Intersection: 1: 300 East & 11950 South, Interval #1

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	55	96	75
Average Queue (ft)	33	64	50
95th Queue (ft)	56	96	80
Link Distance (ft)	479	265	166
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 300 East & 11950 South, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	69	269	162
Average Queue (ft)	46	208	99
95th Queue (ft)	76	314	161
Link Distance (ft)	479	265	166
Upstream Blk Time (%)		3	2
Queuing Penalty (veh)		25	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 300 East & 11950 South, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	56	178	73
Average Queue (ft)	37	85	50
95th Queue (ft)	56	187	74
Link Distance (ft)	479	265	166
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 300 East & 11950 South, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	52	85	75
Average Queue (ft)	34	59	50
95th Queue (ft)	56	86	80
Link Distance (ft)	479	265	166
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 300 East & 11950 South, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	75	269	162
Average Queue (ft)	38	104	62
95th Queue (ft)	63	230	115
Link Distance (ft)	479	265	166
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		6	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 300 East & 12000 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	33	3	15
Average Queue (ft)	17	16	0	2
95th Queue (ft)	43	42	6	13
Link Distance (ft)	176	1007	381	265
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 300 East & 12000 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	54	184	68
Average Queue (ft)	28	28	81	24
95th Queue (ft)	57	60	299	69
Link Distance (ft)	176	1007	381	265
Upstream Blk Time (%)			8	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 300 East & 12000 South, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	34	116	21
Average Queue (ft)	18	15	24	5
95th Queue (ft)	59	42	168	24
Link Distance (ft)	176	1007	381	265
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 300 East & 12000 South, Interval #4

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	31	20
Average Queue (ft)	12	16	5
95th Queue (ft)	36	41	24
Link Distance (ft)	176	1007	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 300 East & 12000 South, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	54	184	70
Average Queue (ft)	18	19	26	9
95th Queue (ft)	51	48	168	39
Link Distance (ft)	176	1007	381	265
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: North Access & 11950 South, Interval #1

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	183
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: North Access & 11950 South, Interval #2

Movement	NB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	21
95th Queue (ft)	46
Link Distance (ft)	183
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: North Access & 11950 South, Interval #3

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	183
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: North Access & 11950 South, Interval #4

Movement	NB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	183
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: North Access & 11950 South, All Intervals

Movement	NB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	183
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 25
Network wide Queuing Penalty, Interval #3: 1
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 6

HALES ENGINEERING
innovative transportation solutions

APPENDIX C

Site Plan

Site Summary - Townhomes

Area:	+ 9 ac.
Front Load TH:	109 (+ 12.1 du/ac)
Public Open Space:	+ 1.9 ac. (21% of Area)
Private Open Space:	+ 0.8 ac. (9% of Area)
Total Open Space:	+ 2.7 ac. (30% of Area)
Guest Parking:	28 spaces (.25/unit)

0 40 80 160

KTGY Group, Inc.

September 9, 2013

HALES ENGINEERING
innovative transportation solutions

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Draper - Townhomes TIS

Time Period: a.m. Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT13-515

Intersection	Time Period	EB	NB		SB		WB
		LR	LT	LTR	LTR	TR	LTR
300 East & 11950 South	Existing 2013 Conditions	66	238	--	--	126	--
300 East & 12000 South	Existing 2013 Conditions	--	--	163	48	--	55

SimTraffic Queueing Report
Project: Draper - Townhomes TIS
Time Period: a.m. Peak Hour
95th Percentile Queue Length (feet)

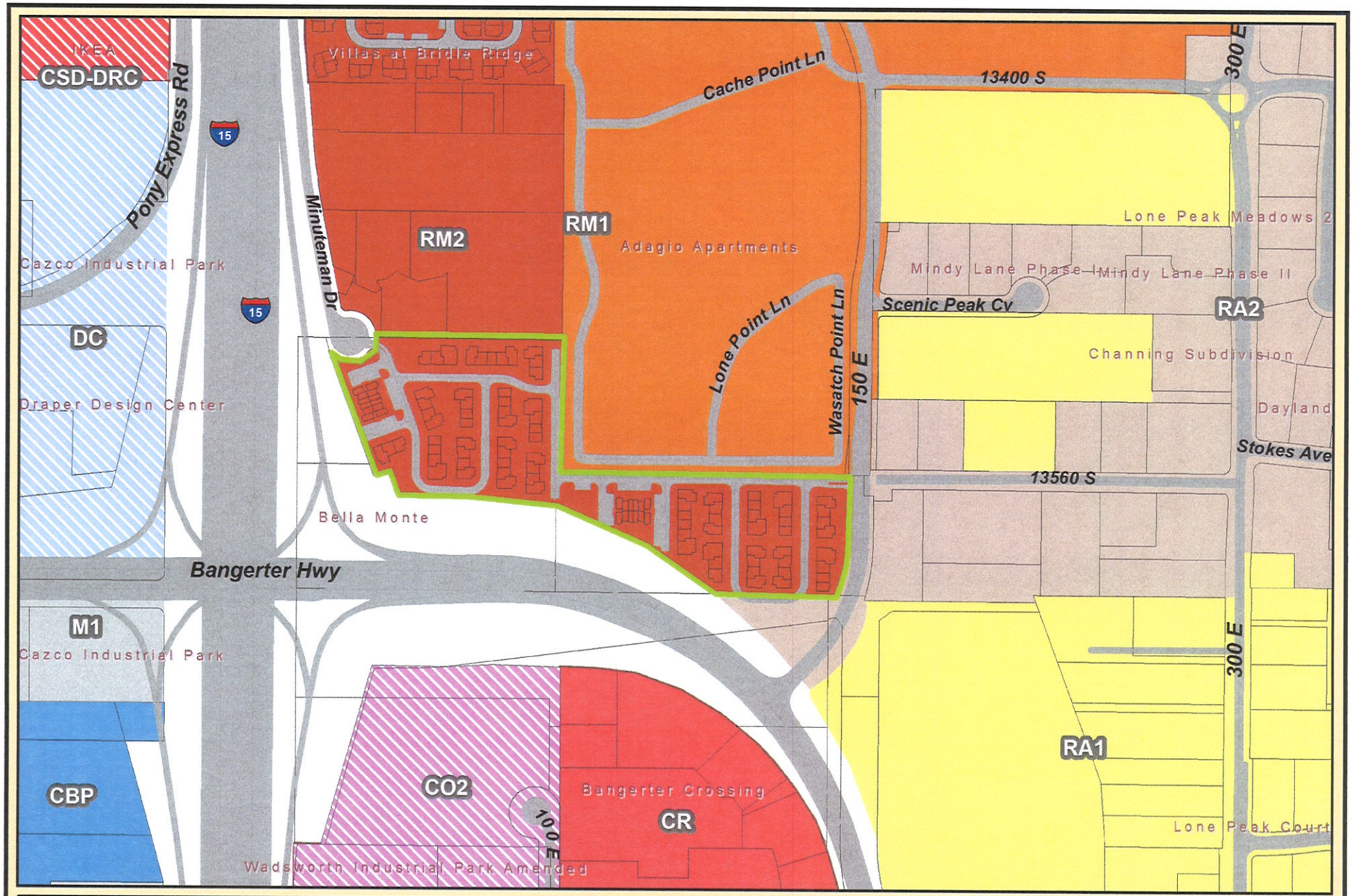
HALES ENGINEERING
Innovative transportation solutions

Project #: UT13-515

Intersection	Time Period	EB		NB			SB		WB
		LR	LTR	LR	LT	LTR	LTR	TR	LTR
300 East & 11950 South	Existing 2013 Plus Project	63	--	--	230	--	--	115	--
300 East & 12000 South	Existing 2013 Plus Project	--	51	--	--	168	39	--	48
North Access & 11950 South	Existing 2013 Plus Project	--	--	41	--	--	--	--	--

Exhibit 'B'

Maps



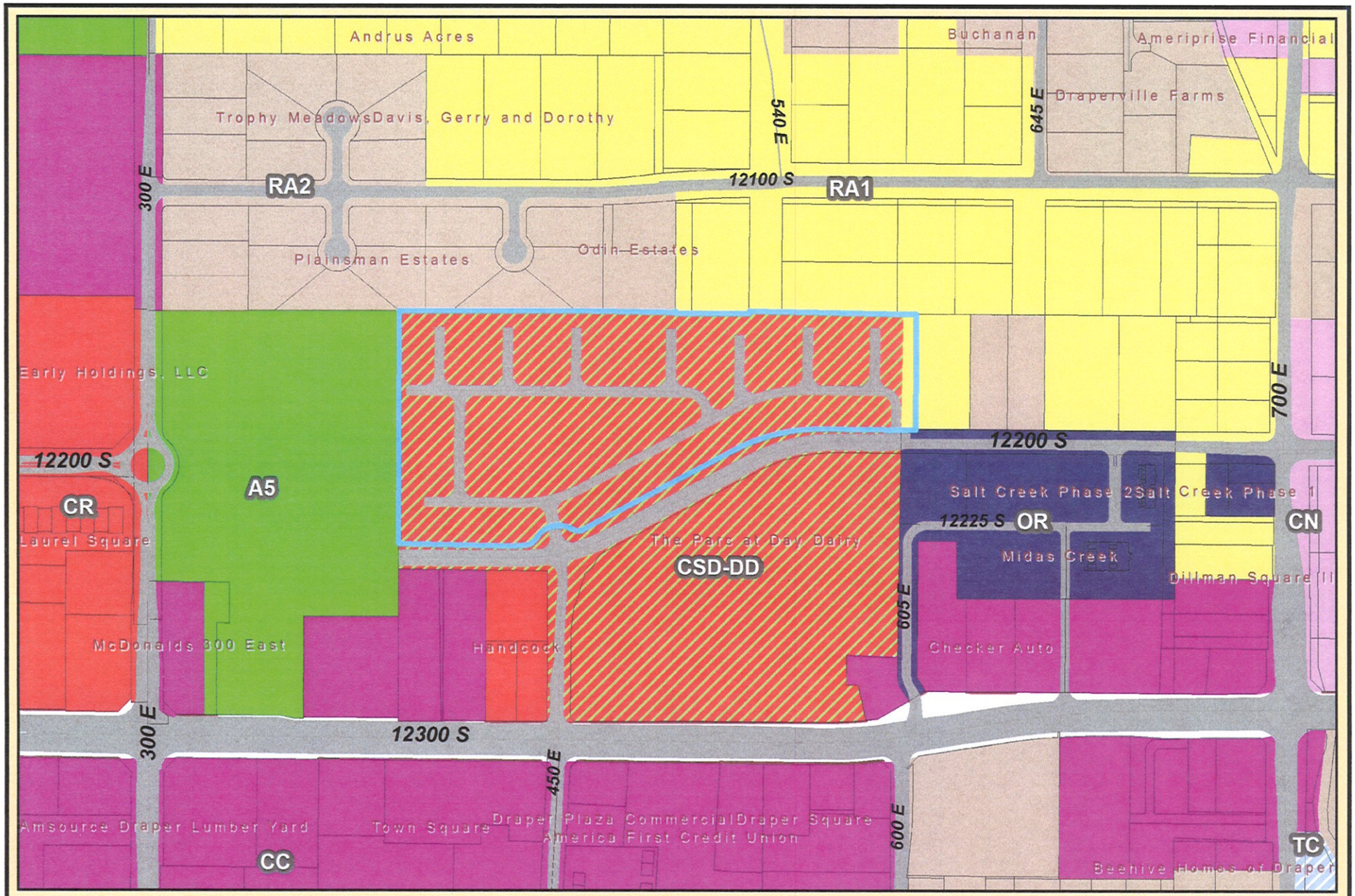
DRAPER CITY

Bella Monte

10 Units per Acre

0 345 690 1,380
Feet

N
W E
S



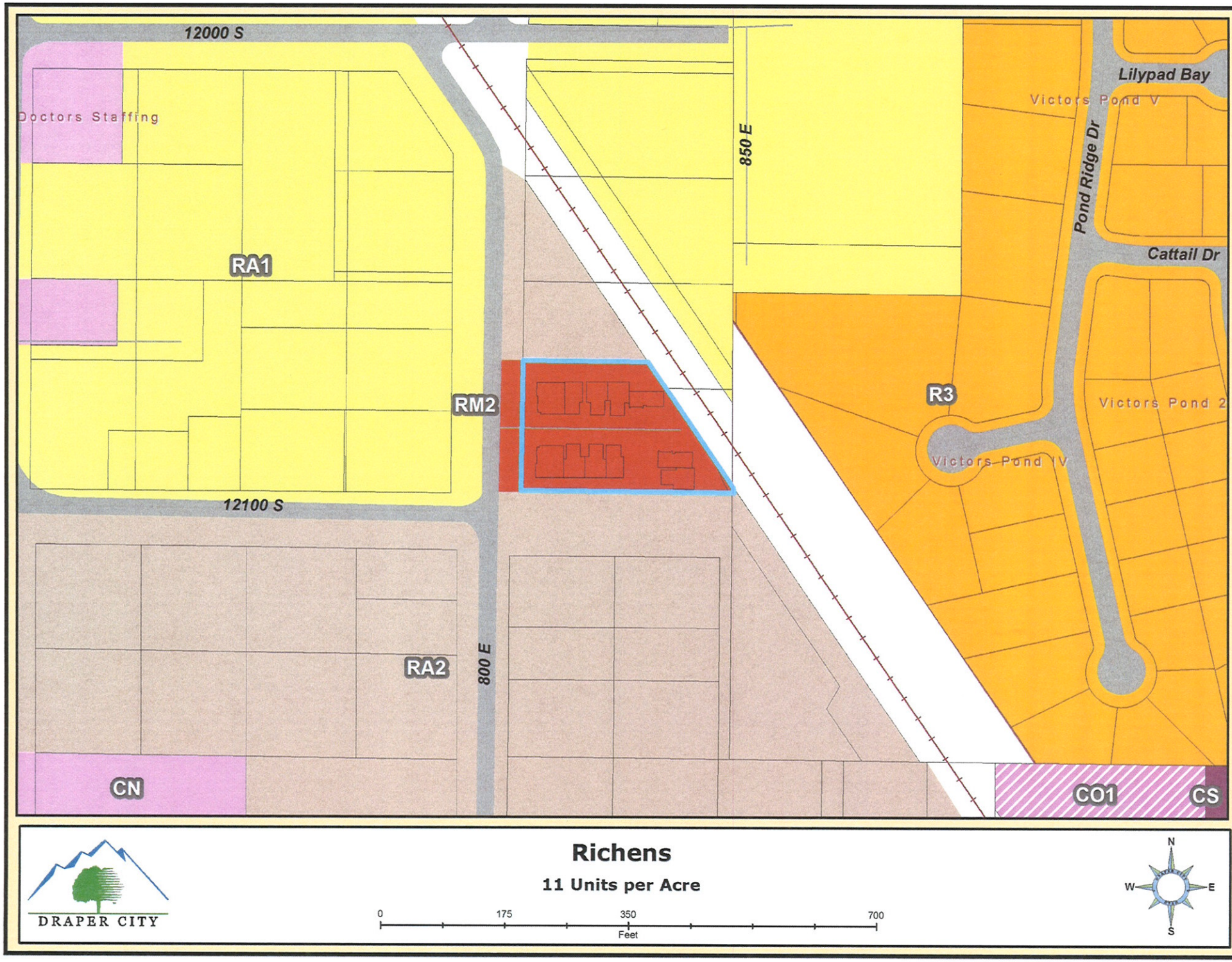
DRAPER CITY

Parc at Day Dairy

17 Units per Acre

0 345 690 1,380
Feet

N W E S



DRAPER CITY

Richens

11 Units per Acre

0 175 350 700
Feet

N
W E
S

Exhibit 'C'

Public Comment Letters

ITEMS
HANDED OUT
AT 09.19.2013
PC MEETING

Submitted @ meeting
9/19/2013

William and Cathy Floyd
318 E 12000 S
Draper, UT 84020
801-244-2639

RE: 130822-12052S

Dan Boles,

It was impossible to get this letter to you one week prior to the hearing on this land use and zoning map change. I hope you accept this tonight as I am having a neighbor bring it to the hearing. I am currently I Russia.

I have many objections to the change. The first is the amount of houses-townhomes that are being proposed. There is too much traffic on 300 E now and when there is an activity at Juan Diego it is even worse. It is difficult to leave for work in the morning unless you just butt your way out or find one nice person to let you out. We even have to wait to get into our driveway at times. The traffic is backed up but no one will let you in. There are many more traffic problems on 12000 S. When cars are parked on both sides there is only room for one car to drive down the road and there will be people that will prefer to use 12000 S rather than 300 E.

What does this do to our property value? Especially with the rentals at Day Park?

The housing surrounding this piece of property is zoned R-1, R-2, and RM-1. There is also an elementary school, middle school, and catholic school adjacent to this property. Why are you trying to stuff so many people in such a small space? Most of us bought here for the land and open space. We knew eventually this land would be developed but thought it would be single family housing. We would prefer to have homes on smaller lots rather than 109 townhomes with only 28 guest parking spaces. The adjacent townhomes have over 100 guest parking spaces.

We tried to have our property rezoned from one acre to 2 half acres but because our development (Andrus Acres) is zoned for one acre we were denied. Yet there are only two lots in Andrus Acres that are one acre or more – mine and the house across the street belonging to Bryce Green.

It appears that any vacant lot in Draper is up for multiple housing even if neighbors on both sides have a half acre or more. Just look at 800 E south of 12000 S. These residential roads can't take much more traffic with the school traffic that is already here.

If our vote counts for anything, we want single family housing with a minimum of 1/5 acre so that would be about 45 houses at most.

Thank you
Cathy Floyd, William(Ernie) Floyd

Cathy Floyd

William Ernest Floyd

Dan Boles

From:	Tina Vigos [tvigos@bloxr.com]
Sent:	Thursday, September 19, 2013 2:52 PM
To:	Dan Boles
Cc:	M T Vigos (mtvigos@hotmail.com)
Subject:	Garbett Homes Request for High Density Zoning

Hello Dan:

I am a resident of the Andrus Acres neighborhood. I reside at 409 East 12000 South. I am not sure my husband or I can make the meeting tonight, so wanted to voice our [illegible] of the idea of building MORE high density housing in our neighborhood area.

We built in Draper (permit was given to us in 1996) when Andrus Acres, a developed subdivision, was surrounded by A1 zoning from 11800 South to 12200 South and between what are not The Cottages and 700 East.

My husband and I built our house with our own hands and chose our lot based on its zoning and Draper City's promises of rural zoning surrounding us. We hoped to own horses and ride along the promised trails within the A1 zoned area.

To make a long story short, we have been promised everything under the sun from Draper City government that we would be able to live the lifestyle of our choice, but have been constantly disappointed by the City's fall from grace for the almighty dollar.

1. A land swap wiped out 60 acres of land to the north of us to build the Skaggs Catholic Center – even though our neighborhood protested vehemently.
2. To aid the building of the school, the canal to which all residents along the north side of 12000 South have water rights, were denied those rights when the water was put in a storm drain pipe.
3. Open land on 12100 South and 300 East was going to be the site of the new Draper Library...dropping it directly next to currently built single family residences. It was changed to ½ acre lots for single family homes.
4. Draper City wanted to build the new city hall on the land now being sought after by Garbett Homes. Again...plunked down in the middle of a single family home residential area. We got the city hall moved to a more appropriate location, but still the onslaught continues.
5. The Post Office was put in, much to the dismay of residents closest to it and the round-a-bout because of concerns of increased traffic flow, etc. Again, on deaf ears.
6. Any open land was then cut up into ½ acre portions, thus further limiting the lifestyle choices the rest of us had.
7. Draper then developed land on 12300 South to the point of being so congested, it is almost impossible to travel that route to get on the freeway with any sense of ease. As you know, there are apartment buildings going up at an alarming pace along 12300 South which will only further congest the area adding even more traffic and people to what we all hoped would be a rural lifestyle.

To succinctly put it, Draper has abused us enough! Our home values plummeted not only because of the past decade of poor real estate performance, but because of the mixed bag we have been forced to live with.

My husband and I both agree that the highest density housing that should be allowed in this area are single family homes on a minimum of ½ acre lots as the precedents have already been set all around our neighborhood.

One last request – [illegible] do not allow Garbett Homes to build the same types of buildings in Draper that they have on the west side out by Daybreak. To be honest, they simply do not fit in architecturally, aesthetically or practically with the feel of the neighborhood, or with what we thought Draper was supposed to be about – rural living in the city.

Best regards,

Tina M. Vigos
Quality Assurance
BLOX Corporation
960 W. Levoy Dr., Ste 100
Salt Lake City, UT 84123
Office: 801 590-9880 x9890
Mobile: 801-680-0525
tvigos@bloxr.com

Dan Boles

From: Marjo Burdette [marjo.burdette@utah.edu]
Sent: Thursday, September 19, 2013 12:06 PM
To: Dan Boles
Subject: Zoning Change in Draper

Importance: High

Follow Up Flag: Follow Up
Due By: Thursday, September 19, 2013 12:38 PM
Flag Status: Flagged

Mr. Boles,

I will not be able to attend the hearing on 09/19 concerning the zoning change for property 300 E and 11950 So. I live in the South Willowcreek Condo development which is immediately west of this property. I am against developing this property and more specifically to placing more condos in the area.

This area of Draper is saturated with condos and townhomes, so if there are going to be any living units built on this property, my preference would be single family dwellings instead of high density townhomes. I like the existing field and don't want anything built that will obstruct the beautiful view of the Wasatch Mountains.

Another concern is the increased traffic this will cause. The existing roads that access this property are narrow, unmarked (no painted dash lines) roads that are sufficient for the current traffic load, but insufficient for increased traffic. I DO NOT WANT ANY INCREASED TRAFFIC ON OUR STREETS! Also, since the property is across from Juan Diego High School the traffic and parking is already very heavy from time to time.

I hope you will give serious consideration to the impact that rezoning will have to those of us who live and attend school in the surrounding area.

Sincerely,

Marjo Burdette
Development Specialist, College of Humanities Dean's Office, University of Utah
255 So Central Campus Dr, Rm 2100, SLC, UT 84112 | phone: 801-585-3988 | fax: 801-585-5190

Dan Boles

From: suzanne nelson [byusue@yahoo.com]
Sent: Wednesday, September 18, 2013 3:45 PM
To: Dan Boles
Subject: proposed zoning change at 300 East and 11950 South

Follow Up Flag: Follow Up
Due By: Wednesday, September 18, 2013 4:33 PM
Flag Status: Flagged

Dear Mr. Boles,

I live on 300 East at 12073 South. My husband and I built our home almost 10 years ago. We bought a lot in this area because of the old-fashioned farm feel of the neighborhood. We loved the fact that everyone had 1/2 to full acre lots, most with animal rights.

I want to let you know that we **STRONGLY OPPOSE** the proposed zone change for the lot located across the street and to the north of our home. There are several obvious reasons why a change to highest density housing is not a responsible choice for this area. The following seem to be the two most important:

1) The traffic on 300 East is already at maximum capacity. From the hours of 730am to 815am each weekday, 3pm to 4pm each weekday, and 2pm-3pm on Wednesdays when the Skaggs Center schools have their early out day there is a constant stream of cars. The morning traffic is often backed up past the round-about and is always beyond my driveway. The potential to add hundreds more cars to that congestion is alarming. When there are events at the Skaggs Center, 300 East and 12000 South turned into one lane roads because event patrons park everywhere, including areas clearly marked with no parking signs. A natural diversion to avoid 300 East is to take 12000 South or 12100 South up to 700 East. This is not a solution to the problem, but rather compounds it, making those streets very busy as well. This problem cannot be solved by adding a turn lane, additional through lanes, or a traffic signal on 300 East.

In addition, there are not sidewalks on both sides of the road, or even complete sidewalks on one side. Many Juan Diego students leave the school campus for lunch and walk to nearby eateries. It is already hazardous for them with the amount of current traffic and lack of sidewalks. RM2 zoning would create the potential for many more cars, which is clearly reckless choice.

I am very interested to know how the City plans to address the current traffic situation before they consider adding to it. I know a traffic study has been ordered by the potential developer and am interested to know its findings.

2) There are ordinances in place that require buffer housing between the highest density residential (what is being proposed) and lowest density residential (what is currently in the immediate neighborhood east of 300 East). Although I understand the economic benefit that the City will gain by having more homeowners to pay more taxes, I cannot comprehend the fact that Draper City would consider compromising the current ordinances in order to make money. What is the point of having ordinances if they can be dismissed so easily?

I have not addressed other concerns felt by all of the area neighbors, such as the potential decrease in our home values, the loss of open, green space (which makes this area special), and the fact that a high density residential development is being built in our backyards already with the Parc at Day Dairy project. On a personal side, I spent a year trying to have the current traffic situation resolved when we first moved here. I did a traffic calming report, neighborhood petition and made various phone calls. No one ever returned my calls or

responded to my paperwork. This does not instill a lot of confidence that the situation will be corrected. Seeing that the zone change is even a consideration terrifies me.

Lastly, I feel that the zone change/land use amendment meeting notification letters should have been sent to a much larger geographical area around the parcel under consideration. Many of my nearby neighbors did not receive a letter. In an effort to be more transparent, the City should reconsider the distance requirements when sending out letters of this nature.

I appreciate your taking time to read my letter, and others that have come from my neighbors. I also thank you for passing them along to any additional appropriate parties.

Sincerely,
Suzanne Nelson

Dan Boles

From:	Christian Cole [Christian@capitalpremium.net]
Sent:	Wednesday, September 18, 2013 4:29 PM
To:	Dan Boles
Cc:	christian@coleclan.com; KristalCole (kristal@coleclan.com); bysue@yahoo.com
Subject:	Proposed zoning change (approx 120000 South 300 East)
Attachments:	garbettproposal.pdf
Follow Up Flag:	Follow Up
Due By:	Wednesday, September 18, 2013 4:36 PM
Flag Status:	Flagged

Dear Dan Boles:

I am writing to share my concerns about the proposed zoning change for the property that is located approximately 300 East 120000 South, Draper Utah.

The project, as currently proposed, seems out of proportion to the property and is not consistent with the homes surrounding the development.

I purchased my home in Draper because of the surrounding homes and the spacious lots they are built on. The streets had lower traffic and were primarily only traveled by neighboring residence. With the current proposal to change the zoning to RM2, it would flood the community with traffic making the side street of 120000 South a primary outlet. While the project raises many potential issues, I am particularly concerned about its impact on home value, traffic and child safety.

These twelve units per acre, will add population to an already populated area. Whenever a function is held at Juan Diego parking already extends up and down the roads of 300 East, 120000 South and 12(000 South making them almost impossible to navigate during these events. If the zoning is approved it will change the character of Draper in ways that cannot later be undone.

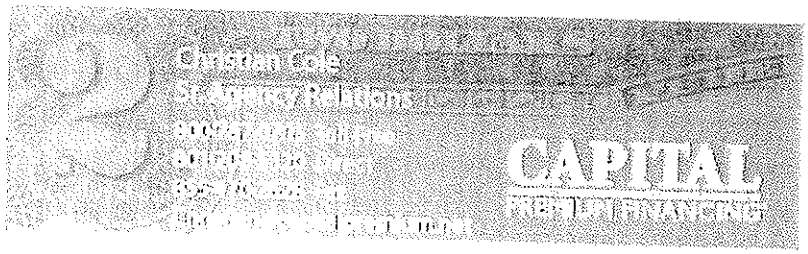
The proposed location also does not make sense for a RM1 or a RM2 zoning change. The only reason the builder would chose these zones is to maximize the profit for the amount of land they are buying, or in other words money. The builder does not live in the surrounding homes otherwise zoning would not even be an issue. The builder would realize that as a resident he would not want 12 units per acre when he had purchased his home on minimum of a half-acre in the surrounding neighborhood.

I urge you to reject the proposed zoning change, which is clearly not consistent with the values and the surrounding homes of this area.

Sincerely,

Garbettes and Kristel Cole

Current residents at 11963 South 630 East, Draper, Utah 84020



www.capitalpremium.net

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Dan Boles

From: Teri Bronson [teribronson@gmail.com]
Sent: Wednesday, September 18, 2013 4:42 PM
To: Dan Boles
Subject: rezoning

Dear Mr. Boles

I am not able to attend the hearing tomorrow regarding the rezoning of the property across from Juan Diego High School. I am a resident of South Willow Creek Townhome development which is just west of said property.

I am extremely concerned that high density townhomes are being considered for this area that is already saturated with townhomes! The traffic in this area is extreme and I can't even imagine what it would be like to add an additional 100+ homes in such a small area. My preference would be single residential units instead.

I hope you will consider this matter carefully and the impact it will have to our neighborhood.

Sincerely,

Teri Bronson

Concerned Neighbor
Draper, Utah
801-450-9488