

Westbridge Meadows



MASTER PLANNED COMMUNITY

June 20, 2024

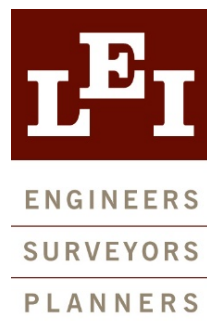


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EXECUTIVE SUMMARY

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) and the future Industrial Byway on the south, and
- 7500 West Street on the west.

Westbridge Meadows is located at the convergence of future multiple transportation options which drive the success of such planning. 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 point 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 amenities 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:

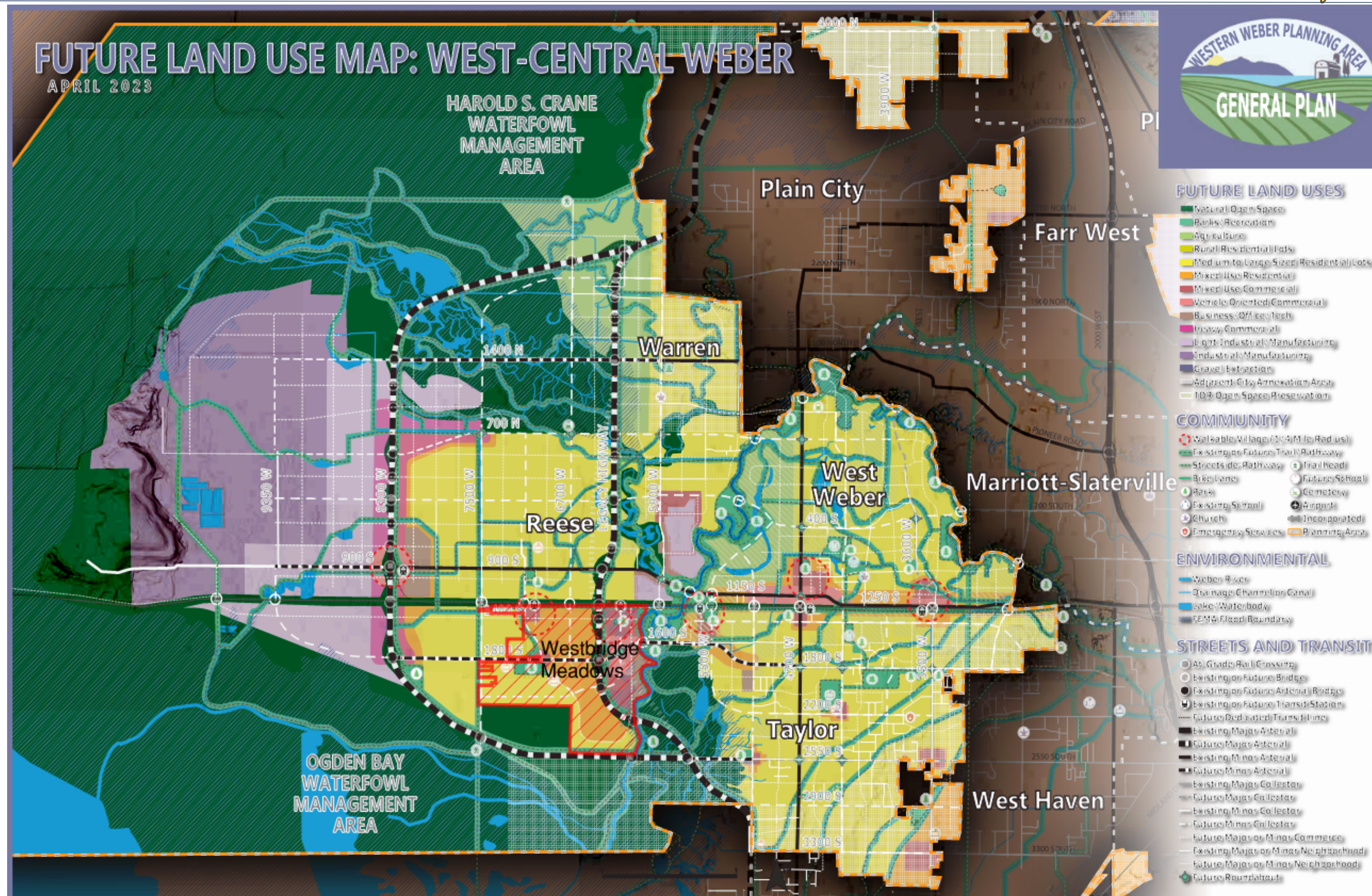
- **Open Space.** A significant area will be dedicated to regional recreational uses, trails, passive open space, and integrated neighborhood amenities. Open space planning will emphasize connectivity between housing and destinations such as regional parks, Weber River, and Ogden Bay WMA.
- **Corridor 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 intensity uses such as commercial, retail, and office.

- **Connectivity.** Multiple major transportation corridors will provide connection to each Village 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.
- **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) |
| ▪ 38,161 Estimated Population | ○ 64 Acre Weber River Corridor Preservation |
| | ○ 109 Acres of River and Trail Corridors |



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, zoning designations and design guidelines are proposed:

- **Land Uses.** 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. Westbridge Meadows proposes the addition of subsets R1-5, R3-A and R3-B in order to provide further distinction of products. Many of the design elements contained within the Connectivity-Incentivized Subdivision (Section 106-2-4.030) are incorporated to promote the goals of the General Plan and development design. In addition, an overlap of zones is proposed between General Plan Land Uses to further facilitate transitions. See Exhibit 3 for 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
Sub-Set	R1-15	R1-12	R1-10	R1-5		R3-A	R3-B	

- **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 types within the General Plan that allow for residential development. These land uses are used to reference applicable zone designations within the Weber County code as shown in this document and within Table 2. *

- **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, the following Zoning Designations are proposed under the Medium to Large Residential Lots:
 - **R1.** The current R1 Zone is broken down into three sub-sets of R1-15, R1-12 and R1-10. These are traditional lots that are allowed to differ based on whether they are adjacent to the exterior boundary of the development or interior. See details contained within Exhibit 2.
 - **R1-5.** This proposed sub-set of the R1 zone has been created to provide for further diversity of single-family homes with allowances for patio homes, short frontage lots, shared driveways and alley loaded products.

Table 2. Detailed Zoning Designations.

Land Use Designation	Medium to Large Residential Lots				Mixed Use Residential		Mixed Use Commercial	
	R1				R2	R3		FB
Zoning Designation	R1				R2	R3		FB
Sub-Set	R1-15	R1-12	R1-10	R1-5		R3-A	R3-B	
Typical Neighborhood / Lot	Neighborhoods utilizing 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 in this use type would be move-up or semi-custom homes which allows for upgrade of housing type while staying within the same neighborhood.	This lot type will help provide a neighborhood with a variety of products through 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.	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.	In order 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.	The R2 is what is often referred to as the "missing middle" housing type. This designation will incorporate all the aspects of R1-5 with higher density and begin to include attached products up to 4-plex units. Affordable, diverse and high quality neighborhoods is the goal for this zone. These lots will help greatly to meet workforce housing needs.	This designation bridges the gap between more single family type products and stacked flats. It will generally be a townhome type product, but may also incorporate patio homes, mansion homes, clustered units, etc. Any single family uses within this sub-set to use the requirements of R2-B.	This sub-set is designated for areas intended to be higher density housing which is generally stacked, but does not have a component or integration with commercial or Main Street type development. Neighborhoods will be along main transportation corridors and incorporate significant amenities.	This designation uses Form-Based code to provide the regulatory tools that focus on the interaction of public spaces, commercial uses and higher density housing. This code is to be used in the following areas: major roadway frontages; Main Street design areas; commercial with residential uses office and areas with transportation hub interaction.
Anticipated Density per Acre	2-3.5	3-5	4-6	3-8	6-10	8-14	12-24	12-30
Lot Area (sf)								
Single Family, Exterior Boundary Lots	15,000	12,000	10,000	5,000	N/A			
Single Family	10,000	8,000	6,000	4,000	3,000			
Frontage (1)								
Single Family, Exterior Boundary Lots	80'	70'	60'	50'	N/A			
Single Family	60'	50'	40'	40'	30'			
Front Setback, Minimum (2)								
Single Family Living Space	20'	15'	15'	15'	12'			
Single Family Garage Face (3)	25'	22'	20'	5'/20' See Setback Diagrams	5'/20' See Setback Diagrams			
Multi-Family					See Setback Diagrams	See Setback Diagrams	See Setback Diagrams	
Side Setback								
Single Family	5' / 10' on Garage Side	5'	5'	5'	5'			
Multi-Family					See Setback Diagrams	See Setback Diagrams	See Setback Diagrams	
Rear Setback								
Rear Setback, Exterior Lots	30'	25'	20'	15'	N/A			
Rear Setback	20'	20'	15'	15'	10'			
Multi-Family					See Setback Diagrams	See Setback Diagrams	See Setback Diagrams	

1. Frontage measured at the designated front setback.
2. Front setback to be the minimum distance from the roadway to the designated front setback. See Setback Diagrams.
3. See "Garage Requirements" for more details regarding mitigation measures.

- **Mixed Use Residential.** This land use type 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 proposed update of R2 introduces multi-family up to a 4-plex unit into the R2 Zoning. 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.



Figure 1 – 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.

- **R3-A.** To round out the zoning within the Mixed Use Residential, a broader sub-set of the R3 zone is included to allow for additional diversity within the R3 zone. The zone is intended to be predominantly attached and townhome products. These uses allow for higher density, individual ownership and a higher degree of on-site amenities. Examples of having products within R3-A include attached products up to 8-plex buildings, cluster homes, alley-loaded short frontage singles, etc.
- **Mixed Use Commercial.** This land use type contains two uses which work hand and hand – high density residential and commercial. Potential customers drive the viability of retail sales and service providers, so the interactions and convenience between these zones are very important. Zones associated with this land use include:
 - **R3-A.** As will other land uses, a zone is shared in order to provide orderly transition between land uses.
 - **R3-B.** This sub-set is for attached and stacked products that fall outside of a form-based code area due to the lack of direct commercial integration, “Main Street” interaction or residential over commercial uses. These areas will provide significant housing opportunities for development prior to the construction of the Form Based lands.



Figure 2 - Example of exclusive housing which includes townhomes and stacked flats. These areas provide owner specific amenities. Image from American Fork, Utah.

Commercial Zoning

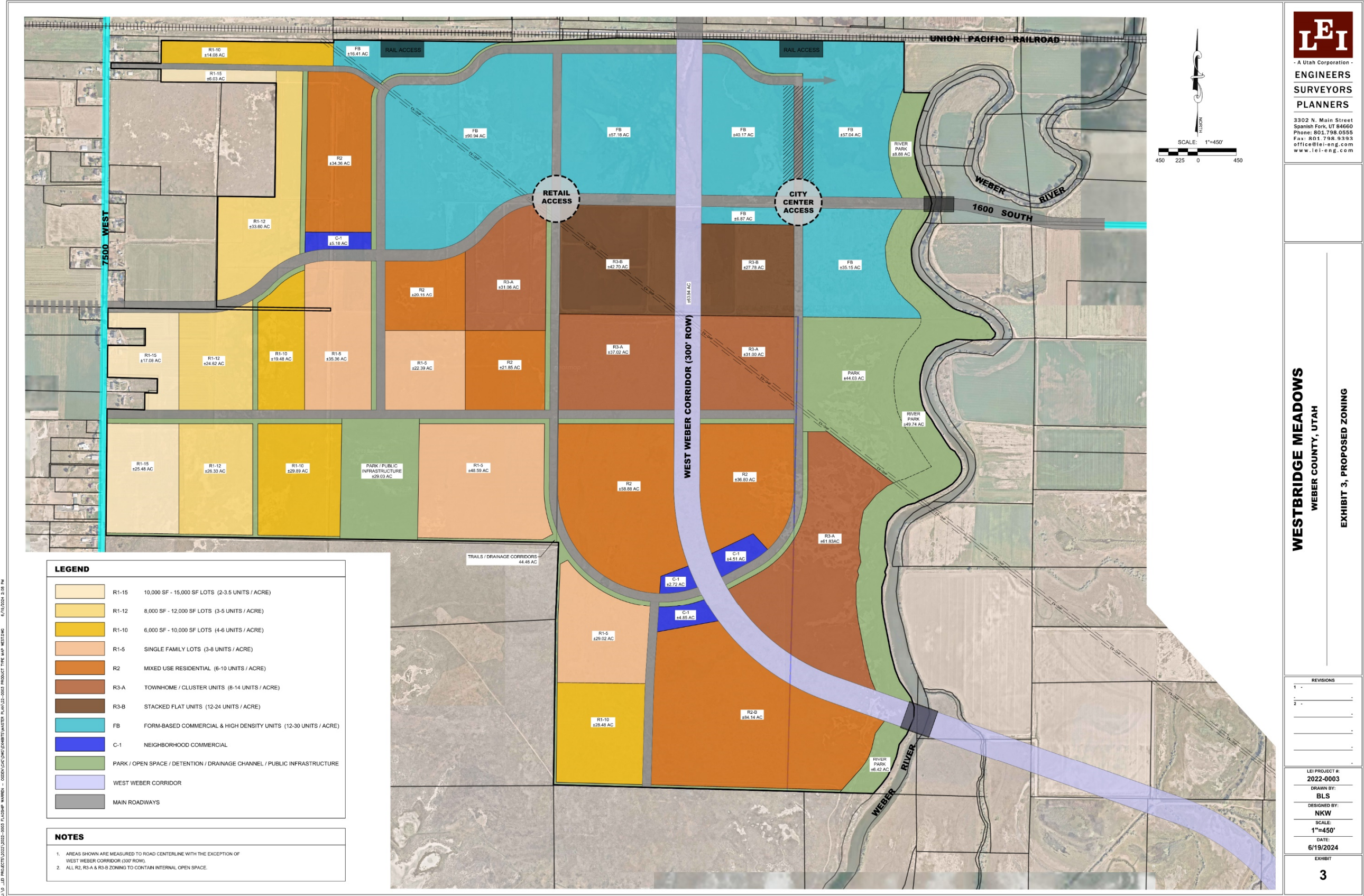
Mixed Use Commercial is intended to provide a city center type use in which a variety of housing and commercial land uses can interact. Commercial uses in this area should provide retail sales, services, eateries, offices, and other related activities. Residential uses would be allowed on floors above commercial as well as in second-tier locations. Access, parking, and transportation options are vital to these development areas and will likely evolve as these options become available in the project development process. Live-work opportunities will be incorporated to produce a balanced and sustainable community. Zoning designations include:

- **Form Based (FB).** The areas designated for form-based code are critical to the long-term development as they regulate entrances to the overall community, are located at the convergence of transportation corridors, have transit opportunities and will integrate higher intensity land uses. A “Main Street” type atmosphere is introduced for areas integrating residential, commercial & transit which are pedestrian friendly, create gathering places and are of appropriate scale. To meet the unique opportunities and the highly visible nature of this area, a Form Based Code will be implemented as depicted. 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 3 – Example of curvilinear land development which creates calm neighborhoods and integrated open space. Can be effective in all zones. Image from Eagle Mountain, Utah.



GUIDING PRINCIPLES

As the planning and vision of Westbridge Meadows has evolved over the last several years, the guiding principles have stayed consistent and are the basis for this Community. These principles also follow the intents and purposes of the West Weber County General Plan 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.

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 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 a curvilinear manner 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. 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 4 – Example of pathway installed adjacent to river.

- 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 40 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.



Figure 5 – Example of multi-use regional park located adjacent to the Spanish Fork River trail and elementary school.

- 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 designation. These parks may 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 Villages. 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.
- 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



Figure 6 – Example of Neighborhood Park.

infrastructure and 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:



Figure 7 – Possible trail and fencing of the Ogden Bay trail.

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



Figure 8 – Desired results of Dark Sky Initiatives.

- **Water Conservation.** As a new development, Westbridge Meadows can 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. While Weber County does not provide these utility services directly, the Community can set criteria and methods of enforcement as detailed within the Design Guidelines section of this document.

- **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 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 cohesive utility plans, consistency, and patterned development phasing.



Figure 9 – As a new development, water conservation methos such as these shown here can be established on a consistent basis.

- **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.
- **Establishment of Standards.** To ensure quality throughout the development time required for a 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.

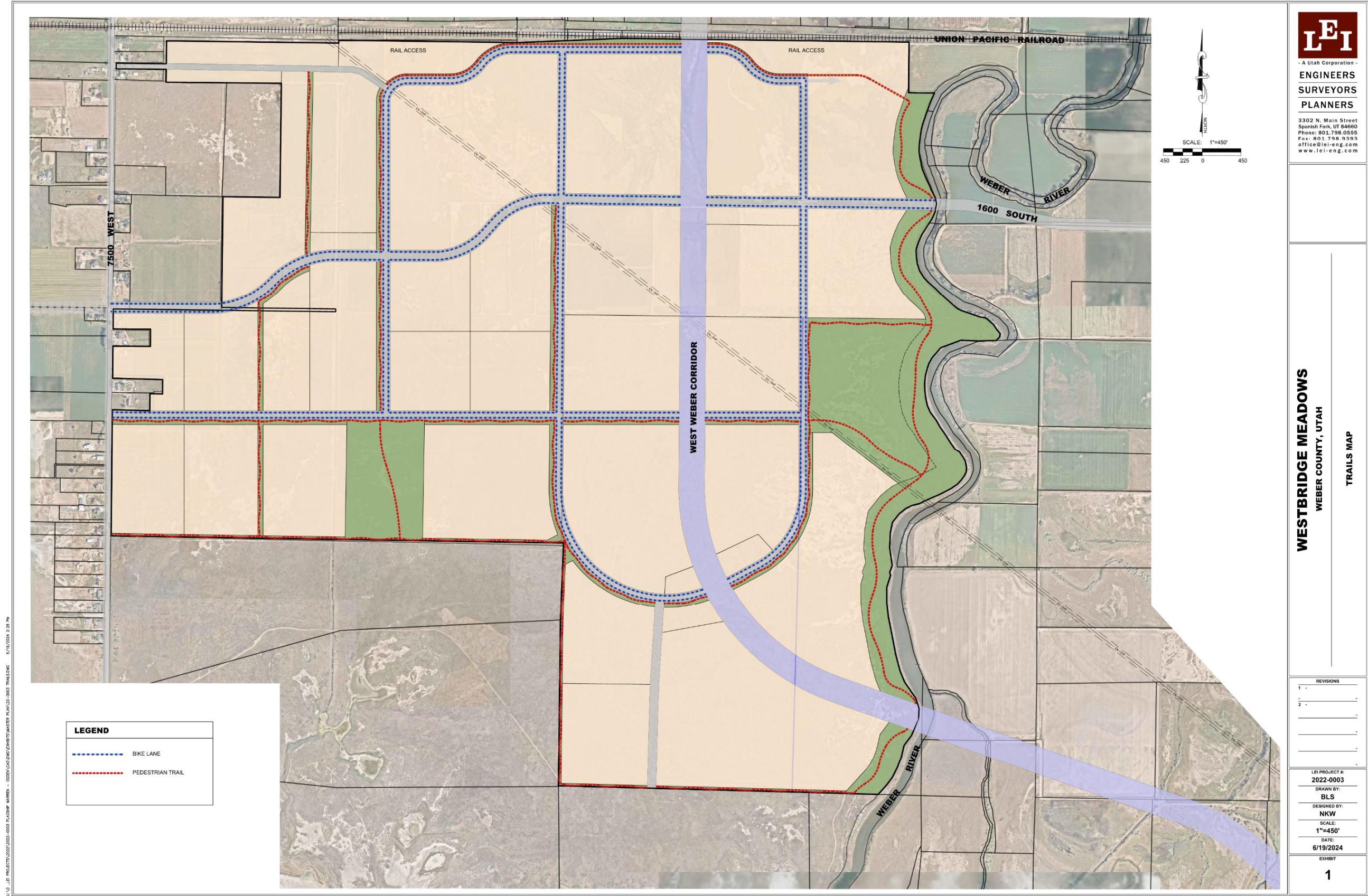


Transportation Connectivity

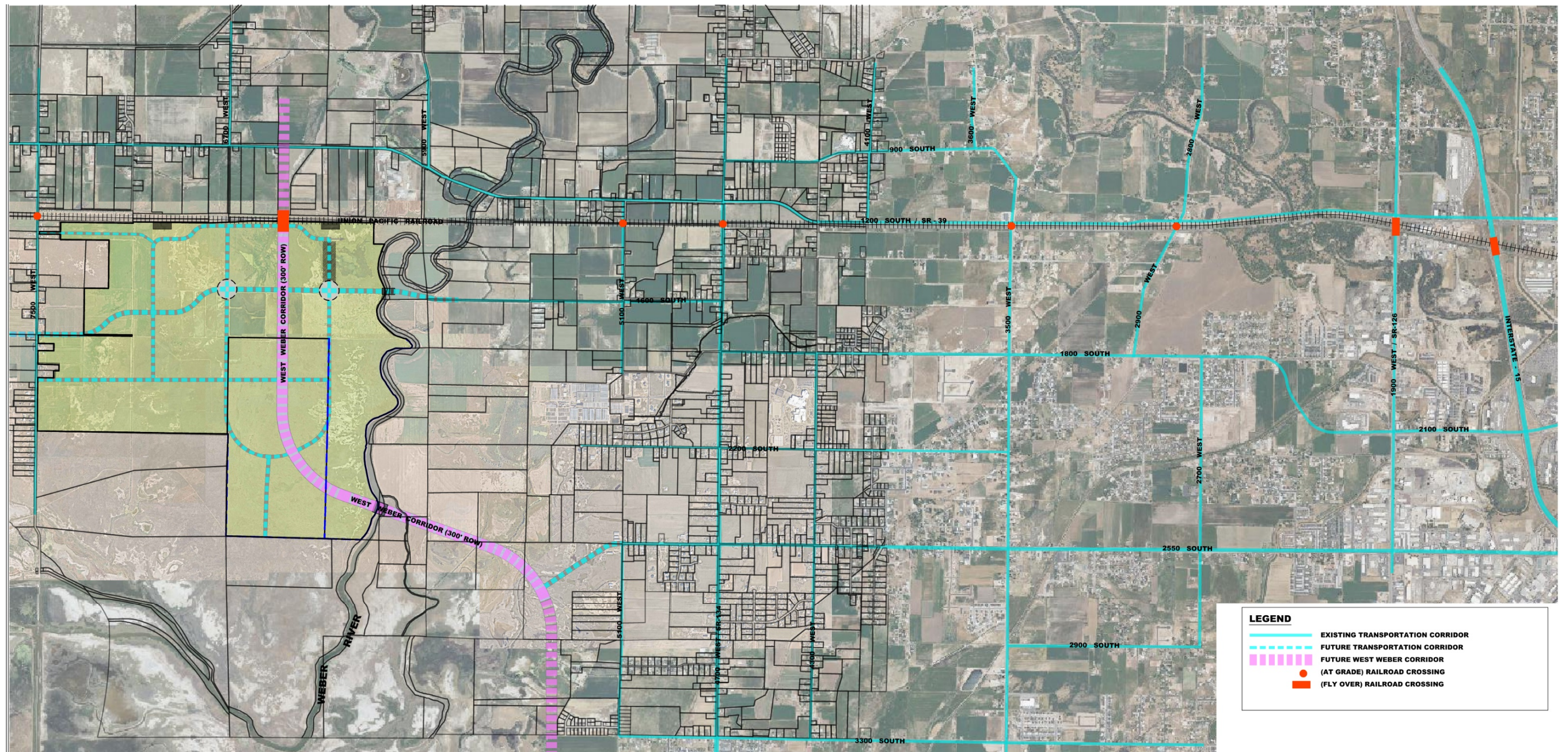
Westbridge Meadows’s location along with its proposed transportation corridors integrates into the existing roadway network of West Weber County as shown in the following graphic.

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).
- Existing and Proposed 2100 South/1800 South/1600 South. This masterplan east/west connection includes a bridge over the Weber River which will provide secondary access to Westbridge Meadows and the existing development in the area.
- 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.



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DESIGN GUIDELINES

Design guidelines established for the Westbridge Community are intended to establish an 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, 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.
- Accessory buildings or detached garages must be located behind the front setback with a minimum of five (5) feet side and rear setback from a property line. Single-story detached garages may be attached to neighboring garages with a zero-lot line when meeting necessary fire codes.
- Table 3 contains amendments or certifications to the existing Weber County Code. These changes are proposed to be updated within the County Code or memorialized through a Development Agreement.

Building Setbacks

- Lot setback details for each zone are shown in Table 3 and detailed graphics included in Appendix A. These details are to be used to establish minimum standards according to the following definitions:
 - A. 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.

- B. 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.
- C. Front Garage Setback is measured from the outside roadway element of back of curb or sidewalk to the garage door face.
- D. 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.
- E. Side Yard Setback, Garage Side is larger for large 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.
- F. Side Yard Setback applied to both sides of the lot for land uses above R1-10.
- G. 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.
- H. 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 3. Design Guidelines

Zoning Designation	R1			R2		R3		FB	C-1
Sub-Set	R1-15	R1-12	R1-10	R2-A	R2-B	R3-A	R3-B		
Example Images									
Maximum Block Length									
No Pedestrian Path	1,000'	1,000'	900'	800'	800	600'	600'	TBD	N/A
With 20' Path & 6' Min Walk	1,500'	1,500'	1,300'	1,100'	1,000'	1,000'	1,000'	TBD	N/A
Maximum Distance to Path / Walk	900'	800'	800'	700'	600'	500'	500'	TBD	N/A
Accessory Dwelling Units(1)	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Not Permitted	TBD	Not Permitted
Maximum Lot Coverage / FAR	40%	45%	50%	60%	65%	N/ A	N / A	TBD	50%
Water-Wise Landscaping									
Single Family Max Turf Irrigation (sf)	5,000	4,000	3,000	2,500	1,500				
Multi-Family Max Turf Irrigation (%)						20	20	TBD	
Minimum Park Strip width to Irrigate	6'	6'	6'	6'	6'	6'	6'	TBD	6'
Residential Uses (2)									
Dwelling, Single-Family	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Not Permitted
Dwelling, Two-Family	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted	Not Permitted
Dwelling, Three-Family	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted	Not Permitted
Dwelling, Four-Family	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Permitted	Permitted	Permitted	Permitted	Not Permitted
Dwerlling, Multi-Family	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Permitted	Permitted	Permitted	Not Permitted
Street Tree Spacing (3)	40', Minimum 2	35', Minimum of 2	30', Minimum of 1	30', Minimum of 1	30', Minimum of 1	Based on site plan	Based on site plan	TBD	Based on site plan
Private Streets	Public Lane / Alley Only	Public Lane / Alley Only	Public Lane / Alley Only	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Building Dimentions									
Single-Family Max Building Height (4)	35'	35'	35'	35'	35'	35'	35'	TBD	N/A
Multi-Family Max Building Height (4)					40'	45'	50'	TBD	N/A
Minimum Living Footage Above Grade	1,400	1,200	1,000	900	800	800	600	TBD	N/A

1. A separate entrance and one additional off-street or designated parking stall must be provided.
2. Residential uses as defined by Title 101, Chapter 2
3. All roadways used for single family frontage purposes must provide approved street trees. Maximum spacing listed as well as minimum number of trees per lot.
4. Height as measured per Weber County Land Use Code.

Architectural Standards

- 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.

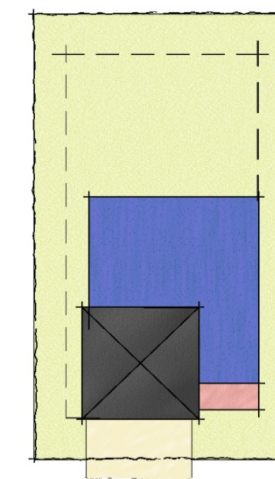
Parking Standards

- 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.

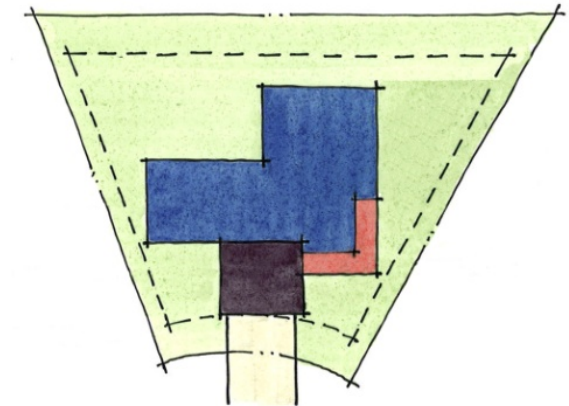
Garage Mitigation

- 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. These variations are depicted based on general house/garage relationships. It is understood that some sites, housing products or owner preference may result in lot layouts and houses with the garage as a prominent feature of the front elevation. If used, prominent garage plans require mitigating measures to be incorporated to not emphasize the garage. To determine the type and extent of required mitigation, the house/garage relationship has been broken down to the following types, each of which is illustrated:
 1. Garage is **Attached** to or **Detached from the main house structure**.
 2. The garage is either a **Prominent** feature of the front elevation or is **Not Prominent** by being set back a minimum of 5’ from the front wall
 3. The garage door is oriented either to the **Roadway, Side, or Alley**.

Configurations requiring a **minimum of three (3)** of the outlined garage features or improvements:

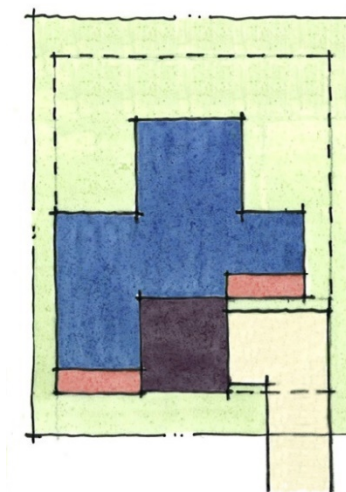


1. Attached
2. Prominent
3. Roadway

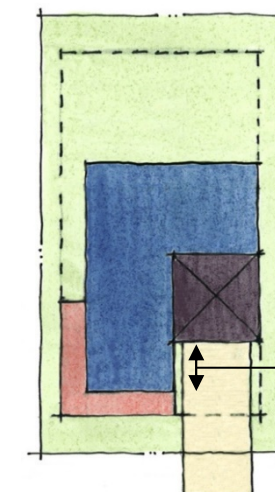


1. Attached
2. Prominent
3. Roadway

Configurations requiring a **minimum of two (2)** of the outlined garage features or improvements:

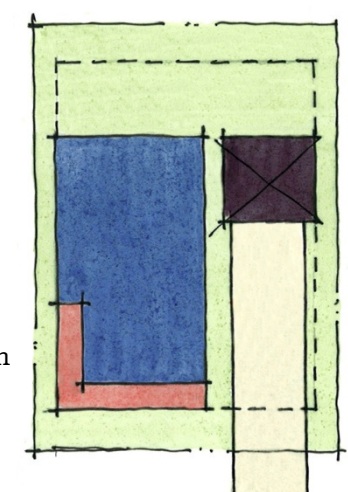


1. Attached
2. Prominent
3. Side



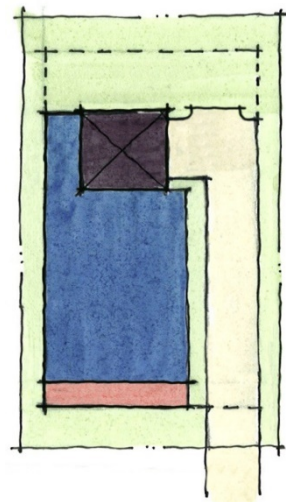
1. Attached
2. Not Prominent
3. Roadway

5' Minimum Offset

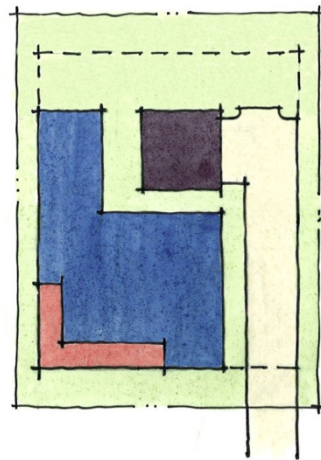


1. Detached
2. Prominent
3. Roadway

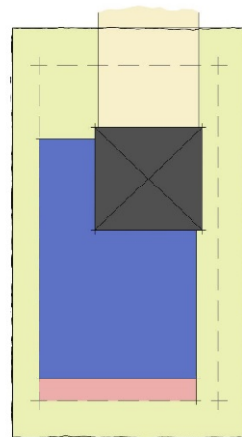
Configurations which **do not require** garage features or improvements:



- 1. Attached
- 2. Not Prominent
- 3. Side



- 1. Detached
- 2. Not Prominent
- 3. Side



- 1. Attached/Detached
- 2. Not Prominent
- 3. Alley

- Mitigating Measures
 - 1. Separated Doors. Single, separate garage doors are encouraged rather than overall larger doors. The minimum separation is to be 18 inches.



- 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.



- 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.



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



- 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.



- 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.



Roadway Sections

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

- 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, increased planter depth or addition of a fence.

APPENDIX A

APPENDIX B