

C I V I T A S



Main Street, 1995

FARMINGTON CITY, UTAH
DOWNTOWN MASTER PLAN
FINAL REPORT

Table of Contents

Acknowledgments	2
Purpose of the Plan	3
Plan Process	4
Elements of the Plan	4
Analysis and Findings	
Transportation	7
Land Use	9
Open Space, Recreation and Trails	11
Economics	11
Character and Identity	12
Maintenance	13
Design Principles	14
Frameworks	15
Options	
Transportation and Traffic Alternatives	16
Land Use and Redevelopment	17
Open Space, Parks and Trails	19
Economics	20
Character and Identity	20
Maintenance	21
Recommendations	
Transportation	22
Land Use	25
Zoning	27
Open Space, Recreation and Trails	28
Economics	28
Character and Identity	29
Maintenance	33
Phasing and Implementation	33
Downtown Partnership committee	33
Phased Project Recommendations	33
Appendix 1	
Figures and Diagrams	
Appendix 2	
Market Analysis	
Wikstrom Economic and Planning Consultants	
Appendix 3	
Transportation Master Plan	
Telus, Transportation Engineering	

Acknowledgments

There have been many people who have contributed to the development of this document, both with written input and by their input and support from city and small group meetings. We would like to thank the following individuals for their role in this process:

Mayor of Farmington City

Gregory S Bell

City Council Members

Patricia Achter
Tammy Boyce
David M. Connors
Gary E. Elliott
Larry W. Haugen

Planning Commission

David Dixon, Chairperson
J. Harlow Wilcox
Robert N. Hasenyager
Lance D. Samuelson
John E. Massey
Niels L. Plant
Dale O. Buxton
Constance L. Hughes

Farmington City Manager

Max Forbush

Farmington City Planner

David Petersen

Downtown Farmington Master Plan Committee Members

Patricia Achter, City Council Member
Paul and Martha Hess, Residents
Don Hokanson, HHI Corporation
Jay Jenkins, V.I.P. Food Marts
Berrett Packer, DDS
Carol Page, Davis County Commissioner
Gary Payne, Davis County School District
Neal Sessions, Property and Business Owner
Greg Schaefermeyer, First Security Band
Lynn Trenbeth, Davis County School District
Kevin Tyler, Bowman's Market

Design Team

Civitas, Inc., Urban Design and Planning
Mark W. Johnson
Eric J. Anderson
Wikstrom Economic & Planning Consultants
Karen Wikstrom
Susan Becker
Telus, Transportation Engineering
Gerald Blair

Purpose of the Plan

Farmington City is a unique and beautiful place that still holds on to its rural image in spite of the new development around the area. The city identified that the character of the downtown area may begin to erode with the current development trends and increasing traffic. With this plan, Farmington has taken the first step to hold on to and preserve the character of the downtown area by developing and adopting a downtown master plan.

From the start of the Master Planning process, the team has had the following purpose for the project:

To develop a plan that will define a vision and role for downtown in the future of Farmington, through:

1. Building on the strengths of downtown and Farmington City:
 - Historic city
 - Rural/agricultural character
 - Davis County seat
 - Institutional downtown core
 - Bowman's Market
 - Residential downtown
 - Walkable downtown
 - Farmington Canyon
 - Farmington stone
2. Protecting existing business and residential uses
3. Removing obstacles to businesses and new development
4. Capturing the unique character and identity of the town
5. Creating a plan and principles for future decision-making
6. Meeting the citizens' expectations through an inclusive public process

This plan is intended to be adopted by the Planning Commission and City Council and to be an amendment to the Farmington Comprehensive General Plan. This document would then become a legal plan for the downtown area.

Plan Process

This plan has been developed through a series of four workshops in Farmington which involved the public, City Council, Planning Commission and the Downtown Master Plan Committee. Each workshop was a two-day effort in which comment was received from the involved parties and then the design team presented its findings at a public meeting. The workshops were designed to discuss the following topics:

Workshop One: Analysis and Findings

The first workshop focused on receiving input from the Master Plan Committee and the public to determine the program, identify issues, set development and design principles to guide the project and to develop framework plans. It consisted of two meetings with the Downtown Master Plan Committee and an evening public meeting.

Workshop Two: Options

The second workshop focused on reviewing the previously completed work and testing viable options for the Downtown Plan. Each option was developed to create a cohesive plan for downtown that combines the elements of the frameworks and principles differently.

Workshop Three: Recommendations

The third workshop focused on the development of a final master plan for downtown. The plan addresses access, identity, traffic, and economic development. Project priorities for implementation and phasing were also set at this workshop.

Workshop Four: Implementation

The final workshop was for approval and adoption of the Final Master Plan by the City Council and Planning Commission and to review the final recommendations for implementation, including cost and phasing.

Elements of the Plan

The plan has been divided into six main elements that help define the need and identify the solutions for the downtown area.

Transportation

As with any downtown area, traffic and transportation issues are key to understanding how the area functions and what problems arise from traffic-related uses. The design team studied the following issues:

1. Traffic/Vehicles
 - a. Traffic volumes
 - b. Access and Circulation
 - c. Street and Intersection Design
2. Pedestrians Circulation
3. Bikes and Trails
4. Buses and Public Transportation

Land Use

Maintaining a mix of business and residential uses is seen by the community as an important element of the character and long term health of downtown. These uses exist today:

1. Government and Institutional Uses
2. Retail Uses
3. Residential Uses
4. Undeveloped Land

Open Space, Recreation and Trails

Downtowns need to be connected into the range of open space and recreational opportunities in the community, to support the diversity of uses and users that make downtown viable:

1. Lagoon Trail
2. Farmington Canyon
3. City Park

Economics

The economic capacity and stability of the downtown are an underlying factor in all downtown decision-making:

1. Market Opportunities
2. Development Potential
3. Funding Capabilities

Character and Identity

The character and identity of downtown are some of the key attributes that the community hopes to protect and enhance with this plan:

1. Streetscape
2. Street Trees
3. Wayfinding System
4. Furnishings
5. Lighting

Maintenance

Maintenance conditions, issues and coordination must be taken into consideration in preparing the plan and action items:

1. Public Right of Way
2. Private Properties
3. Improvements

Analysis and Findings

The following analysis and findings were gathered from site visits and interviews with local residents and the Downtown Master Plan Committee.

Transportation

1. Main Street Traffic

- Main Street traffic is likely to increase as population grows north and south of town. The combination of Farmington Canyon, Lagoon, City Park, the Jr. High and the I-15 Interchanges all preclude additional north/south pathways through town, therefore a large share of increases in north/south traffic are forced onto Main Street.
- Main Street is the only north/south through connection in Farmington that easily connects the Shepard's Lane/Highway 89 corridor and Centerville to the south on Highway 106.
- Traffic has increased in recent years.
- Some of the increase relates to decreased level of school busing to Jr. High.
- During peak hours some southbound I-15 traffic uses Shepard to Main to short-cut. At peak times in the mornings, this short-cutting adds 400-500 cars.
- Current I-15 construction has caused temporary short-cutting of through traffic on Main.
- Increasing traffic short-cuts southbound from Main on to 100 North to 100 West to avoid waiting at State and Main.
- The West Davis Highway has been discussed, along with potential transit along the rail corridor. These improvements could eventually alleviate some traffic on Main, but only regional north/south traffic. It would not likely affect the movement of people for local shopping and work trips up and down the Farmington/Bountiful/Layton corridor.

2. State Highways

- The new traffic signal at State and Main was a response to increasing traffic and pedestrian crossing safety, especially for children walking to school (though there is a reduction in the number of children walking). This light has improved the traffic flow through the intersection.

- Parking was removed to provide free right turn from State Street west bound to Main Street north bound, and from Main Street north bound to State Street east bound.
 - Intersection improvements at State and Main included striping and street widening on the east side of Main, south of State. These improvements have created a perceived increase in the significance of Main, and a perception of loss of residential character.
 - Additional traffic signals have been warranted at Burke and Frontage Road, and eventually may be warranted at Burke and Main.
 - Increasing traffic and development along Highway 106 is tending to change the character of the road from a rural highway to an urban road, particularly between 200 South and Burke.
3. State and Main Intersection
- This is the only safe place for pedestrians to cross Main and State Streets in the downtown area.
 - There is congestion at peak hours and perceived delays.
 - Residents are concerned that the traffic signal will cause increased accidents and higher through traffic speeds.
4. Five-Way Intersection
- It is very difficult for pedestrians to cross here because of the fast traffic and wide intersection.
 - The slope of the paving is adverse, causing slipping and accidents in poor weather.
 - The State Street entry to Bowman's lot (near the corner) is a safety problem today.
 - Vehicle speeds for north bound traffic from the diagonal to State Street are perceived as high.
 - Because of the five-way intersection, the pavement area is excessive.
5. Pedestrians
- Most people find that downtown currently has so much traffic that it is becoming unwalkable, particularly at peak traffic times.
 - The pedestrian connections north/south through town are limited.
 - A connection to Lagoon Trail is needed as an additional north/south connection.

- State and Main are both difficult to cross, deterring daily walking from business to business, and a deterrent to children walking to school.
- The highway department has previously resisted a mid-block crossing on State for safety reasons.
- Most parking lots are used by a variety of users, leading to multiple pedestrian linkage needs.
- The streets with dense canopies of street trees are perceived as dark at night because the trees block the street lights.
- A pedestrian connection to Farmington Canyon along 100 East is currently not in place, but is desirable.

6. Parking

- Office users are parking on Main and State because the trees shade their cars, and business users are parking in the office lots because spaces are not available on the street.
- There is a perception that parking is adequate, but more is needed along retail businesses.
- Current parking is adequate at Bowman's.
- The county lot fills up daily with county, school, and business users.

7. Bus

- There are three bus routes along State, Main and 106 (# 70, 71 and 55).
- The summer trolley is jointly funded by Lagoon, the City and UTA to provide linkage to Lagoon and Pioneer Village from the UTA stops.
- The bus stops are a problem, with people littering, dropping cigarettes, and trampling plantings. There are some perceived problems when teens wait for the bus, such as appearance and behavior.

Land Use

1. Government and Institutional Uses

- Downtown is a major county government center that attracts users from far away for services. These uses include the Davis County Courthouse, the Davis County School District and the Farmington City Hall.
- The stability and employment that results from a density of government uses gives stability to downtown.

- These uses provide a stable population of people who can take advantage of convenience, restaurant and entertainment uses.
- The Post Office location is a problem, because it increases the traffic at the five-way intersection and on residential streets.
- A large City Park and elementary school are located at the south end of Main Street. This park is seen as an important asset to the City and an important meeting place for residents.

2. Retail Uses

- The VIP gas station and convenience store at the five-way intersection is an important downtown place. There is a long history of good value, good products, good service, and attention to customers that has made this a meeting place. One of its attributes is that it attracts youth.
- VIP Express is easier to drive into than the VIP, but it does not have the same social characteristics or a drive-up window. It does not attract the same-cross section of people as VIP.
- Bowman's grocery is also seen as an important meeting place. The location is excellent and the site could probably support expansion. Parking is adequate, but the east entry on State Street is unsafe. Crossing State Street at this location as a pedestrian is a problem.

3. Residential Uses

- There is a substantial amount of residential use in downtown in single family and some multi family houses.
- Residential use is seen as a critical piece of downtown that should be protected.
- Traffic is the single most negative impact on residential.
- Walkability and safety is one of the most important needs.
- Proximity and access to the diverse uses downtown is one of the important benefits.
- The large proportion of office users creates a busy downtown by day, and a quiet one at night, and this is very desirable.
- Lagoon has bought the row of houses north of downtown on the west side of Main and is renting them (approximately 100-300 north, about ten homes.) The residential use is intact, but there is concern that it may not be as well

maintained and stable as under homeowners. Lagoon should be encouraged not to redevelop these homes but to keep this area in residential use.

4. Undeveloped Land
 - Much of the land in downtown is undeveloped; much of it is owned by government.
 - There is a perception that there are some uses in downtown that are inappropriate for the center of town.

Open Space, Recreation and Trails

1. City Park is the closest park to the downtown area. The park will be getting a swimming pool from the recently passed bond issue. This will increase traffic on Main Street south of State and will generate more pedestrian traffic at the State and Main intersection.
2. Currently, no signage exists that directs visitors or bicyclists to Farmington Canyon or Farmington Pond from the downtown core, or that directs bicyclists through town.
3. The Farmington Creek Trail is planned to be expanded to connect with downtown near the 100 North and 100 West intersection. This trail will eventually extend southwest to the Great Salt Lake.

Economics

1. Farmington is a small-town, affluent, family community that is experiencing rapid growth.
2. Farmington is largely a "commuter community".
3. Institutional employees form the core of the downtown work force.
4. With its long standing historic, small-town tradition, and as the Davis County seat, there is a reasonable basis for a continued, small commercial core to the downtown area.
5. Commercial activity in the area has failed to keep up with the changing demographics of the area. Services should be convenient and appeal to the

generally affluent community, and aim toward capturing the downtown lunch crowd.

6. Revenue

- Sales taxes go to the state. 50% goes back to the jurisdiction at the point of sale, and 50% is distributed by the state on a pro-rata basis according to population. This is a defacto growth incentive, in that growing populations tend to compete for revenues more than stable ones.
- There are no direct incentives for revenue-based improvements, since the sales tax cannot be locked into the district through Tax Increment Financing.
- The general intent of the city is that downtown is important as an asset for community stability and for local services. There is no intent to generate revenue from the district to pay for improvements in the district. Funding, therefore, for any improvements downtown must occur in a citywide basis, and must compete for priority with all other general fund issues.

Character and Identity

1. Street Trees

- Street trees are one of the important symbols of the town, and seem to be universally liked.
- Sycamore trees have a dense canopy and block the light from the street lights to the sidewalks.
- There are a number of different varieties of street trees in the downtown area, all of which have varying degrees of success and problems.
- Some businesses have more curb cuts than needed, which reduces the number of street trees.

2. Buildings

- The courthouse will soon undergo an exterior and landscape renovation. The exterior walls and roof will be replaced. New landscape development and three flags will be located along State, including a historic marker, etc.
- The historic buildings are highly regarded, but other buildings that have active, appropriate uses are also highly regarded.

- The architectural character and setbacks of existing buildings are varied, and will probably remain so.
3. Orientation
 - "People are always lost downtown".
 - One issue is the great number of government buildings that attract one-time users who need orientation.
 - Currently no signage exists to direct people downtown.
 - There is no formal entry into the City or downtown from the south along Highway 106

Maintenance

1. There is no organized maintenance of the park strips and right-of-way in front of buildings in the downtown core.
2. Vacant land in the area sometimes becomes weed and trash infested, resulting in an eye-sore.
3. The bus stop on the south side of State Street is in disrepair and needs to be upgraded.

Design Principles

These design principles were developed to communicate the fundamental design needs of downtown. They are statements of intent that reflect the historic character of Farmington and identify elements that must be employed in any future design work or policy adoption. The design principles must be understood before beginning any project.

1. *Historic, Rural Town Identity*
Downtown is key to the historic, rural town identity of Farmington. As growth continues, downtown should be enhanced to reinforce this image.
2. *Green, Walkable Downtown*
Downtown's character should be enhanced with additional street trees and an emphasis on making all destinations connected and walkable.
3. *Civic Center*
Downtown should strengthen its civic identity by expanding civic destinations and reinforcing the historic character of the city.
4. *Downtown is a Destination*
Downtown should become a multi-purpose destination for car, bus, bike, and pedestrian traffic. New uses may include recreation, restaurant, community gathering, school services, and offices.
5. *Downtown is for Everyone*
Downtown should celebrate all people in Farmington, attracting youth, elderly, and families, new and old. Downtown should be a social place where people meet in the course of their regular business, shopping, and recreation activities.
6. *Downtown is for Business and Shopping*
Downtown can become more active with businesses and shopping, although these may remain limited to community service, entertainment, food, and professional businesses. New businesses should complement the town character without attracting traffic that should be confined to the Highway 89 corridor.
7. *Citywide Connections*
Downtown should be connected into the citywide

trails that are under discussion, and should be accessible to trail users including bikes and pedestrians. Downtown must continue to support regional transit and the shuttle bus.

8. *Accessible, Functional Downtown*

Downtown should become more accessible, functional, and safe for vehicles, bikes, and pedestrians to coexist, including local and through traffic on Highway 106.

9. *Visible, Adequate Parking*

Downtown must have parking that is properly located, visible, and adequate without overtaking the historic character and walkable nature of the town.

10. *Clean and Safe*

Downtown should be clean and safe as a result of proper design and lighting, adequate maintenance, and visible community pride.

11. *A Good Investment*

Downtown should be a good investment for developments that reinforce these objectives.

12. *A Livable Downtown*

Downtown is a desirable place to live. Residential uses should be protected and enhanced as civic and commercial downtown uses and traffic volumes expand.

Frameworks

The framework diagrams that accompany this report are the Street Hierarchy and Redevelopment Concept. These diagrams are the backbone of the plan and along with the design principles, are intended to guide the City of Farmington in implementing the recommendations which follow. Because the recommendations are not able to address all the possible alternatives that may occur in downtown, the framework plans set the general direction for the City to follow. Any new development should be able to fit with these diagrams. Refer to Appendix 1, Figures 2 & 3.

Options

Transportation and Traffic Alternatives

The options listed below are described in more detail in Appendix 3.

1. Reducing Traffic at the State and Main Intersection.
Two alternatives were looked at to help reduce the traffic at the State and Main intersection:
 - A. One-way traffic southbound on Main from 100 North to State Street and one-way traffic eastbound on State Street from Main to 100 East. This alternative would reduce the number of cars on Main and State by almost half. It would increase the amount of traffic cutting through the neighborhoods and westbound traffic on State Street would be required to circle around the central block on 100 East, 100 North and Main Street to continue west.
 - B. Divert Highway 106 to 100 East and 100 North, bypassing the State and Main intersection. This alternative would reduce the amount of traffic at the State and Main intersection, but would require a traffic signal at both the State and 100 East intersection and 100 North and Main Street.
2. Five-Way Intersection
 - A. Add a traffic circle in the five-way intersection. This solution would allow vehicles to circle around a center island in all directions and not be forced to stop. The solution is severely hampered by the size of the intersection in that it isn't large enough for a traffic circle to function efficiently, and the steep cross slopes of the area.
 - B. Neckdowns at 100 East and State Street east of the intersection. This would help reduce the amount of pavement in the intersection and would allow for easier pedestrian crossings
 - C. Make 100 East south of the intersection one-way south. Currently only 137 cars per day make the northbound movement. The possible elimination of this movement by closing northbound traffic just south of the intersection would reduce confusion and delay which is

caused by the current five-way intersection. (See Figure 11A, Appendix 1.)

- D. Limit the traffic movements from State Street east of the intersection by having a right turn only from northbound Highway 106 to eastbound State Street and a right turn only from westbound State Street to northbound 100 East. This would eliminate the east/west cross traffic through the intersection. This option is only viable if the Post Office moves from its current location. (See Figure 11B, Appendix 1.)
- E. Close State Street just east of the intersection, totally eliminating one leg from the five-way intersection. This option would cause a change in the traffic patterns to the neighborhoods to the east and could only be accomplished with neighborhood support and if the Post Office were to move. (See Figure 11 C, Appendix 1.)

3. Highway 106 Diagonal

- A. Narrow the street pavement section and add a wider park strip. This alternative would allow the City to add landscape and lighting to a wider park strip. The lanes could be reduced in width from 22' to 18', allowing for an additional 4' of landscaped area on each side. That would create an 8' park strip. The lane width would need to be determined with input from the Utah Department of Transportation (UDOT) and local residents to determine the safest width. This alternative is not highly regarded by UDOT because it may limit their transportation options in the future.
- B. Install a landscaped center median. This option would create an 8 foot wide landscaped median within the street. Because of the numerous curbs along this stretch of the roadway, it would be difficult to get an adequate, continuous median. Another possibility would be to add a third lane in the middle to be used as a turning lane.

Land Use and Redevelopment

Because of the large amount of undeveloped land and buildings in need of repair in the downtown area, there are

many opportunities available for redevelopment. There will also be a great opportunity to keep the Post Office downtown when it relocates.

There are seven potential central development sites located in the downtown area:

1. The School District property at the corner of 100 East and 100 North. This property is currently owned by the Davis County School District and will probably be used for expansion and consolidation of school district offices.
2. Vacant houses at the south end of the County Courthouse parcel on the east side of South Main Street. These two buildings are currently owned by Davis County and would be a close location for expansion or a small county office. This location may also be a good location for a small restaurant or ice cream parlor because it will be across the street from the new swimming pool at City Park.
3. VIP Express and Post Office site at 100 East and State, NE corner. With the need for the Post Office to move to a new, larger site, this parcel would be obvious for them to expand onto. (a minimum of 1.5 acres is needed for the new post office.) Any redevelopment at this site would need to limit the amount of traffic that is directed onto State Street.
4. HHI Construction and adjoining vacant land to the west on Main Street. There are two parcels along Main Street that have a narrow lot width but a full half block of depth. These parcels could be developed individually or together but the use should try to keep the same scale of building facing Main Street to keep the character of the street intact. Because of the rectangular shape of these parcels, it would be difficult to configure a new Post Office for this site. Access to the back portions of the sites is currently through the First Security Bank parking lot to the south.
5. Vacant property behind City Hall and the Lake Welding site north of 100 North. There is currently a large vacant lot that backs onto the City Hall property. This lot could be a potential for expansion of city services. Any development on this

block would need to address the concerns of the nearby residents and the historic homes in the area.

6. Southeast corner of Main and 100 North including the U-Haul site and the car wash site. This is a prominent corner in town and would be a good location for a new business that needs high visibility and good access. This site is too small for the Post Office relocation.
7. Southwest corner of Main Street and 100 North. The current use could be either removed or adapted to take advantage of this prominent corner.

Included in the appendix of this report are possible development scenarios for the central block of downtown and for the post office relocation (Figs. 9A-9H and 10A-10C) The Vision Plan (Fig. 1) shows the preferred development direction at this time.

Open Space, Parks and Trails

1. Create Pedestrian Linkages

Any redevelopment that may occur needs to create or maintain adequate pedestrian linkages through downtown. Sidewalks need to be continuous and detached from the curb to match the character of the existing walks. The possibility of using special paving materials or colored concrete for walks was discussed but due to the generally good condition of the existing walks and because of the cost of installation of special paving surfaces and matching of colored concrete colors over time, standard gray concrete is recommended.

2. Bicycle Trails and Bicycle Routes

There are currently no designated bicycle routes through the City. Possible routes are on 100 East from State to Farmington Canyon, 100 North from 100 East to 100 West to connect with the Lagoon trail, 200 West from the south city limits and frontage road to 100 North to connect with the Lagoon trail, 200 south and from 200 East to 200 West. The Utah Department of Transportation standards do not allow designated bicycle route signage on any State road. The South Main connection would be useful for residents to get to the new pool site but it would require more pedestrian crossings at the busy State and Main intersection.

The Lagoon trail north of downtown should be expanded and connected with the core of the city. This is best accomplished at the corner of 100 North and 100 West. This will require the city to negotiate some land to make this connection successful.

Other connections that need to be made are connections to Lagoon, the new Justice Center across I-15, the Junior High School, Elementary School and new swimming pool site, and Farmington Canyon.

Economics

The economic options listed below are described in more detail in Appendix 2.

1. The retail analysis shows the following possible retail establishments that could be supported in downtown Farmington. These establishments are what the team analyzed as being the best possibilities to bring Farmington residents into downtown without greatly increasing traffic.
 - Lunch-time eating places including bakery, delicatessen, health food, candy and nuts, ice cream parlor, yogurt shop, or sandwich shop.
 - Dinner restaurants
 - Barber/Beauty shops
 - Video rental store
 - Dry cleaners
 - Stationary store
 - Flower store
 - Insurance office
 - Real Estate
 - Optometrist
 - Medical and Dental
 - Legal
 - Accountant

Other ideas for local businesses generated through interviews with local business and government planning officials include: bed-and-breakfast, copy store, museum, western wear, bakery, and a theater.

Character and Identity

1. The character of downtown could be increased by adding some type of formal entry into downtown

where space allows. One possibility would be for the City to purchase the School district building at the Northwest corner of 200 East and 100 South to be used as a small park with entry signage.

2. There are many available options for determining the character of the Farmington downtown streetscape. These include the type of furnishings, lights, trees, walk materials and width of park strips. This report gives recommendations for these items but they should be studied to a more detailed level before they are implemented.
3. The current character of the five-way intersection is one of the largest detractors to the downtown area. This report considers a number of options for this intersection including narrowing of the 100 East intersection on the north and south side of the intersection. Any improvements done to the downtown area should go south along the Highway 106 diagonal with landscape improvements and lighting if possible.

Maintenance

After reviewing the current City maintenance practices, no other alternatives were discussed with the group.

Recommendations

The following is a listing of the design team's recommendations for the downtown area. The Master Plan shows most of the physical recommendations to be used as a guideline by the City of Farmington. The City is encouraged to implement the policy and economic recommendations.

Transportation

1. Create a "Hierarchy of Streets" in the downtown district. (Appendix 1, Fig. 2)
 - Not all streets are alike, or serve the same purposes

There are four categories of streets in downtown. Each should receive a different level of improvement:

- *"Main Streets":*
Walkable, livable, multi-purpose
Main from State to 100 North and State from Main to 100 East. These streets would receive the highest level of improvement.
 - *Commercial streets*
100 East from State to 100 North, 100 North from Main to 100 East, and the Highway 106 diagonal from State to 100 South.
 - *Residential streets*
Main south of State, 100 North from Main to 100 West, 100 West from 100 North to 100 South, and 100 East north of 100 North
 - *Highway*
Main north of 100 North and the Highway 106 south of 100 South.
2. **Balanced Streets**
 - Develop downtown streets with special emphasis on balancing all modes of access for compatibility. No one aspect of the street should be dominant at the expense of other modes.
 - Define State and Main, 100 North to 100 East, as "Urban Streets." Within this classification an emphasis should be placed on balancing the needs for access, comfort and safety for all modes of transportation, including mixed traffic, on-street parallel parking, on-street bicycles, and buses. Traffic calming techniques should be employed in these two blocks, including study of

possible reductions in street crossing widths through neckdowns at the south side of State and Main, State and 100 East, and at Main and 100 North. The use of neckdowns is intended to reduce the crossing distances for pedestrians and add landscape areas to intersections. They are not intended to restrict the flow or capacity of the streets. Any improvements that require neckdowns would require further and more detailed traffic engineering and traffic counts accompanied with a more detailed design of the improvements, followed by a review of City staff, UDOT, and the community.

3. Traffic Management

- Reduce speed limits on Highway 106 from 100 South to 100 North to 25 MPH.
- Control intersection traffic at State/Main and State/100 East to slow traffic in the core blocks and to enhance pedestrian crossing safety. In the future, control 100 North as well as 100 East when warranted.
- Use neckdown or other traffic calming device to deter traffic cutting south bound from Main onto 100 North. Consider neckdown across the street for pedestrian crossing and speed control purposes.
- Install neckdowns and a small median on the south leg of the State/Main intersection to keep people unfamiliar with the area from accidentally turning down Main Street to get to the County Courthouse. This would define this street as a residential street with a special character. The size of the neckdown and/or median needs to fit the volume of traffic that leaves the County Courthouse in the afternoon.
- Avoid right turn lanes at intersections so on-street parking can remain. Place emphasis on balancing needs of cars, bikes and pedestrians at intersections. Traffic volumes (by observation) do not appear to warrant a need for free right turns at any downtown location. The parking that was removed in front of the Session's building on State Street should be replaced. The elimination of these three spaces has caused a hardship for the nearby businesses.
- Consolidate utility poles by combining uses of existing poles (place stop signs on power poles

- in same location or place existing street lights on nearby power poles).
 - Present Final Downtown Master Plan to the Utah Department of Transportation.
4. Five-way Intersection and Highway 106 Diagonal
- Reduce the width of the intersection by using neckdowns on both sides of 100 East, and on both sides of State, east of the intersection, and on the north side of State in front of Bowman's. Each neckdown would be approximately 10' wide.
 - Eliminate the traffic movement of northbound traffic on 100 East south of the intersection and make 100 East one-way south. Install neckdowns to eliminate this movement and to reduce pavement width.
 - Install a small traffic island separating the movement from northbound 106 to eastbound State.
 - Stripe crosswalks at intersection to identify pedestrian movements.
5. Create Parking Management
- Pursue employee parking management programs for County employees.
 - Create shared parking agreements between the School district, County Courthouse uses and retail uses.
 - Add shade to existing parking areas by removing some parking stalls and creating landscape islands.
 - Provide continuous on-street parallel parking in all possible locations in the district.
 - Off-street parking in front of buildings (on private property) should not be encouraged, but when done must be done in a way that the streetscape and "front yard" does not appear to be dominated by cars and paving. Side lot parking is preferred.
 - Consider regulatory changes in the zoning code that may alleviate parking requirements that deter new investment and use of properties.
 - Develop an ordinance that discourages storage of trailers and equipment on City streets.
6. Public Transportation
- Locate a designated Park-and-Ride for bus users going to Salt Lake City and to Ogden to help

reduce parking congestion in downtown. This Park-and-Ride does not necessarily need to be downtown.

- Renovate the bus stop on the south side of State Street near the Van Fleet Building to resolve grade issues and to pave more area to allow patrons easy access to the bus stop and to provide adequate waiting areas.
- Relocate the bus stop on the north side of State Street to just east of the main Bowman's drive entry. By placing this stop in the traffic shadow created by the neckdown at 100 East and the north side of State Street, it will allow buses to stop at the stop next to the curb, rather than in the street where traffic would become blocked. Eliminate on-street parking in front of Bowman's and add it back at the old stop location.

7. Bicycles

- Designate and develop bike routes to connect downtown to outlying destinations and regional trails:
 - 100 East from Farmington Canyon to 100 North
 - 100 North from 100 East to 100 West, connect to Farmington Creek Trail
 - 200 West from frontage road to 100 North
 - 200 South between 200 East and 200 West
- Establish on-street bike routes with bike route signing, in-lane striping at intersections including a painted international bike symbol in the lane.
- Provide bike racks at major employment destinations, Bowman's, the Library, City Park, City Hall, County Facilities, and selected retail locations.
- Review model ordinances to ensure that bike usage is supported by appropriate regulations.

Land Use

1. Protect existing historic buildings that are vacant or potential for demolition by working with owners, and communicate willingness to negotiate development requirements.
2. Protect existing homes:
 - From traffic impacts
 - From use changes
 - From adjacent use changes

3. Specifically work to protect homes that are most affected by traffic increases such as north on Main and south on Main to City Park. Consider establishing a Main Street Historic District.
4. City to evaluate the possibility of purchasing vacant or run-down properties to protect development options for future uses.
5. City to evaluate the possibility of purchasing some properties to develop into downtown entries and small parks. (Possible school district site at 200 East and 100 South, NW corner.)
6. Consider retirement housing as a possible new development use.
7. Seven potential central development sites exist:
 - School District property at corner of 100 East and 100 North
 - Vacant houses at south end of the County Courthouse parcel on the east side of South Main Street.
 - VIP 2 and Post Office site at 100 East and State, NE corner
 - HHI Construction and adjoining vacant land on Main Street
 - Vacant property behind City Hall and welding shop site north of 100 North
 - Southeast corner of Main and 100 North including the U-Haul site and the car wash site.
 - Southwest corner of Main and 100 North.
8. The Post Office has been slated to relocate its building to a new site sometime in 1997. The new site should be downtown, to keep the rural sense of community by keeping patrons downtown. The new site should be approximately 1.5 acres in size. The City should be active in this process to assist the United States Postal Service in locating this site downtown. (See Figs. 10A-10C for options)
9. Establish a Downtown Partnership committee. This committee would be comprised of a cross section of downtown users including a representative from the school district, city staff, local business, Davis County, local residents, etc. This committee would meet on a monthly basis to discuss progress and

upcoming projects in the downtown area. The role of the committee would be:

- act as a review committee for new projects
- act as the conscious of the Downtown Master Plan document
- act as a network support group for businesses and residents to answer questions or clarify plan recommendations
- supplement the efforts of the planning commission in decisions that involve discretion as a counterpart to what is said in the plan.

As part of the normal workings of the committee, they would prepare an annual "Action Agenda" that could be focused on the following topics:

- new projects
- business support
- residential support
- employer support
- management and maintenance

Along with the Action Agenda, the committee would be urged to have a regular column of downtown events in the city wide newspaper.

Zoning

The downtown area is classified under the "BR" (Business Residential) zone of the city. Downtown is the only BR zone in Farmington City. A review of the requirements of this zone classification and related sections of the zoning code found that some elements of the zoning are in conflict with the objectives for downtown that have been established in this plan, and that other elements may be appropriate, but too inflexible for the diversity of conditions in downtown.

The underlying principle of the downtown plan is based in the community's expressed belief in downtown as a mixed-use, diverse area that is a benefit to the City because of this mix of uses. Zoning on the other hand generally depends on simplicity, clarity, and uniformity of uses. Therefore there is a need in downtown for zoning controls to offer both the specificity and clarity that allow for normal decisions to run smoothly, however there is also a need for the zoning to allow for consideration of the many quirks and discontinuities that result from historical conditions and new expectations. These recommendations thus try to provide for a higher level of discretionary authority with adequate additional protections to ensure care in applying the discretion.

The basic organization of the zoning ordinance allows for consideration of certain special uses and circumstances to be provided under the conditional use permit process, which adds the protections of a higher level of submittal requirements, and additional public hearings. This could be the easiest way to allow for additional discretion and flexibility by the Planning Commission and City Council to allow for specified deviations from standard requirements if the applicant applies for review as a conditional use rather than under as-of-right zoning.

The Planning Commission will review the "BR" zone and make specific recommendations to make the ordinance more flexible for downtown development.

Open Space, Recreation and Trails

1. Connect park and schools with the Farmington Creek trail and Farmington Canyon by using wayfinding signage and consistent graphics at all City parks, trails and open space.
2. Make 100 East the main north/south trail connection between Farmington Canyon and downtown.
3. Connect the Farmington Creek Trail to downtown area at 100 North and 100 West.
4. Create a downtown park or open space where people can gather (gazebo, bandstand or plaza element). Possibly refurbish County Building plaza.
5. Schedule events downtown. (Farmers market, block parties, holiday events)

Economics

1. There is a market demand for two "sit-down" lunch time eating places and two dinner restaurants. (An establishment could provide both lunch and dinner services.)
2. While local employment would be the major source of support (50%) for lunch time eating, residential expenditures would provide the major source of support for all other downtown businesses.

3. There is a market demand for a video rental store, cleaners, stationary (with limited business support services) and flower store.
4. Analysis indicates that small-scale professional office space development could be feasible.
5. To preserve the historic character and quality of downtown, efforts should be made to help and encourage local businesses with facade renovation and restoration.
6. Establishment of a revolving fund account to support facade renovations.
7. Other ideas generated through local interviews include: senior housing, bed-and-breakfast inn, copy store, museum, western wear, bakery, and a theater.

Character and Identity

1. Improve Consistency of Public Streetscape:
 - Continuous irrigated tree lawns
 - Continuous street trees, using same variety of species at different streets
 - Continuous street/pedestrian lighting on Main, State, 100 North and 100 East on both sides around the central downtown block.
 - Continuous concrete sidewalks on both sides of the streets in the downtown area.
 - Continuous step-out strip on both sides of Main, State, 100 North and 100 East around the central downtown block.
 - Flexible design to accommodate existing doorways, curb cuts, and trees
 - Need resolution on overhead wires to be compatible with trees
 - Uniform color for furnishings
 - Paint traffic signals and signal box to match furnishing color
 - Consistent bus stop treatments
 - Eliminate all underutilized and excessive curb cuts and replace with streetscape elements
2. Protect Existing Trees
 - Adjust walks, walls, curb cuts, furnishing locations and light locations to minimize damage

to trees as a result of construction and use of the street.

- Adopt special construction control measures including a professional arborist review to protect trees from new construction damage.

3. Street Trees

- Plant new street trees in all locations where they are missing.
- Plant trees on spacings of approximately 30' on center. Do not plant any trees closer than 15' from a street light.
- Trees should not be planted any closer than 15' from intersections, defined as 15' back from the extended property line at the intersection.

- Recommended street trees:

Main Street (American Planetree, *Plantanus occidentalis*)

State Street (Ginkgo, *Ginkgo biloba* 'Autumn Gold') male variety only.

100 North and 100 East (Japanese Zelkova, *Zelkova serrata*)

Highway 106 diagonal (Crimson King Norway Maple, *Acer platanoides* 'Crimson King')

4. Create New Linkages

- 100 East linkage to Canyon needs continuous walks, curb ramps, and crosswalks.
- Sidewalks and curb-and-gutter are needed throughout the district.
- Extend and connect Lagoon Trail to downtown sidewalks and bike routes.
- Create continuous walks, curb ramps, and crosswalks on State to Justice Center.

5. Develop a Wayfinding System

- Create a simple signage wayfinding system to assist pedestrians and motorists in finding key destinations downtown and close by.
- Signs should be compatible in size and color with existing city signs or character furnishings.
- Sign Size: 18" x 36"
- Sign Color: Brown to match existing Farmington signs with the Farmington logo across the top of the sign.

Type Face: Helvetica

Type Color: White

6. Improve Walkability in Downtown

- All walks and ramps shall conform with the Americans with Disabilities Act (ADA).
- Repair or replace existing damaged sidewalks with new concrete walks.
- On Main and State (100 North to 100 East) provide continuous walk 6' wide, but narrowing as needed to avoid large trees and roots. Consider the existing elevations of tree roots and raise walk level to minimize future root lifting of walks, however walk grades must remain within ADA standards (5% slope max.) and allow for positive drainage away from buildings.
- New concrete walks and step-out strips shall be standard gray concrete, 6" thick with a medium broom finish perpendicular to the length of the walk. Score joints shall be 6' O.C., with expansion joints 24' O.C.

7. Furnishings for Comfort and Character

- Use street furnishings to enhance convenience, comfort and character of downtown.
- Furnishings should be selected that reinforce the historic materials, character and colors that are appropriate to Farmington.
- Benches and trash receptacles should match the current furnishings that the City is using: Victor Stanley, strap steel design, or similar.
- All furnishings should be unified in color. The new signal poles and signal box at State and Main should also be painted to match the furnishings.
- Furnishings should be durable and require limited maintenance.
- Furnishings include:

Benches: 5' length with arms and backs, set only on paving. Set benches on Main and State in "Living Room" settings, facing one another to allow conversation. Victor Stanley Model #NBR 6, with gull wing legs and end arm rests, or similar (See figure 12, Appendix A)

Trash receptacles: The existing metal trash receptacles are good, if they have proven to function well. Color to match other furnishings. Locate trash receptacles at bus stops, building entries and corners. Victor Standley Model #S-42, no lid, or similar. (See figure 13, Appendix A)

Bike Racks: Vertical metal, front wheel rack. Urban Accessories, Bike Bollard, model #1-A, or similar. (See figure 14, Appendix A)

Tree Grates: Should not be provided except in unusual conditions where no other solution is found. Neenah Foundry Company, Model # R-8713, 180° square, or similar. Natural cast iron, no paint. (See figure 15, Appendix A)

8. Lighting

- Provide street lighting along highway (per highway dept.). Consider relocation of lights to conform to streetscape pattern.
- Provide pedestrian lights at approximately 60' on two blocks only, State and Main, 100 North to 100 East.
- Use a double "Gooseneck" light with historic character with base, pole and luminaire scaled to the streetscape. Architectural Area Lighting, Pole Model # DB3 4R12-125, 4" Round, Base Model #DB7-4, Arm Model #SLA7-2 , Fixture Model #ALN 418FL with clear diffused frosted lexan lens. Two per pole. 50 Watt High Pressure Sodium. Pole, arm and light to be same color. (See figure 16, Appendix A)
- Place lights in as orderly a location as possible, avoiding conflicts with locations of utilities, drives, existing trees and other furnishings.
- At the time when a substantial amount of new development occurs on the "middle" block (State from Main to 100 East, and Main from State to 100 North), pedestrian lighting may be extended around the block on 100 North and 100 East.
- Continue pedestrian lighting north of 100 North on Main street to light the residential neighborhood. This fixture shall be a single "Gooseneck" fixture. Architectural Area Lighting, Pole Model # DB3 4R12-125, 4" Round, Base Model #DB7-4, Arm Model #SLA7 , Fixture Model #ALN 418FL with clear diffused frosted lexan lens, or similar. One per pole. 50 Watt High Pressure Sodium. Pole, arm and light to be same color. (See figure 17, Appendix A)
- Continue pedestrian lighting south along the Highway 106 diagonal to 100 South. This fixture shall be a single "Gooseneck" fixture to match the fixture used on north Main Street.

Maintenance

1. Encourage property owners to maintain tree lawns in front of their homes and businesses.
2. Encourage property owners to maintain large tracts of undeveloped land in the downtown area.
3. Encourage UTA to maintain the downtown bus stops and to have them identify a contact to call when there is a problem.
4. The City should budget for upkeep and maintenance of new and existing street furnishings and lights.

Phasing and Implementation

Because of the scope and scale of the improvements proposed by this report, we recommend that Farmington implement them in a phased process. This will allow the City to be able to fund small pieces of work in order to not put a burden on the current city funds. It is important that the City begin implementation of a portion of the project soon to show the community that it is dedicated to the plan and is willing to take the first step in changing the shape and character of downtown. By doing the first step, it will show possible investors that the City is serious about the plan and that Farmington downtown is a good place to invest and do business in.

Downtown Partnership committee

The Downtown Partnership committee should begin its tasks immediately, using the momentum established by the master plan committee. This committee should have representatives from the city staff, Davis County, Davis County School District, local businesses and local residents.

Phased Project Recommendations

The following phasing strategies are intended to be manageable in size and budget for a logical implementation strategy, and could fall in the approximate sequence listed below. If additional funding is available, more than one phase at a time could be implemented. If this is the case, then similar types of work should be grouped together for the best construction pricing. Other development opportunities may also affect the phasing of improvements and redirect the priorities of these items.

1. Install street trees on Main Street and State Street in the logical gaps in the current street tree system, and remove any unnecessary curb cuts and replace with sod.
2. Install pedestrian lights on Main Street and State Street using an approximate spacing of 60' O. C.
3. Install street furnishings, walk replacement as appropriate, step out strips, and "living rooms" on Main Street and State Street.
4. Upgrade the bus stops on State Street
5. Implement a city-wide wayfinding sign system.
6. Implement a city revolving loan fund for business facade and signage improvements. Identify ways to use the County economic revolve fund for new project use.
7. Close 100 East north bound, south of State Street and build the neckdown at that intersection along with the landscape and irrigation improvements.
8. Install neckdowns with landscape and irrigation on State Street west of 100 East at the Bowman's corner if circulation to the front parking can be replaced or revised.
9. Install new curb and gutter, drive aprons, walks, park strip, landscape and irrigation on the northeast side of the Highway 106 diagonal from 100 South to the five-way intersection.
10. Install new landscape and irrigation on the southwest side of the Highway 106 diagonal from 100 South to the five-way intersection.
11. Install street trees, landscape and irrigation on 100 East and 100 North around the center downtown block.
12. Build the neckdown, and landscape improvements at the south leg of the State Street and Main Street intersection into the residential neighborhood.
13. Install pedestrian lights on 100 East and 100 North around the center downtown block.

14. Install pedestrian lights on Main Street north of 100 north to at least 300 North.
15. Install pedestrian lights on the Highway 106 diagonal from 100 South to the five-points intersection.

Appendix 1

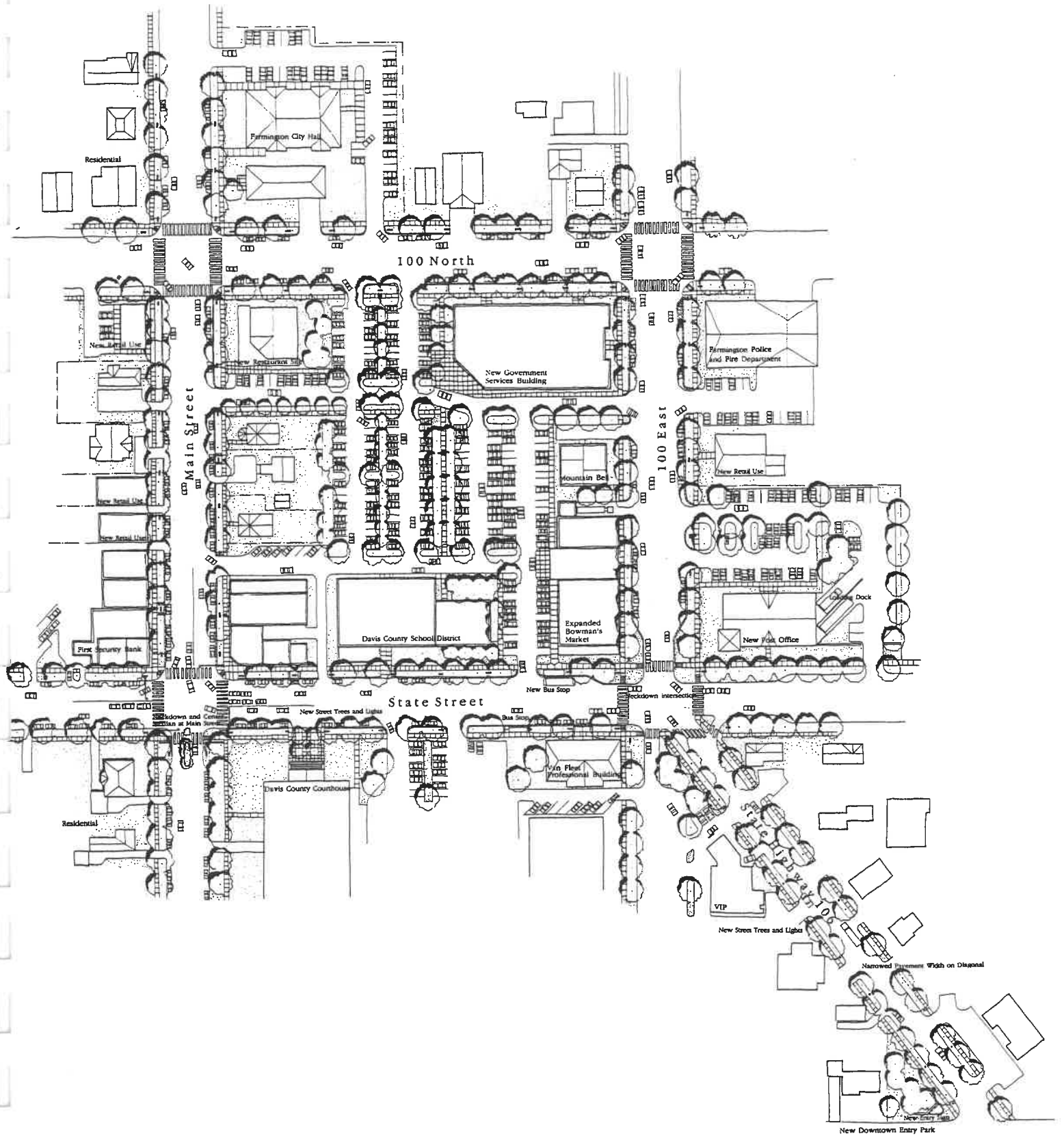


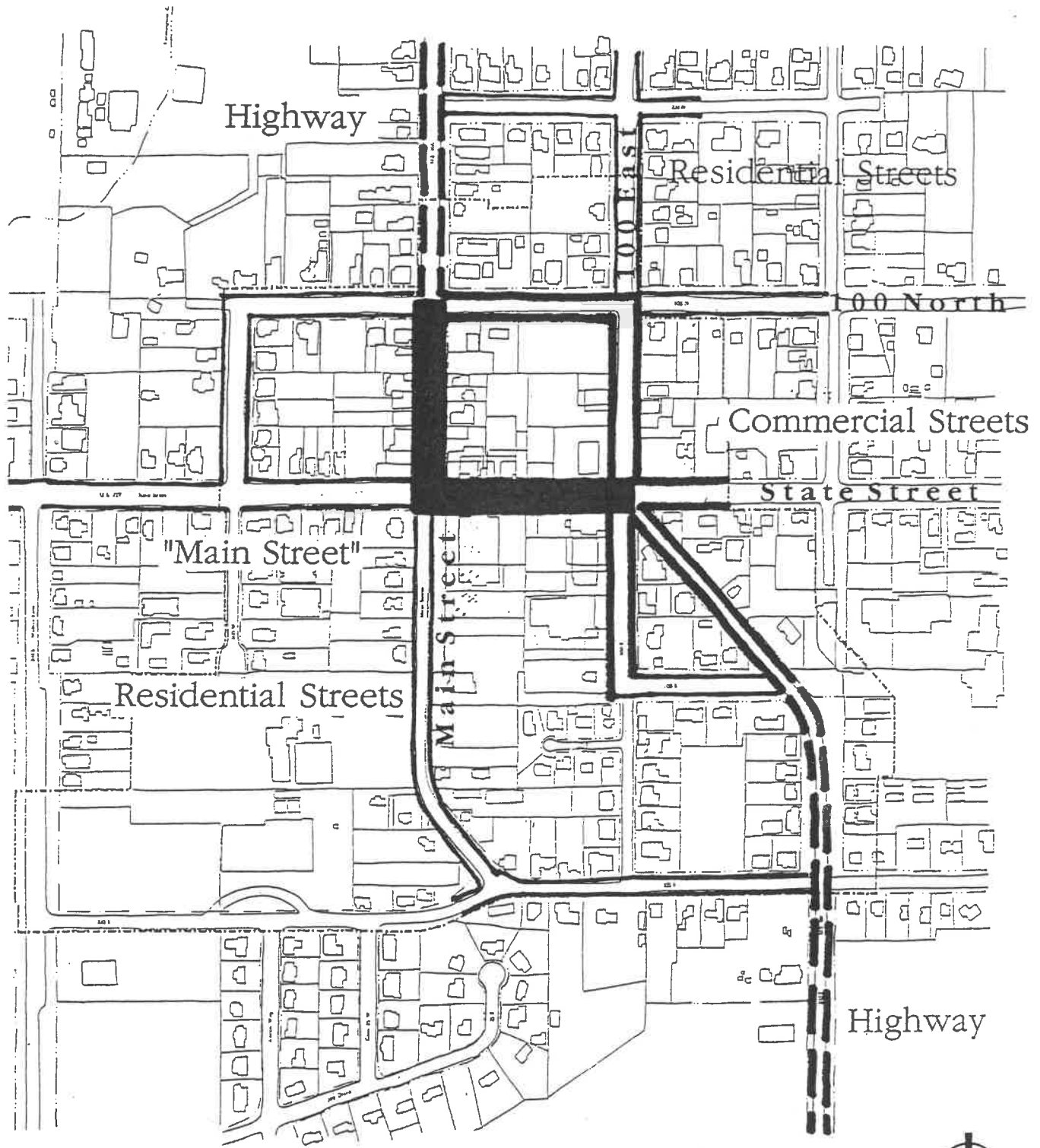
Figure 1

Downtown Vision Plan

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



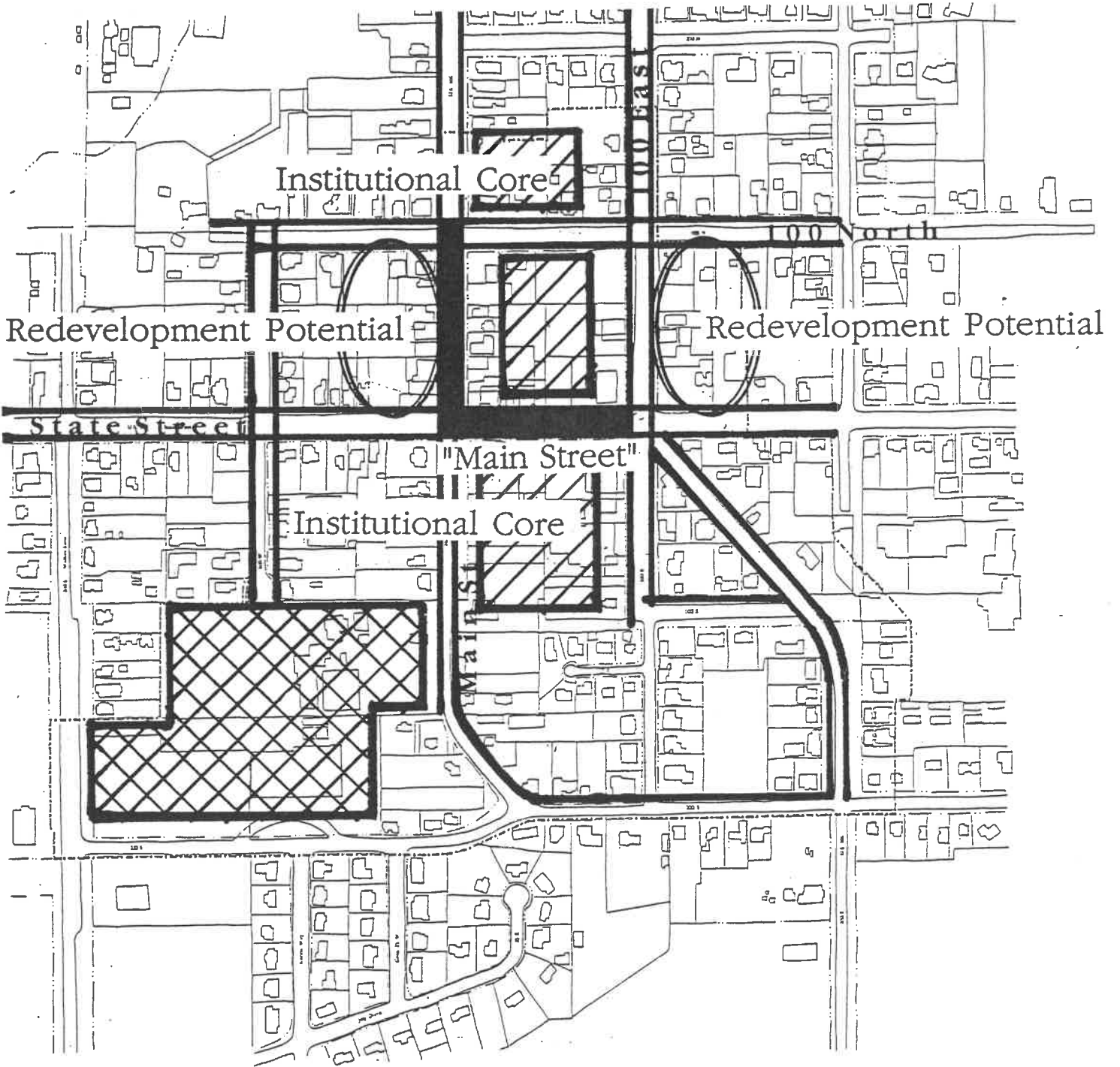
HIERARCHY OF STREETS

Figure 2  NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



REDEVELOPMENT CONCEPT

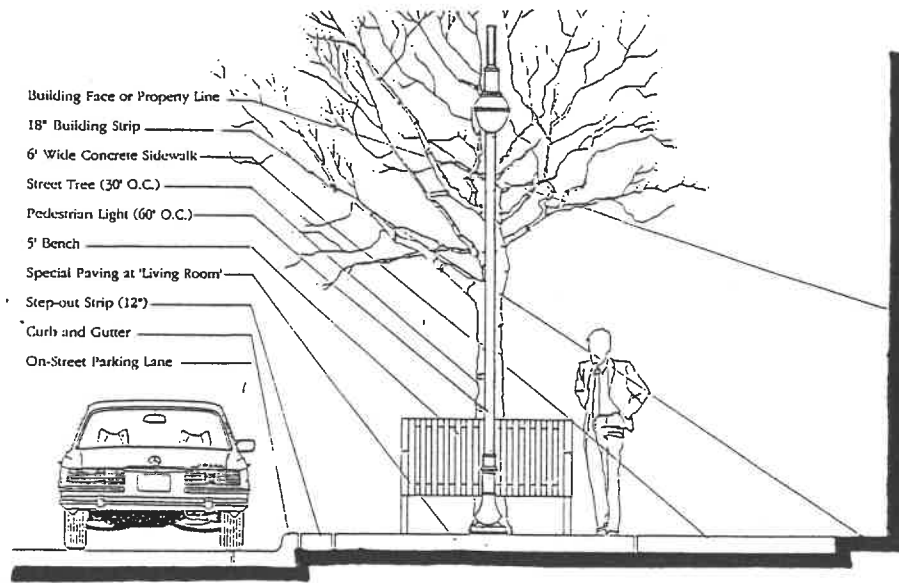
Figure 3



FARMINGTON CITY DOWNTOWN MASTER PLAN

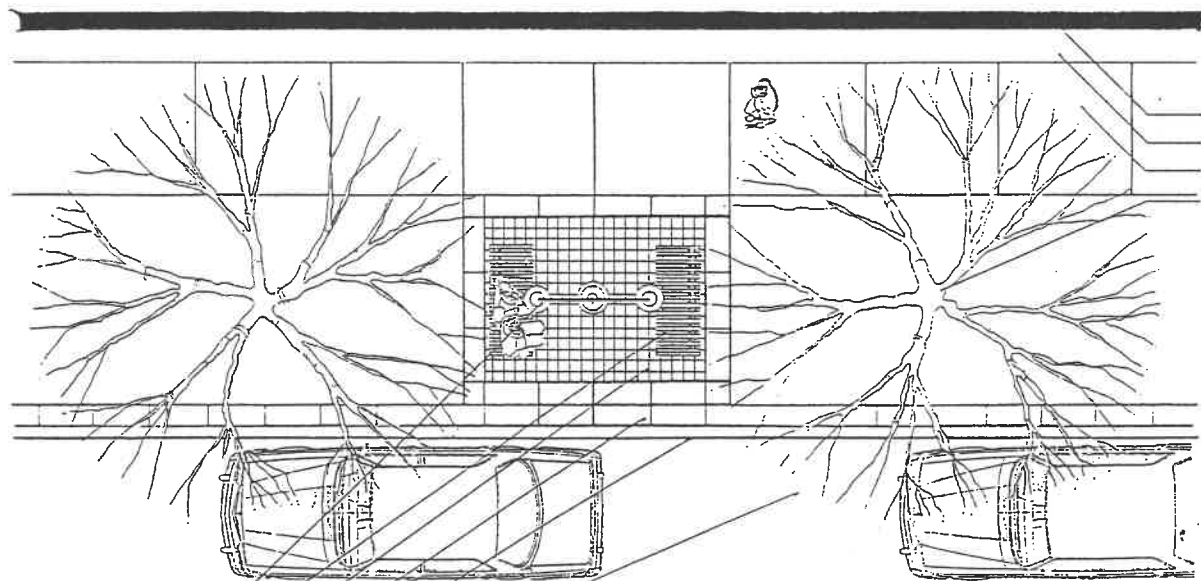
DAVIS COUNTY, UTAH

CIVITAS, INC.



- Building Face or Property Line
- 18" Building Strip
- 6' Wide Concrete Sidewalk
- Street Tree (30' O.C.)
- Pedestrian Light (60' O.C.)
- 5' Bench
- Special Paving at 'Living Room'
- Step-out Strip (12")
- Curb and Gutter
- On-Street Parking Lane

Section



- Building Face or Property Line
- 18" Building Strip
- 6' Wide Concrete Sidewalk
- Street Tree (30' O.C.)

- Pedestrian Light (60' O.C.)
- 5' Bench
- Special Paving at 'Living Room'
- Step-out Strip (12")
- Curb and Gutter
- On-Street Parking Lane

Plan

MAIN STREET "LIVING ROOM"

Figure 4

FARMINGTON CITY DOWNTOWN MASTER PLAN

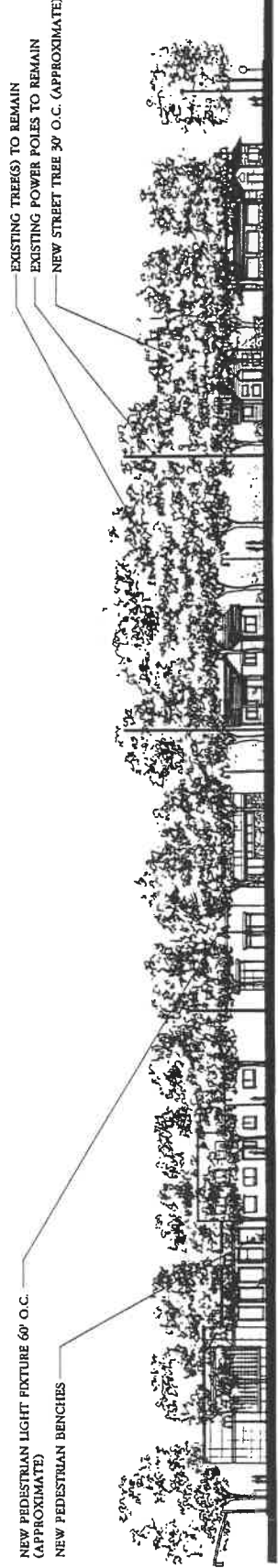
DAVIS COUNTY, UTAH

CIVITAS, INC.



EXISTING CONDITIONS

MAIN STREET
STATE STREET TO 100 N.
WEST SIDE



PROPOSED CONDITIONS

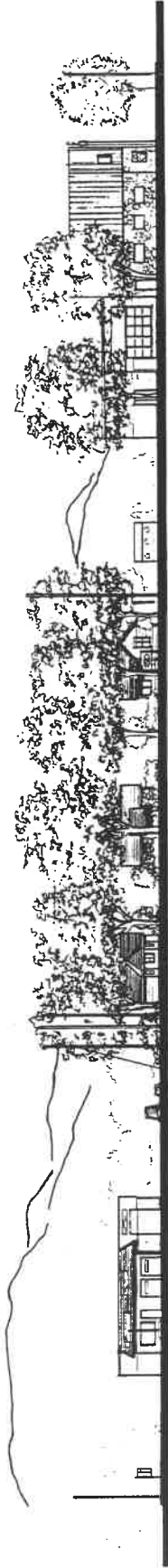
MAIN STREET
STATE STREET TO 100 N.
WEST SIDE

Figure 5

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



EXISTING CONDITIONS



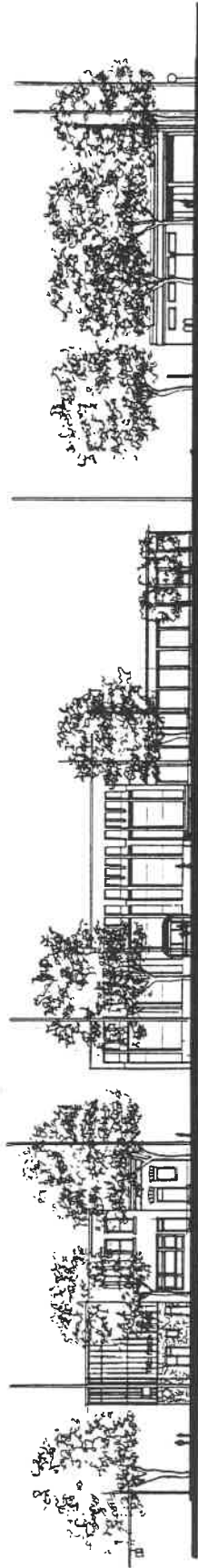
PROPOSED CONDITIONS

Figure 6

FARMINGTON CITY DOWNTOWN MASTER PLAN

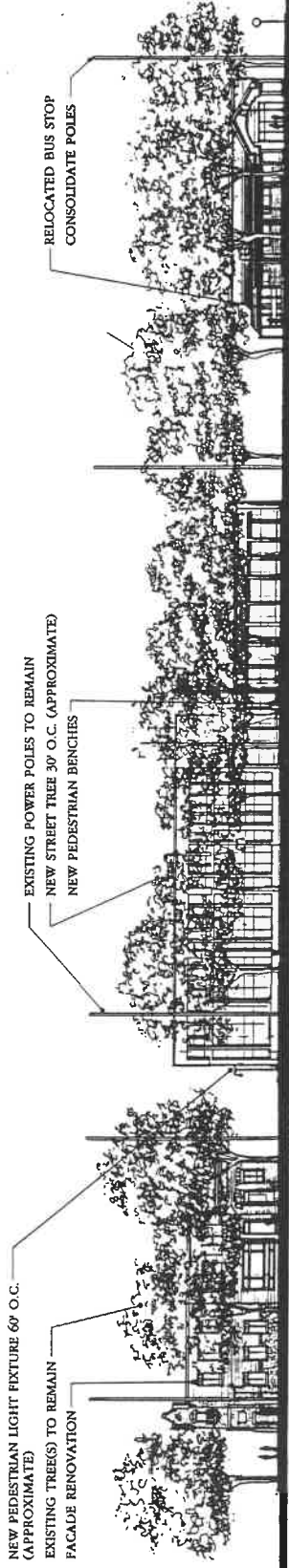
DAVIS COUNTY, UTAH

CIVITAS, INC.



EXISTING CONDITIONS

STATE STREET
MAIN STREET TO 100 E.
NORTH SIDE



PROPOSED CONDITIONS

STATE STREET
MAIN STREET TO 100 E.
NORTH SIDE

Figure 7

FARMINGTON CITY DOWNTOWN MASTER PLAN

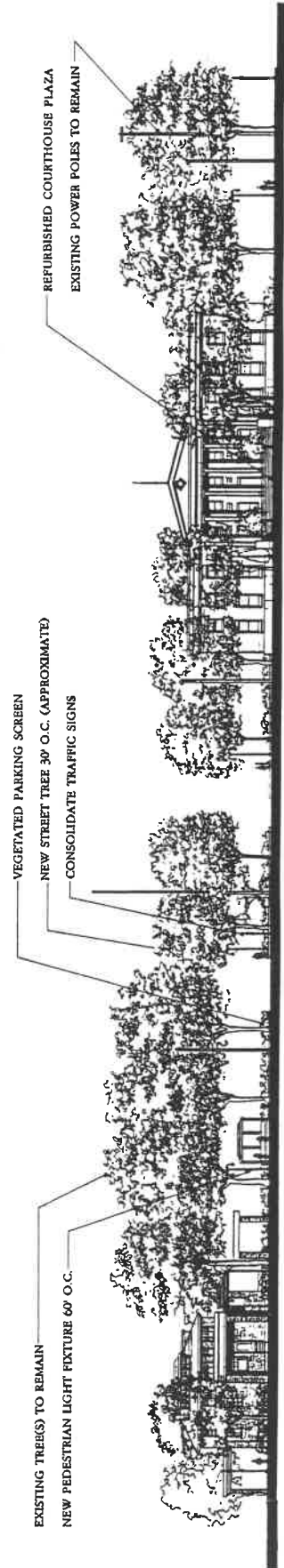
DAVIS COUNTY, UTAH

CIVITAS, INC.



STATE STREET
MAIN STREET TO 100 E.
SOUTH SIDE

EXISTING CONDITIONS



STATE STREET
MAIN STREET TO 100 E.
SOUTH SIDE

PROPOSED CONDITIONS

Figure 8

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

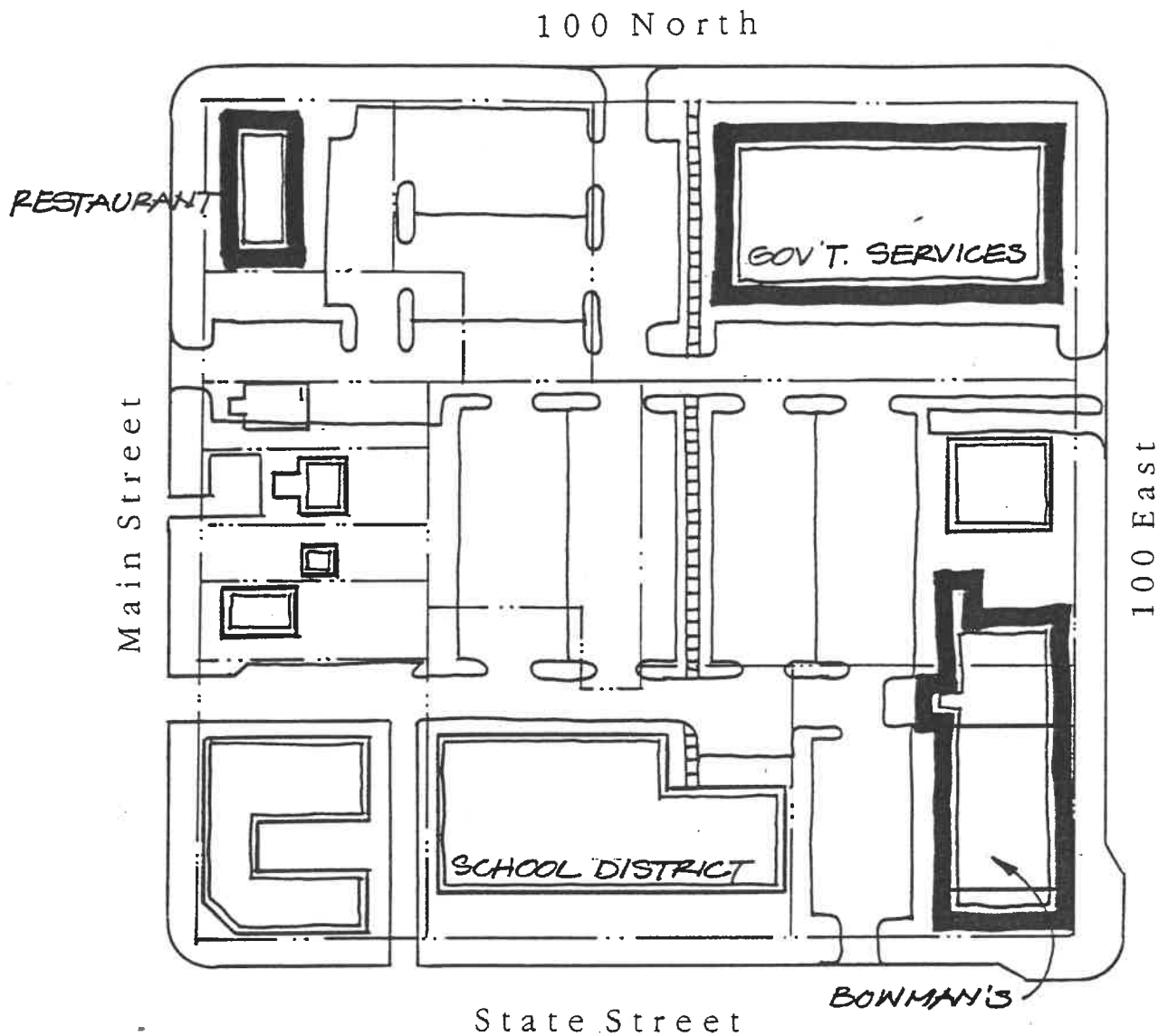


Figure 9A

Total Parking Spaces: 282

Advantages:

- Expanded Bowman's Market
- Restaurant use at corner of Main and

100 North

- Adequate parking

Disadvantages:

- Removes old house on Main Street



CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9A NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

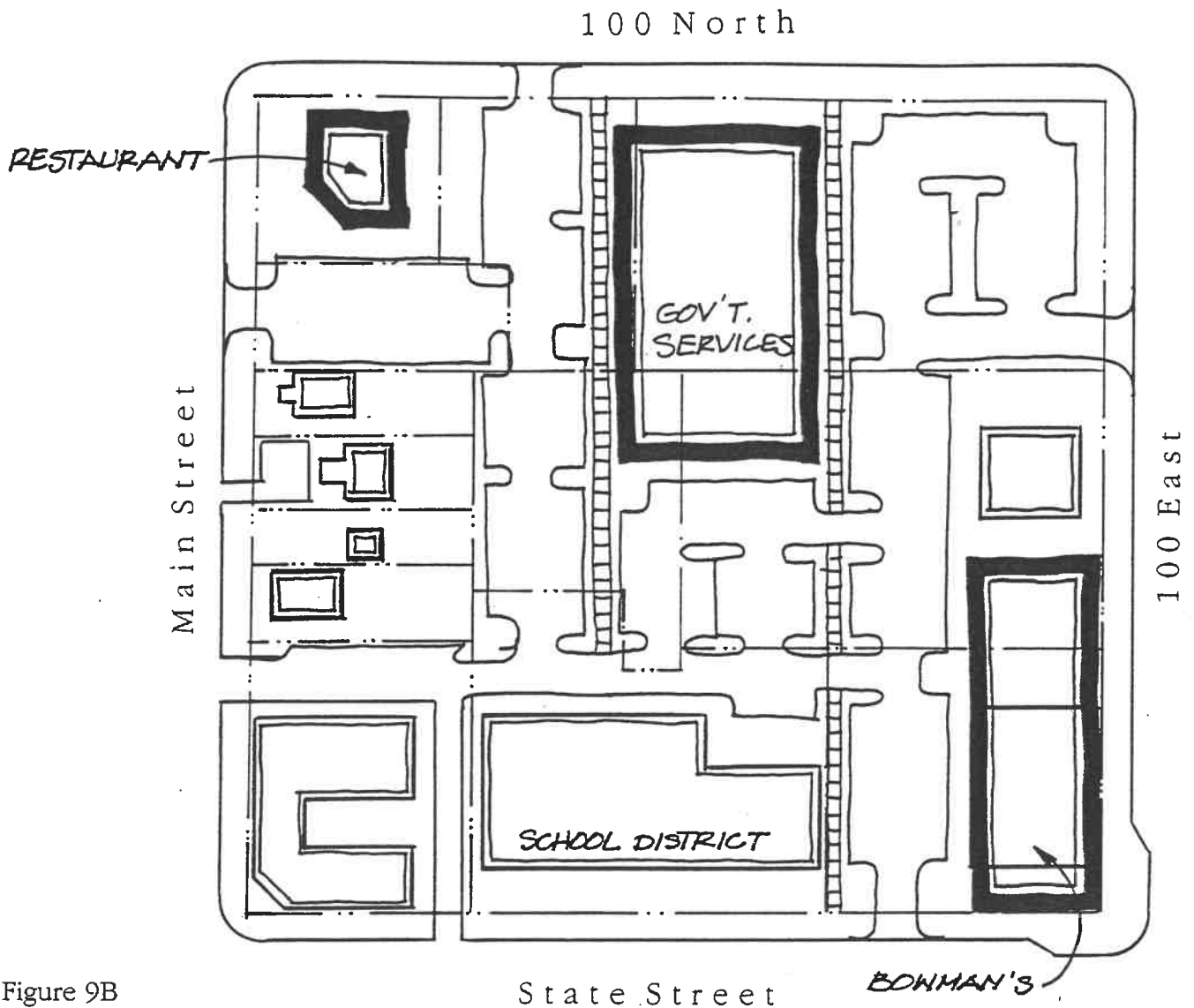


Figure 9B
Total Parking Spaces: 212


Advantages:

- Expanded Bowman's Market
- Restaurant use at corner of Main and 100 North
- Close connection between Gov't. Services and School District

Disadvantages:

- Insufficient Parking
- Place Parking on southwest corner of 100 North and 100 East

CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9B  NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

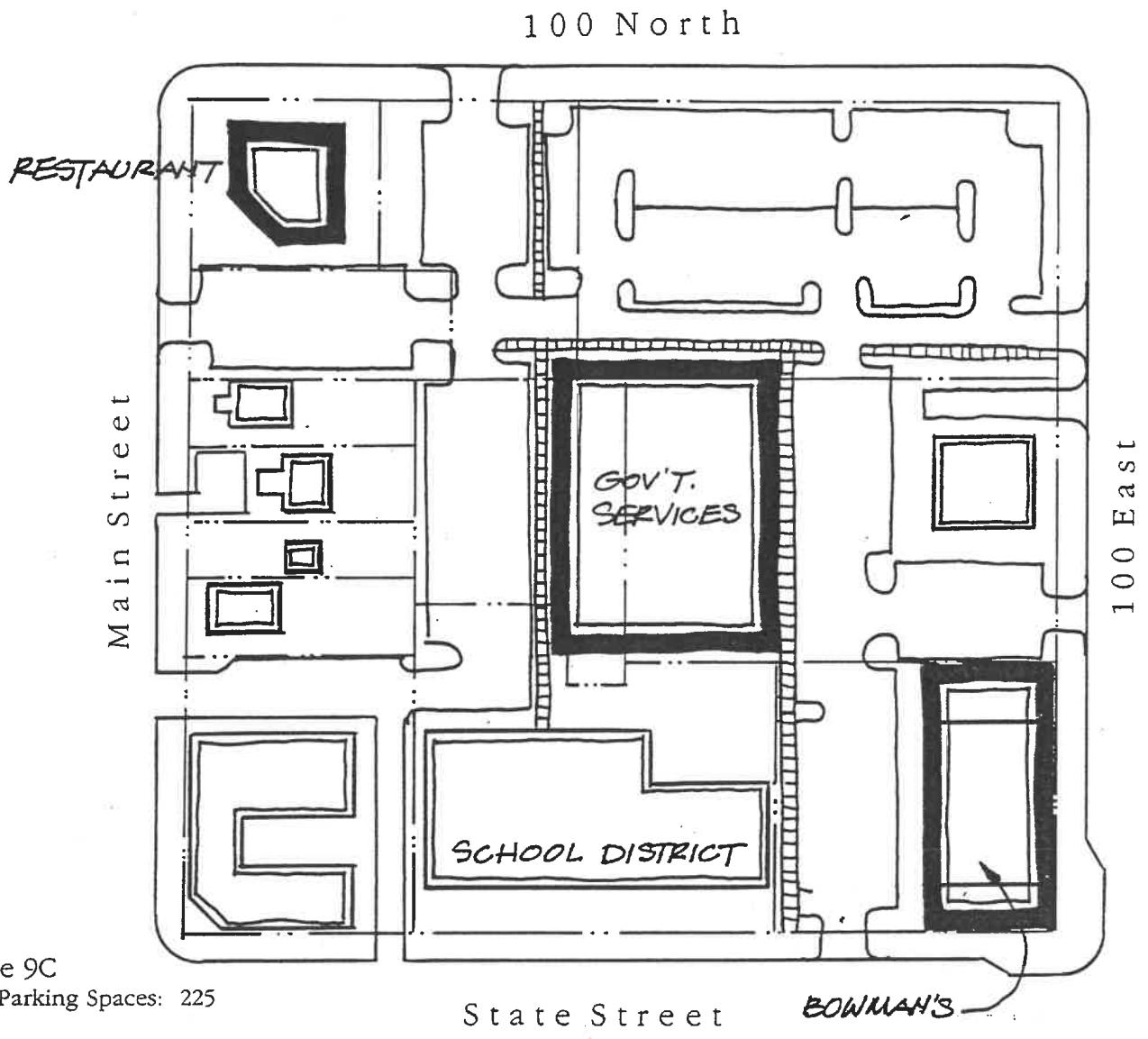


Figure 9C
Total Parking Spaces: 225

Advantages:

- Expanded Bowman's Market
- Restaurant use at corner of Main and 100 North
- Close connection between Gov't. Services and School District

Disadvantages:

- Insufficient Parking
- Places Parking on southwest corner of 100 North and 100 East
- Places new building in middle of block rather than parking



CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9C NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

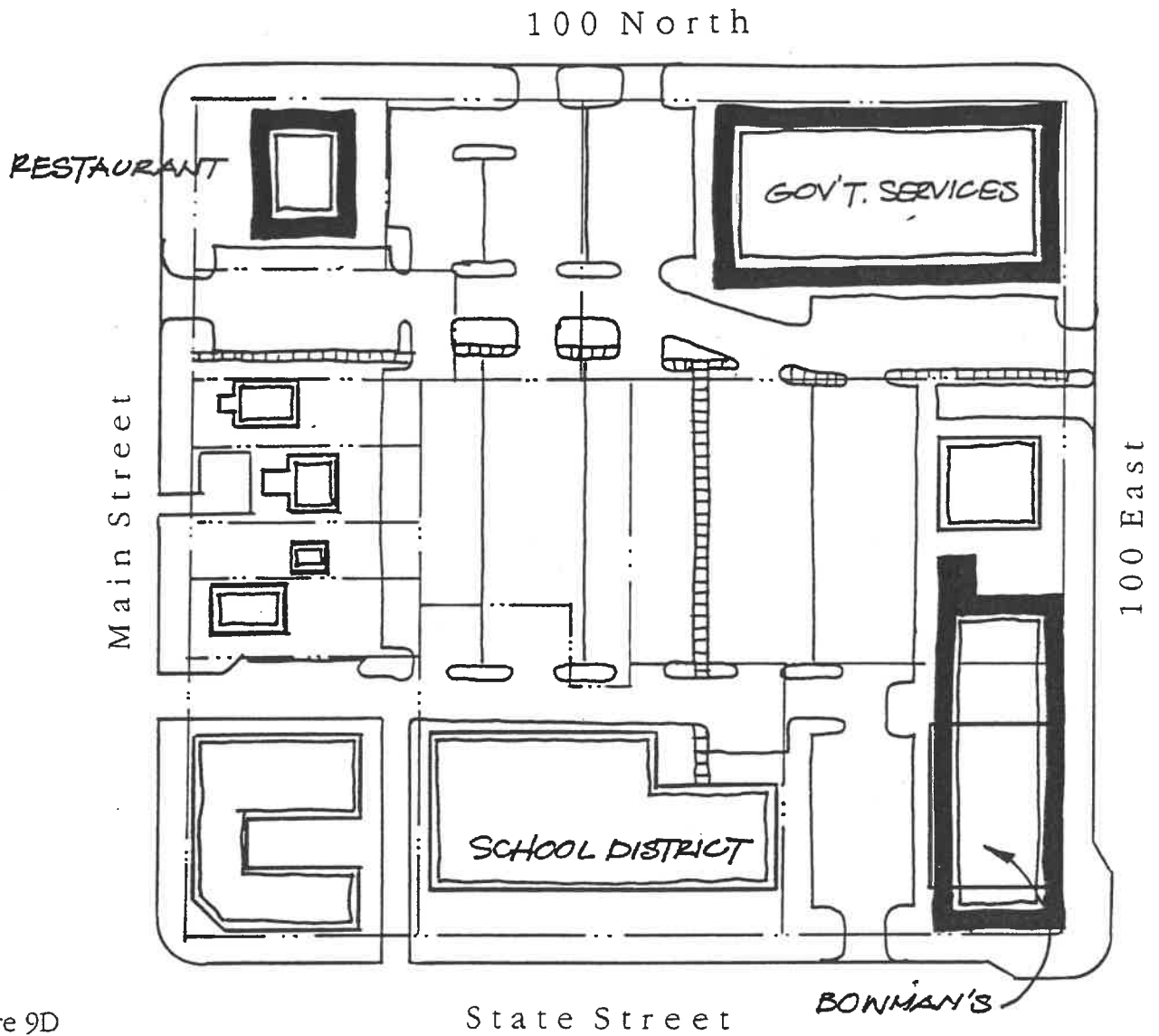


Figure 9D
Total Parking Spaces: 287

Advantages:

- Expanded Bowman's Market
- Restaurant use at corner of Main and 100 North
- Adequate Parking

Disadvantages:

- Takes 20' of land from back of existing uses on Main Street for parking



CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9D NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

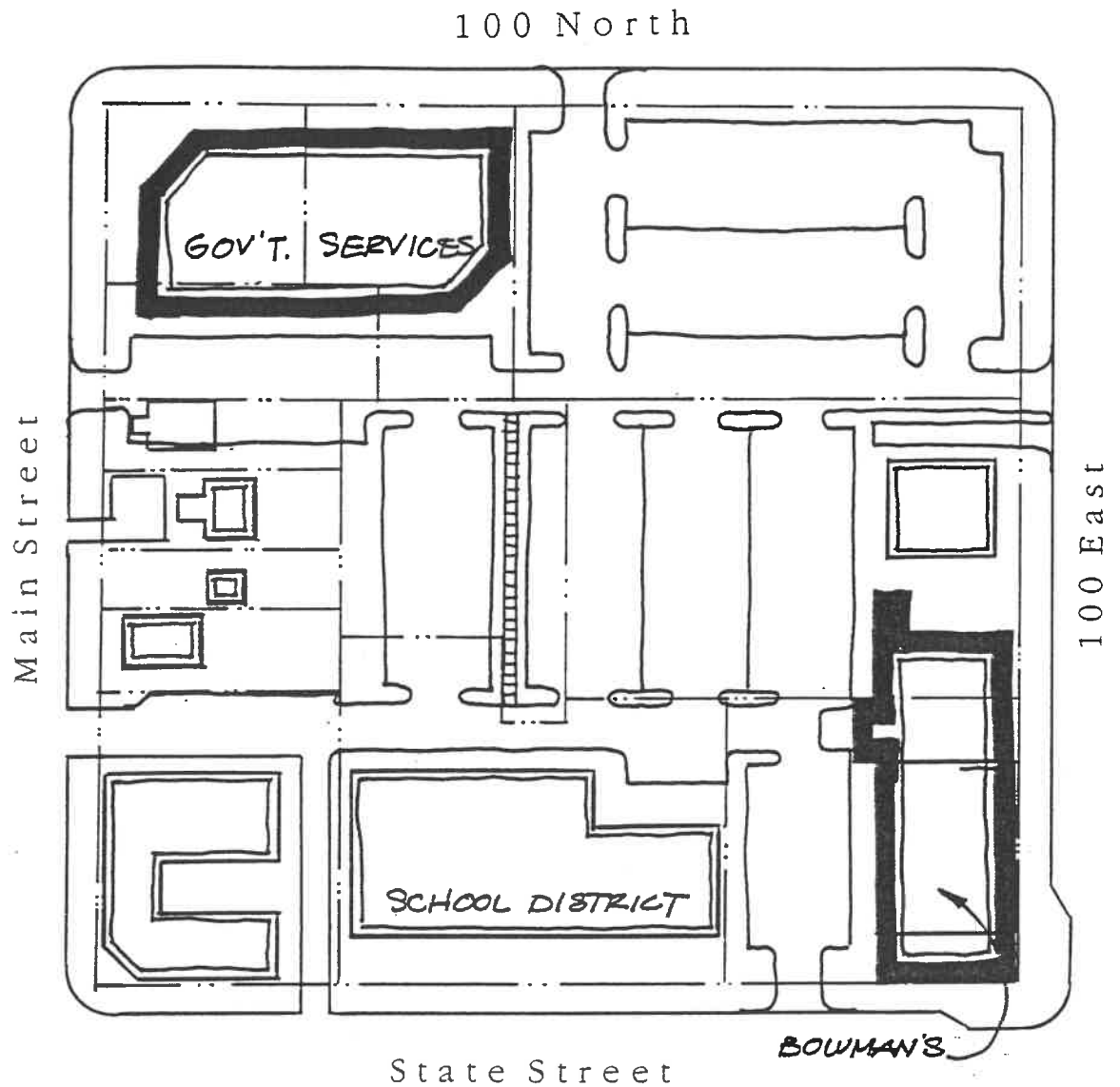


Figure 9E
Total Parking Spaces: 316

Advantages:

- Expanded Bowman's Market
- Adequate Parking

Disadvantages:

- Takes old house on Main Street for parking
- No restaurant use at corner of Main and 100 North
- Places parking on corner of 100 North and 100 East

CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9E  NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

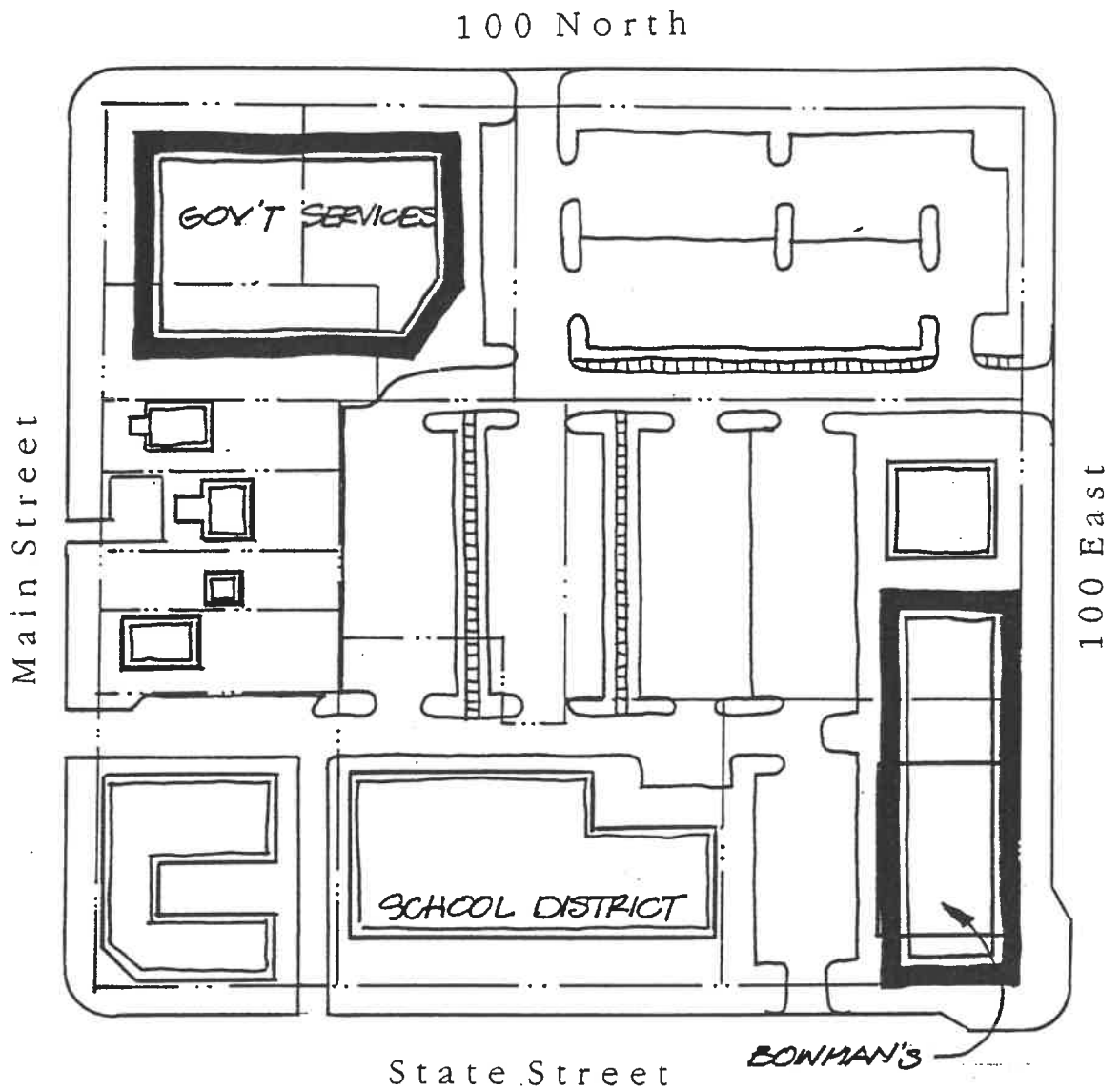


Figure 9F
Total Parking Spaces: 260

Advantages:

- Expanded Bowman's Market
- Adequate Parking

Disadvantages:

- No restaurant use at corner of Main and 100 North
- Places parking on corner of 100 North and 100 East
- Only one entry from Main Street to parking

CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9F NORTH



FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

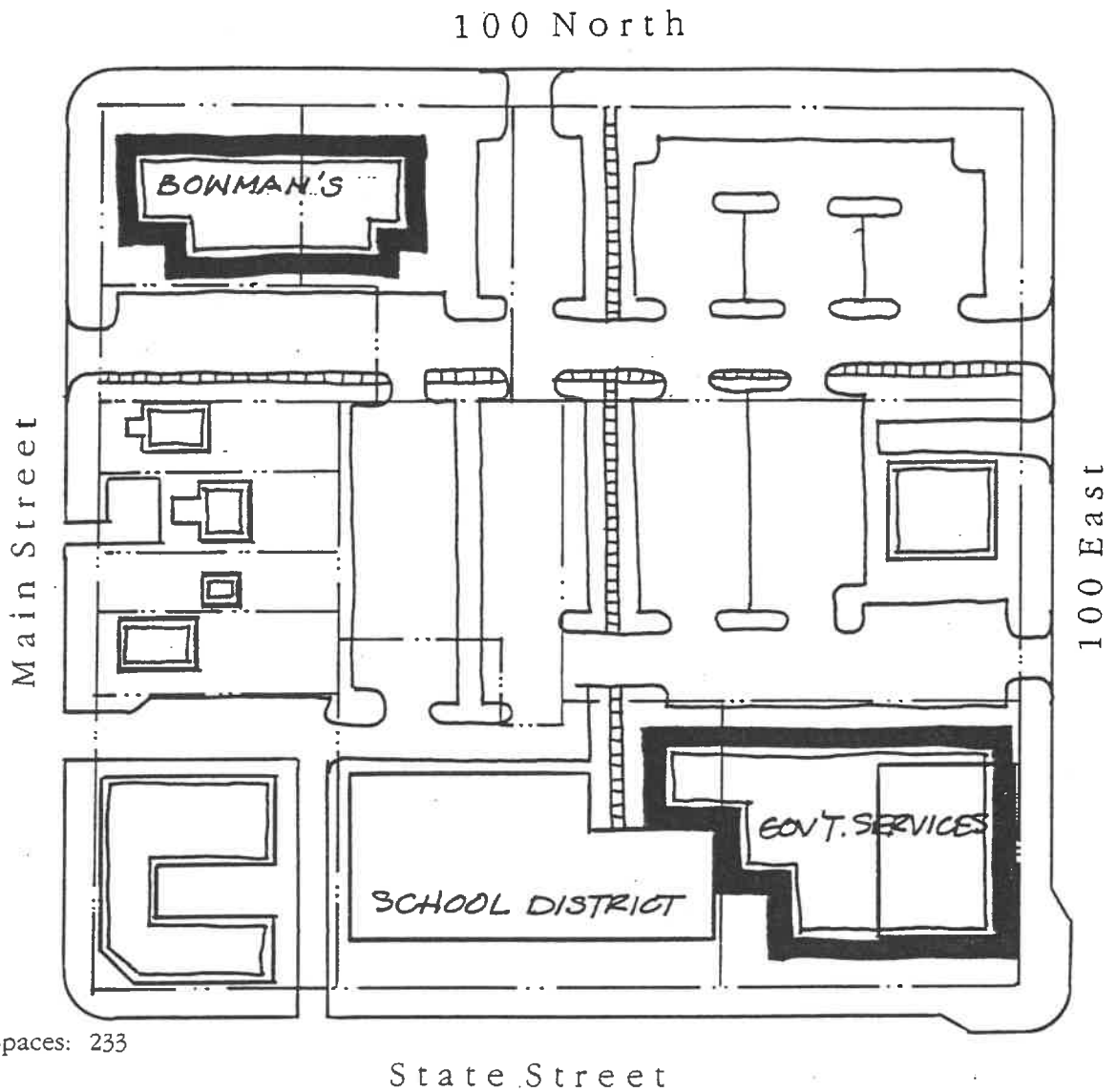


Figure 9G
Total Parking Spaces: 233

Advantages:

- New Bowman's Market
- Close relationship between Gov't. Services and School District

Disadvantages:

- Insufficient parking
- Places parking on corner of 100 North and 100 East
- Only government uses on State Street
- Requires Bowman's to move before Gov't. building can be built
- Complicated land deals

CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9G NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

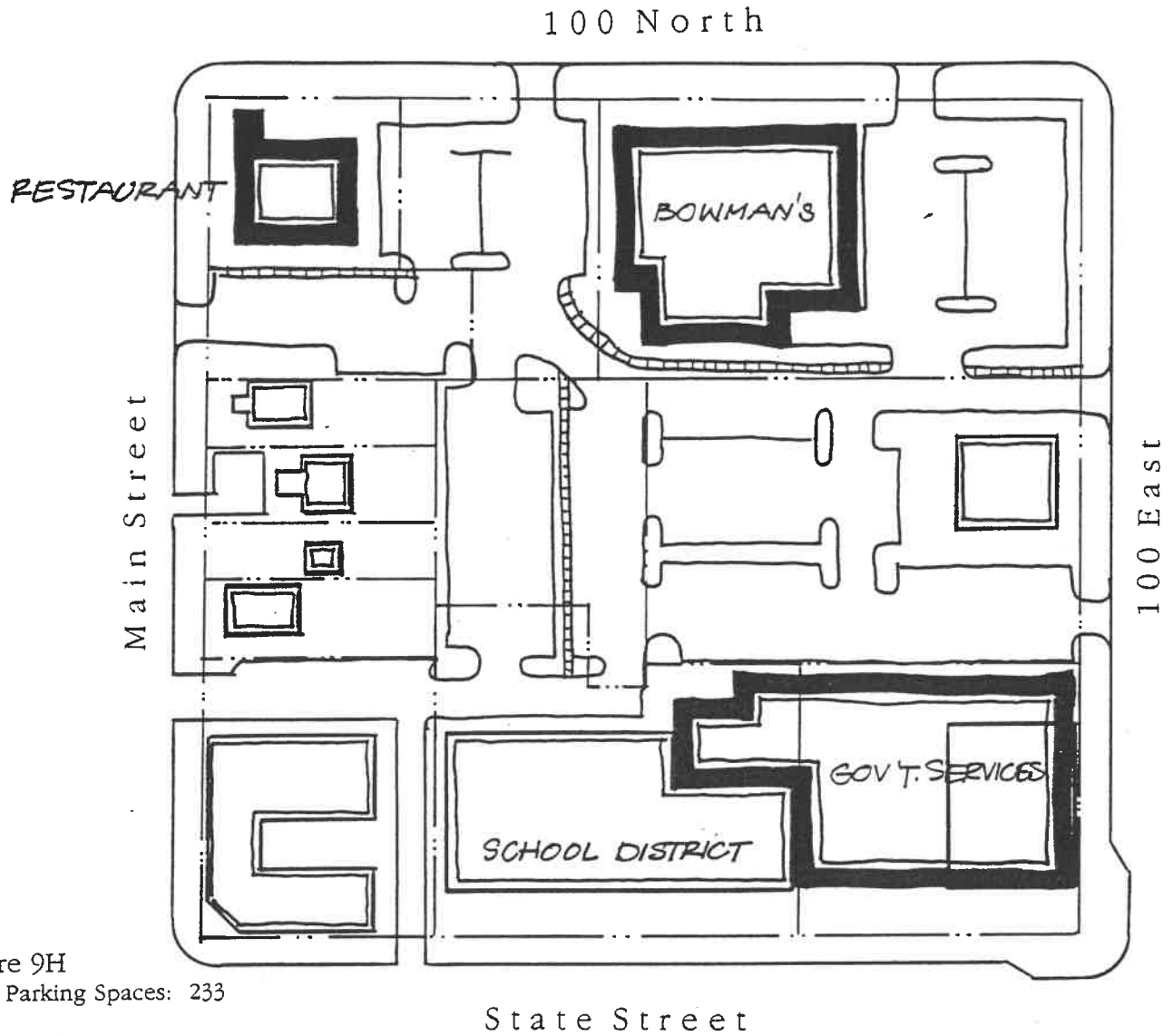


Figure 9H
Total Parking Spaces: 233

Advantages:

- New Bowman's Market
- Close relationship between Gov't. Services and School District
- Restaurant use at corner of Main and 100 North

Disadvantages:

- Only government uses on State Street
- Requires Bowman's to move before Gov't. building can be built
- Complicated land deals
- Insufficient parking



CENTRAL BLOCK DEVELOPMENT OPTIONS

Figure 9H NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

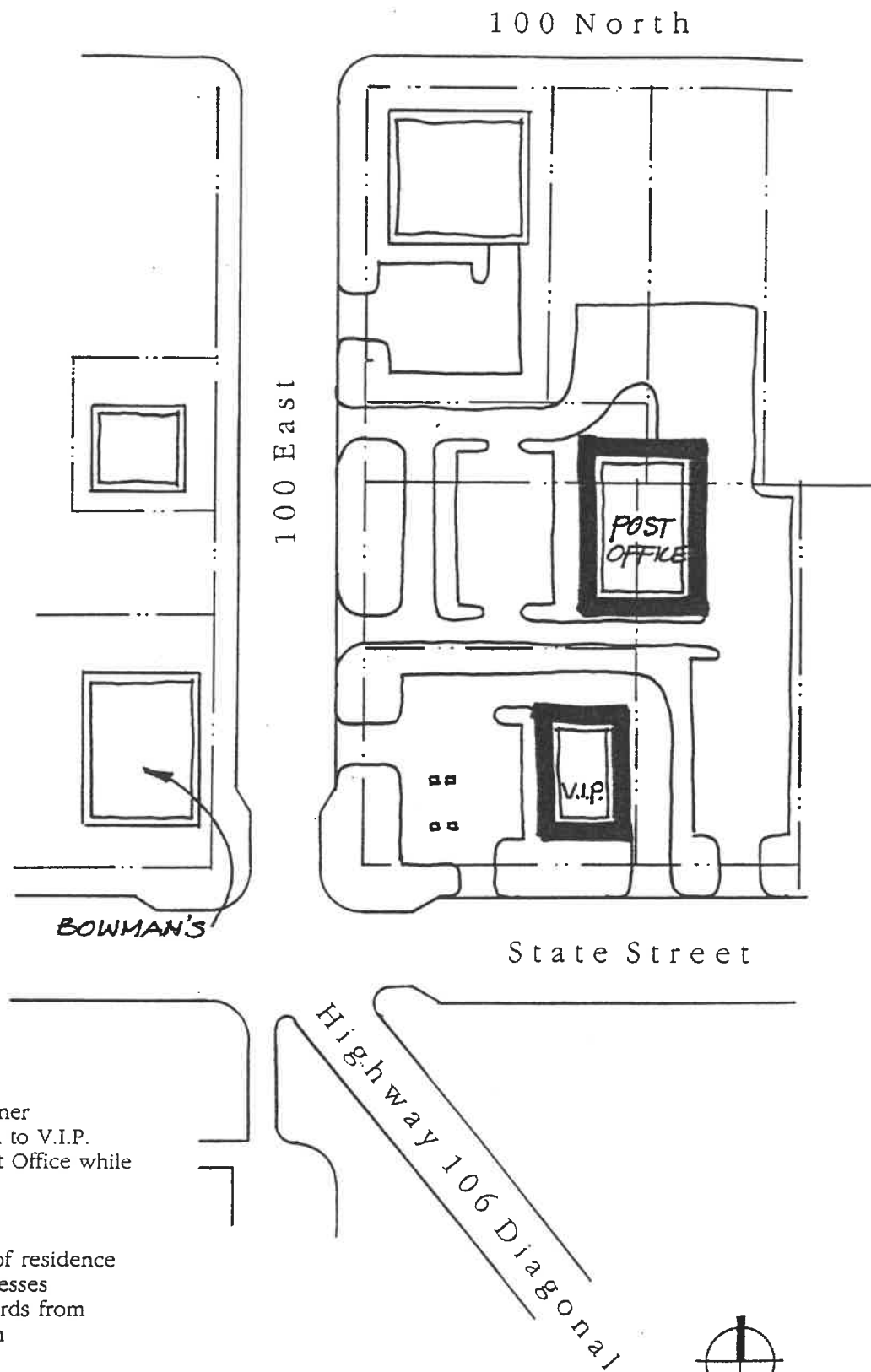


Figure 10A

Advantages:

- V.I.P. remains at corner
- Adds a drive through to V.I.P.
- Could build new Post Office while old one is still in use

Disadvantages:

- Requires relocation of residence and many small businesses
- Requires taking of yards from residents on 100 North

POST OFFICE DEVELOPMENT OPTIONS

Figure 10A NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

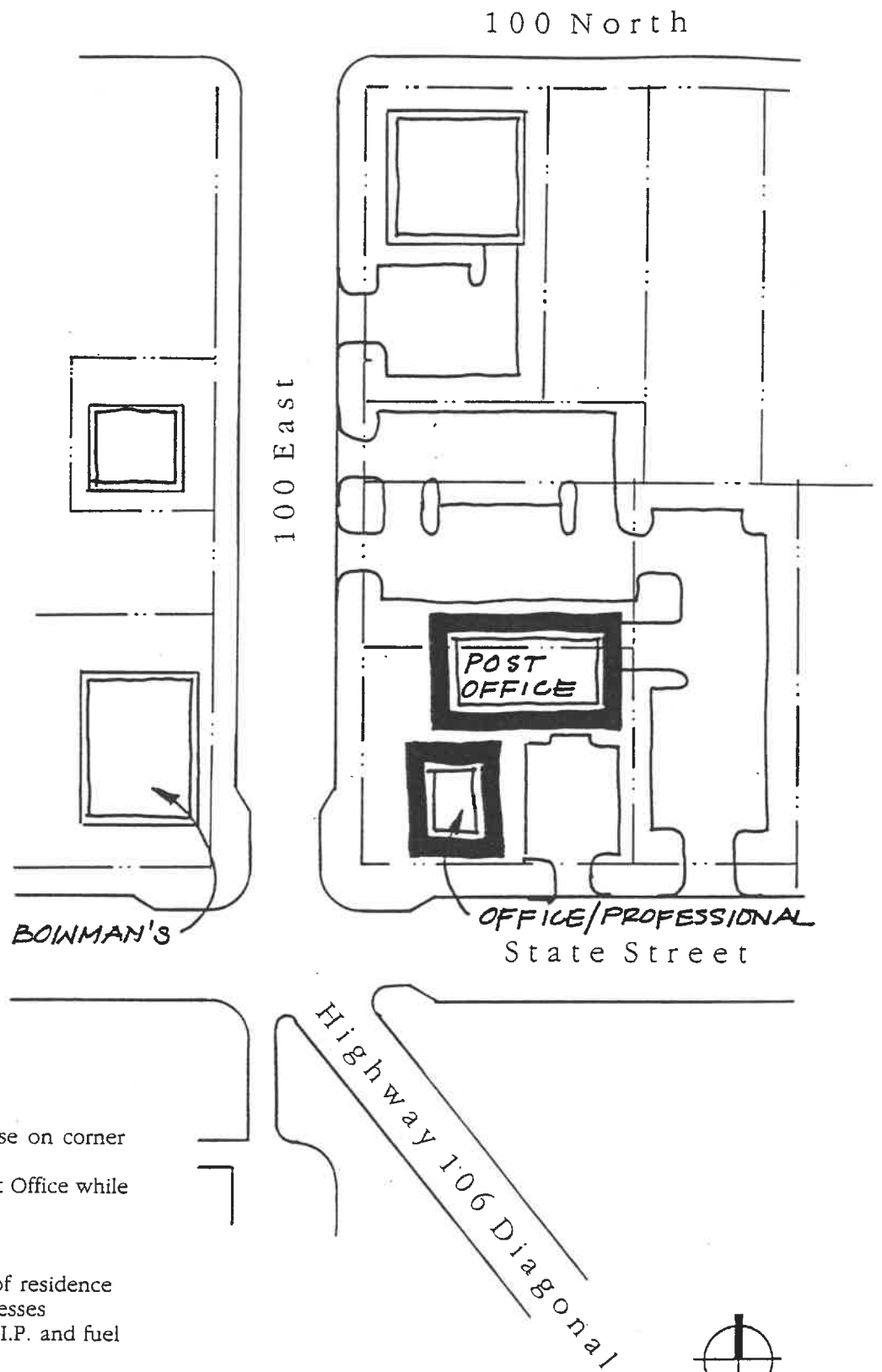


Figure 10B

Advantages:

- Places commercial use on corner of State and 100 East
- Could build new Post Office while old one is still in use

Disadvantages:

- Requires relocation of residence and many small businesses
- Requires removing V.I.P. and fuel tanks

POST OFFICE DEVELOPMENT OPTIONS

Figure 10B NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.

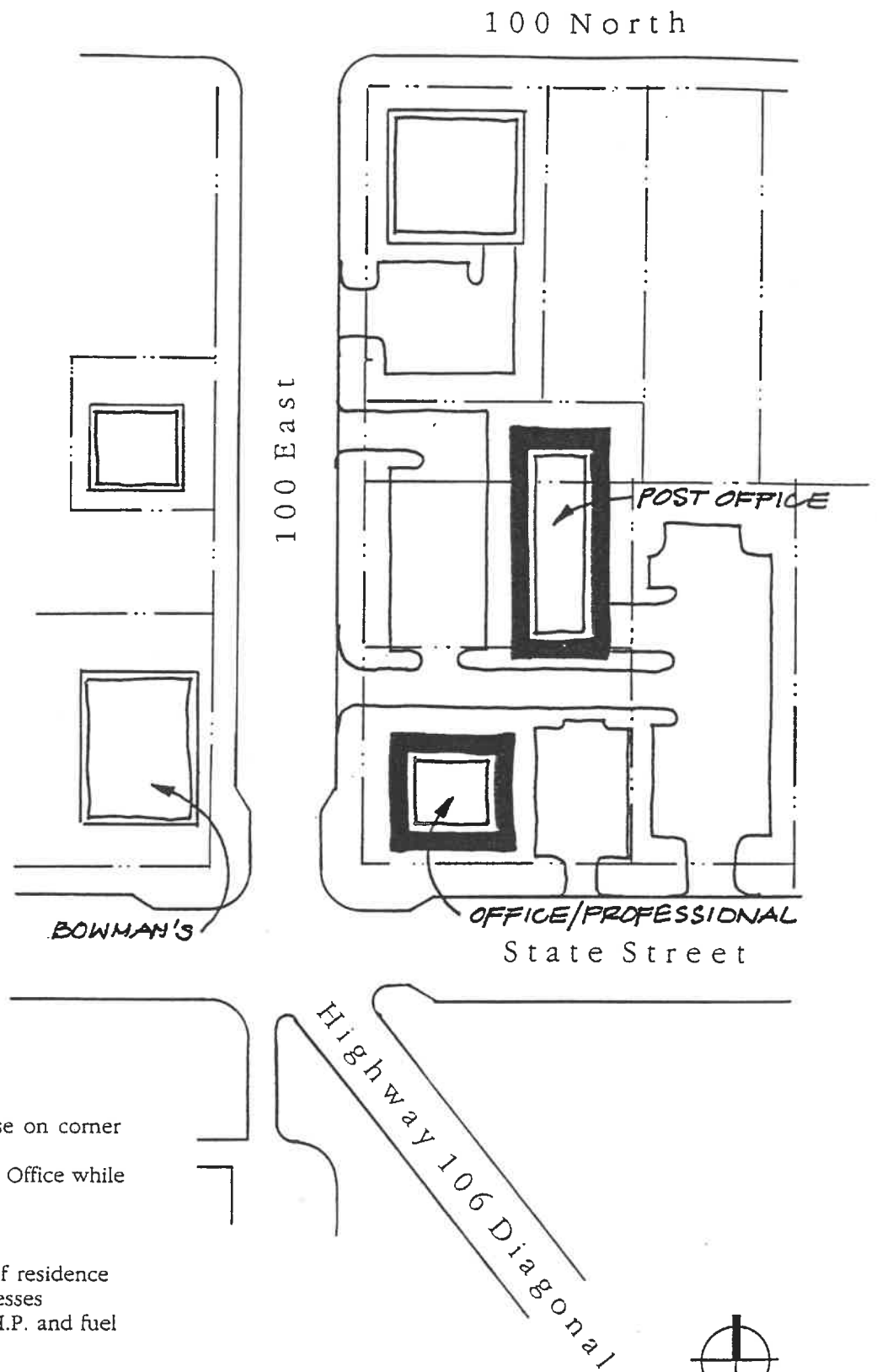


Figure 10C

Advantages:

- Places commercial use on corner of State and 100 East
- Could build new Post Office while old one is still in use

Disadvantages:

- Requires relocation of residence and many small businesses
- Requires removing V.I.P. and fuel tanks

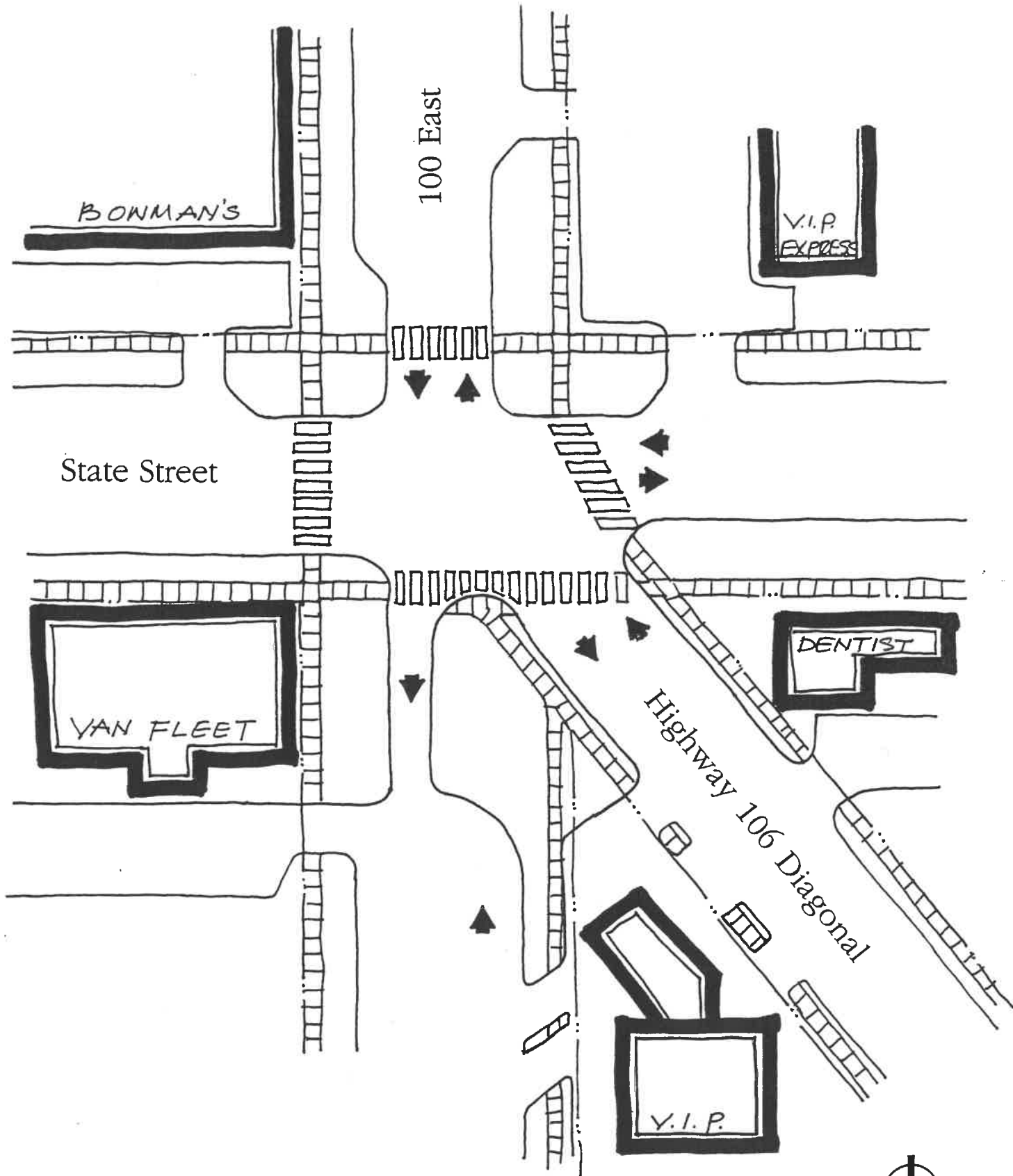
POST OFFICE DEVELOPMENT OPTIONS

Figure 10C NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



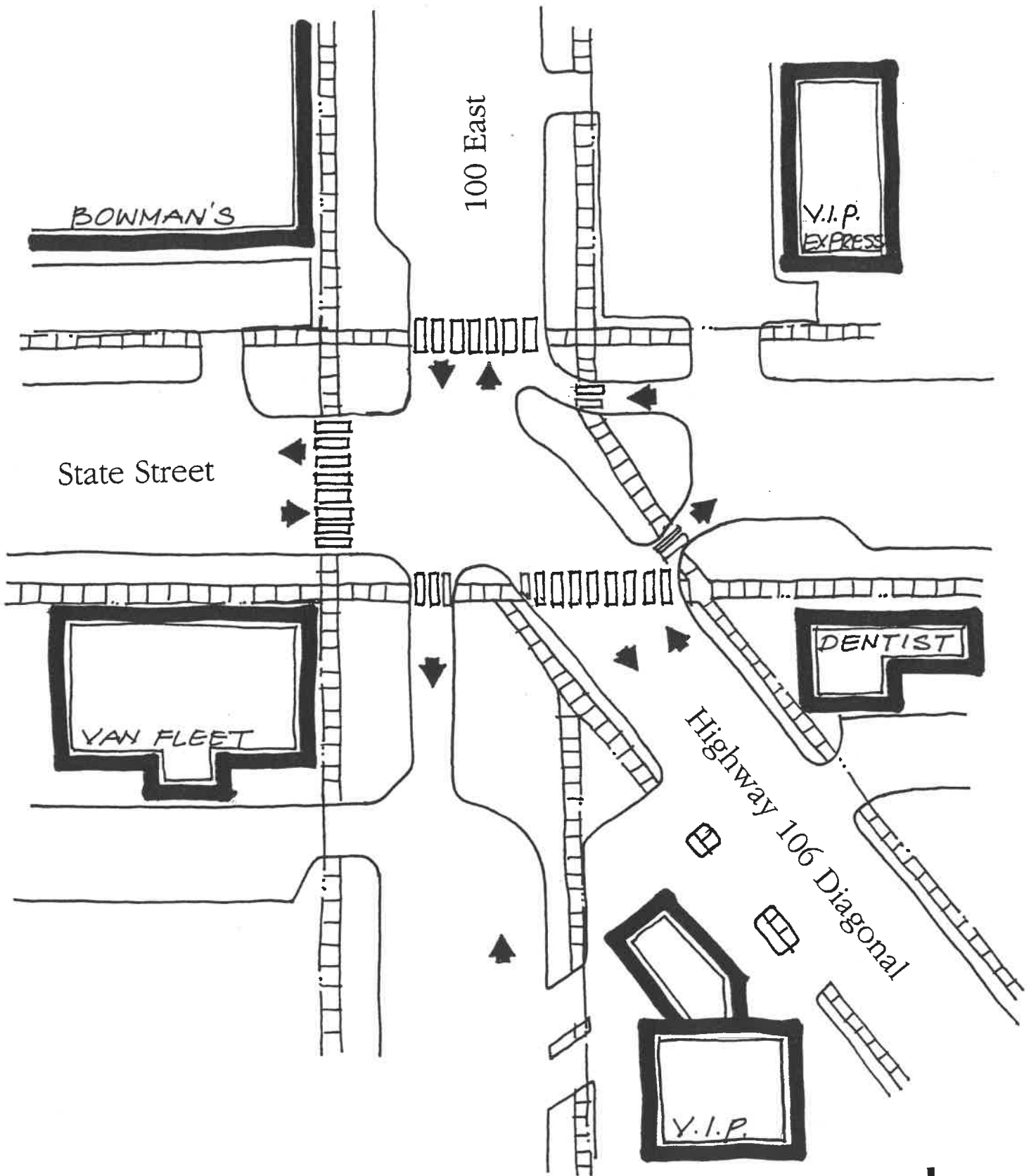
FIVE WAY INTERSECTION OPTIONS

Figure 11A NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



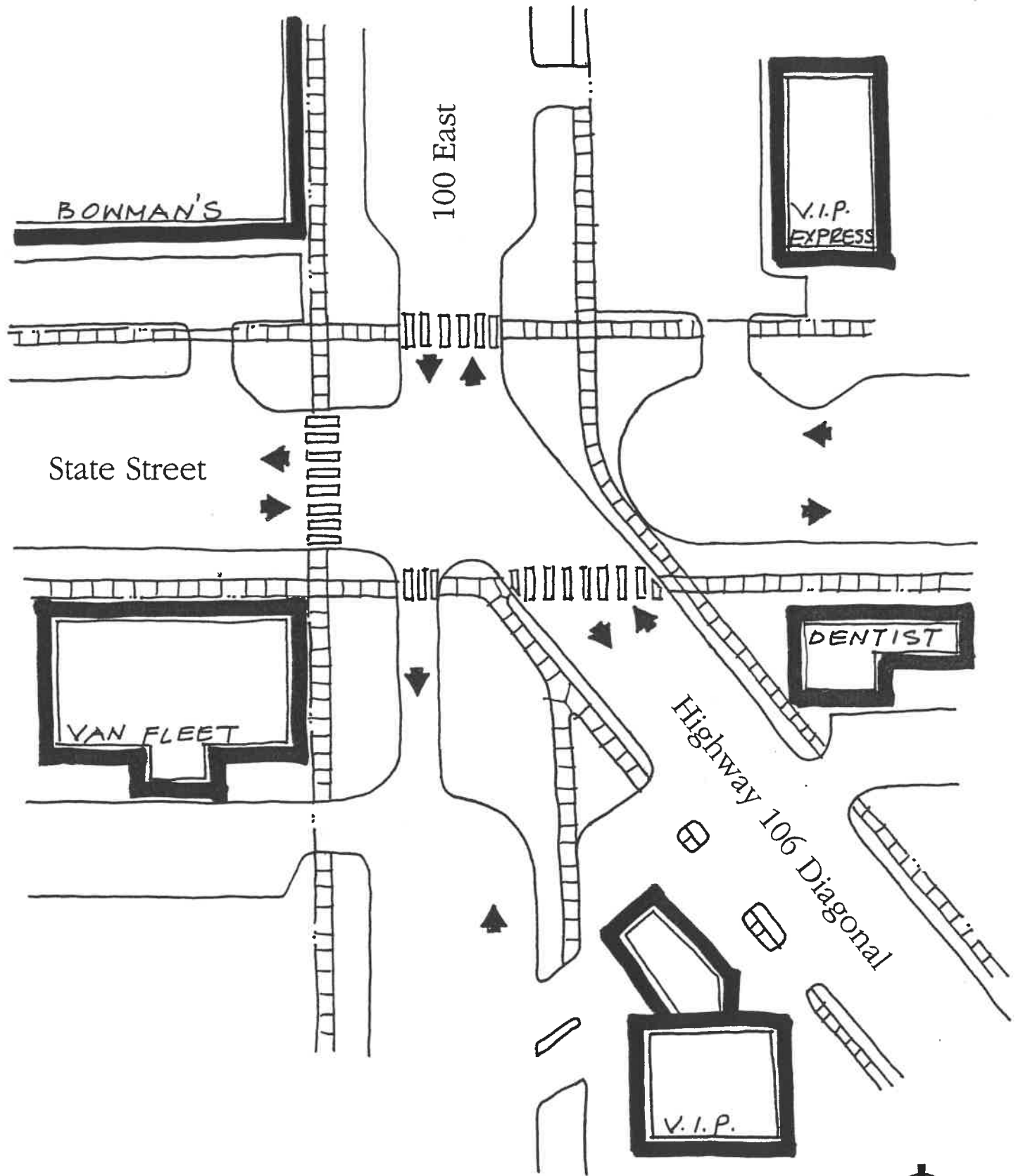
FIVE WAY INTERSECTION OPTIONS

Figure 11B NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



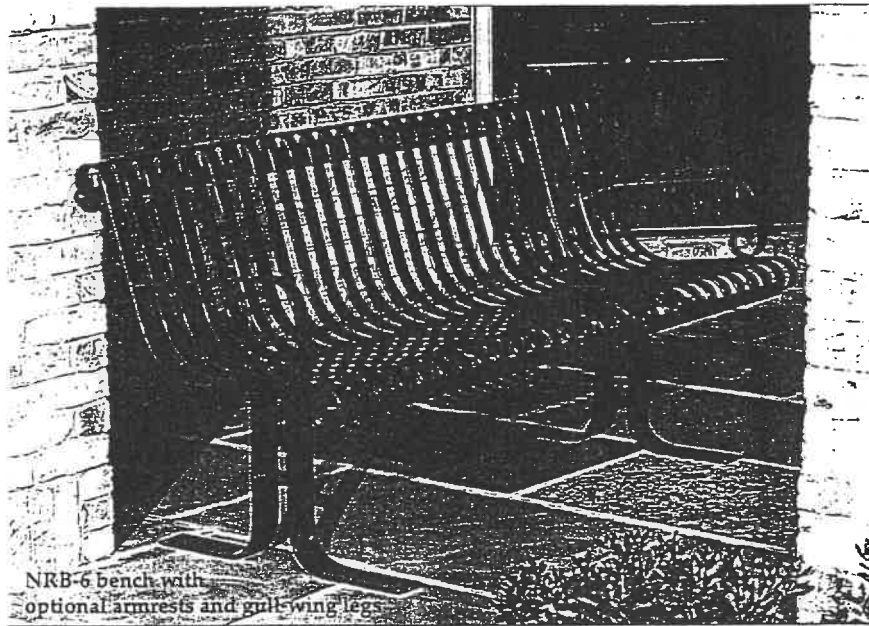
FIVE WAY INTERSECTION OPTIONS

Figure 11C NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



STREET FURNISHINGS (DOWNTOWN BENCH)

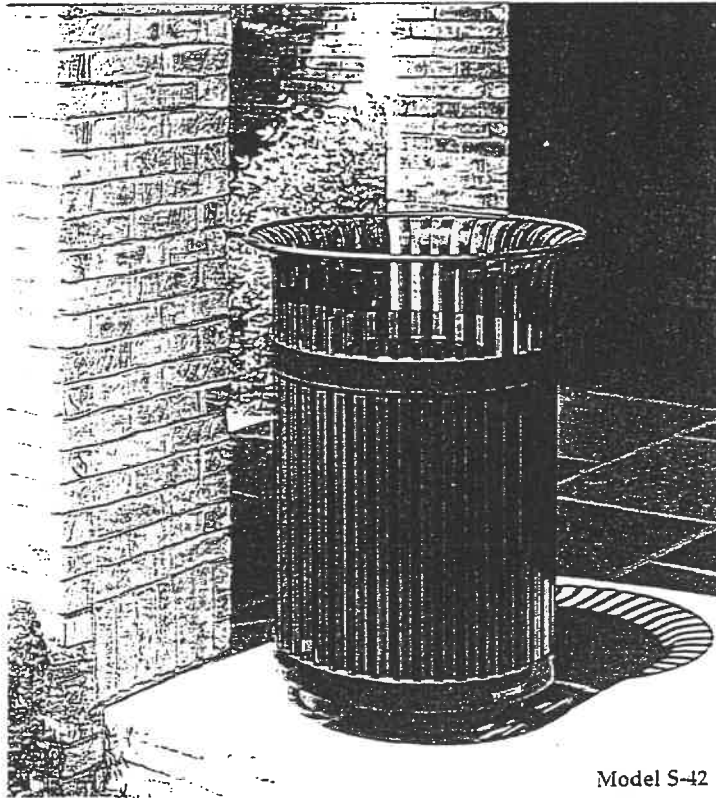
FIGURE 12



FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



Model S-42

STREET FURNISHINGS (TRASH RECEPTACLE)

FIGURE 13

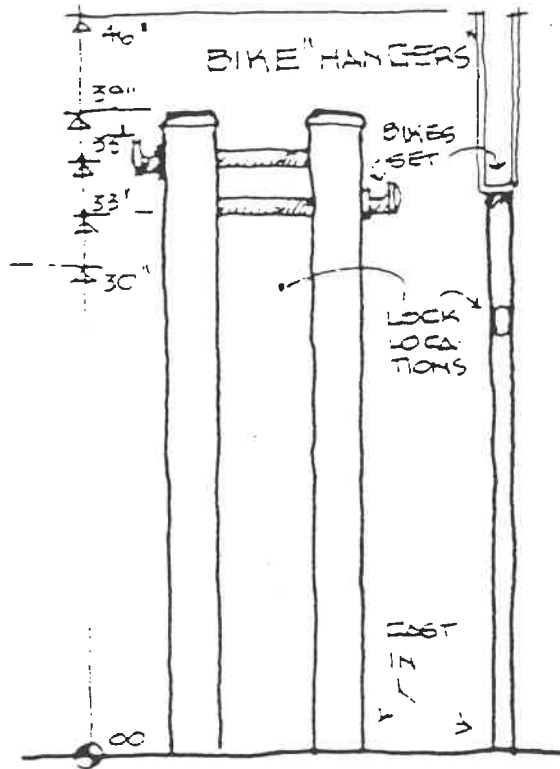


NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

DAVIS COUNTY, UTAH

CIVITAS, INC.



STREET FURNISHINGS (BICYCLE RACK)

FIGURE 14



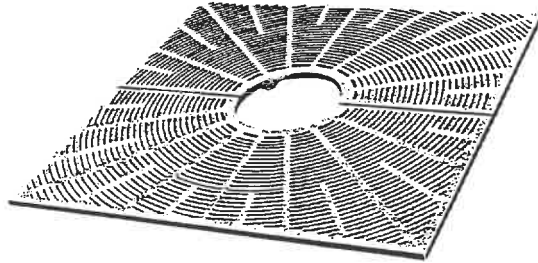
NORTH

FARMINGTON CITY DOWNTOWN MASTER PLAN

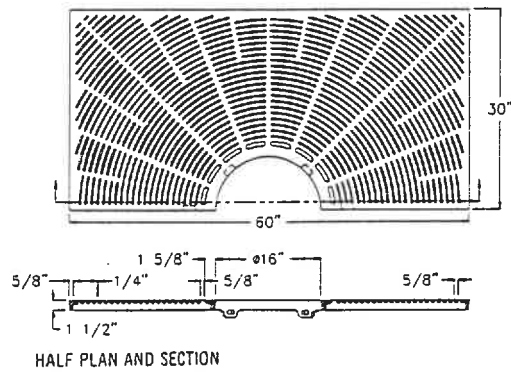
DAVIS COUNTY, UTAH

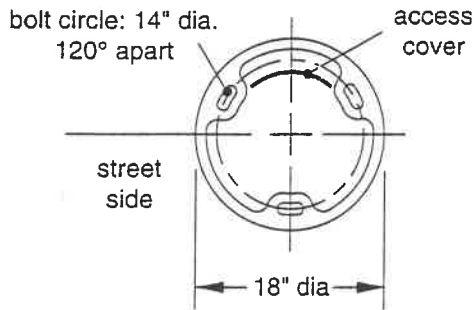
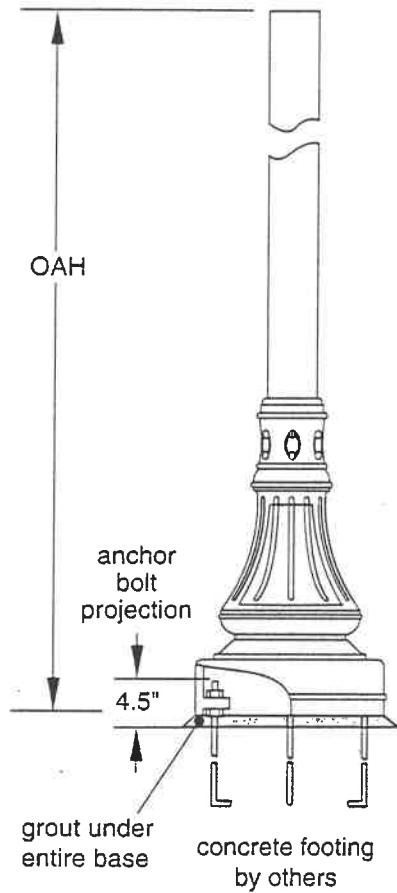
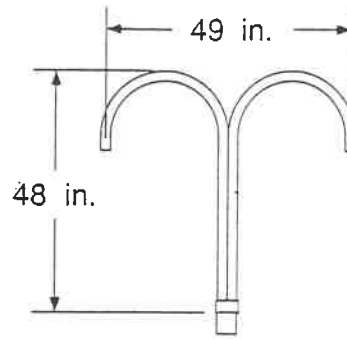
CIVITAS, INC.

R-8713 180° SQUARE



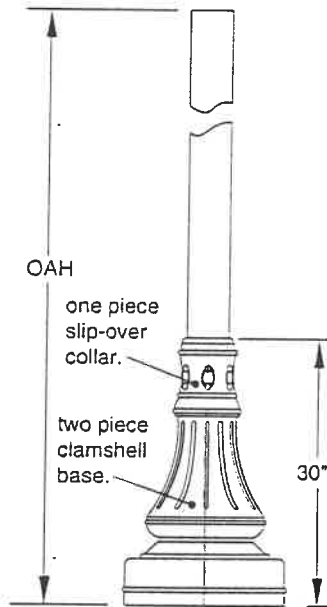
Note 1/4" slot openings for special pedestrian requirements.
 Two pieces per set with expandable tree opening. Available
 with cast iron angle frame, if required. PERMA-GRIP surface.
 Weight per set - 445 pounds.





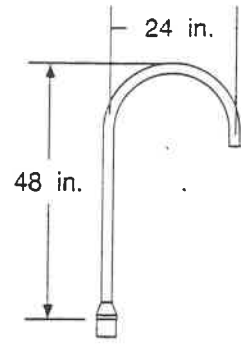
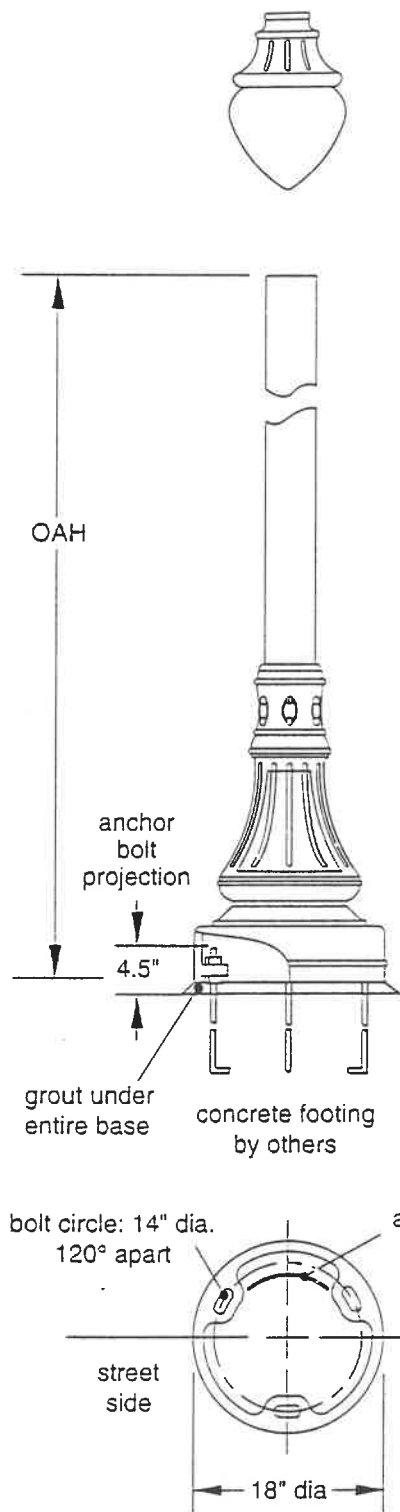
SLA7-2 EPA:2.68 WT: 16#

- Cast aluminum tenon slips a 4" or 5" pole and secured with two s.s. set screws and one anti-windmilling bolt
- Arm: 1.5 " or 2.0" extruded aluminum
- Fixture slips into arm and secured with three s.s allen head screws



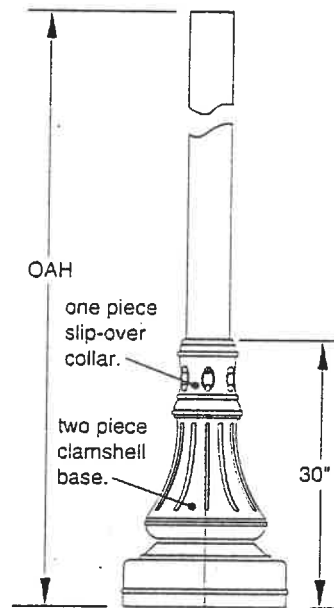
DB7 -4 **DB7-5**

- Two piece cast aluminum clamshell base with one piece slip over casting
- BC7-4 slips 4"O.D. pole
- BC7-5 slips 5"O.D. pole



SLA7 EPA:1.34 WT: 8#

- Cast aluminum plug slips a 4" pole and secured with two s.s. set screws and one anti-windmilling bolt
- Arm: 1.5 " or 2.0" extruded aluminum
- Fixture slips into arm and secured with three s.s allen head screws



DB7 -4 **DB7-5**

- Two piece cast aluminum clamshell base with one piece slip over casting
- BC7-4 slips 4"O.D. pole
- BC7-5 slips 5"O.D. pole



Appendix 2

FARMINGTON DOWNTOWN MASTER PLAN MARKET ANALYSIS

The following report establishes the existing market context for the Farmington Downtown area. Because of the relatively small geographical area included in the Master Plan, local market conditions are frequently compared to general market conditions in Farmington City, Davis County and the Greater Salt Lake Valley. Due to the limited nature of existing market studies for Farmington and Davis County, interviews with real estate professionals and local employers were used to develop pricing information and land values. The information obtained was then analyzed to determine present market conditions as well as potential market conditions at maximum buildout (22,000 persons). From the analysis, recommendations for potential new investment have been made.

DEMOGRAPHIC SUMMARY

The demographics analysis provides the basis for all analysis of market potential in the area. It is important to first understand the characteristics and composition of Farmington households and workers to develop estimates of spending power and evaluate the likelihood of capturing expenditures and commercial activity within the downtown area of the City.

Population

Size. Farmington is a fairly small community located in the midst of one of the most urban areas in the nation. Farmington is currently the 31st largest city in the State and had a population, in 1993, of 10,389 persons. For purposes of comparison, other cities of similar size in the state are South Salt Lake, Payson, Price and Lehi.

Growth Rate. Farmington is experiencing explosive growth. From 1980 to 1990, Farmington grew 78 percent (nearly 4,000 persons), or at the twelfth fastest rate of any city in the State. When only cities over 5,000 persons are considered, Farmington grew at the third highest rate in the state (only exceeded by St. George and Highland).

Projections. By 2025, Farmington is projected to be fully developed with an estimated population of 22,000. The Governor's Office of Planning and Budget projects an average annual growth rate for Farmington of 2.37 percent through the year 2020. This means that the population of Farmington will almost double from 1990 to 2020. Local officials believe this estimate may be low and that the population will grow at a much faster rate. Farmington currently accounts for 4.8 percent of Davis County's population, and this is projected to increase to 5.24 percent by the year 2020.

Age. The downtown area is comprised of older households, compared to Farmington as a whole. A block-level analysis of downtown Farmington, with data from the 1990 Census, reveals that 8.4 percent of the downtown population is over age 65 and 36.2 percent is under age 18. This compares to 4.4 percent of the total Farmington population which is over age 65 and 45.1 percent which is under age 18.

Households

Size. Farmington has larger than average families, compared with both the Wasatch Front and Davis County. According to the Wasatch Front Regional Council, Farmington has 2,580 dwelling units in 1993, 199 of which are multi-family, resulting in a population/dwelling unit ratio of 4.03. This is significantly higher than the Wasatch Front average of 2.93, and the Davis County average of 3.40. There are 5,837 cars registered to Farmington residents, creating a car/dwelling unit ratio of 2.26, higher than the Wasatch Front average of 1.92 and the Davis County average of 2.11. Assuming that household size remains constant, Farmington will have approximately 5,459 households at its maximum buildout.

Fifteen percent of residents in the downtown Farmington area live in one-person households compared to 8 percent of all Farmington residents who live in one-person households.

Income

Farmington's population is among the most affluent in the State. According to the 1990 Census, Farmington has an average household income of \$51,400 and a median household income of \$45,000, the second highest of cities in the state (Fruit Heights is first with a median income of \$54,372). However, it is interesting to note that Farmington is not in the top ten cities in the state in terms of per capita income, due to larger-than-average household sizes. (Park City is first in per capita income.)

For purposes of comparison, the mean household income in Davis County is \$40,344, which gives the county the second highest average *household* income in the state (Summit County is first at \$49,081). The median household income in Davis County drops to \$35,108 (second highest in the state), considerably higher than the state median household income of \$29,470.

Davis County drops to fourth in the state in terms of per capita income, reflecting larger than average household sizes throughout the county. Larger household sizes usually indicate less disposable income after normal household expenditures, but larger-than-average per household expenditures for groceries and various personal services.

Employment Summary

Major Employers and Wages in Farmington

Major Employers. Farmington, as the county seat, has a large reliance on government employment. It also has a large seasonal employment base at Lagoon. The three largest employers in Farmington are Lagoon, Davis County and Davis County School District. It is interesting to note that over 60 percent of the wages paid in Farmington are paid by the government (which includes the school district) and most of the government offices are in the downtown Farmington area, suggesting that daytime uses of the downtown area should focus on the needs of government workers.

Industrial Sectors. While no detailed information is available for Farmington, of the major industrial sectors in Davis County, three dominate the employment composition in Davis County: trade, services, and government. Hill Air Force Base is the largest employer in the county, and one of the largest in the state.

Projections. The county's employment is projected by the Department of Employment Security to grow faster than the state rate at an average of 2.2 percent a year (compared to the state average of 2.0). About 30 percent of the growth is projected in trade, 28 percent is in services and 12 percent is in manufacturing. This suggests a declining reliance on the government sector.

Wages. Average wages in Farmington are lower than Davis County and the State. Nonagricultural monthly wages paid to workers whose worksite is in Farmington average \$1,118. This is significantly lower than the county average of \$1,800 and the state average of \$1,823 and indicates that Farmington employees may have less-than-average disposable income for items such as "lunch away from home."

NONAGRICULTURAL EMPLOYMENT AND WAGES IN FARMINGTON, 1993				
	<i>Avg. No. of Firms</i>	<i>Avg. Employment</i>	<i>Total Wages (\$)</i>	<i>Avg. Monthly Wage (\$)</i>
Total Nonagricultural	158	4,098	\$54,970,565	\$1,118
Mining	NA	NA	NA	NA
Construction	23	169	\$2,684,071	\$1,324
Manufacturing	NA	NA	NA	NA
Transportation, Communication & Public Utilities	5	36	\$833,053	\$1,928
Trade	29	415	\$4,563,998	\$916
Finance, Insurance & Real Estate	15	93	\$1,739,254	\$1,558

NONAGRICULTURAL EMPLOYMENT AND WAGES IN FARMINGTON, 1993				
	<i>Avg. No. of Firms</i>	<i>Avg. Employment</i>	<i>Total Wages (\$)</i>	<i>Avg. Monthly Wage (\$)</i>
Services	47	1,125	\$10,753,849	\$1,125
Government	36	2,234	\$33,423,337	\$1,247
NA refers to categories for which information is not available because of nondisclosure requirements. Sources: Utah Department of Employment Security, Wikstrom Economic & Planning Consultants, Inc.				

Employment Destinations of Farmington Residents

Farmington is largely a "commuter community." Over 19 percent of Farmington residents work in Farmington, while the remaining 81 percent work outside of the city. A comparison with other cities is shown in the following table:

WORKSITES OF RESIDENTS OF SELECTED CITIES Davis and Salt Lake Counties, 1990			
<i>City/Town</i>	<i>Work in Place of Residence</i>	<i>Work Outside of Place of Residence</i>	<i>Percent Working in Place of Residence</i>
Bountiful	4,686	11,467	29.00%
Centerville	637	4,151	13.00%
Farmington	654	2,818	19.00%
Fruit Heights	123	1,439	8.00%
Salt Lake City	55,060	19,528	74.00%
Davis County*	16,615	61,750	21.00%
Salt Lake County*	92,747	232,834	28.00%
*Indicates persons in county who work outside of their city of residence. Source: WFRC, Journey-to-Work Data; Wikstrom Economic & Planning Consultants, Inc.			

The high percentage of commuters in the population suggests that there will be a fairly large amount of leakage of resident's purchases to other communities. Therefore, estimates of the amount of residential expenditures that could be captured in the downtown area will need to be fairly conservative.

MARKET CONDITIONS SUMMARY

Windshield Survey

A windshield survey of businesses in the downtown area reveals the following types of establishments:

DOWNTOWN AREA BUSINESSES	
<i>Type of Business</i>	<i>Number of Businesses</i>
Personal services (beauty, barber shops, lessons)	5
Transportation, Communications, Utilities	1
Automotive/Mechanical/Repairs	4
Finance, Insurance, Real Estate	3
Retail (grocery stores)	1
Retail (convenience stores)*	2
Retail (gift and art stores)	2
Retail (eating & drinking places)	3
Wholesale	1
Construction	1
Medical/Dental	4
United States Government	1
State Government	2
County Government	3
City Government	3
Public schools	4
*The convenience stores also offer gas station services. <i>Source: Wikstrom Economic & Planning Consultants, Inc.</i>	

The businesses in the area can be summarized as being predominantly government services with some limited, smaller-scale personal business and personal support services.

Residential Market

New Construction. In recent years there has been a substantial number of building permits issued for residential construction. Of the 171 permits issued, 96 percent was for single family units while the remaining 4 percent was for multifamily units (low density).

RESIDENTIAL BUILDING PERMIT ACTIVITY			
Farmington City, 1993-1995			
<i>Year</i>	<i>Total Permits</i>	<i>Single Family</i>	<i>Multifamily</i>
1993	78	74	4
1994	69	69	0
1995 (Through June)	24	22	2
Total (2½ Years)	171	165	6

Source: University of Utah Bureau of Economic Research and Wikstrom Economic & Planning Consultants, Inc.

Apartment Market Summary

Farmington does not have a large multi-family housing stock. While the dominant residential activity in the area is single-family development, as prices increase and new single family development slows with the ultimate build-out of the community, there may be increasing pressures for multifamily development to provide housing for young families that could not otherwise afford to remain in the community.

The following table summarizes apartment rental rates and vacancy information for Salt Lake, Davis and Weber markets, as of February 1995.

AVERAGE RENT AND VACANCY RATES			
February 1995			
	<i>Davis County</i>	<i>Salt Lake Valley</i>	<i>Weber County</i>
Studio Rents	\$335	\$355	\$290
One Bedroom Rents	\$405	\$427	\$358
Two Bedroom/One Bath Rents	\$483	\$500	\$421
Two Bedroom/Two Bath Rents	\$539	\$591	\$483
Three Bedroom Rents	\$569	\$650	\$560

AVERAGE RENT AND VACANCY RATES February 1995			
	<i>Davis County</i>	<i>Salt Lake Valley</i>	<i>Weber County</i>
Vacancy Rates	4.63%	3.46%	9.21%
<i>Source: Apartment Association of Utah and Wikstrom Economic & Planning Consultants, Inc.</i>			

Davis County average rents are slightly lower than the Salt Lake Valley, yet somewhat higher than Weber County. In general, there appears to be a trend of decreasing rental rates and increasing vacancy rates as one moves north from Salt Lake City.

Our research suggests that Farmington rental rates are comparable to those reported for Davis County, ranging from \$450/month for a two-bedroom/two-bathroom unit to \$525/month for a two-bedroom/two-bathroom apartment in the downtown Farmington area.

The estimated cost of building a "typical" fourplex (two-bedroom/two-bathroom) in Farmington would be about \$250,000, or roughly \$62,500 per unit. This is similar to the "upper-end" of apartments being built along the Wasatch Front. The local rental rates quoted would not support these construction costs (assuming cap rates of 7.5 to 8 percent) which suggests that there may not be a great deal of pressure for multifamily development in the downtown area *in the very short term*. However, continued low vacancy rates will place steady upward pressure on rents and there is likely to be increasing pressure for multifamily housing over the next five years as the rental structure begins to more fully reflect the development costs.

Single-Family Dwellings

The average house price in the downtown Farmington area ranges between \$90,000 and \$150,000. Outside the downtown area, the prices are much higher (ranging from \$90,000 to \$485,000). This reflects the older and smaller nature of the downtown housing stock. The downtown stock will likely maintain its market appeal, however, with its tree-lined streets and historic character of many of the houses.

Vacant Land

Vacant land prices vary greatly according to location and potential use of the land. Our research indicates that 1/3-acre residential lots in Farmington are currently selling between \$41,900 and \$59,900 (between \$2.00 and \$4.00 per SF), while 1/2-acre lots are selling between \$75,000 and \$95,000 (between \$3.50 and \$4.30 per SF).

At the current time, there are no commercial land listings on the computer network for Farmington. Agricultural land is ranging between \$11,494 per acre and \$32,536 per acre in Farmington. The LDS Church recently bought 3 acres approximately two miles from Farmington

downtown for between \$28,000 and \$29,000 an acre. This reflects a price of \$0.64 to \$0.67 per square foot.

A local realtor estimates that vacant land in downtown Farmington ranges between \$2.50 (C1 and C2) and \$6.00 (C3) per square foot. C3 (commercial property) would sell the highest because its height restrictions are not as limited as in the C1 or C2 zone. Because of the limited number of sales of vacant land in downtown, it is difficult to estimate values.

Retail Market

The retail market in Farmington is fairly small and is dominated by food sales. Farmington residents generally agree that while they shop for groceries and some personal services in Farmington, they travel to Salt Lake City or Layton for most other purchases. All local employees interviewed indicate that downtown Farmington needs more places to eat lunch. While employees often eat at Bowman's Deli or VIP Express, they also often get in their cars and go to Shepherd Lane, Centerville, Layton, Kaysville or Bountiful. To the extent that they leave Farmington, this results in lost sales tax revenues to the city of Farmington and increased traffic downtown at lunchtime.

Rental Rates. Estimates of rental rates for newer retail property in Farmington range from \$9.50/SF/yr to \$11.00/SF/yr, triple net. This compares favorably with the average rate for retail space in Salt Lake, as of January 1995, which was \$10.15/SF/yr with C.A.M. of \$1.70/SF/yr. The average retail vacancy rate in the Salt Lake Valley was 4.4 percent. Salt Lake retail rents are projected to rise to \$10.43 per square foot during 1995. This represents an increase of 2.76 percent.

Vacancy Rates. Area vacancy rates are estimated at between 4 and 5 percent. This is based on the Wasatch Front market information.

Office Market

Rental Rates. While the average rent for office space in the Salt Lake Valley is between \$12.00 and \$12.35, new professional office space in Farmington (located outside of the downtown) is charging between \$8.50 and \$9.00 per square foot.

Vacancy Rates. No vacancy rate information is available for Farmington, but Salt Lake metro area vacancies are estimated at 7 percent for 1995. There is not a large speculative office market in Farmington and so the anticipated vacancy rates are fairly low.

Government/Institutional Presence

Institutional offices are a dominant land use in the downtown area. A summary of the various types of institutional uses is provided below.

Davis County. Davis County is a major employer and property owner in the downtown area. The County does not anticipate any movement of county offices in the foreseeable future. The County currently owns five buildings downtown: the old Courthouse, the Annex, the Library, and two homes and employs 200 employees at these worksites.

The old Courthouse building currently houses the Recorder, Assessor, Vehicle Registration, Computer Services, Commission, Clerk, Auditor, Surveyor, etc. While the courts have been relocated out of the area for the most part, one courtroom remains for the Justice of the Peace; the other courtrooms have been turned into public meeting rooms. In addition, the Davis School District leases some offices in the building and frequently uses the larger meeting spaces.

The Annex, which housed the old jail, currently houses the health department, job training and the council on aging. The jail section will be kept and used as an overflow jail for those who serve sentences on the weekends only.

The two homes on the South part of the County block are not being used. The County is considering selling these two properties or finding some agency use for them. Utah State Adult Probation and Parole would like to obtain this property, but at the present time does not have the funding to do so.

The County has no plans for expansion or improvements to the Library, also located on the block; additional branch libraries would likely be considered first.

Parking is considered ample for all county buildings.

Davis School District. Another major property owner is the Davis School District. With the exception of Food Services, all school district administrative departments are housed on the same block (a few offices are across the street in the County building). The School District is feeling very crowded with 150 employees on the premises, and has four portable offices in the parking lot, which take up valuable parking spaces. Parking is an important issue for the school district as they frequently hold training meetings at the District Office. A School District official estimates an average of 80 people per day, in addition to the locally-based employees, visit the District Offices.

The School District has a site plan and basic schematic floor plan for a new office building that would be built on the northeast corner of the property. Construction would be through Farmington City Building Authority and must be approved by the School Board.

The School District plans to continue its use of the present building, even after construction of the new building is completed. Outlying operations (i.e., testing) can possibly move into downtown Farmington. This would eventually increase the number of school district employees located in downtown from 150 to 300.

Other. Local offices of state agencies are also located in the downtown area including the Division of Rehabilitation and the Department of Corrections (Adult Probation and Parole). The Davis Education Association is located in the downtown area, as well as the Farmington City offices, the Police Station, the Fire Station, and a United States Post Office.

RETAIL ANALYSIS

In order to determine the types of commercial retail and service uses that can be supported in the downtown area, it is necessary to evaluate the purchasing power of area residents and employees that could be captured by downtown businesses. Because most residents work outside of the community, their needs that could be serviced in the immediate downtown area will likely include personal services, food, entertainment and other household support services. The employees that come to Farmington in the daytime require some personal services and their organizations will require business support services.

The following analysis evaluates the potential expenditures by both of these populations for various types services and products and develops estimates of the type and size of commercial enterprises that could be supported in the project area.

Methodology

The types of expenditures by downtown employees (mainly county and school district employees) in the local area will likely include convenience shopping for personal and household goods, lunches at area restaurants, convenience food purchases and personal services (such as haircuts). The expenditures made by Farmington residents for these types of services will provide additional support for businesses as residents are drawn into the downtown area. An effort has been made to select businesses which are compatible with the needs of downtown employees as well as those of Farmington residents. Because of the desires of Farmington officials, residents and local business owners to minimize traffic in the downtown area, the analysis also centers on establishments that are low-traffic generators.

Based on national research of annual per household expenditure patterns for these types of purchases,¹ we can estimate average annual household expenditures for employees and residents for different types of purchases. Of course, the employees will not make all of their annual restaurant, convenience and personal-services purchases near their workplace, and residents will not do all of their shopping and dining in the downtown area. Each employee's and resident's purchasing patterns will be unique; however, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity to the workplace and/or residence (assuming the services are available).

¹Ambry, Margaret. *The Official Guide to Household Spending 1993*.

Therefore, the analysis assumes that a specific percentage of a person's or household's expenditures for a particular good or service can be "captured" in the downtown area. The estimated capture rates are based on anticipated behaviors based on interviews with local employees and residents as well as national and regional guidelines and experience.

The following table summarizes the assumed capture rates for various types of purchases in downtown Farmington:

ESTIMATED CAPTURE RATES IN DOWNTOWN FARMINGTON AREA		
<i>Type of Expenditure</i>	<i>Estimated Capture Rate for Employees</i>	<i>Estimated Capture Rate for Farmington Residents</i>
Lunch Away From Home	60%	10%
Dinner Away From Home	10%	20%
Cards, Gifts and Stationery	10%	50%
Books	10%	20%
Flowers/Plant Stores	10%	30%
Beauty Shop	30%	40%
Barber Shop	30%	30%
Cleaners	50%	50%
Video Rentals	20%	70%
Source: Wikstrom Economic & Planning Consultants, Inc.		

If the services are available, it is reasonable to assume that the majority of employees would prefer to eat lunch near the workplace, and therefore a capture rate of 60 percent for "lunch away from home" has been assumed. However, since Farmington is largely a "commuter community," a ten percent capture rate for "lunch away from home" has been assumed for residents. On the other hand, Farmington residents would be the major supporters of "dinner away from home," with a 20 percent capture rate. As development of a variety of restaurants occurs downtown, the capture rate for dinnertime eating should increase.

As the above chart indicates, it is assumed that Farmington residents would be the major source of support for most downtown personal services, but employees are expected to have considerable impact on dry cleaning, barber shops and beauty shops.

The capture rates are then used to calculate the total potential expenditures by employees and residents in the downtown area. From this information, and national averages for size of stores and average sales per square foot for each type of establishment, analysts determined the types of supportable businesses in the downtown area at the current time and at maximum buildout.

Maximum buildout is assumed to occur when the population reaches 22,000, which should occur around the year 2025.

The number of employees currently in the downtown area was estimated by contacting over 50 percent of the local businesses, a review of business license information and state employment data. The current number of employees downtown is roughly 550. This number is a conservative estimate of those businesses located within the confines of the Master Plan. It is reasonable to assume that other employees, such as those who work near Farmington Junior High, would be attracted to the downtown area with the development of more eating places. In addition, many of the downtown businesses attract visitors throughout the day. This is especially true of the School District which estimates that, on average, 80 people visit on a given day. The County offices also provide many services to county residents and business owners who visit the Davis County offices. Therefore, consultants added 10 percent to the 550 employees to account for the proximity of other businesses to the downtown area and the large number of visitors who come into Farmington to do business, particularly at the County and School District offices.

Downtown employees at maximum buildout were estimated by using an average employment growth rate of 2.2 percent per year and making adjustments for the planned School District Office Building, resulting in an estimate of 1,325 employees by the year 2025 (maximum buildout).

Supportable Business Establishments

Using the methodology described above, downtown Farmington can reasonably be expected to support the following types of establishments and Gross Leasable Area ("GLA").

SUPPORTABLE ESTABLISHMENTS AND GLA IN DOWNTOWN FARMINGTON				
<i>Type of Expenditure</i>	<i>Supportable Establishments in 1995</i>	<i>Supportable Establishments at Maximum Buildout</i>	<i>Supportable GLA in 1995</i>	<i>Supportable GLA at Maximum Buildout</i>
Lunch Away From Home	2	5	3,255	6,898
Dinner Away From Home	2	4	3,459	7,156
Cards, Gifts and Stationery	1	2	4,488	2,451
Books	0	0	246	509
Flowers/Plant Stores	1	1	874	1,806
Beauty Shop	1	2	1,237	2,568
Barber Shop	2	3	1,121	2,328
Cleaners	1	2	1,288	2,678

SUPPORTABLE ESTABLISHMENTS AND GLA IN DOWNTOWN FARMINGTON				
<i>Type of Expenditure</i>	<i>Supportable Establishments in 1995</i>	<i>Supportable Establishments at Maximum Buildout</i>	<i>Supportable GLA in 1995</i>	<i>Supportable GLA at Maximum Buildout</i>
Video Rentals	1	2	1,545	3,187
<i>Sources: Wikstrom Economic & Planning Consultants, Inc.</i>				

The above analysis indicates that those businesses with the greatest potential in downtown Farmington are, in order: lunchtime eating places, dinner restaurants, barber/beauty shops, video rental store, cleaners, beauty shop, stationery store and flower store. While local employment would be the major source of support (50 percent) for lunchtime eating, the analysis indicates that residential expenditures provide the major support for all other downtown businesses. The issue becomes, "What will bring Farmington residents into downtown without greatly increasing the traffic?"

Lunchtime Eating Places. It appears from the data that Farmington can support two lunchtime "sit-down" eating places in the downtown area. These lunchtime eating places would average between 1500 and 1600 square feet, assuming they could generate sales of approximately \$103 per square foot annually. There is presently one restaurant (pizza) in the area and two take-out counters at the grocery and convenience stores. The data suggests that there is room for more formal eateries. In order to attract these expenditures though, the eating establishments must be of a quality and appeal to compete with the out-of-area alternatives. Because of a shortage of eating places in downtown, Farmington is not capturing as high a percentage of revenues as possible. Many employees drive to Bountiful, Centerville, Kaysville and Layton, resulting in increased traffic and lost sales tax revenues. One local employer estimates that employees eat out of Farmington approximately half of the time. Through the establishment of a greater variety of and higher quality downtown eating places, Farmington should be able to increase its capture rate and recapture some of the sales tax that is currently lost to neighboring communities.

The data also indicates that lunchtime eating places would need to be supported equally by employees and residents. "Sit-down" eating establishments would provide this kind of environment that would attract both employees and residents. It is reasonable to assume that the restaurants meeting the lunchtime needs could also be open for dinner and capture additional eating-out expenditures.

Dinner Restaurants. The data indicates that Farmington has the potential to support between one and two full-service restaurants. Most eating places in Farmington are of the fast food variety and a "nice" restaurant would provide a welcome alternative for eating out. It is assumed that a restaurant would be supported mainly by Farmington and Davis County residents, although some employees might choose to occasionally eat lunch there. It has been proven in the past that a high-quality restaurant can draw from the entire Wasatch Front -- thus increasing its potential feasibility. The analysis, however, focuses on the local market.

An average size dinner restaurant is assumed to have 2,074 square feet and annual sales of \$130.59 per square foot.

Barber/Beauty Shops. There are currently two barber shops in downtown Farmington, as well as two beauty shops. Therefore, the market for barber/beauty shops in downtown is fairly well saturated. The data indicates that 84 percent of downtown barber/beauty shops would need to attract the majority of their clientele from area residents (as opposed to employees).

Video Rental Stores. A video rental store is a potential investment source for downtown Farmington. Employees as well as residents support this, with most support coming from residents.

Cleaners, Stationery and Flower Stores. The data indicates that a dry cleaners, beauty shop, stationery store and flower store all have potential market demand and that these services are currently lacking in downtown. The stationery store could also offer a limited amount of business support services such as a limited copy service.

RECOMMENDATIONS

In many respects, the analysis indicates that the commercial activity in the area has failed to keep up with the changing demographics of the area. The Farmington households could support more local enterprises than are currently represented in the area. With its longstanding small-town tradition and as the County seat of Davis County, there is a reasonable basis for a continued, small commercial core to the downtown area. In order to be successful, the businesses must meet the needs of the area and match the area demographics -- by offering services that are convenient and appeal to the generally affluent community.

Recommendations for downtown Farmington reflect the need for more eating places, anticipated personal service and smaller-scale professional office growth in the downtown area, concern for traffic conditions, and the preservation of downtown historic Farmington.

Eating Establishments

Additional eating places would be a welcome addition to the downtown area. Currently, most employees frequently leave the area at lunchtime to drive to other areas. This not only increases traffic, but also reduces the amount of sales tax received by Farmington City.

It appears from the analysis above that downtown can support additional lunch and dinner eating places. Therefore, every effort should be made to encourage this type of development in the downtown area. Eating establishments would provide a needed service to employees and residents and would not generate large amounts of traffic in the area. In fact, the development of lunchtime eating places might even serve to reduce lunch hour traffic, as employees would be more likely to walk, rather than drive, to lunch.

The following table gives an average GLA and annual sales per square foot for various types of eating establishments. The total square footage that could be easily supported for lunchtime eating in the area is roughly 3,255 square feet and the dinner supportable total square footage is approximately 3,459 square feet.

GLA AND SALES REQUIREMENTS OF VARIOUS EATING ESTABLISHMENTS	
<i>Type of Establishment</i>	<i>Median GLA in Square Feet</i>
Delicatessen	1,503
Bakery	1,700
Candy and Nuts	967
Health Food	1,644
Doughnut/Muffin Shop	1,182
Ice Cream Parlor	1,232
Yogurt Shop	1,200
Sandwich Shop	1,682
Pizza	1,550
Chinese Fast Food	1,445
Italian Fast Food	2,025
Other Fast Food/Carry Out	1,600
Restaurant Without Liquor	2,074
Restaurant With Liquor	3,000
Source: The Urban Land Institute, <i>Dollars & Cents of Shopping Centers, 1993</i> ; Wikstrom Economic & Planning Consultants, Inc.	

Personal Services

Downtown Farmington can support two barber shops and one beauty shop. However, there are already two barber shops downtown, as well as two beauty shops, and this market is probably saturated in the downtown area.

A video rental store would provide a service to Farmington residents, and would be a lunchtime draw for downtown employees, but would generate some local traffic. A cleaners and stationery store are also supportable in the downtown area and would provide services to residents as well as to employees.

Small-Scale Professional Office Buildings

The analysis shows that small-scale professional office space development could be feasible in the area, providing needed services to residents and workers. The following table describes the average amount of square footage required for various types of professional offices.

PROFESSIONAL OFFICE SPACE REQUIREMENTS	
<i>Type of Office</i>	<i>GLA in Square Foot</i>
Insurance	1,130
Real Estate	1,664
Optometrist	1,000
Medical and Dental	1,270
Legal	634
Accounting	1,135
Other Offices	1,000

Source: ULI Dollars and Cents of Shopping Centers 1993; Wikstrom Economic & Planning Consultants, Inc.

Senior Housing

An interview with the Director of the Council on Aging for Davis County reveals that there is a great need for senior housing in Davis County. To the extent that shopping opportunities in the downtown area are enhanced, senior housing in downtown Farmington may be possible. Because older people like to remain in their communities, Farmington would need to support its senior housing from its own population base. The Farmington population is presently family groups.

Miscellaneous

Other ideas for local businesses generated through interviews with local business and government planning officials include: bed-and-breakfast inn, copy store, museum, western wear, bakery, and a theater. Analysis indicates that a theater would need to draw support from a larger area than Farmington.

5-Point Intersection

Great concern exists regarding the dangerous five-point intersection. One employee names it, "the Russian roulette corner." Several others question why the traffic light was placed at State

and Main when the five-point intersection is far more dangerous. The Master Plan should therefore include a plan for this important intersection, not only because of the dangers that are present, but also because it is the “gateway to downtown” from the South and should reflect the quality and character of the area.

The five-point intersection is also a commercial focal point for the downtown that should be maximized in the planning effort.

Preservation of Historic Nature of Downtown

Local business owners and employees feel that because of the unique character of downtown, quality, beauty and visual appeal should be of prime importance in the development of a master plan for the area. Efforts should be made to help and encourage local businesses with facade renovation and restoration. Funding could be provided through the Utah Heritage Foundation or through a special revolving fund set up by the city.

Utah Heritage Foundation. The Utah Heritage Foundation provides a Revolving Fund Loan Program to preserve and protect real property in Utah which is of architectural or historical significance. Funds may be used for capital improvements-restoration, rehabilitation and repair, acquisition and project related fees. Funds may occasionally be used for interior improvements, but emphasis is placed on exterior improvements and mechanical systems code compliance. Funds are not available for landscaping, new construction and additions, fences, retaining walls, concrete pads (patio, parking, etc.), incompatible materials or inappropriate rehabilitation techniques.

Funds can be used for owner-occupied residential, residential rental, or neighborhood owner-occupied commercial. Owner-occupied mixed-use buildings will be considered. Funding for projects under public ownership is not allowable. The property must be listed on the National Register of Historic Places, a local register, be a contributing building in a Historic District (national or local), be eligible for National Register designation, or be considered architecturally or historically significant.

The Utah Heritage Foundation Revolving Fund Committee administers four different loan funds: PAST, CDBG, Statewide, and Bank Partnership. The interest rate for the PAST, CDBG and Statewide loans is fixed at one-half of prime (as reported by the Wall Street Journal) at the time the loan is approved. The interest rate for the Bank Partnership loans is a 7 percent blended rate over the term of the loan. Any party receiving a loan from the Revolving Fund will grant a preservation easement in favor of the Utah Heritage Foundation at the time of the loan closing.

City Revolving Fund. Farmington City could also create its own revolving fund for the restoration of downtown. These funds could be loaned to local business owners at very low interest rates, thereby encouraging them to participate in the renovation of historic downtown Farmington.

Appendix 3

CITY OF FARMINGTON
DOWNTOWN MASTER PLAN
TRANSPORTATION MASTER PLAN

Prepared for: City of Farmington, Utah

December 1995

Prepared By:

TELUS

*Transportation Engineering
and Land Use Specialist*

Table of Contents

	<u>Page</u>
Introduction	1
Existing Conditions	1
A. Study Area	1
B. Transportation Network	1
C. Average Traffic volumes/Intersection Movements. . .	2
Table One: Downtown Farmington Master Plan Street Inventory	3
Table Two: Summary of Traffic Volumes at Key Locations: Farmington City Downtown Master Plan	4
Figure One: A.M. Intersection Turning Movements: 200 West and 200 South	5
Figure Two: A.M. Intersection Turning Movements: 200 East and 200 South	6
Figure Three: A.M. Intersection Turning Movements: Main Street and State Street.	7
Figure Four: A.M. Intersection Turning Movements: State Street and 100 East	8
Figure Five: P.M. Intersection Movements: 200 West and 200 South.	9
Figure Six: P.M. Intersection Movements: 200 East and 200 South. . . . .	.10
Figure Seven: P.M. Intersection Movements: Main Street and State Street. . . . .	.11
Figure Eight: P.M. Intersection Movements: State Street and 100 East . . . . .	.12
D. Transit, Bicycle and Pedestrian Traffic . . . . .	.13
E. Downtown Parking. . . . .	.13
Alternatives Analysis . . . . .	.14
A. One-Way Alternative . . . . .	.14
Figure Nine: One-Way Alternative . . . . .	.15

B.	Re-Route SR-106 Alternative . . . . .	.16
	Figure Ten: Re-Route Sr-106 Alternative . . . . .	.17
C.	Existing Highway Alternative. . . . .	.18
	Figure Eleven: Existing Highway Alternative. . . . .	.19
	Conclusions and Recommendations . . . . .	.20

FARMINGTON DOWNTOWN PLAN

TRANSPORTATION ANALYSIS

Introduction

The City of Farmington has played a major role in the development of the area since it's founding in 1847. It serves as the county seat for Davis County. The City is, in reality, two separate areas consisting of the original downtown area around the Davis County Courthouse and the larger area of new subdivisions that surrounds it. This transportation analysis deals with the original downtown area.

The analysis of downtown Farmington is one element of the overall Farmington Downtown Plan which includes land use and market review recommendations for the core of downtown Farmington. The transportation plan reviews existing traffic, transit, pedestrian and bicycle movements, and also recommends modifications that support the other elements of the plan.

Existing Conditions

A. Study Area

The City of Farmington is located in Davis County midway between the larger urban cities of Ogden and Salt Lake. The study encompasses a ten block area surrounding the Davis County Courthouse and downtown Farmington. The small commercial area serves adjacent residences as well as a large daytime population made up primarily of governmental and school board workers.

B. Transportation Network

Downtown Farmington is primarily a destination area that is isolated from through traffic. It is located away from I-15 and US-89 so that traffic not desiring to go to the downtown area can pass by without causing traffic problems to that area. Traffic destined to the Lagoon Amusement Park does not need enter the downtown area.

Two State highways, SR-227 and SR-106, serve as access to the area. SR-227 connects the Farmington exit from I-15 to the downtown area by going north on 200 West to State Street where it turns to the east and ends at the Main Street intersection with SR-106.

SR-106 enters Farmington from Centerville on 200 East. It enters the study area at 200 South and continues on 200 East to State Street where it turns west for one block to Main Street. SR-106 then turns north on Main Street and continues out of the study area at 100 North.

A traffic signal was installed at the State and Main Street intersection by the Utah Department of Transportation (UDOT) in September of this year. The signal was found to be warranted based on both the increased traffic volumes and the number of pedestrians that cross State Street. The signalized pedestrian crossing at this location is the only protected pedestrian crossing in the area. The timing of construction of this traffic signal was fortunate with the work currently underway on I-15. SR-106 is serving as an alternative to the congested I-15 during the construction period. In fact, nearly 1000 vehicles were observed southbound on Main Street at State Street during the morning peak hour. Without the traffic signal, that level of traffic could not have been handled in an expeditious manner.

The rest of the streets in the study area are City streets which vary in width from forty to sixty-four feet. Table One is an inventory that summarizes the condition of each street in the study area.

C. Average Traffic Volumes/Intersection Movements

During the months of September and October, 1995, a series of peak hour and twenty-four hour traffic volume counts were taken to assess the traffic movements through the study area. During that period of time, construction work was underway on both the Frontage Road in Centerville and Interstate 15 which caused commuter traffic to divert itself to SR 106 through the study area. The impact of that diversion is to over estimate the southbound a.m. and northbound p.m. peak hour traffic movements along SR-106 as well as the total daily volumes that pass through the study area. The observed traffic volumes are approximately twenty percent higher than would be expected in the area during typical, non-construction times. The observed volumes during this period are closer to those projected for the year 2005.

TABLE ONE

DOWNTOWN FARMINGTON MASTER PLAN

STREET INVENTORY

Street	From/To	Classification	Roadway Width
200 West	200S/State	SR 227	62'
100 West	100S/State	City Residential	33'
	State/100N	City Residential	34'
Main St.	200S/100S	City Residential	33'
	100S/State	City Residential	60'
	State/100N	SR 106	65'
100 East	200S/100S	City Residential	36'
	100S/State	City Collector	61'
	State/100N	City Collector	64'
200 East	200S/State	SR 106	44'
200 So.	200W/200E	City Collector	44'
100 So.	100E/200E	City Collector	54'
State St	200W/100E	SR 227/106	68'
100 No.	100W/100E	City Collector	61'

It is interesting to note that, with the installation of the new traffic signal at the State and Main intersection, the street system handled the higher traffic volumes very efficiently. No backups were observed. The level of service of all roadways was level of service B or A. Only the State and Main intersection operated at level of service C during the a.m. peak hour. Table Two and Figures One through Eight that follow illustrate the traffic volume and turning movement data that was observed at each location.

This traffic data provides a basis for alternative analysis. The following key conclusions can be drawn from this data:

1. The new traffic signal recently installed at the intersection of State and Main is currently operating at level of service "C" during the a.m. peak hour and level of service "B" for the afternoon peak traffic hour. All other times it operates at level of service "A" which denotes little or no average delay for the traffic. More than 900 vehicles per hour are currently using southbound Main Street during the morning peak hour.

2. The northbound traffic on 100 East at State Street is only 137 cars per day. The possible elimination of this movement by cul-de-sacing northbound 100 South would reduce confusion and delay which is caused by the current five-legged intersection.

TABLE TWO

Summary of Traffic Volumes

At Key Locations

Farmington City Downtown Master Plan

Street/ Direction	Between ____ and ____	Average Weekday Volume	A.M. Peak Hour	P.M. Peak Hour
Main St. NB	100 N-State	6136	335	821
Main St. SB	100 N-State	6268	1045	456
Main St. NB	State-100 S	1208	102	151
Main St. SB	State-100 S	1307	116	143
State St. EB	100W-Main	3525	235	377
State St. WB	100W-Main	2889	377	240
State St. EB	Main-50 E	5658	709	484
State St. WB	Main-50 E	4864	294	559
State St. EB	50 E-100 E	5209	639	462
State St. WB	50 E-100 E	4325	289	476
State St. EB	100 E-200 E	926	64	110
State St. WB	100 E-200 E	1109	92	102
100 E NB	100 N-State	1359	83	173
100 E SB	100 N-State	1560	110	151
100 E NB	State-100 S	137	19	19
100 E SB	State-100 S	675	54	72
200 E NB	100 E-100 S	4436	249	626
200 E SB	100 E-100 S	5567	891	429
200 E NB	100 S-200 S	4436	249	646
200 E SB	100 S-200 S	5567	891	429
200 E NB	200 S-300 S	4398	262	654
200 E SB	200 S-300 S	5521	922	438
200 S EB	100 E-200 E	706	69	55
200 S WB	100 E-200 E	833	81	45
200 S EB	200 E-300 E	629	45	50
200 S WB	200 E-300 E	624	55	83
200 W NB	State-200 S	1956	97	206
200 W SB	State-200 S	2250	474	227
200 W NB	200 S-Fr.Rd	2033	92	253
200 W SB	200 S-Fr.Rd	2347	584	267
200 S EB	100 W-200 W	859	20	115
200 S WB	100 W-200 W	921	135	108

FIGURE ONE

Form T-09i
 Transportation Engineering
 333 South 200 East St. 84111
 Tel Phone (801) 535-6630

INVESTIGATIONS SECTION

"T" INTERSECTION TURNING MOVEMENTS

LOCATION 200 West and 200 South WEATHER Clear

DATE October 5 DAY Thursday YEAR 1995

TIME FROM 7:00 a.m. TO 8:00 a.m. COMPLETED BY Jerry Blair

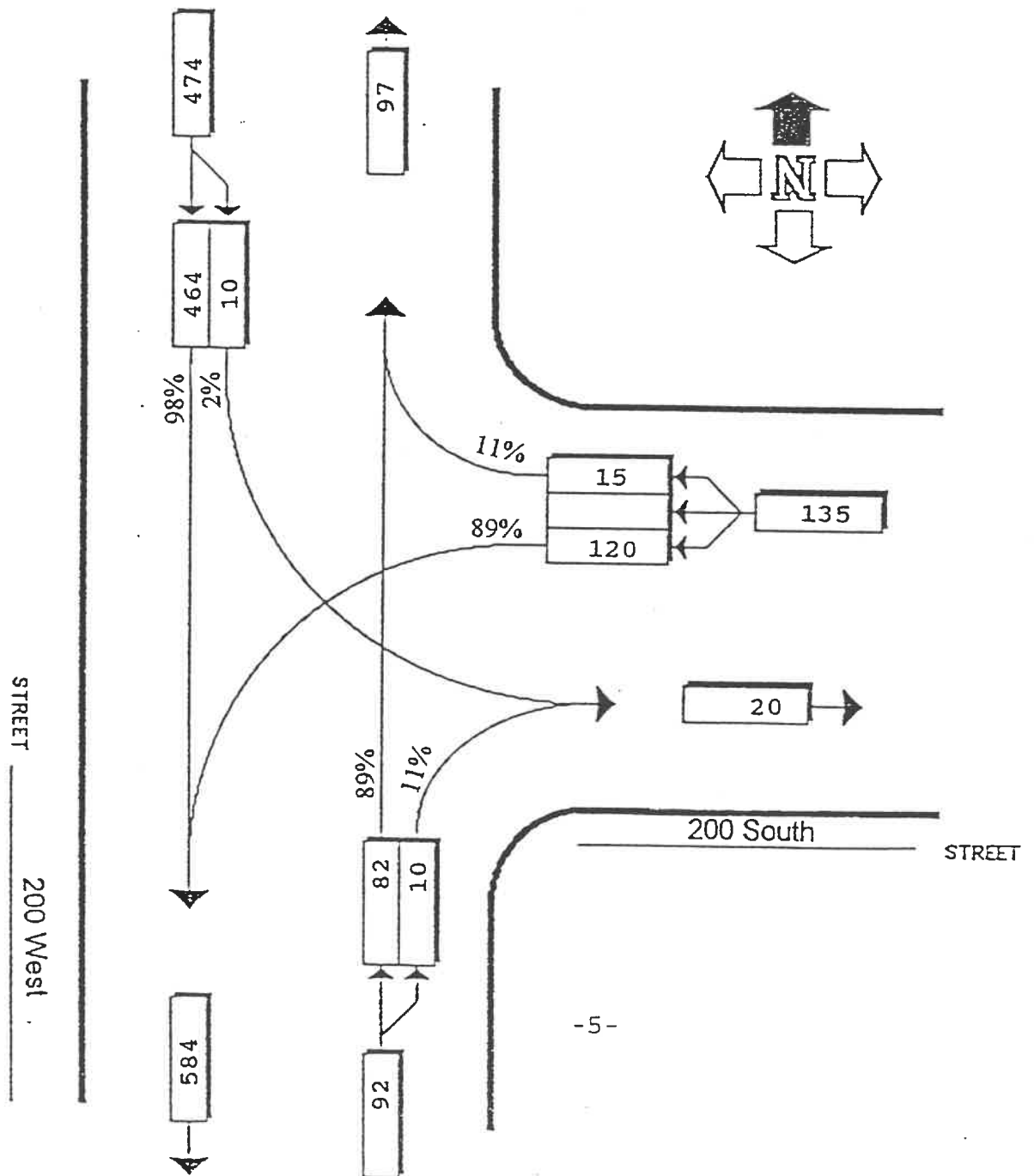


FIGURE TWO

INVESTIGATIONS SECTION

INTERSECTION TURNING MOVEMENTS

LOCATION 200 East at 200 South WEATHER Clear

DATE October 3 DAY Tuesday YEAR 1995

TIME FROM 7:00 a.m. TO 8:00 a.m. COMPLETED BY Jerry Blair

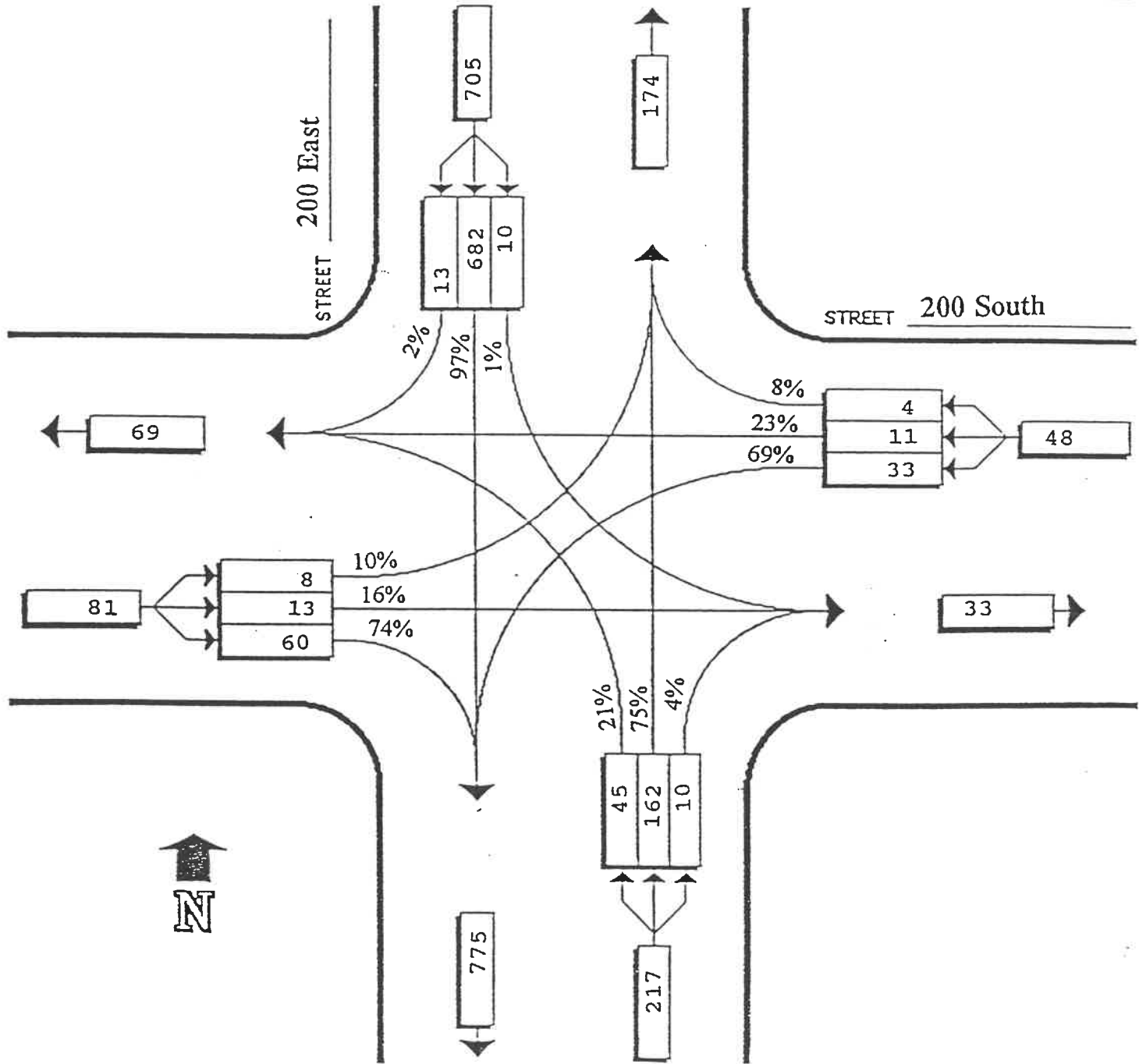


FIGURE THREE

INVESTIGATIONS SECTION

INTERSECTION TURNING MOVEMENTS

LOCATION State Street at Main Street WEATHER Clear

DATE October 2 DAY Monday YEAR 1995

TIME FROM 7:00 a.m. TO 8:00 a.m. COMPLETED BY Jerry Blair

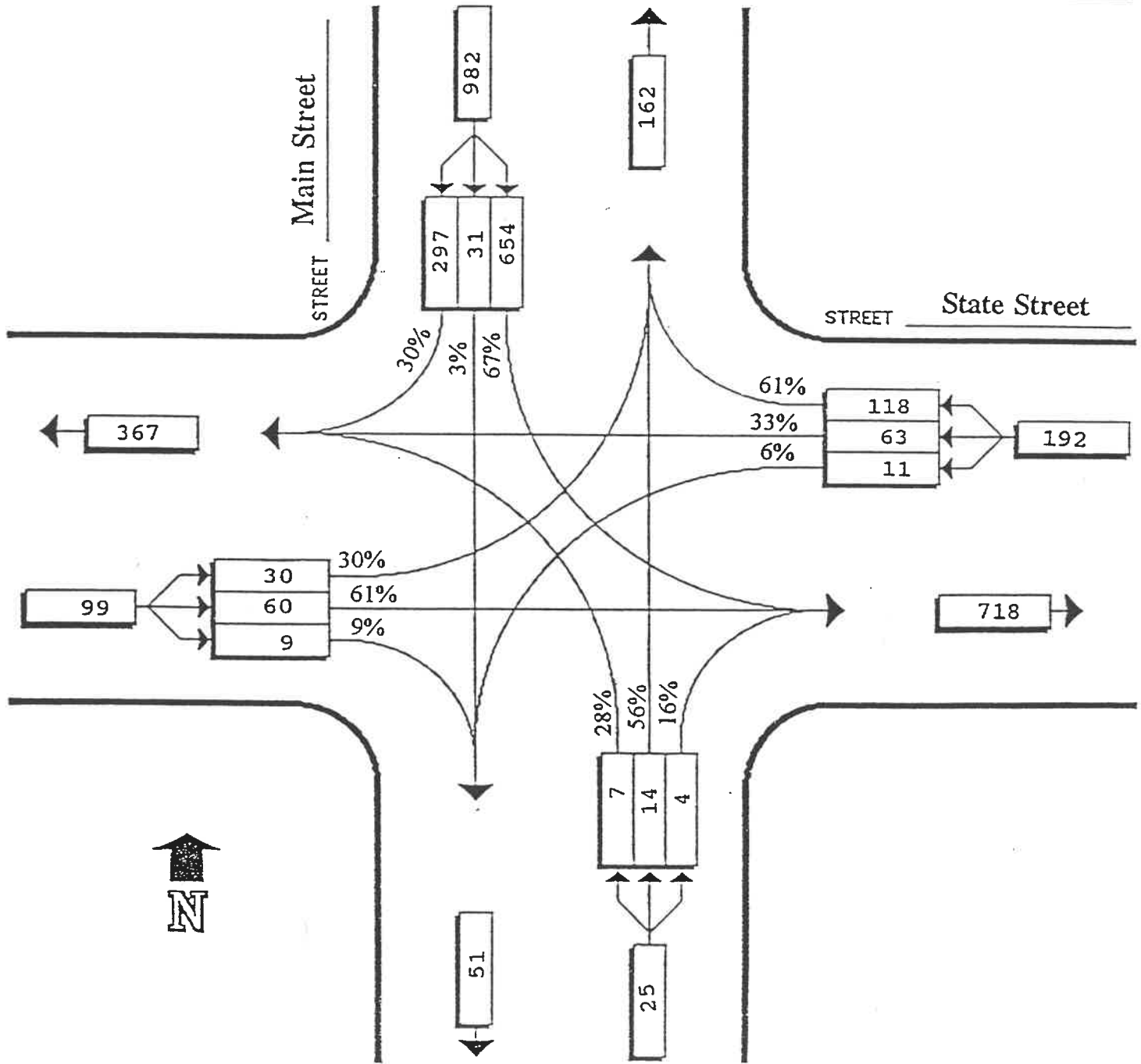


FIGURE FOUR

INVESTIGATIONS SECTION

INTERSECTION TURNING MOVIMENTS

LOCATION State Street at 100 East WEATHER Clear

DATE September 27 DAY Wednesday YEAR 1995

TIME FROM 7:00 a.m. TO 8:00 a.m. COMPLETED BY Jerry Blair

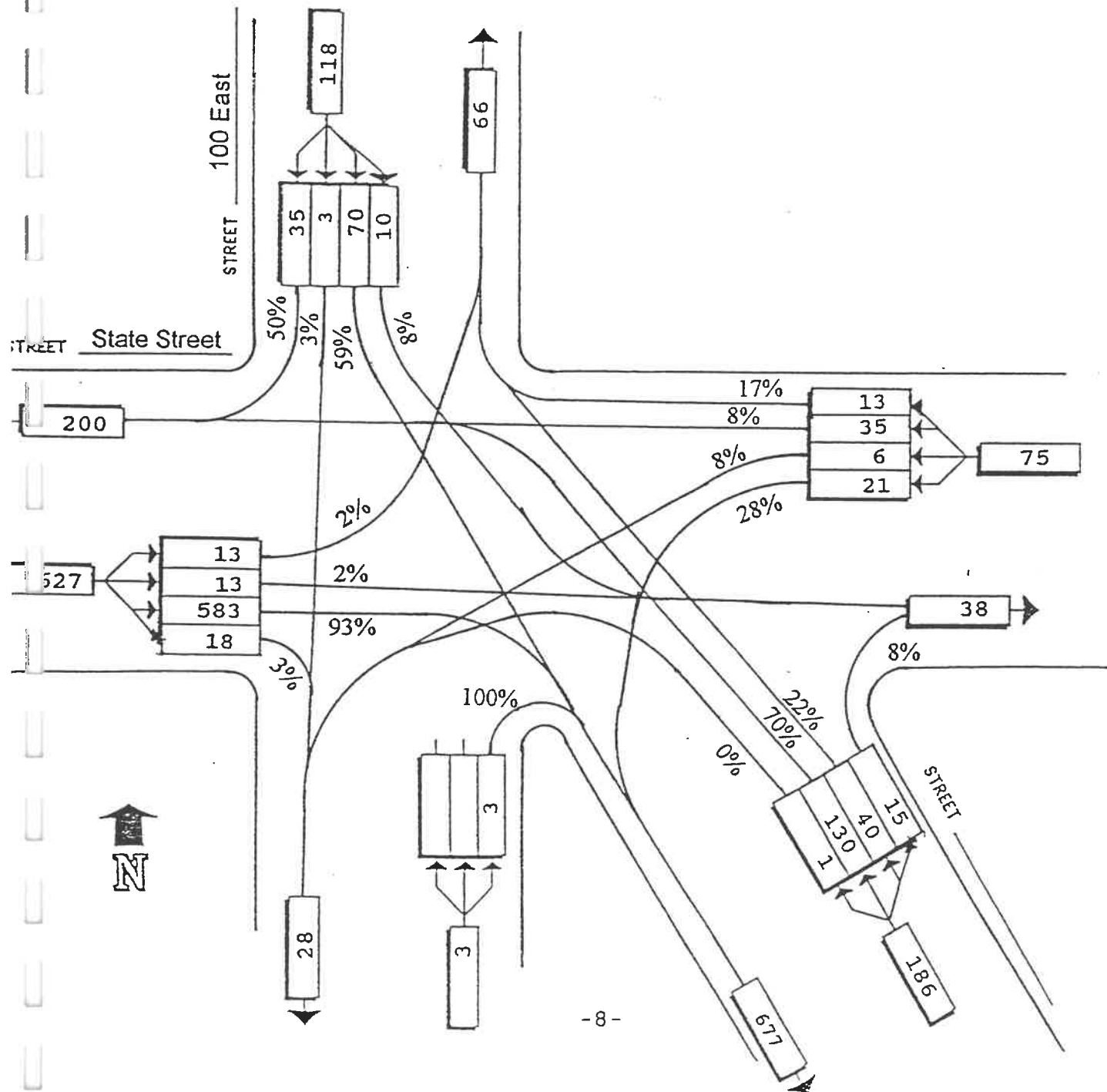


FIGURE FIVE

Form T-09i
 Transportation Engineering
 333 South 200 East St. 84111
 Tel. Phone (801) 535-6630

INVESTIGATIONS SECTION

"T" INTERSECTION TURNING MOVEMENTS

LOCATION 200 West at 200 South WEATHER Cloudy

DATE October 4 DAY Wednesday YEAR 1995

TIME FROM 4:15 p.m. TO 5:15 p.m. COMPLETED BY Jerry Blair

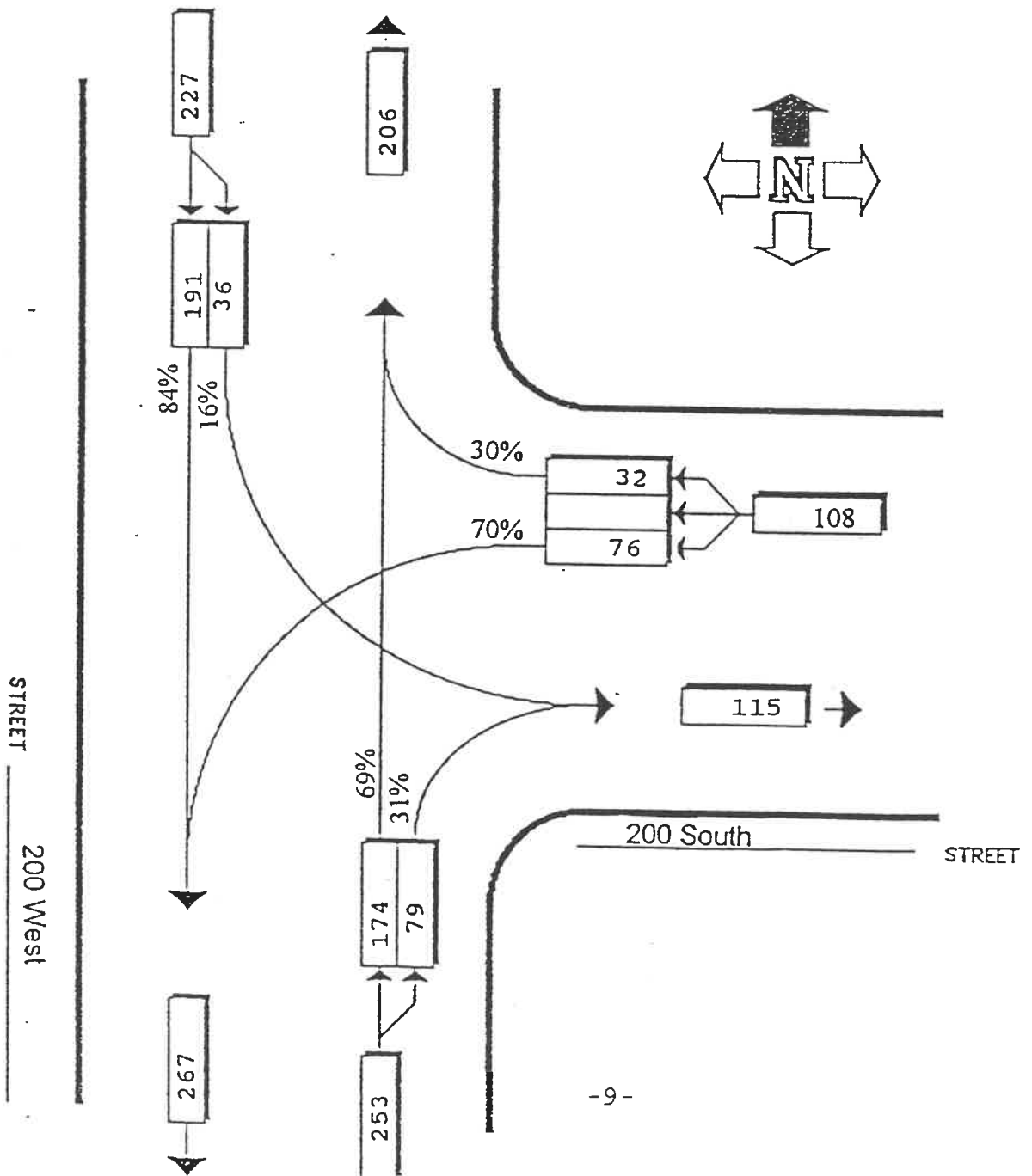


FIGURE SIX

INVESTIGATIONS SECTION

INTERSECTION TURNING MOVEMENTS

LOCATION 200 East at 200 South

WEATHER Clear

DATE September 27

DAY Wednesday

YEAR 1995

TIME FROM 4:45 p.m. TO 5:45 p.m.

COMPLETED BY Jerry Blair

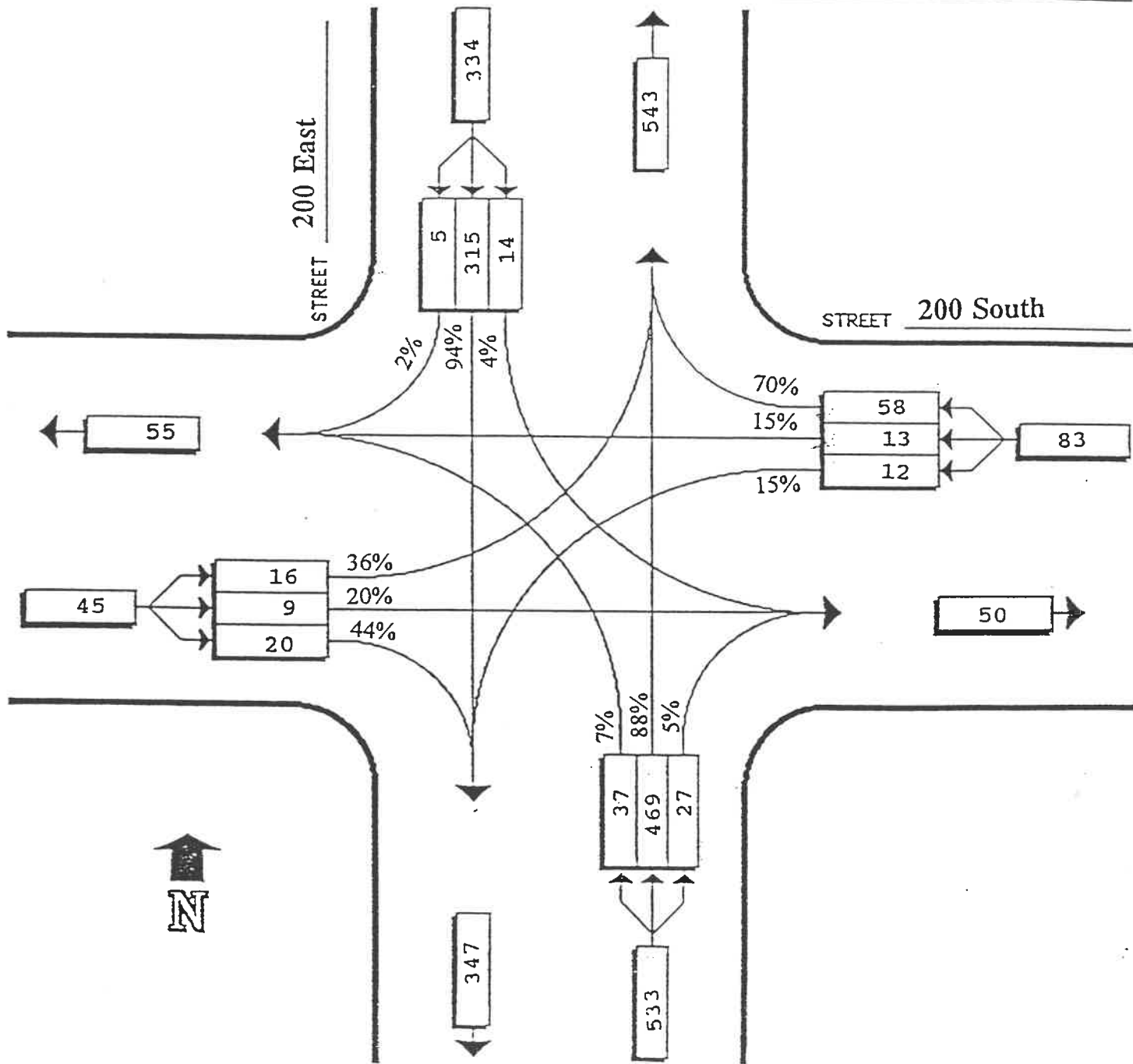


FIGURE SEVEN

INVESTIGATIONS SECTION

INTERSECTION TURNING MOVEMENTS

LOCATION State Street at Main Street

WEATHER Clear

DATE October 2

DAY Monday

YEAR 1995

TIME FROM 3:45 p.m. TO 4:45 p.m.

COMPLETED BY Jerry Blair

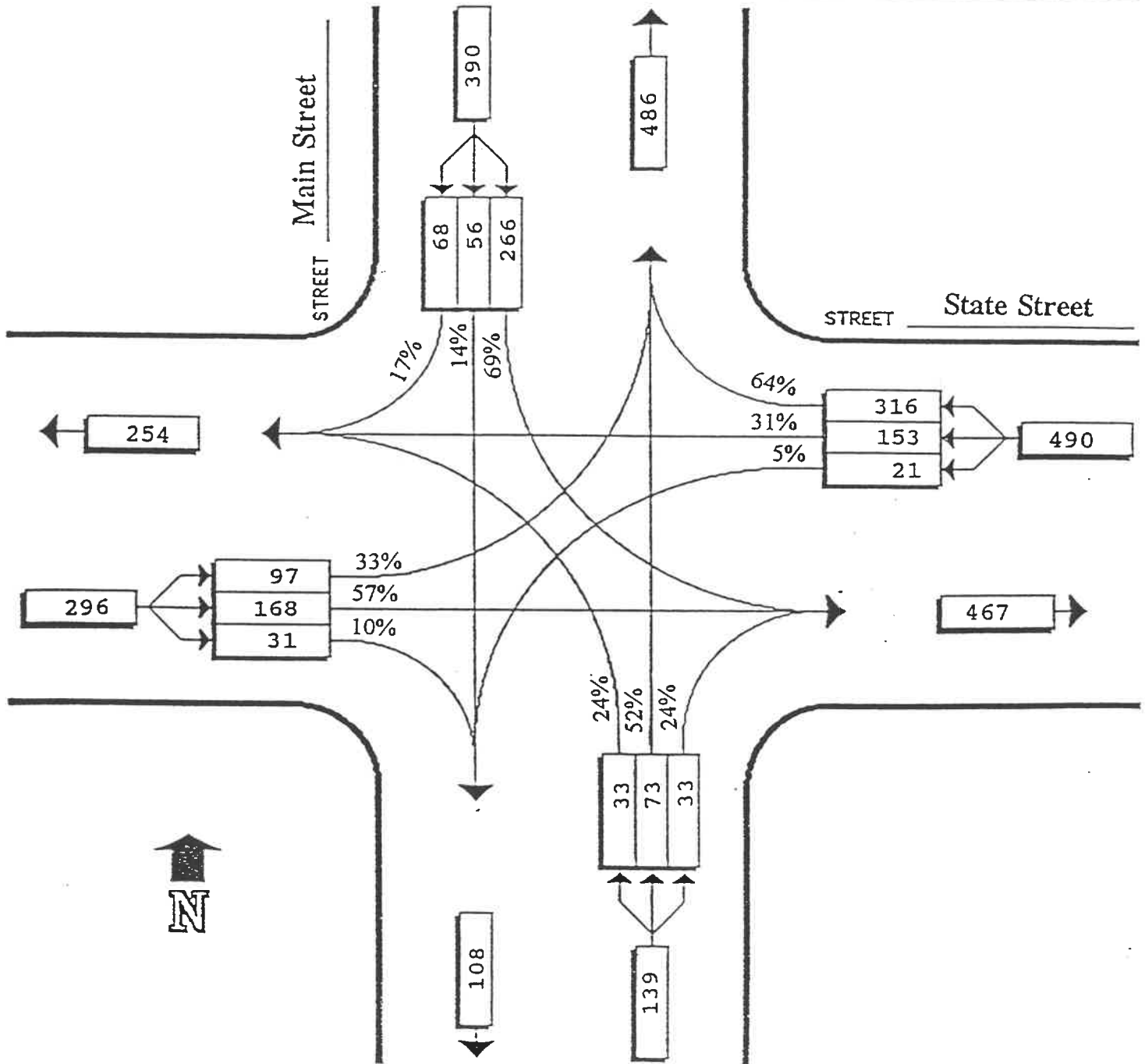


FIGURE EIGHT

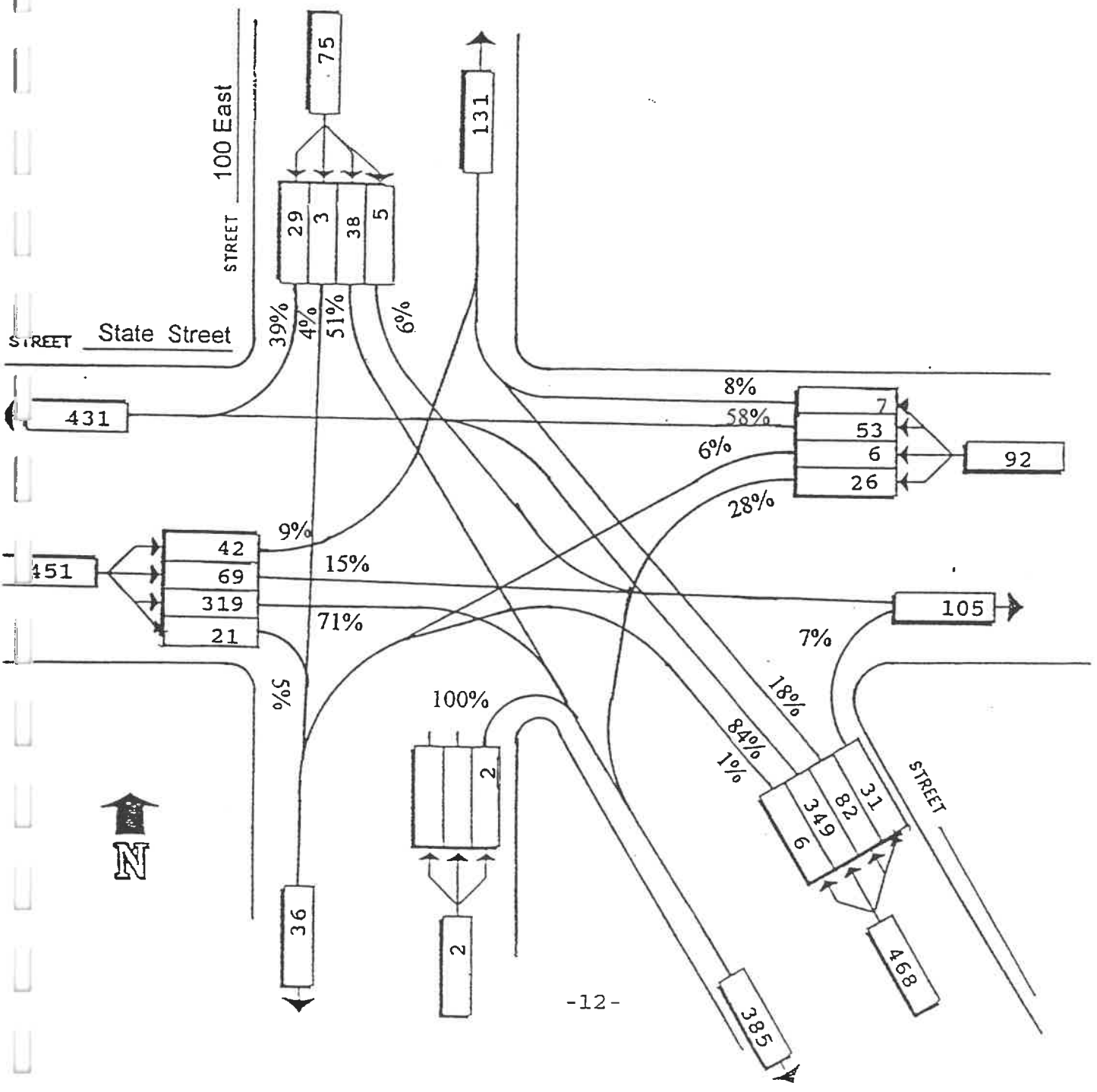
INVESTIGATIONS SECTION

INTERSECTION TURNING MOVEMENTS

LOCATION State Street at 100 East WEATHER Clear

DATE September 26 DAY Tuesday YEAR 1995

TIME FROM 4:45 p.m. TO 5:45 p.m. COMPLETED BY Jerry Blair



3. A total of 10,522 vehicles were observed traveling on State Street in front of the County Court House on an average weekday. This number is high because of the traffic diverted from I-15. By the year 2015, 12,826 vehicles can be expected to pass through this area each weekday.

4. None of the street segments or intersections in the area currently have capacity problems. All intersections are properly controlled.

D. Transit, Bicycle and Pedestrian Traffic

The Utah Transit Authority provides service to downtown Farmington with two routes, Numbers 70-71 and 55, along SR 106. The buses operate on half hour headways during the day and hour headways in the evening.

No formal bicycle routes exist through the City. However, SR-106 from Centerville to US-89 serves as an unofficial route. With both Lagoon and Farmington Canyon as logical destinations, a more formal, signed and striped bike route system from 200 East along 200 South and Main Street is recommended to direct cyclists away from the State and 100 East street intersection. In addition, the hundred mile long Bonneville Shore Line Trail will pass through Farmington on the east bench at approximately the water aqueduct alignment. Connections from downtown Farmington on either State Street or 200 South is recommended.

Pedestrians find it difficult to maneuver through downtown Farmington. The new traffic signal, which was installed partially as a response to increasing pedestrian crossing problems for children walking to school, is the only protected north-south crosswalk in the study area. The wide streets and angles of the five points intersection make it difficult and confusing for pedestrians crossing at that intersection.

E. Downtown Parking

Off-street parking is provided on both sides of State Street between Main Street and 100 East. Bowman's Grocery provides thirty-three spaces and the Board of Education provides seventy spaces on the north side of State Street. Two hundred thirty-five spaces are provided on the south side of State Street around the Davis County Court House. On September 26, 1995, a parking study was conducted that found parking available on both sides of the street at all hours of the day. The high usage for Bowman's Grocery was at five o'clock when twenty-two spaces were utilized. The Board of Education property reached a high at ten o'clock when sixty-one spaces were utilized.

The courthouse parking area was the most intensely utilized parking area. In fact, all but eight of the spaces were in use at eleven o'clock in the morning. Overall seventy percent of the two hundred thirty-five spaces were in use throughout the day. While no firm conclusions can be drawn from a single day's analysis, it appears that the downtown parking space level meets the present needs of the area. Off street parking will not meet the needs on high use days and will not be adequate for future uses. New developments need to provide adequate parking with their construction plan.

Alternatives Analysis

Traffic on State Street in front of the Davis County Court House is expected to increase to approximately 12,800 vehicles per day by 2015. The increased traffic volume will act negatively on the overall downtown Farmington environment. Possible alternative roadway layouts that may relieve this adverse impact should be evaluated.

Two possible modifications to the existing street pattern as well as maintaining the existing alignments deserve detailed analysis. The first alternative, the "One-Way Alternative", is to make the street system one-way counterclockwise around the block bounded by State Street, 100 East, 100 North and Main Street. The second alternative, the "Re-route SR-106 Alternative", would take SR-106 north on 100 East at State Street to 100 North and then turn west on 100 North to Main Street and then turn north on Main Street. These two possible alternatives, as well as the existing street alignment, have both positive and negative impacts that need evaluation in order to make a decision on the recommended alignment. This section attempts to make those comparisons.

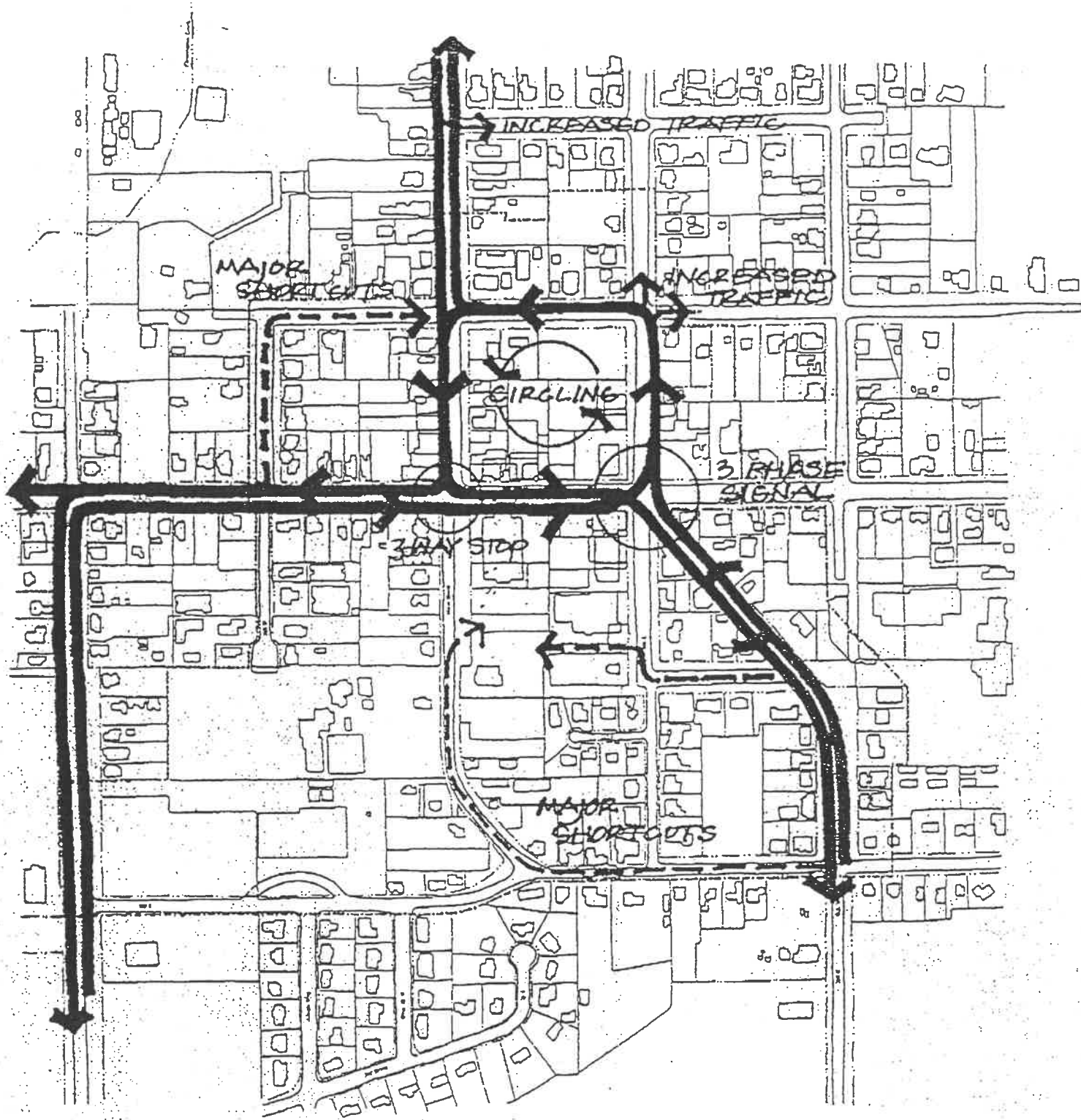
A. One-Way Alternative

The one-way alternative diverts northbound SR-106 from State Street to 100 East. It then turns left on 100 North and returns to its present alignment on Main Street. Figure Nine illustrates this alternative.

Advantages:

- * This alternative would relocate the present 4,850 westbound vehicles on State Street to 100 East and 100 North. This would mean that approximately half of the current traffic would pass in front of the business district.
- * Pedestrian movements to and from the north and south sides of State Street would be facilitated. It is safer and easier for pedestrians to cross one-way streets rather than two-way streets, since traffic is coming from only one direction.

FIGURE NINE



ONE-WAY ALTERNATIVE



FARMINGTON CITY DOWNTOWN MASTER PLAN

- * Traffic control is simplified. The traffic signal at State and Main could be eliminated. A simple three-way stop control would facilitate traffic movements.

At some time in the future, a traffic signal at State and 100 East will be needed to allow eastbound left and through movements as well as westbound left turns to occur safely. The right turn movements could be free flow.

Disadvantages

- * Westbound State Street traffic would be required to circle the block going three blocks to get one block west.
- * Currently thirty-three percent of the eastbound State Street traffic turns north on Main Street at the traffic signal. The residential streets of 100 West and 100 North would be adversely affected since a large number of that traffic would choose to turn north on 100 West and East on 100 North, thereby avoiding the need to go an additional two blocks out of their way.
- * Traffic destined to the Davis County complex would use 200 South and Main Street as a short cut.
- * Neighborhood traffic could be expected to increase in residential areas north and east of the study area.

B. Re-route SR-106 Alternative

The Re-route SR-106 alternative would realign this route in a manner similar to the previous alternative. The only modification would be that through traffic would be signed to utilize 100 East and 100 North instead of Main and State Streets. Figure Ten shows the alignment of this alternative.

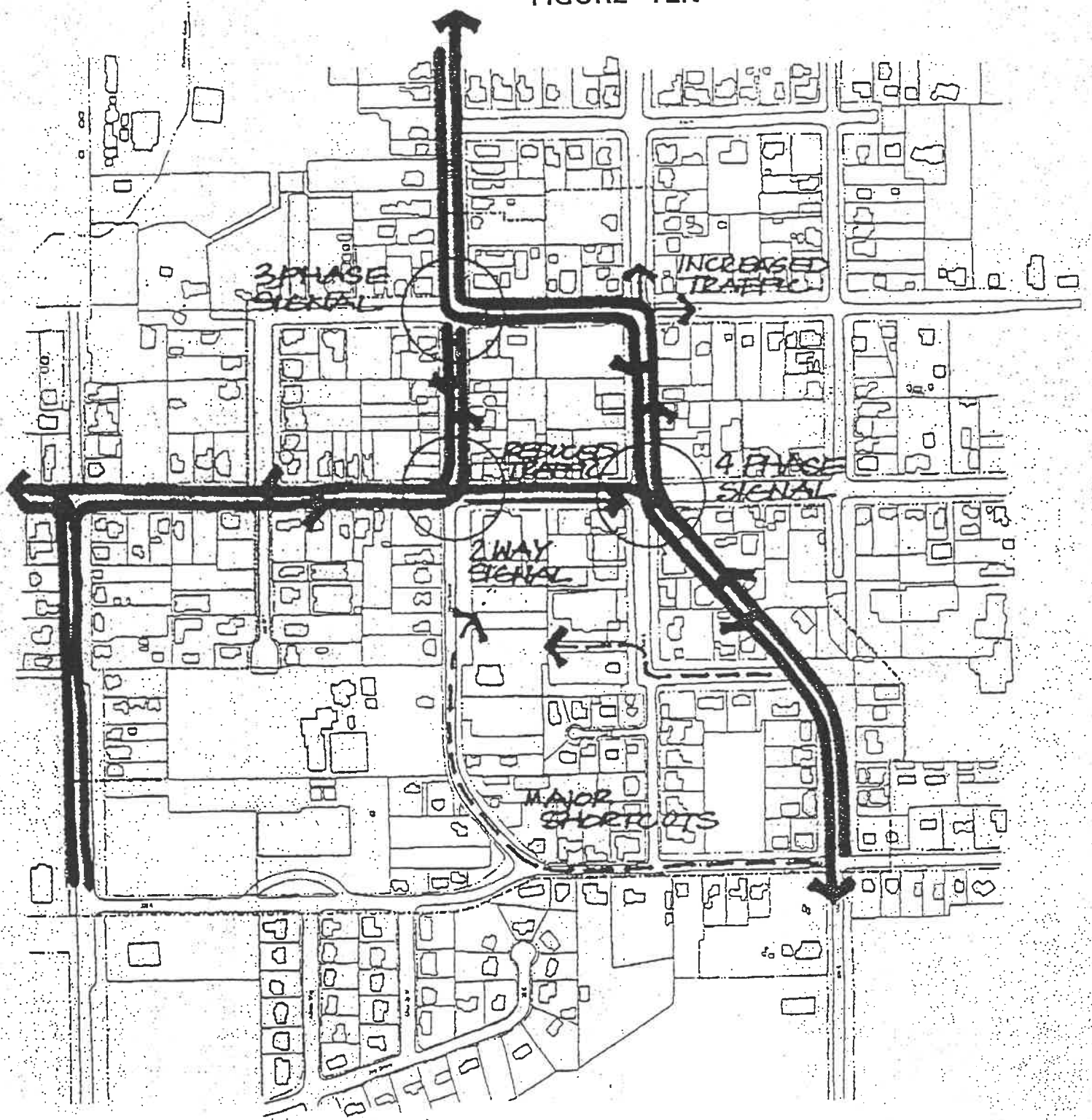
Advantages:

- * By signing through traffic away from the key downtown blocks, somewhat less traffic than projected will utilize State Street in the business district. However, it will not modify the behavior of drivers familiar with the area.
- * Traffic will not have to go out of their way to get to local destinations.
- * Cut through traffic will not be encouraged.

Disadvantages:

- * Additional traffic control, eventually including new traffic signals at both the Main Street and 100 North Street

FIGURE TEN



RE-ROUTE SR-106 ALTERNATIVE



FARMINGTON CITY DOWNTOWN MASTER PLAN

intersection as well as the 100 East and State Street intersection, would be required.

- * Neighborhood traffic could be expected to increase in residential areas north and east of the study area.

C. Existing Highway Alternative

This alternative maintains the existing street system. Additional traffic control will be required at the State Street and 100 East intersection as traffic increases. Figure Eleven shows this alternative.

The diagonal portion of 200 East from about 100 South to State Street is forty-four feet wide. It's current wide open design encourages northbound traffic to continue at higher speeds into the 100 East intersection. Modification of this section of SR-106 will make the area more of an entrance to the downtown. Two possible alternatives were analyzed, however, neither is recommended because increased traffic volumes will eventually result require the existing wider section.

The first alternative involved the construction of a median through the diagonal area. The large number of driveway accesses makes this design less attractive.

The second alternative involves reducing the roadway cross-section from forty-four to thirty-six feet. The wider parkways would then be heavily landscaped to give the impression of an entrance to the area.

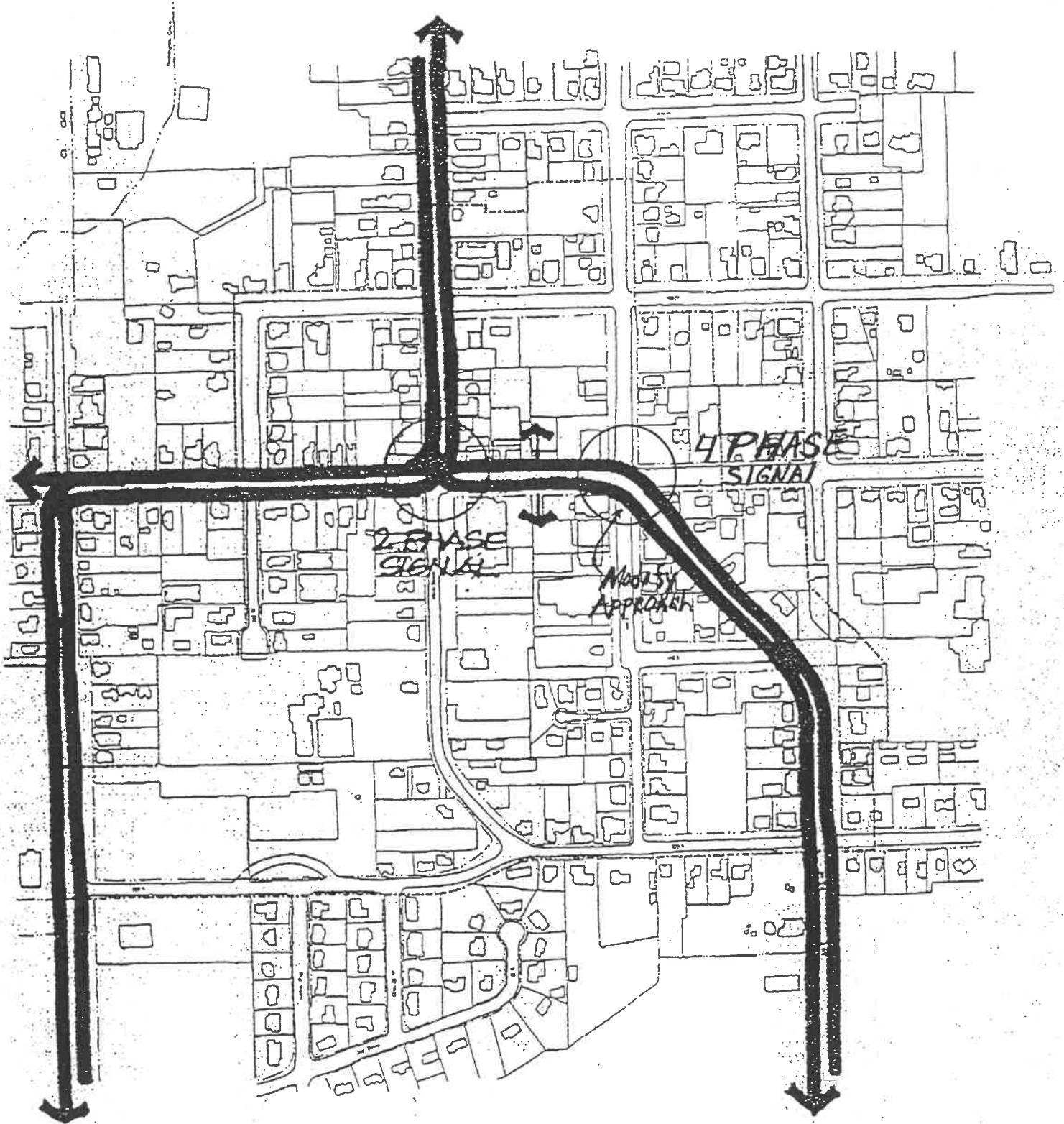
Advantages:

- * Traffic patterns are established and will not change.
- * Neighborhoods will not be affected by additional cut-through traffic other than through natural traffic growth.
- * The existing street system can handle the expected traffic growth during the twenty year study period.

Disadvantages:

- * Natural growth in traffic will require the installation of a traffic signal at the intersection of State Street and 100 East.
- * Traffic will continue to increase on State Street between Main Street and 100 East through downtown Farmington.
- * Pedestrian movements across State Street will require special design treatments to handle movements in a safe manner. As a minimum, a mid-block cross-walk with overhead signing should be considered.

FIGURE ELEVEN



-19-

EXISTING HIGHWAY ALTERNATIVE

FARMINGTON CITY DOWNTOWN MASTER PLAN



Conclusions and Recommendations

1. The existing traffic system is handling traffic in a smooth and efficient manner. Other than the confusion caused by the five-legged State and 100 East intersection, the street pattern encourages the use of State routes by through traffic without neighborhood cut-through. The construction work on I-15 currently underway has shown that the new traffic signal at the State and Main intersection is operating properly and will be able to handle increased traffic volumes for some time into the future without reaching capacity.
2. The highest traffic volumes in the study area occur on Main Street between 100 North and State Street. Currently 12,400 cars travel on this roadway segment each day. This volume is inflated by approximately twenty percent because of the I-15 construction project. The traffic on Main Street is expected to increase to approximately 15,000 vehicles per day by the year 2015. Traffic volumes are expected to increase to approximately 13,000 vehicles per day on State Street in the vicinity of the Davis County Court House by year the 2015.
3. The continuation of the current traffic pattern is recommended for both State and City routes through downtown Farmington. This pattern is well established and neither of the alternatives analyzed improves on existing traffic movements.
4. A traffic signal will be required at the State Street and 100 East intersection within five years. At that time the 100 East and State Street intersection design should be modified to facilitate both pedestrian and vehicular traffic. A more "pedestrian friendly" atmosphere by reducing the speed, if not the volume, of traffic will be beneficial to the entire area. Options to consider are the following:

Consider either cul-de-sacing 100 East south of State Street to eliminate northbound traffic into the intersection, or constructing a raised traffic island to act as a pedestrian refuge and force northbound traffic to turn to the east without the possibility of going in other directions.

Narrow the other corners of the intersection by constructing bulb-outs to reduce the distance of the pedestrian movements. A traffic island on the southeast corner would provide a protected movement for northwest 200 East to eastbound State Street traffic. It would also provide a refuge for pedestrians crossing north and south on State Street.

5. The Utah Department of Transportation does not formerly designate bike routes on State controlled roadways since bicyclists have the same rights and responsibilities as other users. Therefore, a bicycle route should be formerly established on City controlled streets. It should be signed and marked through downtown Farmington so that alternative transportation modes can be encouraged. As a minimum, a route that uses 200 South from 200 East to Main Street, and Main Street north to State Street is recommended. Bicycle routes to Lagoon, Farmington Canyon and US-89 should also be marked.
6. Parking in the downtown area is adequate for current needs. Changes in current uses or expansion of present uses should require the provision of additional off-street parking so that the area's parking requirement continues to be satisfied.
7. The diagonal portion of 200 East from 100 South to State Street should be improved by heavily landscaping the parkways to give the area a genuine entrance to the downtown area. Reducing the speed limit for northbound traffic to twenty-five miles per hour just south of the diagonal should also be considered.