CITY COUNCIL AGENDA

Tuesday, November 10, 2026, 6:00 PM
1020 E. Pioneer Rd.
Draper, Utah 84020
Council Chambers

6:00 PM STUDY SESSION (ADMINISTRATIVE CONFERENCE ROOM)

CLOSED MEETING, IF NECESSARY - TO BE ANNOUNCED IN MOTION
The Draper City Council may temporarily recess the meeting and convene in a closed meeting as provided by UCA § 52-4-205

Council/Manager Reports

7:00 PM BUSINESS SESSION

1. Call to Order

2. Pledge of Allegiance

3. Proclamation - World Kindness Week

4. Oaths of Office - Fire Department

5. Public Comments
To be considerate of everyone attending the meeting, public comments will be restricted to items that are not listed on this or a future agenda and limited to three minutes per person. Comments which cannot be made within these limits should be submitted in writing to the City Recorder prior to noon the day before the meeting. Comments pertaining to an item on the agenda should not be given at this time but should be held until that item is called.

6. Consent Items

6.a Approve the October 20, 2026 City Council Meeting Minutes

6.b Approve Resolution #26-48
A resolution appointing Deputy Fire Chief Steve Pearson as Interim Fire Chief. Staff: Mike Barker.

6.c Approve Resolution #26-50
A resolution approving an At Grade Crossing Agreement with the Utah Transit Authority. Staff: Traci Gundersen.

7. Items for Council Consideration

7.a Public Hearing: Ordinances #1743 and #1744

Ordinances amending the Official Land Use Map and Official Zoning Map of Draper City for approximately 7.71 acres of property from Residential Medium Density to Business & Light Manufacturing, and from R3 (Single-Family Residential) to CBP (Business/Manufacturing Park), located at Approximately 267 West 11915 South Within Draper City, Otherwise known as The Duffin Land Use Map Zoning Map Amendment Requests. Staff report by Nick Whittaker, MCMP.

8. Adjournment

I, the City Recorder of Draper City, certify that copies of this agenda for the **Draper City Council** meeting to be held **November 10, 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: City Council
From:
Date: 2026-11-10
Re: Approve the October 20, 2026 City Council Meeting Minutes

---

Comments:

ATTACHMENTS:

2026-10-06 DRAFT City Council Meeting Minutes.pdf

MINUTES OF THE DRAPER CITY COUNCIL MEETING HELD ON TUESDAY, OCTOBER 20, 2026, IN THE DRAPER CITY COUNCIL CHAMBERS, 1020 EAST PIONEER ROAD, DRAPER, UTAH

PRESENT: Mayor Troy K. Walker, and Councilmembers Kathryn Dahlin, Mike Green, Bryn Heather Johnson, Tasha Lowery, and Fred Lowry

EXCUSED:

STAFF: Kellie Challburg, Assistant City Manager; Scott Cooley, City Engineer and Public Works Director; Rich Ferguson, Chief of Police; Jennifer Jastremsky, Community Development Director; Robert Markle, Deputy Public Works Director; Rhett Ogden, Parks and Recreation Director; Derek Orth, Human Resource Director; Linda Peterson, Communications Director; Nicole Smedley, City Recorder; Clint Smith, Fire Chief; Jake Sorensen, Network Manager; and John Vuyk, Finance Director

---

Study Session

Closed Meeting

Closed meeting was not held.

Discussion: Fleet Policy

Deputy Public Works Director Robert Markle said staff began working on the Draper City Fleet Management Policy in 2024 to control and manage fleet growth, better manage the budget, and standardize fleet operations. Mr. Markle said the policy was modeled on the best run fleet departments in the country. He presented key elements of the Fleet Management Policy, which provided a clear framework for measuring performance and ensuring fleet resources supported operational needs throughout the City by establishing a structured, cost-effective, and data-driven approach to procurement, maintenance, and replacement of vehicles and equipment. Mr. Markle answered questions from the Council, and said the Draper City fleet included approximately 400 vehicles. The Council thanked Mr. Markle for the presentation.

Council/Manager Reports

- Public Works Director Scott Cooley said UDOT would add a dedicated right exit-only lane onto northbound I-15 from Bangerter Parkway, and said the striping project would begin in the next week or two. He reported the

roundabout proposed at 300 East and 13800 South would be very expensive to design and build, and asked how the Council wanted to proceed. Mr. Cooley said he believed a signal would be needed at the location in the long-term. Councilmember T. Lowery said she would not want to waste money on a roundabout if a signal would be needed eventually. A majority of the Council expressed support for a signal instead of a roundabout at the intersection. Responding to a question from Councilmember T. Lowery, Mr. Cooley said a signal would be installed at Rambling Road in 2027 after the 300 East signal.

- Councilmember Johnson said she met with Ralph Johnson concerning the Cross Point area, and said Mr. Johnson was a proponent of high-density residential in the area. She suggested it would be helpful for the City to have statistics and data for issues such as traffic for the Council to be prepared for developer proposals. Councilmember Green stated the properties were already zoned for their highest and best use, and the burden of proof for a change was on the developer. He said he did not agree with Mr. Johnson's proposal. Councilmember Johnson asked if there were resources available to help her verify data presented to her on potential projects. Community Development Director Jennifer Jastremsky said staff could provide some basic information on the property in question gathered from past applications denied by the Council.

- Councilmember Green reported the National Guard planned to move locations due to expected freeway expansion, and suggested some of the current National Guard property might be useful for the City to acquire for the Public Works Department. He said he would get more information from a National Guard facilities representative if directed by the Council. A majority of the Council indicated support. Councilmember T. Lowery suggested Mr. Cooley take a look at the property as well.

- Finance Director John Vuyk said he would present a formal proposed budget amendment to the Council at a future meeting for a computer for the Police Department, but said the computer was needed now, and asked for an indication from the Council concerning whether they would approve the request when presented. Chief Ferguson explained the computer was needed for the Detective Division. A majority of the Council indicated support for exceeding the $10,000 threshold for the single purchase.

- Parks and Recreation Director Rhett Ogden said the airlift for the 40-foot bridge installation was scheduled for that coming Thursday morning. Councilmember F. Lowry suggested adding a mural to the bridge to discourage graffiti.

- Assistant City Manager Kellie Challburg reported three affordable employee housing units were still available with Ivory Homes, and said Ivory asked that the City expand the qualifying pool. She stated that the City Attorney reviewed the contract and reported the City had the latitude to do so. Ms. Challburg said if the units were not used for affordable employee housing soon, Ivory would ask for the units to be released. She suggested opening the opportunity to part-time employees of the City and the school district who were past their probation period. Mayor Walker suggested opening the opportunity to members of the National Guard. Councilmember Green asked if the Area Median Income (AMI) could be increased above 80%/120%. Councilmember T. Lowery said she wanted to make sure all police and fire employees were fully aware of the opportunity. The Council discussed interest rate buy down and down payment help options. Councilmember Green said before expanding the qualifying pool he was interested in knowing what the hurdle had been for employees who had considered and backed away from the opportunity, with a goal of addressing any hurdles internally. Councilmember T. Lowery expressed agreement. Ms. Challburg said she would set up a meeting/lunch to share information about the opportunity.

Business Session

1. Call to Order by Mayor Troy K. Walker

2. Pledge of Allegiance led by Rhett Ogden

3. Proclamation

   Mayor Walker read aloud a proclamation acknowledging November 1, 2026 as Extra Mile Day in Draper City. He recognized Draper City crossing guards as Extra Mile Heroes, and presented gifts to crossing guards in attendance. The Council took the opportunity for a photograph.

4. Public Comments

   There were no public comments.

5. Consent Items

5.a Approve the October 6, 2026 City Council Meeting Minutes

5.b Approve Resolution #26-29 of the Draper City Council amending and extending an agreement with APC Towers

Councilmember Green moved to approve the Consent Agenda. Councilmember T. Lowery seconded the motion.

A roll call vote was taken. The motion passed unanimously.

	Yes	No	Absent
Councilmember Green	X		
Councilmember Johnson	X		
Councilmember T. Lowery	X		
Councilmember F. Lowry	X		
Councilmember Dahlin	X		

6. Adjournment

Councilmember Green moved to adjourn the meeting. Councilmember Dahlin seconded the motion, which passed by unanimous voice vote (5-0).

The meeting adjourned at 7:15 pm.

DRAFT

MEMO

To: City Council
From: Mike Barker, City Manager
Date: 2026-11-10
Re: Approve Resolution #26-48

Comments:

ATTACHMENTS:

Resolution 26-48 Appointing an Interim Fire Chief.pdf

RESOLUTION NO. 26-48

A RESOLUTION OF THE DRAPER CITY COUNCIL APPOINTING AN INTERIM FIRE CHIEF

WHEREAS, the Draper City Council has established the position of Fire Chief to administer the day-to-day operations of the Draper City Fire Department in accordance with the ordinances, policies, and programs adopted by the Draper City Council; and

WHEREAS, the current Fire Chief, Clint Smith, is retiring effective November 13, 2026; and

WHEREAS, the Fire Chief position carries the powers, duties, responsibilities, and authority delegated by the Draper City Council and applicable law; and

WHEREAS, pursuant to Draper City Municipal Code 3-1-030 and Utah Code 10-3b-104, Mayor Troy K. Walker desires to appoint Steve Pearson as Interim Draper City Fire Chief, with the advice and consent of the City Council, effective November 13, 2026, to exercise the powers, duties, responsibilities, and authority of the Fire Chief; and

WHEREAS, Mayor Walker has determined that appointing Steve Pearson as Interim Fire Chief is in the best interest of the health, safety and welfare of the citizens of Draper City, based on Pearson's abilities, tenure with the City, prior experience relating to the duties of the office, and managerial capabilities.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Appointment. Steve Pearson is hereby appointed Interim Draper City Fire Chief, with all the powers, duties, responsibilities, and authority specified by statute, ordinance, and policy. The appointment is effective November 13, 2026, and shall continue until Mayor Walker appoints a permanent Fire Chief in accordance with Draper City ordinances and applicable Utah law. The Draper City Council hereby provides its advice and consent to this appointment.

Section 2. Severability. If any section, part, or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution, and all sections, parts, and provisions of this Resolution shall be severable.

Section 3. Effective Date. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE 10th DAY OF NOVEMBER, 2026.

ATTEST: DRAPER CITY

_____ _____

Nicole Smedley, City Recorder Mayor Troy K. Walker

VOTE TAKEN:	YES	NO
Councilmember Dahlin	_____	_____
Councilmember Green	_____	_____
Councilmember Johnson	_____	_____
Councilmember T. Lowery	_____	_____
Councilmember F. Lowry	_____	_____
Mayor Walker	_____	_____

MEMO

To: City Council
From:
Date: 2026-11-10
Re: Approve Resolution #26-50

Comments:

ATTACHMENTS:

R-26-50 Approving At Grade Crossing Agreement UTA.pdf
ATTACHMENTS:

7453 License for City Signature 10-29-2026.pdf

RESOLUTION NO. 26-50

A RESOLUTION OF THE DRAPER CITY COUNCIL
APPROVING AN AT GRADE CROSSING AGREEMENT WITH
THE UTAH TRANSIT AUTHORITY

WHEREAS, the Utah Transit Authority ("UTA") owns a railroad corridor known as the North South Light Rail Line (the "Right of Way") in Draper City; and

WHEREAS, Draper City currently operates and maintains an approximate 50-foot-wide asphalt roadway, including curb, gutter, and sidewalk (the "At Grade Crossing"), that crosses the surface of the Right of Way at approximately Mile Post NS 17.30 in Draper, Utah; and

WHEREAS, UTA and Draper City desire to enter into an At Grade Crossing Agreement (UTA Contract # NS/S/7453/G) (the "Agreement") granting the City a license to construct, operate, and maintain the At Grade Crossing on and across the Right of Way; and

WHEREAS, the standard administrative fee, real estate usage charge, and related inspection fees have been waived by UTA; and

WHEREAS, the City Council finds that approving the Agreement is in the best interest of the health, safety, and welfare of the citizens of Draper City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Approval of Agreement. The At Grade Crossing Agreement between the Utah Transit Authority and Draper City Corporation, attached hereto as Exhibit A and incorporated herein by reference, is hereby approved. The Mayor is hereby authorized to execute the Agreement on behalf of Draper City.

Section 2. Severability. If any section, part, or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution, and all sections, parts, and provisions of this Resolution shall be severable.

Section 3. Non-Substantive Corrections. The City Attorney is hereby authorized to make any non-substantive, clerical, typographical, or de minimis corrections or edits to this Resolution or to the Agreement (including Exhibits) that do not materially alter the rights, obligations, or intent of the parties, without the need for further action by the City Council.

Section 4. Effective Date. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE 10th DAY OF NOVEMBER, 2026.

DRAPER CITY

_____

Mayor Troy K. Walker

ATTEST:

_____

Nicole Smedley, City Recorder

VOTE TAKEN:	YES	NO	ABSENT
Councilmember Dahlin	___	___	___
Councilmember Green	___	___	___
Councilmember Johnson	___	___	___
Councilmember T. Lowery	___	___	___
Councilmember F. Lowry	___	___	___
Mayor Walker	___	___	___

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

AT GRADE CROSSING AGREEMENT
(Interlocal Municipal Form)

UTA Contract # NS/S/7453/G
Mile Post: NS 17.30
Latitude: 40.525310
Longitude: -111.857386
Draper, Utah

THIS AT GRADE CROSSING AGREEMENT (the "Agreement") is made and entered into as of the _____ day of _____, 2026 **(to be dated after the final executing signature by UTA)**, by and between UTAH TRANSIT AUTHORITY, a large public transit district organized pursuant to the laws of the State of Utah (hereinafter "UTA"), and Draper City Corporation, a municipal corporation and political subdivision of the State of Utah, with a principal address of 1020 East Pioneer Road, Draper, UT 84020 (hereinafter "Licensee").

RECITALS

WHEREAS, UTA is the owner of a certain railroad corridor known as the North South Light Rail Line (the "Right of Way") acquired by UTA for the development and expansion of its public transportation system;

WHEREAS, Licensee currently operates and maintains an approximate 50 foot wide asphalt roadway, including curb, gutter and sidewalk (the "At Grade Crossing") located on and across the surface of the Right of Way which crosses at approximately Mile Post NS 17.30 (Latitude 40.525310, Longitude -111.857386) in Draper, Utah, whereby no historical Agreement has been located; and

WHEREAS, Licensee desires a license for the construction, operation and maintenance of the At Grade Crossing.

AGREEMENT

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereinafter set forth, the mutual benefits to the Parties to be derived herefrom, and for other valuable consideration, the receipt and sufficiency of which the Parties acknowledge, it is hereby agreed as follows:

ARTICLE I
INCORPORATED TERMS AND DEFINITIONS

For purposes of this Agreement, the following definitions shall apply:

1.1 "Construct" and "Construction" mean the initial installation of the At Grade Crossing (or any improvements to the At Grade Crossing) in or otherwise materially affecting the Right of Way, as well as any subsequent reconstruction, relocation, restoration or rehabilitation of the At Grade Crossing (or any improvements to the At Grade Crossing) in or otherwise materially affecting the Right of Way.

1.2 "Emergency Access Manager" means the person or office responsible for controlling emergency Construction and Maintenance access to the Right of Way. The Emergency Access Manager as of the execution of this Agreement shall be reached at (801) 562-1229. UTA may change the designated

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

Emergency Access Manager from time to time by delivery of notice in accordance with Article XVI of this Agreement.

1.3 "Freight Operator" means any entity using the Right of Way, or any portion thereof, to provide common carrier freight operations.

1.4 "Governmental Authority" means any federal, state, municipal, local or other division of government, or any agency thereof, having or asserting jurisdiction with respect to any matter related to this Agreement.

1.5 "Hazardous Materials" mean any materials or substances: (i) which are present in quantities and in forms which require investigation, removal, cleanup, transportation, disposal, response or remedial action (as the terms "response" and "remedial action" are defined in Section 101 of the Comprehensive Environmental Compensation and Liability Act of 1980, as amended, 42 U.S.C. §9601 (24) and (25)) under any applicable federal, state or local environmental law, regulation, ordinance, rule or bylaw, as such are amended from time to time, whether existing as of the date hereof, previously enforced or subsequently amended (each hereafter an "Environmental Law"); or (ii) which are defined as "hazardous wastes," "hazardous substances," "pollutants" or "contaminants" under any Environmental Law.

1.6 "Losses" mean any losses, damages, claims, demands, actions, causes of action, penalties, expenses, litigation costs, attorneys' fees, expert witness fees, court costs, amounts paid in settlement, judgments, interest or other costs resulting from: (i) loss of or damage to the property of any Party or Third Person; (ii) death or personal injury to the agents of any Party or to any Third Person; or (iii) the cleanup or other requirements regarding any incident involving Hazardous Materials. The term "Losses" shall not include any losses, damages, claims, demands, actions, causes of action, penalties, expenses, litigation costs, attorneys' fees, expert witness fees, court costs, amounts paid in settlement, judgments, interest or other costs excluded from Licensee's indemnification obligations and assumed by UTA pursuant to Sections 8.1 and 8.2 of this Agreement.

1.7 "Maintain" and "Maintenance" mean the performance of any repair, restoration, rehabilitation, refurbishment, retrofitting, inspection, monitoring, observation, testing, or similar work with respect to the At Grade Crossing (or any improvements to the At Grade Crossing) in or otherwise materially affecting the Right of Way.

1.8 "Master Interlocal Agreement" means that certain Master Interlocal Agreement Regarding Fixed Guideway Systems Located Within Railroad Corridors, effective February 13, 2004, entered by and among UTA and the various municipalities and counties within which UTA's rights of way are situated.

1.9 "Party" and "Parties" mean UTA or Licensee, and UTA and Licensee, respectively.

1.10 "At Grade Crossing" means the approximate 50 foot wide asphalt roadway, curb, gutter and sidewalk installed and maintained by Licensee, pursuant to this Agreement and located on and across the surface of the Right of Way at Mile Post NS 17.30 (Latitude 40.525310, Longitude -111.857386) on the North South Light Rail Line in Draper, Utah as described in Exhibit "A". The term "At Grade Crossing" shall also apply to any and all rearrangements, modifications, reconstruction, relocations, removals and extensions or additions concerning the At Grade Crossing that are authorized and approved by UTA pursuant to this Agreement (unless they are the subject of a separate agreement that does not incorporate the terms hereof).

1.10.1 Licensee acknowledges that from time-to-time UTA requires maintenance, repairs and replacement of Track Improvements within the Right of Way affecting the At-

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

Grade Crossing. UTA shall provide Licensee with written notice of any non-emergency work that will require a partial or full closures of the At Grade Crossing at least thirty (30) days prior to any full closure and at least ten (10) days prior to any partial or lane closure. For emergency work, UTA shall provide notice as soon as practicable. The parties shall coordinate in good faith regarding partial and or full road closures to accommodate Track Improvements with the Right of Way.

1.11 "Third Person" means any individual, corporation or legal entity other than UTA and Licensee.

1.12 "Track Improvements" mean any and all tracks, rails, ties, switches, frogs, end of track barricades or bumpers and other barricades or bumpers, derail devices, tie plates, spikes, wires, fastenings and any other appurtenances related thereto, drainage structures, grading, ballast, subgrade stabilization, crossings, tunnels, bridges, trestles, culverts, structures, facilities, leads, spurs, turnouts, tails, sidings, signals, crossing protection devices, communications systems or facilities, catenary systems and wires, poles and all other operating and non-operating appurtenances located within the Right of Way.

1.13 "UTA System" means any light rail, commuter rail, trolley, guided busway, or similar public transportation system constructed by UTA in the Right of Way as contemplated in the Master Interlocal Agreement.

1.14 "Utility" and "Utilities" mean and include all properties, facilities, utilities, crossings, encroachments, lines and similar appurtenances located within the Right of Way by permissive or prescriptive authority including, but not limited to, pipelines, tubelines, water and gas lines or mains, electrical conduits, ditches and other drainage facilities, wires, fiber optics, communication lines, sewer pipes, overhead wiring and supporting structures and appurtenances, and all similar installations.

1.15 "Work Window" means the time period designated by UTA during which Construction, Maintenance and any other work with respect to the At Grade Crossing within the Right of Way is permissible. UTA may, at any time and at UTA's sole discretion, determine that the Work Window shall not be concurrent with any passenger operations within the Right of Way.

ARTICLE II
GRANT OF LICENSE AND REAL ESTATE USAGE CHARGE

2.1 UTA customarily assesses a standard administrative fee reflecting the clerical, administrative and handling expense incurred in connection with the processing of this Agreement. The standard administrative fee has been waived consistent with the provisions of the Master Interlocal Agreement.

2.2 In consideration of the real estate usage charge to be paid by Licensee, and in further consideration of the covenants and agreements to be kept, observed and performed by Licensee hereunder, UTA hereby grants Licensee a license to Construct, Maintain and operate the At Grade Crossing in the location shown and in conformity with the dimensions and specifications indicated on the attached print dated **April 30, 2026** and approved by UTA Engineer on **June 12, 2026** marked Exhibit "A" (Exhibit "A" is attached hereto and hereby incorporated into and made a part of this Agreement by reference).

2.3 Licensee agrees to pay UTA a one-time real estate usage charge of **$0** payable on or before the date of execution. Licensee agrees to pay an upfront Flagging cost of **$0** and Special Inspection cost of **$0** (these fees are more clearly described in Section 5.1).

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

ARTICLE III
ACCESS TO THE RIGHT OF WAY

3.1 Except in the event of an emergency (as provided in Section 3.2 below), Licensee shall request permission from UTA at least ten days (or such shorter period as may be approved by UTA) prior to performing any Construction or Maintenance in or otherwise materially affecting the Right of Way. Licensee's request to access the Right of Way shall be specific as to the time, date and activities for which Licensee seeks permission. The request shall also include a summary of the method and manner in which the Construction or Maintenance will be performed. As part of the application process, UTA may require Licensee (and its contractors or other agents seeking access to the Right of Way) to attend any track access coordination meetings, safety training or other instruction as may be deemed necessary by UTA. Once granted, UTA's permission to enter the Right of Way shall be formalized in writing and delivered to Licensee. After permission has been granted, Licensee shall comply with all conditions, instructions and requirements of such permit and with all instructions or directions given by UTA including, if required, daily telephone notification to the applicable rail dispatch center prior to each entry into the Right of Way. All contact with UTA shall be coordinated through the person designated by UTA from time to time as set forth in Article XVI of this Agreement. Provided that Licensee complies with the provisions of this Section, UTA agrees not to unreasonably withhold, condition, or delay its approval of Licensee's request.

3.2 Licensee shall have the right to enter the Right of Way in the event of an emergency to make repairs necessary to protect against imminent and serious injury or damage to persons or property. Licensee shall take all precautions necessary to ensure that such emergency entry does not compromise the safety of any operations conducted in the Right of Way by UTA or the Freight Operator. Licensee must notify the Emergency Access Manager of the emergency access and the work being performed prior to entering the Right of Way; Licensee's police, fire, and emergency medical personnel may enter the Right of Way without prior notice in an exigent circumstance and shall provide notice to the Emergency Access Manager as soon as practicable thereafter.

ARTICLE IV
CONSTRUCTION AND MAINTENANCE OF THE AT GRADE CROSSING

4.1 All Construction and Maintenance with respect to the At Grade Crossing shall be performed to the satisfaction of UTA and in accordance with the conceptual, engineering and/or design plans ("Design Plans") previously approved by UTA and attached hereto as Exhibit "A." All Construction and Maintenance with respect to the At Grade Crossing shall be performed in a workmanlike manner, in compliance with all applicable industry standards and in compliance with the requirements of any applicable Governmental Authority. UTA may impose requirements in addition to or more stringent than industry or legal standards if UTA deems such requirements necessary for the safety of operations conducted in the Right of Way. UTA may also require additional fabrication methods, staging requirements or other precautions. All Construction and Maintenance with respect to the At Grade Crossing shall be performed during the designated Work Window. UTA shall have the right, but not the obligation, to observe any and all work performed in or otherwise materially affecting the Right of Way in connection with the At Grade Crossing to ensure that such work is performed in accordance with the requirements set forth in this Agreement. In its Construction or Maintenance of the At Grade Crossing, Licensee shall not make any material deviation from the Design Plans without UTA's prior written approval. Licensee shall submit to UTA plans setting out the method and manner of handling all work to be performed under the Track Improvements including, without limitation, the shoring and cribbing, if any, required to protect the operations of UTA, the Freight Operator or the owner of any adjacent tracks. Licensee shall not proceed with any such work until Licensee's proposed methods have been approved by UTA. TheAt Grade Crossing shall be placed at the location acceptable to UTA and shall not interfere with any Track Improvements.

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

4.2 Various Utilities exist on, over and under the surface of the Right of Way. Prior to commencing any Construction or Maintenance with respect to the At Grade Crossing, Licensee shall properly investigate and determine the location of all such Utilities. In addition to the required investigation, Licensee shall have all Utilities in the area of the At Grade Crossing "blue-staked" and clearly marked prior to any excavation. Licensee shall make arrangements for the protection of all Utilities and shall commence no excavation, boring or other penetration in the Right of Way until all such protection has been accomplished.

4.3 Fiber optic cable systems may be buried in the Right of Way. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Licensee shall be solely responsible for contacting UNION PACIFIC RAILROAD COMPANY during normal business hours (7:00 a.m. to 9:00 p.m. Central Time, Monday through Friday, except holidays) at 1-800-336-9193 (also a 24-hour, 7-day number for emergency calls) and for determining if fiber optic cable is buried near the location of the At Grade Crossing. If so, Licensee will contact the telecommunications company(ies) involved, make arrangements for a cable locator and, if applicable, make arrangements for relocation or other protection of the fiber optic cable. Licensee shall not commence any work until all such protection and/or relocation have been accomplished. Licensee shall be solely responsible for all coordination with Union Pacific and any telecommunications companies. In coordinating the relocation or protection of fiber optic cable, Licensee shall not rely on any statements, engineering drawings or other oral or written representations of UTA or its representatives. In addition to other indemnity provisions in this Agreement, Licensee shall indemnify, defend and hold the UTA Indemnitees (as defined in Section 8.1 of this Agreement) harmless from and against all Losses arising out of: (a) any damage to or destruction of any telecommunications system proximately caused by any Construction, Maintenance or other work performed by Licensee or its agents relative to the At Grade Crossing; and/or (b) any injury to or death of any person employed by or on behalf of any telecommunications company proximately caused by any Construction, Maintenance or other work performed by Licensee or its agents relative to the At Grade Crossing. Except to the extent that liability is assumed by UTA as set forth in Sections 8.1 and 8.2 of this Agreement, Licensee shall not have or seek recourse against UTA for any claim or cause of action for alleged loss of profits or revenue or loss of service or other consequential damage to a telecommunication company using UTA's Right of Way or a customer or user of services of the fiber optic cable on UTA's Right of Way.

4.4 Licensee shall be solely responsible for obtaining any property rights, easements, licenses, rights of way or other permission from Third Persons (collectively "Third Person Property Rights") as may be necessary to Construct, Maintain or operate the At Grade Crossing including, without limitation, any needed permission from the owner of any adjacent railroad corridor. Licensee shall also be solely responsible for obtaining any necessary franchises, permits or other necessary approvals from Governmental Authorities (collectively "Approvals"). Licensee agrees to pay any and all costs and expenses relating to such Third Person Property Rights or Approvals, and to assume any and all liability therefor.

4.5 Except as authorized in this Agreement or as may be immediately required for (and only at the actual time of) performance of any Construction or Maintenance contemplated under this Agreement, and then only in full compliance with all clearance standards and other safety requirements, Licensee shall not place, permit to be placed, erect, pile, store, stack, park, suffer or permit any line, building, platform, fence, gate, vehicle, car, pole, or other structure, obstruction, or material of any kind within the Right of Way.

4.6 Licensee shall Construct, Maintain, and operate the At Grade Crossing in compliance with all requirements imposed by any Governmental Authority including, without limitation, the requirements of the Federal Railroad Administration, the Occupational Safety and Health Administration and the Utah Department of Transportation. Licensee shall also Construct, Maintain and operate the At Grade Crossing

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

in compliance with all applicable environmental laws. Licensee shall take all suitable precautions to prevent any leakage or other interference with the operation of the Track Improvements or any other UTA or Third Person installations or facilities. If for any reason the Construction of the At Grade Crossing causes interference with the operation of Track Improvements or any other UTA or Third Person installations or facilities existing prior to the Construction of the At Grade Crossing, Licensee shall, upon notification by UTA and at Licensee's sole cost and expense, take such action as is necessary to eliminate the interference.

4.7 If, in connection with the performance of any Construction or Maintenance work, Licensee or its Contractor damages any Track Improvements, Utilities, or any other facilities, Licensee shall repair or replace such facilities with the same or similar materials, if available, as reasonably required by the UTA, consistent with applicable Federal and State laws and regulations and to the satisfaction of UTA.

4.8 At the request of UTA, Licensee shall install markers identifying the location of the At Grade Crossing and related appurtenances at the Right of Way boundaries (where the At Grade Crossing enters and exits the Right of Way) or other locations where UTA may designate. Markers shall be installed in a form and size as may be determined by UTA and at the sole cost and expense of Licensee. UTA hereby expressly reserves the right to require Licensee to erect and maintain, at Licensee's sole cost and expense, any and all signs of any character and nature whatsoever (e.g., location of At Grade Crossing, precautionary and/or warning signs, etc.) that UTA deems necessary or advisable in connection with the operation of the At Grade Crossing. Licensee shall install and/or erect any marker or sign that may be required under this Section within thirty (30) days after receiving written instructions from UTA.

4.9 Upon completion of any Construction or Maintenance relating to the At Grade Crossing, Licensee shall restore the surface of the Right of Way to its prior condition including, but not limited to, replacing any soil that was removed and thoroughly compacting it level with the adjacent surface of the ground and restoring any fences or other property that Licensee disturbed or removed from the Right of Way.

4.10 If a contractor is to perform any Construction or Maintenance contemplated in this Agreement, then the Licensee shall cause its contractor to comply with all applicable provisions of this Agreement. Additionally, Licensee shall require its contractor to execute UTA's form Contractor's Right of Entry Agreement (the "Contractor Agreement"). Any and all contractors used by Licensee in the Construction or Maintenance of the At Grade Crossing are subject to the approval of UTA, which approval shall not be unreasonably withheld, conditioned or delayed.

4.11 If Licensee fails to notify UTA a minimum of ten (10) days before the construction or maintenance of the At Grade Crossing or if Licensee's Contractor fails to obtain a Contractor Agreement, Licensee agrees to pay UTA an additional three thousand dollars (**$3,000)** as a fee for the initial inspection of the At Grade Crossing, together with any other additional fees incurred by UTA to verify that the At Grade Crossing was installed as per the approved plans. Such review and verification could include verifying method and materials installed. If the At Grade Crossing was not installed in the approved location, and with the approved materials, as described in the approved plans, Licensee agrees to remove the At Grade Crossing and reinstall it according to the approved plans at Licensee's sole cost and expense.

ARTICLE V
CONSTRUCTION OBSERVATION BY UTA – LICENSEE TO BEAR ALL COSTS

5.1 The current cost of flagging is $800/day for an eight (8)-hour day and $1,200/day for a twelve (12) - hour day, $2,400 for a fourteen (14)-hour day. Flagging is charged in blocks, with a minimum billing of an eight (8) - hour period. The current cost for a special inspector is $76/hour with a two (2) -hour minimum charge per inspection/inspector. UTA has determined that zero (0), eight (8) -hour

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

day for Flagging and zero (0), two (2) -hour day for a Special Inspection will be needed for the construction of this At Grade Crossing. Licensee will pre-pay $0 for Flagging and a Special Inspection at or before the execution of this Agreement. If after the construction of the At Grade Crossing extra days of Flagging or Special Inspection have been collected, Licensee may submit in writing for a refund from UTA. Submission for refund will need to be submitted to UTA within thirty (30) days of the date of completion of the At Grade Crossing. Refunds will only be issued after confirmation from UTA operations that the flagging and special inspection days were not used.

5.2 In the event that UTA, in its sole discretion, determines that any other inspectors (technical or special), monitors, observers, safety personnel, additional flaggers or other persons are required given the nature of the Construction or Maintenance to be performed, UTA may, at its sole discretion, provide such personnel and Licensee shall, within thirty (30) days, reimburse UTA for the reasonable costs thereby incurred.

ARTICLE VI
LICENSEE TO BEAR ALL COSTS RELATED TO AT GRADE CROSSING

Except as otherwise set forth in the Master Interlocal Agreement, or in Sections 7.2 and Article 8 of this Agreement, Licensee shall be solely responsible for any and all costs incurred with respect to any Construction, Maintenance or other work related to the At Grade Crossing.

ARTICLE VII
SUBORDINATION OF RIGHTS GRANTED - RELOCATION OF AT GRADE CROSSING

7.1 The rights granted pursuant to this Agreement shall be subject and subordinate to the prior and continuing right and obligation of UTA to fully use the Right of Way, including the right and power of UTA to construct, maintain, repair, renew, use, operate, modify, or relocate new or existing Track Improvements upon, along, above, or across any or all parts of the Right of Way and other UTA property, all or any of which may be freely done at any time or times by UTA. The grant of license for the At Grade Crossing is made without covenants of title or quiet enjoyment. UTA makes no warranties, either express or implied, regarding the nature, extent or status of its title to the Right of Way or regarding the existence or nonexistence of Third Person rights which may be superior to the license granted pursuant to this Agreement.

7.2 Licensee shall, within sixty (60) days after receipt of written notice from UTA, modify or relocate (or, if agreed between the Parties, allow UTA to modify or relocate) all or any portion of the At Grade Crossing as UTA may reasonably designate. To the extent that the modification or relocation of the At Grade Crossing is necessitated by the construction, reconstruction, modification or relocation of any UTA System, UTA shall be responsible for the costs of such relocation. To the extent that the modification or relocation of the At Grade Crossing is necessitated because the At Grade Crossing is conflicting with or causing interference with any UTA or Third Person Track Improvements or Utilities existing prior to the Construction of the At Grade Crossing, then Licensee shall be responsible for the costs of such relocation. All the terms, conditions and stipulations herein expressed with reference to the At Grade Crossing in the location described herein shall, so far as the At Grade Crossing remains on UTA property, apply to the At Grade Crossing as modified or relocated pursuant to this Section.

7.3 The foregoing grant is also subject to the outstanding superior rights previously conveyed or granted to Third Persons by UTA, or its predecessors in interest, and the right of UTA to renew and extend the same.

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

ARTICLE VIII
INDEMNITY AND RELEASE

8.1 Licensee agrees to protect, defend, release, indemnify and hold harmless UTA, and any successors, contractors, officers, directors, agents and employees of UTA (the "UTA Indemnitees"), from and against any and all Losses resulting from: (a) negligence on the part of Licensee, or any employees, principals, contractors or agents of Licensee, in connection with any Construction, Maintenance or other work performed by or on behalf of Licensee with respect to the At Grade Crossing; (b) negligence on the part of Licensee, or any employees, principals, contractors, or agents of Licensee, in the use or operation of the At Grade Crossing; or (c) Licensee's breach of any provision of this Agreement. Notwithstanding the foregoing, Licensee shall not be required to indemnify UTA for, and UTA hereby assumes responsibility for, any losses, damages, claims, demands, actions, causes of action, penalties, expenses, litigation costs, attorneys' fees, expert witness fees, court costs, amounts paid in settlement, judgments, interest or other costs that are proximately caused by the negligence, recklessness or willful misconduct of UTA with respect to the construction, maintenance or operation of any UTA System or Track Improvements. Licensee's indemnity and defense obligations under this Section are limited to the extent permitted by the Utah Governmental Immunity Act, Utah Code Title 63G-7, and nothing in this Agreement constitutes a waiver of the protections afforded Licensee under the Act. In addition, Licensee's indemnity obligations under this Section do not apply to any losses arising out of or related to the design, construction, installation, condition, or maintenance of any UTA System or Track Improvements, except to the extent caused by the sole negligence of Licensee.

8.2 Licensee acknowledges that the Right of Way may be subject to prospective purchaser agreements and covenants not to sue that UTA has entered with the Utah Department of Environmental Quality and the United States Environmental Protection Agency. Pursuant to such agreements, UTA is required to characterize any excavated soil that appears to contain (or has the potential to contain) Hazardous Materials and to handle and dispose of any such soil in compliance with applicable state and federal laws. Under these agreements, UTA is not required to excavate any soil except as required for construction related to the installation of a UTA System. Accordingly, any excavation that Licensee performs with respect to the At Grade Crossing exposes UTA to potential environmental liability that would not otherwise be present. As consideration for the rights granted to Licensee hereunder, Licensee agrees to assume all potential liability and responsibility for, and to indemnify and hold UTA harmless with respect to, any Losses related to the characterization and removal of any Hazardous Materials discovered during Construction or Maintenance. Licensee agrees to perform any such characterization and removal in full compliance with all applicable state and federal environmental laws. Notwithstanding the foregoing, Licensee shall not be required to indemnify UTA for, and UTA hereby assumes responsibility for, any losses, damages, claims, demands, actions, causes of action, penalties, expenses, litigation costs, attorneys' fees, expert witness fees, court costs, amounts paid in settlement, judgments, interest or other costs related to any Hazardous Materials discovered as the result of modification or relocation work performed by or on behalf of Licensee in conjunction with the construction, reconstruction, modification or relocation of any UTA System. To the extent that either Party actually causes a release of Hazardous Materials into the Right of Way, such party shall be responsible for the characterization and removal of such Hazardous Materials and shall indemnify the other Party with respect to all losses resulting therefrom.

8.3 Licensee hereby releases UTA from, and agrees not to seek recourse against UTA with respect to, any claims, damages, fees, expenses or other losses proximately caused by Third Persons including, without limitation, Third Persons having licenses or other interests in the Right of Way. Nothing contained herein shall be construed or deemed to be a release of any Third Persons by Licensee.

8.4 The provisions of this Article shall survive the termination of this Agreement.

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

ARTICLE IX
CLAIMS AND LIENS FOR LABOR AND MATERIALS; TAXES

9.1 Licensee shall fully pay for all materials joined or affixed to the Right of Way in connection with the At Grade Crossing, and for all labor performed with respect to the At Grade Crossing. Licensee shall not permit or suffer any mechanic's or materialman's lien of any kind or nature to be enforced against the property for any work done or materials furnished thereon at the instance or request or on behalf of Licensee.

9.2 Licensee shall promptly pay or discharge all taxes, charges and assessments assessed or levied upon, in respect to, or on account of the At Grade Crossing to prevent the same from becoming a charge or lien upon the Right of Way and so that any taxes, charges and assessments levied upon or with respect to such property shall not be increased because of the At Grade Crossing or any improvements, appliances, or fixtures connected therewith.

ARTICLE X
TERMINATION

10.1 UTA may terminate this Agreement if: (a) Licensee ceases to use the At Grade Crossing in an active and substantial way for any continuous period of one (1) year; (b) Licensee continues in default with respect to any provision of this Agreement for a period of thirty (30) days after UTA delivers written notice to Licensee identifying the nature of Licensee's breach of this Agreement; provided, however that if the nature of Licensee's breach is such that it cannot be cured within such thirty (30)-day period, Licensee shall not be deemed in default if Licensee commences to cure the breach within thirty (30) days and thereafter diligently continues to remedy the breach; or (c) Licensee removes the At Grade Crossing from the Right of Way.

10.2 Termination of this Agreement for any reason shall not affect any of the rights, obligations or liabilities that have accrued prior to or concurrent with such termination.

ARTICLE XI
INSURANCE

11.1 During the life of this Agreement, Licensee shall, at its sole cost and expense, obtain and maintain the insurance described in Exhibit "B" (Exhibit "B" is attached hereto and hereby incorporated into and made a part of this Agreement by reference). Licensee will also provide to UTA a Certificate of Insurance, identifying UTA Contract Number NS/S/7453/G., issued by its insurance carrier confirming the existence of such insurance and indicating that the policy or policies contain the following endorsement:

"Utah Transit Authority is named as an additional insured with respect to all liabilities arising out of the existence, use or any work performed on or associated with the At Grade Crossing Agreement NS/S/7453/G. in the railroad right of way known as the North South Light Rail Line at approximately Mile Post NS 17.30 in Draper, Salt Lake County, Utah"

11.2 Failure to maintain insurance as required shall entitle, but not require UTA to terminate the license granted hereby immediately.

11.3 If Licensee is a public entity subject to any applicable statutory governmental immunity laws, the limits of insurance described in Exhibit "B" shall be the limits the Licensee then has in effect or that are required by applicable current or subsequent law, whichever is greater, a portion of which may be self-insured with the consent and approval of UTA. Licensee does not waive any of its rights of entitlements

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

to governmental immunity and limitations on liability to Third Persons under the Utah Governmental Immunity Act.

11.4 Licensee hereby acknowledges that it has reviewed the requirements of Exhibit "B", including without limitation the requirement for Railroad Protective Liability Insurance during construction, maintenance, installation, repair or removal of the at grade crossing which is the subject of this Agreement.

ARTICLE XII
REMOVAL OF AT GRADE CROSSING UPON TERMINATION OF AGREEMENT

Upon termination of this Agreement pursuant to Article X hereof, Licensee shall, if requested in writing by UTA and at Licensee's sole cost and expense, remove the At Grade Crossing from the Right of Way and shall restore, to the satisfaction of UTA, such portions of the Right of Way to at least as good a condition as such were in at the time that Licensee first entered the Right of Way. If Licensee fails to do the foregoing within a reasonable time, UTA may, at its option, perform such removal and restoration work at the expense of Licensee. Licensee shall reimburse UTA for the costs incurred in any restoration or removal work performed under this Article within thirty (30) days after receipt of the bill therefor. In the event UTA removes the At Grade Crossing pursuant to this Article, UTA shall in no manner be liable to the Licensee for any damage sustained by Licensee for or on account thereof, and such removal and restoration shall in no manner prejudice or impair any other right of action, including the recovery of damages, that UTA may have against the Licensee. The provisions of this Article shall survive the termination of this Agreement.

ARTICLE XIII
ASSIGNMENT

Licensee may not assign this Agreement, in whole or in part, or any rights herein granted, without UTA's written consent, which consent shall not be unreasonably withheld, conditioned, or delayed. Notwithstanding the foregoing, Licensee may assign this Agreement and its rights hereunder as part of a consolidation with an entity that: (a) is a successor governmental entity to Licensee; (b) is annexed with, merged into or consolidated with Licensee; or (c) that acquires substantially all of the assets of Licensee provided, however, that in any of the above instances such entity seeking an assignment under this Article must, as a condition to such assignment, assume all terms and conditions of this Agreement without limitation.

ARTICLE XIV
SUCCESSORS AND ASSIGNS

Subject to the provisions of Article XIII, this Agreement shall be binding upon and inure to the benefit of the Parties hereto, their officers, employees, representatives, successors and assigns.

ARTICLE XV
SEVERABILITY

This Agreement is executed by the Parties under current interpretation of any and all applicable federal, state, county, municipal, or other local statutes, ordinances, or laws. Furthermore, each and every separate division hereof shall have independent and severable status from each other division, or combination thereof, for the determination of legality, so that if any separate division herein is determined to be unconstitutional, illegal, violative of trade or commerce, in contravention of public policy, void,

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

invalid or unenforceable for any reason, that separate division shall be treated as a nullity but such holding or determination shall have no effect upon the validity or enforceability of each and every other division, or other combination thereof.

ARTICLE XVI
NOTICES

Except as specifically provided elsewhere in this Agreement, all notices, requests, demands and other communications hereunder shall be in writing and shall be deemed given if personally delivered or mailed, certified mail, return receipt requested, or sent by overnight carrier to the addresses set forth herein. Addresses for notice may be changed by giving ten (10) days written notice of the change in the manner set forth herein.

If to UTA:

Utah Transit Authority
Attn: Property Management
669 West 200 South
Salt Lake City, UT 84101
PropertyManagement@rideuta.com

With a Copy to:

Utah Transit Authority
Attn: Legal Counsel
669 West 200 South
Salt Lake City, UT 84101

If to Licensee:

Draper City Corporation
Attn: Mayor
1020 E Pioneer Road
Draper, UT 84020

ARTICLE XVII
NO IMPLIED WAIVER

The waiver by UTA of the breach by Licensee of any condition, covenant or agreement herein contained shall not impair any future ability of UTA to avail itself of any remedy or right set forth in this Agreement. Neither the right of supervision by UTA, nor the exercise or failure to exercise such right, nor the approval or failure to disapprove, nor the election by UTA to repair or reconstruct all or any part of the work contemplated by this Agreement shall be deemed a waiver of any of the obligations of Licensee contained or set forth in this Agreement.

ARTICLE XVIII
ENTIRE AGREEMENT - COUNTERPARTS

This Agreement shall constitute the entire agreement and understanding of the Parties with respect to the subject matter hereof, and shall supersede all offers, negotiations and other agreements with respect thereto. Any amendment to this Agreement must be in writing and executed by an authorized representatives of each Party. This Agreement may be executed in any number of counterparts and by each of the Parties hereto on separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument. Any signature page of this Agreement may be detached from any counterpart and reattached to any other counterpart hereof. The facsimile transmission of a signed original of this Agreement or any counterpart hereof and the retransmission of any signed facsimile transmission hereof shall be the same as delivery of an original.

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

ARTICLE XIX
FORUM SELECTION AND CHOICE OF LAW

This Agreement shall be construed and interpreted under the laws of the State of Utah and the parties agree that any action or proceeding brought concerning this Agreement may be brought only in the courts of Salt Lake County, Utah, and each party hereto hereby consents to the jurisdiction of such courts.

ARTICLE XX
SPECIAL PROVISIONS

Special provisions, if any, are included in the attached Exhibit "C" (Exhibit "C" is attached hereto and hereby incorporated into and made a part of this Agreement by reference).

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed in duplicate as of the date first herein written.

UTAH TRANSIT AUTHORITY

Reviewed and Approved as to Form for UTA

By: _____
Jon Larsen
Chief Capital Services Officer

_____
UTA Engineering

DocuSigned by:
Mike Bell
70E33A415BA44F6...

By: _____
Spencer Burgoyne
Manager, Property Administration

Mike Bell
Assistant Attorney General

By: _____
Shelley Nielsen
Sr. Property Administrator

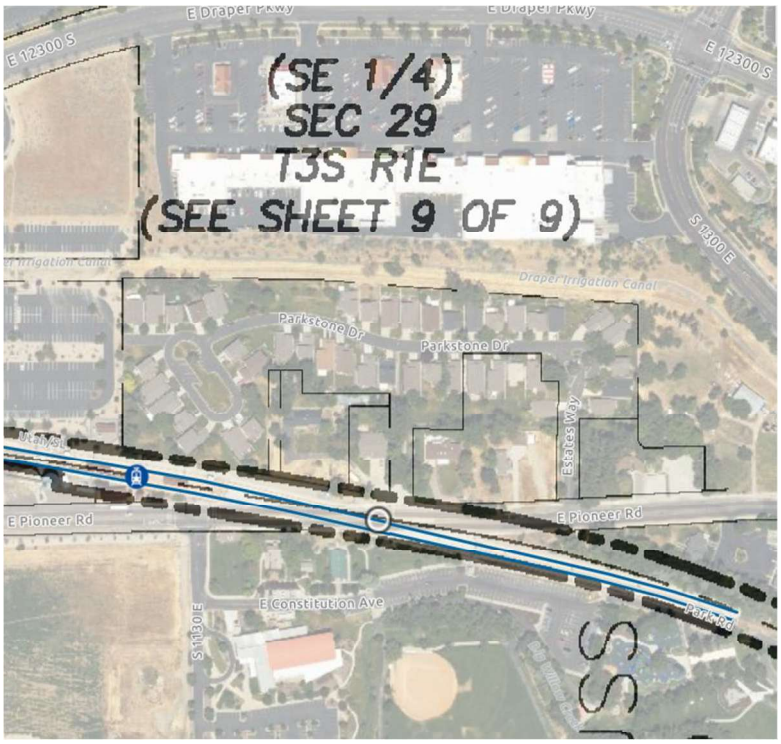
LICENSEE

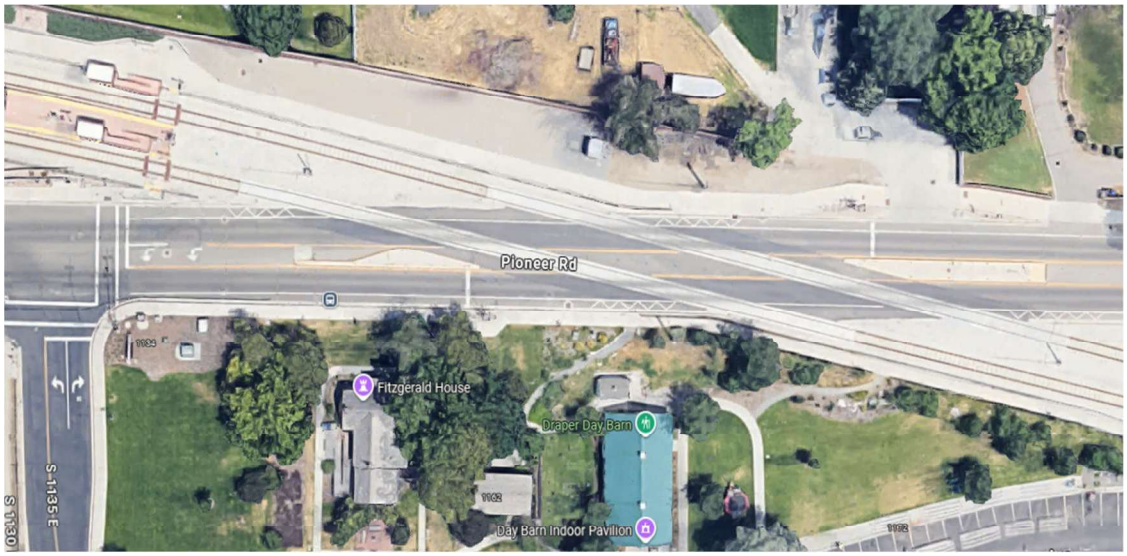
By: _____
Troy K Walker, Mayor
Draper City Corporation

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

EXHIBIT "A"
EXISTING AT GRADE CROSSING

[Insert engineering drawings showing the proposed crossing including proposed construction methods, shoring and cribbing requirements and mile post location]





Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

EXHIBIT "B"
INSURANCE REQUIREMENTS

Licensee shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

A. **Commercial General Liability Insurance:** Policy providing coverage for death, personal injury and property damage with a combined single limit of at least $2,000,000 each occurrence or claim and an aggregate limit of at least $4,000,000. The policy shall contain broad form contractual liability insurance covering the indemnity obligations assumed by Licensee in the Agreement. Exclusions for railroads (except where the At Grade Crossing is in all places more than fifty (50) feet from any railroad tracks, bridges, trestles, roadbeds, terminals, underpasses or crossings), and explosion, collapse and underground hazard shall be removed. Coverage provided on a "claims made" form shall provide for at least a two-year extended reporting and discovery period if (a) the coverage changes from a claims made form to an occurrence form, (b) there is a lapse/cancellation of coverage, or (c) the succeeding claims made policy retroactive date is different for the expiring policy.

    a. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Utah Transit Authority Property" as the Designated Job Site.

B. **Automobile Liability Insurance:** Policy providing bodily injury, property damage and uninsured vehicles coverage with a combined single limit of at least $2,000,000 each occurrence or claim. This insurance shall cover all motor vehicles including hired and non-owned, and mobile equipment if excluded from coverage under the commercial general liability insurance.

C. **Worker's Compensation and Employer's Liability Insurance:** Policy covering Licensee's statutory liability under the laws of the State of Utah. If Licensee is self-insured, evidence of State approval must be provided.

D. **Railroad Protective Liability Insurance (RRPLI):** During construction and maintenance within fifty (50) feet of an active railroad track, including but not limited to installation, repair or removal of facilities, equipment, services or materials, the Licensee and/or Licensee's Contractor must maintain "Railroad Protective Liability" insurance on behalf of UTA only as named insured, with a limit of not less than $2,000,000 per occurrence and an aggregate of $6,000,000.

    a. If the Licensee and/or Licensee's Contractor is not enrolling for this coverage under UTA's blanket RRPLI program, the policy provided must have the definition of "JOB LOCATION" AND "WORK" on the declaration page of the policy shall refer to this Agreement and shall describe all WORK or OPERATIONS performed under this Agreement.

E. **Umbrella or Excess Insurance:** If Licensee utilizes umbrella or excess policies, and these policies must "follow form" and afford no less coverage than the primary policy.

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

F. **Other Insurance Provisions:**

a. Licensee and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Licensee's insurance shall be primary with respect to any insurance carried by UTA. Licensee will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

b. The required insurance policy(ies) shall be written by a reputable insurance company with a current AM Best's Insurance Guide Rate of A better, or as may otherwise be acceptable to UTA. Such insurance company shall be authorized to transact business in the State of Utah.

c. The fact that insurance is obtained by Licensee shall not be deemed to release or diminish the liability of Licensee including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by UTA shall not be limited by the amount of the required insurance coverage.

d. All policies shall contain a waiver of subrogation in favor of UTA.

SUBMITTING REQUESTS FOR
RAILROAD PROTECTIVE LIABILITY INSURANCE
($2,000,000 per occurrence/ $6,000,000 aggregate)

Application forms for inclusion in Utah Transit Authority's Blanket Railroad Protective Liability Insurance Policy may be obtained from a Property Administrator.

If you have questions regarding railroad protective insurance (i.e., premium quotes, application) please contact Darren Bauer at:

Phone: (801) 287-2371
Email: Darren.bauer@rideuta.com

Send or hand deliver Checks and Applications to the following address:

Utah Transit Authority
Attn: Property Management
669 West 200 South
Salt Lake City, UT 84101

Docusign Envelope ID: 5322600F-87DF-8714-839B-BB89AD7B7901

EXHIBIT "C"
SPECIAL PROVISIONS

Licensee or Licensee's contractor must first obtain a TRAX Track Access Permit from UTA before any access will be allowed on UTA property. The current contact person for obtaining a TRAX Track Access Permit is Jeff Woodhead at (385) 218-8190, or such other contact as shall be identified on UTA's website location noted below.

A copy of the permit that shall be filled out and submitted can be found on UTA's website, under the Track Access Permit tab.

https://www.rideuta.com/Doing-Business/Property-Management

Note: Access Permits will not be issued without first having an executed Contractor's Right of Entry Agreement, UTA having received proof of insurance as provided in the Right of Entry Agreement, and verification that the Contractor and all of the Contractor's Employees have gone through UTA's Roadway Worker Training, if applicable.

Licensee or Licensee's contractor shall only cross the Right of Way at designated Public Crossings

MEMO

To: City Council
From: Nick Whittaker, MCMP
Date: 2026-11-10
Re: Public Hearing: Ordinances #1743 and #1744

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.

The Planning Commission reviewed this item at their October 8, 2026 meeting and forwarded a negative recommendation on a 4-0 vote.

Findings for Approval:

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

Findings for Denial:

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

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

ATTACHMENTS:

Ordinance 1743 Duffin LUMA.pdf
ATTACHMENTS:

Ordinance 1744 Duffin ZMA.pdf
ATTACHMENTS:

Duffin Luma and Zma report.pdf

ORDINANCE NO. 1743

AN ORDINANCE AMENDING THE OFFICIAL LAND USE MAP OF DRAPER CITY FOR APPROXIMATELY 7.71 ACRES OF PROPERTY FROM RESIDENTIAL MEDIUM DENSITY TO BUSINESS & LIGHT MANUFACTURING, LOCATED AT APPROXIMATELY 267 WEST 11915 SOUTH WITHIN DRAPER CITY, OTHERWISE KNOWN AS THE DUFFIN LAND USE MAP AMENDMENT.

WHEREAS, pursuant to State law, Draper City has adopted a General Plan and Land Use Map to guide the future development of the City; and

WHEREAS, from time to time it is necessary to review and amend the Land Use Map to keep pace with development within the City and to ensure the provision of a variety of economic uses; and

WHEREAS, the proposed land use change set forth herein has been reviewed by the Planning Commission and the City Council, and all appropriate public hearings have been held in accordance with Utah law to obtain public input regarding the proposed revisions to the Land Use Map; and

WHEREAS, the Planning Commission has reviewed and made a recommendation to the City Council concerning the proposed amendment to the Land Use Map of Draper City, and the City Council has found the proposed Land Use change to be consistent with the City's General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH:

Section 1. **Land Use Map Amendment**. The following described real property located at approximately 267 West 11915 South within Draper City, Salt Lake County, State of Utah, previously designated Residential Medium Density as shown on the Draper City Land Use Map, as depicted in Exhibit "A" hereto, is hereby changed to Business & Light Manufacturing:

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.
SITUATED IN SALT LAKE COUNTY, STATE OF UTAH

Section 2. **Severability Clause**. If any part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

Section 3. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or 30 days after final passage, whichever is closer to the date of final passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE _____ DAY OF _____, 2026.

DRAPER CITY

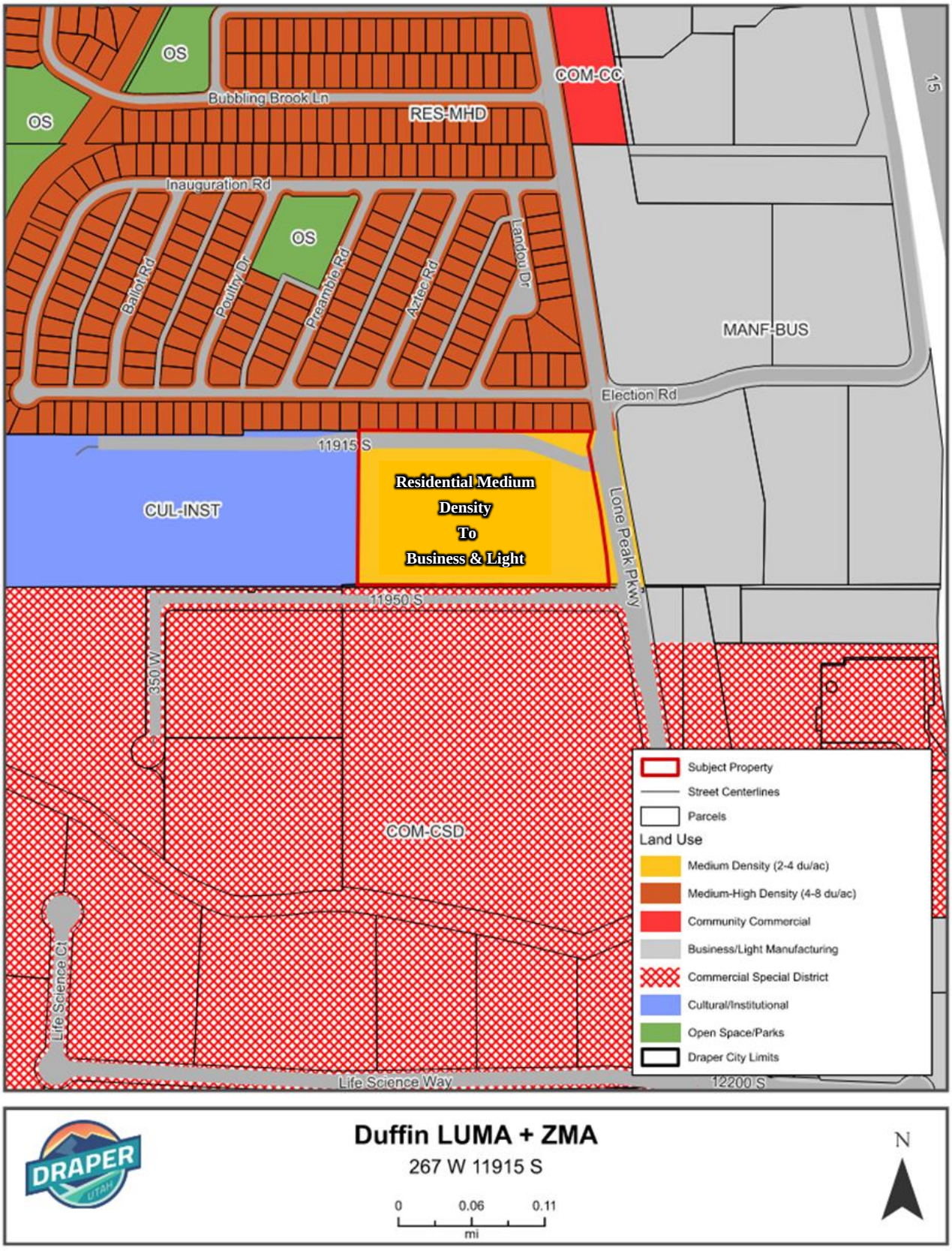
_____
Mayor Troy K. Walker

ATTEST:

_____
Nicole Smedley, City Recorder

VOTE TAKEN:	YES	NO	ABSENT
Councilmember Green	____	____	____
Councilmember Johnson	____	____	____
Councilmember T. Lowery	____	____	____
Councilmember F. Lowry	____	____	____
Councilmember Dahlin	____	____	____
Mayor Walker	____	____	____

EXHIBIT A
DUFFIN LAND USE MAP AMENDMENT



ORDINANCE NO. 1744

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF DRAPER CITY FOR APPROXIMATELY 7.71 ACRES OF PROPERTY FROM R3 (SINGLE-FAMILY RESIDENTIAL) TO CBP (BUSINESS/MANUFACTURING PARK), LOCATED AT APPROXIMATELY 267 WEST 11915 SOUTH WITHIN DRAPER CITY, OTHERWISE KNOWN AS THE DUFFIN ZONING MAP AMENDMENT.

WHEREAS, pursuant to State law, Draper City has adopted a Zoning Ordinance and Zoning Map to guide the orderly development and use of property within the City; and

WHEREAS, from time to time it is necessary to review and amend the Zoning Map to keep pace with development within the City and to ensure the provision of a variety of economic uses; and

WHEREAS, the proposed zone change set forth herein has been reviewed by the Planning Commission and the City Council, and all appropriate public hearings have been held in accordance with Utah law to obtain public input regarding the proposed revisions to the Zoning Map; and

WHEREAS, the Planning Commission has reviewed and made a recommendation to the City Council concerning the proposed amendment to the official Zoning Map of Draper City, and the City Council has found the proposed zone change to be consistent with the City's General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH:

Section 1. Zoning Map Amendment. The following described real property located at approximately 267 West 11915 South within Draper City, Salt Lake County, State of Utah, previously zoned R3 as shown on the Draper City Zoning Map, as depicted in Exhibit "A" hereto, are hereby changed and rezoned to CBP:

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.
SITUATED IN SALT LAKE COUNTY, STATE OF UTAH

Section 2. Severability Clause. If any part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

Section 3. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or 30 days after final passage, whichever is closer to the date of final passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE _____ DAY OF _____, 2026.

DRAPER CITY

_____
Mayor Troy K. Walker

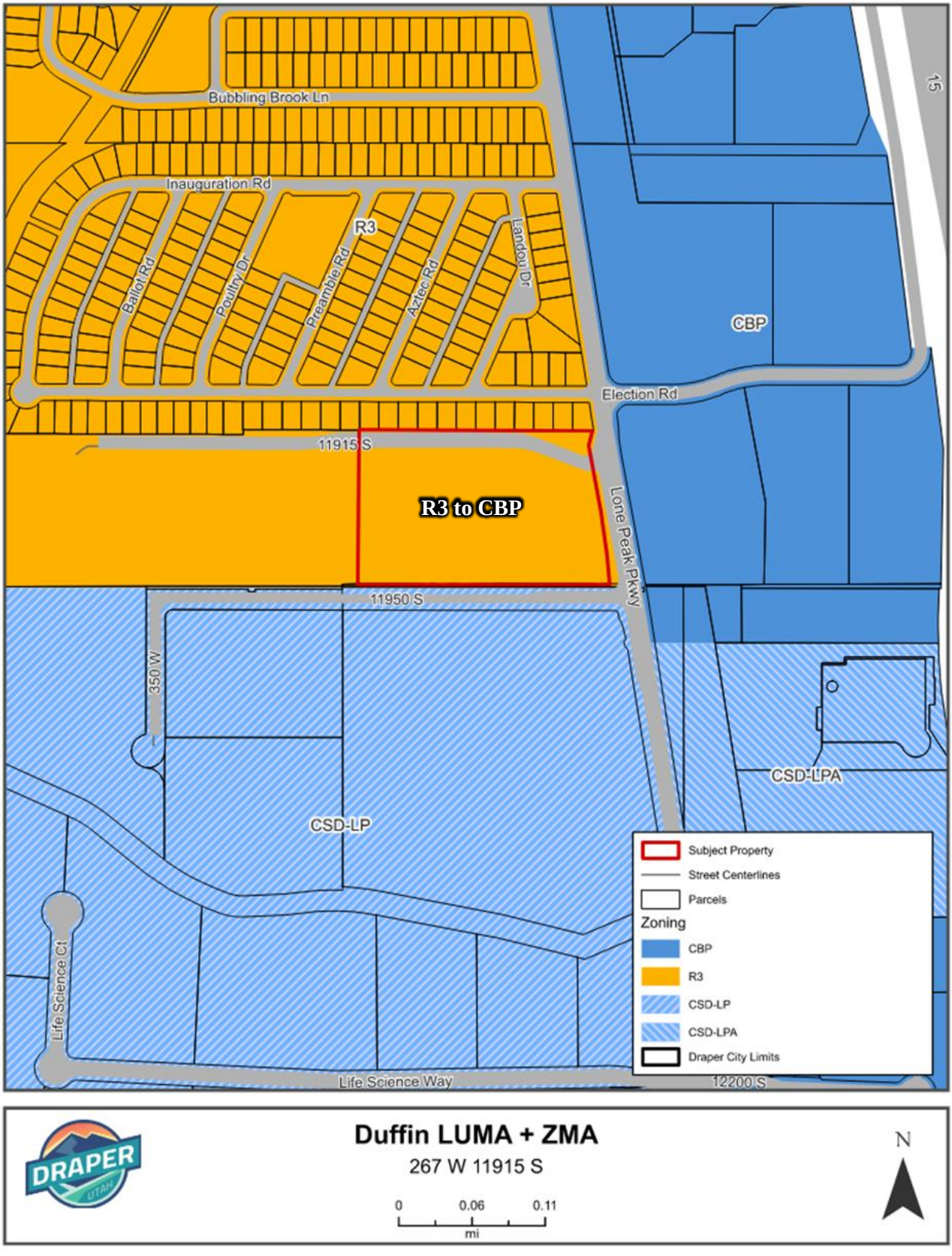
ATTEST:

_____
Nicole Smedley, City Recorder

VOTE TAKEN:	YES	NO	ABSENT
Councilmember Green	____	____	____
Councilmember Johnson	____	____	____
Councilmember T. Lowery	____	____	____
Councilmember F. Lowry	____	____	____
Councilmember Dahlin	____	____	____
Mayor Walker	____	____	____

EXHIBIT A

DUFFIN ZONING MAP AMENDMENT



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 ft^2 min. lot size)
Acreage:	7.71 Acres (Approximately 88,427 ft^2)
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.

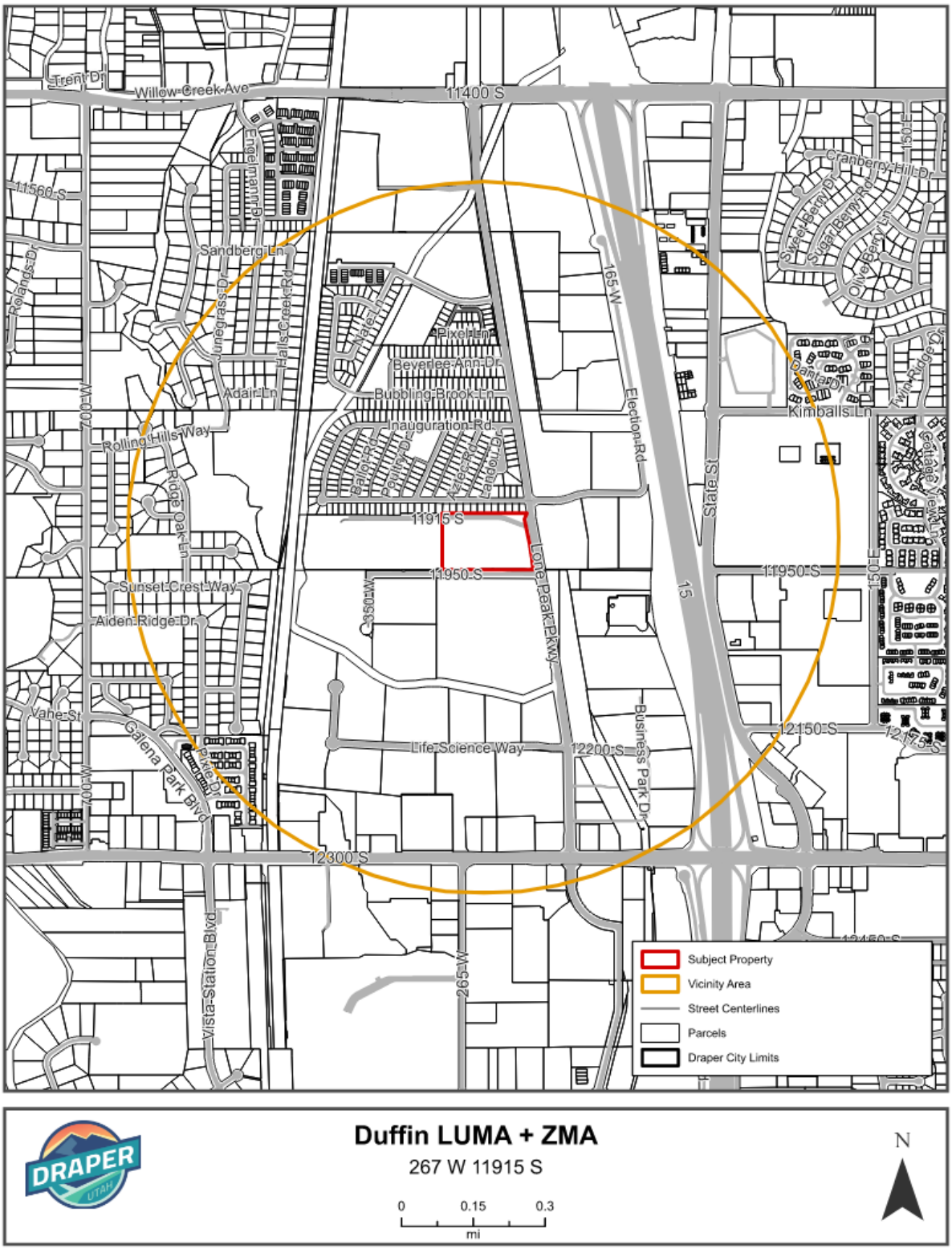
GIS Division Review.

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.
Situated in Salt Lake County, State of Utah

EXHIBIT C
VICINITY MAP



Duffin LUMA + ZMA
267 W 11915 S
0 0.15 0.3
mi
N

EXHIBIT D
AERIAL MAP



EXHIBIT E
LAND USE MAP

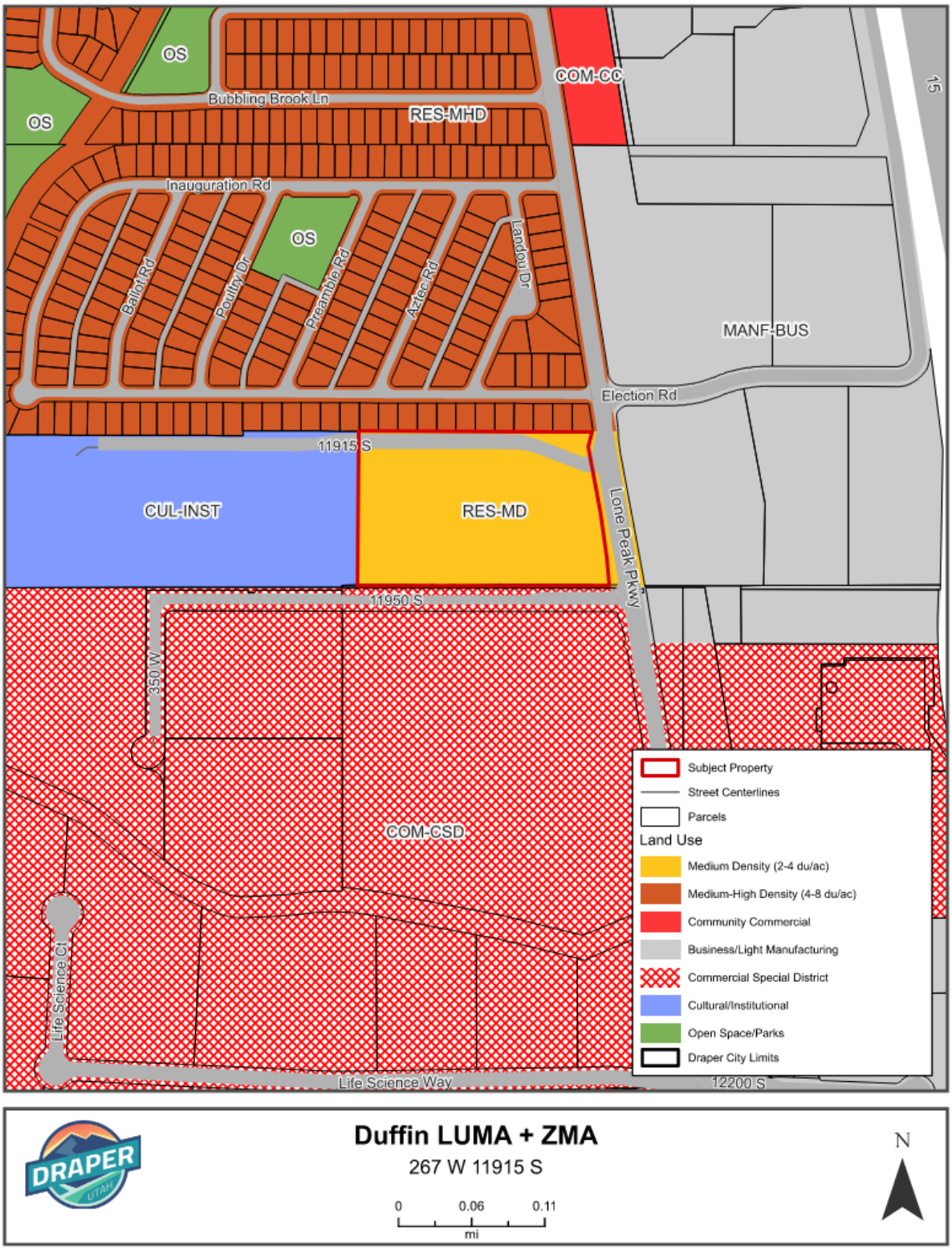


EXHIBIT F
ZONING MAP

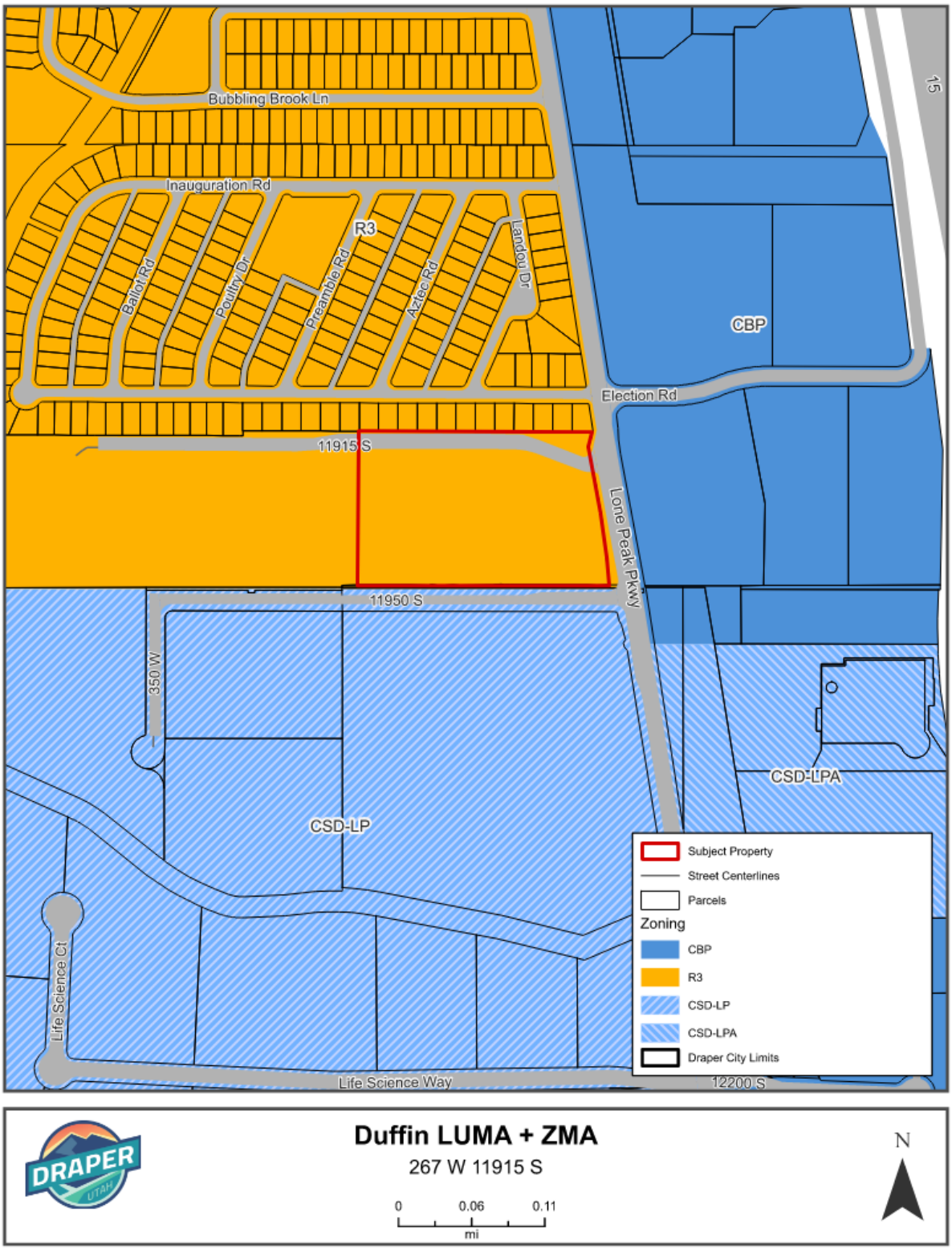
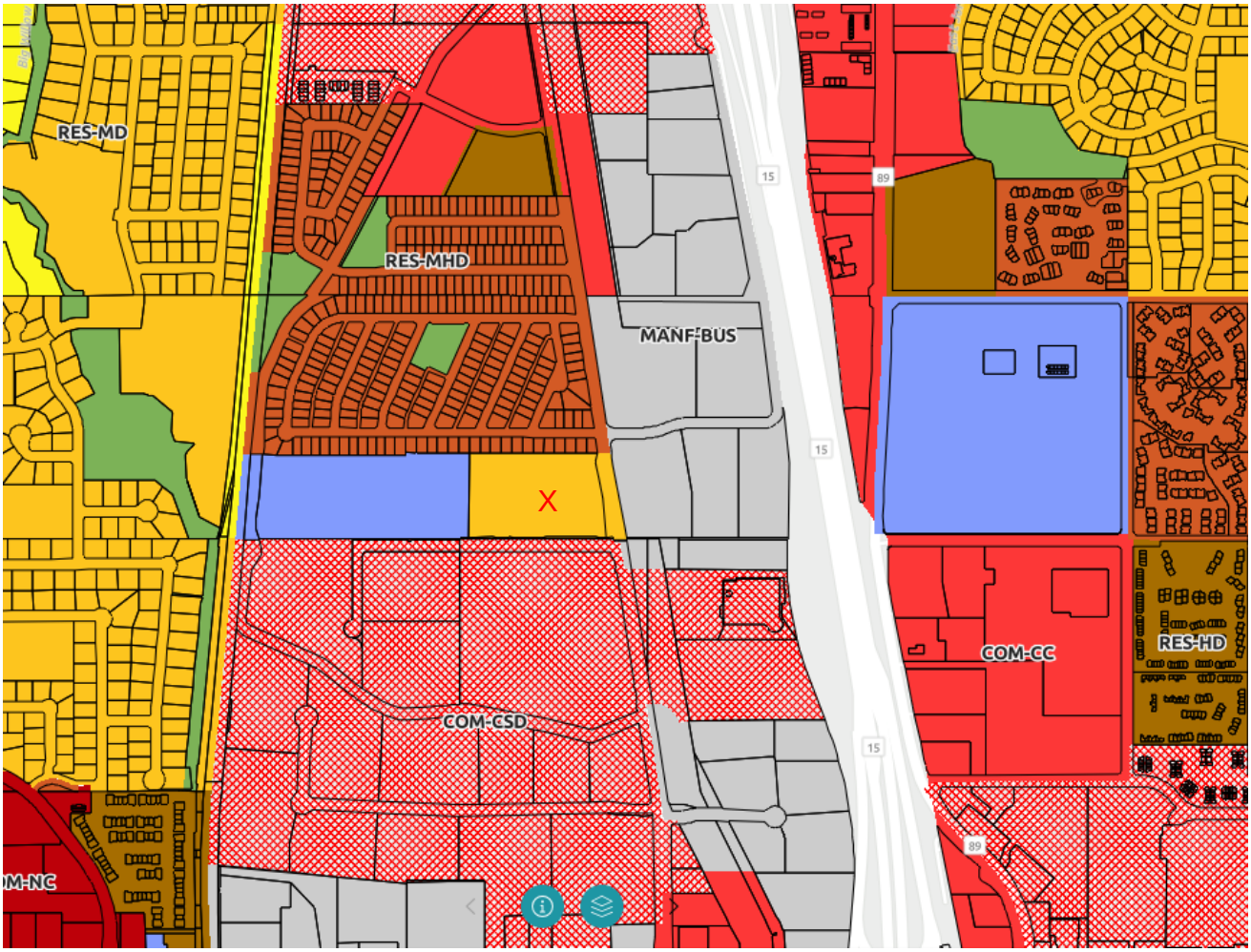


EXHIBIT G
APPLICANT'S RESPONSES – LAND USE MAP AMENDMENT

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 propertys 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.

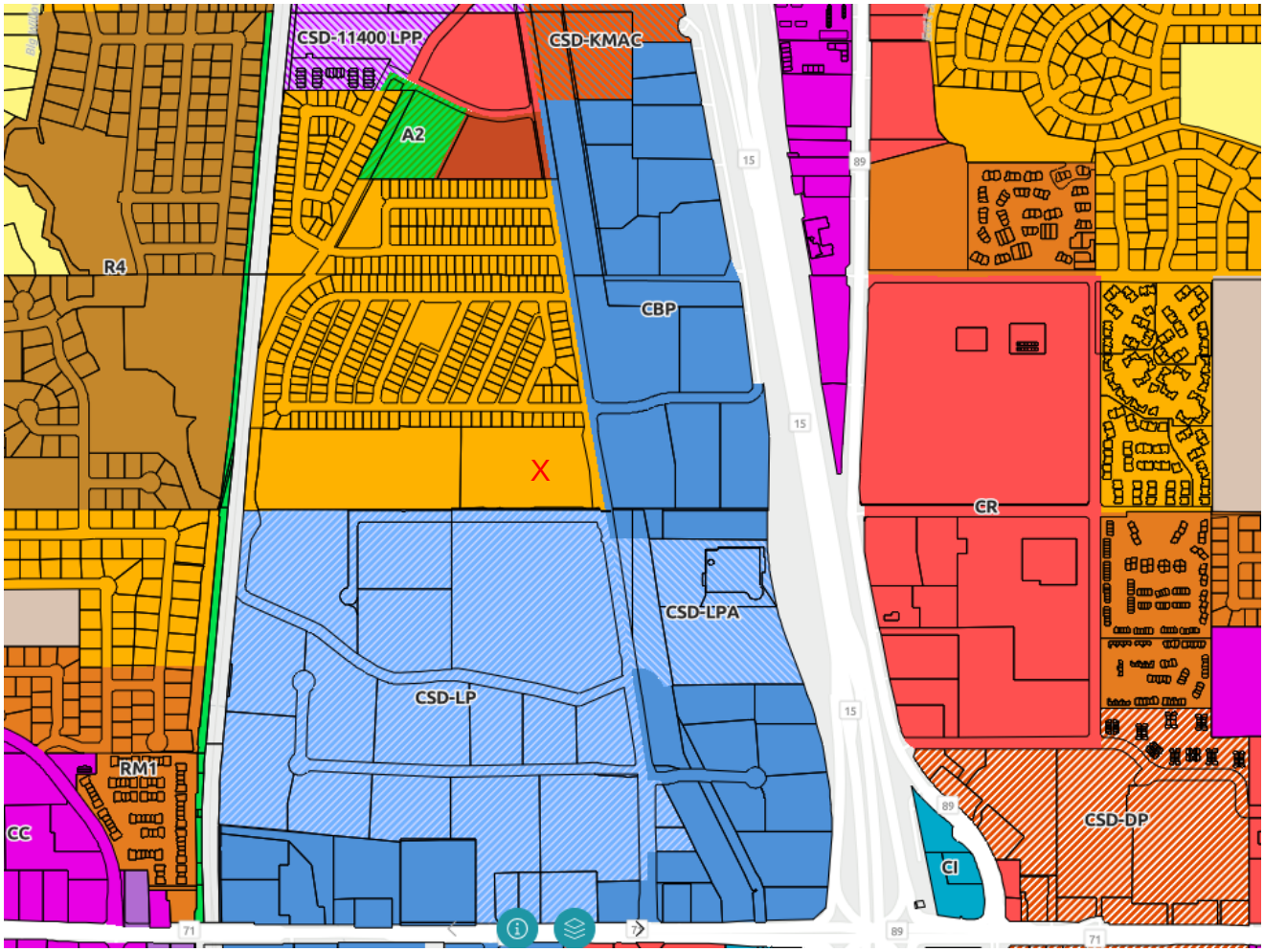
Thanks

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 propertys 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

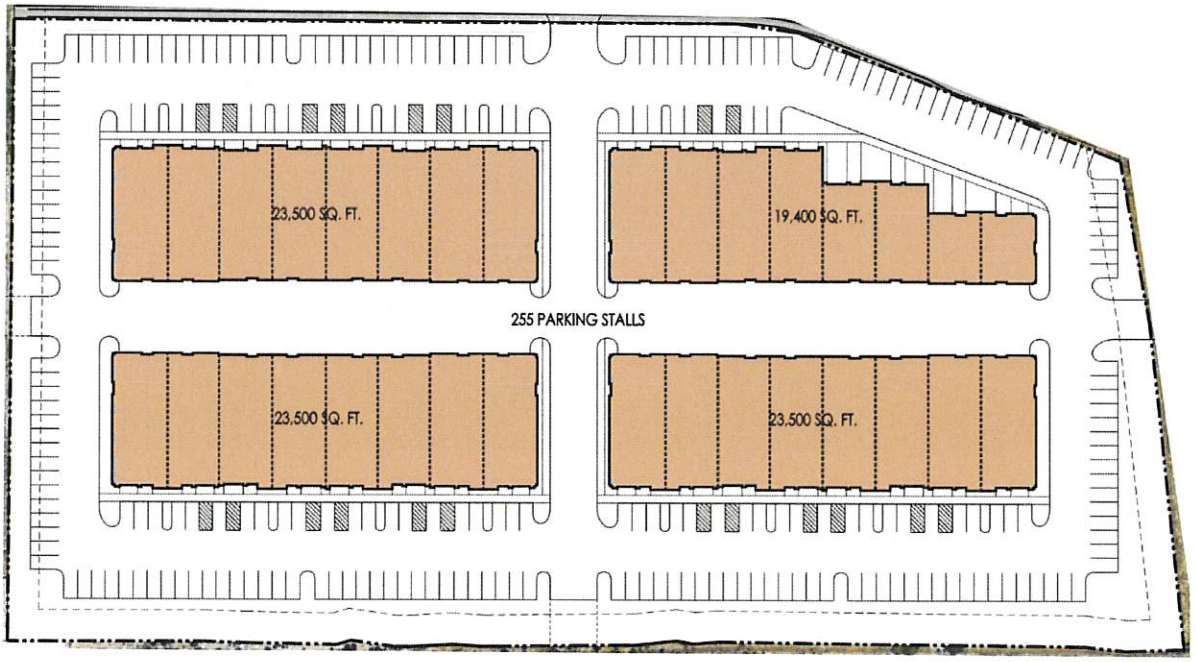
Westland Development

EXHIBIT I
TRAFFIC IMPACT STUDY

HALES ENGINEERING
innovative transportation solutions

Draper Lone Peak Site

Traffic Impact Study



Draper, Utah

June 23, 2026

UT26-3262

LICENSED PROFESSIONAL ENGINEER
NO. 12890754
Jordi J. Berrett
06/23/2026
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

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.

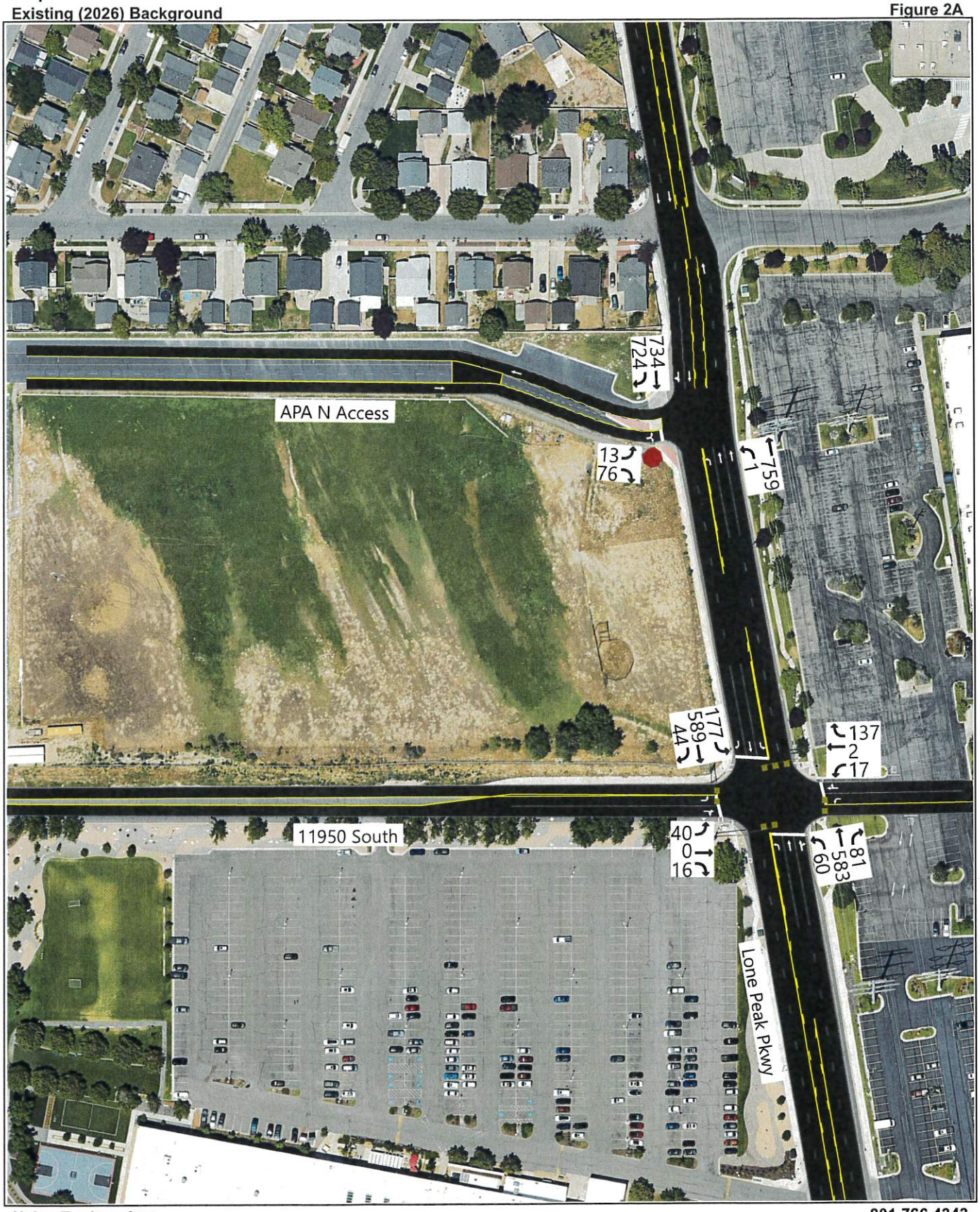
Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

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.

Draper Lone Peak Site
Existing (2026) Background

Morning Peak Hour
Figure 2A

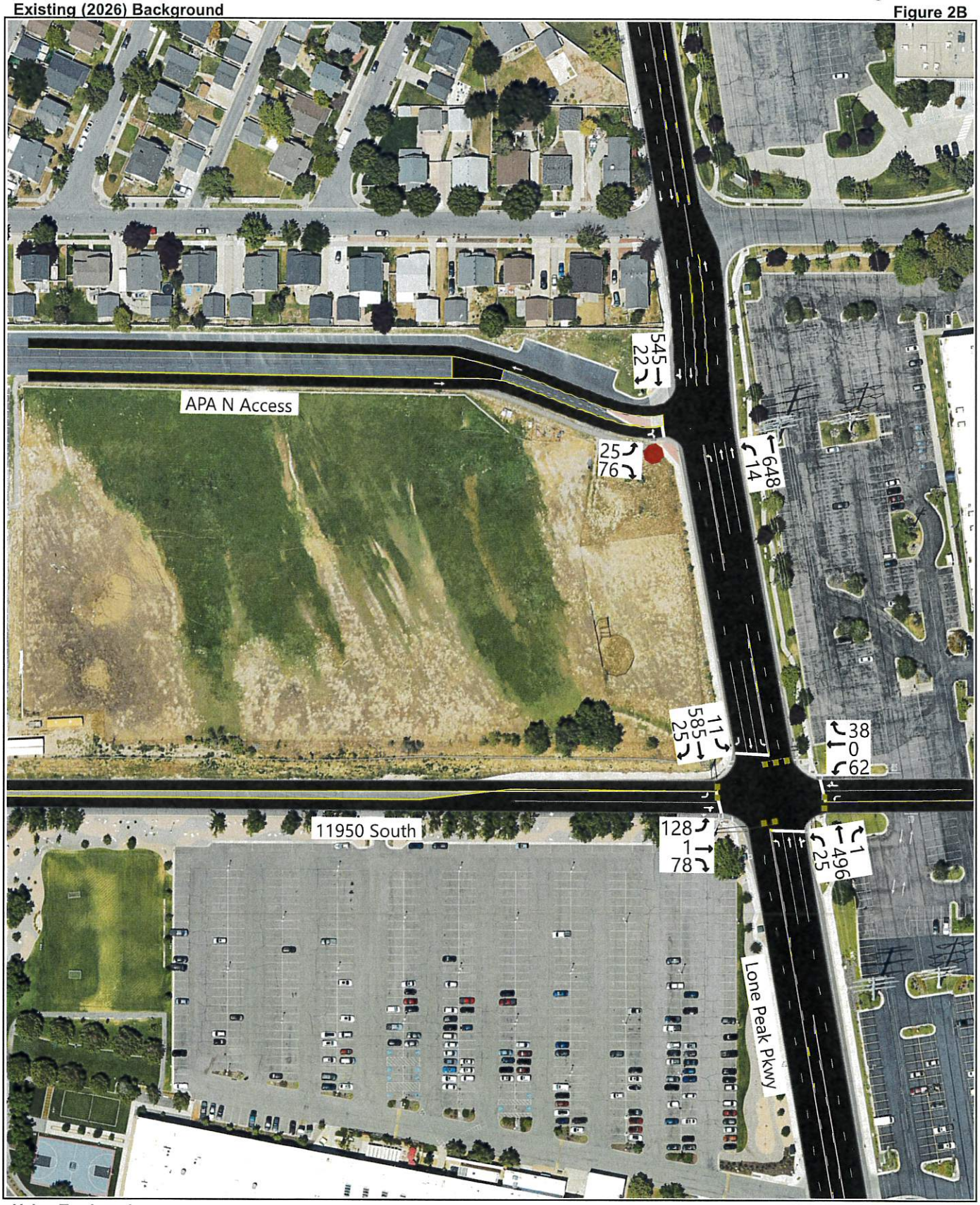


Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

Draper Lone Peak Site
Existing (2026) Background

Evening Peak Hour
Figure 2B



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

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 queuing 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) *Trip Generation*, 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.

Draper Lone Peak Site
Trip Assignment

Morning Peak Hour
Figure 3A



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

Draper Lone Peak Site
Trip Assignment

Evening Peak Hour
Figure 3B



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

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

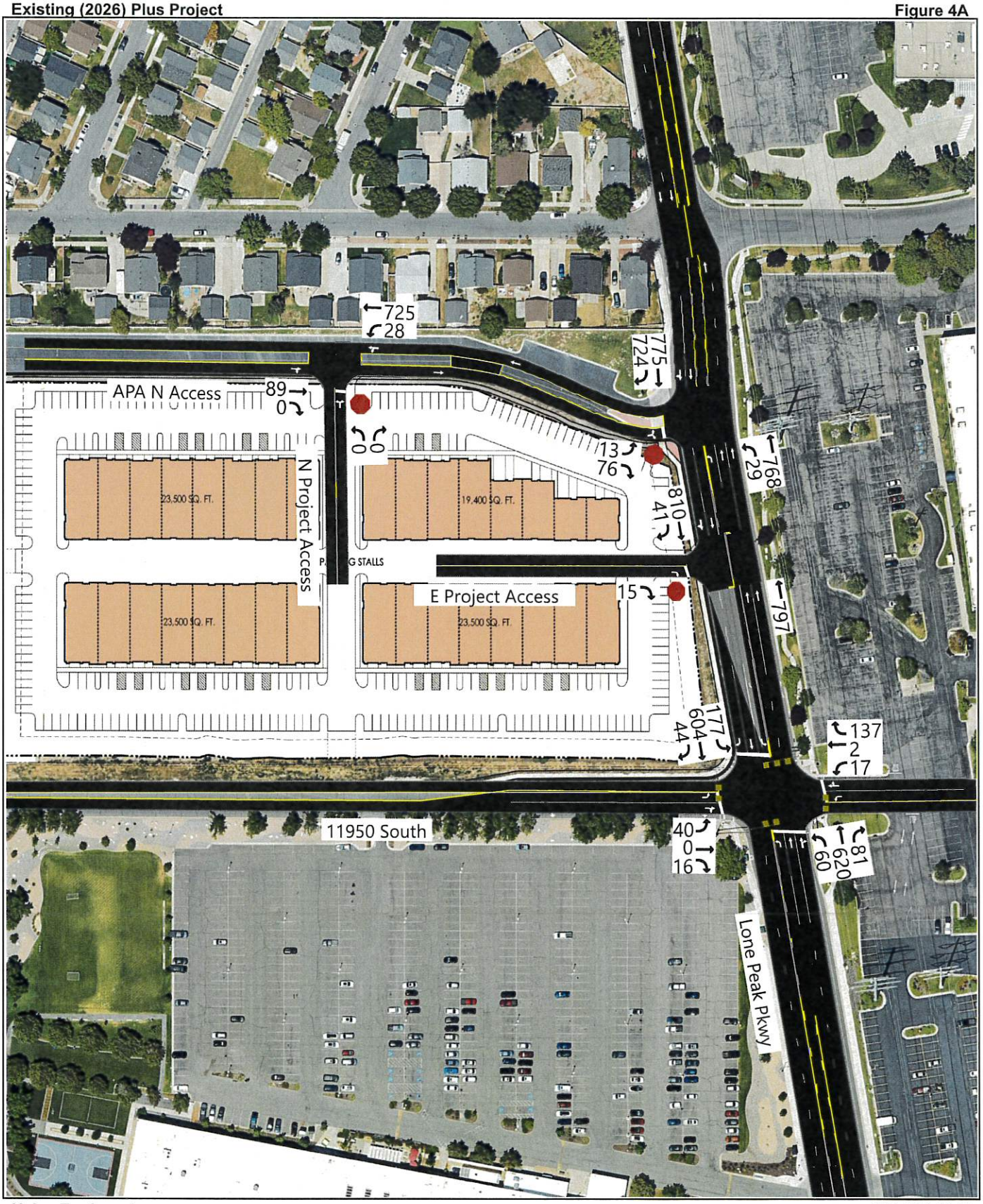
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour. However, during the morning peak hour, a southbound queue of over 1,000 feet was observed at the APA North Access / Lone Peak Parkway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

E. Mitigation Measures

No additional mitigation measures are recommended.

Draper Lone Peak Site
Existing (2026) Plus Project

Morning Peak Hour
Figure 4A



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

Draper Lone Peak Site
Existing (2026) Plus Project

Evening Peak Hour
Figure 4B



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

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.

Draper Lone Peak Site
Future (2031) Background

Morning Peak Hour
Figure 3A

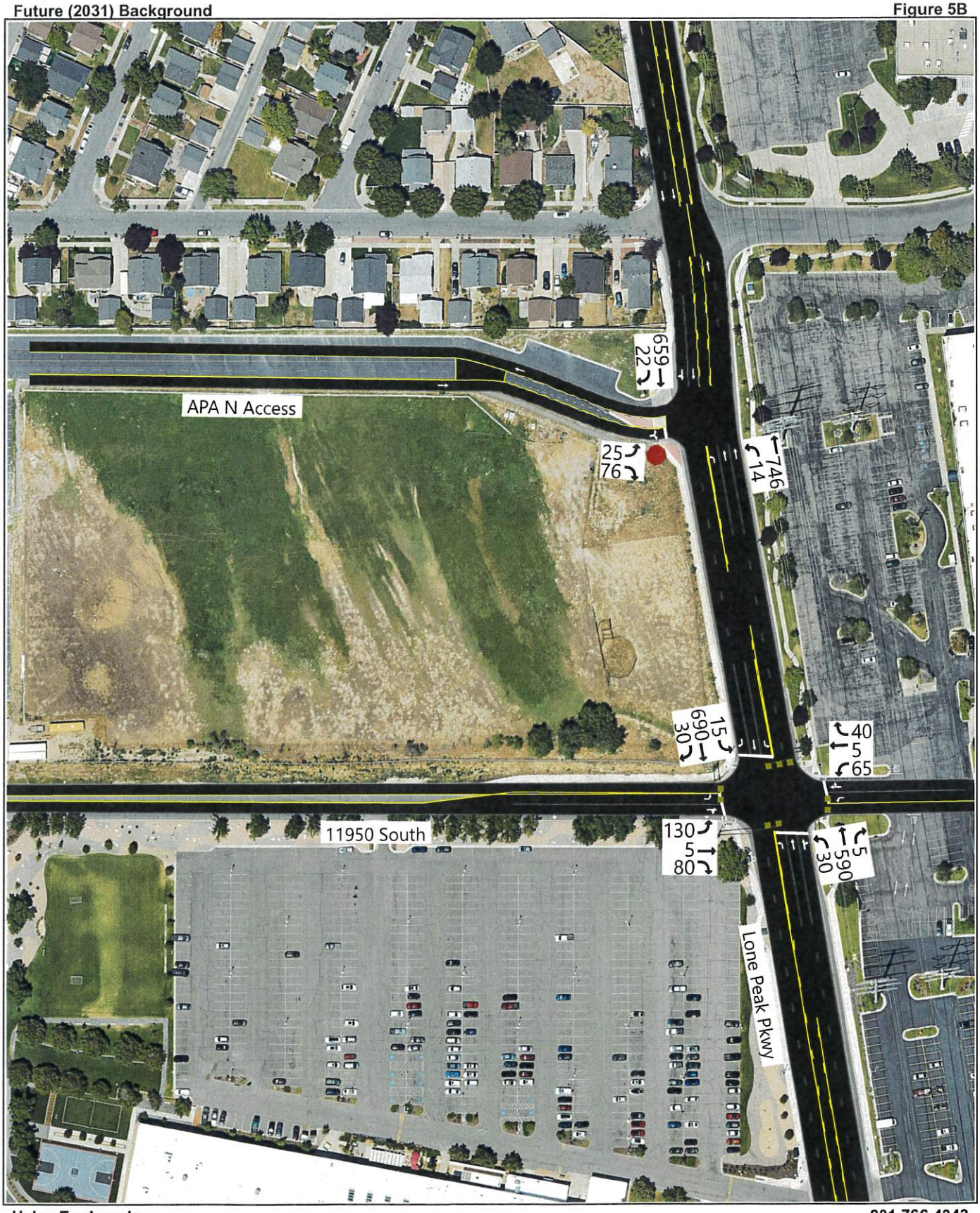


Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

Draper Lone Peak Site
Future (2031) Background

Evening Peak Hour
Figure 5B



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

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.

Draper Lone Peak Site
Future (2031) Plus Project

Morning Peak Hour
Figure 6A



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

Draper Lone Peak Site
Future (2031) Plus Project

Evening Peak Hour
Figure 6B



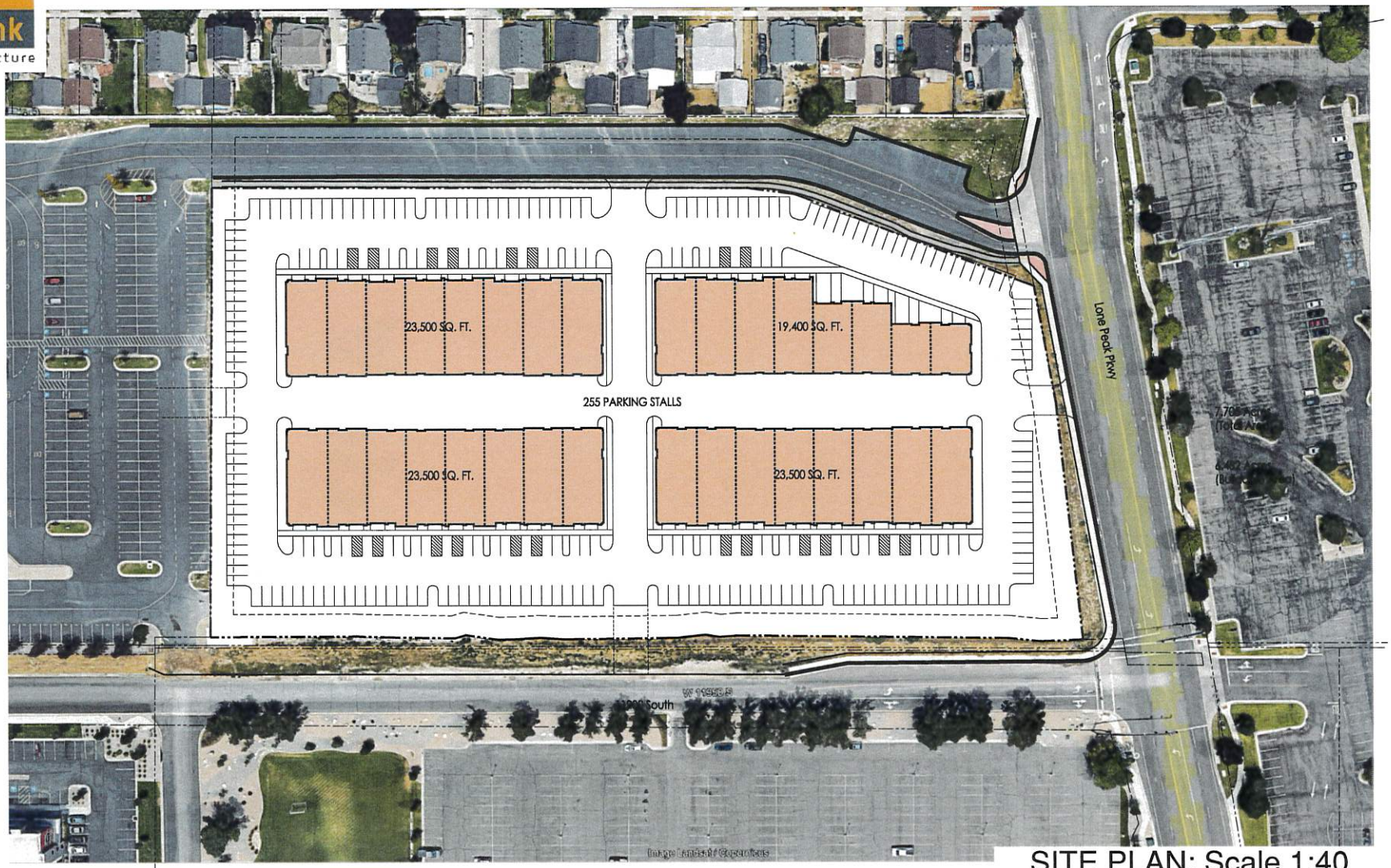
Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
06/17/2026

APPENDIX A

Site Plan

Think
Architecture



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

APPENDIX B

Turning Movement Counts

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

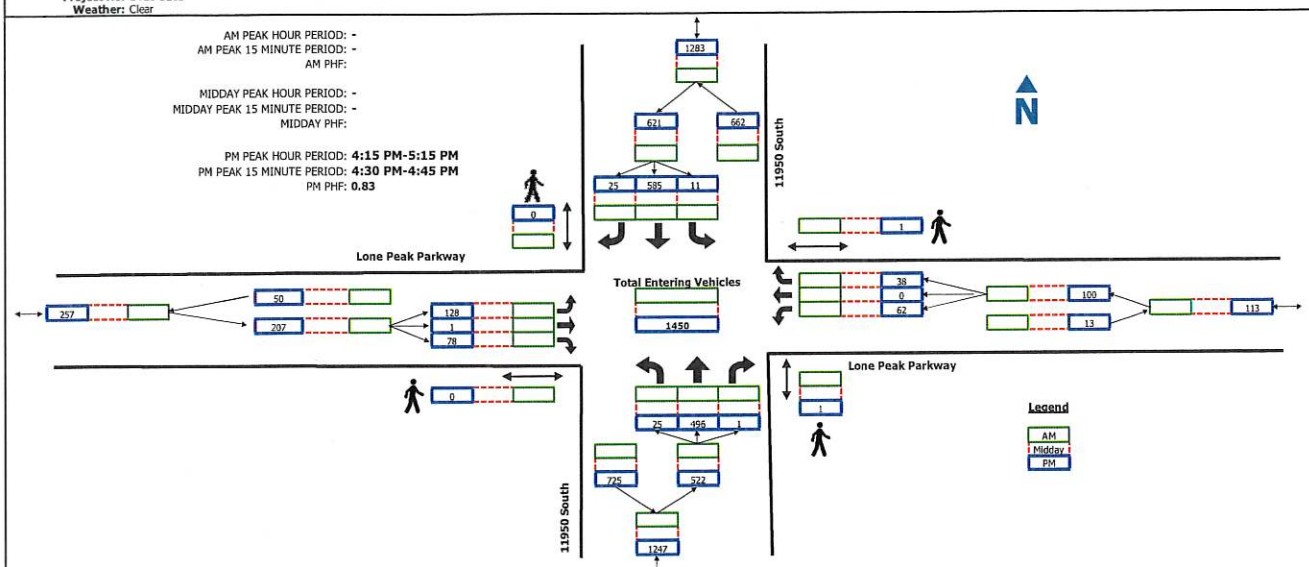
Intersection: 11950 South / Lone Peak Parkway
North/South Road: 11950 South
East/West Road: Lone Peak Parkway
Jurisdiction: Draper
Project Title: Draper Lone Peak Site TIS
Project No: UT26-3262
Weather: Clear

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

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: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:30 PM-4:45 PM**
PM PHF: **0.83**



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

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

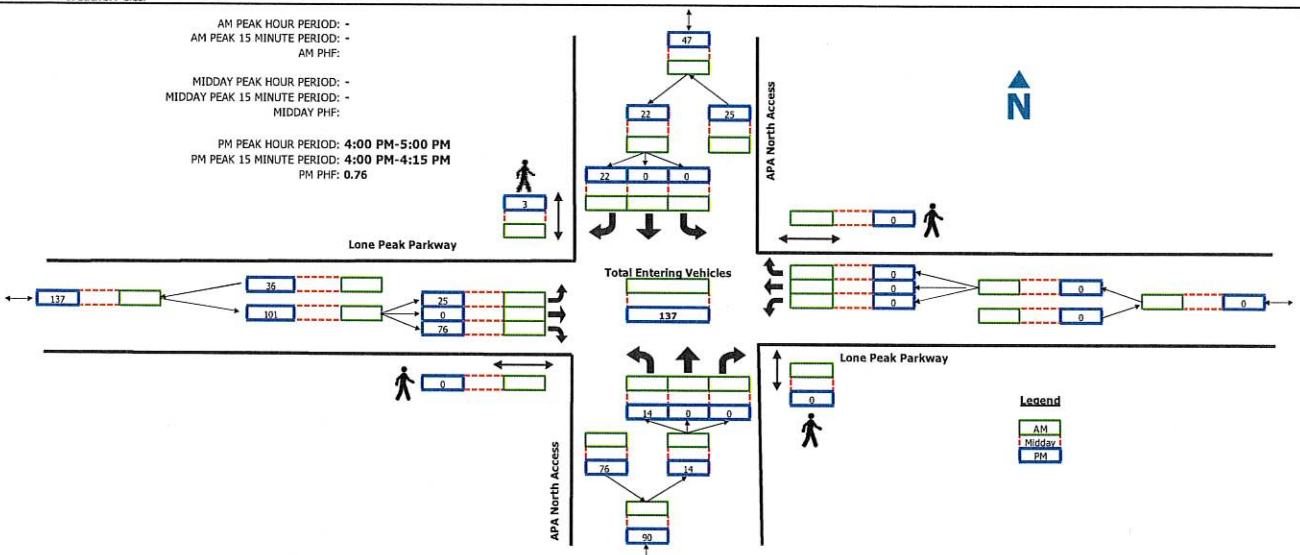
Intersection: APA North Access / Lone Peak Parkway
North/South Road: APA North Access
East/West Road: Lone Peak Parkway
Jurisdiction: Draper
Project Title: Draper Lone Peak Site TIS
Project No: UT26-3262
Weather: Clear

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

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

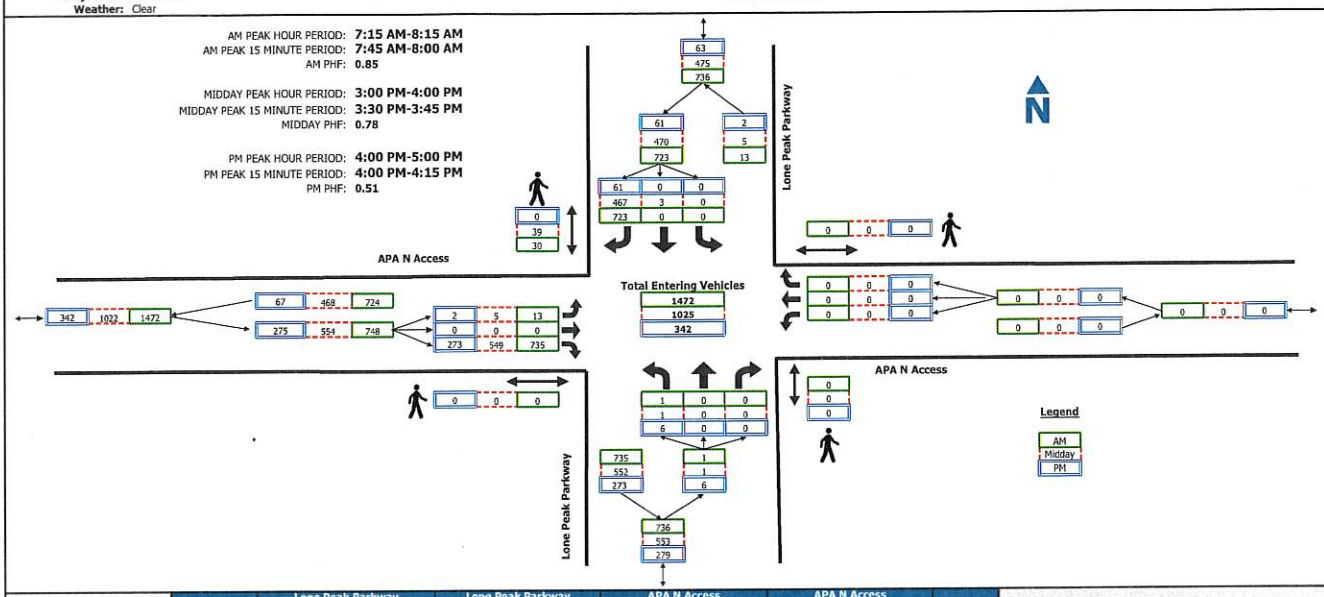
Intersection: Lone Peak Parkway / APA N Access
North/South Road: Lone Peak Parkway
East/West Road: APA N Access
Jurisdiction: Draper
Project Title: Draper APA 2025 TS
Project No: UT25-3089
Weather: Clear

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

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.85**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.78**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.51**



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	6	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

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

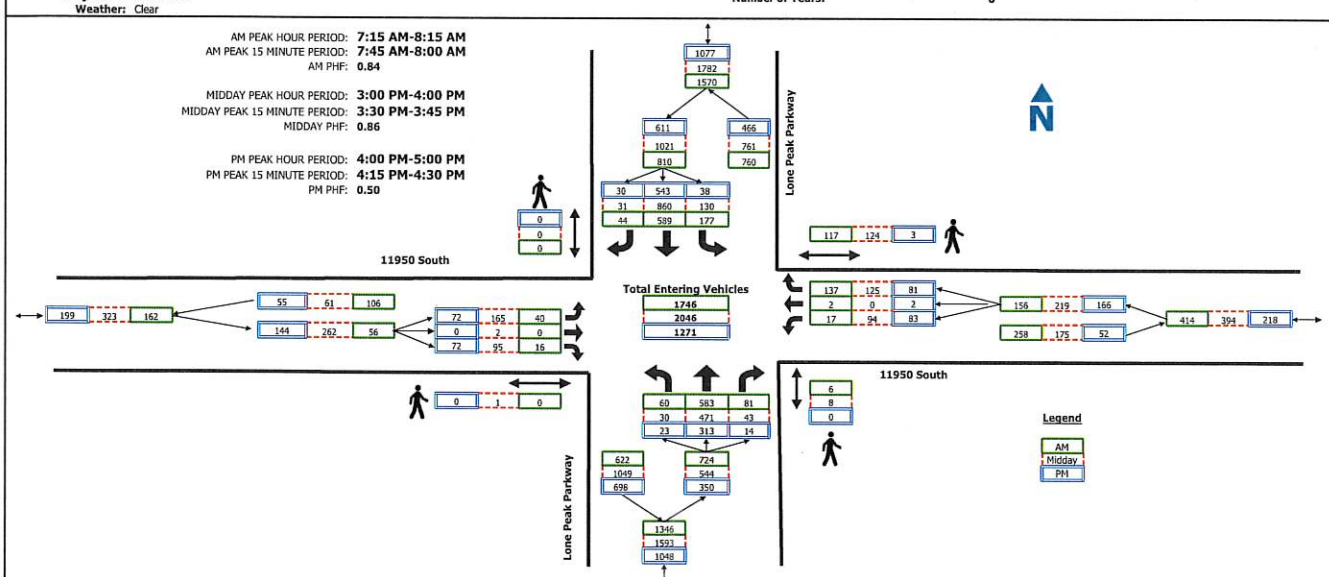
Intersection: Lone Peak Parkway / 11950 South
North/South Road: Lone Peak Parkway
East/West Road: 11950 South
Jurisdiction: Draper
Project Title: Draper APA 2025 TS
Project No: UT25-3089
Weather: Clear

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

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

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.86**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:15 PM-4:30 PM**
PM PHF: **0.50**



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	4	0	0	0	1	0	3	0	214
7:15 - 7:30	14	111	17	0	49	133	7	0	5	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*

SimTraffic Queueing Report
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

HALES ENGINEERING
innovative transportation solutions

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*

HALES ENGINEERING
innovative transportation solutions

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*

SimTraffic Queueing Report
Project: Draper Lone Peak Site TIS
Analysis: Existing (2026) Plus Project
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			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

HALES ENGINEERING
innovative transportation solutions

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*

HALES ENGINEERING
innovative transportation solutions

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: Circle | 250 ft | Shape: Circle | 250 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%