

# APPENDICES

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## Purpose

The North Farmington Station Transit-Oriented District (TOD) functions as the northern gateway to the greater Salt Lake metropolitan area due to its location at the apex of Interstate 15 and Highway 89. Being sandwiched between The Great Salt Lake and the Wasatch Mountains creates a unique benefit; all consumers entering and existing to the north must pass through Farmington. The North Farmington Station also serves Farmington and greater Davis County commuters with a light rail station that provides connection to the greater Salt Lake region via the Frontrunner Rail and additional stations to the north serve Layton, Clearfield, Roy, and Ogden. The North Farmington Station Transit Oriented District includes approximately 300 acres of undeveloped land, one of the largest TOD development sites on the system. This area is also anchored by Station Park, an award-winning<sup>1</sup> regional mixed-use development with national retail, restaurants, office, and residential. These concerted assets create a recipe for economic growth and prosperity, which must be planned and guided to ensure the district vision and potential is reached.

A Masterplan was completed in 2016 with the Utah Transit Authority (UTA) and the City of Farmington for this area, however since 2016 The North Farmington Station Area has undergone dynamic changes. During this period, ownership has changed, most of whom have consolidated with mixed-use developers or have formed partnerships with developers to take advantage of the location and development potential. In addition, the market has shifted, and each of these proposed developments has uncoordinated programs and unresolved infrastructure issues. In response, the city amended the regulating plan, addressing block structure and infrastructure to accommodate a new planned interchange and development patterns.

Going forward the city must make significant investment to align the area. Future City investment must be aligned with development opportunities to ensure that future development is sustainable and fiscally responsible. Coordinating these efforts will maximize fiscal impact and quality of life for all residents, attract a greater share of the corporate opportunities, and ensure balanced land uses. Therefore, UTA has provided funding to update the Masterplan to align development to take advantage of corporate potential, coordinate multi-modal trails and connections to rail, harness quality development along limited interstate frontage, and leverage future opportunities to create high-quality amenities to increase the quality of life for Farmington residents and increase economic development.

<sup>1</sup> <https://www.randoco.com/2013/station-park-receives-most-outstanding-project-award/>



## Benefits of Mixed-Use TOD's

Farmington is an established community with a diverse distribution of land uses, but there is still significant opportunity to bolster sustainability by taking advantage of first-class, mixed-use development, especially within the TOD context. Mixed-use environments generate much greater operational efficiencies than traditional suburban development and can leverage existing infrastructure to enhance a vibrant, mixed-use destination for the community at large.

According to the American Planning Association (APA), mixed-use districts, including TOD's, create greater value because they can create increased livability. To achieve increased levels of livability, developments should encourage walkability, integrate multi-modal transportation options, increase public and open spaces, create active/programmed places (street dining, pop-up shopping, food trucks, etc.), optimize development potential, and provide a context-sensitive housing mix to support residents of various life stages.

By optimizing land use and accessibility, TODs decrease traffic congestion, improve air quality and public health, lower the cost of living, and make opportunities more accessible (tod.org). Beyond that, successful TODs are destinations designed for people that reflect the core values and priorities of the community. They occur within the existing urban context and compliment the surrounding area. Streets, paths, buildings, open space, and other aspects of the environment are organized to optimize access to and from public transit, making it convenient for people to get where they want to be.

According to Robert Grow, CEO of Envision Utah, "TODs may become economic generators for their communities because of their variety and intensity of land use." Additionally, research shows that thirty-seven percent of new office buildings are around TOD's. This activity can be attributed to places that are situated on or near rail stations.

This Market Assessment will enable the planning team to create a market-based development program, understand timing of and capacity for phasing purposes, and accommodate phased development of various ownership parcels within one cohesive development that will maximize values for the property owners, the City, and future occupants within the district.

## Executive Summary

**Retail Demand** - The existing retail at Station Park, connectivity via interstate and rail, as well as synergy with the Lagoon has allowed the site to establish itself as a significant regional retail destination. As a result, the retail trade area serves a significant geographic area with a population of 387,731. The result of the large regional population is significant purchasing power, and ultimately a need for a significant variety of retail goods and services. The site is ideally positioned to capitalize on the significant amount of retail demand, with the ability to support 483,183 square feet of unmet demand.



Corporate Demand - With strong regional talent, connectivity to the greater region, and market fundamentals to support development, the study area is positioned to capture a significant amount of office development. A corporate campus of ~250,000 square feet could be absorbed on an annual basis, assuming appropriate planning and context are integrated into the larger development (housing, goods and services, infrastructure, etc.)

Residential Demand - Based on current and anticipated home ownership and rental rates, there is demand for 900 rental units and 708 owner-occupied housing units that the North Farmington Station TOD area can capture on an annual basis. The total demand for units is broken down further by income-qualified rent and home prices by age groups. The analysis assumes a moderate capture rate of the regional demand, designed to reflect the study area's potential portion of capture.

## Emerging Objectives:

Based upon planned developments and input from stakeholders and staff, the following economic development-oriented objectives have been outlined as critical steps to achieving the envisioned first-class development:

- Balanced and purposeful integration of mixed-use - Creating high-quality mixed-use developments through thoughtful merchandising with the appropriate scale and density. The integration and utilization of well-defined development principles will be critical to maximize economic development opportunities. These developments should be mindful of the existing uses throughout the community and seek to leverage the existing and desired character set forth while creating a unique feel.
- Create sustainable development that continues to increase in value over time - Creating high-density districts with first-class amenities will help create the context to attract a wide range of choice talent and corporate users. Developments should relate to both the built and natural environments to maximize the value of the human experience. As properties are developed, they should relate to adjacent commercial development and incorporate appropriate transitions so that as the district develops future projects are thoughtful of adjacent uses.
- Create a phased approach that minimizes risk and maximizes returns for the city and its neighbors - Future development should be balanced so that it does not diminish the value of existing development but scales with density to achieve the greatest amount of economic impact. Quality development generally develops over time across multiple economic cycles; therefore, having strong standards in place will allow for incremental growth over time that increases in value.



- Encourage development that maximizes the tax benefits for the City of Farmington - Quality development requires substantial public and private infrastructure. These include roads, sewer, water, drainage, parks, open space, and cost to provide public services. In addition, these facilities must be maintained and eventually replaced. Future growth, therefore, must accommodate revenues that service the public investment. Quality development will create opportunities to attract additional businesses, grow a vibrant population, and provide exciting destinations for the community; however, the city should encourage quality developments that ensure long-term growth of the tax base and quality of life to maintain fiscal sustainability and resiliency.

- Preserve natural areas and protect open space - Open space can include public and private property. It can be active, passive, recreational, or nonrecreational. Open space has proven not only a valued amenity for human psychology, but study after study has shown that developments that integrate open space demand greater returns.



## Market Demand

### Residential

To understand residential demand for the Farmington Station Area, Catalyst calculated residential demand for the competing region, defined as Davis County. The resulting regional demand was calibrated based upon Farmington Station Area’s potential capture rate to arrive at a realistic absorption rate on an annual basis. The capture rate used to inform Farmington Station Area’s potential capture of regional demand was informed through the utilization of historical building permits and future household projections. Demand for residential units within the Farmington Station Area is a function of projected growth across the greater region, meaning the station area will compete to capture these households amongst other communities, as well as other locations within Farmington.

To configure and better understand the potential demand, it was broken down not only by income categories, but also by age groups. This level of analysis allows for a significantly greater understanding of the potential product types in demand as the associated groupings tend to represent different preferences in terms of home typologies.

Our analysis indicates that the region is projected to gain over 1,850 total new households on an annual basis over the next five years due to net migration and natural increase (residents entering the homebuying life stage). The annual household growth is anticipated to generate potential demand for 1,195 new households based on the number of qualified earners coupled with the existing ownership propensity throughout the region. However, potential demand for new households is also significantly influenced by potential capture of those in turnover; represented by both existing owner (3,524) and renter-occupied (3,525) households who anticipate purchasing a new household upon moving. The total potential demand for new households in the region is anticipated to exceed 4,700 on an annual basis for the region. The tables below represent the relationship of qualified household income to attainable home value/affordable monthly rental rate.

<b>Owner-Occupied</b>	
<b>Qualifying Household Income</b>	<b>Home Value</b>
<b>Less than \$35,000</b>	Less than \$100,000
<b>\$35,000 - \$50,000</b>	\$100,000 - \$150,000
<b>\$50,000 - \$75,000</b>	\$150,000 - \$200,000
<b>\$75,000 - \$100,000</b>	\$200,000 - \$250,000
<b>\$100,000 - \$150,000</b>	\$250,000 - \$350,000



<b>\$150,000 - \$200,000</b>	\$350,000 - \$450,000
<b>Greater than \$200,000</b>	Greater than \$450,000

<b>Renter-Occupied</b>	
<b>Qualifying Household Income</b>	<b>Monthly Rent</b>
<b>Less than \$35,000</b>	\$500 - 750
<b>\$35,000 - \$50,000</b>	\$750 - \$1,000
<b>\$50,000 - \$75,000</b>	\$1,000 - \$1,500
<b>\$75,000 - \$100,000</b>	\$1,500 - \$2,000
<b>Greater than \$100,000</b>	Greater than \$2,000

The Farmington Station Area is positioned to capture a sizable portion of potential future development based on existing gravity, access to jobs/population, transportation, and a variety of other factors. Limiting factors include physical constraints, zoning, drainage and floodplain, and ownership goals.

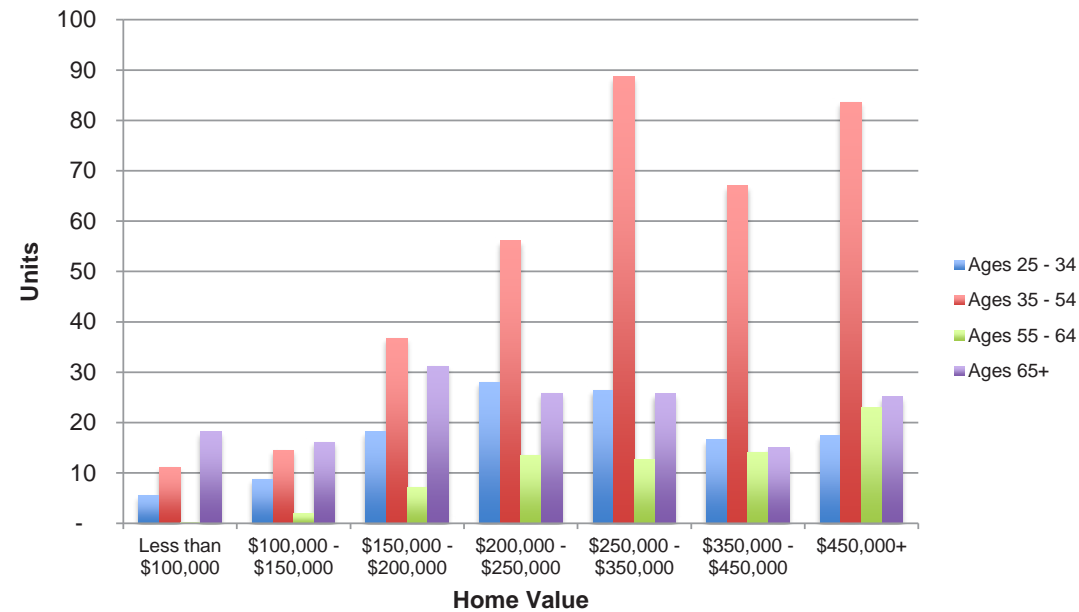
### Owner-Occupied Demand

With regards to owner-occupied demand, across all income categories, our projections show that the Farmington Station Area has the potential to capture more than 700 new owner-occupied units annually based on a conservative capture rate (15% of regional demand), of which, there is demand for over 59% of total new homes valued above \$250,000. To better understand, the owner-occupied residential demand was broken down not only by income categories, but also by age groups.

Most of the potential demand is anticipated to be generated by the 35 – 54-year-old age group (51%), while there is also moderate demand (22%) for the age 65+ group and 25-34 age group (17%). The consumer preferences between age groups illustrate a desire and ability for the station area to offer a variety of home typologies and product types, based on context and location among other factors. The chart below illustrates the potential annual demand for owner-occupied housing by age group within the station area.



**Farmington Station Area Annual Owner-Occupied Demand**



**Farmington Annual Renter-Occupied Demand**



**Renter-Occupied Demand**

The analysis of renter-occupied demand shows most of the total 900/annual unit demand (56%) is anticipated to accommodate units that support the market rate of \$1,500 + monthly rent. The age group anticipated to generate the most demand is the 35 – 54-year-old age group (45%). The second largest amount of renter-occupied demand is generated by the 65+ age group (27%). The product typology for each of these age groups and price points can vary based on context.

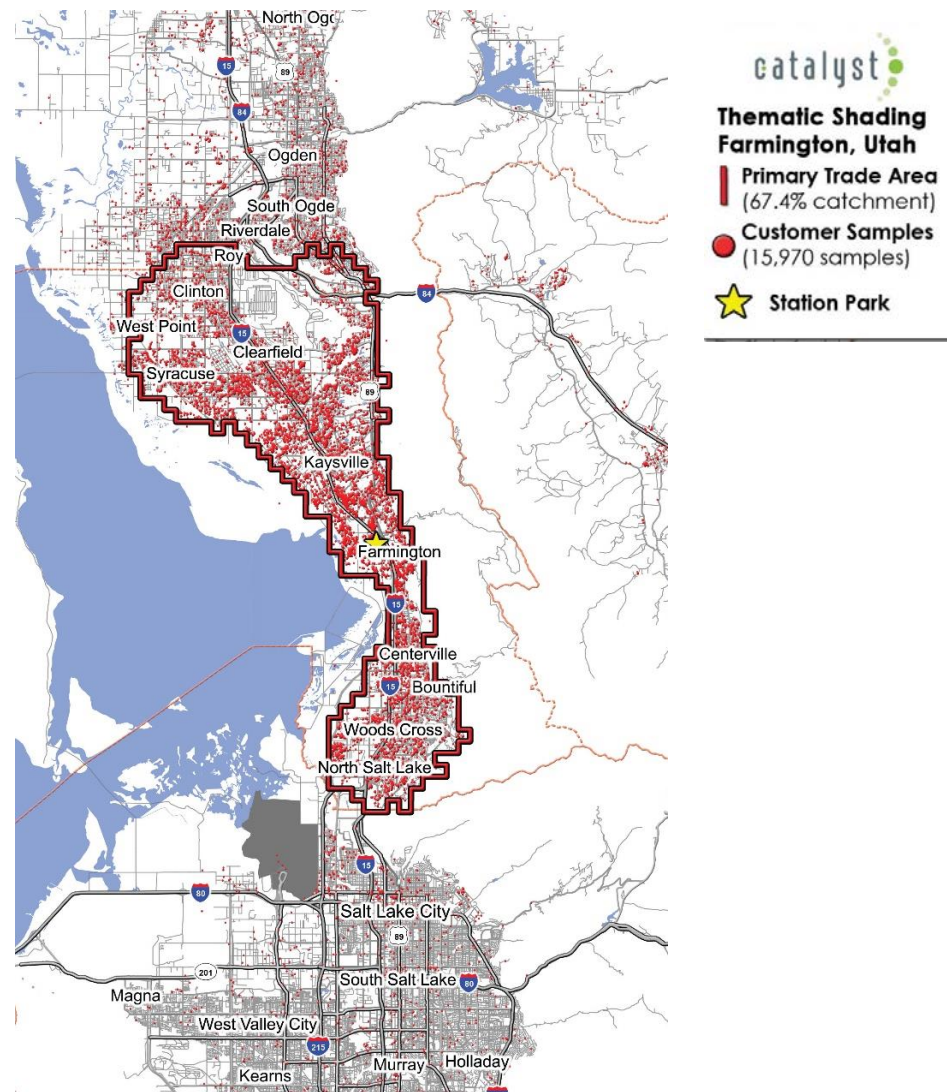
According to Robert Grow, “Since 2010, 43% of all new multifamily units built in the Wasatch Front have been built within half a mile of a rail station, which is about a thousand steps. So that means we’re building lots of housing which is transit-oriented development where people can have housing right near the station and be able to use the transit system and avoid using a car and lower the cost. “





## Retail

In February 2021, Catalyst conducted a customer intercept study that included nearly 16,000 unique samples. These samples were collected from the Farmington Station using Common Evening Locations (C.E.L). These samples were geocoded to statistically construct the PTA. Catalyst utilized a conservative 67.4% capture rate of the total samples to define the Primary Trade Area. Due to the regionality and gravity of Station Park, the resulting trade area is reflective of a large destination-based population served by an area covering much of the metro area. The population of the PTA is greater than 387,731 residents.



## Trade Area Summary

- Population – 378,731
- Households – 116,661
  - Owner-occupied – 75%
  - Renter-occupied – 22%
  - Vacant – 4%
- Median Household Income - \$85,544
- Average Household Income - \$101,242
- Median Home Value - \$316,218
- Per Capita Income - \$31,215
- Median Age – 31
- % Population 18+ - 68%

To calculate potential demand in square footage, Catalyst analyzed leakage within the PTA (potential demand in dollars less the existing supply in dollars). The result is retail gap or “leakage”, the amount of dollars being spent on retail categories outside of the community. To calculate demand in square footage, Catalyst analyzed retail leakage within the PTA including the estimated individual demand generated from the regional student population, local workforce, commuter traffic, visitor, and residential drivers, and converted the amounts to square footage based on extensive industry knowledge and experience.

Population growth and the resulting household growth is generally the largest driver of retail demand for communities, especially in communities that are not served by disproportionate amounts of employees (major employment centers, central business districts, etc.). The residential component of the community often provides up to 80% of total retail demand in each market. Purchasing power represents the ability of a specified geography to purchase goods and services based upon the relationship of population and median household income. Research conducted by the International Council of Shopping Centers (ICSC) indicates that individuals spend 24% of their income on retail goods and services. The resulting retail goods and services purchasing power for the PTA is nearly \$2.4 Billion, which equals out to 6,000,000 square feet of supportable retail goods and services (assuming \$400/square foot). While the amount of retail leakage within the PTA indicates oversaturation in several categories, the undersupplied categories accrue a total 422,799 square feet of potential unmet retail demand. This potential demand accounts for categories that are currently underserved, although some oversaturate categories prove to be more resilient towards market factors and oversaturation, inducing additional demand.

With connectivity to the rest of the region via I-15, and FrontRunner rail, the site is uniquely positioned to funnel and capture destination retail gravity along these transportation routes. According to the UTA, roughly 157 people on average board the FrontRunner at Farmington Station. According to the Utah Department of Transportation (UDOT), nearly 125,000 vehicles pass by the site along I-15 daily. The resulting demand generated by commuters totals just shy



of 15,000 square feet of demand. Gateway features and a pronounced street edge can be an integral part of attracting potential visitors and can help establish and define boundaries and celebrate an identity. The perception of a development and its ability to attract and retain interest is often shaped by the quality and experience-related key thoroughfares.

Workforce generated demand represents a strong opportunity and existing component of the overall retail demand, especially with regards to daytime population and goods and services that facilitate the workers' life. Increased corporate presence will allow the study area to remain active throughout the day, supporting goods and services, while creating partnerships between the community and employer. Typical goods and services that are driven by workforce and commuters generally include: grocery stores, health and beauty stores, gas stations, general merchandise stores, office supply stores, sporting goods stores, and restaurants and eating establishments. Workforce generated demand accounts for more than 42,000 square feet of the total potential demand for the station area.

While existing demand may be satiated by future development, future population and household growth within the PTA will continue to generate additional demand for goods and services. For example, households with a median income of \$100,000 are anticipated to generate an additional \$24,000 in purchasing power. At a 70% capture, each additional household making \$100,000 can be estimated to generate 42 square feet of demand for retail goods and services. If the PTA adds an additional 1,000 households, this will generate demand for 4,200 square feet of retail development. Similarly, increased regional employment and traffic volumes will only increase demand as well.

According to the Urban Land Institute's (ULI) Emerging Trends in Real Estate (2021), several thousand interviewees and survey respondents indicated that "one of the most oft-mentioned themes that we heard was that COVID-19 did not create new trends but accelerated those that were already underway." To continue growing and thriving, cities will be tasked with creative adaptation. While there is no prescribed response, it's mentioned numerous times by professionals and industry experts that additional green space and outdoor activities should continue to improve livability for existing residents while retaining and attracting residents who continue to value an urban lifestyle.

The role of mixed-use, pedestrian-focused developments in cities continues to evolve from the historical perspective as a community's retail shopping hub to a cultural and entertainment destination providing a variety of uses and cultural events within a walkable context. Building upon and enhancing a walkable urban environment within Farmington will enhance and fortify its long-term well-being and sustainability. Both the immediate context and character of these environments are characterized by a street grid pattern with walkable blocks, and a variety of land uses.



Potential Supportable Retail Square Footage by Retail Category					
Category	NAICS	Workforce	Commuter	Residential	Total
Auto Parts, Accessories & Tire Stores	4413	-	457	-	457
Furniture Stores	4421	-	-	23,715	23,715
Home Furnishings Stores	4422	-	-	12,876	12,876
Electronics & Appliance Stores	4431	1,762	575	686	3,023
Bldg. Material & Supplies Dealers	4441	-	-	54,829	54,829
Lawn & Garden Equip & Supply Stores	4442	-	-	818	818
Grocery Stores	4451	3,684	1,635	94,885	100,246
Specialty Food Stores	4452	-	-	26,350	26,350
Beer, Wine & Liquor Stores	4453	-	-	1,463	1,463
Health & Personal Care Stores	446,4461	7,109	575	92	7,798
Gasoline Stations	447,4471	-	7,613	8,414	16,028
Clothing Stores	4481	1,326	628	142	2,119
Shoe Stores	4482	1,823	1,150	-	3,016
Jewelry, Luggage & Leather Goods Stores	4483	1,389	548	8,949	10,907
Sporting Goods/Hobby/Musical Instr. Stores	4511	790	575	-	1,365
Book, Periodical & Music Stores	4512	-	-	7,441	7,441
Department Stores Excluding Leased Depts.	4521	2,370	575	-	2,945
Other General Merchandise Stores	4529	10,937	863	37,271	49,071
Florists	4531	-	-	1,545	1,545
Office Supplies, Stationery & Gift Stores	4532	2,674	575	1,402	4,651
Used Merchandise Stores	4533	-	-	-	-
Other Miscellaneous Store Retailers	4539	-	-	46,363	46,363
Full-Service Restaurants	7221	3,474	967	77,791	82,279
Limited-Service Eating Places	7222	4,679	1,370	-	6,114
Special Food Services	7223	-	-	7,165	7,165
Drinking Places - Alcoholic Beverages	7224	-	-	10,602	10,602
<b>Total Demand (SF)</b>		<b>42,016</b>	<b>18,107</b>	<b>422,799</b>	<b>483,183</b>





## Office

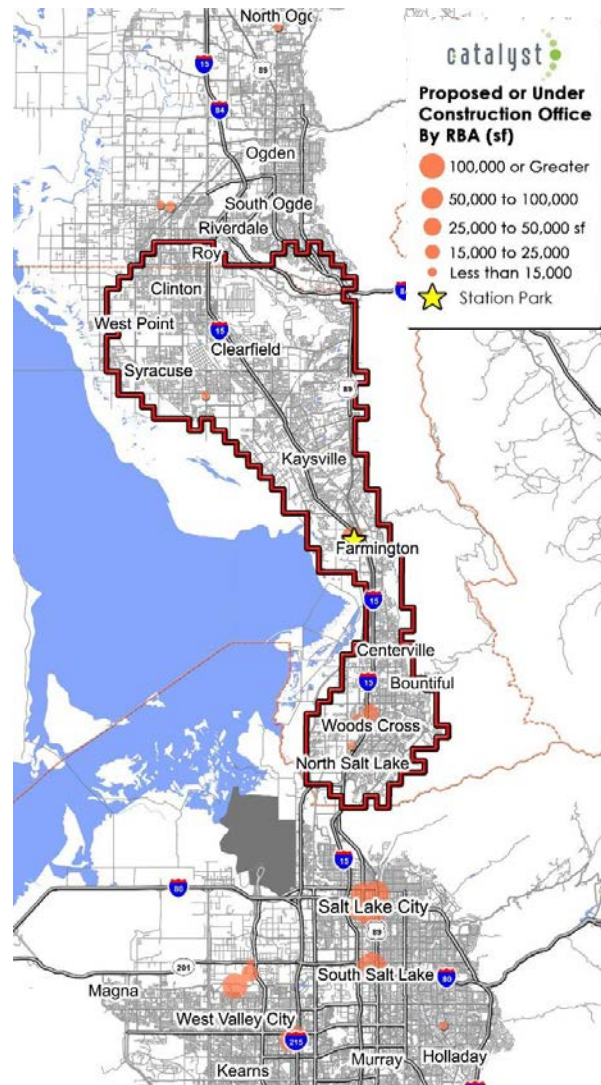
Utah's thriving tech sector is driving much of the state's economic success, sourcing from its deep talent pool and relative affordability, especially compared with other growing tech hubs of the west coast. Examples of this phenomenon can be seen through a variety of developments, but perhaps none more pronounced than the Silicon Slopes, the hub of Utah's startup and tech community, and the University of Utah Research Park, also known as Bionic Valley, a bioengineering epicenter on the campus of the University of Utah in Salt Lake City.

Site Selection Magazine discusses how the success of mixed-use developments has changed the relationship between major employment and retail in an urban area, stating that "the once-discrete markets of office and retail" now share an "interwoven nature of value" in context of planning and development, meaning it is important to strike a balance between attracting new major employers and establishing new retail hubs.

## Regional Characteristics

According to the Davis County Community & Economic Development department, nearly 1 in 4 jobs in the county are in government. Most of those jobs are a result of Hill Air Force Base, which constitutes over 20,000 jobs related to military, civil services, and private contracting. There are several other large regional employers located in Davis County. Davis County is home to a total of 99,735 employees, of which Farmington constitutes roughly 9.5% of total employment. A breakdown of local employment by industry is in the Appendix.

The acronym "STEM" (Science, Technology, Engineering, and Mathematics) is widely used in discussions across government, academia, and business, to characterize employment with an increased emphasis on innovation and its implications for the economy and labor market. Another



implication of STEM employment is the utilization of office space, as these employment categories tend to rely on office employment to carry out daily activities. Of the total employment in Davis County, an estimated 39% fall within the STEM category (Information, Finance & Insurance, Real Estate Rental & Leasing, Professional, Scientific & Tech Services, Management of Companies & Enterprises, Educational Services, Health Care & Social Assistance, and Arts, Entertainment & Recreation) compared to more than 51% in Farmington. According to the Utah STEM Action Center, 10% of Utah's \$150 billion economic activity is directly related to STEM activities. Concerted efforts throughout the state provide opportunities for kids to learn the necessary skills and develop them into viable employment opportunities. Regional partnerships and opportunities related to STEM make the state a premier destination for tech start-ups and local employers invested in the community. Local employers that have previously supported the STEM Awareness Campaign included Comcast, Merit Medical, Nelson Labs, IMFlash, L3, NuSkin, and ATK.

Analyzing existing employment in Farmington reveals a pattern of commuter-oriented employment. According to the U.S. Census Bureau, over 90% of people who work in Farmington live outside of the community, leaving less than 10% of the City's workforce as both residents and workers. Opportunities exist to create employment that serves the highly-educated, white-collar workforce that exists in Farmington. A table of the existing workforce characteristics in Farmington is found in the Appendix.

## Corporate Attraction Factors

Corporate attraction requires satisfactory access to workforce characteristics. Some key characteristics that help inform the (re)location of corporate campus' are characterized below:

- Access to talent
- Distance to airports
- Access to a variety of transportation networks (multimodal)
- Synergies with the existing or similar industry employment (clustering)
- Availability of infrastructure (water, sewer, fiber, rail, etc.)
- Physical design and features
- Housing that supports the workforce
- Entertainment / community components

### Access to Talent:

Under most circumstances, within 20 minutes of Farmington you can be at Weber State University, Hill Air Force Base, Downtown Ogden, Downtown Salt Lake City, or University of Utah.

### Distance to Airport:



Farmington is only 20 minutes away from Salt Lake International Airport via car and due to the Farmington Station, commuters can access the airport via the Green Line and Front Runner within 1 hour.

**Access to multi-modal transportation:**

With regards to prospective development, transportation was top of mind for most of the developers and corporate end users interviewed in the 2020 Gensler US Workforce study. Almost all participants were involved in local or regional initiatives to reduce the friction for their employees to travel and to get to work daily. Examples of efforts to improve transportation connectivity ranged from integration of high-speed rail to more direct flights, to shuttle services, to transportation as a service. Farmington is ideally positioned to support a variety of transportation methods including auto, commuter rail, and pedestrian (walking/biking).

**Capturing a regional office market**

The greater Ogden office market is home to over 14 million total square feet of office space product, distributed across 981 buildings. Of the total office space in the market, only 9.3% (1,308,126 square feet) is Class A.

Since 2005 Farmington has absorbed 250,777 square feet of office space compared to 2,934,223 absorbed throughout the entire Ogden market. All of Farmington’s Class A office (2 buildings) has been absorbed since 2017. Alternatively, just under 60,000 square feet of the office space in Farmington is Class A.

Currently, 7.4% of the total office space in the market is vacant, compared to 11% of the Class A. While the average absorption for the Ogden market has registered at just under 175,000 square feet since 2005, nearly 45,000 of that has been Class A. The current gross direct rent of \$24.77 in Farmington is significantly higher than the \$18.87 in the market.

The adjacent map shows office under construction or planned in the greater Farmington region.

Given the historical rate of absorption, lack of Class A product, and established regional context, it’s feasible to believe that a corporate campus of ~250,000 square feet could be absorbed on an annual basis.



## Program Justification

New experiential and entertainment uses centered on one-of-a-kind activities such as art, amusements, or food, are continuing to push the boundaries of what is supportable in shopping centers. Noticeable increases in food uses across retail venues can be observed, including food halls, which now seem ubiquitous in some areas.

	Owner-Occupied Residential	Renter-Occupied Residential	Retail	Office
Demand	High	High	Moderate	High
Opportunities	Mixed-use / Planned Development. Strong population growth and regional job market create high demand for quality housing. White-collar residents can serve the local workforce. Existing neighborhoods have set precedence for high-quality development.	Mixed-use / Planned Development. High-quality product that connects and accentuates the existing neighborhood fabric. Connectivity and open space are highly desirable amenities.	Mixed-use. Access to a largely regional population, as well as neighborhood. Growing population and incomes will create demand for additional retail. Leverage existing retail gravity from Center Park.	Corporate Campus. Access to a high-quality local population that can provide an employment pool. Multimodal transportation allows for draws from the entire region. Interstate frontage. Few owners make development more plausible. Access to vast trail network and regional interstate with corporate visibility



<b>Challenges</b>	Providing wide range of housing to accommodate local workforce without creating adjacency issues.	Creating balanced neighborhoods and placement of strategic higher density product to activate developments and above commercial to maximize yield	Competing with area planned centers and second-generation space (if available)	Location is a greater distance from the SLC urban core. The Salt Lake region is a secondary market in the US.
<b>Target</b>	Market rate. Moderate rate. High-density	Mixed- high density product	Regional retail, entertainment, restaurants, local service, and daily needs	Class A corporate campus, co-working, regional satellite office space to cater to suburban population.
<b>Target Market Values</b>	\$250K + home values. Mix of market with affordable mix.	\$2 +/-SF rental rate	\$20+/-SF rental rate	+/- \$30/SF rental rate in market
<b>Absorption</b>	Demand for 708 units annually	Demand for 900 units annually	Demand for over 480,000 SF across all categories	Demand for +/- 250,000 SF annually



## Fiscal Summary

The proposed concept plan includes over 8M square feet of commercial/office, approximately 531,000 square feet of retail, and more than 8.25M square feet of residential product supporting 8,259 residential units including 350 townhomes. In addition, there are 49 additional parking facilities to accommodate the proposed program. The remainder is proposed for parks, open space, and public facilities and amenities.

Proposed Building Square Footage/Units	SF/Units	Unit Size	SF
Commercial Office	8,029,800		
Retail (1 level)	531,000		
Residential Multi Family Sq. Ft.	8,259,000		
Residential Units (1 DU / 1k sf)	8,259	2,500.0	17,238,000
Townhomes Units (west-side buffer)	264	1,800.0	475,200
Townhomes - Wasatch Properties (9.41 acres)	86	1,800.0	154,800
Apartments - Wasatch Properties (7.67 acres)	459	800.0	367,200

The proposed program creates over \$5.6B in net new proposed development, and \$349M in additional parking facilities. The total project value at build-out is estimated at nearly \$6B.

Based upon local tax rates, the project would generate over \$75M in annual net new fiscal benefits to the City of Farmington, Davis County, and local taxing entities.

PROPERTY TAXES:	Effective Rate:	Tax Rate	Annual Taxes
<b>Total Property Tax</b>		0.012537	<b>\$75,085,333</b>

In addition, the additional commercial would create an estimated \$106M in additional commercial revenue that would equate to an additional \$7.7M in additional property taxes.

Estimated Gross Sales		
Utah	4.85%	\$5,150,700
Davis Co	1.80%	\$1,911,600
City of Farmington	0.10%	\$106,200
Davis Co Tr	0.50%	\$531,500
<b>Total</b>	<b>7.25%</b>	<b>\$7,699,500</b>

*Note: Assumptions are based upon similar projects and current tax rates. Results are subject to change and limited to the amount of actual future development that occurs. Future development could be affected by changing market conditions, entitlement, availability of infrastructure, and other uncontrollable or unforeseen events.*

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# Memorandum

Date: January 21, 2022  
 To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff  
 From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers  
 Subject: **Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis**

UT21-2264

## Introduction

Areas surrounding the Farmington FrontRunner Station have undergone numerous planning efforts over the past ten years and are now experiencing tremendous growth. The area directly adjacent to Farmington Station is currently controlled by UTA and is being used as a park-and-ride. UTA would like to consolidate the car storage involved in this park-and-ride, making a substantial portion available for transit-oriented development. To better understand how much space can be used to build new transit-oriented land uses, Farmington City requested that Fehr & Peers approximate the peak parking demand in the park-and-ride.

The City of Farmington is also overseeing the development of a station area plan for the Farmington FrontRunner station. As part of this plan, the City wants the following questions answered:

- How many parking stalls are needed to support transit ridership at the FrontRunner station, and how many existing parking stalls could be repurposed for another use?
  - How does parking utilization at the Farmington FrontRunner Station park-and-ride lot compare to other park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations?
- At the Farmington station, approximately how many riders parking in the park-and-ride lot are using FrontRunner versus the express bus or the shuttle?

## Key Takeaways from the Parking Demand Analysis

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development's proximity to rail transit.

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While the current park-and-ride demand is currently much lower than it was before the ongoing COVID-19 pandemic, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-2020 levels. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 929 parking stalls of demand at this location.

## Key Takeaways from the Transit Parking Utilization and Ridership Split Analyses

Since at least 2017, the average parking utilization at the Farmington FrontRunner Station park-and-ride lot is on average less than half the total stall count. The average parking utilization is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses. The park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of the Layton and Woods Cross park-n-ride lots and, therefore, is not useful as a direct comparison.

Between 2019 and 2021, FrontRunner had the highest proportion of ridership share, often more than half of the total riders. Route 667 Lagoon / Station Park Shuttle typically had the second-highest proportion of riders, and route 473 SLC - Ogden Hwy 89 Express had the third-highest proportion of riders. Some of these boardings will be accounted for by transfers. For instance, there is likely a high amount of transferring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA's boardings data doesn't account for them. As a result, riders may be counted twice.

**Note on Situational Impacts:** Travel patterns and transit ridership in Utah have been impacted by the ongoing COVID-19 pandemic. Transit ridership has declined across heavy rail, light rail, and bus<sup>1</sup>. As of the date of this memo, it remains to be seen how much or how long impacts may persist. For information regarding UTA's COVID-19 Safety and Recovery plan, visit <https://arcg.is/1yOK4j>.

## Study Site

The Farmington FrontRunner station is located just north of the Station Park shopping center in Farmington, Utah, just south of the Park Lane/I-15 interchange. The park-n-ride facility provides 872 total parking stalls, with 853 stalls currently usable<sup>2</sup>. The park-and-ride is primarily used by commuters who drive their passenger vehicles to the parking lot and then commute to other locations via FrontRunner.

A Chic-Fil-A fast food restaurant is located within the same parcel and provides 33 of its own parking stalls.

During the COVID-19 pandemic, transit ridership was observed to decline, so the park-and-ride was studied to understand the ongoing effects of the pandemic and the likely future parking demand at the station.

<sup>1</sup> Source: UTA Ridership Portal: <https://rideuta.maps.arcgis.com/apps/dashboards/43fc692872714c418a83343f481c2e99>

<sup>2</sup> As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.



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## Park-and-Ride Parking Demand

### Historical Aerial Imagery Parking Occupancy Counts

Fehr & Peers reviewed pre-COVID-19 aerial imagery from Google Earth and counted the occupied parked vehicles.

- 6/4/2013: 368
- 6/16/2015: 298
- 9/10/2018: 328
- 7/18/2019: 264

The peak parking demand of 368 occupied stalls was observed on June 4, 2013; approximately 43% of total capacity.

### In-Person Parking Occupancy Counts

Fehr & Peers visited the Farmington FrontRunner station on the afternoon of November 10<sup>th</sup> to observe parking occupancy at the park-and-ride. We visited the park-and-ride lot during the afternoon to observe the assumed commuter peak parking demand – after the morning commuters had all departed for work and before they had returned from work. Approximately 156 occupied parking stalls were observed in the park-and-ride facility. However, it should be noted that 38 of those parked vehicles appeared to be parked to work at the construction site to the south of the park-and-ride. Even including the construction-related parking demand, parking occupancy was observed to be less than half of the peak parking demand observed in the pre-COVID-19 aerial imagery counts.

While the park-and-ride demand is currently much lower than it was before 2020, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-COVID-19 levels. Therefore, Fehr & Peers recommends preserving approximately 264 park-and-ride stalls for transit users, which represents the low-end of the samples from before 2020, but over 100 stalls more than the 2021 sample.

## Infill Development Parking Analysis

Since a large portion of the parking space in the Farmington Station park-and-ride remains unused all year long, UTA intends to redevelop a portion of the area into a transit-oriented development. The goal of this development is to activate and energize the area with housing, retail, and job opportunities while increasing transit ridership at the nearby commuter rail and express bus station.

The infill development is proposed to include the following land uses:

- General office space: 151,200 square feet
- Retail space: 36,000 square feet
- Mid-rise multifamily housing: 330 units

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## Literature Review

To understand the parking demand of the proposed infill redevelopment, Fehr & Peers reviewed and compared parking rates from the following sources to calculate the required number of parking spaces for the project site:

- Farmington, UT Code of Ordinances, 11-12-040, *Minimum Parking Spaces Required*
- Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5<sup>th</sup> Edition*
- Urban Land Institute (ULI) *Shared Parking, 3<sup>rd</sup> Edition*

Farmington's minimum parking space requirements were reviewed to provide local context for the level of parking that would typically be expected of a development of this nature within the City. The ITE and ULI manuals were also reviewed to provide national-level context.

The most recent edition of ITE's *Parking Generation Manual* also includes standardized parking generation rates for 121 different land uses and differentiates the levels of parking demand observed at rural, general urban/suburban, dense multi-use urban, and center city core sites based on nation-wide data collected between 1980 and 2017.

*Shared Parking* is the result of a collaboration between ULI, the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) to publish national guidelines for estimating, planning, and implementing parking for mixed-use developments. The most recent *Shared Parking* edition was published in 2020 and provides parking reduction recommendations for 32 different land uses in mixed-use developments. The manual also includes recommendations for parking reductions based on time-of-day, month-of-year, non-captive ratio (parking at a single space for multiple purposes), and mode shift (drivers shifting to walk/bike/transit) factors.

Due to the large, consistently updated bodies of data in both ITE's *Parking Generation Manual* and in ULI's *Shared Parking*, both documents are considered national state-of-the-practice resources when performing parking studies and were reviewed to provide additional insight into the potential parking demands of the development.

**Table 1** shows the parking requirement rates from each source listed above for the proposed future land uses.



**Table 1: Parking Requirement Rates**

Source	Land Use	Units	Required Parking Rates	
			Weekday	Saturday
<b>Farmington<sup>1</sup></b>	Studio	Dwelling Unit	1.85	1.85
	1 Bedroom	Dwelling Unit	1.85	1.85
	2 Bedroom	Dwelling Unit	1.85	1.85
	3+ Bedroom	Dwelling Unit	1.85	1.85
	Office	ksf (1,000 sq ft)	3	3
	Retail	ksf (1,000 sq ft)	4	4
<b>ITE<sup>2</sup></b>	Studio	Dwelling Unit	1.31	1.22
	1 Bedroom	Dwelling Unit	1.31	1.22
	2 Bedroom	Dwelling Unit	1.31	1.22
	3+ Bedroom	Dwelling Unit	1.31	1.22
	Office	ksf (1,000 sq ft)	2.39	0.28
	Retail	ksf (1,000 sq ft)	3.77	4.58
<b>ULI<sup>3</sup></b>	Studio	Dwelling Unit	0.95	1
	1 Bedroom	Dwelling Unit	1	1.05
	2 Bedroom	Dwelling Unit	1.75	1.8
	3+ Bedroom	Dwelling Unit	2.6	2.65
	Office	ksf (1,000 sq ft)	3.32	0.34
	Retail	ksf (1,000 sq ft)	3.6	4

1. Parking ratio requirements from Farmington, UT Code of Ordinances, 11-32-040, *Minimum Parking Spaces Required*.
2. ITE Parking rates from the *ITE Parking Generation, 5<sup>th</sup> Edition, 2019*, for multifamily housing (mid-rise) (land use 221), general office building (land use 710), and shopping center (land use 820).
3. ULI parking rates from *Shared Parking, 3<sup>rd</sup> Edition, 2020*, for residential (studio efficiency, 1 bedroom, 2 bedrooms, and 3+ bedrooms), office (100 to 500 ksf), and retail (<400 ksf).



The required number of parking stalls for the proposed land uses was calculated using parking rates displayed in **Table 1**. The calculated required parking spaces for the different sources are shown in **Table 2**. It should be noted that the Farmington Code of Ordinances, Title 11-18-100, includes a table with off-street parking reductions for developments near rail stations. The required parking spaces per the Farmington requirements are listed in the table, both with and without the reduction.

**Table 2: Required Parking Spaces**

Source	Land Use	Unit Quantity	Required Parking Spaces	
			Weekday	Saturday
<b>Farmington</b>	Multifamily Housing	330 Dwelling Units	611	611
	Office	151.2 ksf	454	454
	Retail	36 ksf	144	144
	<b>Total</b>		<b>1209</b>	<b>1209</b>
<b>Farmington<sup>1</sup></b>	Multifamily Housing	330 Dwelling Units	366	366
	Office	151.2 ksf	227	227
	Retail	36 ksf	72	72
	<b>Total</b>		<b>665</b>	<b>665</b>
<b>ITE</b>	Multifamily Housing	330 Dwelling Units	107	100
	Office	151.2 ksf	361	42
	Retail	36 ksf	136	165
	<b>Total</b>		<b>929</b>	<b>610</b>
<b>ULI</b>	Studio	82 Dwelling Units	78	82
	1 Bedroom	82 Dwelling Units	82	86
	2 Bedroom	83 Dwelling Units	145	149
	3+ Bedroom	83 Dwelling Units	216	220
	Office	151.2 ksf	502	51
	Retail	36 ksf	130	144
<b>Total</b>		<b>1153</b>	<b>732</b>	

1. Farmington, UT Code 11-18-100 Table 18.4 includes recommendations to reduce residential parking by 40%, retail parking by 50%, and office parking by 50% for developments within 1/8 miles of a rail transit station.

This literature review was performed to summarize parking supply recommendations from various sources before any reductions. As shown in the table, the Farmington Code of Ordinances includes recommendations to reduce residential parking by 40%, retail parking by 50%, and office parking by 50% for developments within 1/8 miles of a rail transit station, so Farmington would only require the infill development to provide 665 total parking stalls due to its proximity to the UTA transit station.

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### Shared Parking Analysis

Since the proposed infill development includes multiple uses, Fehr & Peers also performed a shared parking analysis using the methodology outlined in ULI's *Shared Parking, Third Edition* manual. *Shared Parking* contains guidelines that are considered the national state-of-the-practice for determining shared parking reductions. The methodology in *Shared Parking* "provides a systematic way to apply appropriate adjustments to parking ratios for each use in a mixed-use development" (ULI, 2020) based on nationally collected data. The shared parking analysis accounts for the following factors:

- the unit count of each proposed land use,
- traffic shifting to walk/bike/transit modes,
- trips captured internally to the development site,
- changing parking patterns by time of day,
- changing parking patterns by month of the year,
- differing patterns between employees, visitors, and residents.

The primary benefits of sharing parking are that multiple land uses can use the same parking space during different times of the day. For example, residential and office uses typically have very little overlap in parking demand (people typically are parked at home or at work, but not both), so sharing parking between the two uses reduces the need for excess parking stalls. Therefore, this analysis assumes that all parking is shared between the residential, office, and retail land uses since reserving parking for any particular land use significantly reduces the benefits of shared parking and inflates the amount of parking required by the development.

The ULI methodology requires a base parking rate and uses various reduction factors to determine the likely demand during weekday and weekend peak parking periods. To provide a range in parking demand estimates based on local and national parking demand projections, Fehr & Peers performed the analysis using the parking rates listed previously in **Table 1** from ULI's *Shared Parking* manual, Farmington's parking code, and ITE's *Parking Generation*.

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### Shared Parking Analysis – ULI Parking Rates

**Table 3** outlines the results of the parking analysis that was performed using parking rates from ULI's *Shared Parking* manual. The "Driving Adjustment" and "Non-Captive Ratio" columns in the table show the modifications made to the base parking assumptions to account for people walking, biking, or taking transit to work, as well as parking demand captured internally within the site. **Figure 1** and **Figure 2** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 3**, the shared parking analysis using ULI's parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station's park-and-ride would result in 834 stalls of demand during weekday peak parking periods and 505 stalls of demand during weekend peak parking periods.

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Project: Farmington Small Area Plan  
 Description: Shared Parking Analysis: No Reserved Residential

**Table 3: Shared Parking Demand Summary – ULI Parking Rates**

Table 3: Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 10 AM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
			Quantity	Unit									10 AM	December		12 PM	December	
Retail																		
Retail (<400 ksf)	36,000	sf GLA	2.90	95%	97%	2.67	ksf GLA	3.20	95%	99%	3.00	ksf GLA	55%	100%	53	100%	100%	109
Employee			0.70	95%	96%	0.64		0.80	95%	96%	0.73		75%	100%	18	100%	100%	26
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																		
Studio Efficiency	82	units	0.85	95%	100%	0.81	unit	0.85	95%	100%	0.81	unit	60%	100%	40	68%	100%	45
1 Bedroom	82	units	0.90	95%	100%	0.86	unit	0.90	95%	100%	0.86	unit	60%	100%	42	68%	100%	48
2 Bedrooms	83	units	1.65	95%	100%	1.57	unit	1.65	95%	100%	1.57	unit	60%	100%	78	68%	100%	89
3+ Bedrooms	83	units	2.50	95%	100%	2.38	unit	2.50	95%	100%	2.38	unit	60%	100%	119	68%	100%	134
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.10	95%	100%	0.10	unit	0.15	95%	100%	0.14	unit	20%	100%	6	20%	100%	10
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.24	95%	100%	0.23	ksf GFA	0.03	95%	100%	0.03	ksf GFA	100%	100%	35	90%	100%	4
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.08	95%	100%	2.93		0.31	95%	100%	0.29		100%	100%	443	90%	100%	40
Additional Land Uses																		
													Customer/Visitor	94	Customer	123		
													Employee/Resident	739	Employee/Resident	382		
													Reserved	-	Reserved	-		
													Total	834	Total	505		
													Shared Parking					
													Reduction	28%		31%		

Figure 1: Weekday Peak Month Daily Parking Demand by Hour (ULI Rates)

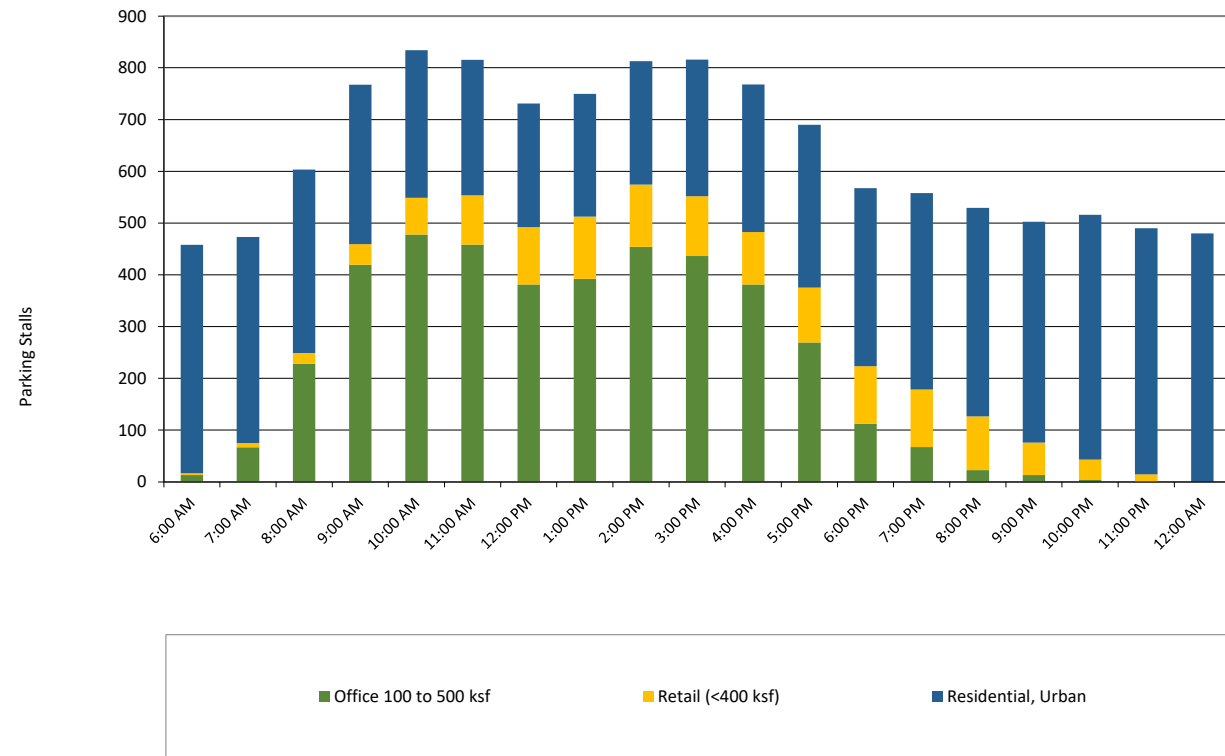
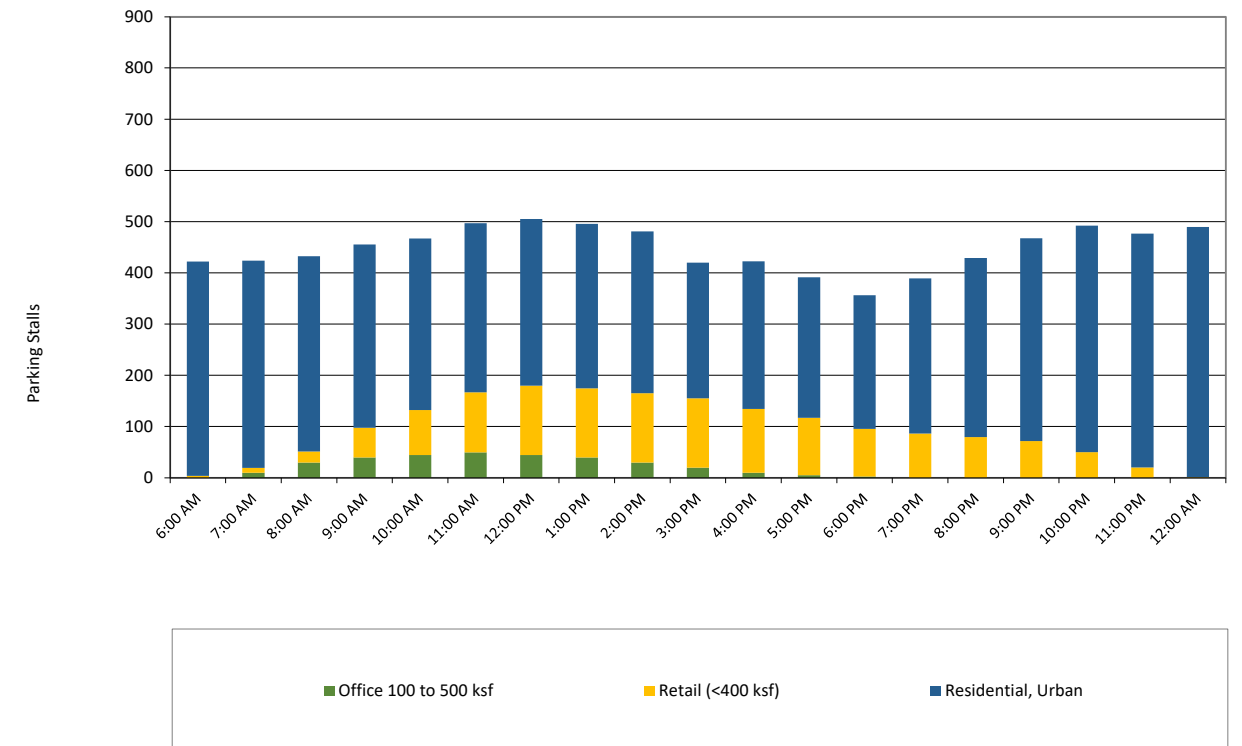


Figure 2: Weekend Peak Month Daily Parking Demand by Hour (ULI Rates)





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Shared Parking Analysis – Farmington City Parking Rates

**Table 4** outlines the results of the parking analysis that was performed using Farmington City’s minimum parking requirements as the parking rates. It should be noted that these rates did not include any of Farmington’s reductions for proximity to rail transit to avoid “double counting” any reductions. **Figure 3** and **Figure 4** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 4**, the shared parking analysis using Farmington’s parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station’s park-and-ride would result in 829 stalls of demand during weekday peak parking periods and 557 stalls of demand during weekend peak parking periods.

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**Table 4: Shared Parking Demand Summary – Farmington City Parking Rates**

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Project: Farmington Small Area Plan  
 Description: Shared Parking Analysis: Farmington Rates, No Reserved Residential

Table 4: Shared Parking Demand Summary																		
Peak Month: DECEMBER – Peak Period: 10 AM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday		Weekend			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit												10 AM	December	10 PM	December	
Retail																		
Retail (<400 ksf)	36,000	sf GLA	3.22	95%	97%	2.98	ksf GLA	3.20	95%	99%	3.01	ksf GLA	55%	100%	59	35%	100%	38
Employee			0.78	95%	97%	0.72		0.80	95%	97%	0.74		75%	100%	19	45%	100%	12
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																0%		
Studio Efficiency	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
1 Bedroom	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
2 Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
3+ Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.25	95%	100%	0.24	unit	0.25	95%	100%	0.24	unit	20%	100%	16	100%	100%	79
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.22	95%	100%	0.21	ksf GFA	0.03	95%	100%	0.02	ksf GFA	100%	100%	32	0%	100%	-
Reserved			0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee		emp	2.78	95%	100%	2.64		0.27	95%	100%	0.26		100%	100%	400	0%	100%	-
Additional Land Uses																		
															Customer/Visitor	107	Customer	117
															Employee/Resident	721	Employee/Resident	440
															Reserved	-	Reserved	-
															Total	829	Total	557
															Shared Parking Reduction	32%		31%

Figure 3: Weekday Peak Month Daily Parking Demand by Hour (Farmington Rates)

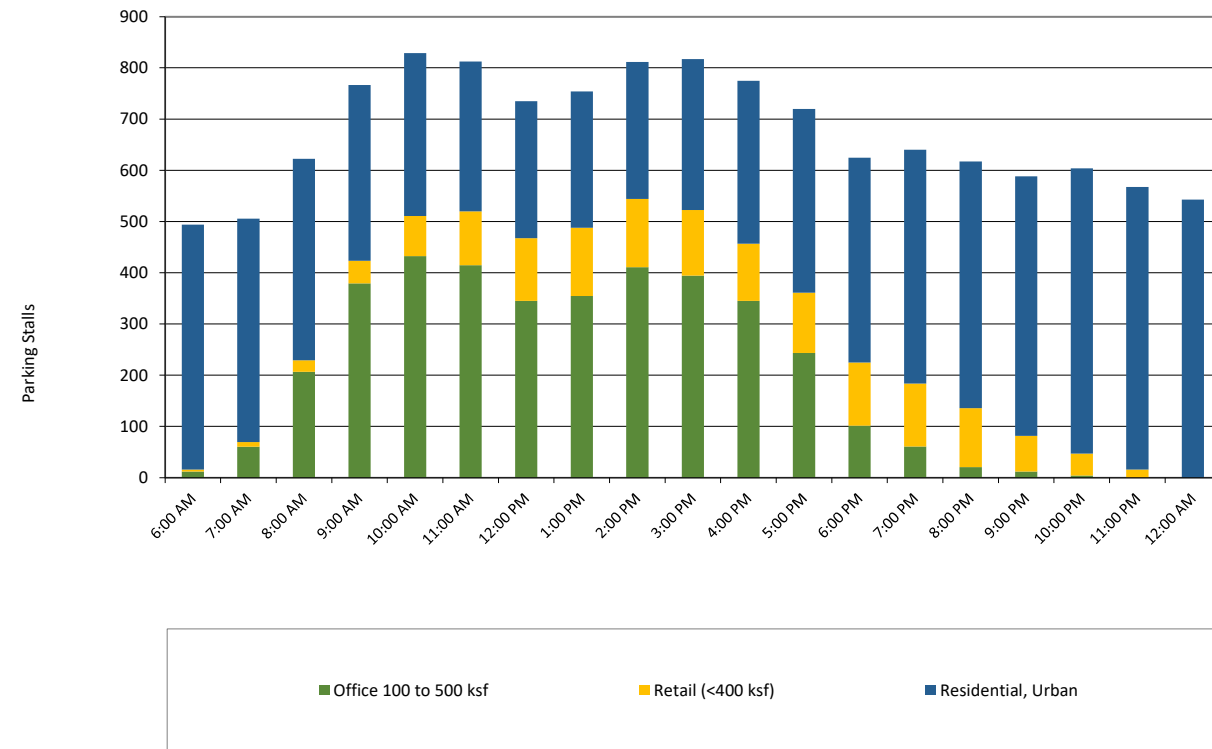
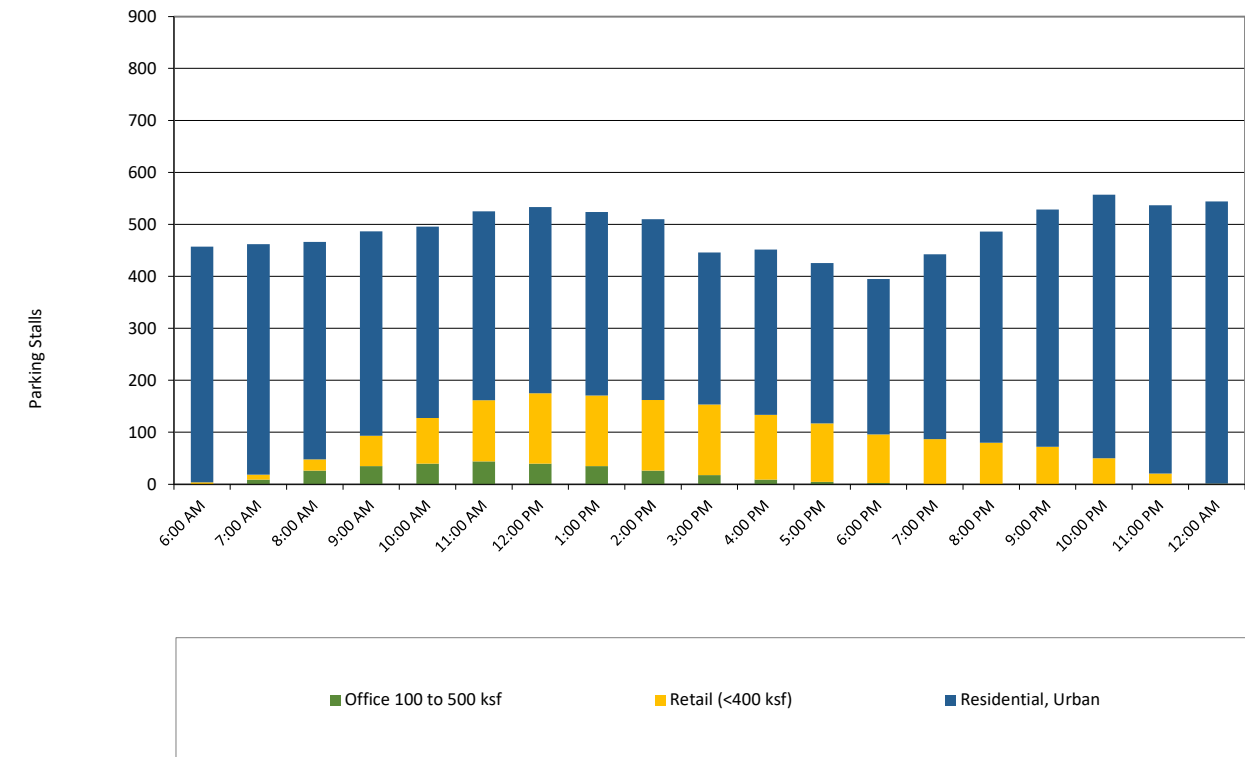


Figure 4: Weekend Peak Month Daily Parking Demand by Hour (Farmington Rates)



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*Shared Parking Analysis – ITE Parking Rates*

**Table 5** outlines the results of the parking analysis that was performed using parking rates from ITE's *Parking Generation* manual. **Figure 5** and **Figure 6** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 5**, the shared parking analysis using Farmington's parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station's park-and-ride would result in 677 stalls of demand during weekday peak parking periods and 433 stalls of demand during weekend peak parking periods.

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**Table 5: Shared Parking Demand Summary – ITE Parking Rates**

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Project: Farmington Small Area Plan  
 Description: Shared Parking Analysis: ITE Rates, No Reserved Residential

Table 5: Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 3 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										3 PM	December		12 PM	December		
<b>Retail</b>																		
Retail (<400 ksf)	36,000	sf GLA	3.69	95%	98%	3.44	ksf GLA	3.66	95%	99%	3.45	ksf GLA	95%	100%	118	100%	100%	124
Employee			0.89	95%	98%	0.83		0.92	95%	98%	0.85		100%	100%	31	100%	100%	31
<b>Food and Beverage</b>																		
<b>Entertainment and Institutions</b>																		
<b>Hotel and Residential</b>																		
Residential, Urban																		
Studio Efficiency	82	units	1.17	95%	100%	1.11	unit	1.11	95%	100%	1.06	unit	55%	100%	51	68%	100%	59
1 Bedroom	82	units	1.18	95%	100%	1.12	unit	1.12	95%	100%	1.07	unit	55%	100%	51	68%	100%	60
2 Bedrooms	83	units	1.24	95%	100%	1.17	unit	1.20	95%	100%	1.14	unit	55%	100%	54	68%	100%	65
3+ Bedrooms	83	units	1.26	95%	100%	1.20	unit	1.24	95%	100%	1.17	unit	55%	100%	55	68%	100%	67
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.05	95%	100%	0.05	unit	0.07	95%	100%	0.07	unit	20%	100%	3	20%	100%	5
<b>Office</b>																		
Office 100 to 500 ksf	151,200	sf GFA	0.18	95%	100%	0.17	ksf GFA	0.02	95%	100%	0.02	ksf GFA	45%	100%	12	90%	100%	3
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.21	95%	100%	2.10		0.22	95%	100%	0.21		95%	100%	302	90%	100%	29
<b>Additional Land Uses</b>																		
															Customer/Visitor	133	Customer	133
															Employee/Resident	545	Employee/Resident	310
															Reserved	-	Reserved	-
															Total	677	Total	443
															Shared Parking Reduction	28%		28%

Figure 5: Weekday Peak Month Daily Parking Demand by Hour (ITE Rates)

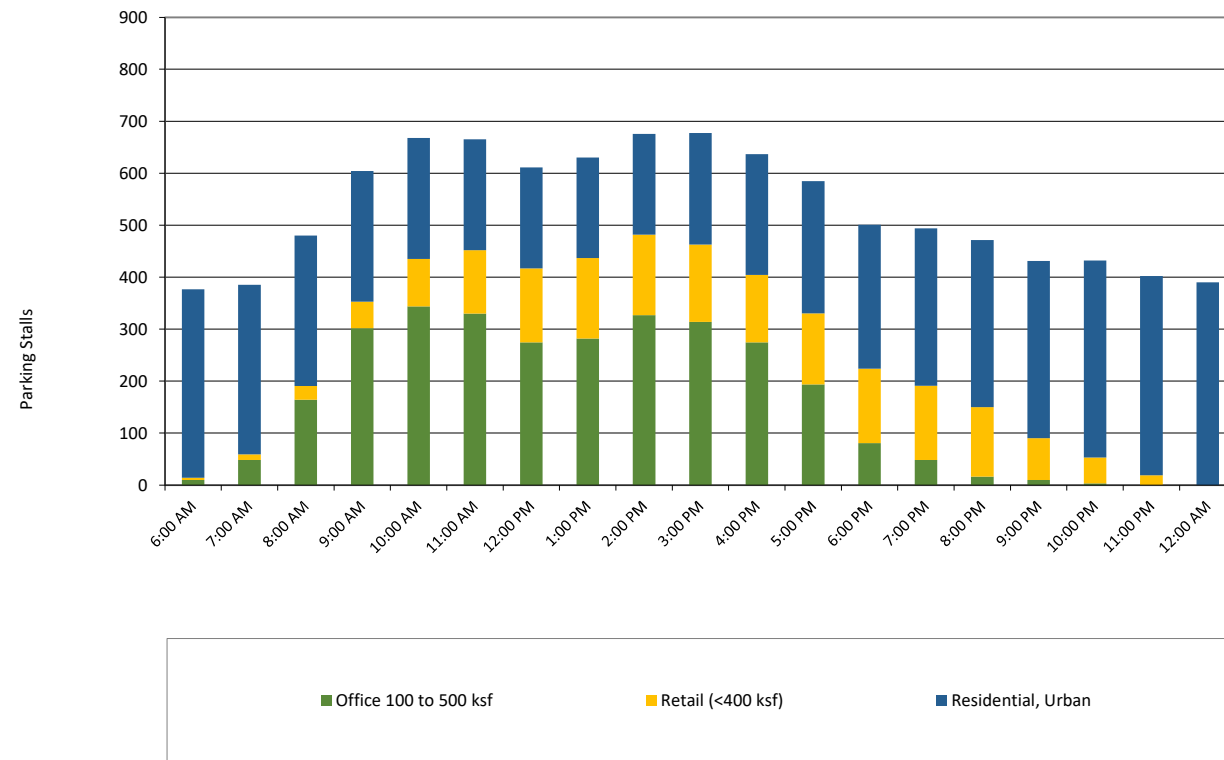
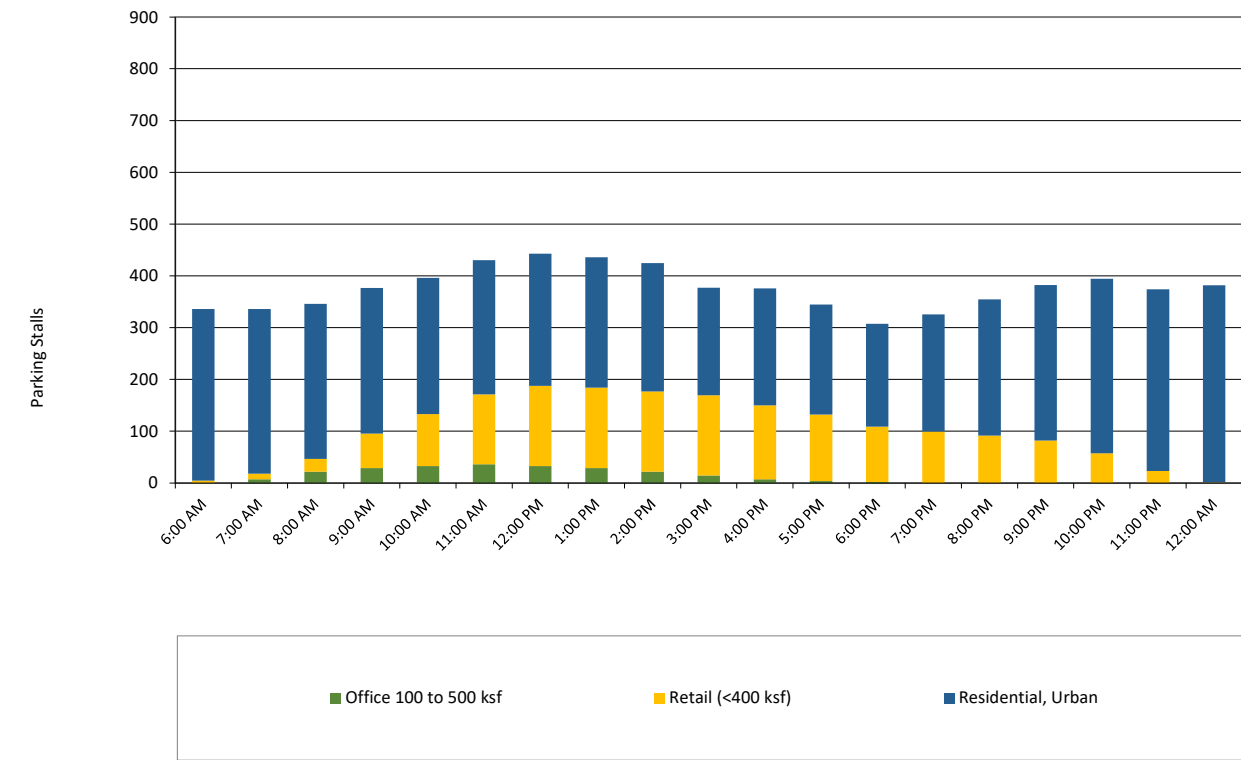


Figure 6: Weekend Peak Month Daily Parking Demand by Hour (ITE Rates)





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*Shared Parking Analysis – Summary*

Using ULI, Farmington, and ITE parking requirement rates, as well as reductions for non-captive ratio, mode shift, month of year, and time-of-day, the shared parking analyses indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends. The Farmington and ULI analysis results were fairly close due to their similar parking rates, whereas the ITE analysis provided the lowest results of the three due to their lower parking generation rates for residential and office uses.

*Parking Recommendation*

The previous park-and-ride demand counts indicated that parking demand for the transit station ranged from 156 to 368 parking stalls. While the park-and-ride demand is currently much lower than it was before 2020, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-COVID-19 levels. Therefore, Fehr & Peers recommends preserving approximately 264 park-and-ride stalls for transit users, which represents the low-end of the samples from before 2020, but over 100 stalls more than the 2021 sample.

Due to its close proximity to a rail transit station, the Farmington Code of Ordinances specifies that parking requirements for the proposed infill development would be reduced, so the infill development would only be required to provide 665 total parking stalls. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 929 parking stalls of demand at this location.

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## Comparison of Parking Utilization at Four FrontRunner Station Park-and-ride Lots

For this analysis, four parking lots at FrontRunner stations in Davis County, Utah, were evaluated: Farmington, Clearfield, Layton, and Woods Cross. Park-n-ride lots in this context are rail-adjacent, primarily used by commuters who drive their passenger vehicles to the parking lot and then commute to other locations via FrontRunner or bus. A summary of these lots is provided in **Table 6**.



**Farmington**



**Clearfield**



**Layton**



**Woods Cross**

Imagery source: Google Earth. Image date: August 28, 2021



- The **Farmington FrontRunner station** is located at 450 N. 800 W., just north of the Station Park shopping center in Farmington, Utah, just south of the Park Lane I-15 interchange. The park-n-ride facility provides 872 total parking stalls, with 853 stalls currently usable<sup>3</sup>.
- The **Clearfield FrontRunner station**, located at 1250 S. State St., is west of the Freeport Center. The park-n-ride facility provides 890 total parking stalls<sup>4</sup>.
- The **Layton FrontRunner station**, at 150 S. Main St., is located south of the Kays Crossing Apartment complex, just north of the Layton Parkway I-15 interchange. The park-n-ride facility provides 391 total parking stalls<sup>4</sup>.
- The **Woods Cross FrontRunner station** is located at 750 S. 800 W., southwest of the 500 South I-15 interchange. The park-n-ride facility provides 233 total parking stalls<sup>4</sup>.

**Table 6. Parking Inventory**

FrontRunner Station	Address	Parking Lot Type	Parking Stalls		
			Regular Stalls	Handicap Stalls	Total Stalls
<b>Farmington</b>	450 N. 800 W., Farmington 84025	Park-and-ride lot with extended parking	854	18	<b>872</b>
<b>Clearfield</b>	1250 S. State St., Clearfield 84015	Park-and-ride lot with extended parking	870	20	<b>890</b>
<b>Layton</b>	150 S. Main St., Layton 84041	Park-and-ride shared lot with free day parking only	379	12	<b>391</b>
<b>Woods Cross</b>	750 S. 800 W, Woods Cross 84087	Park-and-ride lot with extended parking	219	14	<b>233</b>

Source: UTA, Google Earth, and Fehr & Peers.

### Parking Occupancy Counts

Fehr & Peers conducted parking occupancy counts via two methods: reviewing aerial satellite imagery from Google Earth and analyzing park-and-ride lot count and utilization data collected by UTA.

#### Historical Aerial Imagery Parking Occupancy Counts

Fehr & Peers reviewed aerial imagery from Google Earth and calculated the occupied parking stalls to help determine pre-pandemic parking utilization. The dates of the aerial imagery reviewed were chosen because they are weekdays and were taken during the daytime. The results are in **Table 7**.

<sup>3</sup> As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.

<sup>4</sup> Data source: UTA



**Table 7. Historical Parking Occupancy Counts**

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
<b>Tuesday, June 4, 2013</b>	# of vehicle-occupied stalls: 368	# of vehicle-occupied stalls: 318	# of vehicle-occupied stalls: 317	# of vehicle-occupied stalls: 155
<b>Tuesday, June 16, 2015</b>	298	397	306	118
<b>Monday, September 10, 2018</b>	328	461	345	210
<b>Thursday, July 18, 2019</b>	264	308	267	111

Source: Google Earth, and Fehr & Peers.

#### UTA-Collected Parking Occupancy Counts and Utilization Data

Typically, rail conductors take UTA's monthly park-and-ride lot count and utilization data midweek and on Saturdays after approximately 10:00 am at FrontRunner stations. These are close approximations as it is not always possible for conductors to count every passenger vehicle. Therefore, they may not accurately reflect the exact parking occupancy. For the purpose of this analysis, 2017 through 2021 weekday occupancy counts were used.

The results are in **Table 8**, with peak parking demands at each lot in bold.

**Table 8. UTA Weekday Parking Occupancy Counts**

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
<b>2017</b>				
Wednesday, January 4, 2017	341	<b>462</b>	401	216
Wednesday, February 8, 2017	336	454	394	229
Wednesday, March 8, 2017	331	455	378	210
Wednesday, April 5, 2017	339	436	381	228
Wednesday, May 3, 2017	331	402	391	228
Wednesday, June 7, 2017	329	394	381	227
Tuesday, July 11, 2017	437	318	410	227
Wednesday, August 2, 2017	350	391	337	176
Tuesday, August 8, 2017	437	318	410	227
Wednesday, September 6, 2017	341	402	399	221
Wednesday, October 11, 2017	392	315	410	184
Wednesday, November 1, 2017	415	402	401	206
Wednesday, December 6, 2017	403	317	415	289
<b>2018</b>				
Wednesday, January 3, 2018	438	349	<b>425</b>	291
Wednesday, February 7, 2018	425	338	394	288
Wednesday, March 7, 2018	402	359	394	187
Wednesday, April 4, 2018	402	334	413	177
Wednesday, May 2, 2018	415	306	394	206
Wednesday, June 6, 2018	446	297	401	193
Wednesday, September 5, 2018	395	334	416	219

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Wednesday, October 3, 2018	388	429	412	<b>306</b>
Wednesday, November 7, 2018	391	411	409	299
<b>2019</b>				
Tuesday, February 5, 2019	383	410	417	280
Tuesday, March 5, 2019	411	419	416	299
Wednesday, April 3, 2019	441	439	410	229
Wednesday, May 1, 2019	497	415	350	196
Wednesday, June 5, 2019	503	302	401	199
Wednesday, July 10, 2019	499	285	390	203
Wednesday, August 7, 2019	481	324	410	227
Wednesday, September 4, 2019	<b>511</b>	339	411	301
Wednesday, October 2, 2019	503	340	409	294
Wednesday, November 6, 2019	503	340	409	294
Wednesday, December 4, 2019	497	330	417	302
<b>2020</b>				
Wednesday, January 8, 2020	419	419	403	207
Wednesday, March 4, 2020	409	355	399	302
Wednesday, April 1, 2020	60	26	51	28
Wednesday, May 6, 2020	49	31	59	19
Wednesday, June 3, 2020	39	37	47	23
Wednesday, July 1, 2020	54	50	66	19
Thursday, September 3, 2020	70	63	92	44
Wednesday, November 4, 2020	130	62	158	78
Wednesday, December 2, 2020	182	130	158	84
<b>2021</b>				
Wednesday, January 6, 2021	70	54	81	35
Wednesday, February 3, 2021	77	65	89	41
Wednesday, March 3, 2021	75	49	82	31
Wednesday, April 7, 2021	71	75	101	42
Wednesday, May 5, 2021	95	45	109	41
Wednesday, June 2, 2021	72	34	29	31
Thursday, July 8, 2021	77	35	22	33
Wednesday, August 4, 2021	113	110	135	69
Wednesday, September 1, 2021	97	37	83	17
Wednesday, October 13, 2021	221	135	141	121
Wednesday, November 3, 2021	196	156	137	90
Thursday, December 9, 2021	122	141	161	98

Source: UTA

### Parking Occupancy Utilization Counts

Parking occupancy utilization was calculated by dividing the total number of vehicle-occupied stalls observed in the parking occupancy counts by the total capacity in the same parking lot.

At the Farmington FrontRunner station, the peak parking demand of occupied stalls was observed on June 4, 2013, with 368 vehicle-occupied stalls, approximately 42% of the total capacity<sup>5</sup>. That same day, for Clearfield, Layton, and Woods Cross FrontRunner Stations, the total parking demand was 41%, 81%, and 67% of their total capacities, respectively.

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The peak parking demand for Clearfield, Layton, and Woods Cross FrontRunner Stations, was observed on September 10, 2018, with an approximate total parking demand that day of 52%, 88%, and 90%, respectively. **Table 9** gives an overview of the capacity and utilization results.

**Table 9. Occupancy Volume and Total Capacity**

FrontRunner Station	Total Stalls	2013 % of Total Capacity	2015 % of Total Capacity	2016 % of Total Capacity	2017 % of Total Capacity	2018 % of Total Capacity	2019 % of Total Capacity	2020 % of Total Capacity	2021 % of Total Capacity	Average Parking Utilization
<b>Farmington</b>	872	42%	45%	45%	42%	46%	52%	15%	12%	<b>37%</b>
<b>Clearfield</b>	890	41%	45%	49%	44%	41%	40%	12%	9%	35%
<b>Layton</b>	391	81%	78%	98%	96%	88%	86%	18%	25%	71%
<b>Woods Cross</b>	233	67%	78%	83%	92%	85%	83%	22%	23%	67%

Source: UTA, Google Earth, and Fehr & Peers

As noted in this memo's park-n-ride parking demand section, Fehr & Peers conducted in-person parking occupancy counts at the Farmington FrontRunner station park-n-ride on the afternoon of November 10, 2021. Approximately 156 occupied parking stalls<sup>6</sup> were observed in the park-and-ride facility. Parking occupancy was observed to be less than half of the peak parking demand observed in the pre-COVID-19 aerial imagery counts.

The Farmington FrontRunner Station park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of Layton and Woods Cross park-n-ride lots and, therefore, is not necessarily useful as a direct comparison. However, the average parking utilization for the Farmington FrontRunner Station park-and-ride lot is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses.

<sup>6</sup> 28 parked vehicles appeared to be parked to work at the construction site to the south of the lot

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# Transit Ridership Split Analysis

## Background

At the Farmington FrontRunner station, the City wants to know approximately how many riders who park in the park-and-ride lot ride FrontRunner versus the other modes of transit that serve the station.

## Stops and Routes that Serve the Farmington FrontRunner Station

As of December 2021, four transit stops serve the Farmington FrontRunner station. Three are bus stops, and one is a heavy rail stop.

- » **BB301055:** Farmington Station (Bay D)
- » **BB301056:** Farmington Station (Bay E)
- » **BB301057:** Farmington Station (Bay F)
- » **FR301084:** Farmington FrontRunner (Heavy Rail)

These stops and the routes they serve are listed in **Table 11**.

**Table 11. Stops and Routes served at the Farmington FrontRunner Station**

Stop Name	Stop ID	Routes Served	Route Line Name	Route Type	Mode
<b>Farmington Station (Bay D)</b>	BB301055	667	Lagoon / Station Park Shuttle	Local	Bus
<b>Farmington Station (Bay E)</b>	BB301056	455	U of U/Davis County/WSU	Local	Bus
<b>Farmington Station (Bay F)<sup>7</sup></b>	BB301057	473	SLC - Ogden Hwy 89 Express	Express	Bus
<b>Farmington FrontRunner</b>	FR301084	750	FrontRunner	Heavy Rail	Rail

Source: UTA.

### Note Regarding Route 667

Route 667 runs year-round with additional late-evening service during the summer for Lagoon summer hours, as shown in **Figure 7**. Because UTA's stop-level data is not broken down by hour, it cannot be determined precisely how many riders are taking 667 in the extended summer hours compared to the rest of the day. Thus, an approximation was made for this analysis based on the previous data.

<sup>7</sup> On weekdays until the route's suspension in July 2020, Farmington Station (Bay F) stop BB301057 served route 456 Ogden-Unisys-Rocky Mountain Express, with an average daily weekday boarding of 47 riders between January 2020 to July 2020. As there currently is no ridership data available prior to January 2020, this route was omitted from the analysis.

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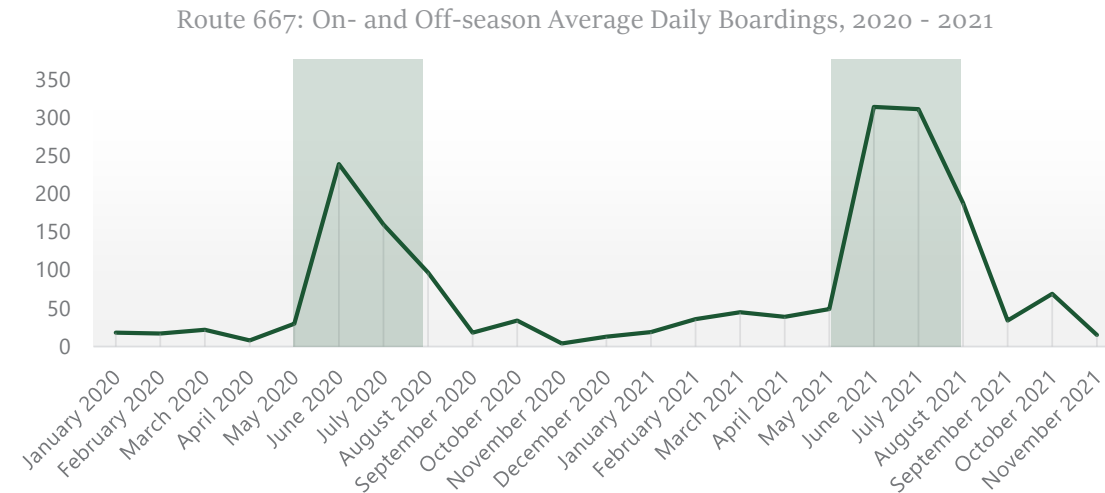


Figure 7: On- and off-season average daily boardings for 2020-2021. Peak on-season is highlighted in green. Source: UTA

## Methodology

Fehr & Peers compiled and evaluated the average daily weekday boardings at all four stops from 2017 to 2021. Then, using the parking occupancy utilization counts from the first part of this memo, Fehr & Peers developed an estimated proportion of people riding each transit type. The details of which are outlined in the following sections.

It is important to note that this analysis doesn't account for transfer activity, accounting for some boardings between different routes. For instance, there is likely a high amount of transferring occurring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA's boardings data doesn't account for them. As a result, riders may be counted twice in this portion of the analysis.

### Average Daily Weekday Ridership

The average daily weekday ridership is a key metric to help determine ridership split. In the UTA system, passengers are counted via automated passenger counters. The most recent data is made accessible via the Utah Transit Authority Data Portal<sup>8</sup>.

What data is available has been pulled from the UTA Transit Portal and from data provided by UTA staff. There exists gaps in the pre-pandemic stop-level boarding data for the bus. For the purpose of this analysis, the 2017 through 2021 data is used for **Tables 12, 13, and 14**.

<sup>8</sup> <https://data-rideuta.opendata.arcgis.com/>



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**Table 12. Average Annual Weekday Boardings at the Farmington FrontRunner Station**

	Stop ID	Rte #	Route Line Name	Average Weekday Boardings				
				2017	2018	2019	2020	2021
<b>Farmington Station (Bay D)</b>	BB301055	667	Lagoon / Station Park Shuttle	248	284	113	77	102
<b>Farmington Station (Bay E)</b>	BB301056	455	U of U/Davis County/WSU	57	86	45	20	27
<b>Farmington Station (Bay F)</b>	BB301057	473	SLC - Ogden Hwy 89 Express	363	475	218	24	31
<b>Farmington FrontRunner</b>	FR301084	750	FrontRunner	447	567	564	245	247

Source: UTA.

**Transit Ridership Split**

From **Table 9**, the Farmington FrontRunner station park-and-ride lot has an average number of passenger-vehicle-occupied stalls at approximately 37% or 315 stalls. However, there is not enough data at this point to consider this a usable number for determining ridership split. Hence, the data is broken down into individual years in **Table 13**.

Fehr & Peers looked at the average daily boardings for each route and each year and divided it over the total average daily boardings for all routes to determine ridership split. The ridership split for 2017 through 2021 was calculated based on data provided by UTA, as seen in **Table 13**.

**Table 13. Farmington FrontRunner Station Occupancy Volume and Ridership Split**

Stop ID	Route #	2017		2018		2019		2020		2021	
		Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders
<b>(Bay D) B301055</b>	667	248	22%	284	20%	133	14%	77	21%	102	25%
<b>(Bay E) B301056</b>	455	57	5%	86	6%	45	5%	20	5%	27	7%
<b>(Bay F) B301057</b>	473	363	33%	475	34%	218	23%	24	7%	31	8%
<b>Farmington FrontRunner FR301084</b>	750	447	40%	567	40%	564	59%	245	67%	247	61%
<b>TOTAL RIDERS:</b>		1,115		1,412		960		366		407	

Source: UTA.

By looking at the stop-level average daily boardings for the available data, Fehr & Peers determined the ratio of riders for each route. On average, FrontRunner has the highest number of riders. Route 667 Lagoon / Station Park Shuttle typically has the second-highest proportion of riders. The SLC – Ogden Hwy 89 Express, route 473, has the third-highest proportion of riders. The 455 - U of U/Davis County/WSU bus typically has the lowest proportion of riders. The details of this are included in **Table 14**.

# Memorandum

Date: January 21, 2022  
 To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff  
 From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers  
 Subject: **Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis**

UT21-2264

**Introduction**

Areas surrounding the Farmington FrontRunner Station have undergone numerous planning efforts over the past ten years and are now experiencing tremendous growth. The area directly adjacent to Farmington Station is currently controlled by UTA and is being used as a park-and-ride. UTA would like to consolidate the car storage involved in this park-and-ride, making a substantial portion available for transit-oriented development. To better understand how much space can be used to build new transit-oriented land uses, Farmington City requested that Fehr & Peers approximate the peak parking demand in the park-and-ride.

The City of Farmington is also overseeing the development of a station area plan for the Farmington FrontRunner station. As part of this plan, the City wants the following questions answered:

- How many parking stalls are needed to support transit ridership at the FrontRunner station, and how many existing parking stalls could be repurposed for another use?
  - How does parking utilization at the Farmington FrontRunner Station park-and-ride lot compare to other park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations?
- At the Farmington station, approximately how many riders parking in the park-and-ride lot are using FrontRunner versus the express bus or the shuttle?

**Key Takeaways from the Parking Demand Analysis**

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development’s proximity to rail transit.





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# APPENDIX C

SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION



SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION



**Meeting Notes**  
**Farmington Small Area Station Plan**  
**Internal Stakeholder Meeting #2**  
**June 09, 2021**  
**1:30 – 3:30 PM**

#	Time	Description	Responsible
1	1:30 – 1:45	Intro	Christine Richman
2	1:45 – 1:55	Purpose	Christine Richman
3	1:55 – 2:05	Existing Conditions Review	Jason Claunch
4	2:05 – 2:15	Market Review	Jason Claunch
5	2:15 – 2:25	Visioning	Jason Claunch
6	2:25 – 2:35	Priorities/Values	Jason Claunch
7	2:35 – 2:45	Challenges	Jason Claunch
8	2:45 – 3:00	Regulatory Tools	Jason Claunch / Christine Richman
9	3:00 – 3:20	Mapping Exercise	All
10	3:20 – 3:30	Closing remarks/comments	All
	3:30	Adjourn	

ATTENDEES

- Alex Leeman, Head of Planning Commission
- Shannon Hansell – Planning / GIS Specialist
- Meagan Booth – Associate planner
- Rebecca Wayment – City Council
- Shane Pace – City Manager
- Jim Talbot – Mayor
- David Peterson – Community Development Director
- Larry Steinhorst – Planning Commission
- John David Mortensen – Planning Commission
- Scott Isaacson – City Council
- Chad Boshell – City Engineer
- Brigham Mellor – Assistant City Manager (online first half)
- Jordan Swain, UTA (online)
- Christy Dahlberg, WFRC (online)
- Christine Richman, GSBS
- Jason Claunch, Catalyst Commercial

- Paulo Aguilera, GSBS
- Ladd Schiess, GSBS
- Kathrine Skollingsburg, Fehr & Peers
- Purpose – Understand overarching vision from City to focus on tools to ensure development success.
- Reviewed Myths: addresses perspective on density and balancing adjacencies.
- Market Review
  - One opportunity to create a thriving and efficient market, it can't be replicated

Lightning Round – One-word answers in response to following topics.

- Vision:
  - Infrastructure (Chad Boshell)
  - Jobs / Reason to Stay (Scott Isaacson)
  - Tax revenue (Jon David Mortensen)
  - Close by living, Live near work, variety of res. (Larry Steinhorst)
  - Housing / Mixed-use integrated (not thanksgiving point) (David Petersen)
  - Ease of access – Well performing road network (Jim Talbot)
  - Gathering place (Shane Pace)
  - Beauty
  - Programming – day and night
  - Sustainability- take advantage of tech & knowledge of 2021 (Shannon Hansell)
  - Tied together w/ ribbons of greenway and urban park (not soccer park) and trees
  - Re-use (not tear down or build disposable)
- Challenges
  - Making sure development comes together as a unified vision
  - Connections- “get over busy streets”
  - How to pay for it?
  - Connection across railroads
  - Do not become like Hill Field Rd @ Layton
    - Spread out traffic
  - Timing – ‘we are already designing roads and facing applications’
  - Rely on developers to implement plan – Urban Design Standards
  - Be unique; keep Farmington unique and pride
  - Design standard – lights landscape, signage
- Values/Brand
  - Identity/pride/awareness
  - First-class
  - Trees- connected to nature – trails, Sycamore trees

375 WEST 200 SOUTH  
 SALT LAKE CITY, UT 84101  
 P 801.521.8600  
 F 801.521.7913

7291 GLENVIEW DRIVE  
 FORT WORTH, TX 76180  
 P 817.589.1722  
 F 817.595.2916

www.gsbsconsulting.com

375 WEST 200 SOUTH  
 SALT LAKE CITY, UT 84101  
 P 801.521.8600  
 F 801.521.7913

7291 GLENVIEW DRIVE  
 FORT WORTH, TX 76180  
 P 817.589.1722  
 F 817.595.2916

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- Lagoon
- Tools: Set standard and stick to it
- Discussion on question: “Who’s the competition regionally?”
  - Competition is national.

375 WEST 200 SOUTH  
SALT LAKE CITY, UT 84101  
P 801.521.8600  
F 801.521.7913

7291 GLENVIEW DRIVE  
FORT WORTH, TX 76180  
P 817.589.1722  
F 817.595.2916

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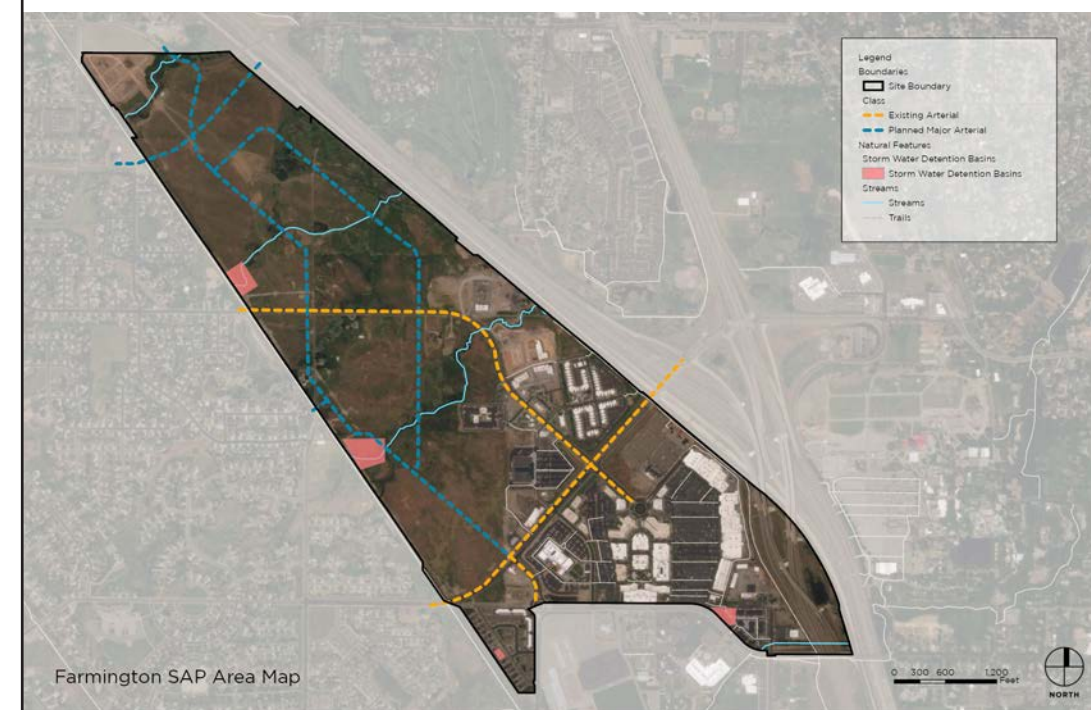


# Purpose

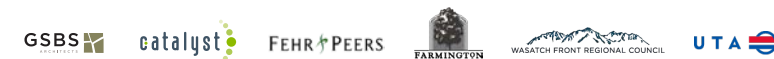


# Assets

- Transportation/Transit/Trail Network
- Community Redevelopment Area
- Interested and Engaged City
- Interested and Engaged Developers
- Consolidating Land Ownership
- Market Demand



Existing  
Conditions  
Assets







# Vision



# Priority / Values



# Challenges



# Tools

**Protecting the Vision**



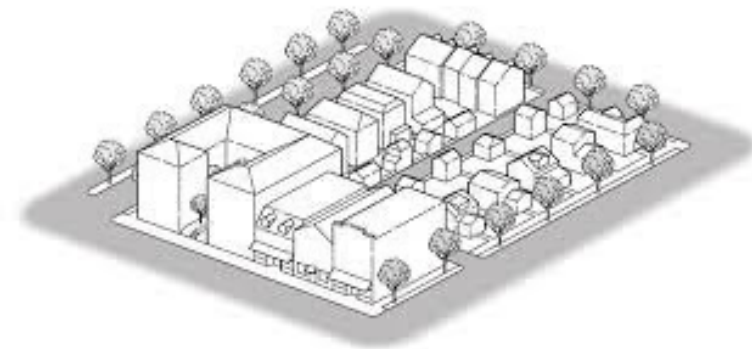
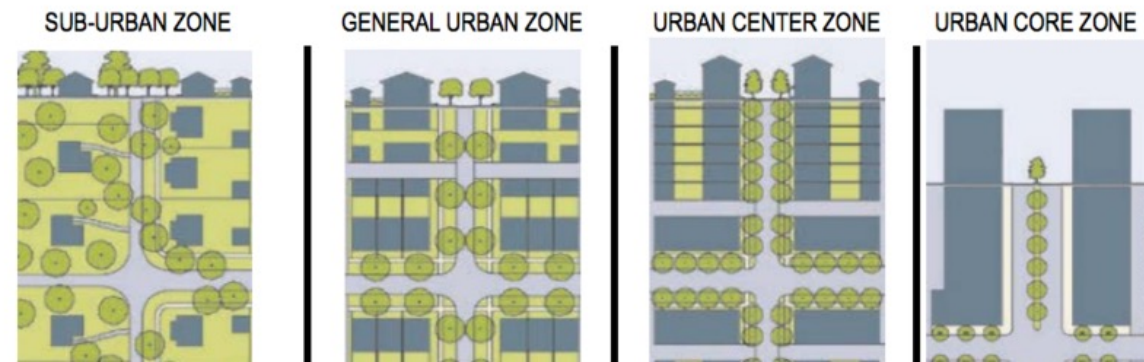


# Tools

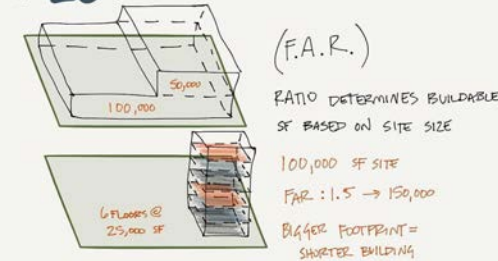
## Form & Configuration



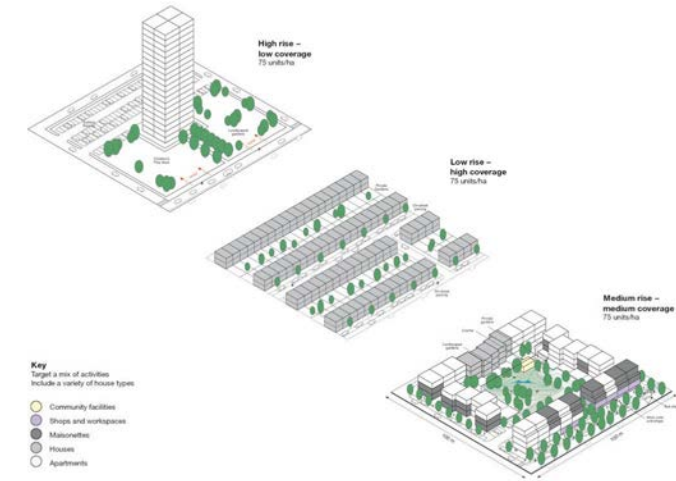
# Rural to Urban



# FLOOR AREA RATIO



# Tools Density



## Densities & Building Typologies



- 1.3 acres
  - 4 story building
  - A mix of 1, 2 and 3 bedrooms
  - 48 units @ 12 unit/floor
- 1.3 acres
  - 4 story building
  - Only 1 bedrooms
  - 64 units @ 16 unit/floor

## Unit Size and Mix



## Accommodating Density

24 du/ac



- 168 units (105 1-BD, 63 2-BD)
- 315 spaces required
- Parking: 1.5/1-BD, 2.5/2-BD

28 du/ac




- 192 units (120 1-BD, 72 2-BD)
- 264 spaces required
- Parking: 1/1-BD, 2/2-BD

**Parking Ratios**




## Accommodating Density

- Invisible Densities
- Visible Densities



## Invisible Densities

- Blends with neighborhood character
- Best for integration within existing neighborhoods



## Invisible Densities: Accessory Dwelling Units



• Attached ADU



• Detached ADU

**Invisible Densities: Accessory Dwelling Units**







Big Home (New Construction)

Single Family to Condo Conversion

**Invisible Densities: "Big Home" Concept**



## Visible Densities

- Highly visible intervention
- Should be located adjacent to services and transit
- Careful attention to edges and transitions to surrounding context



**Location & Adjacency**



**Location & Adjacency**



# Tools

## Public Realm / Civic Places





# Tools

## Connectivity

- Pedestrian
- Streets
- Parking Medians



### Commercial Context

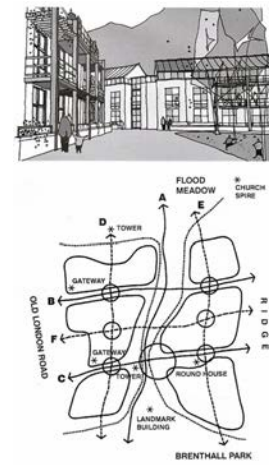
- 1 Sidewalk
- 2 On-street parking
- 3 Pedestrian scale lighting
- 4 Directional indicator between sidewalk and bikeway
- 5 Mobility Hub
- 6 Pedestrian and bicycle wayfinding
- 7 Trees and landscaping
- 8 Bus stop with shelter and bench
- 9 Bikeway
- 10 Public art opportunities such as murals, benches, fences and landscaping
- 11 Banners
- 12 Protected intersections for pedestrians and bicyclists
- 13 Bicycle parking
- 14 Seating
- 15 Landscaped boulevard





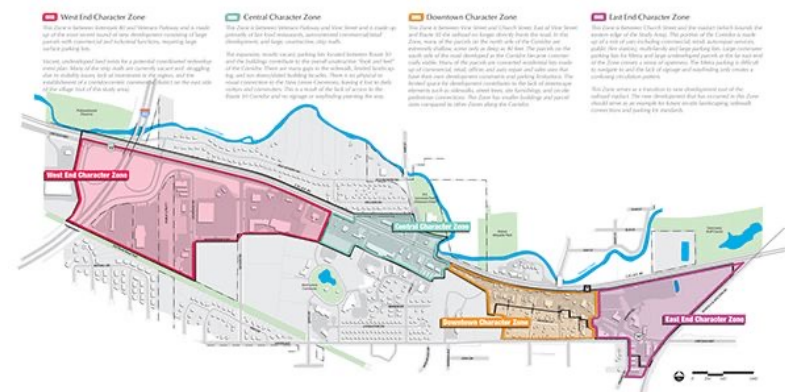
# Tools

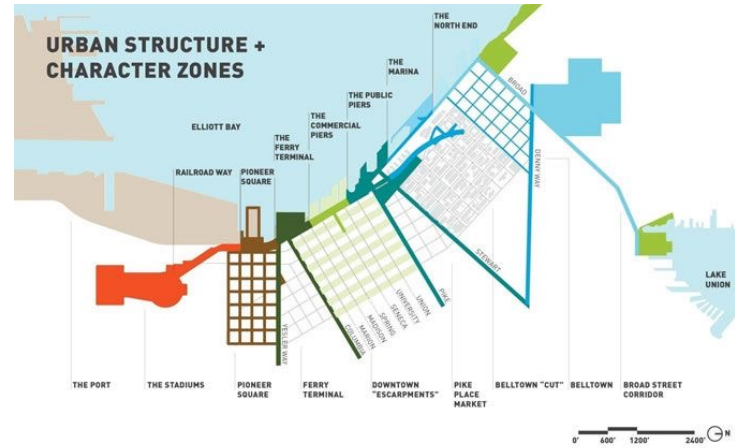
## Character Zones



### SECTION 1

## Corridor Character Zones





# Tools Uses



# Mapping Exercise





# Closing / Next Steps



**Meeting Notes**  
**Farmington Small Area Station Plan**  
**Charrette**  
**September 01, 2021**  
**1:30 – 2:30 PM**

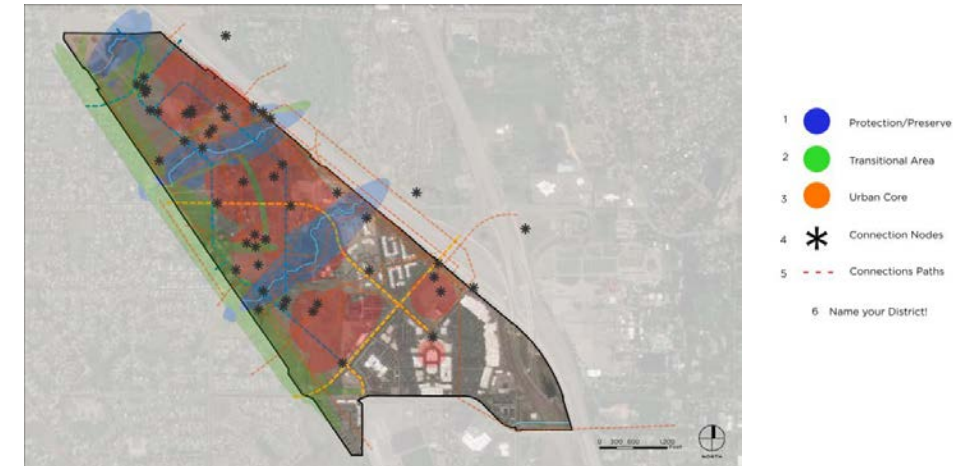
#	Time	Description	Responsible
1	1:30-1:35	Introduction to Meeting Objectives <ul style="list-style-type: none"> <li>Understand desires for site cohesion</li> <li>Understand priorities for mobility / circulation</li> <li>Finding the right mix of uses</li> </ul>	
2	1:35 – 1:50	Charrette / Market Overview Recap – Review previous efforts & market-based projections to full build out	Paulo / Reid / Jason
3	1:50 – 2:15	Discussion Key Consolidations <ul style="list-style-type: none"> <li>Review latest block map + urban design considerations</li> <li>Discuss:                             <ul style="list-style-type: none"> <li>How we can capture market opportunities through neighborhood nodes that complement Station Park retail</li> <li>Local / regional examples of similar development opportunities</li> <li>Finding Right mix of uses</li> </ul> </li> </ul>	Ladd / Jason / Christine
4	2:15 – 3:00	Mapping Exercise <ul style="list-style-type: none"> <li>Identify desired mix of uses (retail, residential, office, open space)</li> </ul>	All
5	2:30 – 3:00	Wrap up <ul style="list-style-type: none"> <li>Review exercise material</li> <li>Next Steps - prepare for the follow up meetings with stakeholders</li> </ul>	All
6	3:00	Adjourn	

**In attendance:**

- Christine Richman, Paulo Aguilera, Ladd Schiess – GSBS
- Jason Claunch, Reid Cleeter – Catalyst Commercial
- Kathrine Skollingsberg – Fehr & Peers
- Jordan Swain – UTA
- Christy Dahlberg – WFRC
- Brigham Mellor, David Petersen, Shannon Hansell, Jim Talbot, Rebecca Wayment, Shane Pace, Scott Isaacson, Larry Steinhorst – Farmington

Charrette and Market Recap

- Paulo presented a recap of the June (06/09) Farmington staff charrette meeting which included a compiled map of all sketches and comments (pictured below). This gave a preliminary look into how the city is thinking collectively in terms of future (20 years) development.



- Paulo presented a 20-year projection market overview of the site. City understands that there is large market opportunity for the area in residential (up to 58 million sf), office (up to 8 million sf), and retail (up to 1.2 million sf) categories.
  - Question for the City is what percent market growth do they want to capture?
  - Rebecca mentioned that office and retail projections look good, however residential opportunity seems too high realistically within this site.
  - Note - important to clarify that projections refer to total capacity as opposed to “target” development – it will take far less to satisfy vision, needs, and goals of station park
    - What are the regional opportunities opposed to just station area?
    - What is the right balance?

GSBS clarified that all project growth cannot occur in this site. A sense of place requires more than just growth – it requires elements of design, rhythm, streetscape, double-fronted streets, safe pedestrian experience, etc.

- Paulo presented two development scenarios (current and full build out) with the UrbanFootprint tool.
  - Demonstrated that site (at full buildout) has capacity to infill all projected retail and office growth, and up to 50% of projected residential growth.
  - The current development scenario depicts that current slated development will contribute to capturing some, but not all market opportunity across retail, office, and residential product types.
  - Next step is understanding the right balance of capturing market growth and developing a unique and vibrant place for work, live, and play.



#### Sense of Place Discussion

- Mayor Tim – envisions a station park that is pleasing, unique, gathering, and fun – not so much focused on the product type. He referred to Station Park as a place that emphasizes architecture of buildings, maturity of landscape, and a comfortable nature.
- Dave – expressed the need to understand the form – current station is not cutting edge.
- Urban design considerations were a big focus here as opposed to the discussion of actual product mix.
- City prioritizes placemaking and creating the walkable context to enable good experiences.
- Mix and # or SF of product is not as important as the “feel” – needs to work for local residents, workers, and visitors/shoppers”.

#### Development Examples

GSBS presented different development examples to compare scale and urban design.

- Soda Row – Daybreak, UT
  - Note – “Crowded/busy streets could hamper the pedestrian experience here”
- Holladay Town Center – Holladay, UT
  - Scott – the grocery store is the strongest element
  - Food Truck area – is a good center for “energy concentration”
  - Farmington staff asked about drive-through considerations.
    - Dave – we do not want to take away from pedestrian experience, by allowing drive-throughs.
  - Location and pedestrian experience are important to consider in station park
  - Post-COVID drive through trend? - Need to make sure that the built environment reflects desired pedestrian experience.
    - Curb management for sans drive-thru developments
  - Scott | talks about Buenos Aires pre-automobile development – is it possible as a cultural shift to not develop with automobile influence?
- City Creek – SLC, UT
  - 5000 parking spaces
  - Scott compliments that vast access, mobility points, underground parking City Creek offers
- The Forge – Vineyard, UT
- Cityline, TX – has a similar framework / regional position / land use mix / scale / good analog for Farmington Station Park
- Central Park Station – Denver, UT
- redevelopment from brownfield remediation – FBI building – lower density – similar alignment of current development patterns in the Farmington SAP

#### Mapping Exercise

GSBS asked city staff to think of the following as they participated in the mapping exercise:

- Think about station park and how we can build on that.
- Stack development configuration – is it the best way to go about it?
  - How can north end complement Station Park?

#### Action items

- September 22, 2021 – return with mapped charrette material and two design options for the site.

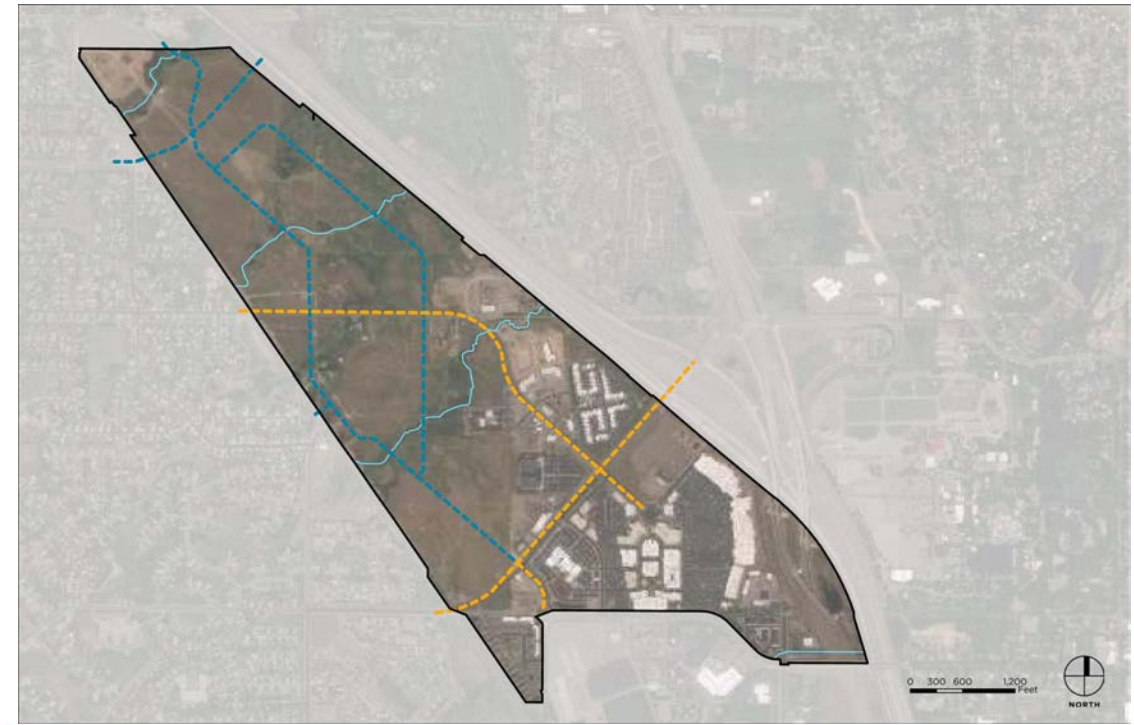
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# Farmington Station Area Plan

Charrette Recap and Market Scenario Overview



FARMINGTON STATION AREA PLAN PHASE 1

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- 1 ● Protection/Preserve
- 2 ● Transitional Area
- 3 ● Urban Core
- 4 ✱ Connection Nodes
- 5 - - - Connections Paths
- 6 Name your District!



- 1 ● Protection/Preserve
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FARMINGTON STATION AREA PLAN PHASE 1

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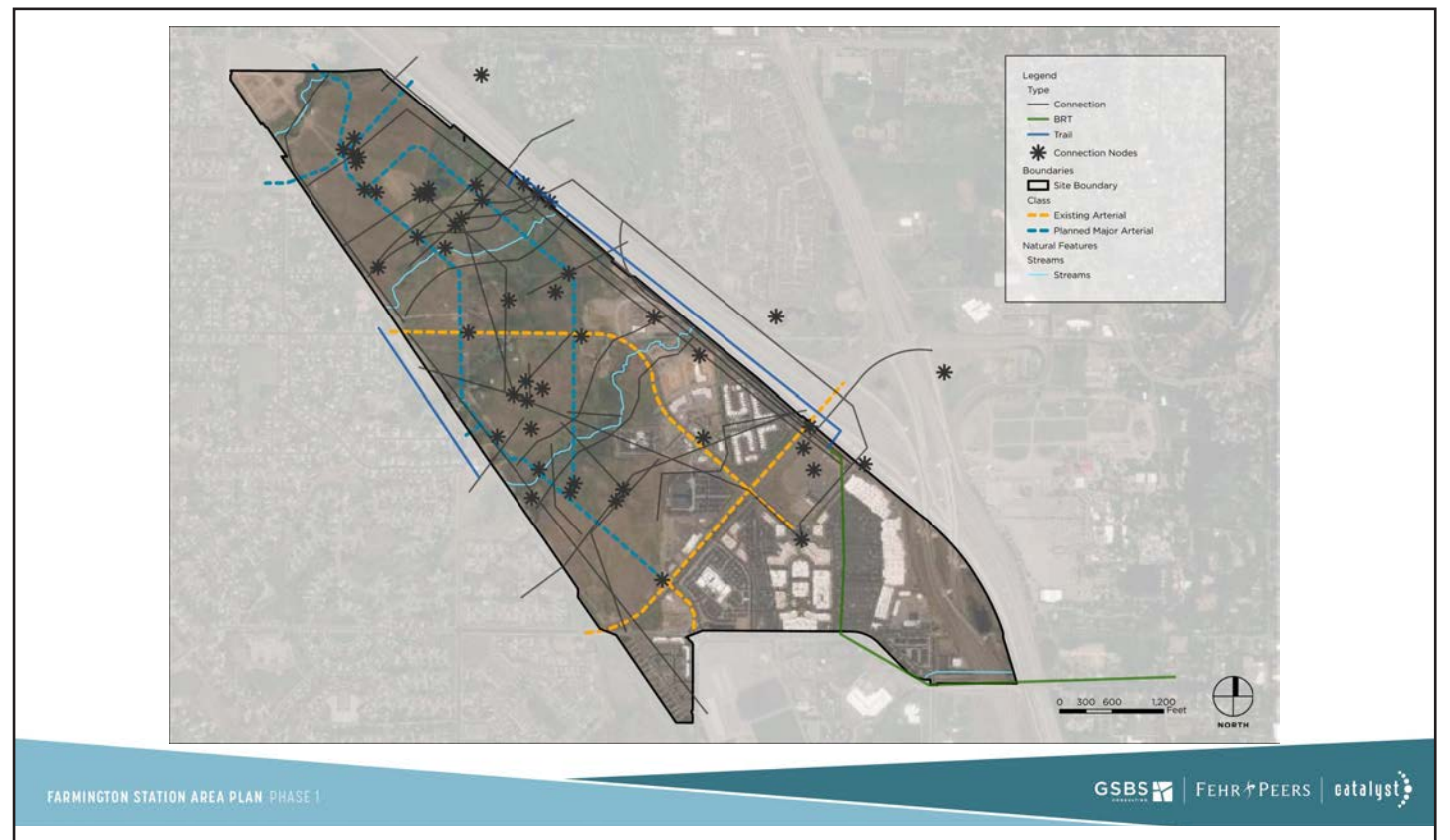
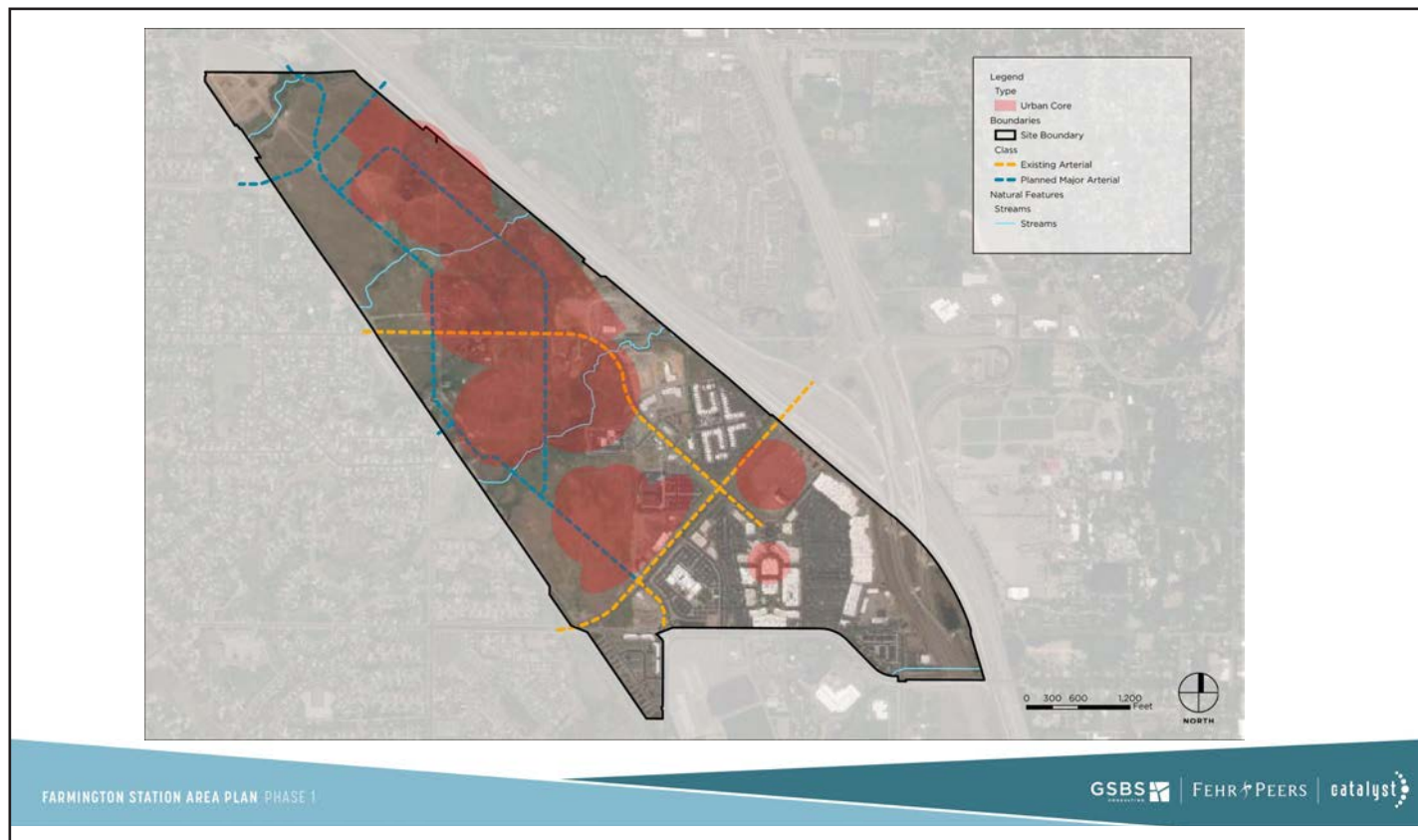
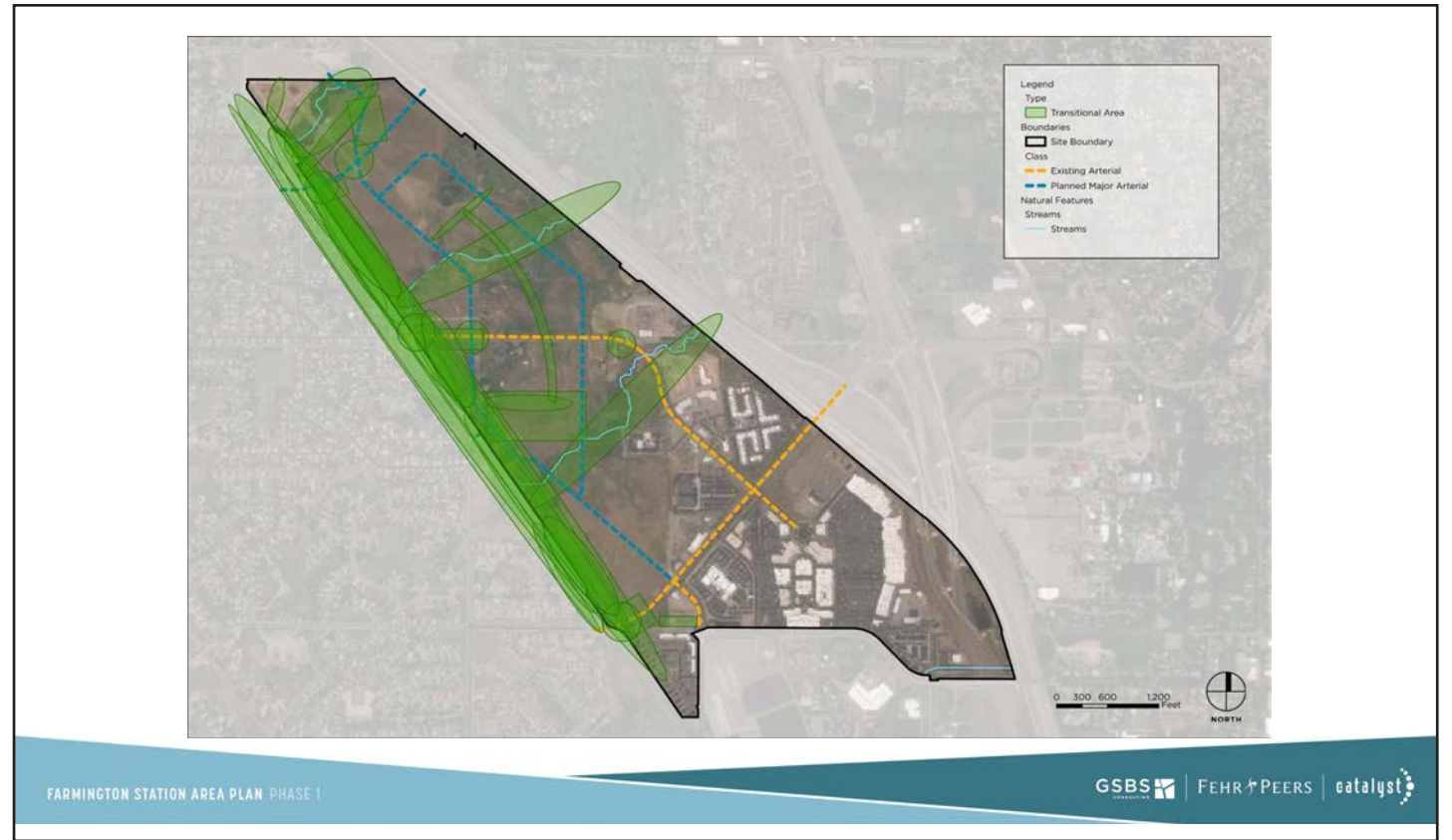
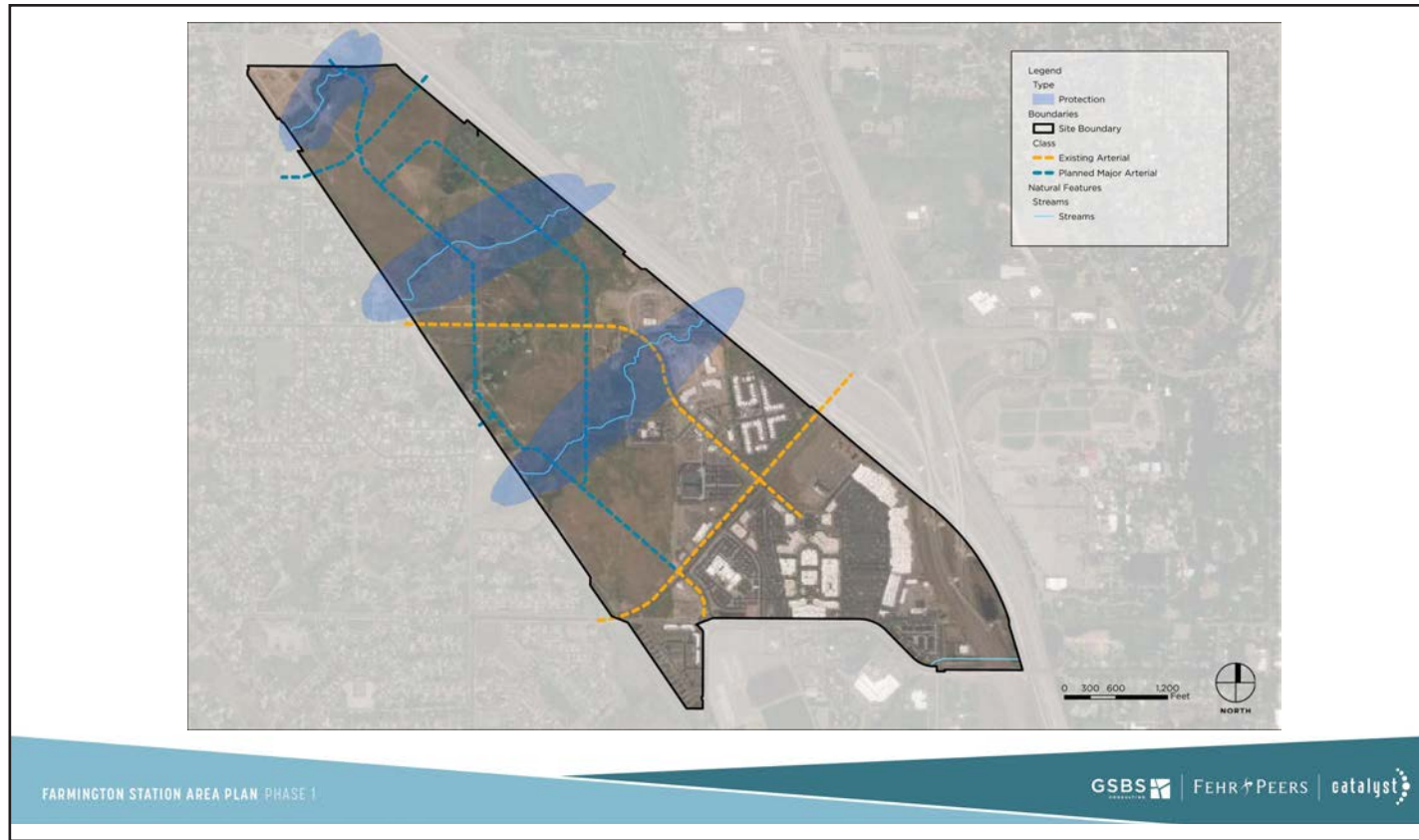
FARMINGTON STATION AREA PLAN PHASE 1

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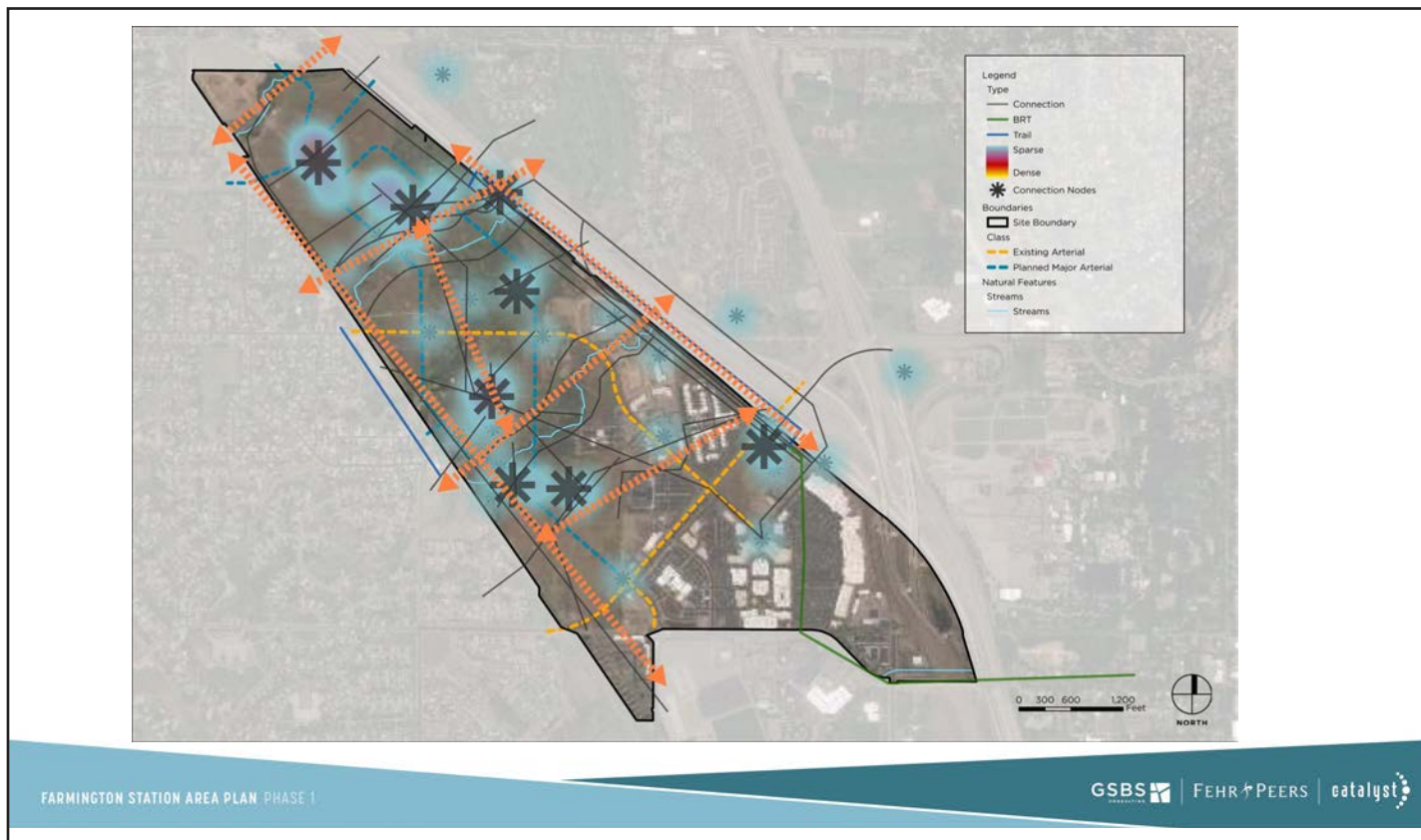
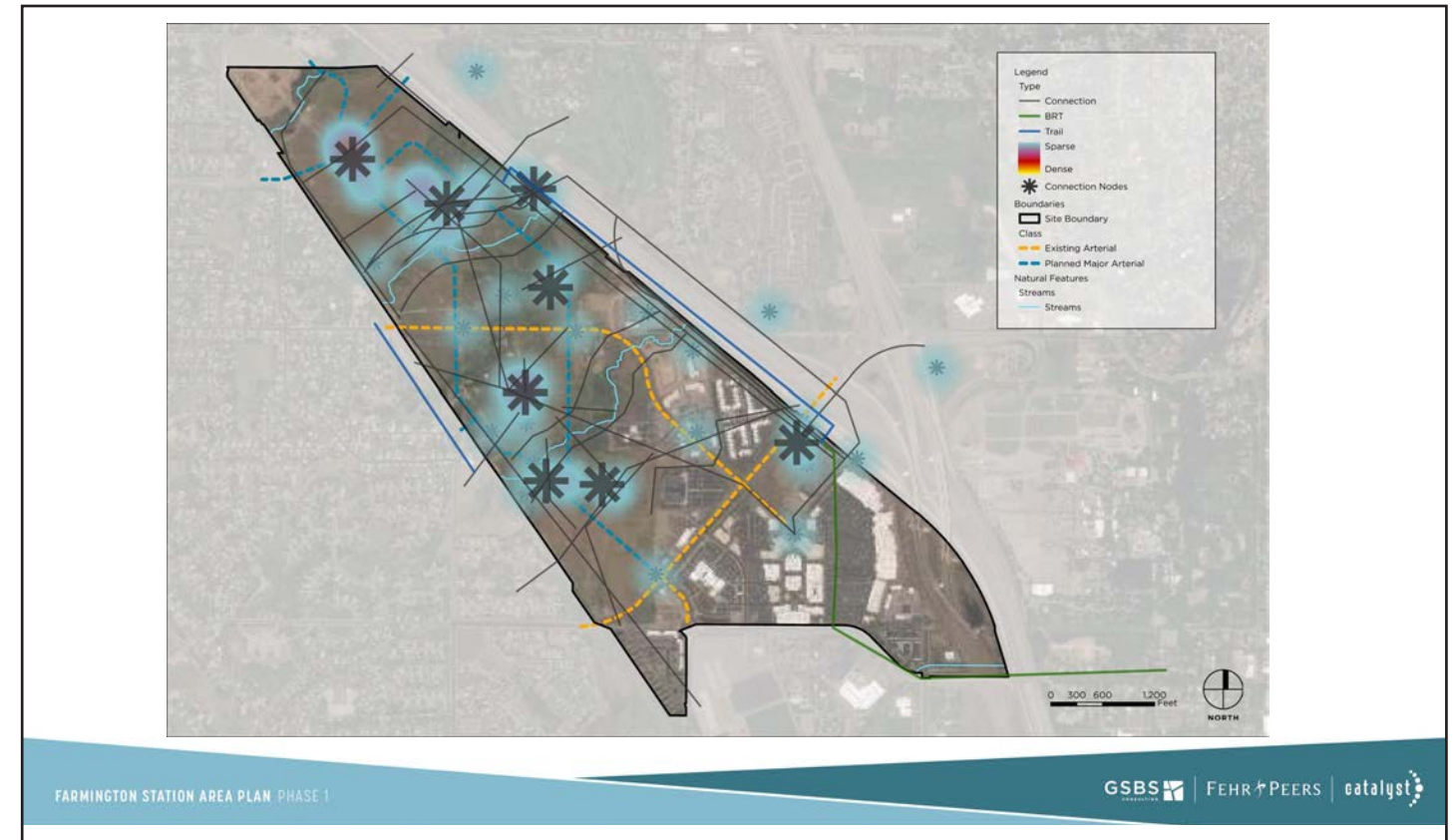
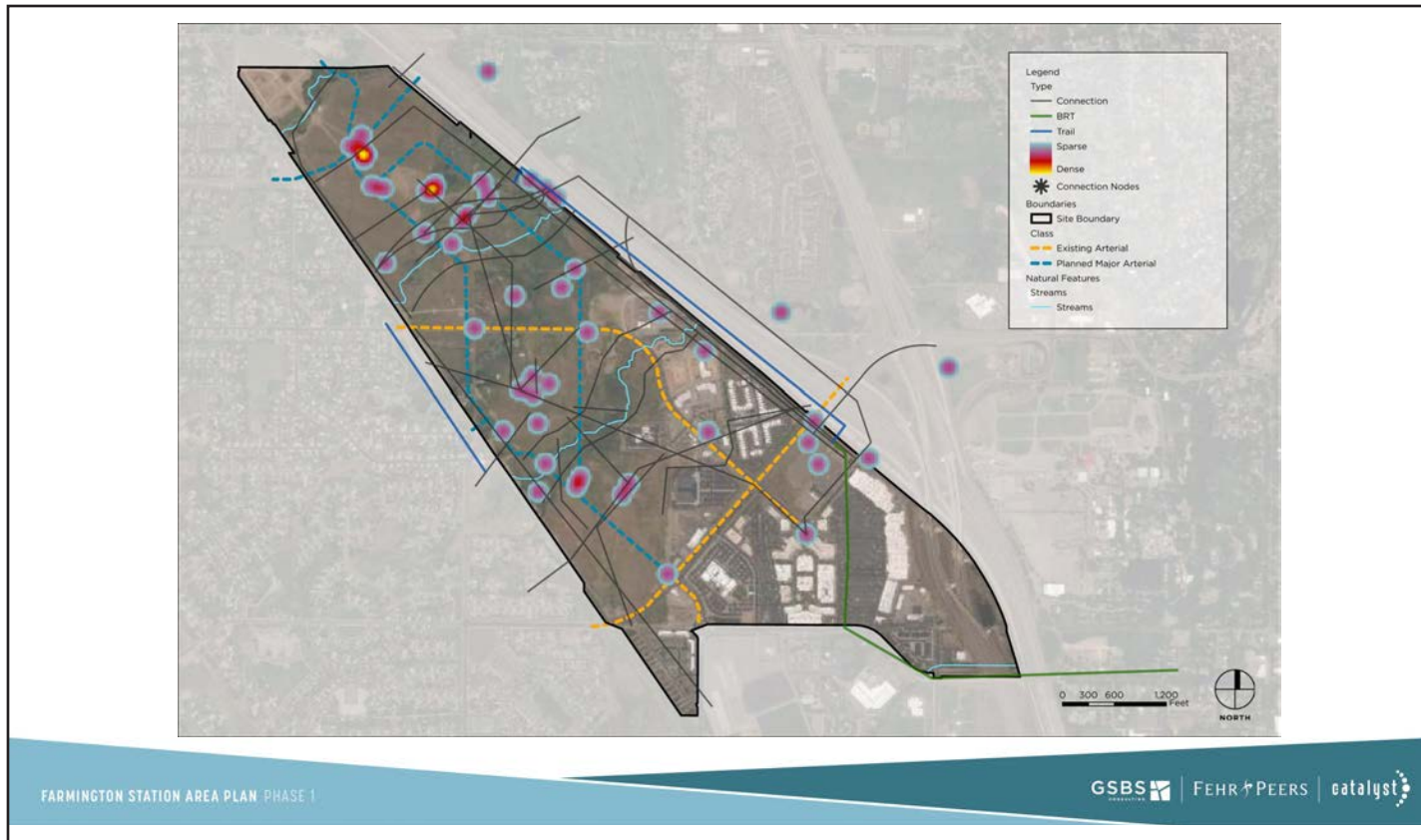
FARMINGTON STATION AREA PLAN PHASE 1

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## Market

Residential= up to 58 million sf

Retail = up to 1.2 million sf

Office = up to 8.2 million sf

FARMINGTON STATION AREA PLAN PHASE 1

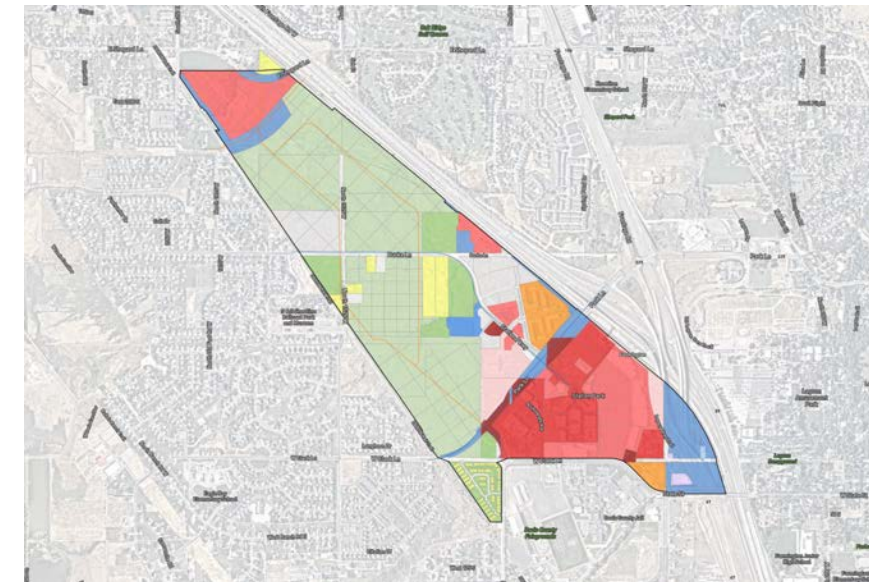
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### Urban footprint



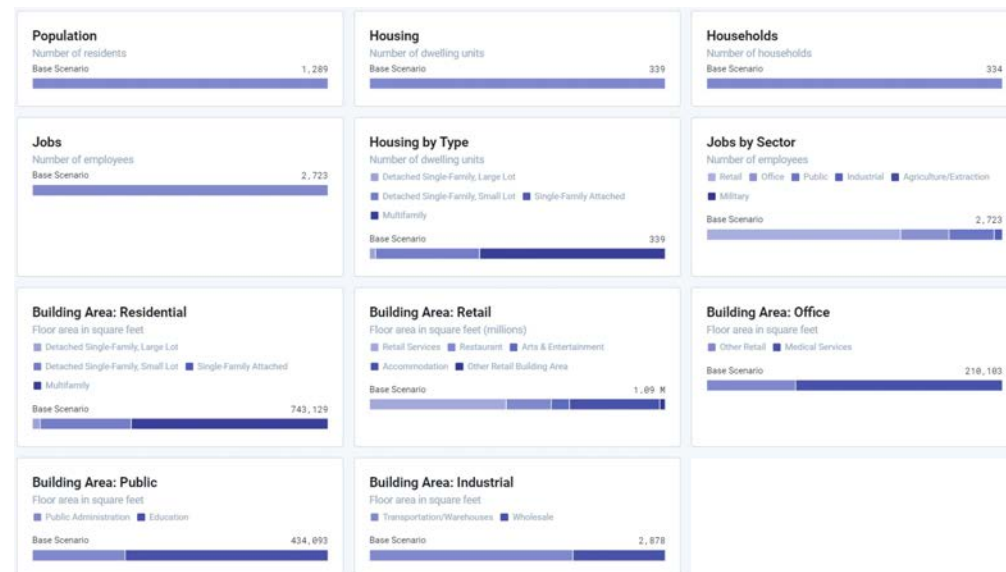
### Base Scenario



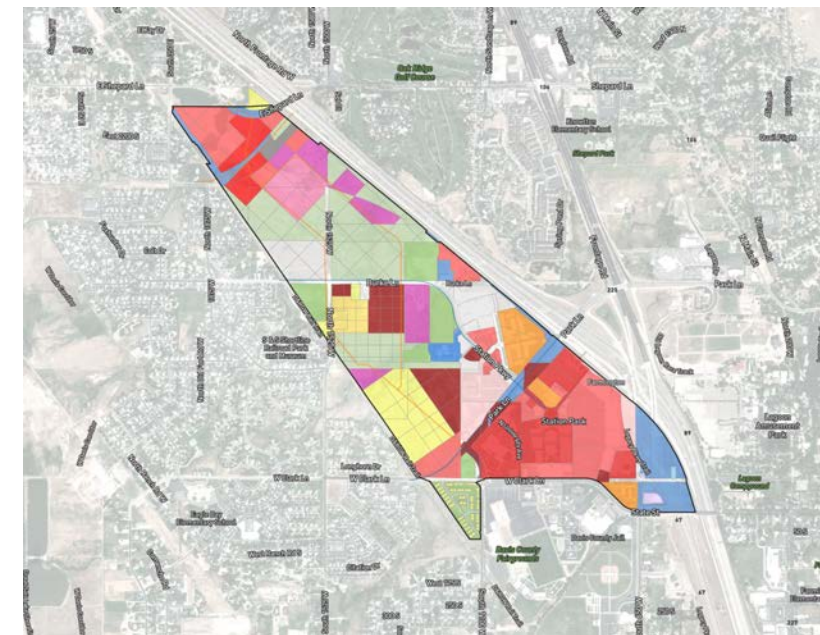
#### Land Use Category (L3)

- Base Canvas
- Single-family detached
  - Multifamily
  - Commercial centers
  - Accommodation
  - Office
  - Commercial recreation
  - Wholesale/Warehousing
  - Civic facilities
  - Special use
  - Open space
  - Vacant
  - Other
  - Agriculture
  - Water

### Base Scenario



### Proposed Development Scenario 1

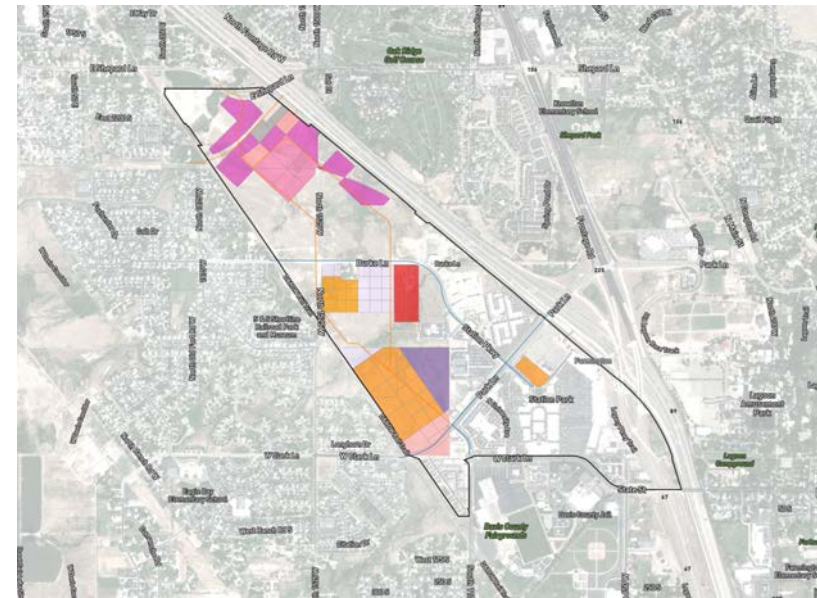


#### Land Use Category (L3)

- Scenario Canvas
- Mixed use
  - Mixed use residential
  - Mixed use commercial
  - Residential
  - Single-family detached
  - Single-family attached
  - Multifamily
  - Commercial
  - Commercial centers
  - Accommodation
  - Office
  - Commercial recreation
  - Wholesale/Warehousing
  - Civic facilities
  - Special use
  - Transportation
  - Open space
  - Vacant
  - Other
  - Agriculture
  - Water



### Proposed Development Scenario 1



- Class**
- Conceptual Road Alignment
  - Existing Arterial
  - Major Arterial
- Land Use Type (L4)**
- Filtered: Scenario Canvas (Proposed Developments - Current Growth)
- Duplex
  - Farmington SAP Low-Rise Residential Mixed-Use Retail (7.28.2021)
  - Farmington SAP Stack Mid-Rise Office - 6 Story (07.28.2021)
  - Large Format Standalone Commercial
  - Low-Rise Mixed Use
  - Low-Rise Office
  - Medium Intensity Strip Commercial
  - Office Park Low
  - Parking Structure
  - Suburban Multifamily
  - Low Density Employment Park
  - Village Commercial
  - Village Residential

### Proposed Development Scenario 1

#### Scenario Canvas Summary Charts

##### Summary

	Base	Increment	Total	% Change
Population			7,044	(+446.5%)
Dwelling Units			3,695	(+990.0%)
Employment			18,828	(+591.4%)

##### Dwelling Units by Type

	Base	Increment	Total	% Change
Single-family detached			254	(+101.5%)
Single-Family Attached			380	(+/-)
Multifamily			3,061	(+1,337.3%)

#### Employment by Sector

	Base	Increment	Total	% Change
Retail			3,119	(+74.8%)
Office			15,038	(+3,271.8%)
Public			539	(+29.7%)
Industrial			131	(+70.5%)
Agriculture/Extraction			0	
Military			0	

#### Building Square Feet by Type

	Base	Increment	Total	% Change
Residential			4,365,598	(+487.5%)
Retail			1,913,845	(+74.9%)
Office			3,872,745	(+1,743.3%)
Public			466,356	(+7.4%)
Industrial			67,436	(+2,243.2%)

### Proposed Development Scenario 1

#### Building Square Feet by Type

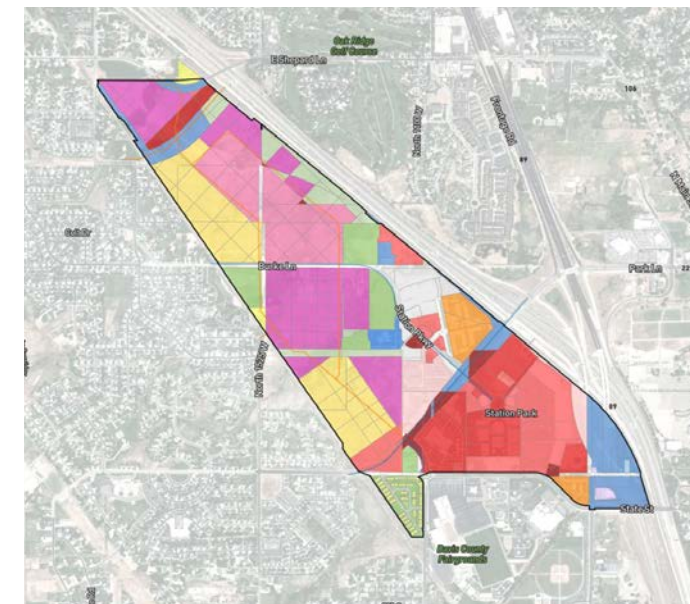
	Base	Increment	Total	% Change
Residential			4,365,598	(+487.5%)
Retail			1,913,845	(+74.9%)
Office			3,872,745	(+1,743.3%)
Public			466,356	(+7.4%)
Industrial			67,436	(+2,243.2%)

Residential Increase = 3.6 Million SF

Retail Increase = 820,000 SF

Office Increase = 3.6 Million SF

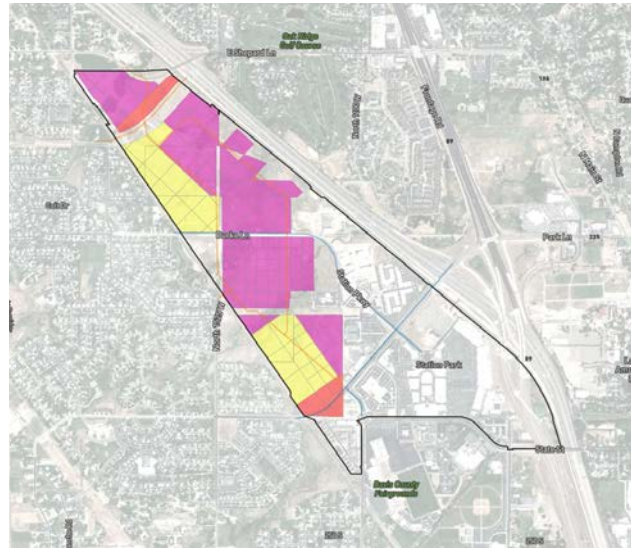
### Proposed Development Scenario 2



#### Land Use Category (L3)

- Scenario Canvas
- Mixed use
  - Mixed use residential
  - Mixed use commercial
  - Residential
  - Single-family detached
  - Single-family attached
  - Multifamily
  - Commercial centers
  - Accommodation
  - Commercial other
  - Office
  - Commercial recreation
  - Wholesale/Warehousing
  - Civic facilities
  - Special use
  - Open space
  - Vacant
  - Other
  - Agriculture
  - Water

### Build Out Scenario 2



#### Land Use Category (L3)

Filtered: Scenario Canvas (Build Out)

- Mixed use
- Mixed use residential
- Mixed use commercial
- Residential
- Single-family attached
- Commercial centers
- Commercial other
- Office

### Build Out Scenario 2

#### Scenario Canvas Summary Charts

##### Summary



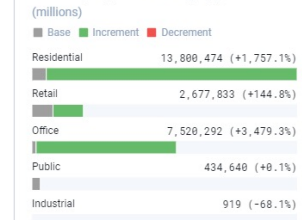
##### Dwelling Units by Type



#### Employment by Sector



#### Building Square Feet by Type



### Build Out Scenario 2

#### Building Square Feet by Type



Residential Increase = 13 Million SF

Retail Increase = 1.5 Million SF

Office Increase = 7.3 Million SF

### Scenario 3 - Balanced mix





## Development Examples

- Following examples are for the group to think about scale
- Any urban design considerations that you like, feel free to share with us.



### Soda Row Daybreak, UT

- A neighborhood retail center in Daybreak with local retail that is convenient as a pedestrian destination for a small area.

### Soda Row Daybreak, UT

- 7.71 Acres
- Represents 2.4% of our Unbuilt Area
- Represents 1.4% of our Total Area



### Holladay Town Center Holladay, UT

- A neighborhood retail center in Holladay with local retail that is convenient as a pedestrian destination for a small area.





### Holladay Town Center Holladay, UT

- 12.17 Acres
- Represents 3.9% of our Unbuilt Area
- Represents 2.2% of our Total Area



FARMINGTON STATION AREA PLAN PHASE I

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### City Creek Center, Salt Lake City, UT

- A mixed-use urban regional center on large 660' square blocks with regional retail, large office buildings, and apartment buildings. The comfortable pedestrian experience drawn inward to the blocks rather than on the street frontage.



### City Creek Center, Salt Lake City, UT

- 29.09 Acres
- Represents 9.2% of our Unbuilt Area
- Represents 5.3% of our Total Area



FARMINGTON STATION AREA PLAN PHASE I

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### The Forge Vineyard, UT

- A mixed-use community center with about 400' square blocks with neighborhood and community amenities. A local destination that includes office and residential as well as retail.





### The Forge Vineyard, UT

- 34.64 Acres
- Represents 10.99% of our Unbuilt Area
- Represents 6.32% of our Total Area



FARMINGTON STATION AREA PLAN PHASE 1

### Cityline, Richardson TX

- Connection via Dallas Area Rapid Transit (DART) light rail
- CityLine is a premier mixed-use destination for those seeking a variety of options outside the urban core.
- The convenient proximity to CityLine’s surrounding office and apartment buildings enhance visitor access to an array of restaurants, a select service hotel, and a beautifully landscaped plaza and city parks – all complemented by CityLine’s unique social events and lively outdoor atmosphere.



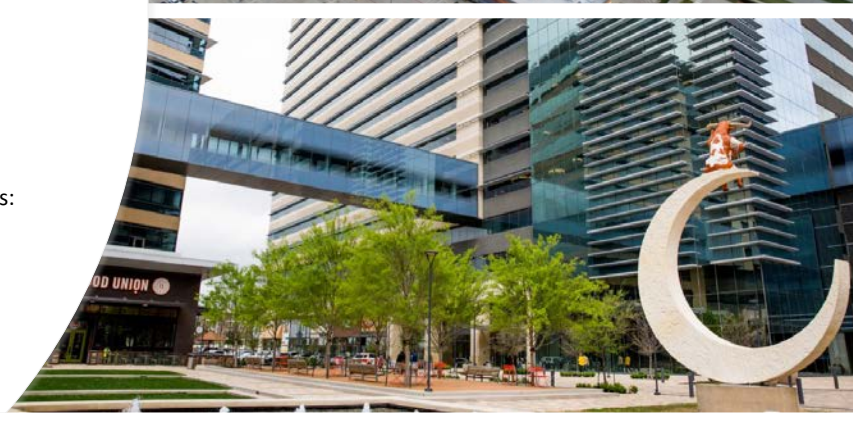
Cityline - Richardson TX

FARMINGTON STATION AREA PLAN PHASE 1

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### Cityline Richardson TX

- 186 acres
- 12,800 on-site employees across more than 2.5 Million SF of office
- 3,925 Urban Residential Units (single-family, multifamily, condo/townhome, etc.)
- 230,000 square feet of retail, restaurant and entertainment space
- 148-room select service Aloft Hotel
- A main focal point of CityLine is CityLine Plaza, a one-acre, centrally located urban plaza as well as:
  - 17-acre Fox Creek Park and
  - 3.5-acre CityLine Park



### National Development – Cityline, Richardson TX

- 317 Acres
- Represents 100.7% of our Unbuilt Area
- Represents 57.9% of our Total Area



Cityline - Richardson TX

FARMINGTON STATION AREA PLAN PHASE 1

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### Central Park Station, Denver, CO

- The former Stapleton International Airport has undergone significant redevelopment over the last decade. Stapleton, bounded on the west by Quebec Street, north by 64th Avenue, east by Havana Street and south by Montview Boulevard, encompasses 4,700 acres
- The station is located at a convenient location approximately halfway between DIA and Downtown Denver on the East Commuter Rail Line.
- Strong cooperation from partners – RTD and Forest City – both committed to the long-term vision of a walkable, mixed-use neighborhood near Central Park Station.



Central Park Station Area Plan, Denver CO

### Central Park Station Denver, CO

- The Federal Bureau of Investigation moved into a new 220,000 square foot office building at 35th Avenue and Ulster Street in 2010, the first major office tenant in the station area.
- Addition of over 4,600 homes within the Stapleton Development Area
- Development of Quebec Square within the station area, as well as Northfield Shopping Center and the 29th Street Town Center, bringing over 2 million square feet of retail to Stapleton and adjacent neighborhoods, areas that were previously underserved for basic goods and services.
- There is an identified need in Stapleton for higher density multi-family housing.



This hypothetical built-out scenario illustrates the Active Concepts and Recommendations. Buildings are brought to the street, street level and intersections have been preserved building forms.

### Central Park Station, Denver, CO

- 109.48 Acres
- Represents 20% of our Unbuilt Area
- Represents 34.7% of our Total Area



Central Park Station Area Plan, Denver CO

### Mapping Exercise

- 1 ● Office / Commercial
- 2 ● Open Space
- 3 ● Residential
- 4 ● Retail
- 5 ✱ Connection Nodes
- 5 --- Connections Paths



# APPENDIX D

## STAKEHOLDER TIMELINE

The planning team met several times with stakeholders within the planning area. Stakeholders were defined as property owners, development teams, Utah Transit Authority, and City of Farmington staff.

The meetings focused on:

- + Vision and priorities
- + Opportunities and constraints
- + Key measures of future success

To the extent possible, the plan incorporates the vision and proprieties of the stakeholders identified. In some cases, draft development proposals were reviewed and potential changes or adjustments to better meet planning area-wide goals and vision identified and incorporated into the plan



June 2021 internal charette

2021							
FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<p><b>STAKEHOLDER INTERVIEW</b> Boyer and Castlecreek Homes <i>February 23, 2021</i></p> <p><b>STAKEHOLDER INTERVIEW</b> EDC &amp; Davis County February 24, 2021</p>	<p><b>STAKEHOLDER INTERVIEW</b> City staff and elected &amp; appointed officials <i>March 4, 2021</i></p> <p><b>STAKEHOLDER INTERVIEW</b> CW <i>March 5, 2021</i></p> <p><b>STAKEHOLDER INTERVIEW</b> STACK Real Estate <i>March 10, 2021</i></p>			<p><b>INTERNAL CHARETTE</b> Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members</p> <p><b>Purpose:</b></p> <ul style="list-style-type: none"> <li>• Review analysis to date</li> <li>• Reaffirm guiding vision</li> <li>• Identify priorities and values</li> <li>• Learn about the tools and approaches to achieve the vision</li> </ul>			<p><b>INTERNAL CHARETTE</b> Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members</p> <p><b>Purpose:</b></p> <ul style="list-style-type: none"> <li>• Review market opportunity analysis</li> <li>• Discuss desired level of development for planning area based on priorities and values</li> <li>• Identify a preferred approach to the public realm in the planning area</li> </ul> <p><b>STAKEHOLDER INTERVIEW</b> Stack Estate, Wasatch Residential Group, Wasatch Group <i>September 28, 2021</i></p>