

Red Bridge Project Information

Project Summary

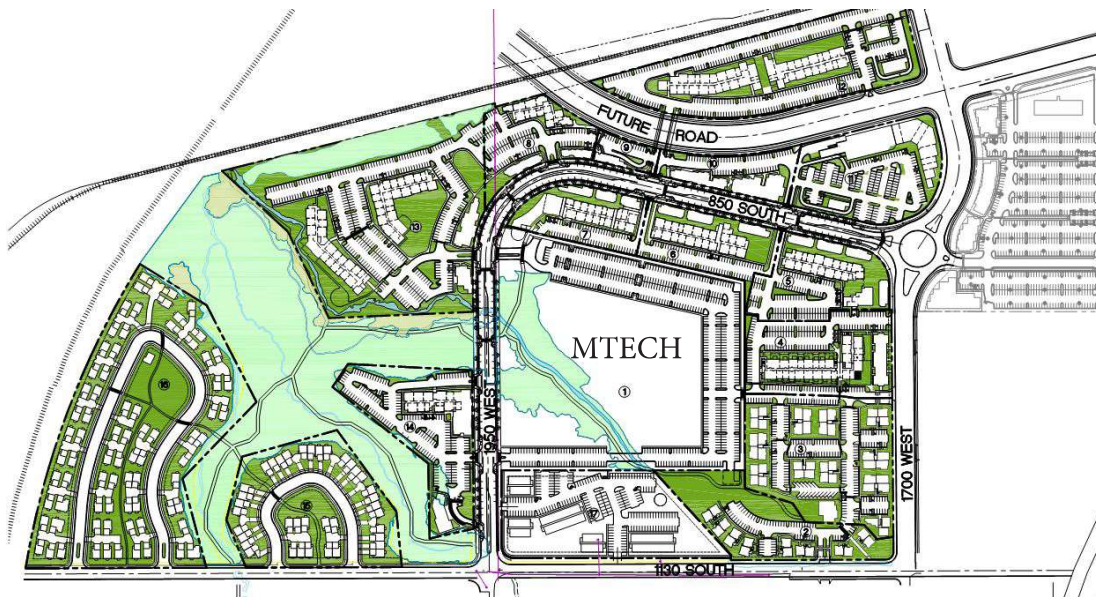
A few numbers:

- 1,240 residential units
- 133,684 square feet of commercial area



Commercial buildings on 850 S. will be similar in scale.

- 90.14 acres total area
- 32% open space without wetlands
- 54% open space with wetlands
- 13.3 acre MTECH campus



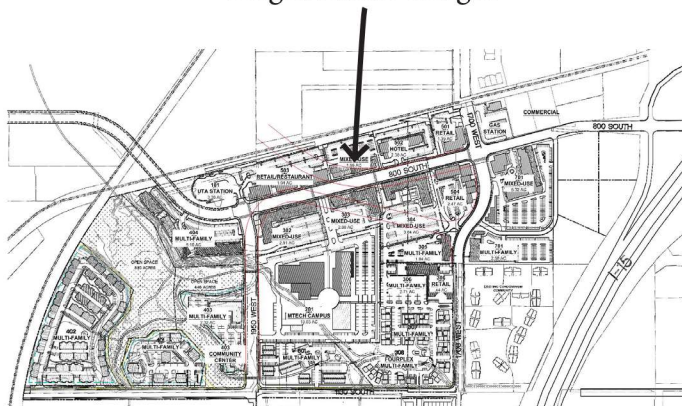
A neighborhood for all stages of life - From “...newly wed to nearly dead”

- 1BR-1BA apartments
- 2BR-2BA apartments
- 3BR-2BA apartments
- 3 to 5 bedrooms 2.5 to 3.5 bathrooms detached dwelling units
- Main level living retirement homes, one to three bedrooms including main level master bedrooms

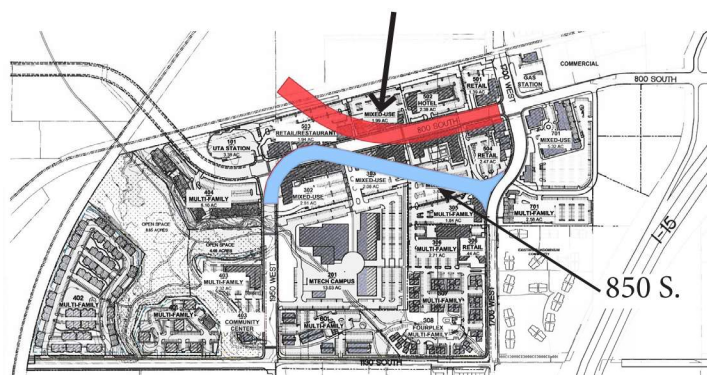
Why We Have Less Commercial

- The taking of site area for 800 South by UDOT involves 3.07 acres of commercial land

Original road design.

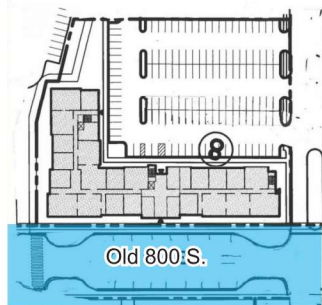


UDOT Road 800 S.



- It is not just total acres lost; the remaining land consists of irregular, smaller parcels

BEFORE the 800 S. change



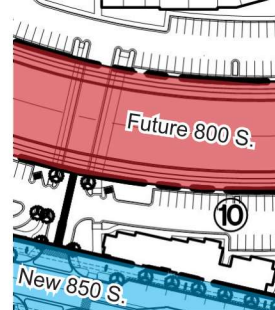
Rectangular buildings / efficient parking

AFTER



"CHOPPED UP" site---Odd angles and curves.

AFTER



Irregular, shallow parcels

- The commercial land cannot be replaced by shifting everything south without reducing the MTECH site.
- The westerly part of 850 South has limited traffic exposure which reduces the desirability of that part of the site for most medium to large commercial users who typically require much higher traffic exposure.

NEW UDOT Road (800 S.)



The NEW 800 S. road cut the commercial area in half.

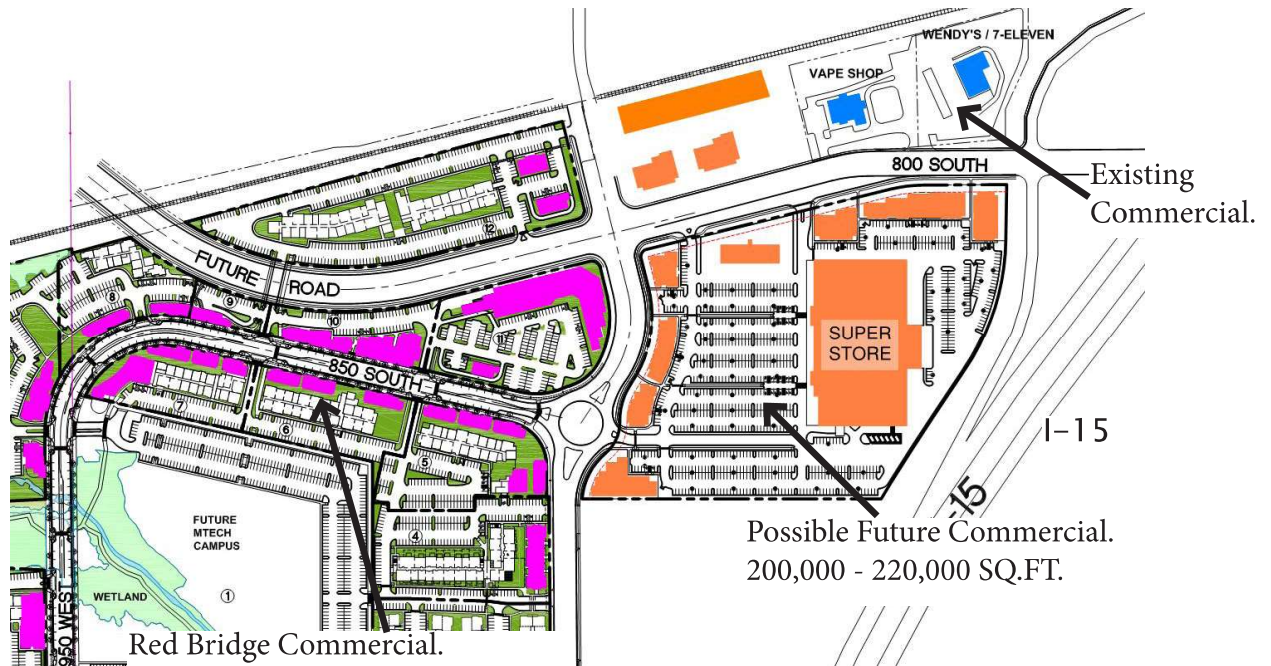


Commercial space is now very shallow.

- The remaining commercial sites are smaller, shallow parcels with an irregular configuration.
- Businesses occupying these buildings must depend primarily on Red Bridge residents and MTECH student.

Benefits of the Currently Proposed Mix of Uses for the Red Bridge Project

- Young people need a place to live; they rarely can afford a single-family house. They are going to live somewhere; it is better to keep these uses in the Red Bridge community rather than scattered around the single-family neighborhoods of the city.
- Red Bridge will put the city in good standing with the Utah State Division of Community and Housing as described in Utah Senate bill #34 of the 2018 legislature. The Red Bridge project will show the city's commitment to affordable housing.
- The number of units proposed for the Red Bridge project as well as other new projects proposed for the immediate neighborhood draw other commercial uses to the neighborhood. The 16 to 20 commercial acres located to the east of Red Bridge (below) and shown on the Red Bridge site plan is more likely to be developed with commercial uses if the Red Bridge project moves forward with the current mix of uses being proposed.



Benefits to the City in General

Trails

- The Red Bridge project will include more than five miles of trails and walkways.
- Red Bridge will provide a major addition to the city's current trail system.
- All trails will be open to the public. Trails will be 10 ft. wide elevated boardwalks and concrete paths.
- Trails will be built and maintained at no cost to the city.



Boardwalk trail through wetlands

MTECH

- MTECH will be a benefit to the whole community and is coming to the community at this time because the site is being donated to them.
- Because the MTECH site is being donated, the overall project must be economically feasible.

UTA

- Red Bridge will have a UTA Express Bus stop to connect the project with the future UVU campus and points north.

Public Utilities

- The Public Improvement District (PID) associated with the Red Bridge project is providing sewer and culinary water service for numerous property owners to the south and to the north of the Red Bridge project including Intermountain Nutrition and other light industrial uses. These adjacent projects could not be developed or expanded without the services provided by the Red Bridge PID.
- The new culinary water well being provided by the PID will serve residents far beyond Red Bridge. We have been told the new well has the capacity to provide culinary water services for approximately 5,000 to 7,000 new dwelling units.

State Housing Requirements

- In 2018, the Utah State Legislature gave encouragement and incentives (and penalties) for cities to approve more affordable housing. Under senate bill 34, the Division of Community and Housing is tasked with encouraging the type of housing provided by Red Bridge. Red Bridge will continue to meet that state expectation for years to come.

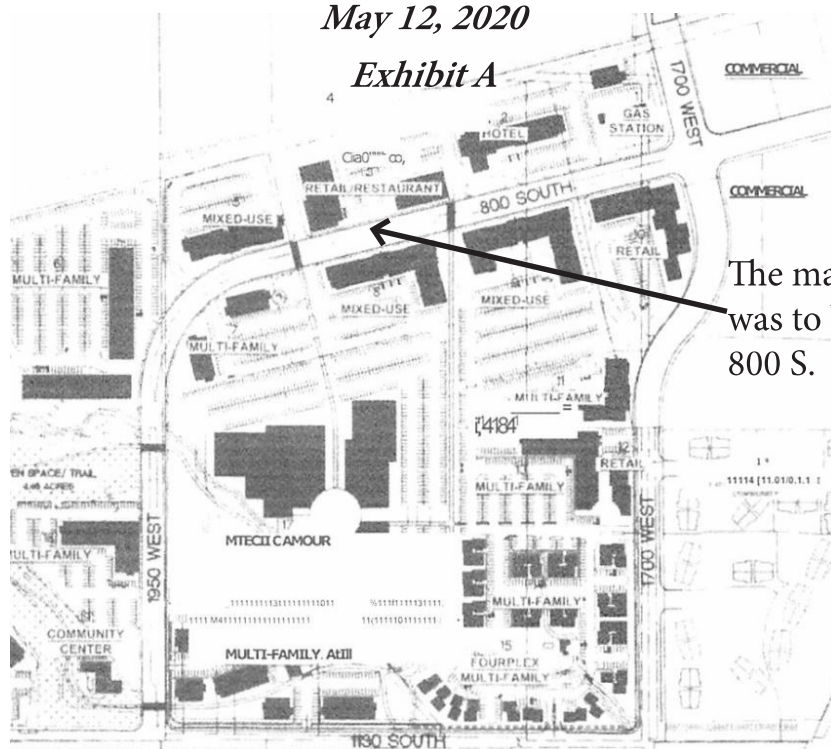
The Site Design Changed Beyond the Control of PSMP

- Project Design changes to accommodate the extension of 800 South by UDOT have resulted in significant cost increases for the Red Bridge Project.
- In a *Memorandum of Understanding* (MOU) signed by the city and Payson South Meadows Partners (PSMP) in 2020 (Exhibit A), it indicates that PSMP would continue preconstruction development activities for Phase one and Phase two of the proposed development while the studies for the extension of 800 South continued.
- In the MOU it was indicated that the implementation of the PID would continue to go forward simultaneous with the MU-1 overlay. The PID was eventually approved by the city prior to completion of the study but we have not obtained approval for the MU-1 overlay.

Memorandum of Understanding

May 12, 2020

Exhibit A



The main Red Bridge road was to be an extension of 800 S.

- Neither the Payson city staff or PSMP anticipated that the proposed extension would involve the route and the right-of-way improvements finally approved by UDOT.
- While the road extension study was going on PSMP was facilitated by the city in moving forward with 800 South road dedications and the sewer and culinary water plans being implemented by the PID. Under the direction and approval of the city, the engineering was completed for the sewer, culinary water well and improvements for 800 South, 1950 West 1700 West and 1130 South. Roads were dedicated to the city and the sewer coming south from Utah Avenue was actually completed. Everyone, including city staff, was surprised at the final recommendation made by the engineering firm for UDOT.
- PSMP has been forced to incur very significant design costs to redesign the north part of the project. Development and construction costs have increased significantly to allow the road changes and to provide for access to the project from the round-about.



Red Bridge is Designed to be Balanced Between Commercial and Residential Uses

- More rooftops (dwelling units) increases the feasibility of the commercial uses.
- A higher ratio of rooftops to commercial increases the feasibility of the commercial because there are more potential customers within easy access of the commercial uses.
- Metrostudy, a national real estate marketing consultant, projected an absorption period of approximately four years for 157,000 square feet of commercial gross building area in the Red Bridge project a ratio of one unit for every 167 square feet of commercial gross building area. Our proposed mixed-use scenario for Red Bridge is in line with or better than the Metrostudy assumption which should shorten the absorption period and enhance the potential for the success of the commercial uses.
- The current development plan including the unit count and balancing of commercial and residential uses reflects our efforts to maintain the economic viability of the project.