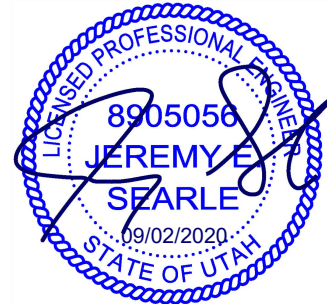


TECHNICAL MEMORANDUM

DATE: 9/2/2020
TO: Nestor Gallo, PE
Payson City
FROM: Jeremy Searle, P.E., PTOE
RE: Payson – Red Bridge TOD Parking Study



INTRODUCTION

The purpose of this memorandum is to complete a parking analysis for the proposed Red Bridge Transit Oriented Development (TOD). The proposed development includes a variety of land uses including residential, commercial, campus, and office space. A concept plan is shown in Figure 1 and is included in the Appendix.

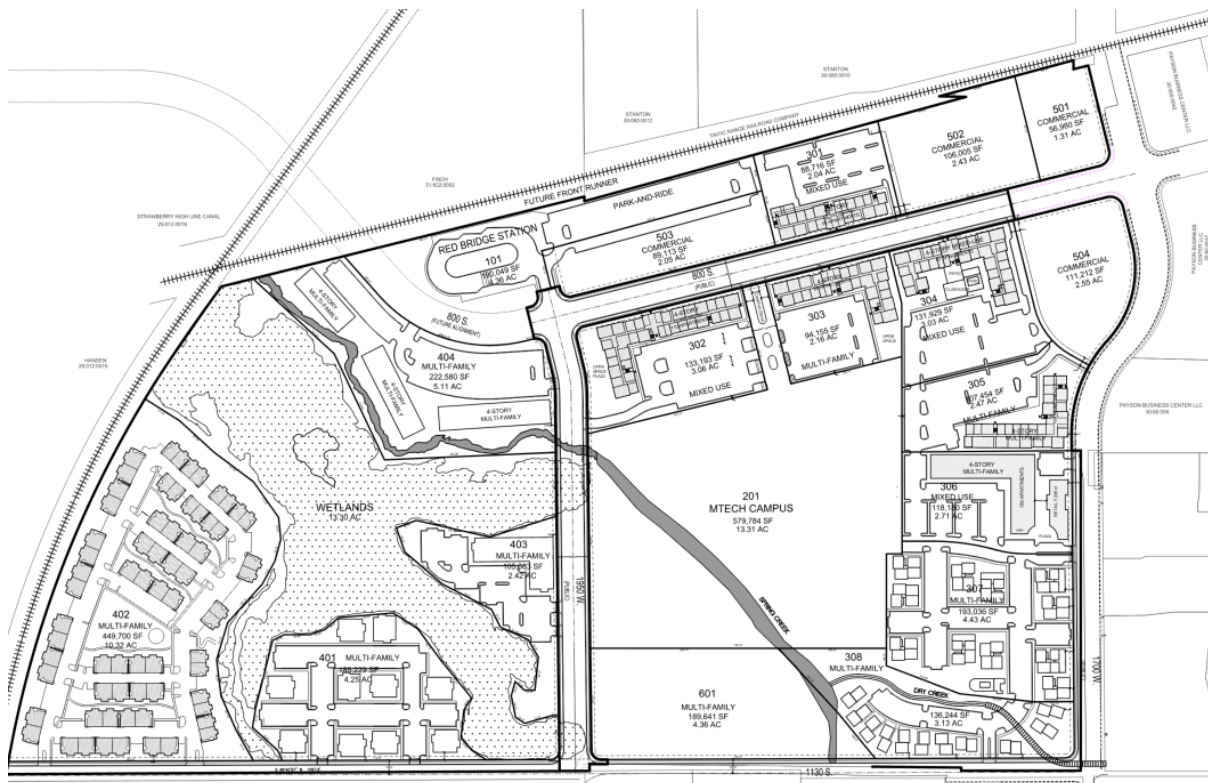


FIGURE 1. Concept Plan

STUDY AREA

A vicinity map of the study area is shown in Figure 2. 800 South is located on the northeast corner of the proposed TOD site and currently dead ends into the project site. 800 South is classified as an arterial on the Payson City Street Master Plan map, dated 11/18/2014 and becomes State Route 178 (SR-178) beginning at the interchange with I-15. 1700 West is located on the east side of the project site and is also classified as an arterial. 1130 South is located on the south side of the project. The project site is bounded on the north and west by railroad tracks.

PARKING STUDY

This study will focus on the needed parking for the residential areas of the proposed development. Specifically, the study will provide recommendations for parking needed for the planned multi-family components of the development located in the southern half of the development. The northern pods are primarily mixed use and present an excellent opportunity to utilize shared parking. The residential uses experience their greatest parking demand overnight, while the retail and office uses experience high parking demand during the day. These complementary land uses pair well in regard to parking.

The Payson General Plan indicates the area occupied by the proposed project is planned as a mixed-use / TOD area. While the proposed project meets that planned objective, there is a need to evaluate the parking needs for both the short term (without transit) and long term (potentially with future transit). This will be examined as part of this study.

PAYSON CITY CODE PARKING REQUIREMENTS

Payson City Code Title 19 Chapter 4 outlines the off-street parking requirements for new development in Payson. Section 19.4.1 states that “The purpose for off-street parking requirements is to provide adequate parking for the intended use of a parcel while eliminating the need to park in the public right-of-way.”

According to Section 19.4.3 the required number of parking spaces for the following relevant land uses are outlined below:

- | | |
|--|-----------------------|
| • Business Office | 1 stall / 300 sq. ft. |
| • Professional Office | 1 stall / 200 sq. ft. |
| • Grocery, convenience stores, personal services, etc. | 1 stall / 200 sq. ft. |
| • Retail sales, furniture, appliances, hardware | 1 stall / 600 sq. ft. |
| • Multi-family Residential | 2.25 stalls / unit |

However, the project area also falls under an area that can qualify for the Transit Station Overlay zone. This allows the parking requirements for multi-family residential to be reduced to 1 stall / unit + 0.5 stalls for each additional bedroom with a maximum of 2 parking stalls / unit. In addition, on-street parking is permitted and can be included in the development parking calculations.

Legend



Signal



All-way Stop

Future FrontRunner Station

1700 West

800 South



1130 South

Project Site

2,000'-0"



Vicinity Map

Payson - Red Bridge TOD PS



DATE:	08/14/2020
PROJECT:	20-150
Figure	2

ITE PARKING DEMAND DATA

The Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition, 2019 provides parking demand data for a wide variety of land uses. A total of 119 different studies were completed across the United States for multi-family housing in a “general urban/suburban” setting. According to these studies, the parking demand for Multi-Family Housing (Low-Rise) is as follows:

- Average Parking Demand 1.21 stalls / unit
- 85th Percentile Demand 1.52 stalls / unit
- Range of Parking Rates 0.58–2.5 stalls / unit

Note that the rates provided are parking *demand*, not parking *supply*. Multi-family complexes will typically supply more than the demand to ensure that the development can be self-parked, and not overflow into surrounding neighborhoods. Approximately 10 – 15 percent above the demand is typically recommended for the provided supply.

NATIONAL STUDIES

Dr. Reid Ewing, with the University of Utah, completed a study in 2017 regarding trip generation and parking generation at transit oriented developments (TOD). The study is entitled *Trip and Parking Generation at Transit-Oriented Developments*, Transportation Research and Education Center (TREC), 2017. This study evaluated five different existing TOD's in major urban areas across the country. They included the following:

- Redmond TOD, Seattle, WA
- Rhode Island TOD, Washington D.C.
- Fruitvale Village TOD, San Francisco, CA
- Englewood TOD, Denver, CO
- Wilshire/Vermont TOD, Los Angeles, CA

The study found that the average parking demand for multi-family units at these five TOD's was 0.87 stalls / unit, with a range of 0.44 – 1.29 stall / unit. The average parking supply at these five TOD's was 1.18 parking stalls per unit. Although this study shows a dramatic reduction in parking demand at these TOD's, this is probably not representative of how the proposed TOD will function in Payson. All of these TOD's are large scale TOD's adjacent to a well connected and highly utilized transit system in a large city. Payson is a relatively small city with a small transit system. Even when FrontRunner is constructed, it is unlikely that the Red Bridge TOD will experience a drop in parking demand that is comparable to these locations.

PROPOSED TOD PROJECT

The proposed TOD project includes a mix of land uses such as multi-family, retail/office, campus, mixed use, etc. These land uses are surrounding a future Mountainland Technical College (MTECH) campus, with a future FrontRunner station on the north side of the development. A total of 1,403 multi-family units and 66,836 square feet of retail/office are planned as part of the development.

The Utah Transit Authority (UTA) and Mountainland Association of Governments (MAG) recently initiated a study to evaluate the future of the FrontRunner train south of Provo. UTA has indicated that it is likely that a FrontRunner station will be constructed in north Payson. However, a potential station on the south end of Payson is still being studied. The Red Bridge TOD area is a potential candidate for a FrontRunner station, but it is not guaranteed and will be dependent on the UTA study findings. In addition, the exact timing of this potential improvement is undetermined but is estimated to be sometime in the next 10 years. Therefore, since there is no commitment for a future transit station at this location, the proposed development cannot accurately be classified as a TOD, and will instead be evaluated as a mixed-use development.

The developers provided a site plan layout for the proposed development which is included in the Appendix. In addition, the proposed project completed some parking calculations assuming the requirements from the Transit Station Overlay Zone would be applied to the development (see Appendix). These calculations have been recreated and are shown in Table 1 with a few differences. These differences include:

- Slight differences in totals due to rounding
- On-street parking is removed from the table in this report

In these calculations, on-street parking has been excluded based upon feedback from City staff and the development team that the roadway cross-sections that will be constructed do not include on-street parking opportunities.

As shown in Table 1, the entire development includes a total of 1,403 units, and based on the Transit Station Overlay Zone, a total of 2,142 parking stalls would be required for the outlined land uses. This would equate to an overall parking rate of 1.55 stalls per unit. However, the proposed development includes a total of 2,109 parking stalls with an overall parking rate of 1.54 stalls per unit. This is 33 parking stalls short of what is required by the Transit Station Overlay zone, and 1,048 stalls less than what would be required by the traditional Payson City code. Table 1 also includes a column indicating whether each individual lot meets the required TOD parking. The Red Bridge development proposed to compensate for the missing stalls by counting on-street parking stalls in the calculations. According to the Transit Station Overlay Zone, “on-street parking is allowed and encouraged, and shall be included in the total development required parking calculations.” Although the overlay zone does permit counting on-street parking stalls, they are not included in this analysis because the roadways will not be constructed to allow for on-street parking. Any on-street parking that is constructed will be used for short-term high-turnover retail parking.

Table 1. Proposed TOD Parking Summary Assuming Transit Station Overlay Zone

Lot	Description	# of 3 Bedroom Units	2 spaces per unit	# of 2 Bedroom Units	1.5 spaces per unit	# of 1 Bedroom Units	1 space per unit	# of Studio Units	1 space per unit	Total Units	25% Visitor Parking	Total Required Residential Parking	Retail / Office (sq. ft.)	3 spaces per 1,000 sq. ft.	Subtotal Required	Shared Parking 20% Reduction	Total Required	Required Parking Supply	Total Provided	Proposed Parking Supply	Does Proposed # of Off-Street Stalls Meet TOD Code?
301	Mixed Use	3	6	16	24	42	42	3	3	64	16	91	12,500	38	129	-26	103	1.61	102	1.59	No
302	Mixed Use	10	20	35	53	65	65	0	0	110	28	166	11,000	33	199	-40	159	1.45	153	1.39	No
303	Multi-Family	12	24	32	48	44	44	0	0	88	22	138			138		138	1.57	139	1.58	Yes
304	Mixed Use	9	18	33	50	42	42	3	3	87	22	135	27,000	81	216	-43	173	1.99	178	2.05	Yes
305	Multi-Family	0	0	28	42	76	76	0	0	104	26	144			144		144	1.38	144	1.38	Yes
306	Mixed Use	0	0	20	30	60	60	29	29	109	27	146	7,336	22	168	-34	134	1.23	144	1.32	Yes
307	Multi-Family	12	24	108	162	24	24	0	0	144	36	246			246		246	1.71	235	1.63	No
308	Multi-Family	0	0	44	66	0	0	0	0	44	11	77			77		77	1.75	71	1.61	No
401	Multi-Family	0	0	60	90	60	60	30	30	150	38	218			218		218	1.45	218	1.45	Yes
402	Multi-Family	24	48	68	102	68	68	24	24	184	46	288			288		288	1.57	231	1.26	No
403	Multi-Family	8	16	28	42	34	34	0	0	70	18	110	9,000	27	137	-27	110	1.57	112	1.60	Yes
404	Multi-Family	0	0	40	60	50	50	54	54	144	36	200			200		200	1.39	200	1.39	Yes
601	Multi-Family	0	0	42	63	42	42	21	21	105	26	152			152		152	1.45	182	1.73	Yes
TOTAL:		78	156	554	832	607	607	164	164	1,403	352	2,111	66,836	201	2,312	-170	2,142		2,109		
AVERAGE:																		1.55		1.54	

LOCAL PARKING DATA

In an effort to establish a recommended parking rate for the proposed Red Bridge development, local parking demand data was collected at several similar sites in Utah County. All but one of these sites had a mix of one, two, and three-bedroom units. Some of the units are near transit stations, others are not. This is to help provide an idea of how rates change when complexes are adjacent to transit stations. In addition, some of the complexes included a retail component. All parking counts were completed on a weeknight between midnight and 2:00 am. This is when the parking demand is the highest at residential multi-family complexes. Most of the complexes included some garages. Each of these were counted as a parking space, and each was counted as occupied. Vehicles parked on the street adjacent to the complex were also counted as part of the parking demand. A total of 6 locations were counted and are discussed below:

Eversage Apartments

City: Payson, Utah	# of Parking Stalls: 307
Total Units: 168	# of Garages: 47
Occupied Units: 166	Total Parking Supply: 354
Total Occupied Stalls: 282	Parking Demand Rate: 1.68
Parking Supply Rate: 2.11	Demand / Occupied Unit: 1.70

The Eversage Apartments are located at 752 North 400 West in Payson. Eversage Apartments is a mix of one, two, and three-bedroom apartments in Payson, Utah. This location is not adjacent to any transit stations but does provide a similar environment and location to the proposed Red Bridge project. Although there were empty stalls on site, there were 17 vehicles that were parked on the street adjacent to the complex.

Outlook Apartments

City: Springville, Utah	# of Parking Stalls: 319
Total Units: 260	# of Garages: 204
Occupied Units: 259	Total Parking Supply: 523
Total Occupied Stalls: 490	Parking Demand Rate: 1.88
Parking Supply Rate: 2.01	Demand / Occupied Unit: 1.89

The Outlook Apartments are located at 664 South 2600 West in Springville. Outlook Apartments is a mix of one, two, and three-bedroom apartments in Payson, Utah. This location is not adjacent to any transit stations but does provide a similar environment and is located in south Utah County. Although there were empty stalls on site, there were 53 vehicles that were parked on the interior private street streets within the complex.

Rivulet Apartments**City:** American Fork, Utah**# of Parking Stalls:** 385**Total Units:** 252**# of Garages:** 116**Occupied Units:** 252**Total Parking Supply:** 501**Total Occupied Stalls:** 483**Parking Demand Rate:** 1.92**Parking Supply Rate:** 1.99**Demand / Occupied Unit:** 1.92

The Rivulet Apartments are located at 449 South 860 East in American Fork. Rivulet Apartments is a mix of one, two, and three-bedroom apartments and also includes some retail components located in American Fork, Utah. This location is not adjacent to any train stations but does have bus stops within walking distance. This site is located within Utah County and provides a similar mix of units and includes a retail component similar to what is being proposed in the Red Bridge development. Although there were empty stalls on site, there were 39 vehicles that were parked on the street adjacent to the complex.

Parc on 5th Apartments**City:** American Fork, Utah**# of Parking Stalls:** 264**Total Units:** 174**# of Garages:** 71**Occupied Units:** 174**Total Parking Supply:** 335**Total Occupied Stalls:** 288**Parking Demand Rate:** 1.66**Parking Supply Rate:** 1.93**Demand / Occupied Unit:** 1.66

The Parc on 5th Apartments are located at 521 South 500 East in American Fork. The Parc on 5th Apartments is a mix of one, two, and three-bedroom apartments and townhomes. The development also includes retail shops located in the front of the development. The parking reserved for the commercial components were not included in the analysis, since it is separate from the commercial and no overnight parking is allowed. In addition, the townhomes on the east side of 600 East were not included in the count. The residential units included were located between 500 East and 600 East. This location is not adjacent to any train stations but does have bus stops within walking distance. This site is located within Utah County and provides a similar mix of units and includes a retail component similar to what is being proposed in the Red Bridge development. Although there were empty stalls on site, there were 15 vehicles that were parked on the street adjacent to the complex.

Meadows at American Fork**City:** American Fork, Utah**# of Parking Stalls:** 267**Total Units:** 270**# of Garages:** 163

Occupied Units: 265**Total Parking Supply: 430****Total Occupied Stalls: 407****Parking Demand Rate: 1.51****Parking Supply Rate: 1.59****Demand / Occupied Unit: 1.54**

The Meadows at American Fork are located at 751 West 200 South in American Fork. The Meadows of American is a mix of one, two, and three-bedroom apartments. The development is located directly across the street from the FrontRunner station and was developed as part of a TOD. Although there are not any commercial components to the specific complex, there is a lot of commercial and mixed-use development planned directly surrounding the complex and the FrontRunner station. This site is located within Utah County and provides a similar mix of units, TOD development and transit as is proposed in the Red Bridge development. Although there were empty stalls on site, there were 15 vehicles that were parked on the street adjacent to the complex.

Startup Crossing**City: Provo, Utah****# of Parking Stalls: 76****Total Units: 101****# of Garages: 0****Occupied Units: 100****Total Parking Supply: 76****Total Occupied Stalls: 105****Parking Demand Rate: 1.04****Parking Supply Rate: 0.75****Demand / Occupied Unit: 1.05**

Startup Crossing is located at 575 South Freedom Boulevard in Provo. Startup Crossing is a mix of studio and one-bedroom apartments. The development is located directly across the street from the FrontRunner station and was developed as part of a TOD. Although there are not any commercial components to the specific complex, there is a lot of commercial and mixed-use development existing and planned directly surrounding the complex and the FrontRunner station. This site was given a big parking reduction when approved and only provided 0.75 stalls per unit. However, there was a lot of vehicles parked on the street surrounding the complex. A total of 29 vehicles were parked on the street adjacent to the complex and were included in the count. However, there were numerous other on-street vehicles parked across the street or further away from the complex that could potentially be from Startup Crossing. Therefore, the parking demand for this complex could potentially be higher than is stated. This site is located within Utah County and is part of a TOD development with transit as is proposed in the Red Bridge development.

A summary of the parking data collected is provided in Table 2.

Table 2. Parking Count Data Summary

Complex	Total Units	Occupied Units	Total Parking Supplied	Parked Vehicles	% Stalls Occupied	Parking Supply / Unit	Demand / Unit	Demand / Occupied Unit	Transit
Eversage Apartments	168	166	354	282	79.7%	2.11	1.68	1.70	No
Outlook Apartments	260	259	523	490	93.7%	2.01	1.88	1.89	No
Rivulet Apartments	252	252	501	483	96.4%	1.99	1.92	1.92	Bus
Parc on 5th	174	174	335	288	86.0%	1.93	1.66	1.66	Bus
Meadows at American Fork	270	265	430	407	94.7%	1.59	1.51	1.54	FrontRunner
Startup Crossing	101	100	76	105	138.2%	0.75	1.04	1.05	FrontRunner
Overall Average	204	203	370	343	94.8%	1.73	1.62	1.63	
Average without FrontRunner Stations	214	851	428	386	89.0%	2.01	1.78	1.79	

As shown in Table 2, the average parking demand per occupied unit is 1.63 stalls per occupied unit. Both complexes next to the FrontRunner stations experience a lower parking demand than the complexes that either do not have close access to transit or have bus stops nearby. Startup Crossing is the clear outlier with a parking demand of 1.05 stalls per unit. However, the complex is clearly designed and marketed for a reliance on transit with less than 1 stall per unit provided. In addition, there were lots of vehicles parked on the street, and the demand for the complex could be slightly higher than what was calculated. If the two locations adjacent to FrontRunner Stations are removed, the average parking demand per occupied unit increases to **1.79** stalls per occupied unit.

Due to the average parking demand of the 4 sites being 1.79 stalls per occupied unit (excluding Startup Crossing), it is recommended that the residential components of the Red Bridge development be required to provide **a minimum of 1.9 onsite stalls per unit**. This is a significant reduction from the traditional

City Code requirement of 2.25 stalls per unit, but is still more than the 1.55 stalls that could be allowed under the transit overlay zone.

FUTURE TRANSIT STATION

Although there is not commitment from UTA for a future transit station at this location, it is a possibility. It is anticipated that if a future FrontRunner station is constructed at the Red Bridge TOD, that parking demand will decrease. From the data collected, parking demand decreases adjacent to a FrontRunner station. It is recommended that a parking study be completed once the FrontRunner station is completed and has been in operation for approximately one year. This future parking study can then determine if demand has decreased further and identify a recommended parking rate based on the existing demand on site. If the demand has decreased, the excess parking stalls on site could be reallocated for a better use. It is recommended that the developer consider areas that could become future multi-family units, open space/recreation or other uses if/when parking demand decreases in the future. These areas could be stubbed with utilities to simplify the redevelopment process.

SHARED PARKING

In section 19.4.6 part 3 and 4 of the city code it states,

“3. The City Council may approve the joint use of a parking lot or facility provided the applicant can show that conflict between the different users can be effectively eliminated. For instance, willing parties such as a church and a commercial business may share parking facilities if typical heavy use parking times allow. Any arrangement to share parking must be recorded in the office of the Utah County Recorder.

4. In commercial or industrial zones, the owners of several businesses may be allowed to work together to provide off-street parking in a lot or structure. Participants must be able to adequately show agreements to the City Council for long term maintenance and ownership.”

Further, in section 19.4.10 it states “An applicant may apply to the City Council for a reduction for parking spaces. The applicant must clearly demonstrate that the required number of parking stalls is unnecessary for the proposed use and any possible future use of the building. Any request that lowers the amount of parking stalls by more than twenty (20) percent shall not be approved by the City Council.”

Lots that have a commercial and retail component (mixed-use) provide an excellent way to share parking. Peak parking demand for commercial and retail land uses is opposite of residential, and therefore compliment each other well. Therefore, it is recommended that lots with a mixed-use nature receive a 20 percent reduction in required parking (as proposed by the Red Bridge development and is allowed in City Code). Patrons will utilize parking that is convenient, therefore, it is recommended that only lots with a mix of uses be given this reduction, and not lots that are designated specifically for multi-family units. Table 3 outlines the recommended parking requirements.

Table 3. Recommended Parking Requirements

Lot	Description	# of 3 Bedroom Units	2 spaces per unit	# of 2 Bedroom Units	1.5 spaces per unit	# of 1 Bedroom Units	1 space per unit	# of Studio Units	1 space per unit	Total Units	Recommende d Multi-Family Parking Rate	Total Required Residential Parking	Retail / Office (sq. ft.)	3 spaces per 1,000 sq. ft.	Subtotal Required	Shared Parking 20% Reduction	Total Recommended Parking Stalls
301	Mixed Use	3	6	16	24	42	42	3	3	64	1.9	122	12,500	38	160	-32	128
302	Mixed Use	10	20	35	53	65	65	0	0	110	1.9	209	11,000	33	242	-48	194
303	Multi-Family	12	24	32	48	44	44	0	0	88	1.9	168			168		168
304	Mixed Use	9	18	33	50	42	42	3	3	87	1.9	166	27,000	81	247	-49	198
305	Multi-Family	0	0	28	42	76	76	0	0	104	1.9	198			198		198
306	Mixed Use	0	0	20	30	60	60	29	29	109	1.9	208	7,336	22	230	-46	184
307	Multi-Family	12	24	108	162	24	24	0	0	144	1.9	274			274		274
308	Multi-Family	0	0	44	66	0	0	0	0	44	1.9	84			84		84
401	Multi-Family	0	0	60	90	60	60	30	30	150	1.9	285			285		285
402	Multi-Family	24	48	68	102	68	68	24	24	184	1.9	350			350		350
403	Multi-Family	8	16	28	42	34	34	0	0	70	1.9	133	9,000	27	160	-32	128
404	Multi-Family	0	0	40	60	50	50	54	54	144	1.9	274			274		274
601	Multi-Family	0	0	42	63	42	42	21	21	105	1.9	200			200		200
TOTAL:		78	156	554	832	607	607	164	164	1,403	25	2,671	66,836	201	2,872	-207	2,665

FINDINGS AND RECOMMENDATIONS

The following summarizes the findings and recommendations of this analysis:

- This study evaluates the needed parking for the proposed Red Bridge TOD development.
- UTA and MAG recently initiated a study to evaluate the future of the FrontRunner train south of Provo. This study will consider the possibility of constructing a future FrontRunner station in south Payson. The Red Bridge TOD area is a potential candidate for a FrontRunner station, but it is not guaranteed and will be dependent on the UTA study findings. In addition, the exact timing of this improvement is undetermined but is estimated to be completed sometime in the next 10 years.
- For multi-family developments Payson City Code requires 2.25 stalls per unit.
 - The Transit Station Overlay Zone allows the parking requirements to be reduced dramatically depending on # of bedrooms.
 - However, since there is no commitment from UTA that a FrontRunner station will be built at the Red Bridge development site, the parking must be evaluated as a mixed-use site instead of a TOD.
- Based on 119 parking studies across the nation, ITE found an 85th percentile parking demand of 1.52 stalls per unit for multi-family complexes.
- Using the Transit Station Overlay Zone, the proposed development would require a parking supply of 2,142 total stalls, or approximately 1.55 stalls per unit.
- The proposed site plan for the development currently provides 2,109 total stalls on site, or 1.54 stalls per unit.
 - Although the overlay zone does permit counting on-street parking stalls, they are not included in this analysis because the roadways will not be constructed to allow for on-street parking. Any on-street parking that is constructed will be used for short-term high-turnover retail parking.
- Parking demand data were collected at six locations in Utah County. These locations were selected because they were similar in nature to the proposed development and represented a mix of transit availability.
 - The average parking demand of these six complexes were 1.63 stalls per occupied unit.
 - However, the two sites adjacent to FrontRunner stations are clear outliers in the data. Startup Crossing showed a parking demand of 1.05 stalls per unit. The complex is clearly designed and marketed for a reliance on transit with less than 1 stall per unit provided. In addition, there were lots of vehicles parked on the streets, and the demand for the complex could be higher than what was calculated. If the data from the two sites adjacent to FrontRunner are

removed, the average parking demand per occupied unit increases to 1.79.

- Due to the average parking demand of the 4 sites being 1.79 stalls per occupied unit (excluding FrontRunner adjacent sites), it is recommended that the residential components of the Red Bridge development be required to provide a **minimum of 1.9 onsite stalls per unit**.
 - This is a significant reduction from the traditional City Code requirement of 2.25 stalls per unit, but is still more than the 1.55 stalls that could be allowed under the transit overlay zone.
 - Table 3 provides a breakdown of the recommended parking requirements for the development.
- It is recommended that a parking study be completed once the FrontRunner station is complete and has been in operation for approximately one year.
 - If the demand has decreased, the excess parking stalls on site could be reallocated for a better use. It is recommended that the developer consider areas that could become future multi-family units, open space/recreation or other uses if/when parking demand decreases in the future. These areas could be stubbed with utilities to simplify the redevelopment process.
- It is recommended that lots with a mixed-use nature receive a 20 percent reduction in required parking (as proposed by the Red Bridge development and is allowed in City Code).
 - It is recommended that only lots with a mix of uses be given this reduction, and not lots that are designated specifically for multi-family units.

APPENDIX: Site Plan

RED BRIDGE STATION



DENSITY CALCULATIONS

Lot	Description	AREA AC	TOTAL	
			UNITS	SF
101	RED BRIDGE STATION	1.01	n/a	n/a
201	MTECH CAMPUS	13.31	n/a	n/a
301	Mixed Use	2.04	64	12500
302	Mixed Use	3.06	110	11000
303	Multi-Family	2.16	88	n/a
304	Mixed Use	3.03	87	27000
305	Multi-Family	2.47	104	n/a
306	Mixed Use	2.71	109	7336
307	Multi-Family	4.43	144	n/a
308	Multi-Family	3.13	44	n/a
401	Multi-Family	4.25	150	n/a
402	Multi-Family	10.32	184	n/a
403	Multi-Family	2.42	70	9000
404	Multi-Family	5.11	144	n/a
501	Commercial	1.31	n/a	n/a
502	Commercial	2.43	n/a	n/a
503	Commercial	2.05	n/a	n/a
504	Commercial	2.55	n/a	n/a
601	Multi-Family	4.36	105	n/a
	Public Roads	6.91	n/a	n/a
	Wetlands	13.30	n/a	n/a
TOTALS		92.36	1403	66836

PROJECT GROSS DENSITY 15.19 du/ gross ac
PROJECT GROSS RESIDENTIAL 22.34 du/ residential ac
TS-O ZONE MIN DENSITY 15 du/gross ac 1385 Min Allowable DU
TS-O ZONE MAX DENSITY 25 du/gross ac 2309 Max Allowable DU

DEVELOPMENT

RED BRIDGE STATION

DEVELOPER

PAYSON SOUTH MEADOWS PARTNERS, LLC
505 S. OREM BLVD
OREM, UT 84058
(801) 369-2638

CIVIL ENGINEERING
11038 N Highland Blvd Suite 400
Highland UT, 84003
office (801) 492-1277
cell (801) 616-1677

REVISIONS

SEAL

ACTION

DATE

OVERLAY ZONE

07/29/2020

PROJECT

RED BRIDGE STATION

DESCRIPTION

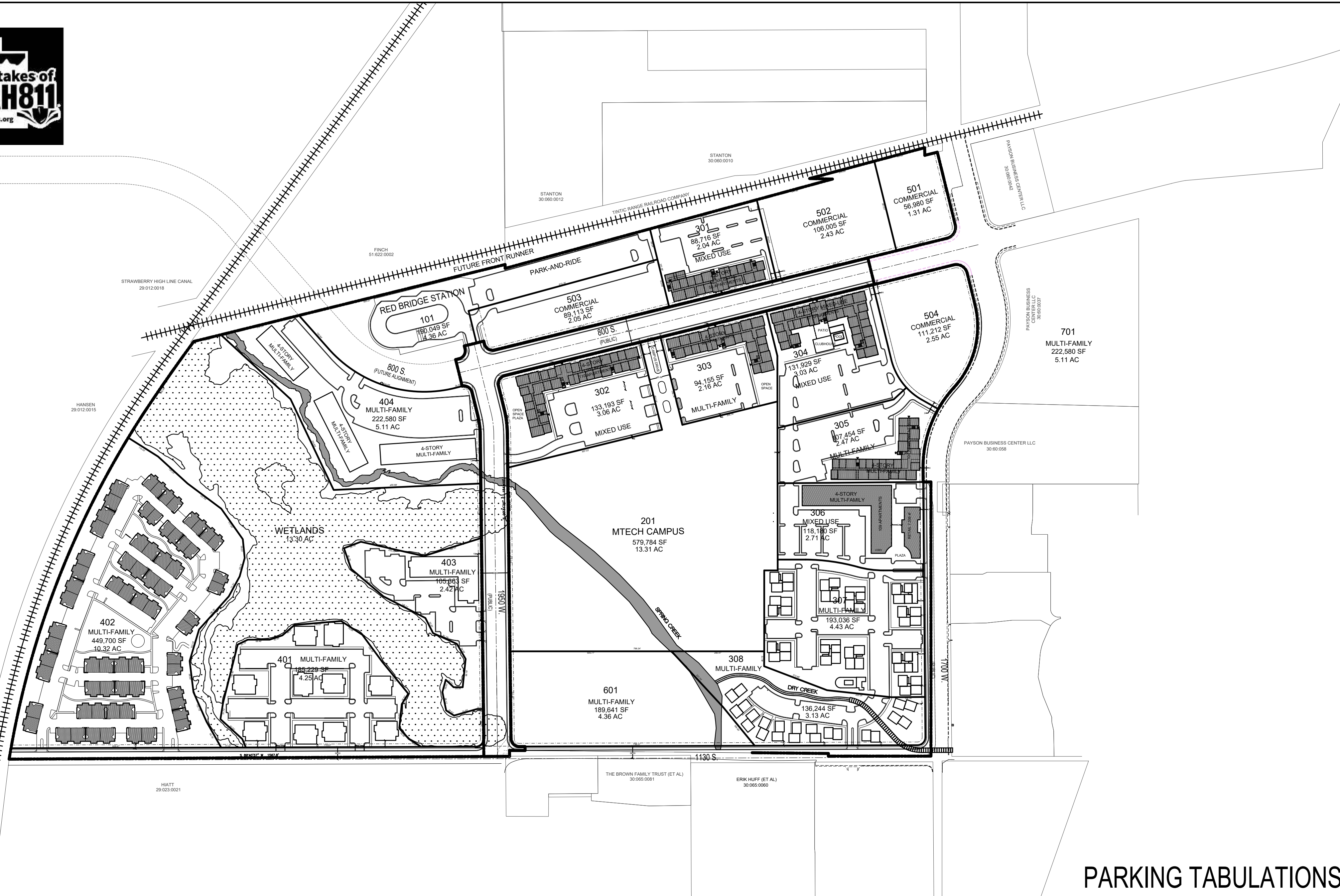
TRANSIT STATION OVERLAY ZONE

SHEET NAME

SHEET / EXHIBIT

COVER

C0

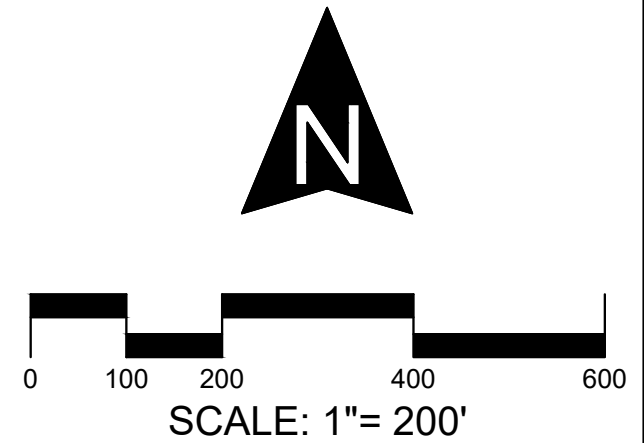


PARKING TABULATIONS

		3 BEDROOM	2	2 BEDROOM	1.5	1 BEDROOM	1	STUDIO	1	TOTAL	25%	TOTAL RES	RETAIL/OFFICE	3/1000	SUBTOTAL	SHARED PARKING	TOTAL	ON STREET	TOTAL	TOTAL	PARKING		
Lot	Description	#	SPACES PER	#	SPACES PER	#	SPACES PER	#	SPACES PER	UNITS	VISITOR	PARKING	SF	SPACES PER	REQUIRED	20% REDUCTION	REQUIRED	PARKING	ON-SITE	PARKING	RATIO		
101	RED BRIDGE STATION	n/a											n/a					0	173	173	n/a		
201	MTECH CAMPUS	n/a											n/a								n/a		
301	Mixed Use	3	6	16	24	42	42	3	3	64	16	91	12500	38	129	-26	103	12	102	114	1.78		
302	Mixed Use	10	20	35	53	65	65	0	0	110	28	165	11000	33	198	-40	158	13	153	166	1.51		
303	Multi-Family	12	24	32	48	44	44	0	0	88	22	138		n/a			0	12	139	151	1.72		
304	Mixed Use	9	18	33	50	42	42	3	3	87	22	134	27000	81	215	-43	172	11	178	189	2.17		
305	Multi-Family	0	0	28	42	76	76	0	0	104	26	144		n/a			0	0	144	144	1.38		
306	Mixed Use	0	0	20	30	60	60	29	29	109	27	146	7336	22	168	-34	135	5	144	149	1.37		
307	Multi-Family	12	24	108	162	24	24	0	0	144	36	246		n/a			0	13	235	248	1.72		
308	Multi-Family	0	0	44	66	0	0	0	0	44	11	77		n/a			0	13	71	84	1.91		
401	Multi-Family	0	0	60	90	60	60	30	30	150	38	218		n/a			0	21	218	239	1.59		
402	Multi-Family	24	48	68	102	68	68	24	24	184	46	288		n/a			288	17	231	231	1.26		
403	Multi-Family	8	16	28	42	34	34	0	0	70	18	110	9000	27	137	-27	109	13	112	125	1.79		
404	Multi-Family	0	0	40	60	50	50	54	54	144	36	200		n/a			0	9	200	209	1.45		
501	Commercial	n/a		n/a		n/a		n/a		n/a		n/a		n/a			0		0	0	n/a		
502	Commercial	n/a		n/a		n/a		n/a		n/a		n/a		n/a			0		0	0	n/a		
503	Commercial	n/a		n/a		n/a		n/a		n/a		n/a		n/a			0		0	0	n/a		
504	Commercial	n/a		n/a		n/a		n/a		n/a		n/a		n/a			0		0	0	n/a		
601	Multi-Family	0	0	42	63	42	42	21	21	105	26	152		n/a			0	30	182	212	2.02		
	Public Roads	n/a											n/a										
	Wetlands	n/a											n/a										
TOTALS		78	156	554	831	607	607	164	164	1403	351	2109	66836	201	847	-169	965	169	2109	2278	1.62		

RED BRIDGE STATION

PAYSON SOUTH MEADOWS PARTNERS, LLC
505 S. OREM BLVD
OREM, UT 84058
(801) 369-2638



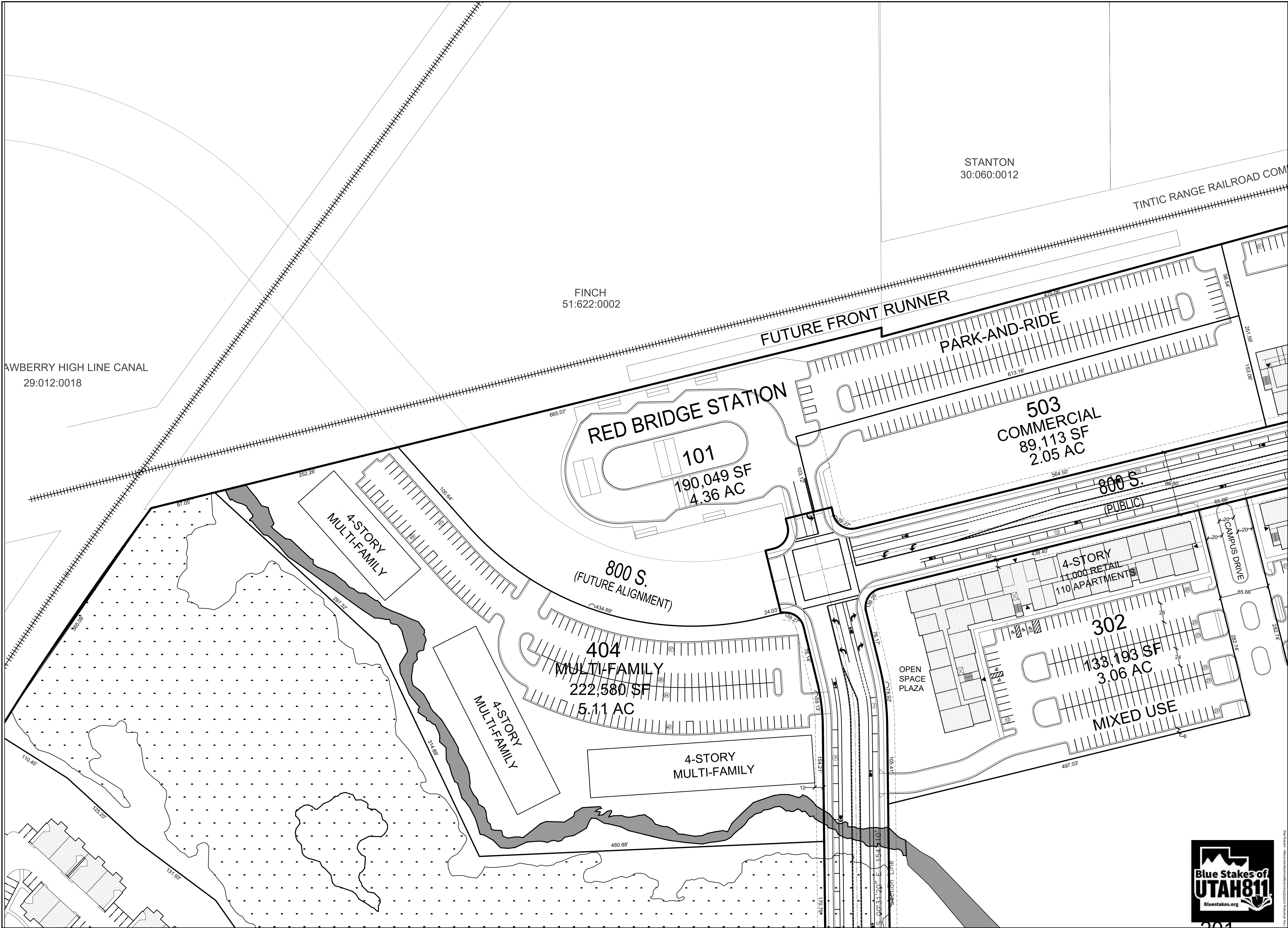
berg
CIVIL ENGINEERING
11038 N Highland Blvd Suite 400
Highland UT, 84003
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL	
NO.	DATE	DESCRIPTION		
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ACTION			DATE	
OVERLAY ZONE			07/29/2020	

RED BRIDGE STATION

TRANSIT STATION OVERLAY ZONE

SHEET NAME		SHEET / EXHIBIT	
SITE		C1.0	

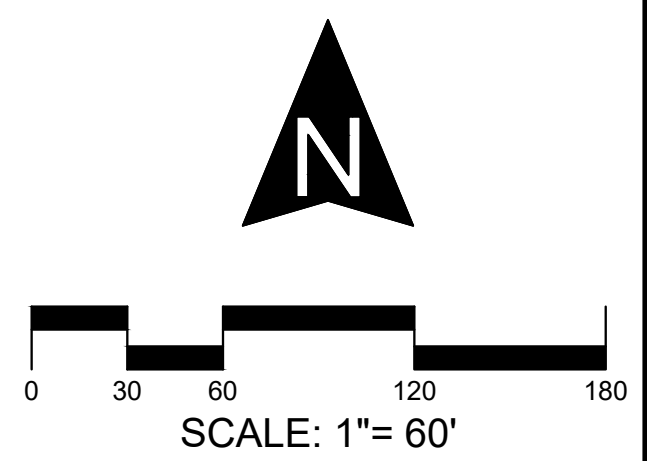


DEVELOPMENT

**RED BRIDGE
STATION**

DEVELOPER

**PAYSON SOUTH
MEADOWS
PARTNERS, LLC**
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ACTION			DATE
OVERLAY ZONE			07/29/2020

PROJECT

**RED BRIDGE
STATION**

DESCRIPTION

**TRANSIT
STATION
OVERLAY ZONE**

SHEET NAME	SHEET / EXHIBIT
NW QUAD	C1.1



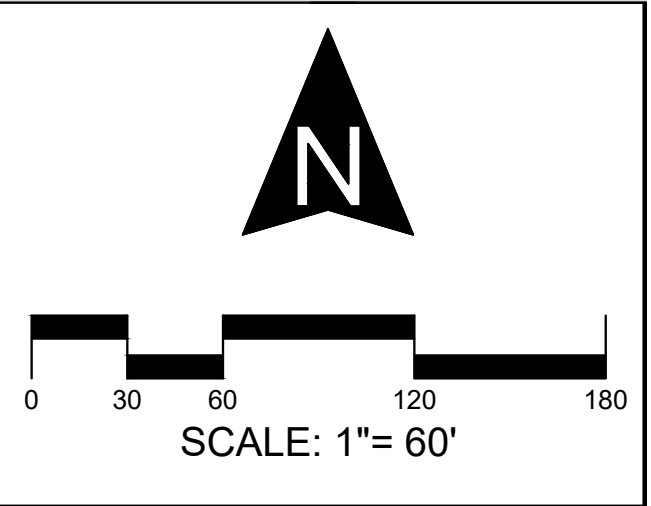


DEVELOPMENT

**RED BRIDGE
STATION**

DEVELOPER

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MEADOWS
PARTNERS, LLC**
505 S. OREM BLVD
OREM, UT 84058
(801) 369-2638



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CIVIL ENGINEERING
11038 N Highland Blvd Suite 400
Highland UT, 84003
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OVERLAY ZONE			07/29/2020

PROJECT

**RED BRIDGE
STATION**

DESCRIPTION

**TRANSIT
STATION
OVERLAY ZONE**

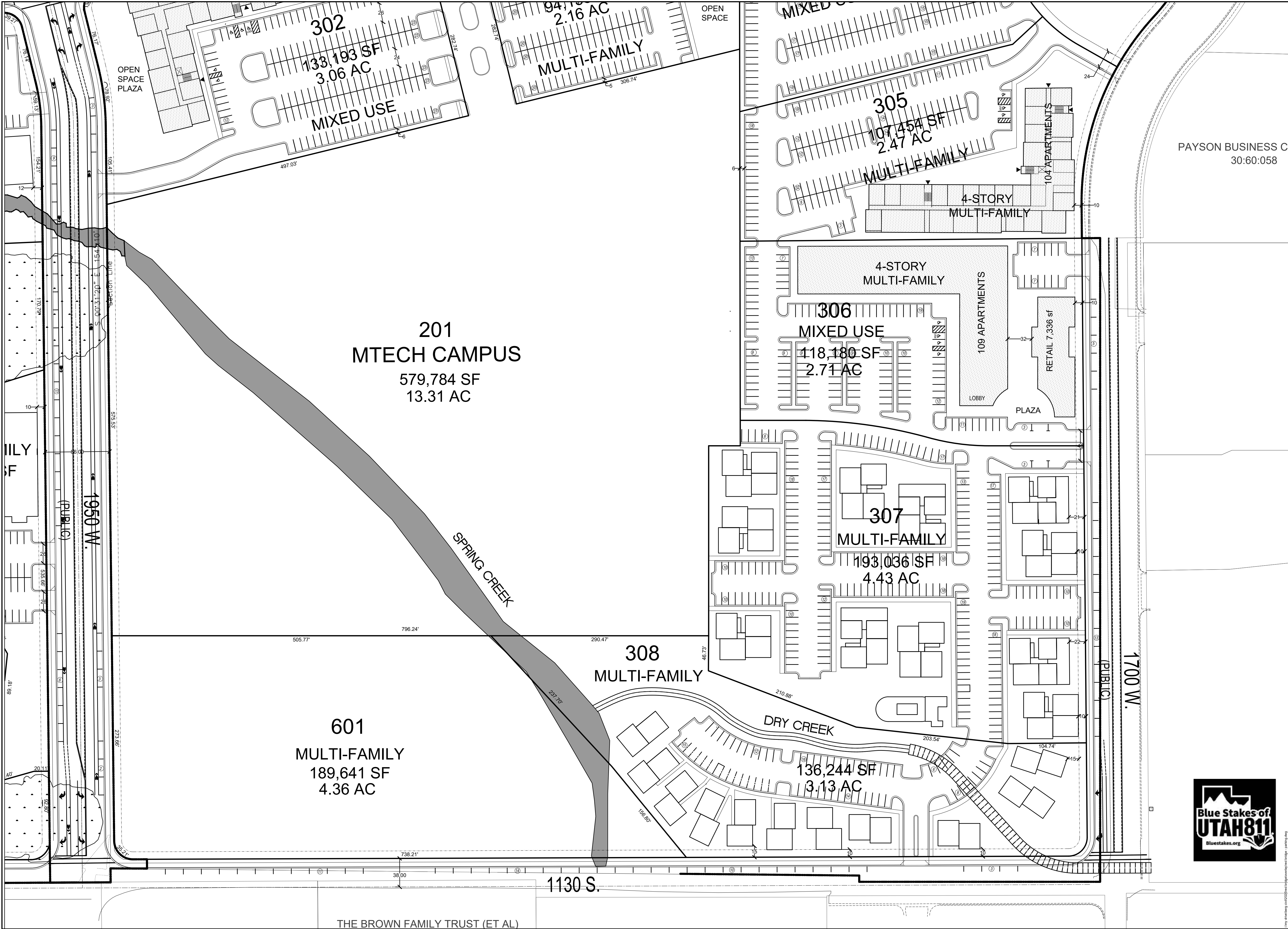
SHEET NAME

NE QUAD

SHEET / EXHIBIT

C1.2





DEVELOPMENT

RED BRIDGE STATION

DEVELOPER

PAYSON SOUTH MEADOWS PARTNERS, LLC

505 S. OREM BLVD
OREM, UT 84058
(801) 369-2638

SCALE: 1"= 60'

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11038 N Highland Blvd Suite 400
Highland UT, 84003
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cell (801) 616-1677

REVISIONS			SEAL
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ACTION	DATE
OVERLAY ZONE	07/29/2020

PROJECT

RED BRIDGE STATION

DESCRIPTION

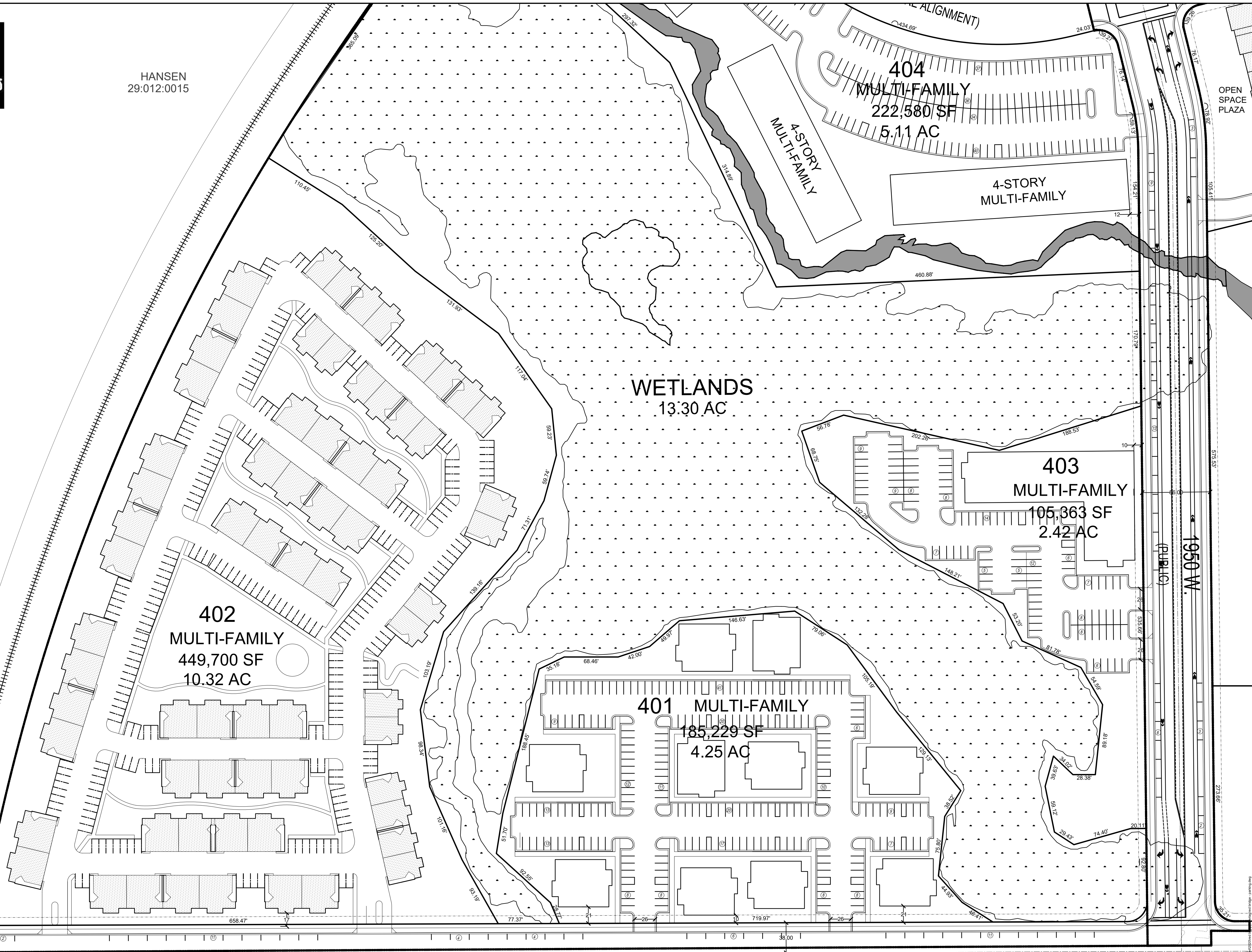
TRANSIT STATION OVERLAY ZONE

SHEET NAME	SHEET / EXHIBIT
SE QUAD	C1.3



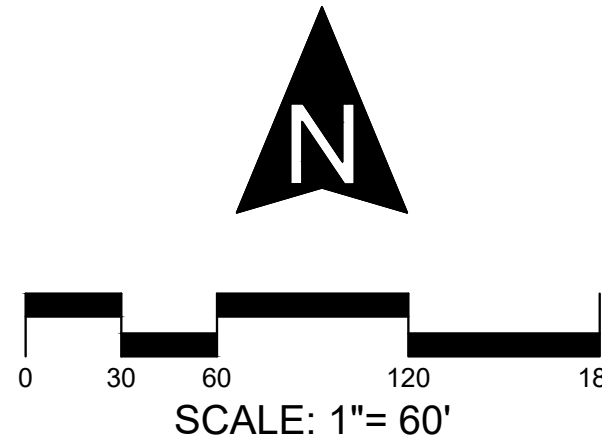


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RED BRIDGE STATION

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505 S. OREM BLVD
OREM, UT 84058
(801) 369-2638



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11038 N Highland Blvd Suite 400
Highland UT, 84003
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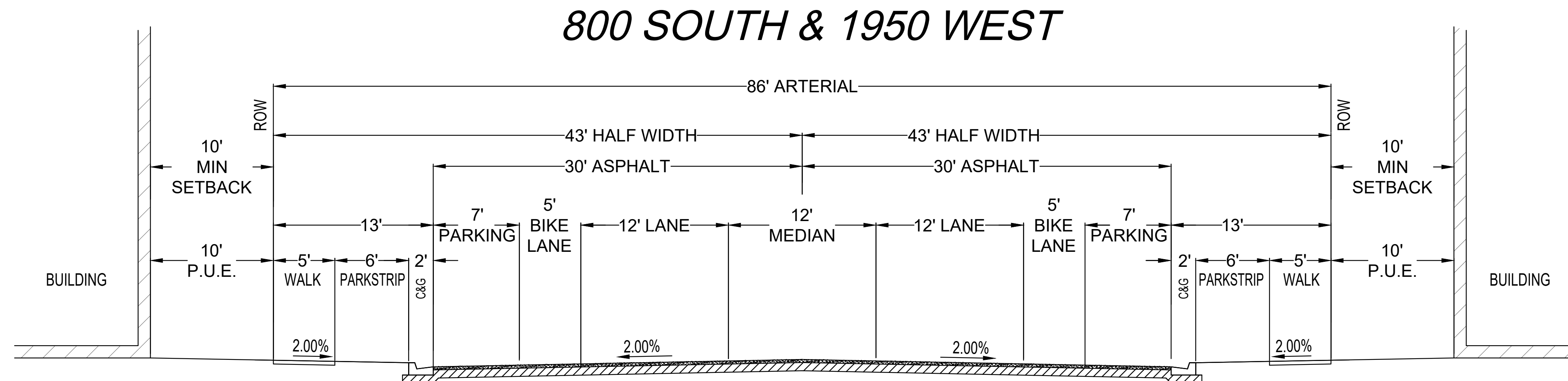
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ACTION	DATE
OVERLAY ZONE	07/29/2020

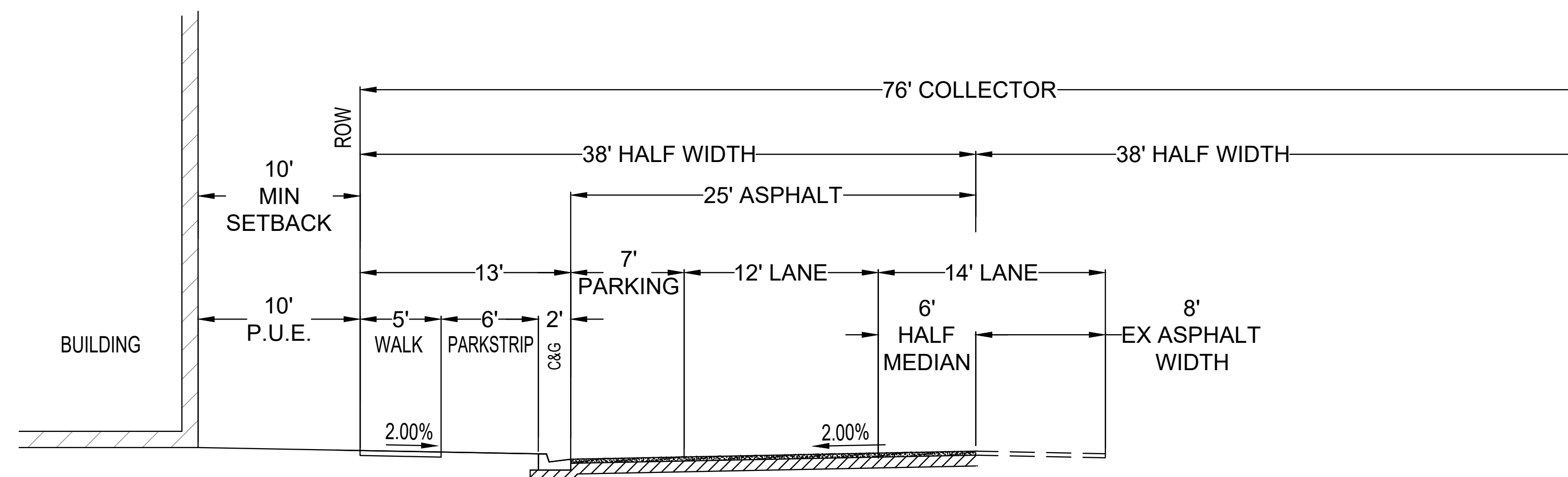
RED BRIDGE STATION

TRANSIT STATION OVERLAY ZONE

SHEET NAME: SW QUAD
SHEET / EXHIBIT: C1.4



1130 SOUTH



DEVELOPMENT

RED BRIDGE STATION

DEVELOPER

PAYSON SOUTH MEADOWS PARTNERS, LLC

505 S. OREM BLVD
OREM, UT 84058
(801) 369-2638



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REVISIONS			SEAL
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ACTION	DATE
OVERLAY ZONE	07/29/2020

PROJECT

RED BRIDGE STATION

DESCRIPTION

TRANSIT STATION OVERLAY ZONE

SHEET NAME	SHEET / EXHIBIT
STREET CROSS SECTIONS	D1

