

Westbridge Meadows



MASTER PLANNED COMMUNITY

October 28, 2024



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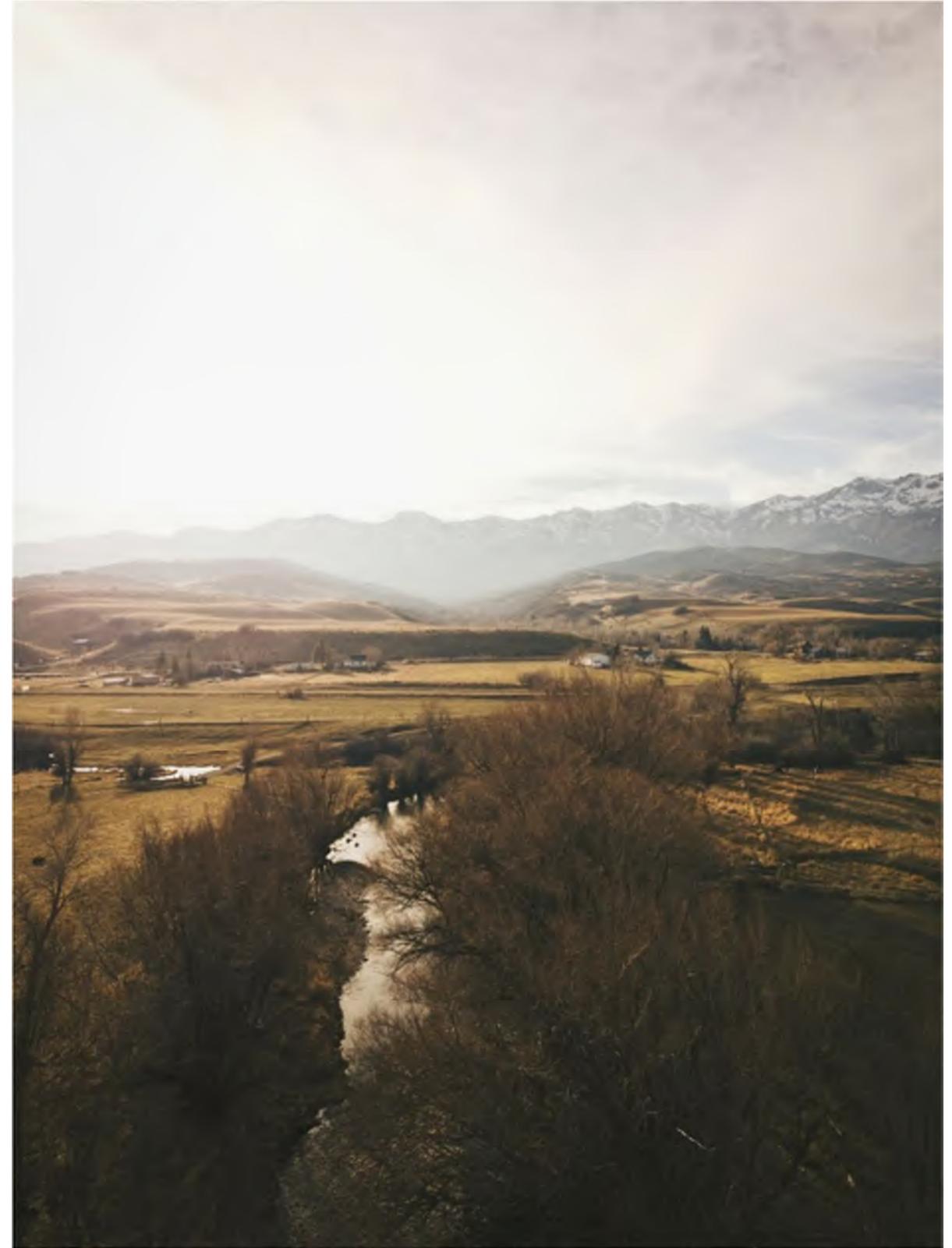
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EXECUTIVE SUMMARY

Rarely are significant land areas such as the Westbridge Meadows development available for master plan level planning and design. Westbridge Meadows provides a unique opportunity for West Weber County to create a cohesive and sustainable development. The overall development area is just over 1,400-acres and located between four landmarks:

- Union Pacific Railroad on the north,
- Weber River on the east,
- Ogden Bay Waterfowl Management Area (WMA) on the south, and
- 7500 West Street on the west.

Westbridge Meadows is located at the convergence of multiple future transportation options which drive the success of such a planning effort. The project is adjacent to an existing railroad right-of-way with plans for mass transit, contains the alignment for the West Weber Corridor with associated interchange, and will provide a major access across the Weber River on 2550 South.

The project is ideally situated to promote an active outdoor lifestyle with immediate access to the Weber River, wetland preservation areas, and the Ogden Bay WMA. Through a master plan development, these existing features can be improved, public access installed, and enhancements provided for both Westbridge Meadows and the County. The information and design standards presented with this document will foster a development plan aimed toward open space preservation, and interconnectivity that will make the community a more enjoyable place to live and reside. See Exhibits 1 and 2 for location within the General Plan and detailed outline of the project area.

The Westbridge Meadows development includes features such as:

- **Open Space.** A significant area will be dedicated to regional recreational uses, trails, passive open space, and integrated neighborhood amenities. Open space planning will emphasize connectivity between housing and destinations such as regional parks, Weber River, and Ogden Bay WMA.
- **Corridor Preservation.** The preservation of land for the east-west transportation corridors of 1600 and 2550 South as well as the coordination with UDOT for the West Weber Corridor will establish future alignments and vital points of access. This transportation planning will provide the anchor for the location of higher uses such as commercial, retail, and office.

- **Connectivity.** Multiple major transportation corridors will provide connections to each area of the community. These corridors will minimize cross-through traffic in residential areas. The connections of the West Weber Corridor and 1600 South across the Weber River will be major traffic enhancements to the area.
- **Diversity of Housing Product.** A community of this size must provide for all levels of housing products for the establishment of a diverse community as well as being necessary for the proper economics to support desired amenities and services. Westbridge Meadows will contain housing products including single-family of all variations, multi-family (townhomes and condominiums), and apartments. The intent is to entice residents to stay within the community as they grow and expand from renters or first-time home buyers to move-up housing, and custom homeowners. With the recent Inland Port designations for properties in the area, Westbridge Meadows is ideally situated to provide the convenient housing and commercial components needed for a successful large-scale industrial development.
- **Attainable / Workforce Housing.** Westbridge Meadows incorporates the use of FlexHomes, a fresh new way of addressing the affordability crisis of housing while providing a pathway forward to home equity, expansion and investment.
- **Commercial Properties.** Incorporation of retail and commercial services is vital to the long-term sustainability of the Westbridge Meadows community and the viability of the overall county area. The convergence of transportation and master planning will ensure adequate opportunities are available not only initially, but for the anticipated build-out.
- **Civic, Education and Religious Facilities.** The livability of a large community must incorporate well-placed, good-quality, and walkable civic, educational, and religious facilities into the framework of the community. Options for these facilities will be planned from the beginning of development.

The proposed community incorporates the following units and approximate acreages:

- | | |
|-------------------------------|--|
| • 1,415 Total Acres | • 182 Acres ± of Regional Open Space, Including: |
| • 13,159 Residential Units | ○ Two Regional Parks (29 and 44 Acres) |
| ▪ 38,424 Estimated Population | ○ 109 Acres of River and Trail Corridors |

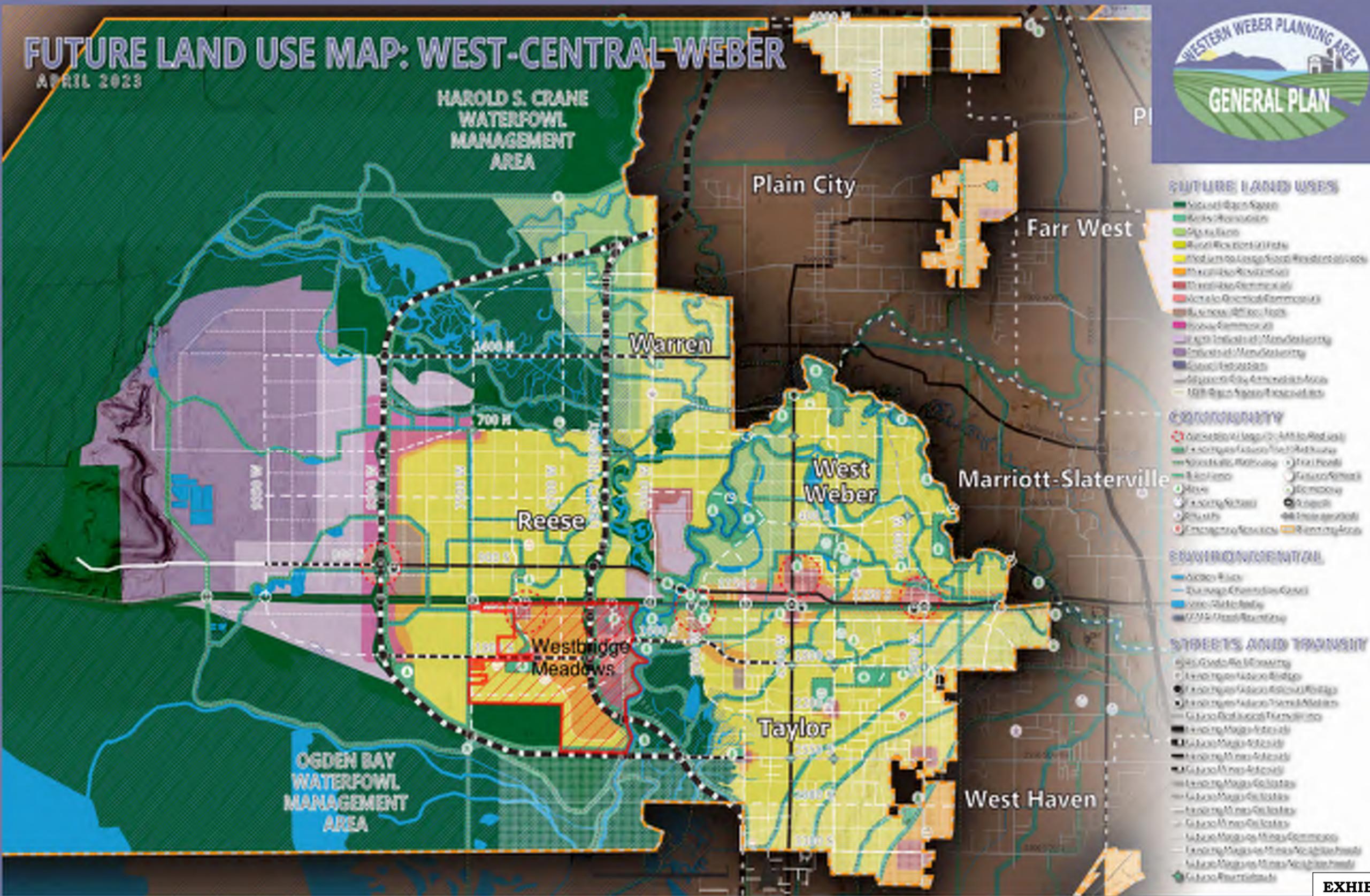


EXHIBIT 1

LAND USES AND ZONING

The Westbridge Meadows community currently resides within the Western Weber Planning Area General Plan which provides guidelines and encourages lands uses to be organized in a manner that supports the creation of a community with character. The General Plan provides a wide range of land uses so that existing and future occupants of the area can enjoy a self-sustaining social and economic environment.

A balance of residential and commercial land use is key in providing a community network that can support the anticipated growth. The General Plan encourages this balance by providing varying ranges of land uses that allow seamless transitions from commercial, residential, and the existing agricultural uses in the area. This is also achieved by preserving open space that creates a natural buffer that can be utilized by all patrons within and around the community.

To use the General Plan designations and then build upon them with additional information and specificity, a hierarchy of land uses, current zoning designations and design guidelines are proposed:

- **Land Use Designations.** Land uses correlate to overall land use areas designated within the General Plan. These uses are detailed in the following sections and depicted in *Table 1 & 2*.
- **Zone Designations.** Zone designations utilize the existing Weber County zone designations of R1, R2, R3, Form Based (FB) and C-1. The County zoning is broken into different sub-sets to give further distinction of land use into product types whether single-family, multi-family, mixed-use, or commercial. In addition, an overlap of zones is proposed between General Plan Land Uses to further facilitate transitions. See Exhibit 3 for the proposed zoning designations.

Table 1. General Plan Land Use Designations.

Land Use Designation	Medium to Large Residential Lots				Mixed Use Residential		Mixed Use Commercial		
Zoning Designation	R1				R2	R3		FB	C-1
Sub-Set	R1-15	R1-12	R1-10	R1-5		R3-A	R3-S		

- **Design Guidelines.** Design guidelines are proposed which control several aspects of the project, including:
 - Development specific deviations from the current Weber County Code necessary to address the unique aspects of a large development.
 - Detailed building setbacks based on each zoning designation and subset.
 - Minimal architectural standards which can be detailed further through CC&Rs.
 - Parking Requirements.
 - Garage Mitigation improvements to de-emphasize garages.
 - Roadway Sections based on land use densities and proposed traffic patterns.

Residential Zoning

There are three land use designations within the General Plan that allow for residential development. These land uses are used to reference applicable zone designations within the Weber County as follows:

- **Medium to Large Residential Lots.** As depicted in the General Plan, the western portion of Westbridge contains this land use designation. Large areas of consistent lot sizing of this type can quickly become monotone and urban sprawl, so a mixture of lot sizing, development patterns, streetscapes and amenities will be used to create distinct and pleasant development areas. With these goals in mind, all four distinct zones within R1 will be utilized. A full range of single-family housing products will be available through these different zoning designations, including:
 - **R1-15.** This zone will provide larger building pads, setbacks and yards. Larger and wider homes with 3 car garages would be typical for this area. Homes would generally be move-up or semi-custom homes which allows for an upgrade of housing type while staying within the same area or neighborhood.
 - **R1-12.** This lot type will help provide a neighborhood with a variety of products through the addition of a third car garage onto the R1-10 house or alley loaded R1-15 houses. A typical neighborhood would intermix all R1 sub-sets to achieve a high degree of livability and diversity.



Figure 1 – Example of curvilinear land development which creates calm neighborhoods and integrated open space. Can be effective in all zones. Image from Eagle Mountain, Utah.

- **R1-10.** This zone provides the majority of the traditional single-family lots for the development. Neighborhoods would provide for a diversity of product through architectural theming, varied road designs and amenities. Lots will be centered around access to open space and trails.
- **R1-5.** To provide more variety of single-family products, the R1-5 zone has been added. R1-5 is intended to contain detached single-family houses while integrating patio, short frontage, shared driveway, and alley loaded products. This zone will be integral in meeting housing affordability and will incorporate *FlexHomes*.

- **Mixed Use Residential.** This land use designation provides a wide range of housing options to meet the needs of a community in all stages of life and family situations. As outlined in the General Plan, the desire is to allow and encourage the market to provide for the current housing scarcity that drives up house and real estate expenses while not compromising design and community benefits. Zones associated with this land use include:

- **R1-5.** This zone overlaps with the same zone within the Medium to Large Residential Lots in order to allow for orderly blending of products between land use areas.
- **R2.** While still predominantly single family, this zone also allows up to a two-plex. This zoning designation will contain the most diversity of products and is often referred to as the “missing middle” between traditional larger single-family lots and the higher densities associated with townhome or stacked flat developments. This zone will be used extensively throughout the development due to its superior flexibility, market integration and homeowner opportunities. Affordable, diverse and high quality neighborhoods is the goal for this zone. These lots will help greatly to meet workforce housing needs through the incorporation of *FlexHomes*.

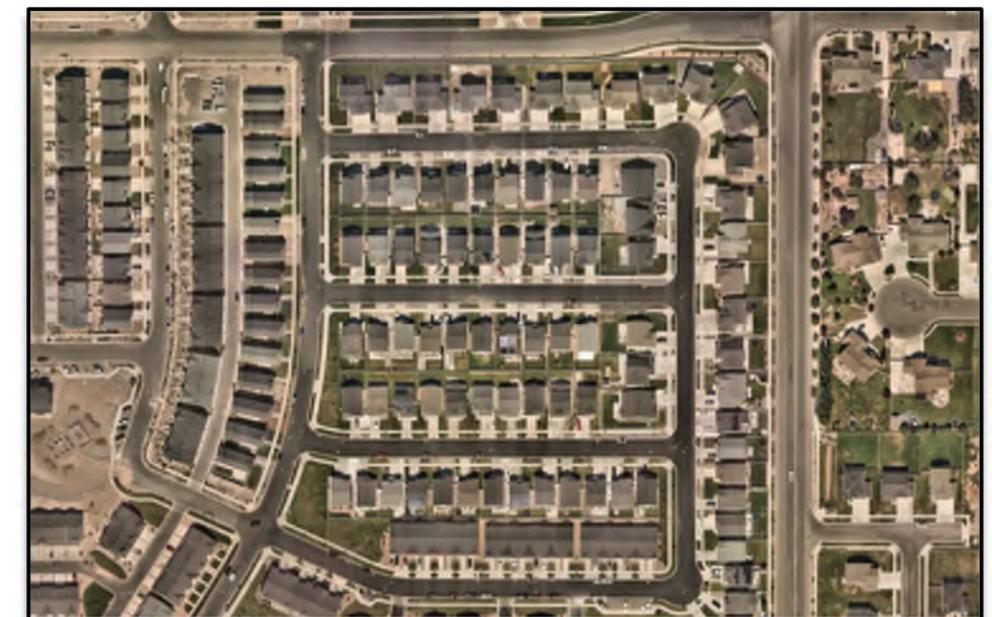
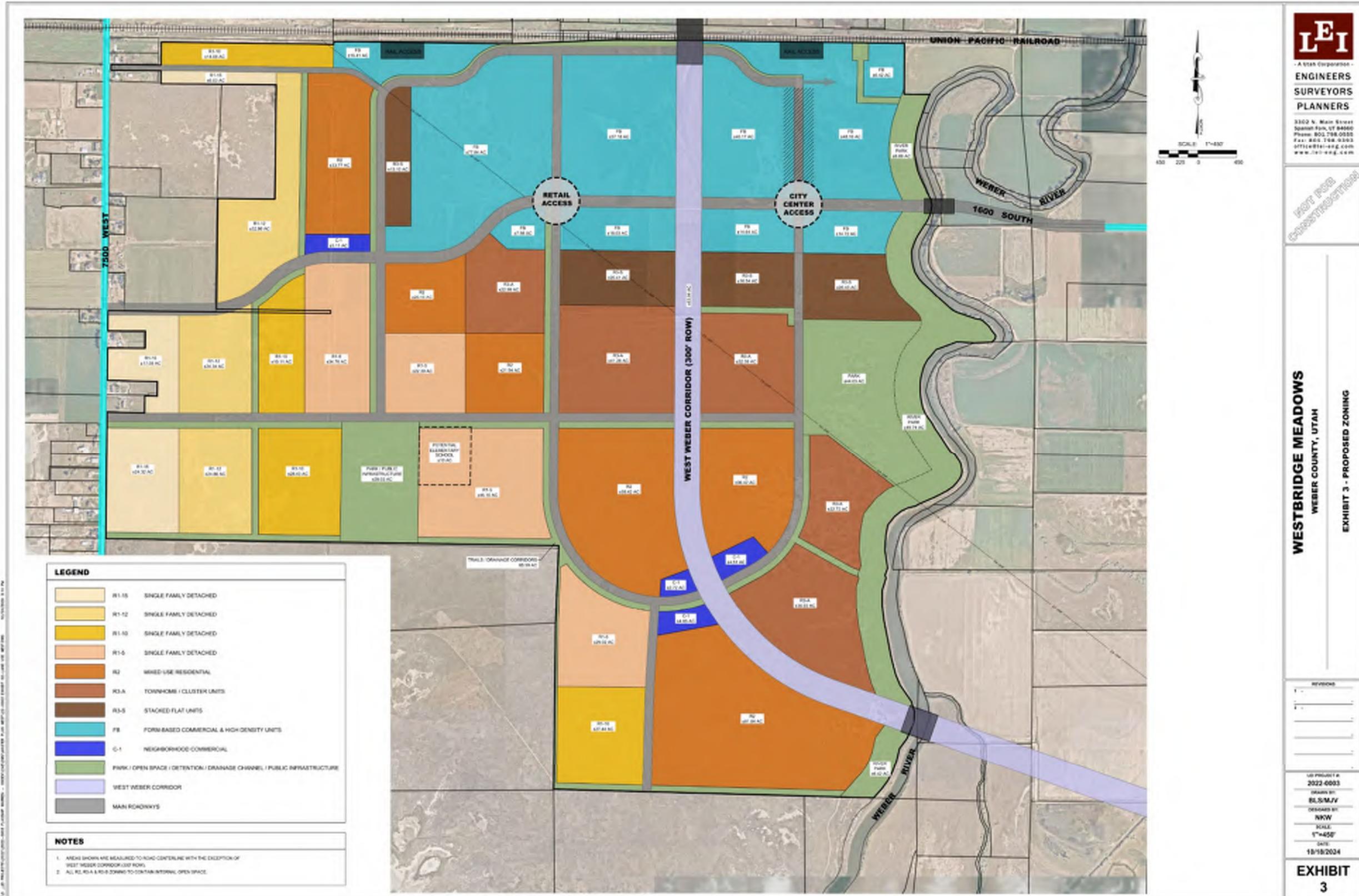


Figure 2 – Integration of multiple products within R2 type development. Includes traditional single family, short frontage singles, alley load and 4-plex units. Image from American Fork, Utah.



Commercial Zoning

Mixed Use Commercial land uses within Westbridge Meadows will provide retail sales, services, eateries, offices and other related activities for the development and surrounding region. This regional interaction is due to the site’s population and location at the convergence of roadways and rail. Emphasis will be placed on two distinct areas:

- **Retail Emphasis.** The Commercial Zoning area *west* of the West Weber Corridor is envisioned to be predominantly vehicle-oriented retail and include uses such as:
 - Grocery stores
 - Big box retail
 - Healthcare services and offices
 - Integrated high intensity housing products
 - Office and professional services uses
- **“Main Street” Emphasis.** The commercial area *east* of the West Weber Corridor is ideal for the implementation of a “Main Street” type atmosphere which is introduced for areas integrating residential, commercial, office and transit which are pedestrian friendly, create gathering spaces and are of an appropriate scale. The essential elements for the success of this type of design include:



Figure 5. Main Street rendering courtesy of Vialta Group, LLC.



Figure 6. Main Street rail stop. Image provided courtesy of Wasatch Regional Planning.

- Smaller scale retail and service providers.
- Access to transportation corridors with an emphasis on pedestrian and bike paths. This site is adjacent to the Weber River Trail and open space corridor which provides excellent connectivity throughout the community.
- Transit opportunities exist with the railroad tracks bordering the north of the development. The plan follows the Weber County Transportation Master Plan with the integration of rail stops.
- Integration of housing into the fabric of Main Street as well as dominating the second tier of buildings.
- Incorporation of live-work opportunities to produce a balanced and sustainable community.
- Amenities based on population base which may include swimming pools, exercise areas, gathering spaces, community gardens, dog parks, etc.

- **Form Based (FB).** To meet the unique opportunities and the highly visible nature of this area, a Form Based Code will be implemented in the depicted areas. The Form Based Code will be further defined as development progresses to this area and will address the following elements:
 - Regulating Plan which defines the final regulated area where the different building form standards will apply.
 - Specify elements within the public realm including sidewalks, travel lanes, street parking, landscape, and furniture.
 - Establishment of regulations controlling the features, configurations and functions of buildings that define and shape the public realm.
 - Define a streamlined application and project review process with all stakeholders.
 - Provide definitions to ensure that all elements are used consistently.
 - Regulations controlling exterior building materials, quality and architectural theme.
 - Signage regulations for placement, size, materials, and illumination.
 - Environmental standards address the unique aspects of the project, the proximity to the Weber River, storm water management, and potential wetlands.
- **C-1, Neighborhood Commercial.** As Villages are planned in detail, areas of neighborhood commercial will be identified to provide necessary daily services without the need to travel a greater distance within the community. Such commercial uses may include gas stations, small retail sales, restaurants, and service-oriented businesses.



Figure 7. Form based code building blocks. Image provided courtesy of Wasatch Regional Planning.

GUIDING PRINCIPLES

As the vision and planning of Westbridge Meadows has evolved over the last several years, the guiding principles have stayed consistent and are the basis for the Community. These principles also follow the intents and purposes of the West Weber County General Plan and Zoning Ordinances and are established to produce a quality and livable community that is the showpiece for both the developer and Weber County. Each of these guiding principles follow smart growth planning and will be enhanced and explored further with each subsequent Subdivision submission:

Livable Community

While often overused, the term “livable community” is a main goal of Westbridge Meadows and is defined by the developer to be a community that can be all inclusive for the housing, recreation, interaction, worship, and education needs of an individual or family. To meet this goal, the community must emphasize product diversity, transportation connectivity, integration of open space, and respect for the underlying land.

Variety of Product

Diversity of housing products is imperative to produce a livable community for all stages of life and family situations. Westbridge Meadows will provide housing variety to meet the needs of residents while avoiding stagnant, urban-sprawl type of development.

Attainable / Workforce Housing

The need for attainable housing has never been greater than it is today in Weber County or Utah as a whole. The housing market has attempted to meet this demand with smaller homes and higher density attached units. This effort still does not address the desires of homebuyers for ownership and equity growth as a large percentage of attainable housing is only offered through rental or leasing. In addition, many governing bodies are reluctant to expand attainable housing options or have zoning impediments to its implementation.

FlexHomes is a line of innovative housing products designed to specifically address the problem of affordability while also providing expansion, investment and accommodation of life-cycle changes. These goals are achieved through the following FlexHomes innovations:



- Initial construction of 1,080-1,200 square feet which allows for 2-3 bedrooms, 1.5-2.5 bathrooms and full living space. This initial build is the basis for financing and therefore, much more attainable.
- Expansion options for a garage, owner’s suite, office and rentable ADU. These options are pre-designed into the plan and relieve the usual impediments to expansion, including:
 - No additional concrete work
 - No excavation
 - No structural changes or demolition
 - No electrical or HVAC modifications
 - Incorporation of patent-pending FlexConnect for utility expansion
- The expansion options encourage home ownership and investment while producing equity growth, rental income and life-cycle accommodations.
- Accessory Dwelling Units and rental options are built-in to the plans to provide additional financial opportunities. Plans incorporate independent entries and lockouts for maximum use and flexibility.
- FlexHomes works with homeowners to monitor costs and qualified contractors for expansion options for a period of up to five (5) years from the original construction. This service gives homeowners confidence and understanding of their expansion options. In addition, FlexHomes will provide material lists, contractor contacts and video steps for DIY homeowners.

Further details of house plans, expansion options and sample layouts are provided in Appendix C and videos through the FlexHomes website at www.yourflexhome.com/videos

Density Averaging

While large land use areas have been used to determine and display overall zoning of general placement of product types, blending or blurring of the lines between zones, lot sizes and development patterns should be used. This will result in the same number of units but will also provide the benefit of diversifying neighborhoods rather than simply congregating the exact same intensities and unit types together.

United Theme

In order to set Westbridge Meadows apart from other developments, an overall sense of place will be incorporated and utilize distinguishing features that will be incorporated in street signage and monumentation. These overall themes will be further detailed and enhanced with each subdivision submitted. Theming is to incorporate the following attributes:

- **Monumentation.** Monumentation will be consistent for the overall project and encompass entry monuments, Neighborhood monuments, and directional signage.
- **Fencing.** Consistent fencing will be placed along all major corridors in a manner to blend with the natural surroundings while providing a degree of privacy to the adjacent residential backyards. Standards will be held consistent within subdivision or zone areas to keep a uniform look and feel. Preference will be given to low-maintenance and durable materials. Where possible, housing frontages, open spaces, and community buildings will be placed along major corridors such that fencing of long stretches of roadway is avoided.
- **Streetscapes.** Streetscapes will be used throughout the development to provide character, additional sense of place, and appropriate massing through the incorporation of street trees, materials, landscape, and planter areas. Proposed street tree species will be coordinated with the County’s approved plant list to determine suitability and longevity for the site. With the unique aspects of Westbridge Meadows, the goal for streetscapes within the development is to provide an interesting and varied experience traversing the development. Particular care will be taken to layout major roadways in order to provide character and interest. Roadway vistas are also an important aspect of design that will be further refined with each detailed subdivision. For example, major road terminations or view corridors will use open space, topography, roundabouts, monumentation,

landscaping or specific land uses as a backdrop. These elements soften the perspective of the development and can lead to an enhanced overall experience. In addition, streetscapes will vary based on the intensity of the land use from urban to more rural settings with changes in road widths, planters, sidewalks, and plantings.

Community Connectivity

A community must be connected by more than just the roadways that lead to and from homes. Roadways should be interesting and integrated into the fabric of the development to provide not just vehicle lanes but provide safe and purposeful pedestrian and bicycle access. A network of sidewalks may be sufficient for a localized neighborhood, but the upgrade from sidewalk to trail should be emphasized for connectivity of subdivisions and Open Space amenities. Mid-block trail connections and other intuitive pathways can provide additional interest for pedestrians as well as vistas. Roadways, with each differing use and benefits, will be discussed in detail within the Design Guidelines section of this document.

Open Space

- Open space and its interconnectivity provide the backbone of a cohesive master planned development and contribute greatly to the livability and desirability of the project. Westbridge Meadows will work closely with Weber County and the developing Western Weber Special Parks District Master Plan in establishing a level of service for the development and further County projects. An initial proposal for a level of service of 10.0 acres per 1,000 residents is suggested and used within this document based on 2.92 persons per household as documented in the 2022 Weber County Census. Open space will encompass uses such as:
 - The “Emerald Necklace” concept is introduced in the General Plan to preserve and enhance areas along the Weber River to provide access, recreation, and connectivity. This concept will be integral to the community feel. A 300’ wide corridor is to be preserved and dedicated along the Weber River. Initial improvements will include a path for recreation purposes that will also serve as river access and flood protection.



Figure 8. Example of pathway installed adjacent to river.



Figure 9. Example of multi-use regional park located adjacent to the Spanish Fork River trail and elementary school.

- Regional Parks. With a development of this size, regional parks are necessary to provide programmed recreational services. Two large park areas are proposed. The western park is approximately 29 acres and will incorporate trails, programmed open space, drainage and public infrastructure. The eastern park would be a minimum of 44 acres and provide amenities such as sports fields, playgrounds, pavilions, restrooms, picnic, and larger grass areas. This regional park integrates with the Weber River Park. Each regional park will be accessible from main corridors, provide ample parking as well as be at the convergence of trail networks.
- Neighborhood Parks. Each major subdivision will be enhanced with a neighborhood park or series of parks to meet the day-to-day recreation desires of the residents. These parks will generally be two (2) acres in size and incorporate amenities such as sports courts, walking paths, trees, grass areas, playgrounds, pavilions, and seating areas. Larger neighborhood parks may also incorporate restrooms and sports fields and will be dedicated to the County.
- Private parks will be incorporated into larger, higher-density development areas of Mixed Use Residential or Mixed-Use Commercial designations. These parks may



Figure 10. Example of Neighborhood Park.

contain higher intensity amenities such as pools, clubhouses, playgrounds, dog parks, sports courts, pavilions, and sitting areas. These parks will be owned and maintained by the Homeowners Association.

- Trails are to be installed for connectivity of land uses, parks, transit options, and neighborhoods. A variety of trails (as shown in Exhibit 4) will be incorporated based on experience and use. Pedestrian wayfinding will be introduced by subtle trail markers to provide a sense of safety, orientation and unity as users explore the massive open spaces that surround Westbridge Meadows. Fencing of trail corridors is important to assist in public vs private space and will be sensitively designed and placed to compliment the sites' natural character and promote safety. Trailheads or parking areas will be provided based on anticipated uses and to encourage trail utilization.



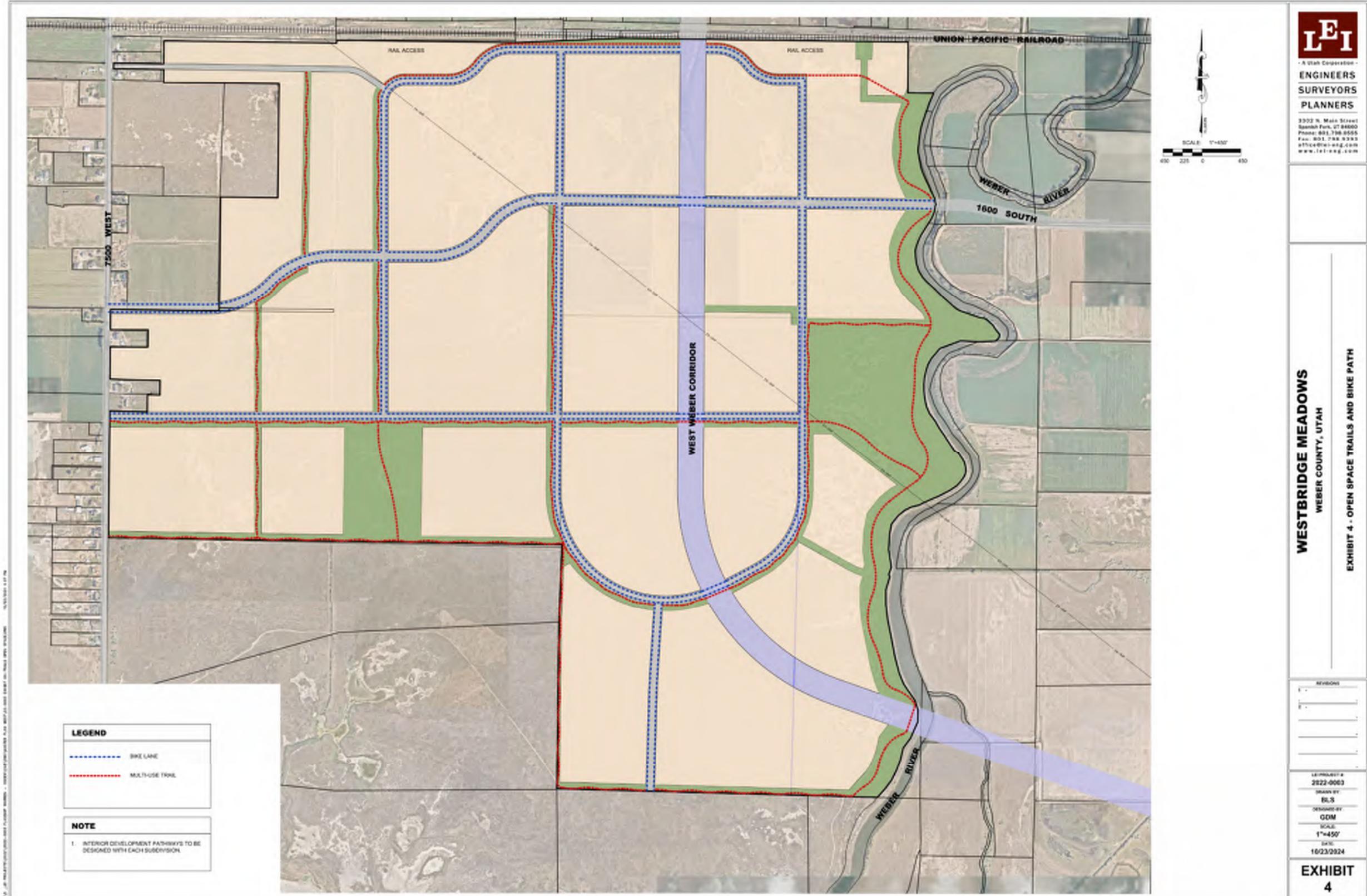
Figure 11. Possible trail and fencing of the Ogden Bay trail.

- Natural Open Space will be used to produce an open and inviting aspect to the project while also being water conscious. These natural areas may be incorporated within trail corridors, drainage courses, wetland areas, and environmentally sensitive locations. These areas should transition seamlessly with the existing Ogden Bay WMA and allow easy access to this resource. Many of these natural open space areas will also be beneficial for storm drainage collection and conveyance purposes.

Minimize Impacts

Developments of this magnitude can be impactful to an area and particularly to adjacent properties and uses. Therefore, a variety of techniques will be incorporated within the Westbridge Meadows development to decrease these impacts. It should also be noted that Westbridge Meadows will also greatly enhance the neighboring properties by providing recreational opportunities, trail connectivity, transportation connectivity, and utility infrastructure with the ability to address these issues on a global scale rather than through a patchwork of development.

- **Exterior Community Buffer.** Westbridge Meadows is uniquely situated to provide buffering to existing adjacent uses:
 - The full north border is bounded by the elevated double track of Union Pacific which provides distance and visual obstruction from adjacent land.
 - The east boundary follows the Weber River and will be enhanced as stated earlier and following the principles of the Emerald Necklace concept outlined in the General Plan.
 - The south property line is in common with the Ogden Bay WMA. The developer will work closely with the WMA to accommodate access concerns while enhancing the public benefit of such a large asset.
 - The western boundary is adjacent to existing housing, farm ground, and 7500 West. Land planning in this area will be focused on buffering either by trail corridors or a layer of larger lots to create a stepped approach to density increase.



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WESTBRIDGE MEADOWS
 WEBER COUNTY, UTAH
EXHIBIT 4 - OPEN SPACE TRAILS AND BIKE PATH

REVISIONS
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 2.
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LEI PROJECT #
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 10/23/2024

**EXHIBIT
 4**

- **Dark Sky.** Dark sky regulations will be implemented in Westbridge Meadows to prevent new development creating additional skyglow as much as possible.



Figure 12. Desired results of Dark Sky Initiatives.

- **Water Conservation.** As a new development, Westbridge Meadows will follow the water conservation standards outlined within the latest Weber County code update. These updates establish a higher standard in water-wise use and conservation through proper selection of planting materials, use of native open space, limitations on turf areas, water limiting fixtures, etc.



Figure 13. As a new development, water conservation methods such as these shown here can be established on a consistent basis.

- **Environmental Concerns.** Westbridge Meadows will incorporate principles such as mass transit stops, trail connectivity, solar orientation, and tree cover, etc. to address environmental concerns and mitigation measures.

Master Planning

One of the most significant benefits of a community of this size is the ability to cohesively plan all aspects of the development from housing, commercial uses, open space, and utility serviceability. With master planning, the overall aspects of multiple parcels are considered rather than simply planning individual parcels in a “patchwork” process. This allows efficiencies for not only the developer, but the County as well, through efficient utility plans, consistency, and patterned development phasing.

- **Public Benefit.** Westbridge Meadows is ideally situated to provide significant benefits to the surrounding area and Weber County as a whole. These benefits include:
 - Transportation connections to I-15.
 - Transportation connections across the railroad.
 - Preservation of corridor for the West Weber Connector.
 - Extension or establishment of utility services which is generally cost prohibitive to rural areas.
 - Commercial opportunities which will not require the amount of travel currently experienced.
 - Housing in proximity to the Inland Port industrial areas.
 - Affordable housing within a master planned setting.
- **Establishment of Standards.** To ensure quality throughout the development time required for this plan, cohesive architectural, development standards and Covenants, Conditions and Restrictions (CC&Rs) will be submitted at each final plat approval which would memorialize and provide additional information for the applicable standards.

- **Zoning Adjustment.** Since the build-out of Westbridge Meadows will occur over many years, flexibility is necessary to respond to market conditions, site conditions, and other factors. Therefore, zoning designations may need to be adjusted within the plan as necessary to improve design, accessibility, and marketability in accordance with the following guiding transfer provisions:
 - The overall intent and character of the Master Planned Community shall be maintained.
 - The maximum number of residential units established through this document shall not be exceeded. In addition, the maximum number of attached units may not be increased with the exception of the Form Based code areas.
 - To enact a transfer of zoning units, the developer is required to provide written notice to the County and details of the “sending” and “receiving” areas.
 - No change of zone is allowed which would reduce the areas available for R1 land uses.
 - The transfer of units greater than fifteen (15%) percent requires Weber County Commission approval.
 - Units may not be transferred into any designated open space or park area unless said open space or park is replaced elsewhere at an equivalent acreage and level of improvement.
 - Westbridge Meadows will incorporate a significant number of sites for civic, religious, and school purposes. Transfers of density are allowed for these specific uses without limitation.

Transportation Connectivity

Westbridge Meadows’s location along with its proposed transportation corridors integrates into the existing roadway network of West Weber County as shown in the following graphic. Transportation elements to note include:

- Existing 1200 South/SR – 39. This is an existing roadway that provides direct connection from 7500 West to Interstate 15 (I-15).
- Proposed 2550 South. An extension of the existing 2550 South Street will cross the Weber River and utilize a portion of the West Weber Corridor. This connection will provide a major secondary access to the project.

- Proposed 1600 South. This masterplan east/west connection includes a bridge over the Weber River which will provide additional access to Westbridge Meadows.
- Proposed West Weber Corridor. Corridor preservation and coordination with UDOT for this regional improvement will be integral to the long-term development of Westbridge Meadows and its associated commercial uses.
- Roadway cross sections which establish a natural hierarchy of roadway networks from alley load to minor arterial. Each cross section will be utilized as determined by a traffic study and applicable land use types. Roadway edge treatment options are provided for differing circumstances.



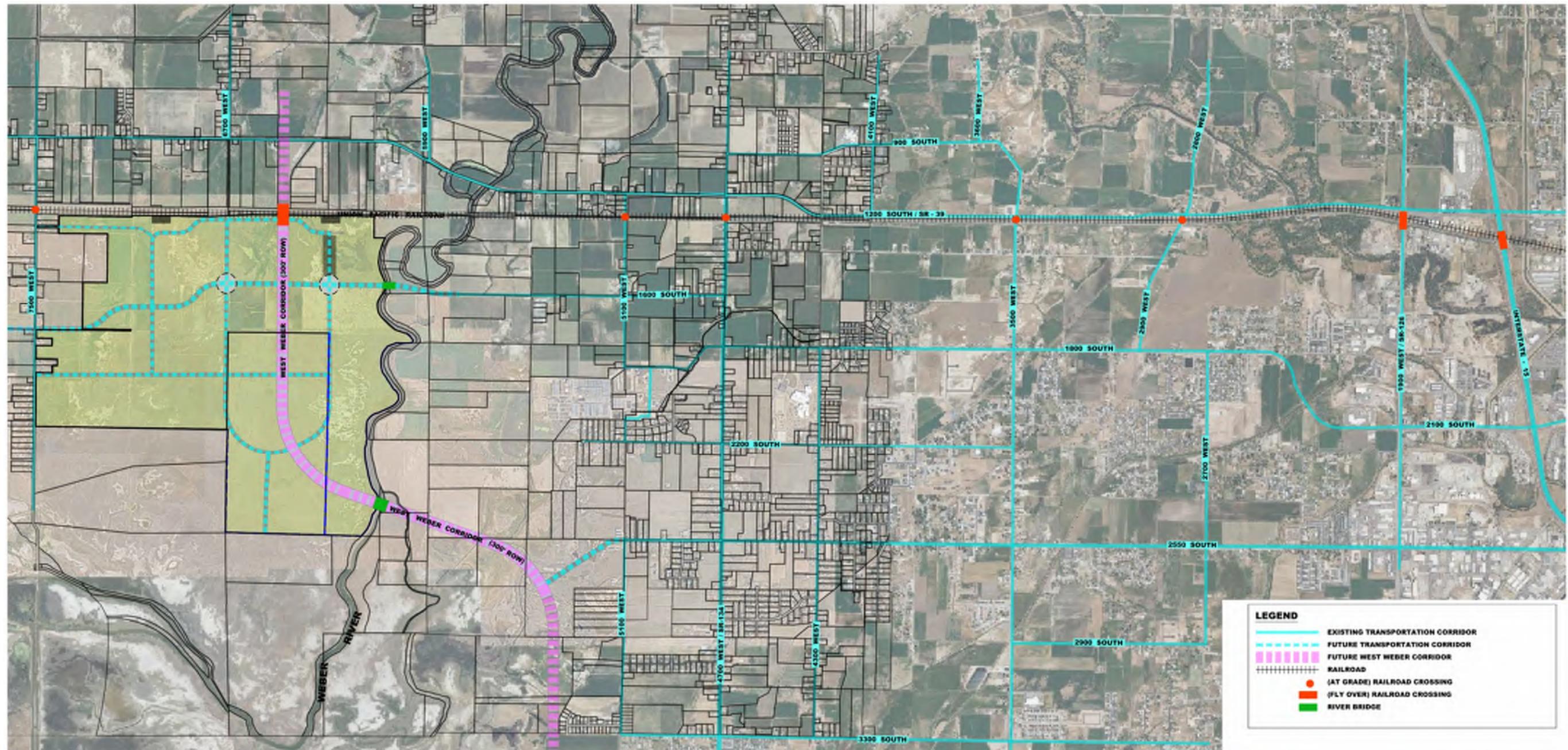


Figure 13. Regional Transportation.

Development Phasing

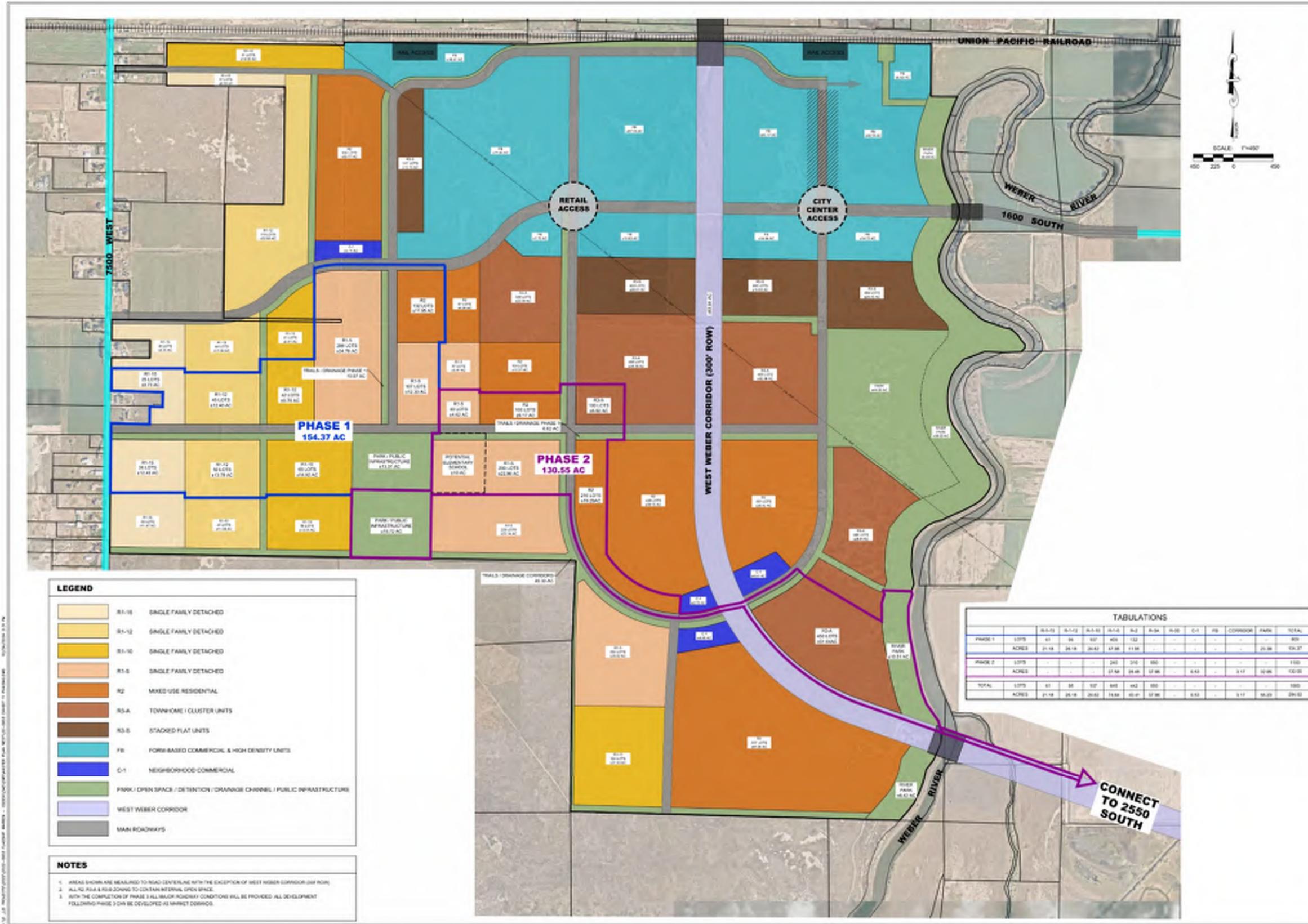
Westbridge Meadows's development phasing will be completed to balance many elements of the development, including:

- Transportation access according to an approved traffic study.
- Location and availability of utilities. Westbridge Meadows will have to pioneer or extend many utilities to the project. This undertaking will be done in an efficient and systematic way so as to not waste resources or cause undue burden for operation and maintenance.
- Availability of a variety of housing products.
- Interior transportation connectivity.
- Initial development of open space and amenities to meet the established level of service.

Exhibit 5 depicts the first two phases of the development which are in keeping with the traffic study and include:

- **Phase 1.** This initial phase is located at the west of the development and will utilize 7500 West for access. Waterlines will be extended along 7500 West and loop through the property to 1200 South as determined by the water service provider. Sewer service will begin as a stand-alone package plant located at the south end of the open space within the Phase. Stormwater will be conveyed via sloughs from the project to the Great Salt Lake. This initial phase will include up to 800 units which, based on their location within the plan, will be predominantly single-family.
- **Phase 2.** This phase will add a major crossing of the Weber River from the project to 2550 South to provide secondary access and direct access to I-15. Utilities for this phase will be extensions of those started with Phase 1. This phase may include up to 1,100 units and will contain a wide variety of housing products.
- **Future Phases.** With the major transportation and utility infrastructure backbone in place with the first two phases, additional phases can be smaller, market driven areas adjacent to earlier phases. For example, Phase 1 shows remaining parcels of R1 zoning that can be easily expanded from the original development. An accounting of unit development will be kept ensuring that all milestones of access, infrastructure and unit types are met for these future phases. The traffic study will be updated as necessary to account for current conditions at the time and improvements necessary

for expansion, both on and off-site, will be addressed. A key element for these future phases will be the implementation of the Form Based Code since there will be sufficient demand at this point for the discussions and development of commercial and retail uses to begin planning.



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NOT FOR CONSTRUCTION

WESTBRIDGE MEADOWS
 WEBER COUNTY, UTAH
 EXHIBIT 5 - MASTER PHASE PLAN

REVISIONS

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 2022-0003
 DRAWN BY
 BLS
 DESIGNED BY
 CDM
 SCALE
 1"=450'
 DATE
 10/24/2024

EXHIBIT
5

DESIGN GUIDELINES

Design guidelines established for the Westbridge Community are intended to establish the initial basis for development within the community. Further standards and more definition will be presented throughout the development process and recorded as Covenants, Conditions, and Restrictions (CC&Rs) with each individual subdivision. A Homeowners' Association (HOA) will be established for the regulation and enforcement of CC&Rs. Over the course of development, sub-HOA areas may be established to address site specific improvements, housing elements or maintenance obligations.

Overall Design Guidelines

- If not specifically addressed by these Design Guidelines or subsequent clarifications, the Weber County Code and details apply.
- Internal accessory Dwelling Units (ADUs) are allowed in all residential products except for apartments, condos or stacked flats. Detailed ADUs to be regulated by existing Weber County Code. Any internal ADU must meet the following minimum requirements:
 - Separate entrance.
 - One additional off-street or designated parking stall.
- No minimum side yard is required for a single-story detached garage that shares a common wall with an adjacent lot, if the foundation is constructed at the same time and necessary fire codes are incorporated.

Table 3 contains amendments or certifications to the existing Weber County Code. These changes are proposed to be memorialized through a Development Agreement.

Street-Block Length

- The existing Weber County Code is proposed to be amended to account for the great diversity of products and potential block lengths, both with and without an intervening walkway. The proposed amendments are contained within Table 2.
- Private roadways may be used to determine street-block length.

Building Setbacks

- Lot building setbacks are proposed to vary slightly from the existing Weber County Code to establish definitive standards based on zones, without reference to single or two-story homes and addressing the use of alley-loaded products. Proposed dimension changes

are detailed for each zone in Table 2 and detailed graphics are included in Appendix A. These details are to be used to establish minimum standards according to the following definitions:

- The Minimum Width for any residential lot shall be measured at the *designated* front setback which will be determined based on preliminary subdivision design. This method of measurement allows for design flexibility while maintaining basic lot dimensions. This minimum width is not necessarily associated with a roadway but may be an alley, shared driveway, etc.
- Minimum Lot Frontage is measured along a public right-of-way. Additional design and detailing may be required to address placement of utility meters and infrastructure such as streetlights, fire hydrants, electrical boxes, etc.
- Front Garage Setback is measured from the outside roadway element of back of curb or sidewalk to the garage door face.
- Front Living Setback is measured from the outside roadway element of back of curb or sidewalk to enclosed living space or side entrance garage. Unenclosed porches, decks, or overhangs may protrude into this setback a maximum of five (5) feet. Additional design and detailing may be required to address placement of utility services as well as their required clearances.
- Side Yard Setback, Garage Side is wider for all R1 lots to allow for back lot access as well as possible side storage. Any storage within this setback may also be further regulated by CC&Rs.
- Side Yard Setback is consistent for both sides for single-family lots in R2 and R3 zones as well as all alley-loaded lots.
- Rear Yard Setback is measured from the rear property line to enclosed and conditioned living space. Unenclosed decks or overhangs may protrude into this setback a maximum of ten (10) feet.
- On Corner Lots, the side yard setback on the street side of the lot shall be measured from the outside roadway element of back of curb or sidewalk to enclosed living space. If a side entry garage is proposed, the Front Garage Setback must be met. Unenclosed porches, decks, or overhangs may protrude into this setback a maximum of five (5) feet. Additional design and detailing may be required to address driveway access location and corner sight triangle requirements.

Table 2. Design Guidelines

Zoning Designation	R1				R2	R3		FB	C-1
Sub-Set	R1-15	R1-12	R1-10	R1-5		R3-A	R3-S		
Street-Block Length									
No Pedestrian Path	1,000	800	700	600	500	500	500	TBD	N/A
With Pedestrian Path	1,500	1,300	1,200	1,000	1,000	800	800	TBD	N/A
Maximum Distance to Path or Walk	900	800	700	600	600	500	500	TBD	N/A
Width & Frontage (1)									
Single Family, Minimum Lot Width	60'	50'	40'	40'	30'	Based on R2	Based on R2	TBD	
Single Family, Minimum Lot Frontage	20'	20'	15'	15'	15'	Based on R2	Based on R2	TBD	
Front Setback, Minimum (2)									
Max Garage Door % of Lot Width	50%	40%	40%	40%	30%	N/A	N/A		
Single Family Garage Face	25'	22'	20'	20'	20'	N/A	N/A		
Mitigating Measures Required (3)	1	2	2	3	3	N/A	N/A		
Multi-Family					See Setback Diagrams	See Setback Diagrams	See Setback Diagrams		
Side Setback									
Single Family, Non-Garage Side	7'	7'	7'	5'	5'	5'	5'		
Single Family, Garage Side	10'	10'	10'	10'	5'	5'	5'		
Single Family, Alley Loaded	5'	5'	5'	5'	5'	5'	5'		
Multi-Family					See Setback Diagrams	See Setback Diagrams	See Setback Diagrams		
Rear Setback									
Rear Setback, Project Exterior	30'	25'	20'						
Rear Setback, Interior	20'	20'	15'	15'	10'				
Multi-Family					See Setback Diagrams	See Setback Diagrams	See Setback Diagrams		

1. Minimum Lot Width measured at the designated Front Setback. Minimum Lot Frontage measured at the right-of-way line. See Setback Diagrams.

2. Front setback to be the *minimum* distance from the roadway to the designated front setback. See Setback Diagrams.

3. See "Garage Mitigation" section for more details regarding mitigation measures.

Architectural Standards

o The architectural standards in this section are intended to establish general guidelines for Westbridge Meadows while anticipating additional detail with each subdivision's approval. Listed in this section are examples of architectural styles that will be acceptable within the community. Requirements are based on styles rather than general material and coverage percentages to allow for distinction and variety in housing products. Architectural styles that include extreme colors (i.e. bright, non-earth tone), construction materials (i.e. log, un-treated wood), or styling (i.e. flat membrane roof, basement home) will not be allowed within Westbridge Meadows. However, reasonable variations in the architectural styles and construction materials are allowed and will be necessary to give flexibility for future trends in the marketplace. All variations in style and material require approval from the Westbridge Meadows Architectural Review Committee (WMARC).

Single-Family Residential

- To promote the design of subdivisions with a variety of product, the following community wide restriction will be enforced on single-family homes:
 - No home may be built on a lot next door to a previously selected single-family home with the same elevation and color scheme.
 - Main body exterior color may be used on adjacent homes, but then must be offset by at least one home prior to resuming.
- **Architectural Styles.** The following general architectural styles may to be incorporated into Westbridge Meadows:



- Traditional Architecture:
 - A front porch is incorporated as a significant design element.
 - Stucco or Fiber Cement Siding (FCS) are used for main sections of the house with brick or stone used for post bases, wainscoting or accent walls.
 - Additional architecture features may include metal roofing accents, window grids, and shed roofs over windows or garages.
- Craftsman Architecture:
 - Low pitched roof which often incorporates hips.
 - Porch beams and columns are emphasized as design elements.
 - A variety of materials and textures are encouraged.
 - Vertical, multiple windows are encouraged.
 - Additional architecture features may include metal roofing accents, decorative trim, window grids, and shed roofs over windows or garages.



- Farmhouse Architecture:
 - Square front porch beams wrapped in FCS.
 - FCS covering main portions of home.
 - Corbels under metal roofs and front porch are encouraged.
 - Additional architecture features may include metal roofing accents, window grids, shed roofs over windows and garages, and corbels.



- Scandinavian Architecture:
 - Simple lines, colors and minimal accents are used.
 - Steeper pitched roofs on front gables creating a taller, slenderer prominent feature.
 - Taller, more slender windows used to emphasize height and accentuate the front elevation features.
 - Minimal but strategic placement of faux wood, stone, stucco, and FCS used in contrasting colors to highlight and emphasize areas of the home.
 - Additional architecture features may include metal roofing accents and bold facia.



- Modern Architecture:
 - Incorporation of strong, simple lines for roof and materials.
 - Shallow slope roofs are used.
 - Multiple materials are encouraged.



- **Multi-Family Residential (Attached Units, Townhomes and Stacked Units).** With the variety of products, configurations, theme, and materials available for Multi-Family Residential, approval of these uses will be incorporated into the subdivision review process and WMARC. Architectural elements are to be similar to those listed for single-family housing based on architectural style.

Parking Standards

- All residential uses are to provide the following parking accommodations:
 - Residential uses to provide a minimum of two (2) car parking stalls per unit.
 - Studio and one-bedroom products may reduce parking requirements to one-and a-half (1.5) stalls per unit.
 - An additional on-site or designated stall is required for use of an ADU.
 - Alley loaded or detached garages are not required to be constructed with the initial house construction if the necessary foundations are installed for the eventual use of the garage construction and adequate surface parking outside the front setback is provided.
 - Shared driveways may be utilized if parking, backing, and access are provided.
 - Attached housing products may incorporate:
 - Tandem parking.
 - Car ports when utilizing architectural elements of the main housing product.
 - Multi-family products to provide guest parking at a rate of 1 designated stall per 3 units.

Garage Mitigation

- The relationship between the garage and the main house is critical in maintaining the character of the community and should be carefully planned. The goal is to avoid “garage dominated” streetscapes by encouraging a variety of garage locations and treatments. It is understood that some sites, housing products or owner preference may result in lot layouts and houses with the garage as a more prominent feature of the front elevation. If used, these more prominent garage plans require mitigating measures to be incorporated as outlined in Table 2.

- Mitigation measures include the following options:
 - Separated Doors. Single, separate garage doors are encouraged rather than overall larger doors. The minimum separation is to be 18 inches.



Figure 14. Examples treatments for separated doors.

- Trellis / Treatment. A trellis, columns or offset features are encouraged to create depth and interest for the garage face. If used, these features should match or compliment other similar trim materials, style and color.



Figure 15. Examples treatments of trellis’.

- Windows and Trim. Windows and trim treatment of garage doors should be selected to complement the architectural style, features, doors, and windows of the house.



Figure 16. Examples treatments of windows and trim.

- Color and Material. Numerous options for colors, materials, finishes and hardware are available to complement the color, style or other elements of the house.



Figure 17. Example treatments color and material.

- Driveway Material / Detailing. Garage doors may also be de-emphasized using alternate driveway materials or detailing. These alternatives may include stamped concrete, exposed aggregate, colored concrete, unique landscaping, or other approved applications.

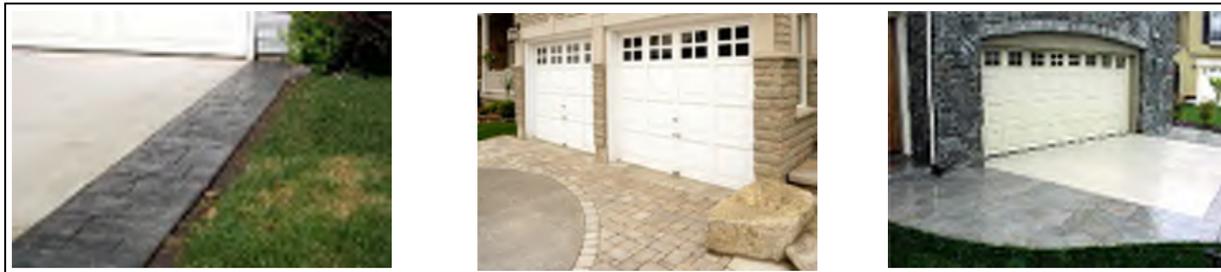


Figure 18. Example treatments for driveway materials and detailing.

- **Third Car Garage Requirements.** If a third car garage is to be provided, the following criteria must be met:
 - The third car door to be placed on a different plane (two (2) foot minimum offset) or direction than the other garage doors.
 - All garage doors to be the same height unless approved by the AC.
 - All garage doors to be similar color and style unless approved by the AC.



Figure 19. Example of treatments for a third car garage.

Roadway Sections

Roadway sections for use withing the development is contained within Appendix B. The following conditions apply to all roadways within the development:

- Roadway hierarchy will be followed to emphasize safety, efficient traffic flow, reduction of “cut-through” traffic and the production of a more livable community.
- With an emphasis on garage mitigation, alley loaded lots are encouraged with the appropriate alley loaded roadway sections.
- Due to the isolated nature of the project, roads are not required to follow section or quarter section lines. Connection points will be required for master planned roadways outside of the development.
- Minimum street grade to be 0.40%.
- Any roadway cross section may be increased to accommodate the upgrade of a sidewalk to a pathway, parking, increased planter depth or addition of a fence.

APPENDIX A



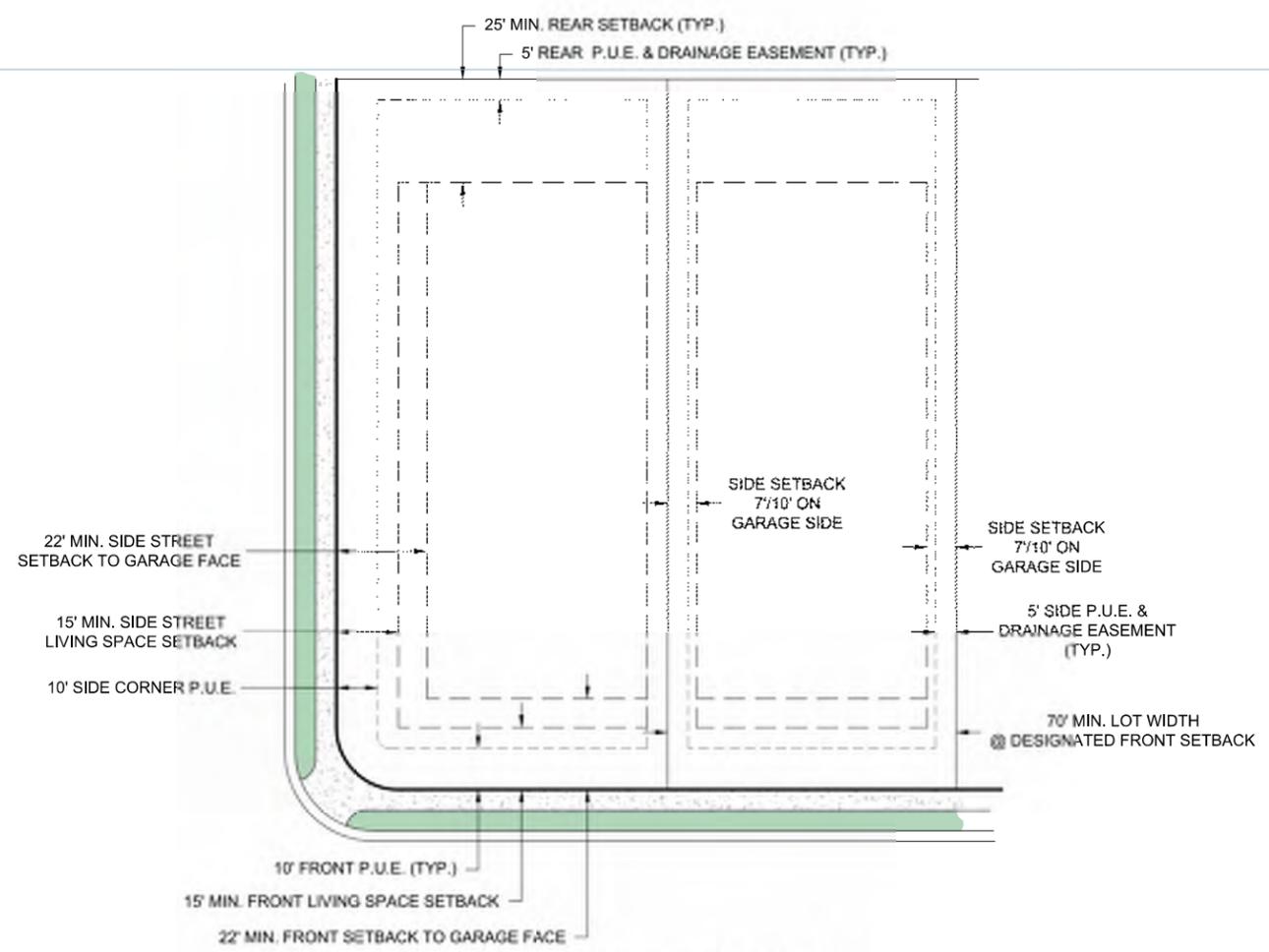
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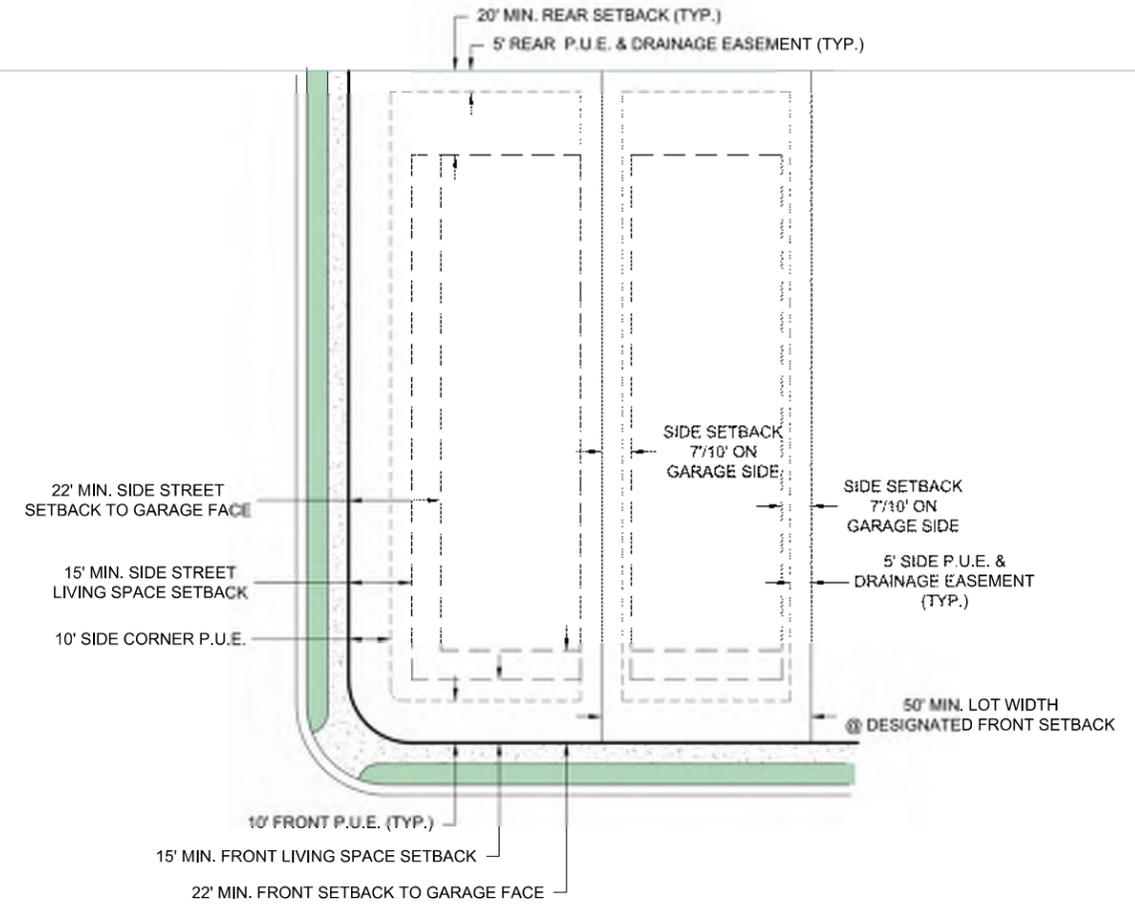
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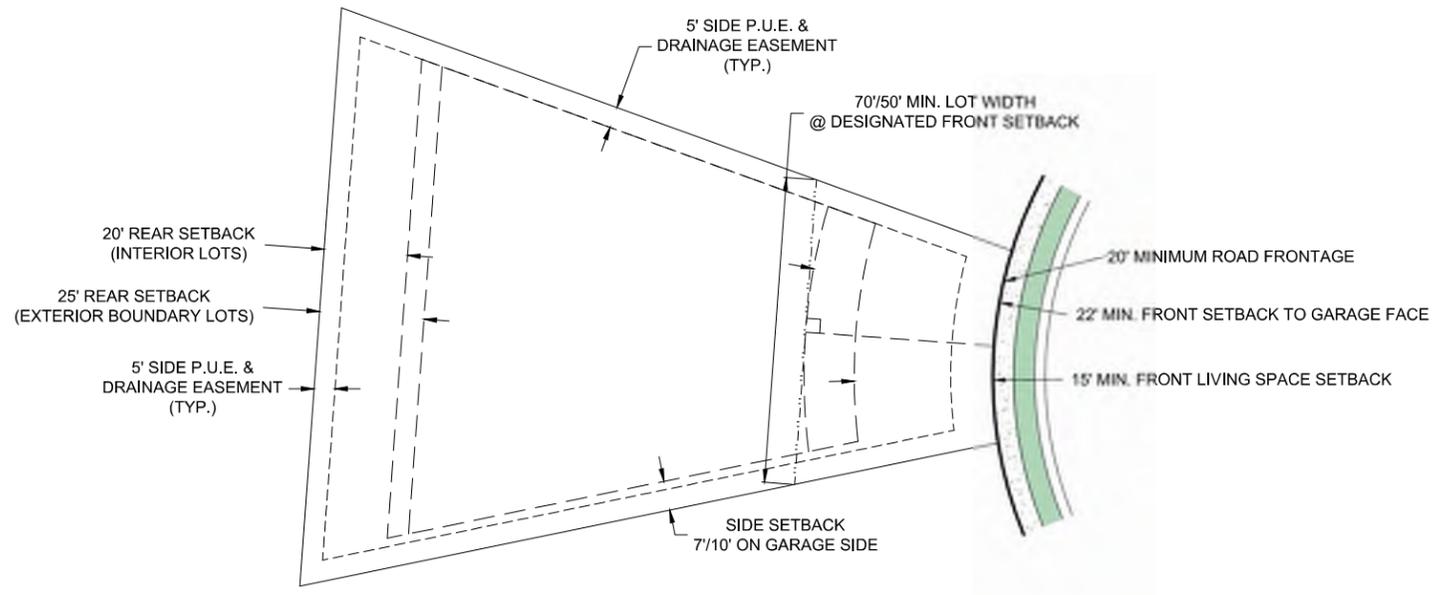
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R1-12 SINGLE FAMILY SETBACK DIAGRAMS



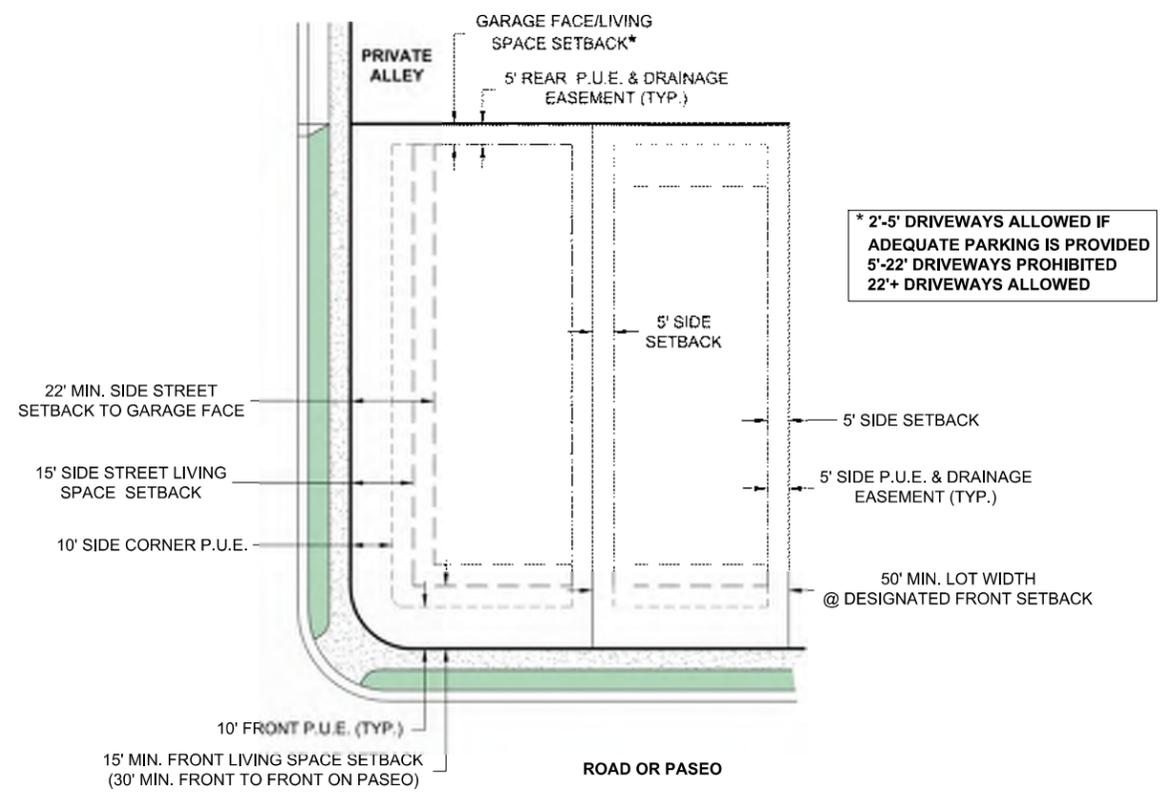
R1-12 EXTERIOR BOUNDARY LOTS



R1-12 INTERIOR LOTS



R1-12 RADIAL LOT SETBACKS



R1-12 ALLEY LOAD

* 2'-5' DRIVEWAYS ALLOWED IF ADEQUATE PARKING IS PROVIDED
5'-22' DRIVEWAYS PROHIBITED
22'+ DRIVEWAYS ALLOWED

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DESIGNED BY: GDM / NKW
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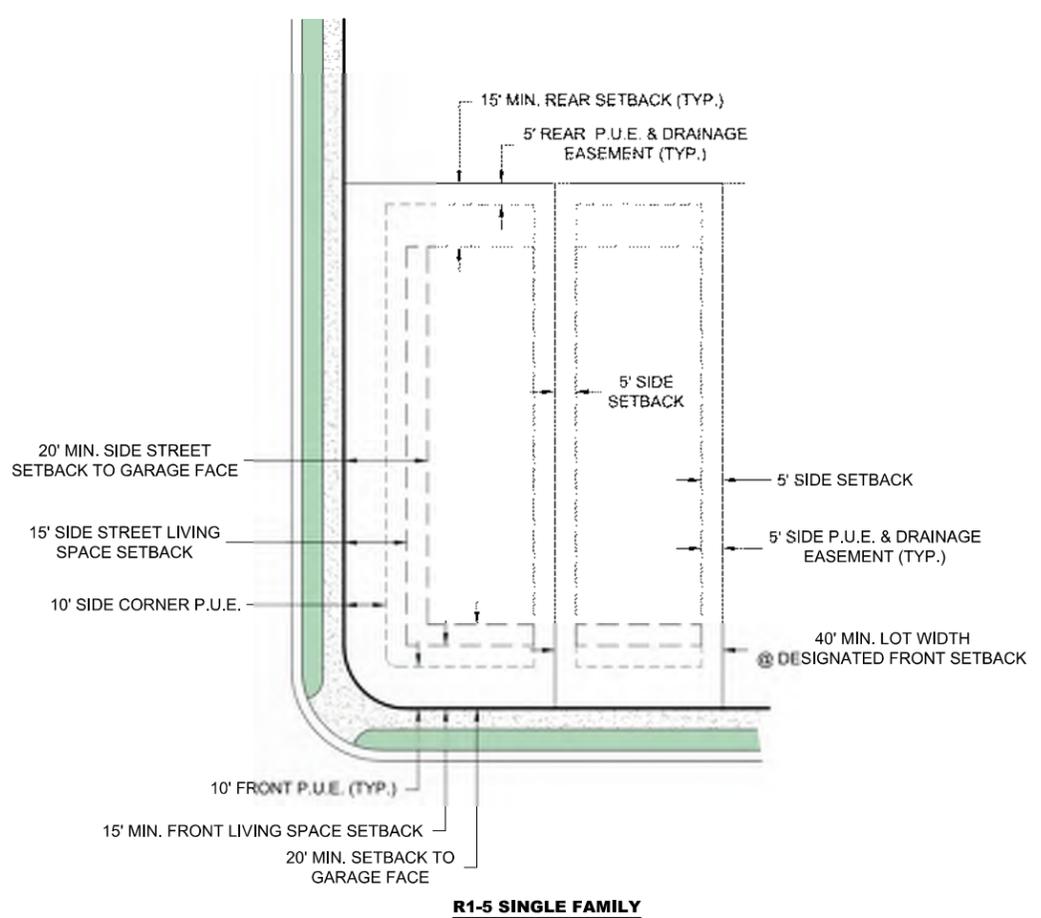
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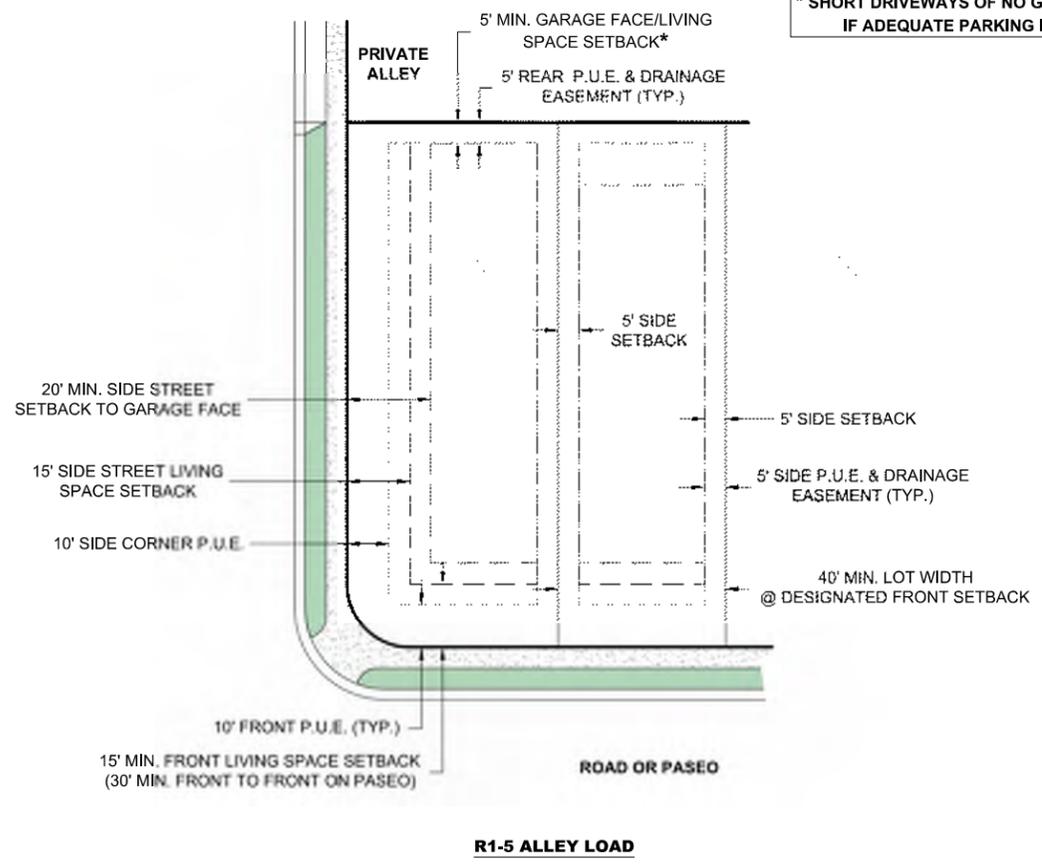
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R1-5 SINGLE FAMILY SETBACK DIAGRAMS

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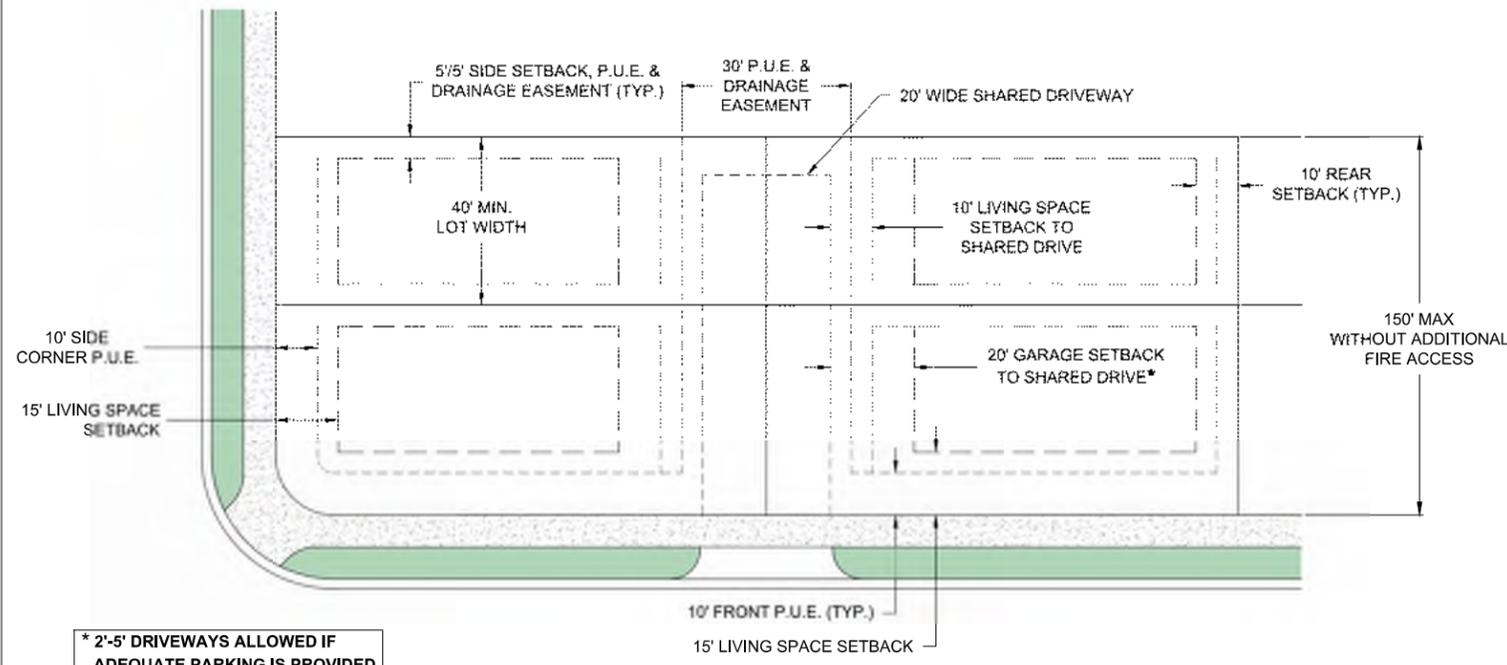
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R1-5 SINGLE FAMILY

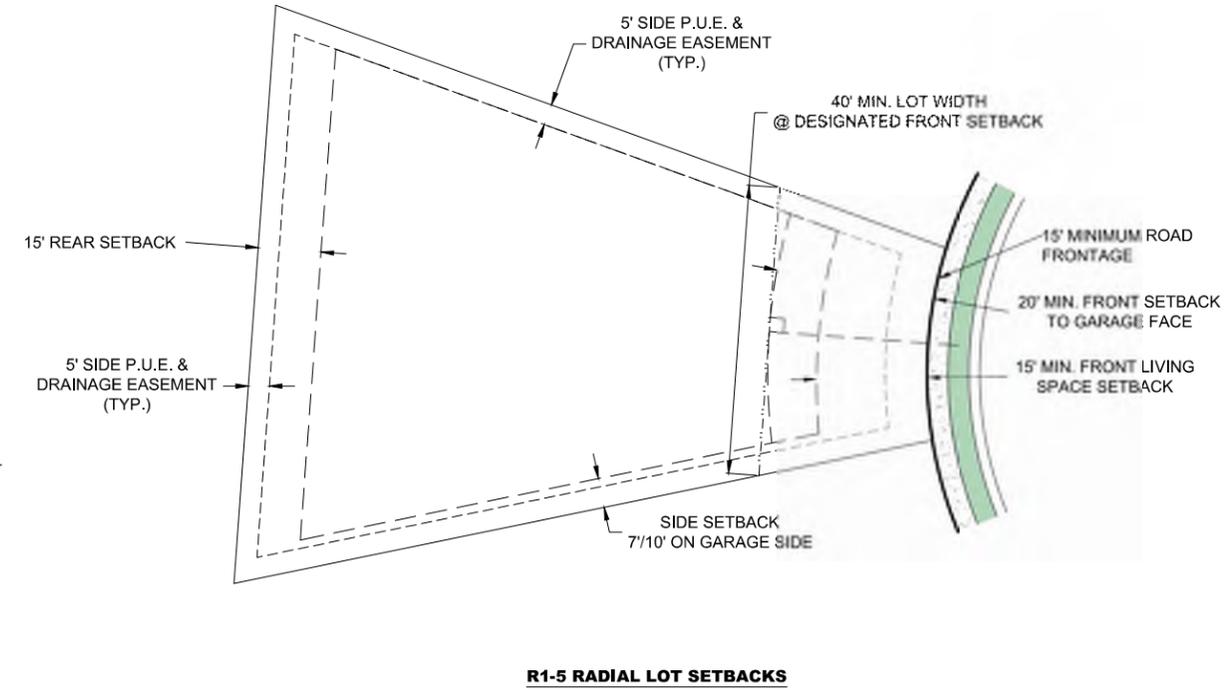


R1-5 ALLEY LOAD



R1-5 SHARED DRIVE - SINGLE FAMILY

* 2'-5' DRIVEWAYS ALLOWED IF ADEQUATE PARKING IS PROVIDED
 5'-22' DRIVEWAYS PROHIBITED
 22'+ DRIVEWAYS ALLOWED



R1-5 RADIAL LOT SETBACKS

SEE R2 SETBACKS FOR MULTI-FAMILY UP TO 4 PLEX

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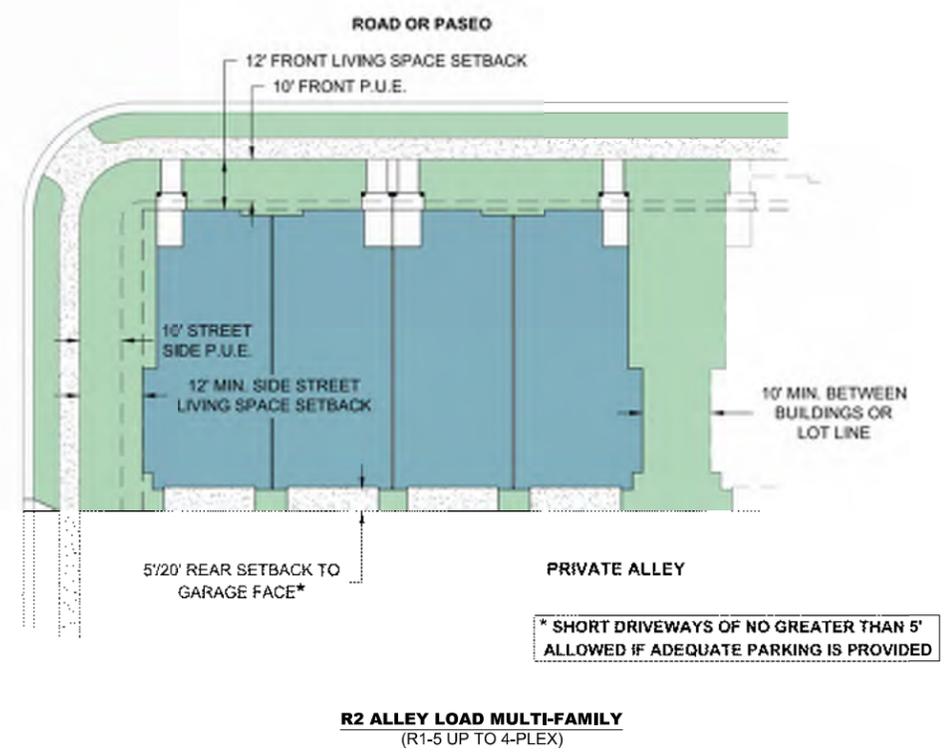
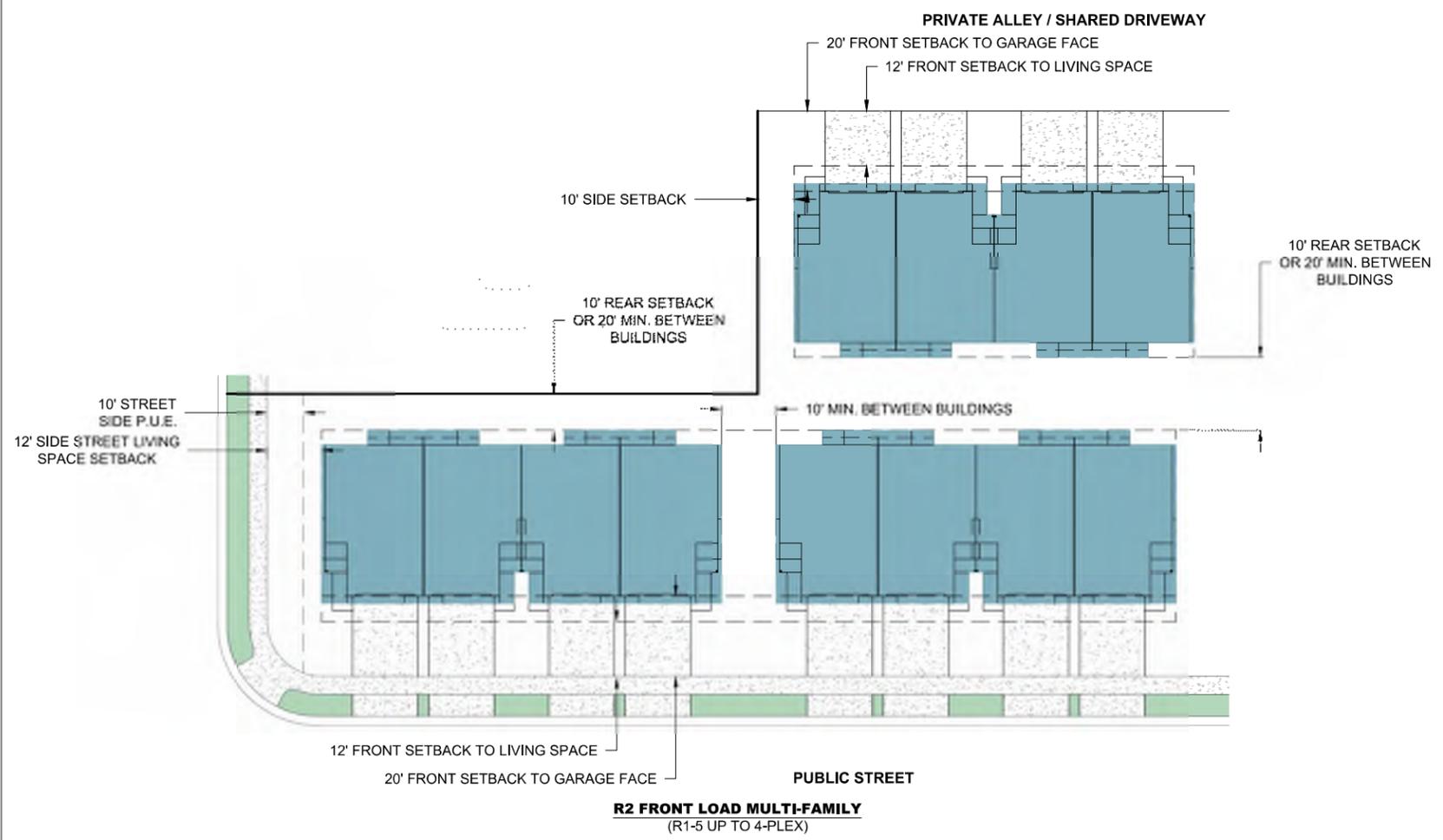
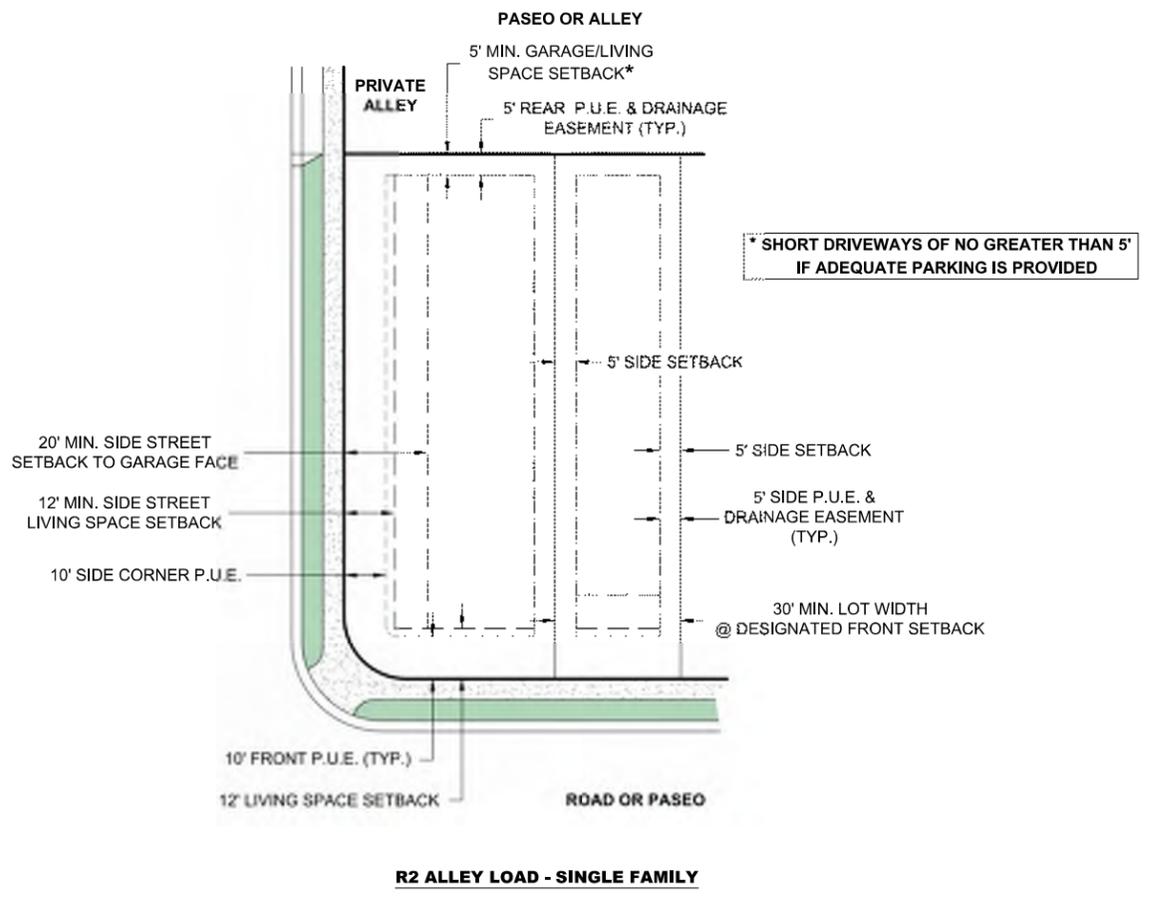
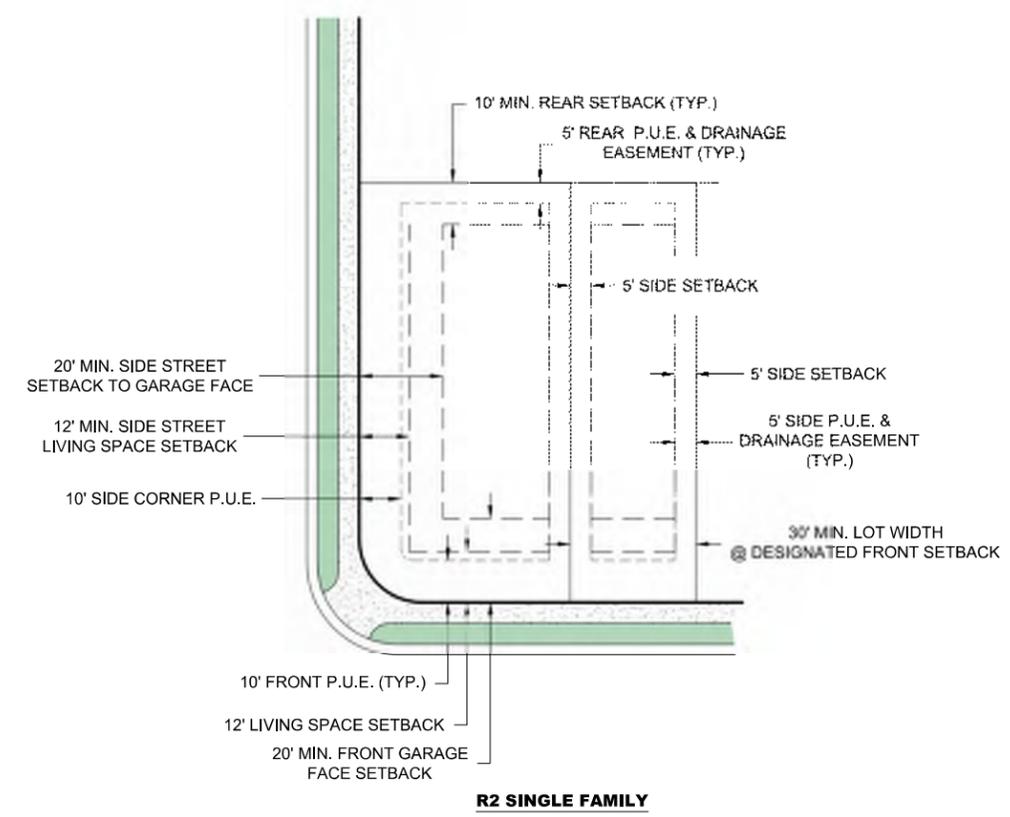
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WESTBRIDGE MEADOWS
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R2 SINGLE & MULTI-FAMILY SETBACK DIAGRAMS

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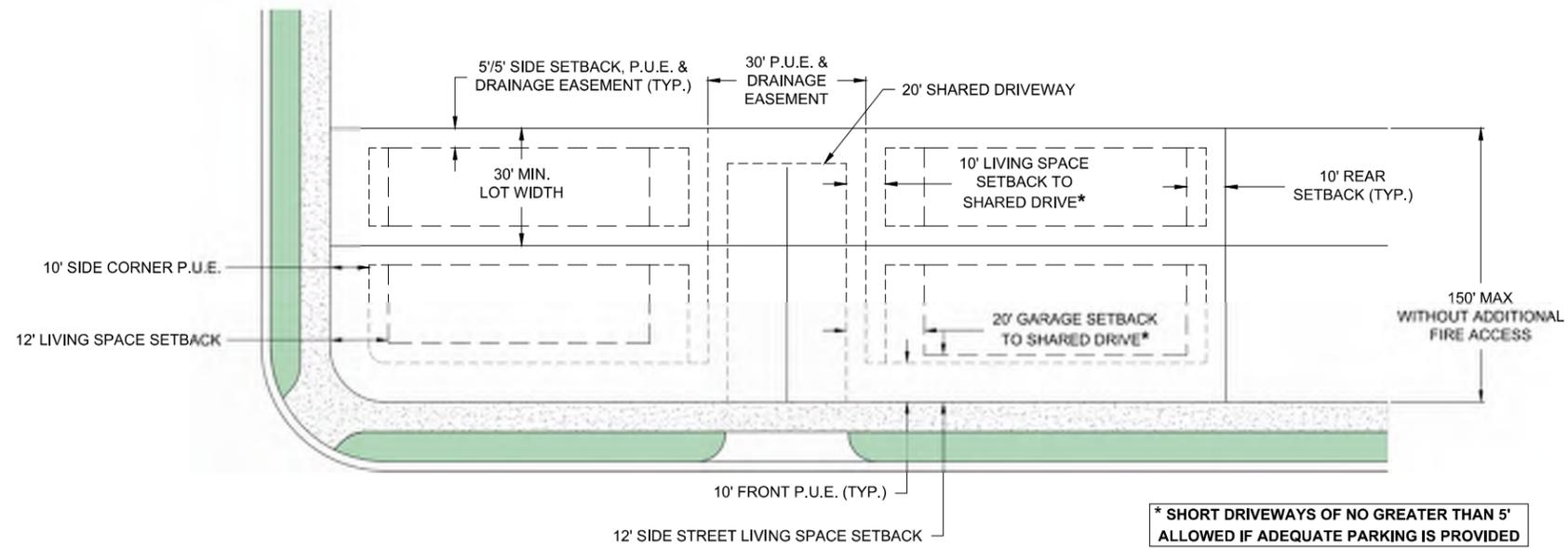


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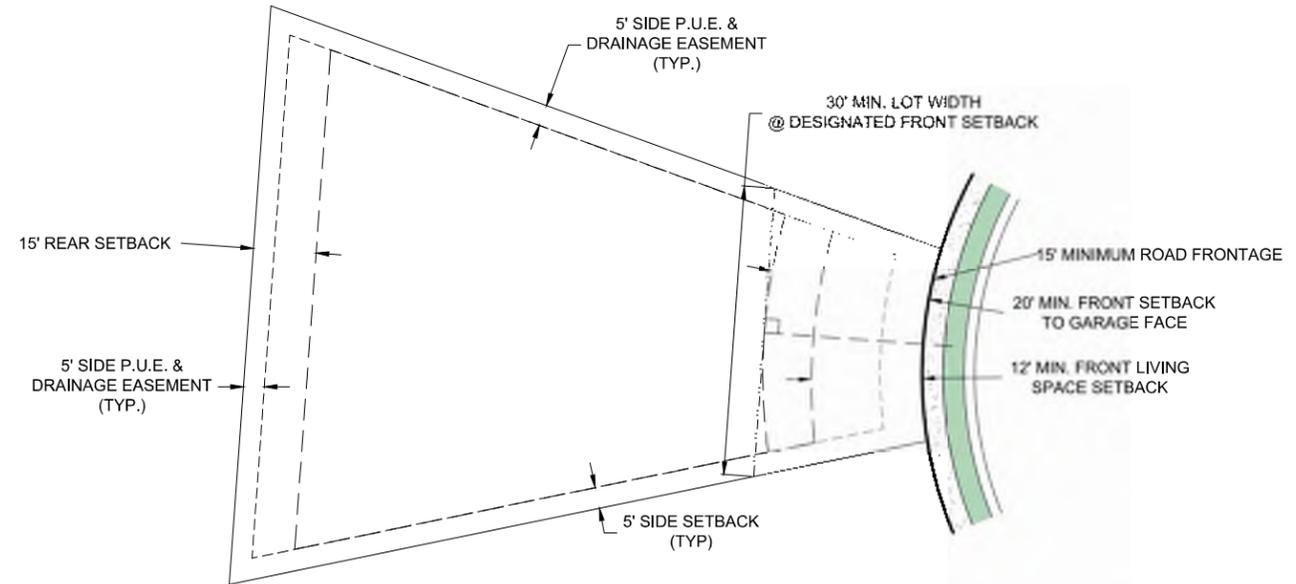
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R2 SHARED DRIVE - SINGLE FAMILY



R2 RADIAL LOT SETBACKS

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R2 SINGLE & MULTI-FAMILY SETBACK DIAGRAMS

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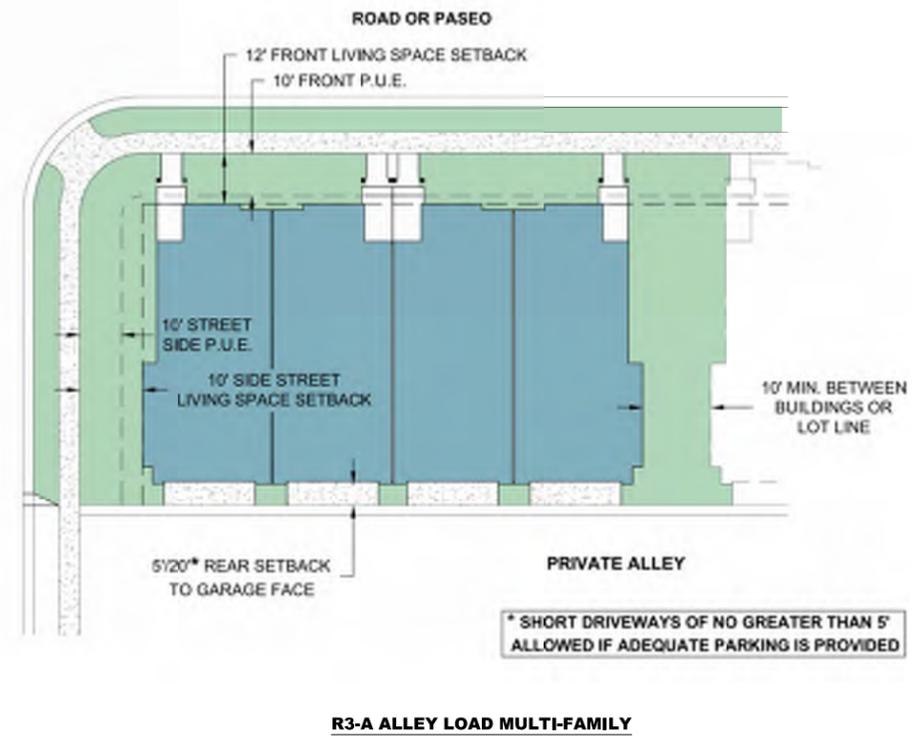
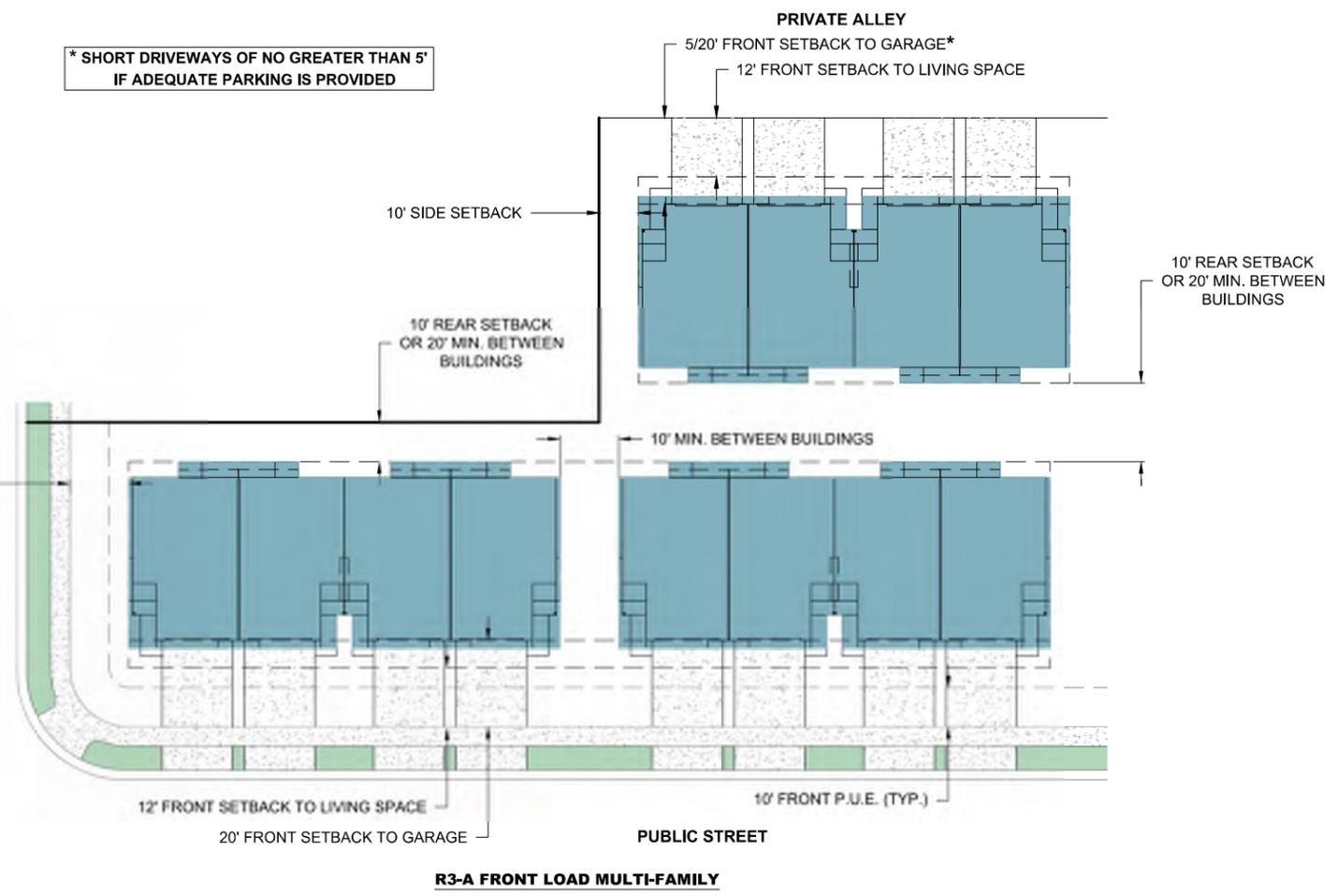
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R3-A MULTI-FAMILY SETBACK DIAGRAMS



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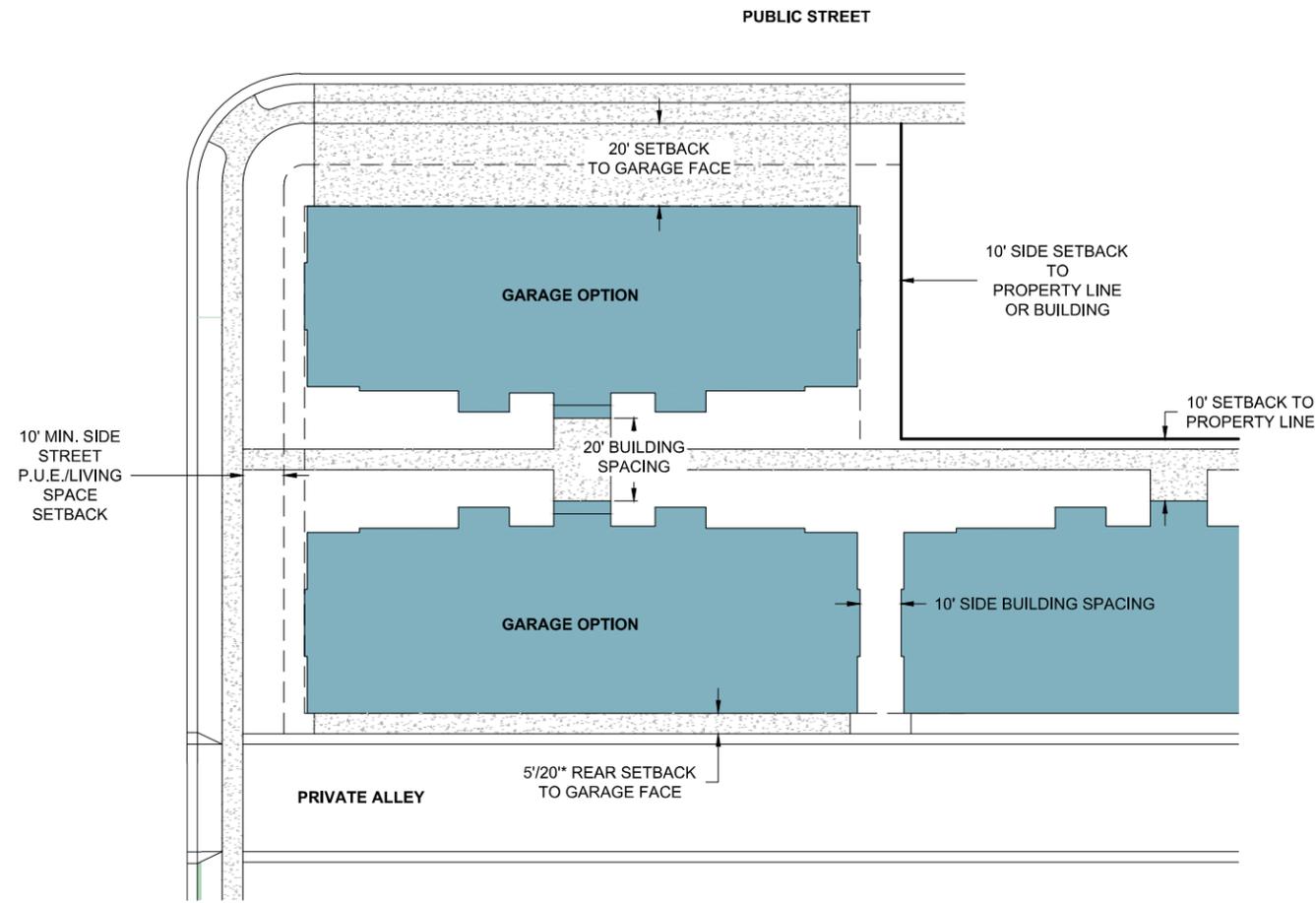
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WESTBRIDGE MEADOWS
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R3-B STACKED FLAT, MULTI-FAMILY SETBACK DIAGRAM

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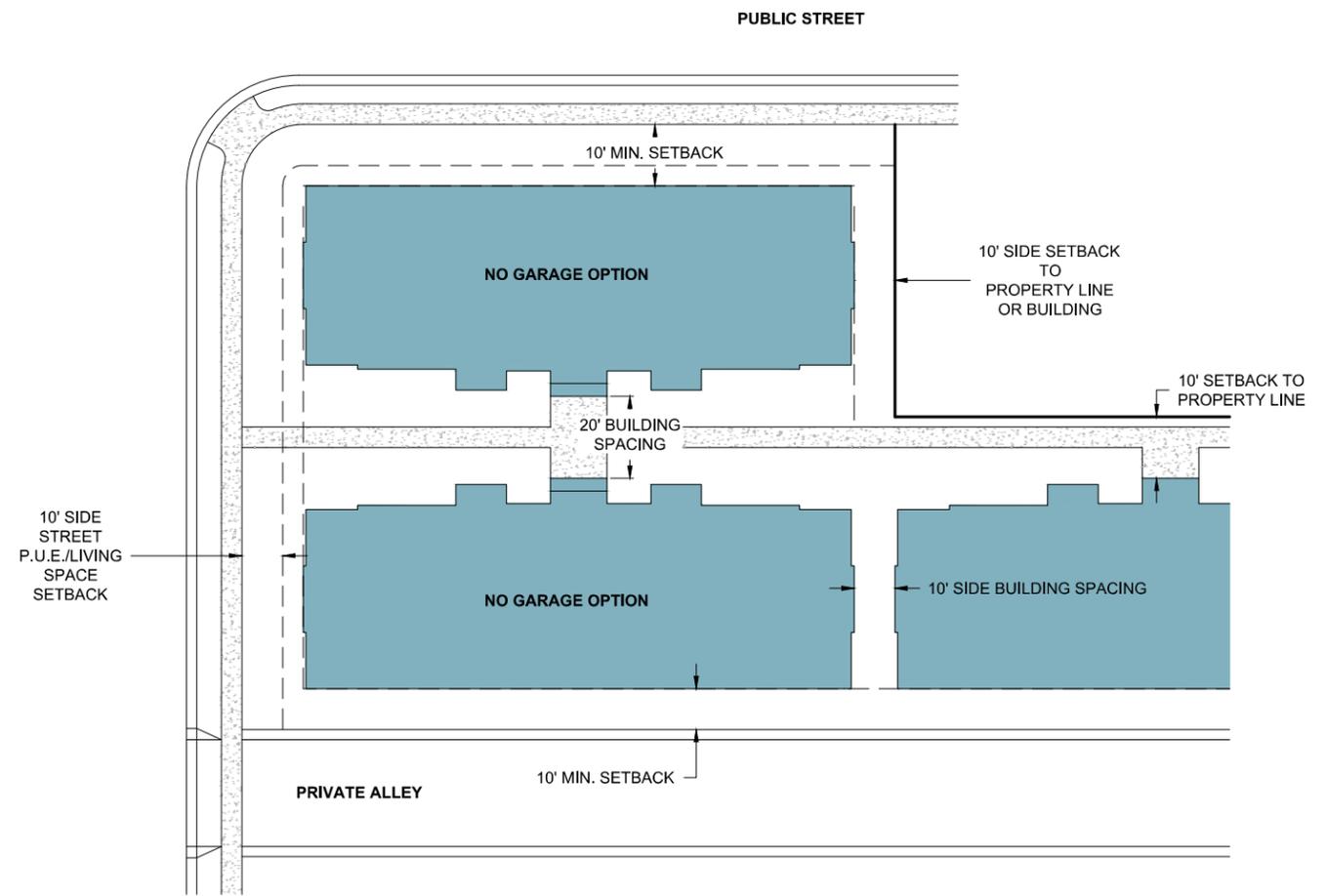
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* SHORT DRIVEWAYS OF NO GREATER THAN 5' ALLOWED IF ADEQUATE PARKING IS PROVIDED

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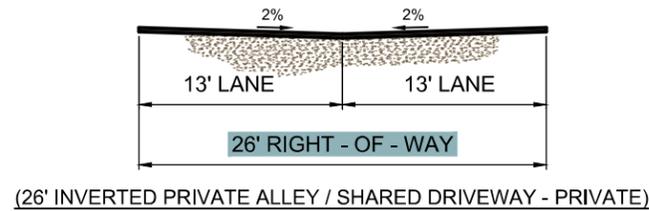
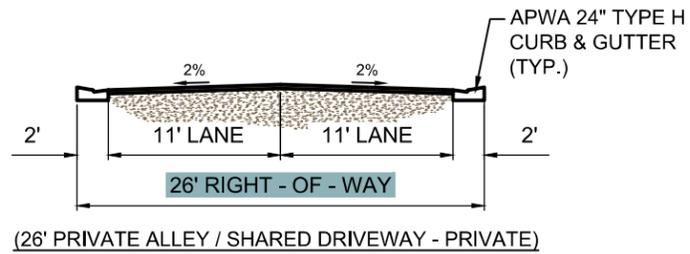


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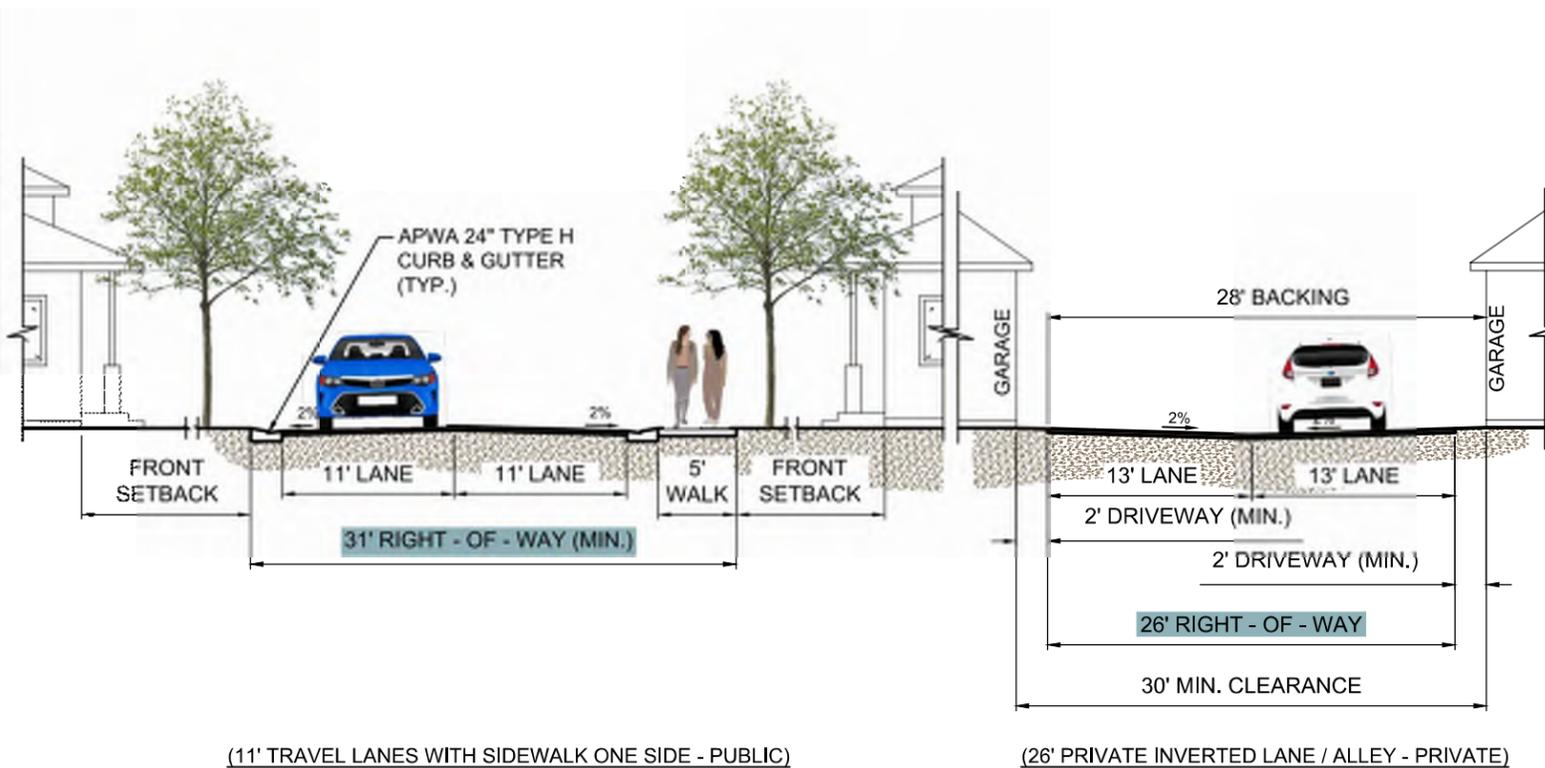
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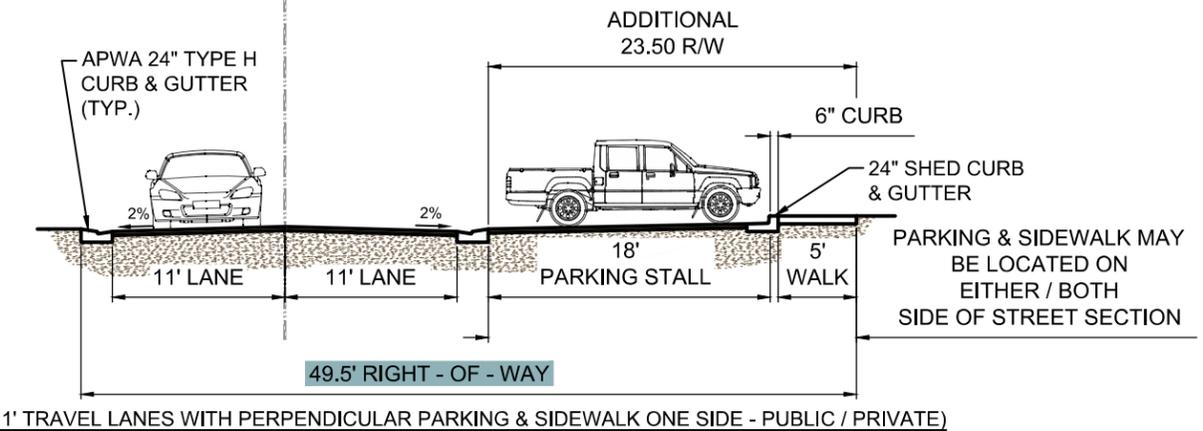
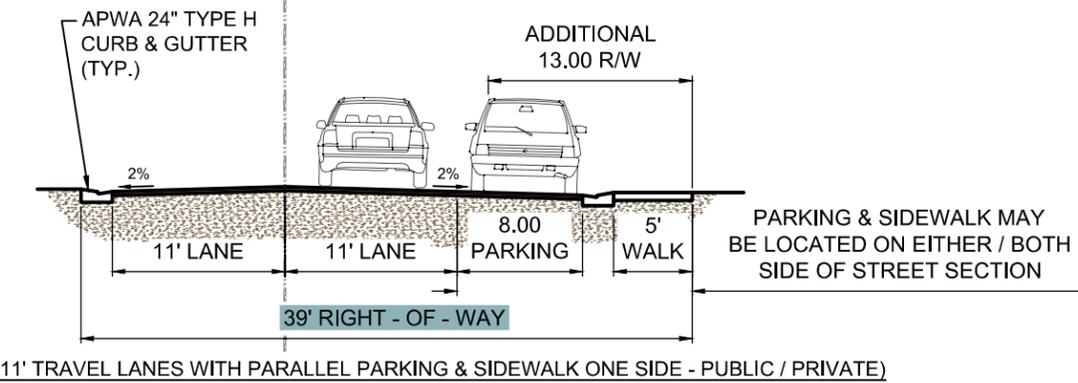
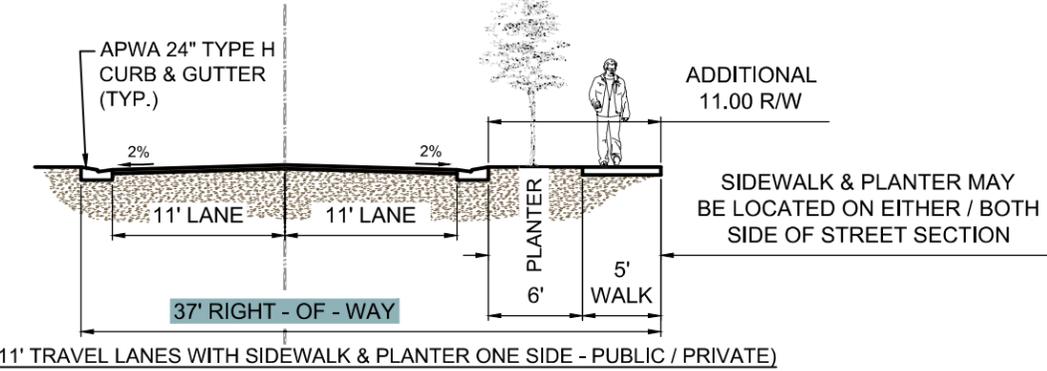
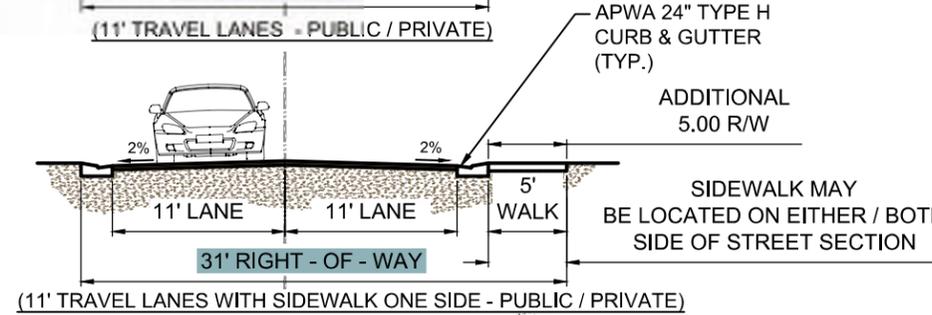
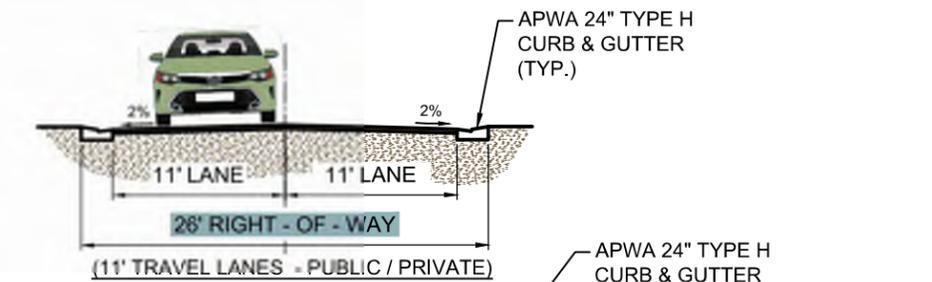
APPENDIX B



PRIVATE ALLEY / SHARED DRIVEWAY SECTIONS



TYPICAL ALLEY LOAD SECTION



SUB-LOCAL STREET SECTIONS

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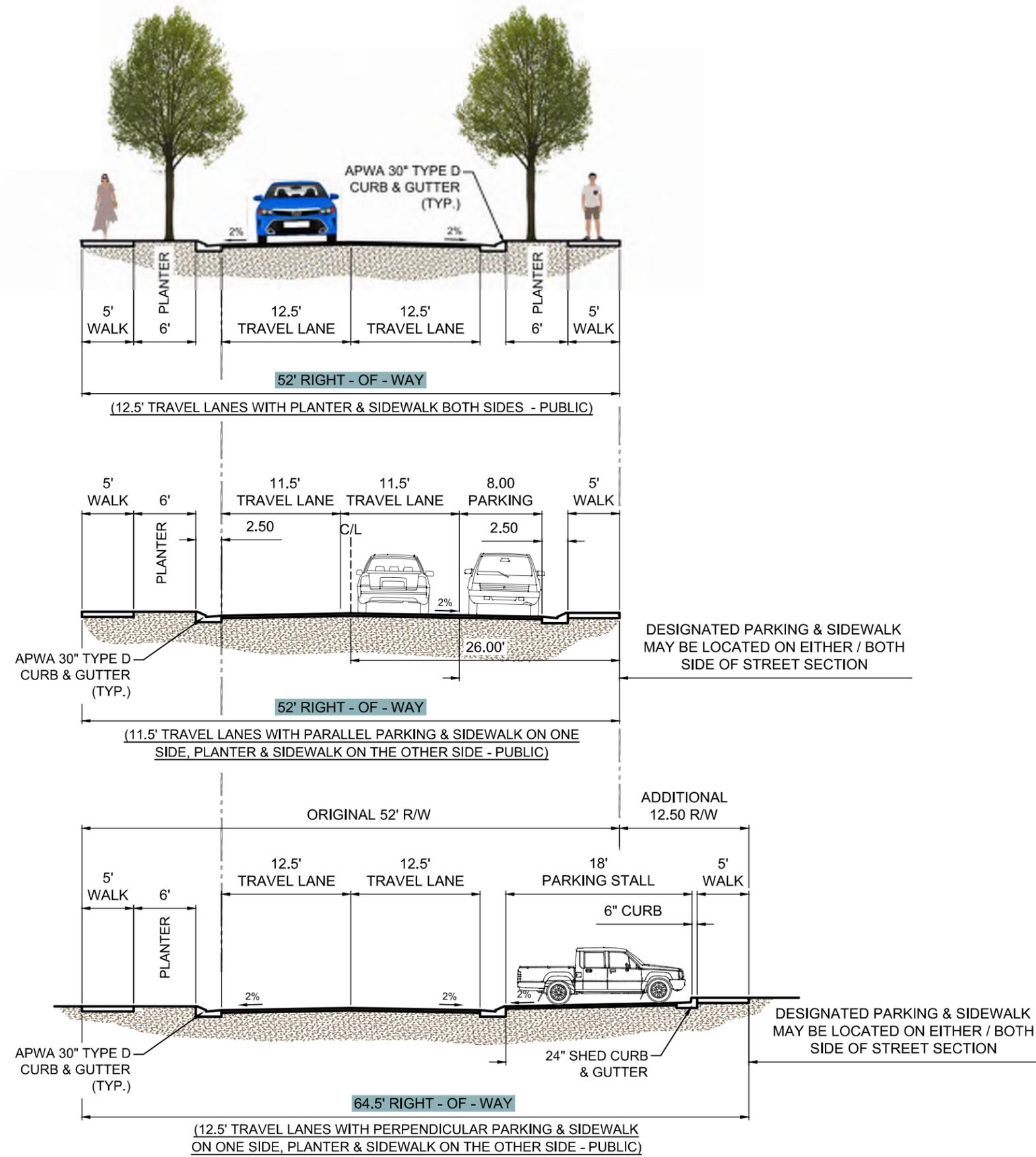
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STREET SECTIONS

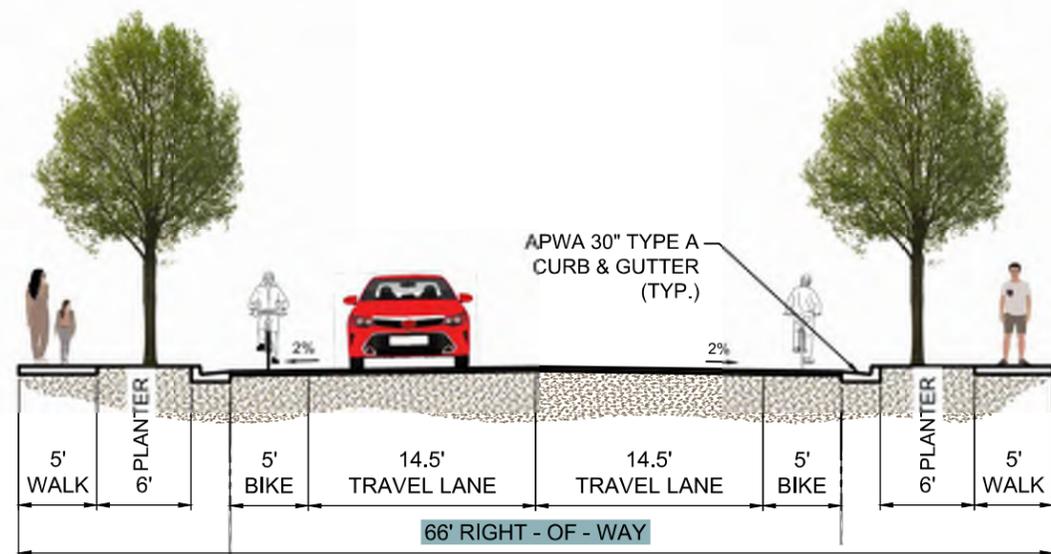


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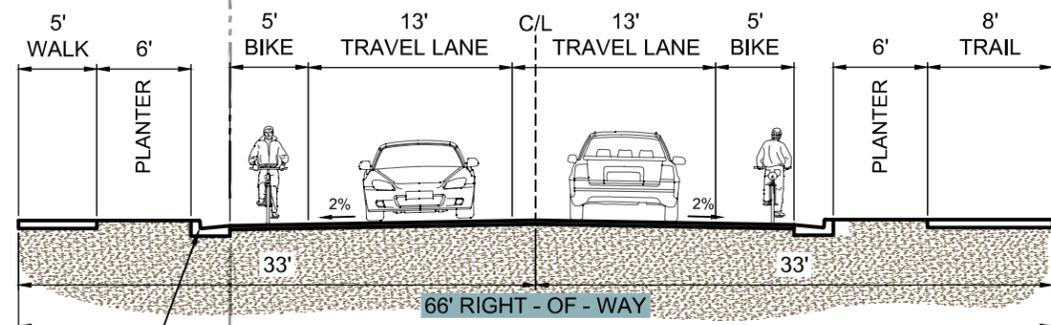
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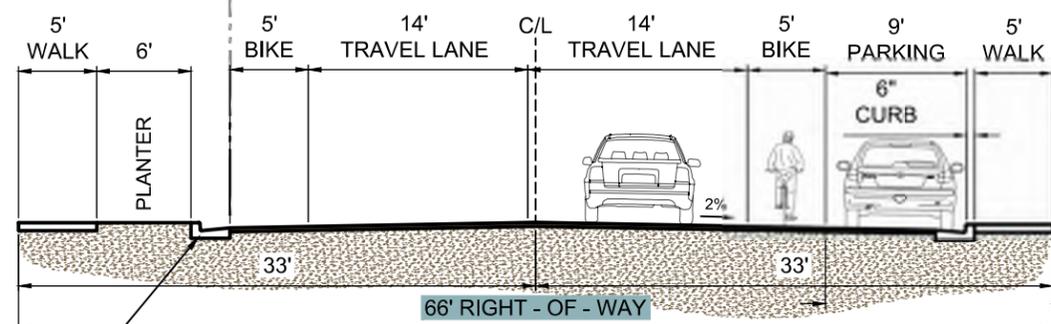
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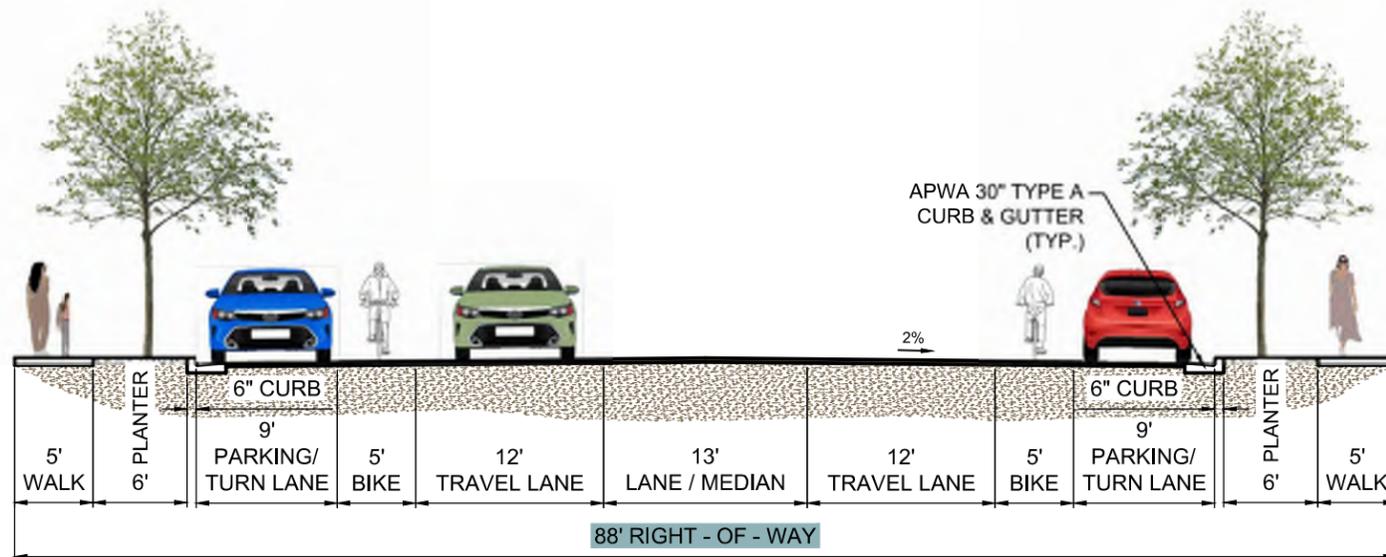
66' RIGHT - OF - WAY
(14.5' TRAVEL LANES / 5' BIKE LANES WITH PLANTER & SIDEWALK BOTH SIDES - PUBLIC)



66' RIGHT - OF - WAY
(13' TRAVEL LANES / 5' BIKE LANES WITH PLANTER & TRAIL ON ONE SIDE, PLANTER & SIDEWALK ON THE OTHER SIDE - PUBLIC)



66' RIGHT - OF - WAY
(14' TRAVEL LANES / 5' BIKE LANES WITH PARALLEL PARKING & SIDEWALK ON ONE SIDE, PLANTER & SIDEWALK ON THE OTHER SIDE - PUBLIC)



88' RIGHT - OF - WAY
(12' TRAVEL LANES / 5' BIKE LANES & 13' MEDIAN WITH PARALLEL PARKING, PLANTER & SIDEWALK BOTH SIDES - PUBLIC)

DESIGNATED PARKING & SIDEWALK MAY BE LOCATED ON EITHER / BOTH SIDE OF STREET SECTION

REVISIONS	
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LEI PROJECT #: 2022-0003
DRAWN BY: BLS
DESIGNED BY: GDM / NKW
SCALE: N.T.S.
DATE: 10/25/2024

SHEET

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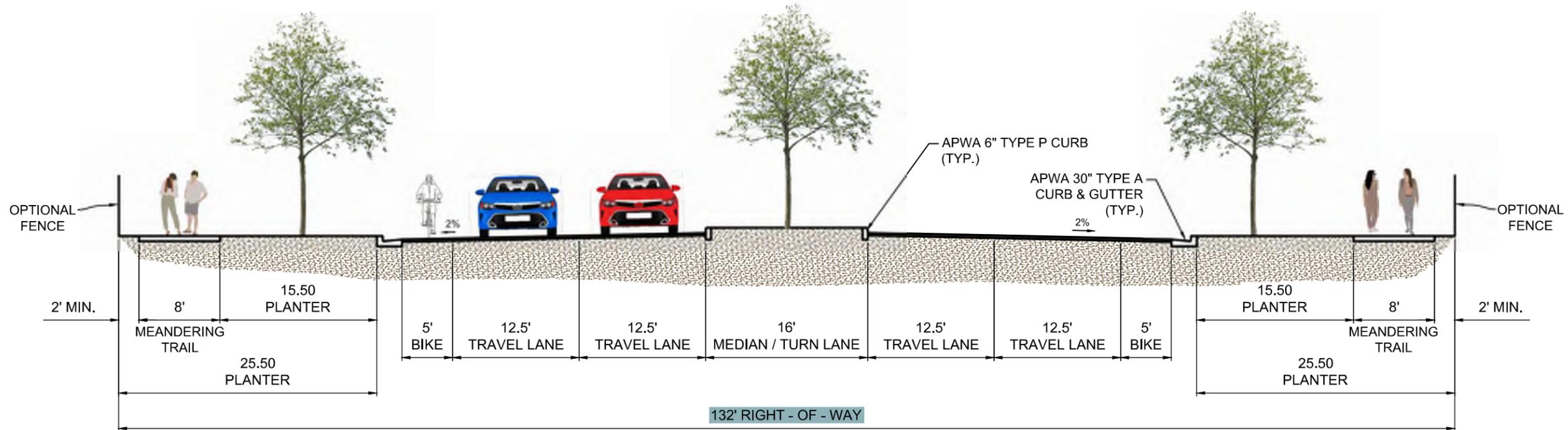


- A Utah Corporation -

**ENGINEERS
SURVEYORS
PLANNERS**

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Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

WESTBRIDGE MEADOWS
WEBER COUNTY, UTAH
STREET SECTIONS



132' RIGHT - OF - WAY

REVISIONS	
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 DESIGNED BY: GDM / NKW
 SCALE: N.T.S.
 DATE: 10/25/2024

SHEET

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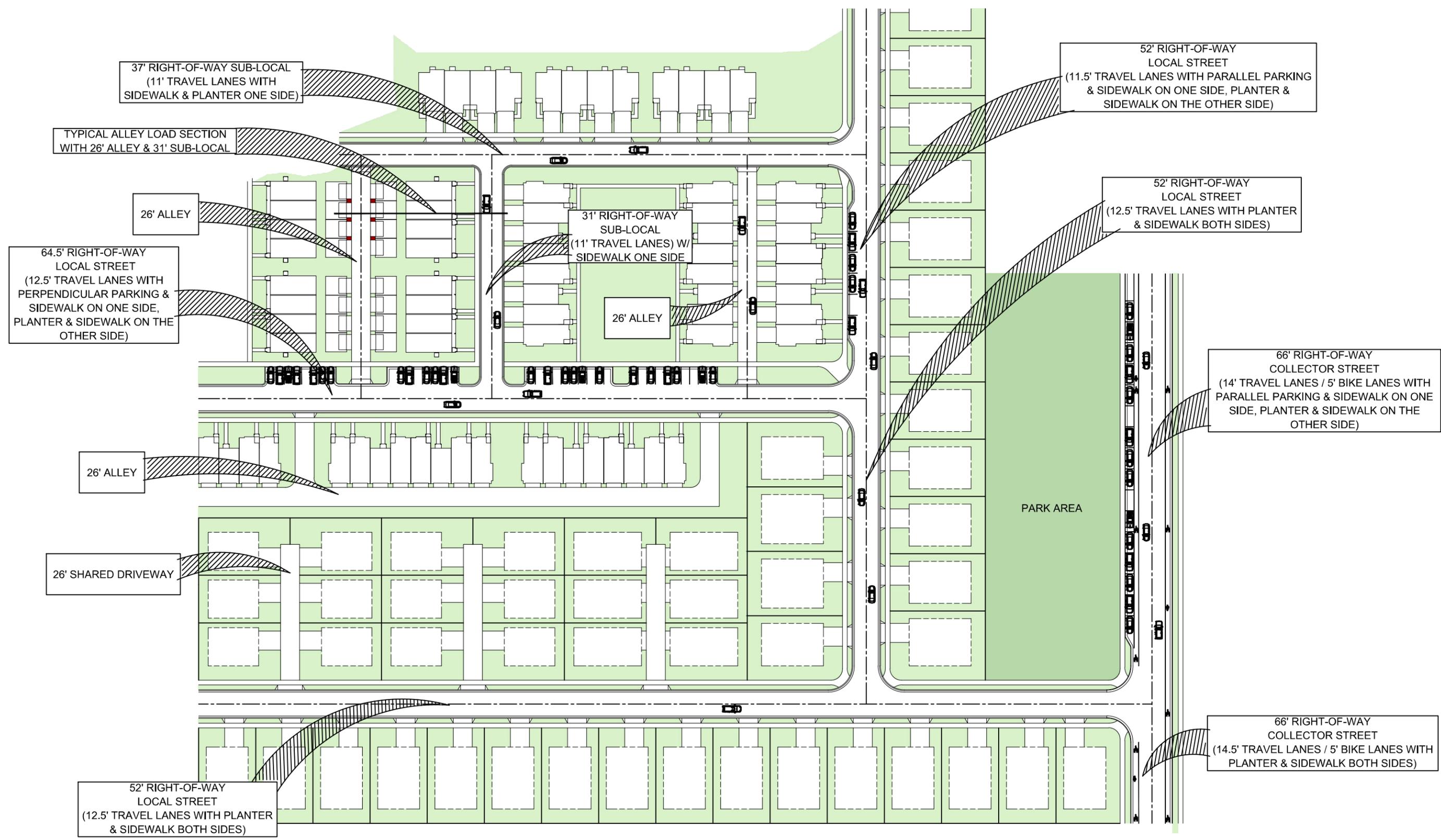
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LEI PROJECT #: 2022-0003
DRAWN BY: BLS
DESIGNED BY: GDM / NKW
SCALE: N.T.S.
DATE: 10/25/2024

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STREET HIERARCHY



PRIVATE ALLEY / SHARED DRIVEWAY

- ADT < 200 PER ACCESS POINT
- PRIVATE DRIVES
- ACCESS FROM LOCAL / SUB-LOCAL TO HOUSES
- PRIMARY ACCESS TO GARAGES
- POSTED SPEED 15 MPH OR LESS

SUB-LOCAL STREET

- ADT < 800
- CONNECTS ALLEYS TO LOCAL STREETS
- CONNECTS BETWEEN LOCAL STREETS
- FRONTAGE ROAD FOR ALLEY LOAD LOTS
- DESIGN LAYOUT TO DISCOURAGE THROUGH TRAFFIC
- INCORPORATES TRAFFIC CALMING METHODS
- INCORPORATES STREET PARKING OPTIONS BASED ON ADJACENT USES
- POSTED SPEED 20 MPH OR LESS

LOCAL STREET

- ADT < 2,500
- STANDARD FOR SINGLE FAMILY LOTS GREATER THAN 8,000SF
- INCORPORATES STREET PARKING OPTIONS BASED ON ADJACENT USES
- PEDESTRIAN USE EMPHASIZED
- INCORPORATES PATHWAYS FOR MAJOR PEDESTRIAN CONNECTIVITY
- DESIGN LAYOUT TO DISCOURAGE THROUGH TRAFFIC
- POSTED SPEED 30 MPH OR LESS

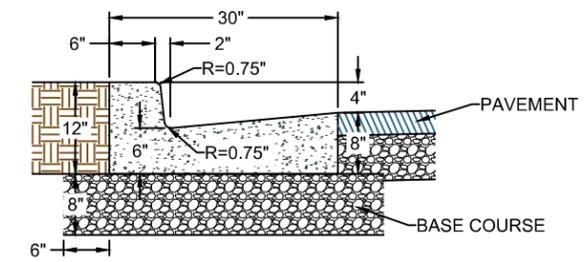
COLLECTOR STREET

- ADT & PROPOSED SPEED BASED ON TRAFFIC STUDY
- BIKE LANE INCORPORATED
- PARALLEL PARKING OPTIONS
- INCORPORATES PATHWAYS FOR MAJOR PEDESTRIAN CONNECTIVITY
- LIMITED ACCESS
- NO INDIVIDUAL DRIVEWAYS
- PRIVATE LANE / ALLEY ACCESS ALLOWED

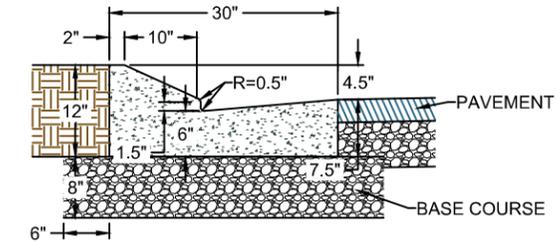
ARTERIAL STREET

- ADT & PROPOSED SPEED BASED ON TRAFFIC STUDY
- BIKE LANE INCORPORATED
- TRAIL INCORPORATED ON BOTH SIDES
- LIMITED ACCESS
- NO INDIVIDUAL DRIVEWAYS
- NO PRIVATE LANE / ALLEY ACCESS ALLOWED
- MINIMIZED INTERSECTIONS

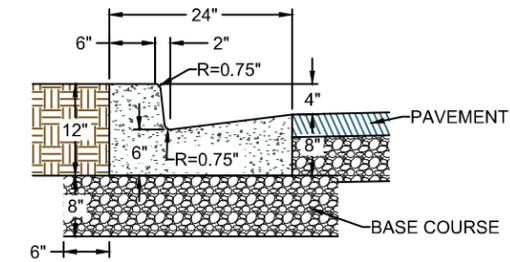
STREET SECTION USAGE



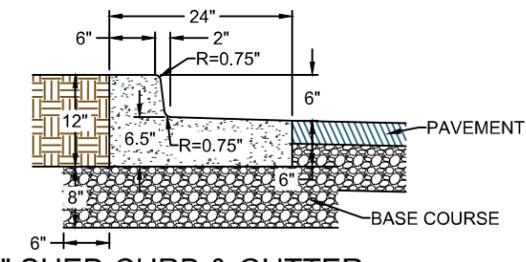
APWA 30" TYPE "A" CURB & GUTTER



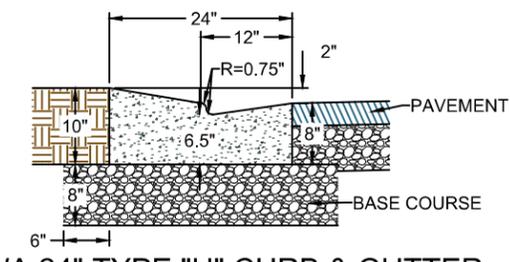
APWA 30" TYPE "D" CURB & GUTTER



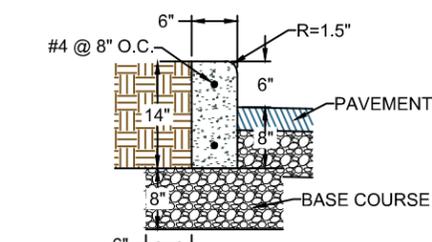
APWA 24" TYPE "E" CURB & GUTTER



24" SHED CURB & GUTTER



APWA 24" TYPE "H" CURB & GUTTER



APWA 6" TYPE "P" CURB

CURB & GUTTER DETAILS



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WESTBRIDGE MEADOWS

WEBER COUNTY, UTAH

CURB & GUTTER DETAILS

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2022-0003

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BLS

DESIGNED BY:

GDM / NKW

SCALE:

N.T.S.

DATE:

10/25/2024

SHEET

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APPENDIX C



A New Approach to Address Today's Affordable Housing Crisis

> Redesign homes to meet the challenges of Utah homebuyers

Reduce initial home qualifying costs by 20-30%

Offset mortgage costs by 40-60% with tax free rental income

> Support FlexHome buyers from initial purchase thru expansion phases (5 yrs)

Efficient Designs reduce initial costs with open floorplans and distinctive elevations off the same platform

Flexible Designs for future expansions eliminate remodel penalties

Integrated Designs for rental flexibility with private entrances/living spaces for tenants OR extended family

The Home You Need When You Need It



A home you can qualify for today...and build equity to expand when you are ready!



FlexReady Plan

FlexGarage Plan
1,232 square feet
3 Bedroom
1.5 - 2.5 Bathrooms

Eliminates Expansion Penalties

Foundation complete
No concrete work
No excavation
Plumbing connections in place
Patent-pending utility connector
Electrical connections in place
Independent HVAC
No structural changes
Simple roof connection



Completed Plan

1,742 square feet
4 Bedroom
2.5 - 3.5 Bathrooms
Integrated rental options

Get into the market NOW and GROW with it



Creating Value for New Homeowners

- > Utah's 300,000 rental households face a daunting task - keep paying rent and save over \$2,000 per month just to stay even with the housing market
- > FlexHomes provides unique options for homeowners at any stage of life with:

A low-cost entry point. Buy the home you need now that is designed for your future

Confidence to expand when you are ready

Save NOW on interest costs, property taxes, insurance and utilities as you wait to expand

Consider DIY options or use preferred contractors for expansion

Access to the best path to build personal wealth

Start building equity and fight inflation by getting into the market NOW

Enjoy tax-free benefits - the increase in your home is tax free and your interest costs are deductible

Pay yourself, not the landlord. A portion of your mortgage payment goes to your principal

Financial stability from tax-free rental income

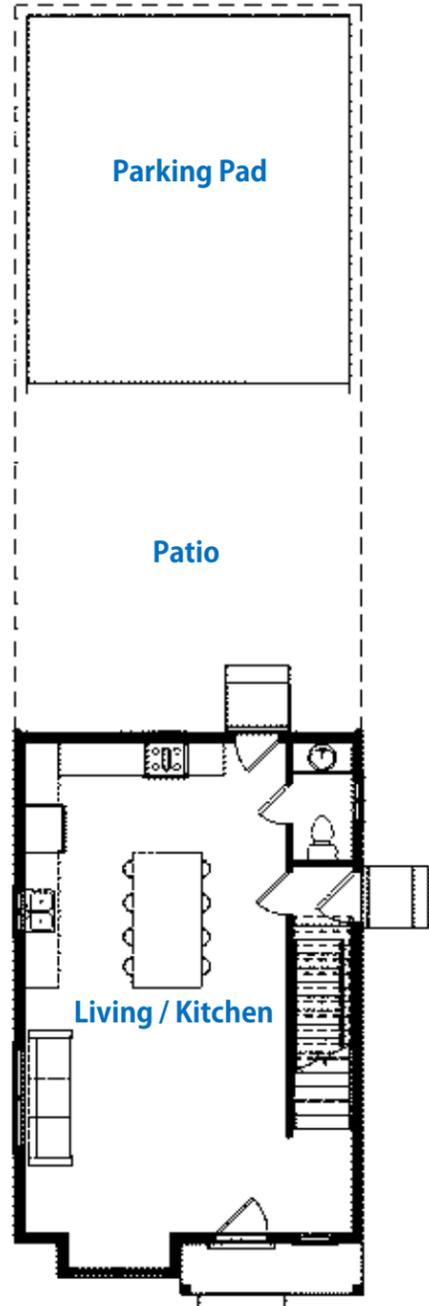
You decide when and if you want to rent a portion of your home. The design gives you flexibility AND privacy

FlexHomes can be qualified as ADUs (Auxillary Dwelling Units) which give you flexibility to rent to a family

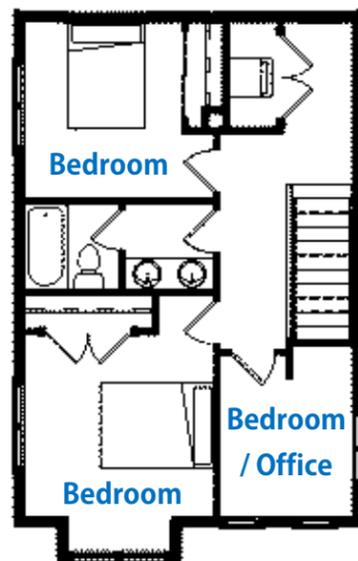
Separate entrances also give you confidence you rent to family or unrelated parties - up to 4 in most communiites

Live In It...Expand It...Rent It...Love It

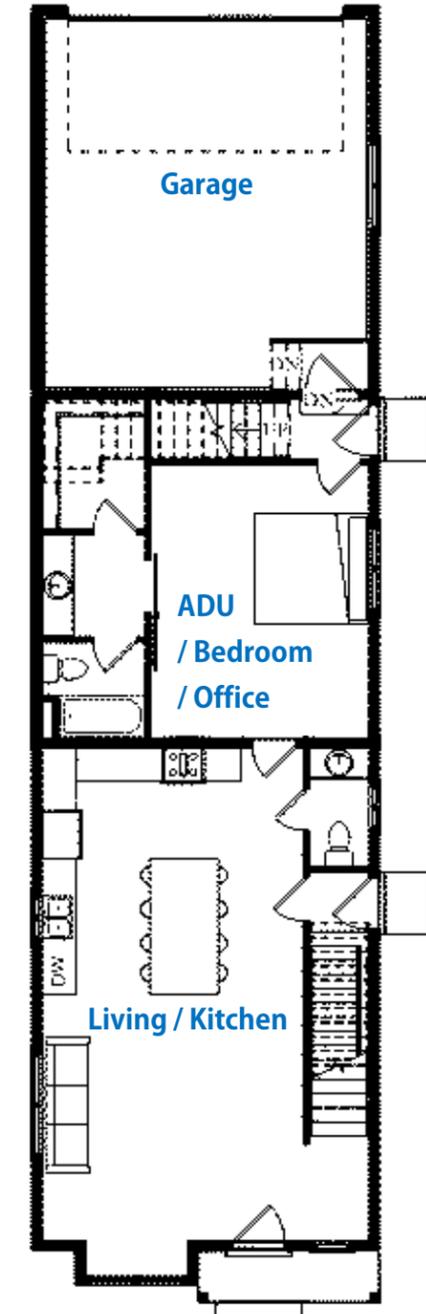
20' FlexGen - FlexReady & Complete



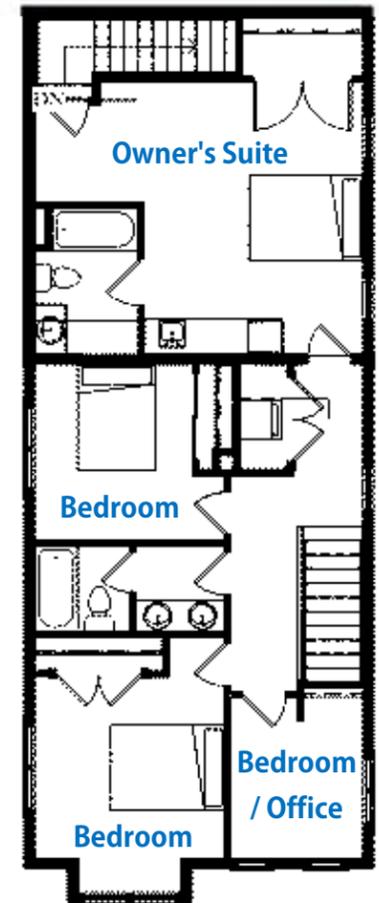
FlexReady
 1,232 sf
 3 Bedroom
 1.5 Bath (2.5 Option)
 2 Car Parking Pad
 Patio



FlexHomes Communities
 Alley Load Preferred
 Additional Parking for ADU
 Expansions in Alley
 Promotes Investment
 Adapts to Life Stages



Complete Plan
 2,192 sf
 5 Bedroom
 3.5 Bath (4.5 Option)
 2 Car Garage
 ADU Rental Option





Creating Value by Strengthening Communities

- > **FlexHomes gets rid of the traditional concept of dead-end affordable housing**
- > **FlexHomes are drivers of community growth, investment and diversity**
- > **Communities benefit from accessible, stable, and investable communities**
 - Employers need affordable and stable housing options to support growth NOW
 - Investment in FlexHomes continues to increase property values
 - Lack of housing flexibility is driving away younger and early professionals in the region
 - Integrated rental / ADU options provide affordable options with a planned approach for parking/access etc.
 - Financial stability from lower initial costs and rental income potential help avoid boom/bust cycles
- > **City partners are needed to help homeowners get into the housing market NOW**
 - Reduce initial impact fees to reflect phased expansion timing
 - Streamline building permit fees for phased expansions in original submission
 - Add flexibility for lot size, setbacks, and road widths to support product mix of alley and shared driveways
 - Defer initial garage build to reduce qualification needs if design and foundation is incorporated in initial build

Maybe Rents Will Drop...And Unicorns Are Real



2 Story Plans - 20' Wide





20' FlexGarage - FlexReady & Complete





2 Story Plans - Streetscape



