

DRAPER CITY STATION AREA PLANS

September 2025



**Draper FrontRunner (Vista) Station
Kimballs Lane Station
Crescent View Station**

ACKNOWLEDGEMENTS

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INTRODUCTION



FrontRunner Train

PROJECT STATEMENT

Draper City is uniquely positioned at the intersection of regional connectivity and natural open space, offering residents and visitors access to trails, recreational amenities, and efficient transit connections to Salt Lake City and neighboring communities along the Wasatch Front. With these assets in place, Draper now has the opportunity to reimagine the areas surrounding its key transit stations.

The Station Area Plans aim to guide future development within a half-mile radius for three of the City's fixed guideway transit stations—Kimballs Lane, Crescent View, and Draper FrontRunner Station (Vista). Kimballs Lane and Crescent View Station are serviced by the TRAX line while the Draper FrontRunner Station (Vista) is serviced by the FrontRunner Line.

Each of these areas present distinct planning contexts: Kimballs Lane is characterized by nearby agricultural lands, residential neighborhoods, and a large school campus. Crescent View is surrounded by low-density single-family neighborhoods; and the Draper FrontRunner Station (Vista) area includes a growing tech campus, multi-family residential, and compact single-family neighborhoods.

In response to these unique conditions, the City seeks to establish a cohesive planning framework that balances growth and change with the preservation of Draper's character. The Station Area Plans will provide long-term guidance to ensure that land use, mobility, and public realm improvements around each station align with Draper's broader vision for livability, sustainability, and economic vitality.

WHAT IS A STATION AREA PLAN?

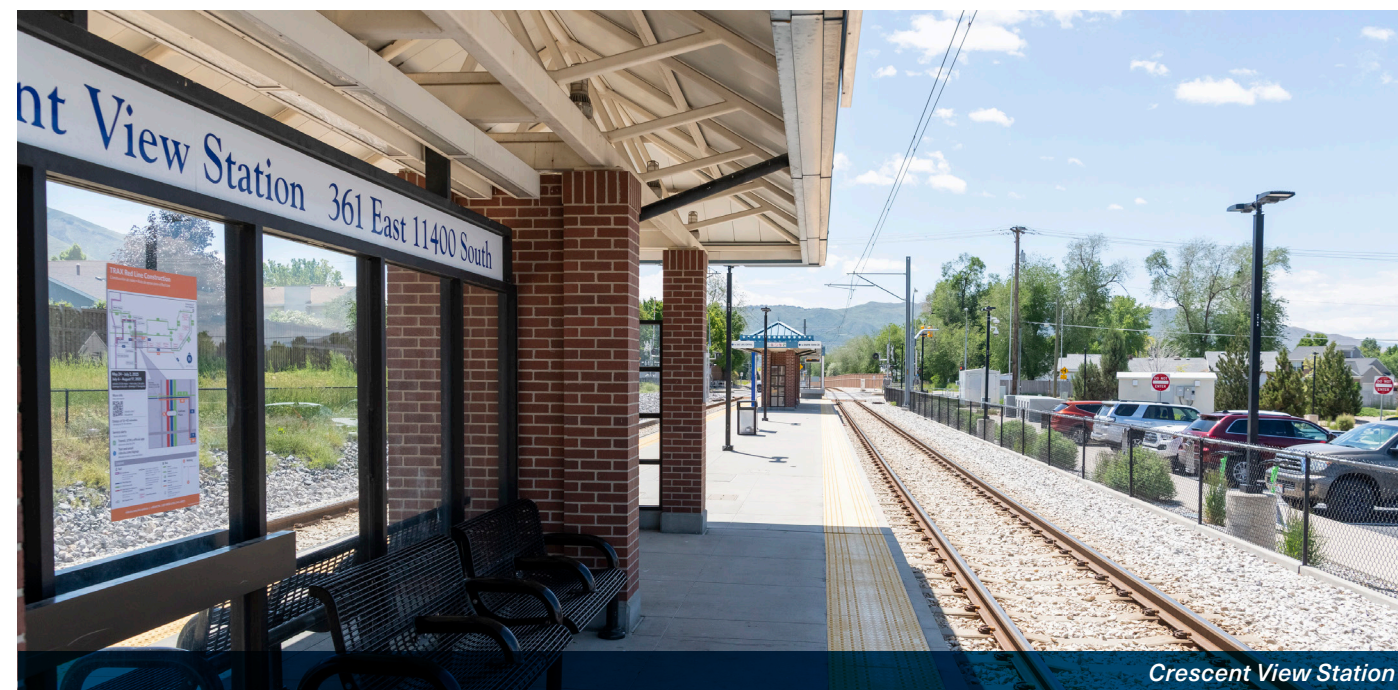
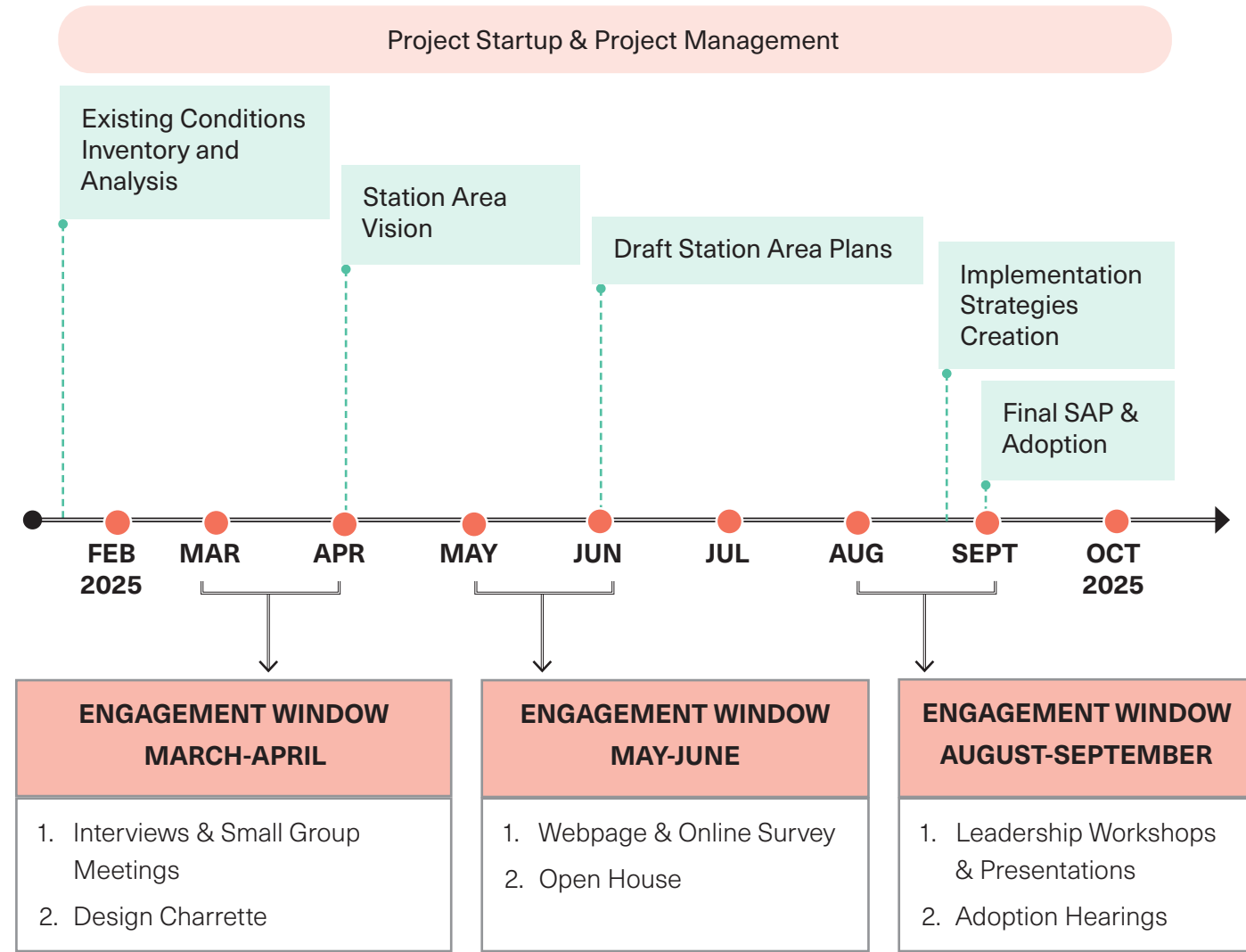
A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. Per Utah House Bill 462 (HB462), cities with fixed-guideway public transit stations such as FrontRunner, TRAX, or BRT, are required to develop a SAP for that station.

The objectives of HB462 are to

- » ***Increase the availability and affordability of housing, including moderate income housing.***
- » ***Promote sustainable environmental conditions.***
- » ***Enhance access to opportunities.***
- » ***Increase transportation choices and connections.***

The purpose of any station area plan is to optimize connections for pedestrians and bicycles while promoting transit-supportive land uses, with the intent of creating neighborhoods where people can access a diversity of housing, employment, and entertainment options without the use of an automobile.

PLAN PROCESS



PLAN CONTEXT

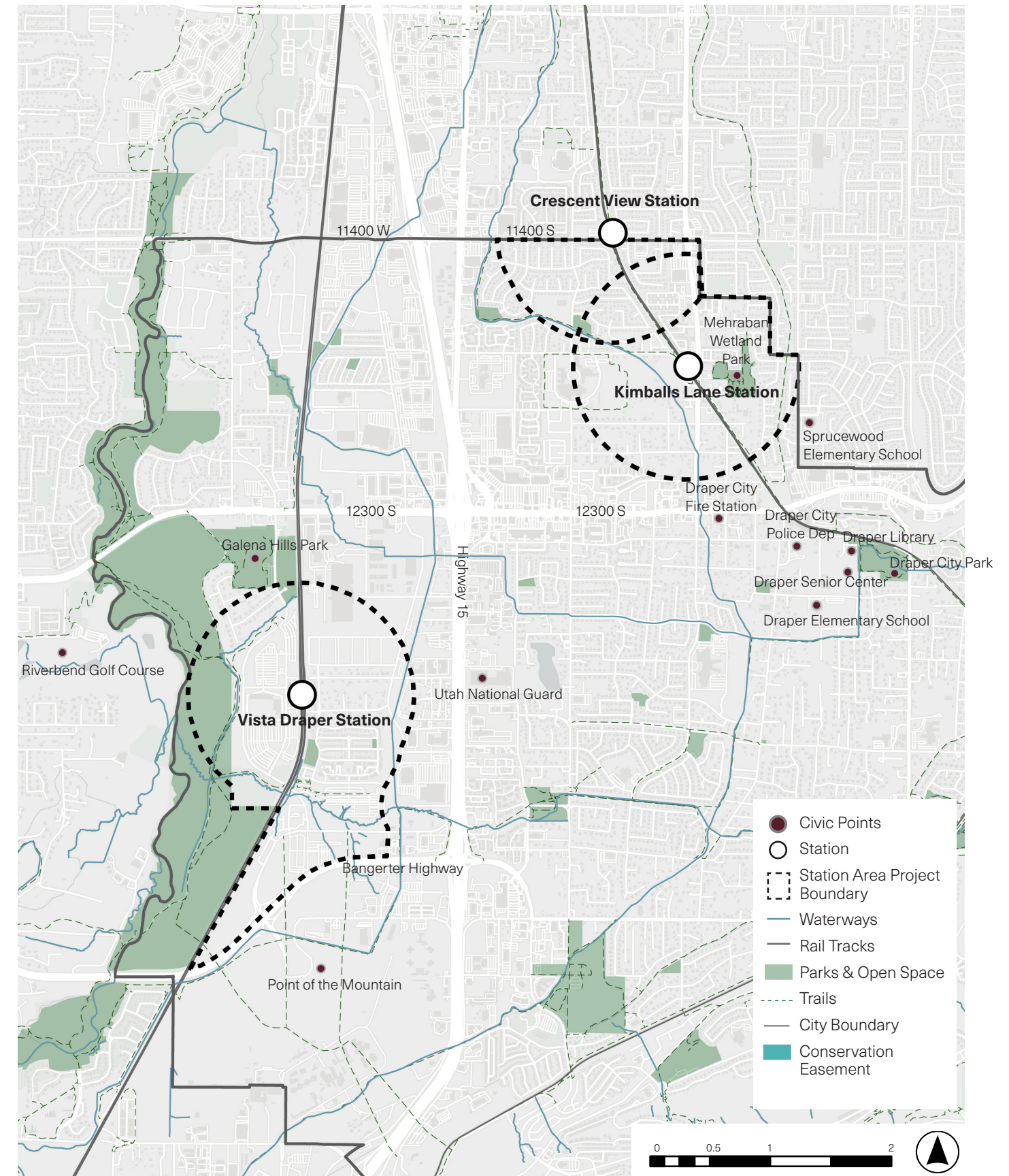


Figure 1: Station Area Masterplan

DRAPER FRONTRUNNER STATION (VISTA)

The Draper FrontRunner Station (Vista) is located east of Vista Boulevard, in proximity to the previous eBay campus and the Swire Coca-Cola factory. It is surrounded by the Jordan River Parkway and Jordan River on the west, industrial uses on the north, and a mix of residential and office buildings to its east and south. The station area plan boundary has been adjusted to include areas beyond the 0.5 mile radius, including a section to the south that extends all the way to Bangarter Hwy.

Some sites falling within the station area plan boundary have an approved master plan in place. Hence, the vision for this station is to create more cohesive gathering places that encourage land owners and developers to focus active land uses on key public spaces, as well as promote overall vehicular and pedestrian connectivity between the different uses around the station and the station itself.



Vista FrontRunner Station

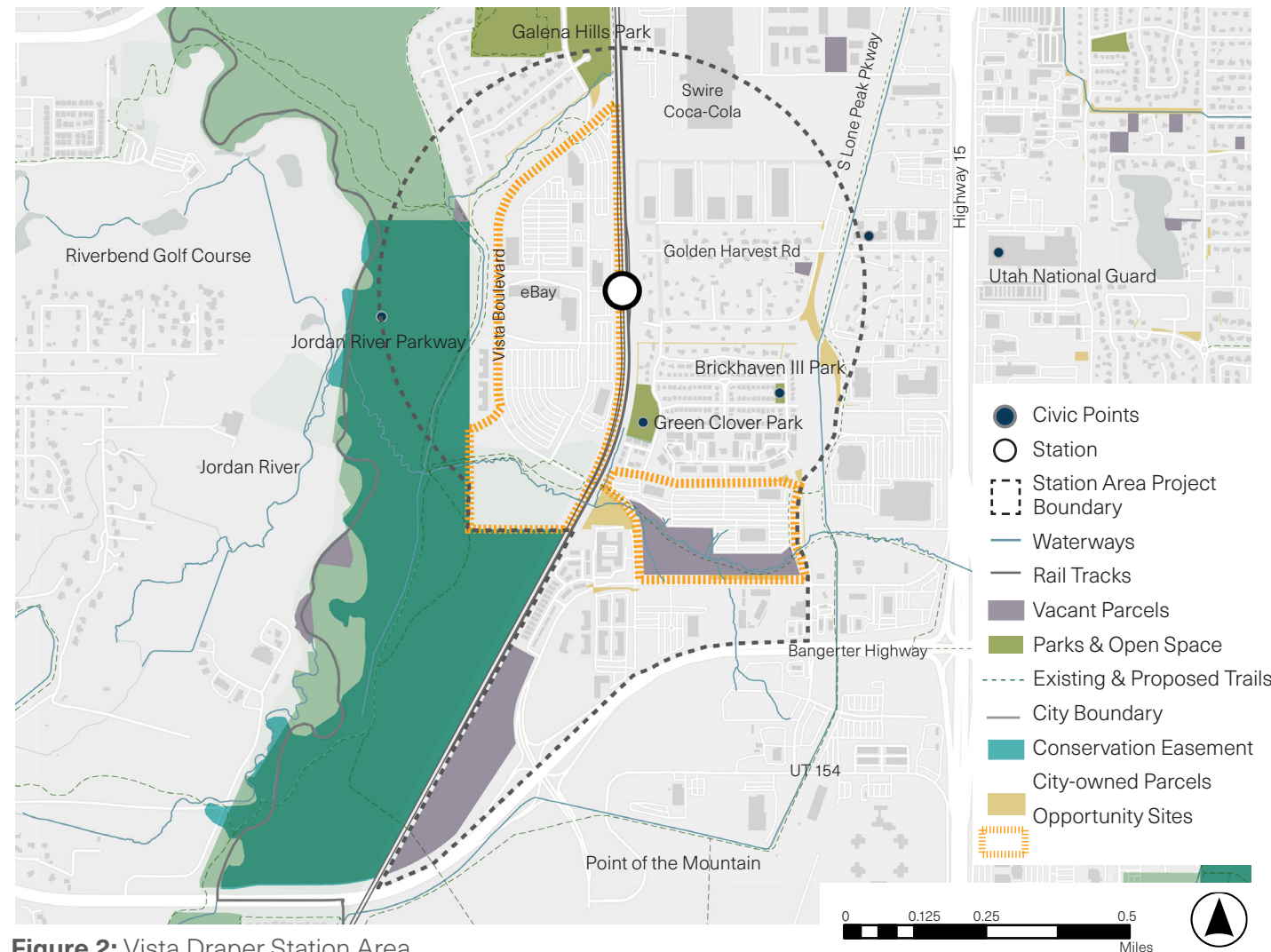


Figure 2: Vista Draper Station Area

KIMBALLS LANE TRAX STATION

The Kimballs Lane TRAX Station is located in Draper, just west of 700 E, and along Kimballs Lane. Within a half-mile of the station are key community features such as Juan Diego Catholic High School and Mehraban Wetland Park. The surrounding land is primarily made up of well-established residential neighborhoods and two large agricultural parcels, that have not been developed. The agricultural parcels have been rezoned, and a Development Agreement has been approved as a part of this process.

Future development should respect the existing land uses and remaining agricultural parcels, and seek to preserve and enhance the character and quality of these communities.

The vision for the Kimballs Lane Station Area is to create a clear policy framework that promotes high-quality, context-sensitive design for both buildings and public spaces.

Additional goals include exploring opportunities for affordable and higher-density housing on UTA-owned property, development on the agricultural parcels, and improving local bike and pedestrian connections through better wayfinding and infrastructure.



Kimballs Lane Station



Figure 3: Kimballs Lane Station Area

CRESCENT VIEW TRAX STATION

The Crescent View Station is situated within the City of Sandy, located just north of 11400 S, between Interstate 15 and 700 E. The station area boundary includes the half-mile radius on the south side of 11400 S within the Draper City limit. The area is largely built out, consisting of well-established residential neighborhoods and a small amount of retail and commercial uses near 11400 S and 700 E, leaving limited space for new development. As a result, most future growth will occur through careful infill and redevelopment.

The vision for this station area is to respect the existing neighborhood character and scale by encouraging development that serves the needs of current residents. Strategic infill opportunities should focus on high-density housing and complementary uses that enhance the community without disrupting its established fabric.

The City of Sandy has also developed a Station Area Plan for the Crescent View Station. One key strategy for this area is to coordinate with Sandy's plan and incorporate relevant strategies from their planning efforts to ensure consistency.

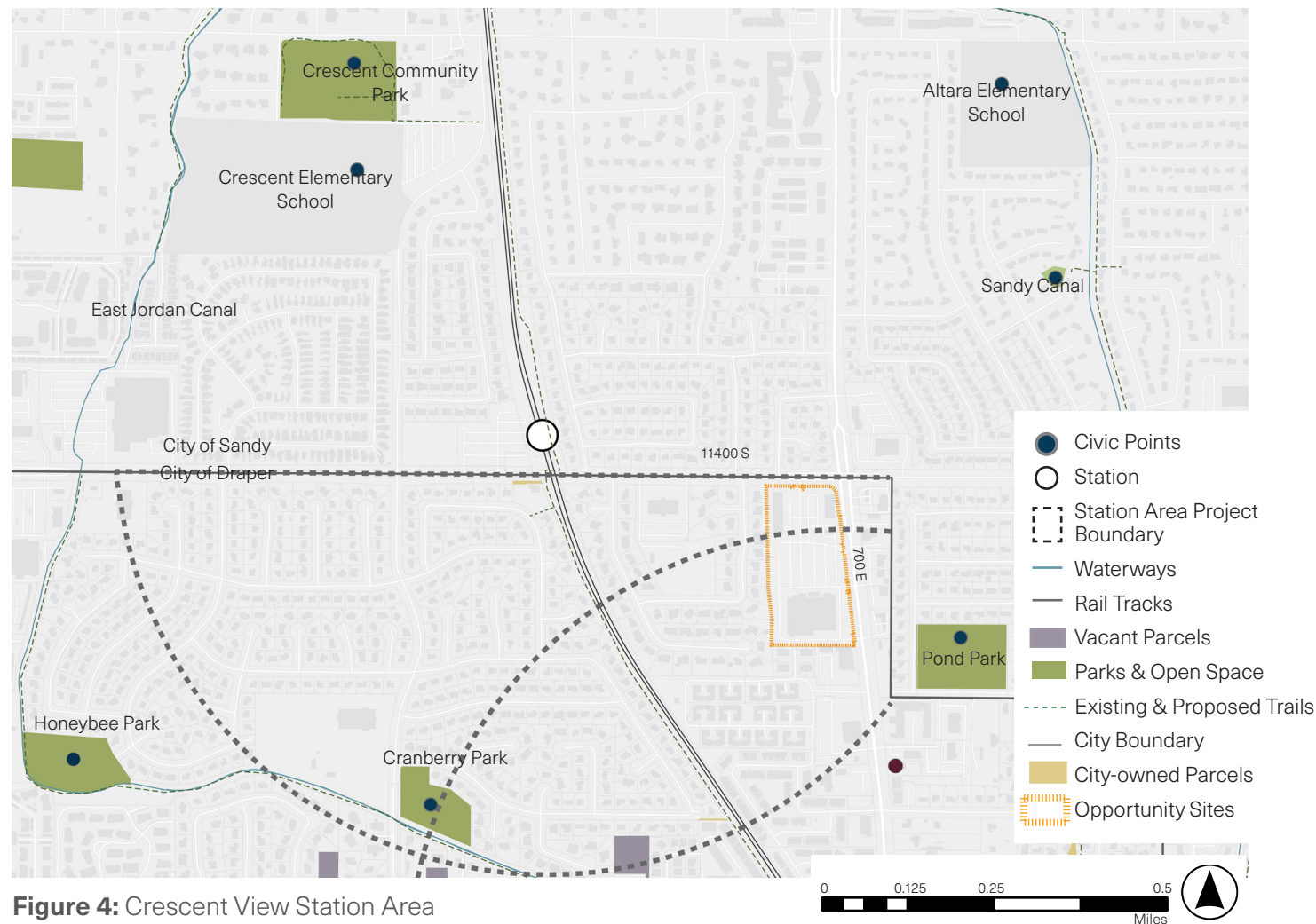


Figure 4: Crescent View Station Area

PLAN GOALS



Create a vision for two TRAX station areas and one FrontRunner station area: Crescent View and Kimballs Lane, and Draper FrontRunner Station (Vista).



Increase the availability and affordability of housing.



Promote sustainable environmental conditions.



Enhance access to opportunities.



Preserve Kimballs Lane and Crescent View neighborhood character and scale.



Increase transportation choices and connections.



Involve key stakeholders that should include: UTA, UDOT, MPO, Property Owners, Business Owners, Residents.

EXISTING CONDITIONS & SITE ANALYSIS



View of 11400 S and the residential neighborhood

The overall analysis process consisted of reviewing existing conditions for the three station areas, including land-use and zoning regulations, demographic and economic trends, transportation and circulation patterns, and existing city plans and policies. This informed the opportunities and challenges for each of the station areas, and subsequently informed and resulted in design alternatives.

This chapter looks at the key takeaways from the analysis which informed the next phase of the process. The detailed analysis memos can be found under Appendix A.

OVERALL ANALYSIS PROCESS



DEMOGRAPHIC TRENDS

Draper is experiencing significant demographic and economic shifts that distinguish it from many nearby Utah communities. Over the next 25 years, the city is projected to see a 48% increase in population and a 74% increase in the number of households, indicating a trend toward smaller and more numerous households. While the average household size has decreased by 11% since 2019, the faster pace of household growth compared to population growth suggests changing household compositions and increased housing need. Draper also has a 96.8% housing occupancy rate, reflecting steady residential demand, and 28.6% of households earn over \$200,000, pointing to a relatively high-income population. With 90.1% of residents under the age of 65, the city has a predominantly working-age demographic. For additional information, refer the demographic analysis memo under Appendix A.



48%

Projected increase in population over the next 25 years.



74%

Projected increase in number of households over the next 25 years.



11%

Decrease in Average Household Size from 3.33 (2019) to 2.96 (2023).

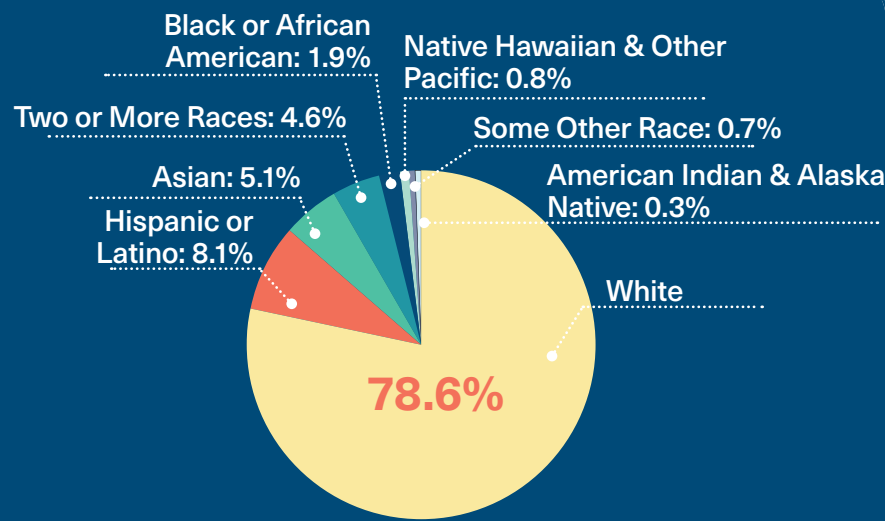
90.1%

Percentage of population under the age of 65 years.



96.8%

Housing Occupancy Rate in Draper.



Race/Ethnicity (2023)



28.64%

Percentage of households in Draper earning more than \$200,000+ in 2023.

*Source: ESRI Business Analyst 2024

ECONOMIC AND MARKET TRENDS

*Economic and Market Trends key takeaways represent the entire City of Draper.



RESIDENTIAL:

- Draper's strong housing demand and limited rental market **indicate a need for high-density, transit-oriented multifamily housing.**
- Rising home prices and shifting preferences toward townhomes and apartments **make mid-rise and high-density developments the best fit for station areas.**



RETAIL:

- With record **low vacancies (0.4%)** and significant retail leakage, Draper has **unmet demand for grocery, apparel, and general merchandise stores.**
- **TOD-friendly retail, including grab-and-go dining and high-end convenience retail,** would thrive near transit stations.



OFFICE:

- **High vacancy (14.9%)** and weak absorption post COVID-pandemic indicate **an oversupply of office space,** making further development in station areas less viable.
- Existing inventory near Draper FrontRunner Station (Vista) suggests **limited near-term demand.**



HOSPITALITY:

- While occupancy and average daily rates have fully recovered, **Draper's hotel market is well-served with existing properties** and nearby supply in South Jordan.
- **Additional hotel development near transit areas should not be a priority.**



INDUSTRIAL:

- Draper's industrial market has **higher rental rates (\$16.08/SF) than Salt Lake County,** but recent overdevelopment has led to vacancy spikes.
- Given the land-intensive nature of industrial use and typical low employment density in the City, it is **not the best fit for transit oriented development areas,** where residential and retail should take priority.

EXISTING POLICY AND PLANS

As part of the analysis process, adopted planning documents were reviewed to understand the past community goals, what projects and ideas the City is already pursuing, and create a framework for the Station Area Plans. Summaries and highlights from these plans are listed below, but full previous plan review can be found in the Appendix.

The following plans were reviewed as part of this process:

1. City of Draper General Plan
2. Draper City Master Transportation Plan
3. Draper City Active Transportation Plan
4. Draper City Moderate Income Housing Study
5. Parks, Recreation, and Trails Master Plan
6. Crescent View Station Area Plan, City of Sandy
7. Draper Town Center Station Area Plan
8. UTA Moves 2050 Long Range Transit Plan
9. UTA Transit Parking Strategy Guidebook and Tool
10. WFRC Regional Transportation Plan



KEY TAKEAWAYS

- 1 General Plan (2019):** Draper’s long-term planning framework is anchored in its 2019 General Plan, which sets the vision for land use, transportation, and moderate-income housing. The plan reflects the community’s strong satisfaction with quality of life and a desire to preserve Draper’s historically rural character. While Draper has developed a robust jobs-to-housing ratio—particularly along the I-15 corridor—most residents still commute elsewhere for work. To address this, the plan promotes smart infill development, increased housing options near transit, and improved connectivity through multi-use trails and diverse housing types that support residents at every life stage.
- 2 Draper City Master Transportation Plan (2019):** The Draper City Master Transportation Plan, also adopted in 2019, emphasizes the strategic value of Draper’s TRAX and FrontRunner stations. These major transit investments are supported by the Porter Rockwell Trail system, which links all three Draper TRAX stations. The plan stresses the need for better pedestrian access, especially in areas like 11400 S and 700 E, and recommends enhanced signage and wayfinding to create more intuitive station and trail access.
- 3 Draper City Active Transportation Plan (2020):** The 2020 Active Transportation Plan focuses on improving citywide walkability, biking infrastructure, and connections to transit. It identifies key infrastructure gaps, such as limited pedestrian crossings near the Draper FrontRunner Station and network discontinuities around Kimballs Lane and Crescent View stations. It also highlights a regional disconnect between the Jordan River Parkway and the Porter Rockwell Trail. The plan proposes targeted improvements like new bike lanes, sidewalk upgrades, and expanded trail systems for each station area.

- 4 Moderate Income Housing Study (2020, updated 2024):** Housing affordability is a central issue addressed in the Moderate Income Housing Study, initially adopted in 2020 and updated in 2024. The study found that Draper needs over 5,000 additional affordable units to meet its regional share, with the most severe deficits in housing for households earning under 50% of area median income—especially those earning under 30%. The plan recommends zoning for higher-density and moderate-income housing near transit and employment centers, reducing parking requirements for transit-adjacent housing, and establishing Housing and Transit Reinvestment Zones (HTRZs) to stimulate development.
- 5 Parks, Recreation, and Trails Master Plan (2023):** The 2023 Parks, Recreation, and Trails Master Plan outlines the city’s vision for an interconnected recreational system that supports both quality of life and transportation goals. It identifies opportunities to improve “first and last mile” connections to TRAX stations and calls for an update to Draper’s impact fee program. The plan particularly emphasizes leveraging growth at “The Pointe” development to fund future trail and connectivity projects.
- 6 Crescent View Station Area Plan – City of Sandy (2025):** The neighboring City of Sandy’s Crescent View Station Area Plan, adopted in 2025, addresses conditions within its jurisdiction around the shared Crescent View TRAX Station. It confirms many of Draper’s observations, pointing to limited trail connectivity, poor pedestrian and bike infrastructure, and high-speed traffic as significant barriers. The plan includes specific recommendations for improvements by 2029, particularly at the intersection of 11400 S and 700 E.
- 7 Draper Town Center Station Area Plan (adopted 2025):** Draper City has adopted a Town Center Station Area Plan to guide future growth around the Draper Town Center TRAX Station. This plan fulfills state legislation (HB 462) and seeks to preserve the charm and scale of Draper’s historic downtown while promoting compatible mixed-use development. A key feature is the creation of a civic and transit hub that serves as a key connector for both trails and transit. The transit hub is envisioned on the UTA property while the City-owned property is planned for civic, commercial and residential uses.
- 8 UTA Moves 2050 Long-Range Transit Plan (2023):** At the regional level, the UTA Moves 2050 Long-Range Transit Plan, adopted in 2023, provides a phased vision for enhancing public transportation throughout the UTA service area. It prioritizes expanding FrontRunner service and increasing bus frequency. The plan’s “Vision Network” sets land use benchmarks and pairs expected development densities with appropriate transit service levels to better align transportation investments with growth.
- 9 UTA Transit Parking Strategy Guidebook and Tool (2025):** Supporting more efficient land use, the UTA Transit Parking Strategy Guidebook offers Draper strategies for “right-sizing” its park-and-ride facilities. It recommends reducing oversized parking lots—especially at Kimballs Lane and Crescent View stations—and transitioning excess land toward shared-use or transit-oriented development. While Draper FrontRunner Station will retain significant parking due to its regional role, incremental changes like time-limited and carpool-reserved parking are proposed to encourage more balanced, multimodal access.
- 10 WFRC Regional Transportation Plan (2023–2050):** The Wasatch Front Regional Council (WFRC) Regional Transportation Plan for 2023–2050 sets a unified, long-range vision across the region. It advocates for transit-oriented development, improved access to transit stations, and greater multimodal integration. Through a phased investment plan and scenario modeling, it aims to concentrate growth around business districts and key corridors, helping communities like Draper expand both housing and mobility options in line with state and regional goals.

DRAPER FRONTRUNNER STATION (VISTA) AREA- EXISTING CONDITIONS



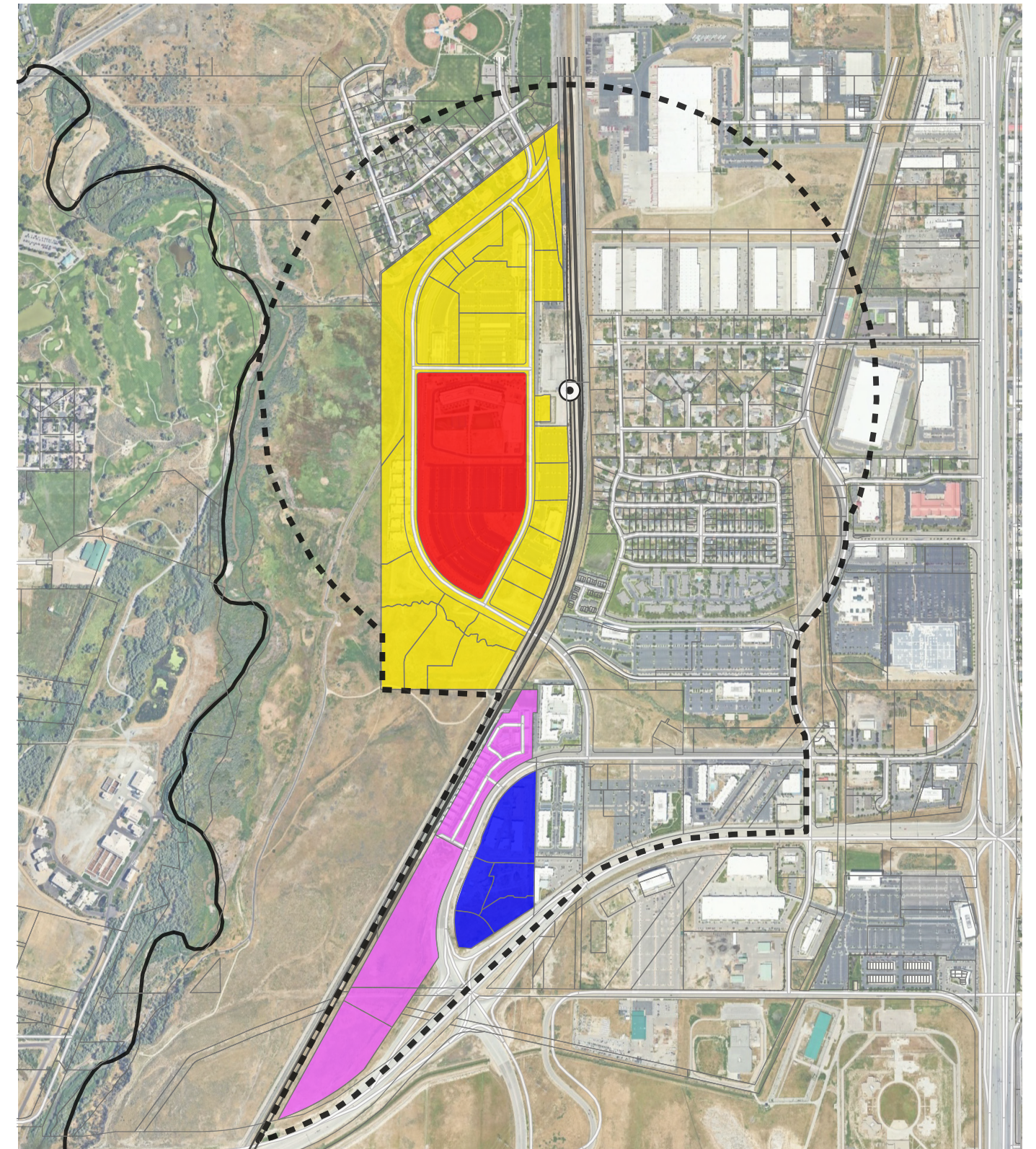
MASTER AREA PLANS IN THE TRANSIT STATION DISTRICT

In October 2011, the City of Draper established the Transit Station District (TSD) zoning classification to guide the transformation of the area surrounding its FrontRunner station into vibrant, transit-oriented neighborhoods. Under this zoning, any property within the TSD must have an approved Master Area Plan (MAP) before development can occur, ensuring that new projects align with the district's long-term vision.

Today, there are four approved MAPs within the TSD, shown on the adjacent map. Together, these plans include a mix of residential, mixed-use, office, and retail development, reflecting the district's goal of creating a diverse, connected community. Importantly, the MAPs also have vested and entitled residential densities—units that could be developed at any time—which must be factored into future planning for infrastructure, services, and amenities.

As Draper considers the next phase of growth in the station area, these existing entitlements set a foundation for what is possible and underscore the importance of coordinating future investments with already-approved development. The table below outlines the size and planned uses within each MAP.

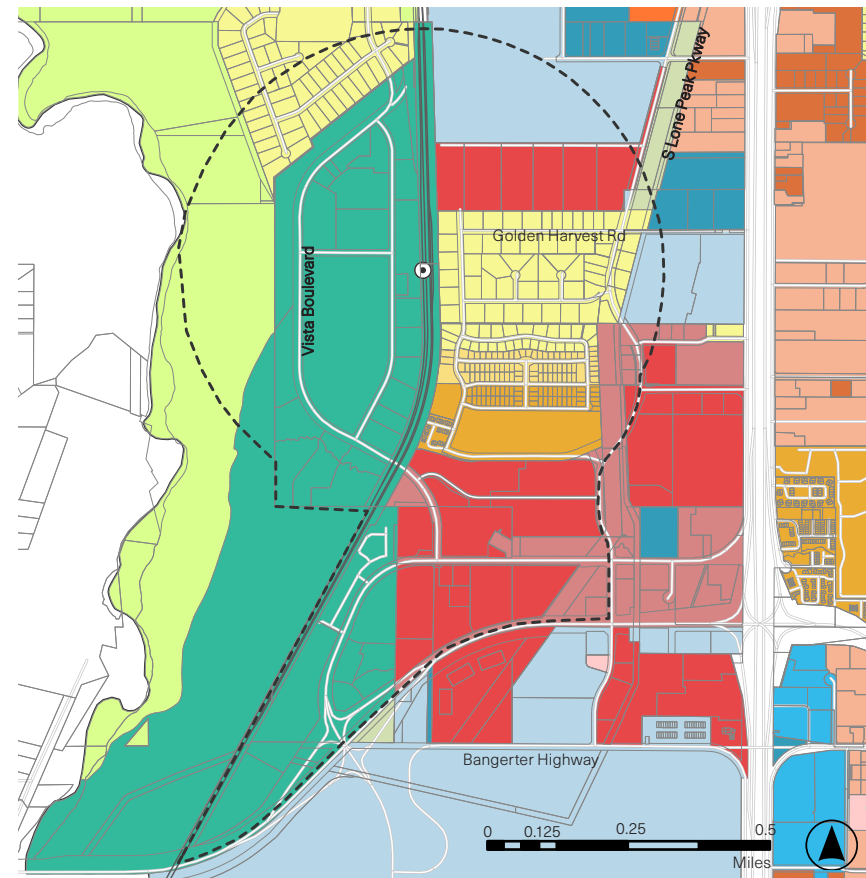
| | VISTA STATION MAP | EBAY MAP | VISTA 600 MAP | VERANDA WEST MAP | TOTALS |
|-----------------------------------|-------------------|----------|---------------|------------------|------------------|
| Residential Entitled Units | 1,923 | N/A | 244 | 386 | 2,553 |
| Residential Acreage | 29.01 | N/A | 8.44 | 17.13 | 54.58 |
| Residential Density | 66.29 | N/A | 28.91 | 22.53 | 117.73 |
| Residential Permits Issued | 308 | N/A | 244 | 122 | 674 |
| Retail/Commercial Sqft | 216,859 | N/A | 21,000 | 20,000 | 257,859 |
| Office Sqft | 1,867,061 | 504,000 | None | 250,000 | 2,621,061 |
| Open Space Acres | 16.17 | 5.46 | 4.97 | 9.6 | 36.2 |
| Parking Spaces | 5,617 | 3,300 | 825 | 1,965 | 11,707 |
| Total Acres | 145.07 | 36.38 | 15.24 | 32.81 | 229.5 |



■ Vista Station MAP ■ Vista 600 West MAP
■ eBay MAP ■ Veranda West MAP

Figure 5: Master Area Plans in Draper FrontRunner Station (Vista)

DRAPER FRONTRUNNER STATION (VISTA)



ZONING MAP

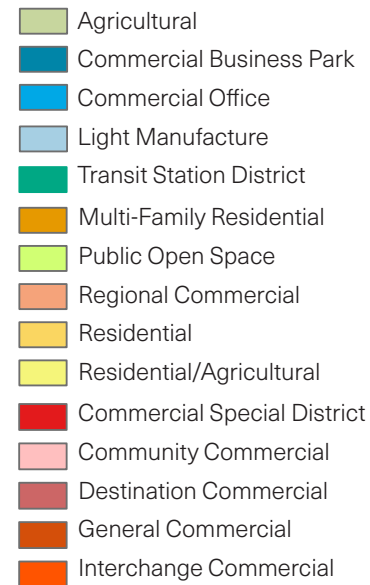
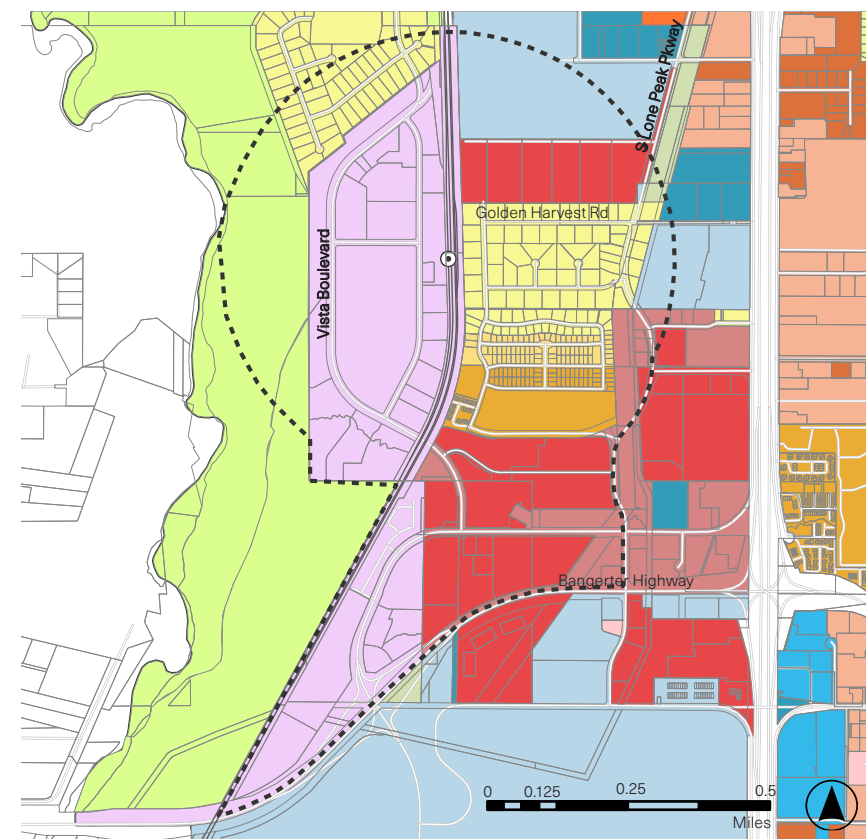


Figure 6: Zoning Map- Draper FrontRunner Station (Vista)



LANDUSE MAP

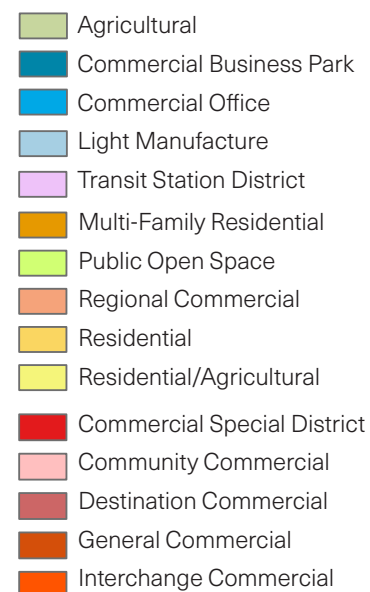


Figure 7: Land Use Map- Draper FrontRunner Station (Vista)

KEY TAKEAWAYS

- Southwest and northwest sections are zoned Public Open Space and Residential Agricultural, preserving a lower-density, rural edge at the station's perimeter.
- Major corridors are lined with Commercial Office and Commercial Business Park zones, positioning businesses in highly visible, easily accessible locations.
- Closest to the station, the Transit Station District and Draper Pointe Mixed Use Commercial Special District (as shown in Figure 6) allow higher-density housing and mixed-use development that supports transit ridership and walkability.
- Light Manufacturing and Commercial districts cluster near freeway interchanges and primary corridors, leveraging logistical advantages and established traffic flows.
- Within roughly a half-mile of the station, land uses are highly mixed—commercial, residential, industrial, and mixed-use—at varying densities.
- Destination and regional commercial areas concentrate along major corridors near the station, serving primarily regional consumers rather than local residents.
- Community/neighborhood commercial designations are limited and dispersed, contributing minimally to local neighborhood vitality.
- Residential development is anticipated within approved Master Area Plans, with approximately 2553 vested units in place.
- The Jordan River is adjacent to the station, providing access to the Jordan River Parkway and trail system under a Sensitive River Overlay.

OPPORTUNITIES & CONSTRAINTS

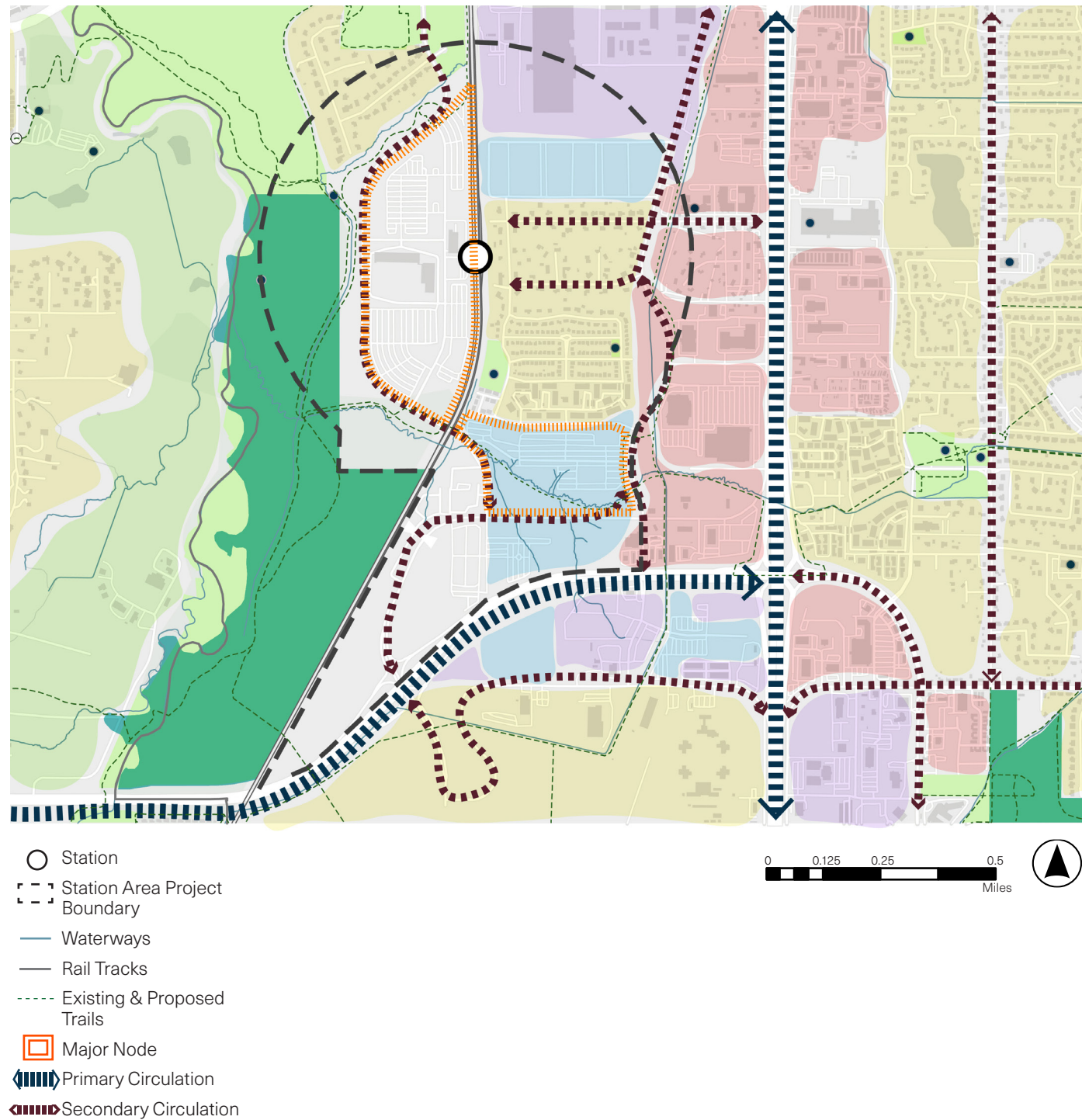


Figure 8: Opportunities & Constraints- Vista Draper Station Area

VISTA DRAPER STATION

OPPORTUNITIES

- The station sits next to the Jordan River and its Parkway Trail, offering regional bike-ped links to parks, homes, offices, and shops.
- Existing creeks add recreation potential, and an at-grade rail crossing within ½ mile supports access.
- To the south, future growth at The Pointe of the Mountain can strengthen the area's regional role.
- Closer in, wide shoulders and center-turn lanes on nearby streets could be reallocated for bikeways; some sidewalk segments and soft-surface trails already exist and can be upgraded to create a clearer, direct approach to the station.
- Open space and underdeveloped parcels near the platform present chances to stitch in new east-west connections, while the large garage could be repurposed for shared parking and complementary uses that activate the walk from the car to the train.
- With the conversion of eBay structure to a technology school and a proposed elementary school, the area will transform and add educational institutions to the mixed-uses.
- The large, underutilized parking areas are opportunities for infill combined with the already vested units planned under the Master Area Plans.

CONSTRAINTS

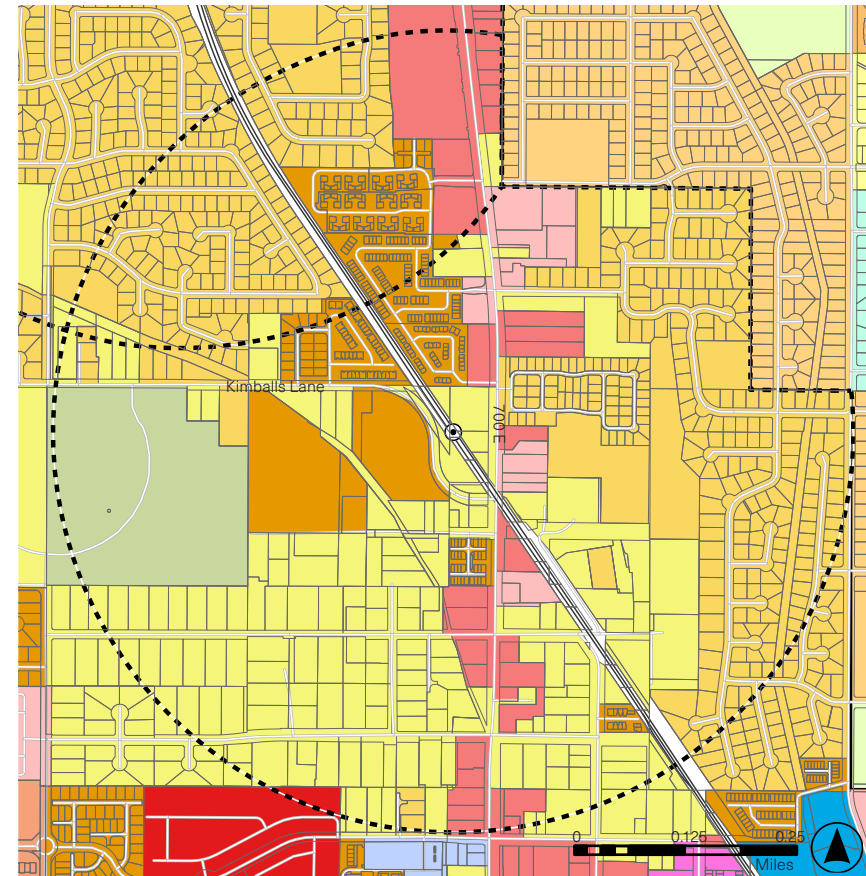
- Despite these assets, the station is physically isolated by I-15, Bangerter Highway, the Jordan River, and multiple rail lines.
- East-west links are minimal or feel unsafe, and access to the Jordan River Trail is not intuitive or direct.
- There is no dedicated bike network in the immediate area, large office blocks with expansive parking surface lots create a hostile pedestrian environment, and the UTA garage lacks clear, legible pedestrian paths.
- The parking supply is underutilized and nearby employment centers are not directly connected.
- Finally, big-box retail (largely home-furnishings) does little to meet day-to-day needs, reducing the likelihood of walkable, transit-supportive trips.



KIMBALLS LANE STATION AREA- EXISTING CONDITIONS



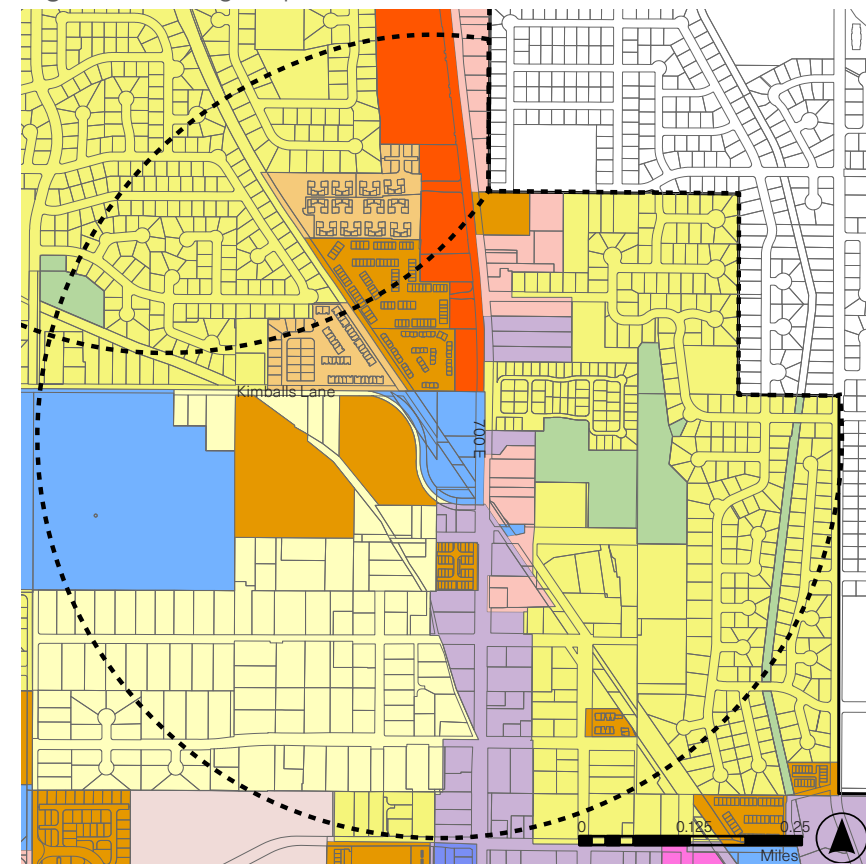
KIMBALLS LANE STATION



ZONING MAP

- Residential
- Residential/ Agricultural
- Town Center
- Neighborhood Commercial
- Office/Residential
- Agricultural
- Commercial Office
- Commercial Special District
- Community Commercial
- Multi-Family Residential
- Regional Commercial

Figure 9: Zoning Map- Kimballs Lane Station



LANDUSE MAP

- Business & Light Manufacturing
- Commercial Special District
- Community Commercial
- Community/Neighborhood Commercial
- Cultural/Institutional
- Destination Commercial
- Growth Area
- Industrial/Manufacturing
- Town Center
- Transit Station District
- Open Space/Parks
- Regional Commercial
- Residential High Density
- Residential Hillside Low Density
- Residential Low/Medium Density
- Residential Medium Density
- Neighborhood Commercial
- Office/Service
- Residential Medium-High Density
- Sensitive River Overlay

Figure 10: Land Use Map- Kimballs Lane Station

KEY TAKEAWAYS

- Near the station, zoning is predominantly Residential Agricultural at low–medium densities (1–2 du/ac), complemented by medium-lot neighborhoods (1/4–1/3 du/ac), and multifamily/townhome districts to the north, adding housing variety close to the transit hub.
- Commercial service zones (indicated in pink) line major circulation corridors, ensuring accessibility and visibility for businesses while providing essential amenities to surrounding neighborhoods.
- The southern portion of the station area includes diverse zoning categories such as regional commercial and neighborhood commercial, supporting a broader mix of uses.
- Kimballs Lane Station is characterized by a mix of land uses, although residential areas dominate the overall layout.
- Major corridors host commercial areas including neighborhood, regional, and destination commercial, optimally positioned for vehicular accessibility and visibility.
- The station area benefits from multiple parks and open spaces within a comfortable 10- to 15-minute walking radius. But the southwest portion of the radius has large blocks making it difficult to walk without having to go a far distance or cut through the school campus.

OPPORTUNITIES & CONSTRAINTS

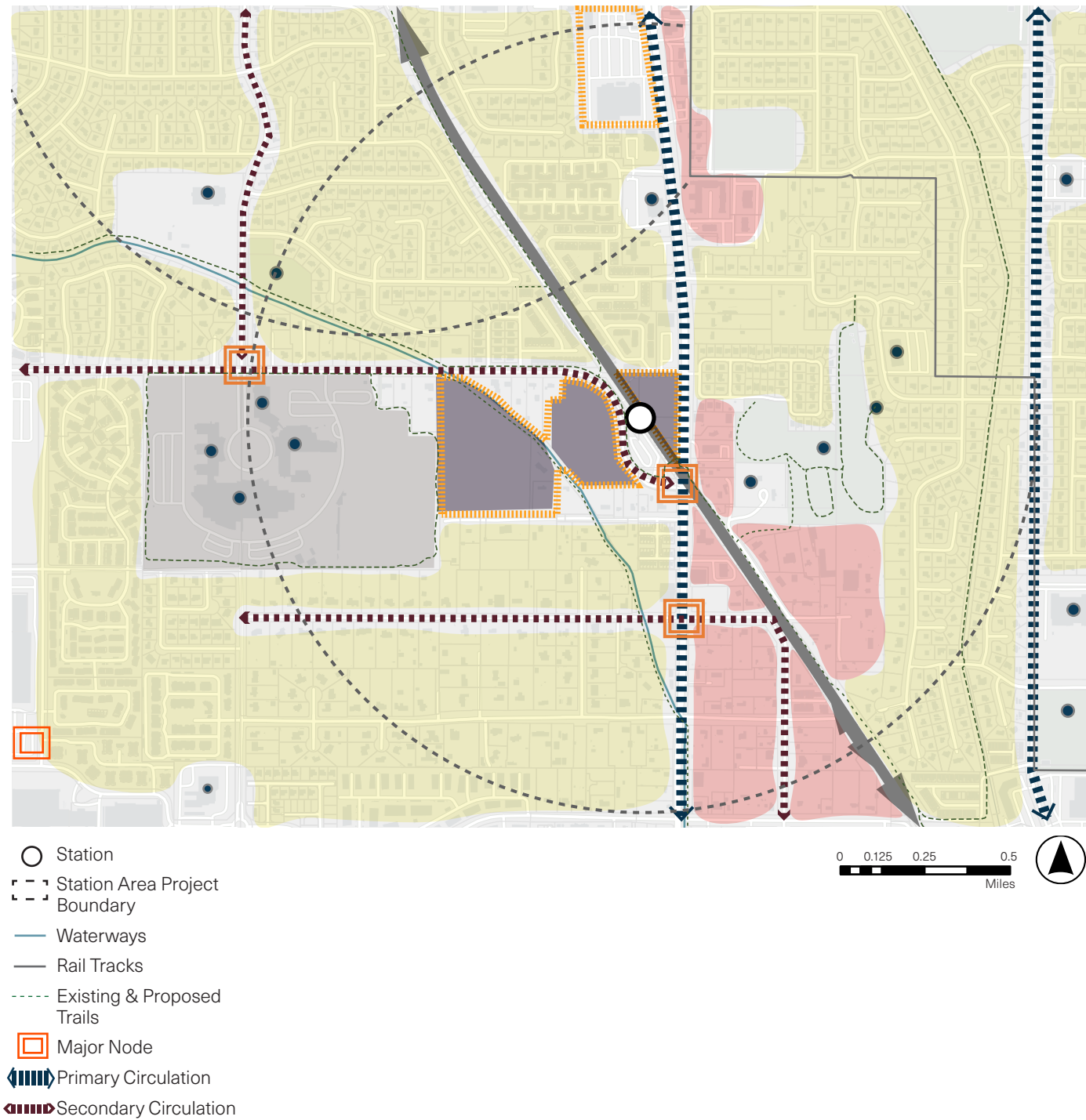


Figure 11: Opportunities & Constraints- Kimballs Lane Station Area

KIMBALLS LANE STATION

OPPORTUNITIES

- The Kimballs Lane Station Area presents strong opportunities to enhance neighborhood access and foster a more connected, multimodal district.
- The area is surrounded primarily by residential land uses and has existing trails that link parks and nearby neighborhoods to the station, offering a solid foundation for active transportation.
- Its proximity to schools provides potential for safe biking and walking routes, while commercial areas along 700 E create an opportunity to introduce mixed-use development and support local-serving businesses.
- Additionally, the station is within a 10–15-minute walking radius of several parks, further supporting a vision for livable, connected communities.
- The regional trail corridor provides a continuous north–south pathway, and wide shoulders on 700 E adjacent to the station could accommodate future bike or pedestrian improvements.
- Vacant or underutilized parcels near the station, along with excess UTA parking, may be repurposed to support new uses, shared parking, or complementary development that enhances station vibrancy.

CONSTRAINTS

- Despite these strengths, the area also faces significant physical and infrastructural barriers that limit walkability and transit access.
- The UTA parking lot remains underutilized and lacks pedestrian-friendly design, diminishing its contribution to an active station environment.
- There are no direct sidewalks from adjacent neighborhoods, and disconnected residential streets west of the station further constrain access.
- Along 700 E, high vehicle speeds reduce perceived safety for crossings, and missing sidewalk segments on both 700 E and Kimballs Lane interrupt continuous pedestrian routes.
- The curve along Kimballs Lane presents poor sight distances, preventing safe installation of improved crossings, while the 700 E/Kimballs Lane intersection has confusing geometry that discourages pedestrian movement.
- Trail connections also present challenges: the Porter Rockwell trail crossing at 700 E lacks clarity and continuity, Z-gates restrict accessibility for strollers and bicycles, and along 800 E the Porter Rockwell Trail has minimal visual or physical separation from the roadway.
- Together, these gaps—fragmented sidewalks, unsafe crossings, confusing intersections, and unclear trail design—limit the ability of the station area to function as a truly walkable, transit-supportive environment.

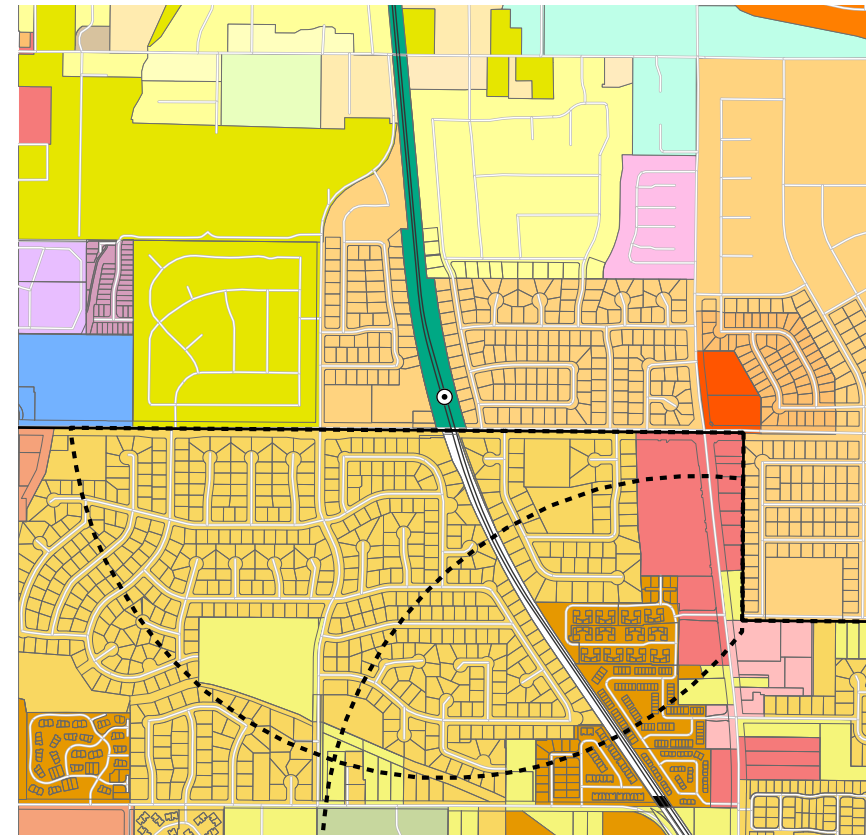


Residential character around the opportunity site

CRESCENT VIEW STATION AREA- EXISTING CONDITIONS



CRESCENT VIEW STATION

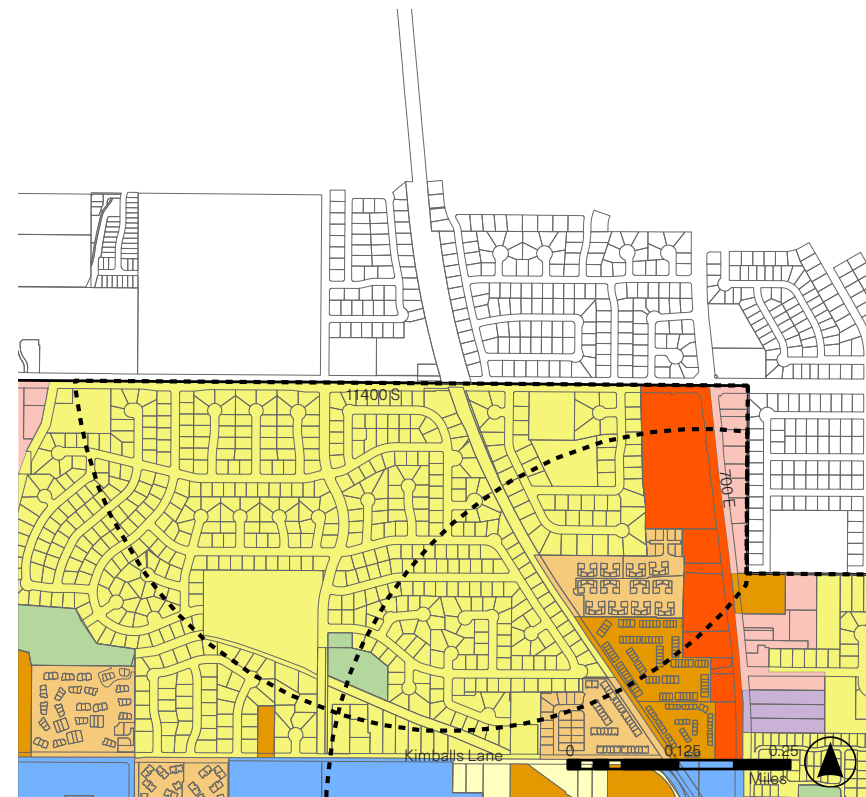


ZONING MAP

- Regional Commercial
- Residential
- Residential/Agricultural
- Agricultural
- Community Commercial
- Multi-Family Residential
- Neighborhood Commercial

Figure 12: Zoning Map- Crescent View Station

LANDUSE MAP



- Cultural/Institutional
- Neighborhood Commercial
- Open Space/Parks
- Community Commercial
- Residential Medium-High Density
- Residential High Density
- Residential Low/Medium Density
- Residential Medium Density
- Community/Neighborhood Commercial

* Land-use data for Sandy City not available.

Figure 13: Land Use Map- Crescent View Station

KEY TAKEAWAYS

- The Zoning Plan for Crescent View Station spans two municipal jurisdictions—Draper and Sandy, each with its own set of land-use designations.
- Draper’s zoning is almost exclusively low density residential (1-3 dwelling units per acre), with a very small multi-family area to the south and neighborhood commercial along 700 E.
- South of the station, the zoning designates 1/3 acre lots, but the built pattern averages 1/5 acre lots—indicating higher realized density than the base zoning.
- Crescent View Station primarily features residential neighborhoods surrounding the station, characterized by well-established single-family residential communities.
- Extensive areas of residential low/medium density land-use dominate the landscape within the half-mile planning radius, as indicated by the dashed circle around the station. Just beyond this radius, pockets of higher density residential land-use are evident.
- Closer to the station, parcels designated for community or neighborhood commercial use emerge along main circulation routes, enhancing accessibility and visibility.
- Small clusters of office/service zones present opportunities for mixed-use or employment-focused development.
- The presence of Cranberry park complements the residential character of the area, offering open space and recreational opportunity to local residents.

OPPORTUNITIES & CONSTRAINTS

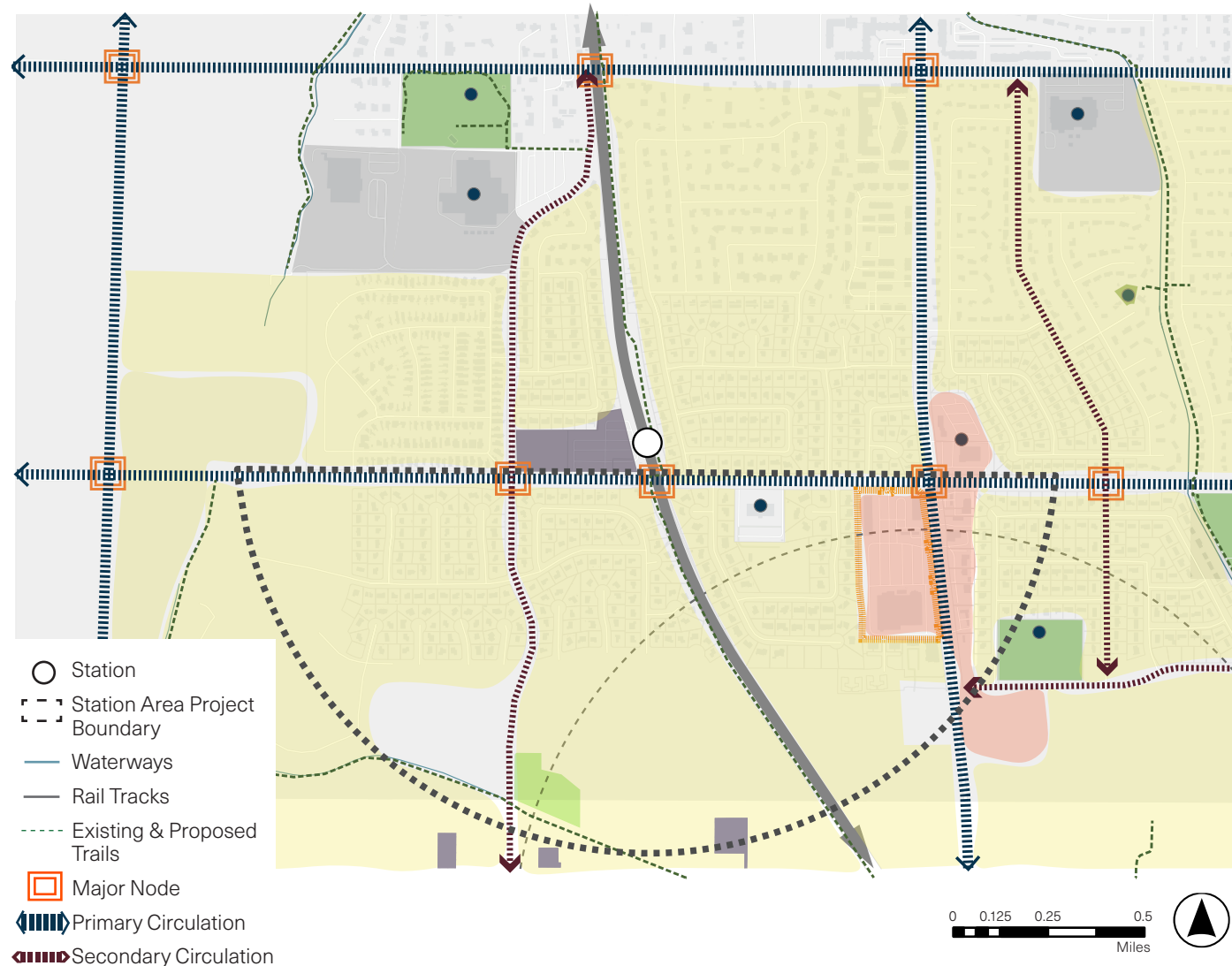


Figure 14: Opportunities & Constraints- Crescent View Station Area

CRESCENT VIEW STATION

OPPORTUNITIES

- The Crescent View Station area offers strong opportunities to strengthen neighborhood connections and access to regional amenities.
- It is surrounded by a mix of residential densities and linked to nearby neighborhoods by trails—including the Sandy Canal Trail and the Porter Rockwell Trail—with multiple parks within walking distance supporting active transportation and recreation.
- The main circulation spine along 11400 S provides a robust east–west vehicular connection between the station and adjacent commercial and residential areas; along both 11400 S and 700 E.
- Wide rights-of-way can accommodate future multimodal improvements, and an existing pedestrian refuge island on 11400 S already enhances crossing safety.
- Trail adjacency (particularly to the Porter Rockwell Trail) creates potential for an active-transportation emphasis, proximity to several residential areas reinforces local access.
- Existing public parking with excess capacity could be leveraged for shared parking or other supportive uses.

CONSTRAINTS

- At the same time, several conditions constrain walkability and overall functionality: a disconnected residential street network and rail infrastructure limit direct walking and biking access to the station;
- Long distances between safe crossings on 700 E and wide intersections reduce pedestrian comfort.
- Direct access from the station to the Porter Rockwell Trail is limited; Z-gates on the trail restrict strollers, bikes, and other users.
- Lack of commercial amenities with minimal multimodal connectivity undermines a vibrant, transit-oriented environment.
- Compounding these issues, the station is split across Draper and Sandy jurisdictions, requiring ongoing coordination to deliver cohesive improvements.

SANDY CITY STATION AREA PLAN

VISION

Crescent View Station will remain a residential feeder station with improved connections to parks and services.

KEY STRATEGIES

- The key strategies for this station area include maintaining medium and low residential density around the station while supporting small commercial nodes, such as the one located on the east side of 700 E. This approach aligns with identifying the Harmons Grocery site as an opportunity site for small-scale mixed-use development while retaining the residential character of the neighborhood.
- Additionally, the preferred scenario emphasizes residential infill on UTA property adjacent to the station and the creation of a new trail along 11400 S. This aligns with increasing connectivity between the UTA site and the Harmons Grocery opportunity site through pedestrian, bike and trail connections on 11400 S.



Land uses around the opportunity site

COMMUNITY ENGAGEMENT



Design Charrette

OVERVIEW

Alongside analyzing current conditions, understanding the challenges and concerns of residents and stakeholders within the station areas was a key part of the process. To gather feedback, the engagement program included small-group meetings, a design charrette, and an open house, followed by an online survey, allowing input from a diverse range of stakeholders, including station-area residents and the broader Draper community.

The project team engaged both Sandy City and UDOT throughout this process. Draper City staff conferred with Sandy staff, referenced Sandy's Station Area Plan, requested supporting GIS data, and included Sandy City staff at the design charrette. Coordination with UDOT was maintained given its ownership of 700 E, with follow-up outreach and ongoing collaboration planned for other regional operations.

In parallel with public engagement, periodic discussions with City Council and the Planning Commission provided guidance and ensured alignment with city priorities. A Webpage (StoryMap) was also created to inform community members about the project, outline the process, and provide clear ways to contribute feedback.

The feedback collected through these methods helped identify the key challenges and opportunities for each station area. Insights from community outreach, workshops with stakeholders, and discussions with city leadership directly informed the development of design alternatives, which were then shared and discussed again with community members and City leadership. The preferred design alternatives for each station area are presented in the next chapter.

Though outreach was done with some property owners, developers, and neighbors, not all property owners were involved in the community outreach, and some do not endorse the concepts.



Design Charette

1

ENGAGEMENT WINDOW

- Interviews & Small Group Meetings
- Design Charrette

2

ENGAGEMENT WINDOW

- Webpage & Online Survey
- Open House

3

ENGAGEMENT WINDOW

- Leadership Workshops & Presentations
- Adoption Hearings

SMALL GROUP MEETINGS: KEY TAKEAWAYS

VISTA DRAPER STATION

- **Transportation Improvements:** Enhance Vista Station Boulevard with road repairs, bike lanes, and improved connections across train tracks; address bottlenecks due to lane transitions.
- **Education Infrastructure:** Prepare for increased student and employee population with the new Innovation Tech Center School opening in fall 2027, considering future needs for additional elementary schools.
- **Affordable Housing:** Leverage partnerships and HTRZ funding to support affordable workforce housing development, particularly around Vista Draper Station area, and the area south of the station.
- **Parks and Open Space:** Improve accessibility, connectivity, and maintenance of local parks, open spaces, and riverfront areas, addressing the lack of amenities like shade trees and parking.
- **Parking and Development Flexibility:** Address insufficient parking availability, explore affordable parking solutions, and maintain flexibility in zoning and entitlement processes for developers.

KIMBALLS LANE AND CRESCENT VIEW STATION

- **Traffic and Infrastructure:** Address congestion at 700 E and 11800 S crossing; evaluate infrastructure improvements (lane widening or shoulders) to support future housing, school, and hospital growth.
- **Housing Density and Type:** Favor smaller-scale and single-family housing types over high-density apartments; strategically include townhomes and condos to promote affordable home ownership without exacerbating traffic issues.
- **Public Transit Utilization:** Improve housing design and station-area connectivity to encourage public transit use, creating inviting transit hubs and enhancing safety through increased ridership.
- **Retail and Mixed-Use:** Cautiously approach adding retail near Kimballs Lane station area, based on prior challenges experienced elsewhere.
- **Environment Priorities:** Prioritize preservation of green spaces, wildlife habitats along the canal, and implement Dark Sky lighting standards to maintain community character and environmental quality.



Vista Draper Station

DESIGN CHARRETTE

The Design Charrette was conducted on April 21, 2025. The Charrette was divided into 2 parts: one session consisting of different stakeholders and community members residing within the station areas and the other session consisting of Planning Commission members. The first group had approximately 15 participants apart from staff and the consultant team.

The intent of the Design Charrette was to have a working session with the group for all three stations. The Charrette included an introductory presentation on the project followed by extensive discussion using base maps for each station. The feedback received from both sessions was summarized into key diagrams. The diagrams from the Charrette helped inform the design alternatives (shown on the right) in the next stage of the project. The conceptual alternatives developed for each station can be referred to in-depth in Appendix C.

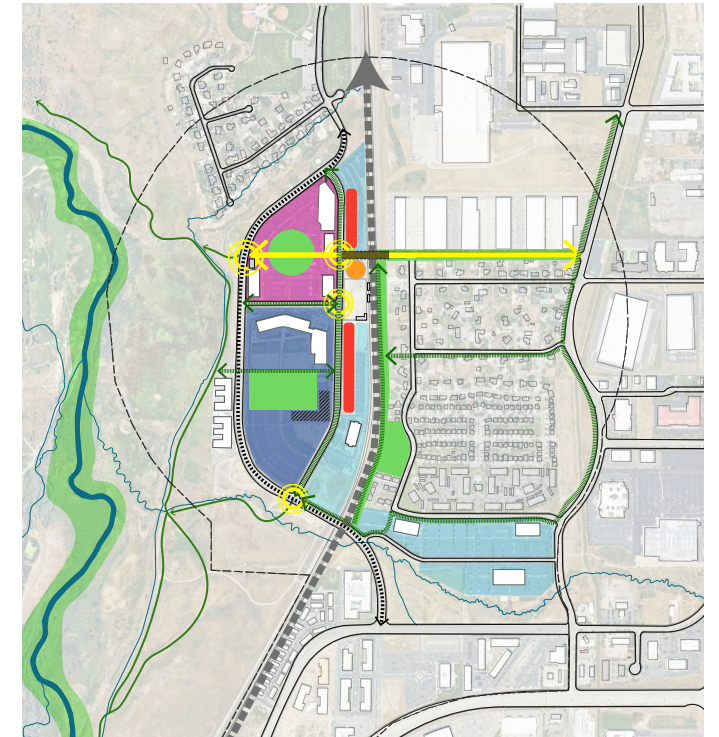


Figure 15: Conceptual Alternative 1 for Draper FrontRunner Station (Vista)

VISTA DRAPER STATION

The participants discussed their concerns for the station itself and the surrounding areas. The base maps were used to generate key connections within the neighborhood and to identify locations of desired programming within the station area. The participants were also asked to vote on reference imagery for different types of potential programming suitable for the station area.



Figure 16: Conceptual Alternative 1 for Kimballs Lane Station

KIMBALLS LANE AND CRESCENT VIEW STATION

The participants discussed existing circulation and the different users within the station area and shared their concerns over drastic changes to the neighborhood character. The participants were given information on different housing typologies with varying densities as potential infill housing opportunities within the station area.



Figure 17: Conceptual Alternative 1 for Crescent View Station

OPEN HOUSE

The Open House was conducted on June 6th, 2025. The intent of the Open House was to inform the community of the design process and get feedback on design alternatives for each of three stations. Site plans and precedent imagery were shared to illustrate the concepts for each station area. The community was asked to vote on their preferred concept and the “big moves” they want to see for each of the stations. They were also asked to give feedback on specific transportation recommendations identified for each station area.

VISTA DRAPER STATION

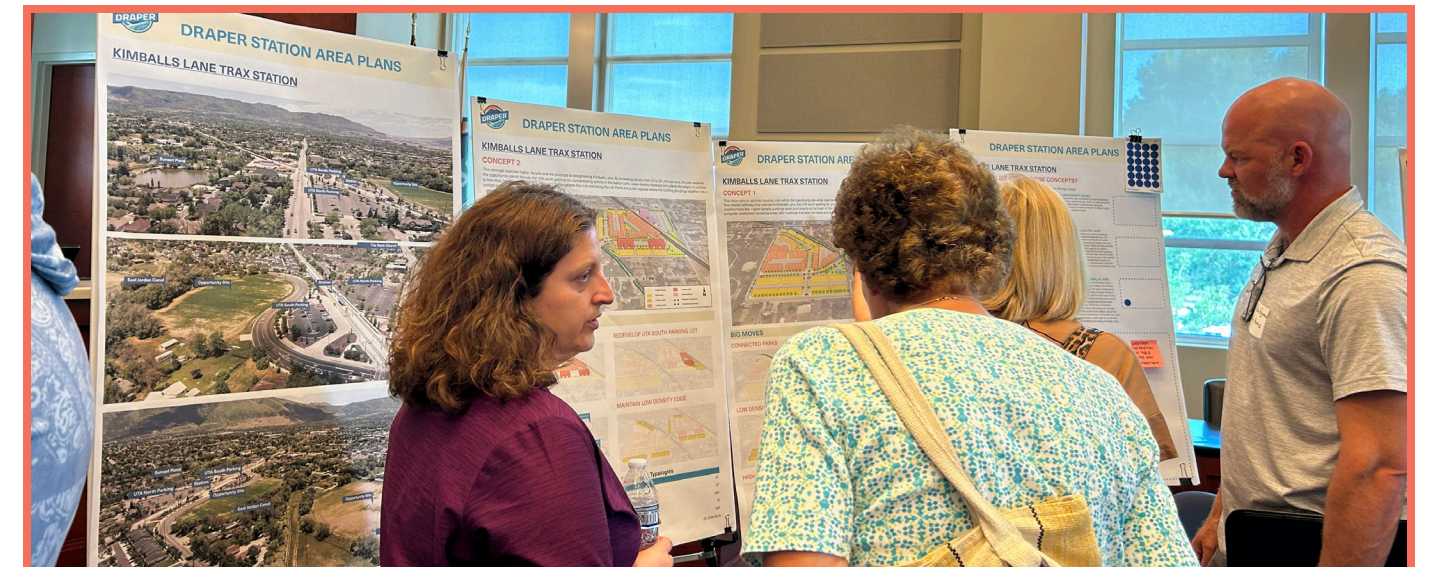
Overall, attendees wanted more pedestrian and trail connections between the station and surrounding uses. Having some retail options and gathering spaces were identified as desired programming by attendees.

KIMBALLS LANE STATION

Additional infill density and transportation circulation within the station were prime discussion topics during the Open House. Attendees expressed their preference for low-density housing infill, consolidated green spaces, and having better pedestrian connectivity within the station, the school and the neighborhood. Under the transportation recommendations, straightening out Kimballs Lane received much support.

CRESCENT VIEW STATION

Traffic on 11400 S and 700 E was expressed as a major concern for this station area. Attendees were skeptical about having 5 story buildings in the proposed concepts, and wanted minimized height in the proposed infill development.



Open House

ONLINE SURVEY

The Online Survey was launched on June 5th, 2025 during the Open House. The survey received 791 complete responses. The intent of the survey was to get feedback from the larger community on the design alternatives shown for each station during the Open House. The survey consisted of two design alternatives for each of the stations, along with transportation recommendations. The respondents were asked to vote for their preferred alternative and their preferred transportation recommendations for each station. Some key feedback from the survey has been highlighted below and a detailed survey results memo is attached in the appendix.

VISTA DRAPER STATION

TOP BIG MOVES

52%

TRAIL LINKS



50%

MARKETPLACE

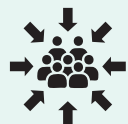


47%

JORDAN GREENLINK



IMPORTANT TO CONSIDER FOR FUTURE PLANNING OF THE STATION



Creating a sense of place was **most important** for the future planning of Vista Station.



Increasing office space and employment and increasing housing were ranked as **least important**.

TRANSPORTATION RECOMMENDATIONS



Coordinating with The Pointe development to plan for a future multi-use path and improving connectivity within Draper was **most important (49%)**.



Identifying opportunities for east-west connections **(38%)**.



Considering a new multi-use trail on the east side of the tracks **(30%)**.

KIMBALLS LANE STATION

PREFERRED HOUSING TYPOLOGIES

69%

COTTAGE COURTS



57%

DUPLEX



40%

TOWNHOUSE



TRANSPORTATION RECOMMENDATIONS

44% - Improving Porter Rockwell Trail access & wayfinding was considered most important.

37% - Considering safe routes to the school and a new multi-use path.

35% - Filling sidewalk and bike lane gaps on Kimballs Lane and 700 E.

CRESCENT VIEW STATION

TOP CONCERNS



Desire for more single-family housing.



Congestion on 11400 S and 700 E.



High building height and more residential density.

TRANSPORTATION RECOMMENDATIONS

55% - Realign and upgrade Porter Rockwell Trail crossing of 11400 S.

54% - Create connected and comfortable walking paths from nearby neighborhoods.

46% - Improve crosswalks and signals on 700 E and 11400 S.

44% - Fill sidewalk and bike lane gaps along 11400 S between 300 E and 700 E.

RECOMMENDATIONS



Jordan River Trail near the Draper FrontRunner Station (Vista)

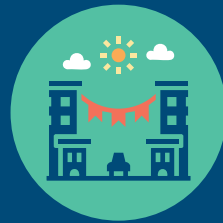
OVERVIEW

The three Draper Station Area Plans respond to the specific characteristics of each station and its surroundings. The two TRAX stations, Kimballs Lane and Crescent View, have overlapping ½-mile boundaries and are located within relatively stable residential areas. The Draper FrontRunner Station (Vista) has more land use diversity, containing isolated residential neighborhoods, industrial and warehousing uses, commercial office space, high-density residential, and a number of parcels with vested unit densities that have not yet been developed. This chapter provides a framework for each station area that will direct potential change and help improve connectivity, land use allocation, and urban design around each station. The principles are tailored for each station and represent high-level aspirations to be achieved through the proposed Station Area Plans*.

**Note: Figures showing proposed buildings in this documents are only concepts; the actual location of buildings, trails, and gathering spaces will be determined as part of the entitlement process.*

PREFERRED STATION AREA PLAN- VISTA DRAPER STATION

VISTA DRAPER STATION PRINCIPLES



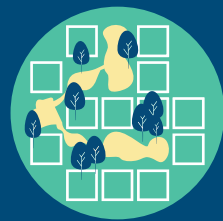
1 ACTIVATE THE PUBLIC REALM:
This principle aims to create welcoming public spaces that encourage gathering, walking, and social interaction. Transforming the current station area into a place that is identifiable and offers a destination for the surrounding community is a key goal of this plan principle.



2 BUILD A NEW EAST-WEST PEDESTRIAN CONNECTION:
A new pedestrian bridge over the rail line connecting both sides of the station area will enhance access and mobility. This connection will help unify the overall station area, improve access from employment centers and neighborhoods, and drive additional transit use.



3 INCORPORATE SMALL-SCALE RETAIL:
Introducing local-serving, small-scale retail—such as cafés, corner stores, or service shops—will provide everyday amenities for residents, employees, and transit users. These businesses can create street-level activity while incorporating needed goods and services in the area.



4 CREATE A GREEN SPACE NETWORK:
A network of linear parks, pocket parks and community spaces will not only provide an internal framework for the area adjacent to the station but will also allow to better connect surrounding areas and new development.



5 INTEGRATE ADJACENT USES TO THE STATION AREA:
Creating new connections for all types of users will help unify existing land uses and bring cohesion to this part of Draper. By enhancing connectivity, the area can function more seamlessly as an integrated and accessible transit node.

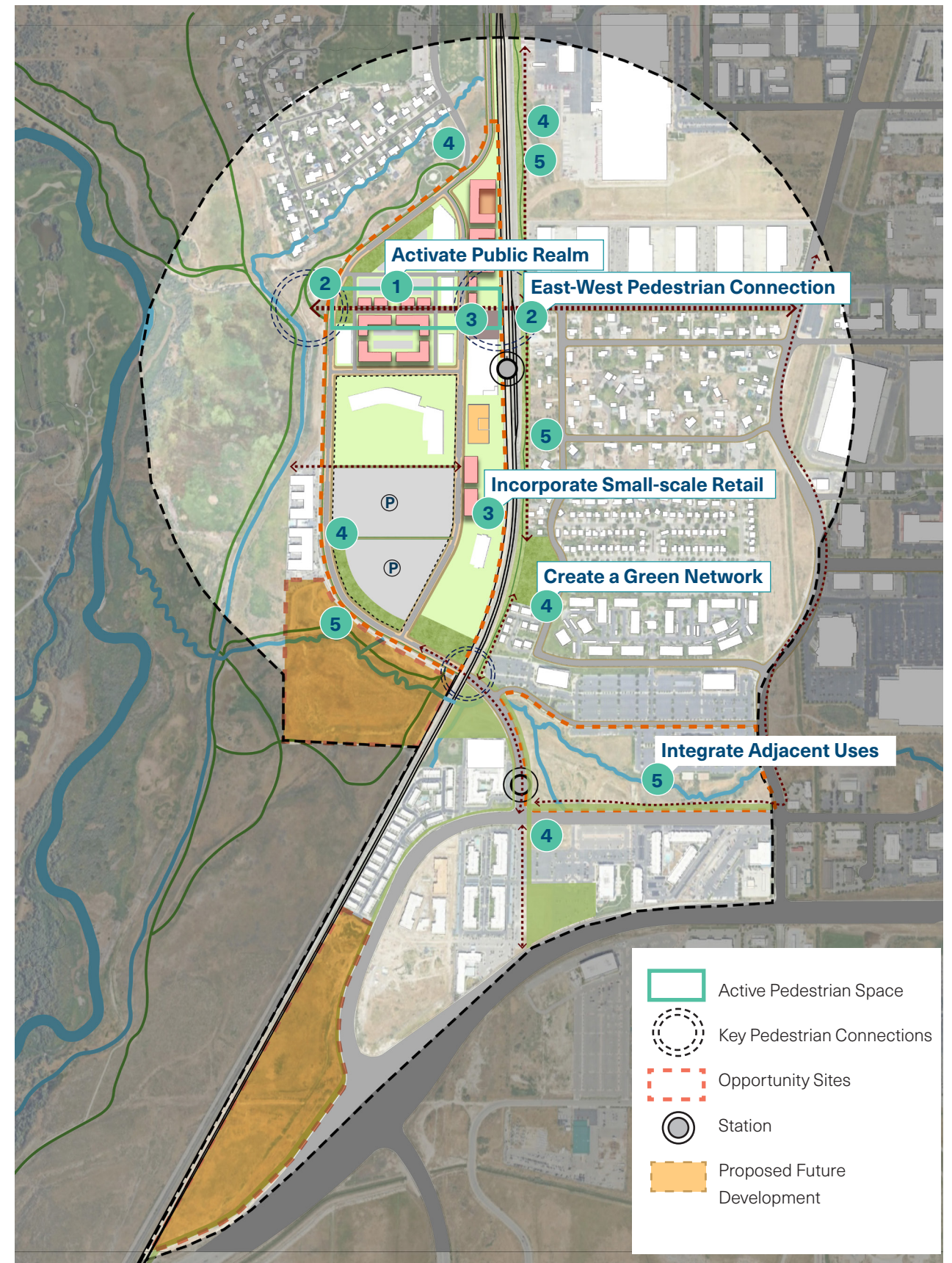


Figure 18: Vista Draper Station Area Plan

PREFERRED STATION AREA PLAN- VISTA DRAPER STATION

VISION

The Vista Draper FrontRunner Station Area Plan creates a vision focused on placemaking and connectivity to create a more accessible and vibrant station area that can serve adjacent neighborhoods and large employment centers. The plan emphasizes creating a connected public realm, integrating community-serving land uses, and creating new options for pedestrian and bike mobility.



Figure 19: Preferred Design Alternative for Opportunity Site



BIG IDEAS FROM THE PREFERRED ALTERNATIVE

GREEN CLOVER LINK & TRAIL LINKS



The Green Clover Link creates an urban green corridor parallel to the FrontRunner rail line, providing a much-needed multiuse path on the eastern side of the tracks for residents and employees in the east half of the station area. A continuous network of protected bike lanes and wide sidewalks connects employment centers, residential neighborhoods, and the new pedestrian bridge over the rail lines. Integrated trail links extend this network to the Jordan River Trail, ensuring seamless walking and biking access between the station area, green spaces, and surrounding destinations.

VISTA COMMONS



Vista Commons serves as the neighborhood's central gathering place, offering a mix of lawn, plaza, and shaded seating areas for community events or informal meet-ups. Situated between Vista Station Boulevard and FrontRunner Boulevard—across from the proposed Marketplace—it provides a pedestrian-focused link between the station and the Jordan River Trail. There is an opportunity within vested units in this area to incorporate mixed-use infill buildings around the Commons that include active ground-floor uses to foster social and economic vibrancy.

MARKETPLACE



The Marketplace features locally focused eateries and neighborhood shops that cater to adjacent offices, the nearby school, and surrounding residences. Designed for people, not cars, it prioritizes walk-in access over drive-throughs, with inviting storefronts that face the street and wide sidewalks lined with outdoor seating. Located along FrontRunner Blvd. and across from Vista Commons, the Marketplace seamlessly connects to pedestrian pathways, linking transit, green spaces, and the Jordan River Trail in a lively, human-scaled setting.

COMMUNITY CROSSING



The Community Crossing pedestrian bridge links residential and employment areas east of the FrontRunner tracks to the station and adjacent land uses to the west. Designed as a signature gateway into the station area, it provides direct, safe pedestrian access between both sides of the rail corridor.

POCKET PARKS



Pocket Parks are an extension of the Green Boulevard, with dedicated lawn spaces and play areas for the surrounding community. They serve as passive green spaces to pause and enjoy the landscape. They also host the pedestrian connections and trail links for easy connectivity and access to either the surrounding neighborhood or the Jordan River Trail.

PREFERRED STATION AREA PLAN- VISTA DRAPER STATION

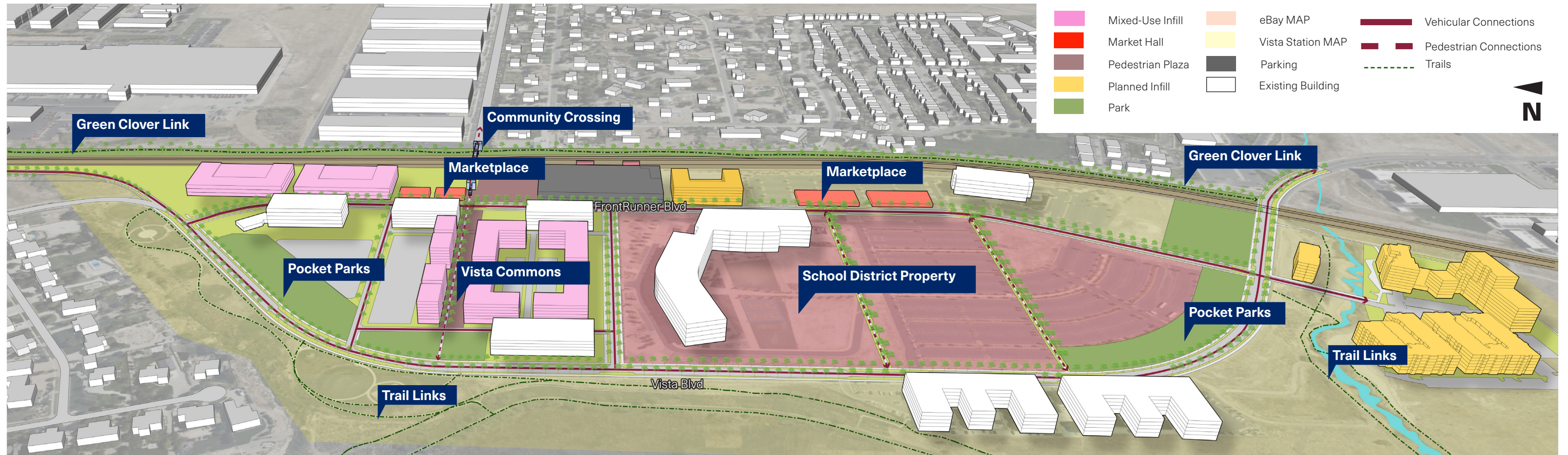


Figure 20: Public Space and Connectivity Diagram for Vista Draper Station Area

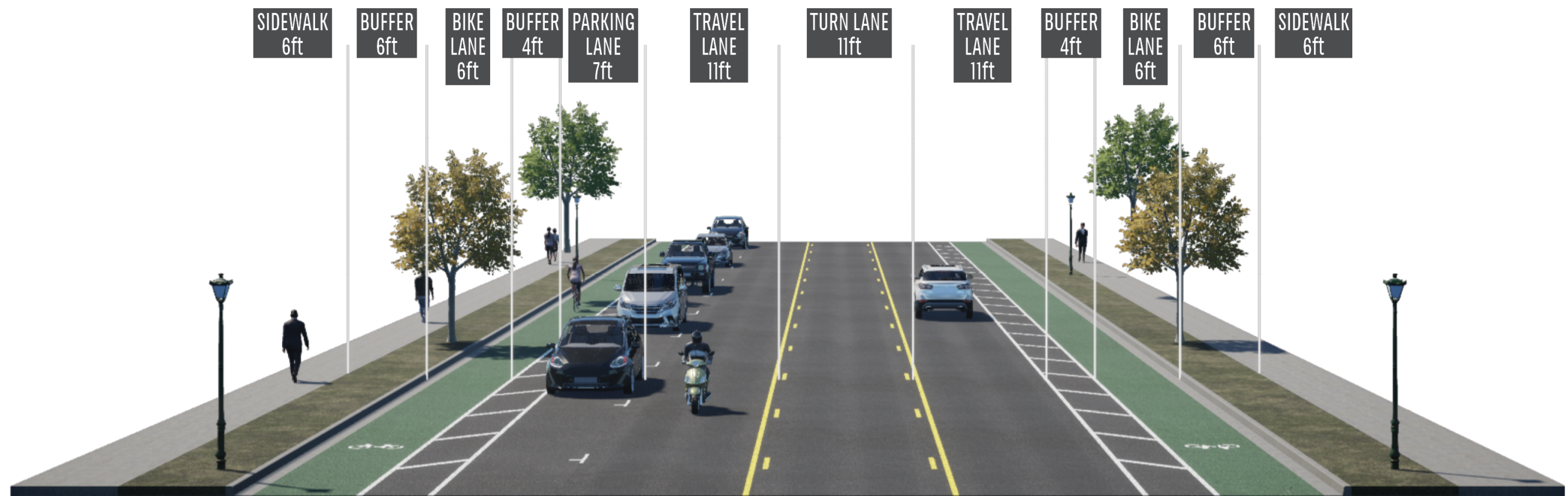


Figure 21: Proposed Street Section- Vista Boulevard looking north

RECOMMENDATIONS

PUBLIC SPACE RECOMMENDATIONS

The Vista Draper Station area currently lacks connected public spaces, with scattered buildings, large surface lots, and limited pedestrian and bike access. These recommendations focus on creating inviting, active spaces that improve connectivity and foster a stronger sense of place.

- Establish Vista Commons as the central civic space, designed as a pedestrian-oriented, flexible plaza for gathering, dining, and shopping. Frame it with active ground-floor uses and upper-story residential or office space as shown in Figure 19.
- Create a Transit Plaza adjacent to the station and parking structure with flexible furniture and landscaping—serving as both a through-space for commuters and a comfortable place to eat, play, or relax.
- Develop north and south marketplaces, oriented to serve commuters, schools, offices, and residents. Program these spaces with retail, food vendors, and community-serving uses to establish daily destinations as shown in Figure 20.
- Incorporate a Linear Park along Vista Boulevard to create a green system throughout the station area.
- Incorporate smaller pocket parks in various areas of the plan that are connected and provide access to recreation and gathering to existing and future residents.
- Build a pedestrian bridge linking the Transit Plaza directly to the Green Clover Link, enhancing access to the regional trail system as shown in Figure 19.
- Create a multi-use path (Green Clover Link) on the east-side of the rail line to link the employment areas and neighborhoods.
- Integrate the new high school into the other developments through pedestrian connections.

LAND USE RECOMMENDATIONS

The station area includes a mix of office uses, vacant parcels, and planned redevelopment, including a future school. These recommendations support a mix of residential and commercial uses to meet growing demand and guide thoughtful development.

- Incorporate retail uses into new development plans along Front Runner Blvd. and Vista Commons to support activation.
- Encourage active ground-floor uses (retail, cafés, services) in new residential development.
- Secure easements across undeveloped parcels to preserve future connections to The Point and broader growth areas.

AFFORDABLE HOUSING AND HTRZ

- Integrate affordable housing into projects like Vista Commons to support eligibility for Housing and Transit Reinvestment Zone (HTRZ) funding. (** The 1/3-mile circle delineates the statutory eligibility area for a Housing & Transit Reinvestment Zone (HTRZ) around commuter rail stations.*)
- Expand housing opportunities throughout the station area, with a focus on incorporating affordable units within the 1/3 mile radius (as shown in Figure 22) to support equitable access to jobs, services, and amenities.
- Ensure a variety of housing types are provided to serve residents of different incomes, household sizes, and lifestyle needs.
- Plan for the vested 2,553 housing units and actively encourage the development of additional affordable and workforce housing to meet long-term community growth goals and transit-oriented development objectives.

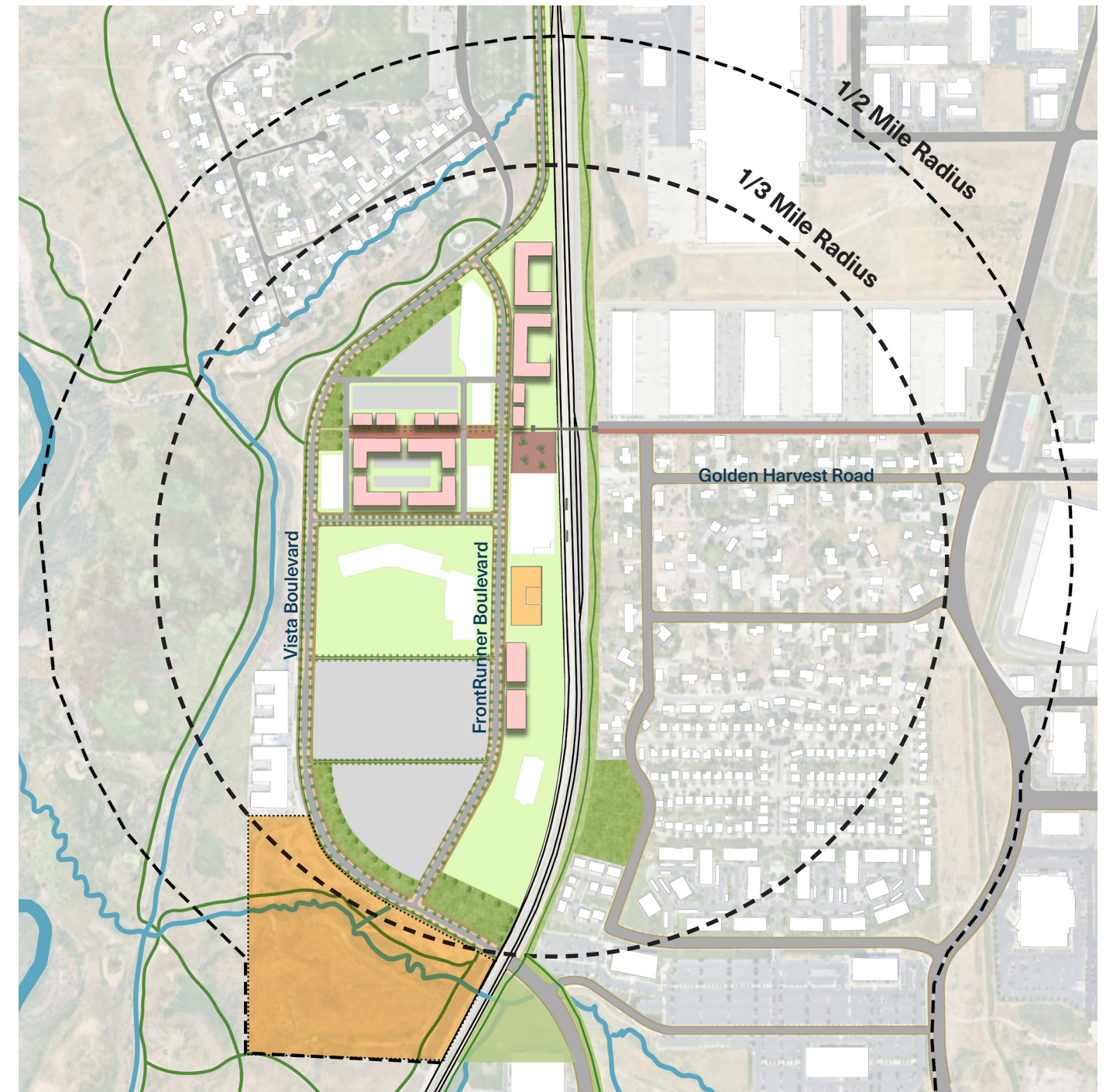


Figure 22: 1/3 Mile radius around the station

RECOMMENDATIONS

TRANSPORTATION RECOMMENDATIONS

The Draper FrontRunner Station (Vista) at 13400 S/Vista Station Boulevard is isolated from nearby development by I-15, Bangerter Highway, the FrontRunner and Union Pacific trackage to the east, and open space to the west. East-west walking and cycling connections are especially compromised, and the station area has no clear connection to the Jordan River Trail. Daily boardings are low for a station this size, with riders potentially deterred by first/last-mile gaps. The following recommendations aim to support future development and a new school by improving access, connectivity, and land use integration. Itemized improvements are presented below.

INCREASE AND ENHANCE MULTI-MODAL CONNECTIONS

- Install a separated bike lane along Vista Station Boulevard, primarily on west/southbound curb.
- Add all crosswalks to both intersections along Vista Station Boulevard and FrontRunner Boulevard, possibly enhanced by other improvements such as curb extensions, medians, or other methods to shorten crossings and slow vehicular traffic .
- Coordinate with landowners to pave the existing soft-surface trail connection between Vista Station Boulevard and the Jordan River Trail.
- Explore installation of high-visibility midblock crossings on Vista Station Boulevard with a Rectangular Rapid Flashing Beacon (RRFB) and pedestrian crossing signage to provide direct access from the Jordan River Trail access path to the developments across the street.
- Ensure future developments provide sufficient crossings, specifically to address crossing needs for future students and families as new developments come in.
- Construct an east-west pedestrian bridge (Community Crossing) and path to connect

the Draper FrontRunner Station (Vista) and Jordan River Trail to the east side of the tracks improving local connections to major employers, neighborhoods, and open space.

- Construct a north-south multiuse trail (Green Clover Link) on the east side of the Union Pacific tracks to better connect east-side uses and the station.

Longer term, Draper is considering realigning Vista Station Boulevard, north of the Draper FrontRunner Station(Vista), to the east, rendering Galena Hills Park and its associated sports fields as one contiguous space west of Vista Station Boulevard. A diagram of recommended improvements in the station area is presented in **Figure 23**. A recommended typical section for Vista Station Boulevard is shown in **Figure 21**.

ADDRESSING DEVELOPMENT AT THE POINTE

The Pointe is a potentially transformational development project in the vicinity of the Draper FrontRunner Station (Vista), albeit technically outside of the boundary of this Station Area. That said, development is underway, and the UTA has released their preferred alternative for the transit service to and through The Pointe, including a light rail connection that will terminate at Draper's FrontRunner Station (Vista). More planning and coordination will be needed as The Pointe comes into being, but initial recommendations to enhance connectivity for all users in Draper in response to The Pointe are described below.

- Enhance near-term access across Bangerter Highway by installing a multi-use path on at least one side of the intersection with S 600 W, and upgrading the opposite side with bike/pedestrian facilities.

- Explore opportunities for Leading Pedestrian Intervals (LPIs) and other safety improvements and prioritize implementation before new development to the north and south brings increased activity.
- Improvements should connect the Draper FrontRunner Station (Vista) area to The Pointe's future multimodal network by establishing a continuous multi-use path.
- To align with conceptual site plans for The Pointe, advance a long-term grade-separated crossing of Bangerter Highway connecting the Jordan River Trail to The Pointe development.
- Coordinate with local landowners and developers to secure easements across or through undeveloped parcels southwest of the station and plan for future connections to The Pointe and surrounding growth areas.
- Begin early coordination with railway owners, UTA, FRA, UDOT, and WFRC to include the pedestrian bridge in long-range capital improvement plans and ensure planning accounts for anticipated growth and demand on both sides of the highway.
- Although the Draper FrontRunner Station (Vista) recommendations improve multimodal connectivity and accessibility within the surrounding area, the connection between the east and west sides of Draper requires measures that extend beyond the station area to address regional connectivity. Any such improvements will require input from and coordination with UDOT, UTA, and the Pointe of the Mountain State Land Authority.

WAYFINDING

- Add directional signage between the Jordan River Parkway at the FrontRunner platform and parking structure.

PARKING MANAGEMENT

- Adopt policy to share parking between any future residential and mixed-use development near the station to avoid overparking in the long term. As new development occurs, work with adjacent businesses (offices) to share parking to address low parking utilization at the station.
- Install additional covered inverted-U bicycle racks in visible areas near the FrontRunner platform and at both trail access points.

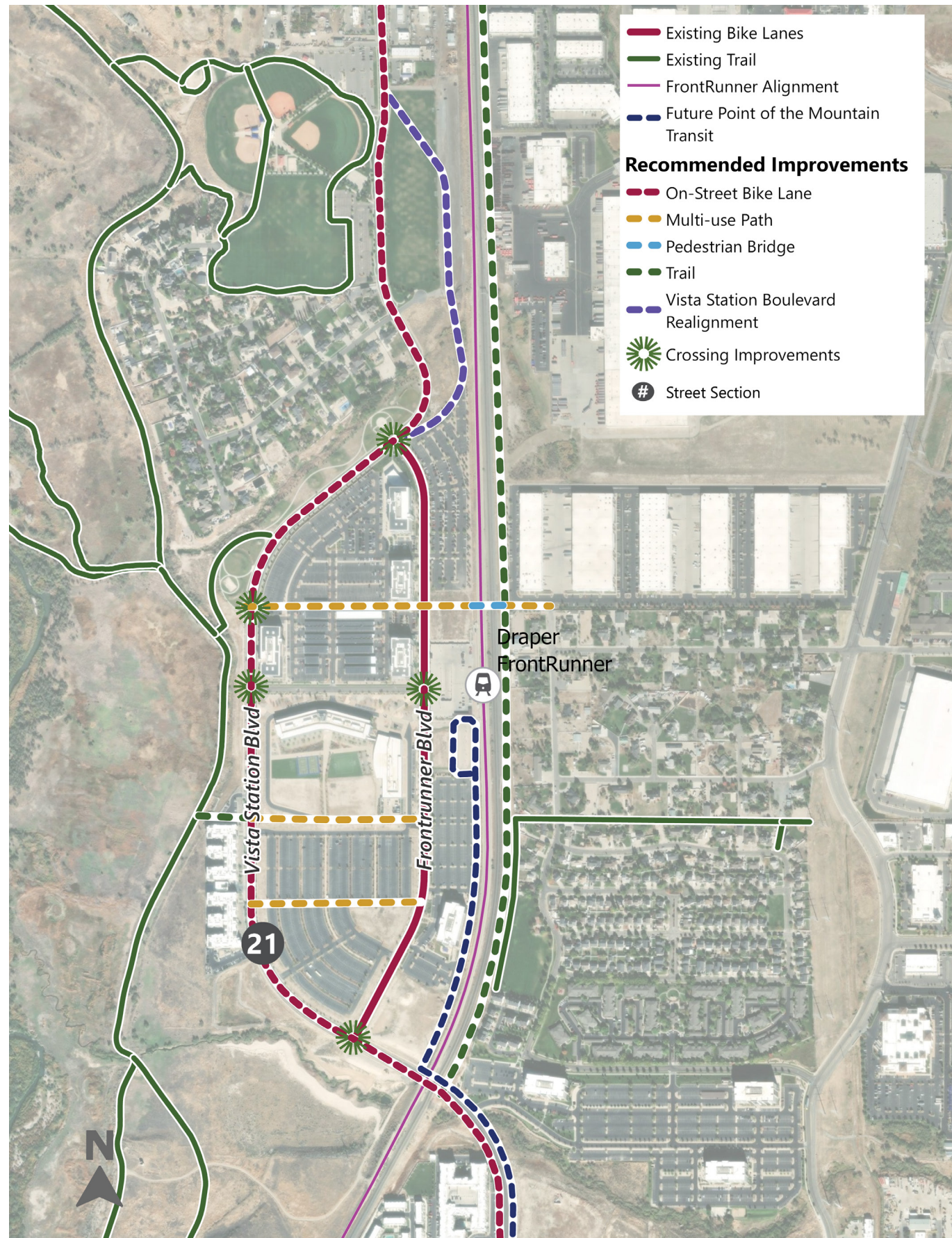


Figure 23: Proposed Improvements



Jordan River Trail near the Draper FrontRunner Station (Vista)



Figure 24: Conceptual View of Vista Commons

PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION

KIMBALLS LANE STATION PRINCIPLES



1 MANAGE FUTURE TRANSITIONS IN EXISTING AGRICULTURAL LANDS:

Kimballs Lane Station is unusual within the TRAX network as it contains undeveloped land historically used for agriculture immediately adjacent to the station. As expected growth occurs within station area boundaries, it is anticipated that this land is likely to be developed. This principle seeks to guide the transformation of agricultural parcels in a way that allows for responsible growth with development that is context-sensitive, respects the scale of surrounding neighborhoods, and incorporates open space and natural elements.



2 BETTER UTILIZE UTA OWNED LAND TO ADDRESS DESIRED STATION AREA PLANNING OUTCOMES:

There is the opportunity at Kimballs Lane station to make better use of the state-owned land to the east of the station to address UTA's goals of expanded housing choice and density while encouraging additional ridership. Currently, the transit parking is operating below capacity, presenting an opportunity to consider the site for mixed-use development that supports plan goals.



3 IMPROVE PORTER ROCKWELL TRAIL ACCESS AND WAYFINDING:

Enhancing connectivity to the Porter Rockwell Trail is key to supporting active transportation and recreation. Clear signage and improved trail access points will make the trail easier to navigate and more inviting for pedestrians and cyclists.



4 CONSIDER SAFE ROUTES TO THE SCHOOL AND A NEW MULTI-USE PATH:

Ensuring that students can safely walk or bike to the nearby school campus is a top priority. This includes the development of a new multi-use path that supports a safe, comfortable, and direct route for children and families, encouraging more sustainable travel habits.



5 FILL SIDEWALK AND BIKE LANE GAPS ON KIMBALLS LANE AND 700 E:

Completing missing segments of sidewalks and bike lanes on key corridors like Kimballs Lane and 700 E is essential for creating a continuous, safe network for pedestrians and cyclists. This effort will improve connectivity, safety, and accessibility throughout the station area.

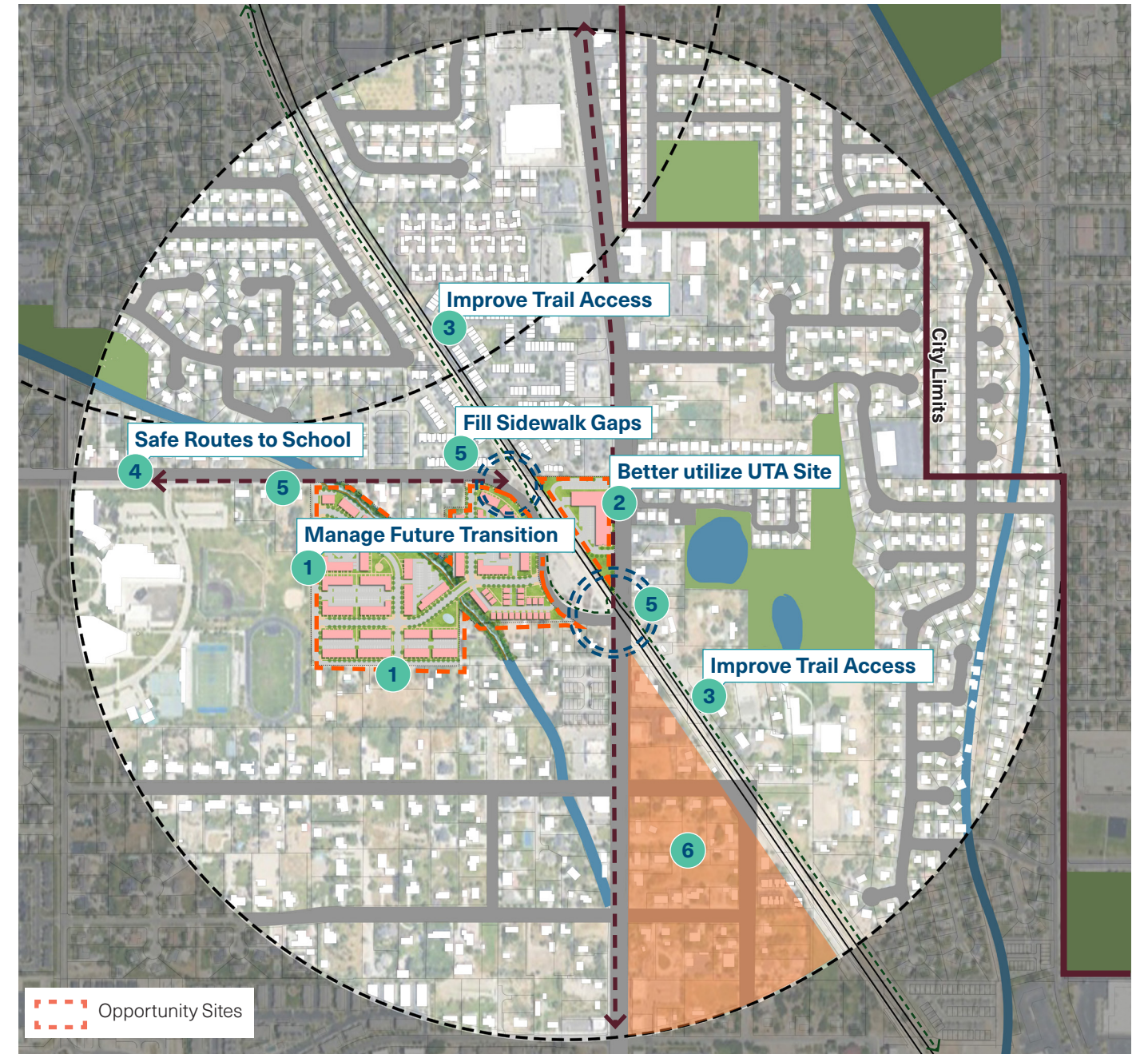


Figure 25: Kimballs Lane Station Area Plan



6 PLAN FOR REDEVELOPMENT OF EXISTING NEIGHBORHOODS:

Most land around Kimballs Lane Station is made up of established neighborhoods. As Draper grows and surrounding areas build out, some blocks may be suited for strategic infill or redevelopment. Done thoughtfully, this can add housing choices, improve connectivity, and bring more residents and amenities within walking distance—strengthening the station's role as a community hub.

PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION

VISION

The Kimballs Lane Station Area Plan outlines a thoughtful approach to guiding future growth around the TRAX station with a plan that is focused on the community, balancing new development with the preservation of existing neighborhood character, improving active transportation infrastructure, and ensuring safe and accessible routes for all users to and from the station. Each of the principles within the plan supports a broader vision of creating a connected, livable, and sustainable community.

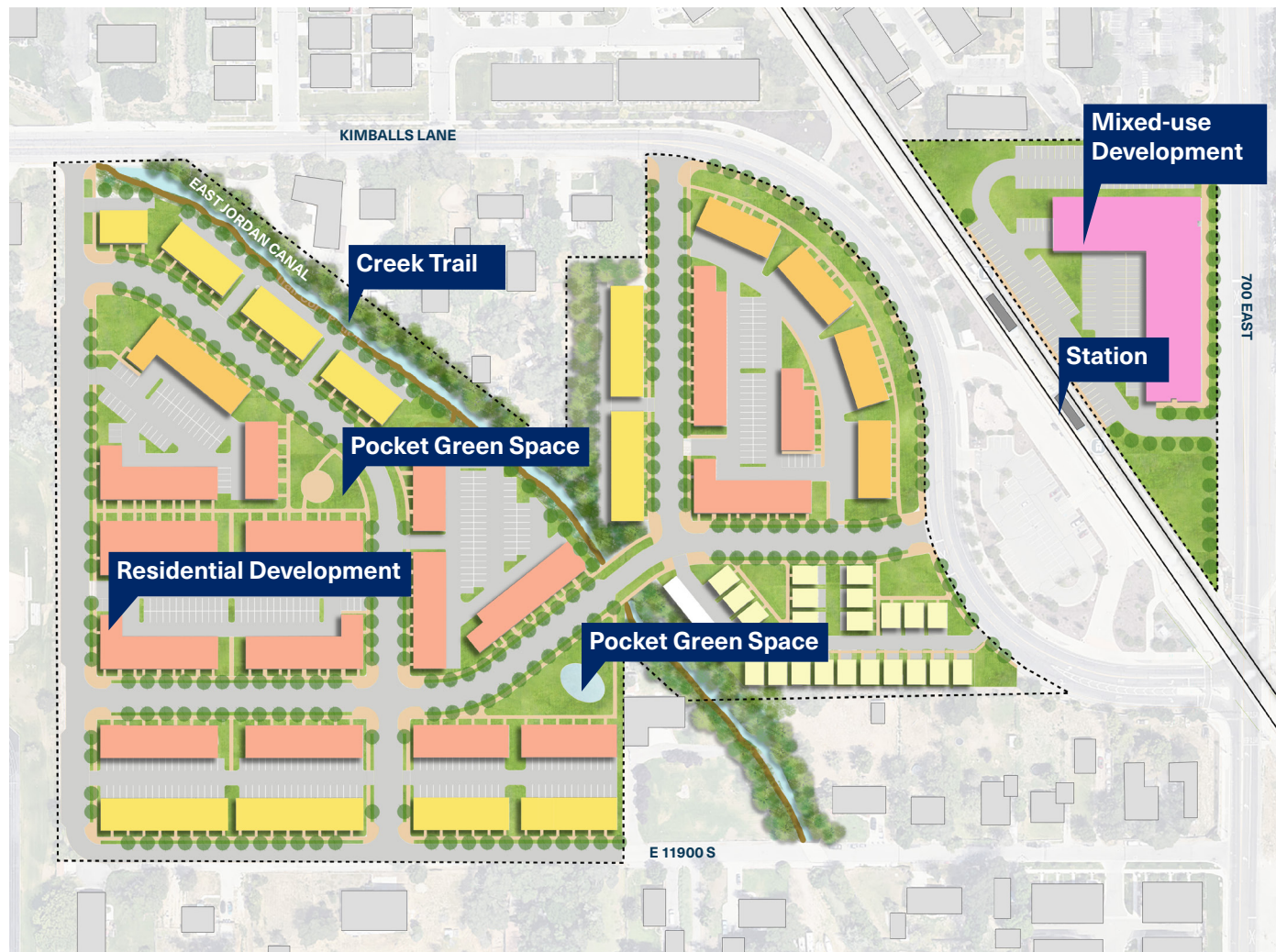


Figure 26: Preferred Design Alternative for Kimballs Lane Station Area

BIG IDEAS FROM THE PREFERRED ALTERNATIVE

INCORPORATE NEIGHBORHOOD CHARACTER PRINCIPLES IN INFILL DEVELOPMENT

With infill anticipated on the undeveloped agricultural land between Kimballs Lane Station and Juan Diego Catholic High School, it is important to set expectations that balance neighborhood compatibility with the creation of a vibrant, walkable community. In 2025, the City Council approved a development agreement (Edge Homes property) allowing 25–27 dwelling units per acre on approximately 20 acres, including 30 workforce housing units. This will result in roughly 500–540 new homes in the station area, with additional potential on UTA-owned property.

Development should include a mix of housing types, such as cottage courts, townhomes, and 2-4 plexes at the edges to transition to adjacent neighborhoods, stepping up to 3–4 story condominiums in the core. An internal street network should connect to Kimballs Lane and 11900 S, with on-street parking provided on some streets to slow traffic and foster a lived-in feel. On-street parking should not be included along the S-curve of 11900 S. All ground-floor primary entries should face a street or public open space, with front porches or stoops raised at least 24 inches to encourage social interaction.

Pedestrian-oriented design is essential: complete streets with sidewalks buffered by park strips, intersection bulb-outs, and alley-loaded parking should be prioritized. Green space should be distributed throughout the neighborhood, including a connected network of small parks or linear greenways that link to the East Jordan Canal, and include programmed spaces for all ages.

CONNECTED PARKS AND GREEN SPACES

The East Jordan Canal can become a defining green spine, with pedestrian paths linking parks and public spaces throughout the site. A series of smaller parks and linear open spaces will ensure all residents have nearby access to recreation and gathering areas.

REDEVELOP UTA PARKING LOT- ACTIVATION ALONG 700 E

UTA's parking lots on both sides of the station are currently underutilized, with available capacity to support growth. The eastern lot along 700 E is particularly well-suited for a mixed-use project, with neighborhood-serving retail or small-scale services on the ground floor and three stories of residential above. Active edges along 700 E and strong pedestrian connections to the station would help activate the corridor. The narrow southern tip of the property could be transformed into a pocket park, offering a waiting area for transit riders and a small green space for nearby residents.

FUTURE OPPORTUNITY TO STRAIGHTEN KIMBALLS LANE

The S-curve on Kimballs Lane west of the station limits direct access and creates inefficiencies for drivers, pedestrians, and cyclists. Realigning Kimballs Lane to connect directly with the existing street in the Sunset Ponds neighborhood at 700 E would improve circulation to and from the opportunity site, Juan Diego High School, and surrounding neighborhoods. This change would require a new at-grade crossing of the TRAX line and the removal of the existing Kimballs Lane/700 E intersection south of the station. A signalized northern intersection would help manage traffic flow, improve safety, and create a more legible street network that supports future development. It is strongly encouraged that Draper City, UTA, and UDOT work together to collaboratively evaluate this realignment option.

INCENTIVIZE AFFORDABLE HOUSING DEVELOPMENT

A primary goal of Station Area Plans is to expand housing choice, including affordable options near transit. The Edge Homes property development agreement includes a provision for 30 workforce housing units. Additional affordable housing should be encouraged on infill sites, particularly above active ground floors similar to the proposed mixed-use development on the UTA property. These units could help increase affordable housing while bringing more residents and activity to the station area.

PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION



Figure 27: Public Space and Connectivity Diagram for Kimballs Lane Station Area

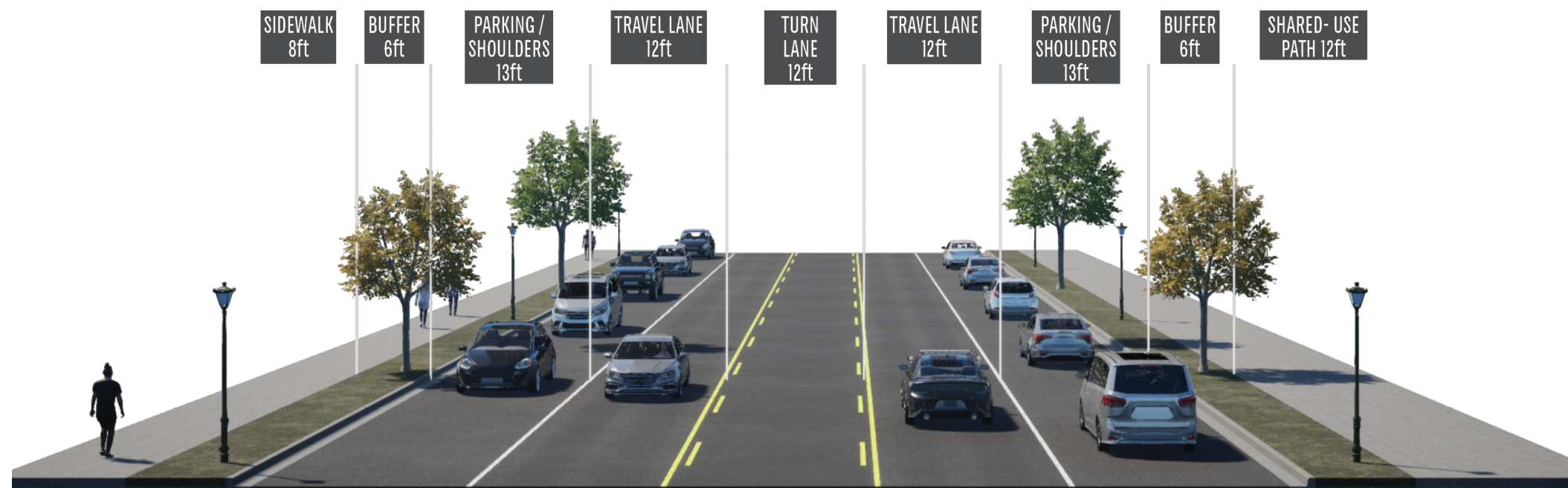


Figure 28: North of TRAX Station- 700 E Proposed Street Section, looking north

* Please note that 700 E is a UDOT road. Any proposed changes will require coordination with UDOT.

RECOMMENDATIONS

PUBLIC SPACE RECOMMENDATIONS

Public spaces near Kimballs Lane Station are limited, disconnected, and underutilized. These recommendations focus on creating a network of parks, plazas, and greenways to support daily activity and strengthen community identity.

TRAILS & POCKET PARKS

- Distribute small parks, pocket plazas, and green spaces throughout the station area to provide accessible recreational opportunities and support community gatherings.
- Integrate the East Jordan Canal as a defining green spine, connecting parks, linear open spaces, and pedestrian paths to surrounding neighborhoods, schools, and the Porter Rockwell Trail.
- Program open spaces for diverse uses, including active recreation, passive gathering, and community events.

TRANSIT PLAZA & ACTIVATION

- Redevelop the UTA parking area to include a public park or plaza serving both residents and station visitors.
- Activate the eastern UTA parking lot along 700 E with a mixed-use project featuring neighborhood-serving retail or small-scale services on the ground floor and residential units above as shown in Figure 26.
- Create a pocket park at the southern tip of the UTA lot to provide waiting space for transit users and a small green or plaza area for the neighborhood.

GREEN STREETS & CONNECTIVITY

- Design Kimballs Lane and new internal streets as pedestrian-oriented complete streets with buffered sidewalks, park strips, street trees, and on-street parking (except for on the S-curve) to calm traffic and encourage social interaction.

- Align building frontages with neighborhood scale, including raised porches, stoops, and ground-floor entries oriented toward streets or open spaces.

LAND USE & AFFORDABLE HOUSING RECOMMENDATIONS

The area consists primarily of single-family homes and townhomes, with limited infill opportunities outside the agricultural site. This plan encourages higher-density housing and mixed-use development near transit while maintaining the character of existing neighborhoods.

PROMOTE MIXED-USE INFILL DEVELOPMENT

- Support medium- to high-density infill near the station, with design character that is compatible with adjacent neighborhoods.
- Encourage active ground-floor uses, such as retail, cafes, and services, along streets, plazas, and green spaces to enhance walkability and vibrancy.
- Orient buildings to frame streets, parks, and plazas, creating a sense of place and reinforcing public spaces.
- Explore the creation of a small-scale neighborhood plan for areas with potential for future redevelopment, ensuring thoughtful integration of new development within established neighborhoods.

AFFORDABLE HOUSING

- Expand housing opportunities throughout the station area, emphasizing workforce and affordable units near transit to increase accessibility and support a diverse community.
- Ensure a mix of housing types, including cottage courts, townhomes, 2–4 plexes, and condominiums, to accommodate a range of incomes, household sizes, and lifestyles as shown in Figure 27.
- Plan for the 500–540 new units approved under existing agreements, including 30 workforce units,

and encourage additional affordable housing on UTA-owned parcels and other infill sites.

- Support strategic infill and redevelopment opportunities within established neighborhoods to expand housing options, improve connectivity, and strengthen the station’s role as a walkable community hub.

SCHOOLS & CIVIC USES

- Integrate Juan Diego Catholic High School into the neighborhood framework with strong pedestrian connections and safe routes to school.

- Tie other civic uses such as daycares, church, to the station though trails and pedestrian connections.

TRANSPORTATION RECOMMENDATIONS

Kimballs Lane TRAX Station is located adjacent to the complex intersection of Kimballs Lane, 700 E, and the TRAX alignment. Connectivity recommendations for the station area take advantage of underutilized rights of way, fill gaps in the local active transportation network, and aim to enhance overall connectivity for all modes. Itemized recommendations are presented below.

REALIGN KIMBALLS LANE EAST-WEST TO 700 E

- Extend Kimballs Lane to 700 E for a direct route between the TRAX station and Juan Diego School, and to better align with the existing road network.

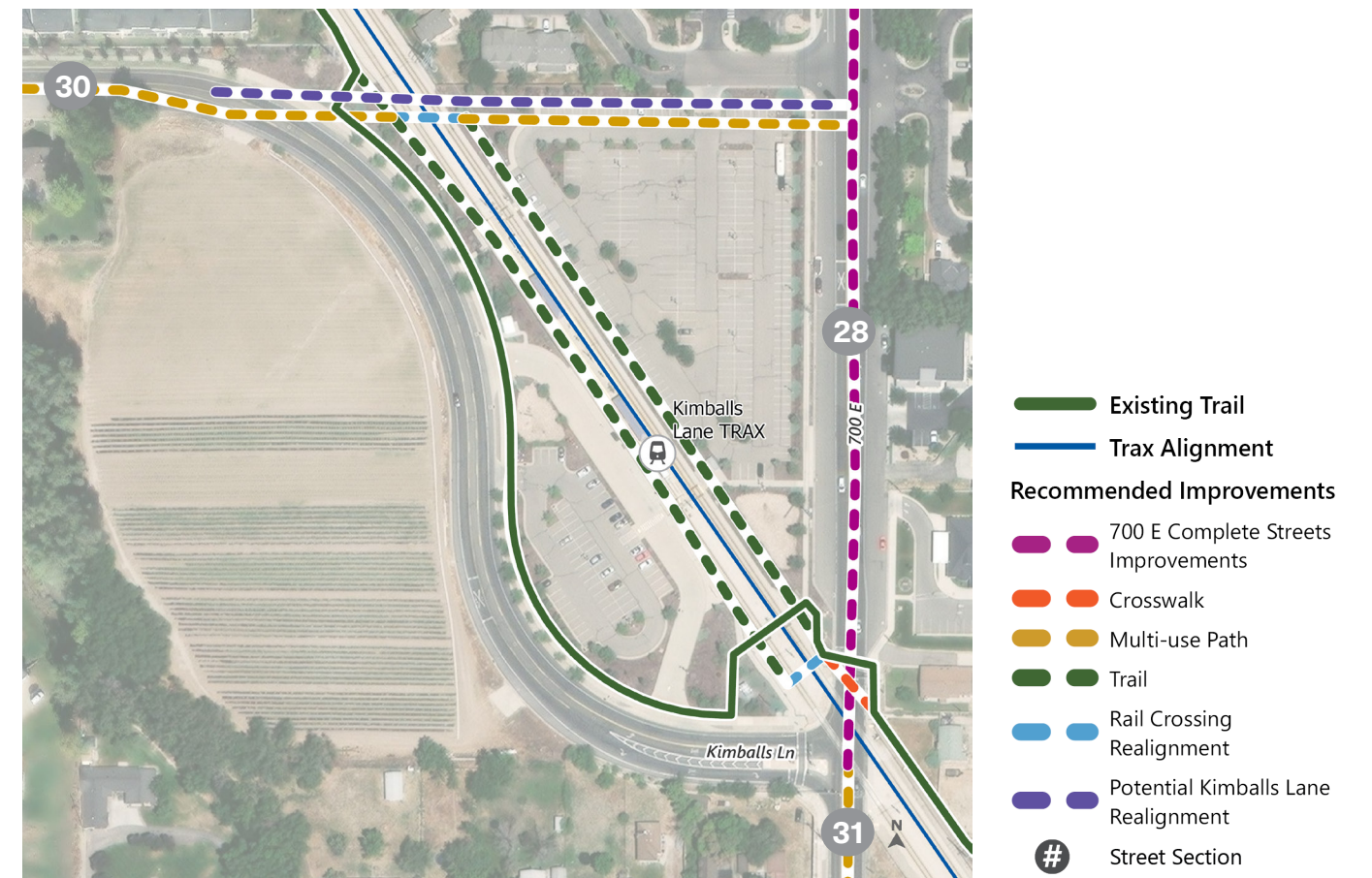


Figure 29: Recommended Improvements: Kimballs Lane

- Construct parallel path to the existing Porter Rockwell Trail on the east side between the new connection and 700 E, as well as a crosswalk, aligning with the south portion of the trail.
- Extend Porter Rockwell Trail on the west side, keeping parallel to existing rail and realigning rail crossing for a second direct route to 700 E.
- Construct a multiuse path on the south side of realigned Kimballs Lane, better connecting the TRAX station and Juan Diego High School, filling a critical sidewalk gap.
- ***The realignment of Kimballs Lane is a potential, long-term improvement that will require substantial planning and coordination. However, if this outcome is achieved, a recommended typical street section for the realigned Kimballs Lane is shown below in Figure 30.***

COMPLETE SIDEWALK AND BIKE NETWORKS ALONG 700 E

- 700 E is a major north-south connection for users of all modes in Draper, elevating the need for facilities that accommodate those modes along the corridor. Thus, encourage UDOT to advance improvements for 700 E.
- Encourage UDOT to complete sections of 700 E between 11400 and 12300 to ensure sidewalk and bike connectivity.
- Close existing sidewalk and bike network gaps within the existing right-of-way to improve connectivity and comfort.
- Add streetscape elements such as medians, curb extensions, and updated curb ramps where feasible to enhance safety and user experience.
- Coordinate all improvements with UDOT, as 700 E is a UDOT facility.
- Align planned improvements with UDOT's Long Range Plan, which recommends expanding 700 E to two lanes in each direction south of the 11400 S.

- Pursue corridor improvements in tandem with any UDOT-led construction projects to maximize efficiency and minimize disruption.

IMPROVE LOCAL MULTI-MODAL CONNECTIVITY

With opportunities to realign Kimballs Lane and improve the multimodal conditions on 700 E, there are also opportunities to streamline and simplify connections in the immediate station area.

- With the goals of improving walking and cycling connections to and around the station itself, as well as reducing conflict points between automobile and non-automobile traffic, a diagram of recommended connectivity improvements is presented in Figure 29.
- In order to reduce concerns over traffic on 700 E, Draper and its partners at UTA should explore ways to improve north-south throughput at the intersection, with a focus on moments in which the TRAX line is in use and north-south traffic is stopped.

IMPROVE CROSSINGS ON 700 E AND KIMBALLS LANE

- If Kimballs Lane is not realigned, reconfigure the Kimballs Lane/700 E intersection to improve accessibility and safety, including new directional crosswalks, ADA upgrades, and potential leading pedestrian intervals (LPIs) at key trail crossings
- Ensure all curb ramps are rebuilt to ADA standards with detectable warning surfaces.

- If warranted following further study, install high-visibility crosswalks or RRFB signals on 700 E at 12100 S and 12200 S to support safer crossings.
- If warranted following additional study, install high-visibility crosswalks or RRFBs on Kimballs Lane to provide a safe and convenient midblock crossing between Skaggs Catholic Ctr Rd and 585 E. Evaluate stopping sight distance and horizontal alignment to ensure adequate visibility based on posted speed limits and roadway geometry.
- Given the proximity of Juan Diego, prioritize design elements that serve young pedestrians, such as reduced crossing distances, school zone signage, and pedestrian-scale lighting.

ENHANCE PORTER ROCKWELL TRAIL ACCESS

- Widen or replace the existing narrow Z-gates at Kimballs Lane Station with an approved alternative (pedestrian swing gates, active warning systems, pavement markings, etc.) as deemed appropriate through study.
- Install directional signage at trail junctions, including wayfinding to the station.
- Add pedestrian-scale lighting along the trail approach to improve safety, ease navigation, and aid comfort.
- Upgrade the Porter Rockwell Trail along 800 E by replacing the existing painted separation with vertical elements and clear signage.

CONNECT KIMBALLS LANE AND 11900 S

- Construct a new road connection between Kimballs Lane and 11900 S (as shown in Figure 26), running north-south, to improve circulation around the TRAX station and enhance route options for residents and students/parents, leveraging proposed development activity west of the station.

- Ensure that new roads include dedicated pedestrian and bicycle facilities to promote active transportation support all users.

NEW PEDESTRIAN CONNECTIONS

- Design a potential north-south trail connection between 11900 S and Kimballs Lane (as shown in Figure 27) to improve neighborhood access to the station, school, and future development.

LIGHTING AND SIGNAGE

- Add wayfinding signs with directions to the station, trail, and adjacent neighborhoods.
- Improve wayfinding by adding signs to guide pedestrians from nearby blocks and from the Porter Rockwell Trail onto Kimballs Lane

PARKING AND REDEVELOPMENT

- Repurpose the underutilized southern portion of the UTA property (305-space surface lot) for community use, such as public gathering space or flexible programming, while preserving access for transit drop-offs and future bus service.
- Repurpose or close 40-50 stalls in the northern portion of the station or the entirety of the southern parking lot on a temporary basis to monitor impacts and performance.
- Replace the existing grid-style bike racks with covered inverted-U racks.

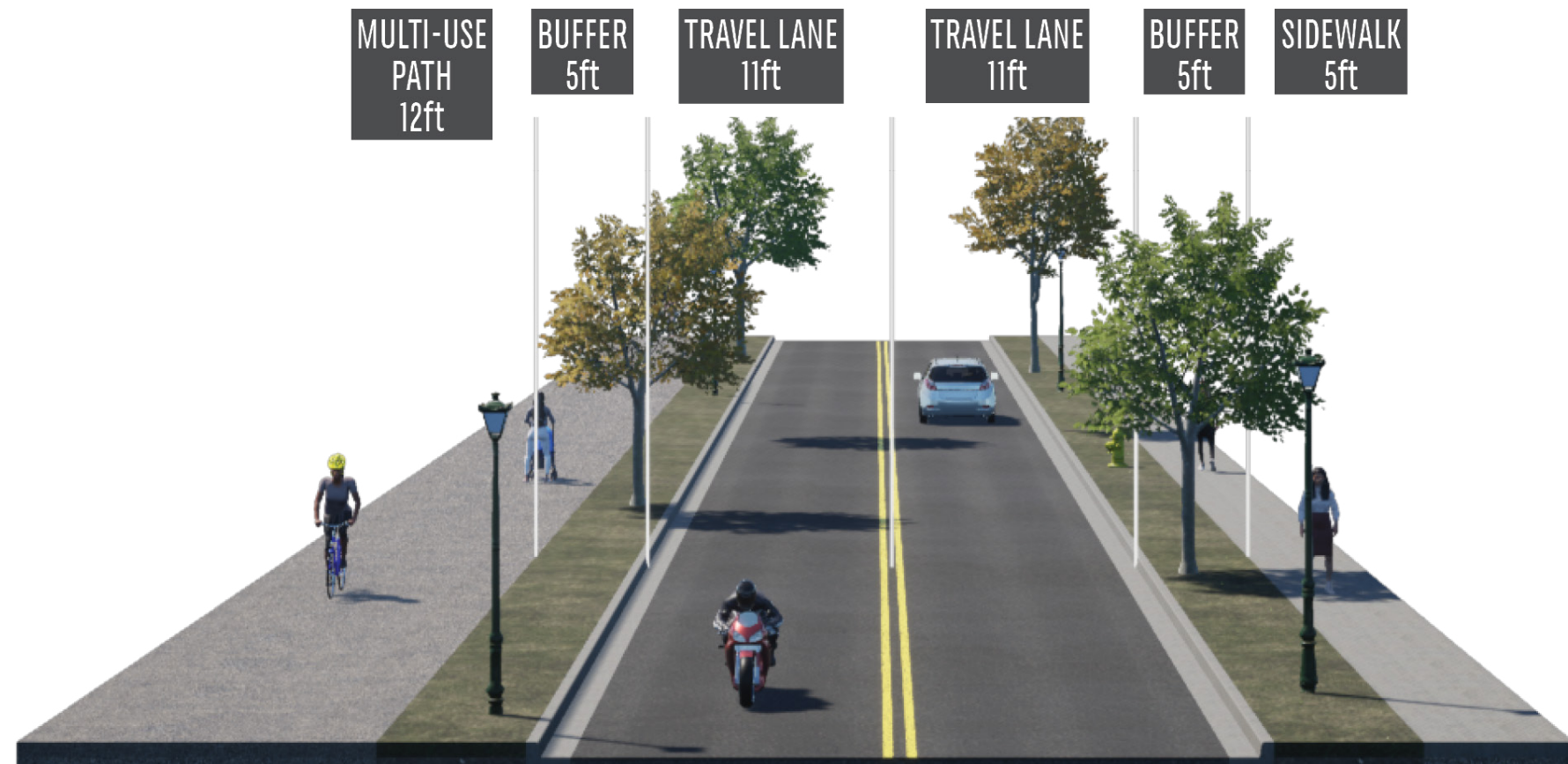


Figure 30: Kimballs Lane Proposed Street Section, looking west

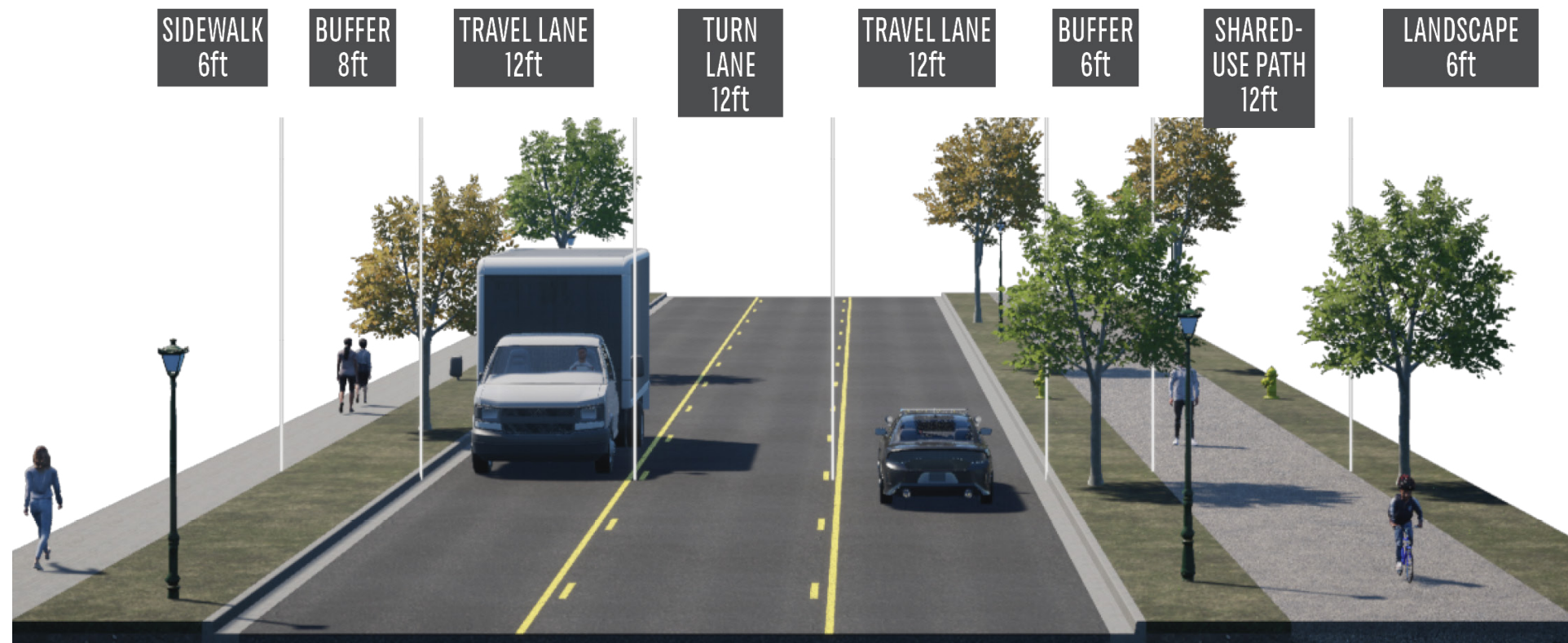


Figure 31: South of TRAX Station- 700 E Proposed Street Section, looking north

** Please note that 700 E is a UDOT road. Any proposed changes will require coordination with UDOT.*



Figure 32: Conceptual View from 700 E looking towards the Station

PREFERRED STATION AREA PLAN- CRESCENT VIEW STATION

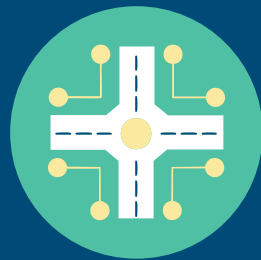
CRESCENT VIEW STATION PRINCIPLES



1 NEIGHBORHOOD STABILIZATION:
This principle emphasizes preserving the character of existing residential neighborhoods that define this area by limiting incompatible infill or land use changes and protecting long-term residents while allowing for specific enhancements that support a connected community.



2 ALLOW FUTURE OPPORTUNITIES AT THE HARMONS GROCERY STORE SITE:
The Harmons Grocery Store site offers a potential opportunity to maintain important neighborhood-serving retail uses while considering additional housing opportunities in proximity to the Crescent View station. By considering potential redevelopment of a portion of the property, a mixed-use project could replace aging retail space while providing 2nd- and 3rd-story residential.



3 11400 S IMPROVEMENTS:
Strategic upgrades to 11400 S are essential to improve safety, accessibility, and connectivity. Potential improvements include better sidewalks, bike infrastructure, and intersection enhancements to support smoother traffic flow and safer multi-modal travel near the station.

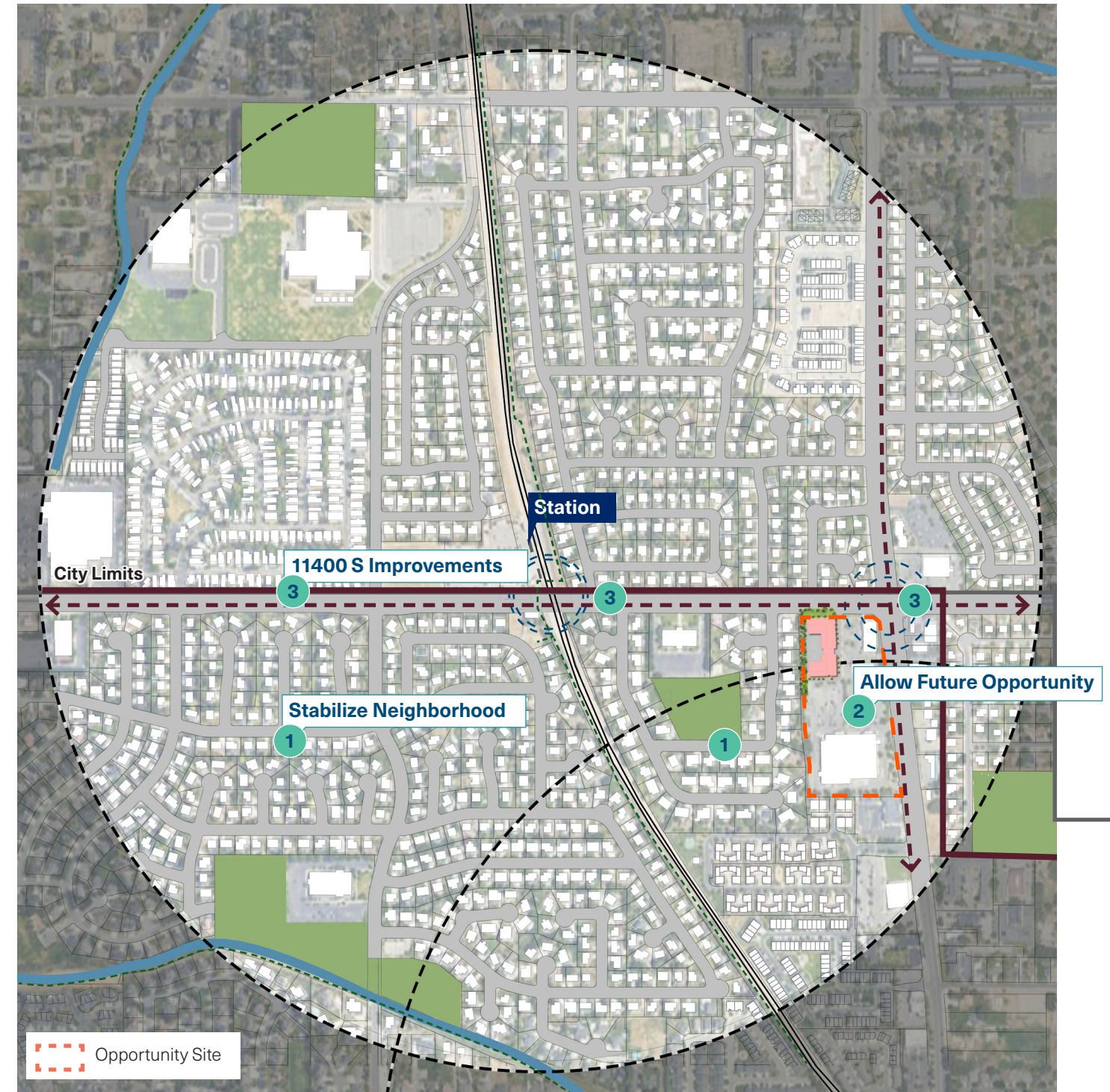


Figure 33: Crescent View Station Area Plan

PREFERRED STATION AREA PLAN- CRESCENT VIEW STATION

VISION

The Crescent View Station Area Plan respects the well-established residential neighborhoods that surround the station, while looking for opportunities for infill redevelopment or an enhanced retail node. The plan focuses on reinforcing the area's residential fabric, encouraging potential development in key sites like the Harmons Grocery Store property at 11400 S and 700 E, and improving mobility along critical corridors such as 11400 S.



Figure 34: Preferred Design Alternative for Opportunity Site

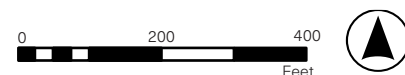


Figure 35: Public Space and Connectivity Diagram

PUBLIC SPACE RECOMMENDATIONS

Crescent View is surrounded by established neighborhoods but lacks strong connections to the station or public gathering spaces. These recommendations focus on improving walkability, activating streets, and linking homes to the station with inviting, people-friendly spaces.

ACTIVE STREET FRONTAGE

- Encourage mixed-use and retail frontages to be located directly along the street edge to foster a vibrant and engaging pedestrian environment, rather than using traditional commercial setbacks
- Incorporate pedestrian-friendly elements such as planters, tree wells, and benches to create a more comfortable and inviting public realm.

NEW NEIGHBORHOOD CONNECTIONS

- Develop short pedestrian connections from nearby neighborhoods to the TRAX station, to improve access and fill gaps in the disconnected street network.
- Secure public access easements or collaborate with homeowners associations (HOAs) to integrate these connections as community amenities.

RECOMMENDATIONS

LAND USE RECOMMENDATIONS

Building on the area's residential character, these recommendations support targeted infill, higher density near transit, and activation of underused sites, like the Harmons Grocery parking lot, to accommodate growth while maintaining neighborhood stability.

INFILL AND REDEVELOPMENT OPPORTUNITIES

- Identify locations within surrounding residential neighborhoods that are suitable for sensitive infill development or redevelopment.
- Encourage the inclusion of affordable housing units in future infill projects.
- Incentivize increased density and a mix of uses within the station area to support transit ridership and economic activity.

COORDINATION AND COMPATIBILITY

- Coordinate with the City of Sandy and other relevant agencies to ensure land use changes are compatible across jurisdictional boundaries and contribute to cohesive neighborhood development.

HARMONS GROCERY STORE SITE

- Consider the long-term potential of redeveloping the Harmons Grocery parking lot for higher-intensity uses, while maintaining the grocery store itself as a key amenity.
- Any consideration for this area should be property owner-driven and does not assume or imply that redevelopment plans are currently in place.

TRANSPORTATION RECOMMENDATIONS

The majority of the Crescent View Station Area lies within the Sandy City boundary, but the crossing of 11400 S, particularly for the Porter Rockwell Trail, is the primary target for transportation improvements included in this plan.

NOTE

- All improvements that lie on Sandy's boundaries must be pursued in collaboration with Sandy City and their staff, as well as any relevant stakeholders such as UTA and UDOT.
- Any improvements in this plan that fall entirely within Sandy's boundaries are intended to reflect improvements they have included in other planning documents.

PORTER ROCKWELL TRAIL CROSSING IMPROVEMENTS

- Add a second marked crosswalk to improve connectivity and standardize the intersection (as shown in Figure 36).
- Rebuild the center median to a minimum six feet wide to provide refuge, complete with stop bars, tactile warning surfaces, and pedestrian crossing signs (as shown in Figure 36).
- Install curb extensions within existing shoulder space on 11400 S to narrow the roadway near the trail crossing and shorten crossing distances.
- Replace existing "Z" gates with pedestrian swing gates to simplify and straighten east-west paths of travel on 11400 S.

- Given that the alignment of the Porter Rockwell Trail varies between the east and west side of the TRAX alignment through the Crescent View and Kimballs Lane station areas, simplifying crossings such as at 11400 S to be more intuitive and user friendly should be pursued wherever possible. Connectivity recommendations are presented in Figure 36.

11400 S COMPLETE STREETS IMPROVEMENTS

- Sandy City recently adopted its station area plan for the Crescent View Station, which included the recommendation of constructing a multiuse path along the north side of 11400 S between the station and 700 E. This recommendation improves connectivity to the station for all modes while taking advantage of existing, underutilized right of way. A recommended typical street section for this portion of 11400 S is presented in Figure 37.

NEW NEIGHBORHOOD CONNECTIONS

- Develop short pedestrian links from nearby streets to the station. These connections would fill gaps in the disconnected street network.
- Secure public access easements through private parcels or work with HOAs to integrate these links as community amenities.

WAYFINDING AND LIGHTING

- Install 12-14-foot LED pedestrian light poles spaced every 50-100 feet along access paths and Porter Rockwell Trail sections.
- Add wayfinding signs featuring directions, distances and/or travel times, and destinations such as "TRAX Station: 3 min walk" or "Porter Rockwell Trail: 2 min walk."
- Install directional trail signage at the station entrance, neighborhood access points, and 11400 S crossing, plus a trail rules sign at the trailhead.
- Include signage at the main trail crossing, station lot entrances, and major neighborhood access points.

SANDY STATION AREA PLAN

REPURPOSE EXCESS STATION PARKING

- The underutilized 248-space surface lot could be considered for partial reallocation to mixed uses such as farmers markets, street festivals, commercial activities, open space, or enhanced station infrastructure including improved park-and-ride or indoor waiting areas.
- Temporarily closing or repurposing 40-50 stalls on the western edge may help evaluate potential impacts and guide future lot use.
- Clear pedestrian paths connecting TRAX, the trail, and plaza within the parking lot would improve comfort and wayfinding.
- Replacing existing grid-style bike racks with covered inverted-U racks could better accommodate cyclists.

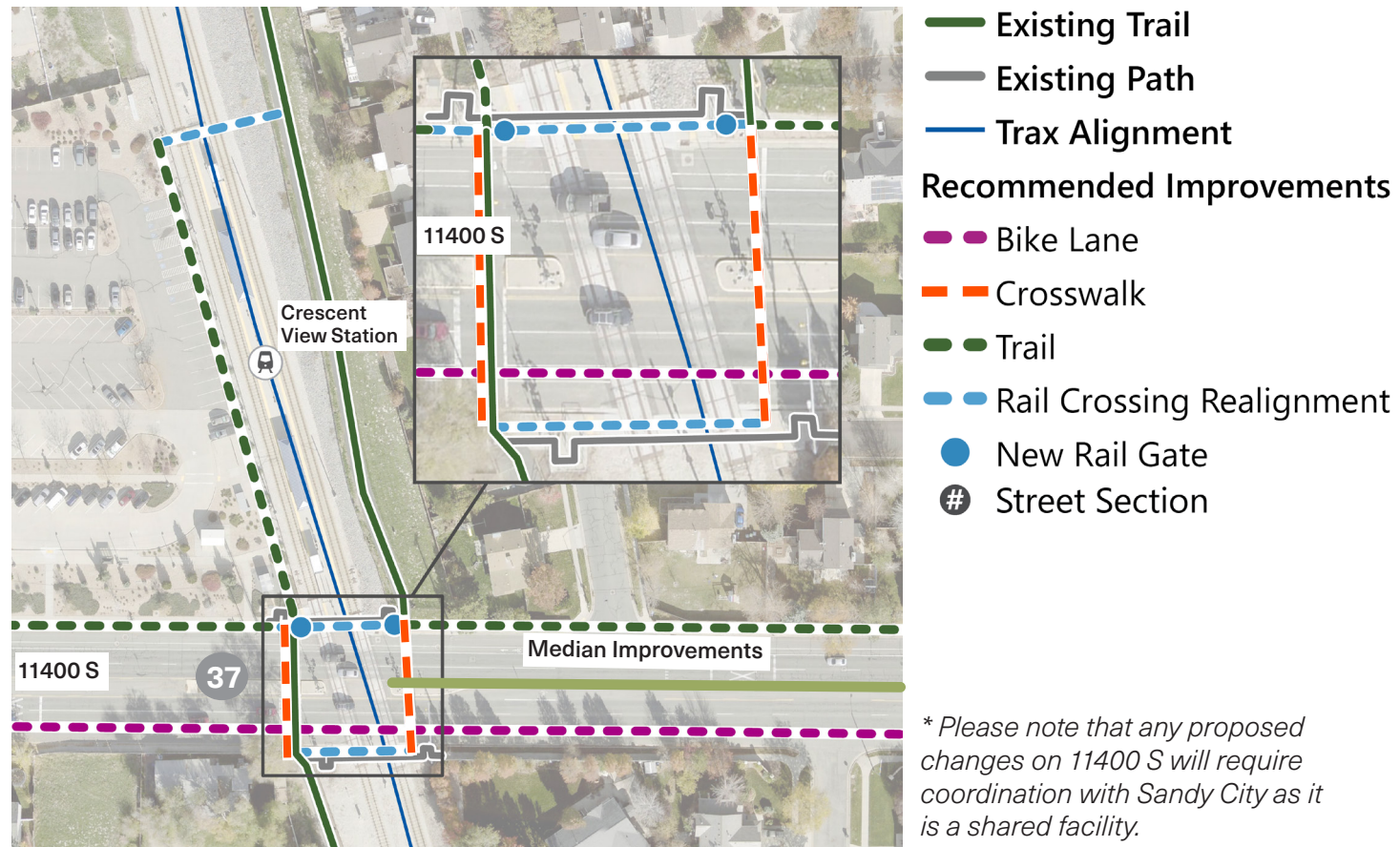


Figure 36: Proposed Improvements

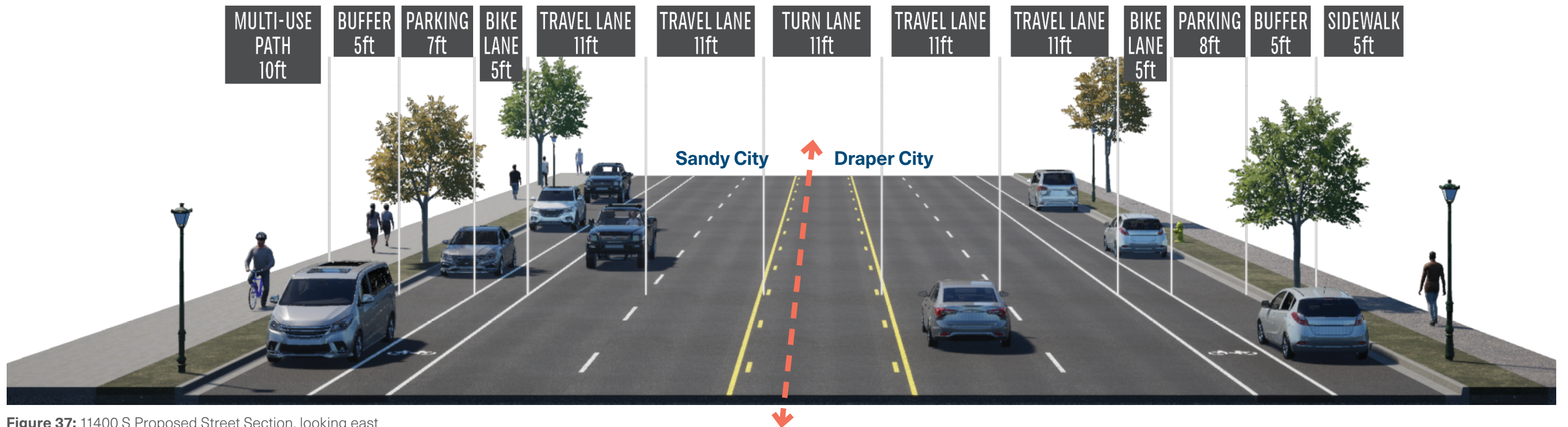


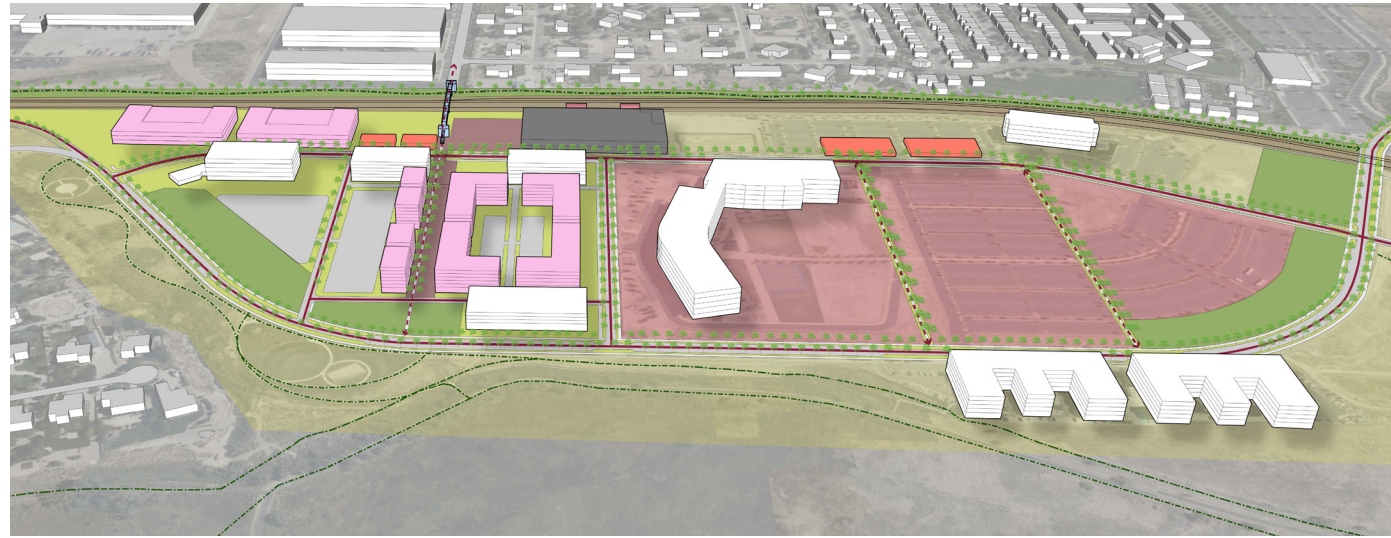
Figure 37: 11400 S Proposed Street Section, looking east



Figure 38: Conceptual View of Proposed Mixed-use Development

HB 462 PLAN OBJECTIVES REQUIREMENTS SUMMARY

VISTA DRAPER STATION



The preferred design alternative for Vista Draper Station opportunity site supports the HB462 plan objectives through an integrated mix of housing, mobility, and open space strategies. The Vista Commons and Marketplace areas provide opportunities for new housing and neighborhood-serving retail amenities, which can support affordability and diverse living options for the 2,215 dwelling units already vested in the area. The Green Clover Link, Community Crossing, and Trail Links enhance multimodal transportation choices, improving connectivity to the station, surrounding neighborhoods, and regional trails. Linear Parks and Green Clover Link promote environmental sustainability by preserving open space and encouraging active recreation. Together, these elements increase access to opportunity, support housing goals, and foster a more connected community.

CRESCENT VIEW STATION



The Crescent View Station area is largely composed of stable single-family neighborhoods. This plan identifies an opportunity site for context-sensitive infill that aligns with HB462 objectives, providing additional housing of approximate 35 units while maintaining compatibility with surrounding homes. The preferred mixed-use design introduces compact housing near existing retail, including Harmons Grocery Store, creating an active neighborhood hub and improving access to essential services. A green buffer integrates stormwater management and visual screening, easing the transition to adjacent neighborhoods. Proximity to the station and a major intersection enhances mobility and encourages reduced reliance on driving.

KIMBALLS LANE STATION



The preferred design alternative for the Kimballs Lane Station opportunity site supports HB462 plan objectives through context-sensitive infill that enhances housing, mobility, and environmental quality. The proposed mixed-use development on the UTA property introduces a range of housing options through the addition of approximately 64 units, while respecting the existing neighborhood fabric. Additionally, the development agreement in place for the site (west of Kimballs Lane) requires at least 30 units of workforce housing to diversify the affordability of the area. The plan improves direct access to the TRAX station and is supported by a connected network of pedestrian paths and bike lanes, making it easier and safer to walk or bike to transit and nearby destinations. The development responds to the site's natural context, preserving the canal corridor and integrating a East Jordan Canal trail alongside pocket green spaces. These dispersed parks ensure equitable access to open space and support both recreation and stormwater management.

IMPLEMENTATION



This chapter outlines a clear path for translating the vision of the station area plans into action. The Implementation Matrix that follows identifies key actions and investments needed to realize the plan's goals, ranging from transit and street improvements to housing development and public space enhancements.

Each action item is organized by overall phasing and includes responsible organizations, and potential funding sources. By aligning public and private efforts, the matrix serves as a practical tool for the city to prioritize next steps, secure funding, and phase implementation in a way that is responsive to community needs and opportunities.



PHASING STRATEGY: DRAPER VISTA STATION

PHASE 1 – FOUNDATIONS FOR CONNECTIVITY AND PUBLIC SPACE

The first phase will focus on planning and feasibility studies that lay the groundwork for long-term improvements. A study will evaluate the potential for a new multi-use trail, the Green Clover Link, along the east side of the rail tracks between 12300 S and Vista Station Boulevard. Early engagement with surrounding neighborhoods and employers will ensure the trail vision responds to community needs. At the same time, feasibility of a pedestrian overpass connecting the east and west sides of the station area will be explored, with park-and-ride demand estimates prepared to reimagine the existing surface lot as a public space. Coordination with landowners to secure easements will be critical to enable these future connections. This phase also includes preparation of an HTRZ funding request to support catalytic station area investments and ensure the provision of affordable housing.

PHASE 2 – PUBLIC REALM ACTIVATION AND DEVELOPMENT PARTNERSHIPS

Building on early studies, Phase 2 will initiate partnerships and design improvements that shape Vista Station into a more vibrant and connected destination. Based on the feasibility study, project cost estimates for a future pedestrian bridge across the rail line will be prepared for integration into the City's capital improvement planning. Developers will be engaged to incorporate commercial uses and public spaces into redevelopment plans, while meetings with property owners will advance the shared vision for Vista Commons as a central community gathering space. Improvements to Vista Station Boulevard will include a buffered bike lane and enhanced crosswalks at key intersections. Trail connections to the Jordan River will be advanced with a focus on accessibility, including design of an ADA-compliant ramp linking Vista Station Apartments to the riverfront. Coordination with The Point will also begin to align long-term access and connectivity goals.

PHASE 3 – MOBILITY ENHANCEMENTS AND REGIONAL CONNECTIONS

The third phase will introduce transformative mobility improvements that support both local access and regional connections. Vista Station Boulevard can potentially be realigned at its northern end to improve traffic flow and access to Galena Hills Park. High visibility midblock crossing with RRFs should be installed, if warranted following additional analysis, on Vista Station Boulevard, creating a more walkable spine through the district. Additional studies will evaluate improved access across Bangert Highway and the potential for a multi-use path connection, extending the area's trail network. These efforts will reinforce Vista Station as a connected hub for residents, workers, and visitors alike.

PHASE 4 – LONG-TERM IMPLEMENTATION AND INTEGRATION

With foundational studies complete and early infrastructure investments in place, the final phase will focus on implementing larger-scale projects that integrate the district into the regional mobility network. Construction of the pedestrian bridge over the rail line will provide a signature east-west connection and unify the station area. Expanded trail improvements, public realm investments, and coordinated redevelopment will fully position Vista Station as a model of transit-oriented development, linking neighborhoods, regional destinations, and natural amenities into a cohesive, accessible, and vibrant district.

PHASING STRATEGY: KIMBALLS LANE STATION

PHASE 1 – FRAMEWORK AND FEASIBILITY STUDIES

The first phase establishes the planning foundation for future improvements in the station area. The city will work with property owners to develop design guidelines that set expectations for development while ensuring compatibility with adjacent neighborhoods. The Design Guidelines should become part of an updated Development Agreement (DA) and also incorporated into the City's code. Feasibility studies will evaluate several critical connections through the site, including a potential linear green space and trail along the East Jordan Channel, a future north-south connection between Kimballs Lane and 11900 S, and improved access points to the Porter Rockwell Trail. A feasibility study will evaluate Kimballs Lane realignment and coordination with UDOT for the same will be crucial. These early efforts will shape a long-term vision for connectivity and public realm improvements in and around the station.

PHASE 2 – PARTNERSHIPS AND EARLY PUBLIC REALM ENHANCEMENTS

Building on the initial studies, Phase 2 focuses on establishing partnerships and initiating the first infrastructure improvements. An RFP will be prepared for redevelopment of UTA's east parking lot, advancing infill development opportunities next to the station. A multi-use path will be designed for the south side of Kimballs Lane, with funding secured for construction, while a study will evaluate sidewalk upgrades along the east side of 700 E.

PHASE 3 – MOBILITY AND STREET NETWORK IMPROVEMENTS

Phase 3 introduces significant mobility and safety enhancements to reshape how people move through the district. A study will assess the feasibility of straightening Kimballs Lane to create a more direct east-west connection and improve rail crossings. On-street painted bike lanes will be implemented along 700 E north of Kimballs Lane, expanding the bicycle network and improving multimodal access. A trail connection between 11900 S and Kimballs Lane will also be studied to expand regional linkage within the area. Together, these improvements will lay the groundwork for a safer, more legible, and better-connected station environment.

PHASE 4 – LONG-TERM INTEGRATION AND REDEVELOPMENT

The final phase builds on earlier investments to fully integrate the station area into the surrounding community. Redevelopment of UTA's east parking lot will establish a vibrant mixed-use destination anchored by infill development, while design guidelines and secured trail easements will guide the farm site's transformation in alignment with the station area vision. Completion of the Kimballs Lane realignment and new trail connections will reinforce the district as a true multimodal hub. Enhanced public spaces, improved wayfinding, and expanded walking and biking facilities will together create a cohesive, accessible, and lively center that serves neighborhood needs while advancing regional mobility goals.

PHASING STRATEGY: CRESCENT VIEW STATION

PHASE 1 – FOUNDATIONAL STUDIES AND CONNECTIVITY PLANNING

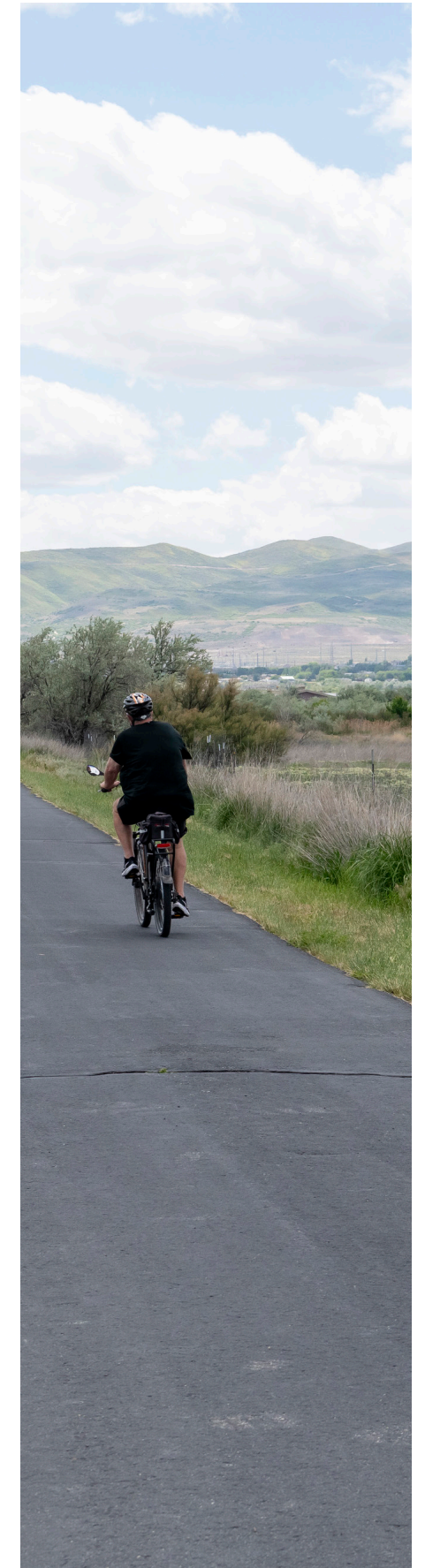
The first phase focuses on feasibility studies and planning efforts to shape future investments in the station area. Key actions will evaluate improvements to trail crossings along 11400 S and enhanced connections to the Porter Rockwell Trail. A study will also examine upgrades to existing bike lanes along 11400 S and explore opportunities for short pedestrian connections from surrounding neighborhoods into the station itself. Together, these efforts will identify strategies to strengthen multimodal access, ensure safety, and prepare for future redevelopment opportunities.

PHASE 2 – PUBLIC REALM ENHANCEMENTS AND PARTNERSHIPS

Building on early studies, Phase 2 advances visible improvements to the station environment. Filling sidewalk gaps along 11400 S will improve walkability and safety for pedestrians, while new wayfinding elements and lighting will enhance the overall user experience. At the same time, the City will study incentives to support redevelopment of the Harmons Grocery Store site, working with property owners to align future development with the goals of the station area and encourage the development of affordable housing. These initiatives will create early momentum while building the partnerships necessary for long-term transformation.

PHASE 3 – REDEVELOPMENT AND INTEGRATED MOBILITY

The final phase will implement catalytic projects that transform the station area into a connected and vibrant hub. Redevelopment of the Harmons Grocery Store site could create a new mixed-use destination that anchors the station area, guided by earlier studies and incentive strategies. Trail and pedestrian connections identified in Phase 1 will be implemented to link the district with the Porter Rockwell Trail and surrounding neighborhoods. Combined with enhanced bike and sidewalk networks, these investments will consolidate the area as a multimodal district, supporting local needs and regional access alike.



IMPLEMENTATION MATRIX

DRAPER VISTA STATION

| | ACTION ITEM | RESPONSIBLE PARTY | | | FUNDING/ FINANCING |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|----------------------------------------|--------------------------------------------------------------------------------------------------|
| | | DRAPER CITY | UTA | OTHER | |
| 1 | Study feasibility of applying for HTRZ funding. | X | | | |
| 1 | Study the feasibility of a multi-use trail (Green Clover Link) on the east side of the rail tracks between 12300 S and Vista Station Boulevard. Work with existing neighborhoods and employers to prepare a long-term plan to implement this new connection. | X | X | FRA UDOT WFRC Property owners | Utah Trail Network (UDOT) HTRZ Draper FrontRunner Community Development Project Area (CDA) |
| 1 | Study pedestrian overpass connecting east and west side of station area. | X | X | FRA UDOT WFRC Union Pacific | State and Federal Funds Utah Trail Network (UDOT) |
| 1 | Prepare park-and-ride demand estimates to allow for redesign of the existing park-and-ride surface parking area to incorporate a public space. | | X | | TIF (CRA) |
| 1 | Prepare HTRZ funding request for the Draper Vista Station. | X | | Property owners | |
| 1 | Coordinate with landowners to secure easements for connectivity enhancements. | X | | Property owners | |
| 2 | Prepare project cost estimates for constructing a pedestrian bridge over the rail line and include in future capital improvement planning. | X | X | FRA UDOT WFRC | State and Federal Funds Utah Trail Network (UDOT) HTRZ |
| 2 | Work with developers to incorporate commercial uses and public spaces as part of redevelopment plans for the area. | X | | | |
| 2 | Meet with property owners to describe vision for the Vista Commons space. | X | | | HTRZ, Community Improvement District (CID) |
| 2 | Design improvements to Vista Blvd. including a buffered bike lane. | X | | | TIF, Community Improvement District (CID) General Fund |

| | ACTION ITEM | RESPONSIBLE PARTY | | | FUNDING/ FINANCING |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----------------------------|------------------------------------------------------|
| | | DRAPER CITY | UTA | OTHER | |
| 2 | Add all crosswalks to both intersections of Vista Station Boulevard and FrontRunner Boulevard. | X | | | Community Improvement District (CID) General Fund |
| 2 | Coordinate with The Point for future connectivity and access enhancements. | X | | POMSLA UDOT | CID, Bond State Funds |
| 2 | Study overall trail improvements and connections to Jordan River, including grading and paving an ADA-compliant ramp that connects the Vista Station Apartments with the river. | X | | Jordan River Comm., UDOT | Utah Trail Network (UDOT) |
| 3 | Study realignment of Vista Blvd. at north end of Station Area. | X | | | General Fund |
| 3 | Install high-visibility midblock crossings on Vista Station Boulevard with an RRFB and pedestrian crossing signage | X | | | Community Improvement District (CID) General Fund |
| 3 | Study enhancements to access across Bangerter Highway and potential multi-use path. | X | | POMSLA UDOT | CID, Bond State Funds |

IMPLEMENTATION MATRIX

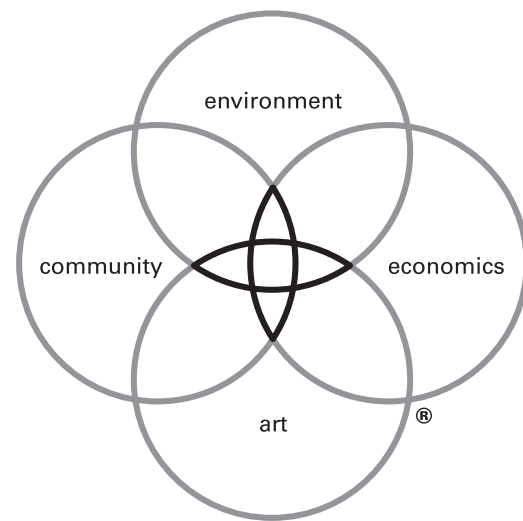
KIMBALLS LANE STATION

| | ACTION ITEM | RESPONSIBLE PARTY | | | FUNDING/ FINANCING |
|---|-----------------------------------------------------------------------------------------------------|-------------------|-----|------------------------|---------------------------------------------------------|
| | | DRAPER CITY | UTA | OTHER | |
| 1 | Work with property owners to develop design guidelines for station area density overlays. | X | | Property owners | |
| 1 | Explore establishing a TIF for the station area. | X | | | |
| 1 | Study feasibility of straightening Kimballs Lane (east-west re-alignment) including rail crossings. | X | X | UDOT | |
| 1 | Study feasibility of linear green space and trail along the East Jordan Channel. | X | | Property owners | Utah Trail Network (UDOT) |
| 1 | Study feasibility of future north-south connection between Kimballs Lane and 11900 S. | X | | Property owners | |
| 1 | Study Porter Rockwell Trail access improvements. | X | | | |
| 2 | Prepare RFP for development of UTA east parking lot for infill development. | X | X | | TIF (CRA) |
| 2 | Study sidewalk improvements on east side of 700 E. | X | | UDOT | |
| 2 | Design multi-use path on south side of Kimballs Lane. Secure funding for construction. | X | | Juan Diego High School | Utah Trail Network (UDOT)/ Safe Routes to School Grants |
| 2 | Study wayfinding improvements around the station area. | X | | | |
| 3 | Implement on-street painted bike lanes on 700 E, north of Kimballs Lane. | X | | UDOT | TIF, Community Improvement District (CID) |
| 3 | Study trail feasibility connection 11900 S and 11960 S. | X | | UDOT | Utah Trail Network (UDOT) |

IMPLEMENTATION MATRIX

CRESCENT VIEW STATION

| | ACTION ITEM | RESPONSIBLE PARTY | | | FUNDING/ FINANCING |
|---|-------------------------------------------------------------------------------------------|-------------------|-----|-----------------|---------------------------|
| | | DRAPER CITY | UTA | OTHER | |
| 1 | Study trail crossing improvements across 11400 S. | X | | Sandy City | Utah Trail Network (UDOT) |
| 1 | Study connection enhancements to Porter Rockwell Trail. | X | | Sandy City | Utah Trail Network (UDOT) |
| 1 | Study improvements to existing bike lanes along 11400 S. | X | | | WFRC TLC UDOT TAP |
| 1 | Study incorporating short pedestrian connections from nearby streets to the station area. | X | | | WFRC TLC UDOT TAP |
| 1 | Encourage UDOT to improve sections of 700 E between 11400 S and 12300 S. | | X | | UDOT |
| 2 | Study incentives for potential Harmons Grocery Site redevelopment. | X | | Property owners | |
| 2 | Improve wayfinding and lighting around the station area. | X | | | General Fund |



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