

Scenario 1: Station Mixed-Use Village

In this scenario most anticipated growth is focused near FrontRunner Station and along University Parkway, where a pedestrian friendly village emerges. The village includes mixed-use buildings with market rate and affordable housing, offices, hotel, and ground floor retail and services focused on meeting the day-to-day needs of local residents, students, and commuters. Parking is mostly housed within multilevel garages that are wrapped with commercial or residential uses, providing convenient parking while minimizing the visual impact of parking. Plazas, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake. A destination street runs west from the station and anchors the space with shopping, dining and entertainment options. Fun village features may include an ice-skating ribbon and places for outdoor dining.

Beyond the immediate station area, other parts of the study area see little change. Single family neighborhoods remain as they are. The area sees some new commercial. Some currently undeveloped lands are preserved as green space. UVU continues planned institutional building expansion.

Mixed-Use Village

Most growth occurs in the village, with a vibrant mix of places to live, work, and play along a destination street, culminating with an attractive plaza and transit station.

Mixed-Use Buildings

- Blend of main floor neighborhood retail, dining, and services, with market rate and affordable dwellings on upper floor
- Parking garages internal to buildings, to enhance streetscape/ neighborhood feel
- Quality design and materials offer wide appeal
- Building height highest (8 story max.) adjacent to train station, lower (3 story) closer to existing neighborhoods

Destination Use Buildings

- Destination entertainment (e.g. theater) and hospitality functions

Multifamily Stacked Buildings

- Blend of affordable and market rate dwellings
- Parking garages internal to buildings, to enhance streetscape/ neighborhood feel
- Quality design and materials offer wide appeal
- Building height highest (8 story max.) adjacent to train station, lower (3 story) closer to existing neighborhoods

Destination Street and Plaza

- A streetscape featuring ground floor retail/commercial, outdoor dining, art, ample seating, street trees, and wide sidewalks
- A plaza at the end of the street, adjacent to the transit station, provides space for outdoor fun


New Neighborhood Streets

- Quiet streets featuring sidewalks, street trees, on-street parking

Parks, Trails & Dedicated Pathways

- Main plaza adjacent to the train station with small pocket parks, natural areas, and plazas throughout
- A local trail network within the station area
- Dedicated pathways separate from the road to Utah Lake, along Geneva Road, along the train line, and connecting to open space

Example Images



Mixed Use and Multifamily Stacked Buildings with Internal Parking



Destination Buildings and Plazas



Parking Garage Wrapped with Commercial Uses, Destination Street, Neighborhood Grocery



Neighborhood Street, Ice Ribbon, Separated Pathway

Commercial

Retail | Commercial

- Uses may include a grocery store, gas, fast/fast casual food



Existing

Existing Buildings/Development

- No change / UVU master plan

Open Space

Agricultural/Recreational Preservation

- Permanently preserved land to continue orchard use, farming or to provide a regional recreational amenity
- Tax-payer funded; requires willing land owner to sell property rights or land

Passive Open Space

- Land between train and freeway used for stormwater detention, urban forest

Illustration: Mixed-Use Village

Land Use Plan: Mixed-Use Village