APPENDIX B

FEHR & PEERS

Memorandum

Date: January 21, 2022

To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff

From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers

Subject: Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis

UT21-2264

Introduction

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

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

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

Key Takeaways from the Parking Demand Analysis

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

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

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

Key Takeaways from the Transit Parking Utilization and Ridership Split Analyses

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

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

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

Study Site

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

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

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

[1] *Source: UTA Ridership Portal: https://rideuta.maps.arcgis.com/apps/dashboards/43fc692872714c418a83343f481c2e99*

[2] *As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.*

Park-and-Ride Parking Demand

Historical Aerial Imagery Parking Occupancy Counts

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

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

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

In-Person Parking Occupancy Counts

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

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

Infill Development Parking Analysis

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

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

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

Literature Review

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

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

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

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

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

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

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

Table 1: Parking Requirement Rates

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

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

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

Table 2: Required Parking Spaces

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

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

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

Shared Parking Analysis

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

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

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

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

Shared Parking Analysis – ULI Parking Rates

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

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

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Table 3: Shared Parking Demand Summary – ULI Parking Rates

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

Table 3: Shared Parking Demand Summary

Peak Month: DECEMBER – Peak Period: 10 AM. WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo. Adj.	Estimated Parking Demand	Peak Hr Adj	Peak Mo. Adj	Estimated Parking Demand
	Quantity	Unit											10 AM	December		12 PM	December	
Retail																		
Retail (<400 ksf)	36,000	sf GLA	2.90	95%	97%	2.67	ksf GLA	3.20	95%	98%	3.00	ksf GLA	55%	100%	53	100%	100%	109
Employee			0.70	95%	96%	0.64		0.80	95%	96%	0.73		75%	100%	18	100%	100%	26
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban															0%			
Studio Efficiency	82	units	0.85	95%	100%	0.81	unit	0.85	95%	100%	0.81	unit	60%	100%	40	68%	100%	45
1 Bedroom	82	units	0.90	95%	100%	0.86	unit	0.90	95%	100%	0.86	unit	60%	100%	42	68%	100%	48
2 Bedrooms	83	units	1.65	95%	100%	1.57	unit	1.65	95%	100%	1.57	unit	60%	100%	78	68%	100%	89
3+ Bedrooms	83	units	2.50	95%	100%	2.38	unit	2.50	95%	100%	2.38	unit	60%	100%	119	68%	100%	134
Reserved	-	res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.10	95%	100%	0.10	unit	0.15	95%	100%	0.14	unit	20%	100%	6	20%	100%	10
Office																		
Office 100 to 500 ksf	152,200	sf GFA	0.24	95%	100%	0.23	ksf GFA	0.03	95%	100%	0.03	ksf GFA	100%	100%	35	90%	100%	4
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.08	95%	100%	2.93		0.31	95%	100%	0.29		100%	100%	443	90%	100%	40
Additional Land Uses																		

Customer/Visitor	94	Customer	123
Employee/Resident	739	Employee/Resident	382
Reserved	-	Reserved	-
Total	834	Total	505
Shared Parking Reduction	28%		31%

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

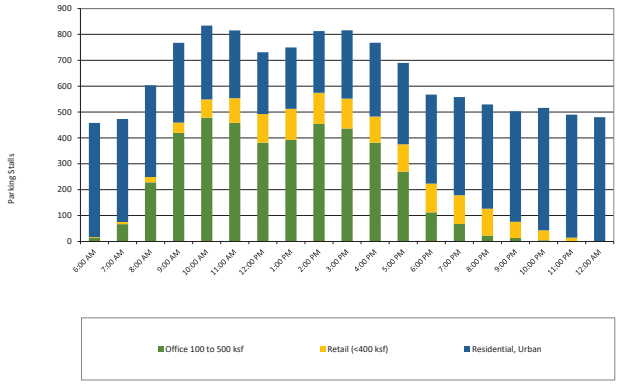
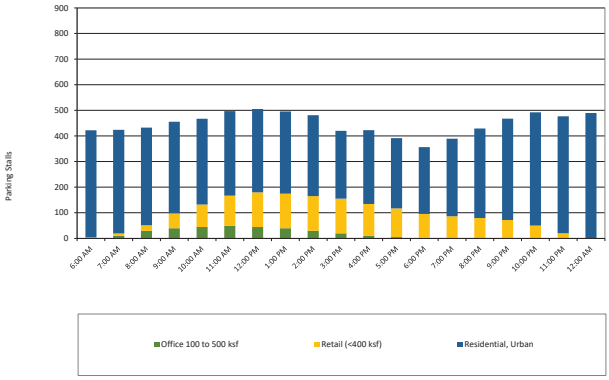


Figure 2: Weekend Peak Month Daily Parking Demand by Hour (ULI Rates)



Shared Parking Analysis – Farmington City Parking Rates

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

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

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

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

Table 4: Shared Parking Demand Summary

Peak Month: DECEMBER -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj.	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj.	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj. 10 AM	Peak Mo Adj. December	Estimated Parking Demand	Peak Hr Adj. 10 PM	Peak Mo Adj. December	Estimated Parking Demand
Retail																		
Retail (<400 ksf)	36,000	sf GLA	3.22	95%	97%	2.98	ksf GLA	3.20	95%	99%	3.01	ksf GLA	55%	100%	59	35%	100%	38
Employee			0.78	95%	97%	0.72		0.80	95%	97%	0.74		75%	100%	18	45%	100%	12
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban															0%			
Studio Efficiency	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
1 Bedroom	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
2 Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
3+ Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
Reserved	-	res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.25	95%	100%	0.24	unit	0.25	95%	100%	0.24	unit	20%	100%	16	100%	100%	79
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.22	95%	100%	0.21	ksf GFA	0.03	95%	100%	0.02	ksf GFA	100%	100%	32	0%	100%	-
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.78	95%	100%	2.64		0.27	95%	100%	0.26		100%	100%	400	0%	100%	-
Additional Land Uses																		

Customer/Visitor	107	Customer	117
Employee/Resident	721	Employee/Resident	440
Reserved	-	Reserved	-
Total	829	Total	557
Shared Parking Reduction	32%		31%

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

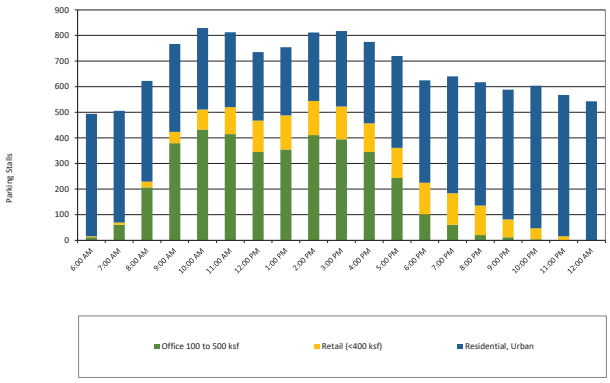
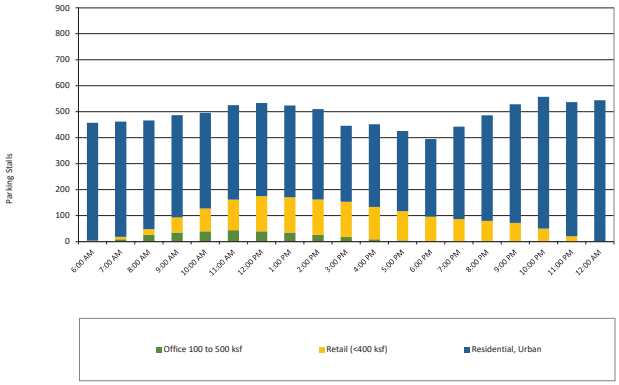


Figure 4: Weekend Peak Month Daily Parking Demand by Hour (Farmington Rates)



Shared Parking Analysis – ITE Parking Rates

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

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

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Table 5: Shared Parking Demand Summary – ITE Parking Rates

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

Table 5: Shared Parking Demand Summary

Peak Month: DECEMBER Peak Period: 3 PM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											3 PM	December		12 PM	December	
Retail																		
Retail (<400 ksf)	36,000	sf GLA	3.69	95%	98%	3.44	ksf GLA	3.66	95%	99%	3.45	ksf GLA	95%	100%	118	100%	100%	124
Employee			0.89	95%	98%	0.83		0.92	95%	98%	0.85		100%	100%	31	100%	100%	33
Food and Beverage																		
Entertainment and institutions																		
Hotel and Residential																		
Residential, Urban																0%		
Studio Efficiency	82	units	1.17	95%	100%	1.11	unit	1.11	95%	100%	1.06	unit	55%	100%	51	68%	100%	59
1 Bedroom	82	units	1.18	95%	100%	1.12	unit	1.12	95%	100%	1.07	unit	55%	100%	51	68%	100%	60
2 Bedrooms	83	units	1.24	95%	100%	1.17	unit	1.20	95%	100%	1.14	unit	55%	100%	54	68%	100%	65
3+ Bedrooms	83	units	1.26	95%	100%	1.20	unit	1.24	95%	100%	1.17	unit	55%	100%	55	68%	100%	67
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.05	95%	100%	0.05	unit	0.07	95%	100%	0.07	unit	20%	100%	3	20%	100%	5
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.18	95%	100%	0.17	ksf GFA	0.02	95%	100%	0.02	ksf GFA	45%	100%	12	90%	100%	3
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.21	95%	100%	2.10		0.22	95%	100%	0.21		95%	100%	302	90%	100%	79
Additional Land Uses																		
															Customer/Visitor	133		Customer	133
															Employee/Resident	545		Employee/Resident	310
															Reserved	-		Reserved	-
															Total	677		Total	443
															Shared Parking Reduction	28%			28%

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

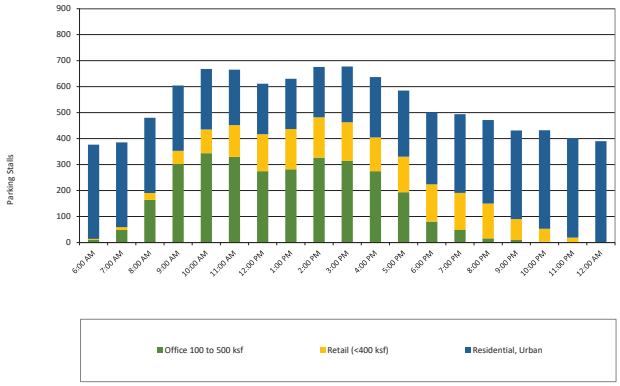
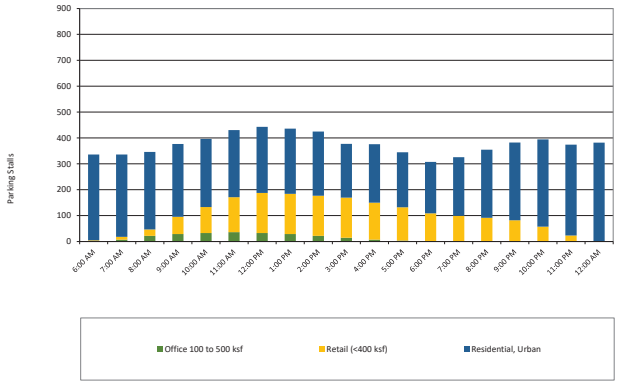


Figure 6: Weekend Peak Month Daily Parking Demand by Hour (ITE Rates)



Shared Parking Analysis – Summary

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

Parking Recommendation

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

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

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

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

Farmington

Clearfield

Layton

Woods Cross

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

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

Table 6. Parking Inventory

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

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

Parking Occupancy Counts

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

Historical Aerial Imagery Parking Occupancy Counts

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

[3] *As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.*
[4] *Data source: UTA*

Table 7. Historical Parking Occupancy Counts

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

Source: Google Earth, and Fehr & Peers.

UTA-Collected Parking Occupancy Counts and Utilization Data

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

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

Table 8. UTA Weekday Parking Occupancy Counts

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

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

Source: UTA

Parking Occupancy Utilization Counts

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

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

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

Table 9. Occupancy Volume and Total Capacity

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

Source: UTA, Google Earth, and Fehr & Peers

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

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

[6] *38 parked vehicles appeared to be parked to work at the construction site to the south of the lot.*

Transit Ridership Split Analysis

Background

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

Stops and Routes that Serve the Farmington FrontRunner Station

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

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

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

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

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

Source: UTA.

Note Regarding Route 667

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

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

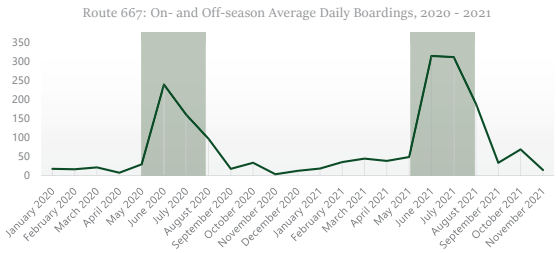


Figure 7: On- and off-season average daily boardings for 2020-2021. Peak on-season is highlighted in green. Source: UTA

Methodology

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

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

Average Daily Weekday Ridership

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

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

[8] https://data-rideuta.opendata.arcgis.com/

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

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

Source: UTA.

Transit Ridership Split

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

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

Table 13. Farmington FrontRunner Station Occupancy Volume and Ridership Split

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

Source: UTA.

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

FEHR & PEERS

Memorandum

Date: January 21, 2022

To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff

From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers

Subject: **Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis**

UT21-2264

Introduction

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

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

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

Key Takeaways from the Parking Demand Analysis

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

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

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APPENDIX C

SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION

GSBS CONSULTING

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

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

ATTENDEES

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

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SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION

GSBS CONSULTING

- Paulo Aguilera, GSBS
-
- Ladd Schiess, GSBS
- Kathrine Skollingsburg, Fehr & Peers

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

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

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

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- Lagoon

- Tools: Set standard and stick to it
- Discussion on question: "Who's the competition regionally?"
  - Competition is national.

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Purpose

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Assets

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

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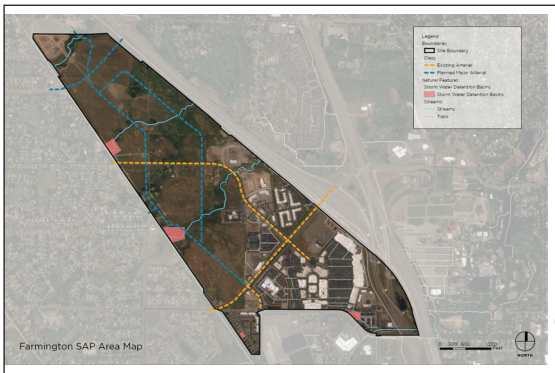

Existing Conditions

Assets

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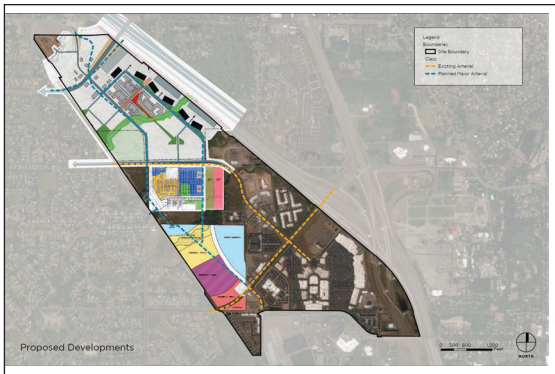
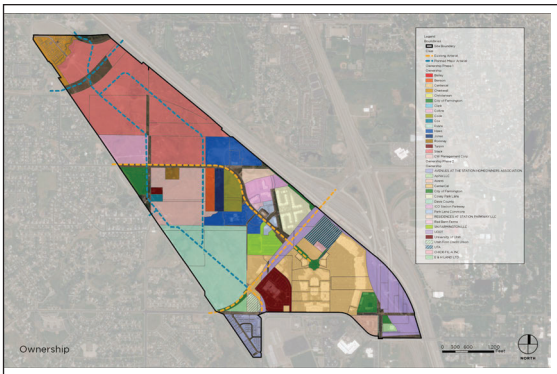


Existing Conditions
Assets



Existing Conditions
Ownership

Existing Conditions

Myths –

- **Density / Adjacency**
- **Traffic / Congestion**
- **No Market**
  - Post – Covid
  - Retail
  - Hospitality
  - Office

Market


Vision
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Priority / Values
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Challenges
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Tools
Protecting the Vision
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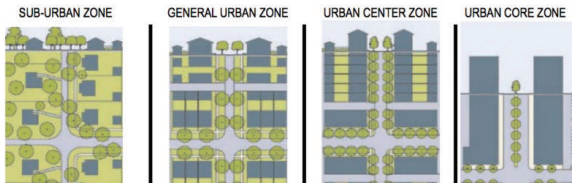
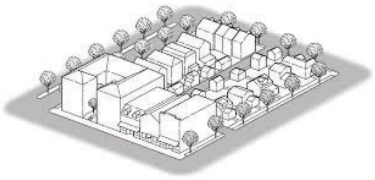
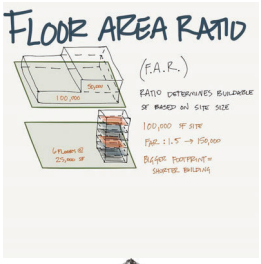
Tools

Form & Configuration

Rural to Urban

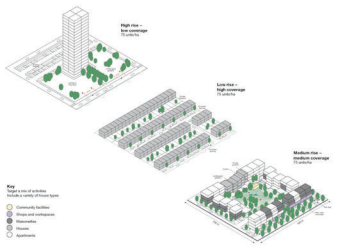






Tools

Density

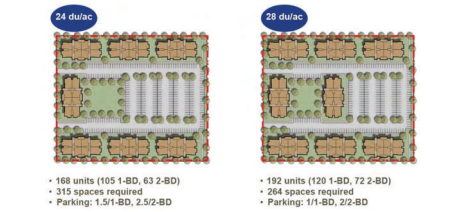


Densities & Building Typologies

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

- 1.3 acres
- 4 story building
- Only 1 bedrooms
- 64 units @ 16 unit/floor

Unit Size and Mix



Parking Ratios

Accommodating Density

- **Invisible Densities**
- **Visible Densities**

Invisible Densities

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

Invisible Densities: Accessory Dwelling Units

Invisible Densities: "Big Home" Concept

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Visible Densities

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

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Location & Adjacency

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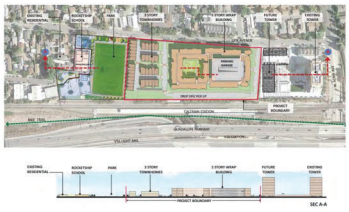

Location & Adjacency

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Tools

Public Realm / Civic Places

Tools

Connectivity

- Pedestrian
- Streets
- Parking Medians

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Tools

Character Zones

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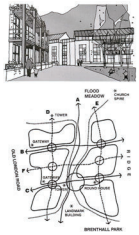

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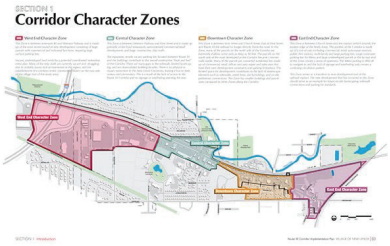

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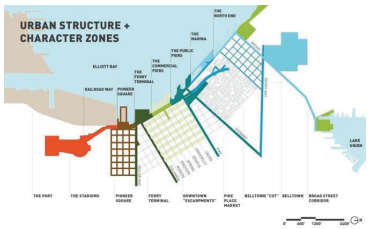

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Tools

Uses

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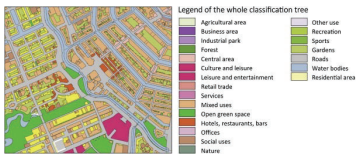

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Mapping Exercise

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Closing / Next Steps
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Meeting Notes
Farmington Small Area Station Plan
Charrette
September 01, 2021
1:30 – 2:30 PM

#	Time	Description	Responsible
1	1:30-1:35	Introduction to Meeting Objectives • Understand desires for site cohesion • Understand priorities for mobility / circulation • Finding the right mix of uses	
2	1:35 – 1:50	Charrette / Market Overview Recap – Review previous efforts & market-based projections to full build out	Paulo / Reid / Jason
3	1:50 – 2:15	Discussion Key Consolidations • Review latest block map + urban design considerations • Discuss: o How we can capture market opportunities through neighborhood nodes that complement Station Park retail o Local / regional examples of similar development opportunities o Finding Right mix of uses	Ladd / Jason / Christine
4	2:15 – 3:00	Mapping Exercise • Identify desired mix of uses (retail, residential, office, open space)	All
5	2:30 – 3:00	Wrap up • Review exercise material • Next Steps - prepare for the follow up meetings with stakeholders	All
6	3:00	Adjourn	

In attendance:

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

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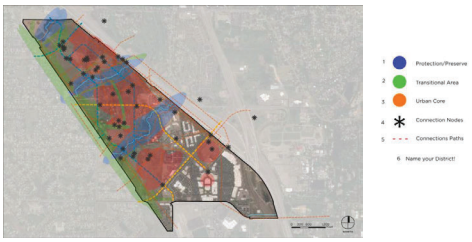
Charrette and Market Recap

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



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

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

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

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Sense of Place Discussion

- Mayor Tim – envisions a station park that is pleasing, unique, gathering, and fun – not so much focused on the product type. He referred to Station Park as a place that emphasizes architecture of buildings, maturity of landscape, and a comfortable nature.
- Dave – expressed the need to understand the form – current station is not cutting edge.

- Urban design considerations were a big focus here as opposed to the discussion of actual product mix.
- City prioritizes placemaking and creating the walkable context to enable good experiences.
- Mix and # or SF of product is not as important as the "feel" – needs to work for local residents, workers, and visitors/shoppers".

Development Examples

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

- Soda Row – Daybreak, UT
  - Note – "Crowded/busy streets could hamper the pedestrian experience here"
- Holladay Town Center – Holladay, UT
  - Scott – the grocery store is the strongest element
  - Food Truck area – is a good center for "energy concentration"
  - Farmington staff asked about drive-through considerations.
    - Dave – we do not want to take away from pedestrian experience, by allowing drive-throughs.
  - Location and pedestrian experience are important to consider in station park
  - Post-COVID drive through trend? - Need to make sure that the built environment reflects desired pedestrian experience.
    - Curb management for sans drive-thru developments
  - Scott | talks about Buenos Aires pre-automobile development – is it possible as a cultural shift to not develop with automobile influence?

- City Creek – SLC, UT
  - 5000 parking spaces
  - Scott compliments that vast access, mobility points, underground parking City Creek offers
- The Forge – Vineyard, UT
- Cityline, TX – has a similar framework / regional position / land use mix / scale / good analog for Farmington Station Park
- Central Park Station – Denver, UT
- redevelopment from brownfield remediation – FBI building – lower density – similar alignment of current development patterns in the Farmington SAP

Mapping Exercise

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

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

Action items

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

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Farmington Station Area Plan

Charrette Recap and Market Scenario Overview

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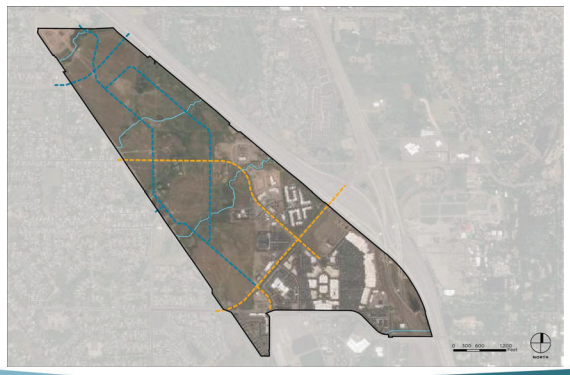

FARMINGTON STATION AREA PLAN PHASE 1

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1 Protection/Preserve

2 Transitional Area

3 Urban Core

4 Connection Nodes

5 Connections Paths

6 Name your District!

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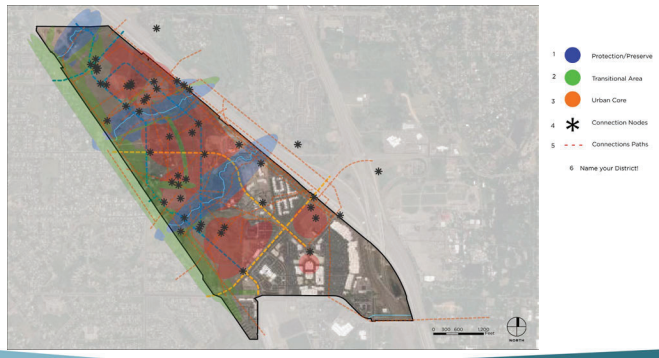

FARMINGTON STATION AREA PLAN PHASE 1

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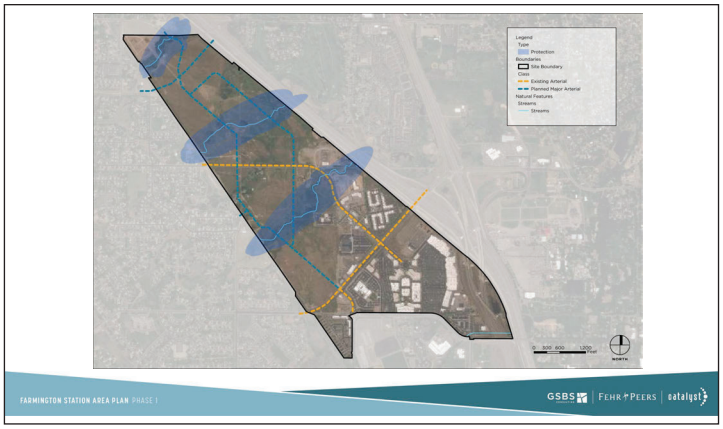
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Planned Major Arterial
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FARMINGTON STATION AREA PLAN PHASE I
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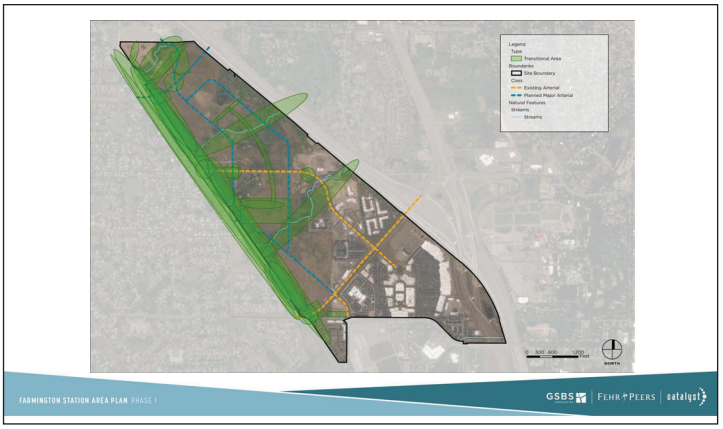
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FARMINGTON STATION AREA PLAN PHASE I
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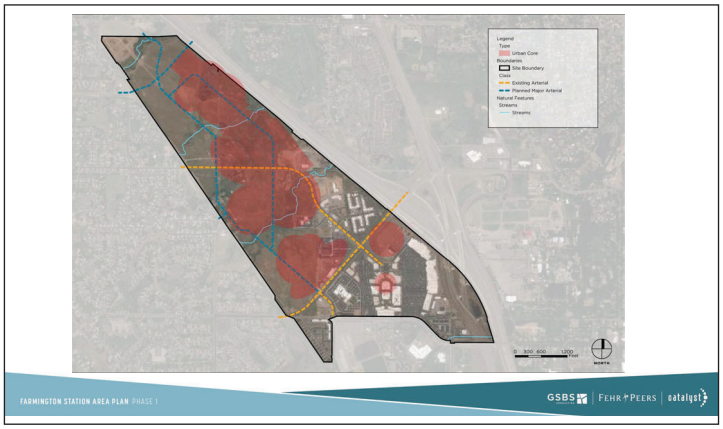
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FARMINGTON STATION AREA PLAN PHASE I
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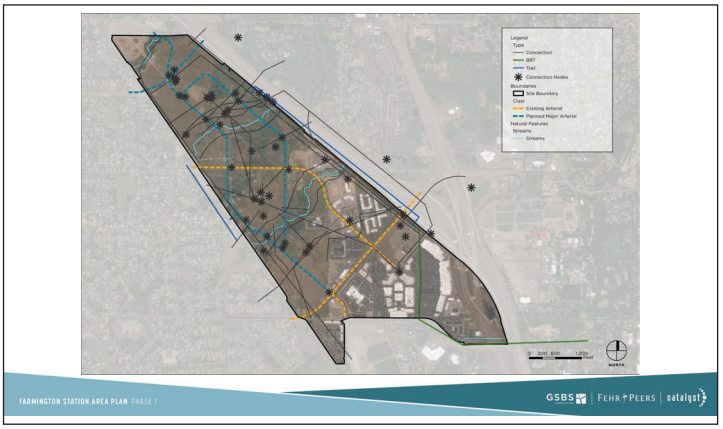
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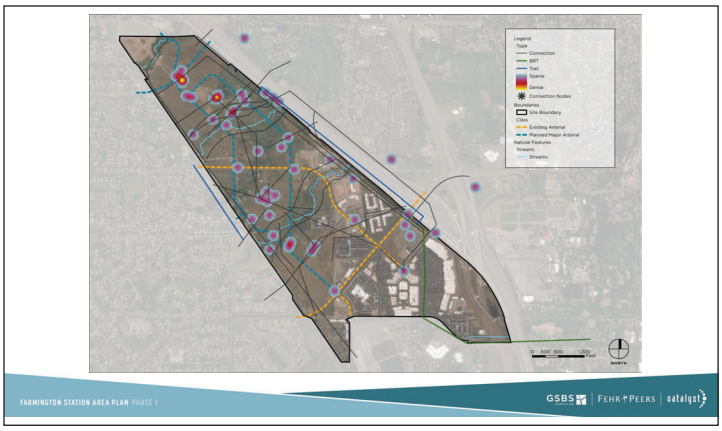
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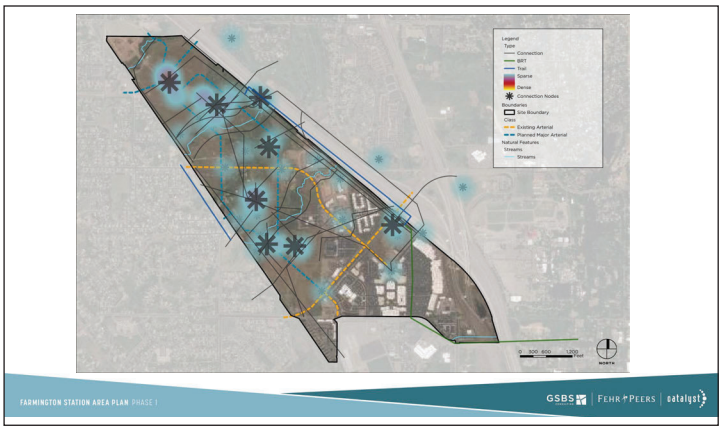
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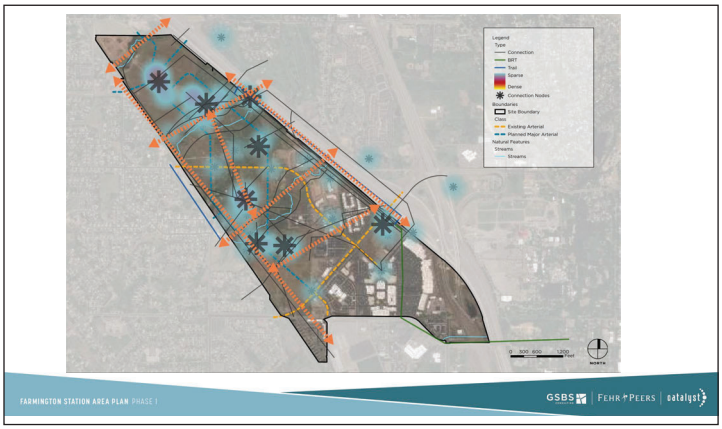
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Market
Residential= up to 58 million sf
Retail = up to 1.2 million sf
Office = up to 8.2 million sf
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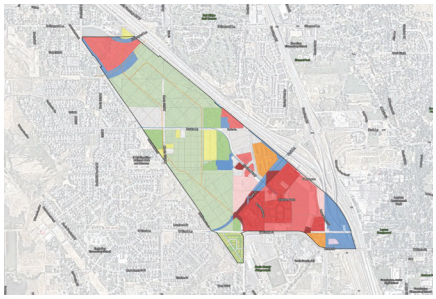
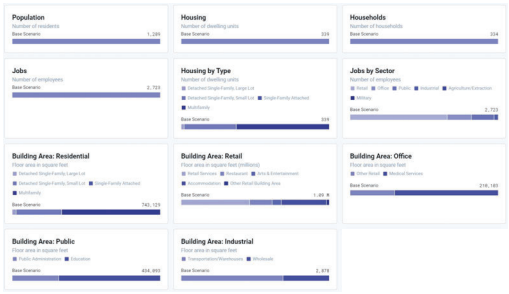
Urban footprint

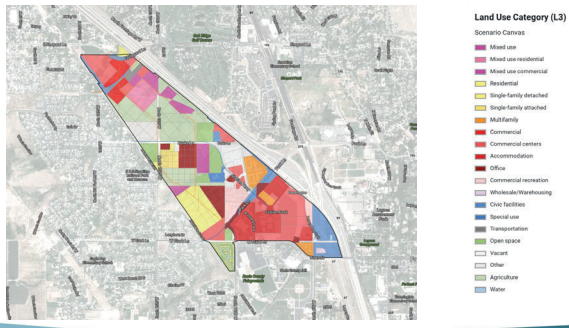
Base Scenario



Base Scenario



Proposed Development Scenario 1



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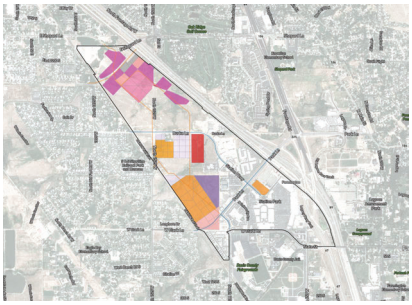

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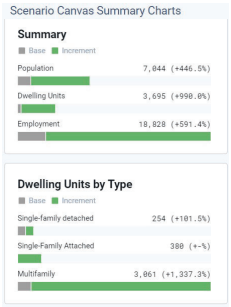

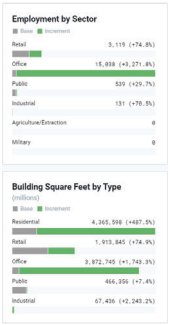

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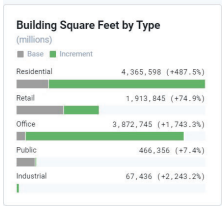
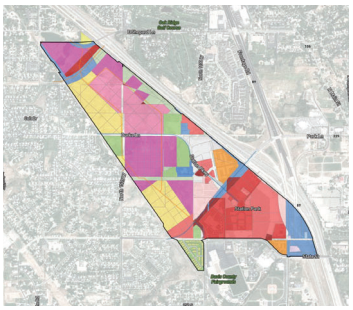


Residential Increase = 3.6 Million SF

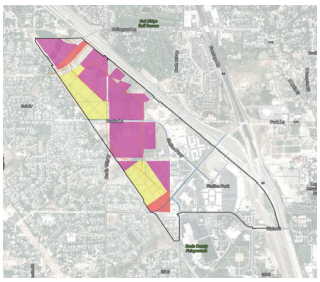
Retail Increase = 820,000 SF

Office Increase = 3.6 Million SF

Proposed Development Scenario 2



Build Out Scenario 2



Land Use Category (L3)

Filtered: Scenario Canvas (Build Out)

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

FARMINGTON STATION AREA PLAN PHASE I

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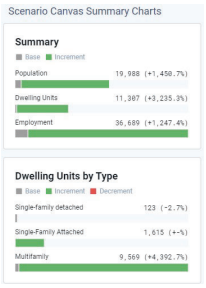
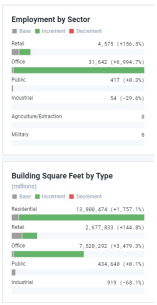
Build Out Scenario 2





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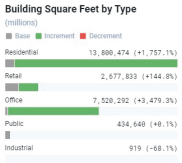
Build Out Scenario 2



Residential Increase = 13 Million SF

Retail Increase = 1.5 Million SF

Office Increase = 7.3 Million SF

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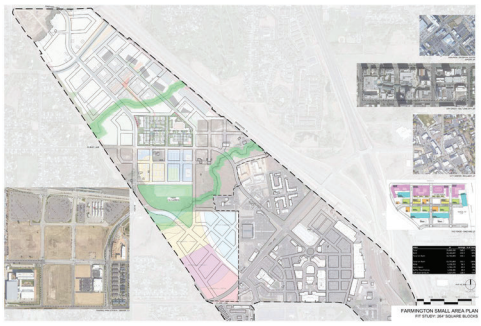
Scenario 3 – Balanced mix



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Development Examples

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

Soda Row
Daybreak, UT

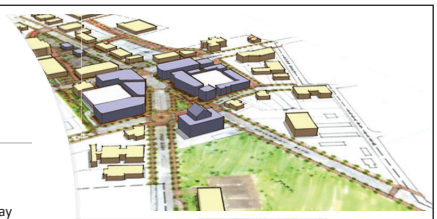
- A neighborhood retail center in Daybreak with local retail that is convenient as a pedestrian destination for a small area.

Soda Row
Daybreak, UT

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

Holladay Town Center
Holladay, UT

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



Holladay Town Center
Holladay, UT

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

City Creek Center,
Salt Lake City, UT

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

City Creek Center,
Salt Lake City, UT

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

The Forge
Vineyard, UT

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

The Forge
Vineyard, UT

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

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Cityline, Richardson TX

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

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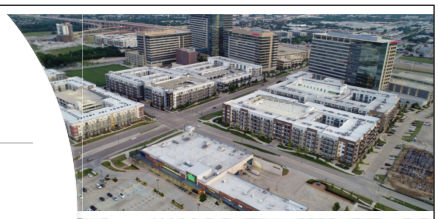
Cityline
Richardson TX



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

National Development – Cityline, Richardson TX

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

FARMINGTON STATION AREA PLAN PHASE 1

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Central Park Station, Denver, CO

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

FARMINGTON STATION AREA PLAN PHASE I

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Central Park Station Denver, CO

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

Central Park Station, Denver, CO

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

FARMINGTON STATION AREA PLAN PHASE I

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Mapping Exercise

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

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APPENDIX D

STAKEHOLDER TIMELINE

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

The meetings focused on:

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

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

June 2021 internal charette

2021

FEB

STAKEHOLDER INTERVIEW
Boyer and Castlecreek Homes
February 23, 2021

STAKEHOLDER INTERVIEW
EDC & Davis County
February 24, 2021

MAR

STAKEHOLDER INTERVIEW
City staff and elected
& appointed officials
March 4, 2021

STAKEHOLDER INTERVIEW
CW
March 5, 2021

STAKEHOLDER INTERVIEW
STACK Real Estate
March 10, 2021

APR

MAY

JUN

INTERNAL CHARETTE
Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members

Purpose:

- Review analysis to date
- Reaffirm guiding vision
- Identify priorities and values
- Learn about the tools and approaches to achieve the vision

JUL

AUG

SEP

INTERNAL CHARETTE
Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members

Purpose:

- Review market opportunity analysis
- Discuss desired level of development for planning area based on priorities and values
- Identify a preferred approach to the public realm in the planning area

STAKEHOLDER INTERVIEW
Stack Estate, Wasatch Residential Group, Wasatch Group
September 28, 2021