































Scenarios Comparison

Local Priorities	Scenario 1: Station Area Mixed-Use Village	Scenario 2: UVU Mixed-Use Village	Scenario 3: Neighborhood Infill
Safe pedestrian routes	 New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	 New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	 New streets include sidewalks, but less focus on creating a connected network than other scenarios (when built, ADA compliant)
Trails connecting the station to other parts of UVU and regional amenities	 2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	 No dedicated pathways, but 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	 0 miles of new trails
More parking garages	 Emphasis on internal/wrapped parking garages to meet needs	 Emphasis on internal/wrapped parking garages to meet needs	 Emphasis on surface parking, no new parking garages
Safe bike routes	 2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	 No new bike lanes or pathways
Ability to move cars more efficiently	 Improved station area street network with additional station connections at University Parkway and 800 South	 Improved station area/UVU street network with additional station connections at University Parkway and 800 South	 Minimally connected station area street grid; no new ways to get in and out of the station area
Affordable housing	 Efficient use of land enables lower cost housing and use of incentives that require 10% affordable housing and fund parking garages/other amenities (no cost to taxpayer)	 Efficient use of land enables lower cost housing; use of incentives may require 5-10% affordable housing and fund parking garages/other amenities (no cost to taxpayer), provides UVU student housing	 Inefficient use of land likely makes housing at station cost prohibitive to build or buy; tax payer funding required to replace surface lots (on which new housing is built) with new surface lot; minimal UVU student housing
Passive greenspace	 66.5 acres new open space, including preserved acres for farming or recreation (taxpayer funded), passive greenspace between the train and freeway, and urban forest pockets in the station area	 2.2 acres new open space, some of which may be passive in use	 New 1.3 acre park in the southwest part of the study area, may have passive uses
Placemaking	 Large station area plaza, destination street, and smaller plazas/parks provide places for gathering and things to do (e.g. ice skating ribbon, outdoor dining)	 Dual plazas at either end of the pedestrian bridge provide space for gathering and a rotating mix of things to; smaller scale mixed-use streets provide outdoor dining	 Little focus on placemaking, though a park in the southwest part of the study area could foster some sense of place
Reduced surface parking lots	 Surface parking significantly reduced and replaced with a village that includes parking garages	 Surface parking significantly reduced and replaced with a village that includes parking garages	 Relies on surface parking lots, including constructing a large lot between the train and the freeway (taxpayer funded)
Day-to-day needs/services	 100% of new residents within ¼ mile (walking distance) of goods and services	 100% of new residents within ¼ mile (walking distance) of goods and services	 28% of new residents within ¼ mile (walking distance) of goods and services