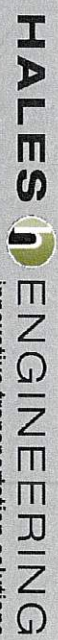
SimTraffic Queueing Report

Project: Draper Lone Peak Site TIS

Analysis: Future (2031) Background

Time Period: Evening Peak Hour

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



Project #: UT26-3262

Intersection	NB			SB			EB			WB		
	L	T	TR	L	R	T	TR	L	LR	TR	L	TR
01: Lone Peak Pkwy & APA N Access	50								100			
02: Lone Peak Pkwy & 11950 South	50	150	75	50	50	175		125		75	75	50

VISSIM Level of Service Report

Project: Draper Lone Peak Site
Analysis Period: Future (2031) Plus Project
Time Period: Morning Peak Hour

Project #: UT26-3262

Intersection: 11950 S / Lone Peak Pkwy
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	14	57	407	101	26	84.7	F
	T	157	629	401	170	27	14.1	B
	Subtotal	171	686	401			19.9	B
SB	T	180	719	399	176	21	9.4	A
	R	11	45	409	180	23	6.9	A
	Subtotal	191	764	400			9.3	A
EB	L	12	48	400	53	4	17.3	B
	R	4	18	450	23	0	4.2	A
	Subtotal	16	66	413			13.7	B
Total		378	1,516	401			14.3	B

Intersection: APA Access / Lone Peak Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	6	24	400	16	0	2.4	A
	T	198	795	402	8	0	0.2	A
	Subtotal	204	819	401			0.2	A
SB	T	88	351	399	322	106	1.2	A
	R	164	656	400	322	106	218.9	F
	Subtotal	252	1,007	400			143.0	F
EB	L	2	9	450	488	215	26.4	D
	R	151	605	401	488	212	45.0	E
	Subtotal	153	614	401			192.4	F
Total		609	2,440	401			13.7	B

VISSIM Level of Service Report

Project: Draper Lone Peak Site
Analysis Period: Future (2031) Plus Project
Time Period: Morning Peak Hour

Project #: UT26-3262

Intersection: N Project Access / APA North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
EB	T	158	633	401	226	75	35.7	E
	Subtotal	158	633	401			35.7	E
WB	L	6	23	383	44	0	4.1	A
	T	165	658	399	15	0	0.1	A
	Subtotal	171	681	398			0.2	A
Total		329	1,314	399			17.3	C

Intersection: E Project Access / Lone Peak Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	205	818	399	0	0	0.0	A
	Subtotal	205	818	399			0.0	A
SB	T	230	922	401	88	0	1.1	A
	R	9	35	389	88	0	0.1	A
	Subtotal	239	957	400			1.1	A
EB	R	3	13	433	37	1	8.9	A
	Subtotal	3	13	433			8.9	A
Total		447	1,788	400			0.7	A

SimTraffic LOS Report

Project: Draper Lone Peak Site TIS

Analysis Period: Future (2031) Background

Time Period: Evening Peak Hour

Project #: UT26-3262

Intersection: Lone Peak Pkwy & APA N Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	22	20	92	6.2	A
	T	747	741	99	0.4	A
	Subtotal	769	761	99	0.6	A
SB	T	672	668	99	0.8	A
	R	22	25	115	0.1	A
	Subtotal	694	693	100	0.8	A
EB	L	56	52	93	30.7	D
	T	1	2	267	5.8	A
	R	76	81	106	30.6	D
	Subtotal	133	135	102	30.3	D
Total		1,595	1,589	100	3.8	A

Intersection: Lone Peak Pkwy & 11950 South

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	103	18.0	B
	T	598	593	99	5.7	A
	R	5	7	133	1.3	A
	Subtotal	633	631	100	6.3	A
SB	L	15	14	93	13.4	B
	T	710	712	100	5.8	A
	R	30	32	107	1.2	A
	Subtotal	755	758	100	5.7	A
EB	L	130	127	98	23.0	C
	T	5	5	95	15.1	B
	R	80	81	101	5.7	A
	Subtotal	215	213	99	16.2	B
WB	L	65	66	101	22.4	C
	T	5	4	76	21.2	C
	R	40	41	103	4.3	A
	Subtotal	110	111	101	15.7	B
Total		1,714	1,713	100	7.9	A

SimTraffic LOS Report

Project: Draper Lone Peak Site TIS

Analysis Period: Future (2031) Background

Time Period: Evening Peak Hour

Project #: UT26-3262

Intersection: APA N Access & N Project Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	31	32	103	3.4	A
	Subtotal	31	32	103	3.4	A
EB	T	101	102	101	0.2	A
	Subtotal	101	102	101	0.2	A
WB	L	8	8	103	2.2	A
	T	36	37	101	0.0	A
	Subtotal	44	45	102	0.4	A
Total		176	179	102	0.8	A

Intersection: Lone Peak Pkwy & E Project Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	768	762	99	1.7	A
	Subtotal	768	762	99	1.7	A
SB	T	735	736	100	1.0	A
	R	13	12	92	0.1	A
	Subtotal	748	748	100	1.0	A
EB	R	20	20	99	12.9	B
	Subtotal	20	20	100	12.9	B
Total		1,537	1,530	100	1.5	A

SimTraffic Queueing Report
Project: Draper Lone Peak Site TIS
 Analysis: Future (2031) Background
 Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
 innovative transportation solutions
Project #: UT26-3262

Intersection	NB				SB				EB				WB		
	L	LR	T	TR	L	R	T	TR	L	LR	R	TR	L	LT	TR
01: Lone Peak Pkwy & APA N Access	50						50		175						
02: Lone Peak Pkwy & 11950 South	50		150	75	50	50	200		125		75		75		50
03: APA N Access & N Project Access		50													
04: Lone Peak Pkwy & E Project Access							50				50				

APPENDIX D

Crash Data Reports

CRASH SUMMARY REPORT

Draper Lone Peak Site TIS

Created on June 2, 2026

Created by Luke Maeser

Data extents: January 1, 2021 to December 31, 2025



Applied Filters

Shape: Circle250 ft

Shape: Circle250 ft



Total Crashes	20	Fatal Crashes	0
---------------	----	---------------	---

UDOT Crash Summary		Crash_View	
Total Crashes	20	100.00%	
Intersection Related	14	70.00%	
CMV Involved	2	10.00%	

Roadway Departure	2	10.00%
Distracted Driving	1	5.00%
Pedestrian Involved	1	5.00%
+ 7 more	0	0%

Crash Verified		Crash_View
True	20	100.00%
False	0	0.00%

Crash Severity		Crash_View
No injury/PDO	13	65.00%
Possible injury	5	25.00%
Suspected Minor Injury	2	10.00%
Fatal	0	0.00%
Suspected Serious Injury		

Injury Level		Person_View
No injury	37	84.09%
Possible injury	5	11.36%
Suspected Minor Injury	2	4.55%
+ 4 more	0	0%

Manner of Collision		Crash_View
Angle	10	50.00%
Sideswipe Same Direction	5	25.00%
Front to Rear	3	15.00%
Not Applicable/Single Vehicle	2	10.00%
+ 8 more	0	0%

Crash Date Time (Year)		Crash_View
2025	2	10.00%
2024	4	20.00%
2023	5	25.00%
2022	6	30.00%
2021	3	15.00%
+ 12 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crash_View
& Straight Ahead (Southbound)	2	10.00%

Changing Lanes (Southbound) & Straight Ahead (Southbound)	2	10.00%
Turning Left (Eastbound) & Straight Ahead (Southbound)	2	10.00%
Turning Left (Northbound) & Straight Ahead (Southbound)	2	10.00%
Turning Left (Southbound) & Straight Ahead (Southbound)	2	10.00%
Turning Right (Eastbound) & Straight Ahead (Southbound)	2	10.00%
Entering Traffic Lane (Eastbound) & Straight Ahead (Southbound)	1	5.00%
Entering Traffic Lane (Northbound) & Straight Ahead (Northbound)	1	5.00%
+ 992 more	4	20%

Roadway Surface Condition	Crash_View	
Dry	17	85.00%
Wet	3	15.00%
+ 13 more	0	0%

Weather Condition	Crash_View	
Clear	14	70.00%
Cloudy	4	20.00%
Rain	2	10.00%
+ 10 more	0	0%

Most Harmful Event	Vehicle_View	
Collision With Other Motor Vehicle in Transport	36	94.74%
Other Fixed Object*	1	2.63%
Pedestrian	1	2.63%
+ 59 more	0	0%

Light Condition	Crash_View	
Daylight	16	80.00%
Dark - Lighted	2	10.00%
Dark - Not Lighted	2	10.00%
+ 6 more	0	0%

Countermeasures	Crash_View	
Countermeasure: Roundabout or Signal	8	40.00%
Countermeasure: Left Turn Lane	3	15.00%
Countermeasure: Active Transportation Improvement	1	5.00%
Countermeasure: Intersection Lighting	1	5.00%
Countermeasure: Left Turn Phase Change	1	5.00%
Countermeasure: Pave Or Widen Shoulder	1	5.00%

+ 9 more

0

0%

MEMO



To: Planning Commission
From: Todd A. Draper, AICP

Date: 2026-10-08

Re: Public Hearing: Pony Express Center Parking Deviation Request (Administrative Item)

Comments:

This application is a request for approval of a Parking Deviation for approximately 3.38 acres located on the west side of Pony Express Rd. and north of 12900 South, at approximately 12896 S. Pony Express Rd. The property is currently zoned CBP. The applicant is requesting that a Parking Deviation be approved to allow for the current and proposed tenant mix within the center to operate with the existing available on-site parking.

Findings for Approval

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

Findings for Denial

1. Parking will be inadequate for the propose uses within the building.
2. The total number of spaces that would otherwise be required for each individual establishment in the development is not overly burdensome in relation to specific factors of the site.
3. The parking would be overburdened despite estimated tradeoffs between

businesses which are open when others are closed.

4. There is not an adequate availability of approved on street or shared parking for all associated uses.
5. Site or use specific conditions or factors do not exist that would preclude compliance with the parking calculation used or parking requirements outlined in section 9-25-100, table 9-25-1.
6. There are not transportation alternatives that would provide adequate transportation to offset a reduction in parking.
7. Potential future expansion or additional uses on the property would not be able to provide adequate parking for that expansion or addition.

ATTACHMENTS:

[Pony Express Center Parking Deviation Staff Report -Final.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

September 28, 2026

To: Draper City Planning Commission
Business Date: October 6, 2026

From: Development Review Committee

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

Re: Pony Express Center – Parking Deviation Request

Application No.: 2025-0118-VAR

Applicant: Marina Miles of Rio Management Group representing MKH
Properties Co., LLC

Project Location: 12896 S. Pony Express Rd

Current Zoning: CBP (Business/Manufacturing Park) Zone

Acreage: 3.38 Acres (Approximately 147,233 ft²)

Request: Request for approval of a Parking Deviation in the CBP zone
regarding a parking reduction for a commercial business center.

BACKGROUND AND SUMMARY

This application is a request for approval of a Parking Deviation for approximately 3.38 acres located on the west side of Pony Express Rd. and north of Golden Harvest Rd., at approximately 12896 S. Pony Express Rd. (Exhibit B & C). The property is currently zoned CBP. The applicant is requesting that a Parking Deviation be approved to allow for the current and proposed tenant mix within the center to operate with the existing available on-site parking.

In 2025, one of the tenants within the building, The Clay Hole, applied for a building permit, business license, conditional use permit, and this parking deviation in order to allow for the operation of a pottery studio consisting of both personal instruction service and light manufacturing uses within the commercial center. Staff was only able to approve the personal instruction service use to operate in 1,000 square feet of the building at the time as that represented the remaining available on-site parking per the parking calculations



within the Draper City Municipal Code (DCMC).

Subsequently it came to light that a dance studio was in operation in another section of the commercial center without a current business license and due to the non-compliance of the overall site with the parking requirements of the DCMC, planning staff was unable to approve of the business license. The property management company for the Pony Express Center has since taken over the Parking Deviation application from the initial applicant and hired an experienced engineering firm capable of producing a valid parking study for consideration of the requested parking reduction relative to all uses and tenants of the site. If the deviation is approved the Conditional Use Permit application for the Clay Hole can proceed to the Planning Commission, and the business license for the Dance Studio can be issued.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Community Commercial	Exhibit D
Current Zoning	CBP	Exhibit E
Proposed Use		
Adjacent Zoning		
East	CR (Regional Commercial) (Across I-15 Freeway)	
West	CBP	
North	CBP	
South	M1 (Light Industrial)	

The Community Commercial land use designation is characterized as follows:

Community Commercial

LAND USE DESCRIPTION	
CHARACTERISTICS	• Includes the full scope of commercial land uses that require and utilize exposure to the freeway • Intended to be traveler-or commuter-oriented and should provide lodging, food, personal services and other similar uses • Frontage roads • Deeper setbacks for landscaping and enhancements • Limited traffic access points • Visual unity • Uniform design standards and aesthetics • Access to individual properties should be provided only from frontage roads • Well landscaped street frontages • Limited traffic access points for the site • Common off-street traffic circulation and parking areas • Pedestrian access from surrounding residential areas
LAND USE MIX	• Large-scale, master-planned commercial centers • Big-box stores and offices
COMPATIBLE ZONING	• Community Commercial (CC) • General Commercial (CG) • Interchange Commercial (CI) • Institutional Care (IC)
LOCATION	• Strategically placed along high-traffic corridors with convenient points of traffic access to and from residential areas

According to Draper City Municipal Code (DCMC) Section 9-8-020 the purpose of the CBP zone is to *“provide aesthetically attractive planned developments having a mix of office, research and development, light manufacturing, and limited retail uses. Typical uses in this zone include offices, clean indoor manufacturing facilities, service retail, restaurants, athletic clubs, personal service shops, medical offices, office/warehouse buildings, and research facilities.”*

Site Plan Layout. The approved site plans (Exhibit F) show the building layout as part of a larger complex of three buildings. Each of these buildings is located on its own parcel and the subject property is the easternmost of the three buildings. While it appears that access for ingress and egress between the properties is shared, staff was unable to locate any documentation of shared parking.

Circulation. Primary access to the subject property comes from an access point onto Pony Express Road located in the northeast corner of the property. Additional cross-access through the neighboring property to the west provides a secondary access out to Golden Harvest Road in the southwest corner of the adjacent property. Access drives exist along all sides of the building and a shared access drive exists on the subject property between the building on the subject property and the building on the adjacent property to the west. Approved parking is located along both sides of the access drive east of the building and on the south side of the access drive that is south of the building. Additional parking was approved in portions of an alcove and service area located on the west side of the building and parallel parking spaces have also been added directly to the north of the building.

Parking. According to the site plans there are approximately 101 approved parking stalls on the subject property (Exhibit F). Approximately 8 parallel parking stalls have since been installed within the access drive aisle to the north of the building and another 4 within the service area alcove located on the west side of the building. Staff was able to locate planning approvals that included the 4 spaces in the alcove, and has confirmed with the Fire Marshal that the 8 parallel parking spaces added to the north will not impede fire access and can remain. This represents a total of 112 existing parking stalls on the subject property. This is a slight discrepancy to the 115 stalls identified in the Parking Study. Planning staff believes that the additional 3 stalls reported within the parking study might be located within the service area, and could be added to the official count if they are located and striped in accordance with the minimum requirements of the parking ordinance.

Table 6 Parking Lot Design Requirements			
Standard	DCMC Requirements	Proposal	Notes
Parking Required (Min/Max)			
Office	37-45 spaces	77 spaces	
Retail	42-51 spaces	none	Parking Study classified all retail as small office.
Personal Instruction	42-52 spaces	none	Parking Study classified Dance Studio as Daycare and Pottery instruction as light industrial
Limited Manufacturing	8-10 spaces	23 spaces	Parking study reclassified entire pottery studio as light industrial
Daycare	9-10 spaces (1 space per 4 students)	31 spaces	36 students
Totals	138 – 168 spaces (DCMC)	131 stalls (total static demand) 82 stalls (highest weekday demand)	Staff Recommends that a reduction to 116 parking stalls be approved.

Pedestrian Connections	Required from public street to the front entrance.	No pedestrian connection to public streets.	Existing non-conforming
Cross Walks	Different material from parking lot required	Painted ADA walkway.	Existing non-conforming
Access Point Width	36-feet max.	Approx. 34-feet	complies

Parking Modification. Chapter 25 of the DCMC makes provisions for the Planning Commission to authorize a deviation to the strict compliance with the terms of the Code regarding the calculation of the minimum and maximum number of required parking spaces. DCMC Section 9-25-090 states that the number of parking spaces may be modified to provide flexibility beyond the 10% +/- allowed in DCMC in order to adapt to specific circumstances, reduce potential environmental impacts, and conserve resources. The deviation to strict compliance is justified based upon a parking study submitted by the applicant. The details regarding the requirements of the parking study are found in DCMC Subsections 9-25-090(C)(1), (2), and (3).

1. *Requirements: The study shall provide:*
 - a. *Planning and traffic engineering data, including estimates of parking demand based on the most current recommendations from the Institute Of Transportation Engineers (ITE);*
 - b. *Data collected from uses or combinations of uses that are the same or highly comparable to the proposed application as indicated and justified by density, scale, bulk, area, type of activity, and location;*
 - c. *The source of data used to develop the study's recommendations;*
 - d. *A recommendation for parking requirements or calculations applicable to the site for which the study is being prepared based on site specific factors, data, circumstances, and conditions compared against study collected data; and*
 - e. *The name and qualifications of the persons preparing the study.*
2. *Review And Recommendation: City staff shall review the study and make a recommendation to the planning commission concerning the validity of the parking study, the appropriateness of the conclusions reached, and the appropriate number of parking spaces that should be required.*
3. *Number Of Parking Spaces: The planning commission shall determine the required number of parking spaces after:*
 - a. *Considering the recommendations of the parking study and city staff; and*
 - b. *Making the findings required under subsection C(4) of this section, according to the type of application.*

Staff has reviewed the parking study (Exhibit H) and concluded that it is a valid study in compliance with the minimum requirements of DCMC Subsection 9-25-090(C)(1). The

conclusions reached are appropriate to the parameters included in the study. However, planning staff is concerned that the study did not sufficiently account for the full measure of existing and proposed business use of the site. The number of parking spaces as calculated by the study does however represent an adequate amount of parking needed for the use types and square footages included in the study.

Staff concurs with the decision of the engineer to calculate the retail and office uses at the rate of 2.5 spaces per 1,000 square feet. However, staff does not believe that sufficient justification was included in the report for the reclassification of some personal instruction use as daycare and other personal instruction use as light industrial. Absent additional ITE data in the study regarding other potential parking rates that were considered and the justifications for not using them, staff believes that an appropriate parking for those uses should instead continue to follow the rates listed in the DCMC for personal instruction.

The Clay Hole has demonstrated an intent to expand the square footage used for personal instruction to include up to as much as 6,600 square feet of the area they occupy. Their listed class hours include 10:30 am – 2:00 pm and 6:30 pm – 10:00 pm. This expansion was not fully accounted for or addressed in the parking study. Per the DCMC rates this would require 33 parking spaces, the remaining square footage of the Clay Hole that would be utilized exclusively for light manufacturing would require an additional 3 parking spaces per the rates within the DCMC. Similarly, the Dance Studio reportedly occupies 8,300 square feet and would require 42 parking stalls under the rates within the DCMC. Both of these personal instruction uses operate at their peak during the evening hours. Staff does concur with the general direction and finding of the report that the parking demand for office and retail uses is significantly lower at 6:00 pm. Borrowing from the tables included in the study, staff created an alternative time of day analysis to account for these additional parameters (Exhibit I) and believes that the results of the alternative staff analysis should also be taken into consideration regarding the requested reduction in parking.

Based on this alternative analysis staff's conclusion is that the appropriate amount of parking for the current and proposed uses would be 116 parking spaces. This is one more space than the amount reported in the parking study and 4 more spaces than what staff currently is able to recognize for the site.

If the Planning Commission approves the request, staff notes that uses within the property would be held to the parameters of the approved parking reduction and expansion of a use to include additional square footage or the addition of other uses might not be permitted without the provision of a new parking study and analysis, including approval from the Planning Commission.

Criteria For Approval. In order to approve a deviation to strict compliance with the parking requirements of the DCMC, the Planning Commission must make findings based on the type of use as outlined in DCMC Subsection 9-25-090(C)(4)(a):

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

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

...

REVIEWS

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

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

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

STAFF RECOMMENDATION

After reviewing the application, staff finds that the application complies with the minimum criteria of the DCMC for approval of the application and recommends that the Planning Commission review the request, hear from the applicant, and receive public comment as applicable to the application. Staff recommends that the Planning Commission approve the Parking Deviation request and set the required number of parking spaces for the current uses on the site, including the proposed expanded area of the personal instruction use for the pottery studio, at 116 spaces. The staff recommendation is based upon the following:

1. The criteria for approval of a parking deviation per the DCMC;
2. The staff calculated time of day analysis;
3. The submittal of a valid parking study necessary for Planning Commission consideration of a reduction in required parking for the property; and
4. That staff can work with the applicant to review and approve a revised parking plan for the property that provides for the needed 116 on-site parking spaces.

MODEL MOTIONS

Sample Motion for Approval – I move that we approve the Parking Deviation, as requested by Marina Miles of Rio Management Group representing MKH Properties Co., LLC, application 2025-0118-VAR, based on the findings for approval listed in the Staff Report dated September 28, 2026.

Findings for Approval:

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

Sample Motion for Modified Approval– I move that we approve the Parking Deviation, as requested by Marina Miles of Rio Management Group representing MKH Properties Co., LLC, application 2025-0118-VAR, based on the findings for approval listed in the Staff Report dated September 28, 2026 together with the following additional or modified findings or conditions below:

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

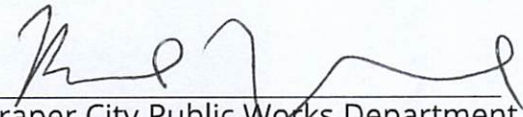
Sample Motion for Denial – I move that we deny the Parking Deviation, as requested by Marina Miles of Rio Management Group representing MKH Properties Co., LLC, application 2025-0118-VAR, based on the findings for denial listed in the Staff Report dated September 28, 2026

Findings for Denial:

1. Parking will be inadequate for the propose uses within the building.
2. The total number of spaces that would otherwise be required for each individual establishment in the development is not overly burdensome in relation to specific factors of the site.
3. The parking would be overburdened despite estimated tradeoffs between businesses which are open when others are closed.
4. There is not an adequate availability of approved on street or shared parking for all associated uses.
5. Site or use specific conditions or factors do not exist that would preclude compliance with the parking calculation used or parking requirements outlined in section 9-25-100, table 9-25-1.
6. There are not transportation alternatives that would provide adequate transportation to offset a reduction in parking.
7. Potential future expansion or additional uses on the property would not be able to provide adequate parking for that expansion or addition.

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

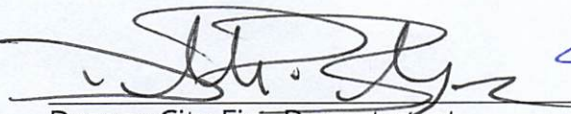
We, the undersigned, as duly appointed members of the Draper City Development Review Committee, do acknowledge that the application which provides the subject for this staff report has been reviewed by the Committee and has been found to be appropriate for review by the Draper City Planning Commission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

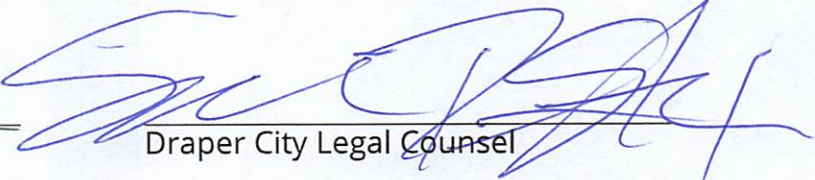

Draper City Public Works Department

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: 2026.10.01 07:49:39-06'00'

Draper City Planning Division


Draper City Fire Department

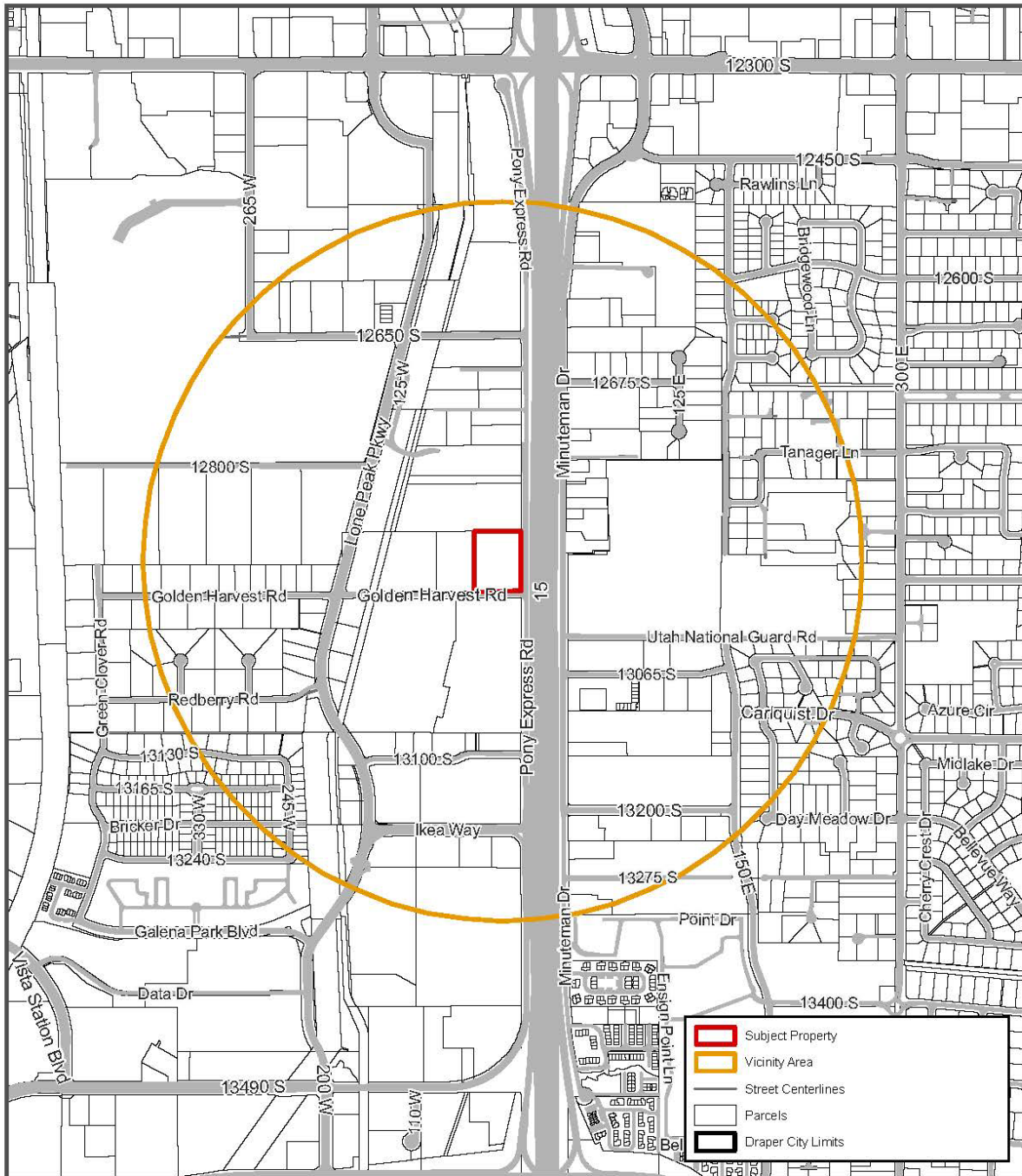

Draper City Legal Counsel

Matthew Symes

Digitally signed by Matthew Symes
DN: C=US,
E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew Symes
Date: 2026.10.01 15:21:37-06'00'

Draper City Building Division

EXHIBIT B VICINITY MAP





Pony Express Center Parking Deviation

12896 S. Pony Express Rd.

N



0 0.15 0.3

mi

Date Printed: 9/23/2026

EXHIBIT C
AERIAL MAP

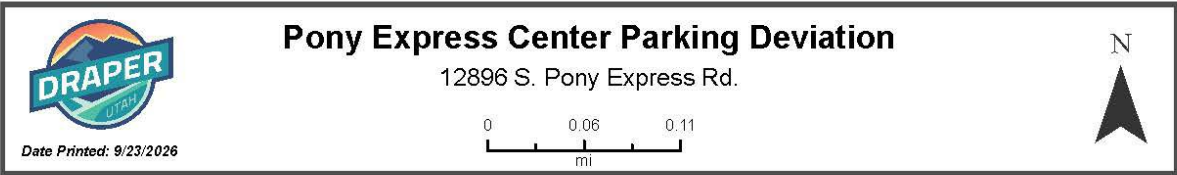
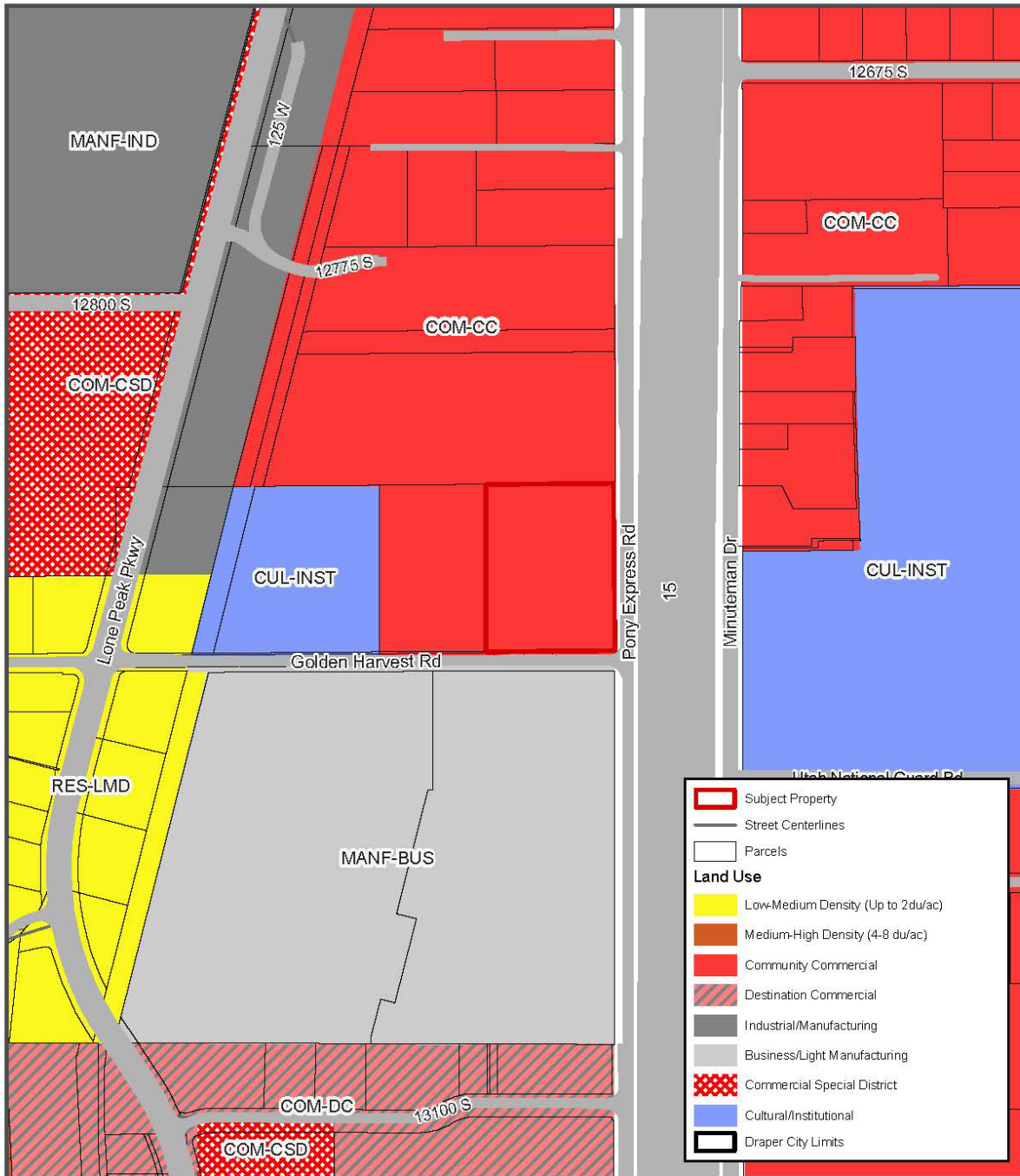


EXHIBIT D LAND USE MAP





Pony Express Center Parking Deviation

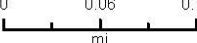
12896 S. Pony Express Rd.

N



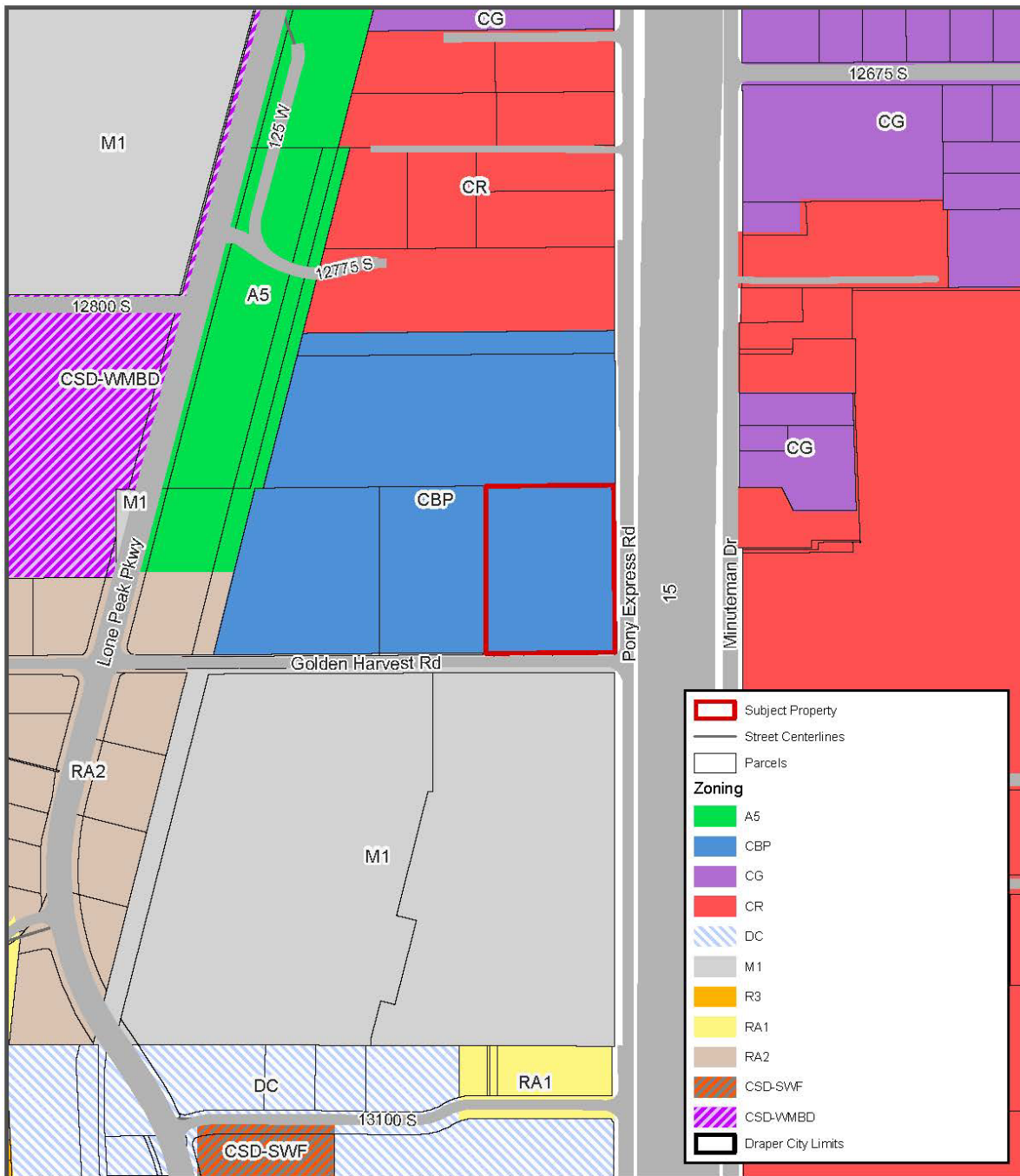
0 0.06 0.11

mi



Date Printed: 9/23/2026

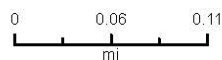
EXHIBIT E ZONING MAP



Date Printed: 9/23/2026

Pony Express Center Parking Deviation

12896 S. Pony Express Rd.



**EXHIBIT F
SITE PLANS**



Design/Builder
The Elm Group, Inc.
1809 S. 900 W.
Salt Lake City, UT 84104
(801) 972-2324

SA Architects
1809 South 900 West
Salt Lake City, UT 84104
(801) 898-7098

CTS Engineering
1809 South 900 West
Salt Lake City, UT 84104
(801) 972-1899

Pony Express Center
Pony Express Way & Golden Harvest Road
Draper, Utah

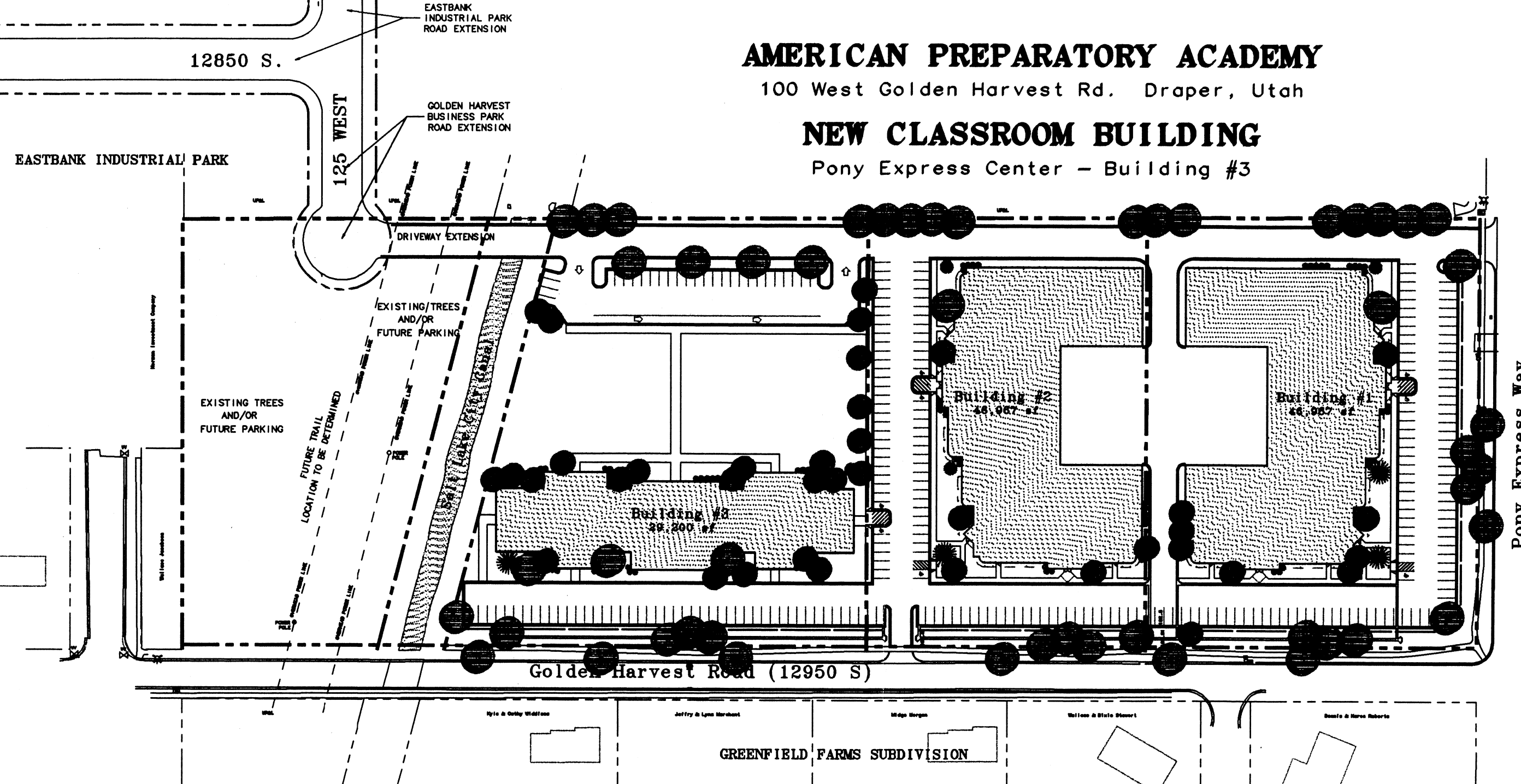
Sheet
A 1
172
Date: 4/1/02

AMERICAN PREPARATORY ACADEMY

100 West Golden Harvest Rd. Draper, Utah

NEW CLASSROOM BUILDING

Pony Express Center - Building #3



CODE ANALYSIS

Governing Codes
2000 IBC
2000 IPC
2000 IMC
2000 IEC

Construction Type III-B
Fire Sprinklered Per NFPA13
Occupancy Classification E
Floor Area 29,200 sf

Allowable Area

A_t Per IBC Table 503 14,500 sf

$I_r = 100 \left[\frac{923}{922} - 0.25 \right] \frac{30}{30} = 0.64$

$A_o = 14,500 + \left[\frac{14,500 \times 0.64}{100} \right] + \left[\frac{14,500 \times 300}{100} \right] = 67,280 \text{ sf}$

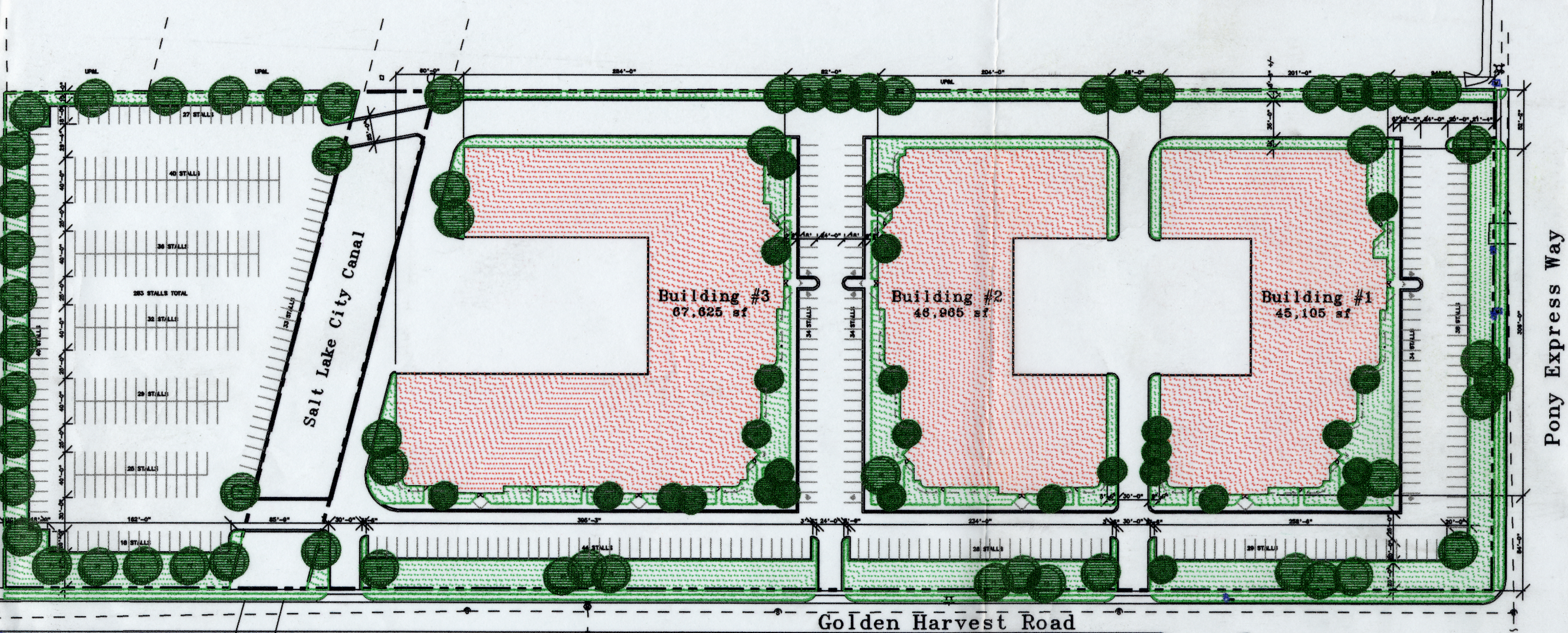
MASTER SITE PLAN

SCALE: 1" = 50'-0"



DRAWING INDEX

A1	Master Site Plan / Code Analysis	M1	West HVAC Plan
A2	Site Plan	M2	East HVAC Plan
A3	Landscaping Plan	M3	Equipment Schedule
A4	Master Floor Plan		
A5	Exterior Building Elevations	P1	West Plumbing Plan
A6.1	West Floor Plan	P2	East Plumbing Plan
A6.2	East Floor Plan	P3	Fixture Schedule / Details
A7	Building Sections		
A8	Building Sections / Door Schedule	E1.1	West Lighting Plan
A9	Restroom Plans / Details	E1.2	East Lighting Plan
A10	Reflected Ceiling Plan	E2.1	West Electrical Plan
		E2.2	East Electrical Plan
C1.1	Grading & Drainage Plan	E3.1	West Auxiliary Plan
C1.2	Utility Plan	E3.2	East Auxiliary Plan
C1.3	Details	E4	Panel Schedules
S1.1	West Foundation Plan		
S1.2	East Foundation Plan		
S2.1	West Roof Framing Plan		
S2.2	East Roof Framing Plan		
S2.3	Beam Plan		
S3	Structural Details		
S4	Structural Notes		



Pony Express Way

SITE PLAN

SCALE: 1" = 100'-0"



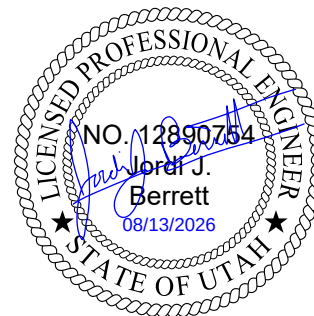
SITE DATA

Total Site Area	548,466 sf
Building #1	45,105 sf
Building #2	46,985 sf
Building #3	67,625 sf
Total Building Area	159,695 sf = 29%
Landscaping	102,749 sf = 19%
Hardsurfacing	286,022 sf = 52%
Parking Provided = 486 Stalls	= 3/100

**EXHIBIT G
PARKING STUDY**

MEMORANDUM

Date: August 13, 2026
To: Draper City
From: Hales Engineering



Subject: Draper Pony Express Center Parking Study

UT26-3255

Introduction

This memorandum discusses the parking study completed for the existing Pony Express Center building located in Draper, Utah. The study identifies the City parking supply rates and parking demand from local data. The study building is located on the northwest corner of the Golden Harvest Road / Pony Express Road in Draper, Utah. A vicinity map of the project site is shown in Figure 1.

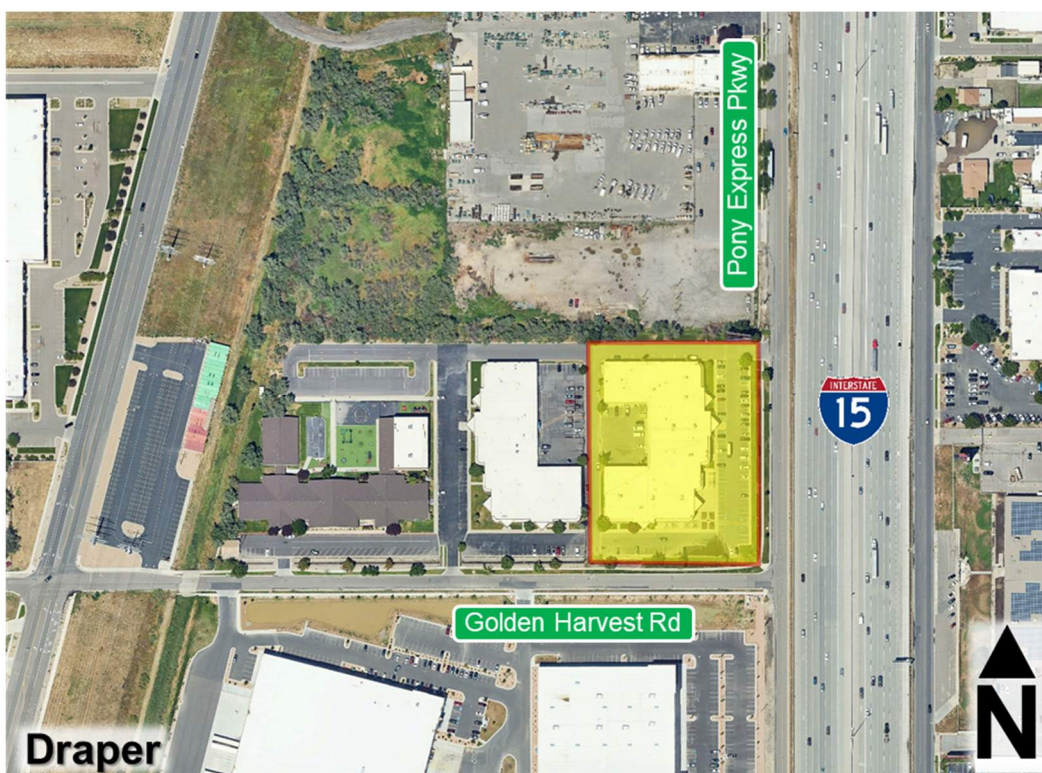


Figure 1: Site vicinity map of the project in Draper, Utah

Site Description

The Pony Express Center consists of commercial office and retail space. A supply of 115 stalls currently exists at the location. The Clay Hole is one of the tenants at the site that plan to expand their use to include manufacturing pottery products. This is in addition to the current pottery instructional use that occupies approximately 1,000 square feet. It is anticipated that an additional 8,500 square feet of space will be used for the manufacturing process, which is not currently permitted for use.

City Parking Code

The Draper City code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 1. The calculations for the parking required by the City are shown in Table 2. As shown, it is anticipated that the City would require 142 stalls for the proposed development.

Table 1: City Parking Rates

Land Use		Unit Type	Rate (stalls per unit)
UDA Studios	Instructional	KSF	5.0
The Clay Hole	Instructional	KSF	5.0
The Clay Hole	Manufacturing	KSF	1.0
Lotus	Retail	KSF	2.5
Big Fish Automation	Retail	KSF	2.5
Fieldstone Homes	Office	KSF	4.0
JellyFish Lighting	Retail	KSF	2.5
Source: Draper City code, 2026			

Table 2: City Parking Calculations

City Parking Calculations Draper - Pony Express Center PS				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
UDA Studios (Instructional)	8.30	KSF	5.00	42
The Clay Hole (Instructional)	1.00	KSF	5.00	5
The Clay Hole (Manufacturing)	8.50	KSF	1.00	9
Lotus (Retail)	4.46	KSF	2.50	11
Big Fish Automation (Retail)	8.45	KSF	2.50	21
Fieldstone Homes (Office)	10.15	KSF	4.00	41
JellyFish Lighting (Retail)	5.35	KSF	2.50	13
TOTAL				142
Source: Draper City code, 2026.				

ITE Parking Demand

Based on the request of Draper City, Hales Engineering referred to the Institute of Transportation Engineers (ITE) *Parking Generation* (6th Edition, 2023) to identify parking demand rates for the individual tenants in the Pony Express Center building. ITE has gathered actual parking demand counts at various land uses and identified average, 85th percentile, and maximum rates. The 85th percentile rate represents a demand that is higher than 85 percent of study sites. The industry standard is to apply this rate unless local data is available.

Operationally most tenants at this location are more appropriately labelled as small office as they do not sell many physical items from their store front. These tenants sell products that are delivered to customers making their physical location an office. USDA studios is both a dance studio and a daycare center. ITE daycare rates were used as the daycare operation occurs during the day when most of the other land uses are also active. For the Clay Hole, the ITE light industrial land use was chosen based on feedback from City staff.

Hales Engineering calculated the anticipated parking demand based on the 85th percentile rates. For the Pony Express Center, small office (712), day care center (565), and light industrial (110) land uses were used for the parking calculations, which have 85th percentile parking demand rates of 2.50, 3.42, and 2.18, respectively. The number of stalls needed based on these rates is shown in Table 3. As shown, ITE would suggest that the parking demand for the proposed project will be 119 stalls. The City had specified classifications based on the business license for each tenant. These were used in conjunction with the equivalent ITE land uses for this calculation.

Table 3: ITE Parking Generation – City Classification

Tenant	# of Units	Unit Type	85th %-tile Rate	Demand	Supply (+10%)
UDA Studios	8.30	KSF	3.42	28	31
The Clay Hole	9.53	KSF	2.18	21	23
Lotus	4.46	KSF	2.50	11	12
Big Fish Automation	8.45	KSF	2.50	21	23
Fieldstone Homes	10.15	KSF	2.50	25	28
JellyFish Lighting	5.35	KSF	2.50	13	14
TOTAL				119	131
<i>Source: ITE Parking Generation, 6th Edition, 2023</i>					

Since the ITE rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 10% additional stalls beyond the anticipated demand. Based on this, a supply of 131 stalls should be provided for the project based on ITE data. However, it is recommended that the local data as discussed below be considered before ITE rates as this data was taken on-site and supersedes the national dataset.

Local Parking Demand

Parking counts were performed at the location on Thursday, May 7 and Friday, May 8, 2026. These counts were performed between 8:00 a.m. and 10:00 p.m. on both days. Based on the online calendars for the Utah Dance Artists and The Clay Hole Pottery & Art Community tenants, classes were in session at both locations and a “Clayraoke & Trivia Night” event was held on Friday night. The areas counted during data collection are shown in Figure 2.



Figure 2: Data Collection Parking Areas

From the counts, it was determined that there is a total of 115 off-street parking stalls provided on the site. Peak demand on either day at the location was 82 stalls at 10:00 a.m. on Thursday. On Friday, the peak demand was 58 stalls at 2:00 p.m. Hourly parking demand for each count location is shown in Figure 3 and Figure 4 for Thursday and Friday counts, respectively. Detailed parking count data are included in Appendix A.

Since the data collected represents actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 10% additional stalls beyond the anticipated demand. Based on this, a supply of 91 stalls should be provided for the project based on the collected data. It is at the City's discretion as to whether this 10% buffer be applied to the site when considering any parking reductions.

An additional 9 parking stalls are required for the Clay Hole expansion based on City code, as shown in Table 2. A minimum parking supply of 100 stalls is recommended for the project parking lot based on the on-site parking demand and the City requirement for the pottery shop. Therefore, it is anticipated that the east lot will have sufficient parking capacity to accommodate the increased demand with the pottery shop expansion.

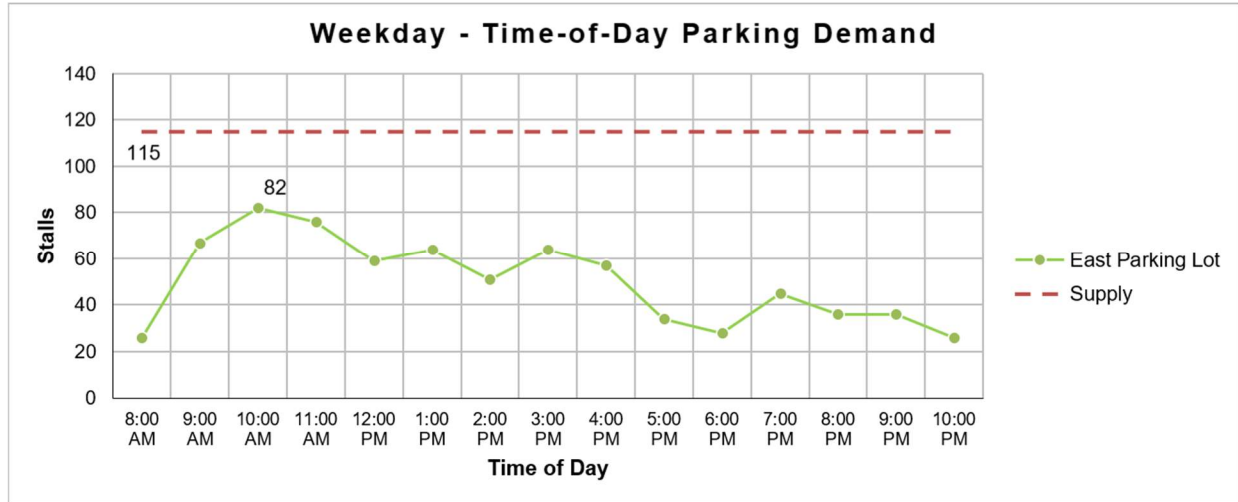


Figure 3: Weekday time-of-day parking supply requirements

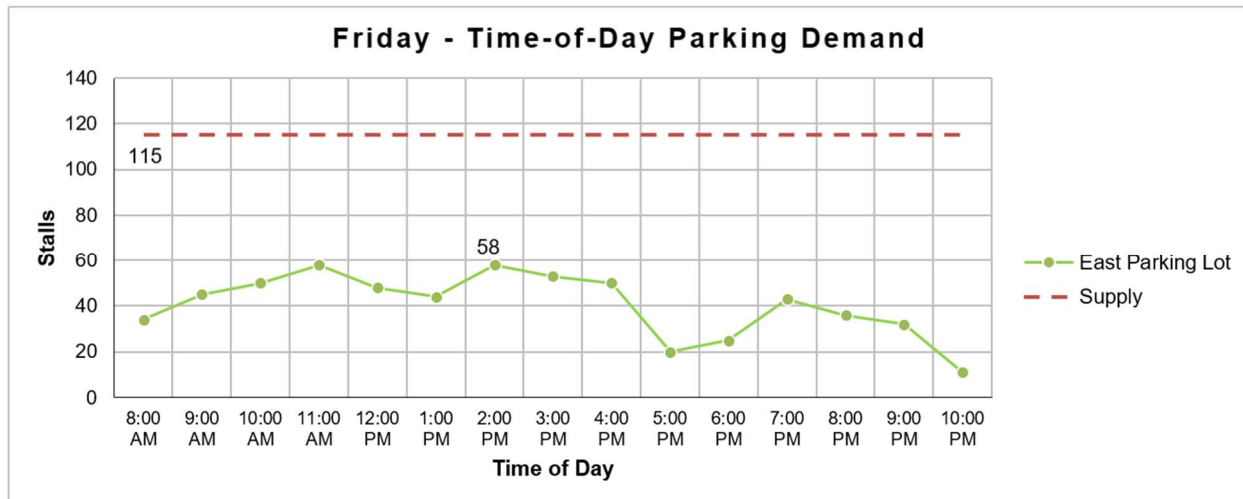


Figure 4: Weekend time-of-day parking supply requirements

Conclusion

The findings of this parking study are summarized as follows:

- The Pony Express Center has 115 stalls on its property.
- Based on Draper City requirements, 142 parking stalls are required with the pottery shop expansion.
- National ITE rates applied to each tenant space would suggest a total of 131 parking stalls should be provided for the building.
 - Due to the unique tenants in the Pony Express Center, ITE data was determined to be insufficient to accurately estimate the parking demand for the site. Local data should be considered before the ITE rates are used.
- Based on the parking demand data obtained at the study site, It is anticipated that 100 parking stalls will be sufficient to accommodate the anticipated parking demand of current tenants in addition to the pottery shop expansion.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Detailed Parking Demand Data

Weekday			Friday		
#	2		#	2	
Location	East Parking Lot		Location	East Parking Lot	
Supply	115		Supply	115	
Time	%	#	Time	%	#
8:00 AM	23%	26	8:00 AM	0%	0
9:00 AM	58%	67	9:00 AM	0%	0
10:00 AM	71%	82	10:00 AM	0%	0
11:00 AM	66%	76	11:00 AM	0%	0
12:00 PM	51%	59	12:00 PM	0%	0
1:00 PM	56%	64	1:00 PM	0%	0
2:00 PM	44%	51	2:00 PM	0%	0
3:00 PM	56%	64	3:00 PM	0%	0
4:00 PM	50%	57	4:00 PM	0%	0
5:00 PM	30%	34	5:00 PM	0%	0
6:00 PM	24%	28	6:00 PM	0%	0
7:00 PM	39%	45	7:00 PM	0%	0
8:00 PM	31%	36	8:00 PM	0%	0
9:00 PM	31%	36	9:00 PM	0%	0
10:00 PM	23%	26	10:00 PM	0%	0

APPENDIX B

ITE Parking Generation Land Uses

Land Use: 712 Small Office Building

Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. Specialty trade contractor (Land Use 180) is a related use.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 18 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	—
8:00 a.m.	22
9:00 a.m.	66
10:00 a.m.	89
11:00 a.m.	100
12:00 p.m.	87
1:00 p.m.	77
2:00 p.m.	79
3:00 p.m.	84
4:00 p.m.	84
5:00 p.m.	71
6:00 p.m.	16
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For the 23 study sites with parking supply information and located in a general urban/suburban setting, the average parking supply ratio is 4.2 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 45 percent.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in California, Maine, Michigan, Pennsylvania, Texas, and Washington.

Source Numbers

217, 527, 571, 572, 607, 620, 633, 634

Small Office Building (712)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

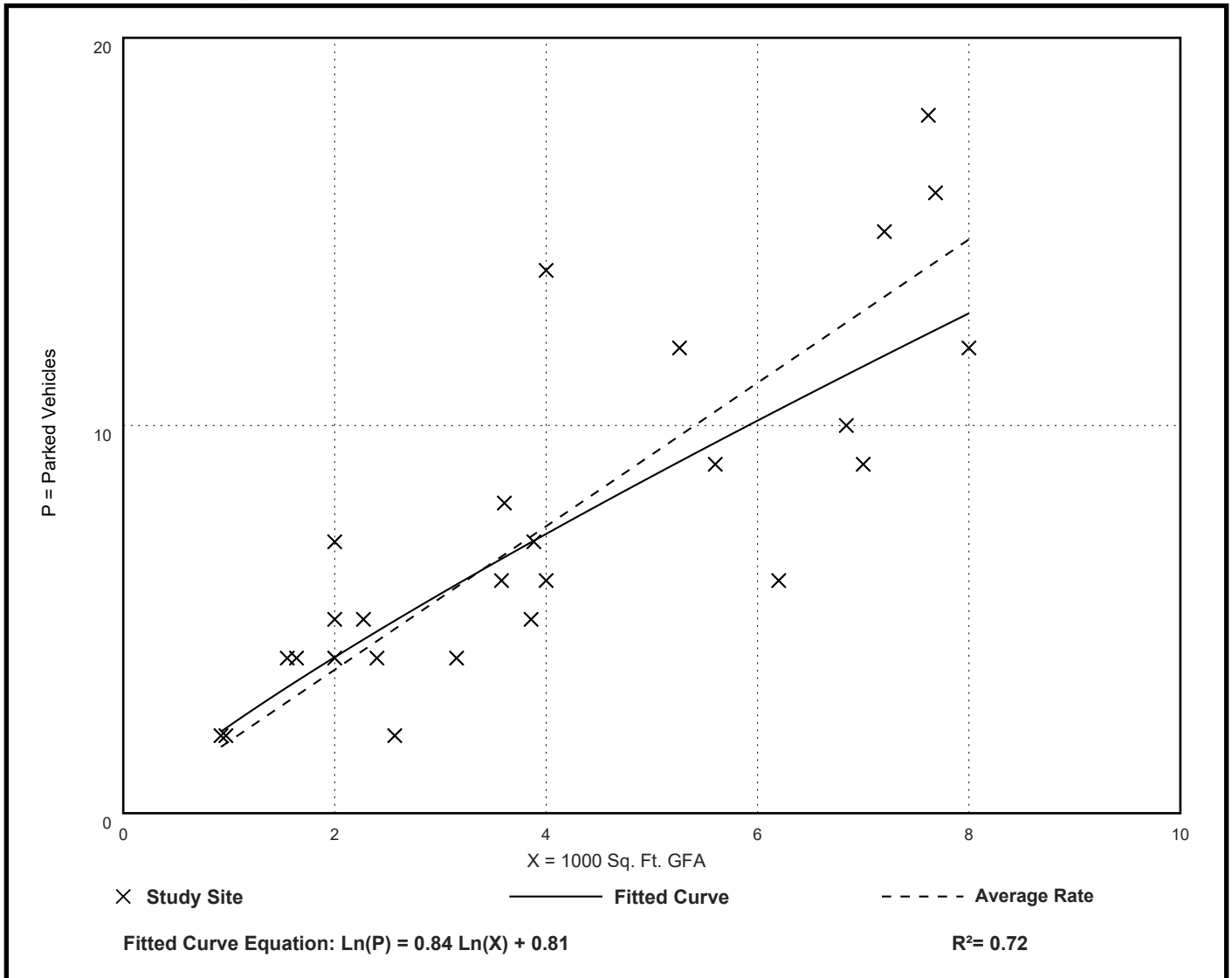
Number of Studies: 26

Avg. 1000 Sq. Ft. GFA: 4.1

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.85	0.78 - 3.50	1.60 / 2.50	1.61 - 2.09	0.62 (34%)

Data Plot and Equation



Small Office Building (712)

Peak Period Parking Demand vs: Employees

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

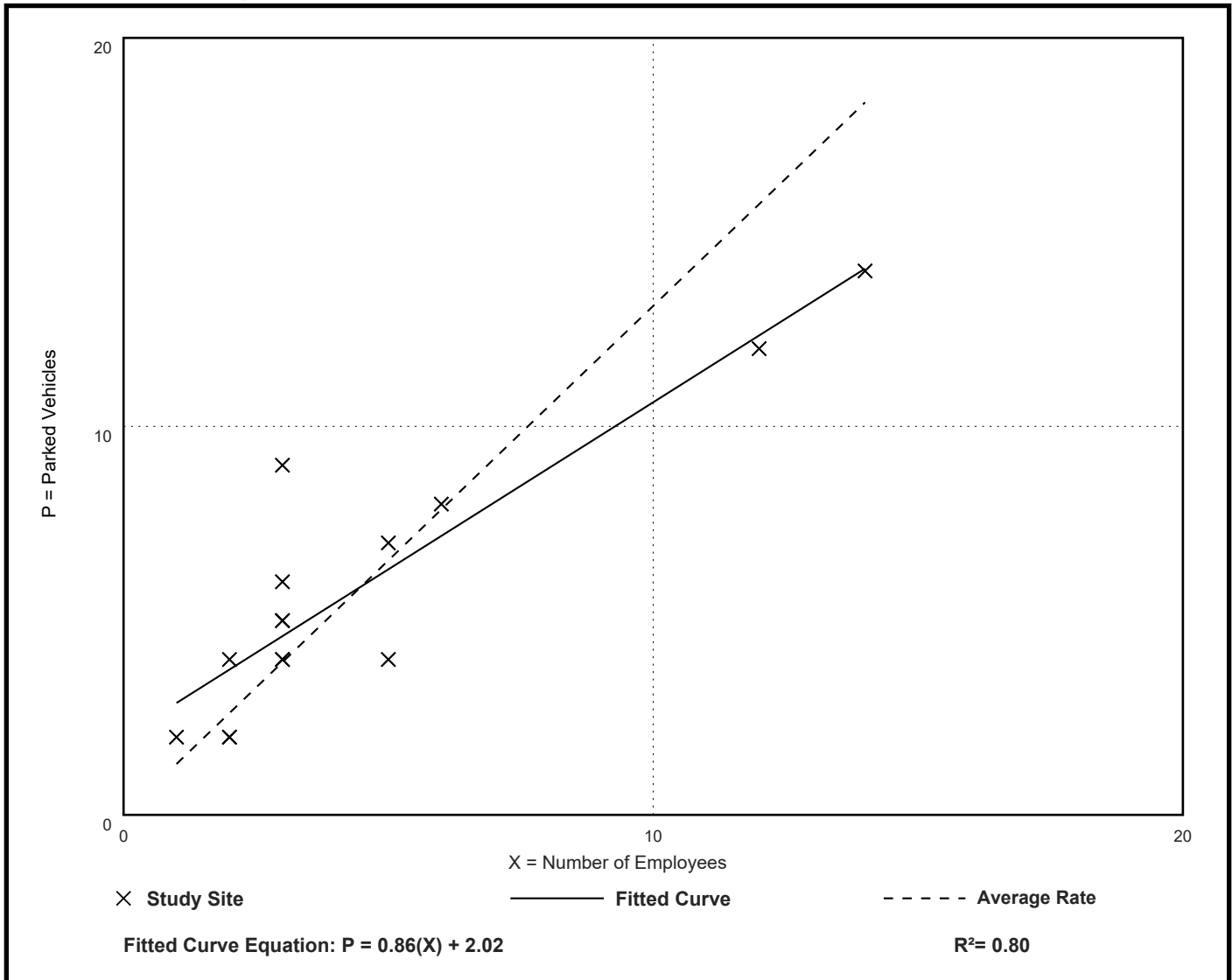
Number of Studies: 15

Avg. Num. of Employees: 4.5

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.80 - 3.00	1.09 / 2.00	***	0.51 (39%)

Data Plot and Equation



Land Use: 110 General Light Industrial

Description

A general light industrial site is typically a single-tenant site devoted to light industrial activities such as printing, material testing, assembly, fabrication, packaging, and processing materials.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 29 general urban/suburban study sites.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00-4:00 a.m.	0
5:00 a.m.	2
6:00 a.m.	15
7:00 a.m.	41
8:00 a.m.	83
9:00 a.m.	100
10:00 a.m.	99
11:00 a.m.	98
12:00 p.m.	94
1:00 p.m.	90
2:00 p.m.	94
3:00 p.m.	88
4:00 p.m.	69
5:00 p.m.	49
6:00 p.m.	9
7:00 p.m.	3
8:00 p.m.	3
9:00 p.m.	3
10:00 p.m.	0
11:00 p.m.	0

Additional Data

The number of employees for this land use was the total number of employees working on all shifts. Facilities with employees that work on shifts may peak at different hours. It is unclear from the data collected for this land use whether the parking demand counts occurred during, prior to, or after shift changes at the study sites.

The average parking supply ratio for the three study sites with parking supply information is 1.0 spaces per 1,000 square feet GFA. The average peak parking occupancy at these three sites is 82 percent.

For the 29 study sites with information on both facility square footage and site acreage, there is an average of 4,700 square feet GFA per acre.

The sites were surveyed in the 1990s and the 2010s in Texas and Washington.

Source Numbers

151, 560, 561

General Light Industrial (110)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

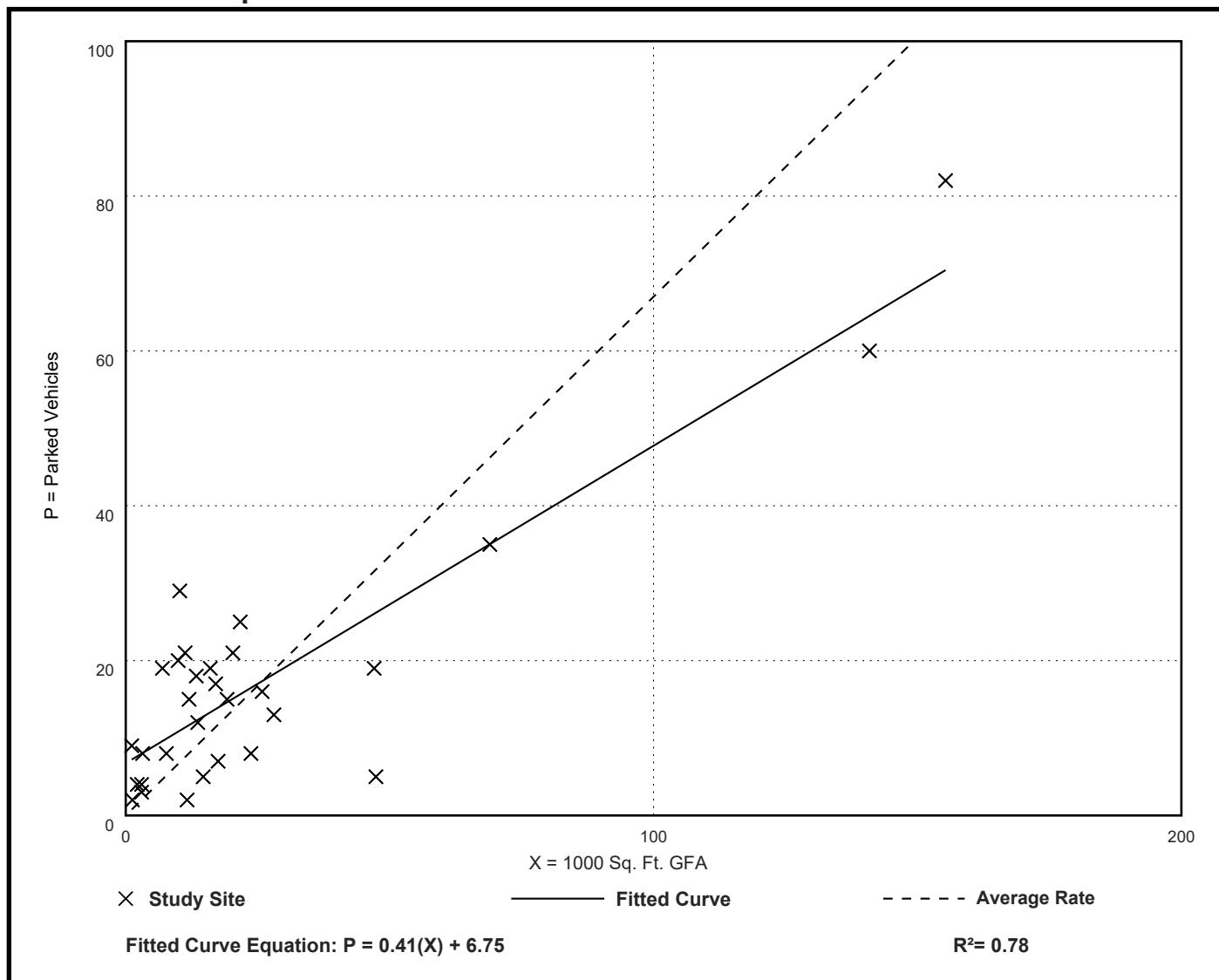
Number of Studies: 30

Avg. 1000 Sq. Ft. GFA: 26

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.67	0.11 - 7.89	0.55 / 2.18	0.46 - 0.88	0.58 (87%)

Data Plot and Equation



General Light Industrial (110)

Peak Period Parking Demand vs: Employees

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

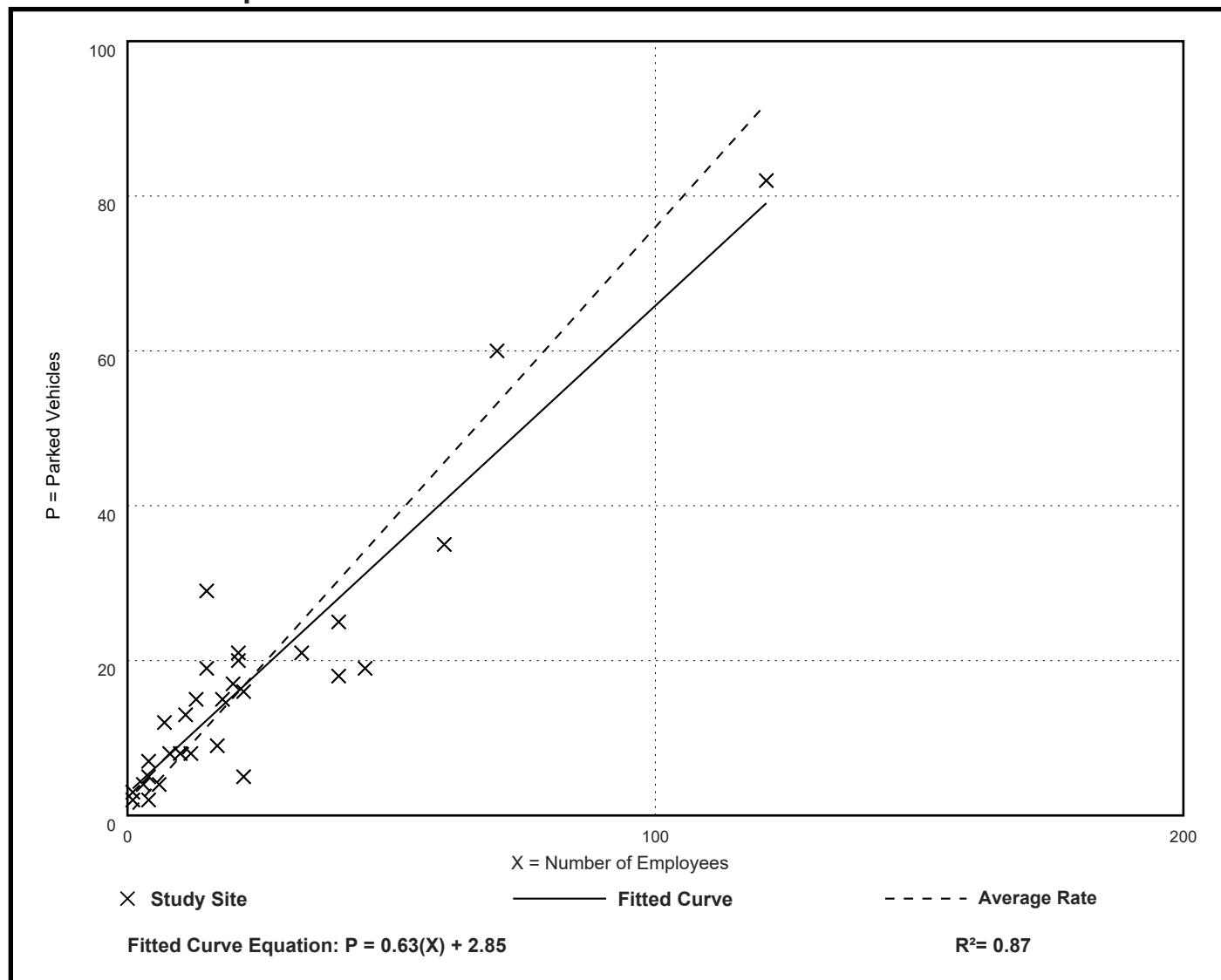
Number of Studies: 29

Avg. Num. of Employees: 23

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.76	0.23 - 3.00	0.67 / 1.73	0.64 - 0.88	0.33 (43%)

Data Plot and Equation



Land Use: 565 Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A day care center may also provide after-school care for school-age children.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 17 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	11
7:00 a.m.	45
8:00 a.m.	89
9:00 a.m.	93
10:00 a.m.	100
11:00 a.m.	100
12:00 p.m.	97
1:00 p.m.	93
2:00 p.m.	88
3:00 p.m.	82
4:00 p.m.	88
5:00 p.m.	96
6:00 p.m.	61
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For this land use, any child enrolled at a day care center is considered a student. The number of students refers to the total number of enrolled children, not just those present at the time the study is conducted.

The average parking supply ratio for the 36 study sites with parking supply information and located in a general urban/suburban setting is 3.6 spaces per 1,000 square feet GFA. The average peak parking occupancy at these 36 sites is 63 percent. For the single study site in a dense multiuse urban setting, the parking supply ratio is 1.4 spaces per 1,000 square feet GFA and its peak parking occupancy is 86 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Kansas, Kentucky, Minnesota, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, Tennessee, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

221, 223, 289, 291, 433, 555, 556, 557, 563, 603, 618, 622, 632, 633

Day Care Center (565)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

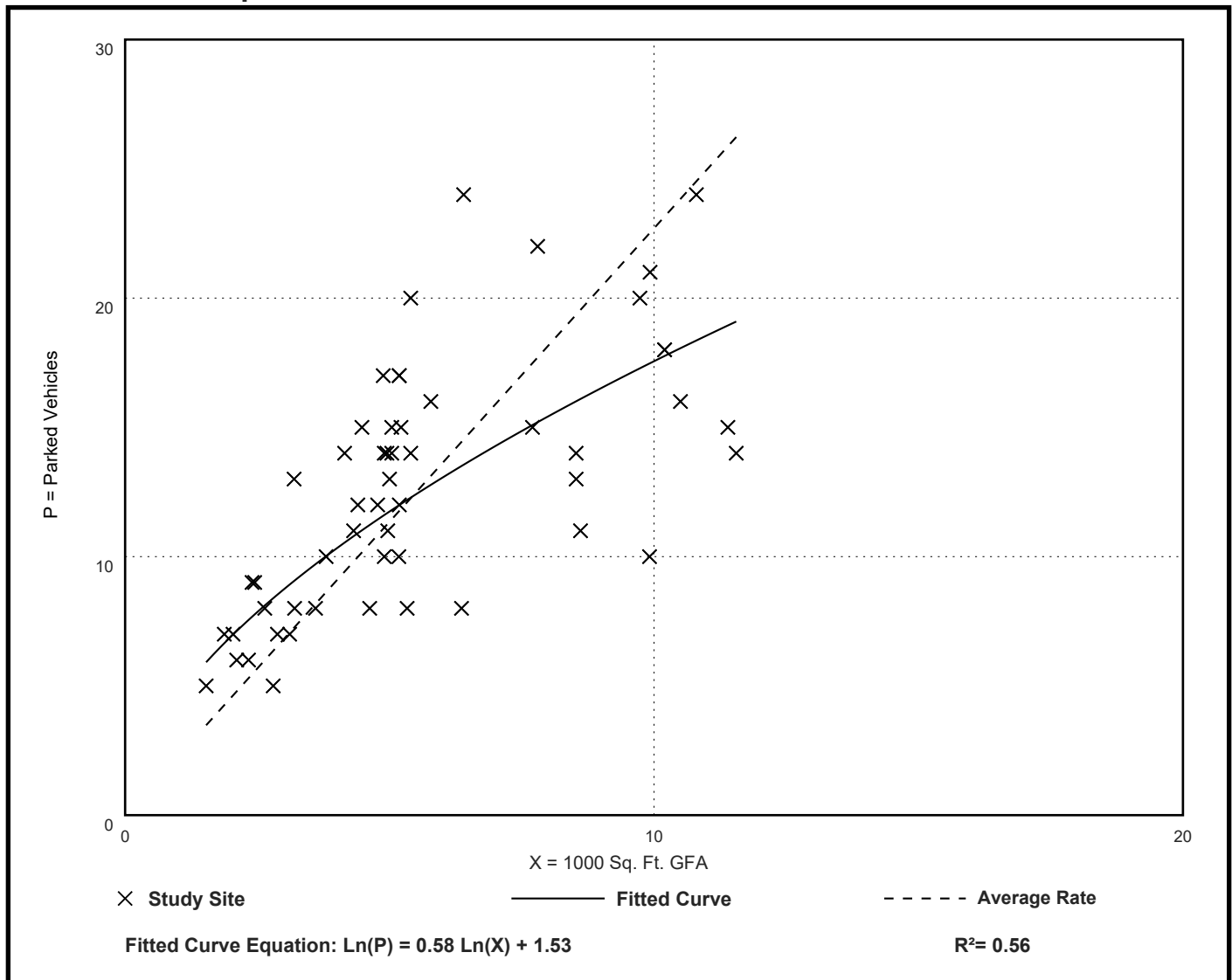
Number of Studies: 54

Avg. 1000 Sq. Ft. GFA: 5.6

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.27	1.01 - 4.07	2.13 / 3.42	2.06 - 2.48	0.78 (34%)

Data Plot and Equation



Day Care Center (565)

Peak Period Parking Demand vs: Students

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

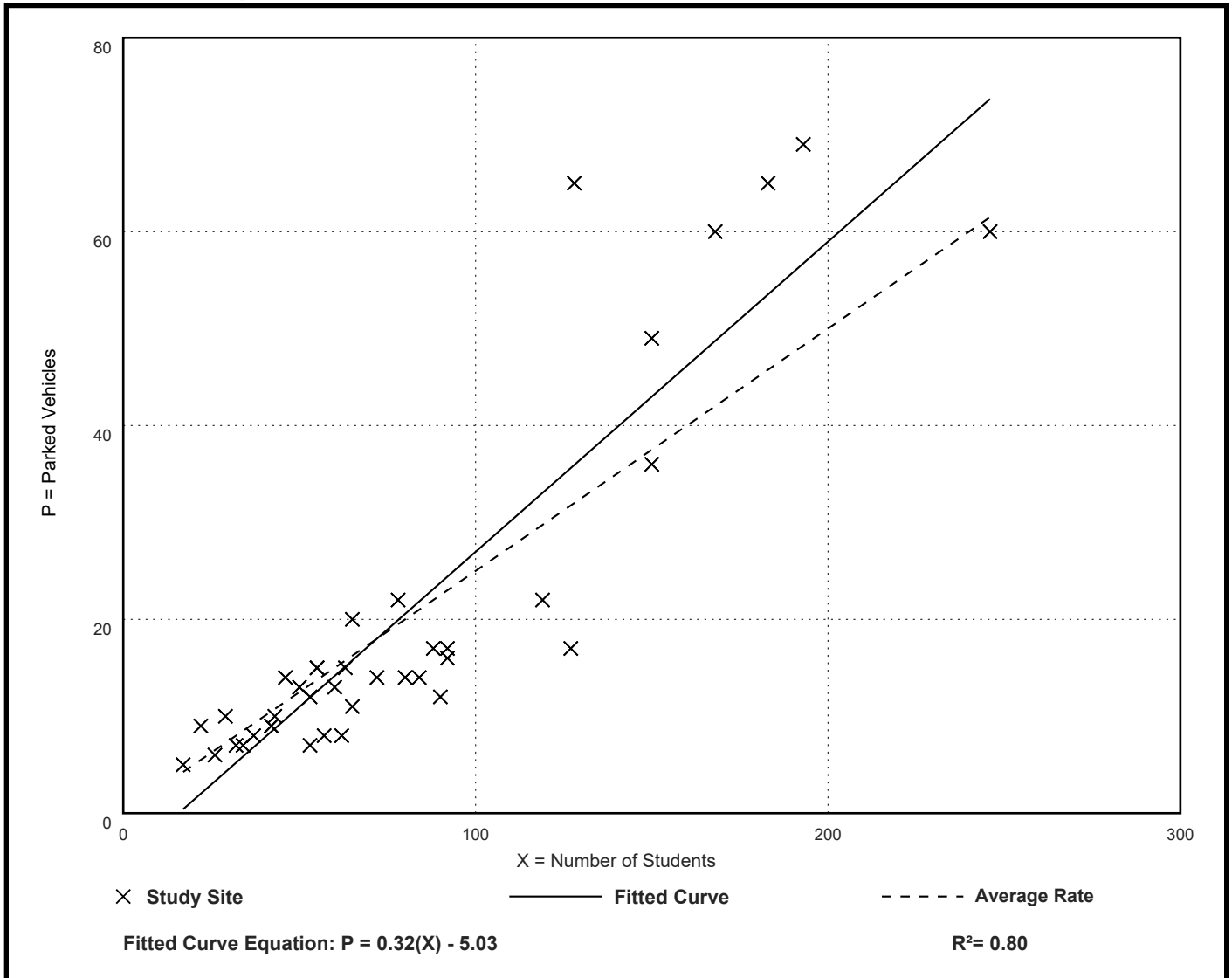
Number of Studies: 39

Avg. Num. of Students: 81

Peak Period Parking Demand per Student

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.25	0.13 - 0.51	0.20 / 0.34	0.22 - 0.28	0.09 (36%)

Data Plot and Equation



Day Care Center (565)

Peak Period Parking Demand vs: Employees

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

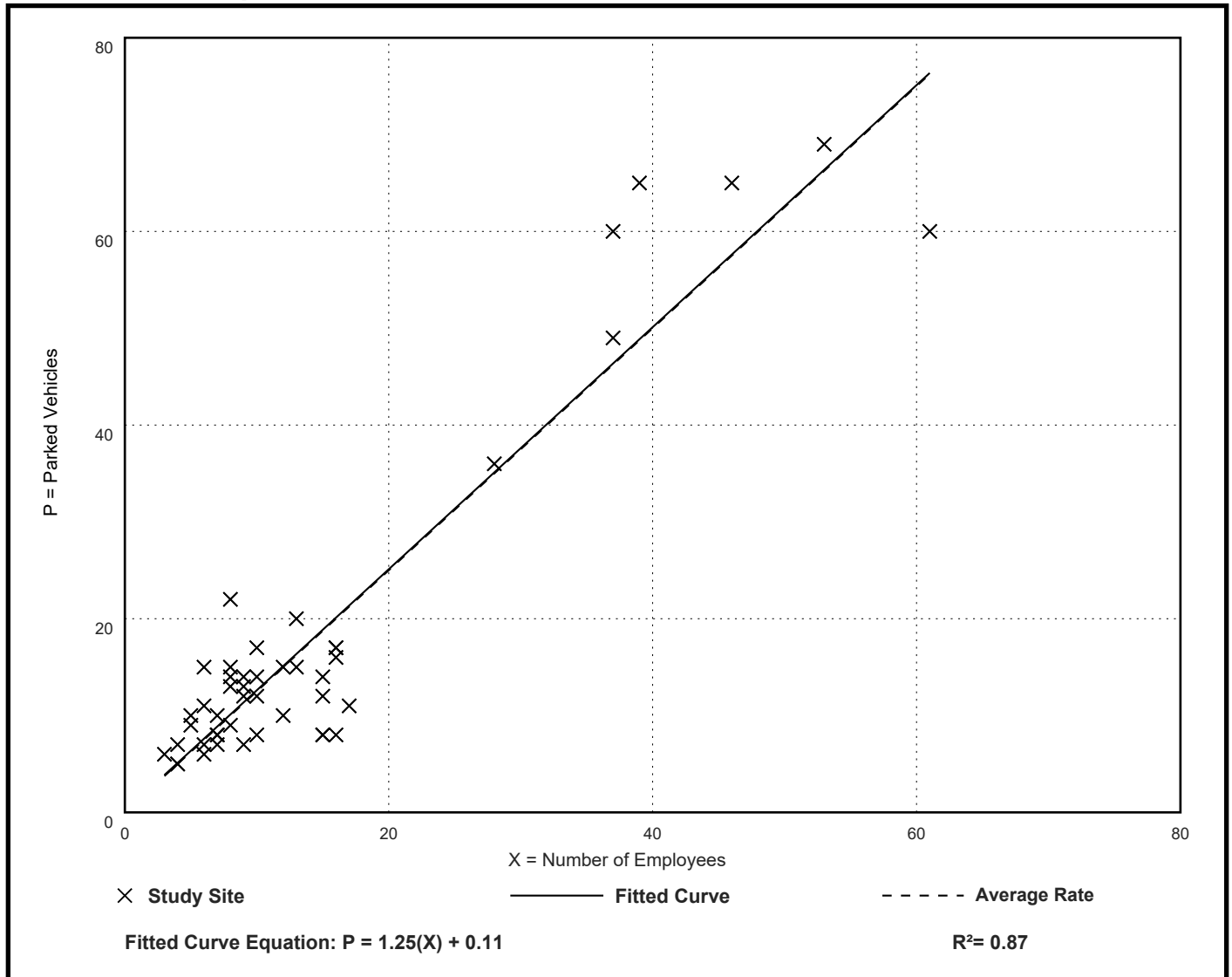
Number of Studies: 47

Avg. Num. of Employees: 15

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.25	0.50 - 2.75	1.12 / 1.79	1.14 - 1.36	0.40 (32%)

Data Plot and Equation



Day Care Center (565)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

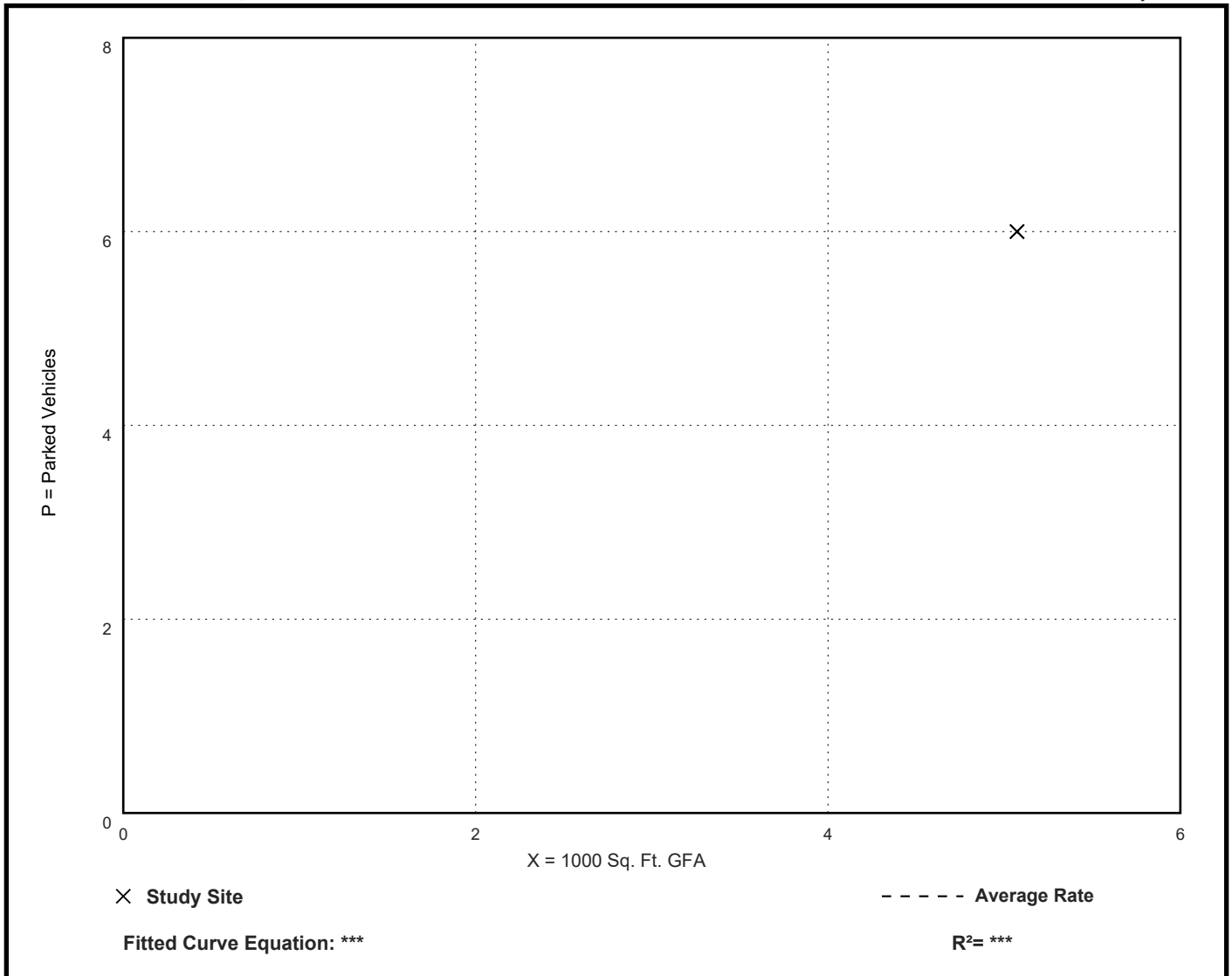
Avg. 1000 Sq. Ft. GFA: 5.1

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	1.18 - 1.18	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Day Care Center (565)

Peak Period Parking Demand vs: Employees

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

Avg. Num. of Employees: 10.0

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.60	0.60 - 0.60	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size

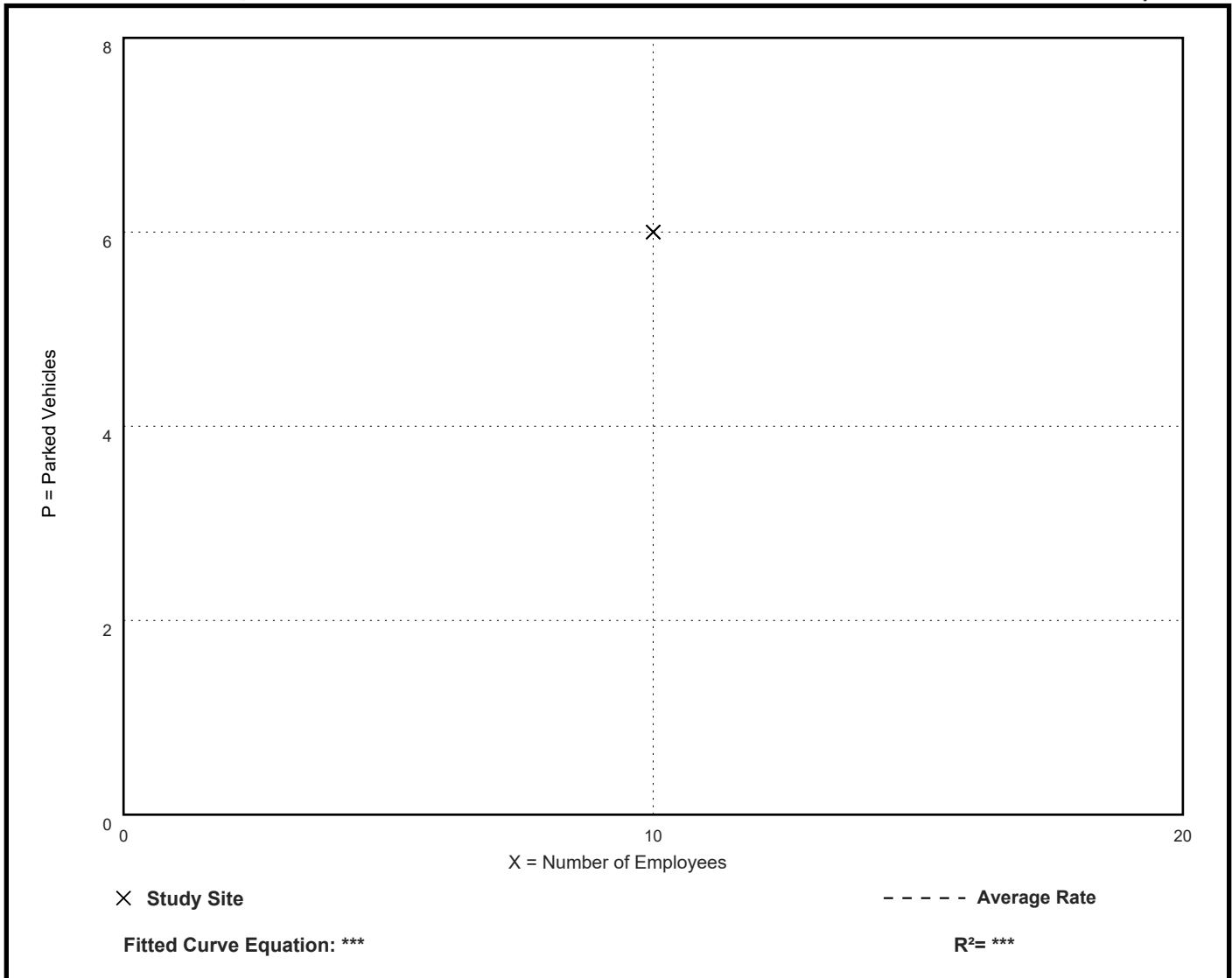


EXHIBIT H
APPLICANT RESPONSES

Dan Pearce
Owner & CEO, The Clay Hole
12896 S Pony Express Rd, Suite 100
Draper, UT 84020
dan@theclayhole.com | 801-602-3424
[Date]

To:
Draper City
1020 E. Pioneer Road
Draper, UT 84020
801-576-6500

Subject: Request for Deviation – 12896 S Pony Express Rd, Suite 100

To Whom It May Concern,

I am writing to formally request a deviation under Draper City Municipal Code Section 9-25-040(C) for the property located at 12896 S Pony Express Rd, Suite 100, which currently houses The Clay Hole, a community pottery studio offering educational workshops, small-scale manufacturing, retail sales, and warehousing.

1. Specific Deviation Requested

We are requesting a deviation from the parking calculation standard which bases required parking on the gross square footage of a property. Specifically, we are seeking approval to utilize up to 40 parking spaces during evening, off-peak business hours, rather than conforming to the higher number of spaces required by daytime square footage-based standards.

2. Code Section Allowing for the Deviation

This request is submitted pursuant to Section 9-25-040(C) of the Draper City Municipal Code, which governs parking requirements based on gross floor area. The code provides for deviation requests where the applicant can demonstrate compliance with the city's intent and planning standards.

3. Compliance with Applicable Standards and Findings

We believe our proposed deviation aligns with Draper City's goals and meets the necessary findings for approval:

- Consistency with Intended Use and Community Impact: The Clay Hole operates primarily during evening hours, well outside the peak parking demand period for neighboring

businesses. This significantly reduces the likelihood of parking conflicts, while maintaining access and functionality for all tenants and visitors in the area.

- Minimal Impact on Surrounding Uses: The requested deviation will not hinder adjacent businesses or residents. On the contrary, it allows for increased pedestrian access and evening foot traffic, contributing positively to the vibrancy and safety of the surrounding area during off-peak times.

- Site Constraints and Operational Realities: The parking lot serving this facility does not meet the space count required by a strict square footage calculation for daytime operation. However, our schedule ensures that customer presence peaks during evening hours, when surrounding demand is low and surplus capacity exists.

- Alignment with Draper City's Broader Goals: This deviation supports the City's objectives around arts education, local entrepreneurship, and community engagement by enabling a unique, high-impact business to continue serving residents and visitors alike in an efficient, sustainable manner.

Conclusion

In light of the unique operating hours and positive community impact of our business model, we respectfully request that this deviation be granted. We are committed to working collaboratively with Draper City to ensure compliance with planning standards while continuing to serve the community through pottery education, production, and local events.

Thank you for your time and consideration.

A handwritten signature in black ink, appearing to read 'Dan Pearce', with a long horizontal flourish extending to the right.

Sincerely,
Dan Pearce
Owner & CEO
The Clay Hole
dan@theclayhole.com
801-602-3424

EXHIBIT I
ALTERNATIVE STAFF ANALYSIS

Time of Day	Day Care - 9 Stalls		Dance Studio - 42 Stalls		Pottery Instruction - 33 Stalls		Pottery Manufacture - 3 stalls		Office & Retail - 71 Stalls		Total Need	
	%	Calculated need	%	Calculated need	%	Calculated need	%	Calculated need	%	Calculated need		
5:00 AM							2	0.06			0	1
6:00 AM		11	0.99				15	0.45			0	2
7:00 AM		45	4.05				41	1.23			0	6
8:00 AM		89	8.01				83	2.49		22	15.62	27
9:00 AM		93	8.37				100	3		66	46.86	59
10:00 AM		100	9			100	33	2.97		89	63.19	109
11:00 AM		100	9			100	33	2.94		100	71	116
12:00 PM		97	8.73			100	33	2.82		87	61.77	107
1:00 PM		93	8.37			100	33	2.7		77	54.67	99
2:00 PM		88	7.92			100	33	2.82		79	56.09	100
3:00 PM		82	7.38					2.64		84	59.64	70
4:00 PM		88	7.92					2.07		71	50.41	61
5:00 PM		96	8.64					1.47		16	11.36	22
6:00 PM		61	5.49			100	33	0.27				39
7:00 PM				100	42	100	33	0.09				76
8:00 PM				100	42	100	33	0.09				76
9:00 PM				100	42	100	33	0.09				76
10:00 PM						100	33					33

MEMO



To: Planning Commission

From: Nick Whittaker, MCMP

Date: 2026-10-08

Re: Public Hearing: 136 Center CSD Text Amendment Request (Legislative Item)

Comments:

This application is a request for approval of a Text Amendment for approximately 3.46 acres located on the east side of 200 W. at approximately 13697 S. 200 W. The property is currently zoned CSD-136C. The applicant is requesting that a Text Amendment be approved to permit residential uses and residential development standards in the 136 Center CSD.

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 the zoning ordinance or the General Plan;
5. The potential effects of the proposed amendment have been evaluated and are determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit; and
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 modification to the zoning ordinance;
4. The proposed amendment could create a conflict with another section or part of the

zoning ordinance or the General Plan;

5. The potential effects of the proposed amendment have been determined to be detrimental to public health, safety, or welfare or do not represent an overall community benefit; and
6. The proposed text amendment is not consistent with best current, professional practices of urban planning, design, and engineering practices.
7. Proposed amendments to the zoning ordinance are a matter committed to the legislative discretion of the City Council and the City Council may deny any proposed amendment.

ATTACHMENTS:

[final 136 center CSD TA Staff Report.pdf](#)



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

September 25, 2026

To: Draper City Planning Commission
Business Date: October 8, 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: 136 Center CSD – Text Amendment Request

Application No.: 2024-0397-TA

Applicant: John Bankhead, representing AREP III DD Land Owner, LLC.

Project Location: 13697 S. 200 W.

Current Zoning: CSD-136C (136 Center - Commercial Special District) Zone

Acreage: 3.46 Acres (Approximately 150,718 ft²)

Request: Request for approval of a Text Amendment to the Draper City Municipal Code (DCMC) Section 9-18-010, Article L. 136 Center Commercial Special District.

BACKGROUND AND SUMMARY

This application is a request for approval of a Text Amendment for approximately 3.46 acres located on the east side of 200 W., at approximately 13697 S. 200 W. (Exhibits B & C). The property is currently zoned CSD-136C. The applicant is requesting that a Text Amendment be approved to permit residential uses and residential development standards in the 136 Center CSD.

The 136 Center CSD zone was adopted by the City in 2016. In 2018, a text amendment was requested to allow multi-family residential as a permitted use. The request was denied at that time by the City Council.

A text amendment was approved in 2018 which added additional exhibits located under subsection 9-18L-100. The exhibits give examples of architectural standards, signage, site design and landscaping.



ANALYSIS

General Plan and Zoning.

The Commercial Special District land use designation is characterized as follows:

Commercial Special District

LAND USE DESCRIPTION	
CHARACTERISTICS	• Include a wide range of commercial uses that are destination oriented and draw from a regional customer base • Compatible, master planned mix of day and evening uses consisting of office, light manufacturing, retail, residential, recreation and open space components • Limited traffic access points • Development is intended to consist of well designed, architecturally integrated structures which are appropriately landscaped and buffered from surrounding land uses • Uniform design standards and aesthetics • Access to individual properties should be provided only from frontage roads or major arterials • Common off-street traffic circulation and parking areas
LAND USE MIX	• Large-scale master-planned commercial centers • Big box centers • Corporate headquarters • Multi-story upscale office buildings • Multi-story upscale residential buildings
COMPATIBLE ZONING	• Adopted Commercial Special District zone • Adopted Major Freeway Arterial Frontage Road zone
LOCATION	• Strategically placed along high-traffic corridors with convenient points of traffic access to and from residential areas • Excellent transportation access to major highways • High visibility from the I-15 corridor • Proximity to both Salt Lake and Utah Counties • Provide adequate buffers in the form of setbacks, open space, low impact industrial uses, barriers, etc. adjacent to existing residential areas • Major streets serving these areas should accommodate truck traffic

According to Draper City Municipal Code (DCMC) Section 9-8-020, The purpose of each CSD zone is to, *“permit a compatible, master planned mix of day and evening uses consisting of office, light manufacturing, retail, residential, recreation and open space components. Although development size and use mix will vary from location to location, each development is intended to consist of well designed, architecturally integrated structures which are appropriately landscaped and buffered from surrounding land uses.”*

Text Amendment. Below is a summary of the proposed changes to the 136 Center CSD Zone. The full text of the changes can be found in Exhibit F of this report. Additions to the text are indicated in blue and underlined, deletions in red with strikethrough, and unchanged text is in black. Staff notes that there are technical errors in the applicants submitted text that will need to be corrected by the applicant prior to this being considered by the City Council

DCMC Section 9-18L-010: Purpose: The proposed modifications to this section add residential use as a purpose for the zone.

DCMC Section 9-18L-020: Permitted Uses: The proposed modifications to this section add Condominium and Dwelling, Townhouse as permitted uses to the zone.

DCMC Section 9-18L-030: Development Standards: The proposed modifications to this section add development standards for a residential district. The development standards include subsections for definitions, platting, architectural themes, materials, floor plans, walkways, setbacks, building height and amenities.

The definitions subsection includes definitions for facades, varied roofline, and primary access point. Staff recommends that the definitions of varied roofline and primary access point not be included in any final version adopted by the City Council.

The Architectural Theme Subsection requires the use of varied rooflines, projecting entries, and other façade articulation together with varied building massing to create visual interest and reduce perceived building scale. Staff notes that the buildings shown on the proposed site plan appears to be a uniform 5–6-unit townhome style development that does not appear to follow the proposed architectural theme standards or other proposed development standards.

The Materials Subsection calls for the use of at least two (2) exterior building materials from the following list; stucco, brick, stone, synthetic stone, cement board siding, lap siding, horizontal siding, vertical siding panels, board and batten siding, architectural metal panels, vinyl siding, composite siding products, or fiber cement products. The proposed text allows for different orientations or textures of the same material to count as a second material as long as it is a different color also. The proposal calls for a minimum of 6 different color schemes to be used throughout the community. This subsection requires material changes, color variation, and façade modulation to distinguish individual units and to reduce repetitive building appearance. The following maximum and minimum percentages for each façade are also proposed.

- Front – 35% max. stucco or stone, 65% min. siding material (non-stucco). 15% min. of 3rd exterior accent material.
- Rear - 10% max. stucco or stone, 65% min. siding material (non-stucco). 10% min. of 3rd exterior accent material.

- Side – 35% max. stucco or stone, 65% min. siding material (non-stucco). 10% min. of 3rd exterior accent material.

The Variety of Floor Plans Subsection requires a minimum of three (3) different unit types in any residential development. What constitutes a difference in unit types is not clear. Each unit must have a minimum of two (2) bedrooms and two (2) bathrooms.

The Driveway Configuration Subsection allows for driveways to be eliminated and for all garages to access directly to a private drive, alley, or common access aisle.

The Walkways Subsection requires that each residential building be connected by a four-foot (4') concrete sidewalk or striped crosswalk across a drive aisle. There is no indication provided as to what these sidewalks or crosswalks are intended to connect to.

The Building Setbacks Subsection sets the minimum setback from property lines as five feet (5'). Notably this section does not address what the setbacks between buildings might be. This section also allows for parking to be located within the setback areas.

The Density Subsection sets the minimum density at 50 units and the maximum density at 100 units within residential areas of the CSD. The concern for staff is that the way the section is written some ambiguity exists as to how this might be implemented if the entire area is not developed or not all developed all at the same time.

The Number of Stories Subsection sets the maximum number of stories at four (4). There is no indication of what overall height this might be.

The Pedestrian Pathways Subsection includes a requirement that sidewalk and striped crosswalks connect the residential development to a primary access point on 200 West. A reference to a figure depicting the location of said primary access point which is intended to be included in the CSD as an Exhibit is included in this section. Staff notes that the proposed text repeatedly and erroneously refers to Exhibits in the CSD as Figures.

The Residential Amenities Subsection requires that residential projects include at least two amenities from the following list; Children's Play Structure, Community Vegetable Garden, Courtyard with Benches, Barbecue Area, Outdoor Fireplace or Fire Pit, Shade Structure or Trellis, Pickle-Ball or Sport Court, Dog Walk or Dog Relief Area. No minimum sizes or other details are given.

The Private Utility Metering Subsection allows for privately owned individual water meters to be installed in the project. The city is explicitly not responsible for the privately owned individual water meters.

DCMC Section 9-18L-040: Landscape Standards: The proposed modifications to this section

add additional standards for residential development regarding open space uses. The standards set required open space percentages and distribution and describes what is considered to be open space in the zone.

DCMC Section 9-18L-050: Parking Standards: The proposed modifications to this section add proposed parking requirements for residential uses. The proposal calls for two (2) stalls per dwelling unit and ¼ space per unit for guest parking. A proposed provision for guest parking allows it to be provided on adjacent properties, however it provides no details on how the use will be regulated or retained in perpetuity for use by visitors to the residential district. In the same section, the applicant includes language regarding the use of automated parking structures.

DCMC Section 9-18L-0100: Exhibits: The proposed modifications to this section include adding additional exhibits into the ordinance including assorted conceptual site plans for future residential development and various visual design themes illustrating the potential architectural look of the residential district. Staff notes that the applicant did not propose an update for the overall concept plan for the zone inclusive of all properties within the zone, or proposed to remove the prior conceptual site plan or provide.

Criteria For Approval.

A 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 Section 9-5-060(E)(2) of the DCMC:

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*

Planning Staff has reviewed the submitted request for a Zoning Text Amendment and

notes that the applicant's proposal introduces a novel approach to increase housing stock while also minimizing acres of vacant parking lots within Draper. However, staff has some concerns with multiple aspects of the proposal.

In Exhibit G, the applicant has included how they believe the request is in line with the goals, objectives and policies of the City General Plan, however the applicant did not identify a specific housing goal or policy from the General Plan that supports the proposed changes. The applicant indicated in their statement that the proposed housing would allow for attainable and affordable housing at various income levels, however nothing in the proposed amended text describes any affordability scale or any concrete manner or calculation such as utilizing the standards set forth by the Department of Housing and Urban Development through which this would be achieved. In addition, there is no mechanism in place to require accountability on the part of the developer to guarantee or even prove affordability to the city or to a consumer. The included concept plans also show limited variation in unit sizes indicative of minimal variations to sales prices and minimal variations in the income levels of potential buyers or renters.

Staff does not agree with the applicant's assertion that the residents would be easily connected to nearby employment, grocery, restaurant and other services. This proposed amendment would allow for the creation of an isolated residential area with few to no connections to other residential areas or typical residential amenities. There are no pedestrian connections between the 136 Center Development and the other side of the Bangerter highway or across I-15. Regular bus and transit services are approximately two (2) miles away by the most likely path of pedestrian travel. It is relatively unknown as to what connections to the Point Development by the State of Utah located to the south will ultimately exist in the future or when they will be built. Access to most services would require a car trip underneath the Bangerter Highway overpass onto 600 W., or onto Bangerter Highway and across the I-15 Freeway. To this end the proposed amendment creates an auto dependent development that conflicts with Goal HN-3 of the General Plan to, *"Encourage links between housing and adjacent community facilities..."*.

As mentioned briefly earlier on in this report, there are some issues found in the applicants draft of the text amendment. These issues include but are not limited to; incorrect recitation of the existing city code, the inclusion of superfluous text and graphics, and incorrect formatting. These issues will need to be updated and corrected prior to review and consideration of the Text Amendment by the Draper City Council.

REVIEWS

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

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

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

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

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

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

STAFF RECOMMENDATION

After reviewing the application, staff recommends that the Planning Commission forward a negative recommendation to the City Council for approval of the proposed Text Amendment. The Planning Commission should also review the request, hear from the applicant, and receive public comment as applicable to the application. The staff recommendation is based upon the following:

1. The applicant does meet the criteria for their proposal to be considered by the Planning Commission and the City Council. However, as discussed in this report, the applicant's description and narrative explaining the reasoning and benefits of the proposal is not evident in the actual language of the proposed text amendment.

MODEL MOTIONS

Sample Motion for Approval – I move that we forward a positive recommendation to the City Council for the Zoning Text Amendment, as requested by John Bankhead, representing AREP III DD Land Owner, LLC. Application No. 2024-0397-TA, based on the findings and criteria for approval listed in the Staff Report dated September 25, 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 the zoning ordinance or the General Plan;
5. The potential effects of the proposed amendment have been evaluated and are determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit; and
6. The proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.

Sample Motion for Modified Approval – I move that we forward a positive recommendation to the City Council for the Zoning Text Amendment, as requested by John Bankhead, representing AREP III DD Land Owner, LLC. Application No. 2024-0397-TA, based on the findings and criteria for approval listed in the Staff Report dated September 25, 2026, together with the following recommended modifications to the proposed text and the additional or modified findings for approval:

7. (List any recommended modifications to the proposed text)
8. (List any additional or modified findings ...)

Sample Motion for Denial – I move that we forward a negative recommendation to the City Council for the Zoning Text Amendment, as requested by John Bankhead, representing AREP III DD Land Owner, LLC. Application No. 2024-0397-TA, based on the following findings for denial as listed in the Staff Report dated September 25, 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 could create a conflict with another section or part of the zoning ordinance or the General Plan;
5. The potential effects of the proposed amendment have been determined to be detrimental to public health, safety, or welfare or do not represent an overall community benefit; and

6. The proposed text amendment is not consistent with best current, professional practices of urban planning, design, and engineering practices.
7. Proposed amendments to the zoning ordinance are a matter committed to the legislative discretion of the City Council and the City Council may deny any proposed amendment.

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: 2026.10.01 17:54:05-06'00'

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: 2026.10.01 15:20:23-06'00'



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: 2026.10.01 16:30:34-06'00'

EXHIBIT A DEPARTMENT REVIEWS

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

Planning Division Review.

1. That the applicant work with Staff to correct the proposed Text Amendment draft found in Exhibit F of this report regarding formatting, layout and text prior to its review and consideration by the Draper City Council.

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.

EXHIBIT B VICINITY MAP

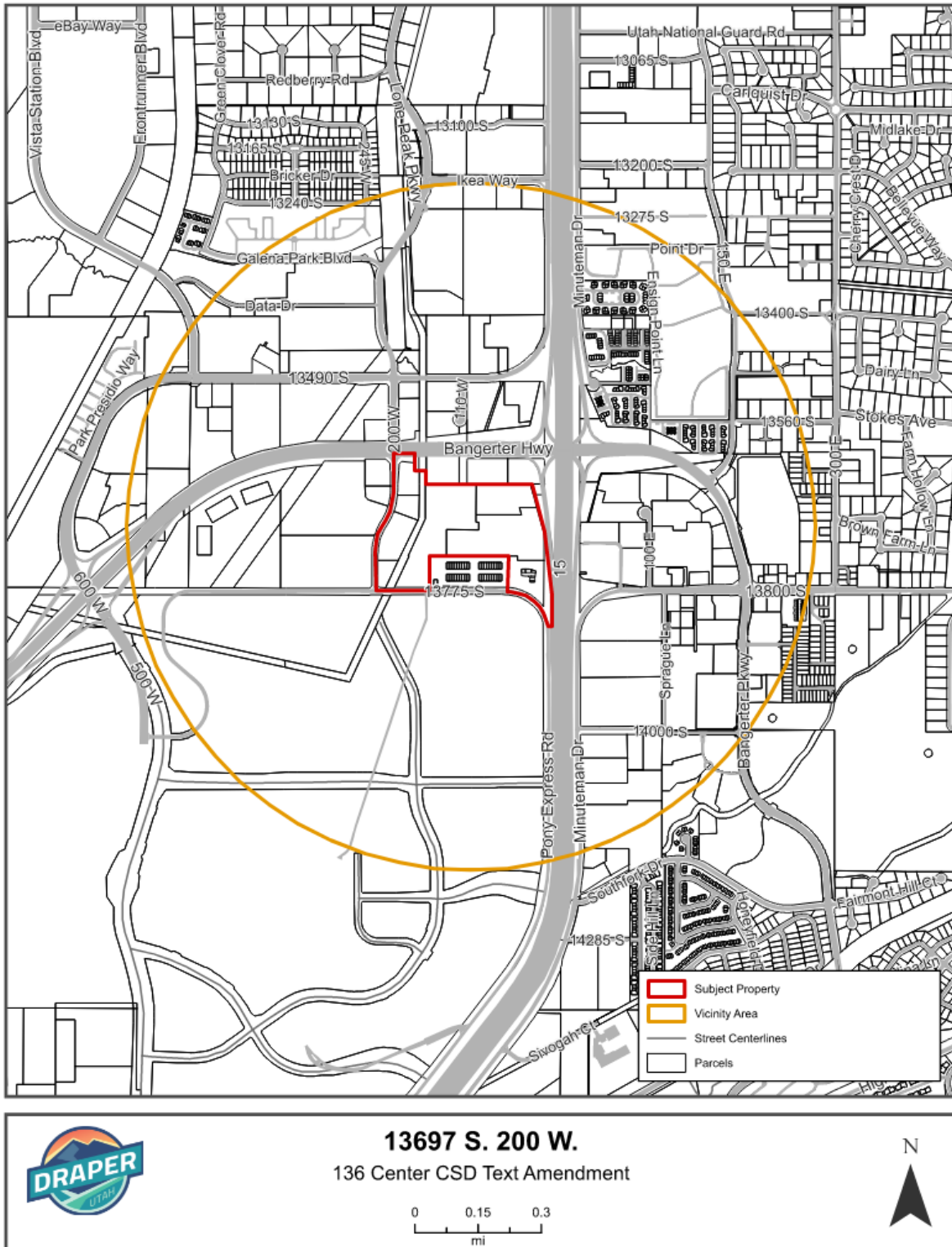


EXHIBIT C
AERIAL MAP



13697 S. 200 W.
136 Center CSD Text Amendment

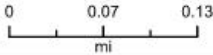


EXHIBIT D LAND USE MAP

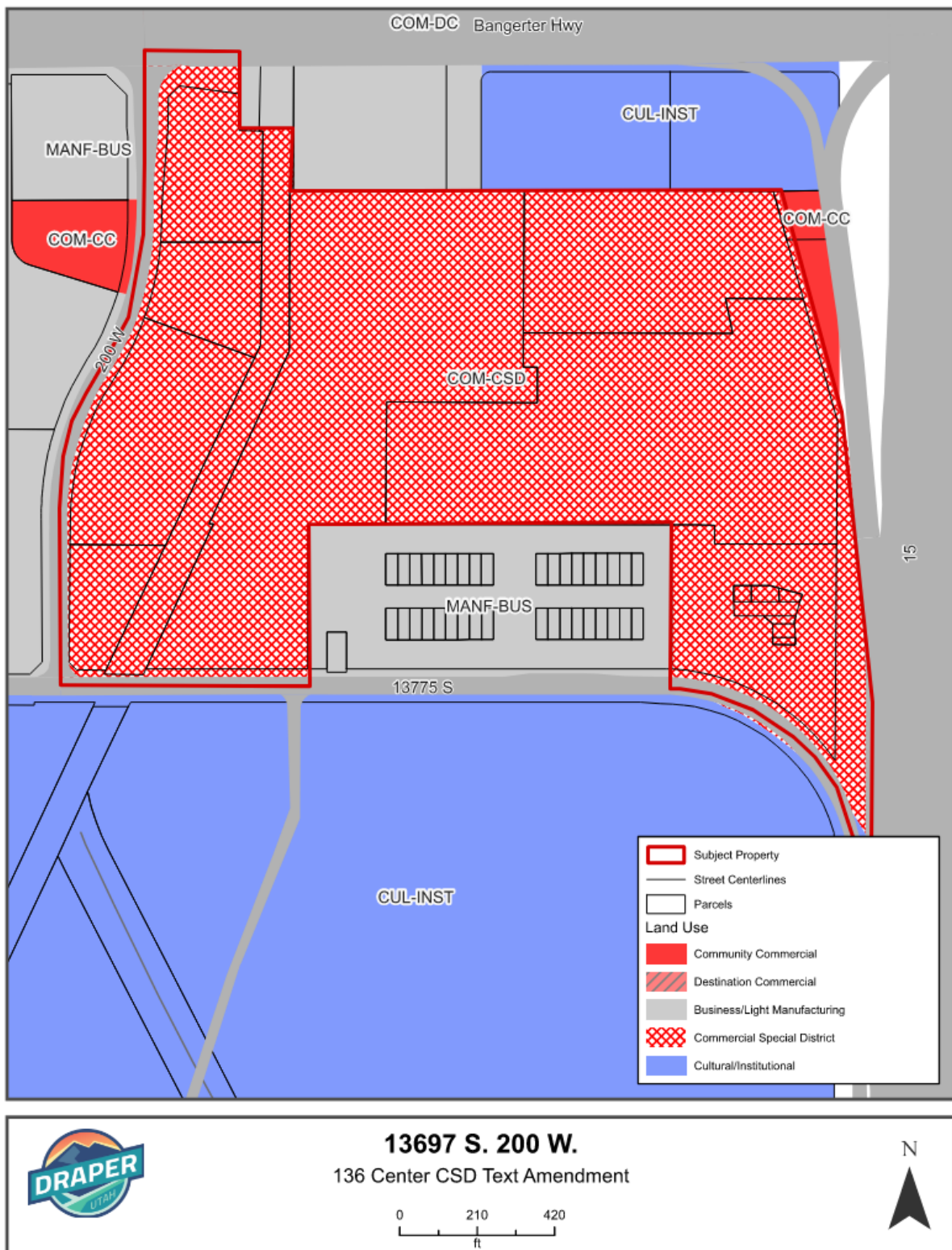
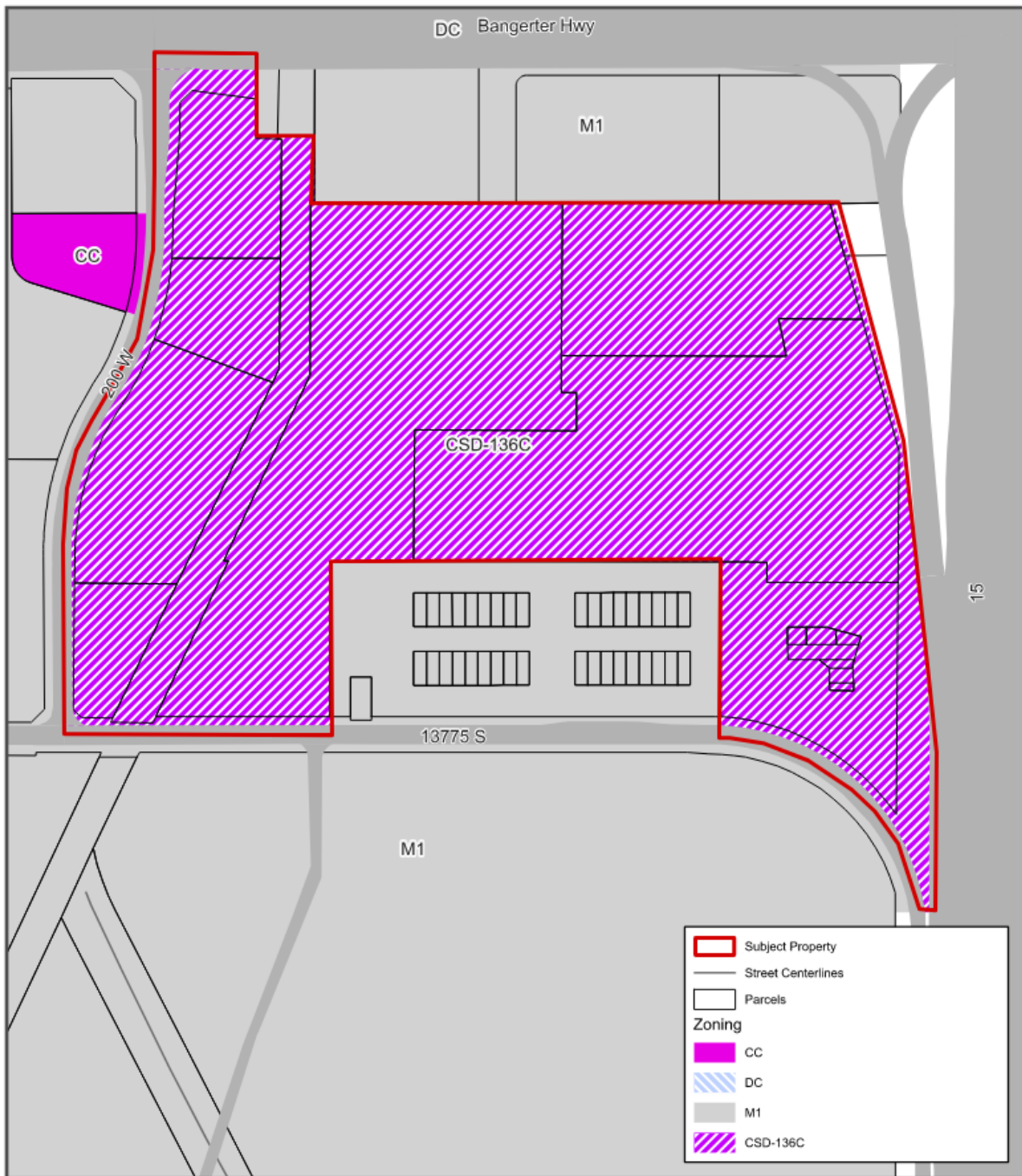


EXHIBIT E ZONING MAP



13697 S. 200 W.
136 Center CSD Text Amendment

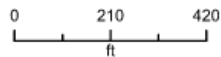


EXHIBIT F
PROPOSED AMENDMENT

ARTICLE L. 136 CENTER COMMERCIAL SPECIAL DISTRICT

SECTION:

9-18L-010: Purpose

9-18L-020: Permitted Uses

9-18L-030: Development Standards

9-18L-040: Landscape Standards

9-18L-050: Parking Design

9-18L-060: Lighting Design

9-18L-070: Signage

9-18L-080: Architectural Review Committee

9-18L-090: Procedures

9-18L-100: Figures

9-18L-010: PURPOSE:

The 136 Center Commercial Special District contains approximately 28.09 acres, located along 200 West and 13800 South as shown in section 9-18L-100, Figure A of this article. The size of the property allows for a master-planned, mixed-use office park [and residential units](#). The Draper City General Plan's goals and objectives are reflected in the overall district elements such as land use, architectural standards, [variety of residential floor plans](#), signage, site design and landscape standards. The Commercial District of the master plan aims to broaden the commercial tax base of the City while providing amenities to the City residents. (Ord. 1361, 10-2-2018; amd. Ord. 1450, 8-18-2020)

9-18L-020: PERMITTED USES:

Bank or financial institution with drive-through.

Bar establishment.

Church or place of worship.

[Condominium](#)

Convenience store.

Cultural service.

Daycare, general.

[Dwelling, Townhouse](#)

Franchise Municipal use.

Gasoline service station.

Government service.

Health and fitness facility.

Higher education facility, private.

Higher education facility, public.

Hotel.

Laundry or dry cleaning, limited.

Laundry services.

Manufacturing.

Media services.

Medical cannabis pharmacy.

Medical services.

Office, general.

Office, warehouse.

Personal care service.

Personal instruction service.

Post Office.

Preschool.

Printing and photocopying, limited.

Recreation and entertainment, indoor.

Restaurant, fast food.

Restaurant, general.

Retail, general.

Wireless telecommunications facilities.

(Ord. 1220, 8-2-2016; amd. Ord. 1328, 6-5-2018; Ord. 1418, 1-21-2020)

9-18L-030: DEVELOPMENT STANDARDS:

The development standards of the 136 Center Commercial Special District will guide the design of the buildings, landscaping, parking and signage located within the district boundaries. The master plan provides for office and retail development in designated areas in accordance with the development standards set forth in this article.

A. **Commercial District:** The Commercial District is located along 200 West and may have retail pads along the 200 West frontage. All buildings within the Commercial District shall comply with the following development standards:

1. Office buildings:

a. **Architecture:** The architecture shall be the primary tool to create a strong sense of identity and place throughout the business park. All buildings will be articulated with use appropriate scale, form, materials, and colors carefully considered and incorporated throughout the development phases. However, different architectural styles will be considered and allowed in order to provide variety and identity to this area.

b. **Character:** 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 and depths as shown in section 9-18L-100, Figure B of this article.

c. Building Materials:

(1) Building primary materials shall consist of granite, metal, composite metal panel, stone, EFIS, concrete, GFRC, tile or other similar material as approved by Draper City staff.

d. **Materials Required:** More than one material shall be required on all building facades.

e. **High Efficiency Glazing:** Buildings shall have a minimum of forty percent (40%) high efficiency glazing. Structural building elements, such as elevator shafts or stairwells, are excepted from this requirement.

f. **Primary Material:** Buildings shall use a minimum of fifty percent (50%) primary material.

g. **Entry Features:** Buildings shall have notable entry features which could include:

(1) An arch or canopy over entry doors.

(2) Colors or materials that highlight the entry.

(3) Entry doors and lobby that extend beyond or are recessed behind the main footprint of the building.

h. **Building Height:** No building shall be taller than four hundred twenty two feet (422') or approximately thirty (30) floors, not including the mechanical penthouse.

i. Mechanical Equipment: All mechanical equipment shall be screened from view, either by enclosure, parapet wall, or line of sight.

j. Dumpsters: Dumpsters shall be enclosed within a decorative masonry, split face CMU or honed CMU enclosure.

k. Front Setback: The minimum front setback from right-of-way shall be ten feet (10').

2. Retail buildings:

a. Unique Identity: Each will utilize the same palette of materials compatibly configured to allow unique identity reflective of the established image of the intended user. Please see section 9-18L-100, Figure C of this article.

b. Front Setback: The minimum front setback from the right-of-way shall be ten feet (10').

c. Building Height: Buildings shall be single-story. Fuel canopies shall be no more than twenty-five feet (25') in height.

d. Materials Required: More than one material shall be required on all building facades.

e. Building Materials:

(1) Building primary materials shall consist of granite, metal, composite metal panel, stone, EFIS, concrete, GFRC, tile or other similar material as approved by Draper City staff.

f. Public address and music systems shall be designed and operated so they are not discernible at the property line of any lot or parcel containing a single-family home.

B. Hotel And Warehouse District: While not included within the concept site plan, the code allows for hotel and warehousing uses on the property. The warehousing uses should be located along 13800 South. All buildings within the hotel and warehouse district shall comply with the following development standards:

1. Hotel:

a. Building Height: Maximum height of twelve (12) stories.

b. Materials Required: More than one material shall be required on all building facades. Please see section 9-18L-100, Figure D of this article.

c. Front Setback: The minimum front setback shall be ten feet (10').

d. Primary Material: More than one primary material shall be required on all building facades.

e. Building Materials:

(1) Building primary materials shall consist of granite, metal, composite metal panel, stone, EFIS, concrete, GFRC, tile or other similar material as approved by Draper City staff.

2. Office warehouse and manufacturing:

- a. Architecture: All buildings will be articulated with use appropriate scale, form, materials, and colors carefully considered and incorporated throughout the development phases.
- b. Character: 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 and depths. Please see section 9-18L-100, Figure E of this article.
- c. Building Materials:
 - (1) Building primary materials shall consist of concrete, with some accent materials of metal, stone, EFIS, GFRG, tile or other similar material as approved by Draper City staff.
- d. Building Height: No building shall be taller than four (4) stories, not including the mechanical penthouse.
- e. Mechanical Equipment: All mechanical equipment shall be screened from view, either by enclosure, parapet wall or line of sight.
- f. Dumpsters: Dumpsters shall be enclosed within a decorative masonry, split face CMU or honed CMU enclosure.
- g. Front Setback: The minimum front setback from right of way shall be ten feet (10').

C. Residential District

1. Definitions:

- a. Front Façade: The facade of the building on which the main access door is located and on which the house addressing number is placed.
 - b. Rear Façade: The façade on the opposite side of the building from the Front Façade
 - c. Side Façade: The façade of a building adjacent and perpendicular to the Front and Rear Facades
 - d. Varied Roofline: A roofline that goes no more than thirty feet horizontally without an interruption to the roofline. Such interruption may be a vertical element more than 1' tall to the horizontal plane or a horizontal step in the building of more than two feet.
 - e. Primary Access Point: The entry point to the 136 Center Commercial Special District located at approximately 13660 South 200 West. (see section 9-18L-100, Figure "K" of this article)
- 2. Platting: All residential units shall be shown individually on the plat(s).
 - 3. Architectural Theme: Buildings shall utilize varied rooflines, changes in plane, offsets, recessed or projecting entries, vertical and horizontal facade articulation.

covered entries, and varied building massing to create visual interest and reduce perceived building scale.

Residential garage access may occur from alley-loaded configurations, private drives, or common access aisles.

The architectural exhibits contained in Section 9-18L-100, Figure “J,” shall serve as the basis for architectural character and design intent within the Residential District

4. **Materials:** At least two (2) exterior building materials, excluding glazing, windows, and doors, shall be incorporated on each residential building façade. Permitted materials may include stucco, brick, stone, synthetic stone, cement board siding, lap siding, horizontal siding, vertical siding panels, board and batten siding, architectural metal panels, vinyl siding, composite siding products, or fiber cement products.

Different siding profiles, orientations, textures, dimensions, or material styles may be counted as separate exterior materials for purposes of satisfying the minimum material requirement provided they are a different exterior color. Examples may include horizontal lap siding, vertical panel siding, board and batten siding, shake-style siding, or differing fiber cement or composite siding systems.

A minimum of 6 color schemes shall be used throughout the community.

Material changes, color variation, and façade modulation shall be utilized to distinguish individual units and reduce repetitive building appearance. The use of a single material will be limited to the following percentages by façade. Percentages of a material shall be based on the net façade square footage of façade area. Net façade area shall be the total sided façade area from top of foundation to underside of eave/soffit, minus any window, door or vent opening areas:

- a. Front façade): 35% max. stucco or stone, 65% minimum non-stucco siding material
 - i. 15% minimum use of a 3rd separate exterior accent material as defined above (lap siding, board + batten, shake siding, in a different color).
 - b. Rear façade: 10% max. stucco or stone, 65% minimum non-stucco siding material
 - i. 10% minimum use of a 3rd separate exterior accent material as defined above (lap siding, board + batten, shake siding, in a different color).
 - c. Side facades: 35% max. stucco or stone, 65% minimum non-stucco siding material
 - i. 10% minimum use of a 3rd separate exterior accent material as defined above (lap siding, board + batten, shake siding, in a different color).
5. **Variety Of Floor Plans:** There shall be a minimum of 3 different unit types in any development. Each unit shall have a minimum of 2 bedrooms and 2 bathrooms

6. **Driveway Configuration:** Residential units may be designed without individual driveways. Required residential parking may be satisfied through attached garages accessed from private drives, alleyways, or common access aisles. The absence of a driveway serving an individual unit shall not be considered a deficiency in required parking or site access provided the parking requirements of Section 9-18L-050 are satisfied.
7. **Walkways:** Each separate residential building shall be connected by a 4' concrete sidewalk or striped crosswalk across drive aisles.
8. **Building Setbacks:** Building setbacks from property lines shall be minimum of five feet (5') from all property lines. Parking shall be allowed in setback areas.
9. **Density:** A minimum density of 50 units and a maximum density of 100 units will be allowed in the residential area.
10. **Number Of Stories:** Each residential building shall be a maximum of four (4) stories.
11. **Pedestrian Pathways:** A pedestrian pathway including sidewalks and striped crosswalks shall connect the residential development to the Primary Access Point on 200 West. (see section 9-18L-100, Figure "K" of this article)
12. **Residential Area Amenities:** Residential projects shall include at least two amenities from the following list:
 - a. Children's Play Structure
 - b. Community Vegetable Garden
 - c. Courtyard with Benches
 - d. Barbecue Area
 - e. Outdoor Fireplace/ Fire Pit
 - f. Shade Structure or Trellis
 - g. Pickle-Ball or Sport Court
 - h. Dog Walk/Dog Relief Area
13. **Private Utility Metering:** Residential units within the project may be served by a master water service connection. Individual residential units shall include privately owned submeters for the purpose of measuring individual unit water consumption. Such submeters shall be owned, maintained, monitored, and read by the homeowners association or its designated utility provider. The City shall not be responsible for individual unit meter reading, maintenance, or utility billing beyond the master meter connection.

C. To the extent that the text of this Article does not specifically address a matter or concern related to land use or development, the matter or concern is governed by applicable provisions of federal and state law, and the provisions of the Draper City Municipal Code. (Ord. 1220, 8-2-2016; amd. Ord. 1450, 8-18-2020; Ord. 1507, 11-16-2021)

9-18L-040: LANDSCAPE STANDARDS:

Landscape design will be a major component of the 136 Center commercial special district. The overall project will be landscaped with sensitivity to its environment. A consistent palette of drought tolerant tree types, plant materials, and ground covers will be incorporated throughout in relation to the architecture to create a strong and consistent sense of place and identity. The tree and plant palette will be submitted in conjunction with specific site plan approval application for each phase. The landscape design shall comply with the following standards:

- A. The landscaping shall define and enhance primary public entrances into the campus.
- B. Ornamental landscaping shall be strategically designed to provide intimate outdoor spaces for public amenities and at pedestrian pathways and entrances as shown in section 9-18L-100, Figure F of this article.
- C. The landscape buffer around the park shall be provided to obscure parking fields from street view.
- D. A landscaping buffer of ten feet (10') of vegetation along 200 West will provide a vegetative shield of the parking area.
- E. The main corridor that goes east to west through the project shall be lined with trees on both sides. Forty foot (40') maximum tree spaces shall be required for this corridor.
- F. Tree palette shall be a combination of deciduous and nondeciduous trees and shade and ornamental trees.
- G. The initial tree size shall have a minimum two inch (2") caliper and be a minimum of six feet (6') high.
- H. The minimum landscape percentage for the park shall be twenty percent (20%) inclusive of all phases.
- I. Landscaping berms measuring three feet (3') in height will be used around the perimeter of the project to help minimize the visual impact of the parking field. The landscape berm shall not be required on the eastern boundary of the zone that abuts Interstate 15 right-of-way from Bangerter Highway to 13800 South. (Ord. 1220, 8-2-2016; amd. Ord. 1450, 8-18-2020)
- J. [No less than fifteen percent \(15%\) of the residential project area shall be designated for open space uses. The following standards shall apply:](#)

- a. Open space shall include landscaping, outdoor Residential Area Amenities and hardscaping, sidewalks and pathways.
- b. Open space excludes private balconies, decks patio areas and roadways, alleyways and other driving surfaces.
- c. Open space shall be distributed throughout the project.
- d. Open space will include any slope areas of the project.

9-18L-050: PARKING DESIGN:

The districts will be configured to reduce the appearance of large parking expanses and be designed in accordance with the following standards:

- A. The range of parking for office buildings shall be a minimum of 3.5 stalls and a maximum of eight (8) stalls per one thousand (1,000) square feet.
- B. Retail uses, to include gasoline service stations and convenience stores, shall have the range of parking at a minimum of 3.5 stalls and a maximum of ten (10) stalls per one thousand (1,000) square feet.
- C. Hotel uses shall provide at least one stall per room.
- D. Office warehousing and manufacturing uses shall provide at least one stall per one thousand (1,000) square feet for the warehousing or manufacturing component. Office components shall meet the office standard.
- E. One tree shall be provided per eight foot by eighteen foot (8' x 18') island and for double parked rows, two (2) trees will be provided for each eight foot by thirty six foot (8' x 36') island
- F. Residential parking requirement shall be two (2) stalls per dwelling unit, both of which shall be located within an attached garage. Individual driveways shall not be required. One outdoor parking stall for every four (4) units shall be provided for visitor parking. Visitor parking may be accommodated on the adjacent parking of the 136 Center office district. (See section 9-18L-100, Figure "L" of this article.)

~~F.~~ G. Parking structures will be allowed on the site in order to accommodate the higher density uses. Parking structures shall meet the following standards:

- 1. Parking structures shall include the use of the same or complementary building facade materials as office buildings 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 the general design of the concept elevations provided in section 9-18L-100, Figure I of this article, including architectural style and facade materials.

1.a. **Automated Parking Structure:** A parking garage that uses automated technology and equipment to move, park and store vehicles in parking spaces that do not meet minimum dimensional requirements shall be permitted as an accessory use within the Business Park District. These systems reduce the overall footprint of vehicle storage, minimize environmental impact, and provide a high-tech solution for employee and visitor parking. Automated Parking Structures shall be limited to a maximum of two (2) levels of vehicle storage.

2. 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 of and outside of the structure.
3. The use of landscaping and architectural materials, forms, and scale shall be used to enhance the facility.
4. Pedestrian pathways shall connect the pedestrian exit from the parking structure to the buildings it serves.
5. If a parking structure is placed adjacent to a public right of way, the building design shall include human scale and detailing along the first floor to enhance its relationship with the pedestrian. (Ord. 1220, 8-2-2016; amd. Ord. 1507, 11-16-2021)

9-18L-060: LIGHTING DESIGN:

- A. Parking lot lighting shall provide adequate illumination at a minimum 0.5 foot-candle and a maximum of four (4) foot-candles.
 - B. Parking lot lighting shall utilize cutoff type fixtures.
 - C. Parking lot lighting shall not be taller than thirty feet (30'). Please see section 9-18L-100, Figure G of this article.
 - D. The main corridor shall have black streetlights with a spacing to be no more than two hundred fifty feet (250') on center. Please see section 9-18L-100, Figure G of this article.
 - E. Canopy lighting shall provide adequate illumination for safe operation, while providing uniform lighting levels. Fixtures shall be a combination of directional and down-lighting, or as required to illuminate dispensers and general under-canopy area.
1. The average light levels under the auto fuel canopy shall be forty (40) footcandles measured at the ground.
 2. Minimum light levels to be fifteen (15); maximum light levels to be sixty (60) footcandles. (Ord. 1220, 8-2-2016; amd. Ord. 1507, 11-16-2021)

9-18L-070: SIGNAGE:

Signage design and location will be an important component of the 136 Center commercial special district. All signs shall be reviewed and approved by the 136 Center commercial special district architectural review committee. Allowed signage shall include:

A. One monument sign will be allowed per building. Each monument sign shall have a uniform, architecturally compatible design consistent with the 136 Center commercial special district design theme with faces not larger than one hundred (100) square feet. Locations must be approved by the city to ensure clearance of sight distance requirements at entries and adequate separation for readability. Monument signs shall not exceed eight feet (8') in height and fourteen feet (14') in width. Please see section 9-18L-100, Figure H of this article.

B. In addition to monument signs allowed per building, two (2) monument signs shall be allowed to the business park fronting 200 West and one monument sign along 13800 South. They will follow the same monument guidelines as stated above.

C. Wall signage may be installed by individual businesses/buildings on freestanding and in-line single-/multi-tenant buildings. Such signs shall have individually illuminated letters or decorative sign cabinets. Where sign cabinets are utilized, they shall be built into the architectural fascia.

D. Wall signage shall be allowed at two (2) square feet of wall signage for every one linear foot of building length.

E. Wayfinding signs will be allowed in the project. Height shall not exceed eight feet (8'). The area of the sign shall not exceed one hundred feet (100').

F. Suspended or blade type projecting signs may be provided along pedestrian walkways and shall maintain a minimum clearance of seven feet (7') above the pavement.

G. Flags shall be allowed along the main corridor for up to one week per business as permitted through Draper City. Banners shall be allowed subject to existing Draper code.

H. One (1) pole signs shall be permitted on the I-15 frontage and one (1) pole sign shall be permitted on the Bangerter Highway frontage. These signs may be a multi-tenant sign, shall be designed to be architecturally compatible with the office park design theme and shall be no taller than thirty five feet (35') and no wider than twenty five feet (25'). The maximum allowed sign area shall be no more than two hundred (200) square feet.

I. The pole sign may have LED lighting subject to subsection 9-26-090D of this title.

J. Gasoline price signs may be used in conjunction with allowed pylon or monument signs and shall be included in the area calculation for the sign. Gasoline price signs may be electronic, but shall have a black background or face and multi-colored, changeable electronic fuel prices only. No continuous animation or graphics are permitted.

K. Awning signs shall be allowed at one (1) square foot of signage for each linear foot of awning, up to a maximum of thirty-two (32) square feet per awning face.

L. Flag poles shall be permitted on each lot, with a maximum height of forty (40) feet. (Ord. 1220, 8-2-2016; amd. Ord. 1450, 8-18-2020; Ord. 1507, 11-16-2021)

9-18L-080: ARCHITECTURAL REVIEW COMMITTEE:

The construction of any building or other structure within the project, including the design, architecture, exterior elevations, exterior finishes and other architectural attributes will first be approved by the architectural review committee. The architectural review committee will have the right to establish standardized construction guidelines for the project which are binding on the owners. No building or structure within the project will be reconstructed, altered, added to or maintained in such a fashion as to alter, in any material respect, the architectural appearance, character, motif or functional purpose of such item, unless such alteration is first approved in writing by the architectural review committee. The architectural review committee is not responsible for determining compliance with structural and building codes, solar ordinances, zoning codes or other governmental restrictions, all of which are the responsibility of the applicable owner. The architectural review committee shall consist of as many persons, but not less than three (3), as the declarant, during the declarant control period, or the owners, following the expiration of the declarant control period, may from time to time appoint. At least one member shall be a professional in the field of architecture. (Ord. 1220, 8-2-2016)

9-18L-090: PROCEDURES:

Approval of this commercial special district text and accompanying Figures shall constitute conceptual site plan approval for the commercial components in accordance with city ordinances. Except provided otherwise herein, all other permits shall be processed in accordance with the Draper City requirements, ordinances and procedures. (Ord. 1220, 8-2-2016)

9-18L-100: FIGURES:

FIGURE A - PROPERTY AND CONCEPTUAL SITE PLANS

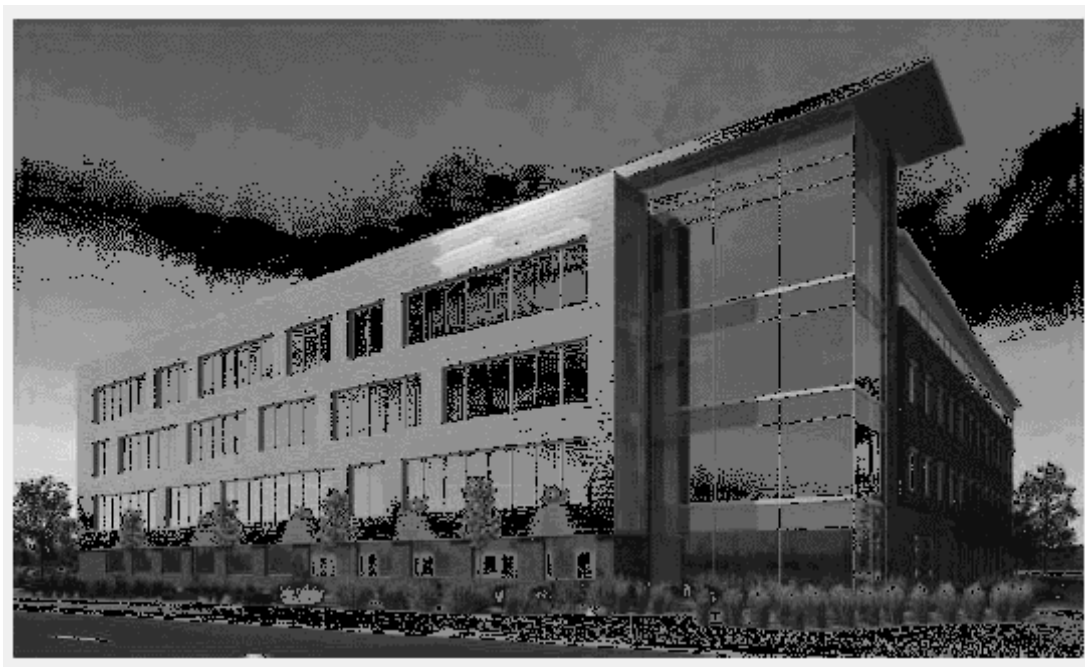




Residential

FIGURE B - EXAMPLE OFFICE BUILDINGS





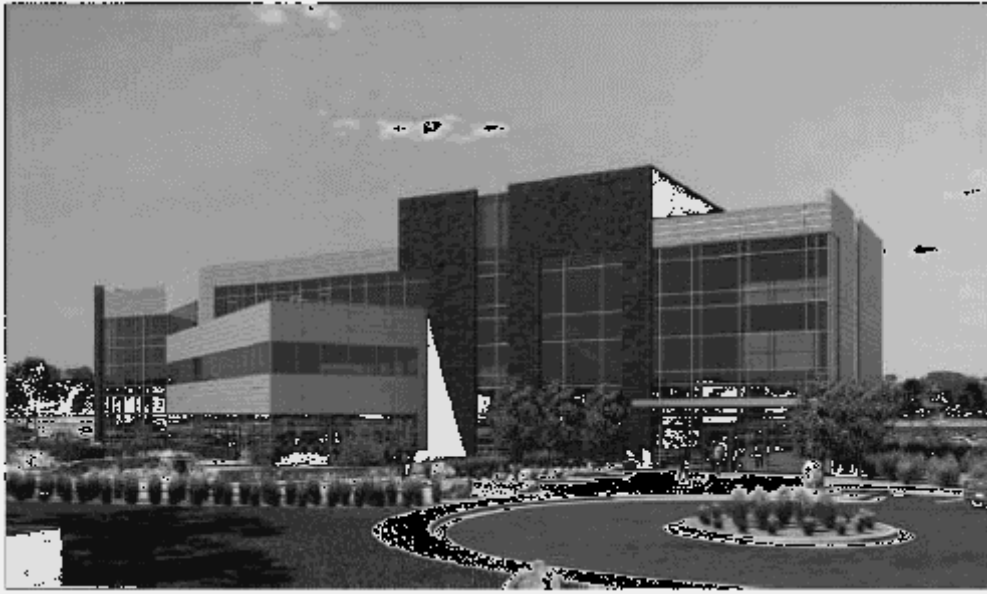






FIGURE C - EXAMPLE RETAIL BUILDINGS

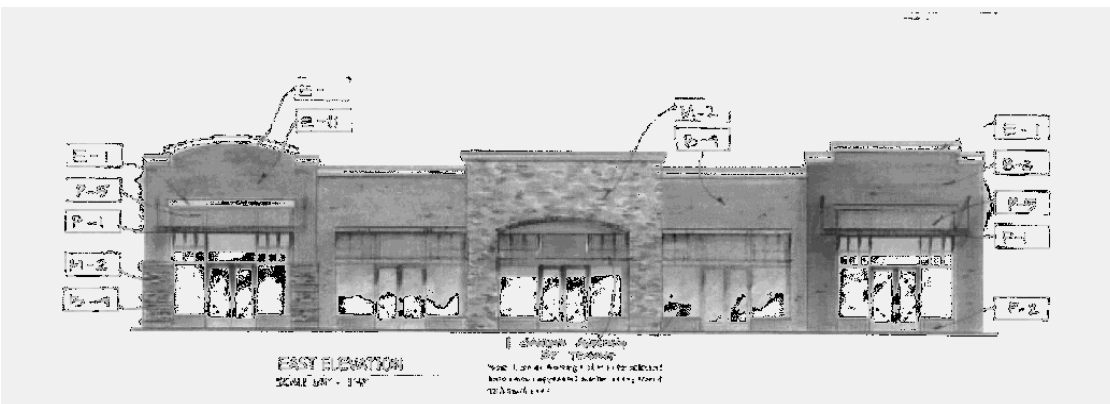




FIGURE D - EXAMPLE HOTEL BUILDINGS





FIGURE E - EXAMPLE OFFICE WAREHOUSE BUILDINGS





FIGURE F - LANDSCAPING STANDARDS



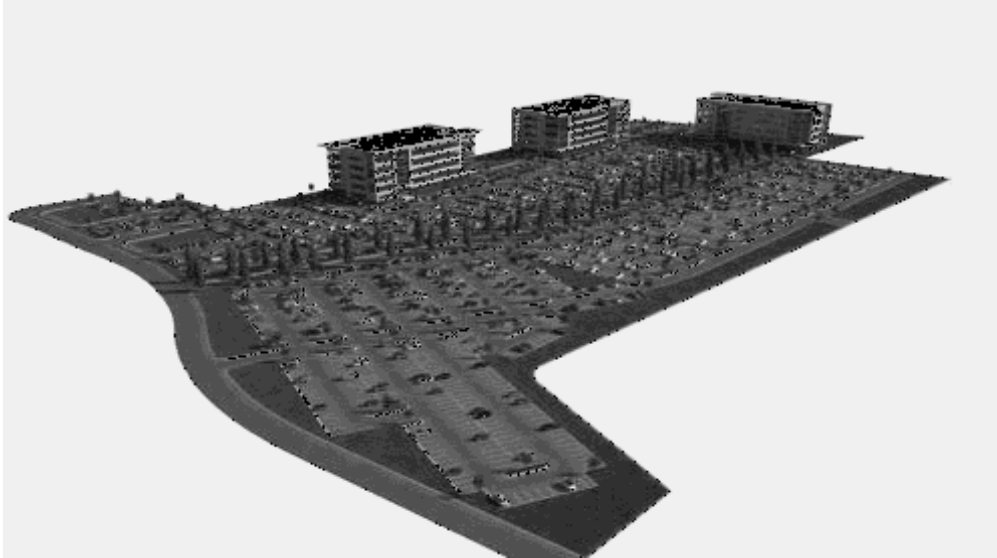


FIGURE G - SITE LIGHTING



FIGURE H - SIGNAGE



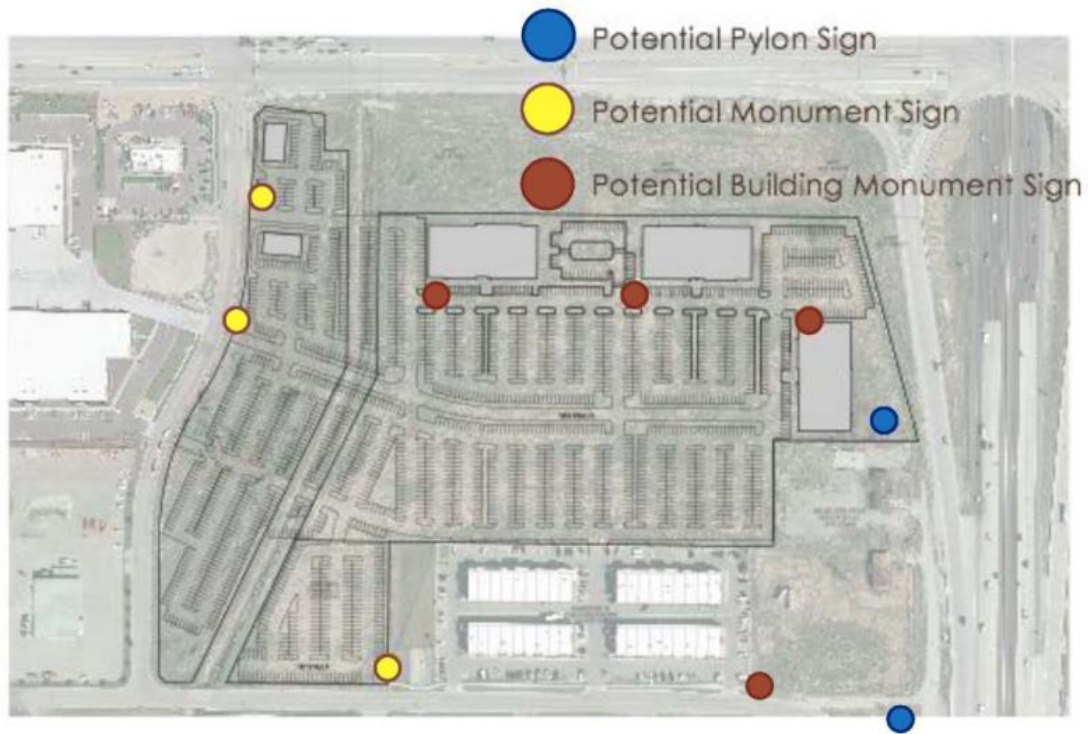


FIGURE I - EXAMPLE PARKING GARAGE STRUCTURES







FIGURE J - EXAMPLE RESIDENTIAL BUILDINGS



BUILDING TYPE 1
8-UNIT
"URBAN STYLE"



BUILDING TYPE 2
6-UNIT
"TRADITIONAL STYLE"

FIGURE K – PRIMARY ACCESS POINT



FIGURE L – RESIDENTIAL VISITOR PARKING

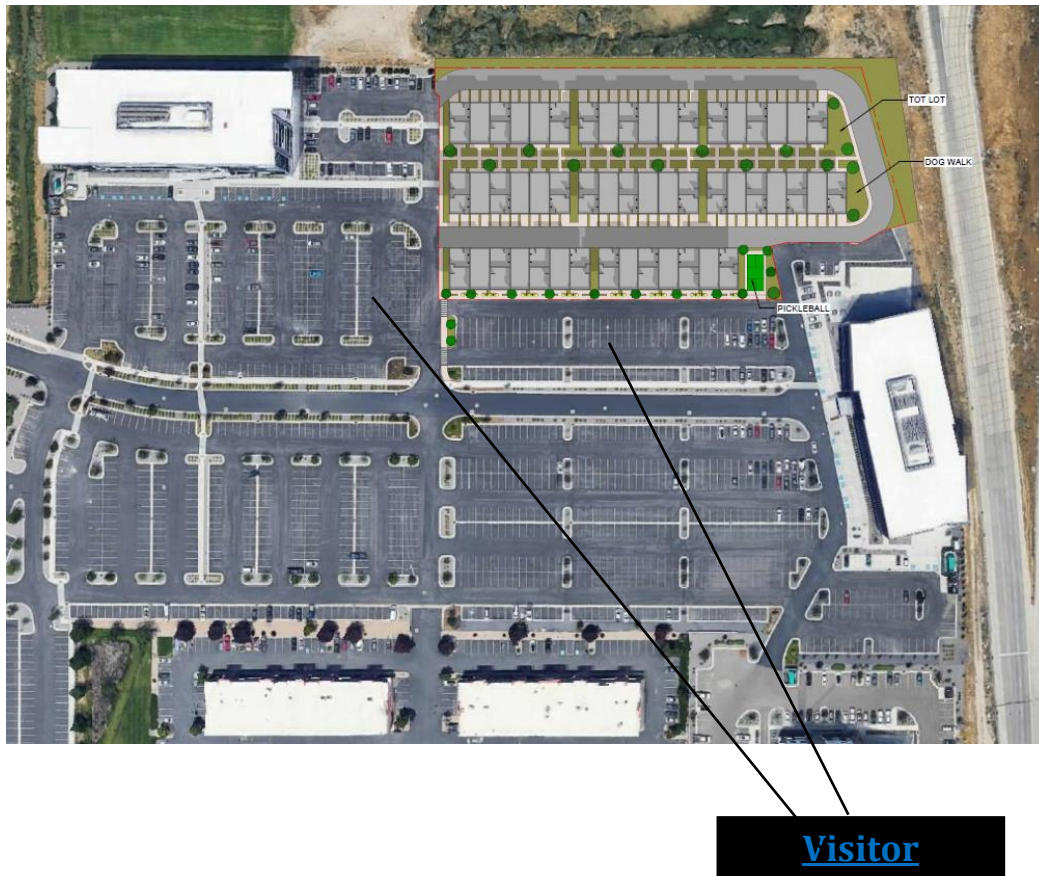


EXHIBIT G
APPLICANT STATEMENTS

1. How is the proposed amendment consistent with the goals, objectives, and policies of the city's general plan?

- a. Among other goals, Draper City's general plan calls for housing and neighborhoods that:
 - i. Include a wide range of opportunities for people at different life stages, various income levels, and social and physical needs.
 - ii. Promote high quality housing developments with safe and desirable neighborhoods.
 - iii. Support increased housing density in strategic locations.
 - iv. Develop smart growth infill policies.
- b. The proposed 136 Center CSD amendment would allow for attainable /affordable "for-sale" housing at various income levels and physical/social needs. The units are sold with 2 garage parking spots and large 2- and 3-bedroom units—ideal for 1st time home buyers looking to start building equity in the desirable Draper area. Apartments in the west I-15 area are largely rented by single and young married couples who are starting their careers in the robust business environment of Silicon Slopes. These folks need a place to begin their home ownership experience while benefitting from proximity to work, shopping and freeway access. Condo and townhome options on the east side of I-15 in Draper are limited and expensive.
 - i. Average /media renter age is 33/30 years old in the west I-15 apartment market
 - ii. Average/median income is \$82,438/\$65,000
 - iii. 32 active listings in Draper are for homes under \$600,000
- c. Housing in the 136 Center CSD supports increased housing density in strategic locations. With over 3 million SF of commercial office and retail space within a 5-minute commute, 136 Center has thousands of employment opportunities that can be reached by bus, bike or short car ride—never even getting on the freeway. Multiple grocery, dining and other services are within a 1-mile radius and serviced by bus route F415.
- d. 136 Center is a sustainable site. No new infrastructure would be required from the city. Traffic will be significantly less than the current zoning (commercial office) would create. Water, sewer, storm drain, and power are all located on site. Empty, heat island asphalt parking would be removed and replaced with vibrant, energy star homes with landscaping and outdoor spaces for the residents.

- e. *This is smart infill growth in a strategic location.* It is the integration of residential, retail, office and light industrial. It places high density residential away from the unspoiled portions of Drapers mountain area and important urban areas, but still gives home owners and residents the chance to enjoys Draper's unique benefits.
2. **How is the proposed amendment appropriate given the context of the request and what is the justification for the modification?**
- a. The context of the request is for high density condos and townhomes at 136 Center. The proposed amendment introduces language that defines the parameters for the development including parking, exterior materials, amenity spaces etc. All other elements of the existing CSD text remain unchanged.
 - b. Justification: The 136 Center development has approximately 4 acres of underutilized parking lot. New office development is extremely cost prohibitive, along with market conditions that are not encouraging office demand. As owners of many apartment buildings in the area we have heard that our residents want a for sale option. Meetings with the city administration and council members have echoed the need for attainable, affordable, for-sale housing in Draper and on this site in particular. 136 Center provides a unique opportunity for a sustainable, low-impact, amenitized for-sale housing product in a mixed-use environment.