



CITY COUNCIL AGENDA

Tuesday, September 2, 2025, 6:00 PM
1020 E. Pioneer Road
Draper, Utah 84020
Council Chambers

6:00 PM STUDY SESSION

Discussion: Draper Days Recap - Kellie Challburg and David Wilks

Discussion: 13400 Connection - Scott Cooley

Council/Manager Reports

7:00 PM BUSINESS SESSION

1. **Call to Order**

2. **Pledge of Allegiance**

3. **Public Comments**

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

4. **Consent Items**

4.a Approval of the August 19, 2025 City Council Meeting Minutes

4.b Resolution #25-43

A resolution appointing David Zwicky to the Draper City Tree Committee.

4.c Resolution #25-45

A resolution approving the Second Amendment to the Water Purchase Agreement between Draper City and the Jordan Valley Water Conservancy District.

5. **Items for Council Consideration**

5.a Public Hearing: Ordinance #1670

An ordinance of Draper City amending the text of the Draper City General Plan to add the Draper FrontRunner, Kimballs Lane, and Crescent View Station Area Plans. Staff report by Todd Taylor.

5.b Public Hearing: Ordinance #1671

An ordinance approving a Development Agreement Amendment for approximately 1.3 acres of City-owned property located at approximately 12742 S. Moose Hollow Drive and 12761 Costanza Way, otherwise known as the Warhorse Ranch Development Agreement First Amendment. Staff report by Todd Taylor.

5.c Public Hearing: Ordinance #1672

An ordinance of Draper City amending the text of the Land Use and Development Code of the Draper City Municipal Code relating to preschool, limited use.

5.d Public Hearing: Ordinance #1673

An ordinance approving the Big Willow Creek 6th Development Agreement Amendment for approximately 9.3 acres of property located at approximately 11670 S. Wildrye Field Way with Draper City. Staff report by Maryann Pickering.

5.e Public Hearing: Ordinances #1674 and #1675

An ordinance amending the Land Use Map for 0.27 acres from Open Space/Parks to Community Commercial and an ordinance amending the Zoning Map for the same property from RA2 (Residential Agricultural) to CG (General Commercial), located at 687 W. 12300 S., known as the City-Initiated Concord Properties Land Use and Zoning Map Amendment. Staff report by Todd Draper.

6. Action Items

6.a Approval of Resolution #25-44

A resolution of the Draper City Council granting a Quit Claim Deed releasing interest in a portion of the Draper Canal Alignment at 1393 E. Pioneer Road. Staff report by Brien Maxfield

7. Adjournment

I, the City Recorder of Draper City, certify that copies of this agenda for the **Draper City Council** meeting to be held **September 2, 2025**, were posted at Draper City Hall, Draper City website www.draperutah.gov, and the Utah Public Notice website at www.utah.gov/pmn.



A handwritten signature in cursive script that reads "Nicole Smedley".

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

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

MEMO



To: City Council

From: Nicole Smedley, City Recorder

Date: 2025-09-02

Re: Approval of the August 19, 2025 City Council Meeting Minutes

Comments:

The minutes of the August 19, 2025 City Council Meeting are submitted for your review and approval.

ATTACHMENTS:

[8-19-2025 DRAFT Minutes.pdf](#)

MINUTES OF THE DRAPER CITY COUNCIL MEETING HELD ON TUESDAY, AUGUST 19, 2025, IN THE DRAPER CITY COUNCIL CHAMBERS, 1020 EAST PIONEER ROAD, DRAPER, UTAH

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

EXCUSED:

STAFF: Mike Barker, City Manager; Kellie Challburg, Assistant City Manager; Spencer DuShane, Assistant City Attorney; Rich Ferguson, Chief of Police; Traci Gundersen, City Attorney; Jennifer Jastremsky, Community Development Director; Robert Markle, Deputy Director of Public Works/Engineering; Rhett Ogden, Parks and Recreation Director; Linda Peterson, Communications Director; Nicole Smedley, City Recorder; Clint Smith, Fire Chief; Pam Stagg, Interim Human Resource Director; Jake Sorensen, Network Manager; John Vuyk, Finance Director; and Todd Taylor, Planner

Study Session

Presentation: Health Department Coordination

Salt Lake County Health Director Dorothy Adams reviewed services provided by the Health Department. Ms. Adams highlighted the importance of protection against mosquito bites due to West Nile virus being detected in the County, and responded to questions regarding immunizations. She emphasized that storm drain water was not treated and that nothing should be discharged into the storm drain system. Ms. Adams stated that connection to the community was vital to the work of the Health Department.

Mayor Walker moved the discussion regarding the proposal to purchase the flock camera system forward.

Discussion: Proposal to Purchase Flock Camera System

Police Chief Rich Ferguson stated that he had discussed the possible purchase of a Flock camera system with the Council in 2023. He reported that license plate readers (LPRs) were in place in all cities from Ogden to Nephi, with the exception of Draper City. Chief Ferguson stated that his department had recently solved multiple cases using LPRs installed by other agencies, and had also encountered cases in which LPRs would have facilitated quicker investigative action. Chief Ferguson asked the Council

to consider placing LPRs at 14 fixed locations throughout the city to support law enforcement and public safety.

Chief Ferguson stated that the first-year cost for a 14-camera contract with Flock, including installation, would be \$45,780, with an annual ongoing cost of \$39,000.

The City Council discussed the proposed purchase. Mayor Walker stated that he believed the purchase would be money well spent. All members of the Council indicated support for moving forward with the proposed purchase. Staff reported that a budget amendment would be presented at a future meeting.

Discussion: Station Area Plan – Rendering Review

Community Development Director Jennifer Jastremsky presented renderings for Kimballs Lane, Crescent View, and Vista Station Area Plans (SAPs). The Council and staff discussed anticipated traffic impacts and long-term UDOT road plans.

Ms. Jastremsky stated that the Kimballs Lane Station Area Plan (SAP) addressed the feasibility of straightening and expanding Kimballs Lane to 700 East. Councilmember T. Lowery requested that the SAP state that the connection of Kimballs Lane to 700 East is highly recommended by the City Council. Ms. Jastremsky stated that implementation plans were included at the end of the SAPs. The Council discussed that because key roads in the station areas were under the jurisdiction of the Utah Department of Transportation (UDOT), the city had limited ability to control infrastructure improvements along those roads, which could slow the implementation of the SAPs.

Discussion: Contracting Garbage Services for Private Streets

Deputy Director of Public Works/Engineering Robert Markle reviewed issues related to the safety risks and liability of providing solid waste services on private streets, as previously discussed with the Council. He stated that during the earlier discussion, the Council had directed staff to release a request for proposal (RFP) for contracting solid waste services on all private streets currently serviced by the City. Mr. Markle reported that the city received one response to the RFP, from Ace Recycling & Disposal. He stated that Ace's proposal for basic service was \$22 per month more per account than the City's current rate, with billing to be processed by the city. Mr. Markle noted that many of the private streets were not part of a homeowner's association (HOA) or easement agreement to facilitate and ensure payment.

The Council and staff discussed current solid waste fees. Mr. Markle said his department could add a spotter for collection on private streets to reduce liability,

but he emphasized that turnover in his department was high, and training took time. Mayor Walker expressed the opinion that the liability cost was too high for the City to provide the service. Councilmember Green suggested the higher cost of the service was part of the price of living on a private lane, and stated that he was comfortable with passing the cost on to the private lane residents.

A majority of the Council indicated support for moving forward with a contract with Ace for collection on private streets.

Discussion: Heavy Equipment Operator Training at the Andy Ballard Arena

Deputy Director of Public Works/Engineering Robert Markle reported that the Utah Local Technical Assistance Program (LTAP), in coordination with Utah State University, provided a two-day heavy equipment operator training and had requested training locations. He suggested the Draper equestrian center as a possible training site in April or May of 2026, which would allow Draper Public Works employees the opportunity to participate. Mr. Markle noted that in exchange for providing the location, the city would receive two free spots in each training session, a \$1,000 value. He stated that the training would take place on weekdays, likely between 7:00 a.m. and 3:30 p.m., with two or three sessions anticipated in the spring.

Mr. Markle responded to questions regarding potential noise impacts on the neighborhood. City Manager Mike Barker complimented Mr. Markle for pursuing the training opportunity. A majority of the Council indicated support.

Business Session

1. **Call to Order by Mayor Troy K. Walker**

2. **Pledge of Allegiance led by John Vuyk**

3. **Oaths of Office – Draper City Youth Council**

Mayor Walker reported that Draper City had the largest Youth Council program in the state. He recognized the City Council for supporting the opportunity for service and expressed gratitude to the members of the Youth Council. City Recorder Nicole Smedley administered the Oath of Office to the 2025–2026 Youth Council.

Mayor Walker recognized and thanked the Youth Council Executive Committee: Bella Paige, Erin Babcock, Marine Crosby, April Jensen, Taft Derby, Jack Romasanta, Parker Vandegraff, Kennedy Nelson, and Peyton Johnson.

4. **Oaths of Office – Police Department**

Police Chief Rich Ferguson thanked the City Council and residents for their support of the Master Officer program. He introduced Master Officers Dallin Upchurch and Kreyton Kent. City Recorder Nicole Smedley administered the Oath of Office.

5. **Public Comments**

Shelley Goldberg, Draper resident, stated that she purchased her home on Relation Street and Pioneer Road in December 2024. She reported that she had gone to extensive work to remove multiple trees on the property, including two that obstructed driver visibility. Ms. Goldberg stated that three “No Parking” signs were posted on the street in front of her home the previous week without consultation or involvement of her family. She provided photographs and stated that the signs created a safety hazard in addition to being an inconvenience. Ms. Goldberg expressed concern that the decision was made without first speaking with her.

6. **Consent Items**

6.a **July 29, 2025 City Council Meeting Minutes**

Councilmember Vawdrey moved to approve the Consent Agenda.
Councilmember Green seconded the motion.

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

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

7. **Items for Council Consideration**

7.a **Public Hearing: Ordinances #1667 amending the official Zoning Map of Draper City for approximately 2.84 acres of property from CO2 (Professional Office) to CR (Regional Commercial) located at approximately 14193 S Minuteman Drive, otherwise known as the Indigo Tech Center Map Amendment**

Planning Coordinator Paul Geilman presented a requested rezone from CO2 to CR for three parcels. He reviewed the Zoning Map and noted that the subject property was currently surrounded by the CR Zone. Mr. Geilman reported that the applicant was requesting the CR Zone to allow a Recreation and Entertainment Indoor Use in order to operate an indoor golf simulator lounge. He stated that the Planning Commission had reviewed the request and forwarded a positive recommendation with a vote of 5-0.

Mayor Walker opened the public hearing. Seeing that no one came forward, he closed the public hearing.

Danica Pixton, representing the applicant, stated that the golf simulator would be membership-based and open to individuals on a reservation basis.

Councilmember F. Lowry moved to approve Ordinance #1667. Councilmember T. Lowery seconded the motion.

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

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

7.b Public Hearing: Resolution #25-41 adopting the “City of Draper Annual Budget for the Fiscal Year Ending June 30, 2026” as proposed and including any changes to final budget items presented and discussed with the Council

Mayor Walker explained that adoption of the budget included approval of the Staffing Document and the Employee Pay Plan for FY2026. He reported the combined equalized certified tax rate for 2025 received from Salt Lake and Utah Counties was 0.001022 for general operations, with no rate for debt service. The City held a Truth in Taxation hearing on August 13, 2025 for a proposed change in property tax rate, holding the rate at the same level as the previous year.

Finance Director John Vuyk explained proposed changes to the budget: addition of an in-house City Prosecutor (no additional funding); replacement of a Parks Maintenance Technician III position with a City Arborist position; addition of \$25,000 to Police Department for assistance with drug enforcement; construction of a new 40-foot trail bridge on the Bonneville Shoreline Trail (BST); and addition of \$15,000 to the GIS Department for licensing and server updates associated with required changes to the ESRI license.

Mayor Walker opened the public hearing. Seeing that no one came forward, he closed the public hearing.

Councilmember Green moved to approve Resolution #25-41. Councilmember Johnson seconded the motion.

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

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

8. Action Items

8.a Ordinance #1668 or #1669 amending Draper City Municipal Code Title 19 – Ethics

City Attorney Traci Gundersen presented proposed amendments to Title 19 regarding employment of relatives, explaining that two different proposed ordinances were prepared for the Council to choose between based on desired direction. She explained State law regarding nepotism, and current Draper City Code, and pointed out differences in definition of “relative”. Ms. Gundersen said State law avoided supervision conflicts, while City Code imposed a blanket prohibition. She highlighted advantages and disadvantages of current City Code regarding nepotism, and posed options to the Council: (1) make no change; (2) prohibit relatives of elected officers only; (3) give City Manager discretion. Ms. Gundersen mentioned the fourth option of choosing to do something else.

Ms. Gundersen reported how other cities and Salt Lake County addressed nepotism in code, and pointed out current Draper Code was comparatively strict. Councilmembers Green and F. Lowry expressed support for following Sandy City's example by simply referencing State law. Ms. Gundersen said mirroring the Sandy City Code would require re-noticing before adoption, as the action was not included in either of the two prepared ordinances that had been noticed.

Councilmember Green asked if the Council could adopt a combination of Options 2 and 3. Ms. Gundersen said a choice between Option 1, Option 2, or Option 3 was needed for the City to move forward with a current issue. If the Council desired to mirror Sandy City Code, direction could be given to staff to prepare related documents. Councilmember T. Lowery mentioned the need for timeliness, and said she supported Option 3. Councilmember Green said he believed Option 3 would provide inconsistent outcomes, but expressed support.

Councilmember T. Lowery moved to approve Ordinance #1669 (Option 3). Councilmember Vawdrey seconded the motion.

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

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

Council/Manager Items

Mayor Walker welcomed additional comment from the Council and staff.

Parks and Recreation Director Rhett Ogden said residents had been calling the City regarding open space and fire risk, asking that the City cut vegetation to reduce fire threat. Mr. Ogden said the city had never taken on maintenance responsibility of such open space, and commented that cutting existing vegetation would invite the presence of noxious weeds and possible fire by spark.

Mr. Ogden explained current irrigation practices and landscaping plans on City Hall property. Mayor Walker suggested using mulch instead of rocks on islands in the parking lot.

City Manager Mike Barker referred to a neighborhood study requested by the Council, and asked if the Council wanted the study to be contracted or conducted in-house. Councilmember Vawdrey asked if the process could be more informal with a neighborhood meeting. Councilmember F. Lowry said he did not feel a time pressure, and expressed support for staff preparing something when they had time. He said he would like to have an open house with the community for resident buy-in. Ms. Jastremsky said staff would probably have time to dedicate at the beginning of the new year. Mr. Barker said staff would put together a proposal to meet the needs of the Council and the community.

Councilmember F. Lowry asked about requirements related to permanent long-term storage containers. Staff said options would be presented at a future work session.

Councilmember Green asked about maintenance of weeds in park strips. Staff said park strip maintenance was the responsibility of property owners. Mayor Walker suggested involvement of Code Enforcement if needed.

Councilmember Green asked if an ordinance clarifying that Draper City elections were non-partisan would be possible.

9. **Adjournment**

Councilmember Green moved to adjourn the meeting. Councilmember F. Lowry seconded the motion. The motion passed unanimously.

The meeting adjourned at 8:00 pm.

MEMO

To: City Council
From:
Date: 2025-09-02
Re: Resolution #25-43



Comments:

ATTACHMENTS:

[R-25-43, D. Zwicky - Tree Committee.pdf](#)

RESOLUTION NO. 25-43

A RESOLUTION APPOINTING DAVID ZWICKY TO THE
DRAPER CITY TREE COMMITTEE

WHEREAS, the City is authorized to establish subordinate bodies within the city as deemed appropriate by the City Council; and

WHEREAS, the City has created a Draper City Tree Committee to act as an advisory board to the City Council and other City departments on all matters relating to tree culture including the establishment, maintenance, and upkeep of all trees, shrubs, and other plant life located on City property; and

WHEREAS, David Zwicky has expressed a willingness to serve as a member of the Draper City Tree Committee; and

WHEREAS, the Mayor desires to appoint and the Council hereby consents to the appointment of David Zwicky to serve as a member of the Tree Committee.

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

Section 1. Appointment. David Zwicky is hereby appointed to serve as a member of the Draper City Tree Committee according to the laws, ordinances, and regulations governing the Draper City Tree Committee and its members for the term specified herein.

David Zwicky August 26, 2025 to February 28, 2028

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

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

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, THIS THE 2ND DAY OF SEPTEMBER 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, City Recorder

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

MEMO



To: City Council
From: Mike Barker, City Manager
Date: 2025-09-02
Re: Resolution #25-45

Comments:

Draper City entered into a water purchase agreement with Jordan Valley Water Conservancy District in 2011. In 2016 the parties amended the agreement to increase the minimum amount of water to be purchased. Because of growth within the City, the parties are amending the agreement a second time to increase the minimum amount of water the City will purchase.

ATTACHMENTS:

[R-25-45, Second Amendment JWCD Water Purchase Agreement.pdf](#)

RESOLUTION NO. 25-45

A RESOLUTION OF THE DRAPER CITY COUNCIL APPROVING
THE SECOND AMENDMENT TO THE WATER PURCHASE AGREEMENT
AND PETITION WITH THE JORDAN VALLEY WATER CONSERVANCY DISTRICT

WHEREAS, Draper City entered into the “Draper City Water Purchase Agreement and Petition” with the Jordan Valley Water Conservancy District (“JWVCD”) on January 18, 2011 (the “Agreement”); and

WHEREAS, the parties amended the Agreement on February 10, 2016, to adjust the minimum amount of water to be purchased and the contract capacity; and

WHEREAS, the parties now desire to amend the Agreement again, consistent with the terms of this Agreement, to adjust the minimum amount of water to be purchased by Draper City and the contract capacity; and

WHEREAS, approving the Second Amendment to the Agreement promotes the health, safety and welfare of the residents of Draper City.

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

Section 1. Amended Agreement. The Draper City Council approves the Second Amendment to the Water Purchase Agreement and Petition attached as Exhibit A and authorizes the Mayor to execute the same on behalf of Draper City.

Section 2. Effective Date. This Resolution shall become effective immediately upon passage by the City Council.

(Signature page to follow)

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE 2nd DAY OF SEPTEMBER 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, City Recorder

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

MEMO



To: City Council
From: Todd Taylor
Date: 2025-09-02
Re: Public Hearing: Ordinance #1670

Comments:

This application is a request for adoption of the Kimballs Lane, Crescent View, and Draper FrontRunner (Vista) Station Area Plans as an additional component of the Draper City General Plan.

The Planning Commission heard this item at their August 28, 2025 meeting and forwarded a positive recommendation on a 4-0 vote.

Findings for approval:

1. A Public Hearing before the Planning Commission was held in accordance with Utah State Code Section 10-9a-404.
2. The General Plan Amendment is consistent with the requirements of Utah State Code and is appropriate.

Finding for denial:

1. The General Plan Amendment is not consistent with the requirements of Utah State Code and is not appropriate.

ATTACHMENTS:

[Ordinance No 1670.pdf](#)

ATTACHMENTS:

[Draper Station Area Plans Staff Report - PC_Finalized.pdf](#)

ORDINANCE NO. 1670

AN ORDINANCE OF DRAPER CITY AMENDING THE TEXT OF THE DRAPER CITY GENERAL PLAN TO ADD THE DRAPER FRONTRUNNER, KIMBALLS LANE, AND CRESCENT VIEW STATION AREA PLANS.

WHEREAS, pursuant to Utah State law, Draper City had adopted a General Plan to guide the future development within the City; and

WHEREAS, Station Area Plan requirements are a subset of the General Plan requirements of Utah Code Annotated; and

WHEREAS, Utah Code Annotated requires municipalities with fixed rail guideways (commuter and light rail) to prepare and adopt station area plans covering a half-mile radius of each fixed rail station on or before December 31, 2025; and

WHEREAS, adoption of the station area plan allows Draper City to forward said plan to the metropolitan planning organization and public transit district for certification and demonstration of compliance with Utah Code Annotated; and

WHEREAS, adoption of the Station Area Plan constitutes an amendment to the General Plan; and

WHEREAS, Utah Code Annotated allows the City to amend the General Plan as necessary; and

WHEREAS, notice has been issued according to the requirements of the Utah Code Annotated and Draper City Municipal Code for public hearings before the Planning Commission and City Council to receive public input regarding the proposed changes to the General Plan; and

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

WHEREAS, the Planning Commission has reviewed the Draper FrontRunner, Kimballs Lane, and Crescent View Station Area Plans and made a recommendation to the City Council concerning the proposed amendment to the General Plan of Draper City; and

WHEREAS, the City Council of Draper City finds good cause to adopt the Draper FrontRunner, Kimballs Lane, and Crescent View Station Area Plans as part of the Draper City General Plan.

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

Section 1. Findings. The City Council of Draper City has made the following findings: 1) A Public Hearing before the Planning Commission was held in accordance with Utah State Code Section 10-9a-404; and 2) The General Plan Amendment is consistent with the requirements of Utah State Code and is appropriate.

Section 2. Enactment. The Draper FrontRunner, Kimballs Lane, and Crescent View Station Area Plans as set forth in Exhibit A are hereby enacted as part of the Draper City General Plan.

Section 5. Correction of Editing Errors. The city attorney is authorized to correct any punctuation, spelling, formatting, clerical, or de minimis errors in Exhibit A prior to submitting the ordinance for publishing.

Section 3. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

Section 4. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or 30 days after final passage, whichever is closer to the date of final passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE 2nd DAY OF SEPTEMBER, 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, City Recorder

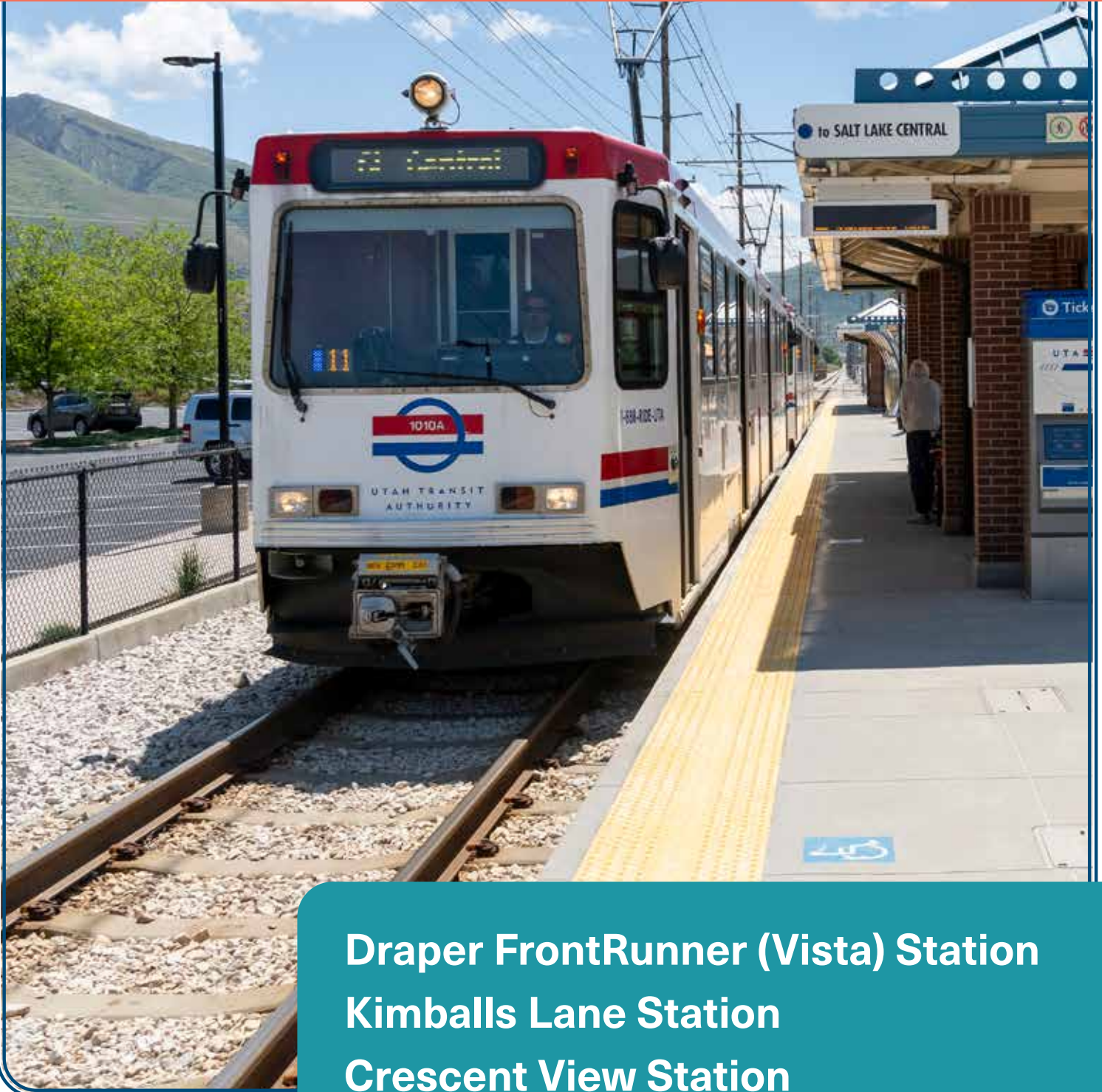
VOTE TAKEN:	YES	NO	ABSENT
Councilmember Green	___	___	___
Councilmember Johnson	___	___	___
Councilmember T. Lowery	___	___	___
Councilmember F. Lowry	___	___	___
Councilmember Vawdrey	___	___	___
Mayor Walker	___	___	___

EXHIBIT A
DRAPER CITY STATION AREA PLANS:
DRAPER FRONTRUNNER (VISTA), KIMBALLS LANE, AND CRESCENT VIEW

DRAPER CITY STATION AREA PLANS

DRAFT

September 2025



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

ACKNOWLEDGEMENTS

PREPARED FOR

Draper City
Wasatch Front Regional Council

DRAPER CITY

Eric Lundell, Senior Engineering Manager
Jennifer Jastremsky, Community Development Director
Kellie Challburg, Assistant City Manager
Todd Taylor, Planner

WASATCH FRONT REGIONAL COUNCIL

Byron Head, Community Planner

UTAH TRANSIT AUTHORITY

Valarie Williams, TOC Project Specialist

PREPARED BY

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Monica West, Planner
Ketaki Ghodke, Planner
Christian Weber, Strategic Services

FEHR & PEERS

Dan Cawley, Senior Associate
Ana Shinzato, Transportation Planner



DESIGNWORKSHOP

Fehr & Peers

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All images in the document are by Design Workshop unless specified otherwise.

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?

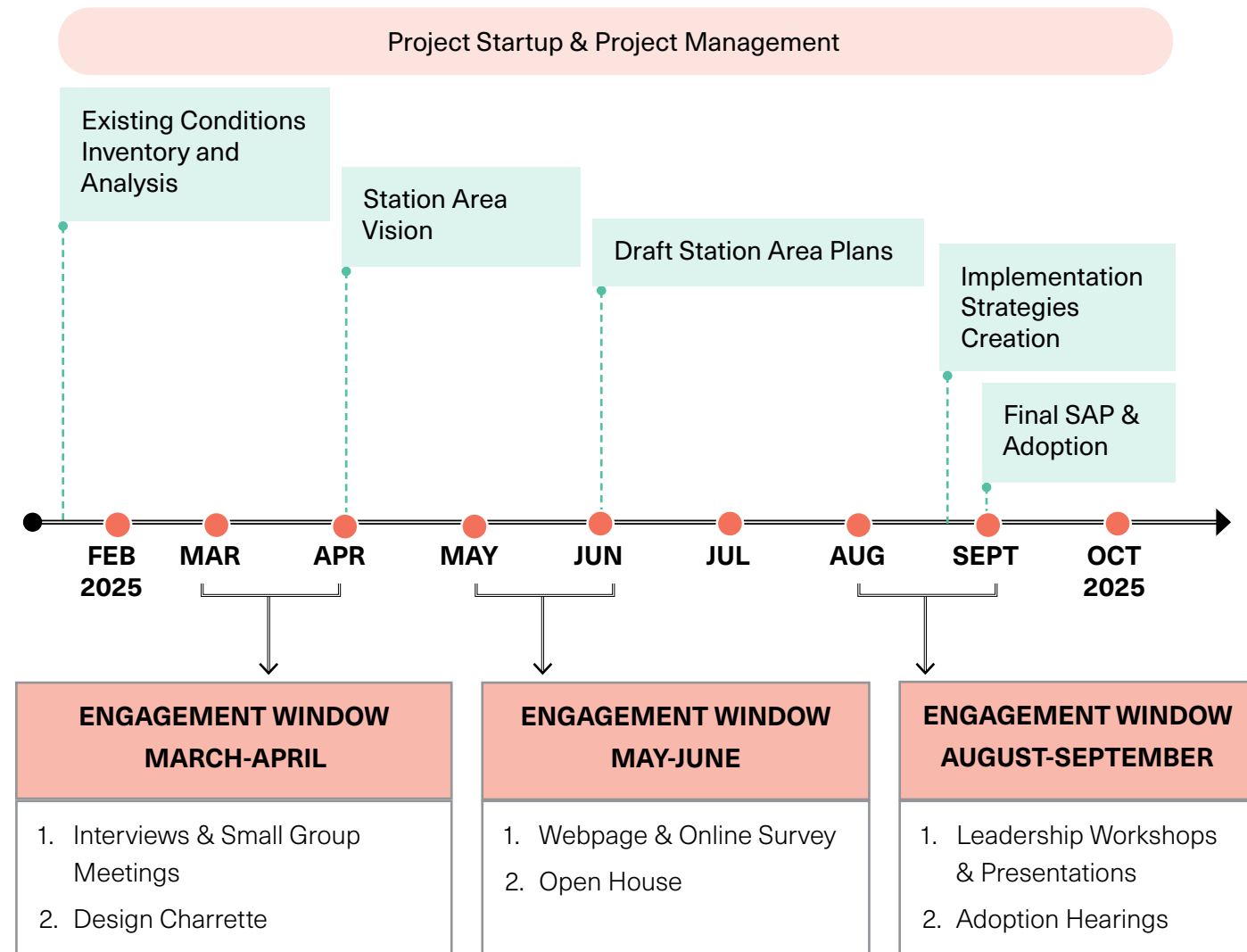
A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. Per Utah House Bill 462 (HB462), cities with fixed-guideway public transit stations such as FrontRunner, TRAX, or BRT, are required to develop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

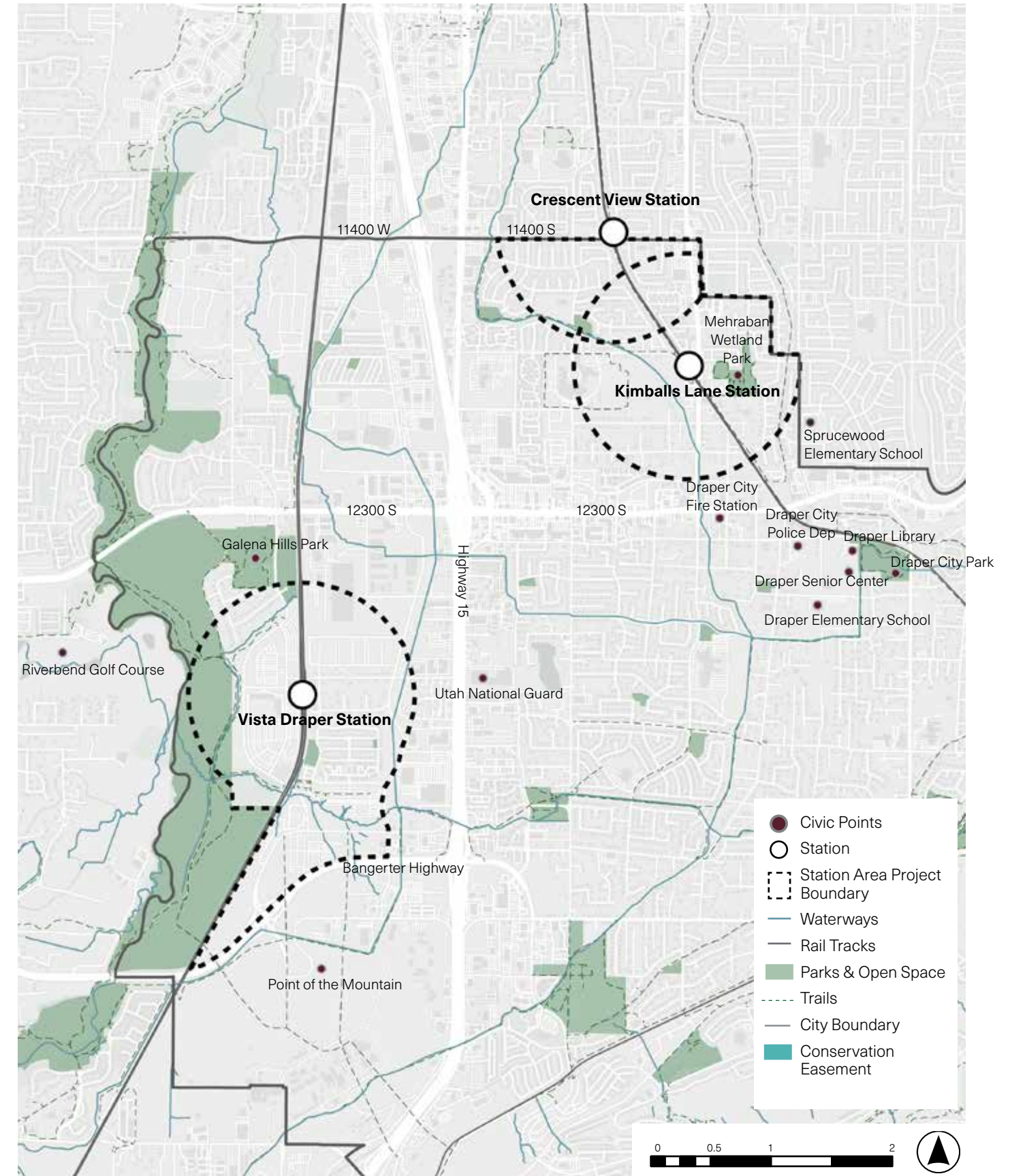


Figure 1: Station Area Masterplan

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

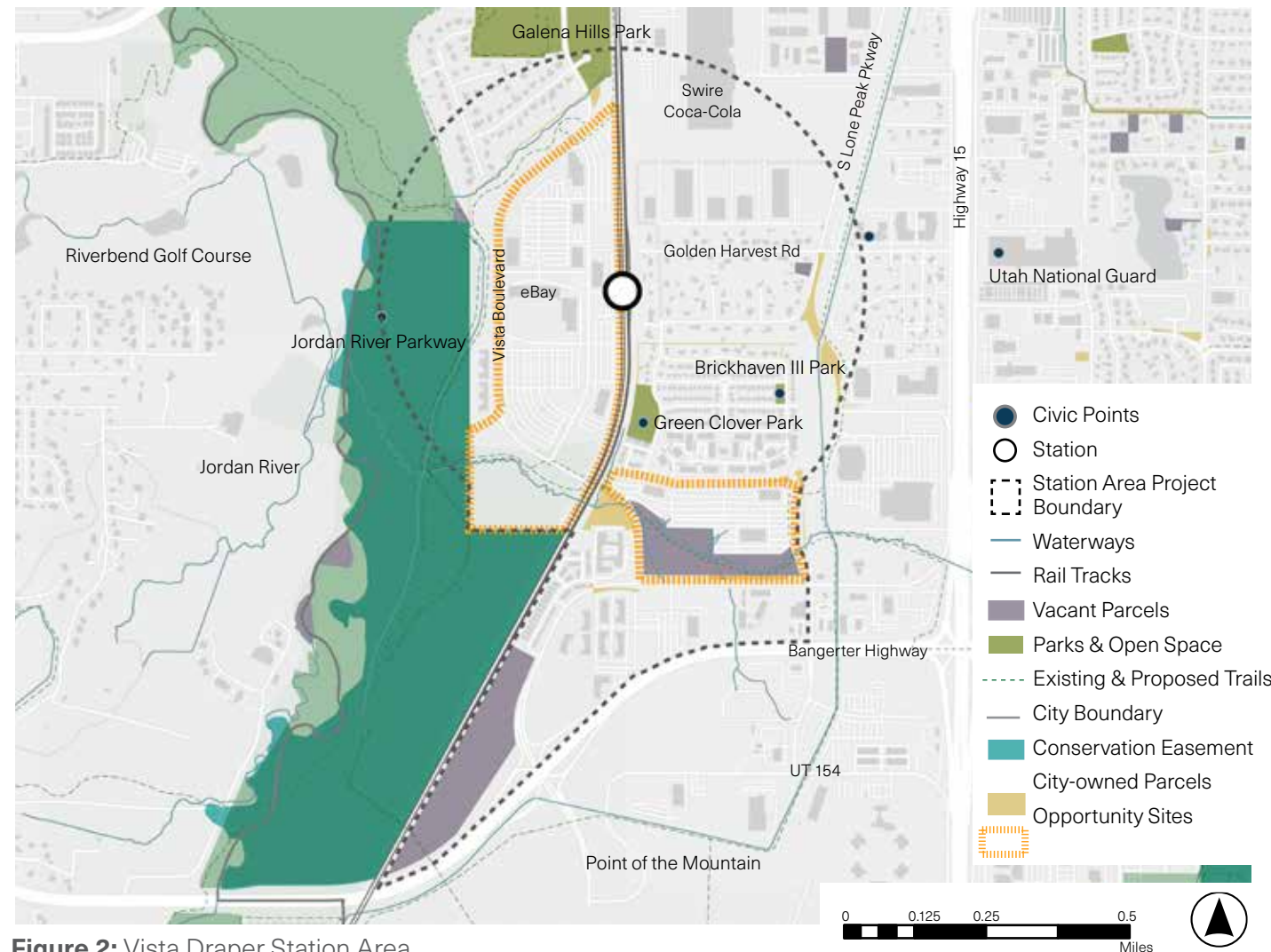


Figure 2: Vista Draper Station Area

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.

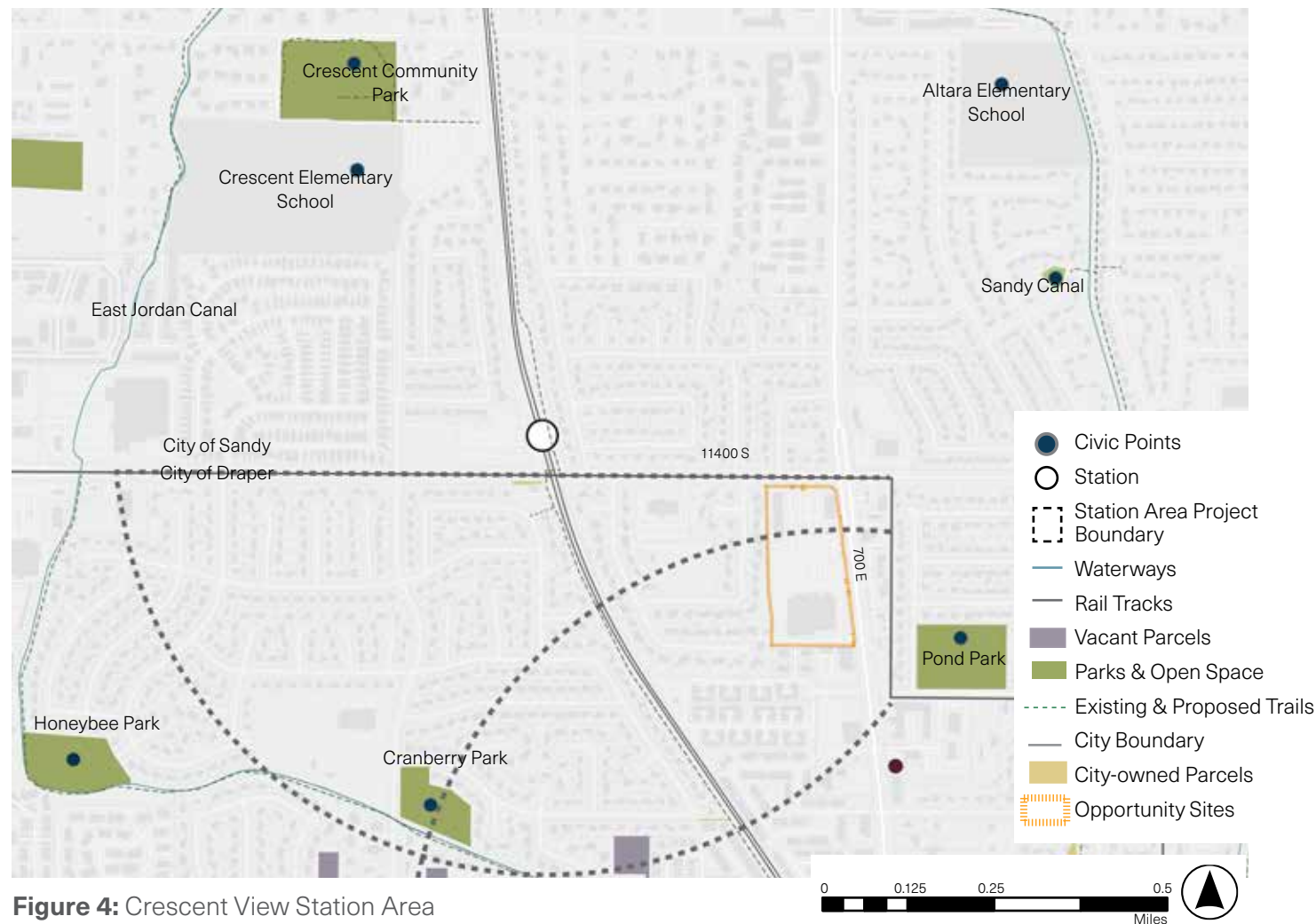
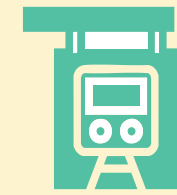


Figure 4: Crescent View Station Area

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.

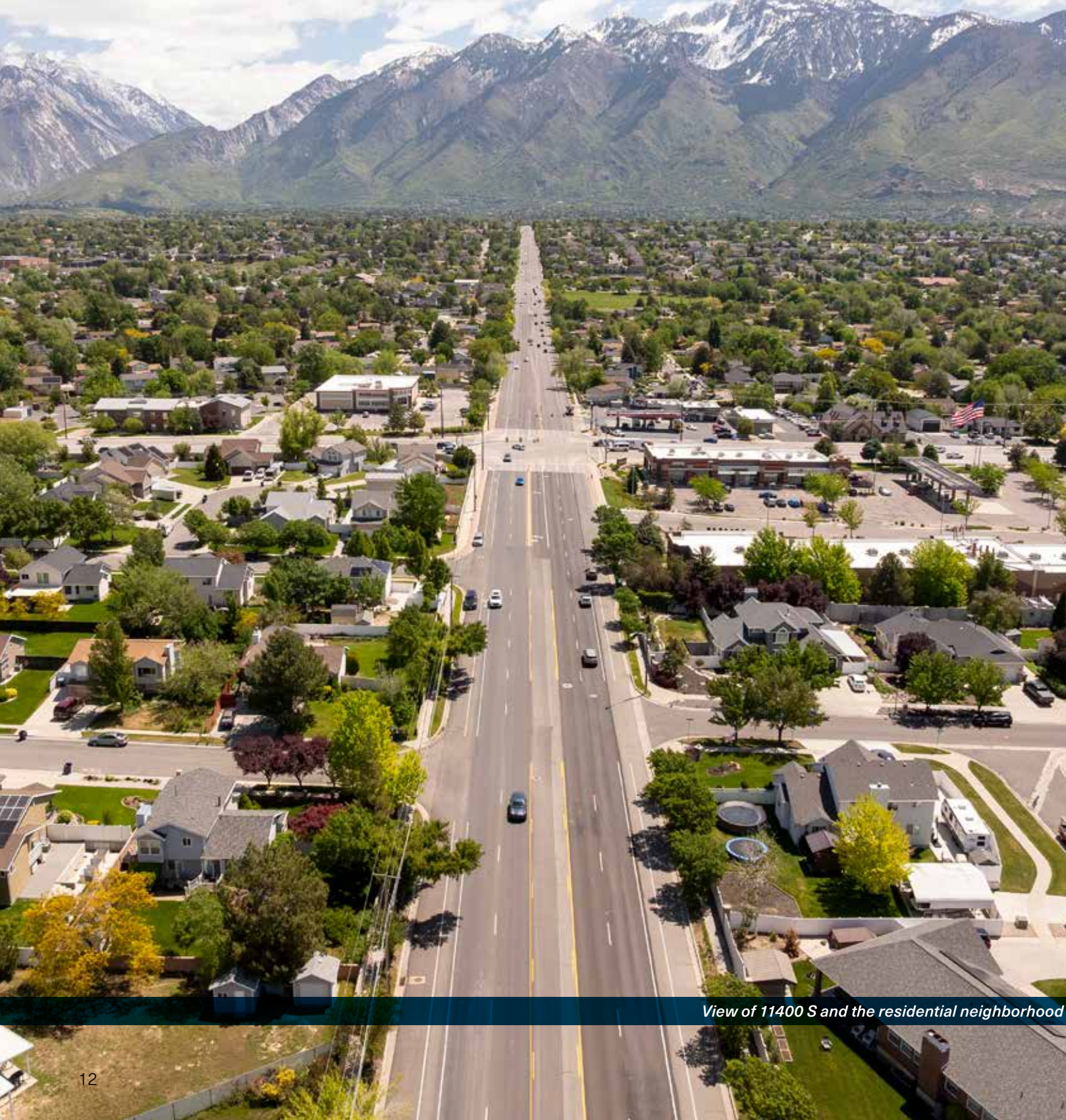


Increase transportation choices and connections.



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.

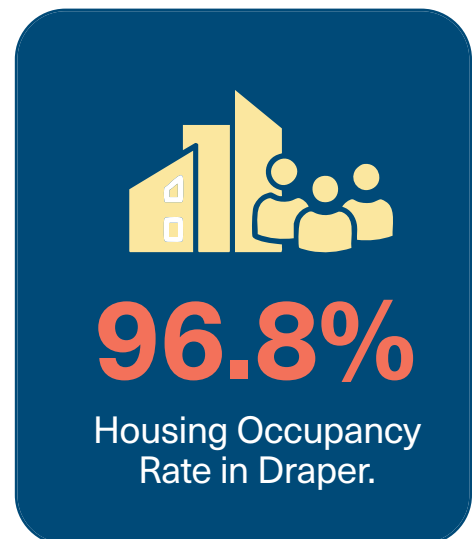
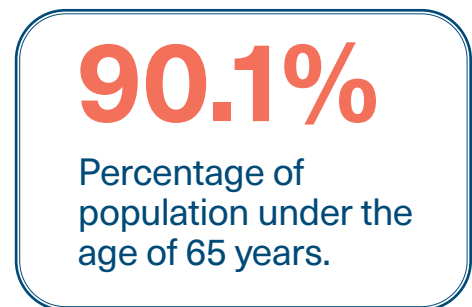
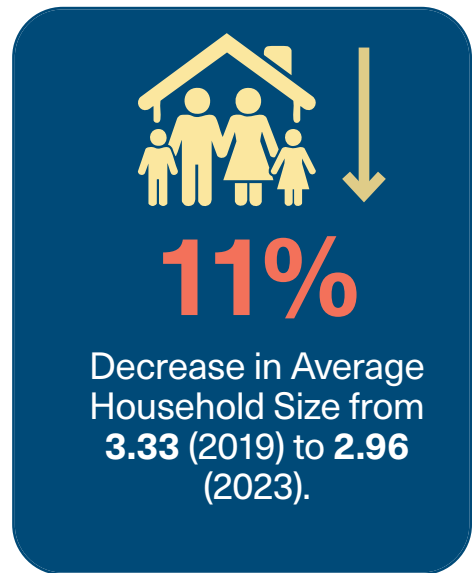
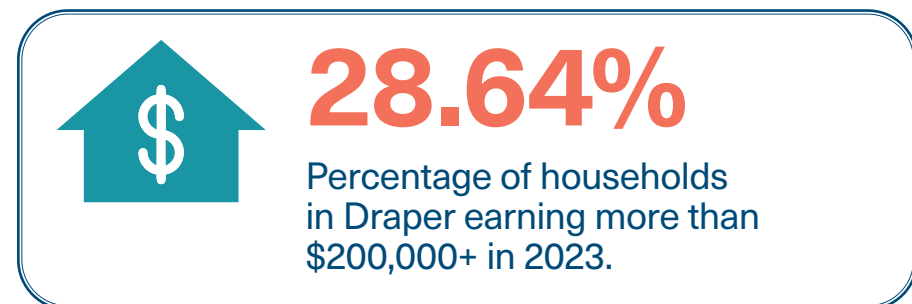
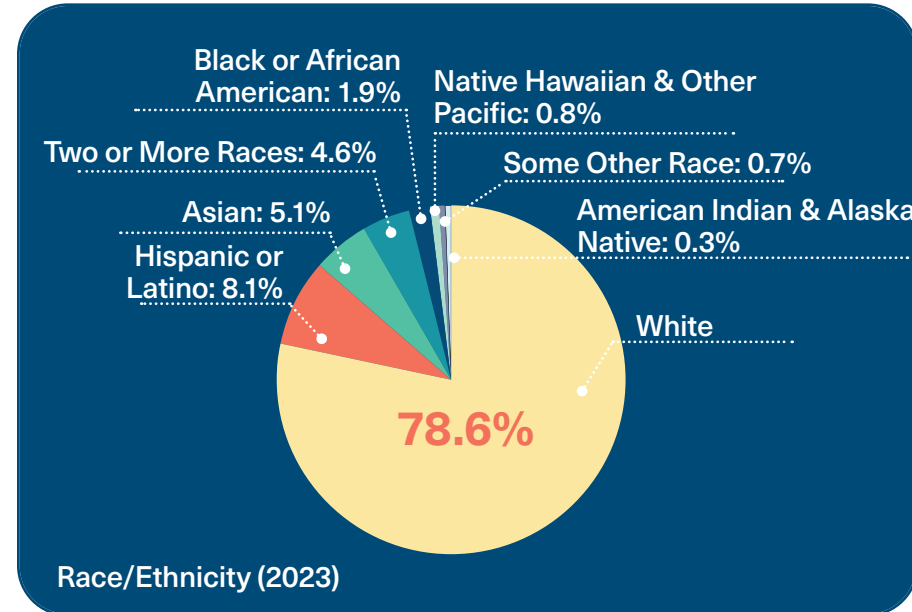
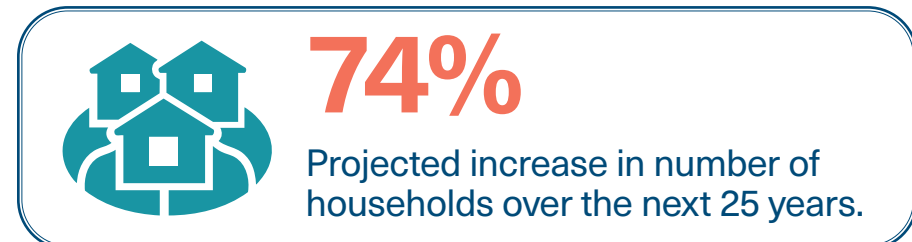
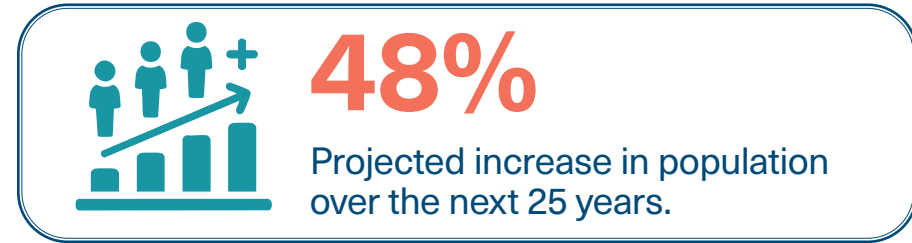
This chapter looks at the key takeaways from the analysis which informed the next phase of the process. The detailed analysis memos can be found under Appendix A.

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.



*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

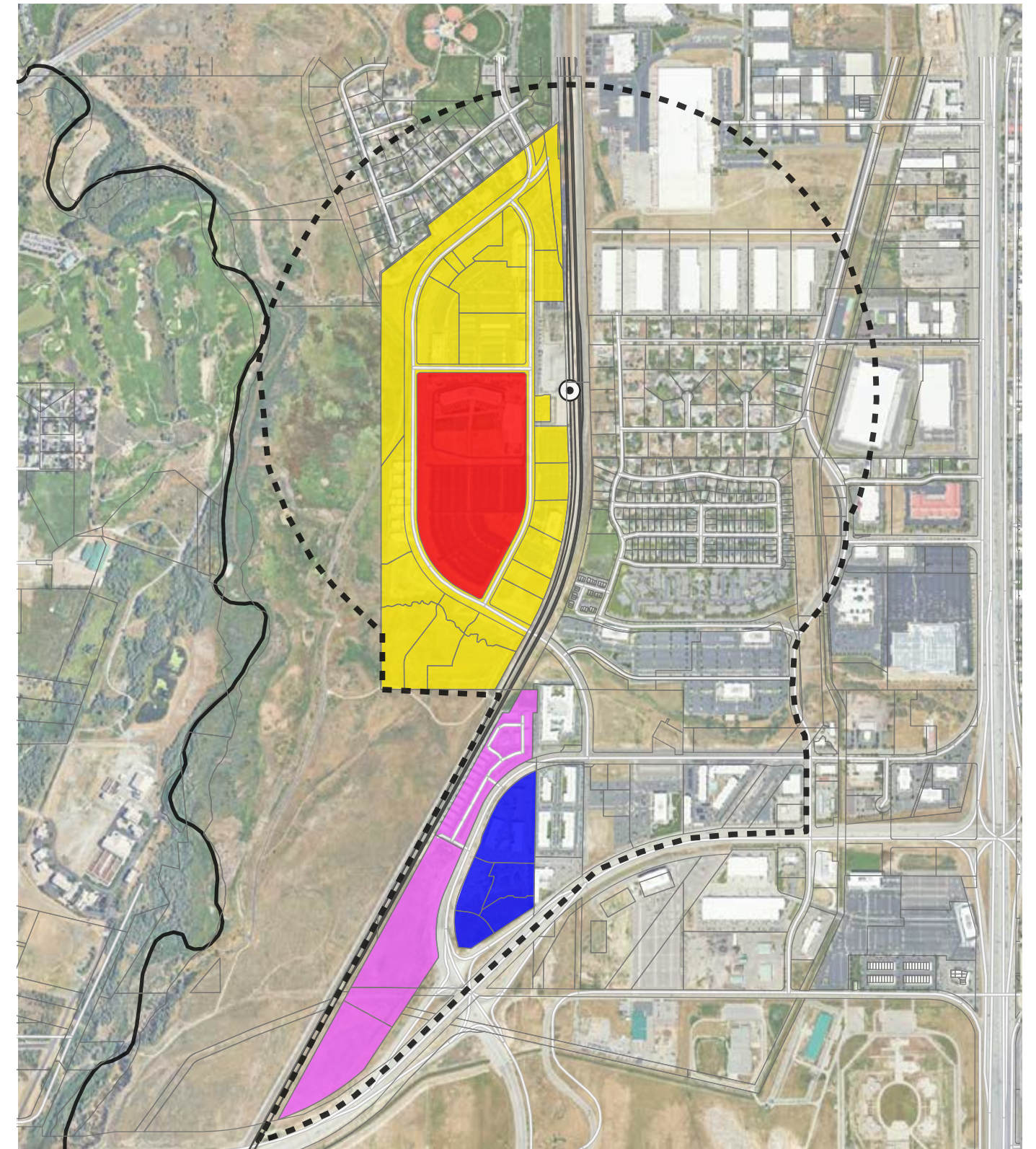
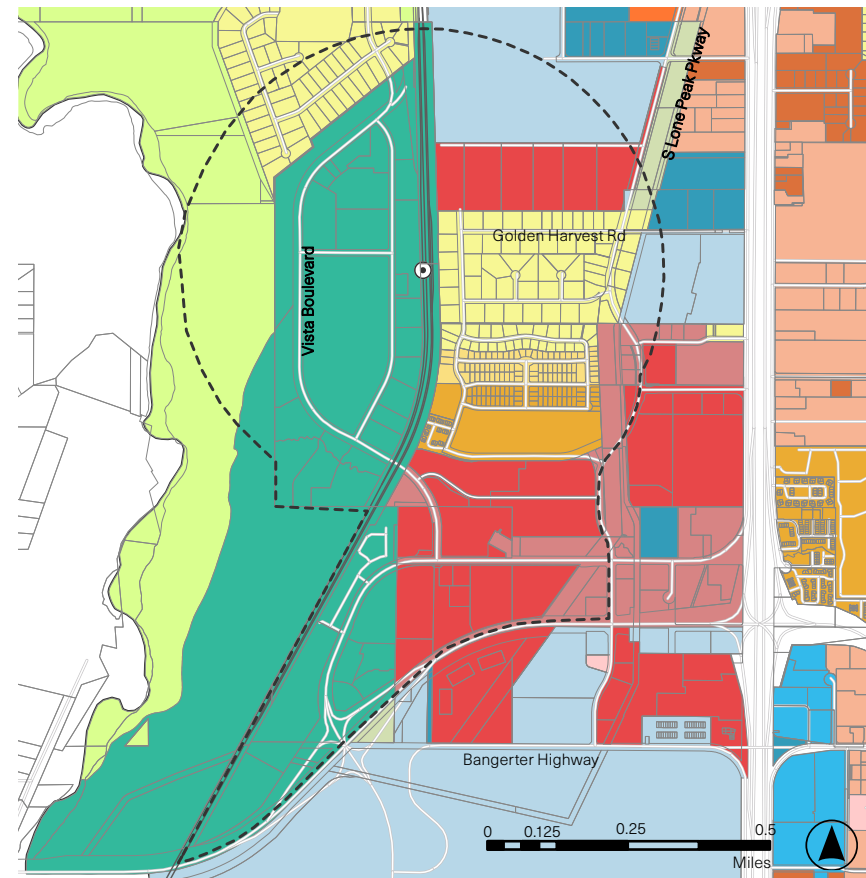


Figure 5: Master Area Plans in Draper FrontRunner Station (Vista)

DRAPER FRONTRUNNER STATION (VISTA)



ZONING MAP

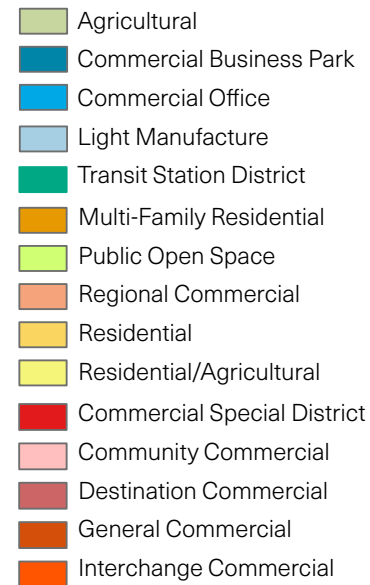
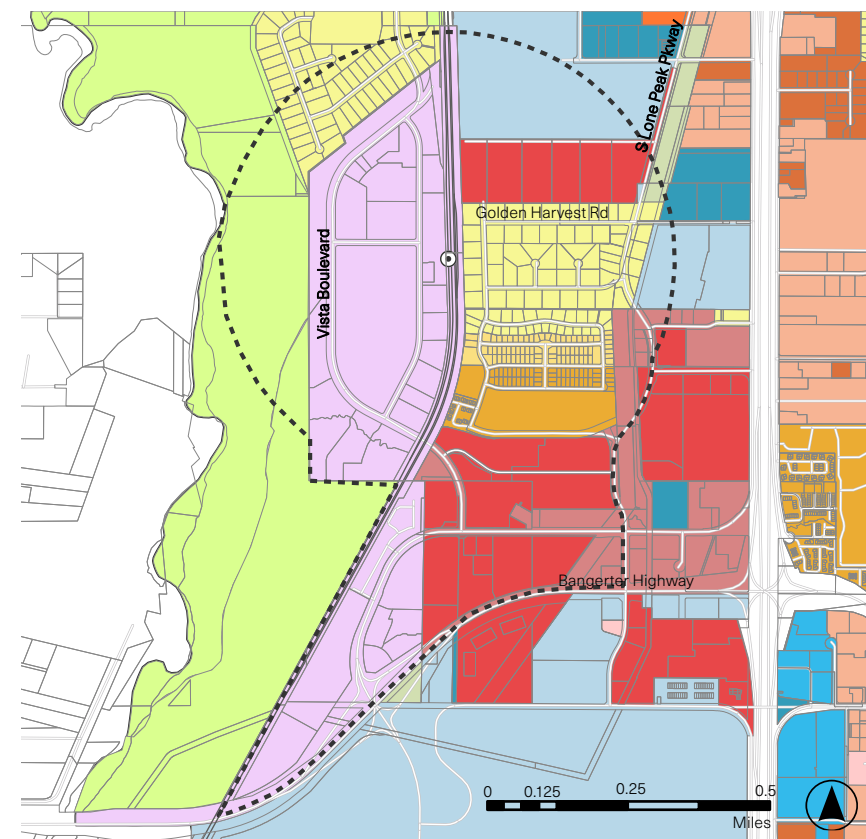


Figure 6: Zoning Map- Draper FrontRunner Station (Vista)



LANDUSE MAP

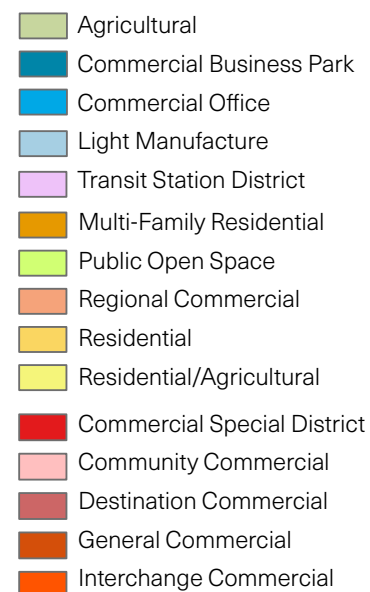


Figure 7: Land Use Map- Draper FrontRunner Station (Vista)

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

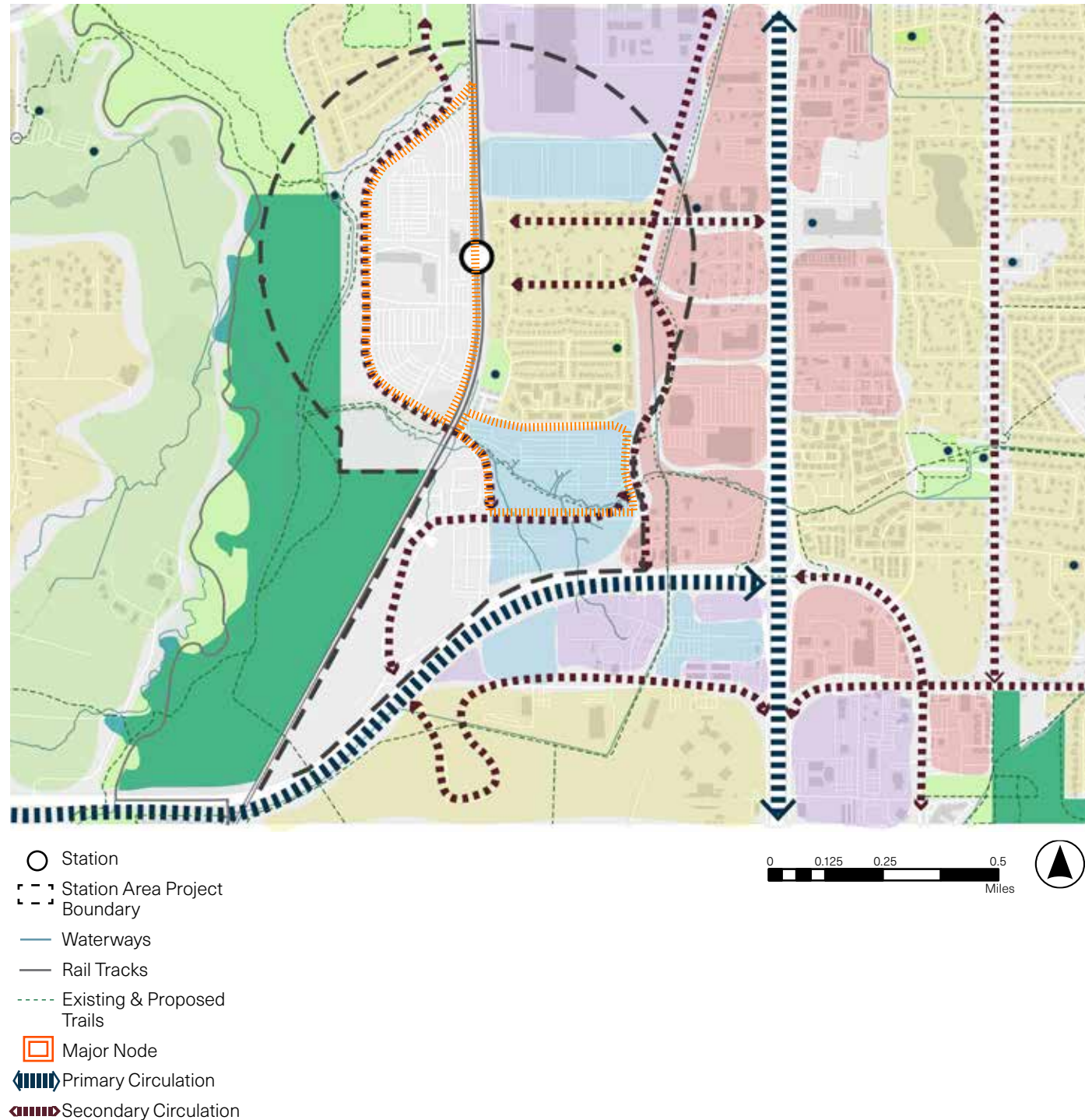


Figure 8: Opportunities & Constraints- Vista Draper Station Area

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

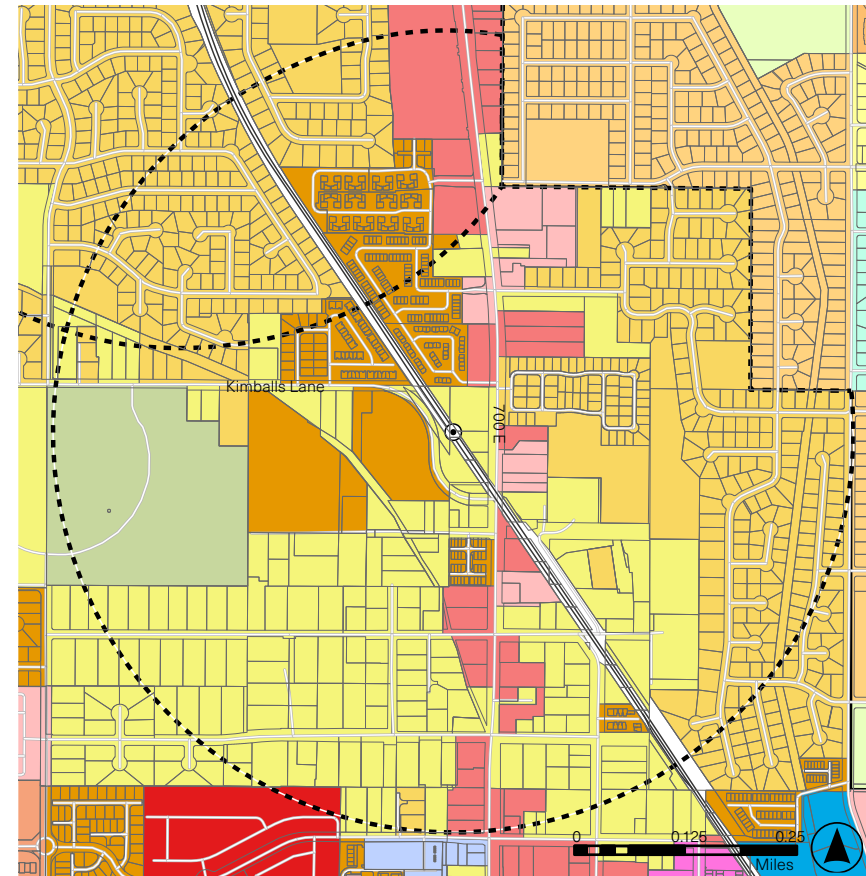
- Despite these assets, the station is physically isolated by I-15, Bangerter Highway, the Jordan River, and multiple rail lines.
- East-west links are minimal or feel unsafe, and access to the Jordan River Trail is not intuitive or direct.
- There is no dedicated bike network in the immediate area, 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



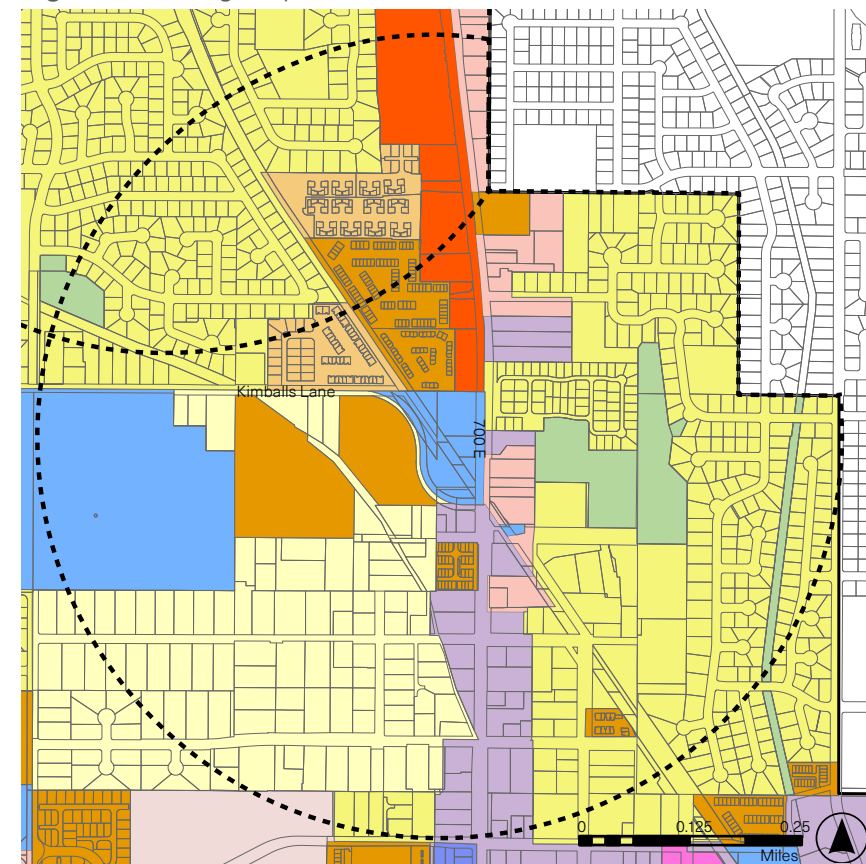
KIMBALLS LANE STATION



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

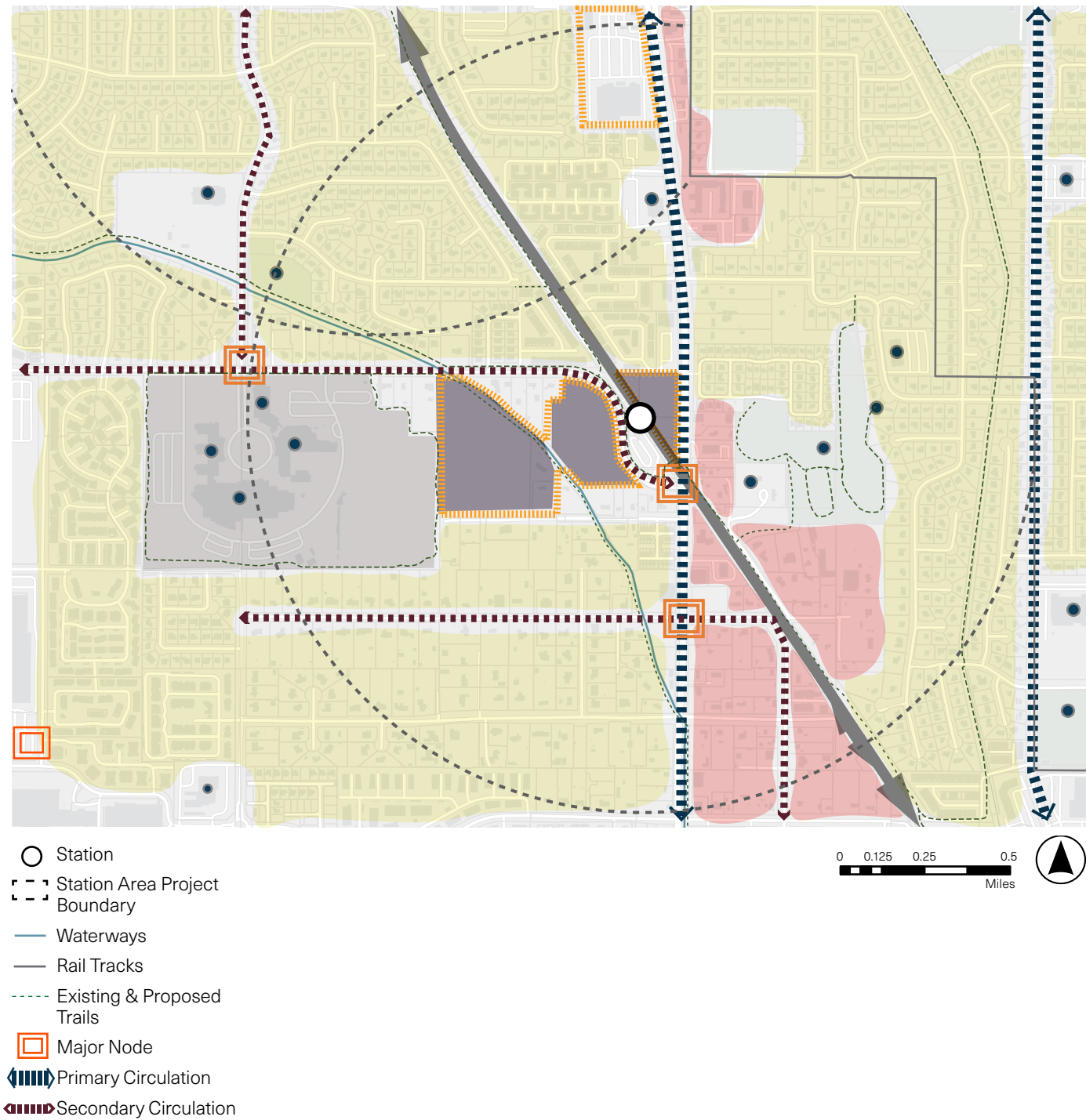


Figure 11: Opportunities & Constraints- Kimballs Lane Station Area

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.

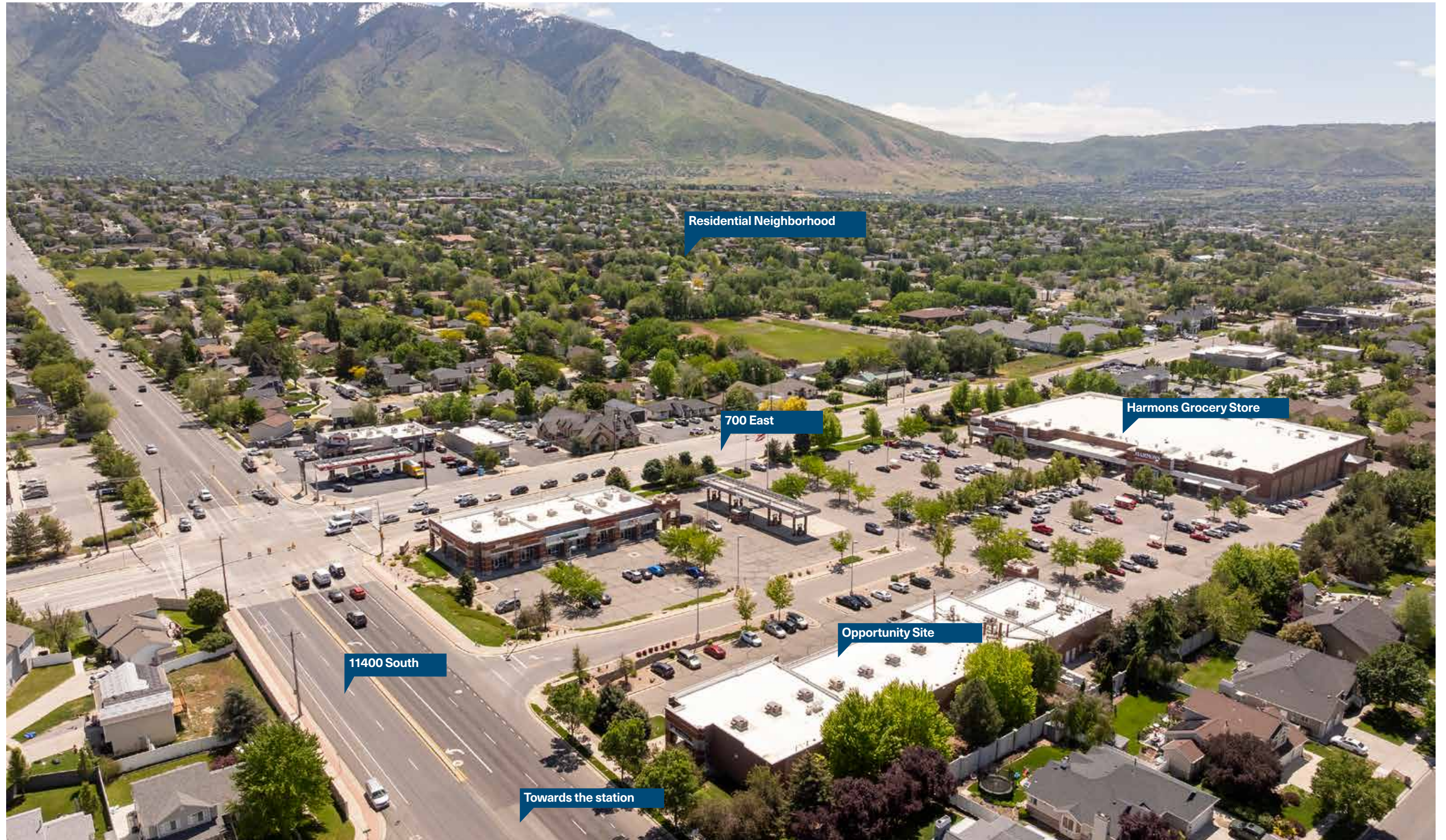
CONSTRAINTS

- 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.

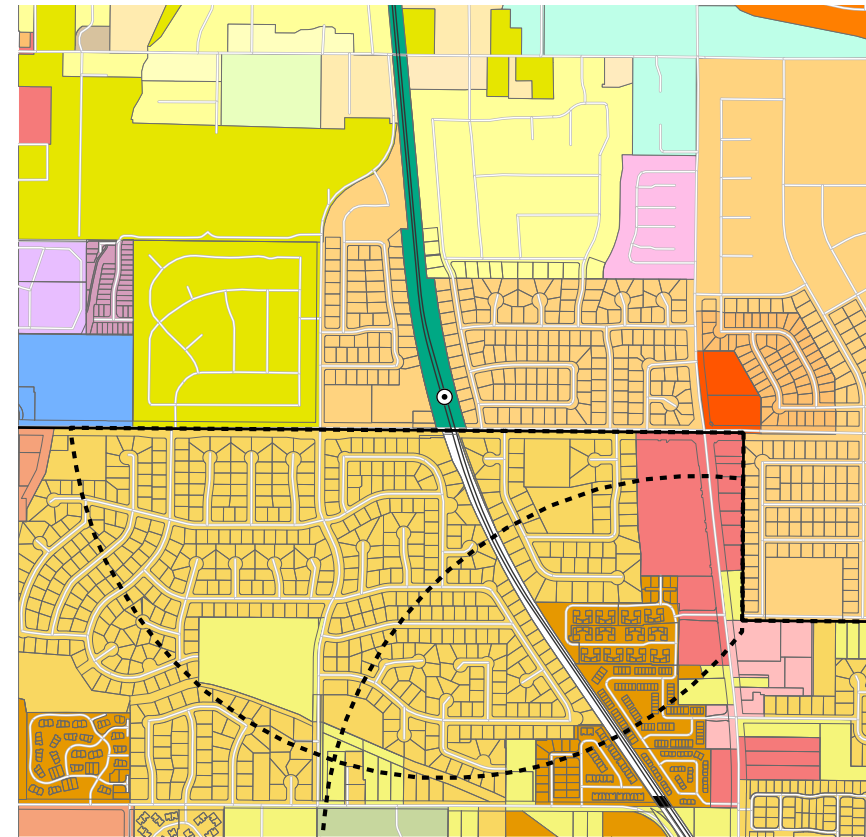


Residential character around the opportunity site

CRESCENT VIEW STATION AREA- EXISTING CONDITIONS



CRESCENT VIEW STATION

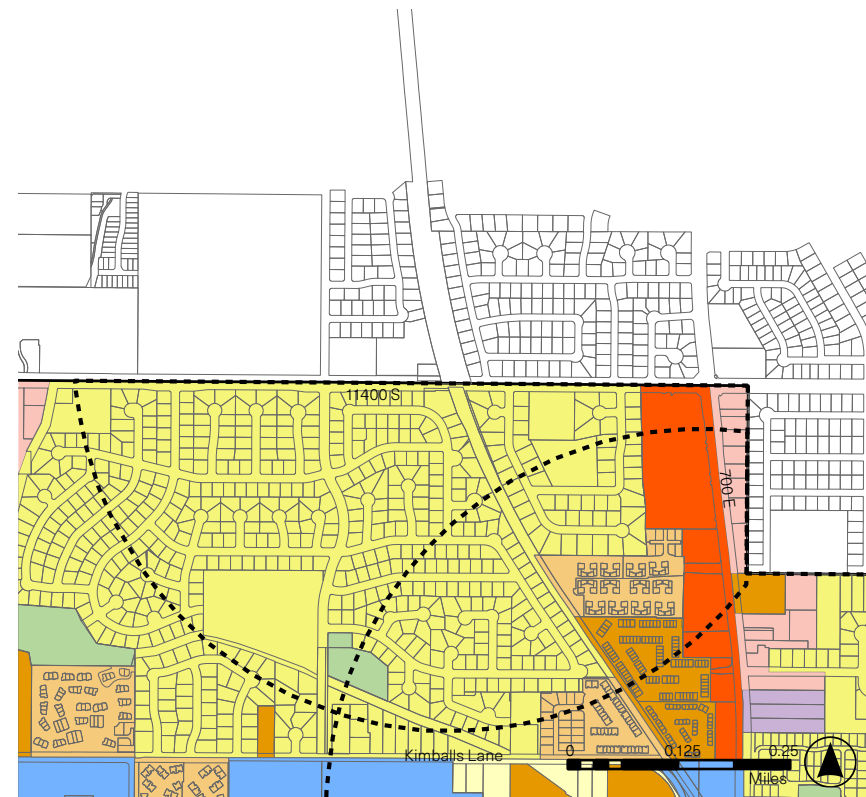


ZONING MAP

- 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

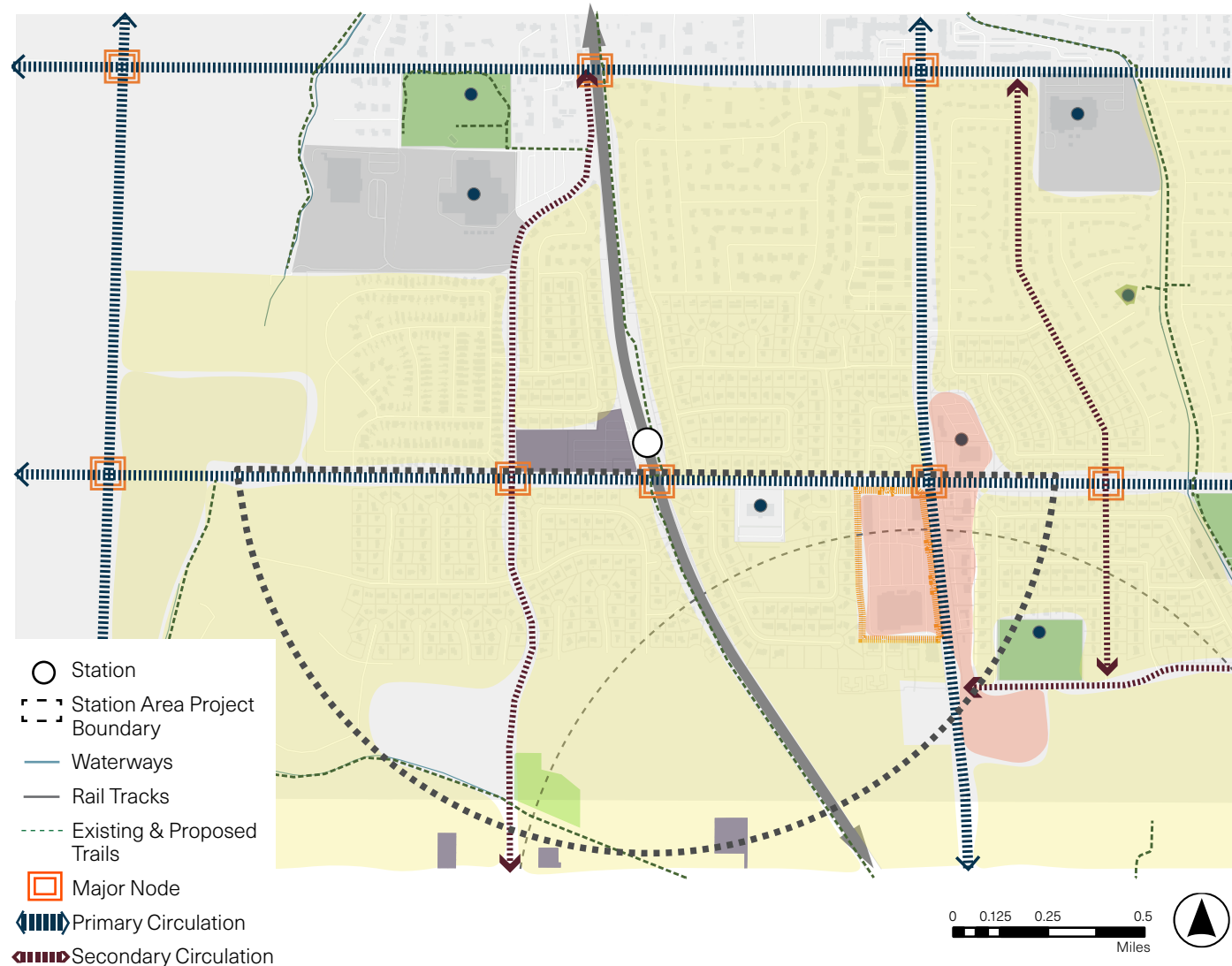


Figure 14: Opportunities & Constraints- Crescent View Station Area

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 Charrette

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.

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.

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.

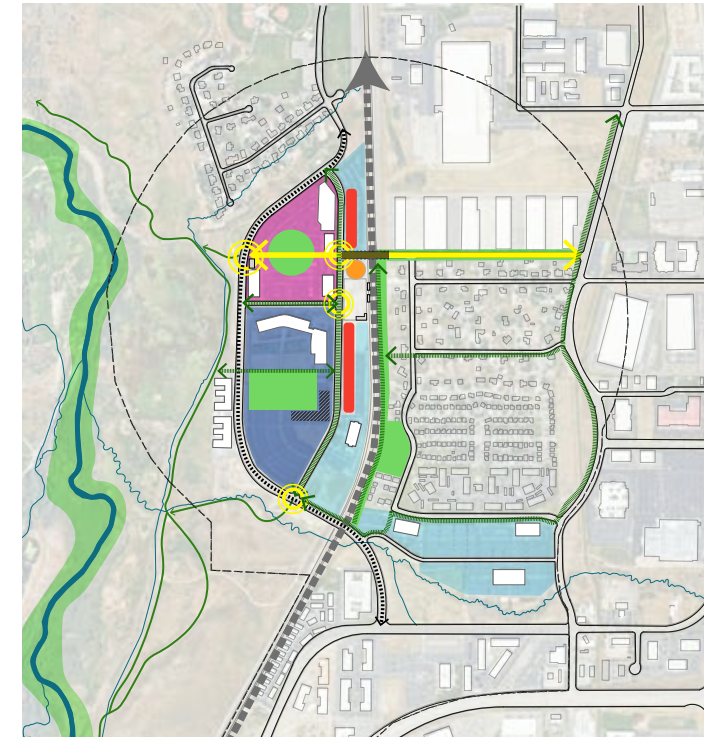


Figure 15: Conceptual Alternative 1 for Draper FrontRunner Station (Vista)

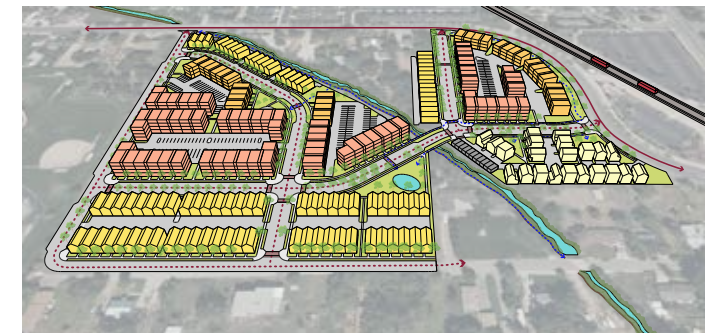


Figure 16: Conceptual Alternative 1 for Kimballs Lane Station



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

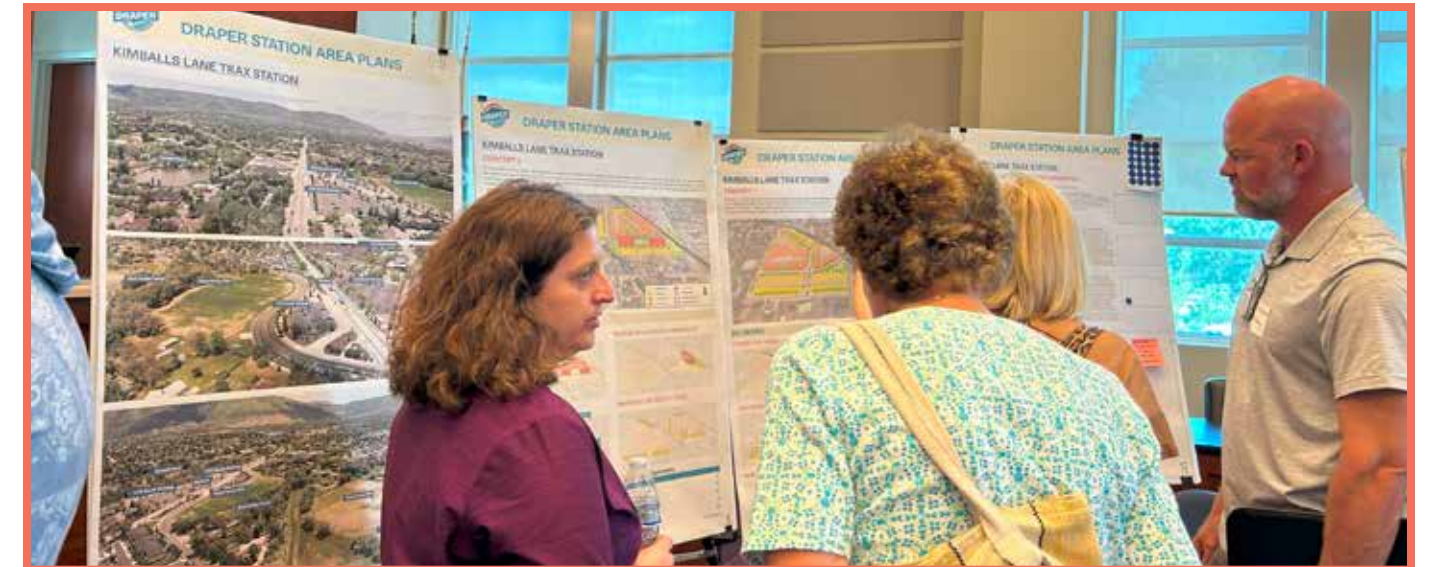
Overall, attendees wanted more pedestrian and trail connections between the station and surrounding uses. Having some retail options and gathering spaces were identified as desired programming by attendees.

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

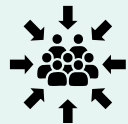


47%

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

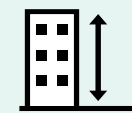
TOP CONCERNS



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)

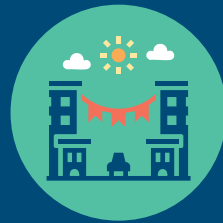
OVERVIEW

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



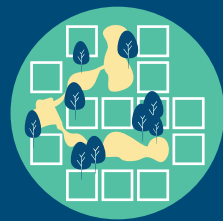
1 ACTIVATE THE PUBLIC REALM:
This principle aims to create welcoming public spaces that encourage gathering, walking, and social interaction. Transforming the current station area into a place that is identifiable and offers a destination for the surrounding community is a key goal of this plan principle.



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.

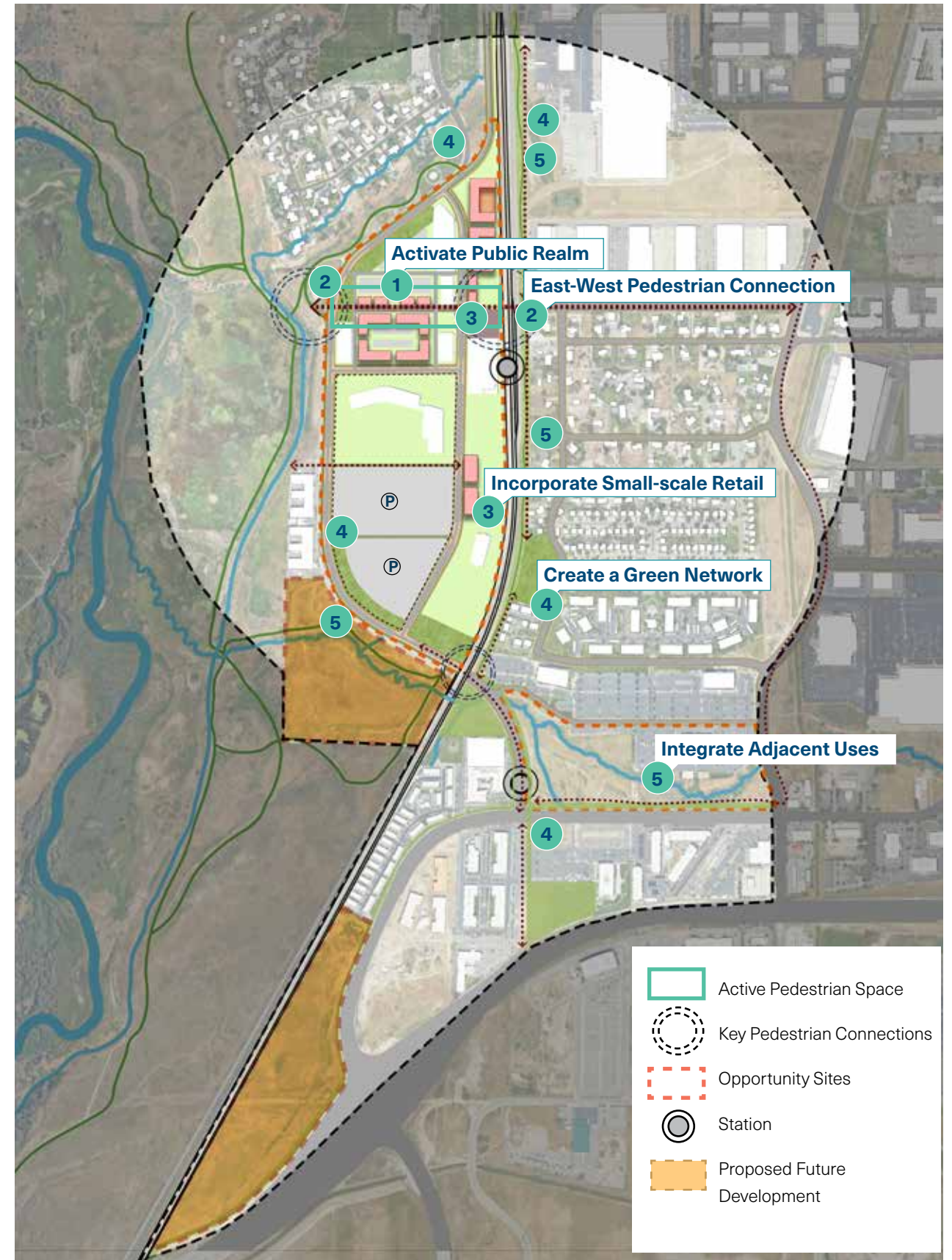
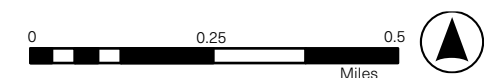


Figure 18: Vista Draper Station Area Plan



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

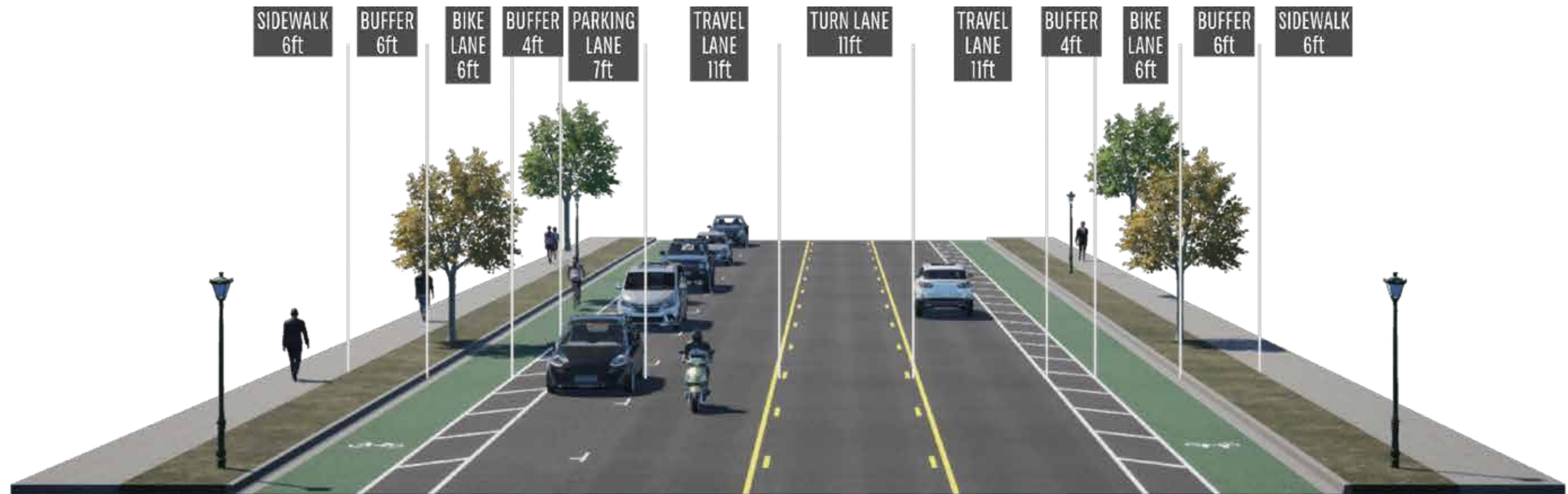


Figure 21: Proposed Street Section- Vista Boulevard looking north

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.

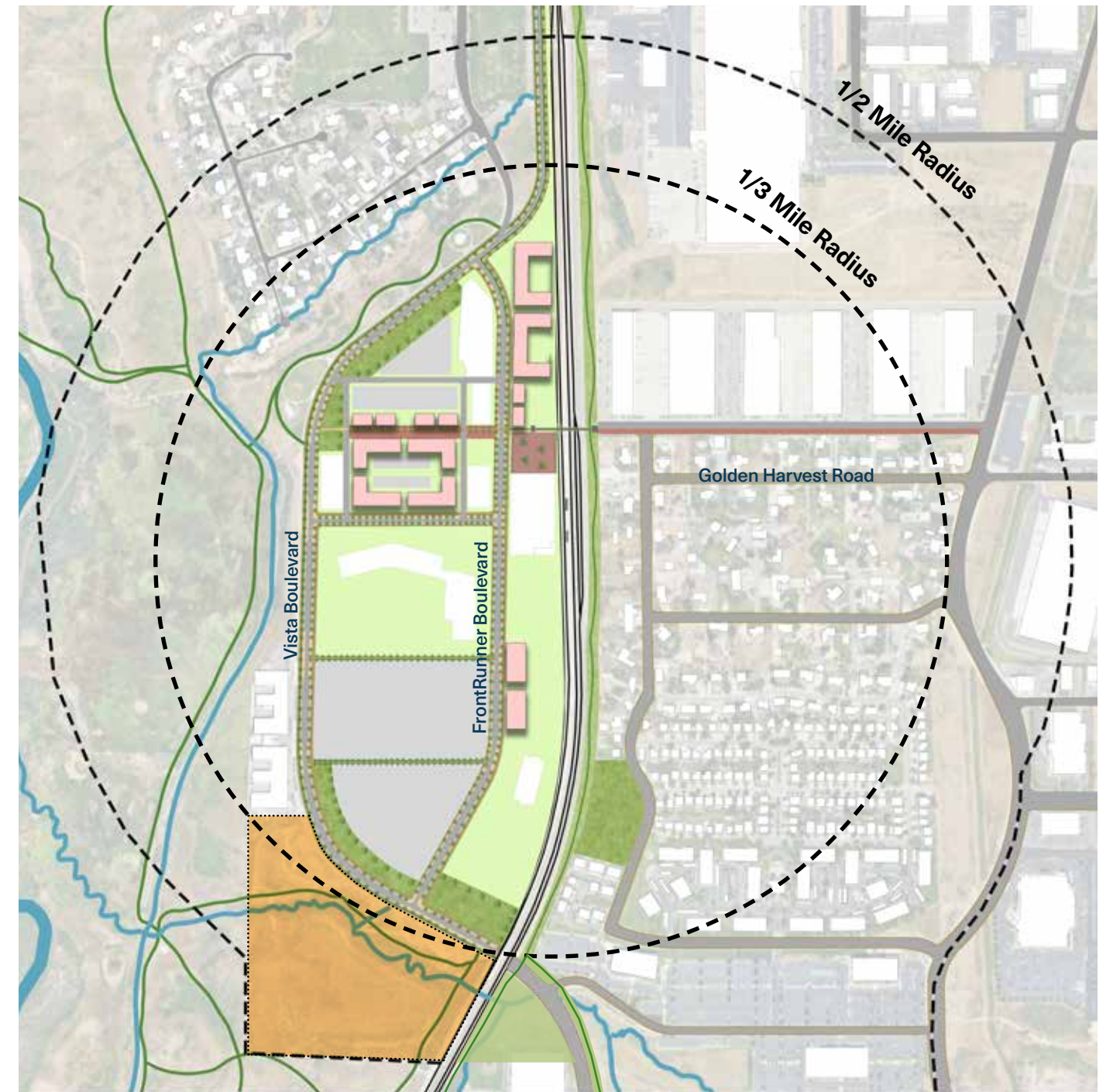


Figure 22: 1/3 Mile radius around the station

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.

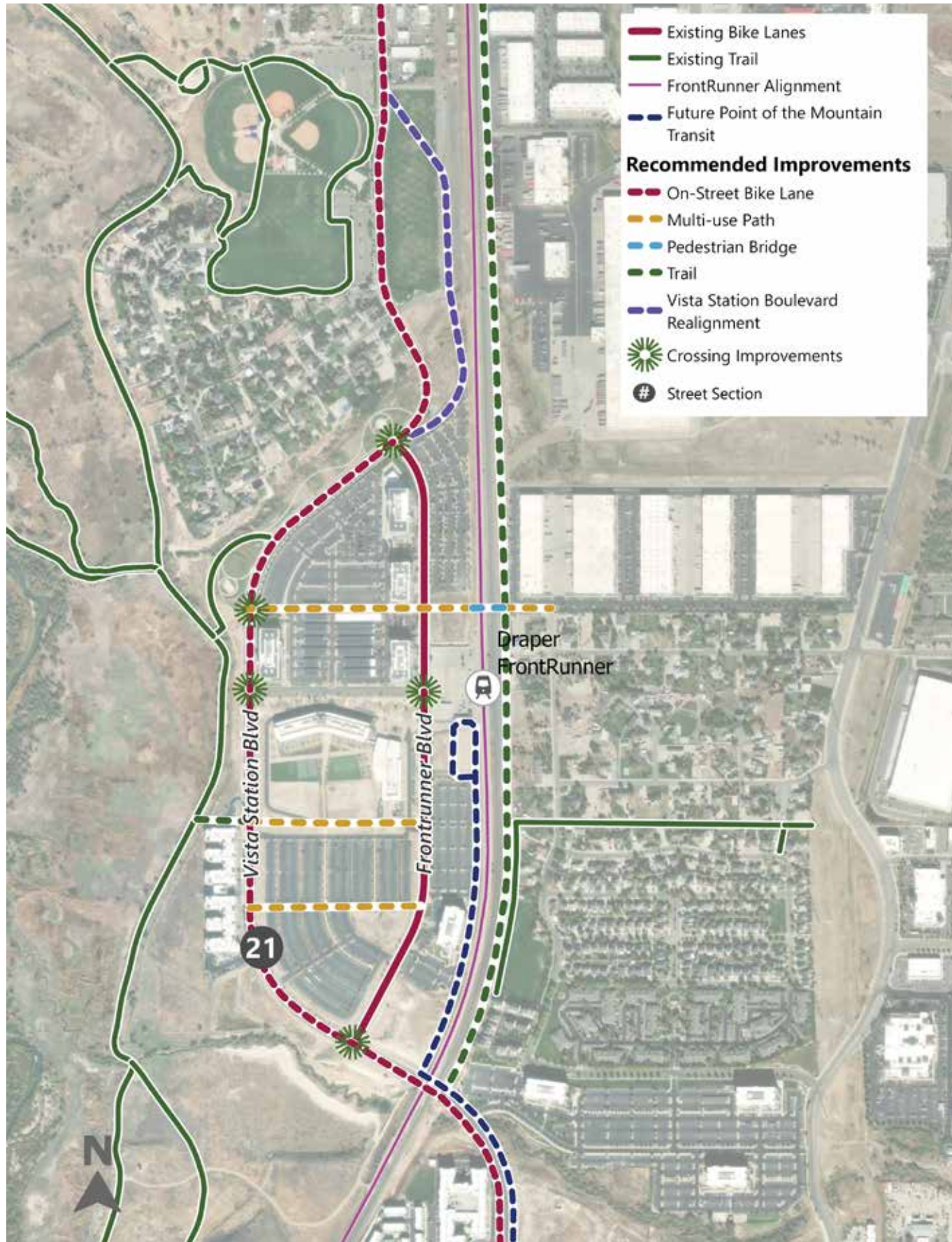
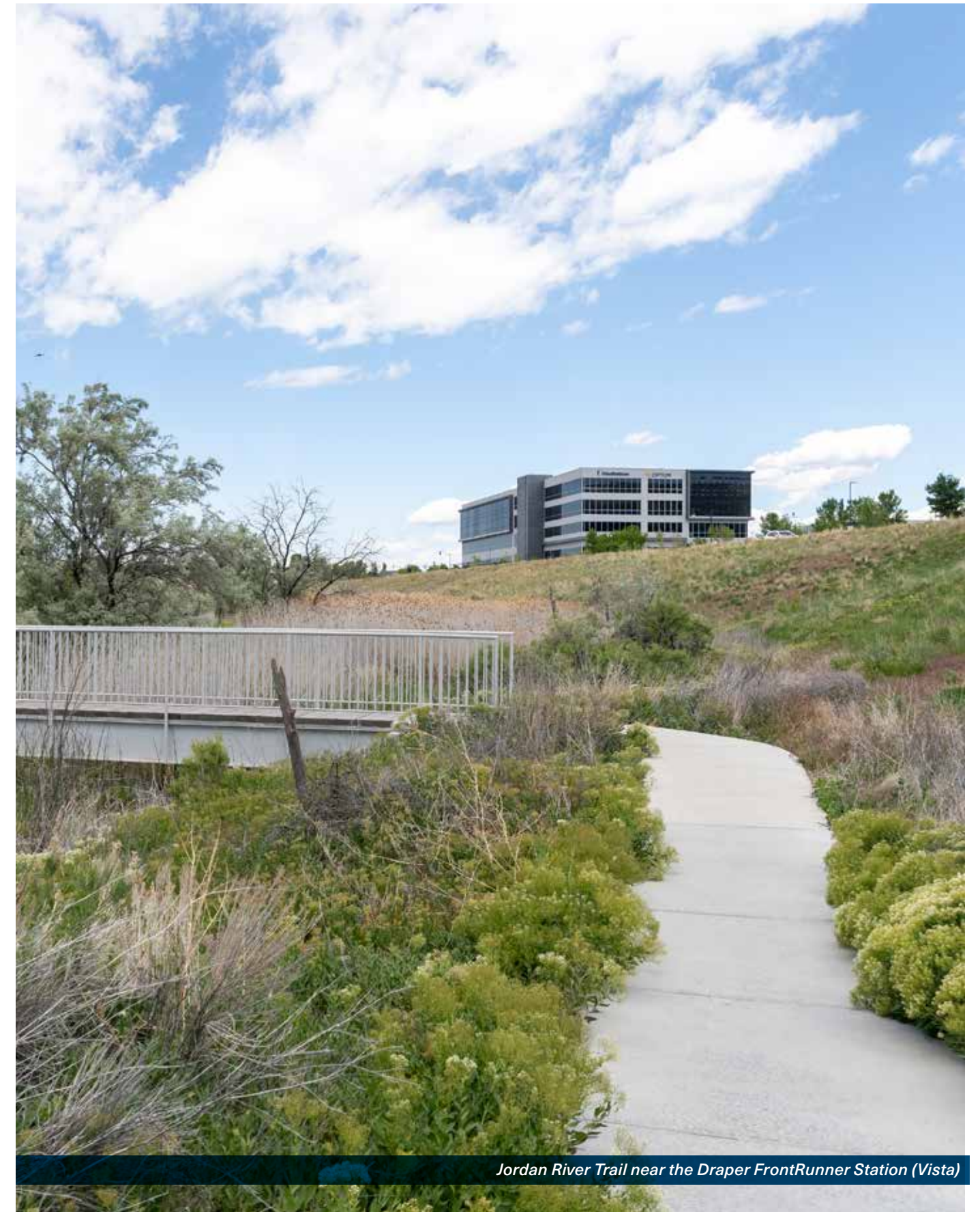


Figure 23: Proposed Improvements



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.

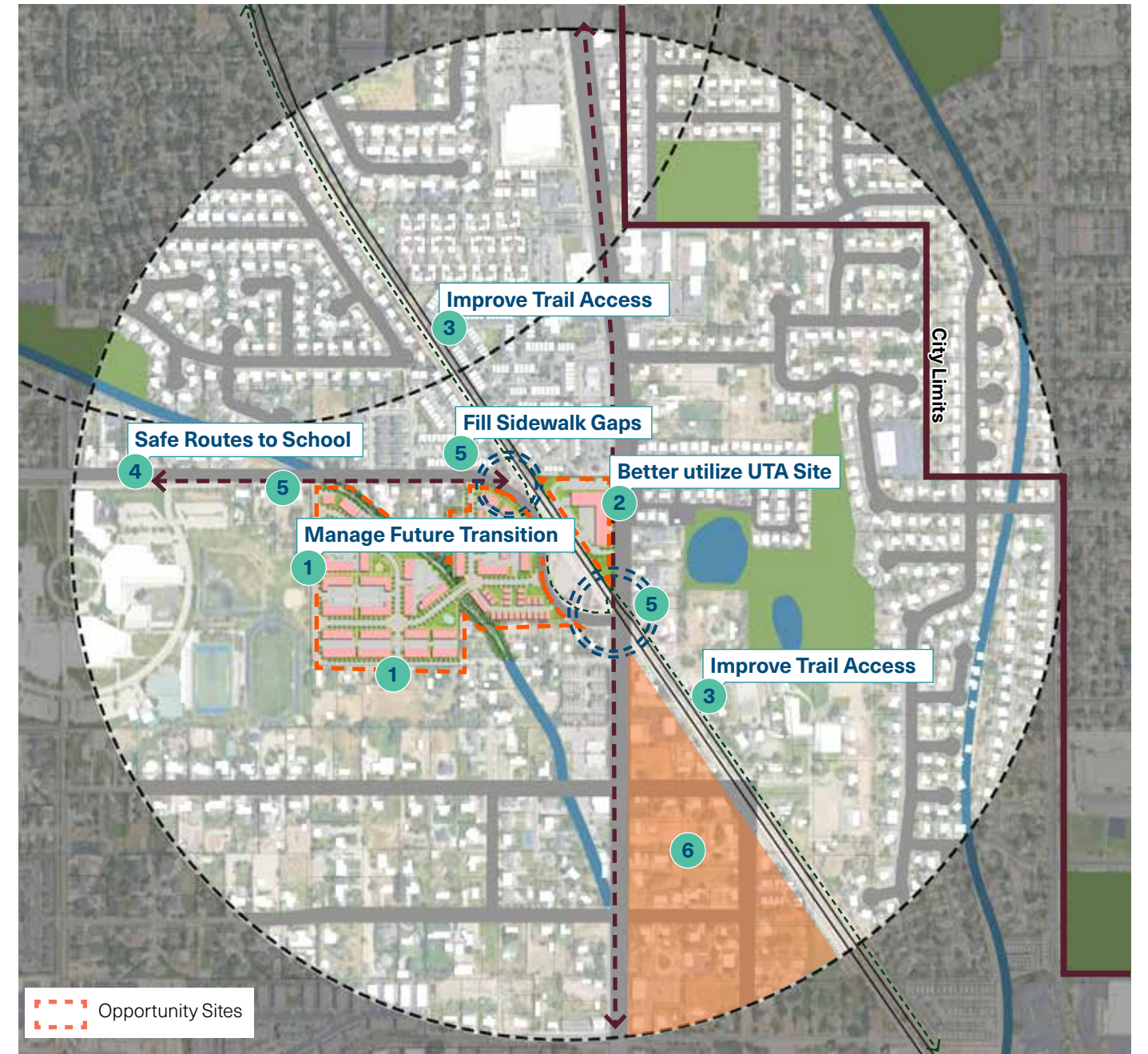


Figure 25: Kimballs Lane Station Area Plan



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.

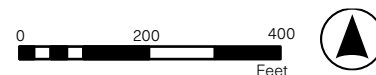
PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION

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

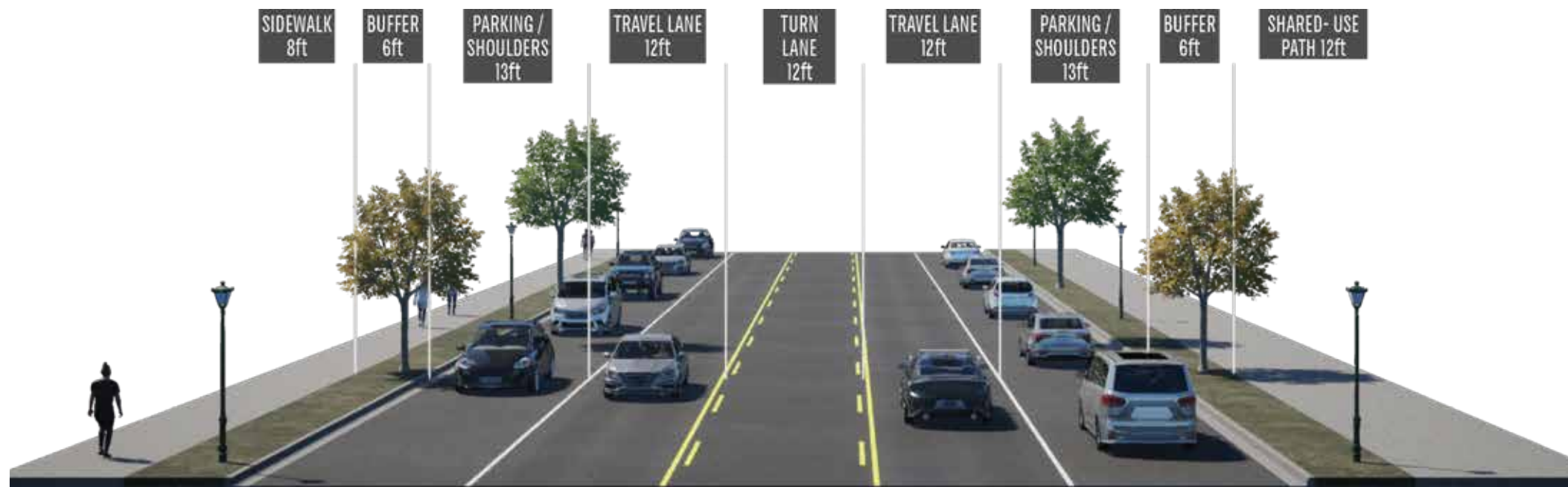


Figure 28: North of TRAX Station- 700 E Proposed Street Section, looking north

* 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 through 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.

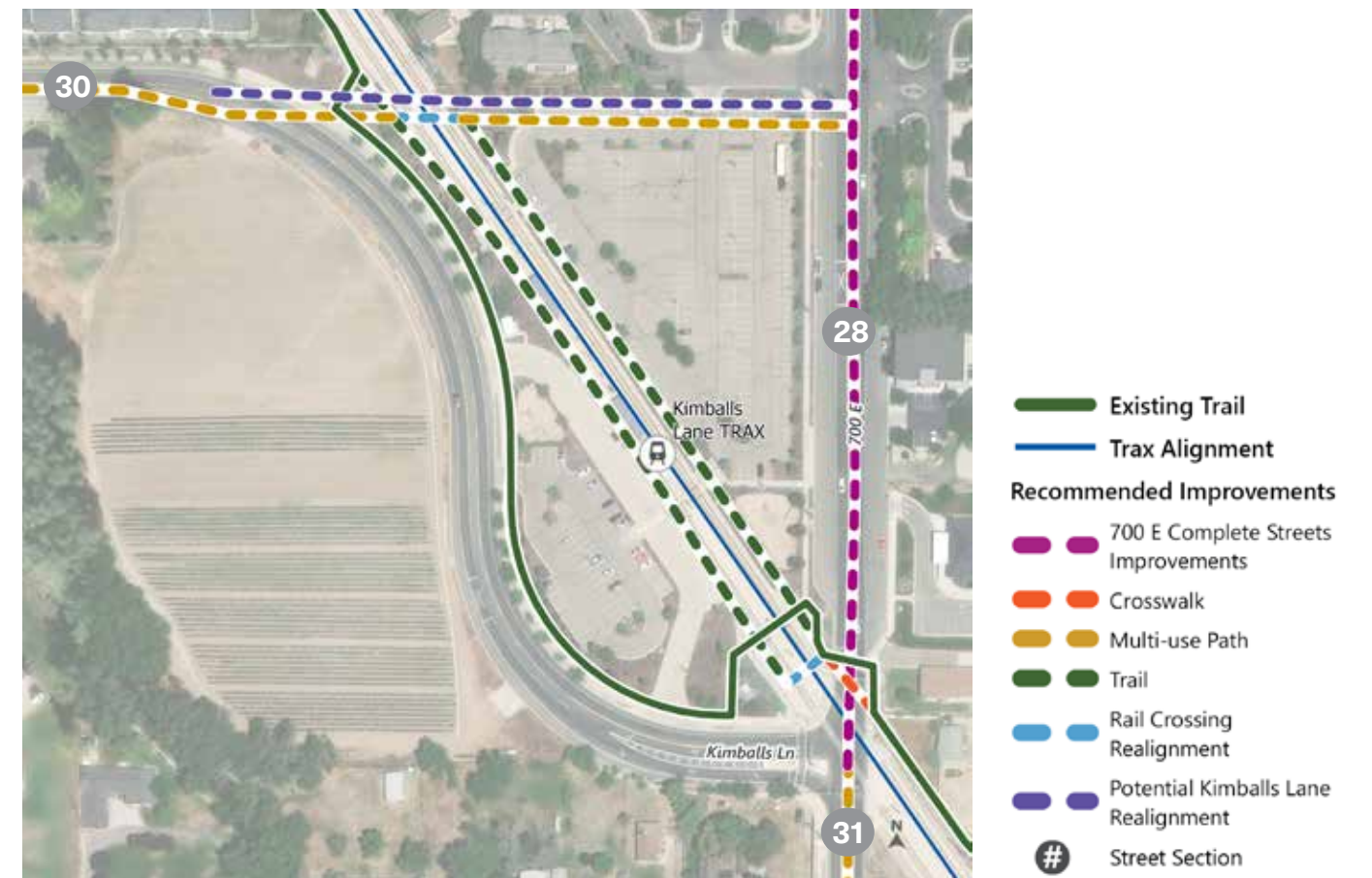


Figure 29: Recommended Improvements: Kimballs Lane

- 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.

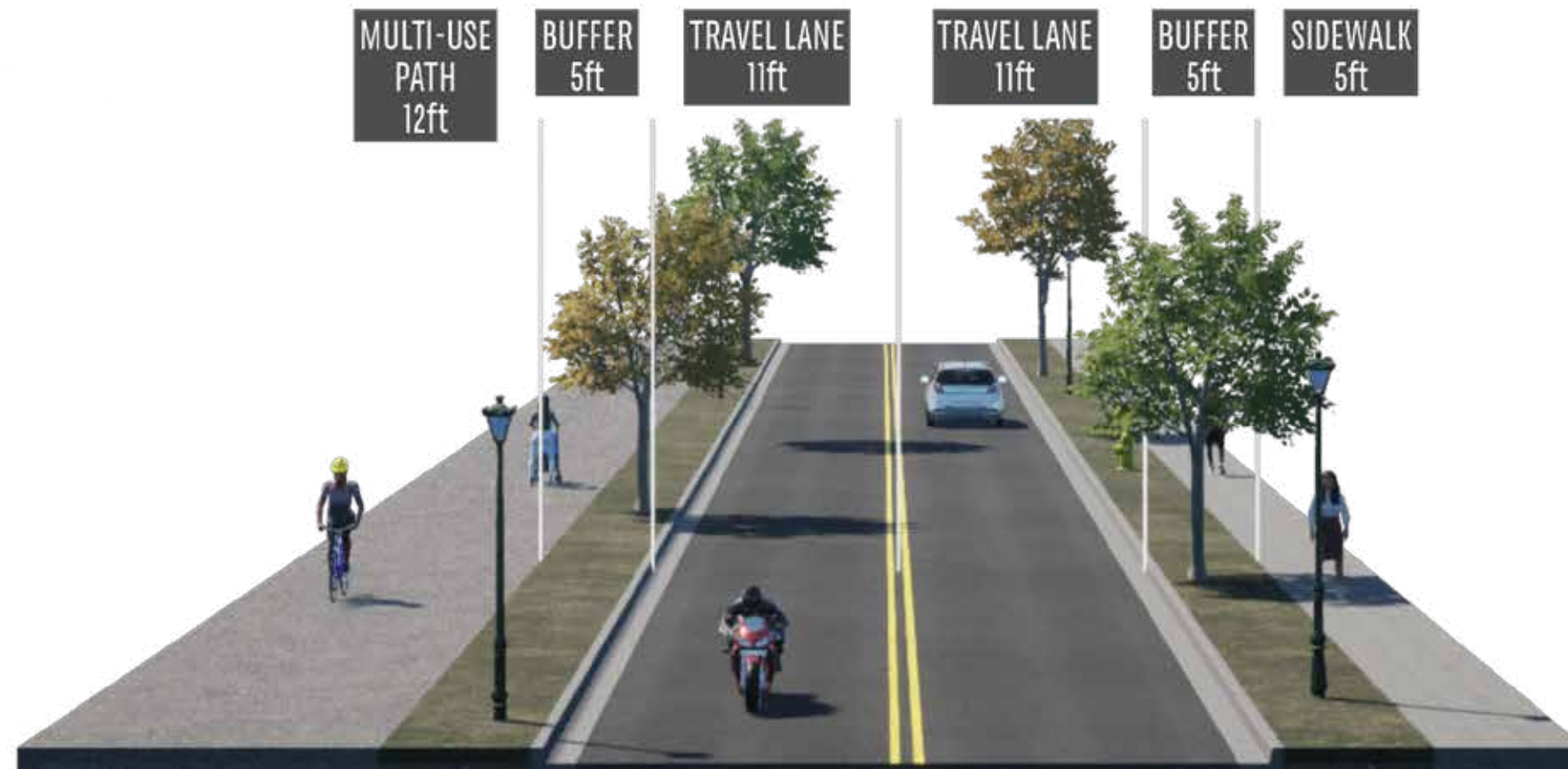


Figure 30: Kimballs Lane Proposed Street Section, looking west

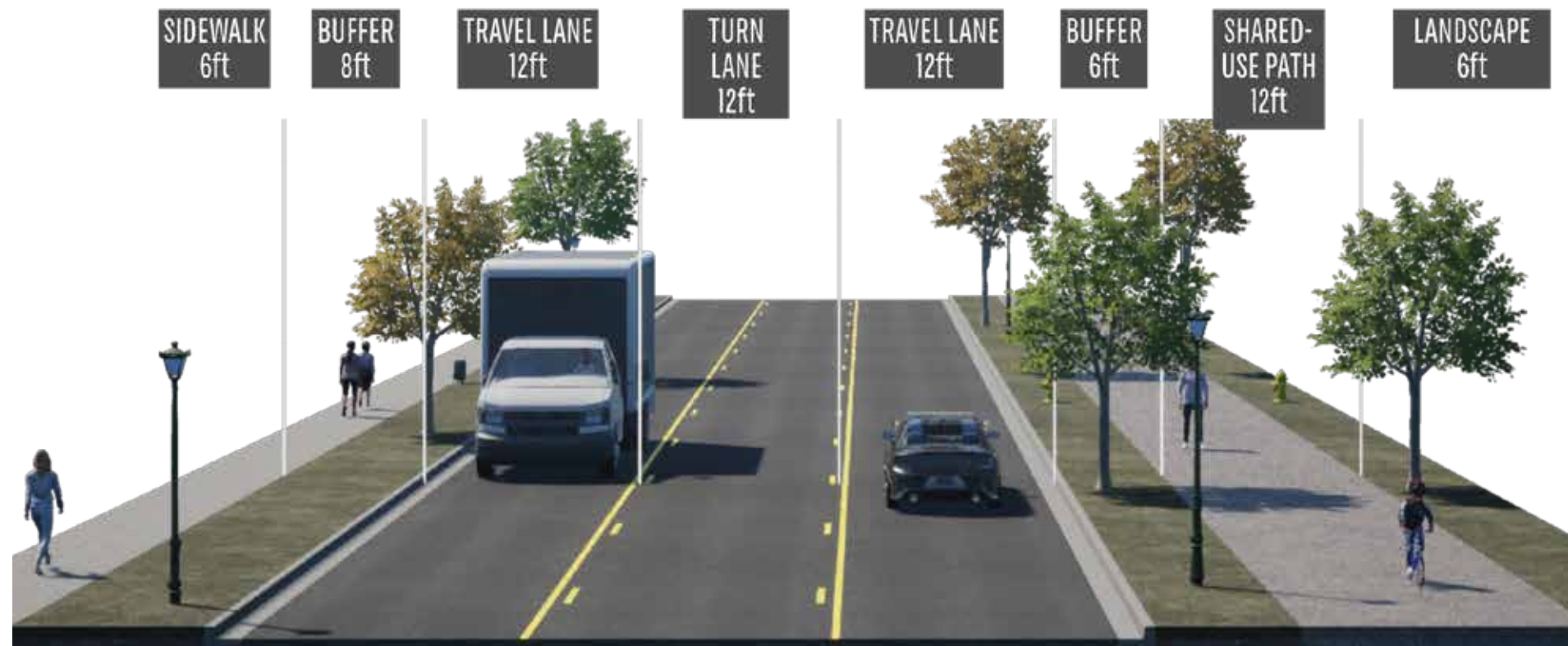


Figure 31: South of TRAX Station- 700 E Proposed Street Section, looking north

** 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

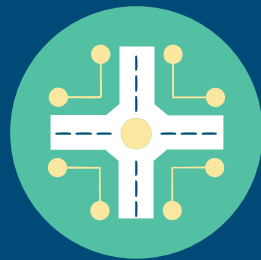
CRESCENT VIEW STATION PRINCIPLES



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.

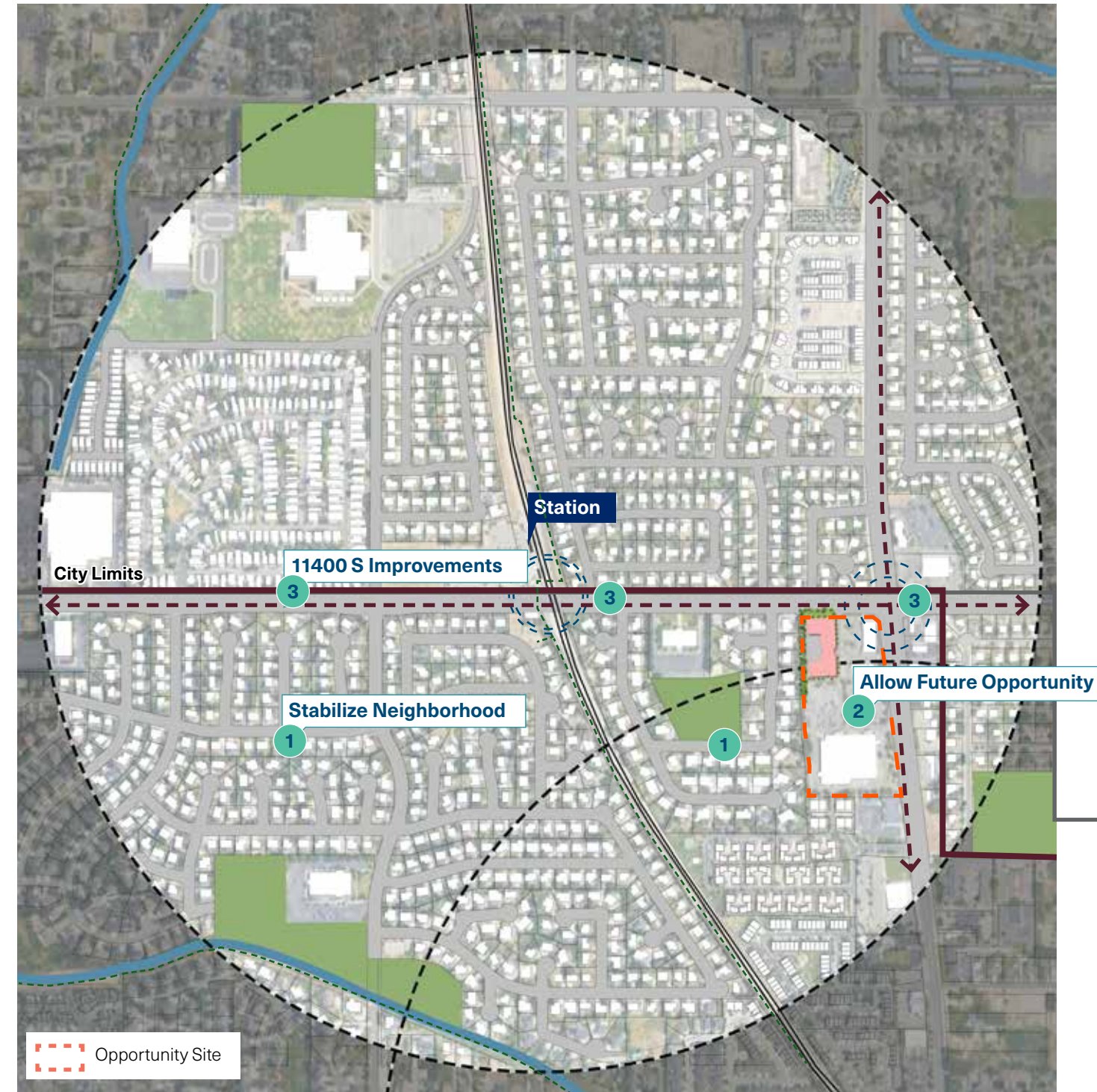


Figure 33: Crescent View Station Area Plan

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.

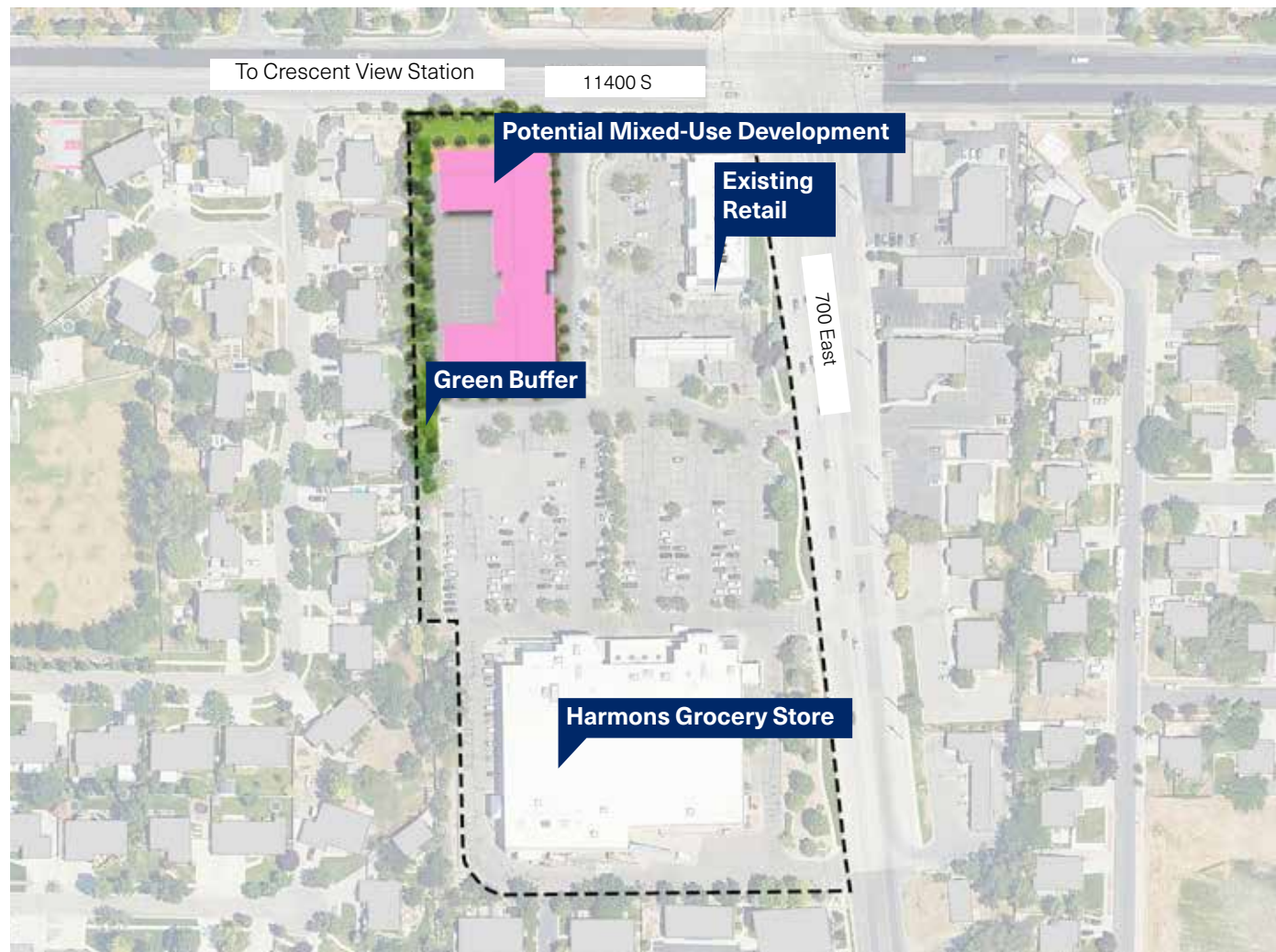


Figure 34: Preferred Design Alternative for Opportunity Site

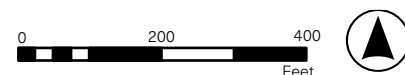


Figure 35: Public Space and Connectivity Diagram

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.

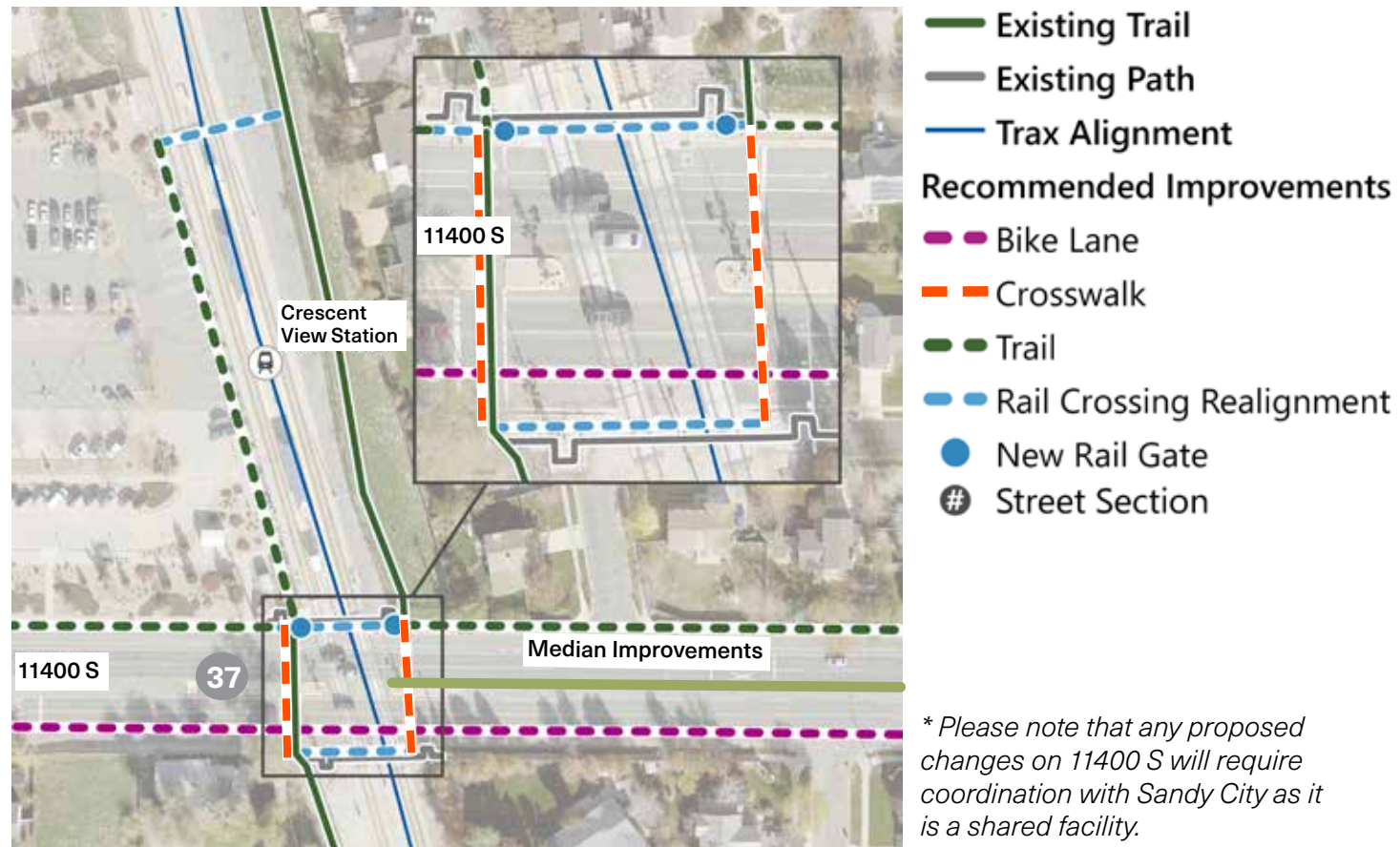


Figure 36: Proposed Improvements

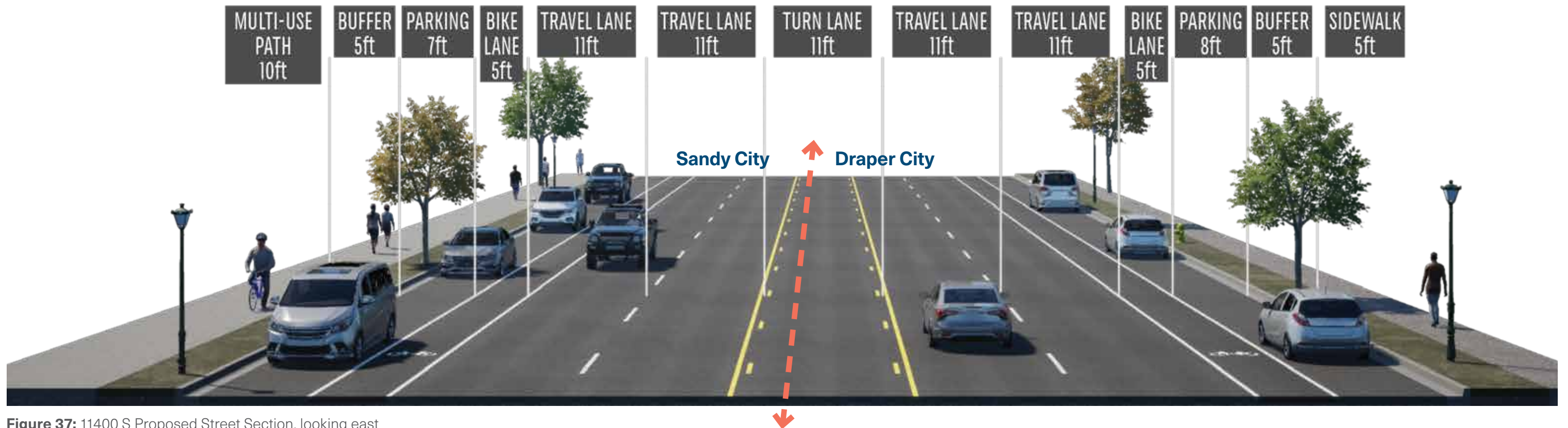


Figure 37: 11400 S Proposed Street Section, looking east



Figure 38: Conceptual View of Proposed Mixed-use Development

IMPLEMENTATION



Design Charrette

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.



Station Platform: Kimballs Lane

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 RRFBs 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

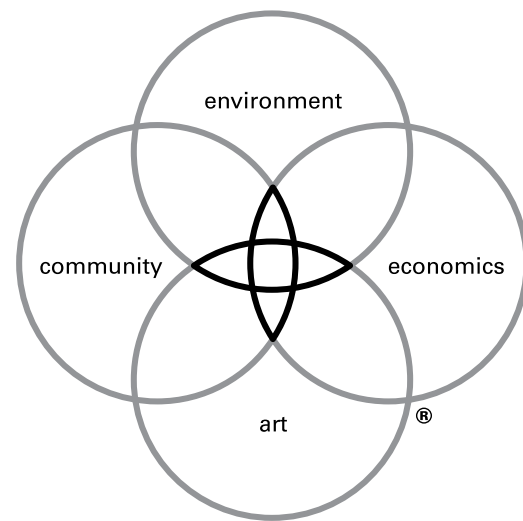
KIMBALLS LANE STATION

	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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Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

August 14, 2025

To: Draper City Planning Commission
Business Date: August 28, 2025

From: Development Review Committee

Prepared By: Todd Taylor, Planner III
Planning Division
Community Development Department
801-576-6510, todd.taylor@draperutah.gov

Re: Draper FrontRunner (Vista), Kimballs Lane, and Crescent View Station Area Plans – General Plan Amendment Requests

Application No.: 2025-0195-TA

Applicant: Draper City

Project Location: City Wide

Request: Request for adoption of the Draper FrontRunner (Vista), Kimballs Lane, and Crescent View Station Area Plans as part of the General Plan.

BACKGROUND AND SUMMARY

This application is a request for adoption of the Draper FrontRunner (Vista), Kimballs Lane, and Crescent View Station Area Plans (SAPs) as an additional component of the Draper City General Plan.

In 2022, House Bill (HB) 462 added new text to the general plan section of the Utah State Code (USC) regarding station area plans. The new section, USC Section 10-9a-403.1, requires municipalities to develop and adopt station area plans for areas surrounding existing fixed guideway public transit stations on or before December 31, 2025. The requirements for station area plans include the following:

- Plan for a half-mile radius around station platform
- Promotion of the following objectives:
 - An increase in the availability and affordability of housing;



- Sustainable environmental conditions;
- Enhanced access to opportunities; and
- Increased transportation choices and connections.
- A Station Area Vision that describes opportunities and constraints for the development of land, and objectives for future transportation systems, land uses, public and open spaces, and development standards.
- A Station Area Map
- An Implementation Plan (Five-Year)
- Engagement efforts with relevant stakeholders and the public.

Draper City is required to complete station area plans for all four transit stations which have a half-mile radius wholly or partially inside the City boundaries. These include the Draper Town Center, Kimballs Lane, and Crescent View (located in Sandy) TRAX stations and Vista Station. The Draper Town Center SAP was adopted on March 4, 2025.

This staff report provides general information about the Vista, Kimballs Lane, and Crescent View SAPs, which is attached as Exhibit B.

ANALYSIS

Station Areas.

As required by the State, the SAPs studied the land within a half-mile radius of each of the station platforms.

Vista Station is located off of Frontrunner Boulevard. The half-mile radius is composed of a variety of uses, including office, the former eBay site which was purchased by the Canyons School District, multi-family and single-family housing, and industrial, including the White Mountain Business Park and the Swire Coca-Cola facility. The Transit Station District (TSD) zoning has been placed on a majority of the land within the half-mile radius. The TSD zone requires adoption of a Master Area Plan (MAP) to obtain conceptual approval for development. Four MAPs have been approved, encompassing all of the TSD zoned properties (eBay, Vista Station, Vista 600, Veranda West). Though MAPs have been approved, some empty parcels and large surface parking areas are still present. Additional land to the south, beyond the half-mile radius, was included within the station area. The majority of this additional land is already zoned Transit Station District (TSD) or Draper Pointe Mixed Use Commercial Special District (CSD), and has already been developed with several large, multi-family housing projects.

The **Kimballs Lane** station is located off of 700 East, north of its intersection with Kimballs Lane. The half-mile radius includes two large agricultural parcels for which a rezone and the Kimballs Junction Development Agreement were recently adopted. It also includes a portion of the Juan Diego school campus and the Mehraban Wetland Park. The remaining surrounding land is primarily made up of established residential neighborhoods.

The **Crescent View** station is located north of 11400 South in Sandy, west of 700 East. The southern half of the half-mile radius is within Draper City and contains some existing commercial south of the intersection of 11400 South and 700 East, including the Harmons Grocery shopping center. The remaining surrounding land is primarily composed of established single-family residential neighborhoods.

Community Engagement.

The planning process, which began in January 2025, included several community engagement windows that were an opportunity to understand the challenges, concerns and vision of the residents and stakeholders for each of the station areas. The community engagement included a series of small-group meetings, a design charrette, an open house followed by an online survey, and City Council workshops. During the open house and in the online survey, design alternatives were presented for each of the station areas. The feedback received during the community engagement process helped refine the design alternatives, resulting in the preferred concepts discussed below.

Preferred Concepts.

The **Vista Station** preferred concept recognizes that the TSD zone was already approved for a majority of the station area. The TSD zone has no maximum residential density, and instead has minimum residential densities, and a significant number of residential units have been vested through the approved MAPs. The concept also recognizes the potential for the former eBay campus, recently purchased by the Canyons School district, to become a high-tech career-training center and elementary school. It shows how Vista Station could be reimagined as a connected, people-focused destination through infill and through public space and mobility improvements. A new east-west spine would be created that would link the Jordan River Trail, through the station area, to a new pedestrian bridge over the railroad tracks, and to the neighborhoods and employment centers to the east. Along this east-west spine would be a marketplace and plaza where vacant parcels or large surface parking lots currently exist. The marketplace would serve daily commuters, nearby schools and offices, and current and future residents. The plaza would be designed for both everyday use and community events and lie within mixed-use infill buildings with active ground floor uses. Other vacant parcels would be developed as shown in their approved MAPs. Finally, a new north-south trail would run on the east side of the railroad tracks and connect Vista Station Boulevard to Green Clover Park and then to the employment centers to the north.

The **Kimballs Lane** preferred concept achieves the same density of 25-27 dwelling units per acre that was approved as part of the Kimballs Junction Development Agreement. The concept includes elements that are the best practices for a transit oriented development. It shows a medium-density development on the agricultural land near the station that respects the surrounding neighborhood scale and character. The development would have a variety of housing types with higher density at the core and lower density at the edges to allow for a transition in scale to the adjacent neighborhoods. There would be a grid of connected internal streets and pathways that link to Kimballs Lane and 11900 South. Buildings would

be oriented toward the streets and parks. Meaningful community open space would be provided, including along the East Jordan Canal to protect the existing natural habitat. The underutilized UTA-owned parking lot on the east side of the station would be developed with a mixed-use project containing ground-floor convenience or neighborhood-serving retail, with three floors of residential development above. Finally, the preferred concept encourages the City to work with UTA on realigning and straightening Kimballs Lane to connect with 700 East in order to improve existing issues related to safety, traffic, and access to the station area.

The **Crescent View** preferred concept looks at the limited opportunity for infill redevelopment. It shows a potential scenario of how the Harmons Grocery shopping center could be redeveloped in the future if the owner so desired. It would maintain the amount of ground floor commercial space in a new mixed-use building and allow two floors of residential development above. The building would be set back from the adjacent residential properties to the west.

Text Amendments.

The SAPs will be an adopted part of the Draper City General Plan. Following adoption of the SAPs, the City will need to work separately to review the existing land use regulations in the zoning ordinance and propose any amendments necessary to implement these SAPs.

Criteria For Approval.

Amendments to the General Plan fall under DCMC Section 9-2-020(F). That section lists the following criteria for a General Plan amendment as:

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

- D. Procedure: Zoning text and map amendments shall be considered and processed as provided in this subsection:*
- 1. A complete application shall be submitted to the office of the zoning administrator in a form established by the administrator along with any fee established by the city's schedule of fees. The application shall include at least the following information:*
 - a. The name, address and telephone number of the applicant and the applicant's agent, if any.*
 - b. The name and address of every person or company the applicant represents.*
 - c. The requested amendment and reasons supporting the request.*

- d. *If the proposed amendment requires a change in the zoning map, the application shall include:*
 - (1) *An accurate property map showing present and proposed zoning classifications;*
 - (2) *All abutting properties showing present zoning classifications; and*
 - (3) *An accurate legal description and an approximate common address of the area proposed to be rezoned.*
- e. *If the proposed amendment requires a change in the text of this title, the application shall include chapter and section references and a draft of the proposed text.*
- 2. *After the application is determined to be complete, the zoning administrator shall prepare a staff report evaluating the application.*
- 3. *The planning commission shall schedule and hold a public hearing on the application as provided in sections 9-5-040 and 9-5-045 of this chapter. Following the public meeting, the planning commission shall recommend approval, approval with modifications, or denial of the proposed amendment and shall submit its recommendation to the city council for review and decision.*
- 4. *The city council shall schedule and hold a public hearing on the application as provided in sections 9-5-040 and 9-5-045 of this chapter. Following the public hearing, the city council may approve, approve with modifications, or deny the proposed amendment.*

Adoption of a station area plan also falls under USC Section 10-9a-403.1(8). That section lists the following requirements for a station area plan as:

- (8) *A station area plan shall include the following components:*
 - (a) *a station area vision that:*
 - (i) *is consistent with Subsection (7); and*
 - (ii) *describes the following:*
 - (A) *opportunities for the development of land within the station area under existing conditions;*
 - (B) *constraints on the development of land within the station area under existing conditions;*
 - (C) *the municipality's objectives for the transportation system within the station area and the future transportation system that meets those objectives;*
 - (D) *the municipality's objectives for land uses within the station area and the future land uses that meet those objectives;*
 - (E) *the municipality's objectives for public and open spaces within the station area and the future public and open*

- spaces that meet those objectives; and
- (F) the municipality's objectives for the development of land within the station area and the future development standards that meet those objectives;
- (b) a map that depicts:
 - (i) the station area;
 - (ii) the area within the station area to which the station area plan applies, provided that the station area plan may apply to areas outside the station area, and the station area plan is not required to apply to the entire station area; and
 - (iii) the area where each action is needed to implement the station area plan;
- (c) an implementation plan that identifies and describes each action needed within the next five years to implement the station area plan, and the party responsible for taking each action, including any actions to:
 - (i) modify land use regulations;
 - (ii) make infrastructure improvements;
 - (iii) modify deeds or other relevant legal documents;
 - (iv) secure funding or develop funding strategies;
 - (v) establish design standards for development within the station area; or
 - (vi) provide environmental remediation;
- (d) a statement that explains how the station area plan promotes the objectives described in Subsection (7)(a); and
- (e) as an alternative or supplement to the requirements of Subsection (7) or this Subsection (8), and for purposes of Subsection (2)(b)(ii), a statement that describes any conditions that would make the following impracticable:
 - (i) promoting the objectives described in Subsection (7)(a); or
 - (ii) satisfying the requirements of this Subsection (8).

REVIEWS

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

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

Parks and Recreation Department Review. The Parks and Recreation Department have completed their reviews of the SAPs. Comments from these divisions, if any, can be found in Exhibit A

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

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the request, receive public comment, and make a recommendation to the City Council regarding approval, approval with modifications, or denial of the General Plan Amendment based on the findings and criteria for adoption, or rejection, as listed within the staff report.

MODEL MOTIONS

Sample Motion for a Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Draper FrontRunner (Vista), Kimballs Lane, and Crescent View Station Area Plans General Plan Amendment, as requested by Draper City, Application No. 2025-0195-TA, based on the following findings for approval and the criteria for adoption as listed in the Staff Report dated August 14, 2025.

Findings for approval:

1. A Public Hearing before the Planning Commission was held in accordance with Utah State Code Section 10-9a-404.
2. The General Plan Amendment is consistent with the requirements of Utah State Code and is appropriate.

Sample Motion for a Positive Recommendation with Modifications – I move that we forward a positive recommendation to the City Council for the Draper FrontRunner (Vista), Kimballs Lane, and Crescent View Station Area Plans General Plan Amendment, as requested by Draper City, Application No. 2025-0195-TA, based on the findings for approval and the criteria for adoption as listed in the Staff Report dated August 14, 2025, inclusive of the following additional recommended modifications or findings:

1. (List any recommended modifications...)
2. (List any additional findings for approval...)

Sample Motion for a Negative Recommendation – I move that we forward a negative recommendation to the City Council for the Draper FrontRunner (Vista), Kimballs Lane, and

Crescent View Station Area Plans General Plan Amendment, as requested by Draper City, Application No. 2025-0195-TA, based on the following finding for denial and the criteria for rejection as listed in the Staff Report dated August 14, 2025.

Finding for denial:

1. The General Plan Amendment is not consistent with the requirements of Utah State Code and is not appropriate.



DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

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

Brien Maxfield

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Draper City Public Works Department

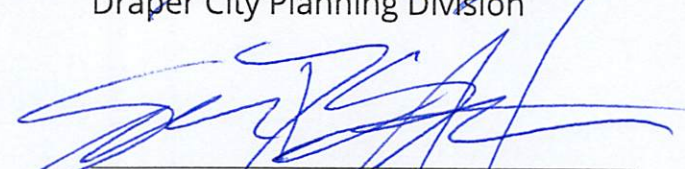


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Draper City Building Division

**EXHIBIT A
DEPARTMENT REVIEWS**

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

Planning Division Review.

1. No additional comments received.

Engineering and Public Works Divisions Review.

1. No additional comments received.

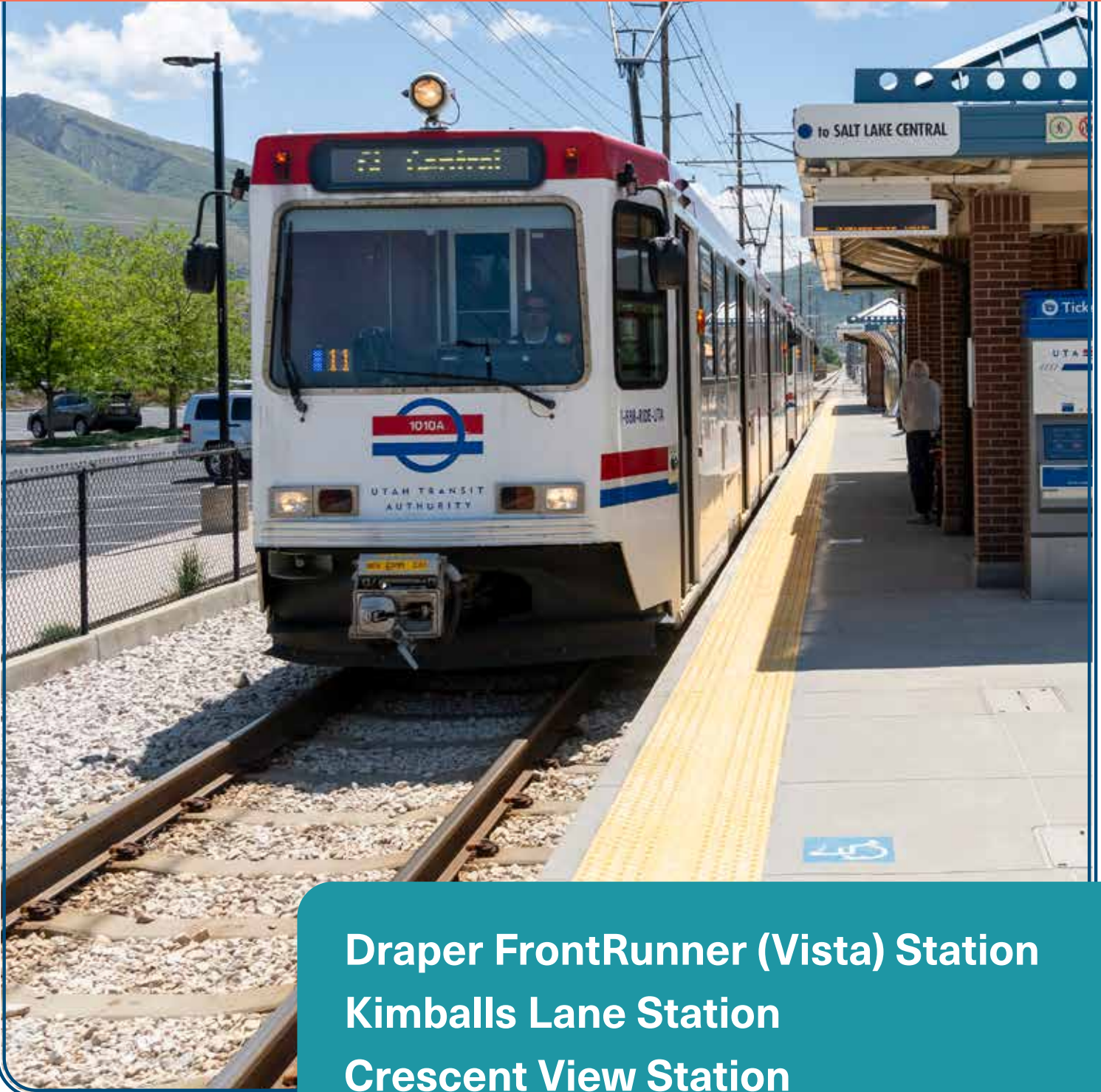
Parks & Recreation Department Review.

1. No additional comments received.

EXHIBIT B
DRAPER CITY STATION AREA PLANS:
DRAPER FRONTRUNNER (VISTA), KIMBALLS LANE, CRESCENT VIEW

DRAPER CITY STATION AREA PLANS

DRAFT
September 2025



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

ACKNOWLEDGEMENTS

PREPARED FOR

Draper City
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All images in the document are by Design Workshop unless specified otherwise.

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 presents 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 Vista Station 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?

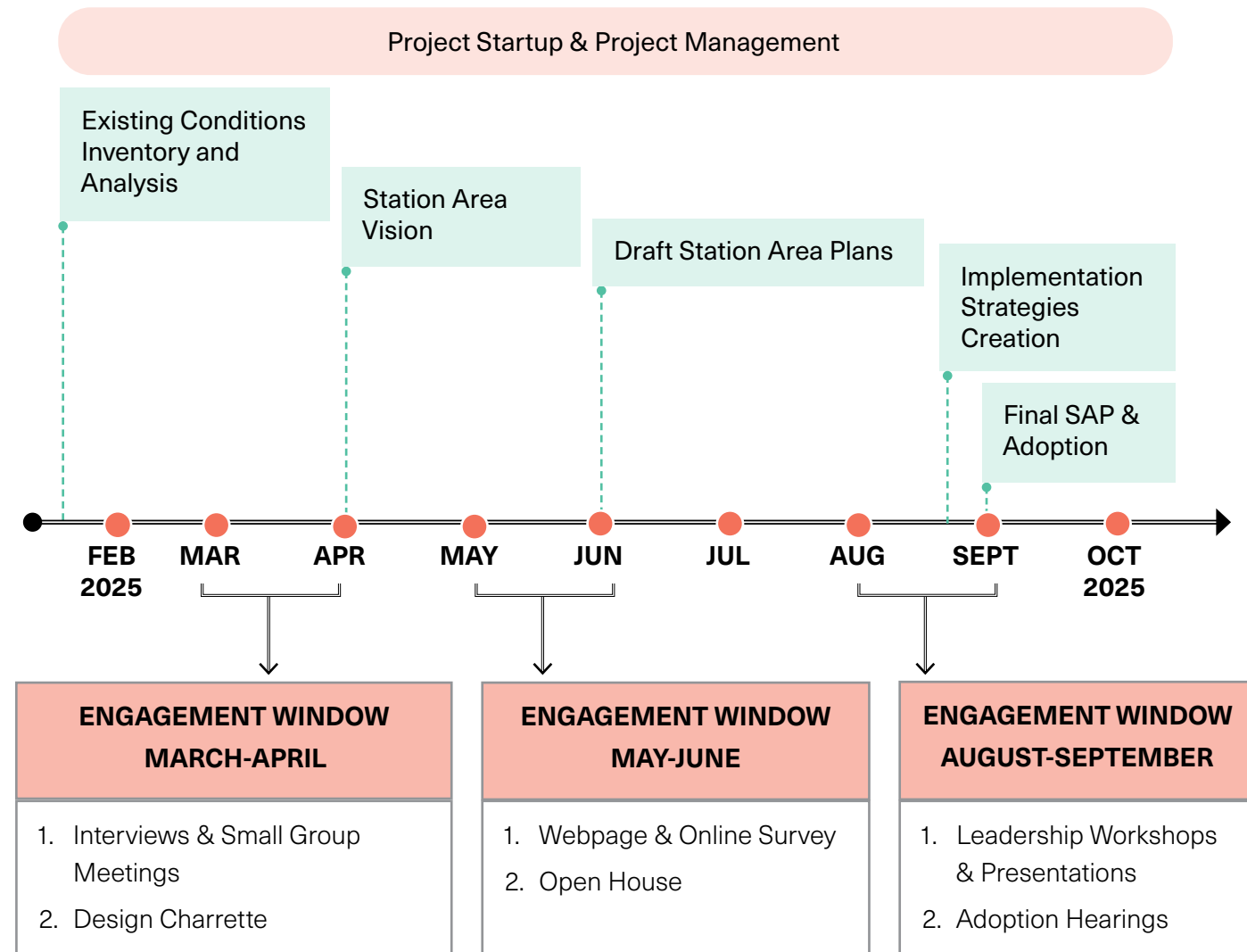
A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. Per Utah House Bill 462 (HB462), cities with fixed-guideway public transit stations such as FrontRunner, TRAX, or BRT, are required to develop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

The goals 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

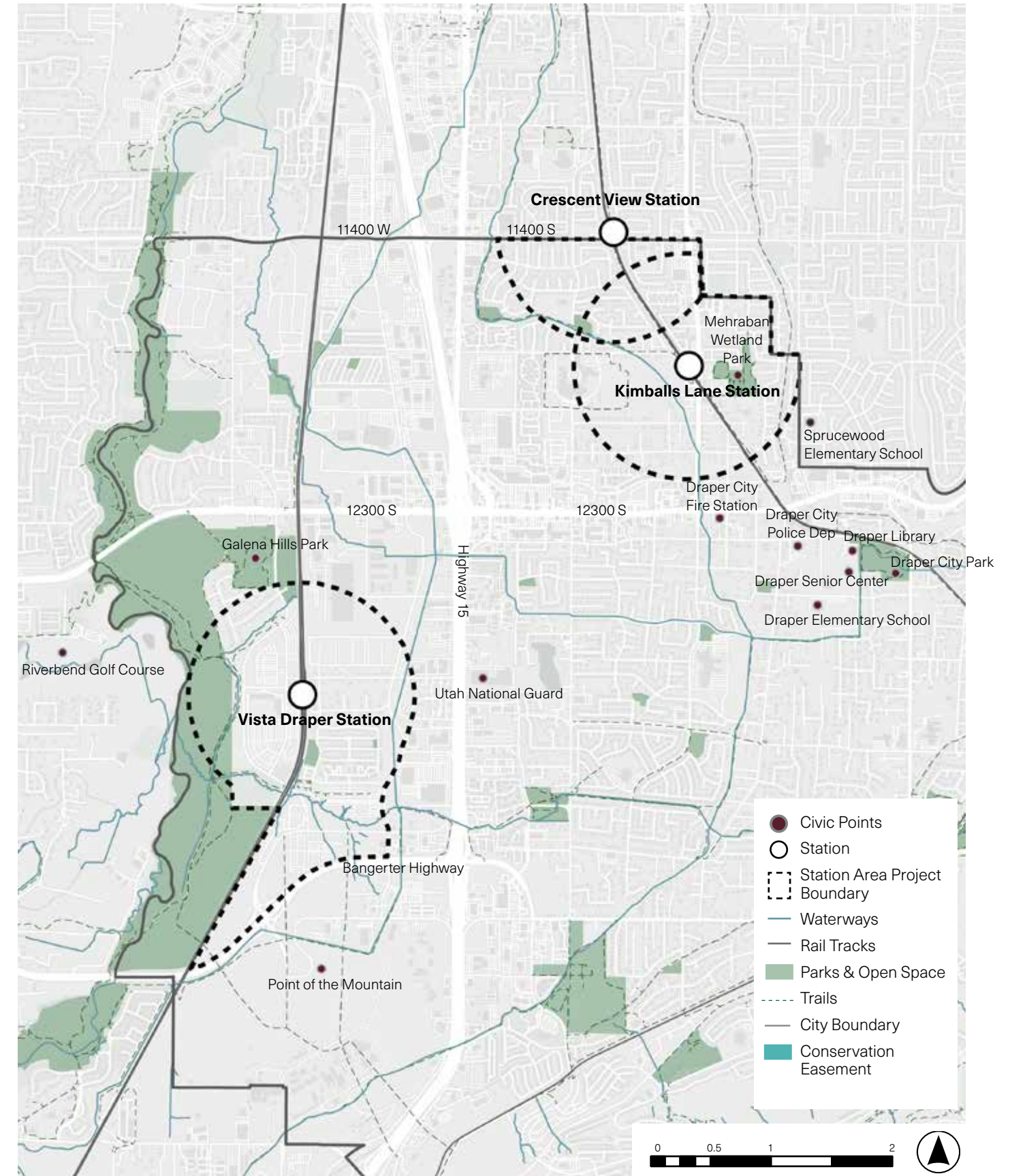


Figure 1: Station Area Masterplan

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 encourages 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

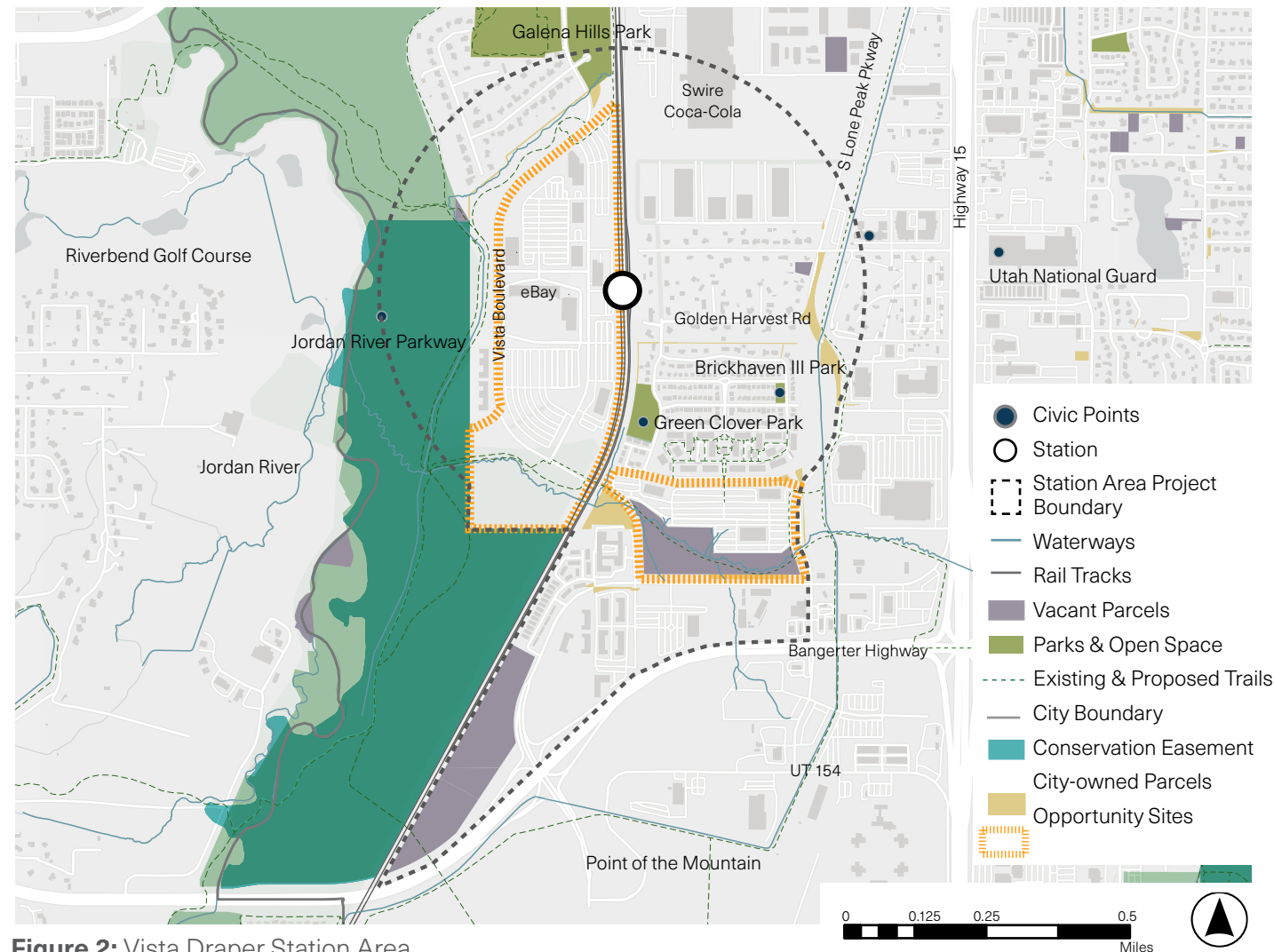


Figure 2: Vista Draper Station Area

KIMBALLS LANE TRAX STATION

The Kimballs Lane TRAX Station is located in Draper, just west of 700 East, east of Interstate 15, 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 Development Agreement 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



Kimballs Lane Station

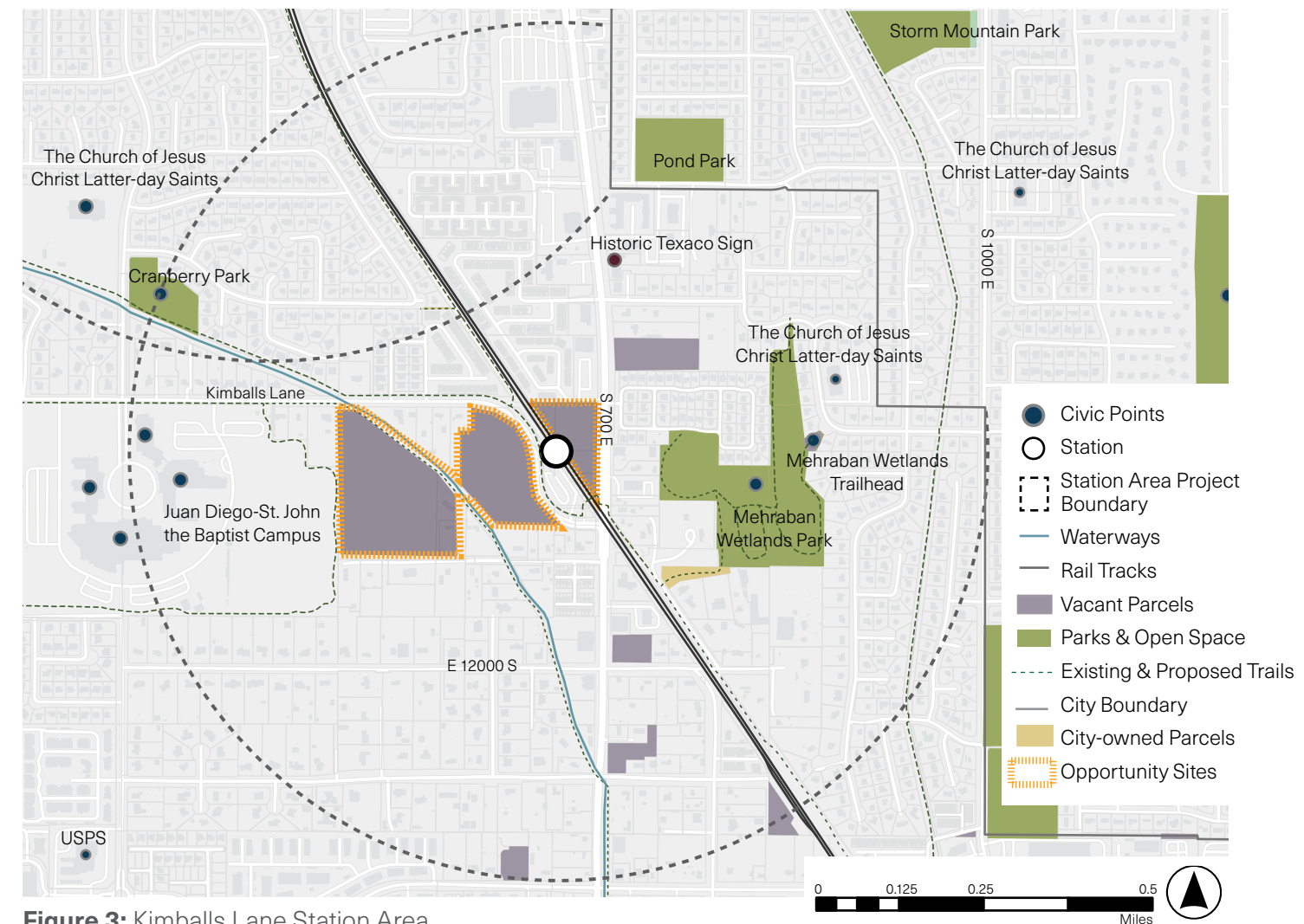


Figure 3: Kimballs Lane Station Area

CRESCENT VIEW TRAX STATION

The Crescent View Station is situated within the city of Sandy, located just north of 11400 South, between Interstate 15 and 700 East. 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 medium to 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.

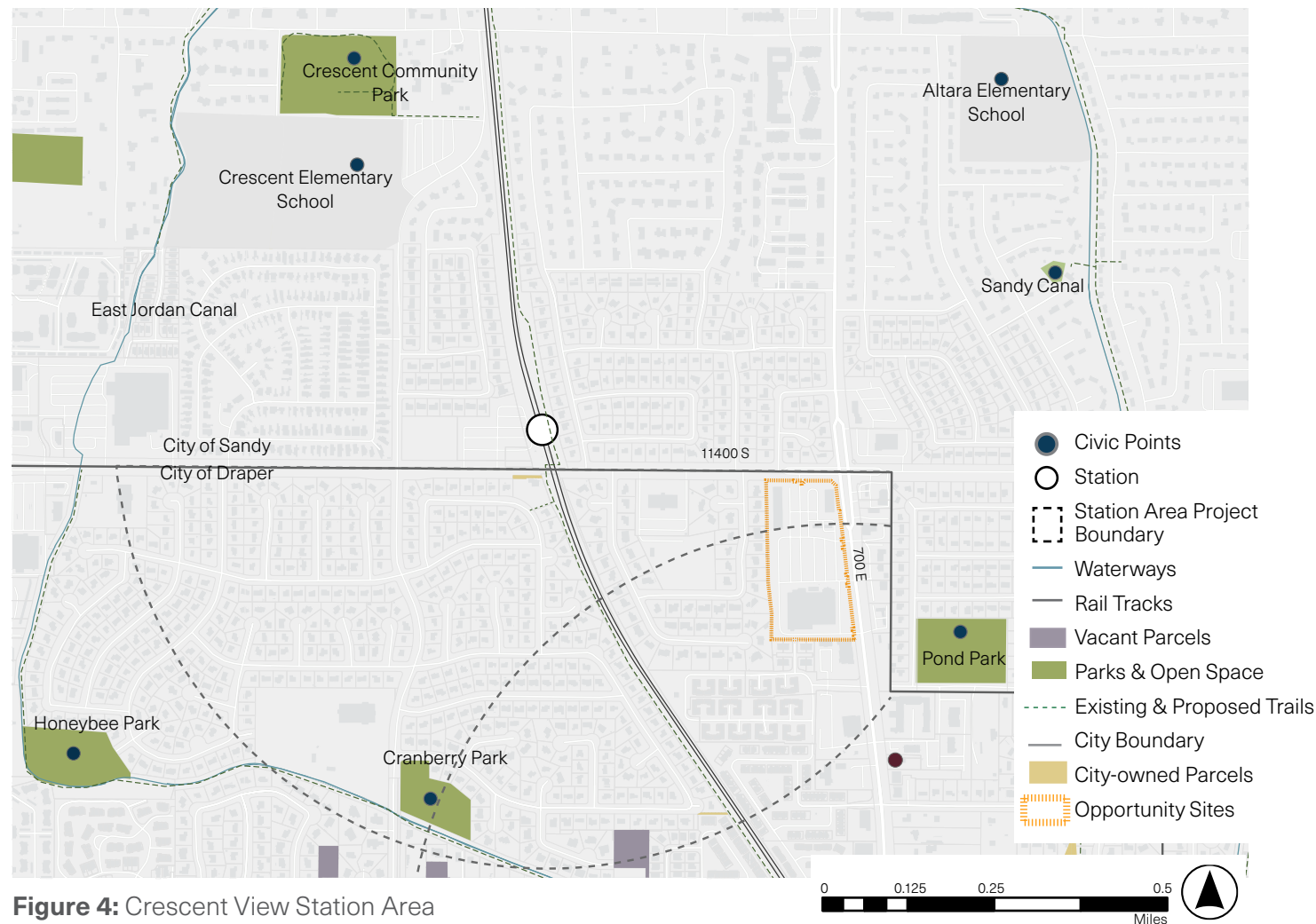
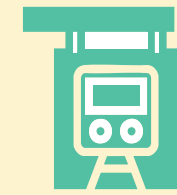


Figure 4: Crescent View Station Area

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.

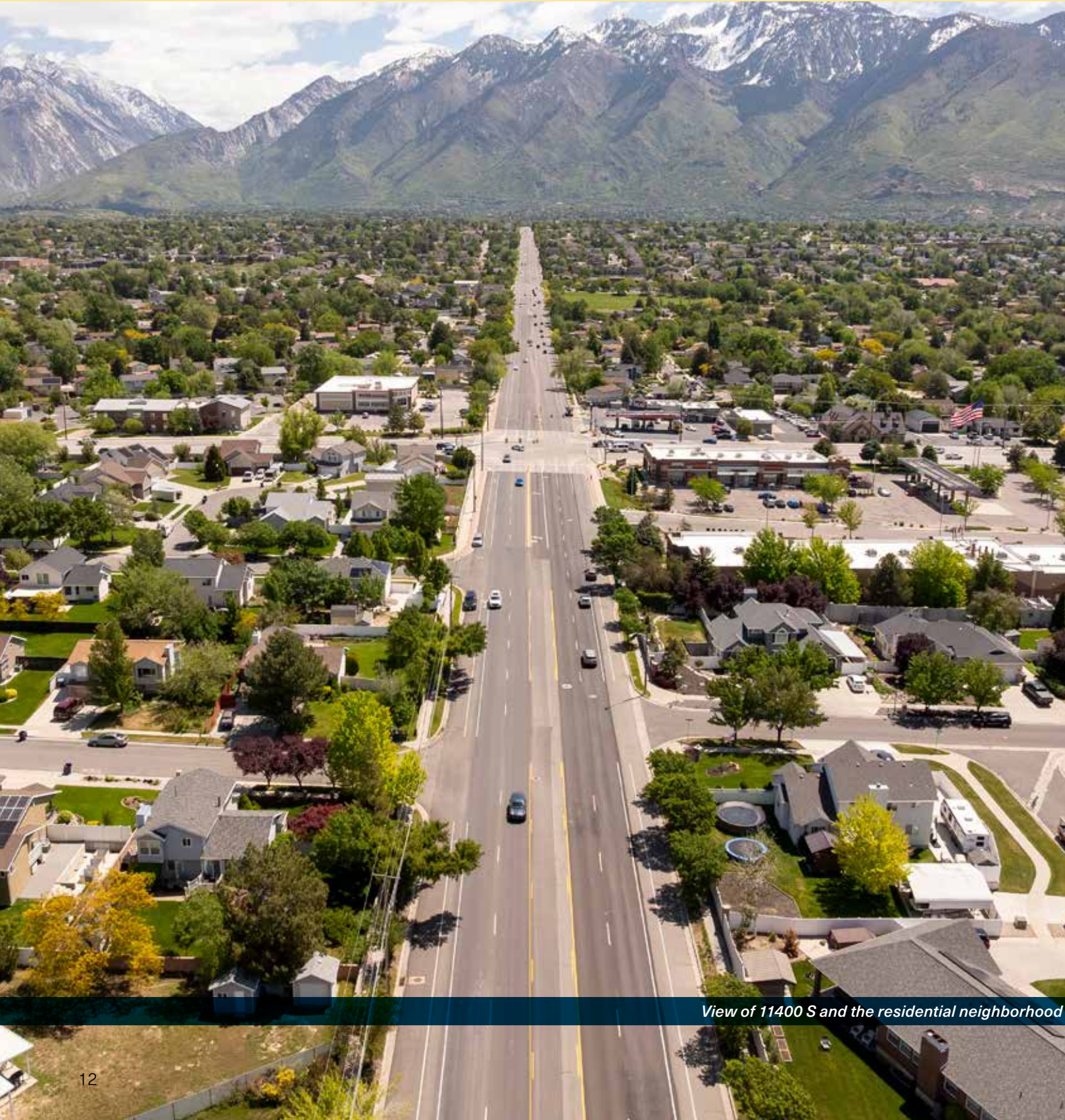


Increase transportation choices and connections.



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

EXISTING CONDITIONS & SITE ANALYSIS

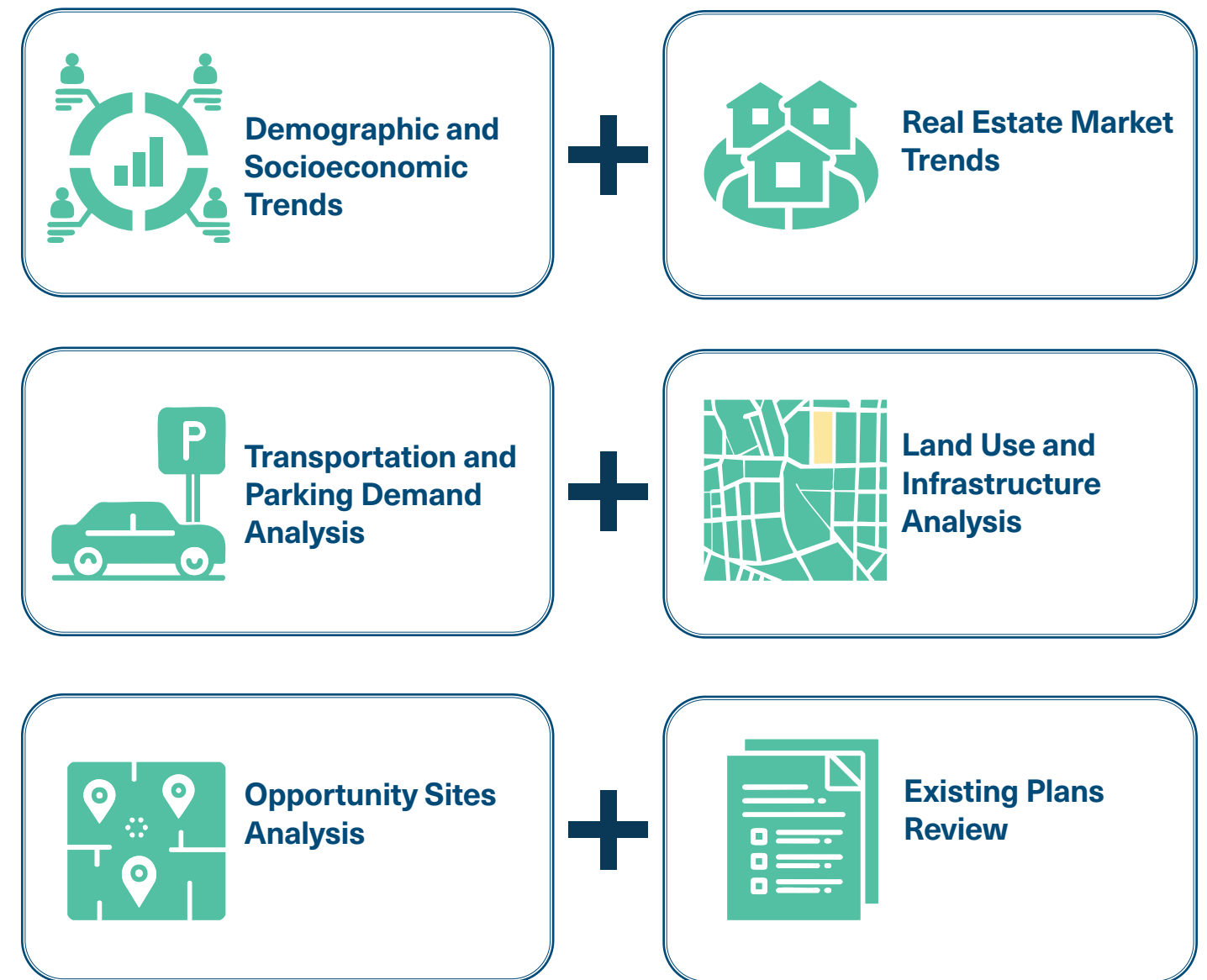


View of 11400 S and the residential neighborhood

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, result 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.



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).

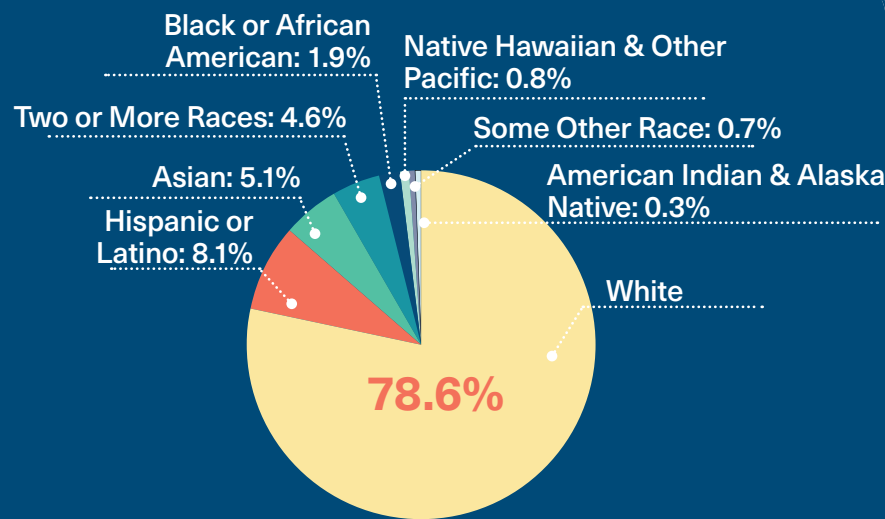
90.1%

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 South and 700 East, 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 Point” 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 South and 700 East.
- 7 Draper Town Center Station Area Plan (adopted 2025):** Draper is actively developing 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 on that serves as a key connector for both trails and transit. The transit hub is more on UTA property. The City property is for civic, commercial, and housing.
- 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 stations 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 Vested and Entitled Units	1,923	N/A	144 Phase 1: 174 Phase 2: 70	386 122- Entitled 265- Vested	2,453
Residential Acreage	29.01	N/A	5.92	9.6	44.53
Residential Density	66.29	N/A	Phase 1: 26.81 Phase 2: 35.9	11.8 3.38-Entitled 29.28- Vested	55.08
Residential Permits Issued	308	N/A	174 (Phase 1)	122 (Entitled)	604
Retail/ Commercial Sqft	216,859	N/A	75,548	20,000	312,407
Office Sqft	1,867,061	504,000	250,000	250,000	2,871,061
Open Space Acres	16.17	5.46	2.51	9.6	33.74
Parking Spaces	5,617	1,800- Surface 1,500- Structured	707- Surface 900- Structured	1,965	12,489
Total Acres	145	36.38	15	32.81	229.19

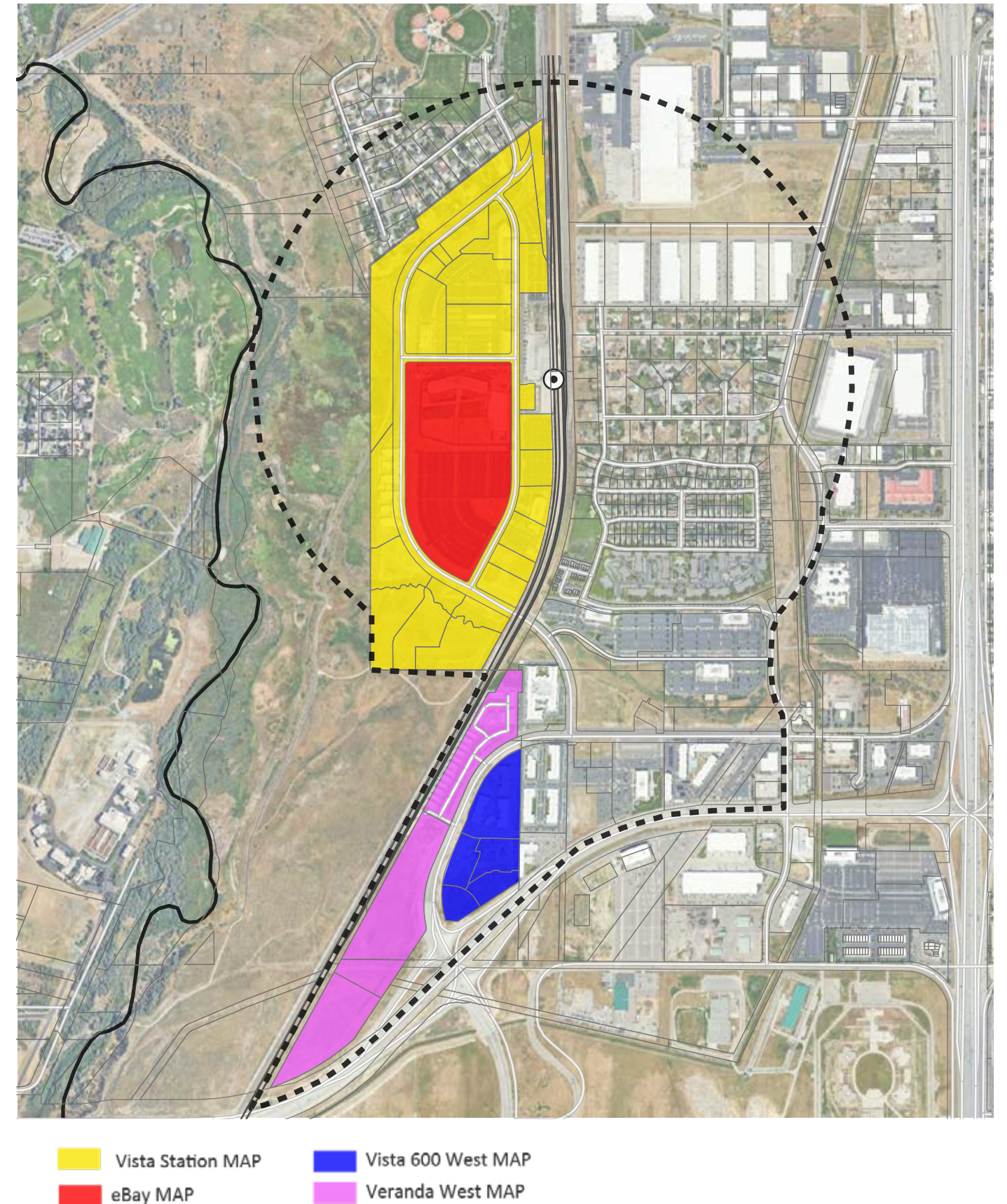
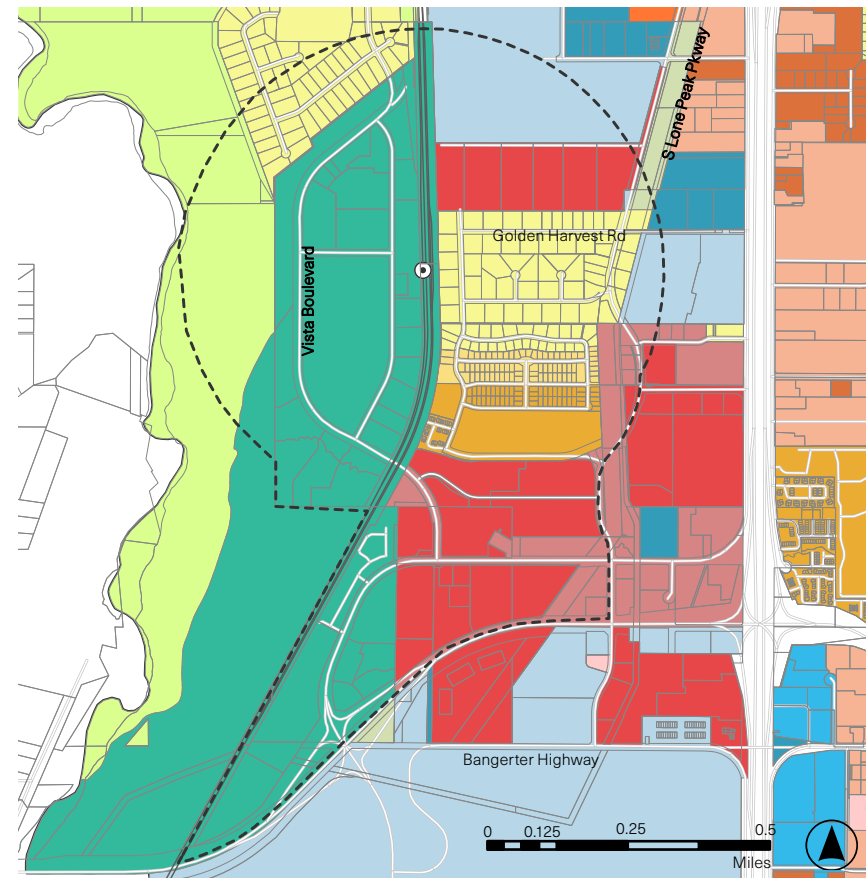


Figure 5: Master Area Plans in Draper FrontRunner Station (Vista)

DRAPER FRONTRUNNER STATION (VISTA)



ZONING MAP

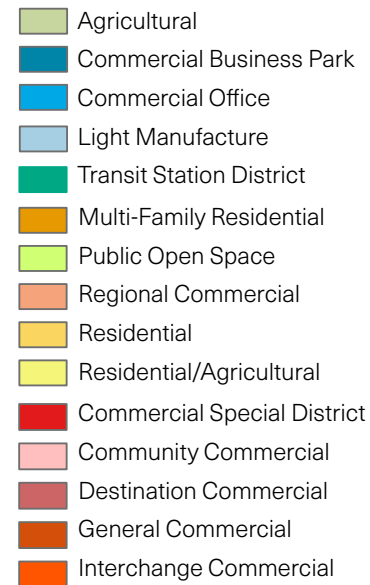
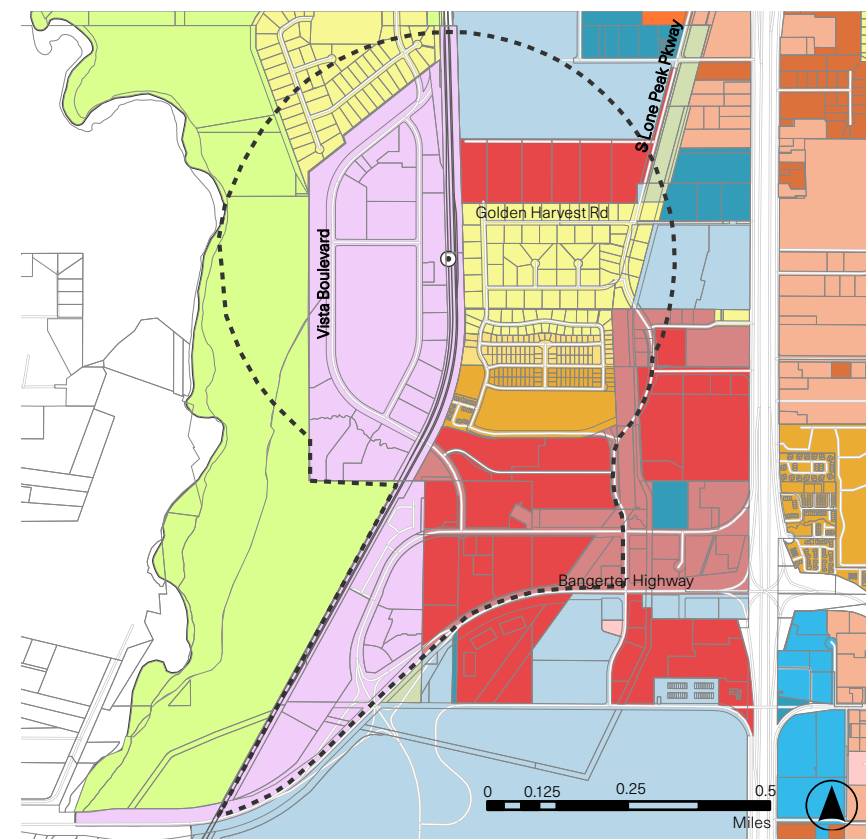


Figure 6: Zoning Map- Draper FrontRunner Station (Vista)



LANDUSE MAP

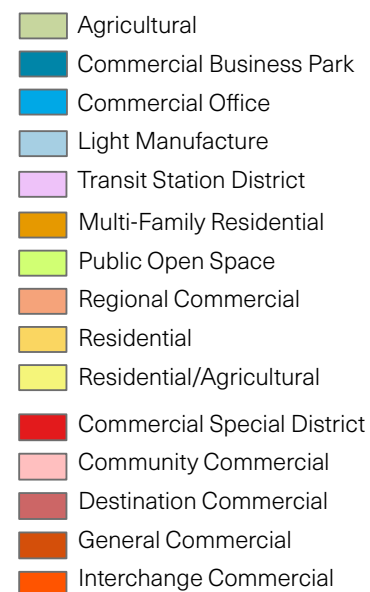


Figure 7: Land Use Map- Draper FrontRunner Station (Vista)

KEY TAKEAWAYS

- Sections to the southwest and northwest are zoned for public open space and as residential agricultural use, highlighting lower-density or rural character near the station's perimeter.
- Conversely, parcels zoned Commercial Office, Commercial Services, and Commercial Business Park line major corridors, enabling businesses to thrive in highly visible, accessible locations. The Draper Point Mixed Use Commercial Special District allows high-density housing and has developed quite a number of units.
- In closer proximity to the station, special designations like Transit Station District indicate an emphasis on high-density housing, mixed-use development that supports transit ridership and walkability.
- Additionally, Light Manufacturing and Commercial zones cluster near freeway interchanges and major corridors, likely capitalizing on logistical benefits and traffic flows.
- The land use shows a high mix of uses- commercial, residential, industrial, mixed-use, with varying densities within roughly a half-mile radius of the transit station.
- Destination and regional commercial areas cluster around major corridors close to the station, primarily catering to regional consumers rather than local residents.
- While limited community or neighborhood commercial designations exist, their dispersed nature contributes minimally to local neighborhood vitality.
- Residential development is anticipated within the approved Master Area Plans, with vested densities in place.
- The Jordan River is located adjacent to the station, providing access to the Jordan River Parkway and trail system under a Sensitive River Overlay.

OPPORTUNITIES & CONSTRAINTS

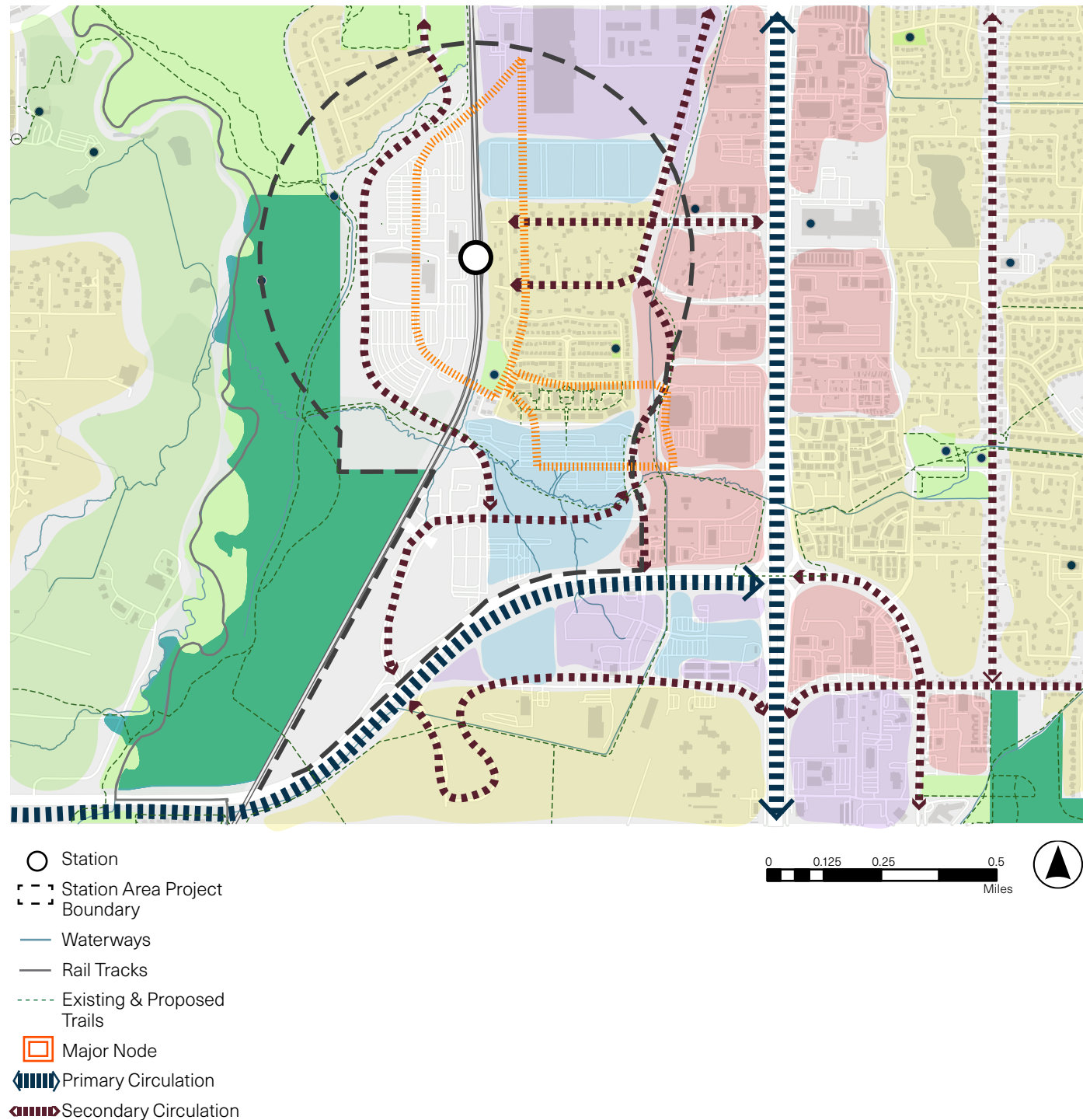


Figure 8: Opportunities & Constraints- Vista Draper Station Area

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 Point 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 car to train.
- With the conversion of eBay structure to a technology school and a proposed elementary school, the area will transform and add to the mixed-uses.
- The large, underutilized parking areas are opportunities for infill combined with the already vested densities planned under the Master Area Plans.

CONSTRAINTS

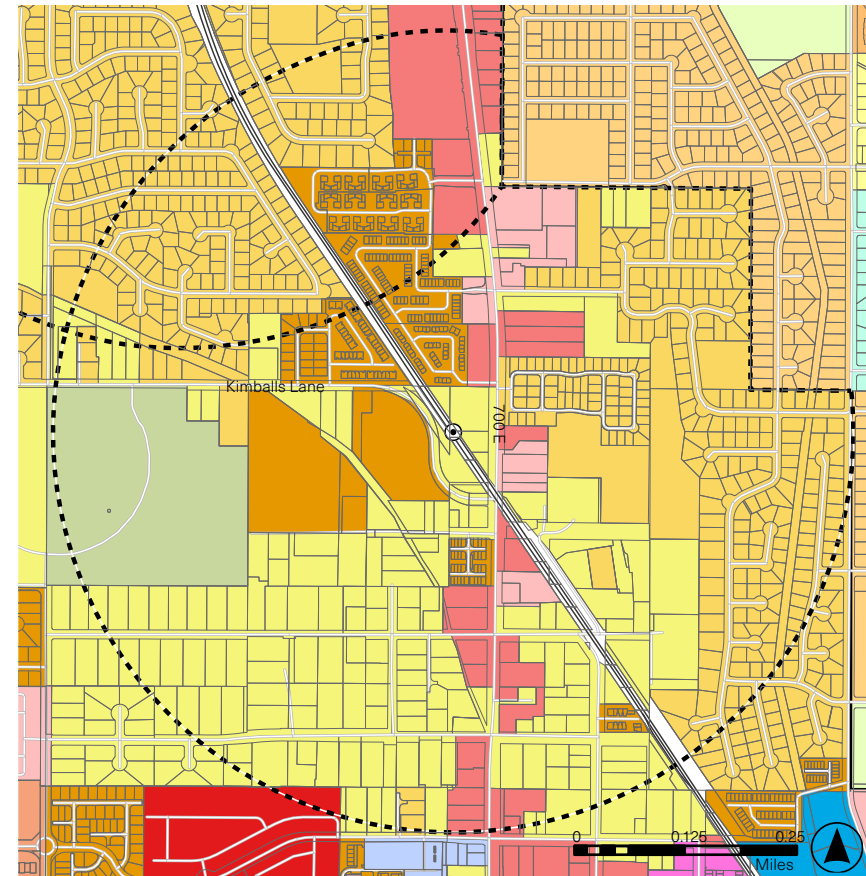
- Despite these assets, the station is physically isolated by I-15, Bangerter Highway, the Jordan River, and multiple rail lines.
- East-west links are minimal or feel unsafe, and access to the Jordan River Trail is not intuitive or direct.
- There is no dedicated bike network in the immediate area, large office blocks with expansive 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

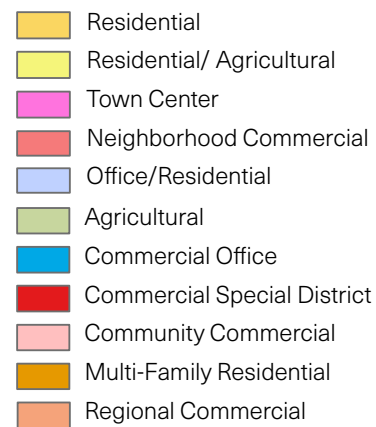
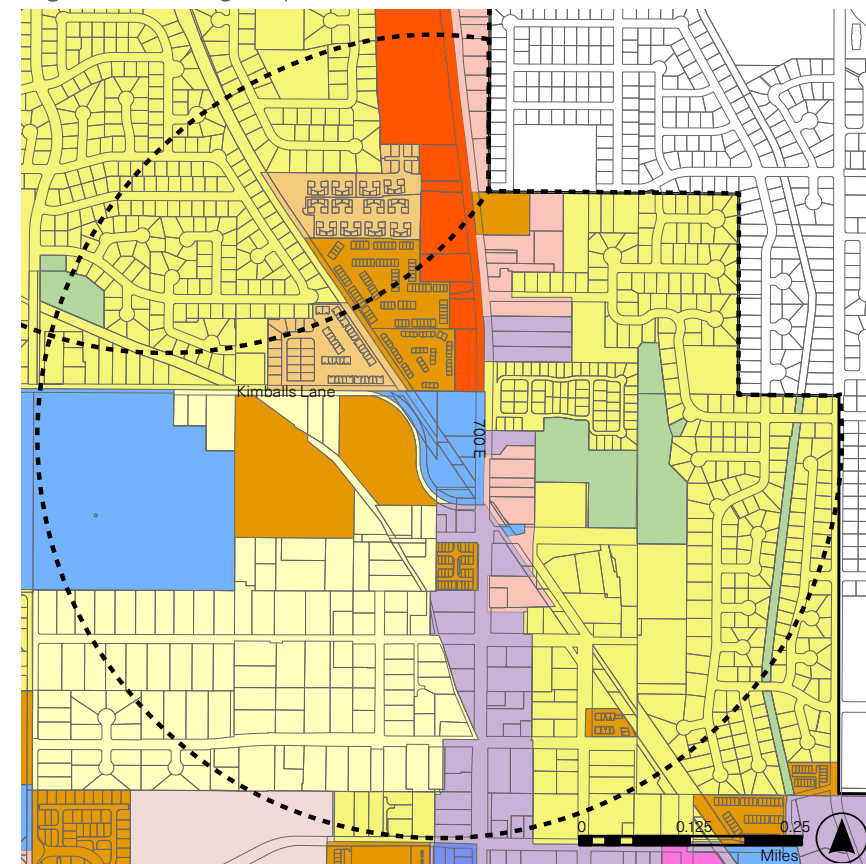


Figure 9: Zoning Map- Kimballs Lane Station



LANDUSE MAP

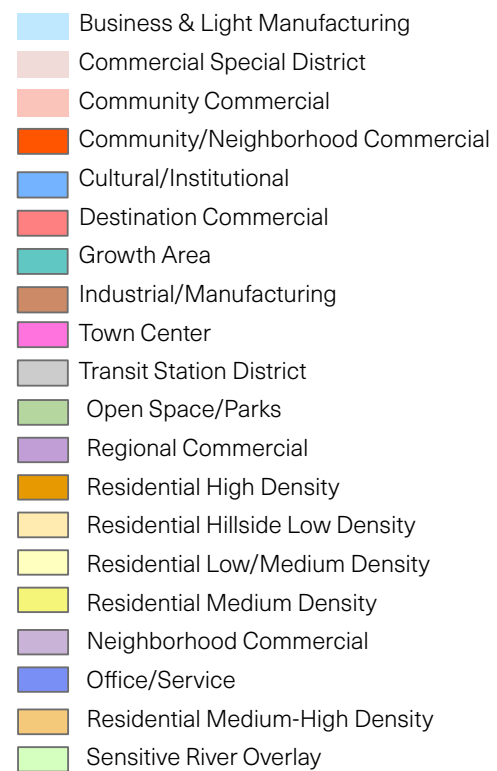


Figure 10: Land Use Map- Kimballs Lane Station

KEY TAKEAWAYS

- The Zoning Plan around Kimballs Lane Station demonstrates a predominance of residential/agricultural zoning characterized by low to medium-density housing, typically ranging from 1 to 2 dwelling units per acre, closely situated near 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 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

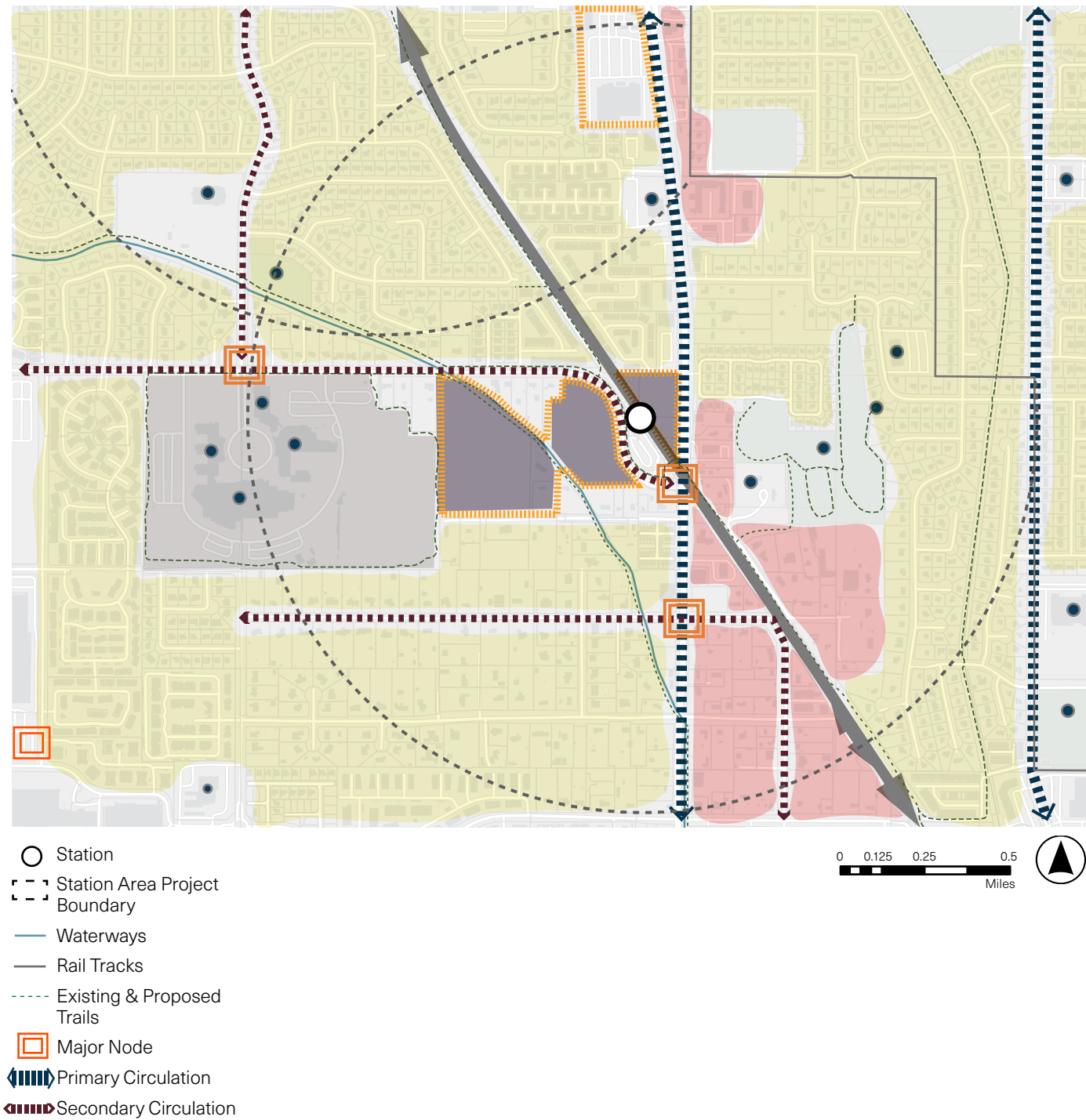


Figure 11: Opportunities & Constraints- Kimballs Lane Station Area

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 crossing 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.

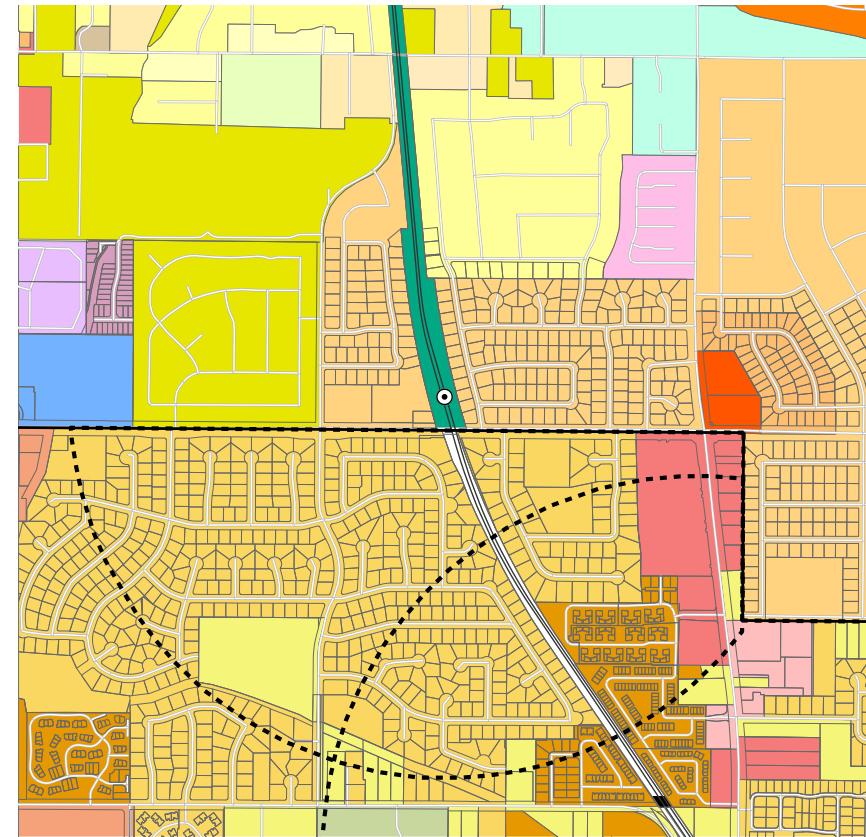


Residential character around the opportunity site

CRESCENT VIEW STATION AREA- EXISTING CONDITIONS



CRESCENT VIEW STATION

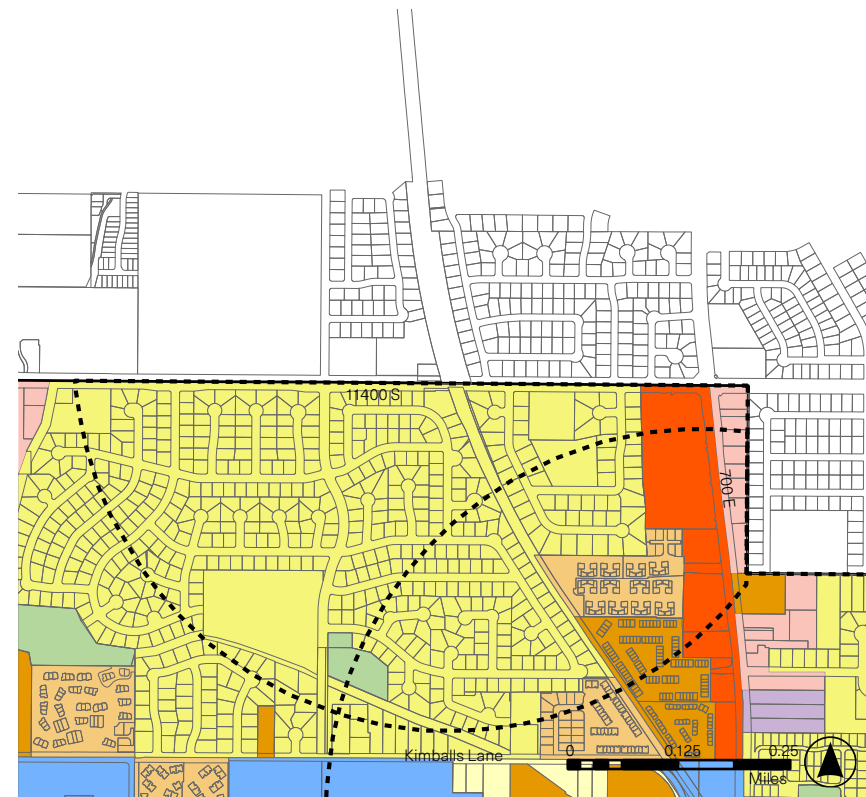


ZONING MAP

- 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.
- The Residential zone to the south of the Station is 1/3 acre lots but the development is actually built at 1/5 acre lots.
- 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 designated open spaces and parks further complements the high residential character of the area, offering recreational amenities to local residents.

OPPORTUNITIES & CONSTRAINTS

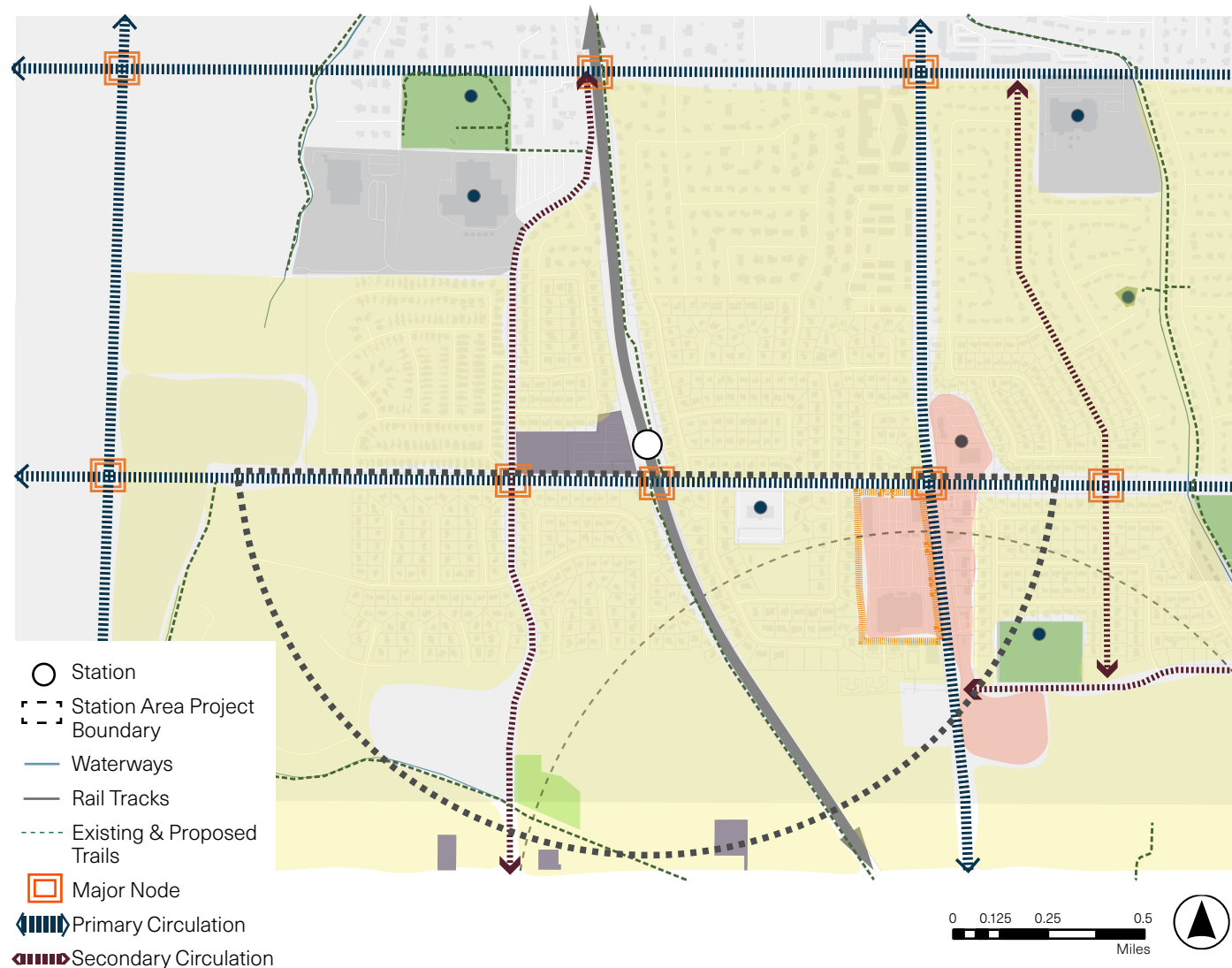


Figure 14: Opportunities & Constraints- Crescent View Station Area

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 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 700E. This approach aligns with identifying the Harmon's 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 Harmon's 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.

In parallel with public engagement, periodic discussions with City Council and the Planning Commission provided guidance and ensured alignment with city priorities. A 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.



Design Charette



Open House

1

ENGAGEMENT WINDOW

- Interviews & Small Group Meetings
- Design Charrette

2

ENGAGEMENT WINDOW

- Story Map & Online Survey
- Open House

3

ENGAGEMENT WINDOW

- Leadership Workshops & Presentations

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 under the Appendix Section A.

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.

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.

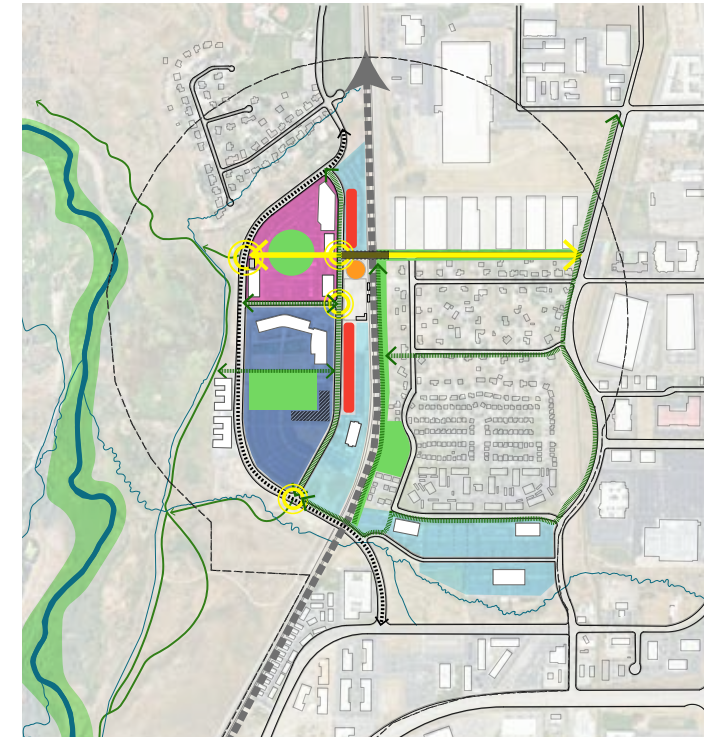


Figure 15: Conceptual Alternative 1 for Draper FrontRunner Station (Vista)

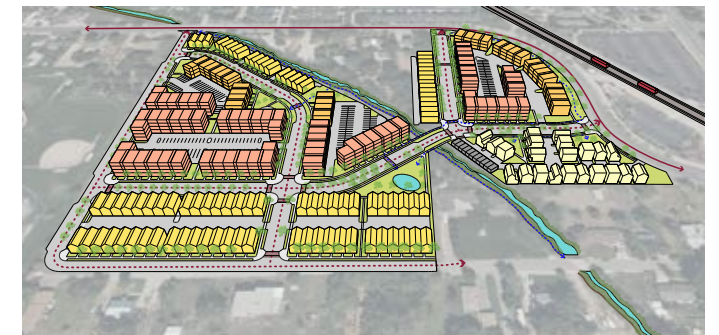


Figure 16: Conceptual Alternative 1 for Kimballs Lane Station



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 areas. 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

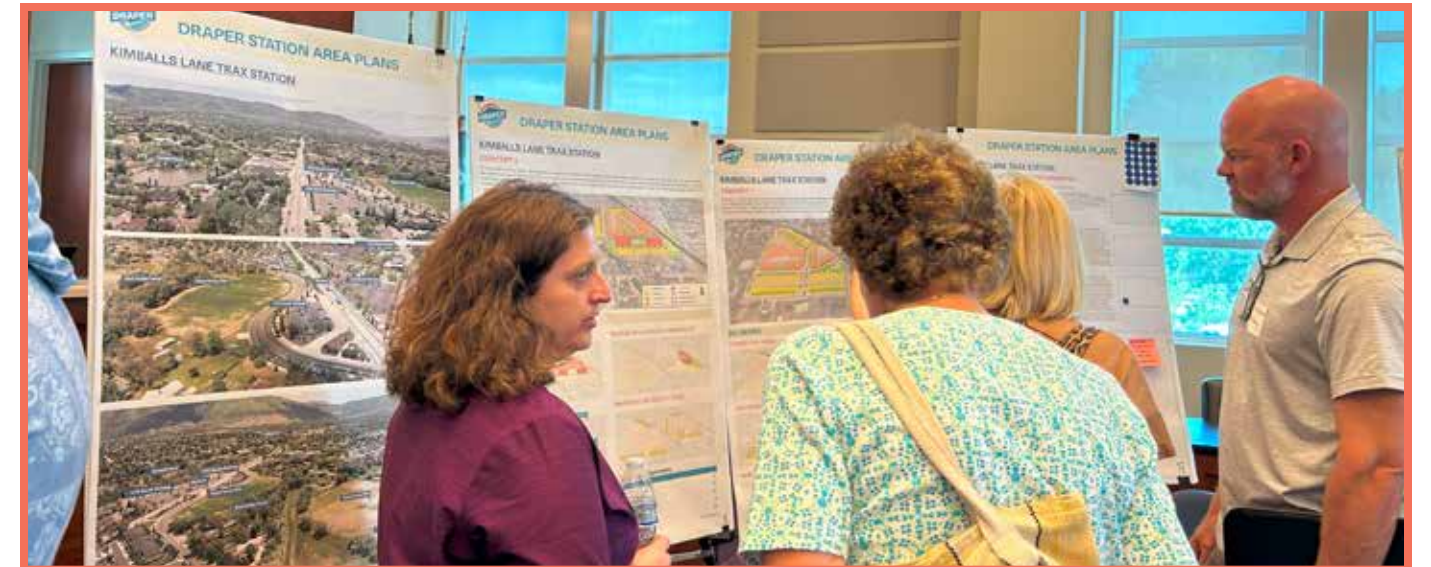
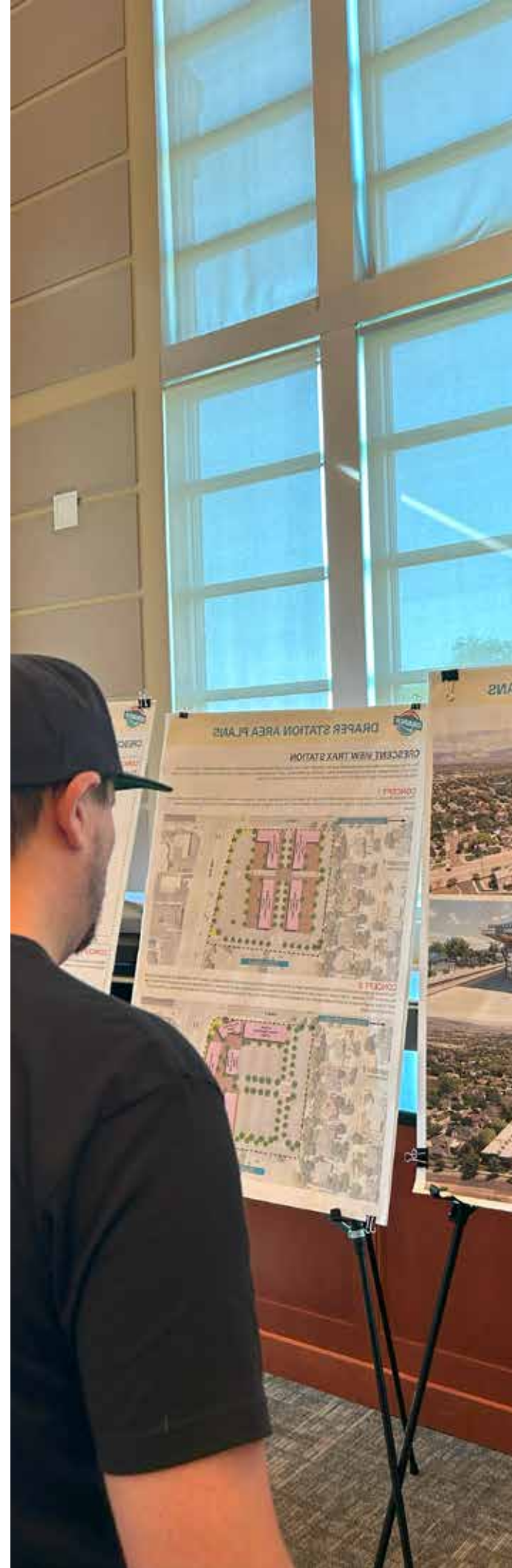
Overall, attendees wanted more pedestrian and trail connections between the station and surrounding uses. Having some retail options and gathering spaces were identified as desired programming by attendees.

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

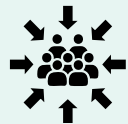


47%

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 Point 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

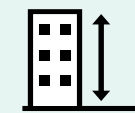
TOP CONCERNS



Desire for more single-family housing.



Congestion on 11400 South and 700 East.



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 East and 11400 South.

44% Fill sidewalk and bike lane gaps along 11400 South between 300 East and 700 East.

RECOMMENDATIONS



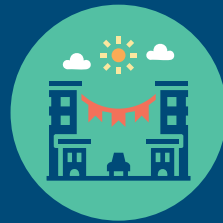
Jordan River Trail

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 Vista Draper FrontRunner station 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.

PREFERRED STATION AREA PLAN- VISTA DRAPER STATION

VISTA DRAPER STATION PRINCIPLES



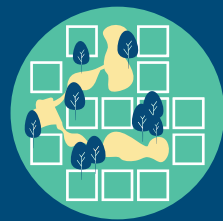
1 ACTIVATE THE PUBLIC REALM:
This principle aims to create welcoming public spaces that encourage gathering, walking, and social interaction. Transforming the current station area into a place that is identifiable and offers a destination for the surrounding community is a key goal of this plan principle.



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 ALONG VISTA BOULEVARD:
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.

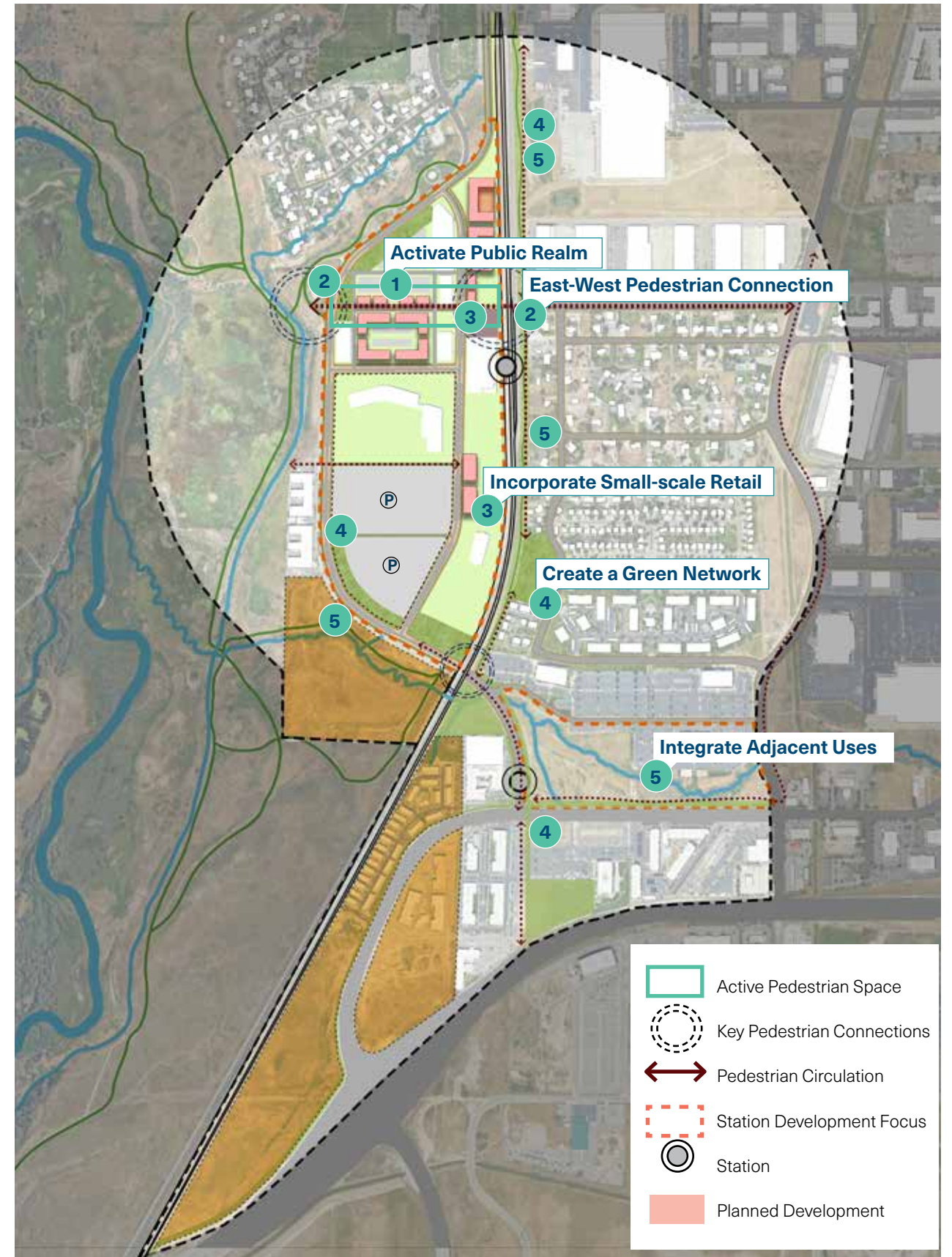


Figure 18: Vista Draper Station Area Plan

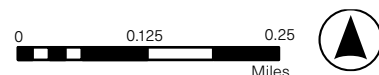
PREFERRED STATION AREA PLAN- VISTA DRAPER STATION

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. Future buildings around the Commons should 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

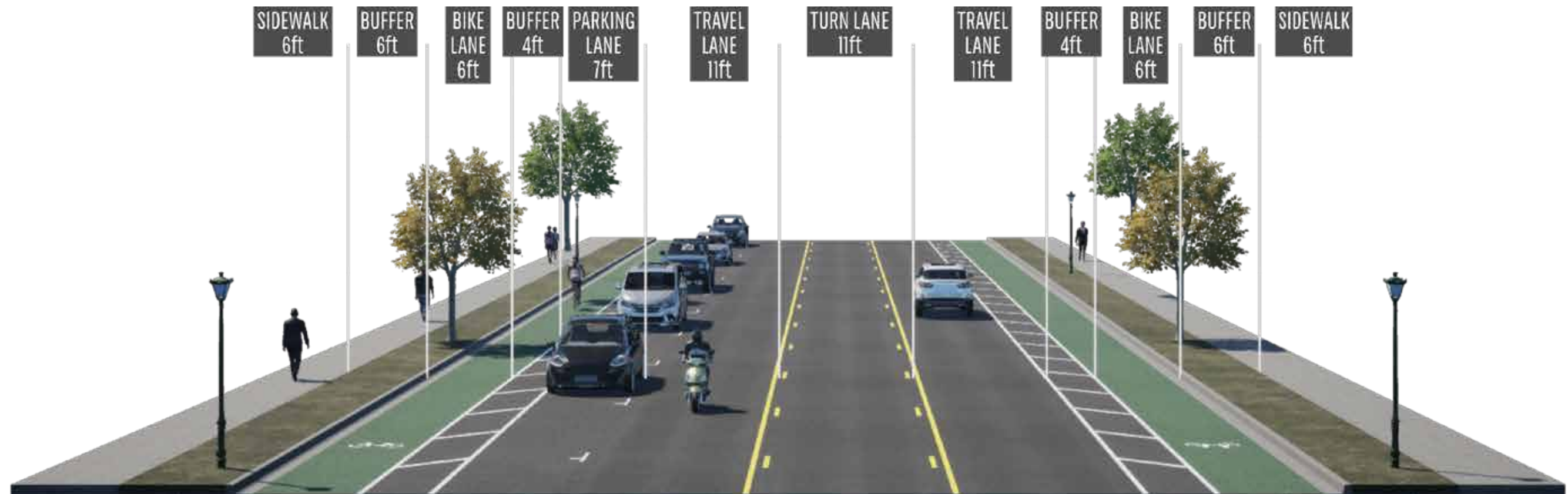


Figure 21: Proposed Street Section- Vista Boulevard looking north

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.
- 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.
- 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 Jordan Greenlink, enhancing access to the regional trail system.
- Create a multi-use path 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

- Expand housing opportunities throughout the station area, with a focus on incorporating affordable units near transit to support equitable access to jobs, services, and amenities.
- Integrate affordable housing into projects like Vista Commons to support eligibility for Housing and Transit Reinvestment Zone (HTRZ) funding.
- Ensure a variety of housing types—including apartments, townhomes, and live-work units—are provided to serve residents of different incomes, household sizes, and lifestyle needs.
- Plan for the vested 2,500 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.

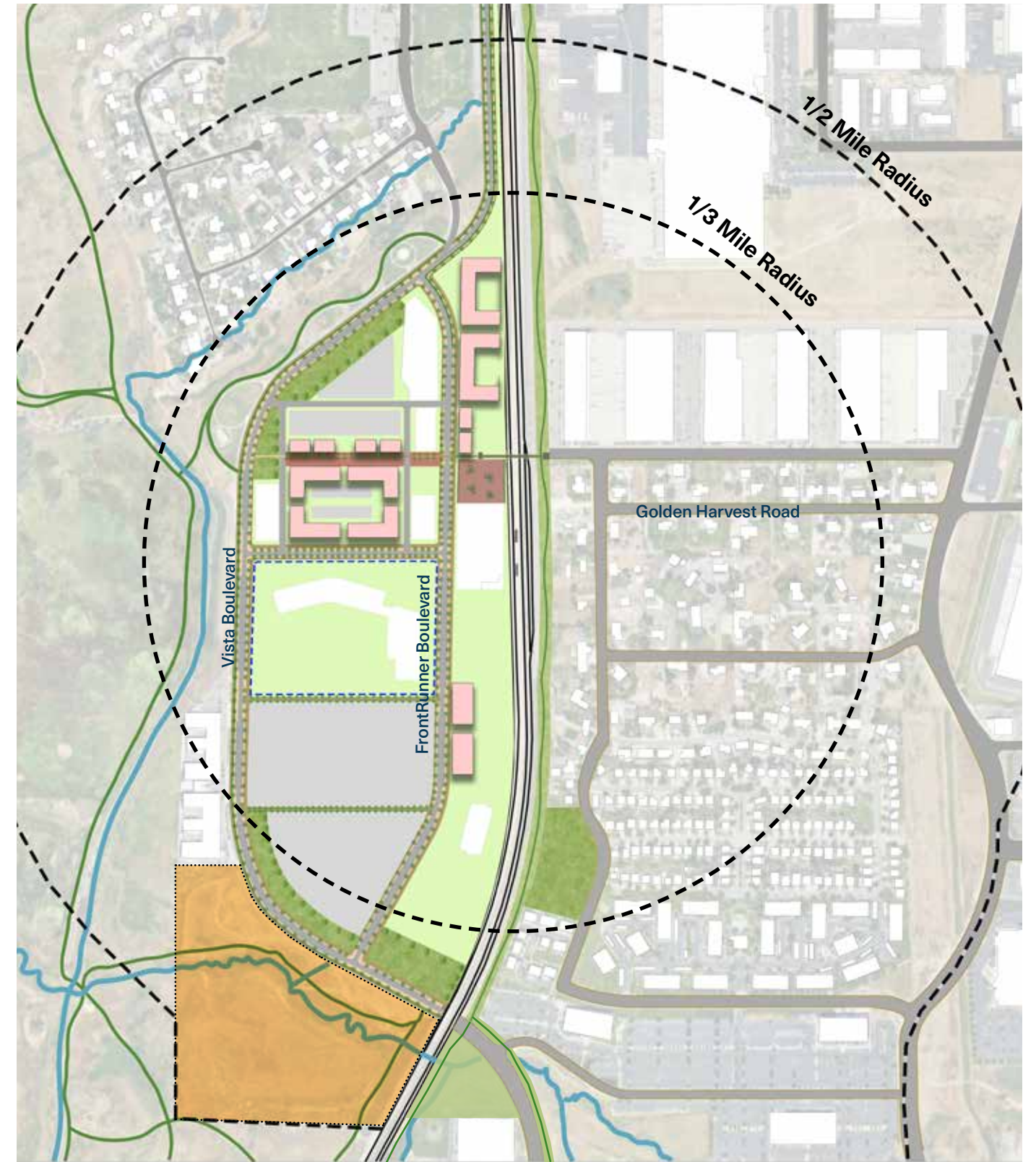


Figure 22: 1/3 Mile radius around the station

RECOMMENDATIONS

TRANSPORTATION RECOMMENDATIONS

The FrontRunner station at 13400 South/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 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 where feasible 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.
- If warranted following further study, install 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 and path to connect the FrontRunner station 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 on the east side of the Union Pacific tracks to better connect east-side uses and the station.

Longer term, Draper is considering realizing Vista Station Boulevard to the east, rendering Galina 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 below in **Figure 23**. A recommended typical section for Vista Station Boulevard is shown in **Figure 21**.

ADDRESSING DEVELOPMENT AT THE POINT

The Point is a potentially transformational development project in the vicinity of the FrontRunner Station, 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 Point, including a light rail connection to that will terminate the Draper's FrontRunner station. More planning and coordination will be needed as the Point comes into being, but initial recommendations to enhance connectivity for all users in Draper in response to the Point 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 area to The Point's future multimodal network by establishing a continuous multi-use path.
- To align with conceptual site plans for The Point, advance a long-term grade-separated crossing of Bangerter Highway connecting the Jordan River Trail to The Point 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 Point 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 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 Point 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





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 redeveloped. 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 IMPROVING 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 CONSIDERING 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 FILLING 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 East is essential for creating a continuous, safe network for pedestrians and cyclists. This effort will improve connectivity, safety, and accessibility throughout the station area.

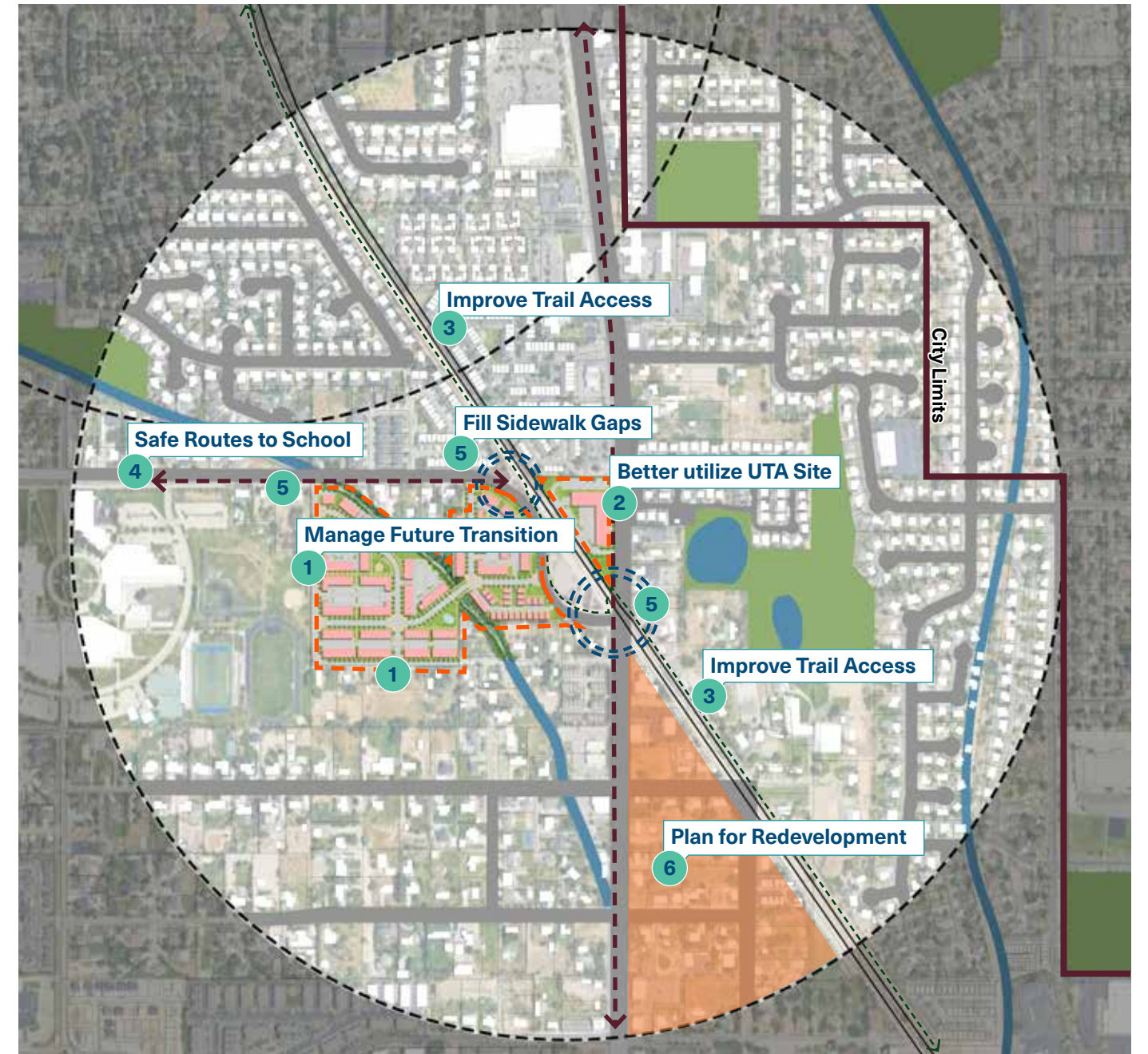


Figure 25: Kimballs Lane Station Area Plan



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.

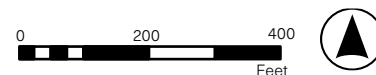
PREFERRED STATION AREA PLAN- KIMBALLS LANE STATION

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.



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 2024, the City Council approved a development agreement 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, 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, 11900 S with on-street parking to slow traffic and foster a lived-in feel. 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 tree lawns, 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 the Jordan River Trail 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 East 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 East 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.

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, as reflected in the most recent entitled plans. Additional affordable housing should be encouraged on infill sites, particularly above active ground floors in mixed-use developments like Vista Commons. These units could help meet Housing and Transit Reinvestment Zone (HTRZ) criteria, attracting funding 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.
- 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, tree lawns, street trees, and on-street parking 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 is mostly low-density residential with few infill opportunities outside the agricultural site. The plan supports higher-density housing and mixed uses near transit while respecting neighborhood character.

MIXED-USE DEVELOPMENT

- Support medium- to high-density infill near the station, with higher density in the core transitioning to lower-density edges 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.

AFFORDABLE HOUSING & HTRZ

- 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.
- 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 and the proposed elementary school into the neighborhood framework with strong pedestrian connections and safe routes to school.
- Tie other civic uses such as daycares, churches, and libraries to the station through trails and pedestrian connections.

TRANSPORTATION RECOMMENDATIONS

Kimballs Lane TRAX Station is located adjacent to the complex intersection of Kimballs Lane, 700 East, 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.
- 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

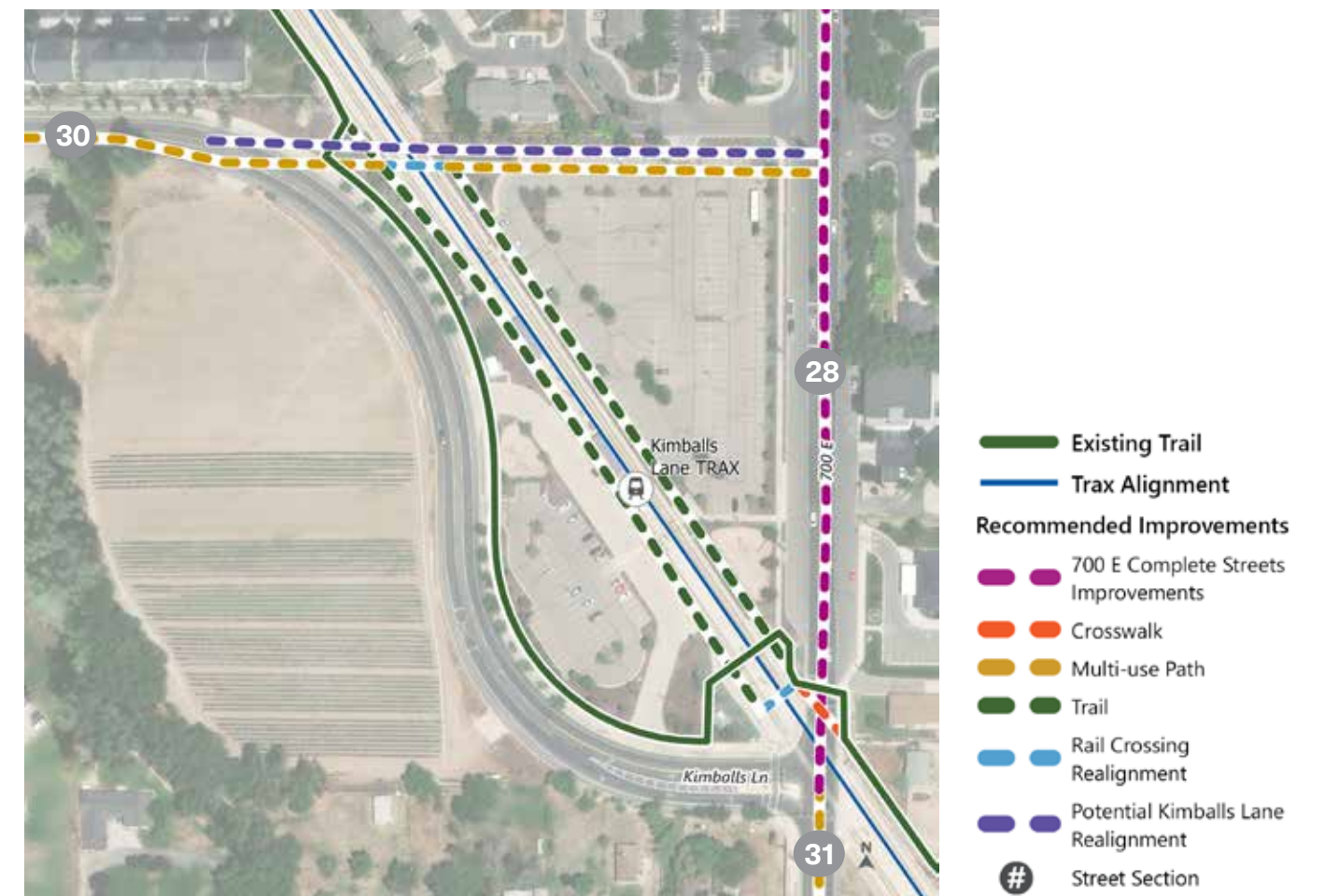


Figure 29: Recommended Improvements: Kimballs Lane

- *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 East 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.
- 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 East is a UDOT facility.
- Align planned improvements with UDOT's Long Range Plan, which recommends expanding 700 East 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 East, 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 below 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 EAST AND KIMBALLS LANE

- If Kimballs Lane is not realigned, reconfigure the Kimballs Lane/700 East 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 East at 12100 South and 12200 South 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 East . 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 East 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 11400 South, 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

- Construct a connection from Sawback Lane to Kimballs Lane via vacant land or utility corridor.
- Design a potential north-south trail connection between 11900 S and 11950 S 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 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.

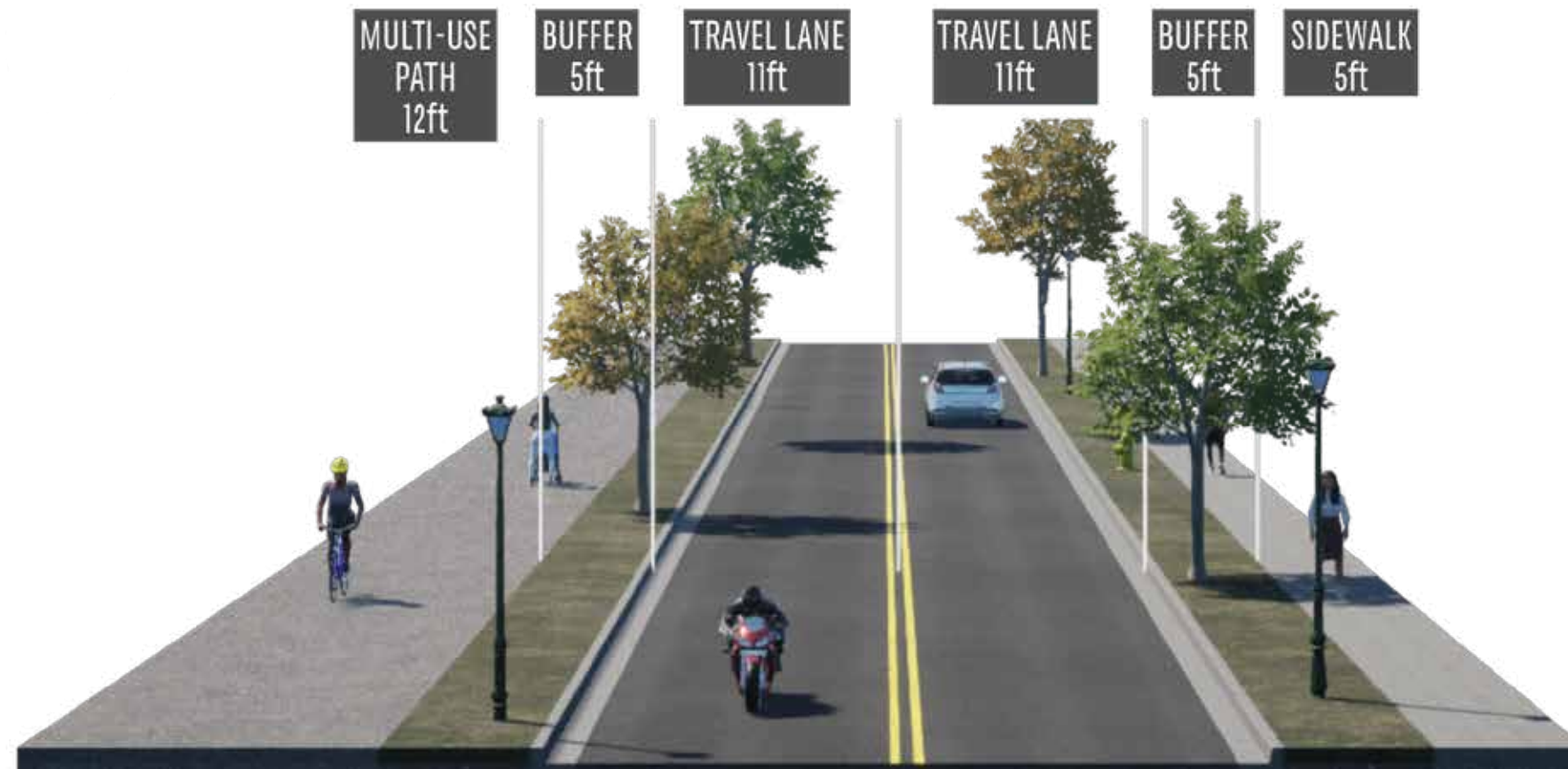


Figure 30: Kimballs Lane Proposed Street Section, looking west

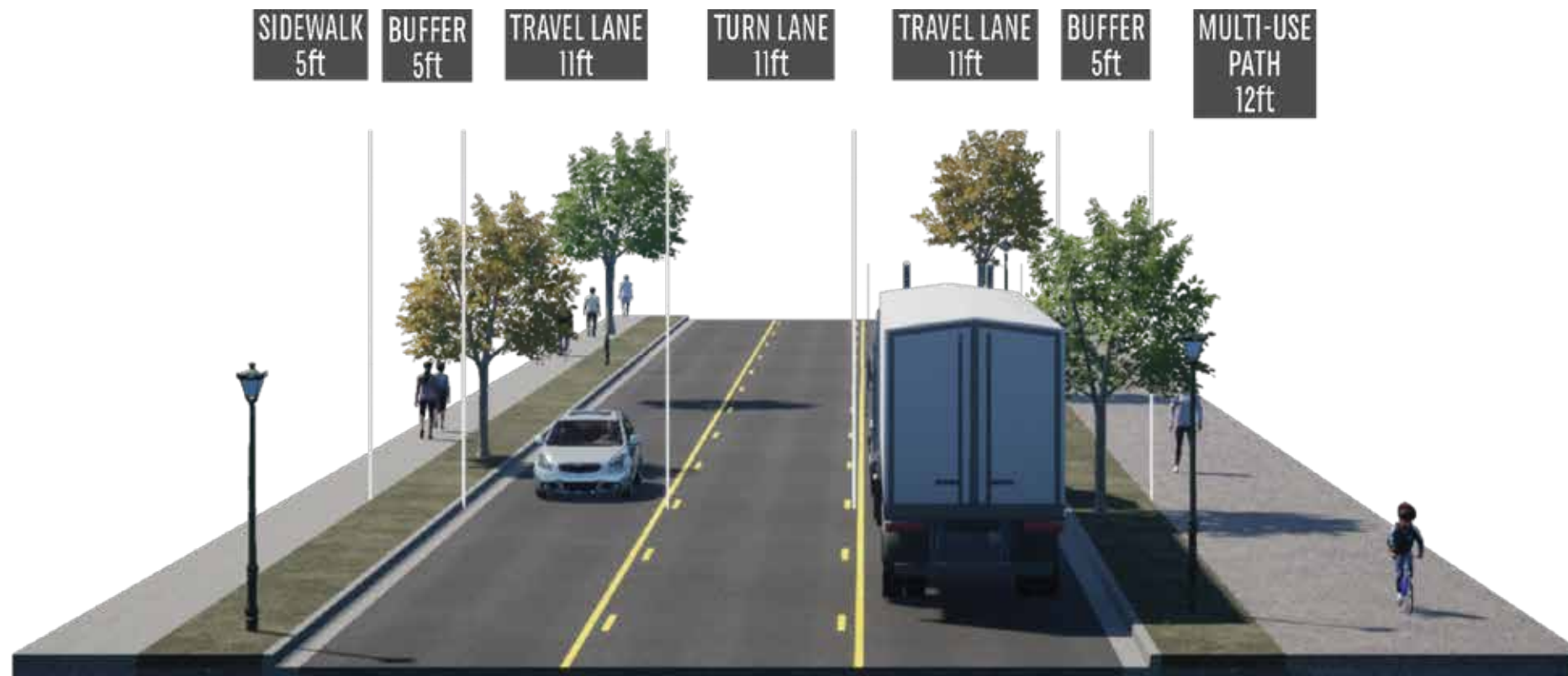


Figure 31: South of TRAX Station- 700 E Proposed Street Section, looking north

** 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

PREFERRED STATION AREA PLAN- CRESCENT VIEW STATION

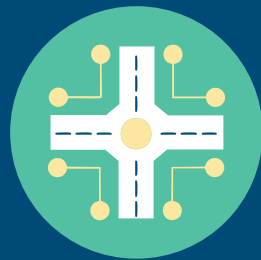
CRESCENT VIEW STATION PRINCIPLES



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 HARMON'S GROCERY STORE SITE:
The Harmon's 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 South 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.

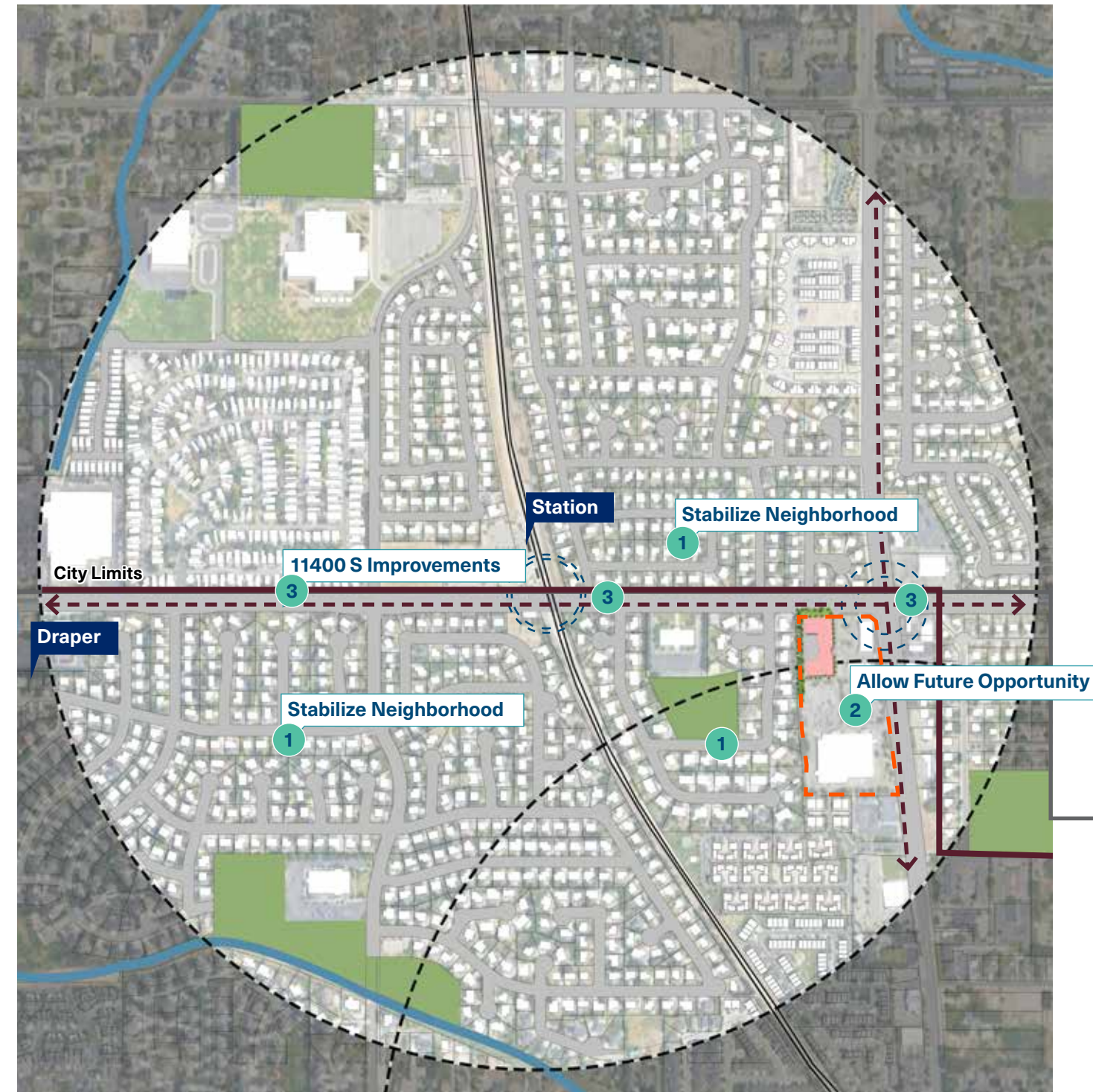


Figure 33: Crescent View Station Area Plan



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 Harmon's Grocery Store property at 11400 S and 700 E, and improving mobility along critical corridors such as 11400 South.



Figure 34: Preferred Design Alternative for Opportunity Site

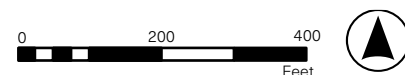


Figure 35: Public Space and Connectivity Diagram

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 (e.g., East La Vera, Brambleberry, Wyngate Pointe, Shadow View) to the TRAX station, such as walkways from Wilde Cherry Way and Thornberry Drive, 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 Harmon's 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.

HARMON'S GROCERY STORE SITE

- Consider the long-term potential of redeveloping the Harmon's 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 South, particularly for the Porter Rockwell Trail, are the primary target for transportation improvements included in this plan. 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.
- Rebuild the center median to a minimum six feet wide to provide refuge, complete with stop bars, tactile warning surfaces, and pedestrian crossing signs.
- Install curb extensions within existing shoulder space on 11400 South 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 South.
- In an ideal scenario, realigning the trail to run on the east side of the tracks would be preferable, however, there is very likely not enough available right of way on the east side of the TRAX alignment. As a result, simplifying and streamlining trail connections at and adjacent to the Crescent View station are included as recommendations in this plan. Connectivity recommendations are presented in Figure 37.

11400 SOUTH 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 South 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 South is presented in Figure 36.

NEW NEIGHBORHOOD CONNECTIONS

- Develop short pedestrian links from nearby streets (e.g. East La Vera, Bramleberry, Wyngate Pointe, Shadow View) to the station. For example, walkways from High Berry Lane could feed directly to the park-and-ride lot through the Porter Rockwell Trail. These connections would fill gaps in the disconnected street network. (The Thornberry Drive connection is an example of a short pedestrian link.)
- 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.

REPURPOSE EXCESS 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.

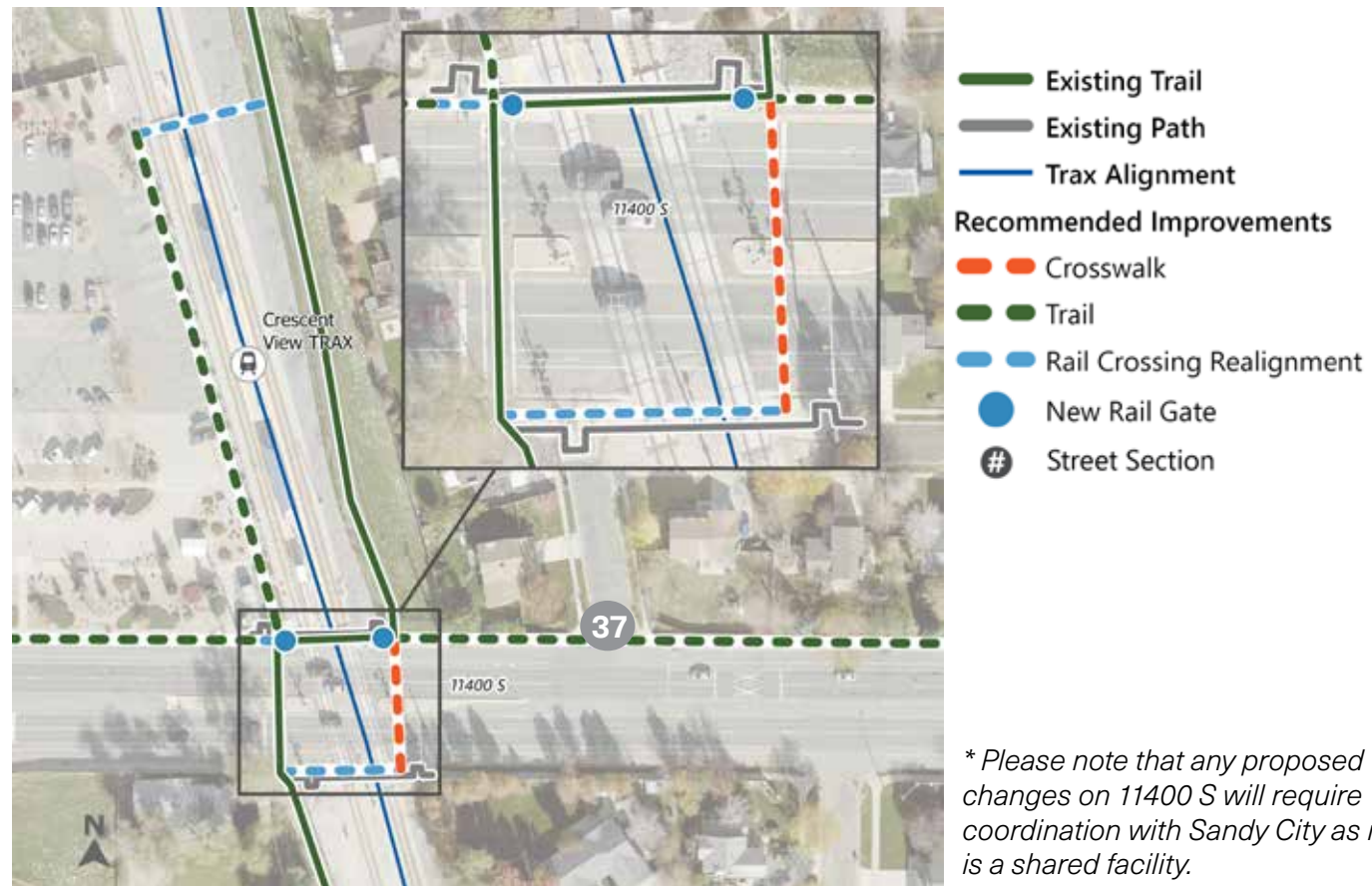


Figure 36: Proposed Improvements



Figure 37: 11400 S Proposed Street Section, looking east



Figure 38: Conceptual View of Proposed Mixed-use

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. The Jordan Greenlink, Community Crossing, and Trail Links enhance multimodal transportation choices, improving connectivity to the station, surrounding neighborhoods, and regional trails. Linear Parks and Jordan Greenlink 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 Harmon's 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 64 units, while respecting the existing neighborhood fabric. Additionally, the development agreement in place for the site 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 canal trail alongside pocket green spaces. These dispersed parks ensure equitable access to open space and support both recreation and stormwater management.

IMPLEMENTATION



Design Charrette

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.



Station Platform: Kimballs Lane

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 Jordan Greenlink, along the east side of the rail tracks between 12300 South 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 for density overlays 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 South, and improved access points to the Porter Rockwell Trail. 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 East. Securing an easement to create a sidewalk connection between Sawback Lane and Kimballs Lane will improve neighborhood walkability, and wayfinding enhancements will be studied to better connect station users to nearby destinations.

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 East north of Kimballs Lane, expanding the bicycle network and improving multimodal access. A trail connection between 11900 South and 11960 South will also be studied to expand regional linkages. Exploration of a potential TRAX pedestrian crossing near Thornberry Drive will further strengthen access around the station 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 South and enhanced connections to the Porter Rockwell Trail. A study will also examine upgrades to existing bike lanes along 11400 South and explore opportunities for short pedestrian connections from surrounding neighborhoods into the station area. 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 South 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 (Jordan Greenlink) on the east side of the rail tracks between 12300 South 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	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

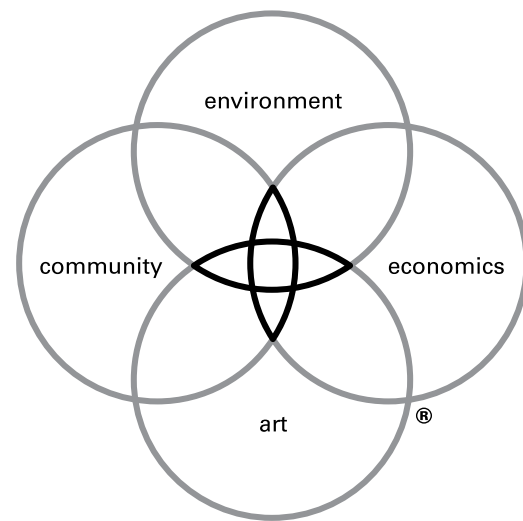
KIMBALLS LANE STATION

	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 linear green space and trail along the East Jordan Channel.	X			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			
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	Secure easement to build a sidewalk connection between Sawback Lane and Kimballs Lane.	X			
2	Study wayfinding improvements around the station area.	X			
3	Study feasibility of straightening Kimballs Lane (east-west re-alignment) including rail crossings.	X	X	UTA UDOT	
3	Implement on-street painted bike lanes on 700 E, north of Kimballs Lane.	X			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
2	Study incentives for potential Harmons Site redevelopment.	X		Property owners	
2	Fill sidewalk gaps along 11400 S.	X			UDOT TAP
2	Improve wayfinding and lighting around the station area.	X			General Fund



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MEMO



To: City Council
From: Todd Taylor
Date: 2025-09-02
Re: Public Hearing: Ordinance #1671

Comments:

This application is a request for approval of a Development Agreement Amendment involving approximately 1.3 acres of City-owned property located at approximately 12742 S Moose Hollow Drive and 12761 Costanza Way.

The City-owned property is composed of three properties that were granted to the City as part of past actions. They act as a private roadway to various parcels located along Costanza Way and as a detention basin for the Somerset Ridge subdivision. The Draper Canal Trail also crosses a portion of the City-owned property.

On February 4, 2025, the City entered into the Warhorse Ranch Development Agreement with Karen Evans, and Linda A. Richins, as Trustee of the Vern LeLand Richins and Linda Asay Richins Living Trust dated 25 February, 1995 (property owners). The City is now proposing a Development Agreement Amendment to convey portions of the City-owned property to the aforementioned property owners. The City will retain ownership of the detention basin and the portion crossed by the Draper Canal Trail. The City will also retain access easements across the conveyed properties.

Findings for Approval:

1. The proposed development agreement complies with DCMC Subsections 9-5-200(C) and (D).

Findings for Denial:

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

ATTACHMENTS:

[Ordinance No. 1671.pdf](#)

ORDINANCE NO. 1671

AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT AMENDMENT FOR APPROXIMATELY 1.3 ACRES OF CITY-OWNED PROPERTY LOCATED AT APPROXIMATELY 12742 S MOOSE HOLLOW DRIVE AND 12761 COSTANZA WAY, OTHERWISE KNOWN AS THE WARHORSE RANCH DEVELOPMENT AGREEMENT FIRST AMENDMENT.

WHEREAS, the Land Use and Development Code of the Draper City Municipal Code has been established to provide regulations concerning general developments within the City Boundaries; and

WHEREAS, the City Council hereby determines that it will be in the best interest of the City to allow development of the subject property in accordance with the Development Agreement Amendment; and

WHEREAS, the Development Agreement Amendment will allow the conveyance of 1.3 acres of City-owned property; and

WHEREAS, the Development Agreement Amendment will retain access easements across the conveyed property;

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

Section 1. Development Agreement. The City of Draper approves the Development Agreement Amendment provided in Exhibit "A", otherwise known as the Warhorse Ranch Development Agreement First Amendment.

Section 3. Correction of Editing Errors. The city attorney is authorized to correct any punctuation, spelling, formatting, clerical, or de minimis errors in Exhibit "A" prior to submitting the ordinance for publishing.

Section 4. Severability. If any part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

Section 5. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or 30 days after final passage, whichever is closer to the date of final passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE 2nd DAY OF SEPTEMBER, 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, City Recorder

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

EXHIBIT A
WARHORSE RANCH DEVELOPMENT AGREEMENT FIRST AMENDMENT

WHEN RECORDED MAIL TO:

Draper City Recorder
1020 E. Pioneer Road
Draper, UT 84020

**FIRST AMENDMENT TO
THE WARHORSE RANCH DEVELOPMENT AGREEMENT**

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (this “Amendment”) is entered in this ____ day of _____, 2025 by and among **Karen Evans, and Linda A. Richins as Trustee of the Vern LeLand Richins and Linda Asay Richins Living Trust dated 25 February, 1995, which trust was shown of record as the “Vern LeLand Richins and Linda Asay Richins Living Trust”** (hereinafter individually referred to as “Evans” and “Richins” respectively, and jointly referred to as “Warhorse”), and **Draper City**, a municipality and political subdivision of the State of Utah (the “City”) (each singularly, a “Party” or collectively, the “Parties”). Except as otherwise defined herein, capitalized terms used in this amendment shall have the meaning set forth in the Agreement.

RECITALS

WHEREAS, Warhorse and the City entered into the Warhorse Ranch Development Agreement for the Richins Property and the Evans Property on February 4, 2025 (the “Agreement”), which is recorded as Entry No. 14347441 in the Official Records of Salt Lake County, Utah in Book 11550, at Page 6653; and

WHEREAS, the Agreement governs, among other things, development of the Richins Property and the Evans Property identified as herein as Parcel numbers 28-33-129-019 and 28-33-130-024 in Exhibit 1 attached hereto; and

WHEREAS, the City owns certain real property located at approximately 12742 S Moose Hollow Drive, Draper Utah, 84020, and 12761 Costanza Way, Draper Utah, 84020; and

WHEREAS, in connection with development of the Richins and Evans Properties, the Parties mutually assent to amend the Agreement as provided herein as follows.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

- A. **Vested laws.** The provisions of Draper City Municipal Code 9-27-140 as those provisions read on the date of signing shall apply to the development. This clause shall survive the termination of the Agreement in perpetuity.

B. Conveyance of City Property.

1. The City shall execute a quitclaim deed to Richins as grantee for the property identified in Exhibit 1 as “Parcel E,” subject to the easements defined in this Amendment to the Agreement.
2. The City shall execute quitclaim deeds to Evans as grantee for the properties identified in Exhibit 1 as “Parcel C” and “Parcel D,” subject to the easements defined in this Amendment to the Agreement.

C. Retention of easements. The City shall retain a non-exclusive perpetual easement interest on and under the entirety of Parcels C, D, and E as marked on Exhibit 1 for access to “Parcel A” and “Parcel B” as identified in Exhibit 1, and for existing and future underground public utilities (e.g., water lines, sewer pipes, gas lines, etc.). The deed identified in subsection B(1) of this Amendment shall include language reserving a non-exclusive perpetual right-of-way easement for ingress and egress over and across the road on the Costanza Way located on Parcel E inuring to the benefit the City and all the property owners along and through the terminus of Costanza Way. These properties are more particularly identified with the Salt Lake County Recorder as Parcel numbers 28331290090000, 28331290230000, 28331770200000, 28331780010000, and 28331770210000. This Amendment does not affect or terminate any existing easements or rights of way in favor of Evans with respect to “Parcel B.”

D. Plat. Warhorse shall be responsible for drafting, applying for, and executing a plat in conformity with all applicable state laws and City ordinances. Nothing in this Amendment shall be construed to be a tacit preliminary or final approval of Exhibit 1 as a plat that conforms with all applicable state laws and City ordinances.

NOW, THEREFORE in consideration of the mutual covenants and conditions contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Agreement Continues.** Except as expressly amended herein, the Agreement shall remain in full force and effect.
2. **Amendment to Run with the Land.** This Amendment shall be recorded in the office of the Salt Lake County Recorder, shall be deemed to be a covenant running with the land, shall encumber the same, and shall be binding on and inure to the benefit of all successors and assigns of all parties in perpetuity.
3. **Integration.** This Amendment, together with the Agreement, contain the entire agreement among the Parties and integrates all prior conversations, discussions, or understandings of whatever kind or nature, and may only be modified by a subsequent writing duly executed and approved by the Parties hereto.

4. **Counterparts.** This Amendment may be executed in one or more counterparts, each of which shall be deemed original, and all of which, taken together, constitute one and the same document.
5. **Mutual Drafting and Counsel.** This Amendment is the result of mutual negotiation and drafting by both Parties. No provision of this Amendment shall be construed against either Party on the basis that one Party was the primary drafter. Each Party hereby recognizes that they have had the opportunity to consult with legal counsel about the terms of the Amendment to the Agreement.

IN WITNESS WHEREOF, the parties have executed this Amendment to the Agreement as of the day and year first above written.

[Signatures on following pages]

“City”

Draper City, a Utah municipal corporation

By _____
City Manager

“Evans”

Karen Evans

“Richins”

Linda A. Richins as Trustee of the
Vern LeLand Richins and Linda Asay Richins Living Trust
dated 25 February, 1995, which trust was shown of record
as the “Vern LeLand Richins and Linda Asay Richins Living Trust”

CITY ACKNOWLEDGMENT

STATE OF UTAH)
 :ss.
COUNTY OF SALT LAKE)

On the ____ day of _____, 2025 personally appeared before me _____ who being by me duly sworn, did say that he is the City Manager of Draper City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its City Council and said City Manager acknowledged to me that the City executed the same.

NOTARY PUBLIC

My Commission Expires: _____

Residing at: _____

OWNER ACKNOWLEDGMENTS

STATE OF UTAH)
 :ss.
COUNTY OF _____)

On the ____ day of _____, 2025, personally appeared before me Karen Evans, who being by me duly sworn, did say that she executed the foregoing Amendment.

NOTARY PUBLIC

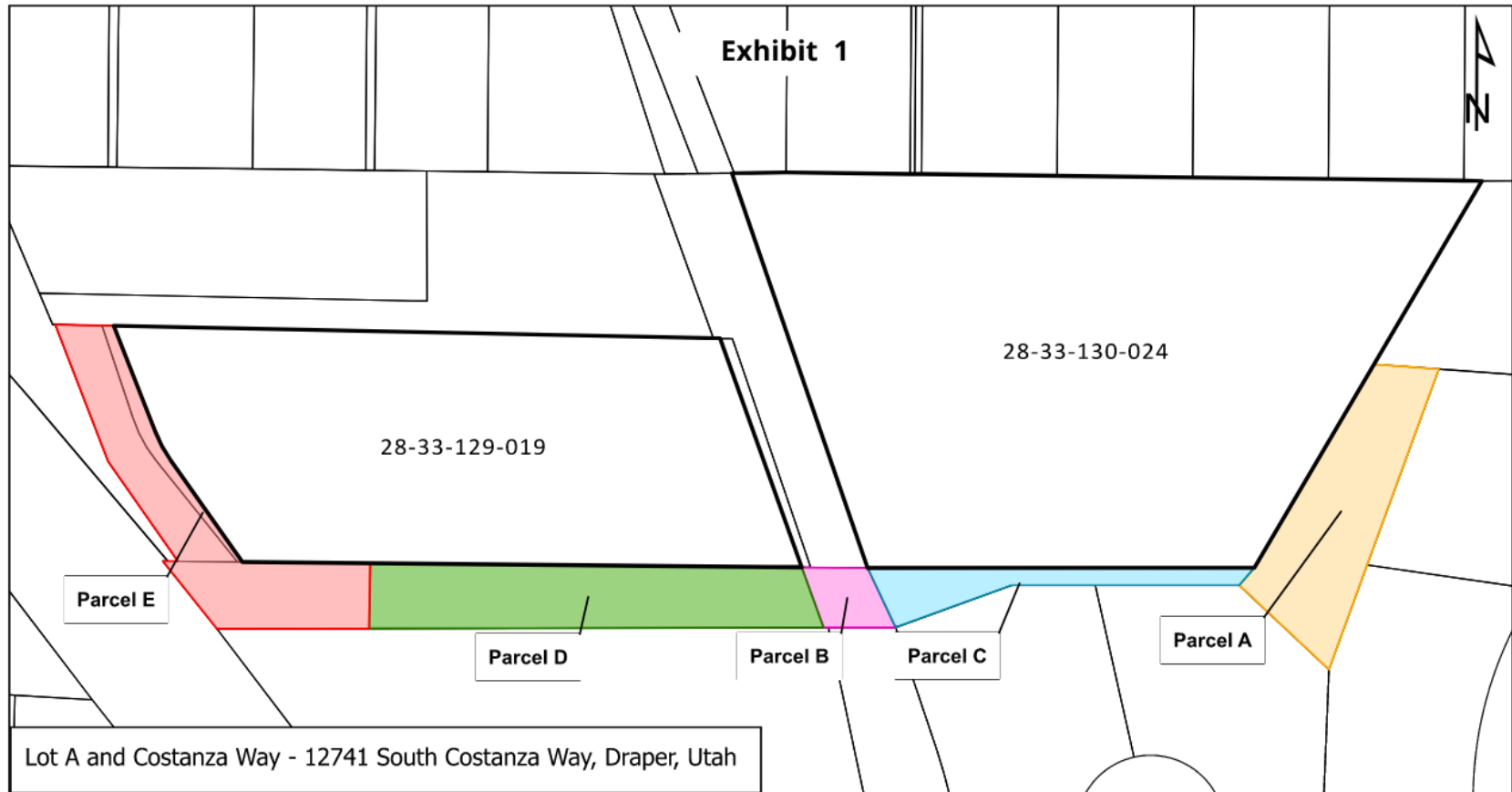
My Commission Expires: _____
Residing at: _____

STATE OF UTAH)
 :ss.
COUNTY OF _____)

On the ____ day of _____, 2025, personally appeared before me Linda A. Richins, who being by me duly sworn, did say that she executed the foregoing Amendment in her capacity as Trustee of the Vern Leland Richins and Linda Asay Richins Living Trust dated February 25, 1996, which trust was shown of record as the “Vern LeLand Richins and Linda Asay Richins Living Trust”.

NOTARY PUBLIC

My Commission Expires: _____
Residing at: _____



MEMO



To: City Council
From: Jennifer Jastremsky, AICP
Date: 2025-09-02
Re: Public Hearing: Ordinance #1672

Comments:

This application is a request for approval of a Text Amendment to DCMC Section 9-3-040 The purpose of the rezone is to increase the number of children allowed in a home-based Preschool, Limited Use.

The Planning Commission will review this item at their August 28, 2025 meeting. An update on their recommendation will be provided at the Council meeting.

The findings are as follows:

For Approval:

1. The proposed amendment is consistent with goals, objectives and policies of the city's general plan.
2. The proposed amendment furthers the specific purpose statements of the zoning ordinance.
3. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance;
4. The proposed amendment will not create a conflict with any other section or part of this title or the general plan.
5. The potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit.
6. The proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.

For Denial:

1. The proposed amendment does not further the specific purpose statements of the zoning ordinance.
2. The proposed amendment is not appropriate given the context of the request and there is not sufficient justification for a modification to the zoning ordinance;
3. The potential effects of the proposed amendment have been evaluated and determined to be detrimental to public health, safety, or welfare and does not represent an overall community benefit.
4. The proposed text amendment does not implement best current, professional practices of urban planning, design, and engineering practices.

ATTACHMENTS:

[Ord 1672- Preschools.pdf](#)

ATTACHMENTS:

[Preschool TA PC Staff Report -8-28-25 Combined.pdf](#)

ORDINANCE NO. 1672

AN ORDINANCE OF DRAPER CITY AMENDING THE TEXT OF THE LAND USE AND DEVELOPMENT CODE OF THE DRAPER CITY MUNICIPAL CODE RELATING TO PRESCHOOL, LIMITED USE.

WHEREAS, Utah State law grants to Draper City the authority to regulate uses of property by zoning districts; and

WHEREAS, it is necessary from time to time to revise certain terms of the Draper City Municipal Code to address provisions that become diminished in appropriateness, applicability, or clarity; and

WHEREAS, the Land Use and Development Code of the Draper City Municipal Code has been established to provide regulations concerning general developments within the City Boundaries; and

WHEREAS, the City Council of Draper City adopted the Land Use and Development Code to guide development within the City Boundaries; and

WHEREAS, the City Council of Draper City finds good cause to revise the terms and provisions of the Land Use and Development Code regarding the number of children allowed for a Preschool, Limited Use; and

WHEREAS, notice has been issued according to the requirements of the Utah Code Annotated and Draper City Municipal Code for public hearings before the Planning Commission and City Council to receive public input regarding the revision of the Land Use and Development Code; and

WHEREAS, the Planning Commission and City Council have each held a public hearing to receive public input regarding the revision of the Land Use and Development Code.

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

Section 1. Findings. The City Council of Draper City has made the following findings that the proposed text amendment regarding the Land Use and Development Code in regards to the Preschool, Limited Use: 1. The proposed amendment is consistent with goals, objectives and policies of the city's general plan. 2. The proposed amendment furthers the specific purpose statements of the zoning ordinance. 3. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance. 4. The proposed amendment will not create a conflict with any other section or part of this title or the general plan. 5. The

potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit. 6. The proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.

Section 2. Amendment/Enactment. Section 9-3-040 of the Land Use and Development Code of the Draper City Municipal Code are hereby revised to read as set forth in Exhibit A.

Section 3. Correction of Editing Errors. The city attorney is authorized to correct any punctuation, spelling, formatting, clerical, or de minimis errors in Exhibit A prior to submitting the ordinance for publishing.

Section 4. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

Section 5. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or 30 days after final passage, whichever is closer to the date of final passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE _____ DAY OF _____, 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, CMC, City Recorder

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

EXHIBIT A

9-3-040: DEFINITIONS:

PRESCHOOL, LIMITED: A home occupation facility where, as a principal function, educational instruction is provided during not more than two (2) sessions per day for up to ~~ten~~ sixteen (~~10~~16) pre-elementary school aged children ages three (3) to six (6) per session during customary schooling hours.



Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

August 15, 2025

To: Draper City Planning Commission
Business Date: August 28, 2025

From: Development Review Committee

Prepared By: Jennifer Jastremsky, AICP, Community Development Director / Zoning
Administrator
Planning Division
Community Development Department
801-576-6328, jennifer.jastremsky@draperutah.gov

Re: City Initiated Preschool, Limited – Text Amendment Request

Application No.: 2025-0189-TA

Applicant: Draper City

Project Location: City Wide

Current Zoning: Residential uses and zones

Request: Request for approval of a Text Amendment to Draper City
Municipal Code (DCMC) Section 9-3-040 to adjust the number of
children allowed in a Preschool, Limited use.

BACKGROUND AND SUMMARY

This application is a request for approval of a Text Amendment to DCMC Section 9-3-040
The purpose of the rezone is to increase the number of children allowed in a home-based
Preschool, Limited use.

ANALYSIS

General Plan and Zoning.

The General Plan supports businesses growth and retention, including local and small
businesses.

- Page 10- Values- Economic Vitality



“Sustain a robust, unique, and local business environment”

- Page 17- “Establishing the proper canvas for economic growth and development is a key function of the City, and translates into opportunities to make Draper more vibrant and business friendly with each succeeding generation. This Plan encourages economic growth using land use polices to retain and expand existing business in locations that provide optimal benefits to the community.”
- Page 34- Economic Vitality Goals- Goal 1
“Emphasize the retention and expansion of businesses in Draper and provide support mechanisms for small businesses in Draper.”
- Page 34- Economic Vitality Goals- Goal 2
“Foster a pro-business environment conducive to attracting new businesses.”

DCMC Section 9-3-040 defines Preschool, Limited uses as follows:

PRESCHOOL, LIMITED: A home occupation facility where, as a principal function, educational instruction is provided during not more than two (2) sessions per day for up to ten (10) preelementary school aged children ages three (3) to six (6) per session during customary schooling hours.

The development standards for Home Occupations listed in DCMC Section 9-34-050, require a Conditional Use Permit for all Preschool, Limited uses. This is so that each individual business can be assessed for impact on the adjacent neighborhood in regards to parking and drop-off and pick-up of students.

Text Amendment. The proposed text amendment is attached to this report as Exhibit B. Blue underlined text indicates new additions, red strikethrough text indicates text that will be removed, and black text indicates text that will remain unchanged.

The proposal will increase the number of students allowed per session from ten to sixteen. The Utah Department of Health and Human Services (DHHS) classifies home-based preschools as Licensed Family Child Care. The number of children allowed by the State is up to eight with one care giver and up to sixteen with two care givers. Currently the DCMC limits home-based preschools to a maximum of ten children during a preschool session, and allows home based businesses to have up to one employee who does not live within the home outright. This creates a conflict, where a home-based preschool could have more than eight students, and have a second teacher, but not go up to the sixteen allowed under Utah State Rules. The proposed change would align the code with the Utah State Rules allowing existing and future home-based preschools to have up to sixteen students.

Criteria For Approval.

A Text Amendment is a matter committed to the legislative discretion of the City Council and is not controlled by any one standard. However, in making a recommendation to the

City Council, the Planning Commission should consider the following factors in Section 9-5-060(E) of the DCMC:

2. *Text Amendments:*

- a. *Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*
- b. *Whether a proposed amendment furthers the specific purpose statements of the zoning ordinance;*
- c. *Whether the proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance;*
- d. *The proposed amendment will not create a conflict with any other section or part of this title or the general plan;*
- e. *Whether the potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit; and*
- f. *The extent to which a proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.*

REVIEWS

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

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

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

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

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

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

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the request based on the findings listed below and the criteria for approval, or denial as listed within the staff report. The Planning Commission should also review the request, hear from the applicant, and receive public comment prior to making a decision.

MODEL MOTIONS AND FINDINGS

Sample Motion for Approval – I move that we forward a positive recommendation to the City Council for the Text Amendment, as requested by Draper City, for the City Initiated Preschool, Limited Text Amendment, application 2025-0189-TA, based on the findings for approval listed in the Staff Report dated August 25, 2025.

Findings for Approval:

1. The proposed amendment is consistent with goals, objectives and policies of the city's general plan.
2. The proposed amendment furthers the specific purpose statements of the zoning ordinance.
3. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to the zoning ordinance;
4. The proposed amendment will not create a conflict with any other section or part of this title or the general plan.
5. The potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare and represents an overall community benefit.
6. The proposed text amendment implements best current, professional practices of urban planning, design, and engineering practices.

Sample Motion for Modified Approval– I move that we forward a positive recommendation to the City Council for the Text Amendment, as requested by Draper City, for the City Initiated Preschool, Limited Text Amendment, application 2025-0189-TA, based on the findings for approval listed in the Staff Report dated August 25, 2025 and as modified by the following additional findings

Additional Findings:

1. (List any additional findings...)

Sample Motion for Denial – I move that we forward a negative recommendation to the City Council for the Text Amendment, as requested by Draper City, for the City Initiated

Preschool, Limited Text Amendment, application 2025-0189-TA, based on the findings for denial listed in the Staff Report dated August 25, 2025.

Findings for Denial:

1. The proposed amendment does not further the specific purpose statements of the zoning ordinance.
2. The proposed amendment is not appropriate given the context of the request and there is not sufficient justification for a modification to the zoning ordinance;
3. The potential effects of the proposed amendment have been evaluated and determined to be detrimental to public health, safety, or welfare and does not represent an overall community benefit.
4. The proposed text amendment does not implement best current, professional practices of urban planning, design, and engineering practices.

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

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

Brien Maxfield

Digitally signed by Brien Maxfield
DN: C=US,
E=brien.maxfield@draperutah.gov,
O=Draper, OU=Public Works -
Engineering, CN=Brien Maxfield
Date: 2025.08.18 10:03:10-06'00'

Draper City Public Works Department

Todd A. Draper

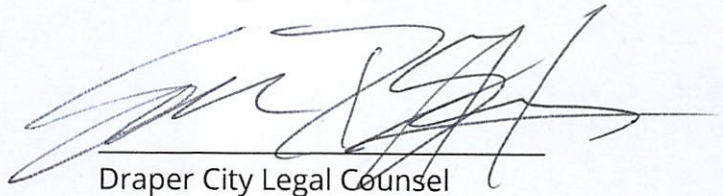
Digitally signed by Todd A.
Draper
DN: C=US,
E=todd.draper@draper.ut.us,
O=Draper City Planning,
CN= Todd A. Draper
Date: 2025.08.19
14:26:26-06'00'

Draper City Planning Division

Don Buckley

Digitally signed by Don Buckley
DN: C=US, E=don.buckley@draper.ut.us,
O=Draper City Fire Department, OU=Fire
Marshal, CN=Don Buckley
Date: 2025.08.19 15:53:14-06'00'

Draper City Fire Department



Draper City Legal Counsel

Reid Gerritsen

Digitally signed by Reid Gerritsen
DN: C=US,
E=reid.gerritsen@draperutah.gov,
OU=Draper City Building, CN=Reid Gerritsen
Reason: I attest to the accuracy and integrity
of this document
Contact info: 601.576.6534
Date: 2025.08.18 06:38:25-06'00'

Draper City Building Division

**EXHIBIT A
DEPARTMENT REVIEWS**

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

Planning Division Review.

1. None provided

Engineering and Public Works Divisions Review.

1. None provided

Building Division Review.

1. None provided

Fire Division Review.

1. None provided

Legal Division Review.

1. None provided

EXHIBIT B
LEGISLATIVE DRAFT

9-3-040: DEFINITIONS:

PRESCHOOL, LIMITED: A home occupation facility where, as a principal function, educational instruction is provided during not more than two (2) sessions per day for up to ~~ten~~ sixteen (~~10~~16) pre-elementary school aged children ages three (3) to six (6) per session during customary schooling hours.

MEMO



To: City Council
From: Maryann Pickering, AICP
Date: 2025-09-02
Re: Public Hearing: Ordinance #1673

Comments:

This application is a request for approval of a 6th Development Agreement Amendment for approximately 9.3 acres located at the terminus of Wildrye Field Way and on the west side of Junegrass Drive, at approximately 11670 S. Wildrye Field Way. The property is currently zoned R4. The request is to amend the Development Agreement to reduce the minimum lot size of two lots in Phase 5.

The Planning Commission is to hear this item on August 28, 2025. Their recommendation will be provided at the City Council meeting.

For approval:

1. The proposed development agreement complies DCMC Section 9-5-200(C) and (D).

For denial:

1. The proposed development agreement does not comply with one or more of the requirements of DCMC Section 9-5-200(C) or (D).

ATTACHMENTS:

[Ordinance 1673.pdf](#)

ATTACHMENTS:

[Big Willow DA PC Report.pdf](#)

ORDINANCE NO. 1673

AN ORDINANCE APPROVING THE BIG WILLOW CREEK 6TH DEVELOPMENT AGREEMENT AMENDMENT FOR APPROXIMATELY 9.3 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 11670 S. WILDRYE FIELD WAY WITHIN DRAPER CITY.

WHEREAS, the Land Use and Development Code of the Draper City Municipal Code has been established to provide regulations concerning general developments within the City Boundaries; and

WHEREAS, the City Council hereby determines that it will be in the best interest of the City to allow development of the subject property in accordance with the 6th Development Agreement Amendment; and

WHEREAS, the 6th Development Agreement Amendment will allow reduced lot sizes from the original Development Agreement; and

WHEREAS, the proposed Development Agreement set forth herein has been reviewed by the Planning Commission and the City Council, and all appropriate public hearings have been held in accordance with Utah law to obtain public input regarding the proposed modifications to development standards; and

WHEREAS, the Planning Commission has reviewed and made a recommendation to the City Council concerning the proposed Development Agreement, and the City Council has found the proposed Development Agreement to be consistent with the City's General Plan.

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

Section 1. Development Agreement. The City of Draper approves the Development Agreement provided in Exhibit A, otherwise known as the Big Willow Creek 6th Development Agreement Amendment.

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

Section 3. Correction of Editing Errors. The city attorney is authorized to correct any punctuation, spelling, formatting, clerical, or de minimum errors in Exhibit A prior to submitting the ordinance for publishing.

Section 4. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or 30 days after final passage, whichever is closer to the date of final passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE _____ DAY OF _____, 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, CMC, City Recorder

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

EXHIBIT A
DEVELOPMENT AGREEMENT

SIXTH AMENDMENT TO
BIG WILLOW CREEK SUBDIVISION DEVELOPMENT AGREEMENT

This Sixth Amendment to Big Willow Creek Subdivision Development Agreement ("Sixth Amendment") is entered into this ____ day of _____, 2025 ("Effective Date"), by and between Draper City, a municipal corporation of the State of Utah, ("City"), and Ivory Development, LLC, a Utah limited liability company ("Developer"), sometimes referred to jointly herein as "Parties."

RECITALS:

WHEREAS the Parties previously entered into that certain Big Willow Creek Subdivision Development Agreement ("Agreement") dated on or about February 13, 2017 with respect to real property located in Draper City, Salt Lake County, State of Utah ("Property");

WHEREAS the Parties previously entered into that certain First Amendment to Big Willow Creek Subdivision Development Agreement dated April 16, 2019;

WHEREAS the Parties previously entered into that certain Second Amendment to Big Willow Creek Subdivision Development Agreement dated May 5, 2020;

WHEREAS the Parties previously entered into that certain Third Amendment to Big Willow Creek Subdivision Development Agreement dated April 20, 2021;

WHEREAS the Parties previously entered into that certain Fourth Amendment to Big Willow Creek Subdivision Development Agreement dated December 10, 2021;

WHEREAS the Parties previously entered into that certain Fifth Amendment to Big Willow Creek Subdivision Development Agreement dated June 7th, 2022;

WHEREAS Developer is seeking Final Plat approval on Big Willow Creek Subdivision Phase 5;

WHEREAS Exhibit B of the original Agreement detailed Lot Densities with a preliminary subdivision design and identified areas with specific lot sizing requirements;

WHEREAS since the original Agreement, a new trail connection has been dedicated to the City and property south of Phase 5 has been subdivided and developed in such a way to necessitate a different road and lot configuration than was originally anticipated by Exhibit B;

WHEREAS the necessary change in road design and trail dedication has eliminated approximately 7,526 SF of property originally intended to be contained in Lots 506 and 512. The elimination of available property has reduced Lots 506 and 512 below the 20,000 SF lot sizing as anticipated by Exhibit B of the original Agreement;

WHEREAS Developer and the City have cooperated in the preparation of this Sixth Amendment and desire to enter into this Sixth Amendment to specify the rights and responsibilities of Developer to develop the Phase 5 Property, as expressed in this Sixth Amendment and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this Sixth Amendment.

NOW, THEREFORE, in consideration of the promises, covenants, representations and warranties hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

1. Definitions. All capitalized terms used but not otherwise defined herein shall have the same meanings assigned such terms in the Agreement.

2. Trail Dedication. City acknowledges that Developer has dedicated property to the City for use as a trail connection as part of Open Space D1 of Big Willow Creek Phase 1B, 1st Amendment. This dedication eliminated approximately 2,214 SF of property originally intended to be included in Lot 506.

3. Road Re-Design. City acknowledges that City has approved Jenson Farms Phase 1A Subdivision in such a way as to require a cul-de-sac in Big Willow Creek Phase 5 where the original Agreement anticipated a through-street. The inclusion of a cul-de-sac eliminated approximately 5,312 SF of property originally intended to be included in Lot 12.

4. Lot 506 and 512 Exception. The minimum lot size for Lot 506 shall be 18,900 SF. The minimum lot size for Lot 512 shall be 14,700 SF. The Parties acknowledge and agree that these amended lot sizes are necessary to achieve the Parties' intended lot count given the elimination of available property resulting from the trail dedication and road re-design.

5. Exhibit B in the Agreement is amended as shown in Exhibit B to reflect the new lots size and reconfiguration resulting from the trail dedication and road re-design.

6. Interpretation/ Conflicting Terms. In the event of a conflict in the terms and conditions of this Sixth Amendment with the terms and conditions of the Agreement, the terms and conditions of this Sixth Amendment shall be binding and govern the conduct of the parties.

7. No Other Changes. All provisions in the Agreement, except as specifically amended by this Fifth Amendment shall remain in full force and effect.

8. Counterparts. This Fifth Amendment may be executed in any number of counterparts, each of which when so executed and delivered, shall be deemed an original, but with all such counterparts being taken together to constitute a single original.

IN as of WITNESS WHEREOF, the parties hereto have set their hands to this Sixth Amendment effective as of the date above first written.

Developer

IVORY DEVELOPMENT, LLC,
A Utah Limited Liability Company

By: _____

Name: _____

Its: _____

STATE OF UTAH)
 :SS.
COUNTY OF SALT LAKE)

On this ___ day of _____, 2025, personally appeared before me _____, known or satisfactorily proved to me to be the person who signed the foregoing instrument, and acknowledged to me that he/she is the _____ of Ivory Development, LLC a Utah Limited Liability Company, and acknowledged to me that said Limited Liability Company executed the same.

Notary Public

CITY:

DRAPER CITY

By _____

Troy K. Walker, Mayor

Attest:

Dated:

City Recorder

Approved as to form:

Dated:

City Attorney

Exhibit A

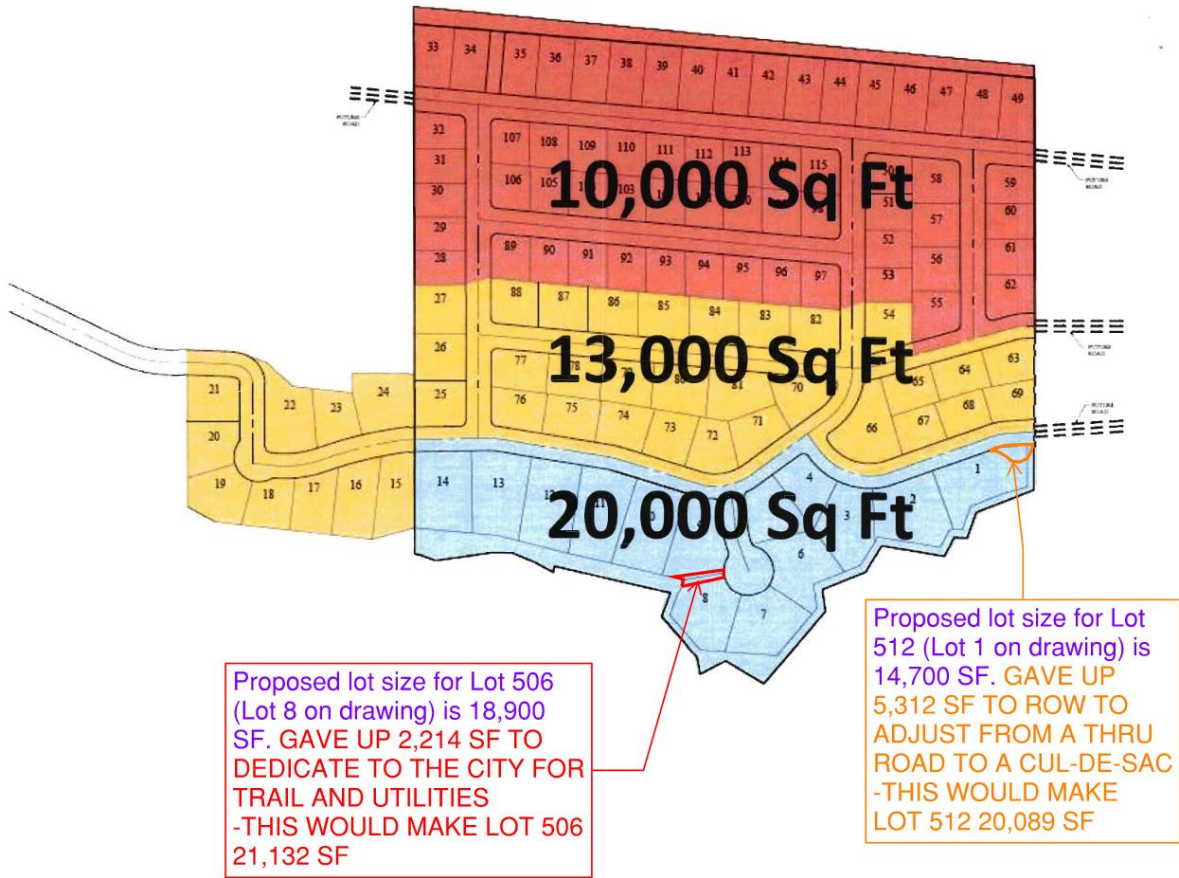
Boundary Description

A part of the Southwest Quarter of Section 24, Township 3 South, Range 1 West, Salt Lake Base and Meridian, located in Draper City, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point on the southerly subdivision line of Big Willow Creek Phase 1B, 1st Amendment recorded as Entry #13144179 on file with the Salt Lake County Recorder's Office, said point also being located N89°54'32"E 871.57 feet along the Section line from the Southwest Corner of Section 24, Township 3 South, Range 1 West, Salt Lake Base and Meridian; running thence along the easterly line of Open Space D1 of said of Big Willow Creek Phase 1B, 1st Amendment the following thirteen (13) courses: (1) N04°07'00"W 25.06 feet; thence (2) S89°54'33"W 54.18 feet; thence (3) N50°38'39"W 64.37 feet; thence (4) N22°10'28"W 147.03 feet; thence (5) N54°29'00"W 65.28 feet; thence (6) N04°54'16"E 152.85 feet; thence (7) N35°46'40"W 116.83 feet; thence (8) N44°32'08"W 116.72 feet; thence (9) N79°42'01"W 72.91 feet; thence (10) N61°19'45"W 81.06 feet; thence (11) N09°26'05"E 115.85 feet; thence (12) N13°29'20"E 57.50 feet; thence (13) N42°12'53"E 53.45 feet; thence N88°09'17"E 118.98 feet to said Easterly Line of Open Space D1; thence along said Easterly Line of Open Space D1 S81°22'37"E 7.09 feet; thence S11°55'59"E 86.90 feet; thence Easterly along the arc of a non-tangent curve to the right having a radius of 60.00 feet (radius bears: S00°27'47"W) a distance of 21.82 feet through a central angle of 20°50'02" Chord: S79°07'12"E 21.70 feet; thence N11°55'59"W 123.96 feet to said Easterly Line of Open Space D1; thence along said Easterly Line of Open Space D1 N12°26'39"E 28.99 feet to the southerly lot line of Lot 111 of Big Willow Creek Phase 1B recorded as Entry #12869206 on file with the Salt Lake County Recorder's Office; thence along said subdivision the following five (5) courses: (1) S73°02'27"E 255.10 feet; thence (2) N16°57'33"E 25.65 feet; thence (3) S73°02'27"E 132.60 feet; thence (4) S09°31'47"W 13.84 feet; thence (5) S84°59'01"E 121.38 feet to the westerly right-of-way line of Junegrass Drive; thence along said Junegrass Drive the following eight (8) courses: (1) S05°00'59"W 298.15 feet; thence (2) Southwesterly along the arc of a curve to the right having a radius of 15.00 feet a distance of 25.96 feet through a central angle of 99°09'19" Chord: S54°35'39"W 22.84 feet; thence (3) S14°10'18"W 60.00 feet; thence (4) Easterly along the arc of a non-tangent curve to the left having a radius of 180.00 feet (radius bears: N14°10'18"E) a distance of 13.54 feet through a central angle of 04°18'39" Chord: S77°59'01"E 13.54 feet to a point of reverse curvature; thence (5) along the arc of a curve to the right having a radius of 15.00 feet a distance of 21.69 feet through a central angle of 82°51'01" Chord: S38°42'50"E 19.85 feet to a point of reverse curvature; thence (6) along the arc of a curve to the left having a radius of 280.00 feet a distance of 90.82 feet through a central angle of 18°35'02" Chord: S06°34'50"E 90.42 feet; thence (7) S15°52'21"E 260.11 feet; thence (8) Southerly along the arc of a curve to the right having a radius of 220.00 feet a distance of 55.82 feet through a central angle of 14°32'15" Chord: S08°36'14"E 55.67 feet to the Section line; thence along said Section line S89°54'33"W 272.86 feet to the point of beginning.

Contains: 9.30 acres±

Exhibit B





Development Review Committee

1020 East Pioneer Road

Draper, Utah 84020

STAFF REPORT

August 19, 2025

To: Draper City Planning Commission
Business Date: August 28, 2025

From: Development Review Committee

Prepared By: Maryann Pickering, AICP, Planner III
Planning Division
Community Development Department
(801) 576-6391 or maryann.pickering@draperutah.gov

Re: **Big Willow Creek – 6th Development Agreement Amendment Request**
Application Nos.: 2025-0196-DA
Applicant: Peter Gamvroulas, representing Ivory Homes
Project Location: Approximately 11670 S. Wildrye Field Way
Current Zoning: R4 (Single Family Residential, 10,000 sq. ft. min. lot size)
Acreage: Approximately 9.3 acres (approximately 405,108 sq. ft.)
Request: Request for approval of a 6th Development Agreement Amendment to reduce the minimum lot size of two lots in Phase 5.

SUMMARY AND BACKGROUND

This application is a request for approval of a 6th Development Agreement Amendment for approximately 9.3 acres located at the terminus of Wildrye Field Way and on the west side of Junegrass Drive, at approximately 11670 S. Wildrye Field Way (Exhibits B and C). The property is currently zoned R4. The request is to amend the Development Agreement to reduce the minimum lot size of two lots in Phase 5.

This property is part of the overall Big Willow Creek development. This development originally obtained approval in January 2017 for 115 dwelling units on 49.75 acres. The approval included a Development Agreement limiting the density to a maximum of 2.3 du/ac (dwelling units per acre), and requires a variety of lot sizes from 20,000 square feet to



10,000 square feet in size. That original Development Agreement required all lots backing to Big Willow Creek be a minimum of 20,000 square feet in size. Preliminary plat approval for all 115 lots was approved by the Planning Commission on July 18, 2017. Phases 1A and 1B obtained final plat approval on September 18, 2018, with an amended plat approved for these phases on November 21, 2019.

In April 2019 the applicant amended the development agreement (1st Amendment Development Agreement) in order to add 18.1 acres of property into the Big Willow Creek Development. The 1st Amendment of the Development Agreement rezoned some of the additional 18.1 acres of property to the RM2 (Multiple-Family Residential), but limited any development to a maximum of 9 du/ac. The remainder of the property was rezoned to R4.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Residential Medium Density	Exhibit D
Current Zoning	R4	Exhibit E
Adjacent Zoning		
East	R4	
West	RA1 (Residential Agricultural)	
North	R4	
South	R4	

The Residential Medium Density land use designation is characterized as follows:



Residential Medium Density

LAND USE DESCRIPTION			
CHARACTERISTICS	<ul style="list-style-type: none"> • Preservation of large tracts of open space, rather than open space contained primarily in individual subdivision lots • Variations and mixing of lot sizes, setbacks, and residential development forms • Minimal fronting of homes on major streets • Provision for trails that allow interconnectivity to other existing or proposed trails • Discourage “piecemeal” infrastructure installation • Trees and abundant landscaping, encouraging low water use and native plants 		
LAND USE MIX	<table border="0"> <tr> <td> Primary <ul style="list-style-type: none"> • Single-family detached homes </td> <td> Secondary <ul style="list-style-type: none"> • Parks • Churches • Schools • Open Space </td> </tr> </table>	Primary <ul style="list-style-type: none"> • Single-family detached homes 	Secondary <ul style="list-style-type: none"> • Parks • Churches • Schools • Open Space
Primary <ul style="list-style-type: none"> • Single-family detached homes 	Secondary <ul style="list-style-type: none"> • Parks • Churches • Schools • Open Space 		
DENSITY	<ul style="list-style-type: none"> • Density range: 2-4 dwelling units per acre 		
COMPATIBLE ZONING	<ul style="list-style-type: none"> • Residential Agricultural (RA2) • Single-family Residential (R3) • Single-family Residential (R4) • Master Planned Community (MPC) 		
OTHER CRITERIA	<ul style="list-style-type: none"> • Preservation of environmental features usually requires a master-planned or cluster development. Increased densities within these areas would be allowed only with compliance to specified performance standards and impact mitigation measures 		

According to Draper City Municipal Code (DCMC) Section 9-8-020 the purpose of the R4 zone is to *“permit medium density residential developments with single-family homes. [The R4 zone is] intended to foster thriving and well maintained neighborhoods that allow upscale single-family homes on smaller lots that require less maintenance and provide a balanced lifestyle.”*

Development Agreement. The application for the 6th Development Agreement Amendment (Exhibit F) allows two lots, Lots 1 and 8, from Exhibit B of the original Development Agreement (Exhibit G) to be reduced in size. The original Development Agreement (Exhibit G) required the lots backing to Big Willow Creek to be a minimum of 20,000 square feet. The 6th Development Agreement Amendment is requested for two reasons. First, the street now known as Sweet Flag Circle in the proposed Big Willow Phase 5 Plat, was originally intended in the original Development Agreement to connect to the Jenson Farms development to the south. That connection is not able to be made based on the design of the approved layout to Jenson Farms 1A to the south; and therefore, a cul-de-sac at the terminus of the street is required. The cul-de-sac design removes 5,312 square feet from

the Lot 1 (now Lot 506 on the Phase 5 Final Plat) as shown on exhibit B of the original development agreement reducing it from 20,089 to 14,777 square feet.

Second, a recorded open space dedication along the east side of Lot 8 (now Lot 512 on the Phase 5 Final Plat) as shown in Exhibit C of the original Development Agreement was done to connect the subdivision to the City's trail system. However, the use of the area has since been expanded to also provide a location for utilities. This dedication removed approximately 2,214 square feet from the lot and it was reduced to 18,918 square feet from 21,132 square feet.

Criteria for Approval:

Development Agreement

The DCMC does not contain criteria for review and potential approval of a Development Agreement. It does, however; contain a list of items that are required as part of an Agreement and limitations to a Development Agreement, as found in DCMC Section 9-5-200(C) and (D). This section depicts the required materials for such requests as:

- C. Procedure: All development agreements, upon proper execution, shall be recorded with the respective County Recorder's Office, shall run with the land, and shall be binding on all successors in the ownership of the affected property. A development agreement shall contain, at a minimum, the following:
 - 1. A legal description of the land subject to the development agreement.
 - 2. The restrictions or conditions to be attached to the property including development standards and the provision of public facilities.
 - 3. The configuration of the project as shown on a project master plan.
 - 4. A statement of the benefits and value the development agreement will have for the City as a whole, including, but not limited to, assurances of design standards, dedication and improvement of open space, parks, trails, amenities, or infrastructure such as public rights-of-way or utilities.
 - 5. The time frames for performance by the parties.
 - 6. A description of the various City approvals required before the commencement of construction and other procedures that will be required after approval of the development agreement.
 - 7. Provisions for enforcement of the terms and conditions of the development agreement.
 - 8. Provisions for making amendments to the development agreement.
 - 9. The time limitation of the agreement.
 - 10. Such other terms as may be proposed and agreed to between the City and developer or subdivider.
- D. Limitations:
 - 1. A development agreement under this section may not:
 - a. Limit the City's authority in the future to:
 - i. Enact a land use regulation; or

- ii. Take any action allowed under Utah Code Annotated Section 10-8-84, as amended;
 - b. Require the City to change the zoning designation of an area of land within the City in the future; or
 - c. Contain a term that conflicts with, or is different from, a standard set forth in an existing land use regulation that governs the area subject to the development agreement, unless the City Council approves the development agreement in accordance with the same procedures for enacting a land use regulation under Utah Code Annotated Section 10-9a-502, including a review and recommendation from the Planning Commission and a public hearing.
2. The City may not require a development agreement as the only option for developing land within the City.
 3. To the extent that a development agreement does not specifically address a matter or concern related to land use or development, the matter or concern is governed by:
 - a. Utah Code Annotated 10-9a-530, as amended; and
 - b. Applicable land use regulations of this Title.

REVIEWS

Planning Division Review. The Draper City Planning Division has completed their review of the 6th Development Agreement Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Engineering and Public Works Divisions Review. The Draper City Engineering and Public Works Divisions has completed their review of the 6th Development Agreement Amendment submission. Comments from this division, if any, can be found in Exhibit A.

Legal Division Review. The Draper City Attorney has completed her completed their review of the 6th Development Agreement Amendment submission. Comments from this division, if any, can be found in Exhibit A

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

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the request, receive public comment, and makes decisions based on the findings listed below and the criteria for approval, or denial, as listed within the staff report.

MODEL MOTIONS AND FINDINGS

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the 6th Development Agreement Amendment, as requested by Peter Gamvroulas of Ivory Homes, application 2025-0196-DA, based on the findings for approval listed in the Staff Report dated August 19, 2025.

Findings for Approval:

1. The proposed development agreement complies DCMC Section 9-5-200(C) and (D).

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the 6th Development Agreement Amendment, as requested by Peter Gamvroulas of Ivory Homes, application 2025-0196-DA, based on the findings for approval listed in the Staff Report dated August 19, 2025 and as modified by the additional findings and specific recommendations as follows:

1. (List additional findings for approval...)
2. (List any specific recommendations...)

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the 6th Development Agreement Amendment, as requested by Peter Gamvroulas of Ivory Homes, application 2025-0196-DA, based on the findings for denial listed in the Staff Report dated August 19, 2025.

Findings for Denial:

1. The proposed development agreement does not comply with one or more of the requirements of DCMC Section 9-5-200(C) or (D).

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

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


Brien Maxfield
Digitally signed by Brien Maxfield
DN: C=US,
E=brien.maxfield@draperutah.gov,
O=Draper, OU=Public Works -
Engineering, CN=Brien Maxfield
Date: 2025.08.20 08:55:52-06'00'

Draper City Public Works Department


Todd A. Draper
Digitally signed by Todd A.
Draper
DN: C=US,
E=todd.draper@draper.ut.us,
O=Draper City Planning,
CN=Todd A. Draper
Date: 2025.08.19
14:57:42-06'00'

Draper City Planning Division


Don Buckley
Digitally signed by Don Buckley
DN: C=US, E=don.buckley@draper.ut.us,
O=Draper City Fire Department, OU=Fire
Marshal, CN=Don Buckley
Date: 2025.08.19 15:13:38-06'00'

Draper City Fire Department



Draper City Legal Counsel


Reid Gerritsen
Digitally signed by Reid Gerritsen
DN: C=US, E=reid.gerritsen@draperutah.gov,
OU=Draper City Building, CN=Reid Gerritsen
Reason: I attest to the accuracy and integrity of
this document
Contact Info: 801.576.6534
Date: 2025.08.19 14:37:39-06'00'

Draper City Building Division



EXHIBIT A
DEPARTMENT REVIEWS

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

Planning Division Review.

1. No additional comments.

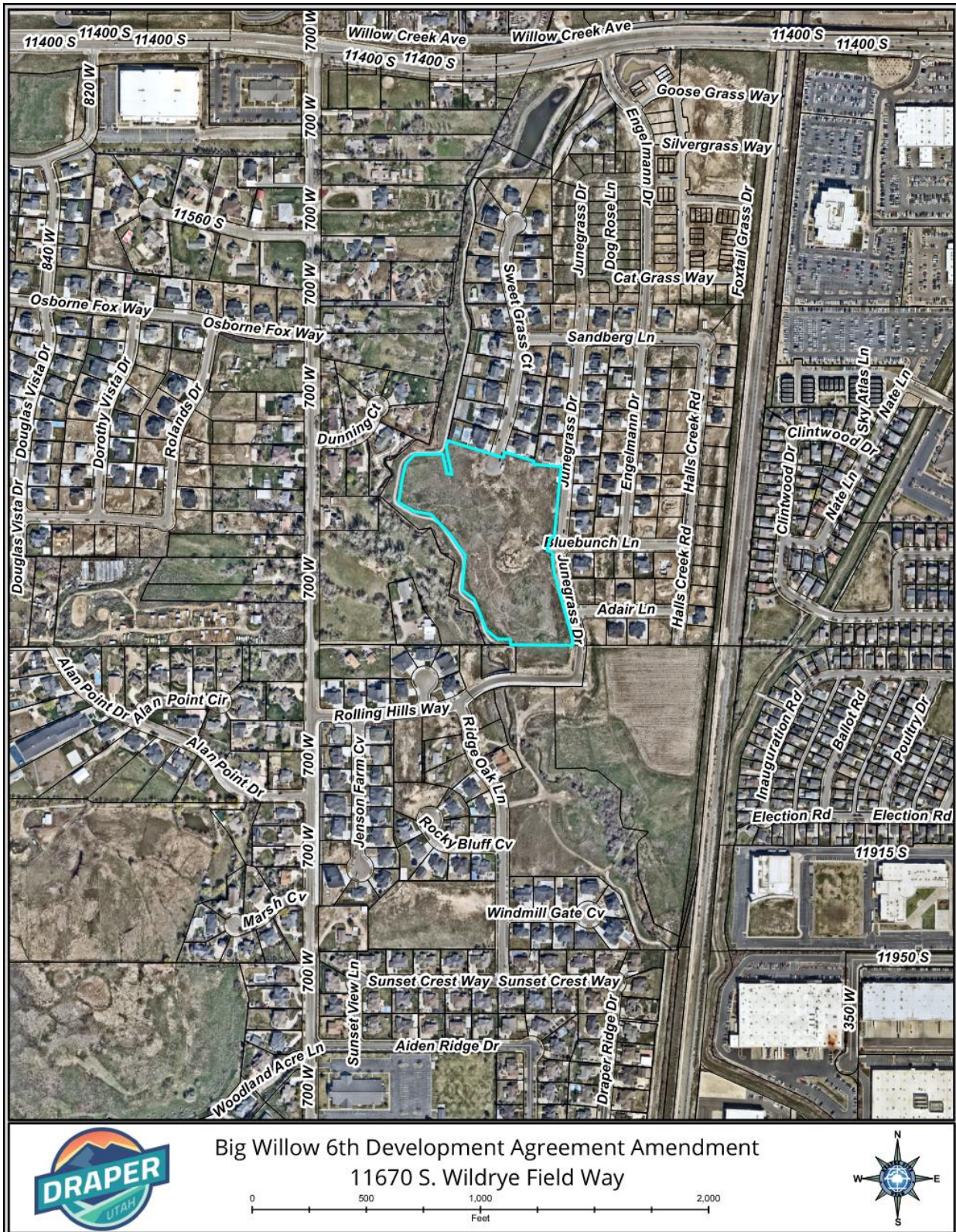
Engineering and Public Works Divisions Review.

1. No additional comments.

Legal Division Review.

1. No additional comments.

EXHIBIT B VICINITY MAP



Big Willow 6th Development Agreement Amendment
11670 S. Wildrye Field Way

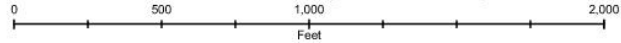


EXHIBIT C
AERIAL MAP



EXHIBIT D
LAND USE MAP

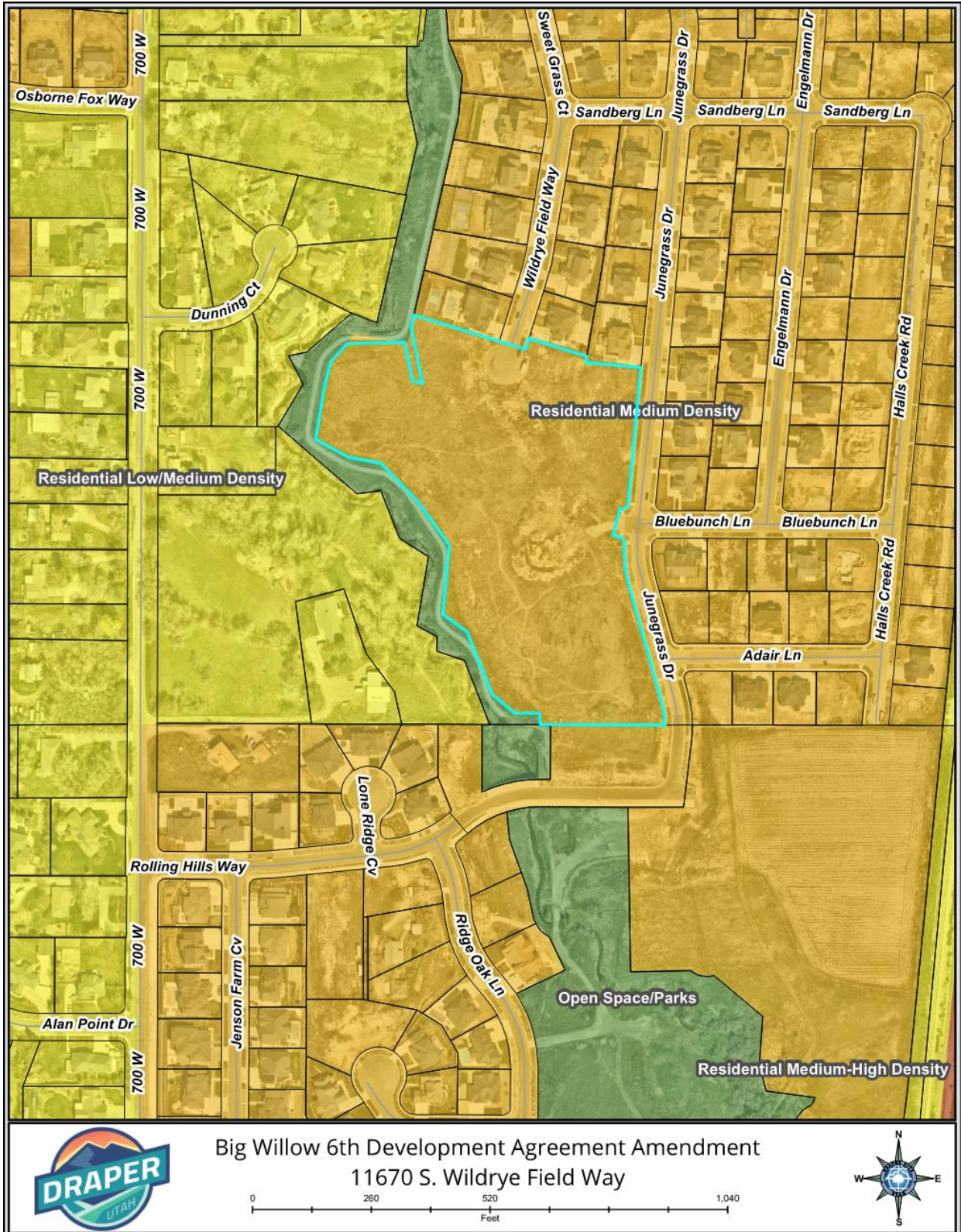


EXHIBIT E ZONING MAP

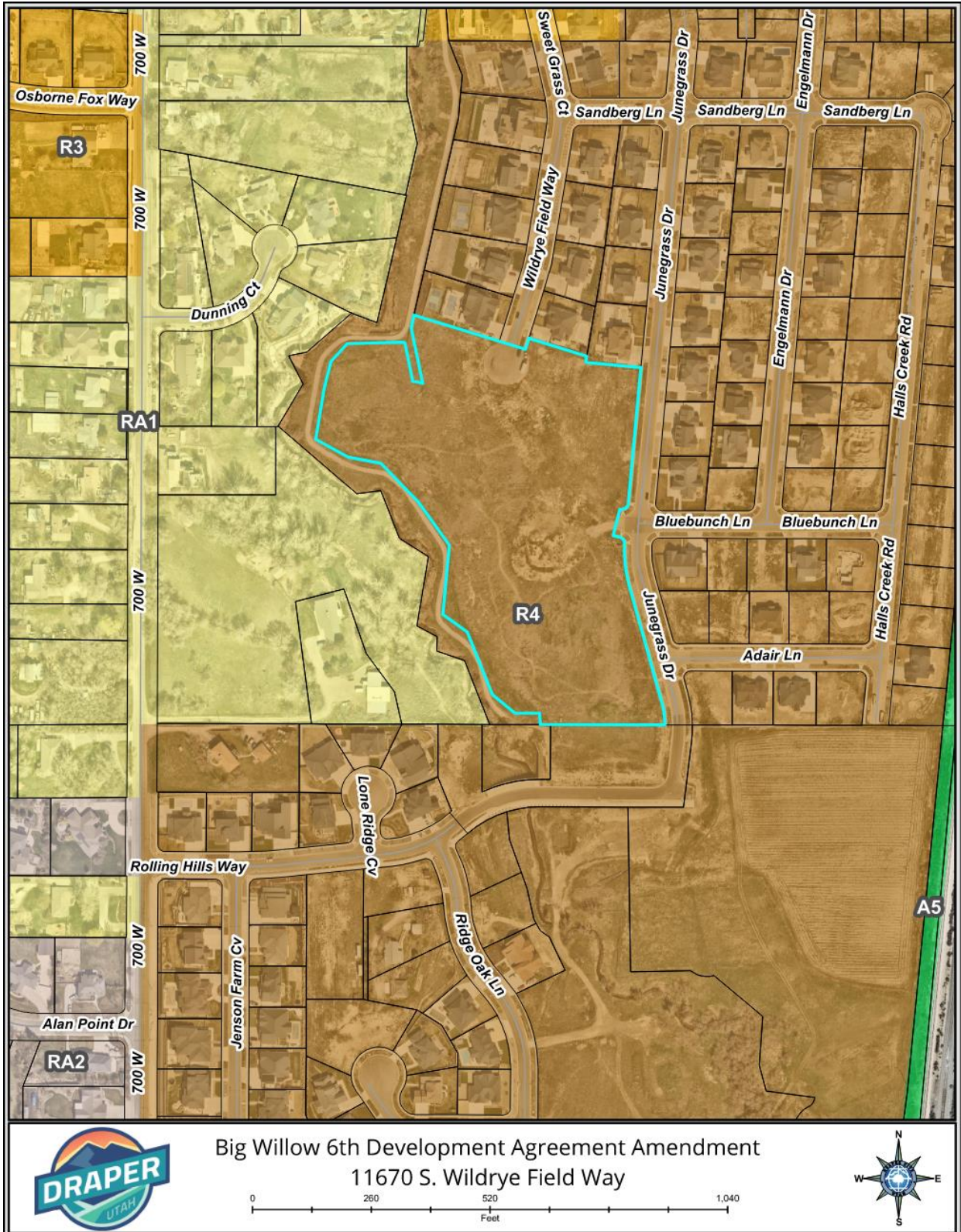


EXHIBIT F
PROPOSED 6TH DEVELOPMENT AGREEMENT AMENDMENT

SIXTH AMENDMENT TO
BIG WILLOW CREEK SUBDIVISION DEVELOPMENT AGREEMENT

This Sixth Amendment to Big Willow Creek Subdivision Development Agreement ("Sixth Amendment") is entered into this ____ day of _____, 2025 ("Effective Date"), by and between Draper City, a municipal corporation of the State of Utah, ("City"), and Ivory Development, LLC, a Utah limited liability company ("Developer"), sometimes referred to jointly herein as "Parties."

RECITALS:

WHEREAS the Parties previously entered into that certain Big Willow Creek Subdivision Development Agreement ("Agreement") dated on or about February 13, 2017 with respect to real property located in Draper City, Salt Lake County, State of Utah ("Property");

WHEREAS the Parties previously entered into that certain First Amendment to Big Willow Creek Subdivision Development Agreement dated April 16, 2019;

WHEREAS the Parties previously entered into that certain Second Amendment to Big Willow Creek Subdivision Development Agreement dated May 5, 2020;

WHEREAS the Parties previously entered into that certain Third Amendment to Big Willow Creek Subdivision Development Agreement dated April 20, 2021;

WHEREAS the Parties previously entered into that certain Fourth Amendment to Big Willow Creek Subdivision Development Agreement dated December 10, 2021;

WHEREAS the Parties previously entered into that certain Fifth Amendment to Big Willow Creek Subdivision Development Agreement dated June 7th, 2022;

WHEREAS Developer is seeking Final Plat approval on Big Willow Creek Subdivision Phase 5;

WHEREAS Exhibit B of the original Agreement detailed Lot Densities with a preliminary subdivision design and identified areas with specific lot sizing requirements;

WHEREAS since the original Agreement, a new trail connection has been dedicated to the City and property south of Phase 5 has been subdivided and developed in such a way to necessitate a different road and lot configuration than was originally anticipated by Exhibit B;

WHEREAS the necessary change in road design and trail dedication has eliminated approximately 7,526 SF of property originally intended to be contained in Lots 506 and 512. The elimination of available property has reduced Lots 506 and 512 below the 20,000 SF lot sizing as anticipated by Exhibit B of the original Agreement;

WHEREAS Developer and the City have cooperated in the preparation of this Sixth Amendment and desire to enter into this Sixth Amendment to specify the rights and responsibilities of Developer to develop the Phase 5 Property, as expressed in this Sixth Amendment and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this Sixth Amendment.

NOW, THEREFORE, in consideration of the promises, covenants, representations and warranties hereinafter set forth, and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

1. Definitions. All capitalized terms used but not otherwise defined herein shall have the same meanings assigned such terms in the Agreement.

2. Trail Dedication. City acknowledges that Developer has dedicated property to the City for use as a trail connection as part of Open Space D1 of Big Willow Creek Phase 1B, 1st Amendment. This dedication eliminated approximately 2,214 SF of property originally intended to be included in Lot 506.

3. Road Re-Design. City acknowledges that City has approved Jenson Farms Phase 1A Subdivision in such a way as to require a cul-de-sac in Big Willow Creek Phase 5 where the original Agreement anticipated a through-street. The inclusion of a cul-de-sac eliminated approximately 5,312 SF of property originally intended to be included in Lot 12.

4. Lot 506 and 512 Exception. The minimum lot size for Lot 506 shall be 18,900 SF. The minimum lot size for Lot 512 shall be 14,700 SF. The Parties acknowledge and agree that these amended lot sizes are necessary to achieve the Parties' intended lot count given the elimination of available property resulting from the trail dedication and road re-design.

5. Exhibit B in the Agreement is amended as shown in Exhibit B to reflect the new lots size and reconfiguration resulting from the trail dedication and road re-design.

6. Interpretation/ Conflicting Terms. In the event of a conflict in the terms and conditions of this Sixth Amendment with the terms and conditions of the Agreement, the terms and conditions of this Sixth Amendment shall be binding and govern the conduct of the parties.

7. No Other Changes. All provisions in the Agreement, except as specifically amended by this Fifth Amendment shall remain in full force and effect.

8. Counterparts. This Fifth Amendment may be executed in any number of counterparts, each of which when so executed and delivered, shall be deemed an original, but with all such counterparts being taken together to constitute a single original.

IN as of WITNESS WHEREOF, the parties hereto have set their hands to this Sixth Amendment effective as of the date above first written.

Developer

IVORY DEVELOPMENT, LLC,
A Utah Limited Liability Company
By: _____
Name: _____
Its: _____

STATE OF UTAH)
 :SS.
COUNTY OF SALT LAKE)

On this ___ day of _____, 2025, personally appeared before me _____, known or satisfactorily proved to me to be the person who signed the foregoing instrument, and acknowledged to me that he/she is the _____ of Ivory Development, LLC a Utah Limited Liability Company, and acknowledged to me that said Limited Liability Company executed the same.

Notary Public

CITY:

DRAPER CITY

By _____

Troy K. Walker, Mayor

Attest:

Dated:

City Recorder

Approved as to form:

Dated:

City Attorney

Exhibit A

Boundary Description

A part of the Southwest Quarter of Section 24, Township 3 South, Range 1 West, Salt Lake Base and Meridian, located in Draper City, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point on the southerly subdivision line of Big Willow Creek Phase 1B, 1st Amendment recorded as Entry #13144179 on file with the Salt Lake County Recorder's Office, said point also being located N89°54'32"E 871.57 feet along the Section line from the Southwest Corner of Section 24, Township 3 South, Range 1 West, Salt Lake Base and Meridian; running thence along the easterly line of Open Space D1 of said of Big Willow Creek Phase 1B, 1st Amendment the following thirteen (13) courses: (1) N04°07'00"W 25.06 feet; thence (2) S89°54'33"W 54.18 feet; thence (3) N50°38'39"W 64.37 feet; thence (4) N22°10'28"W 147.03 feet; thence (5) N54°29'00"W 65.28 feet; thence (6) N04°54'16"E 152.85 feet; thence (7) N35°46'40"W 116.83 feet; thence (8) N44°32'08"W 116.72 feet; thence (9) N79°42'01"W 72.91 feet; thence (10) N61°19'45"W 81.06 feet; thence (11) N09°26'05"E 115.85 feet; thence (12) N13°29'20"E 57.50 feet; thence (13) N42°12'53"E 53.45 feet; thence N88°09'17"E 118.98 feet to said Easterly Line of Open Space D1; thence along said Easterly Line of Open Space D1 S81°22'37"E 7.09 feet; thence S11°55'59"E 86.90 feet; thence Easterly along the arc of a non-tangent curve to the right having a radius of 60.00 feet (radius bears: S00°27'47"W) a distance of 21.82 feet through a central angle of 20°50'02" Chord: S79°07'12"E 21.70 feet; thence N11°55'59"W 123.96 feet to said Easterly Line of Open Space D1; thence along said Easterly Line of Open Space D1 N12°26'39"E 28.99 feet to the southerly lot line of Lot 111 of Big Willow Creek Phase 1B recorded as Entry #12869206 on file with the Salt Lake County Recorder's Office; thence along said subdivision the following five (5) courses: (1) S73°02'27"E 255.10 feet; thence (2) N16°57'33"E 25.65 feet; thence (3) S73°02'27"E 132.60 feet; thence (4) S09°31'47"W 13.84 feet; thence (5) S84°59'01"E 121.38 feet to the westerly right-of-way line of Junegrass Drive; thence along said Junegrass Drive the following eight (8) courses: (1) S05°00'59"W 298.15 feet; thence (2) Southwesterly along the arc of a curve to the right having a radius of 15.00 feet a distance of 25.96 feet through a central angle of 99°09'19" Chord: S54°35'39"W 22.84 feet; thence (3) S14°10'18"W 60.00 feet; thence (4) Easterly along the arc of a non-tangent curve to the left having a radius of 180.00 feet (radius bears: N14°10'18"E) a distance of 13.54 feet through a central angle of 04°18'39" Chord: S77°59'01"E 13.54 feet to a point of reverse curvature; thence (5) along the arc of a curve to the right having a radius of 15.00 feet a distance of 21.69 feet through a central angle of 82°51'01" Chord: S38°42'50"E 19.85 feet to a point of reverse curvature; thence (6) along the arc of a curve to the left having a radius of 280.00 feet a distance of 90.82 feet through a central angle of 18°35'02" Chord: S06°34'50"E 90.42 feet; thence (7) S15°52'21"E 260.11 feet; thence (8) Southerly along the arc of a curve to the right having a radius of 220.00 feet a distance of 55.82 feet through a central angle of 14°32'15" Chord: S08°36'14"E 55.67 feet to the Section line; thence along said Section line S89°54'33"W 272.86 feet to the point of beginning.

Contains: 9.30 acres±

Exhibit B

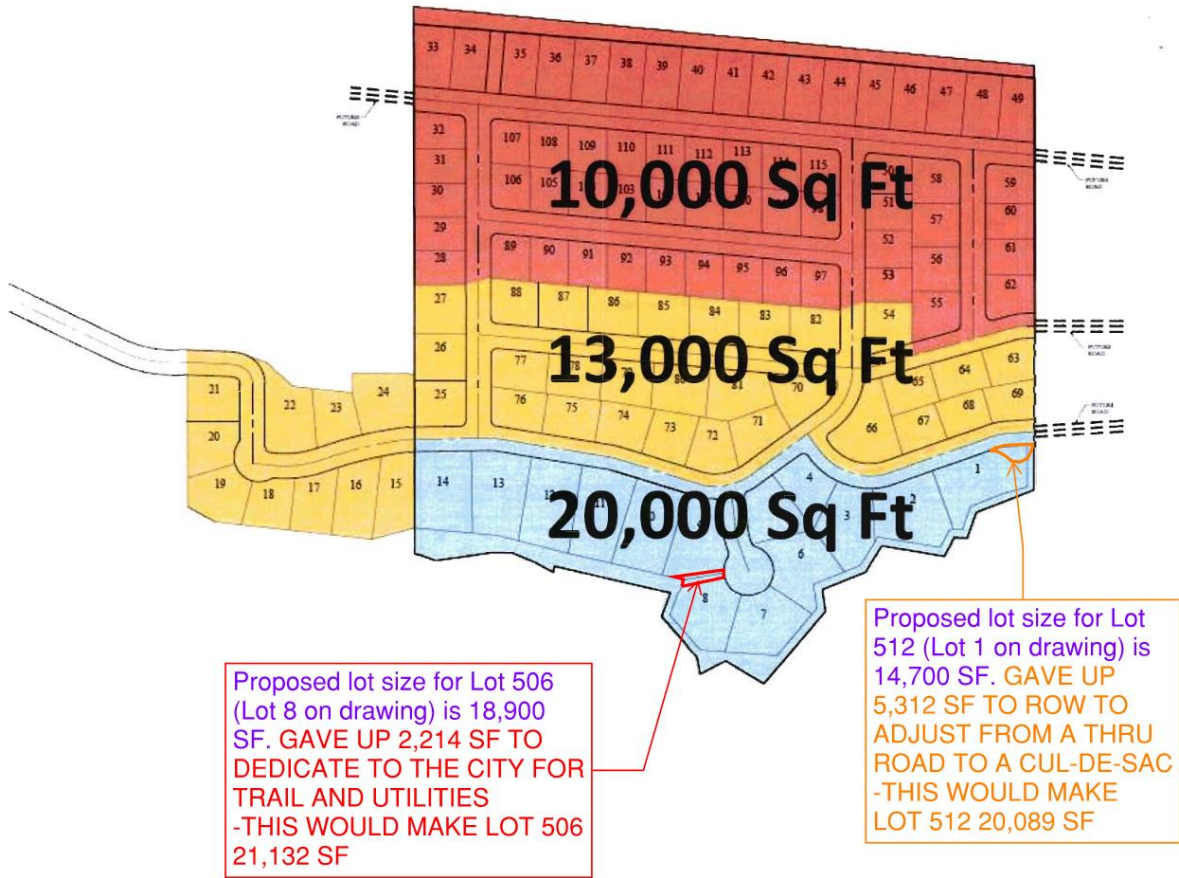


EXHIBIT G
ORIGINAL DEVELOPMENT AGREEMENT

12486069
03/01/2017 11:39 AM \$0.00
Book - 10534 Pg - 617-632
GARY W. OTT
RECORDER, SALT LAKE COUNTY, UTAH
CITY OF DRAPER
1020 E PIONEER RD
DRAPER UT 84020
BY: SSA, DEPUTY - WI 16 P.

When Recorded, Return to:

Ivory Development, LLC
Bryon Prince
978 East Woodoak Lane
SLC, UT 84117

Affecting Tax Parcels No.: 27243520010000, 27243000560000, 27243020120000

BIG WILLOW CREEK
SUBDIVISION DEVELOPMENT AGREEMENT
(425 WEST 11400 SOUTH)

For ten dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, THIS SUBDIVISION DEVELOPMENT AGREEMENT FOR BIG WILLOW CREEK ("Agreement") is made and entered into as of the 13th day of FEBRUARY, 2017, by and between Draper City, a municipal corporation of the State of Utah, ("City"), and Ivory Development, LLC, a Utah limited liability company ("Developer"), sometimes referred to jointly herein as "Parties."

RECITALS:

- A. Developer owns real property within the City located at 425 West and 11400 South more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference ("Property").
- B. Developer has heretofore made application to the City for approval of Developer's Project as a subdivision.
- C. Developer and the City desire that the Property be developed in a unified and consistent fashion according to the terms set forth herein.
- D. Developer has pending a zone amendment application for purposes of amending the zoning of the Property to R-4.
- E. Developer and the City have cooperated in the preparation of this Agreement and desire to enter into this Agreement to specify the rights and responsibilities of Developer to develop the Property as expressed in this Agreement and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this Agreement.
- F. The Parties understand and intend that this Agreement is a "development agreement" within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-102.

AGREEMENT:

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree as follows:

1. Recitals Incorporated.

The above Recitals are integrated into the terms and conditions of this Agreement.

2. Development Requirements.

Subject to the City's approval of the Project as a subdivision, together with all necessary zoning changes, entitlements and approvals, and subject to the terms and conditions of this Agreement, Developer shall proceed with the Project as follows:

a. Compliance with City Ordinances and Development Requirements. The Project shall be developed in accordance with the ordinances and development requirements of the City governing preliminary and final subdivisions. All required plats, drawings and other supporting documents for the Project, and each phase thereof, shall be prepared and submitted to the City for its review and approval.

b. Dedication or Donation. Prior to or simultaneously with recording of the final plat for the Project, or any phase thereof, at the office of the Salt Lake County Recorder, Developer agrees to dedicate, transfer or donate to the City all required easements for the purpose of constructing, installing, operating and maintaining public utilities and improvements of every nature and kind as determined necessary by the City. Additionally, Developer agrees to dedicate, transfer or donate to the City a minimum of three (3) total acres of open space within the Project to be used for trails, passive open space, and creek preservation and maintenance as set forth on the depiction attached hereto as Exhibit "B" and incorporated herein by this reference. All improvements to the open space as depicted on Exhibit "B" and "D" shall be installed by Developer. The Developer shall preserve the existing native landscape in the open space area. Developer shall construct the trail within such designated open space as part of the first phase of the subdivision and in accordance with the City's standards.

c. Road Stubbing. Developer agrees, as part of the Project, to construct a road to the southern edge in the first phase of the development to better provide connectivity to the adjacent parcel and 700 West.

d. Lot Density. Developer's project for development of the Property as set forth in this Agreement is to be known as Big Willow Creek ("Project") and shall consist of a maximum of one hundred fifteen (115) single-family lots on approximately 49.75 acres with a maximum of 2.3 units per acre according to the designated lot densities set forth in Exhibit "C" attached hereto and incorporated herein by this reference.

3. Construction Standards and Requirements.

All Construction shall be conducted and completed in accordance with the ordinances and development standards of the City. All required improvements for the Project shall be constructed in accordance with the City's construction standards and plans specifically approved for this project and all required Public improvements and easements shall be dedicated to the City. Prior to commencing any construction or development of any building, structures or other work or improvements within the Project, the Developer shall secure any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. The Developer shall construct, or cause to be constructed, all improvements for the Project in conformity with all applicable federal, state and/or local laws, rules and regulations.

4. Payment of Fees.

The Developer shall accept and pay all required fees to the City in a timely manner pertaining to the Project or any portion thereof.

5. Reimbursement for “Upsizing”. In addition to the credits set forth above in Section 5, the City shall not require Developer to “upsized” any public improvements (i.e., to construct the improvements to a size larger than required or not necessary to service the Project) unless financial arrangements reasonably acceptable to Developer and the City are made to compensate Developer for the costs associated with upsizing the improvements. In the event any off-site infrastructure or on-site infrastructure designed, constructed, or developed by Developer are oversized for the benefit of any property other than the Property, Developer shall be entitled to reimbursement for the portion of the costs attributable to the oversizing of such improvements within ninety (90) days of submitting an invoice for such work to the City.

6. City Obligations.

Subject to the Developer complying with all of the City’s Ordinances, rules, regulations and the provisions of this Agreement, the City agrees to:

- a. Provide standard municipal services to the Project including police and fire protection, subject to payment of all fees and charges invoiced or levied therefor by the City.
- b. Work in good faith with the Developer to review any proposal submitted by Developer to place a right of way over property belonging to the City. However, City is under no obligation to approve a final right of way design or permit the alteration of the detention pond on its property adjacent to 11400 South Street. Should the City approve a right of way design, Developer is responsible for all costs associated with the design and construction of the right of way and associated improvements, including, but not limited to, the design and construction of changes to the detention pond to accommodate the right of way.
- c. Cause the City’s administrative personnel, with reasonable diligence, to take or cause to be taken all actions required or advisable to be taken preparatory to, but not including, final legislative action by the City Council or the Planning Commission, in connection with adoption of the pending zone amendment and approval of this Agreement.
- d. Maintain all utilities, roads, Open Space and other infrastructure and improvements dedicated to the City as part of the Project.

7. Assignment.

The Developer shall not assign this Agreement or any rights or interests herein without the prior written consent of the City.

8. Default. If Developer or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the party believing that a Default has occurred shall provide Notice to the other party. Said Notice of Default shall, (1) specify the claimed event of Default; (2) identify the provisions of this Agreement claimed to be in Default; (3) identify why the Default is material; and (4) (optional) propose a method and time for curing the Default. Upon the issuance of a Notice of Default, the parties shall engage in a “Meet and Confer”. If the issue is not resolved during the “Meet and Confer” process, the

parties shall engage in a mediation process. If a mediation process is necessary based on the foregoing, the parties shall appoint a mutually acceptable mediator within ten (10) days of the "Meeting and Confer". If the parties are unable to agree on a single acceptable mediator, each shall, within ten (10) days, appoint their own representative. These two representatives shall choose the single mediator. Developer shall pay the fees of the chosen mediator. After being named mediator, such individual shall within fifteen (15) days, review the positions of the parties regarding the mediation issues and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems to be appropriate. The mediator's opinion shall not be binding on the parties. If the parties are not able to resolve the Default by "Meet and Confer" or by mediation then the parties may have all rights and remedies available in equity, including, but not limited to, injunctive relief, and specific performance. Neither party shall be entitled to damages of any nature, which are hereby waived.

9. Notice.

Any notices, requests and demands required or desired to be given hereunder shall be in writing and shall be served personally upon the party for whom intended, or if mailed, by certified mail, return receipt requested, postage prepaid, to such party at its address shown below:

To the Developer:

Ivory Development, LLC. Attn: Bryon Prince
978 Woodoak Lane
Salt Lake City, Utah 84117

To City:

Draper City Attn: City Manager
1020 Pioneer Rd
Draper, UT 84020

Any party may change its address for notice by giving written notice to the other party in accordance with provisions of this Section.

10. Attorneys' Fees.

In the event of any lawsuit between the parties hereto arising out or relating to this Agreement, or any of the documents provided for herein, the prevailing party or parties shall be entitled, in addition to the equitable remedies, if any, awarded in such proceeding, to recover reasonable attorneys' fees and costs.

11. Integration.

This Agreement, together with the exhibits hereto, integrates all of the terms and conditions pertaining to the subject matter hereof and supersedes all prior negotiations, representations, promises, inducements or previous agreements between the parties hereto with respect to the subject matter hereof. Any amendments hereto must be in writing and signed by the perspective parties hereto.

12. Headings.

The headings contained in this Agreement are intended for convenience only and are in no way to be used to construe or limit the text herein.

13. No Third Party Rights/No Joint Venture. This Agreement does not create a joint venture relationship, partnership or agency relationship between the City and Developer. Further, the Parties do not intend this Agreement to create any third-party beneficiary rights. The parties acknowledge that this Agreement refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property unless the City has accepted the dedication of such improvements at which time all rights and responsibilities for the dedicated public improvement shall be the City's.

14. Binding Effect.

This Agreement shall inure to the benefit of, and be binding upon the parties hereto and their respective heirs, representatives, officers, agents, employees, successors and assigns (if any assignments are allowed as provided hereinabove).

[signatures on following page(s)]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first hereinabove written.

Developer:

IVORY DEVELOPMENT, LLC,
a Utah limited liability company

By: [Signature]

Name: CHRISTOPHER P. GAMVROULAS

Its: PRESIDENT

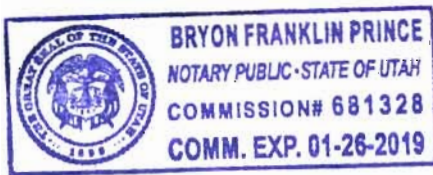
STATE OF UTAH)

: ss.

COUNTY OF SALT LAKE)

On this 13th day of FEBRUARY, ~~2016~~ ²⁰¹⁷, personally appeared before me CHRISTOPHER P. GAMVROULAS known or satisfactorily proved to me to be the person who signed the foregoing instrument, and acknowledged to me that he/she is the PRESIDENT of Ivory Development, LLC, a Utah limited liability company, and acknowledged to me that said limited liability company executed the same.

[Signature]
Notary Public





City:

DRAPER CITY

By

Troy K. Walker

Troy K. Walker, Mayor

Attest and Countersign:

[Signature]

Dated:

2-21-17

City Recorder

STATE OF UTAH)

: ss.



COUNTY OF SALT LAKE)

The foregoing instrument was acknowledged before me this 21st day of February 2017, by Troy K. Walker, Mayor.

Linda Mandet
Notary Public

EXHIBIT "A"

PROPERTY DESCRIPTION

Parcel 1 (27243520010000)

A portion of the SW1/4 of Section 24, Township 3 South, Range 1 West, Salt Lake Base & Meridian, located in Draper, Utah, more particularly described as follows:

Beginning at a point located N89°54'32"E along the Section line 760.64 feet from the Southwest Corner of Section 24, T3S, R1W, S.L.B.& M.; thence along a Boundary Line Agreement recorded in Deed Book 4824 Page 1498 of the Official Records of Salt Lake County, and along the centerline of an existing creek the following 9 (nine) courses and distances: N21°31'28"W 149.85 feet; thence N71°02'08"W 64.72 feet; thence N1°46'22"E 31.69 feet; thence N62°48'48"W 50.40 feet; thence N9°12'22"E 153.15 feet; thence N57°42'18"W 74.60 feet; thence N21°48'38"W 112.66 feet; thence S81°52'32"W 52.81 feet; thence N49°34'56"W 227.41 feet to the easterly line of TIME SQUARE Subdivision, according to the Official Plat thereof on file in the Office of the Salt Lake County Recorder; thence along said plat the following 8 (eight) courses and distances: N30°30'24"E 106.98 feet; thence N27°03'36"W 69.69 feet; thence N78°43'14"E 41.13 feet; thence N48°33'04"E 129.64 feet; thence S69°25'26"E 59.87 feet; thence N12°44'34"E 277.75 feet; thence N12°44'24"E 8.81 feet; thence N79°33'36"W 15.00 feet to the centerline of a creek; thence along said centerline the following 5 (five) course and distances: N27°38'00"E 50.00 feet; thence N22°03'00"E 60.00 feet; thence N0°52'00"E 50.00 feet; thence N8°15'00"W 136.10 feet; thence N19°55'00"E 40.62 feet to the southeast corner of Lot 1, RICHARDSON SUBDIVISION AT DRAPER, according to the Official Plat thereof on file in the Office of the Salt Lake County Recorder; thence N5°54'45"E along said plat 12.14 feet; thence N89°53'47"E 668.34 feet to a point 51.62 feet west of the east line of the West ½ of the SW1/4 of said Section 24; thence S0°01'23"W parallel with, and 51.62 feet west of said line 1,495.26 feet to the south line of said Section; thence S89°54'32"W along the Section line 508.51 feet to the point of beginning.

Contains: 25.17+/- acres

Parcel 2 (27243000560000)

A portion of the SW1/4 of Section 24, Township 3 South, Range 1 West, Salt Lake Base & Meridian, located in Draper, Utah, more particularly described as follows:

Beginning at a point located 51.62 feet west of the Southeast Corner of the West ½ of the SW1/4 of Section 24, T3S, R1W, S.L.B.& M. located N89°54'32"E along the Section line 1,269.15 feet from said Southwest Corner of Section 24; thence N0°01'23"E 1,495.26 feet parallel with, and 51.62 feet west of said east line of the West ½ of the SW1/4 of said Section; thence N89°53'47"E 609.86 feet to the west line of that Real Property described in Deed Book 9810 Page 154 of the Official Records of Salt Lake County; thence S4°37'28"W along said deed 1,055.75 feet; thence S5°19'59"W along said deed 445.21 feet to the south line of said Section; thence S89°54'32"W along the Section line 483.96 feet to the point of beginning.

Contains: 18.84+/- acres

Parcel 3 (27-24-302-012-0000)

BEG W 16.5 FT & S 29.48 FT & S 24°07'30" W 3.87 FT & S 24°07'30" W 120.44 FT FR NE COR OF NW 1/4 OF SW 1/4 SEC 24, T 3S, R 1W, SLM; S 24°07'30" W 365.14 FT; S 2°07' W 233.24 FT; S 12°59' W 57.3 FT; S 41°48' W 100 FT; S 6°18' W 145.19 FT; S 87°29' E 45.62 FT; S 1°04' W 153.55 FT; W 428.02 FT; N6° E 493.22 FT; N 26°30' E 69.62 FT M OR L; E 350.94 FT; N 2°07' W 121.27 FT; N 25°01'06" E 356.37 FT; N 70°07'25" E 63.63 FT TO BEG. 5.74 AC. 4596-0175 6009-2334 6030-0149,01516046-1769 6054-0604,0606 7098-2945 8431-0156 8509-6471 9190-0759 9775-1283

Contains: 5.74+/- acres

EXHIBIT "B"

LOT DENSITIES

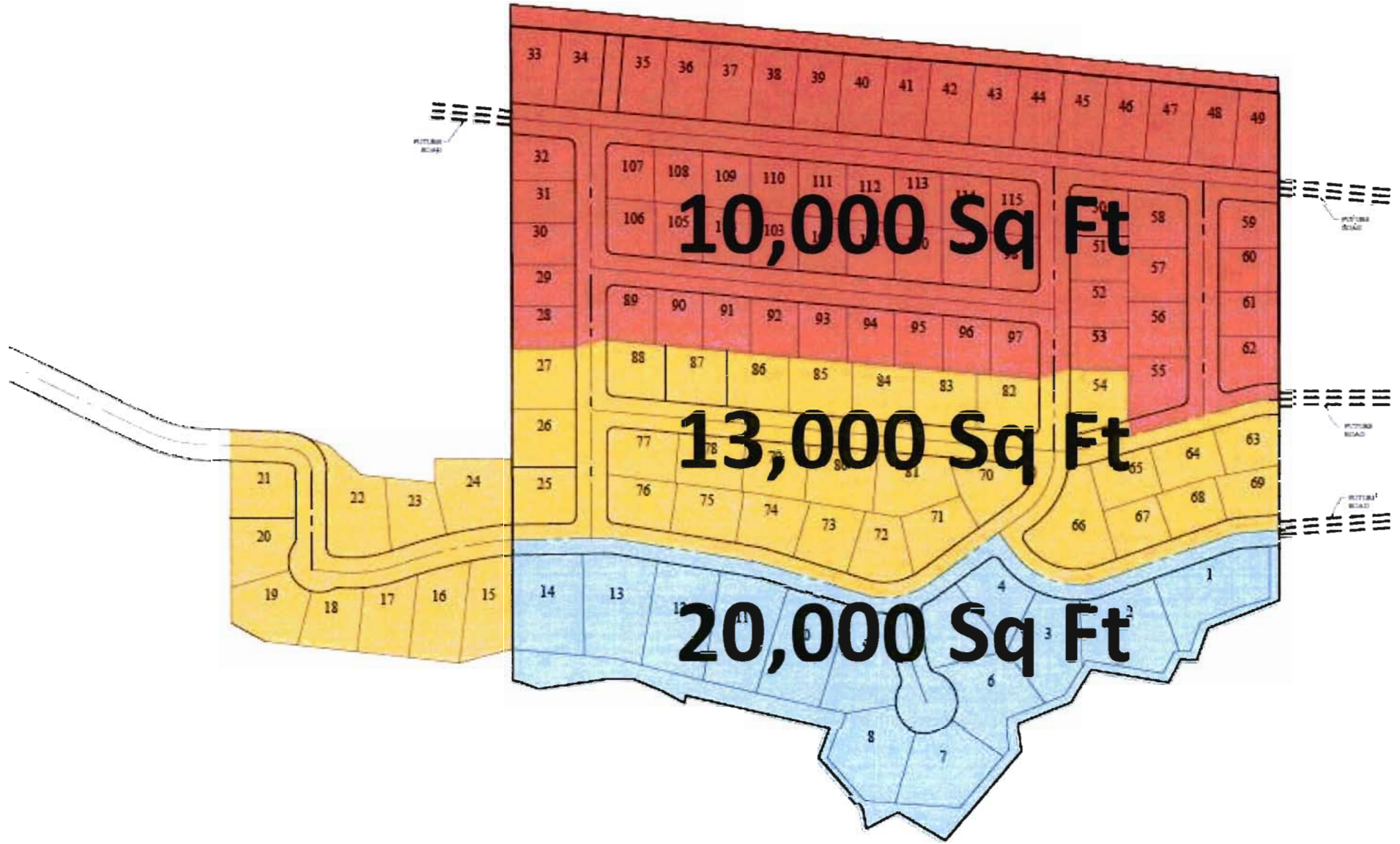
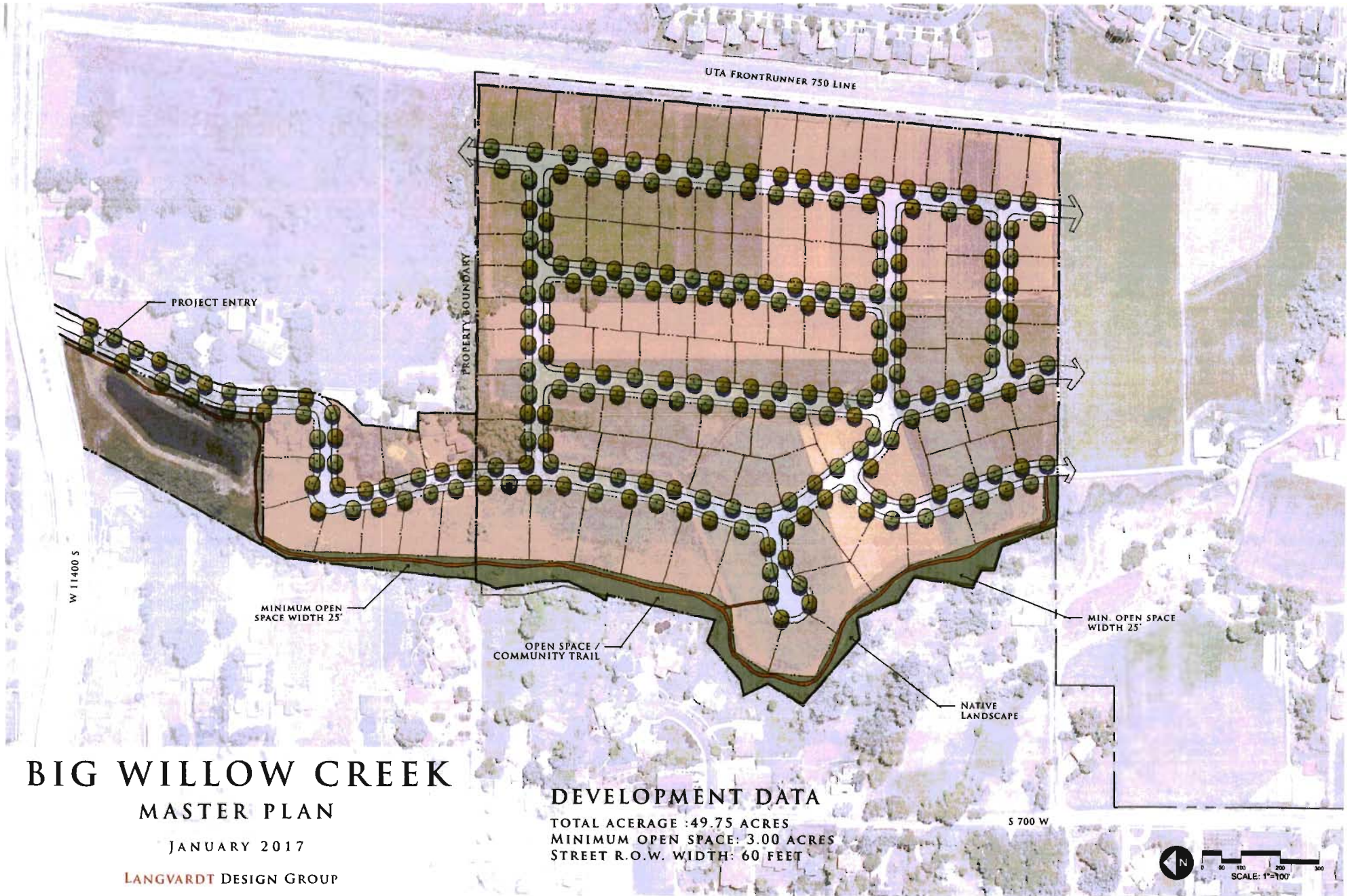


EXHIBIT "C"

PROJECT DEPICTION INCLUDING OPEN SPACE



BIG WILLOW CREEK

MASTER PLAN

JANUARY 2017

LANGVARDT DESIGN GROUP

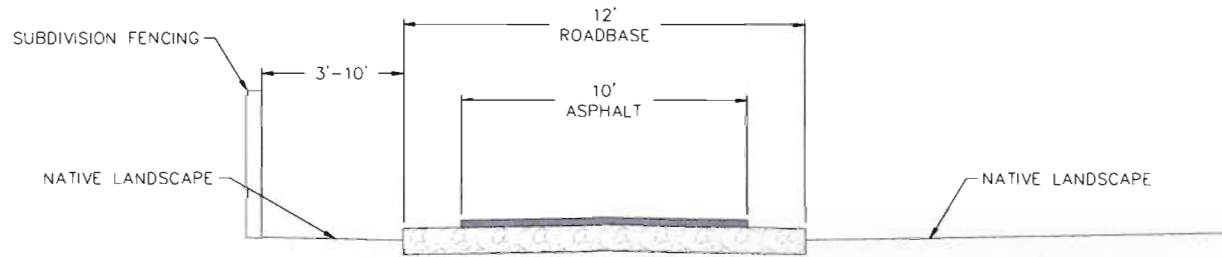
DEVELOPMENT DATA

TOTAL ACERAGE : 49.75 ACRES
 MINIMUM OPEN SPACE: 3.00 ACRES
 STREET R.O.W. WIDTH: 60 FEET

EXHIBIT "D"

OPEN SPACE AND TRAIL CROSS SECTION

BIG WILLOW CREEK



OPEN SPACE AND TRAIL CROSS SECTION

N.T.S.

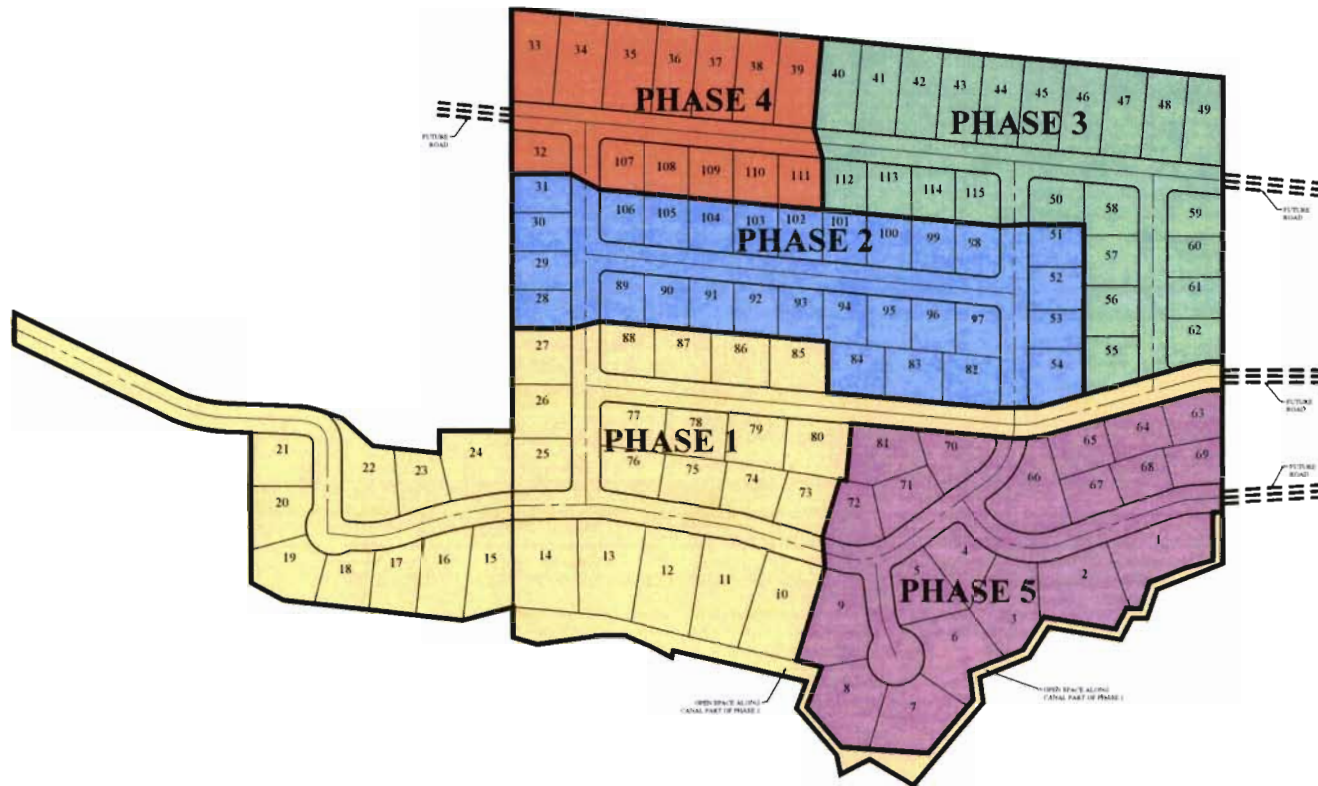
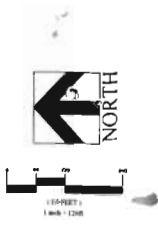
EXHIBIT "E"
PHASING PLAN

BIG WILLOW CREEK

CONCEPT 10

PROJECT# 15-028
 LOCATED AT: 540 WEST 11400 SOUTH, DRAPER

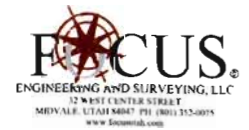
ORIGINAL PROPERTY	49.75 ACRES
SINGLE FAMILY LOTS	115
TOTAL DENSITY	2.31 UNITS/ACRE
OPEN SPACE	5 ACRES (6%)



GENERAL NOTE:

INFORMATION PROVIDED ON THIS PLAN IS BASED ON THE BEST AVAILABLE DATA AT THE TIME OF PREPARATION AND MAY CHANGE AT ANYTIME FOR ANY REASON. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.

DESIGNED BY:



MEMO



To: City Council
From: Todd A. Draper
Date: 2025-09-02
Re: Public Hearing: Ordinances #1674 and #1675

Comments:

These applications are requests for approval of a Land Use Map Amendment and a Zoning Map Amendment for approximately 0.27 acres located on the south side of 12300 South, at approximately 687 W. 12300 S. The subject area is currently within the Open Space/Parks land use designation and is zoned RA2. The applicant is requesting that the Land Use Map and Zoning Map Amendments be approved to eliminate the split land use and zoning designations of the site.

The Planning Commission will hear the requests at their August 28, 2025 meeting and their recommendations will be provided during the staff presentation at the City Council meeting.

Land Use Map Amendment

Findings for Approval:

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

Findings for Denial:

1. The proposed map amendment is not consistent with goals, objectives, and policies of the city's general plan.
2. The proposed map amendment is not harmonious with the overall character of existing development in the vicinity of the subject property.

3. The proposed map amendment will adversely affect adjacent property.
4. There are not adequate facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.
5. The legislative body may reject any amendment to the general plan land use map that the legislative body considers appropriate.

Zoning Map Amendment

Findings for Approval:

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

Findings for Denial:

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

ATTACHMENTS:

[Ordinance #1674.pdf](#)

ATTACHMENTS:

[Ordinance #1675.pdf](#)

ATTACHMENTS:

[City Initiated Concord Properties LUMA and ZMA Staff Report -final.pdf](#)

ORDINANCE NO. 1674

AN ORDINANCE AMENDING THE OFFICIAL LAND USE MAP OF DRAPER CITY FOR APPROXIMATELY 0.27 ACRES OF PROPERTY FROM OPEN SPACE / PARKS TO COMMUNITY COMMERCIAL, LOCATED AT APPROXIMATELY 687 WEST 12300 SOUTH WITHIN DRAPER CITY, OTHERWISE KNOWN AS THE CITY INITIATED CONCORD PROPERTIES LAND USE MAP AMENDMENT.

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

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

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

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

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

Section 1. Land Use Amendment. The following described real property located at approximately 687 W 12300 South within Draper City, Salt Lake County, State of Utah, previously designated Open Space / Parks as shown on the Draper City Land Use Map, as depicted in Exhibit "A" hereto, are hereby changed to the Community Commercial land use designation:

Commencing at the Southwest corner of Section 25, Township 3 South Range 1 West, Salt Lake Meridian; thence North 00°10'24" East 1179.61 feet along section line; thence South 89°22'27" East 94.79 feet to the POINT OF BEGINNING; thence North 00°16'22" East 51.54 feet; thence South 89°45'26" East 228.79 feet; thence South 02°10'54" West 53.09 feet; thence North 89°22'23" West 227.03 feet to the POINT OF BEGINNING.

Section 2. Severability Clause. If any part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion

of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

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

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE _____ DAY OF _____, 2025.

DRAPER CITY

Mayor Troy K. Walker

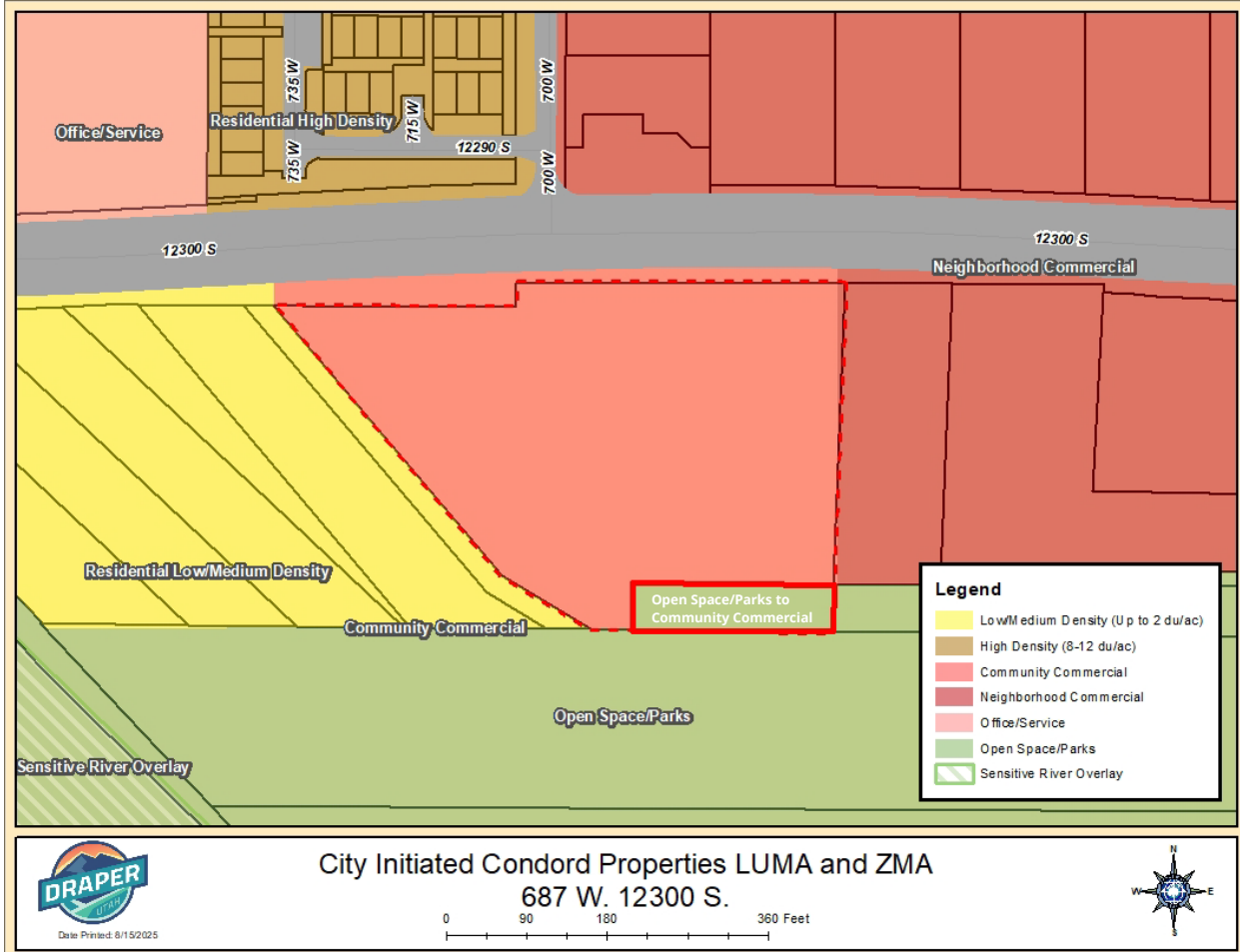
ATTEST:

Nicole Smedley, City Recorder

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

EXHIBIT A

CITY INITIATED CONCORD PROPERTIES LAND USE MAP AMENDMENT



ORDINANCE NO. 1675

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF DRAPER CITY FOR APPROXIMATELY 0.27 ACRES OF PROPERTY FROM RA2 (RESIDENTIAL AGRICULTURAL) TO CG (GENERAL COMMERCIAL), LOCATED AT APPROXIMATELY 687 WEST 12300 SOUTH WITHIN DRAPER CITY, OTHERWISE KNOWN AS THE CITY INITIATED CONCORD PROPERTIES ZONING MAP AMENDMENT.

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

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

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

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

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

Section 1. Zoning Map Amendment. The following described real property located at approximately 687 West 12300 South within Draper City, Salt Lake County, State of Utah, previously zoned RA2 as shown on the Draper City Zoning Map, as depicted in Exhibit "A" hereto, are hereby changed and rezoned to CG:

Commencing at the Southwest corner of Section 25, Township 3 South Range 1 West, Salt Lake Meridian; thence North 00°10'24" East 1179.61 feet along section line; thence South 89°22'27" East 94.79 feet to the POINT OF BEGINNING; thence North 00°16'22" East 51.54 feet; thence South 89°45'26" East 228.79 feet; thence South 02°10'54" West 53.09 feet; thence North 89°22'23" West 227.03 feet to the POINT OF BEGINNING.

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

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

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE _____ DAY OF _____, 2025.

DRAPER CITY

Mayor Troy K. Walker

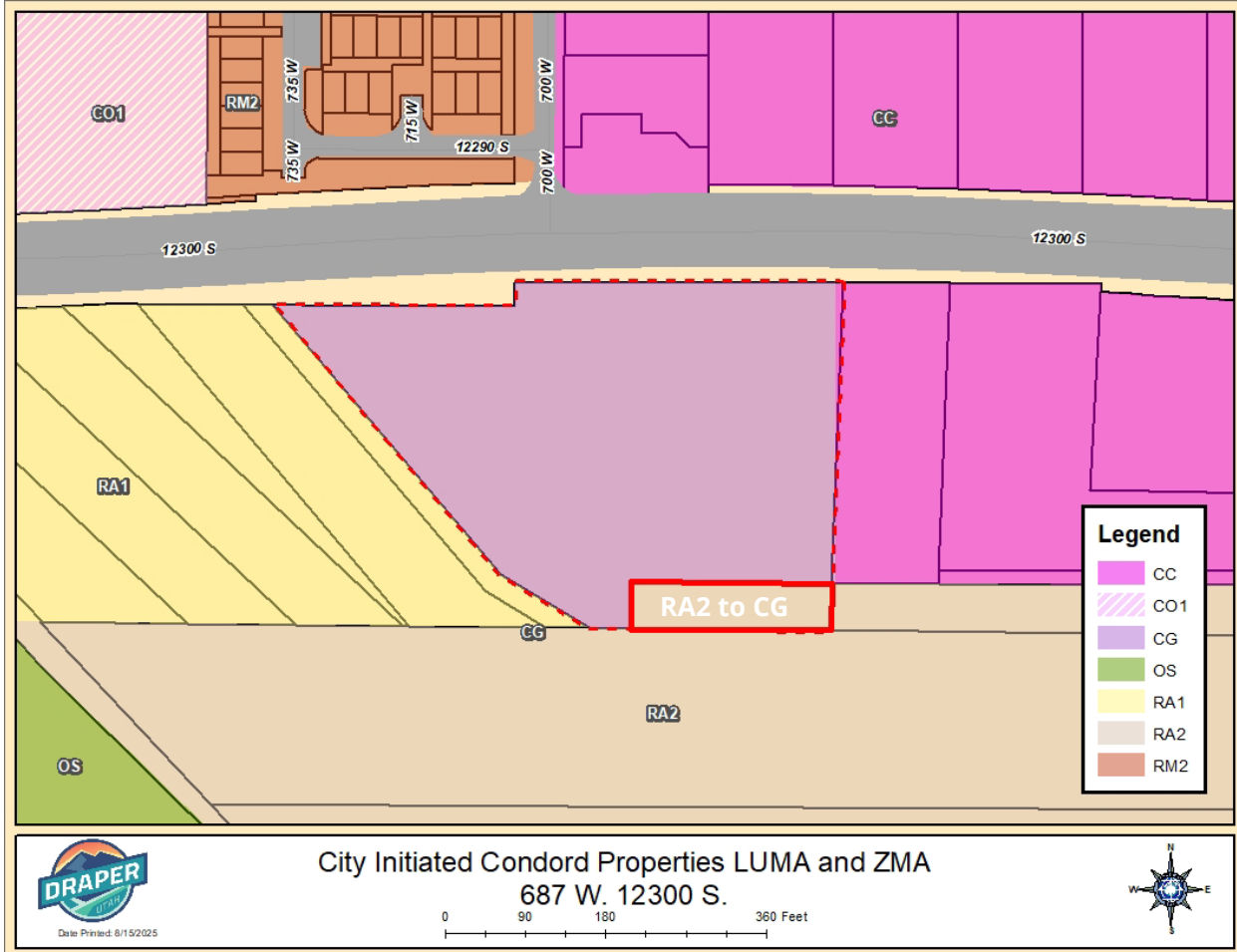
ATTEST:

Nicole Smedley, City Recorder

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

EXHIBIT A

CITY INITIATED CONCORD PROPERTIES ZONING MAP AMENDMENT





Development Review Committee

1020 East Pioneer Road

Draper, UT 84020

August 18, 2025

To: Draper City Planning Commission
Business Date: August 28, 2025

From: Development Review Committee

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

Re: City Initiated Concord Properties – Land Use Map and Zoning Map Amendment Requests

Application No.: 2025-0197-MA and 2025-0206-MA

Applicant: Draper City

Project Location: Approximately 687 W. 12300 S.

Current Zoning: RA2 (Residential Agricultural, 20,000 ft² min. lot size) Zone

Acreage: Approximately 0.27 Acres (Approximately 11,761 ft²)

Request: Request for approval of a Land Use Map Amendment from the Open Space/Parks land use designation to the Community Commercial land use designation and from the RA2 zone to the CG (General Commercial) zone to eliminate the split land use and zoning designations of the site.

BACKGROUND AND SUMMARY

This application is a request for approval of a Land Use Map Amendment and a Zoning Map Amendment for approximately 0.27 acres located on the south side of 12300 South, at approximately 687 W. 12300 S. (Exhibit C & D). The subject area is currently within the Open Space/Parks land use designation and is zoned RA2. The applicant is requesting that the Land Use Map and Zoning Map Amendments be approved to eliminate the split land use and zoning designations of the site.

In March of 2025 the City sold approximately 0.27 acres of property to Concord Properties adjacent to a parcel of land that they owned and adjusted the mutual property boundary line between the two. The land use and zoning designations of the approximately 0.27



acres that were sold do not align with the Community Commercial land use designation or CG zoning that exists on the balance of the Concord Properties property. If these requests are approved it would correct that oversight and allow for the intended commercial development of the parcel to proceed.

ANALYSIS

General Plan and Zoning.

Table 1	General Plan and Zoning Designations	Exhibit
Existing Land Use	Open Space/Parks	Exhibit E
Current Zoning	RA2	Exhibit F
Proposed Land Use	Community Commercial	
Adjacent Zoning		
East	RA2	
West	CG	
North	CG	
South	RA2	

The Open Space/Parks land use designations is characterized as follows:

Open Space and Parks

LAND USE DESCRIPTION	
CHARACTERISTICS	<ul style="list-style-type: none"> • Applies to natural areas that have the potential to be permanent open space • Efforts should continue to preserve mountainous areas, drainage and riparian areas with attractive indigenous vegetation • Areas designated as permanent natural open space should be placed within a conservation easement
LAND USE MIX	<ul style="list-style-type: none"> • City’s established parks • Public/private golf courses • Greenbelts/linear parks • Large retention areas that have recreational potential • Natural area open space
COMPATIBLE ZONING	<ul style="list-style-type: none"> • Public Open Space (OS) • Agricultural (A2) • Agricultural (A5)
OTHER CRITERIA	<ul style="list-style-type: none"> • A variety of methods can be used to preserve these areas, including easements, dedications, and acquisition, some with the potential of having tax relief benefits

The Community Commercial land use designation is characterized as follows:



Community Commercial

LAND USE DESCRIPTION	
CHARACTERISTICS	<ul style="list-style-type: none"> • Includes the full scope of commercial land uses that require and utilize exposure to the freeway • Intended to be traveler-or commuter-oriented and should provide lodging, food, personal services and other similar uses • Frontage roads • Deeper setbacks for landscaping and enhancements • Limited traffic access points • Visual unity • Uniform design standards and aesthetics • Access to individual properties should be provided only from frontage roads • Well landscaped street frontages • Limited traffic access points for the site • Common off-street traffic circulation and parking areas • Pedestrian access from surrounding residential areas
LAND USE MIX	<ul style="list-style-type: none"> • Large-scale, master-planned commercial centers • Big-box stores and offices
COMPATIBLE ZONING	<ul style="list-style-type: none"> • Community Commercial (CC) • General Commercial (CG) • Interchange Commercial (CI) • Institutional Care (IC)
LOCATION	<ul style="list-style-type: none"> • Strategically placed along high-traffic corridors with convenient points of traffic access to and from residential areas

According to Draper City Municipal Code (DCMC) Section 9-8-020 the purpose of the RA2 zone is to *“foster low density development with little impact on its surroundings and municipal services; to generally preserve the character of the city's semirural areas; and to promote and preserve conditions favorable to large lot family life, including the keeping of limited numbers of animals and fowl. The predominant use in these zones is intended to be detached single-family dwellings, protected from encroachment by commercial and industrial uses.”*

The purpose of the CG zone according to DCMC Section 9-8-020 is to, *“provide areas to accommodate commercial uses which are not within shopping centers of integrated design. This zone is intended to apply to existing "strip commercial" developments. The zone should not be used for new commercial development unless integrated shopping center development is not practical or desirable because of difficult size, shape, topography, or similar problems related to land otherwise deemed to be appropriate for commercial use. Typical uses in this zone include offices, retail stores, personal services, heavy commercial, and institutional uses.*

Criteria For Approval.

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

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

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

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

1. Map Amendments:

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

The proposed Map amendments are consistent with the goals, objectives and policies of the city's general plan in that their approval will allow for the entire property to be developed in a consistent manner and supports Economic Vitality goal EV-1 from the General Plan. That goal emphasizes the need for retention and expansion of businesses in Draper including the support for small businesses in Draper. The overall site is proposed to be developed as the new location of Specialized Manufacturing, an existing local business. Economic Vitality goal EV-3 is also supported by the change as the changes to the land use and zoning designations will support the renovation and reuse of the currently vacant parcel, and the planned expansion of the local business will result in the creation of new jobs.

The amendments are harmonious with the overall commercial character of properties that front onto 12300 South, and would create a uniform zoning classification and land use designation for the overall subject property. The immediately adjacent property is owned by the City as part of the Galena Park complex, and adverse impacts from the proposed changes for this small area would be relatively negligible. There is no new or additional burden placed on facilities and services intended to serve the overall property by the proposed changes.

REVIEWS

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

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

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

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

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

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

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

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the requests, receive public comment, and make decisions based on the findings listed below and the criteria for approval, or denial, as listed within the staff report.

MODEL MOTIONS

Land Use Map Amendment

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Land Use Map Amendment, as requested by Draper City, application 2025-0206-MA, based on the following findings and the criteria for approval listed in the Staff Report dated August 19, 2025.

Findings for Approval:

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

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

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Land Use Map Amendment, as requested by Draper City, application 2025-0206-MA, based on the following findings and the criteria for approval listed in the Staff Report dated August 19, 2025, and as modified by the following additional findings:

1. (List any additional findings ...)

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the Land Use Map Amendment, as requested by Draper City, application 2025-0206-MA, based on the findings and the criteria for denial as listed in the Staff Report dated August 19, 2025.

Findings for Denial:

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

Zoning Map Amendment

Sample Motion for Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Zoning Map Amendment, as requested by Draper City, application 2025-0197-MA, based on the following findings and the criteria for approval listed in the Staff Report dated August 19, 2025.

Findings for Approval:

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

Sample Motion for Modified Positive Recommendation – I move that we forward a positive recommendation to the City Council for the Zoning Map Amendment, as requested by Draper City, application 2025-0197-MA, based on the following findings and the criteria for approval listed in the Staff Report dated August 19, 2025, and as modified by the following additional findings:

1. (List any additional findings ...)

Sample Motion for Negative Recommendation – I move that we forward a negative recommendation to the City Council for the Zoning Map Amendment, as requested by Draper City, application 2025-0197-MA, based on the following findings and the criteria for denial listed in the Staff Report dated August 19, 2025.

Findings for Denial:

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

DEVELOPMENT REVIEW COMMITTEE ACKNOWLEDGEMENT

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

Brien Maxfield

Digitally signed by Brien Maxfield
DN: C=US, E=brien.maxfield@draperutah.gov,
O=Draper, OU=Public Works - Engineering,
CN=Brien Maxfield
Date: 2025.08.21 08:08:53-06'00'

Draper City Public Works Department

Todd A. Draper

Digitally signed by Todd A.
Draper
DN: C=US,
E=todd.draper@draper.ut.us,
O=Draper City Planning,
CN=Todd A. Draper
Date: 2025.08.20
18:09:29-06'00'

Draper City Planning Division

Don Buckley

Digitally signed by Don Buckley
DN: C=US,
E=don.buckley@draper.ut.us,
O=Draper City Fire Department,
OU=Fire Marshal, CN=Don Buckley
Date: 2025.08.21 14:31:40-06'00'

Draper City Fire Department

Draper City Legal Counsel

Matthew Symes

Digitally signed by Matthew Symes
DN: C=US,
E=matt.symes@draperutah.gov,
O=Draper City Corp., CN=Matthew Symes
Date: 2025.08.21 10:54:44-06'00'

Draper City Building Division

**EXHIBIT A
DEPARTMENT REVIEWS**

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

Planning Division Review.

1. No additional Comments

Engineering and Public Works Divisions Review.

1. No additional Comments

Building Division Review.

1. No additional Comments

Fire Division Review.

1. No additional Comments

GIS Division Review.

1. No additional Comments

Legal Division Review.

1. No additional Comments

EXHIBIT B
LEGAL DESCRIPTION

Commencing at the Southwest corner of Section 25, Township 3 South Range 1 West, Salt Lake Meridian; thence North 00°10'24" East 1179.61 feet along section line; thence South 89°22'27" East 94.79 feet to the POINT OF BEGINNING; thence North 00°16'22" East 51.54 feet; thence South 89°45'26" East 228.79 feet; thence South 02°10'54" West 53.09 feet; thence North 89°22'23" West 227.03 feet to the POINT OF BEGINNING.

EXHIBIT C VICINITY MAP

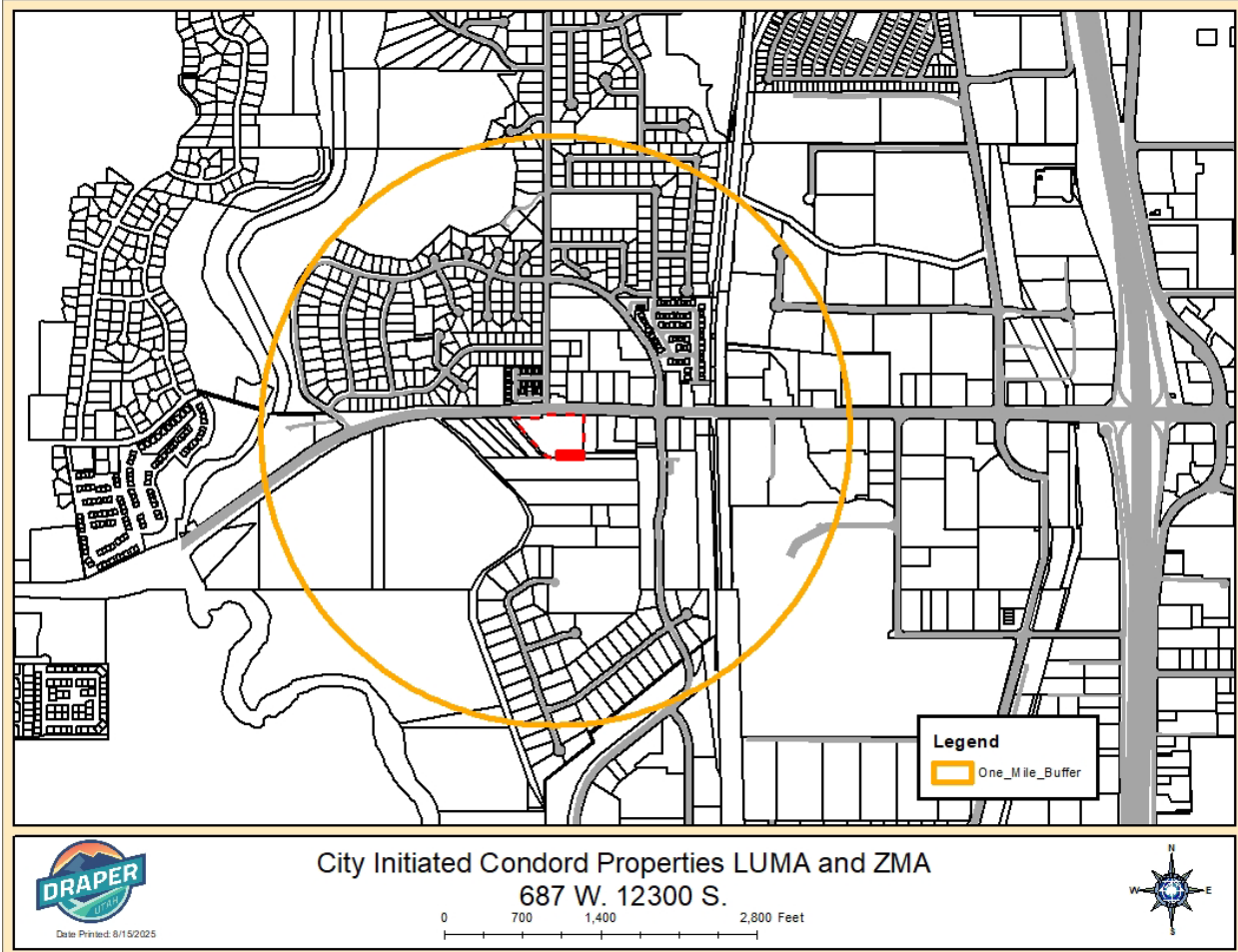


EXHIBIT D AERIAL MAP

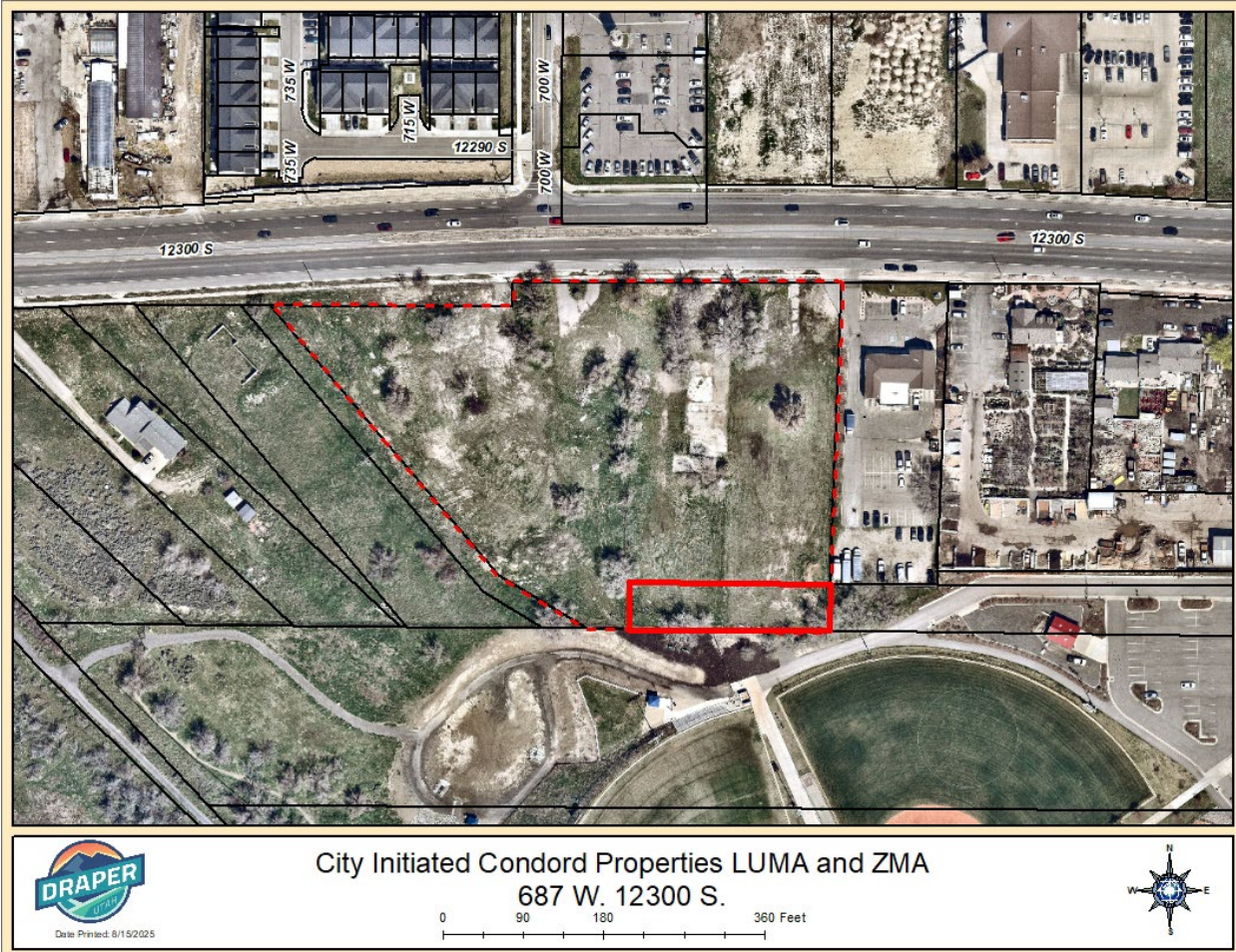


EXHIBIT E LAND USE MAP

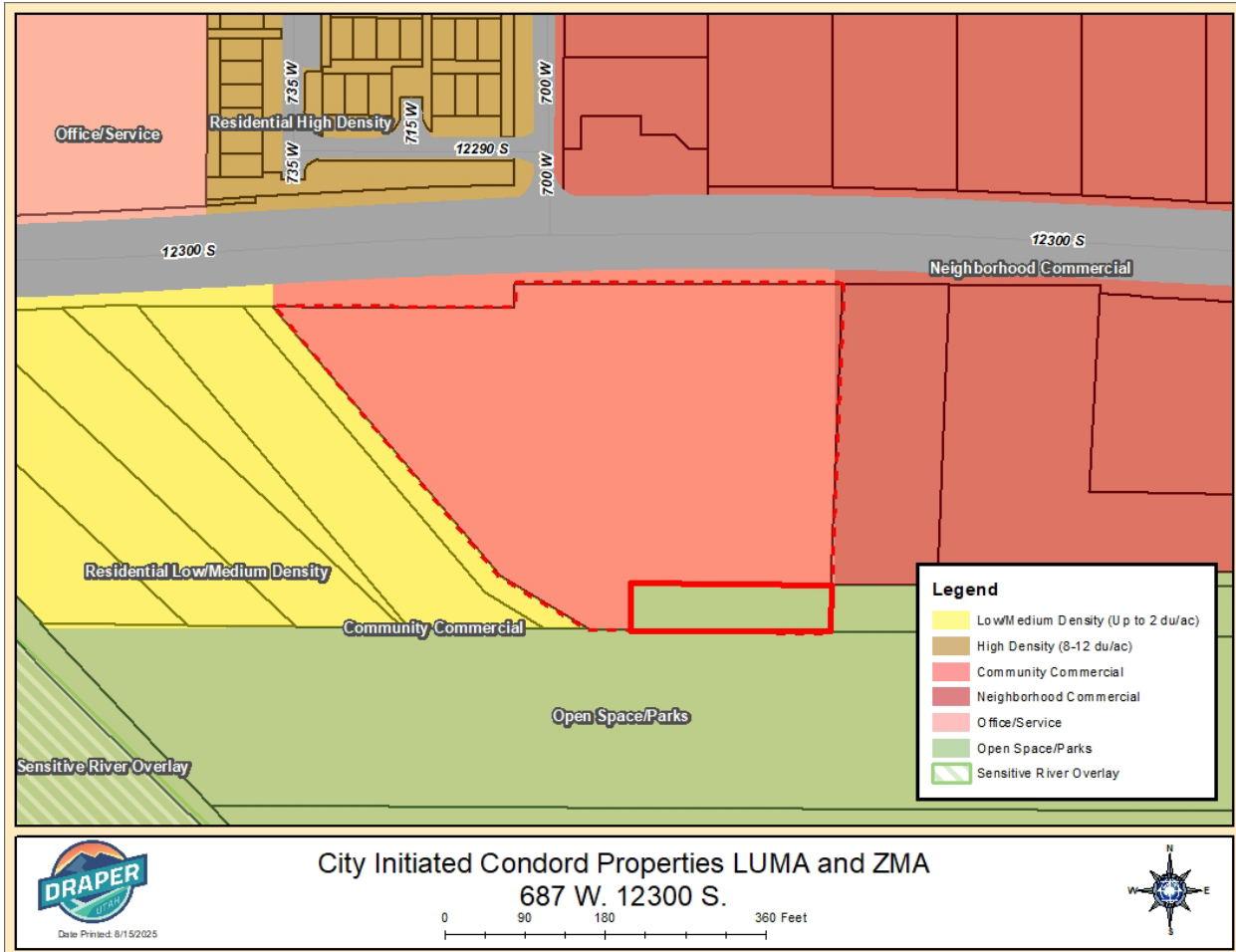


EXHIBIT F ZONING MAP

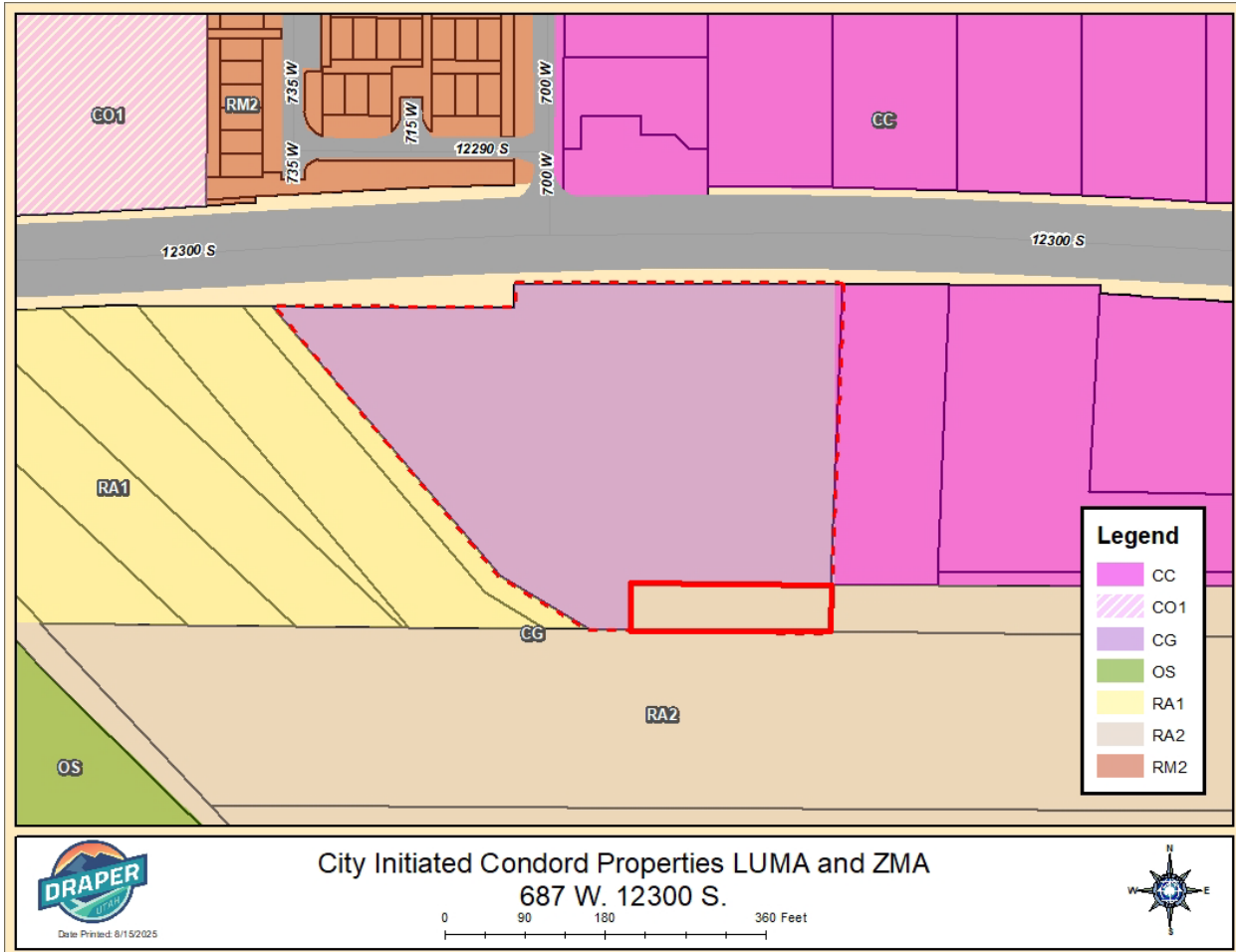


EXHIBIT G
PUBLIC COMMENTS

From: [chris hughes](#)
To: [Todd Draper](#)
Subject: [EXT] App. #: 2025-0197-MA
Date: Monday, August 18, 2025 5:42:44 PM

[EXTERNAL SENDER! Only open attachments/links you know are safe.]

Hi Todd,

Thanks for the notice on the hearing regarding the property 687 W. 12300 S.

The mixed use of res/agg has served people well in this area. And if the property can be either residential or agricultural I can't see any reason to change it and in fact believe it is both inconsistent with the area and really unfair to your "West of the Tracks" residents like myself.

Taking that tract of land and making it commercial is simply an unnecessary segue to continuing to rezoning the properties west of this one...moving farther toward 950 West.

Draper has huge areas that are currently open to general commercial zoning. Why stick a piece of general commercial in an area that has established a character that is not commercial? Honestly, Todd, would this happen on the more influential and wealthy side of I-15?

I tend to believe that by the time a city wants "input" it is disingenuous because decisions are already made. I hope that is not the case here.

Thanks for listening,

Chris Hughes

 Draper,

MEMO



To: City Council
From: Brien Maxfield
Date: 2025-09-02
Re: Approval of Resolution #25-44

Comments:

Historically, the Draper Canal was one of three canals through Draper City that provided flood irrigation. The Draper Canal was operated by Draper Irrigation Company (DIC). DIC officially acquired the Draper Canal in 1921 and operated it through its useful life to supply flood irrigation until an alternative irrigation water delivery was available for the service area of the canal.

In 2001, DIC transferred its interest through a Quit Claim Deed (QCD) in the Draper Canal to Draper City as part of several agreements and since the canal was no longer conveying irrigation water. Presently, the canal alignment is used by Metropolitan Water District of Salt Lake & Sandy, WaterPro (DIC), and the city for a variety of uses through agreements and easements.

Harmony Hills is a retirement home located at 1393 E Pioneer Road. The original site plan was approved by the Planning Commission in 2016. The alignment of the Draper Canal passed through the parcel along Pioneer Road, as shown in Figure 1, where Harmony Hills is located, at 1393 E Pioneer Rd. During construction of the building, the city approved the demolition of the remaining canal infrastructure within the parcel due to the conflict with the building footings. This portion of the Draper Canal was not in use and was abandoned. None of the parties that use the canal alignment in other parts of the city use this portion of the alignment within the subject parcel.

There is a planned real estate transaction involving Harmony Hills and a title company identified the QCD clouding the title to the parcel. The existing owners have requested the city sign a Quit Claim Deed to release any interest the city has in the Harmony Hills parcel, shown in Figure 1.

ATTACHMENTS:

[Figure 1.pdf](#)

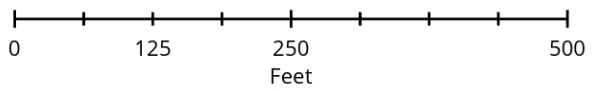
ATTACHMENTS:

[R-25-44, Quit Claim Deed - Harmony Hills.pdf](#)



Historic Canal Alignment
Harmony Hills Parcel Boundary

Harmony Hills (1393 E Pioneer Rd) Draper Historic Canal Alignment



RESOLUTION 25-44

A RESOLUTION OF THE DRAPER CITY COUNCIL GRANTING A QUIT CLAIM DEED RELEASING INTEREST IN A PORTION OF THE DRAPER CANAL ALIGNMENT AT 1393 E. PIONEER ROAD

WHEREAS, Draper City owns the Draper Canal alignment through real property and easement; and

WHEREAS, Draper Irrigation Company conveyed its interest in the Draper Canal to Draper City in March 2001; and

WHEREAS, a developer received a site plan approval from the Draper City Planning Commission in October 2016 and constructed the current commercial site, known as Harmony Hills, located at 1393 E. Pioneer Road; and

WHEREAS, Draper City approved the demolition of the abandoned canal infrastructure located at 1393 E. Pioneer Road during the construction of the existing building; and

WHEREAS, the current owners of Harmony Hills, Spring Gardens Draper Propco LLC, has requested Draper City release its interest in the Draper Canal alignment through the parcel located at 1393 E Pioneer Road; and

WHEREAS, pursuant to Utah Code Section 10-8-2 and Draper City Municipal Code 3-3-160, The Draper City Council has the authority to dispose of real property.

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

Section 1. Approval. The City Council hereby approves Resolution 25-44, releasing interest in the Draper Canal alignment and infrastructure as defined and identified in "EXHIBIT A" as attached hereto.

Section 2. Effective Date. This Resolution shall become effective immediately upon passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, ON THE 2ND DAY OF SEPTEMBER, 2025.

DRAPER CITY

Mayor Troy K. Walker

ATTEST:

Nicole Smedley, City Recorder

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

EXHIBIT "A"

WHEN RECORDED RETURN TO:

Mail Tax Notice to:

Name: Grantee

Address: 1920 N. Arboleda, Suite 215
Mesa, AZ 85213

QUIT CLAIM DEED

DRAPER CITY, a Utah municipal corporation, **GRANTOR** of Salt Lake County, State of Utah, hereby **QUIT CLAIMS** to SPRING GARDENS DRAPER PROPCO LLC, a Delaware limited liability company, **GRANTEE** of Salt Lake County, State of Utah, for and in consideration of the sum of Ten dollars and other good and valuable consideration, the following described tract of land in Salt Lake County, State of Utah:

Beginning at a point on an old fence line, said point being North 0°13'20" East along the Section line 1320.0 feet and South 89°38'46" East 681.57 feet from the Southwest corner of Section 28, Township 3 South, Range 1 East, Salt Lake Base and Meridian, and running thence North 89°38'46" West along said old fence 293.83 feet; thence South 0°07' East 380.75 feet, more or less, to the North right of way line of 12400 South Street; thence Northeasterly along said North right of way line 440 feet, more or less, to a point South 23°58'20" East from the point of beginning; thence North 23°58'20" West 290.80 feet, more or less, to the point of beginning.

Tax Parcel No.: 28-28-351-003

This deed is given to release any interest of the grantor established by that certain Quit Claim Deed with Easement Reserved recorded March 13, 2001, as Entry No. 7841907, in Book 8433, at Page 5046, of official records.

WITNESS, the hand of said grantor this ____ day of _____, 2025.

DRAPER CITY
By:
Authorized Agent

STATE OF Utah
ss.
COUNTY OF Salt Lake

On this ____ day of _____, 2025, before me, the undersigned Notary Public, personally appeared _____, Authorized Agent of DRAPER CITY, the signer of the within instrument, known to me, and/or identified to me on the basis of satisfactory evidence, to be the person whose name is subscribed to the within instrument and who duly acknowledged to me that he/she executed the same, in such stated capacity, with full authority pertaining thereto.

Witness my hand and official seal (seal)

Notary Public

My commission expires _____