In this scenario most anticipated growth occurs at both the FrontRunner Station area and on UVU land on the east side of I-15, introducing student housing onto the UVU campus. Since the village is more spread out, it is somewhat less intense, though still walkable and bikeable via a network of small streets with bike lanes and sidewalks. It includes mixed-use buildings with housing, offices, and ground floor shopping, dining, and services focused on meeting day-to-day needs of local residents, students, and commuters. On UVU land, development may include a mix of student housing, amenities, and services, as well as classrooms and other institutional uses. On UTA land near the station, mixed-use development includes a UTA parking garage with restrooms and retail focused on commuter needs. Placemaking features include public art and murals or green walls/rooftops on mixed-use buildings and parking garages to add beauty and a sense of place. Dual plazas at either side of the pedestrian bridge provide places for people gather, and smaller greenspaces are featured in the overall village design. Trails connect UVU to the City and the region.

Beyond the immediate station area and UVU land, other parts of the study area see some change. While single family neighborhoods remain as they are, this scenario does include some new single family homes with detached accessory dwellings and some commercial light industrial uses between I-15 and the train tracks.

The village connects UVU student housing and services with a mixed-use train station area for a lively community spanning I-15 and the FrontRunner Station.

#### Mixed-Use Buildings

- · Blend of main floor neighborhood retail, dining, and services, with market rate and affordable dwellings on upper floors
- Parking garages internal to buildings, to enhance streetscape/neighborhood
- Murals and green walls add beauty to structures
- Building height highest (5 story max.) near train station and I-15, lower (3 story) closer to existing neighborhoods

### **Institutional Mixed-Use Buildings**

Blend of student services, amenities, and housing

## Multifamily Stacked Buildings

- Blend of affordable and market rate dwellings
- Parking garages internal to buildings, to enhance streetscape/neighborhood
- Green walls and murals add beauty to structures
- Building height highest (5 story max.) near train station and I-15, lower (3 story) closer to existing neighborhoods

#### **Complete Streets and Dual Plazas**

- Streetscapes include street trees, sidewalks, bike lanes, and on-street
- · Dual plazas at either end of the pedestrian bridge over I-15 provide gathering

#### **UTA Parking Garage**

· Dedicated UTA parking garage with restrooms and commuter amenities adjacent to station

# Parks & "Complete Streets"

- Pedestrian sidewalks and bike lanes a part of complete streets in village/
- UVU area, as well as along Geneva Road, 800 South, and University Parkway
- Small greenspaces throughout



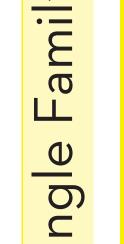
## Commercial

• Retail uses may include a grocery store, gas, fast/fast casual food



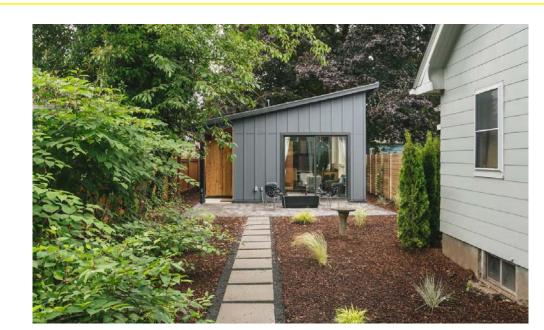






# Single Family with Detached Accessory Dwellings (ADUs)

 Singe family dwellings with a small dwelling beside or behind main home







# **Existing Developed Land**

No change

# IMAGINE Illustration: UVU Mixed-Use Village Land Use Plan: UVU Mixed-Use Village No Change No Change No Change **UVU Mixed Use Village UVU Mixed Use Village** Change Per UVU **Master Plan** No Change **Single Family with Detached ADUs**