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1. Introduction

A. History

In October of 1998, Ogden City launched the update of its General Plan: *Involve Ogden, Plan Your Future*. The General Plan is a tool that establishes an important framework for making decisions concerning the City's future over the next 20 years. The citizens expressed their desire to reinvigorate the City by encouraging reinvestment in neighborhoods, expanding industrial and office development, enlarging the park system, protecting the natural environment, expanding transit and playing a larger role in the region.

The most successful planning efforts are those that are inclusive in every aspect. Ogden City made a commitment to engage anyone who had an interest in the City's future. This commitment began with the creation of a citizen Steering Committee that reflected the diverse interests of the community: residents, business leaders, stakeholders, planning commission, city council, and staff. The Committee was organized to guide the planning process and provide guidance to the planning staff and consultants.



Figure 1.1 -Participants in one of several idea gathering meetings. Ogden City residents were very active in the planning process—beginning with the citizen-led Steering Committee and continuing through a number of public workshops, meetings and open houses.

Involve Ogden brought the community together in a new way and focused its attention on establishing a new agenda to shape the future of Ogden City. Its implementation is the next bold step.

B. Organization of the Document

The General Plan begins with this Introduction. It is followed by an Executive Summary that summarizes the City's recent planning activity, the Plan's goals and the major recommendations, and introduces implementation considerations.

Following the Executive Summary are the major plan elements organized by chapter: Community Facilities and Services, Community Identity, Economic Development, Environmental Resources, Housing, Land Use, Neighborhoods, Open Space and Parks, and Transportation. Each chapter is organized to include the following sections: Goal; Overview, Existing Conditions and Key Findings, and Objectives and Strategies. There are some exceptions to this format, for example Land Use, Housing and Implementation.

The Implementation Element follows the major plan elements and summarizes strategies that will guide implementation.

An Appendix follows Implementation and is not adopted as part of the Plan but provides background for interpreting and implementing the Plan. It includes a glossary of planning terms, an implementation matrix, bibliography and subject index.

While the entirety of the City's General Plan is contained in this document and all sections listed in the table of Contents are adopted as the General Plan of the City, except for the appendix, some parts of the Plan are considered

as background information and may be updated administratively. Those parts that can be updated administratively include: overviews, existing conditions, key findings, background for the Community and District Plans and any other background information in the Plan that is not part of the goals, objectives, strategies, guidelines and their accompanying maps or other information that is not a policy statement. As the background information is updated by the Administration, the City Council and Planning Commission will be provided with updated information to put in their copies of the Plan through periodic information items.

2. Executive Summary

A. Overview

The General Plan is important because it serves as the City's official policy document for the Mayor, the City Council and the Planning Commission relative to growth and development. The plan should be used on a continual basis in City decision making, development decisions, capital improvement planning, budgeting and annual work programs. Property owners should use the plan as a guide to City policy regarding development and redevelopment.

The Executive Summary addresses the following sections:

- State provisions
- Planning history
- Key recommendations
- Goals
- Principles
- Implementation

B. The General Plan

The Utah Code (U. C.) defines the General Plan as “a document that a municipality adopts that sets forth general guidelines for proposed future development of land within the municipality.”

State law directs the municipality “to prepare and adopt” a general plan which addresses (a) present and future needs of the municipality; and (b) growth and development of the land within the municipality or any part of the municipality.

State law also includes a list of issues that may be included in the plan such as: aesthetics, transportation, civic activities, recreational, educational and cultural activities, community facilities, energy conservation, and protection of urban development

The purpose of the General Plan is to provide a common vision for the future of the City. It should inspire citizens. It provides a broad framework expressed in a series of goals, objectives and strategies, along with accompanying maps and illustrations.

In accordance with state law, the primary focus of the document is on physical land development. It is also comprehensive in that it looks at urban design, the urban forest, community identity, environmental concerns and some social/cultural aspects of the City.

As mentioned earlier, the general plan is a document that establishes a framework and point of reference for more specific planning (community and district plans, along with capital improvement, master and strategic plans) and implementation efforts (City ordinances, programs). It must not be seen as a panacea to every City problem, but rather as a collective vision of Ogden's future.

The use of community and district plans, along with plans more specifically focused on the various planning topics are also important. These may come in the form of master or strategic plans, some of which have been completed (e.g., airport, water, sanitary and storm sewer and public arts).

District, Community, and Master Plans

One of the purposes of a general plan is to provide policies and guidelines with respect to the physical development of the City. The

Involve Ogden General Plan update addresses many of those policies and guidelines, but also provides a framework for future planning to be conducted in the form of district plans and master plans.

“District plans” or “neighborhood plans” involve comprehensive planning initiatives focusing on particular sub areas of the City and addressing the various land use, infrastructure, facility or service issues related to the area. “Master plans” involve the policies and guidelines for the development of parks, trails, buildings, infrastructure, or other facilities of the City. “Master plans” should not be confused with the detailed design plans for the construction of such facilities that merely implement a master plan.

District or neighborhood plans are adopted and amended as part of the General Plan process, requiring review and recommendation by the Planning Commission and adoption by the City Council after notice and public hearing as required by State law.

Master plans are intended to be reviewed and approved by the City Council, either as part of the General Plan process or as part of the capital improvement plan and budgeting process. Master plans which merely provide a design or design concept for facilities already adequately addressed in the General Plan will only be reviewed and approved in the capital improvement plan and budgeting process. (Such plans are also reviewed by the Planning Commission to determine compliance with the General Plan.) However, a master plan should be reviewed and approved as part of the General Plan process whenever the plan includes goals, objectives or strategies encompassing policies and guidelines for facility development. It is the intent of the City Council in adopting the Involve Ogden General Plan update in its

present form that all master plans referenced herein will require the adoption of additional goals, objectives or strategies as part of the City’s General Plan.

C. Planning History

In early 1851, Henry Sherwood surveyed the streets, blocks and lots under the direction of Mormon leader Brigham Young. The pattern established in 1851 continued to strongly influence street layout in Ogden through the 1950s.

By the late 19th century, ‘half streets,’ which divided the ten-acre block, were introduced into the City. These streets opened up the large blocks and influenced the transition from an agricultural village to an urban community. In 1931, portions of the City were placed in zoning districts for the first time.

By the mid-1940s, the Ogden City-Weber County Planning Commission was established. At this time, George Smeath became the first professional planner hired by the City. A citizen’s planning association worked on planning issues such as relocation of Weber State College, creation of neighborhood units to include parks and elementary schools, along with land and a civic center plan for downtown. The initial professional efforts were short-lived, due to political changes.

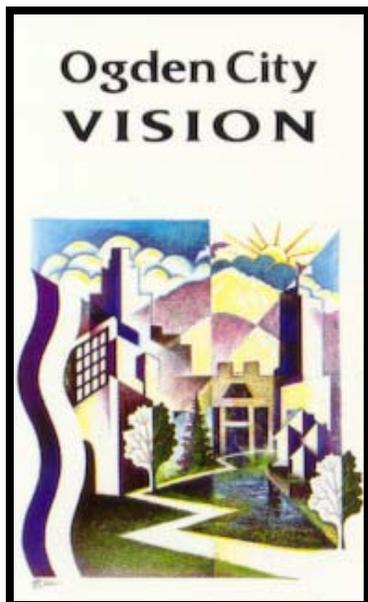
During the 1950s and 1960s, the professional planning staff returned with new zoning ordinances adopted in 1951 and 1964. A master plan for public parks was developed during the late 1960s. During the early 1960s, City planning work was carried out in-house. By the late 1960s, the City contracted with Weber County to carry out planning efforts, a relationship, which continued into the early 1980s.

2. Executive Summary

In 1971, a Comprehensive Land Use Plan was completed for Ogden City. Following the adoption of this document by the Planning Commission, a series of more specific “section plans” were done for portions of the City. During the 1970s, Ogden City established a redevelopment agency. The agency focused on the revitalization of downtown. Projects carried out by the agency included the Ogden City Mall and Ogden Hilton (now Marriott).

In 1981, the City discontinued contracting with Weber County and established a planning office as part of the Community Development Department. A new comprehensive City plan was established and the first “community plans” were started. Efforts focused on revitalization of neighborhoods, especially those in the older urban core of the City. The elements of the comprehensive plan were focused and detailed, often resulting in important implementation measures.

While urban renewal had been the focus of the 1960s and 1970s, the new generation of planning has focused on a balance of respecting the past while welcoming appropriate new development and the realization that strong communities make a strong City.



In February of 1996, the Ogden City Council and Mayor adopted a vision statement. The document included six general statements with more detailed statements following. The six statements follow:

- A creative, functional community
- An aesthetically pleasing City
- Quality activities accessible to all
- Diverse, safe and attractive neighborhoods
- A thriving and broad-based economy
- A treasured natural environment

Involve Ogden is the outgrowth of a 1997 management audit that emphasized the need for a completed general plan for Ogden City, recognizing that it could not be done in-house with existing work load and staffing levels. Through the past years, many plans and studies have been developed and utilized to make Ogden a better place (see Chapter 13, Appendix A). That work has been essential to the development of *Involve Ogden*.

D. Key Recommendations

Ogden City is undertaking a critical effort to shape the future of the community with the General Plan Update. The message embodied in the Plan is a strong need for physical and economic strategies that are different than the status quo.

The General Plan contains a hierarchical series of goals, followed by objectives and finally strategies that are included in each of the following chapters. The goals and objectives should be considered as the policy statements of the General Plan. They should be utilized as guidance tools in the decision-making process. The strategies are a collection of the ideas that were generated by the participants of the *Involve Ogden* process. They should be used as starting points to implement new or changes to ordinances, programs, capital improvements, or

2. Executive Summary

other city policy implementation mechanisms. Many of these strategies may not be utilized due to costs or changing priorities. Other strategies could be identified in the future. Nonetheless, they are to serve as potential catalysts in achieving the stated goals and objectives.

The consensus reached is reflected in the following key recommendations:

- Reinvigorating all areas of the City: Downtown, neighborhoods, business districts, and industrial areas.
- Improving the image of Ogden City throughout the region as a great community to live, raise children, operate a business, work and visit.
- Increasing community pride and enhancing the visitor experience.
- Ensuring that the Downtown continues to be the heart of the City including: continuing to be the primary location for government, offices, cultural and entertainment facilities; redeveloping Ogden City Mall; and redeveloping the railyards.
- Strengthening all neighborhoods. Creating a series of neighborhood village centers as the central nodes of activity in each neighborhood. These centers contain a mix of retail, office and multi-family uses in a well-designed, pedestrian environment.
- Strengthening the 25th Street corridor as a shopping, entertainment and tourist destination. Supporting the 12th Street corridor as a community-scale retail area with “big box” stores.
- Facilitating the redevelopment of Business Depot Ogden (BDO)(formerly Defense

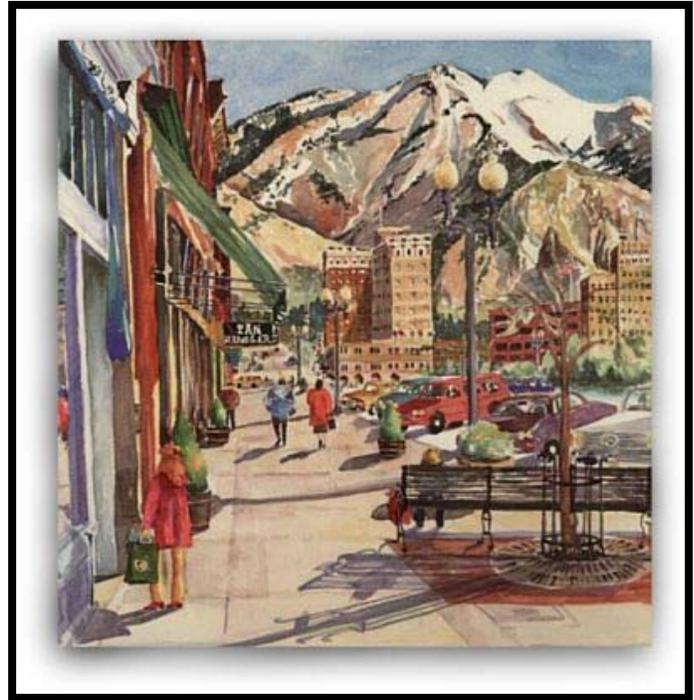


Figure 2.1 -Historic 25th Street. Courtesy Ogden Convention and Visitors Bureau. Artist Terry C. Johnson.

Depot Ogden or DDO) and targeting economic incentives to implement the General Plan. Retaining and attracting companies with higher paying jobs.

- Enhancing the appearance of the I-15 corridor and improving all of the City’s gateways and corridors through beautification and appropriate signage.
- Preserving more historic properties and districts and expanding the number of rehabilitated structures.
- Expanding the role of transit to support the movement of people, both within the City and within the region. Developing the inter-modal hub. Making Ogden City a pedestrian-friendly community by increasing walking, biking and hiking opportunities.



Figure 2.2 View of Mt. Ogden and the Wasatch Mountains to the east of Ogden.

- Expanding Ogden’s River Parkway, preserving additional open space and greening the City through an expanded urban forest.
- Maintaining viewsheds of the Wasatch Mountains, preserving the foothills as open space and improving access to the trail system.
- Expanding homeownership, improving property maintenance and enhancing the quality of the housing stock. Encouraging new housing in the Downtown.
- Maintaining the City’s infrastructure system and safeguarding its water supply.
- Encouraging a strong local arts community. Expanding community celebrations and recognizing cultural diversity.

E. Goals

The following goals serve as the policy foundation for the General Plan. They are further detailed by objectives and strategies in each element.

1. Community Facilities and Services

Community facilities and services that provide individuals a healthy, safe and secure community which provides quality education.

2. Community Identity

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

3. Economic Development

Economic development that focuses on expanding and diversifying the economy, revitalizing older business areas and raising the standard of living – in a business friendly environment.

4. Environmental Resources

Environmental resources – mountains, rivers, greenspaces and air – that are preserved, reclaimed and enhanced.

5. Housing

Housing that is well-maintained, varied in cost and mixed density and that is located in safe, stable and revitalized neighborhoods throughout the City.

6. Land Use

Land use that emphasizes revitalization of the community, creates a safe and vibrant



Figure 2.3 -Farmers market on 25th Street.

downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

7. Neighborhoods

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

8. Parks and Recreation

Parks and recreation facilities that are well-maintained, safe, clean, accessible and inviting, with a citywide network of multi-use paths and other facilities that provide a variety of activities appropriate to their settings.

9. Transportation

Transportation choices that are safe, environmentally responsible, accessible and adequate – in a pleasing setting and connected to the region.

F. Principles

This section outlines the key policy direction that has shaped the General Plan, in particular the direction for land use. The principles are statements of purpose intended to describe the strong intent of future growth in Ogden City. The principles should be mutually reinforcing of the goals.

1. Ogden will grow in a way that enhances the livability of the community.

The outcome of the General Plan policies will improve the livability and quality of life for the entire community. Economic opportunity, visual appearance, safety and natural resources will all be enhanced.

2. Ogden will continue its importance as a governmental, economic, educational and cultural regional center.

All public and private actions should reinforce Ogden as this regional center. Regional activity nodes, such as the Eccles Conference Center, Lindquist Field, federal, state and county government offices, etc. should remain in the Downtown. Where possible new regional activity nodes should be located in the Downtown and those not in the Downtown should be relocated there.

3. Neighborhood development will be innovative and emphasize in-fill and redevelopment.

The City should be aggressive in reinforcing current initiatives to guide neighborhood development. The focus for the next 20 years should be on invigorating neighborhoods and promoting the Downtown. In-fill and redevelopment are the primary means of accommodating future growth. Reinvestment is a primary economic source that will invigorate the City's neighborhoods and strengthen neighborhood centers. At the same time, higher densities are supportable if balanced with additional open space. This should occur in a mixed-use center where the open space is its focus, reinforcing each neighborhood's identity.

4. Districts (Downtown, Business Depot Ogden(BDO), railyards and WSU) will be developed with a mix of uses that have strong design standards, pedestrian amenities and access to public transportation that links the rest of the community.

Downtown is strongly supported as the City's "super" neighborhood where a mix of uses creates an energy and focus for the entire City. Regional activity centers are located in the Downtown. The Weber State University area will become a true academic neighborhood, with

2. Executive Summary



Figure 2.4 - Neighborhoods will attract innovative, mixed-use development that creates appropriate anchors for new investment. Photo of ORENCO Neighborhood Village Center in Portland, OR.

the amenities, businesses and atmosphere of traditional college towns. Business Depot Ogden (BDO) (formerly Defense Depot of Ogden or DDO), is an important long-term economic engine for the City. Redevelopment of the railyards, with the addition of open space along the Weber River, will provide the City with important long-term development options and help break the "wall" that exists between West Ogden and Downtown.

5. Public transportation will connect neighborhoods and connect Ogden with neighboring communities.

Neighborhoods will connect with the City's employment and activity centers through transit.



Figure 2.5 - Alternative modes of transit will be considered in the future as ways to address long term transportation needs.

This would provide residents an alternative to driving. Mixed uses at key transportation points would further support the use of transit.

6. Community appearance will be enhanced.

The overall appearance of the City will be enhanced with an emphasis on gateways and streetscape. Gateways provide first impressions and symbolize the community's value for a high quality physical environment. The character of the streets, including width, will reflect their intended use; in some cases they may be narrowed to support walkability and improve public safety. These improvements will link to the City's pedestrian system and trailheads. Biking is strongly supported and improvements should be identified to enhance safety for biking. Gateway and corridor improvements at key points should break the "wall" of industrial ground along I-15 and along the entryways from I-15 to Wall Avenue. Landscaped medians may be introduced where appropriate on several key streets and neighborhoods.

7. Ogden's River Parkway will continue to be developed.

Ogden's River Parkway has been under development for several years. It serves as an outstanding environmental and recreational resource. In addition to the Parkway, tributaries to the Weber and Ogden rivers and canals will be enhanced in locations, where possible.

G. Implementation

This section describes how the General Plan is intended to be interpreted, implemented, and updated. An Implementation Guideline Matrix is also introduced as an assistance tool for implementing the objectives and strategies of the General Plan. Because many of the strategies affect administrative, legislative and capital improvement decisions, the Steering Committee and Planning Commission opted to provide "Top Ten" lists of priorities to help City

2. Executive Summary

officials in the decision-making process. These lists are provided as a reference for guiding the implementation of the General Plan

H. City Council Top Ten Priorities

The Steering Committee and the Planning Commission both developed a list of their top ten priorities. These are contained in the implementation section of the Plan. From these the Council created the top ten priorities for implementation of the Plan. The top ten are shown below:

access throughout the City and the region.	
10. Village Centers/Overlay Zone	Land Use 4.A-B

Priority	Objectives and Strategies
1. Development of Downtown	Econ. Dev. 2.A. Econ. Dev. 6.C,D Land Use 2.A Land Use 3.A-H Housing 7.A-D
2. Quality Job Creation/Target companies for higher paying jobs	Econ. Dev. 4.A-D
3. Home ownership	Housing 1.A-C
4. Strengthen neighborhoods through appropriate planning/ Community Plans	Neighborhoods 1.A,D, F
5. Continue to extend the network of trails and associated improvements in the foothills and adjacent to the rivers and other waterways.	Parks and Recreation Objective 2
6. Housing Design Standards	Neighborhoods 2.A
7. Pride in Ogden/Positive Image	Comm. Id. 1.A-F Comm. Id. 2.A-I
8. Entryway Corridors	Comm Id. 5.A,B,D,E,G
9. Improve and expand public transportation opportunities, which will allow convenient	Transportation Objective 3

3. Community Facilities and Services

3. Community Facilities and Services

A. Goal

Community facilities and services that provide individuals a safe, healthy and secure environment which supports quality education.

B. Overview

Community facilities and services meet the daily needs of Ogden's residential and business population. The extent of these facilities, their service level and quality is a vital component of the City's quality of life and ability to attract new business. This element specifically addresses:

1. Water
2. Secondary Water
3. Sanitary Sewer
4. Storm Water
5. City Owned Streets, Alleys and Parking Lots
6. Public Buildings
7. Lighting and Energy
8. Public Safety
9. Education

C. Existing Conditions and Key Findings

1. Water

The Ogden water treatment plant (WTP) was originally constructed in the mid-1950s with some expansion and improvements implemented in the early 1970s. The plant was completely rehabilitated beginning in 1995 and finished in 1998.

Raw water is supplied to the Ogden WTP from two sources, Pine View Reservoir and the Wheeler Creek Diversion. Both of these sources are of relatively high quality but they can exhibit various treatment challenges at different times of the year.

To meet the needs for the growing city, Ogden also subscribes to 6,500 acre-ft of treated water

from the Weber Basin Conservancy District located just south of Ogden.

The existing plant has a design capacity of approximately 15 million gallons per day (mgd) or 24 cubic feet per second (cfs) and utilizes a conventional treatment process including rapid mixing, flocculation, gravity sedimentation, filtration and chlorination.

Finished water turbidity, the amount of particulate matter suspended in water, is consistently in the range of 0.1 to 0.5 nephelometry turbidity units (NTU). This value meets both the present drinking water standard of 1.0 NTU and the Surface Water Treatment Rule requirement of finished water turbidity less than 0.5 NTU in 95 percent of all samples.

The Ogden distribution system utilizes 17 pressure zones. Many zones are interconnected and interdependent as served through pressure regulating valves and check valves.

A substantial part of the city water distribution system is six-inch pipe.

The water distribution includes seven reservoir storage facilities with a total capacity of about 65 million gallons. The maximum average daily demand is 1.88. The peak instantaneous peak demand factor is 3.4.

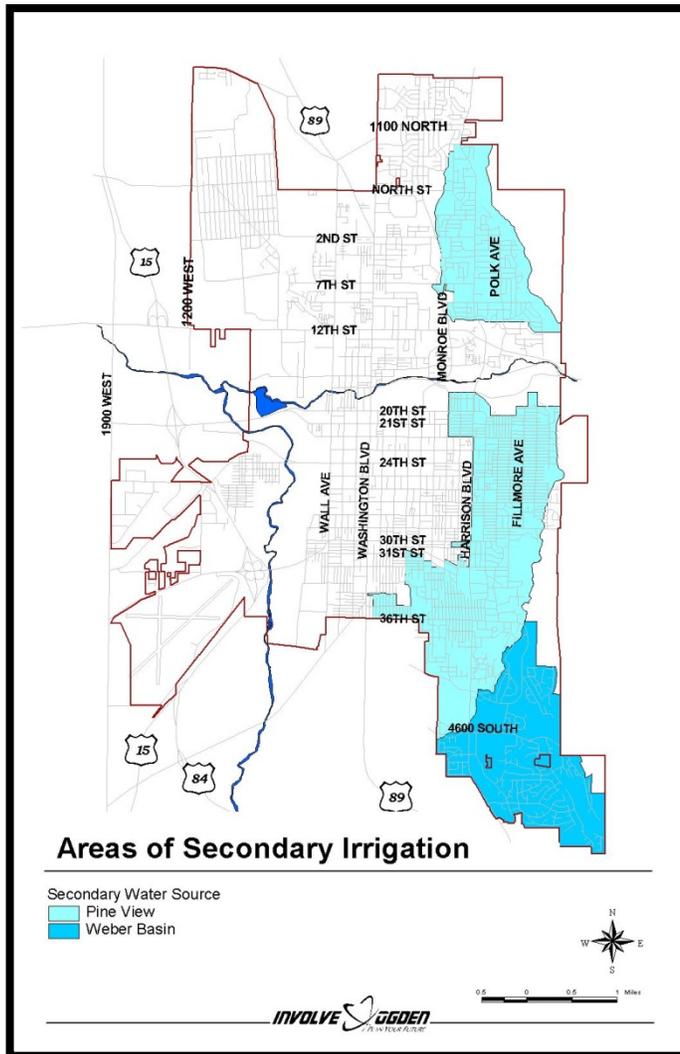
Although an aging system, there are no immediate serious problems with distribution except for meeting fire flow requirements in the west industrial area. However, there are some limitations, as indicated below. These limitations include: Ogden Airport plateau area—old 12-inch line; Bona Vista Water District—high velocity and head loss due to high demand; Reservoir Site 1—too small to meet future storage demand; and the Wall Avenue area—undersized six-inch pipe.

2. Secondary Water

Approximately 27.5 percent of the City is provided with secondary irrigation water (see

3. Community Facilities and Services

Map 4.1). The water comes from two sources, Pine View Reservoir and Weber Basin.



Map 3.1-Areas of Ogden City with secondary water and secondary water sources

Over the past several decades Ogden City has discussed extending secondary services into other portions of the City. The most recent study that analyzed the costs of constructing a delivery system indicated that the costs of the system would not justify the expansion.

3. Sanitary Sewer

Wastewater from the Ogden area is collected and discharged into the Central Weber Sewer Improvement District (CWSID) regional outfall sewers and wastewater treatment facilities. The collection system within the Ogden City boundaries, which includes approximately 16,900 acres, is mostly owned, operated and maintained by Ogden. Some of the sewers within the Ogden City boundaries are the responsibility of the CWSID and others are privately owned.

The Ogden sanitary sewer collection system contains approximately 227 miles of public sewer lines ranging in size from 8 inches to 48 inches in diameter and approximately 3,871 manholes. By grouping sewer lines that flow into common trunk sewers or outfall lines, the City has defined 45 separate drainage areas in its immediate environment.

Within the Ogden City boundaries, there are several existing areas not currently served by the sanitary sewer collection system. Wastewater disposal in these areas is accomplished by private septic tank/disposal field systems. The Weber County Health Department and the Uniform Plumbing Code regulate the performance and approvals of the septic tanks.

High infiltration/inflow rates within the collection system are the major cause of insufficient capacity in the trunk sewers. High infiltration rates caused by groundwater infiltration, rainfall responsive infiltration and inflow within the collection system are the major cause of insufficient capacity in the trunk sewers. Numerous trunk sewer segments have been identified with restricted hydraulic capacity. Infiltration is defined as clean water that finds its way into the sanitary sewers through pipe cracks and through faulty joints. Inflow is defined as clean water from direct connections into the sanitary sewer such as foundation drains, roof drains, catch basins and footer drains, etc.

In 1996, a Sewer Master plan was created that identified over \$25 million in new sanitary sewer system pipeline additions or expansions that need to be built in order to support the full requirement placed on the system by customers when the City is fully built out. Individual projects identified by this plan are in the process of being designed and built over a ten year period.

The existing sanitary sewer system has been undergoing an inspection with a video camera during the last five years and is nearly completed. Pipes that are damaged have been identified and prioritized for repair. Each year, \$200,000 is committed to repairing these deficiencies in priority order.

4. Storm Water

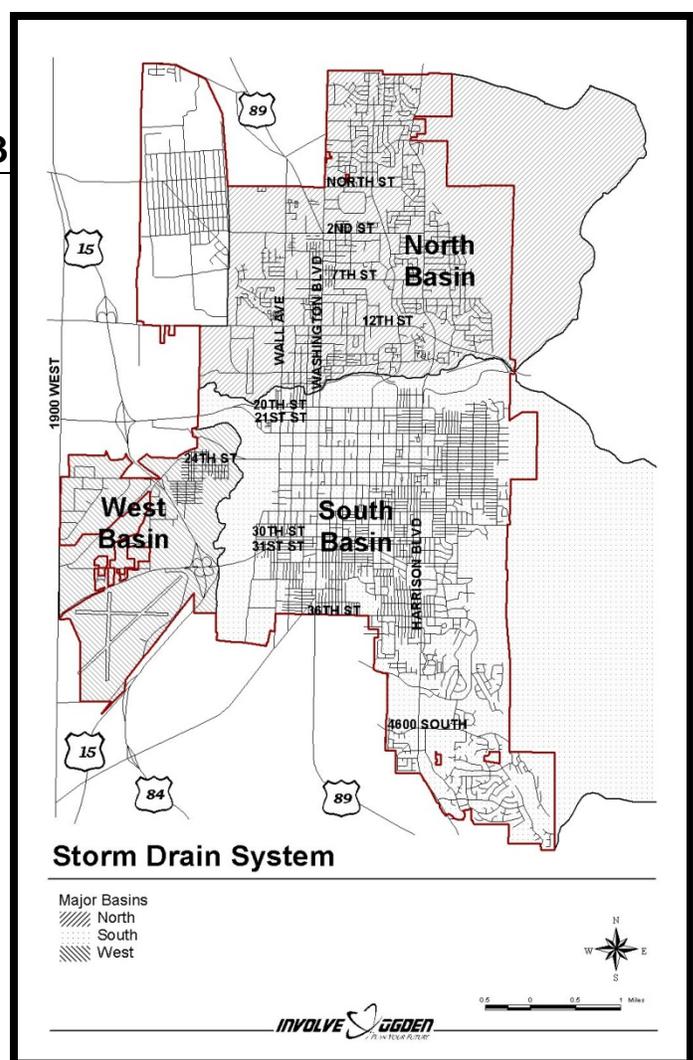
Ogden is divided into three major drainage basins—North, South and West—based on hydrologic boundaries.

A. North Basin

The North basin area totals almost 12 square miles. Storm drainage problems occur throughout the basin due to groundwater problems, lack of infrastructure and lack of capacity in the existing storm drainage collection system.

Slopes range from very steep in the foothills to almost flat, which creates problems for conveyance of flows. Several areas have been identified where ponding occurs on a regular basis. The North basin does not have a continuous system in place throughout the basin but rather localized systems constructed for particular developments.

As developed areas have increased, pipe has been added to the existing conveyance system resulting in some overloaded pipes and outfalls. Some areas of the North basin are serviced by curb and gutter only. Also, problems are compounded by high



Map 3.2-Storm Drain System

groundwater in certain areas and by irrigation water.

B. South Basin

The South basin contains approximately 20 square miles and slopes that range from very steep in the foothill areas to nearly flat in the lower reaches of the basin. Several large detention basins and ponds are located in the South basin. Storm drainage problems occur throughout the basin due to groundwater problems, flat grades, lack of infrastructure and lack of capacity in the existing storm drainage collection system. Problems occur on a frequent basis in several identified areas.

The South basin is heavily urbanized with new development occurring in the foothill

3. Community Facilities and Services

areas. Ongoing drainage problems are anticipated to continue until improvements are implemented. There is a developed storm drain system in place throughout the South basin. The system, however, was developed before current conditions could be realized and the pipe sizes are restrictive for the development that has occurred.

C. West Basin

The West basin area is approximately 3.5 square miles and does not appear to have groundwater problems. No existing drainage problems have been noted. The West basin is not as heavily developed and existing problems appear to be minor with the exception of ponding events near 24th Street.

D. Storm Water Capacity Improvements

Current and future conditions in Ogden with respect to storm water runoff flows and volumes are compared to 10-year and 100-year storm events. These events (rain, snow or combination) are runoff events that statistically occur one every 10 or 100 years. The 10-year storm event is generally used for design purposes in Ogden.

Ogden would prefer to eliminate storm water discharge to canals. Due to a lack of other conveyance alternatives, three of the four major canals within the municipal boundaries continue to be identified as storm water discharge conduits.

Rounded 1996 estimates for the recommended storm water improvements of the master plan area follow:

North Basin	\$11,500,000
South Basin	\$11,000,000
West Basin	\$400,000

E. Storm Water Pollution Improvements

The Storm water Phase II Regulations (US Environmental Protection Agency) is an extension of the Phase I program that impacted the larger metropolitan areas (Salt Lake City).

The Phase II program is targeted at communities with populations under 100,000. The goal of the program is to control pollutants carried off by urban storm water systems into streams, rivers and lakes. This program is based on the existing National Pollutant Discharge Elimination System (NPDES) that has been in existence since 1972 when the Clean Water Act (CWA) established this program. Initially, the CWA only addressed pollution from point sources such as industrial businesses or municipal sewage treatment plants. In 1987, Congress modified the CWA to include storm water discharges, known as non-point discharge sources of pollution.

The NPDES program addresses both storm water discharged from municipal separate storm sewer systems (MS4s) and construction sites that disturb land on one acre or larger pieces of land. Specifically, storm water runoff from lands modified by human activities can harm surface water resources and, in turn, cause or contribute to an exceeding of water quality standards by accelerating stream flow-volume rates and by adding contaminants. Contaminants controlled by this program include sediment, suspended solids, toxic pollutants, organic matter and floatables.

On 8 December 1999, the new NPDES Phase II Rule was published in the Federal Register and became law. It required valid permits that must be completed and approved by 8 March 2003. The actions identified by each permit must be fully implemented by 1 March 2008. EPA has estimated the cost to implement and operate

3. Community Facilities and Services

under the NPDES Phase II rule to be about approximately nine dollars per household each year. EPA has further estimated the costs of the Phase II rules for each construction site to be \$1,206 for a 1-acre site, \$4,598 for a 3-acre site and \$8,709 for a 5-acre site. Administrative costs for each construction site would result in an additional \$937 per site. The total cost nation wide of this program is estimated to be \$545 million to \$679 million. Nationally, EPA has estimated the benefits of implementing the NPDES program to be approximately \$671.5 million to \$1.1 billion per year. There are also many unquantifiable costs and benefits.

To implement this program, Ogden City is required to devise a program and ordinances that address each of the following elements in a way that will reduce the discharge of pollutants into surface water. The EPA rule requires that, to the Maximum Extent Practicable (MEP), pollutant discharge into surface waters be minimized through the use of Best Management Practices (BMPs). BMPs must be developed and approved in a permit by Utah State for each of the following control measures:

1. Public Education and Outreach on Storm Water Impacts.
2. Public Involvement/Participation in Developing the Program
3. Elicit Discharge Detection and Elimination.
4. Construction Site Storm Water Runoff Control.
5. Post-Construction Storm Water Management in New Development and Redevelopment.
6. Pollution Prevention/Good Housekeeping for Municipal Operations.

In summary, urban development increases the amount of impervious surface in a watershed. This alters the natural

infiltration capability of the land and generates a host of pollutants that are associated with the activities of dense populations. The results are an increase in runoff volumes and pollutant loadings in storm water discharged to receiving waterbodies. Storm Water and snow-melt runoff wash over these impervious areas, picking up pollutants along the way while gaining speed and volume because of their inability to disperse and filter into the ground. The resultant flows are higher in volume and contaminants which causes erosion and pollution that prevents beneficial uses of lakes and streams while destroying aquatic habitats. Implementation of the NPDES Phase II program will help minimize or avoid these negative results of urbanization.

5. City Owned Streets, Alleys and Parking Lots

A. Streets.

The Streets Section of the Operations Division maintains and repairs all public streets, curb and gutters, concrete water boxes and sidewalks. Additionally, responsibilities include snow/ice control, storm cleanup, disaster response and/or recovery.

B. Alleys.

There are two kinds of alleys in the City. "*Public Alleys*" are access ways dedicated to the City for public use. "*Abutter's Alleys*" are access ways dedicated for use by the abutting (adjoining) property owners. Historically, these access ways were utilized for ingress/egress to the backyard of each lot. Lots were typically long and narrow when subdivided in the traditional grid-block configuration. Presently, City ordinances require greater lot widths to accommodate the new style of homes with attached garages. The need for most alleys no longer exists. Many Public Alleys have been vacated or become Abutter's Alleys.

The City has not adopted a maintenance schedule for Public Alleys. Therefore, these access ways have become storage areas for adjoining properties, illegal dumping areas or overgrown with weeds. This problem has also occurred in the Abutter's Alleys. The City will need to decide and adopt public policy regarding these alleys in the near future.

C. Parking Lots.

Adequate parking in the downtown and more importantly easy identification of or directions to available parking in the downtown were concerns brought up by the "Involve Ogden" process. There are 4,775 parking stalls located in the downtown area. A directional signing plan to these areas would greatly contribute to making downtown more accessible.

6. Public Buildings

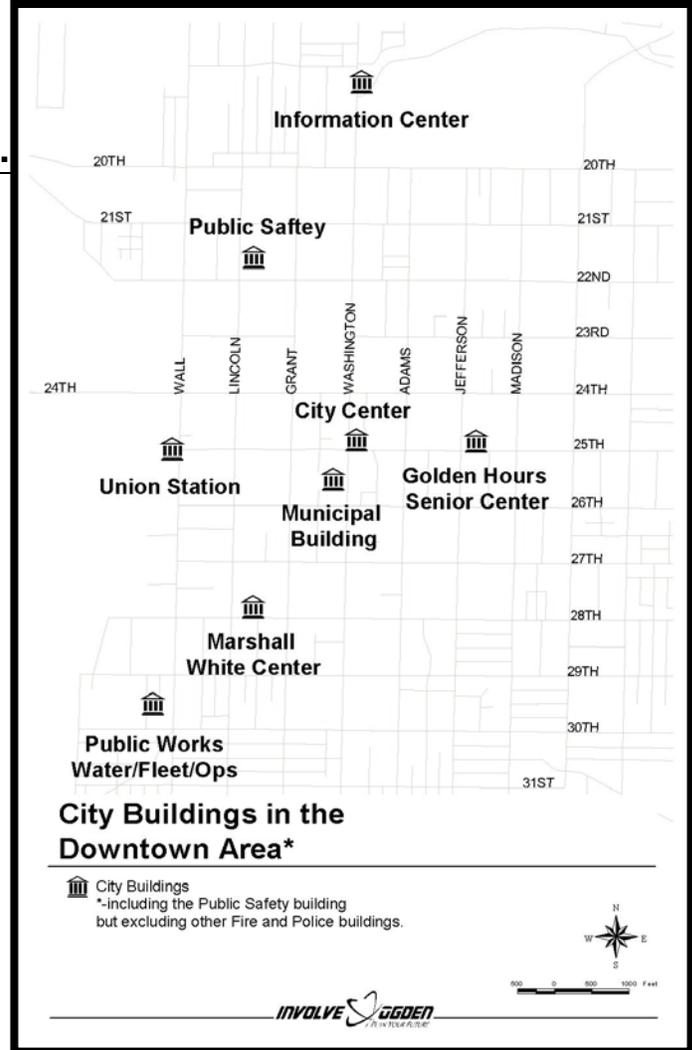
During the past few years, major changes have occurred and many more will soon occur as to City owned facilities. Major City buildings include the Municipal, Public Safety and Public Works buildings. Other buildings include the fire (5) and police (2) substations, various recreation buildings and the cemetery facilities.

Three of the major projects that have occurred, or will soon occur are the new Public Safety building, the new Public Works building and the renovation of the Municipal building.

A. Public Safety Building

The new Public Safety building was opened in the spring of 2000. It is the location of the administration offices for both the Police and Fire Departments and Fire Station 1.

- Opening Date: December 1999
- Construction costs: \$12.5 million
- Size: 60,000 sq. ft.



B. Public Works Building

The new Public Works building is being planned for the property between 29th and 30th Streets and Wall Avenue. When complete it will house all divisions of the Public Works Department except for Engineering, which will be in the Municipal building.

- Construction Costs: \$8.5 million
- Size: 30,000 sq. ft.

C. Municipal Building Renovation

3. Community Facilities and Services

The Municipal building was originally constructed in 1940 to replace the former City Hall which was located where the existing Municipal Gardens are located.

The renovation will house the City Departments currently in the Ogden City Center building.

- Opening Date (proj.): September 2000
- Renovation costs: \$13.5 million
- Size: 90,000 sq. ft.

7. Lighting and Energy

The existing energy plan was adopted in July, 1982 to address energy conservation in the areas of City government operations, public education, land use, transportation, building code and renewable resources. From 1983 to 1987 the City established an Energy Commission to address, (among other issues) street-lighting standards. Additionally, the Commission reviewed a major district heating study, studied solar energy and worked with Inspection Services to adopt energy conservation measures as part of the building codes.

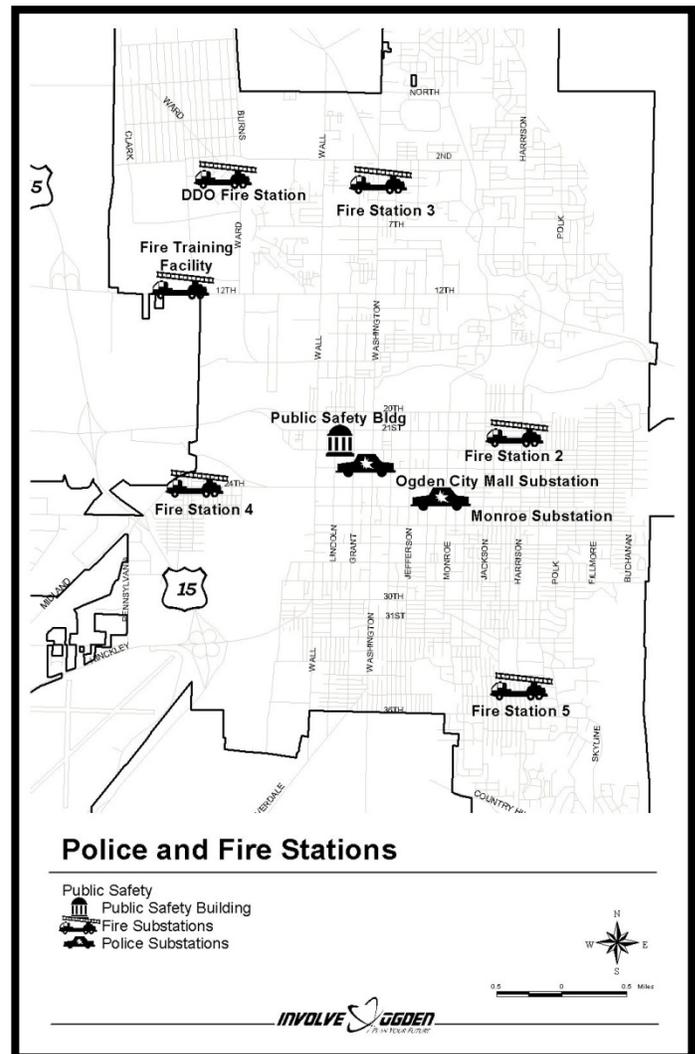
The street-lighting plan was adopted by the City Council in 1984 and amended in 1985. The plan provided goals and policies for energy conservation by setting standards for arterial and collector streets and the Central Business District. However, out of the “*Involve Ogden*” process, a new direction and focus on safety has been identified. Residents and visitors of Ogden want to feel safe in their community and in the Downtown and have indicated that lighting should play a role in producing a safe environment.

8. Public Safety

A. Fire Department

The Ogden City Fire Department provides a wide range of services to the community designed to protect and preserve life, property and the environment through planning, prevention, education and

response. In addition to the primary mission



Map 3.4-Fire and Police Station locations

of fire suppression, ambulance/paramedic services are provided for medical transportation to all emergency and non-emergency 911 needs within the City limits and all mutual-aid areas. The Fire Department is also providing HAZMAT first-responder and advanced rescue (i.e. confined space) services.

B. Police Department

The Police Department provides a variety of services to the community designed to protect life and property. The Uniform

3. Community Facilities and Services

Division consists of officers assigned to uniformed patrol, which are the first to respond to calls from the community. The Uniform Patrol includes all Patrol Officers, Traffic Units, K-9 Units, Mounted Patrol (Special Events), Community Service Officers and Parking Technicians. The Assistant Chief over the Uniform Division also oversees the Special Weapons and Tactics Unit (SWAT).

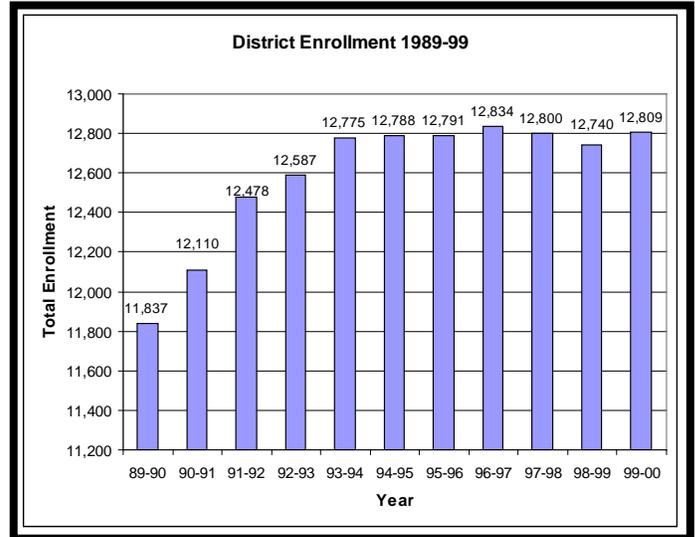
The *Involve Ogden* process brought forward the issue of public safety perceptions of the Downtown and public parks. Many discussed the need for better patrols of these areas. Others suggested the use of better lighting. The City will need to develop strategies that balance the need for personnel vs. capital improvement expenditures for street lighting with regards to improving safety in public spaces and our neighborhoods.

9. Education

Ogden City is home to the Ogden City School District, Weber State University, The Utah School for the Deaf and the Utah School for the Blind, Applied Technology Center Ogden-Weber and several private elementary, secondary and vocational/business schools and colleges.

The Ogden City School District provides education to almost 13,000 students. The district includes 16 elementary schools, four middle schools and three high schools. The District describes the enrollment levels as being relatively stable over the past few years (see Chart 4.1). The minority population of the school continues to grow with children coming to the district from out of state and out of the country. The student population is also becoming increasingly mobile.

One of the greatest challenges for the district is the issue of economically disadvantaged youth. The “Success for All” program has been implemented to assist those students. During the



next school year, ten schools will participate in the program.

The district included two of the highest performing elementary schools along the Wasatch Front in standardized testing. Those two schools are Wasatch and Grandview elementary. Mound Fort was identified as having the highest reading performance for any middle school in the state.

Weber State University’s main campus is located on 200+ acres along Ogden’s southeast bench. The total enrollment for WSU is approximately 17,000 students. The university includes a wide array of undergraduate programs with master’s degrees offered in accountancy, business and education.

The university has won nation acclaim for its programs in health occupations and automotive technology. The theater arts department had been honored to present several productions at the Kennedy Center in Washington, D. C. over the past decade.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 3.10.

3. Community Facilities and Services

Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

1. Provide an adequate, quality water supply to all Ogden City water customers.

Potable water is a necessary part of the health, safety and general welfare of Ogden City. The City should continue to ensure water is provided in desired quantity and quality at a reasonable price.

The Water Treatment Plant (WTP) was upgraded in 1998 to more efficiently provide water to Ogden City. A water master plan has been prepared which details additional reinforcement and operation improvements specifies replacement of various components and outlines changes to the water delivery system. The plan should be utilized and updated as technology changes to ensure the City's ability to provide water service.



Figure 3.6 - Water Treatment Plant in Ogden Canyon

Strategies

- 1.A. Managing the water resources that have been secured for Ogden City water customers in an effective and fiscally responsible manner.

Implementation: Water Division

- 1.B. Implementing Ogden's Water Utility Master Plan and updating the Master Plan on a 7 to 10 year cycle depending on system demands.

Implementation: Water Division, Engineering Division

- 1.C. Protecting the Pine View Reservoir and Ogden Canyon Wheeler Creek watersheds, as well as wellheads and other water source points from organic runoff and chemical contamination while investigating and preserving the acquisition of additional water rights, as they become available.

Implementation: Planning Division, Water Division, Planning Commission, City Council, Mayor

- 1.D. Maintaining an adequate user charge system to defray current and long-term operation, maintenance and replacement costs.

Implementation: Public Works, City Council, Mayor

3. Community Facilities and Services

Objective

1. Provide an adequate, quality water supply to all Ogden City water customers. (cont.)

Ogden's raw water source watershed must be protected to ensure an economical, treatable potable water supply. Contamination can originate from a variety of sources. Ogden should work with Weber County, natural resource agencies and forestry services to monitor land use patterns, guard against contamination sources and control water quality of natural runoff of the watershed.

Strategies (cont.)

1.E. Establishing a minimum water service level of 50 p.s.i. for all new residential dwellings in the City and working toward a water service level of 50 p.s.i. for all existing residential dwellings in the City.

Implementation: Engineering Division, City Council, Mayor

1.F. Protecting the community's investment in water infrastructure through appropriately scheduled maintenance and improvements identified in the Water Utility Master Plan.

Implementation: Water Division, Mayor

1.G. Meeting or exceeding all EPA and State water quality standards.

Implementation: Water Division, Mayor

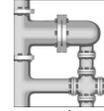
1.H. Planning for the future growth of the community.

Implementation: Planning Division, Public Works, Planning Commission, City Council

1.I. Participating in education of water conservation methods and promoting water conservation to the general public and business users.

Implementation: Public Works

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

2. Provide an adequate, well-maintained Sanitary Sewer system throughout Ogden City.

The sanitary sewer system should continue to be improved and maintained to protect the health of Ogden citizens, minimize personal and public property damage, reduce the City's risk and liability exposure and protect the physical environment.

The wastewater collection system must continue to be properly managed to control inflow/infiltration (I/I) and harmful or hazardous industrial discharges. The collection system potentially represents the most expensive average utility conduit per foot of all utilities.

The City should consider performing more detailed flow monitoring and modeling of collection system areas experiencing site specific high flow problems. Updating the Sanitary Sewer Design and Construction Standards and annual mapping of the system should also be considered.

Constant vigilance must be maintained against private disposal systems that could adversely affect the overall water quality of the basin. A small number of poorly managed private systems could reflect poorly on the community as a whole. Private systems should be prohibited except in emergency situations. Section 9-3-2 of the Ogden Municipal Code requires that properties within 300 feet of a sewer connect to the sewer system.

Strategies

2.A. Protecting the community's investment in sanitary sewer infrastructure through ongoing maintenance and system enhancements.

Implementation: Public Works Operations Division, Engineering Division, City Council, and Mayor

2.B. Enforcing the inflow/infiltration (I/I) code to control the entrance of clean water into the sanitary sewer system.

Implementation: Engineering Division, Mayor

2.C. Limiting the use of private disposal systems and strongly regulating existing systems.

Implementation: Engineering Division, Mayor

2.D. Implementing and regularly updating Ogden's Sanitary Sewer Master Plan.

Implementation: Public Works Operations Division, Engineering Division, City Council, Mayor

2.E. Meeting or exceeding all applicable health regulations that may be imposed by agencies charged with oversight of water quality.

Implementation: Public Works Operations Division, Engineering Division, Mayor

3. Community Facilities and Services

Objective

2. Provide an adequate, well-maintained Sanitary Sewer system throughout Ogden City. (cont.)

Some property owners and businesses generate significant amounts of grease. The City should consider improving the ordinances that regulate grease traps and their use-maintenance. Enforcement of water quality ordinances should be accomplished.

Strategies (cont.)

- 2.F. Providing for education of the community regarding the importance of maintenance of private systems, grease traps, etc.

Implementation: Public Works Department, City Council

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

3. Manage storm water to reduce impacts.

Storm water systems have many functions and address multiple objectives, i.e. alleviate street, basement and stream flooding. Storm water runoff should be managed to protect the safety and well-being of residents impacted by stormwater, minimize personal and public property damage, reduce the City's risk and liability exposure and protect the physical environment by providing relief from flood and erosion caused by storm water runoff.

The City has prepared a Storm Drain Master Plan to identify needs and deficiencies in the current storm drain system, develop improvements to address the needs and provide a list of prioritized improvements to provide a basis of implementation. By implementing the plan and updating the plan periodically, Ogden City will meet the goals of this plan as well as meet or exceed any national standards established by the U.S. Environmental Protection Agency.



Park that is also used as a soccer field

Strategies

- 3.A. Adopting, implementing and regularly updating Ogden's Storm Water Master Plan.

Implementation: Public Works Operations Division, Engineering Division, Legal Department, City Council
- 3.B. Integrating storm water facilities into the surrounding community in a cost effective, attractive and useful manner.

Implementation: Engineering Division, Parks and Recreation, Public Works Operations Division
- 3.C. Protecting the community's investment in storm water infrastructure through ongoing maintenance and system enhancements.

Implementation: Engineering Division, Mayor
- 3.D. Coordinating with Weber County to minimize the impact of stormwater runoff outside of city boundaries, while seeking regional storm water management solutions.

Implementation: Engineering Division

3. Community Facilities and Services

Objective

3. Manage storm water to reduce impacts. (cont.)

The City can enhance its appearance, improve residential neighborhoods and remove public health and safety risks by eliminating weed covered storm water detention ponds that often have stagnant water in them. These areas could become well-maintained green areas available for recreational use and public gatherings of many types (Figure 3.7).

Strategies (cont.)

- 3.E. Developing and implementing a storm water management program that educates citizens about the negative affects of disposing of contaminants into the storm drain system and is fully in compliance with Federal NPDES regulations.

Implementation: Public Works Operations Division, Engineering Division, City Council, Mayor

- 3.F. Meeting or exceeding National Pollution Discharge Elimination System Standards (NPDES) as applicable.

Implementation: Engineering Division, Mayor

- 3.G. Providing storm water detention ponds in residential areas that use underground pipes and create landscaped green areas useable for recreation and other public activities.

Implementation: Public Works Operations Division, Parks Division, Engineering Division, City Council, Mayor

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

4. Improve city owned streets, alleys, parking lots and sidewalks.

Transportation facilities such as roads, alleys, parking lots and sidewalks directly impact the ability of the residents and businesses to accomplish their day to day activities in a cost effective, timely and safe manner.

Ogden City's single largest investment in facilities is its road system. As a good steward of this investment, the City needs to dedicate adequate resources to maintain, replace and improve the existing pavement systems. A systematic method of pavement preservation actions is required to avoid the much higher life cycle cost of repairing and reconstructing these streets. Annual budgets should be such that the overall condition of the road system continues to improve to a point where all roads can be rated as being in good or better condition.

Parking lots also represent a substantial investment of public funding. Whereas an ongoing street maintenance program already exists, no such program exists to maintain our publicly owned parking lots. Many of these lots have deteriorated to the point where simple maintenance will be inadequate to restore them. These parking lots should be repaired and a maintenance program established and fully funded to ensure that their condition never again becomes so poor.

Sidewalks are an important part of city rights-of-way. They are addressed in Objective #5 in Neighborhoods and Objective #5 in Transportation.

Strategies

- 4.A. Developing a maintenance plan by the year 2003 for all streets and parking lots, which will plan for the condition of all these streets to be rated as good or better.

Implementation: Public Works Operations Division, Engineering Division, Parks Division, Recreation Division, City Council, Mayor

- 4.B. Developing a pavement preservation strategy that incorporates a review every five years and ensuring that the results of the review show a steady improvement in pavement condition.

Implementation: Pubic Works Operations Division, Engineering Division, City Council, Mayor

- 4.C. Developing a plan by 2006 to pave all streets that currently have gravel surfaces.

Implementation: Engineering Division, City Council, Mayor

- 4.D. Developing a plan to replace unpaved shoulders with a curb and gutter system. Consider installing underground storm water lines at the same time. Developing and funding a schedule to accomplish this.

Implementation: Engineering Division, City Council, Mayor

3. Community Facilities and Services

Objective

4. Improve city owned streets, alleys, and parking lots. (cont.)

Strategies (cont.)

- 4.E. Developing a plan to address the use, maintenance and problems associated with public and private alleys by reviewing which public alleys should be abandoned.

*Implementation: Planning Division,
Engineering Division, City Council*

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

5. Provide and maintain resource efficient public buildings and facilities that meet the needs of Ogden City customers.

The interaction between City government and the citizenry often occurs within public buildings and facilities. Ogden City does not have control over every public building or facility within its boundaries, but it is important that those owned and operated by the City are clean, safe, well lighted and accessible to all, with departments well marked and easy to find.

It is also important that in the process of choosing locations and developing site plans for Ogden City buildings and facilities that appropriate consideration be given as to who will utilize what is being constructed and what impacts the use will have on adjacent properties. An example is the siting of active recreational facilities within parks where it may be most appropriate to locate these facilities in the center of the park rather than immediately adjacent residential uses.

Public buildings and facilities that are resource efficient (energy, water, manpower, etc.), benefit both the government agency and the City as a whole. Ogden should lead the way in ensuring that facilities do not waste resources while meeting all the needs of Ogden's population.

Strategies

- 5.A. Developing a maintenance schedule for all public buildings and adhering to it.

Implementation: All Appropriate Departments, City Council, Mayor

- 5.B. Updating buildings and facilities in compliance with ADA and other pertinent building codes.

Implementation: Inspection Services Division, Public Works, Mayor

- 5.C. Considering second language markings for non-English speaking citizens.

Implementation: Chief Administrative Officer, Mayor

- 5.D. Considering resource efficient factors, such as energy and water conservation measures, during the design review of a new or remodeled public building.

Implementation: Each Department responsible for city buildings or structures, Chief Administrative Officer

- 5.E. Implementing consistent and aesthetically pleasing name identification signs for city buildings and facilities (e.g. City offices and parks).

Implementation: All city departments, Chief Administrative Officer, Mayor

Objective

5. Provide and maintain resource efficient public buildings and

3. Community Facilities and Services

facilities that meet the needs of Ogden City customers. (cont.)

Strategies (cont.)

- 5.F. Reviewing proposed public building and facilities to ensure such facilities are appropriately located to best meet the needs of those benefiting from them, and reviewing the site design to ensure that the concerns of adjacent property owners and residents are given fair consideration.

*Implementation: Planning Division,
Planning Commission, Mayor*



Figure 3.8-Ogden City Public Safety Building, completed in 1999

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

6. Provide adequate, energy-efficient lighting to encourage a safe environment and meet the needs of citizens in various parts of the City.

Adequate lighting in both commercial and residential areas provides residents and workers with a safer, more secure environment. Street lighting should be provided in an efficient manner, using low-cost materials and products. Lighting should be non-invasive to the property owner or residents of the area yet enhance the safety and security of persons and property.

The existing Street Lighting Master Plan focused on conservation and cost savings. While these goals are still important, consideration of public safety needs to be emphasized as the primary focus for street lighting as the master plan is updated.

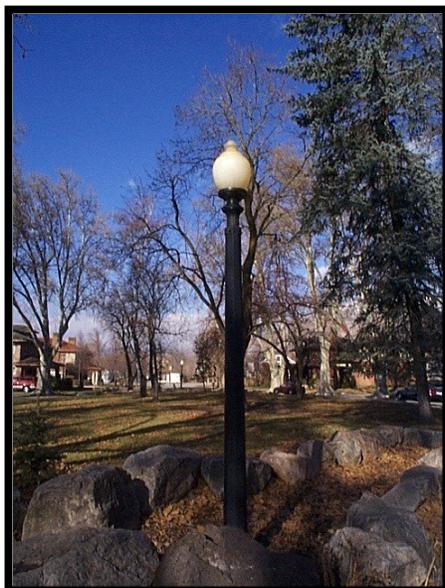


Figure 3.9-Lighting in the Eccles Historic District

Strategies

- 6.A. Updating and implementing the Street Lighting Master Plan with a focus on public safety.

Implementation: Planning Division, Engineering Division, Police Department, Planning Commission, City Council, Mayor

- 6.B. Working with residents or neighborhoods when street lighting improvements are to be undertaken to ensure that the character of the neighborhood is taken into consideration when lighting is designed.

Implementation: Planning Division, Neighborhood Development Division, Engineering Division

- 6.C. Updating lighting systems as to use of the most efficient, low-cost products available.

Implementation: Engineering Division

- 6.D. Adding pedestrian level theme lighting and security lighting where appropriate.

Implementation: Engineering Division

- 6.E. Continuing to develop and implement neighborhood lighting programs to improve safety perceptions (Porch Light Program).

Implementation: Neighborhood Development Division

3. Community Facilities and Services

Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

7. Improve the development process and assist City personnel in becoming more responsive to Ogden's wide array of customers.

Development and code enforcement personnel provide services to a large and diverse group of customers. The issues of life safety, public health and general quality of life are each important aspects of the work done by these Ogden City employees. And while these issues are important, it is also essential that the processes required to accomplish them be as simple and understandable as possible and City employees assisting them be as courteous, responsive and helpful as possible.

It must also be realized that the levels of service provided by development and code enforcement is proportionate to the availability of personnel to do the work. City personnel must continue to work smart, but adequate staffing is an important aspect of ensuring timely responsiveness to customer needs.

Strategies

- 7.A. Improving the ordinance enforcement process with appropriate prioritization expanded capabilities and resources.

Implementation: Code Enforcement, Police Department, Legal Department, City Council, Mayor

- 7.B. Improving the inspection process, including an ongoing education program, so that developers and builders will know what is expected beforehand.

Implementation: Inspection Services Division, Mayor

- 7.C. Expanding leadership role for Planning Commission to undertake proactive topics, receive public input and recommend priorities of focus to the City Council, Mayor, businesses and neighborhoods.

Implementation: City Council

- 7.D. Creating the most inviting, responsive local government in the state by continuing to promote a business friendly environment and by reducing bureaucracy and revising unnecessary regulations for development.

Implementation: All Regulatory Divisions, Mayor, City Council

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

8. Work to improve public safety perceptions and realities.

The perception that Ogden's communities and Downtown are not safe is of high concern. Residents, workers and visitors should be able to feel that they are safe and secure wherever they might be.

The City should continue efforts to make Ogden safe and secure in both perception and reality. The following recommendations are suggested:

- Increase the number of police officers in communities and key Downtown areas.
- Implement "zero tolerance" policy toward crime, including prosecution of offenders (see Hyett Palma report).
- Encourage police officers to live in Ogden (Officer Next Door Program).
- Increase lighting throughout the City. In the CBD increase lighting above and below the tree canopy. In residential neighborhoods, continue to develop and use programs such as the Porch Light Program, as a supplement to street lighting.
- Increase volunteer service (e.g., RSVP-Retired Senior Volunteer Patrol, San Diego).
- Increase number of downtown activities to keep the City populated more hours.
- Develop housing and neighborhood services in or near the CBD for 24-hour use of Downtown.
- Continue to support the Neighborhood Watch and Graffiti removal program

Encouraging partnerships with local businesses, expanding and encouraging volunteer programs for cleanup and maintenance of neighborhoods,

Strategies

8.A. Creating a community that is not only safe, but is also perceived to be safe and secure at all hours of the day (e.g. by encouraging police officers to live in Ogden, increasing volunteer service, increasing lighting throughout the City and using programs such as community policing and neighborhood watch).

Implementation: Planning Division, Neighborhood Development Division, Police Department, Mayor

8.B. Making Downtown safe by increasing the number of police officers in key areas, implementing "zero tolerance" policies, increasing Downtown activities and developing housing and neighborhood services in the CBD.

Implementation: Police Department, Business Development Division

8.C. Instilling pride in and respect of public and private property and teaching how to be a good neighbor through an ongoing public education program.

Implementation: Neighborhood Development Division, Planning Division, City Council, Mayor

8.D. Incorporating Crime Prevention Through Environmental Design (CPTED) principles as a part of design review.

Implementation: Planning Division, Police Department, Public Works, Planning Commission, City Council

3. Community Facilities and Services



Goal

Community facilities and services that provide individuals a safe, healthy and secure community which provides quality education.

Objective

9. Continue to improve cooperation with community educational entities focused on making Ogden an even better place to be.

Community educational entities have opportunities for making significant impacts on the future of Ogden. The largest entity is the Ogden School District. Other entities include Community Action's Head Start, Weber State University, Weber Area Training Center (ATC), several private schools and many other agencies. Working partnerships between the Mayor, the City Council and the managing boards of these agencies can assist in educating and developing City youth, ensuring that children grow in an environment that is safe and healthy and assisting to instill pride in the neighborhood and community.

In August of 2000, the City Council appointed eight students to the first Youth City Council. The Youth Council is charged with providing the City Council with a youthful perspective of City policy and current issues.



Figure 3.10 -Ogden High School

Strategies

9.A. Establishing regular meetings between Ogden City and the managing boards of the community educational entities to jointly set direction on how to work together.

Implementation: City Council, Mayor

9.B. Supporting partnerships between Ogden City Government and Ogden School District to involve Ogden employees in the education and development of Ogden youth.

Implementation: City Council, Mayor, Ogden School District

9.C. Encouraging and developing a partnership between Ogden Government and community educational entities to ensure that area child are safe, healthy, secure and ready to learn.

Implementation: Mayor, City Council, Ogden School District, Weber State University, Weber ATC, Ogden Area Private Schools and other Educational Entities as appropriate

9.D. Working with the existing education system to teach urban ethics, City pride, conflict resolution and strategies for City clean up.

Implementation: Mayor, City Council, Ogden School District, Weber State University, Weber ATC, Ogden Area Private Schools and other Educational Entities as appropriate

4. Community Identity

A. Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

B. Overview

The Community Identity element of the General Plan addresses initiatives to enhance the physical character of the City, as well as efforts that would improve community pride and spirit.

The physical characteristics are understood to include landscape as well as buildings, both preservation and new construction and natural areas. In many ways, Community Identity is an inclusive topic that summarizes conditions of land use, gateways, public art, transportation, streetscape and natural features. Accordingly, there are many recommendations that impact the identity of the community that are addressed in other elements. Furthermore, the comprehensive nature of the Community Identity element requires a sub-element organization with objectives and strategies organized based on the following outline:

1. Image and Community Pride
2. Historic Resources
3. Gateways and Streetscape
4. Urban Forestry
5. Public Art

The following recommendations embody the vision for enhancing Ogden's community identity as set forth by citizens and stakeholders. As these strategies are implemented they should support broad community decision-making so that the sum of the design elements is greater than the collection of the individual parts.

C. Existing Conditions and Key Findings

The key findings of Ogden's Community Identity element are based on the investigation of the Planning Team and input from the general public. At several key public meetings, participants rated visual images that depicted a variety of physical conditions of community identity. Those reactions are incorporated into the recommendations.

In considering the broad issues of Ogden's community identity, there are several important aspects of the City's urban form. Most prominent are the evolving street patterns, building architecture, major land uses and the natural setting.

1. Original Street Grid

This area represents the central part of the City, beginning with the original 'Plat A' which included the area between 20th and 28th Streets and Wall Avenue and Madison Avenues. It is characterized by large ten-acre blocks laid out to align with the cardinal points (north, south, east and west) and wide streets. The center of the ten-acre blocks have typically be underutilized because of constricted access. By the late 1880s, new blocks were created which divided the ten-acre blocks in half. This allowed for better utilization of land for housing development.



Figure 4.1-Traditional grid street pattern. Note underutilized center of the block

2. Modified Street Grid

The next phase of land development utilized the grid pattern, but modified it. Rather than straight streets aligned with the cardinal points (north, south, east and west), curvilinear streets that utilized hillside topography helped create more picturesque neighborhoods. The utilization of the modified grid is relatively limited in Ogden because of the large amount of subdivision accomplished during the era of the original grid system and the later hierarchical street pattern period.

3. Hierarchical Street Pattern

To the north and south of the strong grid system of the central part of the City, a less rigid pattern of development can be found. It is generally characterized as having lower density, narrower streets, and commercial areas within a strip center organization and more homogeneous uses. The streets are arranged from cul-de-sacs with limited traffic to collector and arterial streets on which large amounts of traffic are concentrated. It breaks from the City's historical pattern and lends a suburban character to a large portion of the City. In this sense, it does not reinforce the City's historic development pattern.



4. Building Architecture

Ogden includes a very diverse collection of architectural styles and building types that greatly contribute to the character of the City. While early buildings were vernacular in nature, with limited architectural accouterment, local architects tended to make use of a wide range of national and international architectural styles in the work done here in Ogden following the period of initial colonization. The importance of this architectural heritage is well illustrated in the historic preservation efforts of the citizens of Ogden.

5. Major land uses

Several major land areas dominate the community's built landscape. Perhaps the most significant from a visual standpoint is the railyards, immediately west of the Central Business District. The railyards occupy approximately 1,288 acres and are visible on major approaches into the City. Business Depot Ogden (BDO)(formerly Defense Depot of Ogden or DDO) facility occupies nearly 1,128 acres in the northwest quadrant of the City along the 12th Street entry corridor. Weber State University occupies land in the southeast part of the City and forms an activity center with unique uses and architecture indicative of higher education campuses.

6. Natural Setting

The mountains and the stream corridors form two prominent form-givers to the City. The Wasatch Mountains form the eastern edge of the City, presenting an impressive backdrop and major limitation for development. Stream corridors formed by the Weber and Ogden Rivers traverse the City, providing an important stormwater run-off function, a development constraint and a visual and recreational amenity.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 4.4.



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Image and Community Pride

1. Increase pride in and cultivate a positive image of Ogden.

The pride felt by Ogden City residents towards their government and the image of the City as progressive are important priorities.

Efforts to improve open communication and efficient, responsive government can greatly increase citizen confidence and pride in their community. It is important that this communication be honest. By working to ensure that honest, open communication happens, citizens will feel a greater desire to work towards making Ogden City an even better place because of the sense of ownership they will have in their neighborhoods, communities and the City as a whole.

It is also essential that the stories of progress and the vision of who we are and who we are becoming be shared within our community, region and state—and even further to the nation and the world. This must be done through effective use of the varieties of media available to use, rather it be through print, radio, television, the internet or other sources. Ogden needs to define itself and not let it be defined by others.

Strategies

- 1.A. Increasing citizen commitment to the community by providing opportunities for citizens to better understand what is taking place in Ogden City and how they can help to make a positive contribution.
Implementation: City Staff, City Council, Mayor
- 1.B. Creating an environment of efficiency and openness for customers of Ogden City services.
Implementation: City Staff, City Council, Mayor
- 1.C. Conducting regular community open houses, working with local print and electronic media, utilizing the city newsletter and web site to help make people aware of events, activities, programs, services and to share information.
Implementation: City Staff, City Council, Mayor
- 1.D. Instilling pride in and respect of public and private property and teaching how to be a good neighbor.
Implementation: Ogden City Schools with assistance from City Staff, City Council, Mayor
- 1.E. Creating an accurate overall profile of Ogden (i.e. demographic, economic, social, educational), reflecting its diversity and publicizing it to the larger community.
Implementation: Planning Division
- 1.F. Keeping media (and public) apprised of public safety strategies and outcomes.
Implementation: Ogden Police and Fire Departments, Mayor.



4. Community Identity

Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Image and Community Pride

2. Provide community organizations, celebrations and activities that reflect the diverse heritage and cultures of Ogden.

Efforts should be taken by the city to cultivate leaders to help organize the community in such a manner to celebrate and promote the qualities of the diverse cultures that reside in Ogden. Such efforts could include holding festivals, establishing civic groups, or simply increasing the awareness and participation of the different cultures found in Ogden.

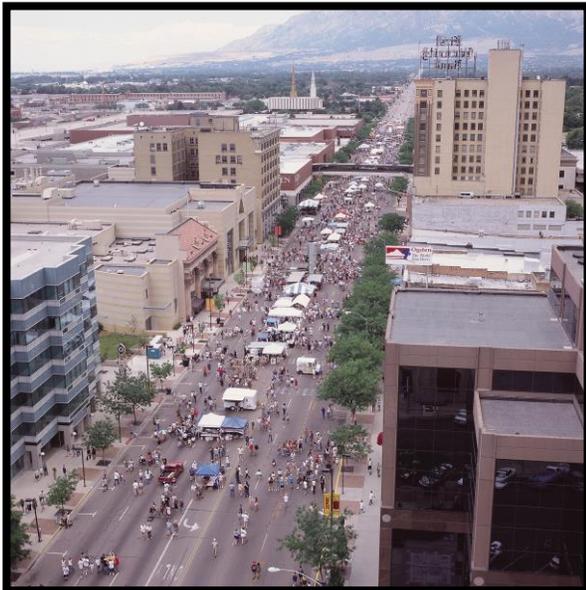


Figure 4.3-Ogden City Street Festival on Washington Boulevard.

Strategies

- 2.A. Supporting an annual multi-cultural food and craft festival.

Implementation: Special Events Coordinator, Community and Economic Development Department, Multi-Cultural Advisory Committee, Ogden City Arts, Convention & Visitors Bureau, Chamber of Commerce

- 2.B. Cultivating leaders from all cultural groups from throughout the City by creating a Ogden Leadership program. (see Chapter 9-Neighborhoods, Objective 4F)

Implementation: Multi-Cultural Advisory Committee, Convention & Visitors Bureau, Chamber of Commerce

- 2.C. Facilitating the creation of public art that celebrates Ogden and its environments.

Implementation: Ogden City Arts

- 2.D. Developing community/ethnic centers and programs to recognize diversity, promote unity and improve education in Ogden.

Implementation: Multi-Cultural Advisory Committee, Community Services Department, Mayor, City Council

- 2.E. Continuing utilization of the Mayor's Multi-cultural Advisory Committee (MMAC) as a liaison between Ogden's diverse community and Ogden City Government.

Implementation: Mayor

Objective

Image and Community Pride

2. Provide community celebrations and activities that reflect the diverse heritage and cultures of Ogden. (cont.)



Strategies (cont.)

2.F. Encouraging the community's participation in civic organizations that strive to improve the community's quality of life.

Implementation: Chief Administrative Officer, Mayor

2.G. Supporting high-quality, family-oriented community and neighborhood celebrations.

Implementation: Special Events Coordinator, City Council, Mayor

2.H. Creating nationally acclaimed festivals around locally relevant themes.

Implementation: Special Events Coordinator

2.I. Sponsoring a seasonal farmers market and flower market in the Downtown.

Implementation: Special Events Coordinator, Downtown Ogden, INC



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Historic Resources

3. Work to expand the number of local and national historic sites and districts, while ensuring and encouraging the appropriate preservation, protection, enhancement and rehabilitation of the sites and districts currently listed.

Ogden's built environment is one of its most valuable assets. It includes some of the greatest architectural variety in the State of Utah and is associated with some wonderful history about the emergence of our city, state and nation. It is important that these resources be appropriately recognized and protected.

National and local register listings of historic sites provide a wide array of advantages, including important tax credits, low-interest loan programs, district infrastructure improvements and other types of recognition and assistance. These effort result in the revitalization of neighborhoods and business districts which contribute to a better, more livable Ogden.



Figure 4.5-25th Street Historic District

Strategies

- 3.A. Working with the Landmarks Commission in developing a five-year work plan for historic preservation efforts in Ogden and gaining City Council approval of the plan.
Implementation: Planning Division, Landmarks Commission, City Council, Mayor
- 3.B. Updating the city-wide historic resources survey.
Implementation: Planning Division
- 3.C. Creating design guidelines for historic districts/neighborhoods.
Implementation: Planning Division, Landmarks Commission
- 3.D. Providing economic, zoning and administrative incentives for rehabilitation of qualifying historic properties.
Implementation: Planning Division, Neighborhood Development Division, Landmarks Commission, City Council, Mayor
- 3.E. Providing technical assistance to property owners in support of rehabilitation.
Implementation: Planning Division, Landmarks Commission
- 3.F. Protect historic properties from being demolished through strong development codes.
Implementation: Planning Division, Inspection Services, Landmarks Commission, City Council, Mayor

Objective

Historic Resources

- 3. Work to expand the number of local and national historic sites and districts, while ensuring and encouraging the appropriate preservation, protection, enhancement and rehabilitation of the sites and districts currently listed. (cont.)**



Figure 4.6-Residence in the proposed Central Bench Historic District

Strategies (cont.)

- 3.G. Considering utilization of eminent domain authority to acquire unique historic properties that are threatened with demolition and potential uses for the property.

Implementation: Planning Division, Landmarks Commission, City Council/ RDA

- 3.H. Encouraging owner occupancy of historic properties through the guidelines of grant programs and local incentives.

Implementation: Planning Division, Neighborhood Development Division



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Historic Resources

4. Support historic preservation appreciation efforts as a means of recognizing activities to improve older developed areas throughout the City, educating people about the economic and social values of preservation and fostering pride in Ogden's heritage.

Historic preservation is an important means of building community pride. It can help strengthen older neighborhoods and business districts by creating an awareness of the unique nature of that place. In addition to various tax and loan incentives, preservation makes economic sense in that it is usually less expensive than new construction and results in less waste resulting from demolition. It also typically utilizes existing infrastructure.

Historic resources provide an important learning tool for people of all ages in a community. The history of our historic structures needs to be shared with our citizens and visitors. Heritage tourism continues to increase nationally and bring important tourist dollars to communities. It is important for Ogden to benefit from the great historic resources that are such an important part of this community.

Strategies

4.A. Continuing preservation appreciation and recognition programs.

Implementation: Planning Division, Landmarks Commission

4.B. Collaborating with Ogden City Schools and Weber County Heritage Foundation to provide opportunities for students to learn about Ogden's history and architecture.

Implementation: Planning Division, Landmarks Commission

4.C. Interpreting local history through public arts programs

Implementation: Implementation: Planning Division, Landmarks Commission, Ogden City Arts

4.D. Providing historical information about districts through brochures and pamphlets distributed to property owners and the general public.

Implementation: Planning Division



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Gateways and Streetscapes

5. Enhance the appearance and function of the key entryways into and major transportation corridors throughout Ogden.

During the 1990s, efforts have been focused on improving the appearance of the entryway corridors from I-15 to Wall Avenue. Master Design Plans were prepared and implemented for 30th/31st, 24th and 20th/21st Streets. The focus of the couplet streets (30th/31st, 20th/21st) was on utilization of low-water landscaping materials to screen views and to beautify the general appearance. The 24th Street Master Plan included landscaping, along with infrastructure improvements, such as sidewalks and streetlighting.

The 1996 Entryway Section of the General Plan provided a framework for the aforementioned master design plans, but also discussed the issues of: landscaping on private property to screen and beautify areas; screening of outdoor storage and locating such uses away from the corridor; amortizing certain existing uses; appropriate directional and informational signage; and information kiosks.

The issues of enhancing the appearance of entryways, increasing landscaping along commercial arterials and landscaping medians are all issues that have been discussed by the Ogden City Council for inclusion in a focused urban design plan.

Strategies

- 5.A. Continuing implementation of the Master Design Plans for the entryway corridors from I-15 into the City.

Implementation: Engineering Division, Ogden City Arts, City Council and Mayor

- 5.B. Developing and adopting ordinances or design standards that address building design and materials, appropriate screening and landscape improvements in order to improve the appearance of industrial development on sites abutting I-15 and the entryway corridors.

Implementation: Planning Division, Legal Department, Planning Commission, City Council

- 5.C. Constructing landscaped buffers and screening walls for existing industrial land uses, especially those including outdoor storage.

Implementation: Planning Division, Planning Commission, City Council

- 5.D. Encouraging the landscaping of the I-15 right of way and entryway corridors from I-15 to Wall Avenue, favoring the utilization of drought resistant plants.

Implementation: UDOT, Engineering, Parks Division, Recreation Division, Mayor, City Council

- 5.E. Providing well-designed and effective way-finding signage to Ogden City sites.

Implementation: Engineering Division, Mayor

Objective

Gateways and Streetscapes

5. Enhance the appearance and function of the key entryways into and major corridors throughout Ogden. (cont.)



Figure 4.7-Entryway sign on Harrison Boulevard



Figure 4.8-Welcome sign on Washington Boulevard at the Ogden River Bridge

Strategies (cont.)

- 5.F. Creating and enforcing ordinances that limit or prohibit billboard type advertising.

Implementation: Planning Division, Code Enforcement, Planning Commission, City Council

- 5.G. Studying key gateways and identify ways of beautifying and improving them. The concepts included in the Public Arts Master Plan might be utilized to help ensure these gateways are meaningful and unique.

Implementation: Planning Division, Ogden City Arts, Planning Commission, City Council

- 5.H. Establishing streetscape design standards for rights-of-way and properties abutting them which address landscaping improvements.

Implementation: Planning Division, Business Development Division, Planning Commission, City Council, Mayor



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Gateways and Streetscapes

6. Reinforce community identity through streetscape themes and features.

Our natural and human history, along with our built environment all provide resources that could be drawn upon to help create streetscape features helping to emphasize what is unique about Ogden.

The natural history of our area has created a remarkable setting for Ogden. The mountains and waterways all contribute to this identity and could be tapped as a source of ideas.

Ogden's history is another important source. Whether fur trappers, early settlers, or the railroad and related commerce is the source of ideas, each of these and other historical events have contributed to Ogden's distinctness and should be celebrated.

Ogden includes a wonderful built environment that includes design features and ideas that might be replicated in streetscape furniture.

Whether it be tree grates with a lotus motif or a crosswalk designed to resemble railroad tracks or entry signs include the profile of Mt. Ogden, each of these can be tied to a theme or feature of Ogden City's uniqueness.

Strategies

6.A. Establish unique, site-specific, character-defining streetscape design.

Implementation: Urban Forest, Urban Forestry Advisory Committee, Planning Commission, City Council, Mayor



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Gateways and Streetscape

7. Establish a system of signage that will provide location or directional information, be legible and understandable, not obstruct identified views and contribute to the character of the area in which it is located.

Signage located on or along public streets, whether private or public functions to inform, direct or index the location of businesses, streets or other places. Signage needs to be designed to meet the needs of motorists and pedestrians, depending on the nature of the district in which it is located. Signage can contribute to the ambience of a district and provide significant recognition to a business location as has been seen with many of the signs in the 25th Street Historic District.

In some cases, poor color contrast, siting of the sign, graphics or the size of lettering has rendered the signs virtually useless. In other cases, signs are so large, plentiful and packed with information that become difficult to read and obstruct other signage. Signs, especially billboards, can obstruct important views in the community and distract from the character of an area.

Appropriate street graphics are an essential part of making a city usable, safe and attractive.

Strategies

7.A. Updating the sign ordinance to ensure it meets the needs of business balanced with the desire to make Ogden attractive and functional. An ad hoc committee of business people, interested citizens and organizations and city representatives should be involved in updating the sign ordinance.

Implementation: Planning Division, Planning Commission, City Council

7.B. Building a reputation of well-designed, way-finding signage.

Implementation: Engineering Division

7.C. Providing effective directional signage to Ogden City sites.

Implementation: Engineering Division

7.D. Establishing a regular schedule of city sign maintenance to refurbish faded and defaced regulatory or informational signage.

Implementation: Engineering Division



Figure 4.9-Ogden City way-finding signs.



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Urban Forestry

8. Protect and perpetuate a safe and healthy urban forest in Ogden City and continue to educate the public about the importance of it.

Ogden's urban forest is an important asset of the community. Trees are an important means of screening out offensive views, beautifying linear spaces (streets or trails) or larger open spaces (parks or squares), or creating micro-climates by shading areas or acting as windbreaks. Trees provide a canopy for streets within certain portions of the city during the late spring, summer and autumn. They are significant in creating an image of place within Ogden City.

In 1997, the Ogden City Council adopted the Urban Forestry Management Plan, which is an important guide document to helping maintain and expand a healthy, beautiful urban forest on city-owned property.



Figure 4.10-Mature street trees in East Ogden

Strategies

8.A. Continuing implementation of the Urban Forestry Management Plan.

Implementation: Urban Forester, Urban Forestry Advisory Committee, City Council, Mayor

8.B. Developing basic educational information for private property owners concerning proper tree selection, planting and maintenance.

Implementation: Urban Forester, Urban Forestry Advisory Committee, City Council, Mayor

8.C. Reviewing subdivision regulations and other City policies regarding the installation of street trees for its overall effectiveness in perpetuating the urban forest.

Implementation: Urban Forester, Urban Forestry Advisory Committee

8.D. Planting more trees downtown.

Implementation: Urban Forester, Urban Forestry Advisory Committee, Planning Division, Planning Commission, Mayor

8.E. Working to ensure that trees that do not obstruct traffic control devices or their growth does not interfere with overhead wires and that they are properly pruned for adequate vehicular and pedestrian clearance.

Implementation: Urban Forester, Urban Forestry Advisory Committee

8.F. Utilizing Ogden's "Tree City, USA" status to promote our urban forest through Arbor Day and other appropriate activities.

Implementation: Urban Forester, Urban Forestry Advisory Committee, City Council, Mayor



Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Public Art

9. Continue the establishment of a strong leadership role for Ogden City promoting public art that contributes to a healthy, unique and attractive city.

Public art plays a significant role in sustaining and expanding an interesting, healthy and attractive community. It strengthens, promotes and unites a community and adds value to the identity of the community.

Ogden City has taken a leadership role in the State of Utah. After a decade of a “Percent for Art” ordinance, the City provides annual funding for the various arts programs that include the visual and performing arts. Public art in Ogden has taken on a very broad definition that will serve Ogden well in helping to create a more healthy, unique and attractive city.



Figure 4.11-Skateboard public art at the Lorin Farr Skate Park

Strategies

- 9.A. Implementing the Public Art Master Plan as adopted by the City Council.
Implementation: Ogden City Arts
- 9.B. Continue the Public Arts funding and evaluate the funding success for creating public art programs in the community.
Implementation: Ogden City Arts, Public Arts Steering Committee
- 9.C. Including representatives of Ogden City Arts early in the development of City projects for ideas of bringing arts into the projects.
Implementation: Ogden City Arts, Planning Division, Planning Commission, City Council, Mayor
- 9.D. Encourage Businesses to incorporate art in their developments
Implementation: Ogden City Arts, Planning Division, Planning Commission, City Council, Mayor
- 9.E. Encourage Ogden Arts to educate the public about the value of art in the community.
Implementation: Ogden City Arts, City Council, Mayor

Ord. 2017-9, 3/10/17

Goal

Community identity that is distinguished by its people-friendly environment, unique historic, artistic and architectural assets, cultural diversity and outstanding physical appearance.

Objective

Public Art

10. Encourage the development of a strong local arts community.

Promote an arts environment where artists and design professionals can practice with economic viability, command a high level of excellence in all artistic endeavors and attract a large pool of artists who will commit to producing high quality art. Our reputation as a strong arts community can only thrive in an atmosphere where excellence and quality reign supreme.

Encourage investment in quality arts training for all ages and support the development of places where the arts can thrive and become an integral part of the infrastructure of our City.

Revisit code requirements in order to provide an environment where professional artists can operate the "tools of their trade" to create work in a downtown arts district.

Support organizations that provide a variety of arts programs and increase public awareness of the benefits the arts provide in a well-rounded community.

Strategies

10.A. Fostering a prominent role for the arts and culture downtown through financial support and event promotion.

Implementation: Ogden City Arts, Special Events, Downtown Alliance.

10.B. Encouraging local artists and design professionals to participate in Ogden City projects.

Implementation: Ogden City Arts

10.C. Encouraging the development of a mixed-use downtown arts district.

Implementation: Ogden City Arts, Business Development

10.D. Emphasizing high-quality, culturally diverse art events.

Implementation: Ogden City Arts, Special Events Coordinator

10.E. Enlivening downtown with artists, concerts, performers and galleries.

Implementation: Ogden City Arts, Special Events Coordinator

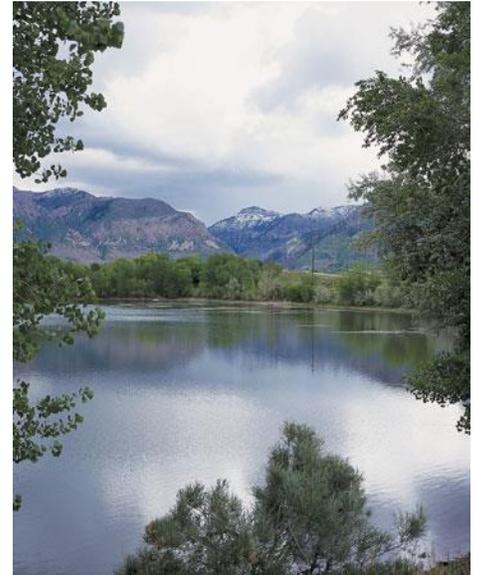
(Ord. 2017-9, 3/10/17)

Natural Setting

E. City Images

Every place has things that define it as a "place." When Ogdenites are asked what type of place Ogden is, they sometimes have a difficult time expressing it.

In determining a "place", three main areas of focus are studied. These areas are (1) the natural setting of the area, (2) the built environment of the area and (3) the people in the area and their activities. The following images are a collection of some the things that make Ogden a "place" to many people. Some of the images may be perceived as positive or negative, but they all help to form perceptions about Ogden by residents and visitors. The images are not intended to be design guidelines for development, nor do they represent every aspect of Ogden City. Their only purpose is to provide a starting point in helping a person determine what defines Ogden for them.



*Photo courtesy Ogden
Convention and Visitors Bureau*

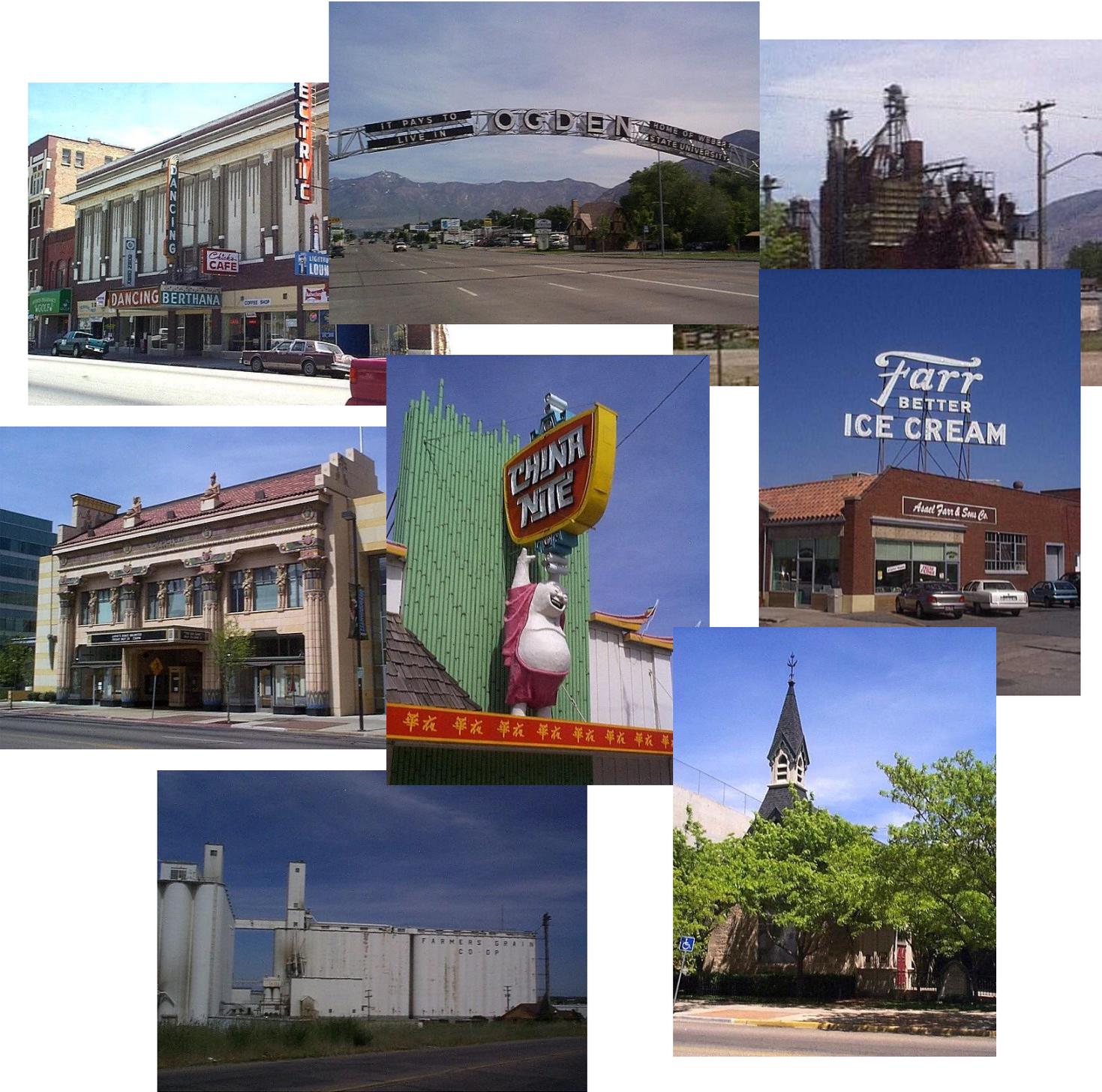


*Photo courtesy Ogden Convention and
Visitors Bureau*

*Photo courtesy Ogden Convention and
Visitors Bureau*

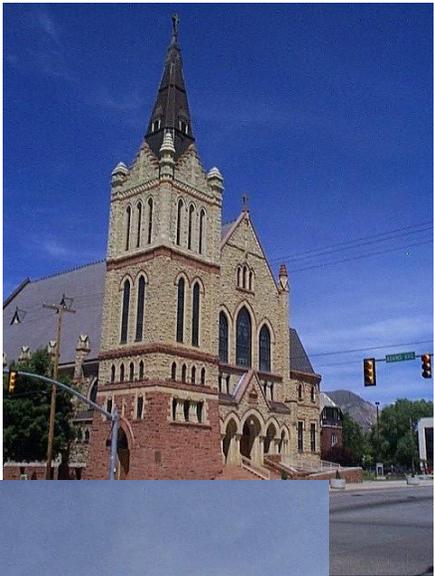
4. Community Identity

The Built Environment



4. Community Identity

The Built Environment (cont.)



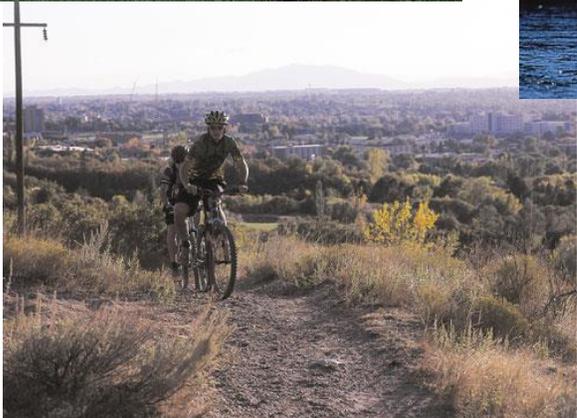
4. Community Identity

The Built Environment (cont.)



4. Community Identity

People and their Activities



Photos courtesy Ogden Convention and Visitors Bureau

People and their Activities



F. Community Identity Urban Design Guidelines

1. General Purpose of the Design Guidelines

The Guidelines are a comprehensive set of statements that address the urban design needs of different areas in Ogden City. Many of the guidelines set forth in this section were taken or adapted from the Urban Design Study that was completed in 2001. The City should review, amend, or make policy that will ensure that public and private development projects consider these guidelines as part of the planning and design process.

In addition, each community plan, using the plan's design guidelines, should develop specific standards to be implemented for city and private development projects within their respective community.

2. Entry Gateways

The Entry Gateways into Ogden City create the first impression for visitors and are important for attracting new businesses. They play a key role in establishing the kind of experience that people expect when they enter the city.

Beautifully crafted gateways help the community express its identity, remember its rich past by recalling favorite places, pastimes, and the people who made significant contributions to building the city, or to simply provide visual pleasure for the present.

The lack of positive identity at most of the City's gateways has had a negative impact on Ogden City's image. Enhancing gateways of the City will improve Ogden's image thereby improving the quality of life and its competitive stance in the region.

A. Intent of the Guidelines

To establish, at each gateway, an entry theme that is visually rich and expressive in design through the use of landscaping, signing, public art, or other appropriate elements.

B. Gateway Design Principles:

- a. Gateways should promote the City, conveying the message that Ogden City is a special place.
- b. Effective use of limited space should be considered in developing gateway solutions.
- c. The planning components that establish the physical context for the making of a visually rich and thematically moving gateway should be identified before the design process begins.
- d. The design of the gateway should respond to the setting, context, and space available for each gateway location.
- e. Gateway design should provide motorists visual clues that gateways are unique places.

C. Gateway Design Guidelines:

PLACEMENT & LOCATION

1. Gateways should be located on both sides of the roadway at the point where the roadway intersects the City's boundary.
2. Standards of practice should be created to address gateway development issues regarding easements, leases, or purchase of properties, as well as the enhancement of properties adjacent to the gateways.
3. When possible, incentives should be provided by the City to private landowners to encourage use of their land to expand gateway development in areas with limited public right of way.
4. Higher priority areas for gateway development in the order of importance are the locations of:
 - 24th Street
 - 30th/31st Streets
 - 20th/21st Streets
 - 12th Street
 - South Harrison Blvd.

DESIGN ELEMENTS

5. Gateway themes and icons should reflect the City's history, natural setting, and urban character.
6. Where deemed appropriate, elements should be incorporated into gateways that enhance or frame mountain vistas or other important views of the City.
7. Gateway should use visual elements, such as identification and way-finding signage, painting or material changes in roadway paving, use of planting materials, vertical structures, archways, and public art.

SIGNAGE & REGULATORY ISSUES

8. Commercial signage should be restricted in height and size in gateway zones to avoid conflict with the gateway elements. In gateway areas, consideration should be given to purchase billboards and remove them.
9. Gateway Overlay Zoning should be adopted to assist with implementing the guidelines.

INFRASTRUCTURE IMPROVEMENTS

10. Where appropriate, traffic calming measures should be identified and employed to support pedestrian use of the area.

3. Entry Corridors

The major entry corridors that serve Ogden play an important role in establishing identity for the City. A high quality visual character should be portrayed by the natural and built environment along these corridors and be sustainable given the intermountain climate of Ogden.

In addition, the corridors should remind residents and visitors of the natural beauty of Ogden's setting among mountains and rivers and guide them easily and pleasurably to their destinations.

A. Intent of the Guidelines

To treat entry corridors as extended entrances into Ogden City by focusing on the visual appeal of public property, screening unattractive land uses, improving way-finding signing, and incorporating art.

B. Design Principles

1. A higher standard for streetscape design should be established for public spaces along the entry corridors.
2. Streetscape improvements should build upon the standard established at individual gateways and continue the experience for the visitor as they travel the corridor.
3. Street oriented design guidelines should be adapted to focus on improving existing development.
4. Views of the Downtown, mountains, and other important icons should be protected and even enhanced along the corridors.
5. Vegetation enhancement plans should be developed to unify the streetscape by providing a visual edge to the corridor.
6. Design concepts for the freeway interchange areas serving Ogden should enhance the identity of the City.

C. Design Guidelines

DESIGN ELEMENTS

1. Important views of the Ogden River, along 20th/21st Street and of the Weber River, along 24th Street (historic railroad bridge) should be enhanced to create a visual connection to the river for those traveling the corridor without compromising the environment of the river.
2. Lighting should be used along the corridor to create rhythm through the repetition and spacing of fixtures. Consideration should be given to include median lighting designs to provide a break that reduces the visual scale of the roadway.
3. Streetscape improvements should build upon the standard established at individual gateways and continue

the experience for the visitor as they travel the corridor.

LANDSCAPING

4. Landscaping should be used throughout the corridor with consideration of utilizing drought-tolerant plantings. Plantings should help to unify the streetscape by providing a visual edge to the roadside and reducing traffic speeds as motorists approach Ogden from Interstate 15 or other outside areas.
5. To match the scale of the entry corridors, the trees should be large, high-canopied trees that rise well above the street to allow for adequate street lighting and vehicular clearances.
6. Where possible, visually exposed utilities and electrical should be screened with street trees.
7. Tree species used should be approved by the City. The use of diverse species is recommended to reduce pest and disease problems (see tree list provided by the Urban Forester).

SIGNAGE & REGULATORY ISSUES

8. The public street sign system should seek to reduce the overall number of signs in the corridor. The system should only include information integral to pedestrian and vehicular traffic control directives. Signage should be integrated with street light stands to reduce the number of freestanding elements in the corridor.
9. High quality, accurate, and visible way-finding signage should be provided in the corridors to direct motorists to parking areas, civic buildings, entertainment venues, and other City amenities.
10. Private or business signage should be closely oriented and designed to attract the attention of either pedestrian or motorists. Wall mounted or monument based signs are preferred.

11. The use of well designed banner signs should be considered to provide color and interest, advertise special events, promote public art, commemorate the city or promote important holidays.

INFRASTRUCTURE IMPROVEMENTS

12. Traffic calming measures should be employed to areas where pedestrians will be present. This is particularly important in the 24th Street Corridor.
13. When feasible, overhead wiring and electrical lines should be raised above the street trees along the corridors.

4. Placemaking

Creating a sense of place for Ogden is important to emphasize the many positive images and perceptions that exist regarding the City. From Ogden's frontier beginnings through the railroad era and to the present, the City has played a pivotal role in Utah's growth and development.

Placemaking seeks to re-establish these wonderful and energetic themes and events of which Ogden residents can be proud.

A. Intent of the Guidelines

To develop a strong sense of community identity through enhancements that explain or define the built environment, commemorate the past, call to mind the natural setting of the City, and express hope for the future.

B. Design Principles

1. Placemaking strategies should create a sense of ownership for the community by incorporating elements that relate directly to the positive perceptions common to the community.
2. Placemaking strategies for public spaces should encourage and support aspects of community life or traditionally shared activities. This may include creating places to play, to find shade, to rest, and for conversation or reflection.

- 3 Placemaking strategies should create an identity that can be integrated into gateways, streetscapes, and other public improvements within the community.
- 4 Placemaking elements along entry corridors should be more vivid and dramatic than at the entry points. The focus at entry points should be landscaping, public art, and signage that is tied together in a design theme not just free standing signs.

C. Design Guidelines

RELATIONSHIP & SCALE

1. Placemaking planning should consider the function of space at different scales. Larger design elements should be accessible or have meaning to the general community. Smaller design elements should be stimulating, engaging, and pleasurable to an individual's experience or use.
2. Relationships should be formed between the different elements used in public spaces thus creating a perceptual impression of coherence and connection.

FUNCTION & DESIGN

3. The crafting or finish work of built placemaking elements should create a visual sense of richness or complexity, produce tactile interest, or occasionally bring about whimsical amusement.
4. Public art should support and even define the various functions of public space. It should enhance the space through the use of orientation connection, physical direction through space, and animation.
5. Public art should stimulate or enhance pedestrian-friendly travel patterns or contribute to creating a sense of animation to the public space.
6. Consideration should be given to create design elements that tell the story of

Ogden and its relationship with the Intermountain West.

7. The design process for creating the elements of public space should be accessible to residents as well as artisans and crafters.
8. The historical nickname of "Junction City" should be given deeper meaning in placemaking strategies. The dramatic junctions that take place i.e., rivers, mountains, railroads, can add components to the design of public places, particularly within the gateways, entry corridors, and the Downtown Streetscape.
9. Placemaking elements at the gateways and along the corridors should be discernable for the motorist which requires consistency in materials, repetition, and enough height to create a perceptual awareness to the visitor.
10. The entryways from Interstate 15 should incorporate the use of rock walls that mimic the outline of the mountains in the backdrop. The contoured wall should have a greeting sign, imbedded into the stone that is indirectly lit. Trees should be located or massed to create a training or linear element that brings into focus the City and the mountains located behind.
11. Similar concepts, as mentioned above, should be employed in other entryways and corridors to establish a common perception of arrival into the city. However in areas where the mountain backdrop is not readily viewed, simpler walls and landscaping could be utilized.

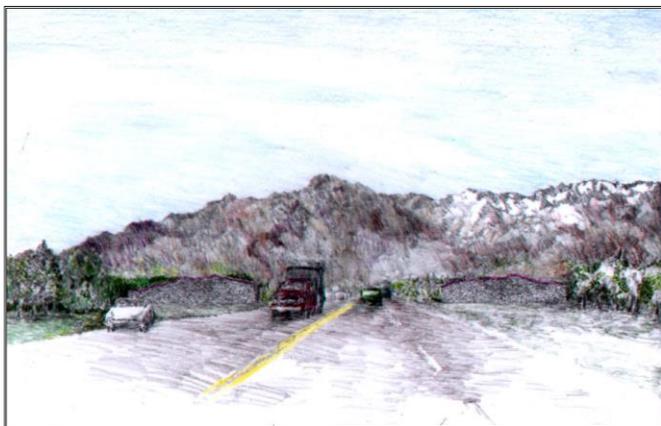
5. Implementation Measures

Throughout the Involve Ogden General Plan and Urban Design Guideline processes community leaders, business owners, residents, and city staff have continually noted that Ogden is a special place. However, all have expressed frustration that the condition and the design of the built environment do not adequately reflect the City's role and contribution to the region and the State. This section describes strategies that could be used to guide new development and redevelopment of Ogden's urban environment.

A. URBAN DESIGN LEGACY FUND

The City should establish a philanthropic fund in which foundations, businesses, and residents can make donations to sponsor specific urban design improvements. These improvements should be geared toward a range of funding levels to allow anyone to contribute to an urban design project. Major projects should also include an endowment to ensure long-term maintenance. The following list should serve as a starting point for potential urban design projects:

- 24th Street Viaduct
- Washington or Wall Median
- Gateway Landscaping
- Downtown Streetscape
- Street Furniture
- Crosswalk Enhancements
- Street Trees
- Mid-Block Crossings
- Residential Collector Road Improvements



EXAMPLE OF ENTRY GATEWAY

B. GATEWAY OVERLAY

Initially an overlay zone should be established at one of the major gateways of the City. Gateway guidelines would then be used to guide installation of improvements. This concept, if shown to be successful, should then be expanded at a later time to other gateway areas. Items to be addressed would be architecture, building materials, landscaping, screening and buffering, and signage.

C. STREETScape PHASING PLAN

The City should develop a Master Streetscape phasing plan throughout the Downtown area. This plan should be used to guide the funding process for capital improvements as well as funding the various redevelopment projects. The plan should address items such as street lights and design, needed tree types and placement, and furniture amenities and design.

D. STREETScape CONSTRUCTION INCENTIVES

City regulations should provide incentives for new and redevelopment projects to include urban design elements as part of the project plans.

E. STREETScape CONSTRUCTION PLANS

The City should develop standard streetscape construction documents. Therefore the City can provide property owners, developers, and contractors with the appropriate designs that are expected for new development and redevelopment projects.

5. Economic Development

A. Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

B. Overview

High quality economic development in Ogden is essential to raise the future standard of living, improve the quality of life of Ogden residents and strengthen the City's tax base.

The results of the economic base analysis and forecast, inputs from City and regional economic development plans and strategies and many ideas and suggestions received from Steering Committee and community meetings indicate the need for the City's General Plan to give increased attention to economic development issues in the future.

These inputs point to the need for the City to invest more resources in existing economic development areas, local businesses and industries and local workers to make them more competitive in the future. This will not be an easy challenge in light of the current regional economic momentum that provides stronger support for economic growth outside the Ogden boundaries.

Ogden's economic base is experiencing simultaneous pressures for economic growth and decline in response to local and external economic influences. At the current time, however, pressures stimulating decline are stronger than growth pressures within the City.

Like many central cities across the United States, Ogden is experiencing diminished economic growth and renewal because more investment in business and residential

development occurs outside the City than inside it.

Ogden's economic performance has been mixed at best in the past decade—producing both favorable and unfavorable results for the City.

Some new facility investment and job creation—by existing and new businesses—have occurred in the City, which is good economic news. At the same time, defense industry restructuring, development of new retail and service centers outside Ogden and other area and industry-base economic trends pose very significant challenges to Ogden's economic base, especially to the City's downtown area.

Weber County's economic base and the surrounding Salt Lake City regional economics are growing rapidly. This surrounding growth introduces many economic development challenges, which Ogden must be better prepared to address in the future. The strategies identified in the Economic Development Element of the General Plan will help the City to better anticipate and cope with these competitive challenges and strategic development issues in the future.

C. Existing Conditions and Key Findings

Ogden is located within very dynamic regional and state economic contexts that have grown favorably over the past decade and show signs of continued strong growth into the next century. Both the Salt Lake City metropolitan area and Weber County are experiencing significant economic change due in part to the following:

- Ongoing economic diversification pressures,
- National defense industry restructuring,
- High-technology industry developments,
- Changing local demographics,

5. Economic Development

- Fluctuating local labor markets,
- Major new investments being made as a result of the 2002 Olympic events, and
- Other major development pressures.

These diverse developments and trends affect Ogden both directly and indirectly.

1. General Characteristics

Ogden's economic base is not growing as favorably as Weber County's economic base or the Salt Lake City regional economy. Existing and new businesses continue to show a preference for developing new industrial, retail and office facilities and jobs in suburban Ogden and ex-urban Weber County locations rather than develop these opportunities within downtown Ogden.

Newer, more competitive business sites, improved transportation access, better access to the regional labor market, enhanced local governmental economic development incentives and other factors currently make these outlying areas more attractive to private developers and businesses.

Ogden will need to strengthen its economic development strategy by selecting the most appropriate "quality" economic development opportunities for the future and increasing its share of future regional economic growth.

Total employment in Weber County increased by a significant 46 percent during the 1990-1998 period, growing from 67,924 to 99,000 jobs. Most of this growth occurred in the service sector, which is consistent with regional and statewide industry growth trends.

Weber County's total job base is forecast to grow by 41 percent between 1998 and 2010, increasing to 139,797 total jobs. By the year 2025, the county's total employment is expected to climb to nearly 195,000. Once again, service-related industries are expected to pace this growth.

Total employment in the Salt Lake City metropolitan area is forecast to grow from its current 707,000-job level to 955,943 in 2010. This 248,843-job gain represents a 35 percent increase over the 1998-2010 period.

The Salt Lake City metropolitan area is expected to be among the nation's top ten regional economic growth markets in the next decade.

A well educated and highly motivated work force, favorable area development costs, favorable state business taxes, a strong research and technology base and aggressive and focused regional economic development strategies and policies are seen as key factors contributing to this strong future growth performance.

Total metropolitan area employment is expected to surge to 1,453,585 by the year 2025, representing a 52 percent gain over the 2010-2025 period.

The metropolitan area's ability to sustain its rapid economic growth over the longer term will be shaped by continued population growth, future strategic state and local investments in education, efficient use of regional land and transportation resources and maintenance of the region's favorable overall business climate.

2. Existing Economic Areas

Existing economic areas within Ogden currently suffer from too little strategic investment by the public and private sectors and the absence of a coordinated strategy to guide future economic revitalization.

Several of these areas, including downtown Ogden and the City's older industrial districts, have an over-supply of under-utilized real estate resources.

The following are the priority geographic areas for future economic development:

5. Economic Development

- A. Downtown (including the former Ogden City Mall)
- B. Railyard and stockyard
- C. McKay Dee Hospital area ("Old" location at 3939 Harrison Blvd.)
- D. 12th Street corridor
- E. Wall Avenue corridor
- F. Business Depot Ogden (BDO)
- G. Ogden-Hinckley Airport
- H. Newgate Mall

The City should establish priorities among the eight development areas listed above. The highest priority should be given to Downtown revitalization activities and efforts that strengthen existing development areas within the city.

A phased approach to development and/or redevelopment will ensure that the City has adequate financial and other development resources to successfully complete its economic development plans in the above areas. Additionally, as significant private capital investment will be required to spark long-term development success, the City should attempt to work in partnership with the private sector to implement these plans.

Appropriate economic revitalization strategies are identified in this chapter for each of these City development areas. Consideration should be given to linking development of these areas together (i.e., the airport and Business Depot Ogden (BDO) should have a coordinated strategy).

3. Quality job Creation

The General Plan Steering Committee and City residents have determined that a greater emphasis should be placed upon the creation of

higher quality job opportunities within Ogden for City residents and workers.

These jobs should offer higher wages, better benefits, greater career growth potential and more long-term employment security to employees.

Future attention should be given to three job creation priorities:

- A. Retention of existing high-quality jobs located in the City, especially in the manufacturing sector.
- B. Attraction of new high-quality jobs in diverse technology-based manufacturing and service industries.
- C. Creation of new high quality jobs for residents through greater entrepreneurial support and small business development within the City.

In order to facilitate quality job creation in the City, the City should explore the feasibility and desirability of adopting a "job quality standards" ordinance. This ordinance may link incentive investments in part to quality job creation. In other words, the higher quality of the job created, the more incentive dollars provided to an economic development project.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 5.4.

5. Economic Development



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

1. Improve Ogden's economic development image by developing and implementing a citywide marketing strategy that promotes the City's business investment, job creation and quality of life advantages.

Ogden's economic development image is vital to the success of the local businesses. Some companies have in the past been unwilling to locate in Ogden due to perceptions that the City is declining in both population and economic vitality. The City must enhance the image of Ogden and promote the City as a thriving economic area in order to attract new businesses and keep existing companies in the City.

Local governments have many options available to support business endeavors. The City should determine what alternatives are appropriate to use in various situations, and use its resources to promote the City as a great place to live, work and play.



Figure 5.1-Marketstar Building in downtown Ogden

Strategies

1.A. Enhancing the image of Ogden as a viable business center through a focused marketing campaign to include: a general image brochure, quarterly business breakfast roundtable meetings with local employers, expansion of website to include an economic development marketing section, infrastructure and real estate updates to the business community, and marketing of the City's quality of life.

Implementation: Business Development Division

1.B. Supporting local business endeavors with appropriate City resources or incentives.

Implementation: Business Development Division, City Council, Mayor, RDA

1.C. Developing a higher standard-of-living based on a sound economic development plan.

Implementation: Business Development Division



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

2. Target business incentives to support strategic land use development.

Ogden City should use its existing incentives, as well as assess the need to develop new incentives, to increase competitiveness for future economic development. Incentive investments should be targeted to both revitalize Ogden's distressed neighborhoods and develop areas favorable from a future business investment standpoint.

Three major non-residential areas exist where incentives may be used to stimulate redevelopment. These are (1) the downtown, (2) city industrial areas, i.e., railyards and stockyards, Ogden Industrial Park, West Ogden, (3) Business Depot Ogden (BDO). The City should focus appropriate development incentives on these areas to secure retail, manufacturing and distribution businesses compatible with the Land Use Plan.



Figure 5.2-Lindquist Field. Constructed on site identified for clean up under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

Strategies

- 2.A. Targeting incentives to stimulate downtown redevelopment.

Implementation: Community and Economic Development, Public Works, Downtown Ogden, INC, Planning Commission, City Council/RDA, Mayor

- 2.B. Targeting incentives to encourage industrial area reuse and revitalization.

Implementation: Planning Division, Airport Director, Business Development Division, Planning Commission, Council/RDA, Mayor

- 2.C. Targeting appropriate business incentives to promote the balanced development of the Business Depot Ogden (BDO) area, according to the existing redevelopment plan.

Implementation: Business Development Division, City Council, Mayor

- 2.D. Targeting appropriate incentives to promote Brownfield redevelopment

Implementation: Engineering Division, Planning Division, Business Development Division, Planning Commission Council/RDA, Mayor

- 2.E. Targeting the City's incentive dollars to support the creation of higher quality information and knowledge-intensive jobs in the City, ensuring that higher quality jobs receive larger incentive investments.

5. Economic Development

Objective

2. Target business incentives to support strategic land use development. (cont.)

Strategies (cont.)

Implementation: Business Development Division, Planning Commission, City Council/RDA, Mayor



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

3. Work to accommodate the utility and transportation infrastructure needs to new and expanding commercial development.

The city should encourage appropriate transit-based economic development to reduce traffic congestion, ensure the competitive clustering of businesses within the City and improve employment access by local minorities and disadvantaged populations.

The City should work with regional planning and development organizations to investigate the feasibility and possible local economic development impacts of developing the Wasatch Front commuter rail. Ogden could potentially benefit economically from a regional rail system.

The City must assess the current and future demand for public transportation services by employers in Ogden City. High priorities should be as follows:

- Downtown
- Business Depot Ogden (BDO)
- Existing industrial areas
- Airport
- McKay-Dee Hospital/Weber State University Area

Strategies

- 3.A. Supporting development of the Wasatch Front commuter rail.

Implementation: Engineering Division, City Council, Mayor

- 3.B. Conducting an analysis of the public transportation needs of major City business areas.

Implementation: Business Development Division, Engineering Division, Airport Director, Business Depot Ogden, Mayor



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

4. Target companies with higher paying jobs for local expansion and recruitment and continue to work with local educational institutions to provide appropriate training for these jobs.

The City should work with regional economic development officials to identify those industries and companies that can provide higher paying jobs to City residents. Once these industries have been identified, the City should focus its retention and expansion efforts to keep and attract the companies or industries. The top priority should be to help those businesses locate highly skilled and better-educated workers to fill positions within the industries.

Weber County Economic Development representatives (WEDCORP) and the Ogden Chamber of Commerce market the Ogden area to attract new high-quality employers. The City should support these marketing campaigns to not only attract new industries, but also keep and expand existing businesses.

Appropriate business incentives should be used to encourage greater investment by high-quality businesses in the future. The City should work with regional and state economic development officials to assess which incentives are the most appropriate to bring new industry to the Ogden area.

Strategies

- 4.A. Identifying, contacting and assisting existing high-quality business employers.

Implementation: Business Development Division, Chamber of Commerce, Mayor

- 4.B. Working with Chamber of Commerce officials and Weber County economic development representatives (WEDCORP) to recruit new high-quality business employers to Ogden.

Implementation: Business Development Division, Mayor

- 4.C. Developing appropriate new business incentives to foster increased high-quality job creation in the future.

Implementation: Business Development Division, City Council, Mayor

- 4.D. Examining the feasibility of creating a "job quality standards" ordinance that would link City economic incentives to the creation of "quality" jobs (i.e. the higher quality of job, the more incentive dollars are provided).

Implementation: Business Development Division, City Council, Mayor



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

5. Establish a long term effort to diversify the City's economic base with a balanced mix of growing manufacturing, service, retail and tourism related industries.

The issue of economic diversification is important to the present and future economic well-being of Ogden. It is essential that the economic mix existing in the city be examined carefully and that economic development efforts be focused on defining and maintaining the appropriate mix.

Additionally, it is important that there be opportunities to provide training and education for people who will be able to meet the employment needs of this mix of employers. It is also essential that there are opportunities to retrain to meet the changing technological needs.

All of these efforts need to focus on improving the quality of life for the people of Ogden.

Strategies

5.A. Working in partnership with the City's public and private sector development partners to devise a long-term economic diversification plan that is updated every two years. Ensuring the plan is in synch with City development goals and that it is in harmony with the changing regional, national and global economies.

Implementation: Business Development Division, City Council, Mayor

5.B. Working with the City's development partners to identify and develop new workforce development and educational programs that assist Ogden residents and non-residents working in the City to adjust to future technological changes and industry restructuring.

Implementation: Business Development Division, City Council, Mayor



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

6. Establish area-specific development strategies.

Existing economic areas within Ogden currently suffer from too little strategic investment by the public and private sectors and the absence of a coordinated strategy to guide future economic revitalization. The City should adopt a phased approach to area redevelopment that identifies strategic development projects that can catalyze new private sector investments in the City's Downtown, its major retail shopping areas, its industrial and distribution centers and other targeted economic development areas. These strategies should be prepared consistent with the General Plan.

As part of developing these strategies, priorities should be established to assist the City in targeting its resources. These priorities will aid in identifying and securing adequate financial and other development resources. Concurrently, the City should work in partnership with the private and non-profit sectors to implement



Figure 5.3-Railyards looking south from 24th Street

Strategies

- 6.A. Developing and adopting a master plan for the future redevelopment of the railyards and stockyards.
- Implementation: Planning Division, Business Development Division, Legal Department, City Council*
- 6.B. Exploring strategic land use planning for the "old" McKay-Dee Hospital property as part of an urban mixed-use center in association with Weber State University.
- Implementation: Planning Division, Business Development Division, Planning Commission, City Council, Mayor*
- 6.C. Developing downtown as an improved, quality, urban mixed-use center that includes retail, entertainment, office development housing, arts and supporting services.
- Implementation: Planning Division, Business Development Division, Downtown Ogden, INC., Planning Commission, Council/RDA*
- 6.D. Supporting the revitalization of the Ogden City Mall site. (see Chapter 8- Land Use, Objective 3E)
- Implementation: Business Development Division, Council/RDA, Mayor*
- 6.E. Facilitating the development of a single-use district for community and regional retail uses on 12th Street.

Objective

6. Establish area-specific development strategies. (cont.)

these strategies. Significant private capital investment will be necessary to support implementation.

The City should identify new anchor business tenants that can catalyze the redevelopment of these areas. A targeted marketing strategy should be prepared and adopted for each of these areas to promote new investment. (See also Chapter 8-Land Use, Objectives 5A-5C)

Strategies (cont.)

Implementation: Planning Division, Business Development Division, Business Depot Ogden, Planning Commission, City Council

- 6.F. Facilitating a Wall Avenue (Ogden River to 31st Street) mixed-use strategy.

Implementation: Planning Division, Business Development Division, Planning Commission, Council/RDA, Mayor

- 6.G. Implementing the District Plan for Business Depot Ogden (BDO).

Implementation: Planning Division, Business Development Division, Business Depot Ogden, Planning Commission, City Council, Mayor

- 6.H. Supporting the long-term economic vitality of the Newgate Mall area.

Implementation: Business Development Division, City Council, Mayor



Goal

Economic development that focuses on expanding and diversifying the local economy, revitalizing older business areas and raising the standard of living—in a business friendly environment.

Objective

7. Expand tourism and enhance the visitor experience.

Tourists come to Ogden for a variety of attractions that include: winter sports, Ogden Nature Center, Union Station, 25th Street, River Parkway, Eccles Dinosaur Park, Ft. Buenaventura, Ogden Eccles Conference Center, etc. Tourism is an important component of the City's economic development strategy and image enhancement and must be strongly supported and expanded.

A comprehensive effort to improve visitor destinations within the City should be undertaken as part of enhancing the visitor experience. Developing restaurant, entertainment and specialty retail districts within the City, providing attractive and effective way-finding or directional signs, enhancing the entryways into the City and providing more maintenance of streets, gutters, parks, etc. will all help to enhance the visitor experience.

Residents can play an important role in promoting the City and enhancing the visitor experience. Programs like "Super Host" should be encouraged as well as the opportunity to volunteer. Efforts should be made to increase the resident's awareness of events, activities and programs in Ogden.

Winter sports are an important resource for the Ogden area. Many tourists come to the area for winter recreation. Promoting the City as the home of Snow Basin, encouraging collateral development of upscale lodging and restaurants and establishing better transportation ~~linkages~~ options to the resort will better cater to ski tourists and others.

Strategies

7.A. Establishing Ogden as Snowbasin's hometown, including improving of transportation options

Implementation: Business Development Division, City Council, Mayor

7.B. Supporting high-quality tourist promotion campaign of Ogden, perhaps in cooperation with regional travel destinations such as Snowbasin.

Implementation: Convention and Visitors Bureau, Business Development Division, Mayor

7.C. Encouraging development of upscale bed and breakfast, boutique hotels and restaurants to cater to ski tourists and others.

Implementation: Business Development Division, City Council, Mayor

7.D. Encouraging the improvement of visitor attractions, activities and facilities including local directional signage and public parking.

Implementation: Convention and Visitors Bureau, Business Development Division, City Council, Mayor

7.E. Improving the physical environment with consideration for visitors including enhancing Ogden's physical image through beautification strategies.

Objective

7. Expand tourism and enhance the visitor experience. (cont.)



Figure 5.4-Peery's Egyptian Theater and Eccles Conference Center

Strategies (cont.)

Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor

- 7.F. Educating residents about how to be good hosts, by encouraging them to participate in host programs and visitor related activities.

Implementation: Convention and Visitors Bureau, City Council, Mayor

- 7.G. Continuing to support facilities such as the Eccles Conference Center and the Weber County Convention and Visitors Center, Golden Spike Arena, Lindquist Field, Dinosaur Park and Union Station.

Implementation: Convention and Visitors Bureau, City Council, Mayor

- 7.H. Supporting the creation of a high-quality national railroad museum at Union Station and considering opportunities that support the establishment of a tourist excursion train to the Golden Spike National Historic Site.

Implementation: Union Station Manager, Convention and Visitors Bureau, Business Development Division, City Council, Mayor

- 7.I. Supporting the enhancement of the Treehouse Museum.

Implementation: Convention and Visitors Bureau, Chamber of Commerce, City Council, Mayor

- 7.J. Supporting the expansion of the Sundance Film Festival at the Egyptian Theater.

Implementation: Convention and Visitors Bureau, City Council, Mayor

5. Economic Development

Objective

7. Expand tourism and enhance the visitor experience. (cont.)

Strategies (cont.)

- 7.K. Supporting development of the Ogden and Weber River Parkway trail system. Marketing the recreational opportunities for fishing, in water recreation and trail use.

Implementation: Convention & Visitors Bureau, Weber Pathways, Ogden Trails Network Committee, Planning Division, Planning Commission, City Council, Mayor

6. Environmental Resources

A. Goal

Environmental resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value of the City.

B. Overview

This Element of the General Plan addresses the protection and enhancement of Ogden's environmental resources. It provides general guidance for development decisions that affect these resources. Ogden enjoys the benefits of many natural resources and natural features. The urbanized area contains parks, trails, native vegetation and some wildlife. While the surrounding mountains and river basins offer stunning views, fresh water, refuge for large game animals and opportunities for hiking, skiing and solitude. At the same time, this natural environment challenges the community to address natural hazards, encroachment on wildlife habitat, air and water pollution and other ways that living and doing business affect these natural resources and features. This Element advocates the recognition of Ogden's natural resources and features as community assets and encourages development to minimize the degradation of these assets.

C. Existing Conditions and Key Findings

Ogden lies between the Wasatch Mountains to the east and the Great Salt Lake to the west. The rugged mountains—ranging between 8,000 and 10,000 feet—contain a great variety of plant and animal life, as well as unique geologic features. Ogden is part of the Weber River Basin, which drains about 1.5 million acres covering four counties.

The mountains were formed from vertical movement along steeply dipping faults and

carved by the mechanical effects of running water. The result is a very dynamic landscape. Natural resources and habitat are plentiful and contribute to quality of life. At the same time, floodplains, steep slopes and fault lines affect development and growth. In places where these features occur, the land is often designated for low intensity uses, recreational open space, or left vacant.

1. Plant and Animal Habitat

The Weber River Basin's changing topography creates several microclimates that support many different plant and animal species.

The diversity ranges from cold desert to marsh species. It includes many kinds of woodlands and wildflowers. The basin supports big game species, such as elk, moose and mountain goats, smaller animals such as porcupines, beaver and marmots, waterfowl and other marsh birds. The area is also home to the endangered Peregrine Falcon and Whooping Crane and the threatened Bald Eagle.

A smaller diversity of wildlife can be found within Ogden's urban area, as compared to the entire Weber River Basin. The degree to which open space is protected impacts the amount of urban wildlife that can be supported in the City.

2. Ground and Surface Water

The Ogden and Weber Rivers and their tributaries form the Weber River Basin, which drains approximately 1.5 million acres of land. The drainage area ranges from the high mountain elevations to flat plains along the Great Salt Lake. Ogden is located in the northwest section of the basin near the confluence point of the Ogden and Weber Rivers. Ogden's primary water source, the Pineview Reservoir, is located in Ogden Valley and annual rainfall and snowmelt recharge the water supply within the basin. Ogden's current level of ground and surface water quality meets state and federal requirements. However, future

wastewater discharge from a variety of sources may pose a serious threat to water quality.

In particular, increased levels of nutrients from effluent wastewater resulting from new residential development may negatively affect ground and surface water. Concerns about water quality have also been raised regarding discharges from wastewater treatment plants and with destruction of natural vegetative buffers by livestock.

Surface and groundwater issues within the Weber River Basin may require multi-jurisdictional solutions.

3. Landslide and Debris Flow Areas

Landslides and debris flows occur in the rugged terrain along the eastern edge of Ogden at the foot of the Wasatch Mountains, with the greatest risk occurring on slopes in excess of 30 degrees. A high degree of slope combined with a low degree of stability can create landslide hazards. Excessive rainfall, snowmelt and subsequent runoff can saturate soils and cause debris flows, which inundate areas with water, mud and other earthen materials.

Taylor's and Jumpoff Canyons have a moderate to high potential for debris flows and these areas have been recommended for special landslide hazard studies. Currently, some of these areas are not protected under the Sensitive Area Overlay Zoning District.

Steep slopes occur along the eastern edge of the Taylor, Grandview and Lincoln/Edison communities. These areas have been designated in the Sensitive Area Overlay Zone and cannot be developed. Vacant land along the eastern boarder of the Taylor Community has moderate slope stability and is designated for open space and the East Bench Trail system. Northern portions of the Taylor Community experiences slippage when excess aquifer water (mountain snow-pack) infiltrates into the fault rupture area and is forced up into the unconsolidated deposits and saturates the soil increasing the risk of

and/or the incident of slope failure. However, improvements to slope stability have not been taken and this area remains at risk of landslides.

4. Fault Lines

A fault line exists along the eastern boundary of Ogden and several communities lie within branches of this fault. Seismic activity could damage private property and natural and built water retention structures, which could result in severe flooding. Areas that contain fault lines have been designated by the Sensitive Area Overlay Zone and cannot be developed without supporting geologic studies.

5. Floodplains

Areas along the Weber and Ogden Rivers and their tributaries have been designated as 100-year floodplains and/or 500-year floodplains by the Federal Emergency Management Agency (FEMA). Portions of several Ogden communities lie within the floodplains—including T.O. Smith, West Ogden, Lincoln/Edison, Gibson, Grandview, Lynn and Jefferson.

Floodplains are susceptible to periodic flooding due to excessive rain or snowmelt. Past flooding along these rivers has caused substantial damage to residential areas, farms and businesses. Floodplains also provide opportunities for additional open space, passive recreation and/or wildlife habitat.

Reservoirs and channel improvement projects have controlled flooding in some areas. Any further development in designated floodplains may increase the amount of storm water runoff posing greater hazards.

6. View corridors and vistas

Ogden has many places from which the beautiful mountain and river scenery can be viewed. These view corridors and vistas can be negatively affected by development, which can alter or obscure them. These vistas can be

protected through identification and mitigation of obstructions.

7. Open Space

Valuable open space comes in many forms and supports many functions. Open space can be a narrow walking trail connecting two or more points, an active or passive park, or a place to sit and enjoy a scenic view. These areas offer places for animal habitat, to store excess water runoff, to enjoy a sense of solitude, or to use for recreation. These areas can also serve to create an attractive urban setting, reinforce neighborhood identity, or simply temper the effects of weather. The open space resources bring maximum benefits when they are linked together and are of sufficient size to function in terms of their intended use.

8. Education and Recreation

The Ogden area has several outstanding educational and recreational opportunities that are based on environmental resources. These include the Ogden Nature Center, Pineview Reservoir, Ogden and Weber Rivers and the Cache National Forest. Ogden's quality of life is partially defined by these resources and their long-term viability is important to the community.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 6.4.



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

1. Develop a specific strategy for preserving waterways.

Public participation and regulatory support can contribute greatly to the restoration and maintenance of local waterways, which includes the Ogden and Weber Rivers, as well their associated tributaries. Consideration should also be given to major canals and other built waterways. Land management practices and regulations along these waterways should be viewed as opportunities for restoration, education, recreation, open space preservation and the enrichment of neighborhoods and business districts.



Figure 6.1-21st Street pond was constructed as a wetlands replacement project

Strategies

1.A. Protecting and restoring natural stream channels or water bodies, wetlands and the associated riparian or vegetative environments through naturalized improvements, including additional vegetation.

Implementation: Engineering Division, Parks Division, Recreation Division, Planning Division, Planning Commission, City Council, Mayor

1.B. Protecting and considering expanding the amount of open space zoning around waterways.

Implementation: Planning Division, Parks Division, Recreation Division, Planning Commission, City Council, Mayor

1.C. Reconsidering the zoning and allowed uses around waterways to support multiple community goals, such as environmental education, recreation, revitalization of the downtown and neighborhoods, or preservation of view corridors and vistas.

Implementation: Parks Division, Recreation Division, Planning Division, Planning Commission, City Council

1.D. Establishing and enforcing land use ordinances regarding junk and debris, preservation of vegetation, pollution, etc. that may negatively affect waterways.

6. Environmental Resources

Objective

1. Develop a specific strategy for preserving waterways. (cont.)

Strategies (cont.)

Implementation: Planning Division, Building Inspections, Planning Commission, Mayor

- 1E. Continuing and enhancing the Adopt-a-River Program and utilizing the volunteer force to assist with clearing junk and debris, replanting vegetation, monitoring water quality and other needs and enhancements.

Implementation: Community Services, City Council, Mayor

- 1.F. Encourage development of River parkways and in-stream recreation opportunities as a means of enhancing the value of the rivers to our community.

Implementation: Community Services, Parks & Recreation Advisory Committee, City Council, Mayor



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

2. Work to Improve air quality.

Clean air is crucial to the well being of people living in Ogden. According to the state's data, our air shed is affected by the region's concentration of carbon monoxide (CO) and particulate matter (PM10). Primary sources of these pollutants are incomplete combustion of fuels and fugitive dust from motor vehicles and construction activities.

Efforts to prevent air pollution and actions to improve and maintain the quality of the region's air shed will significantly reduce exposure to harmful or irritant pollutants. These efforts should include supporting the creation of pedestrian friendly environments, promoting the use of new technologies such as alternative fuels and utilizing the urban forestry program to target those areas affected by poor air quality (e.g. buffering industrial areas, along highway and street corridors, in parking lots, etc.).

Strategies

- 2.A. Exploring the use of alternative fuels or hybrid technologies in city vehicles.

Implementation: Public Works, City Council, Mayor

- 2.B. Creating or supporting a course of action for reducing emissions and odors from known or future source points.

Implementation: Planning Division, Business Development, Public Works, Planning Commission, Mayor

- 2.C. Creating dust control guidelines for construction activities within the City.

Implementation: Planning Division, Public Works, Engineering Division, Planning Commission, City Council, Mayor

- 2.D. Pursuing a course of action to utilize public and private tree-cover as a bio-resource to improve air quality (e.g. filtering, wind breaks for dust control).

Implementation: Planning Division, Engineering Division, Urban Forest, Urban Forestry Advisory Committee, Planning Commission, City Council, Mayor

- 2.E. Creating pedestrian and biker connections. (see Chapter 11 - Transportation, Objective 5)

Implementation: Planning Division, Public Works, Engineering Division, Planning Commission, City Council, Mayor



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

3. Identify and preserve important view corridors and vistas of our natural setting.

Ogden resides in the most striking and beautiful mountain setting found along the Wasatch front. This geographic setting provides numerous view

Strategies

- 3.A. Identifying treasured view corridors and vistas through survey and visual analysis.

Implementation: Planning Division, Planning Commission, City Council

- 3.B. Adopting zoning ordinances and considering other courses of action to protect view corridors and vistas such as a conservation easement program and transfer of development rights ordinance.

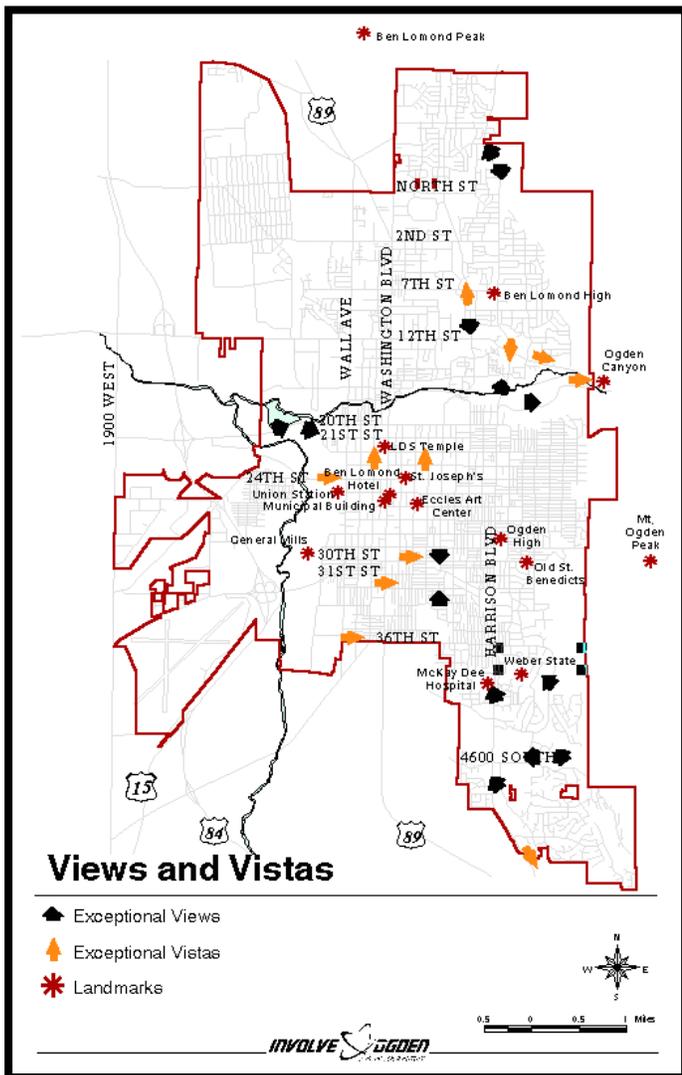
Implementation: Planning Division, Planning Commission, City Council

- 3.C. Adopting zoning ordinances and/or institute incentive programs to eliminate billboards and other signage, which negatively affects view corridors and vistas.

Implementation: Planning Division, Planning Commission, City Council

- 3.D. Mitigating land uses or management practices that cause obstructions to view corridors and vistas.

Implementation: Planning Division, Planning Commission, City Council, Mayor



Map 6.1 -Exceptional views and vistas in Ogden City

Strategies (cont.)

Objective

3. Identify and preserve important view corridors and vistas of our natural setting. (cont.)

corridors and view points (Map 6.1) that are not only delightful to experience up-close, but also serve as a reference point to know when someone has arrived in Ogden.

Most of the views, or panoramic pictures that one notices are of the city skyline, the backdrop of mountains, or the wide expanse of valley floor and lake. The vistas, or enframed views toward a terminal or dominant feature, are of Ogden Canyon, the identifiable peaks of the Wasatch Range, or the several man-made landmarks in the city (Union Station or the Old St. Benedicts Hospital).

Land management practices and regulations should specifically identify, preserve, enhance, or mitigate impacts to this unique resource that greatly contributes to Ogden's "sense of place."



Figure 6.2- Views are panoramic pictures. Views shown are of Downtown Ogden from Harrison Boulevard and Mt. Ogden from 24th Street.



Figure 6.3 - Vistas are enframed views toward a terminal or dominant feature. Vistas shown are of Ben Lomond Peak enframed by trees and the Old St. Benedicts Hospital which is the eastern terminus of 30th Street.



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

4. Prevent environmentally inappropriate development.

Although Ogden's setting is a great scenic resource, it is also susceptible to significant geological hazards and impacts from inappropriate development. The geologic hazards include earthquakes, landslides, debris flows and erosion. In addition, development activity and infrastructure in these changing environments can increase the risk to life and property damage from these hazards. Land management practices and regulations should be evaluated or instituted to reduce potential risk to life and property, as the natural geologic processes and the built environment continue to change the topography in these sensitive areas.

Strategies

- 4.A. Establishing the awareness that the foothills of the Wasatch Mountains are a valued environmental and aesthetic resource through an ongoing public education program.

Implementation: Planning Division, Planning Commission, Mayor

- 4.B. Adopting, expanding and enforcing ordinances that protect and enhance identified environmental resources.

Implementation: Planning Division, Code Enforcement, Planning Commission, City Council, Mayor

- 4.C. Evaluating Land Use Policy in sensitive areas (see Chapter 8-Land Use, Objective 6).

Implementation: Planning Division, Planning Commission, City Council, Mayor

- 4.D. Defining and identifying inappropriate sites for development based on environmental constraints.

Implementation: Planning Division, Planning Commission, City Council, Mayor



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

5. Enhance public awareness of, support education about and develop an appreciation for the environmental resources of Ogden.

The environmental resources of Ogden offer remarkable opportunities to educate the community about ecosystems, environmental processes and other aspects of the natural world. The City should support and facilitate providing the opportunities to learn about the natural world through state-of-the-art interpretive presentations such as kiosks, interactive exhibits, seasonal newsletters, walks, volunteer field studies and other participatory activities.



Figure 6.4 -Ogden Nature Center on west 12th Street

Strategies

5.A. Continuing to support the maintenance and enhancement of the facilities at the Ogden Nature Center.

Implementation: Ogden Nature Center

5.B. Continuing to support environmental education programs, such as those provided by the Ogden Nature Center.

Implementation: Ogden Nature Center, City Council, Mayor

5.C. Providing inner-city children educational and hands-on opportunities to experience Ogden’s natural environment.

Implementation: Ogden Nature Center

5.D. Providing on-site interpretation of Ogden’s natural environment at strategic places within the system of parks, trails and other public open spaces.

Implementation: Ogden Trails Network, Parks Division, Recreation Division, Weber Pathways

5.E. Providing maps and other resources to facilitate access to and use of parks, trails and other public open spaces perhaps through a single, comprehensive foldout brochure.

Implementation: Ogden City GIS, Ogden Trails Network, Parks Division, Recreation Division, Weber Pathways

6. Environmental Resources

Objective

- 5. Enhance public awareness of, support education about and develop an appreciation for the environmental resources of Ogden. (cont.)**

Strategies (cont.)

- 5.F. Integrating the natural environment experience into Ogden's public arts program by utilizing the program as a teaching opportunity.

Implementation: Ogden Nature Center, Ogden City Arts

- 5.G. Supporting public appreciation efforts for the City's natural resources through an annual recognition program.

Implementation: Ogden Trails Network, Parks Division, Recreation Division, City Council, Mayor, Weber Pathways



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

6. Preserve, protect and enhance open spaces.

Open space should be considered a valuable resource. A network of open space should be established that is readily accessible to neighborhoods and the downtown. The urban forestry program and green space policies should accentuate open space resources. Most of all, a sense of safety should prevail in these areas, that all might be able to enjoy and benefit from this desired resource.



Figure 6.5 -Mt. Ogden Park and foothills east of Ogden

Strategies

- 6.A. Preserving, enhancing and maintaining a network of open spaces (see Chapter 8-Land Use, Objective 6).

Implementation: Urban Forester, Parks Division, Recreation Division, Ogden Trails Network, Planning Division, Planning Commission, City Council, Mayor, Weber Pathways

- 6.B. Supporting, promoting and enhancing the Urban Forest (see Chapter 4-Community Identity, Objective 6).

Implementation: Urban Forester, Urban Forestry Committee, City Council, Mayor

- 6.C. Preserving and protecting sensitive lands, such as the foothills and river corridors, including a review of existing overlay zone standards and districts. (see Chapter 6-Environmental Resources, Objective 1 and 4).

Implementation: Parks Division, Recreation Division, Planning Division, Planning Commission, City Council, Mayor, Utah Geological Survey, Weber Pathways

- 6.D. Utilizing the foothills for recreational activities, such as hiking and biking and connecting them with adjacent jurisdictions (see Chapter 10-Parks and Recreation, Objective 2).

Implementation: Parks Division, Recreation Division, Ogden Trails Network, Planning Division, Planning Commission, City Council, Mayor, Weber Pathways

6. Environmental Resources

Objective

6. Preserve, protect and enhance open spaces. (cont.)

Strategies (cont.)

- 6.E. Providing open areas for passive and active recreation activities for each neighborhood (see Chapter 10-Parks & Recreation, Objective 1).

Implementation: Parks Division, Recreation Division, Planning Division, Planning Commission, City Council, Mayor

- 6.F. Providing and enforcing public safety policies to create a safe environment for the open space system.

Implementation: Ogden Police Department, Mayor

- 6.G. Supporting, promoting and enhancing a River Greenway for activities such as hiking, biking and in-water recreation and connecting with adjacent jurisdictions.

Implementation: Parks Division, Recreation Division, Planning Division, Planning Commission, City Council, Mayor, Weber Pathways



Goal

Environmental Resources such as mountains, rivers, green spaces and air, should be preserved, reclaimed and enhanced for the overall value to the City.

Objective

7. Improve management of waste collection and disposal.

Ogden should improve the waste management options offered to residents and businesses. Improved waste management services provide opportunities to minimize environmental degradation and conserve resources. Innovative waste reduction and disposal methods, as well as public education and participation are components in reconsidering waste management policy.

Strategies

- 7.A. Enforcing existing policies on inappropriate dumping of trash and debris.

Implementation: Code Enforcement, Police Department

- 7.B. Establishing a course of action for sustaining an environmentally and economically responsible recycling program.

Implementation: Public Work Operations Division, City Council, Mayor

- 7.C. Providing a “Spring Clean-Up” trash pickup program.

Implementation: Neighborhood Development Division, Public Works

- 7.D. Providing information and educating the public regarding proper waste disposal, recycling, hazardous waste disposal and utilizing alternative methods for reducing waste such as home composting or other methods of disposal.

Implementation: Public Works Operations Division

7. Housing

A. Goal

Housing that is well maintained varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

B. Overview

Housing is a very important component of Ogden's quality of life and is crucial to meeting the day-to-day needs of residents, as well as attracting companies to the City. Ogden's housing market has broadened during the 1990s, but the majority of available land for housing has been or is being developed. At the same time, several neighborhoods are in need of reinvestment to maintain the existing housing stock.

C. Existing Conditions and Key Findings

The current state of housing in Ogden is influenced by a number of factors: age and condition, tenure and vacancy, cost and affordability and market demand. The future of housing is likely to be affected by three important trends: land use, new housing construction and density. In general, Ogden City has had an older housing stock with a disproportionate amount of rental units. But activity since 1990 has broadened the housing stock and added over 2,000 new units.

1. Housing Age and Condition

Ogden City has an older housing stock than Weber County. Over 44 percent of Ogden's housing stock was built prior to 1940 – a higher percentage than Weber County's 27.2 percent. Only 10.5 percent of Ogden's housing stock was built between 1980 and 1990. The high percentage of housing units constructed prior to 1940 indicates that Ogden may have an inordinate amount of units that are in poor condition or require some degree of



Figure 7.1 -An older, established neighborhood in east Ogden.



Figure 7.2 -A recently established neighborhood in southeast Ogden.

rehabilitation. Likewise this older stock is important to the City's character and its rich history.

In fact, the 1990 US Census indicates that 2,280 owner occupied units and 1,100 renter occupied units were considered substandard – a total of 3,380 units or 12 percent of the housing stock. The presence of lead based paint and asbestos in substandard housing units is a major health concern for those occupying substandard units. The majority of these units were considered to be suitable for rehabilitation; that is, the cost of upgrading these units to comply with code plus

the cost of outstanding indebtedness against the property does not exceed their value.

The City continually addresses substandard housing conditions through a number of housing programs and these efforts should be recognized and coordinated with future strategies to strengthen the housing stock.

2. Housing Tenure and Vacancy

Ogden has a lower percentage of owner occupied housing units and a higher percentage of renter occupied units compared to Weber County. Owner-occupied units comprise 52 percent of Ogden's occupied housing stock – a lower percentage than Weber County's 58 percent. Renter-occupied units comprise 41.2 percent of Ogden's housing stock, which is significantly higher than Weber County's 29.3 percent. It is important to examine the owner/renter balance in Ogden and determine whether a change in that balance is appropriate.

Ogden had a higher 1990 vacancy rate than Weber County. In 1990, 10.9 percent of Ogden's 27,194 dwelling units were vacant. Weber County had a considerably lower vacancy rate of 7.9 percent. Vacancy data should be gathered on a regular basis to help evaluate and determine changes to housing needs. Vacancy can affect housing quality and is a factor in driving market demand and construction activity.

3. Housing Cost and Affordability

Ogden has a lower median housing cost than Weber County. The 1990 median value of an owner occupied unit in Ogden was \$54,700. Median housing costs were significantly higher for Weber County—\$66,000. About 43 percent of Ogden's owner-occupied housing was valued between \$50,000 and \$100,000, while a slightly higher percentage across Weber County—54 percent—was valued at this price. This data should be updated to more accurately measure housing costs. Housing costs affect affordability and influence the City's ability to capture various segments of the housing market.

Vacancy rates in the recent past have been low, which should prompt the building industry to meet the increased demand. At the same time the current single-family construction boom in the City may be artificially boosting forecasts.

4. Recent Development Activity

The future of housing development is affected by three trends: land use, new housing construction and density.

First, residential land use has changed over the last decade. Ogden's housing stock increased by a total of 2,338 units between 1990 and 1998. Single-family represented the largest number of new units and multi-family units had the largest proportional increase.

Single-family developments accounted for the majority of Ogden's residential land in 1997. Residential uses occupied approximately 4,600 acres of land or slightly less than one-third of Ogden's developed land. Single-family use accounted for 83.4 percent of all residential land in 1997. Two-family and multi-family units comprised 4 percent and 10.7 percent of all residential land respectively. Mobile homes comprised the remaining 2 percent of residential land.

The residential land use pattern should be considered relative to the City's overall land use composition. Likewise undeveloped areas that are zoned for residential development should be evaluated given some of the City's significant natural constraints.

Second, new construction is an important trend to consider. Since 1990, the number of housing units has increased by approximately eight percent. Single-family development is responsible for the majority of the increase. Of the 29,532 housing units in 1998, single-family units accounted for 66.3 percent, while two-family and multi-family units accounted for 8.2 percent and 25.6 percent respectively. The largest percentages of growth were found in the

Southeast Ogden (44.3 percent), Lincoln/Edison (16.4 percent), Lynn (10.2 percent) and Canyon Road (8.8 percent) communities.

The City's dramatic turn around in residential construction since 1990 has invigorated several neighborhoods. It is important to consider whether this rate of development will continue and assess the implications on City services and facilities.

Third, the last trend that will affect the future of housing is density. Ogden has a residential density of about 6.7 dwellings per acre, characteristic of an older city with established neighborhoods. Recent single-family development in Ogden has averaged about four dwellings per acre. These trends establish certain neighborhoods in the City as suburban communities, different in scale and character from the City's older, established neighborhoods. The General Plan should consider this trend in conjunction with established neighborhoods as a context for recommending neighborhood standards.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 7.4.



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

1. Expand homeownership.

According to the 1990 Census, 52 percent of Ogden's housing stock is owner occupied. The state's average is 61 percent, while the national average is 58 percent. Ogden should work towards increasing the homeownership rate. It is an important asset for providing stability and improving the housing stock in the City. Homeownership brings personal investment to a neighborhood with a return benefit of increasing property values for the long term. It can also build personal wealth, which will strengthen the community overall.

Strategies

1.A. Promoting an effort to encourage households to "Start in Ogden, Stay in Ogden."

Implementation: Neighborhood Development Division, Redevelopment Agency

1.B. Providing opportunities or incentives (where appropriate) for homeowners to expand their dwelling space as their living needs change.

Implementation: Neighborhood Development Division, Redevelopment Agency

1.C. Continuing to support programs and provide incentives for people to purchase and rehabilitate existing homes, such as the Own In Ogden Program.

Implementation: Neighborhood Development Division, Redevelopment Agency



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

2. Improve the quality of housing stock through better maintenance, upkeep, rehabilitation and in extreme cases, demolition and new construction.

Improving property maintenance is fundamental in restoring stability to neighborhoods. Ongoing property maintenance improves a neighborhood's image and contributes to Ogden's quality of life. Special attention should be given to the exterior maintenance of houses and general property upkeep. The City should encourage the rehabilitation of homes through incentives and assistance and use demolition as a last resort.

Strategies

2.A. Continuing the Housing Inspections Program (enforcement of life safety code problems).

Implementation: Inspection Services Division, Mayor

2.B. Encouraging and working towards providing incentives to maintain and upgrade housing units.

Implementation: Neighborhood Development Division, Inspection Services Division, Code Enforcement

2.C. Creating site and building design guidelines or alternatives for rental projects that encourage the interaction of residents, create common open space and encourage pedestrian orientation.

Implementation: Planning Division, Planning Commission, City Council

2.D. Identifying and pursuing the rehabilitation or demolition of abandoned or dilapidated residential properties.

Implementation: Neighborhood Development Division, Inspection Services Division, Mayor

2.E. Directing funds towards upgrading housing stock, creating curb appeal and maintaining the landscaping.

Implementation: Neighborhood Development Division, City Council, Mayor

2.F. Considering further tools and resources to enforce existing property maintenance regulations, i.e. the enforcement challenges presented by absentee landlord properties.

Implementation: Economic and Community Development Department, Planning Commission, City Council, Mayor



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

3. Encourage local management and ownership of rental property.

Investors in property should be encouraged to become residents of their properties or in some manner participate in the community where they invest. The City should explore developing incentives or assistance to help accomplish this objective. The desired result is to improve housing conditions and lessen negative community perceptions of absentee landlords.

Strategies

- 3.A. Establishing a type of "City Day" with block parties where neighbors and/or owners have a chance to meet others of their community.

Implementation: Neighborhood Development Division, with other city departments as a resource

- 3.B. Encouraging the building owner to live on the property to establish permanency and a sense of community. (see Chapter 9-Neighborhoods, Objective 3D)

Implementation: Neighborhood Development Division, City Council, Mayor

- 3.C. Establishing and maintaining communication with absentee landlords informing them of City or neighborhood events, rental regulations or concerns and other pertinent information about owning property in Ogden.

Implementation: Code Enforcement, Neighborhood Development Division, Mayor



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

4. Facilitate residential in-fill, redevelopment and rehabilitation —in some cases at higher densities.

The city should consider developing a package of incentives that will encourage residential in-fill in the traditional 10-acre block areas. In addition, design guidelines should be developed to ensure that the architectural style of these new developments is consistent with the surrounding homes to create continuity and connectivity within the neighborhood.

Strategies

- 4.A. Targeting the traditional grid area for residential in-fill development by establishing special zoning bonuses and incentives through an overlay zone.

Implementation: Neighborhood Development Division, City Council, Mayor

- 4.B. Identifying sites that could be appropriately developed at higher densities under existing zoning designations and creating a special overlay zone with appropriate design controls, promoting mixed uses in locations where appropriate.

Implementation: Neighborhood Development Division, Planning Division, Planning Commission, City Council

- 4.C. Incorporating new housing but avoiding “cookie cutter” style new development through zoning provisions. New housing styles should include style elements of the surrounding homes or should reflect the design characteristics found in the neighborhood.

Implementation: Neighborhood Development Division, Planning Division, Planning Commission, City Council



Figure 7.3 - Construction on the Legacy Park subdivision on 24th Street



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

5. Work in cooperation with the private sector to expand the variety of housing types to meet the needs of a diverse community.

This would occur through various actions such as marketing to potential developers, establishing relationships with banks and mortgage companies, providing incentive packages and evaluating densities and infrastructure requirements.

Strategies

- 5.A. Encouraging and supporting development of various housing types and identifying the areas where these types might be appropriate.

Implementation: Neighborhood Development Division, Planning Division, Planning Commission, City Council

- 5.B. Working with banks and mortgage companies to understand their issues and concerns regarding unique lending needs in Ogden.

Implementation: Neighborhood Development Division

- 5.C. Developing marketing strategies or incentive packages to encourage and assist developers, investors and individuals to build or purchase housing in Ogden.

Implementation: Business Development Division, Neighborhood Development Division, City Council, Mayor



Figure 7.4- Lincoln Townhomes in the Jefferson Community



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

6. Disperse affordable and assisted housing to appropriate locations throughout Ogden.

Ogden has traditionally provided the majority of the low to moderate income housing in Weber County. This is done in two ways: dedicated housing for the low to moderate income levels (IN 2018 Ogden had 80% of the County's dedicated housing stock for those income levels while having a total of 36% of the total housing units in the County) and generally affordable housing as 28.6% of the household units in Ogden fit under the affordable ownership designation. Providing the appropriate balance of housing for all income levels is key to a healthy, inclusive community. Ogden continues to have a substantial stock of moderate-income housing. The issue for Ogden is not necessarily the quantity, but the quality of the housing stock. City policies should support programs and efforts to maintain its housing stock.

Strategies

6.A. Maintaining and supporting programs that help provide housing options for moderate-income residents (e.g. Consolidated Plan strategies, Own In Ogden, etc.).

Implementation: Neighborhood Development Division, City Council, Mayor

6.B. Examining the existing housing supply on an annual basis to determine if there is an adequate supply of quality moderate-income housing.

Implementation: Neighborhood Development Division, Planning Division

6.C Continue to provide, improve opportunities and adjust regulations for Accessory Dwelling Units in all neighborhoods in Ogden City.

Implementation: Planning Division, Neighborhood Development Division, Planning Commission, City Council

6.D Require higher density developments in TOD, Urban Mixed Use and Neighborhood Village Centers

Implementation: Planning Division, Neighborhood Development Division, Planning Commission, City Council

6.E Evaluate and correct areas of discrepancy where parking requirements are excessive for moderate to high density developments or low to moderate income housing when near transit station or connected to walkable community facilities.

Implementation: Planning Division, Planning Commission, City Council

6. Disperse affordable and assisted housing to appropriate locations throughout Ogden. (contd.)



Figure 7.5 -Multi-family units in East Ogden.

- 6.F Continue to set aside 20% Housing funds from Redevelopment TIF for moderate income housing in key strategic areas of the community.

Implementation: Redevelopment Agency, Redevelopment Board, Neighborhood Development Division

- 6.G Continue to partner with Ogden Housing Authority and Weber County Housing Authority in development of projects in Ogden City in the development of low to moderate income housing.

Implementation: Planning Division, Planning Commission, Neighborhood Development Division, Ogden Housing Authority, Weber Co. Housing Authority

- 6.H. Preserve existing moderate income housing through the HELP and Homestead programs of Ogden City.

Implementation: Neighborhood Development, City Council

- 6.I. Continue to provide through the Own in Ogden Grant additional funding for home purchase to city employees for first time home purchases or relocation into Ogden.

Implementation: Neighborhood Development, City Council

(Ord. 2019-50 effective 11/22/2019)



Goal

Housing that is well maintained, varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

7. Encourage and facilitate development of housing in the downtown.

Ogden should pursue opportunities to establish housing in the Downtown core. Such housing should be medium to higher density (see figure 7.6), include mixed uses where appropriate (i.e. first floor retail, personal services and offices) and provide for a strong pedestrian orientation. Where appropriate, efforts should be targeted on existing buildings, especially underused or vacant office and light industrial structures that lend themselves to rehabilitation into housing.

The City should seek opportunities to review the strategies of other cities (e.g. Salt Lake City) to further explore methods to accomplish or market this objective.



Figure 7.6 -Colonial Court Apartments in downtown Ogden. Buildings are mid-rise structures that house 221 apartments. Density of the units is approximately 45 dwelling units per acre.

Strategies

- 7.A. Pursuing dialogue with other municipalities regarding ways of attracting and re-establishing housing in Downtown.

Implementation: Neighborhood Development Division

- 7.B. Encouraging the development of higher density housing around the new intermodal transportation hub.

Implementation: Business Development Division, Neighborhood Development Division, Planning Division, Planning Commission, Redevelopment Agency, City Council, Mayor

- 7.C. Pursuing the development of other projects similar to the Shupe Williams and Colonial Court Apartments including consideration of a set of zoning and economic incentives and packaging rehabilitation dollars.

Implementation: Business Development Division, Neighborhood Development Division, Redevelopment Agency

- 7.D. Diversifying the development of housing types, which will create a metropolitan/cosmopolitan inner city atmosphere that appeals to a variety of incomes and ages (e.g.. Generation "X", retirement and moderate income groups).

Implementation: Business Development Division, Neighborhood Development Division, Downtown Ogden, INC, Redevelopment Agency



Goal

Housing that is well-maintained varied in cost and mixed density and is located in safe, stable and revitalized neighborhoods throughout Ogden.

Objective

8. Identify opportunities for inclusion of 4,700 new dwelling units in Ogden to accommodate continued population growth.

As indicated in Chapter 8-Land Use, Ogden has a potential population increase to 81,000 persons by 2020. There is approximately 300-500 acres available for residential development. This vacant land at current development and zoning densities could accommodate half of the projected growth. This means that Ogden must look for opportunities and places to create additional housing units, otherwise the City might lose this potentially invigorating growth. Strategies could include raising the allowed density in some locations, such as along transportation corridors, supporting in-fill development and providing opportunities to create alternative dwelling choices, such as live/work units or accessory units known as “ADU’s.”



Figure 7.7 -Oddfellows Apartment building on Monroe Boulevard. An example of 1960's high-rise housing

Strategies

8.A. Evaluating opportunities and techniques for higher densities along major transportation corridors to facilitate the development of housing units including the utilization of shared green areas and minimizing parking where there is easy access to public transit.

Implementation: Neighborhood Development Division, Planning Division, Planning Commission, City Council

8.B. Supporting in-fill development that is appropriately designed to compliment the area in which is it located. (see Chapter 7-Housing, Objective 4).

Implementation: Neighborhood Development Division, Planning Division, Planning Commission, City Council, Mayor

8.C. Adopting a focused incentive package that includes zoning bonuses and parking waivers, economic incentives and packaged housing funds from state, federal and private sources.

Implementation: Neighborhood Development Division, Planning Division, Planning Commission, City Council

E. Housing Plan

1. Population and Housing

The General Plan supports a City population of about 81,000 residents by 2020—per the forecasts—and with the ability to accommodate additional future population growth as deemed appropriate by the community. About 4,669 new dwellings would be needed over the next 20 years to accommodate this growth. This can be accomplished in several ways:

A. Vacant Units

Dwelling units currently vacant should become occupied. This may or may not require upgrading these units.

B. Upgrading Substandard Housing

Housing currently classified as substandard should be rehabilitated to meet building code requirements. Upgrading substandard units may require local participation and the use of state/federal housing funds.

C. New Construction

Housing can be provided as new construction on undeveloped sites, such as the 500 acres currently available for residential development. At current densities of 4 du/ac, these 500 acres could only accommodate about 2,000 units. By permitting and encouraging higher densities, the City could accommodate more residential development on the same acreage, if the community deemed that appropriate.

D. In-fill New Construction

New in-fill construction could occur on individual sites throughout the City that are appropriate for residential uses and on the interior blocks of the City's historic grid. In-fill would be expected to be constructed at a density higher than 4 du/ac. Neighborhood village centers, ranging in size from 7 to 15 acres, could develop in a range of 6.5 to 25

du/ac based on the densities of surrounding multi-family housing. Additional in-fill development can be easily accommodated on available land in the traditional grid.

E. Housing Mixture

Envision Utah estimates that the additional housing mix needed in Utah to match expected 2020 income and demographic characteristics in an open market would yield:

- 60 % single-family homes
- 26 % apartments
- 14% town homes & duplexes

F. Housing Urban Design Guidelines

1. General Purpose of the Design Guidelines

The Guidelines are a comprehensive set of statements that address the urban design needs of different areas in Ogden City. Many of the guidelines set forth in this section were taken or adapted from the Urban Design Study that was completed in 2001. The City should review, amend, or make policy that will ensure that public and private development projects consider these guidelines as part of the planning and design process.

In addition, each community plan, using the plan's design guidelines, should develop specific standards to be implemented for city and private development projects within their respective community.

2. Residential Development

Ogden is comprised of many old and new neighborhoods. The guidelines in this section seek to encourage new housing investment that is compatible with surrounding development in terms of lot layout, building design, and use of materials. In some cases new residential construction within the older neighborhoods has not been consistent within the context of the existing housing in the neighborhood. The goal of the guidelines is to ensure that new housing construction is a welcomed addition to the surrounding area.

A. Intent of the Guidelines

To allow for the development of under-utilized property, particularly the inner grid block areas, that is sensitive and respectful to the context of existing buildings, relative to lot layout, setbacks, heights, architectural style and character, and use of materials.

B. Housing Design Principles:

- a. New residential buildings should be consistent with the predominant architectural styles of their surrounding setting. If the setting contains traditional building designs, then contemporary designs (e.g. split and multi-levels) are out of place and visa versa. Consistency and compatibility are important to maintaining the physical harmony of the neighborhood.
- b. New residential buildings should reflect the lot and site layouts of surrounding development. This ensures that the new building "fits" within the context of the neighborhood.
- c. Two-family and multi-family buildings can look out of character in residential neighborhoods if they are not sited and designed appropriately. They should be sited and designed appropriately to fit the character of the neighborhood.
- d. Residential neighborhoods should include mixed-use areas that serve as an anchor of identity or provide the needed goods or services for residents.

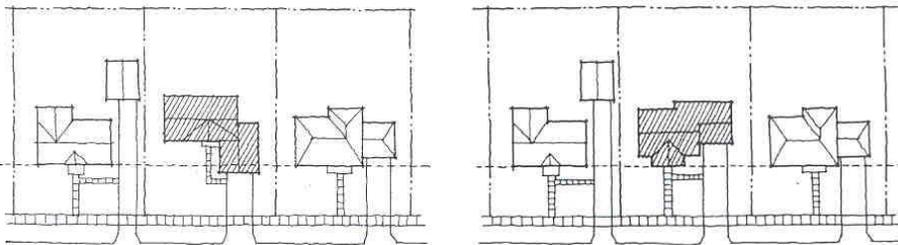
C. Housing Design Guidelines:

ARCHITECTURAL COMPATIBILITY & SITE DESIGN

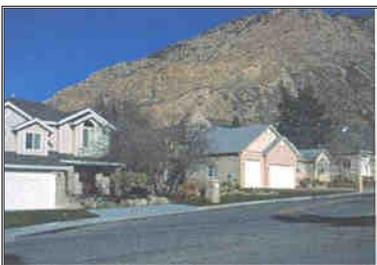
1. **Consistency:** The design of new residential buildings should ensure that the architectural style, character, and use of exterior materials are consistent with the surrounding development – particularly adjacent buildings that are visually associated with the new structure.
2. **Garages:** The design and placement of garages and other parking structures should be consistent

with the surrounding development, i.e. is it located behind the building, to the side, behind the building face, attached or detached, one, two, or multiple cars, etc.

3. **Building Placement:** The primary façade of all residential buildings facing public streets should be parallel to the street rather than at unconventional angles.
4. **Building Setbacks:** Building setbacks should be consistent with adjacent structures. Exceptions could be allowed for preservation of valued plantings, natural features of the site, and historical preservation. If adjacent structure setbacks vary, they should be averaged to set the standard for the new development.



The placements of new homes on infill sites in traditional neighborhoods should match the setback and design of existing structures. On the left, the new home has a prominent garage that dominates the site, out of character with adjacent homes. On the right, the new home has a garage that is setback from the front of the house, matching adjacent properties.



Homes with dominant garages are more appropriate in suburban neighborhoods than in the City's traditional neighborhoods, where garages are often detached and set back behind the home

5. **Front Door Orientation:** The front entry or door of each residential building should be oriented to the street and a walkway should be provided linking the front door directly to the sidewalk for traditional development, or the associated driveway for contemporary development.

6. **Yard Light:** A yard light should be provided between the front of the residential building and the street to illuminate the front yard area.

TWO-FAMILY & MULTI-FAMILY DEVELOPMENT

7. **Two-Family Buildings:** The design of two-family residential buildings should be consistent with the setting of the neighborhood in terms of building height, garage placement, and exterior design and materials.
8. **Multi-Family Buildings:** For multi-family buildings, design elements should ensure that the structures are compatible with surrounding structures relative to density, setbacks, parking, height, design, materials, and landscaping. Design elements common to the neighborhood should be incorporated into the design theme of the development (e.g. porches, decks, siding materials, garage placement, etc.).

MIXED USE DEVELOPMENT

9. **Mixed-Use Areas:** Mixed-use areas should be incorporated into the neighborhoods. The vertical mixing of uses within buildings or the suburban stand-alone style of development should be defined by the community's needs for goods and services. Buildings should be oriented towards the street and the sidewalk and should support other modes of transportation (e.g. walking and bicycling). Mixed-use areas may or may not include a public transit component.
10. **Live/Work Buildings:** Residential units that allow an owner or renter to operate an office or professional service business should be encouraged as part of a mixed-use area. Typically these units are townhouse style structures that accommodate business operations on the first floor and living quarters on the upper floors.

3. Implementation Measures

The City should seek to encourage new housing investment that is compatible in terms of design, materials, and lot layout with its residential surroundings. In some cases new residential construction has not been consistent with the context of the neighborhood. It is the goal of the Urban Design Guidelines to ensure that new housing or additions are compatible and welcomed investments to a neighborhood. The strategies below should be considered and amendments made to City regulations to achieve the objectives of the Urban Design Guidelines:

- **RESIDENTIAL DESIGN STANDARDS**
A set of contextual guidelines should be developed for the significant residential design patterns found in Ogden such as placement of the garage, building setbacks, building heights, use of materials, etc. These guidelines should be incorporated into City regulations. They should also be adhered to in the design and layout of City sponsored redevelopment and infill projects. Furthermore, they should be promoted to architects, builders, realtors, land investors, and other associated entities. Brochures and displays should be developed to educate the public.

8. Land Use

A. Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

B. Overview

The Land Use Element is the principal focus of the General Plan. It provides guidance for the physical development and redevelopment of Ogden City. The Land Use Element seeks to encourage reinvestment and redevelopment throughout the City, but in a way that is integrated with other City priorities and which focuses reinvestment where it will most benefit the City. In this context, the Downtown is the most important sub-area.

C. Existing Conditions and Key Findings

1. Regional Growth Pressures

Ogden City is located in the northern half of the Greater Wasatch Area, which currently contains about 1.7 million people and is projected to grow to 2.7 million by 2020 (a 69 percent increase, which will make the area comparable in population to the San Diego metropolitan area). Much of this growth is projected to be generated internally and does not account for migration from other parts of the country. It is forecast that 23 to 26 percent of future regional growth will occur in Davis, Weber, Box Elder and Morgan counties.

Envision Utah, a regional growth management program, has established a set of policies to better direct future growth in the Greater Wasatch Area. These policies focus on the following:

- Promoting walkable development (encouraging new and existing developments to include a mix of uses with a pedestrian-friendly design);
- Promoting development of a region-wide transit system to make transit more effective and convenient;
- Promoting the development of a network of bikeways and trails for recreation and commuting;
- Fostering transit-oriented development (housing and commercial developments that incorporate and encourage various forms of public transportation);
- Preserving open lands by encouraging developments that include open areas and by encouraging the reuse of currently developed lands through incentives; and
- Fostering mixed-use, mixed-income, walkable neighborhoods to provide a greater array of housing choices.

Ogden City's role in the region is as a center for government, business, culture and education in the northern Greater Wasatch Area. Federal, state and county offices are located downtown, as are entertainment and convention facilities. Regional employers are located in Ogden City and Weber State University is a major education center. The proposed regional commuter rail system, which would serve the Greater Wasatch Area in the long term, establishes Ogden City as the northern anchor. This system would create an opportunity to strengthen the City's regional importance and could facilitate transit commuting through supporting local bus service.

2. Population Growth Forecasts

The City is expected to continue to add population. Currently Ogden City has about 69,000 residents. An average of various forecasts finds that Ogden has the potential of

growing to about 81,000 residents by 2020. That's an increase of 17 percent or 12,000 new people.

The forecast translates into a potential demand for 4,669 new homes. Recent new home construction in the City has averaged four dwelling units per acre (gross). At that density, the City would need 1,167 acres of undeveloped ground. However, the City has about 500 acres of undeveloped ground suitable for residential development (excluding the interior blocks of the historic grid, which could add approximately another 10 percent). If these new homes were built at the City's historic average density of 6.7 dwelling units per acre, the City would need 697 acres to accommodate forecasted growth through 2020. In either case, it can be assumed that the City will grow in population beyond 2020 given regional forecasts. Other factors that affect the ability to meet housing demand include the vacancy rate, degree of substandard or unsuitable housing, price and housing composition (owner vs. renter).

3. Development Potential

Ogden City is principally a city of homes and neighborhoods—about 52 percent of the City is residential land use, but it is also a place of business, culture and education. Single-family housing is the dominant land use, but the City has a large amount of available industrial land (such as at Business Depot Ogden (BDO)) and undeveloped land in the railyards.

Ogden City contains about 26.95 square miles, of which 82 percent is developed (about 14,000 acres). Currently about 1,200 acres are available for industrial development at Business Depot Ogden (BDO) and about 500 acres are available for residential development (an additional 50 acres may be available for infill development on the interior blocks of the historic grid). The City's ability to expand through annexation is severely limited.

Existing Land Use, 1997

Land Use	Acres	Percent Total Land
Single Family	3,841.53	22.28%
Multi-Family	676.14	3.92%
Mobile Home	90.37	.52%
Parks/Recreation	626.28	3.63%
Commercial/Professional	1,187.76	6.89%
Industrial/Manufacturing	437.76	2.5%
Governmental/Institutional	2,385.67	13.84%
Transportation/Utilities	4,790.46	27.79%
Vacant	3,202.95	18.58%
Total Developed Land	14,035.53	81.42%
Total Land Area	17,238.48	100.00%

Source: Ogden Office of Long Range Planning

4. Congestion

Currently about 96 percent of the City's residents use the car to drive to work and for other errands. About 38 percent drive outside Ogden to jobs and almost one-half of the workers in Ogden drive into the City from some other community. An additional concern is that the number of vehicle miles that are driven is increasing faster than the population. These trends, in addition to dramatic forecasts for regional growth (1.1 million more people by 2020), suggest that congestion will increase and driving times to work, etc. will likewise increase. The potential of a regional commuter rail line—integrated with improved auto, bus and pedestrian access—could provide an alternative.

5. Potential Housing Demand

With increased population comes a demand for more housing, as discussed earlier in Section 2 above. However, with only 500 acres available for residential development the City can only

accommodate anywhere from 2,000 new homes (4 du/ac) to 3,350 new home (6.7 du/ac—historic average density of the City). In each case this is less than the forecasted growth for 2020, much less beyond 2020. Downtown housing and infill housing will be important strategies to help accommodate the projected growth of Ogden City. This growth will obviously require several strategies that identify and encourage infill construction, redevelopment and rehabilitation—at densities appropriate to specific sites given adjacent development patterns.

6. Potential Open Space Demand

The City has been blessed with generous support of the community as its park system has grown over time. The City has focused much effort over the last 20 years to develop Ogden's River Parkway. However, the City currently has a modest shortfall when compared to national parkland standards. With additional future growth, that shortfall will grow unless additional parkland is acquired. Forecasted growth of 12,000 new residents (beyond the current 69,000) could be translated into a need for up to 140 additional acres to the City's park system. This projection is based on the National Park and Recreation Standard of 10 acres per 1,000 population (it does not take into account the geographic distribution of parkland).

7. Community Character

Ogden has strong natural and built attributes that define its character. In terms of the natural environment, this includes the Wasatch Mountains, East Bench and Ogden and Weber rivers and related tributaries. Built attributes include the traditional grid street pattern, compact downtown, traditional neighborhoods, trail system and historic buildings and districts. Ogden also has features that detract from its character. Ogden lacks positive gateways worthy of the City's character, the "wall" of industrial and underused land in the I-15/rail corridor creates an undeserving image for the City and absentee ownership and neglect

threaten some of Ogden's most admired neighborhoods.



Figure 8.1 - Ogden City from 24th Street

D. Objectives and Strategies

The objectives and strategies for the element follow on page 8.4.



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Mixed-Use

1. Encourage the creation of the identified Urban Mixed-Use Districts.

Urban Mixed-Use Districts are the major centers of development and activity in the City. Those areas specifically identified include Downtown Ogden; Weber State/McKay-Dee Hospital; just east of BDO at 2nd Street, and the Railyard.

While each of these districts would vary in size and intensity of use, they would all include opportunities to live, work and play in a pedestrian-oriented environment. Public transportation stations or stops would be an important part of these districts.

The Downtown is an existing mixed-use district; it will need continued enhancement and improvements. It is generally well-defined and

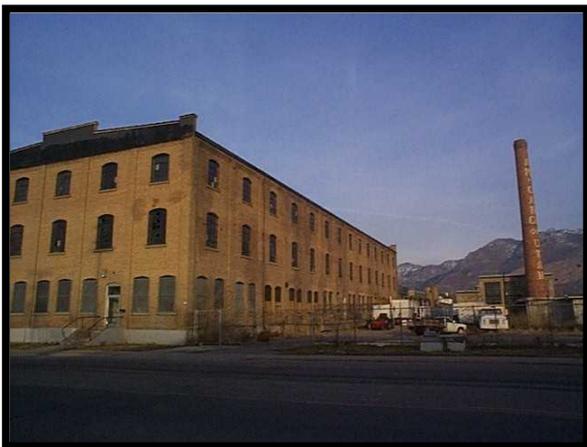


Figure 8.2 -The American Can building in Downtown Ogden could be a site for rehabilitation and reuse as commercial or mixed-use.

Strategies

1.A. Developing and adopting appropriate ordinances, standards and policies to support mixed-use development, including identifying appropriate uses to include in mixed-use development and the use of an Urban Mixed-Use District overlay zone.

Implementation: Planning Division, Planning Commission, Legal Department, City Council

1.B. Continuing consideration of down-zoning certain appropriate properties outside of the Urban Mixed-Use Districts from commercial zoning designations to residential zoning designations in connection with the development of Community Plans. (see Chapter 8-Land Use, Objective 3H)

Implementation: Planning Division, Planning Commission, City Council

1.C. Rehabbing and utilizing empty commercial block buildings and constructing new buildings on vacant in-fill lots. Main floors should be devoted to active retail uses and upper floors may accommodate a range of service or residential uses.

Implementation: Business Development Division, Redevelopment Agency, Mayor

Objective

Mixed-Use

1. Encourage the creation of the identified Urban Mixed-Use Districts. (cont.)

needs to be the central focus for the immediate future. The other mixed-use sites are conceptual and various circumstances and events will affect their exact locations. The BDO and Railyard Urban Mixed-Use Districts are seen as long-range developments.

The concept of mixed-use at BDO and 2nd Street is based on the employment opportunities associated with the area. While there are current legal restrictions associated with the development of BDO, this district is perceived as being in the distant rather than immediate future.

The concept of mixed-use within the Railyard district focuses on the elimination of the “wall” created between the West Ogden Bluff and Downtown by the railyard and other underutilized properties. It is seen as a long-range development area that could be explored only after the Downtown has been firmly reestablished and additional property is needed to meet the needs of a growing city.

The development of mixed use districts will require appropriate encouragement and regulation to ensure that they work effectively. It will take concerted effort to ensure that the type of districts will occur as envisioned by the people of Ogden.

Strategies (cont.)

1.D. Encouraging opportunities for employment and housing to be in closer proximity to each other (e.g. through economic incentives, zoning bonuses and other applicable methods).

Implementation: Business Development Division, Planning Division, Planning Commission, City Council

1.E. Promoting the incorporation of transit stops into mixed-use centers.

Implementation: Engineering Division, Planning Division, Planning Commission, Mayor, UTA

1.F. Identifying and promoting uses appropriate to include in mixed-use development, such as owner-occupied multi-family, office uses, supporting retail and cultural facilities.

Implementation: Business Development Division, Neighborhood Development Division, Planning Division, Planning Commission, City Council



Figure 8.3 - Mixed use development creates not only a stronger community, but can result in a quality addition to the City's built environment, as in Mizner Park in Boca Raton, Florida



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Mixed-Use

2. Create a walkable and distinctive downtown.

The movement towards a successful revitalized Downtown Ogden is dependent on a variety of actions, but one of the most important is the creation of a pedestrian-oriented urban core. An urban core or intensive area was defined historically as the city developed. This includes portions of Washington Boulevard, Kiesel, Lincoln and Grant Avenues and 24th and 25th Streets. Within this core area, a wall of building facades lines the sidewalk. The ground level of each building facade should primarily consist of windows with the main use being retail sales or food and beverage establishments. Upper stories were

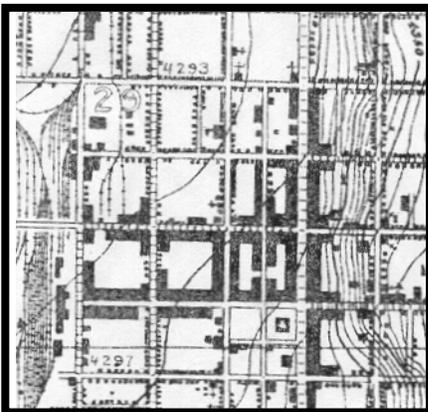


Figure 8.4- Downtown Ogden circa 1920.

This map illustrates how historically buildings lined and defined Ogden's streets in the Downtown area, creating an area of intensive use. The dark areas represent structures. Notice the way structures defined the intensive use area of Downtown Ogden historically.

Strategies

- 2.A. Redefining and consolidating the Central Business District in terms of size and consideration of zoning designation.

Implementation: Planning Division, Business Development Division, Downtown Ogden, INC, Planning Commission, City Council

- 2.B. Encouraging consolidation of commercial development in the Central Business District.

Implementation: Planning Division, Business Development Division, Downtown Ogden, INC, Planning Commission, City Council

- 2.C. Strengthening the linkage between shopping and entertainment by directing these uses to be located in close proximity to each other.

Implementation: Planning Division, Business Development Division, Planning Commission, City Council

- 2.D. Making Downtown walker-friendly by providing for safe pedestrian crossings, an enhanced and aesthetically pleasing sidewalk system and calming traffic in key retail and tourism areas.

Implementation: Planning Division, Business Development Division, Downtown Ogden, INC, Planning Commission, City Council

Objective

2. Create a walkable and distinctive downtown. (cont.)

historically used for lodging, housing, professional services or as an extension of the retail space. These uses are still appropriate today and need to be encouraged Downtown

Other portions of Downtown Ogden, outside of the intensive use area, need to include a mix of the same types of uses as those found in the urban core. The mix does not necessarily need to take place in the same building, but the mix is important to encourage pedestrian traffic throughout the Downtown.

It is also important that the right-of-way be attractive and provide comfortable places for people to sit or stand. People should not have to run to cross streets to beat traffic lights. While the distance a pedestrian will travel to accomplish a task may vary, a five-minute walking distance (approximately 1/4 mile or two blocks) is typical and greater distances tend to discourage pedestrian trips.



Figure 8.5 -Creating a walkable downtown includes promoting sidewalk dining and a pedestrian scale for new buildings as in Celebration, FL.

Strategies (cont.)

- 2.E. Increasing accessibility to Downtown for senior citizens and other special needs individuals through enhanced transportation modes and appropriate right-of-way improvements (e.g. curb cuts, longer "walk" signals).

Implementation: Engineering Division, City Council, Mayor

- 2.F. Encouraging the use of temporary no-car zones for special public or neighborhood events, festivals and celebrations.

Implementation: Special Events Coordinator, City Council, Mayor



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Mixed-Use

3. Increase development of Downtown.

Downtown Ogden is the heart of the City and region. It is the priority mixed-use district within the context of the Land Use Plan. Cultural, recreational, residential, religious, governmental, business and retail activity are all important parts of what makes Downtown Ogden such a uniquely wonderful place. It is essential that efforts be made to continue to provide the appropriate mix of all of these uses in such a way that they complement each other. It is also important that the existing vacant buildings be brought back into use and that vacant lots be developed with new buildings which enhance the character of Downtown Ogden.

The location of the former Ogden City Mall continues to be a very significant part of Downtown. It is essential that Ogden City continue to work to integrate this property into the overall revitalization of the Downtown. The focus of the Mall was to turn activity inward instead of out on the street. To alter this problem a new development on the site will focus activity out toward the surrounding streets and walkways. The new development will also be flexible in terms of the types of uses that can be included. A minimum of 65 percent glazing at the street level is essential, preferably more.

The City Traffic Engineer has determined that there are 10,097 off-street parking spaces and 704 on-street parking spaces in the CBD. This amount of parking could service a population of 154,000 based on national usage averages.

Strategies

- 3.A. Reviewing and, where appropriate, changing ordinances and administrative procedures that may hinder opportunities for the Downtown to be successful.

Implementation: Planning Division, Planning Commission, City Council

- 3.B. Encouraging redevelopment and rehabilitation of older buildings through zoning, economic and other enticements.

Implementation: Business Development Division, Redevelopment Agency, Landmarks Commission, Planning Division, Planning Commission, City Council

- 3.C. Encouraging opportunities for employment and housing to be in closer proximity to each other. (see also Chapter 8-Land Use, Objective 1D)

Implementation: Business Development Division, Planning Division, Planning Commission, City Council

- 3.D. Encouraging incentives for downtown property owners to get buildings occupied.

Implementation: Business Development Division

- 3.E. Encouraging the redevelopment of the Ogden City Mall property to better integrate it with the Downtown.

Objective

3. Increase development of Downtown. (cont.)

Parking in the Downtown should be easily identifiable by shoppers and tourists. Downtown parking should be monitored in availability and usage to determine if additional off or on-street parking is required. The City should consider various on-street parking layouts (parallel, angled) to assist in making parking accessible to residents and visitors in the Downtown.



Figure 8.6 Angled parking on 25th Street

Strategies (cont.)

Implementation: Business Development Division, Planning Division, Mayor

- 3.F. Focusing attention on irresponsible absentee owners by increasing code enforcement activities.

Implementation: Code Enforcement, Legal Department

- 3.G. Monitoring availability and usage of downtown parking to determine need.

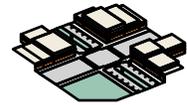
Implementation: Planning Division, Engineering Division, Planning Commission

- 3.H. Installing signage that identifies parking lot locations and entries.

Implementation: Engineering Division

- 3.I. Continuing consideration of down-zoning certain appropriate properties outside of the Central Business District from commercial zoning designations to residential zoning designations in connection with the development of Community Plans. (see Chapter 8-Land Use, Objective 1B)

Implementation: Planning Division, Planning Commission, City Council



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Communities

4. Encourage the creation of Neighborhood Village Centers.

Within each of the City’s identified planning communities exists opportunities for the creation of neighborhood village centers. These developments should serve as a focal point within each community. Retail and related services should be located at street level with opportunities for office and residential space on second, or possibly, third stories of these buildings. Educational, recreational and governmental uses such as branch libraries, police substations, branch post offices and similar uses might also be located here.

These developments should ideally be located at important intersections in the community and include a transit stop.

Strategies

4.A. Adopting and implementing a Neighborhood Village Center overlay zone.

Implementation: Planning Division, Planning Commission, Legal Department, City Council

4.B Identifying and encouraging the redevelopment of historic neighborhood village centers and expanding the concept to new locations where appropriate and supported by adjacent neighborhoods.

Implementation: Planning Division, Planning Commission, Redevelopment Agency, City Council

4.C Utilizing empty traditional commercial block buildings. (see also Chapter 8-Land Use, Objectives 3B and 3D)

Implementation: Business Development Division, Redevelopment Agency, Landmarks, Planning Division, Planning Commission, City Council

4.D Encouraging the incorporation of transit stops into village centers. (see also Chapter 8-Land Use, Objective 1E)

Implementation: Engineering Division, Planning Division, Planning Commission, City Council, UTA

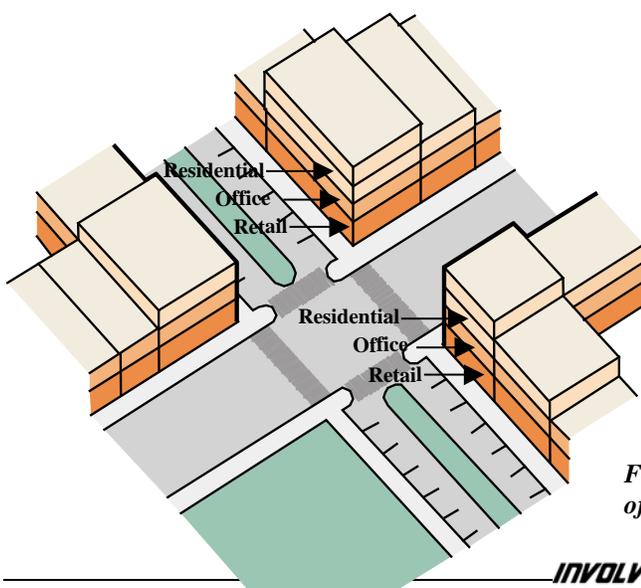


Figure 8.7 - Conceptual Diagram of a Neighborhood Village Center



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Single Use Districts

5. Reinforce non-residential single-use districts.

Ogden includes and the land-use plan proposes, several non-residential single-use areas and corridors, such as the West 12th Street Corridor (see Land Use Plan Map), the airport-industrial park and Business Depot Ogden (BDO). A single-use district is an area in which there is a single, dominant land use, such as community scale retail or industry. Land use and development policies and ordinances will be important to ensure that these areas develop and redevelop in a manner that will add to the overall economic viability and appearance of the City.

Strategies

- 5.A. Preparing and implementing a corridor plan to manage land use, development and infrastructure along west 12th Street.

Implementation: Planning Division, Business Development Division, Business Depot Ogden, Legal Department, Planning Commission, City Council, Mayor

- 5.B. Implementing the Business Depot Ogden (BDO) redevelopment plan.

Implementation: Business Depot Ogden

- 5.C. Preparing and implementing area plans for other single-use districts.

Implementation: Planning Division, Business Development Division, Legal Department, Planning Commission, City Council



Figure 8.8- 12th Street Corridor west of Wall Avenue



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Open Space

6. Maintain, enhance and expand the open space system and the green environment.

Open space should be considered a valuable resource. A network of open space should be established that coordinates the development of parks, trails, the urban forest, sensitive lands, waterways and flood control, and view corridor and vista preservation. The network should be readily accessible to neighborhoods and the Downtown. Increasing the amount of required green space in commercial, industrial and residential developments increases property values and provides many benefits to the community (air quality, heat island reduction and visual aesthetics).



Figure 8.9-Ogden's River Parkway near the Eccles Dinosaur Park

Strategies

- 6.A. Creating and maintaining an open space system, that coordinates the development of parks, trails, urban forest and sensitive land, waterway and view corridor and vista preservation. (see Chapter 6-Environmental Resources)

Implementation: Planning Division, Parks and Recreation Division, Ogden Trails Network, Planning Commission, City Council, Mayor, Weber Pathways

- 6.B. Maintaining open space zoning designations currently in place.

Implementation: Planning Division, Planning Commission, City Council

- 6.C. Requiring appropriate landscaping (in terms of location and amount) in commercial and manufacturing zones to mitigate land use impacts, improve community aesthetics and enhance property values.

Implementation: Planning Division, Planning Commission, City Council

- 6.D. Preserving and increasing green space in residential developments as per Development Code requirements.

Implementation: Planning Division, Planning Commission, City Council

Objective

Open Space

6. Maintain, enhance and expand the open space system and the green environment. (cont.)

Strategies (cont.)

- 6.E. Expanding Ogden's River Parkway. (see Chapter 10-Parks and Recreation, Objectives 2A and 2B)

Implementation: Planning Division, Parks and Recreation Division, Parks and Recreation Advisory Committee, Ogden Trails Network, Planning Commission, City Council, Mayor



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Corridors

7. Develop a coordinated course of action utilizing design and land use mix to help revitalize existing corridors.

Ogden's corridors include a unique mix of uses and building and site designs that create a hodge-podge appearance. Corridors have often served as boundaries between planning communities and have been looked at as edges to these communities rather than the important linear entities they truly are. In the future, corridors will be a means to connect adjacent areas and neighborhoods, not divide them. Because of the unique nature of each corridor, it will be important to develop and implement a strategic plan for each corridor identified in the future land use plan.

Strategies

- 7.A. Developing strategic plans for corridors focusing on right-of-way improvements, land use, business marketing analyses, redevelopment opportunities and site and building design regulations.

Implementation: Planning Division, Engineering Division, Business Development Division, Redevelopment Agency, Planning Commission, City Council

- 7.B Working to implement adopted corridor strategic plans with an action committee including corridor representatives, adjacent neighbors, city representatives and other stakeholders.

Implementation: Planning Division, Public Works, Planning Commission, Mayor



Goal

Land use that emphasizes revitalization of the community, creates a safe and vibrant downtown, expands business opportunities, encourages appropriate mixed uses, preserves and enhances neighborhoods and includes a pleasing green environment.

Objective

Annexation Areas

8. Develop a clear and coordinated course of action regarding unincorporated areas of Weber County surrounding Ogden City.

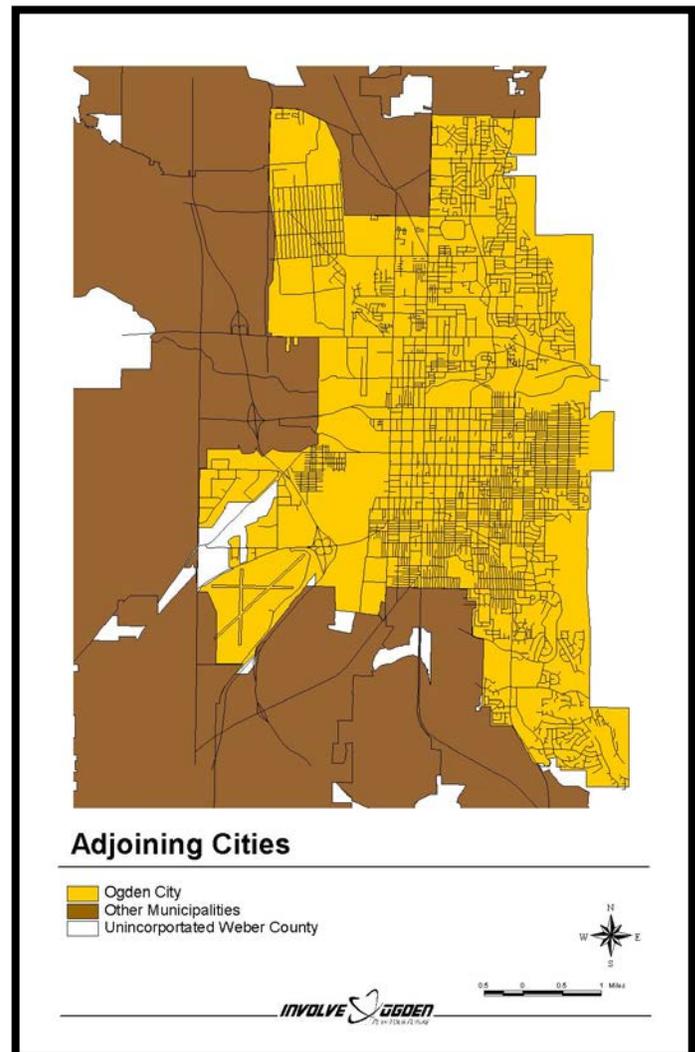
Several years ago, the State of Utah changed its requirements for cities to maintain an annexation declaration as part of the General Plan.

Ogden City is surrounded on the north, south and west by other municipalities (see Map 3.1) and on the east by the Wasatch Mountains. The Forest Service controls the majority of the land on the east of the City although some private ownership exists as well. The mountains, however, constrain development and annexation more than ownership. Some county islands exist within the City and some potential for annexation exists near the airport and industrial park. These are the most likely areas to come into the City. Annexation into Ogden City will happen as a result of properties needing municipal services.

Strategies

- 8.A. Encouraging urban uses that desire municipal services to annex into Ogden City.

Implementation: Planning Division, Planning Commission, City Council, Mayor



Map 8.1 - Ogden and surrounding municipalities. Unincorporated Weber County area shown in white.

E. Land Use Plan

1. General Land Use

Through the past 15 years, a set of land use policies have developed which have served appointed and elected officials in making decisions relating to land use. These policies focus on helping to ensure appropriate relationships exist between the variety of land uses that make up Ogden City. While all of the policies are included in *Involve Ogden*, those specific to land use and land use implementation are included here. Those relating to signage and transportation have been included as strategies in their appropriate plan elements.

Because these are general statements, there will be occasions when these policies may conflict with each other and with the goal, objective and strategy statements of *Involve Ogden*. In those cases, the Planning Commission and City Council will need to determine which of the various plan statements takes precedence given the specific needs of the Community or District where that action is taking place, along with the overall well-being of Ogden City.

- 1. A definite edge to a development and buffering between types of uses should be provided to protect the integrity of each use, e.g., between commercial and residential uses and between types of residential uses.**
- 2. Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible, with consideration being given to the use and characteristics of individual properties. Districts determined to be in transition may be given special consideration.**
- 3. Where possible, properties that face each other across a local street should be the**

same or similar zone. Collector and arterial roads may be sufficient buffers to warrant different zones.

- 4. Zoning boundaries should not cut across individual lots or developments (i.e., placing the lot into two separate zones). Illogical boundaries should be redrawn to follow along property lines.**
- 5. The primary frontage and land uses should be considerations in establishing boundaries on corner lots.**
- 6. To draw edges on types of uses (e.g., commercial), the City may choose to use multiple family or professional office zoning as a buffer to the commercial, transitioning the neighborhood from commercial to apartments to single family developments.**
- 7. Concepts for development should reflect neighborhoods (whether they be subdivisions, mobile homes, apartments, PRUDs, or Group Dwellings) and how residents within those neighborhoods will interact. A concern is to avoid a development pattern that would divide a neighborhood area.**
- 8. Avoid isolating neighborhoods.**
- 9. Utilize vacant inner block parcels and corner lots for higher densities, avoiding disruption of lots on a street having primarily single family homes. New inner block developments should be compatible (e.g., heights) with the surrounding single family homes.**
- 10. Multiple density developments should be phased, i.e., let vacant land develop first and consider rezoning single family areas only as demand increases and multiple family developments creep closer to single family homes.**

- 11. Discourage small lot developments of multiple density uses.**
- 12. The intensity and location of commercial zoning should be based on market patterns, circulation, traffic counts and space requirements considerations. Space requirements for expansion of existing commercial uses also should be taken into consideration.**
- 13. Commercial zonings should be located on collector and arterial streets, avoiding local streets that serve residential zones. Access to commercial and manufacturing uses also should avoid local streets within residential zones.**
- 14. Existing businesses on collector and arterial streets may be allowed to expand while providing an adequate buffer with adjacent residential neighborhoods. The expansion of businesses abutting a local street in a residential zone should be considered if a landscaped setback comparable to that of the existing homes on the street is provided and no access is allowed from the local street to the business.**
- 15. Encourage commercial uses to be developed as centers rather than as strip commercial.**

2. Land Use Recommendations

The Land Use Plan is predicated upon a physical hierarchy of the City, which organizes Ogden into a more detailed set of defined areas – communities and districts. Plans have and will be developed for each of these areas. These plans will look at issues specific to these areas and more clearly define land use issues. The process to develop these plans will continue to involve the people who live, work and own property in these areas. These plans do and will

provide specific direction for the future of each of these areas.

The future is one in which all residents are able to live in the neighborhood of their choice, where housing types and densities are mixed, where people can walk to buy a gallon of milk and where children can safely ride a bike or walk to their neighborhood park. It is one in which people all have access to an interconnected open space system of parks, natural areas and recreational facilities. The City's neighborhood areas must be better connected internally and with nearby commercial areas. This connection supports walking and biking and provides improved access for everyone.

The defined planning areas include a wide variety of land uses such as parks, public facilities, streets, housing and commercial and industrial development. Comprehensive direction relating to these uses are included in the appropriate elements of *Involve Ogden*.

In addition to various types of land uses, there are unique sub-areas within or on the edges of these communities and districts. They include: corridors (e.g., south Washington Boulevard, Wall Avenue and Ogden's River Parkway), special or unique neighborhoods (e.g., Eccles Avenue Historic District, Bramwell Court and Swaner Place), neighborhood village centers (e.g., 25th and 24th/ Monroe) and open space (e.g., Ogden Nature Center, 21st Street Pond and east bench foothills). In some cases, the unique nature of each of these sub-areas will warrant the development of a specific plan.

Outlined below is the hierarchy of the physical environment and related development standards.

A. Community

Communities are principally residential in character. East Central is an example of a community in Ogden City.

1. Neighborhood Development Area

Each community is comprised of one or more sub-areas called neighborhood development areas. While the definition of the term “neighborhood” may vary from person to person, it is the term most people use to describe the immediate place where their home is located. Some neighborhoods are more easily definable than others due to architectural design, streetscape characteristics or historic designation. A typical rule of thumb is the five-minute walking radius from home.

Each might be surveyed and defined by unique qualities and attributes. Appropriate uses include residential development of a type, density and character appropriate to each individual neighborhood development area (typically single-family and two-family), accessory uses, public facilities like schools, semi-public facilities like churches and parks and open space.

The edge of each neighborhood development area should be as well defined as possible. This would provide a discernible boundary that celebrates the uniqueness of each area. Complimentary signage at each entry points, unique landscaping along streets at the edge, etc. are ways to define the edge.

The following development standards are recommended:

- a. Residential uses are the dominant land use.
- b. Neighborhood village centers should be the focus of business activity. Business development

should be discouraged outside of village centers.

- c. Public parks and walkable schools should serve each neighborhood.
- d. The sidewalk system should be complete and as neighborhoods are developed or redeveloped, pedestrian access should be a primary consideration in design layout.
- e. Traffic calming opportunities should be installed to provide a safe pedestrian movement in neighborhoods.
- f. Entryways to neighborhoods should be celebrated with special signage and landscaping, balancing needs of vehicles with the needs of pedestrians.

2. Neighborhood Village Center

Neighborhood development areas would be anchored by a neighborhood village center, located no more than five-minutes walking distance from any point in the neighborhood. The center is a concentration of uses, buildings and activities that generate a focus for the area.

After the creation of an appropriate ordinance for mixed-used developments, the development of ten to fifteen neighborhood village centers may occur (each with a mix of supporting uses, moderate-density housing, public spaces) connected to the bus system and appropriately designed to blend in with surrounding neighborhoods. Examples of opportunities for locating neighborhood village centers include:

8. Land Use

- The general vicinity around 24th and 25th Streets and Monroe Avenue
- 12th and Harrison Boulevard
- 2nd and Harrison Boulevard
- Five Points

The following development standards are recommended:

- a. Permitted uses in the Neighborhood Village Center include two-family, townhouse and apartment residential, a key public place (i.e. library branch or church), neighborhood-scale (up to 2,000 square feet) retail and personal services businesses (bakery, dry cleaners, take out restaurants) and small scale professional offices.
- b. Residential densities are typically higher than adjacent and surrounding residential areas. Design features should be used to help ensure appropriate fit into the neighborhood.
- c. The neighborhood village center—the uses, buildings and activities that define it—should be developed to a pedestrian scale and orientation.
- d. Buildings are no higher than two to three stories, built to the sidewalk, with the main entrance on the sidewalk.
- e. Parking should be located to the side or rear. Shared parking should be encouraged among neighboring commercial uses.
- f. Signage should be pedestrian oriented as well (i.e. small wall signs; no higher than about 10 feet).

- g. The neighborhood village center should be served by the bus system and designed to support walking and biking through well-marked and maintained sidewalks and bike routes.
- h. The village centers should be clearly connected to the surrounding single-family neighborhood (one-quarter to one-half mile radius) to further encourage walking and biking, through well marked and maintained



Figure 8.10 -ORENCO Station Neighborhood Village Center in Portland, Oregon. First floor retail space with residential units above.

sidewalks and bike routes.

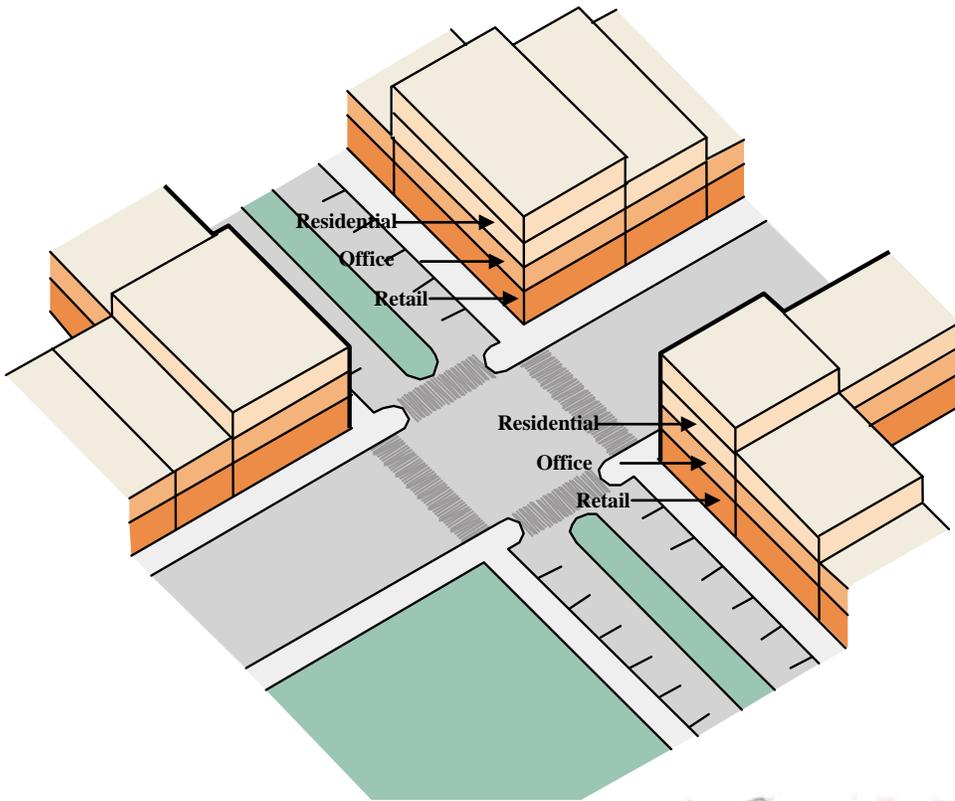


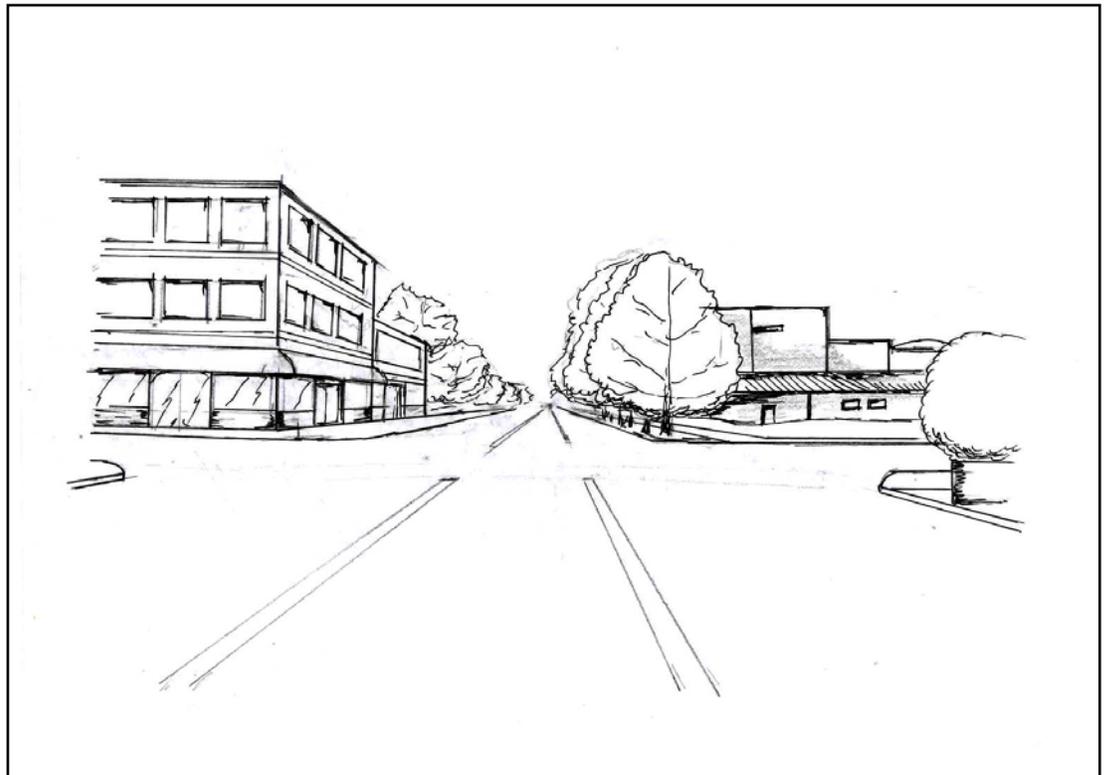
Figure 8.11
Conceptual Diagram

The neighborhood village center consists of a mix of uses in a pedestrian-friendly setting. This diagram illustrates how the uses might be organized—retail at the street level, offices on the second and residential above. It also illustrates how structures are tallest at the center and decline in height and density moving into the larger neighborhood.





Figure 8.12 and 8.13-Artistic representation of neighborhood village center concepts applied to a site on 25th Street and Monroe Boulevard. The one story building on the southeast corner is replaced with a mixed-use building with retail uses on the first floor and residential uses on the second and third floors.



B. District

A district is a City designation for a planning area of Ogden that is principally commercial and/or industrial in character.

1. Single-Use District

Single-use districts are homogenous, relative to internal land use activities. Each will have a specialty focus, such as community-scale retail (big box retail and offices), industry (light manufacturing and assembly, warehousing and distribution, research and development), or public/institutional uses.

Areas identified for single-use commercial districts include the Newgate Mall area (Wall Avenue, south of 30th Street) and the 12th Street corridor (primarily west of Washington Boulevard. These single-use districts will fulfill local and regional retail and personal service needs.

As metropolitan growth continues, economic pressure may be placed on Newgate Mall to reconfigure itself in response to these trends. The City should play a strong role in that discussion to ensure that any changes are in keeping with the intent of the General Plan.

Single Use Industrial and business areas include Business Depot Ogden (BDO) and the Ogden Commercial and Industrial Park (OICP). These areas are specifically identified for unique and specific land use purposes. Business Depot Ogden includes warehousing, distribution, clean manufacturing and assembly in the northern portion and office, research, and limited manufacturing in the southern half.

The OCIP includes a variety of industrial and limited retail uses and services. While the general manufacturing zones include a mix of uses, OCIP is specifically identified for industrial and business office uses. Some limited commercial and retail office uses, meant to provide service to other OCIP businesses, is also included in the Park.

Public-Use/Institutional uses include places such as Weber State University or McKay-Dee Hospital, which are located in campus settings. While integrated into a larger mix of uses, the land area utilized by these specific institutions often requires special land use consideration.

The following development standards are recommended for single-use districts:

- a. These districts should be limited in number and location.
- b. The City's major commercial thoroughfares should transition from strip retail to clustered retail centers. Institutional uses, professional offices, multi-family housing, elderly residential facilities, etc. can be introduced into these corridors to mix the uses and soften the environment. Commercial centers should be softened with landscaping and screening.
- c. Access should be managed in retail districts to improve traffic flow on the supporting arteries. That can include shared access points and frontage drives in cross-access easements.

- d. Pedestrian connections should be encouraged as well to encourage walking between commercial uses. Parking should be shared where possible.
- e. Industrial districts should continue to have direct access to the highway system and rail network.
- f. Industrial districts should be landscaped along edges to provide separation from adjacent uses, particularly residential.
- g. Entry points to industrial districts should be well designed and attractive to help market these districts to new users.

2. Urban Mixed-Use District

Urban mixed-use districts are the City's major centers of development and activity. By definition the land use pattern should be mixed and appropriate to the focus of each district. The Downtown is the primary district and its development and redevelopment should be a short-term, yet a continuous priority. Development of a mixed-use district at Weber State should be a mid-term priority and development of a district at Business Depot Ogden (BDO) and the railyards should be a long-term priority.

Each mixed-use district should be surveyed and a detailed plan of implementation should be prepared—because each is unique. For instance, uses and activities appropriate to the Downtown include local and state government, offices, meeting facilities, retail, residential, entertainment and tourism. Relative to Weber State, the emphasis should be on university activities, supporting retail, service and

office uses, residential and recreation. Business Depot Ogden (BDO) will continue to be a focus of industrial development.

The following standards are recommended:

- a. Urban mixed-use districts have crucial design needs. Uses should work together, sometimes in the same structure or group of structures.
- b. Building height should be appropriate to the district.
- c. Residential densities up to 25 units/acre accommodating a mix of twin homes, row houses and three-story flat apartments. Densities in the CBD could be as high as 52 units/acre (i.e. Colonial Court Apartments developed at 45 units/acre).
- d. Commercial buildings should be built to the sidewalk, with the main entrance on the sidewalk. Residential may be built to the sidewalk or slightly setback in order to help maintain a distinct urban appearance.
- e. Parking should be located to the rear or side—sometimes in multi-level parking garages. Shared parking should be encouraged.
- f. Public space—in the form of a plaza or public square—should be a focus of each urban mixed-use district.

3. Area Specific Recommendations

A. Downtown

Downtown Ogden is the primary growth center for the City. It is an urban mixed-use district of offices, government, culture, housing and supporting retail. The Downtown should be further invigorated with new higher-density development, more entertainment and cultural facilities, stronger retail and connections to the open space system. Washington Boulevard should be emphasized as the City's "main street." People from throughout the region come to Downtown Ogden for business and entertainment. In the long term, the Downtown should be connected to the region through a regional commuter rail line and to the neighborhood through an outstanding transit and pedestrian system.

B. Business Depot Ogden (BDO)

Business Depot Ogden (BDO) is a major industrial development site, that will become a major employment center. A smaller urban mixed-use area could be established just east of BDO at 2nd Street, supporting the light industry and research/development located within BDO. Also, public transit and possibly commuter rail could be components of this smaller urban mixed-use area. It should be noted that of all the urban mixed-use areas noted in the General Plan, this area would be last or long term focus for creating an urban-mixed-use center.

C. Railyards

The railyards have a long-term potential to be transformed into an urban mixed-use district. The railyards are a community resource that is underused, particularly given the City's limited ability to annex and thereby grow geographically. Given the railroad's proximity to the Downtown, the importance of the inter-modal hub and proposed commuter rail and the proximity of

the Weber River, the railyards have great potential. Other communities have been highly successful at transforming abandoned railyards into productive, marketable land.

D. Weber State University

Weber State University and its immediate environs can serve as an urban mixed-use district. Although a commuter campus, WSU has the potential to develop a campus community, with on- and off-campus student housing and supporting retail, service and cultural facilities. Creating a unique, compatible university environment would be another asset for the City and Weber State. This includes higher density mixed-use structures across from the campus, with retail on the first level and renter and owner-occupied residential

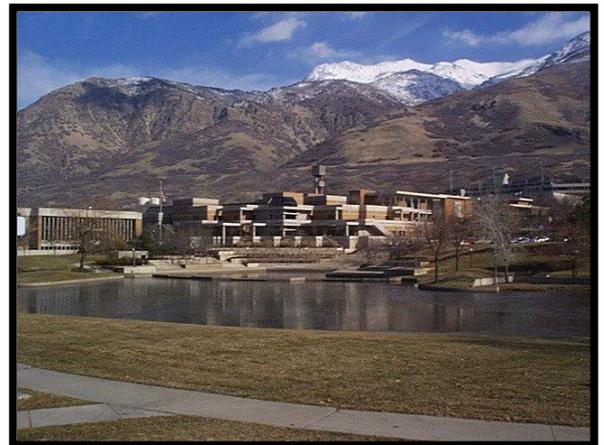


Figure 8.14 - Weber State University; enrollment of approximately 17,000 students.

above.

4. Future Development Centers & Districts Map

The Future Land Use Map is included at the end of this element. One of the primary purposes of this map is to provide a visual representation of the concepts included herein. It is not parcel specific in terms of land use and density, rather it provides a broad-brush picture of how land might be used.

Of particular note are the sites identified for the Neighborhood Village Centers. These locations included on the map are strictly conceptual. The selection of these sites and their associated densities will be carried out in accordance with the community plan or plan update for those areas. Existing densities are provided to establish a baseline for developing the neighborhood village centers.

5. Implementation Considerations

Implementation of the Land Use Element will be a complicated process. It will occur principally through the zoning process, but other City actions should be made concurrent with this element. This would include infrastructure investments and economic incentives, for instance.

The City will have to evaluate all community and district plans to determine consistency with the General Plan. In some cases these plans may require a major update to bring them into conformance. Other plans may only require a set of interim policies to provide connectivity between the planning documents.

Neighborhood village centers will require detailed development plans to address parcel-level land use and zoning policies, design guidelines, capital improvement needs and incentives. An overlay zoning district should also be drafted and adopted to implement the village center concept.

Single-use districts might also be implemented through an overlay-zoning district. This would provide the means of ensuring consistency in development quality—via design guidelines, landscaping and screening standards, access management, signage and other functional and aesthetic concerns.

6. Housing Density Illustrations

The concept of housing density is sometimes hard to visualize. The illustrations on the

following pages will assist to show the housing densities in different types of residential developments.

The following areas are shown:

- Detached Single Family (Southeast Ogden and Central East Bench)
- Attached Single Family Row House (Orenco, Or.)
- Mid-rise apartment (Colonial Court Apartments, 2100 Grant Ave.)
- High-rise apartment (Oddfellows Tower, 2350 Monroe)



Figure 8.15 - Area of Southeast Ogden. Area shown at right consists of 66 units on 23.38 acres. Equals a density of 2.82 units per acres.

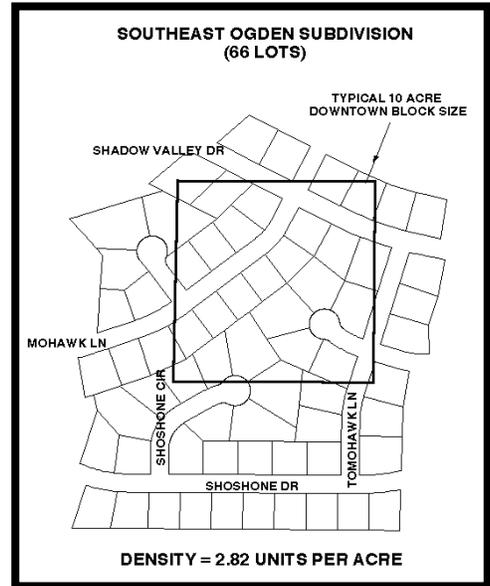
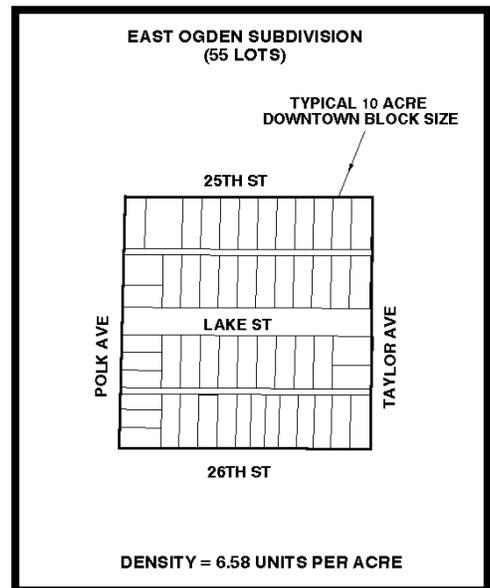


Figure 8.16 - Central East Area of Ogden. Area shown at right consists of 55 units on 8.36 acres. Equals a density of 6.58 units per acre.



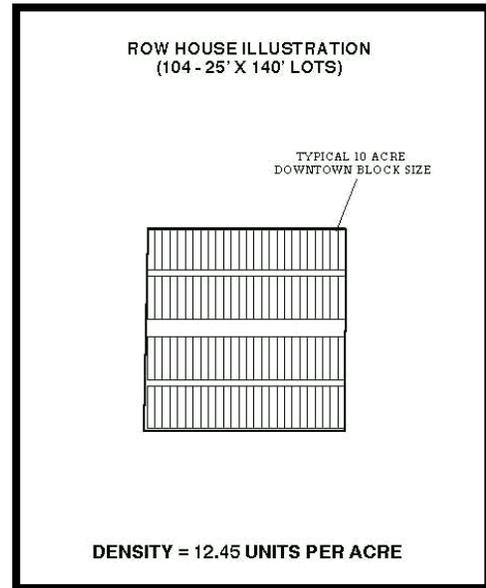


Figure 8.17-ORENCO Station in Portland Oregon. The illustration at the right shows 104 row house units on 25 x 140 ft lots would look in comparison to a typical downtown block. The area used by the lots is 8.36 acres and the density would equal 12.45 units per acre.



Figure 8.18 -Colonial Court Apartments on Grant Avenue downtown. Complex consists of 221 units on 4.9 acres. Density equals 45.08 units per acre.

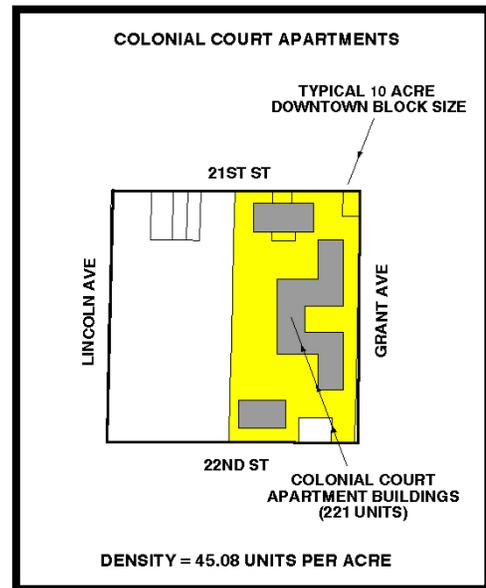
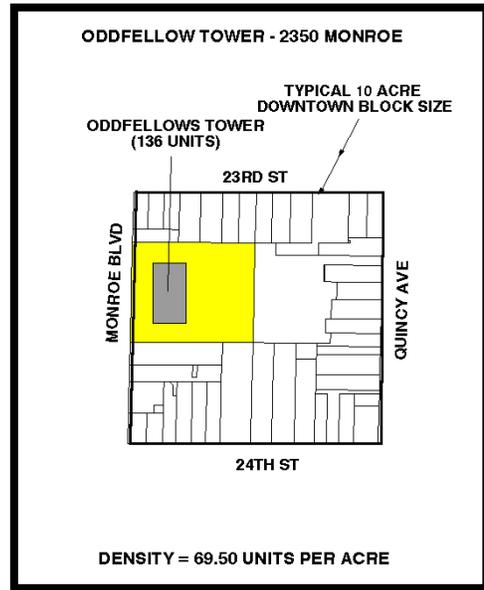
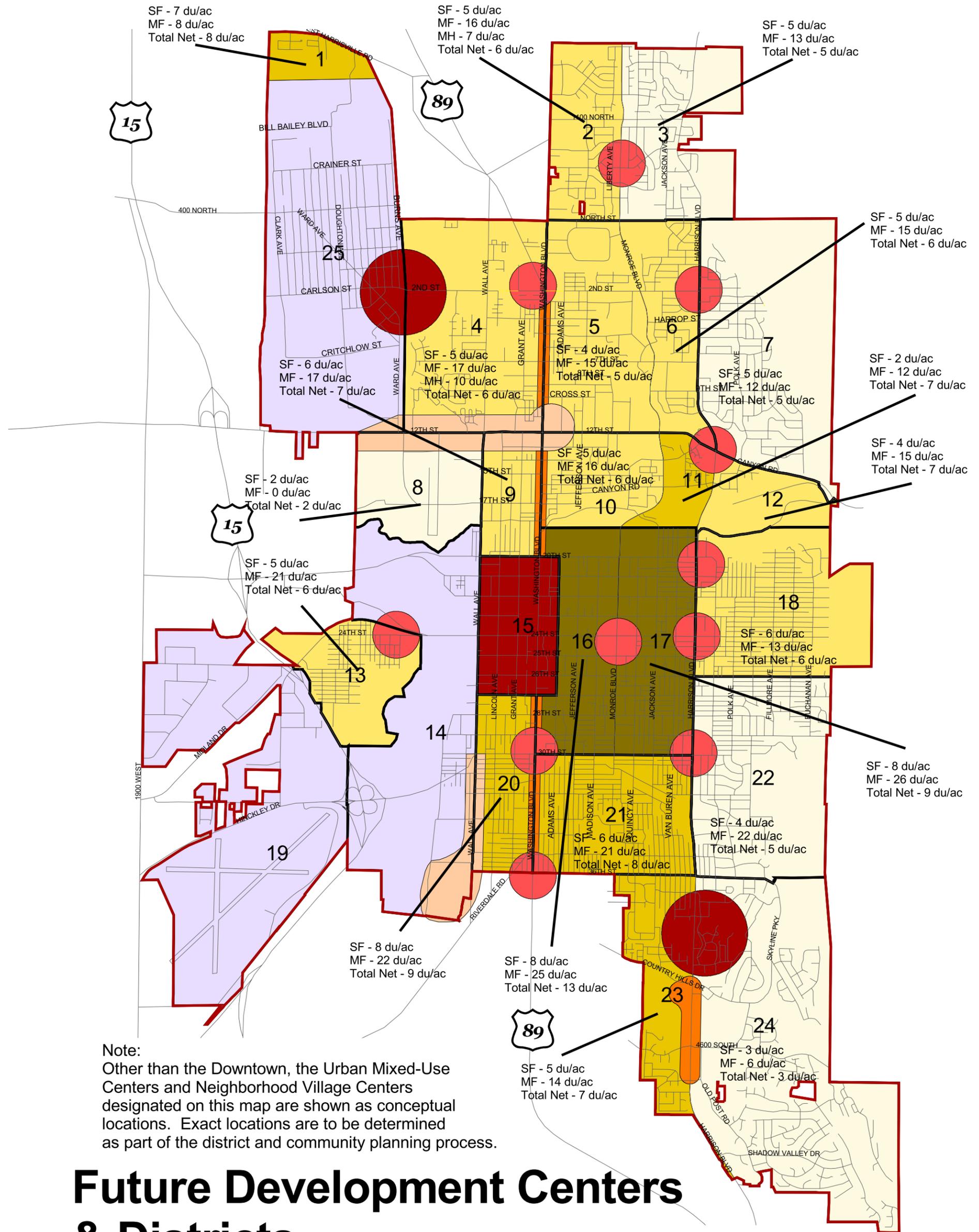




Figure 8.19-Oddfellows tower on Monroe. The tower contains 136 units on 1.96 acres. The density is 69.5 units per acre.





Note:
Other than the Downtown, the Urban Mixed-Use Centers and Neighborhood Village Centers designated on this map are shown as conceptual locations. Exact locations are to be determined as part of the district and community planning process.

Future Development Centers & Districts

Center Types

- Urban Mixed Use Center
- Neighborhood Village Center
- Commercial Mixed Use District
- Commercial Single Use District

Development Areas

- Commercial Development Area
- Neighborhood Development Area

Planning Community Boundaries

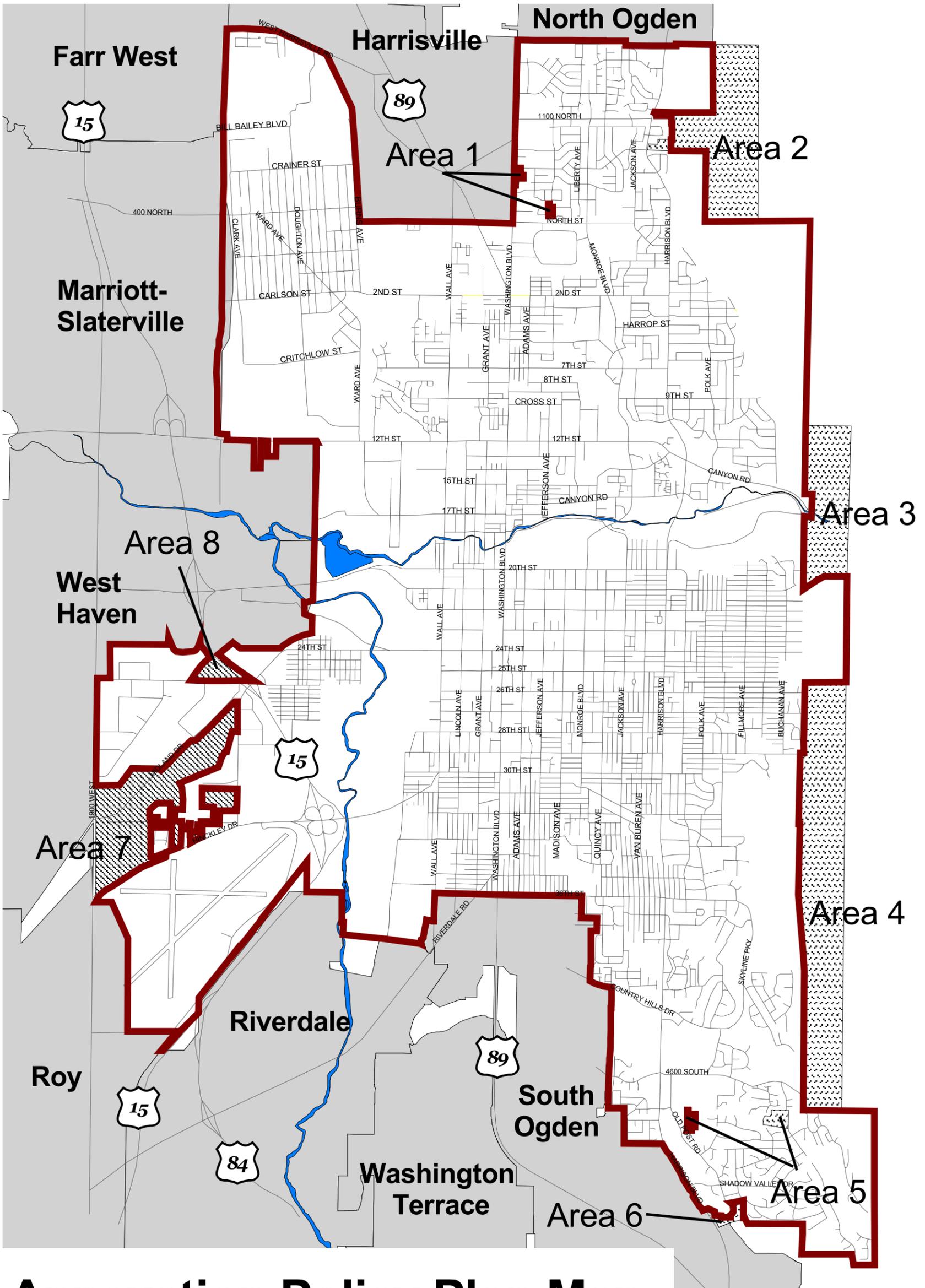
Existing Neighborhood Densities

- 1.81 - 5.39 (in net units per acre)
- 5.39 - 6.91
- 6.91 - 9.15
- 9.15 - 13.17

Note: Existing densities to be used only in calculating densities of Neighborhood Village Centers

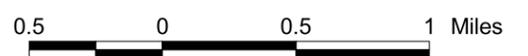


0.5 0 0.5 1 Miles



Annexation Policy Plan Map

-  Economic Development Expansion Areas
-  Residential Expansion Areas
-  Neighboring Communities



F. Annexation Policy Plan

Annexation is a major determinant of population growth and affects many land use decisions. Each annexation has a different character and thus a varied impact on a city. For example, a particular area may have high property values and be “ripe” for housing development, but also may present unusual geologic, development, or drainage problems that may diminish some of the advantages of development.

Changes in municipal boundaries occur in relatively short period of time. The major growth period for Ogden in terms of annexation was between 1950 and 1972.

Annexation decisions are generally irreversible and permanent. They determine what areas will become part of the city’s political community, which areas must be serviced by the city and what areas will contribute to the city’s tax base. Ideally, annexations should be as agreeable and advantageous as possible to all governmental entities.

1. Why Do Cities Annex?

Cities annex territory into their boundaries for several reasons:

- To provide municipal services, e.g., water, police and fire protection.
- To assure sound urban development and planning for the areas which share or affect the basic character of the municipality.
- To avoid the inequities of double taxation.
- To minimize the need for special service districts.
- To enhance the municipalities tax base, e.g., land for economic development.

2. Utah State Law Regarding Annexations

A. Basic Annexation Criteria

In 1979, the Utah State Legislature passed an annexation law that outlined the criteria, policy declaration and standards required for annexation. The law also provided for a boundary commission to settle annexation disputes within each county. Changes to the law in 1997 eliminated the policy declaration requirement of the annexation law and made other procedural changes. In 2001, the Legislature further amended portions of the annexation law to further define the requirements and responsibilities of counties and municipalities regarding annexation. As of January 2002, the basic criteria under State Law are as follows:

1. a petition requesting annexation, signed by a majority of the owners of property in the area to be annexed (i.e., a majority of the private land and equal to at least 1/3 of the value of all private property, or 100 percent of owner if the area is within an agricultural protection area), be filed with the city recorder;
2. the properties to be annexed must be contiguous to each other;
3. the area to be annexed must be contiguous to the corporate boundaries of the municipality;
4. the area must not leave or create an unincorporated island or peninsula, except that existing islands or peninsulas within a city may be annexed in portions, leaving islands (See UCA 10-2-418(1)(b), 1953);
5. the area must be within the municipality’s expansion area;
6. an accurate and recordable plat, prepared by a licensed surveyor must accompany the petition; and
7. the plat and ordinance declaring the annexation be recorded by the County Recorder.

If practicable and feasible, the boundaries for the area proposed for annexation shall be drawn:

- along the boundaries of existing special districts for sewer, water and other services, along boundaries of school districts whose boundaries follow city boundaries and along boundaries of other taxing entities;
- to eliminate islands and peninsulas of territory that is not receiving municipal-type services;
- to facilitate the consolidation of overlapping functions of local government;
- to promote the efficient delivery of services; and
- to encourage the equitable delivery of services.

In addition to the above criteria, a municipality may not include part of a parcel of property and exclude part of the same parcel unless the owner has signed the petition to annex. The municipality also may not annex an area for the sole purpose of acquiring municipal revenue or to retard the capacity of another municipal entity to annex the same or related area unless the municipality has the ability and intent to benefit the area by providing municipal services.

B. Annexation Policy Plan Required Of All Cities

In addition to the above criteria, the amended Utah State Law requires that after December 2002, a municipality may not annex unincorporated land unless it has adopted an annexation policy plan. The policy plan is a description of those areas the city would consider annexing if petitioned by the owners, and the criteria that will be used to decide when to annex. Specifically, the policy plan must include the following:

1. a map of the expansion area;

2. a statement of the specific criteria that will guide the decision whether or not to grant future annexation petitions. The statement should include matters relevant to those criteria including:
 - The character of the community.
 - The need for municipal services in developed and undeveloped unincorporated areas.
 - The municipality's plans for extension of municipal services.
 - How the services will be financed.
 - An estimate of the tax consequence to residents both currently within the municipal boundaries and in the expansion area.
 - The interests of all affected entities.
3. Justification for excluding from the expansion area any area containing urban development within ½ mile of the municipality's boundary.

In developing, considering and adopting the annexation policy plan, the Planning Commission and City Council must:

- attempt to avoid gaps between or overlaps with the expansion areas of other municipalities;
- consider population growth projections for the municipality and adjoining areas for the next 20 years;
- consider current and projected costs of infrastructure, urban services and public facilities necessary to facilitate full development of the area within the municipality and to expand the infrastructure, services and facilities into the area being considered for inclusion in the expansion area;
- consider the need over the next 20 years for additional land suitable for residential, commercial and industrial development;
- consider the reasons for including agricultural lands, forests, recreational areas and wildlife management areas in the municipality; and

- be guided by the principles set forth in UCA 10-2-403 (5), 1953.

C. Urban Development within Expansion Areas

Once an annexation policy plan is adopted by a municipality, and a copy is sent to the county legislative body, the county may not approve urban development within the municipality's expansion area unless it notifies the municipality in writing, and:

1. the municipality consents in writing to the development; or
2. the municipality submits to the county written objections to the development and the county responds in writing to the objections.

Urban development is defined in State Law as a housing development with more than 15 residential units and an average density of greater than one unit per acre, or a commercial or industrial development for which cost projections exceed \$750,000 for all phases.

D. Boundary Commissions

Boundary commissions also are provided in the Utah State Annexation Law to help settle disputes between cities, or between a city and a county. The commission consists of seven members:

- two elected county officer selected by the county commission, representing the county;
- two elected municipal officers from separate municipalities, appointed by the municipal selection committee, representing the cities; and
- three residents of the county, none of whom is a county or municipal officer, appointed by the four other members, representing the general public.

The local boundary commission gets involved only when the proposed annexation by a municipality is protested by another "affected entity." The protesting entity must

file an application within 30 days of the municipal legislative body's receipt of the notice of certification (see UCA 10-2-405(2)(b)(i), 1953).

The boundary commission may:

- Approve the proposed annexation, either with or without conditions;
- make minor modifications to the proposed annexation and approve it, either with or without conditions; or
- disapprove the proposed annexation.

3. Ogden City Annexation Policy Plan

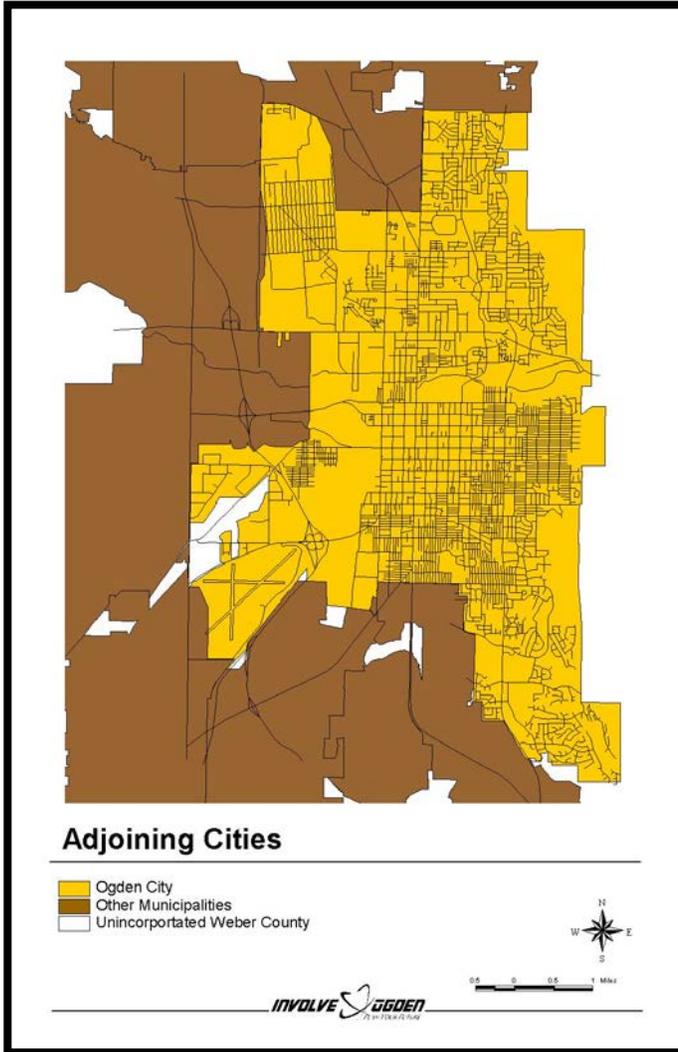
In response to the former State Law, Ogden City adopted an annexation policy declaration in 1979. At that time the declaration map showed 10 areas where the city would consider annexing if petitioned. Since that time, two areas have either been annexed into Ogden or have been incorporated in the creation of neighboring cities. One island has been annexed into Ogden, and other islands and area have been partially annexed into Ogden City. Ogden City is limited in the ability to annex being nearly completely bounded by other municipalities (see Map 8.2 below). The Annexation Policy Plan Map identifies eight unincorporated areas where the City would consider annexing property if petitioned.

Along with the map, the policy plan includes descriptions of each area regarding acreage, developability, need for municipal services, plans and time frame for extension of those services, how the services will be funded, estimates of tax consequences for the City and County and interests of other affected entities, e.g., Weber County, other municipalities. These more detailed descriptions (number 4 below) are also considered part of the Ogden Annexation Policy Plan.

A. General Annexation Standards for Ogden City

In accordance with the provisions of UCA 10-2-401.5, 1953, Ogden City hereby adopts the following standards which will stand as criteria for favorable consideration of all

2. The area to be annexed must fall within the areas designated for future expansion and annexation on the Annexation Policy Plan Map.
3. The area to be annexed shall not be located within the corporate limits of another incorporated city.
4. The area to be annexed will not create unincorporated islands or peninsulas, except as provided for in UCA 10-2-418, 1953.
5. Where an area to be annexed may be served by an entity providing urban type services (e.g., culinary water), Ogden City will negotiate reimbursement for revenues lost over the actual delivery costs of the services provided, as well as for acquisition of service delivery systems in place at the time of annexation.
6. The petition must comply with the requirements of UCA 10-2-403, 1953, or its successor provisions.



Map 8.2 - Ogden and surrounding municipalities. Unincorporated Weber County area shown in white.

future annexations.

1. The area to be annexed must be contiguous to the corporate limits of Ogden City at the time of submission of an annexation request.

In addition, it shall be the policy of Ogden City to:

1. eliminate islands and peninsulas of unincorporated areas within the environs of Ogden City;
2. encourage the equitable distribution of community resources and obligations;
3. annex areas for which Ogden City is the most efficient provider of municipal services; and
4. give consideration of the tax consequences to property owners within the annexation area, as well as to the property owners within the municipality, in order to prevent double taxation and to ensure that the annexation will not be a tax liability to the taxpayers within the City.

Section 10-3-1219.5 of the Utah State Code requires that the City Council shall provide, by ordinance, how annexations “are approved, disapproved or otherwise

regulated.” Title 1, Chapter 6 of the Ogden City Municipal Code, as amended by Ordinance 2001-61, provides the procedure for reviewing, approving or denying annexations.

4. Areas To Be Considered For Annexation (Shown on Map)

Expansion areas follow on page 8.33

A. Area 1

1. Area considered for Annexation

The area being considered in this segment of the Policy Plan is that area comprised of two unincorporated islands lying south of 800 North, north of North Street (400 North), east of Washington Boulevard and west of Monroe Boulevard, as shown on the map (see Figure 8.20).

2. Character of Area and Adjacent Community

This area contains approximately 4.5 acres of developable land. The area immediately surrounding these islands is developed for low and medium density residential usage. It is anticipated that future development of the unincorporated parcels will conform to the surrounding residential densities.

3. Need for Municipal Services in Unincorporated Area

Annexation of this area will provide accessibility to the full range of municipal services now available to the surrounding properties. Culinary water service, as well as sanitary sewer service, can only be obtained from Ogden City. Police and fire protection will be more efficiently provided by Ogden City; whereas Weber County, the current responsible entity, has to bring fire equipment from County Fire Station 1, a distance of 3 miles to service this area. Interlocal fire protection agreements in force at the present time obligate the Ogden City Fire Department to respond to the aid of the Weber County Fire Department when assistance is needed to cover fires in the unincorporated areas adjacent to Ogden City. Police protection for Area #1 is



Figure 8.20 -Annexation Area 1

now provided on request through the County Sheriff. There are no regular police patrols, as will be available through the Ogden City Police Department once the area is annexed. Annexation of Area #1 will allow urban development of the properties at densities ranging from 5 to 24 dwelling units per acre in accordance with the Lincoln/Edison Community Plan. Development within the unincorporated County, assuming access was available, would be at one dwelling unit per acre under existing zoning (A-1).

4. Plans and Time Frame for Extension of Municipal Services

Trunk lines for water and sewer service of sufficient capacity to handle Area #1 development are already in existence on the periphery of the properties. Laterals to service individual properties will be extended at the time of development. Police, fire and other municipal services

such as garbage collection and street maintenance will be available on demand as soon as annexation takes place.

5. Financing of Services

Culinary water lines, public streets, sanitary sewer lines and storm sewer lines will be purchased and installed by the developer at the time of development and turned over to Ogden City for future maintenance. The current property tax now collected by Ogden City will cover the cost of extension of municipal services currently being provided on the Ron-Clare area surrounding Area #1.

6. Estimate of Tax Consequences

Annexation would increase the tax burden of property owners in Area #1 due to the addition of the Ogden City taxes. However, the majority of the property in Area #1 will be annexed for the benefit of the property owner in that it will provide substantially greater market value through greater development potential and the availability of municipal services. Sufficient service capacity currently exists to provide services to Area #1. Annexation and development will serve to spread the costs of these services over a greater number of households.

7. Interests of Other Affected Entities

Weber County now has the responsibility for servicing Area #1 properties. The logistics of providing reasonable service is impractical. Therefore, there has been an understanding that as properties in this area were ready to develop, they would be referred to Ogden City for annexation. Weber County will still

collect revenue from property tax on the properties, whether in the City or not. However, the increased property values resulting from development in Ogden City will generate more revenue for Weber County than is now collected.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Bona Vista Water Improvement District
5. Weber Fire GO Bond
6. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their taxes from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Bona Vista Water would lose their tax and Weber Basin Water-Ogden would gain a tax to cover service.

B. Area 2

1. Area considered for Annexation

The area being considered in this section of the Policy Plan is that area located east of the Ogden City limits, south of the North Ogden City limits, north of North Street extended (400 N.), and west of the mountain front, as shown on the map (see Figure 8.21).

2. Character of Area and Adjacent Community

Area #2 is comprised of approximately 330 acres of undeveloped foothill and mountain slope. The area is bisected by the Brigham, Ogden canal. Area #2 adjoins the Ron Clare Village and Mt. Erie Neighborhoods to the west and the mountain front to the east. Subdivision activity within the corporate limits is being developed at the low-density level of four to five dwelling units per acre. Lands east and immediately west of the canal are too steep for development and are being kept as unbuildable open space. It is anticipated that future development of the annexable territories will conform to the surrounding residential densities. Current county zoning is A-1, which allows one unit per acre.

3. Need for Municipal Services in Unincorporated Area

Annexation of Area #2 will provide accessibility to the full range of municipal services now available within the City in the neighborhoods to the south and west. Inasmuch as this land is surrounded on two sides by Ogden City and is against the mountain front, culinary water and sewer services can best be provided as an extension of the existing service networks from the

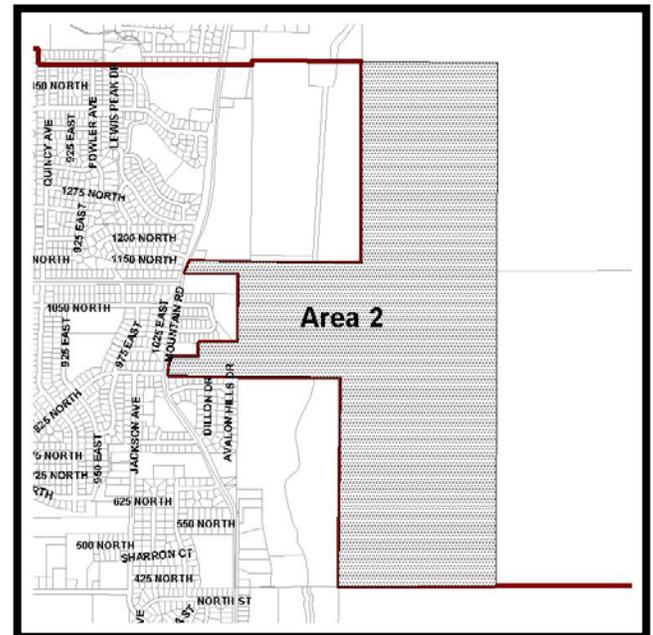


Figure 8.21 -Annexation Area 2

adjacent developments in Ogden City. Weber County, through their Fire and Sheriff Departments, now provides police and fire protection. Area #2 is 4 miles from the County Fire Station 1 and 2.4 miles from the Ogden City Station at 4th Street and Washington Boulevard. Annexation of Area #2 will allow urban development of the properties in accordance with the Lincoln/Edison Community Plan as either open space or low density residential. Development within the County would be at one dwelling unit per acre.

4. Plans and Time Frame for Extension of Municipal Services

A 16-inch culinary water line has been extended into this area for some time from the Ogden City culinary water system. Sanitary sewer lines are stubbed to the area periphery. Developers of the property will furnish

laterals at such time as development occurs. Police and fire protection, as well as other municipal services such as garbage collection and street maintenance, will be available on demand as soon as annexation takes place.

5. Financing of Services

Culinary water lines, public streets, sanitary sewers and storm water lines will be purchased and installed by the developer at the time of development and turned over to Ogden City for future maintenance. The current tax now collected by Ogden City will cover the cost of extension of municipal services currently being provided in the Ron Clare and Mt. Erie Meadows area adjacent to Area #2.

6. Estimate of Tax Consequences

Annexation would increase the tax burden on property owners due to the addition of Ogden City taxes. However, only a minority of the property in Area #2 will be annexed for the benefit of the property owner for development purposes, the remainder being annexed to extend police powers to control firearms discharge and recreational vehicle use and to provide open space control. For developable areas, annexation will provide a substantially greater market value through greater development densities and the availability of municipal services. Sufficient service capacity currently exists to provide services to Area #2. Annexation and development will serve to spread the costs of these services over a greater number of households.

7. Interests of Other Effected Entities

Weber County now has the responsibility for servicing Area #2 properties. The logistics of providing reasonable service is impractical. Therefore, there has been an understanding between Weber County, North Ogden City and Ogden City that as properties in this area were ready to develop, they would be referred to Ogden City for annexation. Weber County will still collect revenue from property tax on the properties whether in Ogden City or not. However, the increased property values resulting from development in Ogden City will generate more revenue for Weber County than is now collected.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Weber Fire GO Bond
5. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their tax from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Weber Basin Water-Ogden would gain a tax to cover service.

C. Area 3

1. Area considered for Annexation

The area being considered in this segment of the Policy Plan is that area lying east of the Ogden City limits, south of Ninth Street (extended), north of 22nd Street and west of the mountain front, as shown on the map. Area #3 extends approximately 1,350 feet to the east of the existing corporate limits of Ogden City (see Figure 8.22).

2. Character of Area and Adjacent Community

Area #3 contains approximately 210 acres of ground. Development potential in this area is limited to non-existent due to excessive slope and areas of rock fall. Adjacent lands to the south are open space areas. Properties along the north west perimeter are now vacant, but are proposed for low density residential development. Current county zoning is F-40, or 1 unit per 40 acres.

3. Need for Municipal Services in Unincorporated Area

Annexation within this area will be for the purpose of extending the police powers of the City to control firearms discharge, to control recreational vehicle activities and to develop open space activities. Uncontrolled activities aggravate flooding and mudslides that have a direct impact upon the safety of abutting Ogden City property owners and residents. Culinary water, sanitary sewer, storm sewer and garbage collection will not be required services in this area.

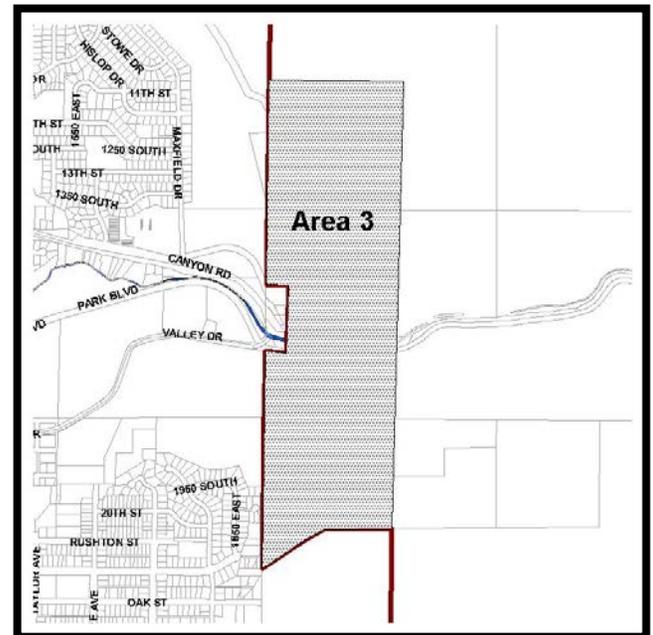


Figure 8.22-Annexation Area 3

4. Plans and Time Frame for Extension of Municipal Services

Police powers and municipal legislation jurisdiction will be extended immediately upon annexation.

5. Financing of Services

The resources of the Police Department are adequate to provide police protection upon demand without additional costs.

6. Estimate of Tax Consequences

Tax consequences are limited in the area due to property for the most part being in federal ownership. After annexation, non-federal properties would be taxed at a higher rate than present due to the addition of Ogden City taxes.

7. Interests of Other Affected Entities

Weber County is the primary affected entity. Annexation of area #3 would relieve their responsibilities for patrol without any loss of revenue.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Weber Fire GO Bond
5. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their tax from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Weber Basin Water-Ogden would gain a tax to cover service.

D. Area 4**1. Area considered for Annexation**

The area that is being considered in this segment of the Policy Plan is that area located east of the Ogden City corporate limits, south of Lake Street, north of 4800 S. Street (extended) and west of the mountain front, as shown on the map (see Figure 8.23).

2. Character of Area and Adjacent Community

This area contains approximately 570 acres of ground. It consists of steep, mountain slopes for the most part with a small area of potentially developable land at the mouth of Taylor Canyon. Faulting and unstable slopes are concerns in this area. With the exception of the lands at Taylor Canyon, most of Area #4 adjoins undeveloped private land east of Mount Ogden Park, property owned by Weber State University, and property owned by the Federal Government. There is some acreage south of Beus Hills Subdivision which will be developed as low density residential (three to five units per acre). The current county zoning on the property is F-40, or 1 unit per 40 acres.

3. Need for Municipal Services in Unincorporated Area

Development potential within this area is severely limited due to excessive slope, faulting and areas of rock fall. It is in the interests of the citizenry residing in adjacent residential areas that the City have some police powers in this area to control the discharge of firearms and hill climbing by recreational vehicles. These activities may cause severe damage to fragile vegetation on the slopes and result in flooding and

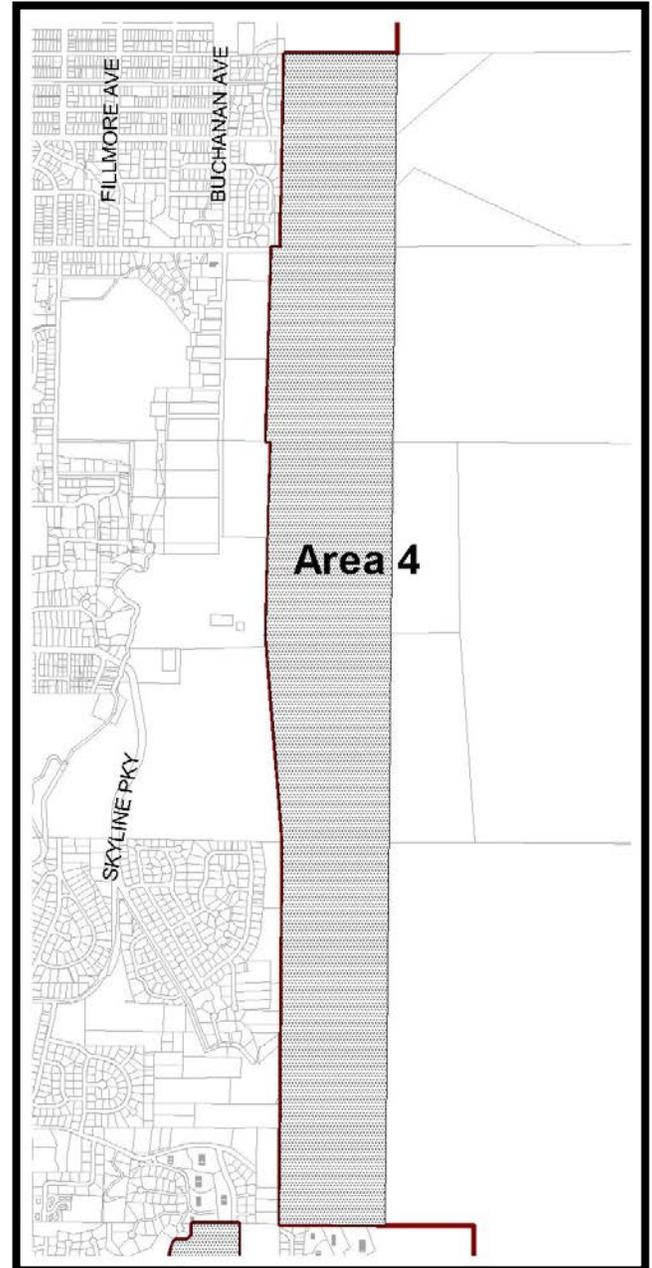


Figure 8.23 – Annexation Area 4

mudslide problems. For the most part, this area will be zoned for open space, although there appears to be some buildable land at the mouth of Taylor Canyon, though the ability to provide water service may be limited.

4. Plans and Time Frame for Extension of Municipal Services

The developers of the property will extend culinary water and sewer services to developable properties in this area. Fire and police protection can be provided as an extension of that existing now available to residents in the adjacent residential areas at the time of annexation.

5. Financing of Services

Extension of services to provide for development in the mouth of Taylor Canyon will be completed at the expense of the developer, and where necessary, turned over to the City for maintenance. Police powers and fire protection for the area can be provided as an extension of existing services on demand.

6. Estimate of Tax Consequences

Development of the properties at the mouth of Taylor Canyon through extension of Ogden City services will place that property on the tax rolls. After annexation, taxable property in area #4 will be taxed at a higher rate than present due to the addition of Ogden City taxes.

7. Interests of Other Affected Entities

Weber County is the primary affected entity. Annexation of area #4 would relieve their responsibilities for patrol without any loss of revenue.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Weber Fire GO Bond

5. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their tax from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Weber Basin Water-Ogden would gain a tax to cover service.

E. Area 5

1. Area considered for Annexation

The area that is being considered in this segment of the Policy Plan are two unincorporated islands south of 4600 S. Street, north of Navajo Drive, east of Old Post Road and west of Ridgedale Drive, as shown on the map (see Figure 8.24).

2. Character of Area and Adjacent Community

This area contains approximately 15 acres of ground and is completely surrounded by residential development in various stages of completion in Ogden City. The Ogden City Southeast Ogden Community Plan denotes the area for low-density residential development at aggregate densities in the vicinity of five dwelling units per acres. At present, this land is undeveloped rolling hills used for pasture and grazing of livestock. Current zoning of property in Weber County is unknown. The property is not shown on the County zoning maps.

3. Need for Municipal Services in Unincorporated Area

Annexation will provide accessibility to the full range of municipal services not available to the surrounding properties. Only Ogden City can provide culinary water and sanitary sewer of sufficient capacity to service the area. Whereas this area is an island, Ogden City is the only logical provider of services that cannot be provided by the County.



Figure 8.24 – Annexation Area 5

4. Plans and Time Frame for Extension of Municipal Services

Trunk lines for water and sewer are already in existence on the periphery of the properties. Laterals to service individual properties will be extended at the time of development. Police and fire protection, as well as other municipal services such as garbage collection and street maintenance, will be available on demand as soon as annexation takes place.

5. Financing of Services

Developers of the property will construct culinary water lines, public streets, sanitary sewer lines and storm water lines at the time of development and will be turned over to Ogden City for future maintenance. The current now collected by Ogden City will cover the costs of extension of municipal

services currently being provided neighboring properties.

6. Estimate of Tax Consequences

Annexation will increase the tax burden of property owners due to the addition of Ogden City taxes. However, this property will be annexed for the purpose of development at a greater density than now provided for in the County. Increased taxes will be offset by increased property values and development densities.

7. Interests of Other Affected Entities

Weber County now has the responsibility for servicing Area #5 properties. The practicality of providing reasonable services is limited. The area is an island surrounded by Ogden City properties. Upon annexation, Weber County will continue to collect revenue from property tax on the properties. However, the increased property values resulting from development in Ogden City will generate more revenue for Weber County than is now collected.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Weber Fire GO Bond
5. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their tax from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Weber Basin Water-Ogden would gain a tax to cover service.

F. Area 6

1. Area considered for Annexation

The area that is being considered in this segment of the Policy Plan is that area lying south of the Ogden City limits, east of Harrison Boulevard and north of Combe Road, as shown on the map (see Figure 8.25).

2. Character of Area and Adjacent Community

Area #6 contains approximately 12 acres of ground and involves properties that front along Old Post Road and other properties where the drainage is to the north. The area is currently zoned RE-20 in Weber County, or a 20,000 square foot minimum lot size.

3. Need for Municipal Services in Unincorporated Area

Ogden City is the only jurisdiction that can provide municipal services to the property due to the drainage patterns. The pressure for subdivision of the land will be the impetus for annexation to obtain services.

4. Plans and Time Frame for Extension of Municipal Services

The developers of the property will provide culinary water, sanitary sewer and access to public streets. Fire and police protection will be provided as an extension of existing services now provided to Shadow Valley

5. Financing of Services

The developer will pay all costs for extension of public utilities to the development. Police and fire protection, as well as the services of the City

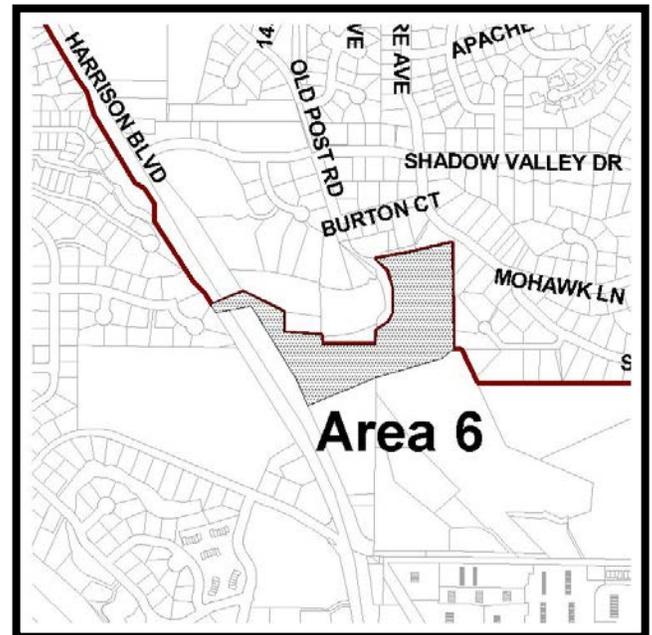


Figure 8.25 – Annexation Area 6

offices, will be available at the time of annexation and will be paid for from property tax revenues.

6. Estimate of Tax Consequences

Undeveloped property will experience a increase due to the addition of Ogden City taxes to cover increased city services. Annexation and development of the property will increase the market value of the ground and increase tax revenues to Weber County, as well as Ogden City. The properties in Ogden City that border the area are zoned R-1-10 (10,000 square foot minimum lot size), or twice the density of the current zoning.

7. Interests of Other Effected Entities

Weber County is the primary affected entity. Any residential development in Area #6 would add to the County tax

base, while annexation would relieve them of any policing responsibilities.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Weber Fire GO Bond
5. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their taxes from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Weber Basin Water-Ogden would gain a tax to cover service.

G. Area 7

1. Area considered for Annexation

The area that is being considered in this segment of the Policy Plan is that area lying west of the Ogden City Corporate Limits, south of the Ogden Commercial and Industrial Park, north of Highway U 38 (Hinckley Dr) and east of Highway U 84 (1900 W.), as shown on the map (see Figure 8.26).

2. Character of Area and Adjacent Community

Area #7 contains approximately 335 acres of ground. Development in this area is slated to be of a manufacturing nature comparable to the development within the industrial park to the north. The majority of the properties within this area are being used for agricultural purposes, however, the area is bisected by rail lines leading to the Ogden yards and by rail spurs serving manufacturing users in the incorporated area. The area is currently zoned M-1 in Weber County.

3. Need for Municipal Services in Unincorporated Area

Full development of Area #7 for industrial purposes will require a much higher degree of service as far as police and fire protection are concerned than can be provided by Weber County. Ogden City has extended a 10-inch sewer line along 3300 S. Street to 1900 W. Street to provide sewer service to the area. Annexation will eliminate this peninsula of unincorporated land which is the intent of the State Annexation Legislation.

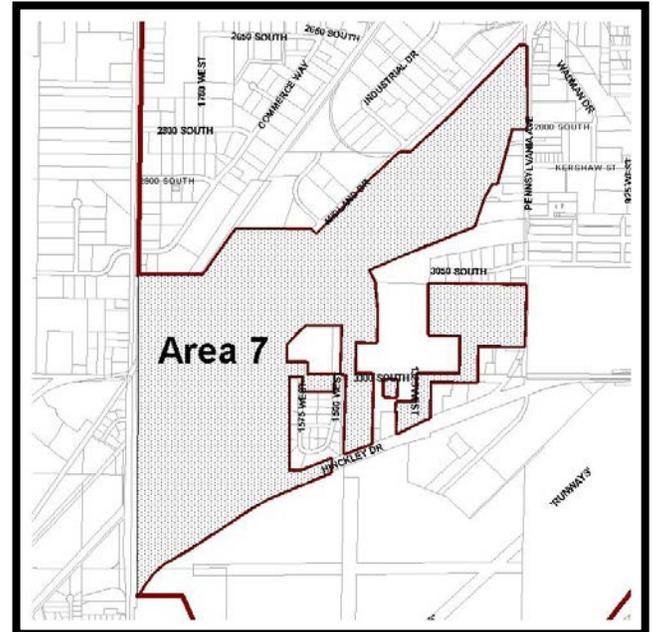


Figure 8.26 – Annexation Area 7

4. Plans and Time Frame for Extension of Municipal Services

Ogden City has extended sewer service into this area. Additional service feeder lines will be extended to intercept the existing trunk line as development occurs. Culinary water lines will be extended by the developer of the property at the time of development. Police and fire protection will be available to the area upon annexation.

5. Financing of Services

Extension of services to provide for accessibility to water and sewer connections will be done at the expense of the developer at the time of project construction. Police, fire and other municipal services will be provided for by payment of property and other taxes.

6. Estimate of Tax Consequences

Annexation will increase property taxes due to the addition of Ogden City taxes. Ogden City will negotiate with the Bona Vista Water District, who is providing water to the area, to eliminate double taxation within the Districts' boundaries on those properties that cannot be serviced by the Ogden City water utility.

7. Interests of Other Affected Entities

Weber County is the primary affected entity. Weber County General Government will continue to collect property and sales taxes whether the property is in the County or in Ogden City.

Other entities affected by the annexation of this area are:

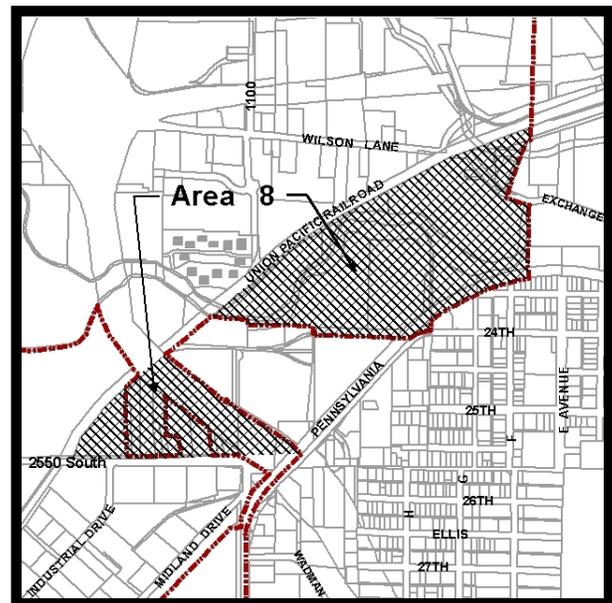
1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Bona Vista Water Improvement District
5. Weber Fire GO Bond
6. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their taxes from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Bona Vista Water would lose their tax and Weber Basin Water-Ogden would gain a tax on properties serviced by Ogden City.

H. Area 8

1. Area considered for Annexation

There are two areas being considered in this segment of the Policy Plan. One area is located east of I-15, north of 2550 S. Street and south of West Haven. This area contains approximately 29 acres. The second area is a group of parcels to the northeast of the first area and is approximately 42 acres. It is south of the Union Pacific Railroad tracks and north of the Utah Central Railroad tracks and north of the intersection of Pennsylvania Avenue and 24th Street. These areas are islands of unincorporated property, surrounded on all sides by Ogden City except small portions on the north boarded by West Haven as shown on the map (see Figure 8.27).



Utah Central Railroad tracks are located.

Figure 8.27 – Annexation Area 8

2. Character of Area and Adjacent Community

These areas contain approximately 71 total acres of land lying south of the Union Pacific Railroad Spur into the Ogden yards. These areas are also manufacturing. They already contain some industrial oriented development i.e. Weber County Transfer Station and West Side Storage, and are zoned manufacturing (M-1) in Weber County. The zoning within Ogden City contiguous to these areas is also largely manufacturing. Therefore, these areas should be developed as manufacturing.

3. Need for Municipal Services in Unincorporated Area

Geographically, the area west of I-15 is associated with, but not part of the OCIP. The second area (to the northeast) is below the bluff where the

It is separated from West Haven by the railroad line that presents a formidable barrier. These areas are nearly islands surrounded by Ogden City. As these areas are pressured for industrial development, services will need to be extended from Ogden City to service these areas.

4. Plans and Time Frame for Extension of Municipal Services

Laterals for extension of utility lines will be extended by the developer of the properties as development occurs. Municipal services such as police and fire protection will be available at the time of annexation.

5. Financing of Services

Utilities and streets will be constructed at the expense of the developer and given to the City for future maintenance.

The property tax and sales tax generated from the development will pay for general services.

6. Estimate of Tax Consequences

Annexation will increase property taxes due to the addition of Ogden City taxes. Ogden City will negotiate with the Bona Vista Water District to eliminate double taxation within the Districts' boundaries on those properties that cannot be serviced by the Ogden City water utility.

7. Interests of Other Affected Entities

Weber County is the primary affected entity. Weber County General Government will continue to collect property and sales taxes whether the property is in the County or in Ogden City.

Other entities affected by the annexation of this area are:

1. Weber School District
2. Ogden School District
3. Weber Basin Water-Ogden
4. Bona Vista Water Improvement District
5. Weber Fire GO Bond
6. Weber Fire Department

The Weber School District and the Weber Fire Department would lose their taxes from the properties. Ogden School District would gain a tax from the properties. The Weber Fire GO Bond would continue to be paid by the owners of the property. Bona Vista Water would lose their tax and Weber Basin Water-Ogden would gain a tax on properties serviced by Ogden City.

G. Land Use Urban Design Guidelines

1. General Purpose of the Design Guidelines

The Guidelines are a comprehensive set of statements that address the urban design needs of different areas in Ogden City. Many of the guidelines set forth in this section were taken or adapted from the Urban Design Study that was completed in 2001. The City should develop or amend policies that will ensure that public and private development projects consider these guidelines as part of the planning and design process.

In addition, each community or district plan, using the plan’s design guidelines, should develop specific standards to be implemented for city and private development projects within their respective community.

2. The Downtown

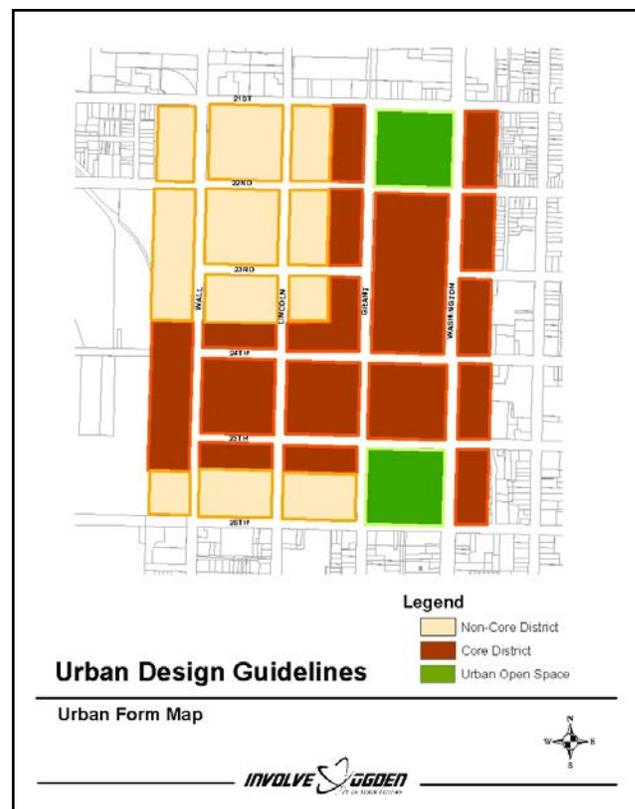
The Downtown plays an extremely important role in creating an identity for the City. The Downtown has a long history as the place where people interact the most for business, shopping, recreating, and governing. Its role has diminished over time, but can be reborn, as many cities are now experiencing, through enhancing the built environment, introducing housing and mixed-use development, and supporting entertainment activities, which all lead to building a stronger local economy.

Core District- The Core District serves as the principal walkable environment in Ogden’s Downtown, The Core District includes 21st to 26th Streets from Washington to Grant, and 24th to 25th Streets from Washington to Wall. There are two open space blocks at each end of the Core District. These two blocks serve as the major core open space for the district. The specific goals for the Core District are:

- Restore the building fabric with infill development
- Strengthen the retail environment
- Encourage mixed use development
- Encourage walking and pedestrian activity
- Link the activity centers

Non-Core Areas- The Non-Core areas include all other districts located in the downtown, These districts are principally auto-oriented but should provide for pedestrian activity, connections to link and serve businesses in the Core District. The specific goals of the Non-Core Areas are:

- Promote quality development that positively reinforces the identity and character of the Downtown.
- Enhance the utilization of available land for buildings and structures
- Facilitate office, service, light manufacturing, residential, and mixed uses
- Facilitate vehicle use, but provide for pedestrian circulation



A. Intent of the Guidelines

To build and maintain an urban built environment for the Downtown that continues to reflect Ogden's historical image as a regional city, has a strong pedestrian-oriented, urban mixed-use core, and supports the auto-oriented commercial retail around its periphery.

B. Downtown Design Principles:

- a The community should place an emphasis on building upon the physical characteristics of the Downtown that create and support a strong urban mixed-use environment.
- b Create a pedestrian friendly environment through building design, street level retail activity, streetscape enhancements, and other amenities.
- c Infill development that contributes to the overall urban appeal of the Downtown and is constructed in context with surrounding buildings.
- d Parking lots or structures that contribute to the built fabric of the Downtown by locating them to the side and rear areas of a site.
- e Establish one or more entry themes to the Downtown area that celebrate the urban or built fabric found in the Downtown.
- f The development of public space that is integrated with the sidewalk or pathway network and public art.
- g Integrating the Inter-modal hub, at 24th Street and Wall Avenue, with the sidewalk and pathway network of the Downtown.
- h Connecting the River Parkway network with the Downtown area.
- i Preservation of historic buildings that contribute to the urban fabric of the Downtown.

New building designs that are sensitive and respect the historic fabric of these buildings.

j Public art that enhances the pedestrian experience, animates and reinforces the built environment.

k Continuing investment in the surrounding neighborhoods of the Downtown thereby creating a stronger market for retail and related uses.

l Creating a connection of business anchors, government services, tourism, and parking with public transportation and other forms of alternative modes of travel.

C. Downtown Design Guidelines:

PROMOTING APPROPRIATE LAND USE



EXAMPLE OF STREET LEVEL RETAIL

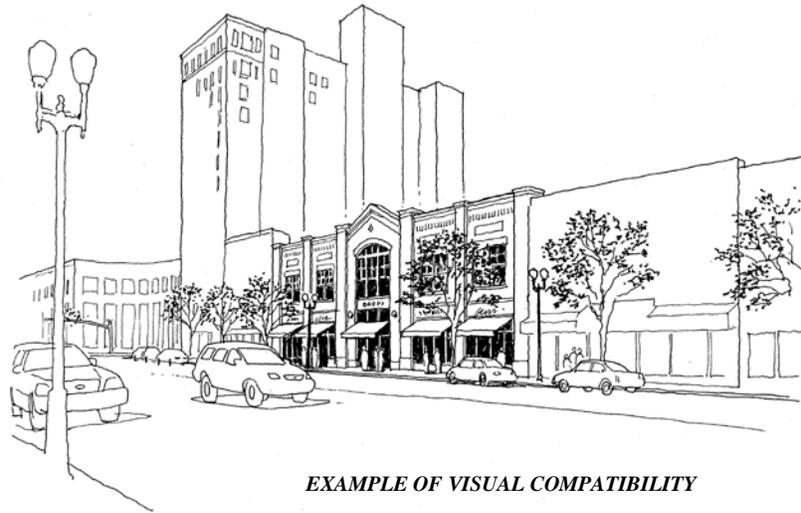
1. **Street Level Retail:** Retail space should be encouraged on the street level frontage of all buildings in the Core District to reinforce and support pedestrian activity.
2. **Drive-Through Structures:** Drive-through structures or windows should not be allowed in the Core District. If

they are necessary for business activity, they should be located to the rear of the building and be appropriately integrated as part of the main building.

3. **Sidewalk Activities:** Outdoor dining and other activities should be allowed, with established approval criteria, on the sidewalk areas in the Core District.
4. **Skywalks:** Skywalks should be limited in order to maintain pedestrian activity along the sidewalk and storefronts.
5. **Industrial Uses:** Heavy manufacturing, warehousing, and distribution uses should not be allowed in the Core District. These uses should be encouraged to locate near the rail yards and other industrial use locations.

MIXED USE DEVELOPMENT

6. **Core District:** In the Core District, buildings should accommodate retail uses on the first level along the street front and office or residential units, or mixture of these, on subsequent floors. This should be considered with small two-story buildings, as well as the larger structures. Housing can have a specific tenant focus (i.e. retirement, empty nesters, or moderate incomes, or artists).
7. **Non-Core Areas:** Outside the Core District, uses can be mixed within redevelopment projects, particularly with historic buildings. In all cases, a residential component should be considered to create a 24-hour downtown presence.
8. **Supportive Uses for Residential:** Downtown residents need supportive goods and services, such as groceries, pharmacies, and other personal services. The City should allow such uses to be



EXAMPLE OF VISUAL COMPATIBILITY

established as part of other development projects.

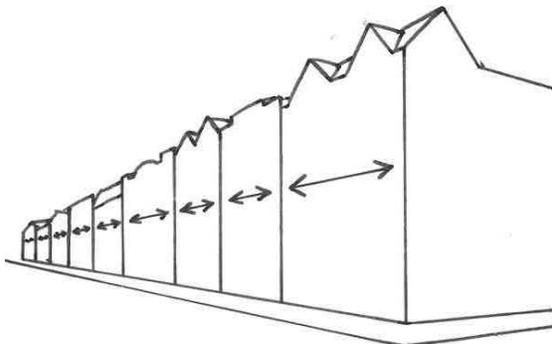
ARCHITECTURAL COMPATIBILITY

9. **Visual Compatibility:** Buildings should be visually compatible with surrounding structures, public ways, and to other elements of the built environment to which it is related to in terms of directional character, whether vertical, horizontal, or non-directional.
10. **Architectural Style: The architectural style of new buildings should not be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of the traditional designs. These interpretations should be similar in scale and overall character of the traditional styles, but should differ in the details.**
11. **Vertical Mass & Scale:** Belt courses, cornices, and other design elements should be utilized in the building pattern to give human scale to the streetscape. This is particularly important where the traditional building fabric exists in the

downtown. For new or larger buildings this objective is to interrupt the upward rise of the building at the first and second floor levels to suggest the presence of a horizontal plane and inferring a presence of a roof over the street. These elements should not be rigidly lined up from building to building, except where formality is desired such as a civic center complex.

12. **Horizontal Mass & Scale:** Along the streetscape the building's longitudinal dimension should not appear to extend in an infinite horizontal direction. The façade of a building should utilize design elements that create a rough and easily identifiable mental unit of measure. Human scale presence is created by varied and irregular rhythmic appearing patterns along the streetscape

13. **Base, Body, & Cap:** Buildings should have a clear discernable and visible base, body and cap. The base should occupy the lowest portion of the elevation and be 20% of the average wall height. Base sculpturing elements should contribute in defining the streetscape and human scale environment of the street. The body should occupy the middle portion of the elevation and be 60% of the average wall height. The cap should occupy the



AN EXAMPLE OF AN IDENTIFIABLE UNIT OF MEASURE- Illustration from *Fundamentals of Urban Design* by Hedman & Jaszewski

top portion of the elevation and contain the remaining 20%. Caps should contain such features and cornices, parapets, or eaves.

14. **Solid-to-Void:** Solid-to-void ratios on the facades visible from the public street should be similar to the surrounding traditional designs. Upper floors can be distinguished by decreasing the solid-to-void ratio. It is very important that street level facades are as transparent as possible to create an attractive pedestrian environment

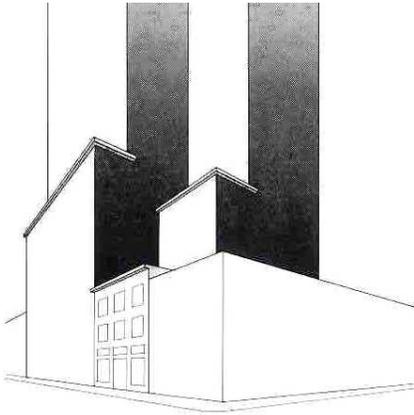
15. **Roof Lines:** The roof shape of a building should be compatible with the structures to which it is visibly linked. The general trend of building architecture in Ogden is flat roofs with parapets.

16. **Materials:** The exterior design of new buildings should be compatible with the predominant materials, textures, and colors of the surrounding structures to which they are visibly linked. These materials are generally brick, masonry, limited stucco, and terracotta. However, other types of materials may be used, provided they are visually compatible with the more traditional materials.

APPROPRIATE BUILDING HEIGHTS

17. **Core District:** Building heights at intersections should be a minimum of three stories. For interior portions of the blocks, building height should be a minimum of two stories. As an alternative, there should be no more than a four-story variation throughout the entire block, with adjacent structures limited to no more than a two to three story variation.

18. **None Core Areas:** The tallest portion of a building should be located at the



EXAMPLE OF PROJECT VARIATION-
*Illustration from Fundamentals of Urban
Design by Hedman & Jaszewski*

intersection to provide visual weight to the corner of each block, with shorter portions oriented toward the interior block area along the street. Other height relationships should follow the guidelines of the Core District.

19. **Large Project Variation:** Large building projects occupying several parcels in a block area should provide a variation in building height. Such large projects should not be built to overwhelm the street and sidewalk area. Stepping back the upper stories from the street could accommodate a taller structure. This allows the lower floors to match the height and scale of adjacent structures.

RESPECTING LANDMARKS

20. **New Construction:** New construction should respect and be sensitive to the setting of a landmark. It should compliment the visual and design cues of the landmark, but not compete.
21. **Preservation & Reuse:** Landmarks should not be demolished. When a current use is no longer economically

feasible, other uses should be sought after to prevent the demolition. Landmarks may also be incorporated as part of a larger building (i.e. Peery's Egyptian Theater), if the new design is sensitive to the existing structure as a whole. Simply preserving the façade is not the goal of this guideline.

22. **Illumination:** Key landmarks within the Downtown area should incorporate evening illumination. This will help create a special ambience for the Downtown and visually reinforce its role as the center of the Community.

The Municipal Building, Union Station, Wells Fargo, Ogden LDS Temple, and St. Joseph's Church are significant landmarks located in the downtown that should consider use of exterior evening illumination.

SITE DESIGN

23. **Respecting the Street:** Buildings should be located parallel to the public street on which they front. The primary facade should be located along the major street abutting the buildings with secondary facades facing adjacent secondary streets, alleys, or service driveways.
24. **Core District Front Setbacks:** Generally, the front setback for buildings should be zero feet, and located adjacent to the sidewalk. For design flexibility, particularly for street corner buildings, a portion of the building, up to 50%, could be setback a maximum of 15 feet to provide for a public plaza or open space. These areas should be surfaced with impervious masonry material and used as a primary entry, public seating, outdoor eating, public art space, or other appropriate pedestrian amenity.

25. **Entrances:** Building facades facing a primary public street should incorporate a main entrance doorway. Buildings located on the corners should consider orienting the main doorway to the corner area. Secondary entrances can be located to the rear or side of the building for service and parking area access.
26. **Encroaching the Sidewalk:** Where appropriate, portions of the building may encroach over the sidewalk area, but not the street, to create a balcony or arcade, provided that it is built above the first floor or minimum 10 foot vertical clearance above the sidewalk and does not interfere with the streetscape design.

UNIFYING THE STREETScape

27. **Lighting:** Lighting levels and fixture heights should be of a scale and character appropriate to the pedestrian, while providing adequate intensity and dimensions to meet the needs of vehicular traffic. Where possible lighting for both users should be combined to reduce visual clutter and light pollution. Standard styles and designs should be utilized throughout the Downtown.
28. **Signage:** Signs should be unified in character with the lighting and other ornamentation along the streetscape. Signs should function for pedestrians, cyclists and motorists by utilizing a scale appropriate for all users.
29. **Tree Plantings:** Trees should be utilized to unify the streetscape and provide a vertical edge to mark the roadway, provide a comfortable canopy of shade for the pedestrian, and be a distinguishing feature of the Downtown.

30. **Pavement Materials:** The existing pavement pattern along areas of the Core District should be repeated regularly throughout. The alternating 10' by 10' running bond brick and concrete should be used to distinguish the pedestrian zone from the street furnishings zone. Along other secondary streets in the Downtown, paving patterns should be designed and scaled appropriately to each right-of-way.
31. **Street Furnishings:** The existing style of street furniture should be used throughout the Core District and should be located in the furnishings zone. Placement should be regular and adequate to serve the needs of the Downtown users. Newspaper boxes, public phones, etc. should be consolidated to specific areas to reduce visual clutter.
32. **Raised Planting Beds:** Raised planters should be used to accent and define the streetscape and make it more functional. Planters should be used in key locations to accent corners and mid-block crossings. Accent planter designs should reinforce the aesthetic character of the streetscape and be sympathetic to the architectural style of major downtown landmarks like the Municipal Building.

Some planters should function as comfortable seating places, shaded by the street trees and of variation in height to accommodate children as well as adults. Keep in mind however that planters should not be overly used. Too many planters can overcrowd the streetscape.

STREET TREE PLANTING & MAINTENANCE

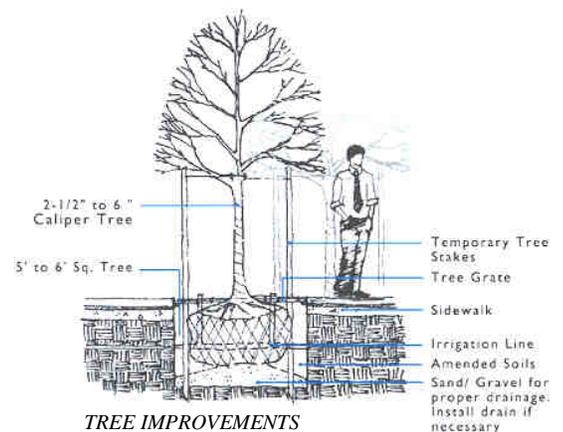
33. **Management Plan:** An in-depth analysis of existing street trees in the Downtown should be performed in order

to understand plant health, soil quality, aeration, and needed irrigation practices. This will help in assessing whether existing trees will grow to the desired canopy height of 13 feet to provide visibility and service access for the storefronts or whether they should be replaced.

34. **Tree Function:** Once the analysis is completed a plan can be developed to introduce a variety of tree species to establish a healthy urban forest. The tree type selection and planting program should provide the needed shade for the urban environment, better define the street, and give the needed visibility of the storefronts.
35. **Accent Plantings:** Accent plantings should be utilized throughout the Downtown. The placement of vibrant materials such as flowering trees, maples, and seasonal plantings at major intersections would add color and accent to the streetscape.
36. **Soil Conditioning:** Management of soil quality and quantity are important to the health of the street trees. Assessment and evaluation of the soils should verify that there are sufficient area for required root growth, proper soil mixture and pH balance, and adequate irrigation and drainage. Species should also be tolerant of the road salts used for snow removal in the winter season.
37. **Size Selection:** All new plantings in the Downtown should be of sufficient size at installation to ensure their survival in the intense conditions of the urban environment (i.e. heat, cold, exhaust fumes, limited soil area, etc.). Trees with trunk diameters two and one-half to six inches are recommended for this type of urban application.

PEDESTRIAN ENVIRONMENT

38. **Core District:** The ground floor of all buildings that front the public sidewalk should be comprised of land uses such as retail, personal services, and entertainment activities. A majority of the fronting building wall should be comprised of windows – perhaps 60 percent. Window signage should be limited to 10 percent or six square feet of the window pane area in a tenant space. Window glass should be non-glazed and non-reflective.
39. **Streetscape:** The streetscape should continue to be developed and enhanced with the physical improvements identified in these Urban Design Guidelines. Crosswalks and mid-block crossings should be visually and functionally strengthened for pedestrian use and safety and to slow the speed of traffic in the Downtown area. Adequate



- b
 - e
- provided to establish a sense of security.



FURNISHINGS ZONE



TRAVEL WAY

40. **Activity Centers:** Areas of major activity should have a strong connection to the sidewalk system and should include way-finding signs and kiosks to guide people around the Downtown and to other important sites. Wall signage for storefronts should be scaled to the pedestrian. Additional lodging, housing and mixed-use developments should be encouraged in the Downtown to reinforce the pedestrian nature in the Core District.

41. **Sidewalk Zones:** The sidewalk system should be comprised of the following two components:

- **Pedestrian Travel Way-** This area of the sidewalk should be adjacent to or near the face of the buildings. It should be made up of pavement materials that are free of obstacles and street furniture and provide clear, accessible, and easily maintainable area for the movement of pedestrians.

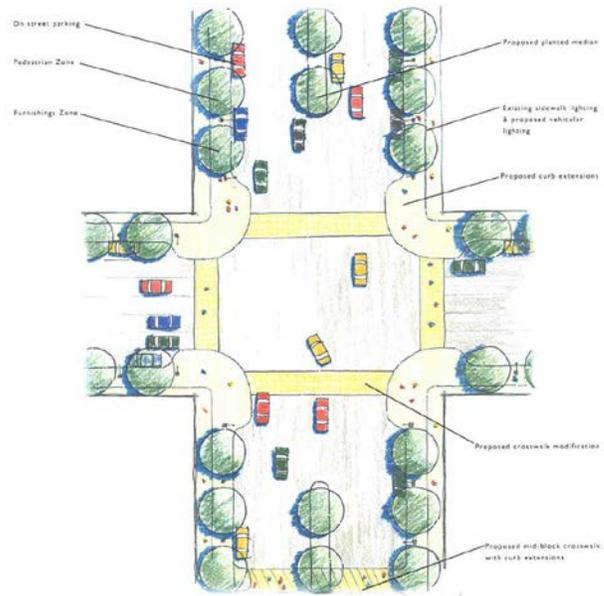
- **Street Furnishings Zone-** This area of the sidewalk should be located adjacent to or near the street curb. It

should contain the street trees, street furniture, tree grates, lights, traffic and way-finding signs, benches, newspaper boxes, and trash receptacles. Guidelines should be developed to address the placement, concentration, and design of the street furniture in the street furnishings zone.

42. **Lighting:** The downtown street lighting program should incorporate additional lighting to be placed in the street furnishings zone.

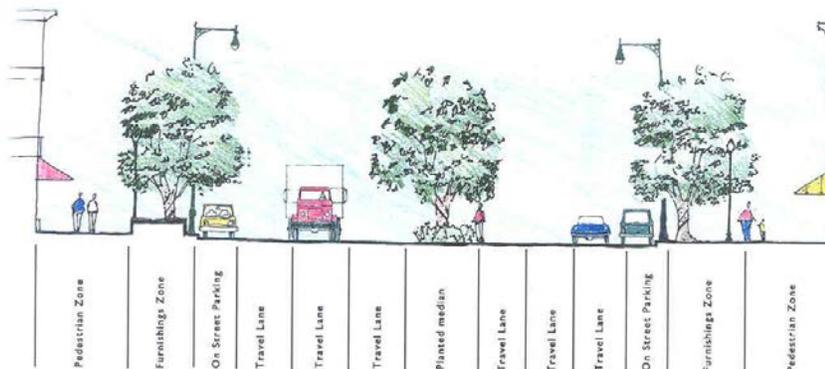
TRAFFIC CALMING

- 43. **Landscaped Medians:** Short landscaped medians would provide a pedestrian respite in the center of a wide street.
- 44. **Curb Extensions:** Extended curbs should be used at intersections and mid-block crossings. This helps to reduce the travel distance for a crossing pedestrian and the waiting period for the motorist.
- 45. **Neck-Downs:** This traffic calming measure causes the motorist to slow down due to the perceptual narrowing of the roadway. This also increases the pedestrian space area to allow for amenities such as trees and other plantings.



STREET CORNER NECK-DOWNS

- 46. **Pedestrian Crossing Islands:** In areas where wide roadways are present, crossing islands located between the directional travel lanes should be developed at intersections and mid-block areas. This helps create protective zones and allows the pedestrian to only cross over half the traffic lanes at a time.



STREET CROSS SECTION FOR PEDESTRIAN MEDIAN

- 47. **Pavement Treatments:** The use of painted, stamped, or colored concrete or other contrasting paving materials should be incorporated into the crosswalk areas. This provides a strong visual clue for the motorist to realize the location of the pedestrian zone.
- 48. **Mid-Block Crosswalks:** Mid-block crosswalks should be rebuilt at the Latter-Day Saints Temple Block, the

Eccles Conference Center, and the Municipal Building. Crosswalks should be constructed with curb extensions, and marked by a different pavement material.

- 49. **Crosswalks at Intersections-**Crosswalk signals should incorporate a time display for indicating the time left for a pedestrian to cross.

OFF-STREET PARKING DESIGN

50. **Screening:** Solutions involve adding a screen consisting of built or natural materials that effectively masks the parking lot from direct visual awareness. Enhancements would include adding plantings and linking the visual design of a screen wall to the adjacent building. All sides of a parking lot that fronts onto a public street should be screened with one of the following methods:

- **Fencing:** A three-foot high steel tube or solid bar, with or without masonry pier, with a minimum three-foot wide landscaped area should be located on the exterior side (sidewalk side) of the fence. Landscaping should consist of planted ground cover, three-foot high evergreen shrubs, turf and grasses, and trees.
- **Masonry Wall:** A three-foot high masonry wall may also be used instead of the fence, provided that it is compatible with the exterior materials, textures, and colors of the principle buildings that are visually linked to the parking lot.

51. **Location:** Parking lots, stacking, and circulation isles should not be located along the street frontage within the Core District. Throughout the Downtown, parking lots should be located to the rear



EXAMPLE OF SCREENING PARKING LOTS

of the principle building in the central portion of the block. Parking lots and entrances could be located in the mid-portions of the block, provided they do not occupy a substantial portion of ground level street frontage. Furthermore, they should meet the screening requirements, as noted in the guidelines.

52. **Consolidation:** Where appropriate, parking requirements for number of stalls should be reduced in the Downtown. Shared parking should be encouraged and parking requirements should allow for the use of available parking stalls that are located within $\frac{1}{4}$ mile from the site.
53. **Access Points:** New driveway access points, on Washington Boulevard, should be prohibited in the Core District. However, they may be approved if it can be demonstrated that the needed vehicular access can not be obtained in any other form.
54. **Loading & Service Areas:** Loading or



EXAMPLE OF PARKING GARAGE DESIGN MINIMIZING VISUAL AWARENESS

service areas should not be visible from a public right-of-way (excluding alleys) or they should be screened to a height of six feet with opacity of 100 percent.

Screening should be compatible with the materials textures, and colors of the principle buildings that are visually linked to the loading and service areas.

55. **Walkability:** Business and other activity generators should be conveniently located within a ¼ mile of parking areas to ensure that people can combine desired tasks while walking throughout the Core District. Providing a safe and attractive streetscape further encourages pedestrian use of the Core District.

PARKING GARAGES

56. **Core District:** Parking structures, stacking and circulation aisles should not be allowed along the primary street frontage within the Core District. If it is determined that such structures need to be located along a primary street, then first floors should be developed with retail, service, and office uses. Redevelopment of existing garages should be adapted to comply with this guideline.
57. **Aesthetics:** Parking garage design should minimize their visual dominance in the Downtown by ensuring that the vehicles are screened from direct view. Garages should be compatible with the materials, textures, and colors of the principle buildings that are visually linked to the garage.

SIGNAGE IMPROVEMENTS

58. **Core District:** Within the Core District, blade signs and wall signs oriented to the pedestrian should be the preferred style for business signage. The sign design should incorporate the use of icons, symbols and other pictorial elements that describe the business

(e.g. outline of a bagel for a bagel shop). The use of neon in the sign design, along Washington Boulevard, should be encouraged to reflect its use historically. Informational kiosks should be installed in the Core District for use by pedestrians and visitors.

59. **Non-Core Area:** In the non-core areas signage should be oriented towards the motorist, but should not consist of tall, free-standing pole signs. The preference should be wall mounted or monument based signs.
60. **Billboards:** Billboards and off-premise signs should not be allowed, except for the way-finding and directional signage.
61. **Rooftop Signs:** The existing historic roof-top signs should be preserved. However, new roof-top signs should be prohibited in order not to compete with the desired pedestrian scale sign environment.
62. **Craft Signs:** Pedestrian-oriented blade signs should be encouraged for retail uses. Craft signs should use stained-



PROPOSED WASHINGTON BLVD PLANTED MEDIAN

glass, metal, or carved wood to add visual interest to the streetscape and support the more intricate details of older buildings.

MECHANICAL UNITS & UTILITY SERVICES

63. **Mechanical Units:** All roof top and ground mounted mechanical equipment should be fully screened from view. Screening materials should be compatible with the materials, textures, and colors of the principle building. Screening designs should be architecturally integrated with the sculptured building top and maintain balance in the building design. Some latitude may be necessary for creative solutions for those roofs that are visible from higher elevation points in the City.
64. **Trash Dumpsters:** All dumpsters visible from the public right-of-way or from residential units should be fully screened from view. Screening design should consist of a surrounding six-foot high, 100 percent opaque, wall or fence with gate. Screening materials used should be compatible with the materials, textures, and colors of the principle building.

WASHINGTON BOULEVARD

65. **A Planted Median From 22nd to 26th Streets:** A landscaped planted median would exemplify the most important guidelines set forth regarding urban design such as traffic calming, streetscape enhancement, improving the experience of the pedestrian and the motorist, and placemaking elements that celebrate the City. Furthermore it would provide an attractive setting for important City celebrations such as the Pioneer Days parade.

3. Major Corridors

The Major Corridors that cross Ogden City are important travel routes for residents and visitors and should reinforce a positive image of Ogden. Providing safe, attractive and functional routes for the motorist and pedestrian will enhance the use of the corridor and improve traffic flow resulting in a more enjoyable and “livable” urban environment.

Major North/South Corridors includes Wall Avenue, Washington Boulevard, Monroe Boulevard, and Harrison Boulevard. Major East/West Corridors includes 2nd Street, 12th Street, 20th/21st Streets, 24th Street, 30th/31st Streets, and 36th Street.

A. Intent of the Guidelines

The intent of the Guideline is to ensure the land use orientation along the corridors is supported and reinforced by the appropriate built environment. This requires a focus on the different corridor segments and to determine whether they serve the automobile, the pedestrian, or both. This land use orientation should be used to guide and implement site layout, building design, and public space attributes or amenities that are supportive or reinforce the identified orientation.

B. Major Corridor Design Principles:

- a. The emphasis (auto vs. pedestrian) of the major corridor or corridor segments should define how the built environment will be developed along the roadway.
- b. An automobile emphasis requires primary focus on traffic safety and vehicle circulation, management of congestion, access to parking lots, signage oriented to the motorist, safety of the pedestrian use areas, and land uses oriented to the automobile (single use districts).
- c. A pedestrian emphasis requires primary focus on pedestrian safety and

circulation, reducing conflicts with the automobile, signage and way-finding measures set at pedestrian scales, land uses, streetscapes and built environments oriented to the pedestrian (multiple use districts).

C. Major Corridor Design Guidelines:

1. Generally, major corridors should serve to connect areas rather than divide them. The corridor should support the common needs of areas located on both sides of the roadway.

PEDESTRIAN DESIGN CONSIDERATIONS

2. **Sidewalk Network:** The existing sidewalks should be repaired and new sidewalks be constructed to ensure a continuous paths along the major corridors.
3. **Curb Extensions:** Extended curbs should be used at intersections and mid-block crossings. This helps to reduce the travel distance for a crossing pedestrian and the waiting period for the motorist.
4. **Neck-Downs:** This traffic calming measure causes the motorist to slow down due to the perceptual narrowing of the roadway. This also increases the pedestrian space area to allow for amenities such as trees and other plantings.
5. **Pedestrian Crossing Islands:** In areas where wide roadways are present, crossing islands located between the directional travel lanes should be developed at intersections and mid-block areas. This helps create protective zones and allows the pedestrian to only cross over half the traffic lanes at a time.



EXAMPLES OF PEDESTRIAN AMENITIES

6. **Pavement Treatments:** The use of painted, stamped, or colored concrete or other contrasting paving materials should be incorporated into the crosswalk areas. This provides a strong visual clue for the motorist to recognize the location of the pedestrian zone.
7. **Crossing Timers:** The use of crosswalk signals that show time left for safely using the crosswalk promotes a pedestrian-friendly environment. The City should Re-evaluate the times allotted for crossing the streets.
8. **Directional & Way-finding Signage:** Pedestrians should be able to easily identify safe walking routes to their destination.
9. **Pedestrian Rest Areas and Seating:** In heavy traffic sections of the

corridor, seating should be provided and regularly spaced along the pedestrian route. Where possible, shading should be provided in the rest and seating areas

TRANSIT USER DESIGN CONSIDERATIONS

- 10. Benches & Bus Shelters:** Providing benches and bus shelters helps to improve the use of transit. Where benches are used without shelters, tree shading should be provided. Benches and shelters should be located a comfortable distance from the curb of the street.
- 11. Public Transit Information:** Incorporate public transit information into the streetscape. It is particularly important that information be vandal proof. Transit shelters could include early photographs of nearby sites or streets, broader views of the cityscape, or of the people living near by.

STREETSCAPE DESIGN AND FUNCTION CONSIDERATIONS

- 12. Lighting:** The fixture height, design and light levels should be compatible



EXAMPLE OF DIRECTIONAL SIGNS

with the corridor design and should support the needs of the corridor segment (automobile and pedestrian circulation). Standard styles should be used throughout the corridors.

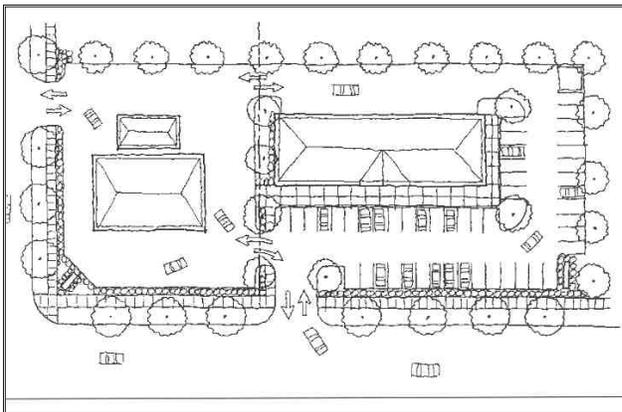
- 13. Public Signage:** Signs should have a unified character with regard to lighting and ornamentation in the corridors. Signs should be at a scale appropriate for their purpose. Consider the sign's function; is it for fast or slow moving traffic or for the pedestrian?
- 14. Street Trees:** The Urban Forestry plan should be utilized to determine appropriate trees for planting in the public right-of-way. A long-term planting plan should be developed and coordinated with the State to ensure that consistency is maintained in the corridors.
- 15. Managing Street Accesses:** The number and width of curb-cuts should be limited. Adequate vehicle access should be provided, but excessive numbers of curb-cuts contribute to traffic congestion and accidents. Where possible, cross access agreements between commercial developments should be obtained to reduce unnecessary turning movements along the corridor.
- 16. Pedestrian Connections:** Sidewalk or pathway connections between commercial developments should be established to facilitate walking and encourage crossover activity. Additional connections from commercial developments to adjoining neighborhoods should be established for pedestrian access.

VISUAL ENVIRONMENT DESIGN CONSIDERATIONS

17. Mechanical Appliances & Fixtures:

All rooftop and ground mounted mechanical appliances and fixtures should be fully screened from view within the public rights-of-way. Screening mechanisms and treatments should be compatible with the architectural elements of the principle buildings. Roof top screening should be architecturally integrated with the sculptured building top and balance of the entire building.

18. Trash Dumpsters: Trash dumpsters visible from the public right-of-way or a residentially zoned property should be



EXAMPLE OF ACCESS MANAGEMENT

screened from view with a 100 percent opaque six-foot high wall or fence. Materials and design of the fence should be compatible with those used in the principle structures.

19. Service Areas: Loading and service areas should not be located in direct view from the public right-of-way. If such location is not possible, the loading and service area should be screened from direct view with a 100 percent opaque screening wall or fence. The materials and design of the wall or fence should be compatible with those used in

the principle structures. Any painted surface used in loading and service areas should be painted in a uniform subdued color to minimize potential visual perception of the area.

20. Screening Parking Areas: Off-street surface parking lots should be screened with a three-foot high, ten-foot wide earthen mound containing turf or grasses, shrubs, and trees to physically and visually buffer the area from the streetscape environment. An alternative in areas of limited widths, a masonry wall can be utilized that is compatible with the exterior materials, textures, and colors used in the principal building.

21. Interior Parking Lot Landscaping: Off-street surface parking lot landscaping should be incorporated into the parking layout. Existing surface parking lot areas should be brought into compliance with interior landscaping standards.

22. Parking Lot Location: Where feasible, off-street parking areas should be located to the side or rear of the principle building or structure. This



EXAMPLE OF PREFERRED BUSINESS SIGNAGE

removes the parking lot from direct primary view, but still provides a visual connection to serve the associated business.

23. **Business or Private Signage:** The design, height and size of auto and pedestrian signage should be closely oriented to the location being served: auto-oriented, pedestrian-oriented, or both. Wall mounted and ground monument signs are the preferred designs. Pole mounted signs should be limited and discouraged. The information on the sign should be limited to the name or identity of the business or site, street address, and primary product. A clear and simple message is the most effective method of attracting attention to the associated business.
24. **Views & Vistas:** Where possible, developments with associated site landscaping and street tree canopies should be used to frame views and vistas, particularly eastern vistas of the mountains. To the extent possible, the size and placement of buildings should not overly reduce or block views of the mountains from adjacent properties. In areas with important views, the size and height of signs should be reduced, this is especially true along the major east-west and north-south corridors e.g., 12th, 24th, 31st Streets, Wall Avenue, Washington and Harrison Boulevards.

4. Implementation Measures

The City's zoning code, subdivision regulations, and other development related regulations have a major impact on the design and condition of the built environment. In order for the Urban Design Guidelines to be successful, they must be supported and ultimately implemented by these regulatory tools. The following options are

identified to help the City utilize the concepts of the Urban Design Guidelines:

A. REGULATORY DIAGNOSTIC

The City should conduct an evaluation of its development regulations and related ordinances to identify all standards that impact the built environment. The evaluation should identify conflicts or supportive policies in relation to the Urban Design Guidelines. As the regulations are evaluated and updated, every effort should be made to incorporate illustrations and sketches to convey the meaning and intent of the standard.

Particular areas to review are signage, setbacks, parking, screening and buffering, lighting, accessory uses and structures, access management, contextual preservation, sidewalks, and nonconformity allowances.

B. DOWNTOWN DESIGN STANDARDS

City regulations should be updated to implement the design guidelines for new construction, rehabilitation, reconstruction, and building modifications in the Downtown. Flexibility factors should be included in the language that is developed for the standards such as the need to adapt to existing buildings.

C. SINGLE USE DISTRICT DESIGN GUIDELINES

A set of standards should be developed from the urban design guidelines that are to be applied to the single use districts and major corridors outside of the Downtown area. These standards should be less restrictive than those of the downtown but address the design needs of commercial office, and multi-family development to ensure that good urban design principles are employed in these areas.

D. ENFORCEMENT

Enforcement is just as important as strong development regulations. Without adequate follow through and monitoring, the efforts to instill good design will break down. Then over

time, regulatory policy will become weak and ineffective.

The City should re-think the current enforcement procedures that are complaint-driven or reactive in nature. A more pro-active approach will instill value to the regulation and be more equitable for the private development and land ownership community. This may require changes or additions to staff assignments. In some instances, a funding program (low interest loan & grants) may be required to assist with improvements and property maintenance resolutions for existing development.

E. AMORTIZATION

Another implementation strategy to consider is the process of amortizing certain property improvements that have become nonconforming as new design standards are adopted. Specific focus should be on signage, dumpster locations, excessive access points, unscreened storage, and other street front related problems. This strategy could result in speeding up the needed changes to improve the visual environment.

F. DENSITY BONUS BUILDING HEIGHT

The permitted building height in the downtown should be lowered to two stories. Then in locations where building height is appropriate (i.e. intersection corners) height bonuses would be allowed. In exchange for the bonus, the development would be required to fully comply with the Urban Design Guidelines and provide public space and design amenities to enliven the streetscape.

G. BUILDING FAÇADE PROGRAM

The City should continue a matching grant or loan program for downtown façade improvements along key pedestrian-friendly streets. The program would require adherence to the Urban Design Guidelines. Landscaping and screening improvements could be included requirements.

H. SIGNAGE PROGRAM

Like the façade program, the City could establish a matching grant or loan program as an incentive to encourage businesses throughout the City to comply with new signage standards. This could be a substitute implementation measure to the amortization program or be used to soften the impact of such a mandatory requirement.

I. ECONOMIC INCENTIVES

Where applicable, any economic incentives provided by the City that aid development should require compliance with the Urban Design Guidelines. The incentive should also serve as a “carrot” to establish better development patterns for the built environment.

9. Neighborhoods

A. Goal

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

B. Overview

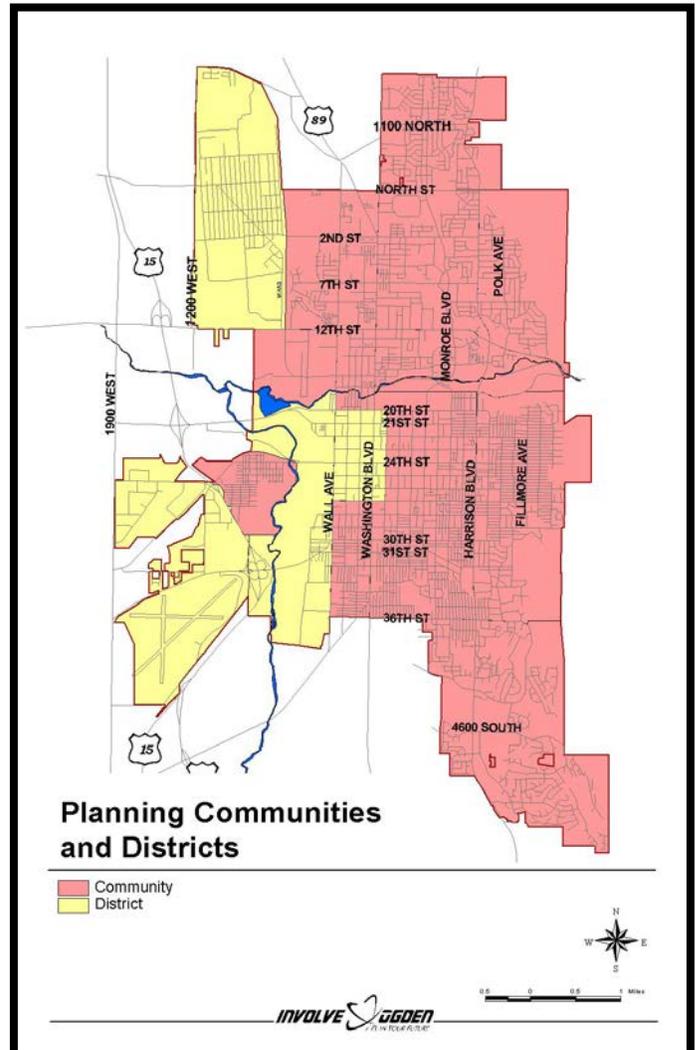
Neighborhoods are a key building block in defining Ogden as a community. They define the immediate surroundings in which Ogden residents live, work and raise their children. Citywide standards should be applied to all neighborhoods so that residents share in a common environment, values and services.

C. Existing Conditions and Key Findings

The City has designated for planning purposes 14 formal communities that serve as neighborhoods or combination of neighborhoods. Each is predominantly residential in character, but includes neighborhood and even community retail uses and offices. The communities are:

1. Lincoln-Edison
2. Lynn
3. Bonneville-Hillcrest
4. Horace Mann
5. Gibson
6. Mountain View
7. Canyon Road
8. West Ogden
9. East Central

10. Taylor
11. Jefferson
12. T.O. Smith
13. Mt. Ogden
14. Southeast Ogden



Map 9.1 - Ogden City's designated residential "communities" are located in the eastern half of the City (dark on the above map) and commercial "districts" are in the western half (light on the map).

The City has also designated four (4) formal districts that are commercial or industrial in character. The districts are:

1. Business Depot Ogden (BDO) (formerly Defense Depot of Ogden or DDO)
2. Railyard District
3. Airport/Industrial Park District
4. Central Business District (CBD)

Commercial development occupies nearly seven percent of the City with significant amounts in the Railyard District, Airport/Industrial District and CBD. Industrial and manufacturing uses occupy approximately 2.5 percent of Ogden's land with more than 50 percent located in the Airport/Industrial Park District. The amount of industrial land is expected to increase significantly with the redevelopment of Business Depot Ogden (BDO). Government and institutional uses occupy about 14 percent of the City with the single largest concentration being located in Business Depot Ogden (BDO). Approximately 19 percent of Ogden is comprised of vacant, undeveloped land due to steep slopes. About 38 acres of vacant land are found in the CBD.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 9.3.



Goal

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

Objective

1. Strengthen neighborhoods through appropriate planning.

Ogden is defined not only as a city, but as planning communities and neighborhoods as well. Ogden's neighborhoods should be strengthened to ensure all residents live in acceptable—even outstanding—residential environments. Everyone should be safe and secure and property values should be maintained and enhanced. Part of the ongoing planning program is to assess the unique characteristics of the communities and neighborhoods. These characteristics should be used to guide future decisions.

Part of the planning program is to prepare community and district plans and if appropriate, neighborhood plans. Guidelines should be established to maintain and enhance the character of the neighborhood, district or community. Each should be distinctively named and the names should be memorable or descriptive to assist in making these areas more vivid and meaningful.

Strategies

- 1.A. Considering redefining planning communities to better reflect the neighborhood perception of their community.
- Implementation: Landmarks Commission, Planning Division, Planning Commission, City Council*
- 1.B. Defining and assessing character-defining features (architecture, history, uses, etc.) of districts and neighborhoods and preparing updated community plans in response to these and other issues.
- Implementation: Landmarks Commission, Planning Division, Planning Commission, City Council*
- 1.C. Identifying and enhancing existing neighborhood village centers or creating new ones. (see also Chapter 8-Land Use)
- Implementation: Planning Division, Business Development Division, Neighborhood Development Division, Engineering Division, Planning Commission, City Council*
- 1.D. Creating neighborhoods plans, as appropriate.
- Implementation: Planning Division and other departments as needed, Planning Commission, City Council*
- 1.E. Creating distinctive names in connection with area residents that appropriately define communities and districts.

Objective

1. **Strengthen neighborhoods through appropriate planning. (cont.)**

Strategies (cont.)

Implementation: Planning Division, Planning Commission, City Council, Mayor

- 1.F. Protecting neighborhoods from inappropriate land uses, concentrating related uses (other than mixed-use developments) and creating incentives where necessary to facilitate physical changes in the land use pattern.

Implementation: Planning Division, Business Development Division, Neighborhood Development Division, Planning Commission, City Council



Goal

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

Objective

2. Strengthen neighborhoods through appropriate design and improvements.

Strengthening the neighborhoods can also occur through the design of the neighborhood. Design guidelines that focus on and maintain the unique characteristics of a neighborhood tie the area together. Public art, district landmarks, unique, contextual streetscape design and lighting also define and reinforce the image of the community, neighborhood or district.



Figure 9.1 -Traffic calming measures not only slow traffic in neighborhoods, but can be an excellent aesthetic amenity if well landscaped and maintained.

Strategies

- 2.A. Creating design guidelines that protect the integrity of neighborhoods.

Implementation: Urban Forester, Urban Forestry Committee, Planning Division, Ogden City Arts, Planning Commission, City Council

- 2.B. Establishing unique, contextual streetscape design and initiating implementation concurrent with street improvement projects and individual site developments.

Implementation: Urban Forester, Urban Forestry Committee, Planning Division, Business Development Division, Engineering Division, Ogden City Arts, Planning Commission, City Council

- 2.C. Recognizing and encouraging the preservation of existing "landmarks" that help to create community and neighborhood identity. Obtaining, where appropriate conservation easements through acquisition or donation.

Implementation: Planning Division, Ogden City Arts, Planning Commission, City Council

- 2.D. Establishing district "landmarks" through public art projects that help to create neighborhood identity.

Implementation: Planning Division, Ogden City Arts, Planning Commission, City Council

Objective

- 2. Strengthen neighborhoods through appropriate design and improvements. (cont.)**

Strategies (cont.)

- 2.E. Updating the Zoning Ordinance to require landscaped and/or bermed screening of parking areas.

*Implementation: Planning Division,
Planning Commission, City Council*



Goal

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

Objective

3. Strengthen neighborhoods through appropriate property maintenance.

The perception that some of Ogden's neighborhoods are distressed and unacceptable places to live, is reinforced by the lack of maintenance on some properties. The City must continue its stand on enforcing property owners to maintain their properties.

It is a known fact that property value, pride in one's neighborhood and economic vitality increase as property maintenance is increased. Areas of the City that are widely affected by a lack of maintenance should be targeted as special improvement areas and City resources should be directed at these areas. Absentee landlords in many cases contribute to the decline and property owners should be encouraged to live on their properties.

Because a minority of property owners do not properly maintain their properties and this affects the value and livability of surrounding properties: city codes and ordinances mandating adequate maintenance are necessary. Enforcement of these codes requires significant City resources. The City should explore new tools and means to better enforce existing regulations.

Strategies

- 3.A. Creating and enforcing standards for individual property maintenance.

Implementation: Code Enforcement, Planning Division, Planning Commission, City Council, Mayor

- 3.B. Creating and targeting special improvement areas to facilitate improvements, where supported by the neighborhood and where adequately funded.

Implementation: Code Enforcement, Community Policing

- 3.C. Enforcing zoning consistently in all areas so all homeowners and property owners comply as a group. (see Chapter 9-Housing, Objective 3)

Implementation: Code Enforcement

- 3.D. Encouraging the building owner to live on the property to establish permanency and a sense of community. (see Chapter 7-Housing, Objective 3B)

Implementation: Neighborhood Development Division, City Council, Mayor

- 3.E. Explore nontraditional alternatives to more efficiently handle the enforcement of zoning and code violations.

Implementation: Community Development Department, City Council, Mayor



Goal

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

Objective

4. Strengthen citizen involvement in decisions affecting their community.

Productive citizen involvement is a hallmark of democracy. The City should continually strive to ensure active and informed involvement in the business of the public.

The City currently has many opportunities for citizens to participate in the governing of the City. Many commissions and committees are currently in operation. The City may want to consider creating a series of neighborhood advisory committees to represent the interests of the neighborhoods and communities.

Getting information to the public is always a challenge for municipalities. Efforts to provide information via city newsletters, local access cable television and the City website should be continued. The City should appoint a public relations director or ombudsman as a liaison between residents and the City administration.



Figure 9.2 -Public involvement should be a continual goal of the City as it addresses issues particularly important to neighborhoods.

Strategies

4.A. Investigating the Creation of neighborhood advisory bodies that would provide recommendations to the Planning Commission and City Council on major rezonings, capital improvements and other major City policy issues as appropriate.

Implementation: Neighborhood Development Division, City Council, Mayor

4.B. Encouraging neighborhood “block” parties.

Implementation: Neighborhood Development Division with other departments as a resource

4.C. Working to improve voter participation through a public education program.

Implementation: City Council, Mayor

4.D. Creating a public relations function or position to address citizen issues and concerns and improve communication between the City and the public.

Implementation: City Council, Mayor

4.E. Working with community education entities to develop a civics or urban ethics curriculum that focuses on the City, its history and development and civic responsibility and duty.

Implementation: City Council, Mayor

Objective

- 4. Strengthen citizen involvement in decisions affecting their community. (cont.)**

Strategies

- 4.F. Investigating providing resident leadership training in each neighborhood through the Ogden Leadership Program. (see Chapter 4-Community Identity, Objective 2B)

Implementation: Neighborhood Development Division



Goal

Neighborhoods in which residents are involved in creating a safe, livable and attractive environment.

Objective

5. Make districts, communities and neighborhoods more pedestrian accessible.

The ability to walk safely in a neighborhood is vital to the City's long term quality of life. It builds upon the Land Use Plan, which is strongly predicated on a walkable community. Pedestrian access makes a community safer, more cohesive and friendlier to residents and visitors alike.

Pedestrian paths throughout the City—sidewalks and recreational paths—should be enhanced to provide a safe and continuous system interconnecting neighborhoods, public sites and businesses. Bike paths, lanes and other routes should be created throughout the City to create an interconnected network.

Pedestrian safety should be increased through traffic calming techniques, repair of broken or inaccessible sidewalks and safe, well-designed crosswalks at corners and mid-block. Pedestrian level theme lighting is also appropriate to provide an enhanced experience and a safer environment.



Figure 9.3 -Grade separated pedestrian crossing on Ogden's River Parkway at Monroe Boulevard

Strategies

- 5.A. Enhancing pedestrian paths.
(see Chapter 11-Transportation, Objective 5)

Implementation: Public Works, Engineering Division, City Council

- 5.B. Creating citywide bike routes and paths.
(see Chapter 11-Transportation, Objective 4)

Implementation: Engineering Division, City Council, Weber Pathways

- 5.C. Establishing traffic calming devices.
(see Chapter 11-Transportation, Objective 6F)

Implementation: Planning Division, Engineering Division, Planning Commission, City Council, Mayor

- 5.D. Adding pedestrian level theme lighting and security lighting where appropriate (e.g. around public facilities, parks, etc).
(see Chapter 4-Community Facilities and Services, Objective 6D)

Implementation: Engineering Division

- 5.E. Providing and maintaining public improvements, such as sidewalks, crosswalks, etc. as planned for specific areas in neighborhoods.

Implementation: Engineering Division

Objective

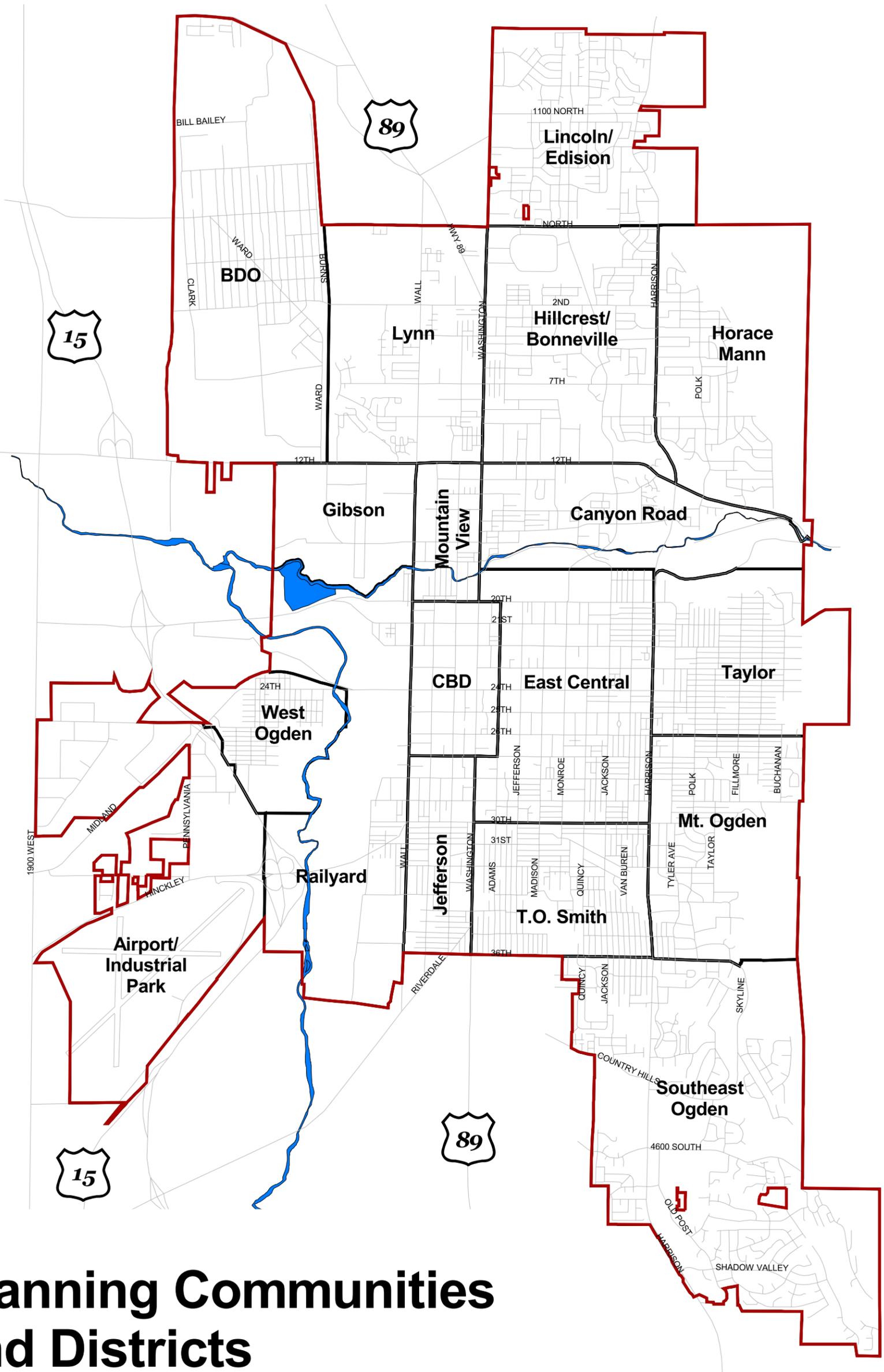
5. Make districts, communities and neighborhoods more pedestrian accessible. (cont.)



Figure 9.4-An artistic representation of curb extensions used for traffic calming and increasing pedestrian accessibility. Intersection of 25th Street and Jefferson Avenue.



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Planning Communities and Districts

 Community Boundaries



0.5 0 0.5 1 Miles

E. Neighborhoods Urban Design Guidelines

1. General Purpose of the Design Guidelines

The Guidelines are a comprehensive set of statements that address the urban design needs of different areas in Ogden City. Many of the guidelines set forth in this section were taken or adapted from the Urban Design Study that was completed in 2001. The City should review, amend, or make policy that would ensure that public and private development projects consider these guidelines as part of the planning and design process.

In addition, each community plan, using the plan's design guidelines, should develop specific standards to be implemented for city and private development projects within their respective community.

2. Neighborhood Streets

Neighborhood streets play a very important role in defining the character and quality of neighborhoods. Streets should bring unity and not serve as dividers or barriers. In order to enhance and preserve Ogden's neighborhoods, improvements are needed to provide safe pedestrian and bicycle crossings, to calm traffic, and to enhance the built character along the major neighborhood streets.

A. Intent of the Guidelines

To enhance the neighborhood streets of Ogden for the residents, cyclists, and motorists through the use of traffic calming measures, signage, street trees, and other appropriate streetscape amenities.

B. Neighborhood Streets Design Principles:

- a. If the Downtown and its associated streets are considered the City's front yard, then the neighborhood streets are the back yard of the

public realm where the activities of daily life are carried out.

- b. Residents in every neighborhood should have a clear understanding of the City's level of investment in their neighborhood.
- c. The streets, trees, and sidewalk system of the streetscape should be established and maintained at a consistent standard.

C. Neighborhood Streets Design Guidelines:

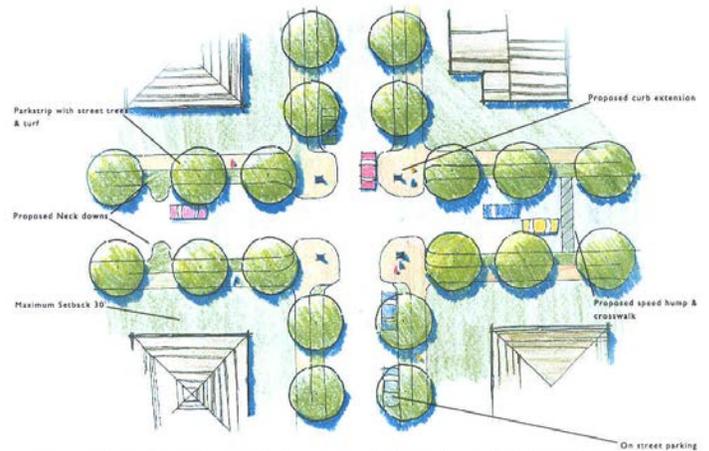
UNIFYING THE STREETScape

1. **Sidewalk Network:** The City, in partnership with property owners, should construct, repair, or maintain sidewalks within all residential neighborhoods to promote walkable communities. Sidewalks should be six feet in width and comply with ADA regulations.
2. **Plantings:** Park strips should be constructed, repaired, and maintained and should include street trees and plantings on all residential streets. Tree planted medians and entryways should be developed on streets with large right-of-ways where grand pedestrian boulevards can reduce the scale and create a strong image and identity for the neighborhood.
3. **Street Trees:** The Urban Forestry plan should guide the selection of trees for the public right of way. Trees should match the scale of the residential streetscape and generally should be large high canopied species that provide adequate vehicular clearance, accommodate placement of street lights and define the edge of the street.
4. **Public Signage:** Neighborhood areas with common characteristics or historical elements should be identified by installing unique signage or markers that signify the boundaries or location of the area and reflect the uniqueness of

the neighborhood. Signage or markers may include entry signs, street name signs, directional markers, corner sidewalk icons, color and textures of light poles, curbing, traffic control signs and sign posts, etc.

TRAFFIC CALMING MEASURES

5. **High Priority Areas:** Neighborhood streets and intersections should be ranked according to the number of accidents, safety issues or other neighborhood concerns. Priority assignments should be applied and scheduled in the updates of the City's Capital Improvements Plan.
6. **Curb Extensions:** Extended curbs should be used at intersections and mid-block crossings. This helps to reduce the travel distance for a crossing pedestrian and the waiting period for the motorist.
7. **Neck-Downs:** This traffic calming measure causes the motorist to slow down due to the perceptual narrowing of the roadway. This also increases the pedestrian space and allow for amenities such as trees and other plantings.
8. **Pedestrian Crossing Islands:** In areas where wide roadways are present, crossing islands located between the directional travel lanes should be developed at intersections and mid-block areas. This helps create protective zones and allows the pedestrian to only cross over half the traffic lanes at a time.
9. **On-Street Parking:** On-street parking should be utilized in the street design. Curb extensions and striping of parking bays should be utilized to delineate the on-street parking areas, particularly on narrow streets with a single-sided parking arrangement.



EXAMPLE OF TRAFFIC CALMING DESIGN FOR RESIDENTIAL STREETS

10. Open Space & Recreation

Introduction

The City of Ogden has incredible open space resources from the proximity to the foothills and the mountains beyond; to the trails, riverparkways and parks. The power of open space can create economic, social and health benefits. The economic benefits of open space will improve real estate values, encourage business relocation and stimulate tourism. The social and health benefits of open space have shown to help encourage physical fitness and a healthy lifestyle which in turn help reduce depression, diabetes, heart disease to list a few. While open space is strengthening the local economy and improving people's health it is also protecting the environment and cultural areas. Preserving, enhancing and acquiring this valuable resource is of prime importance to Ogden City.



A. Goal

To preserve, enhance and acquire open space that improves the quality of life, provides a place for recreation, and promotes awareness of our environment.

B. Overview

Traditionally parks was a term synonymous with open space. Over the years open space has now become the more accepted term used to incorporate a broader range of land uses besides the traditional park as shown in the attached parks & years established map. Open space as used in this plan is any land predominately free of structures which is set aside for the use and benefit of the public. These areas vary widely in character, from sites with developed facilities to sites that retain their natural character. Areas that are created, re-created, reclaimed or left in their natural state can be categorized based upon levels of development and programming.

The trends in open space have changed over the years. Certain parks may have been enhanced or relocated to meet the needs of our diverse community, while certain parks need to be enhanced. At the present time trails have become a popular use and have been developed and expanded as shown in the attached trails map.

Open space areas vary widely in Ogden City from natural areas to community parks to urban plazas. Due to this spectrum of diversity three different categories of open space have been identified.

1. Natural Environment
2. Cultivated Environment
3. Urban Environment

1. NATURAL ENVIRONMENT

Natural Environment is defined as a system of public lands with open space in a mostly natural or restored state and often interconnected. Vegetation consists of indigenous species and other plants adapted to the natural environment. These lands can provide for resource conservation, wildlife habitat, vistas and compatible recreation. Developments can include trails, rest areas, and informational signage.

Examples:

**Fort Buenaventura
Ogden Nature Center
Glasmann Pond
Foothills**



10. Open Space and Recreation

2. CULTIVATED ENVIRONMENT

Cultivated Environment is defined as public land set aside for the public use, maintained with a planned and irrigated landscape. These lands may support a wide diversity of outdoor recreational activities including picnics, team sports, and dispersed recreation. Developments can include structures that support these recreational activities.

Examples:

- Community Parks**
- Neighborhood Parks**
- Golf Courses**
- Public Cemeteries**



3. URBAN ENVIRONMENT

Urban Environment is defined as urban plazas and similar public spaces that are free of major structures and developed with a mix of hard surfaces and irrigated landscape. These spaces provide for concentrated pedestrian use and activities that include entertainment and relaxation.

Examples:

- Ogden Amphitheater**
- Junction Plaza**
- Union Station Plaza**



2. Categorize (Inventory)

The areas that have been considered as open space in the City are as follows:

- Natural areas
- Trails
- Parks
- Plazas
- Certain school grounds
- Public cemeteries
- Public golf courses
- Detention basins that are natural or can be used as play fields.

Areas that were not included in the open space inventory are as follows:

- Private lands
- Private cemeteries
- Certain school grounds
- Stadiums (Lorin Farr Rodeo Stadium, Lindquist Field, etc.)
- Majority of detention ponds which provide no amenities.
- Land outside of City limits (except Bonneville Shoreline Trails)

Open space areas in the City were categorized in order to assess what currently exists. The categories are based on the open space spectrum chart on the preceding page which identifies the natural, cultivated and urban environment.

N1- Natural Environment no programming & no development. (No access, no trails & non-motorized)

N2- Natural Environment less programming & less development. (No bicycles, secondary dirt trails & non-motorized)

N3- Natural Environment moderate programming & moderate development. (Bicycles, dirt trails & non-motorized i.e. Bonneville Shoreline Trail)

N4- Natural Environment high programming and high development. (Hard surfaced access primarily along the Ogden and Weber Parkways.)

N5- Natural Environment intense programming and intensely development. (Bowery, camping, trailheads and buildings associated with the education or use of the natural environment)

C1- Cultivated Environment no programming & no development. (No sporting activities & no play areas i.e. cemetery)

C2- Cultivated Environment passive landscape design. (Areas large enough for non organized sports & limited play areas)

C3- Cultivated Environment moderate programming & moderate development. (Limited organized sports & play areas/bowery)

C4- Cultivated Environment high programming and high development. (Organized sports & play areas/bowery/bathrooms i.e 4th Street, Bonneville, Mt. Ogden)

C5- Cultivated Environment intense programming & more intense development. (Entry Fees- golf course/swimming pools/Dinosaur Park)

U1- Urban Environment no programming & pathway development. (No activities with sidewalks through landscaped areas)

U2- Urban Environment less programming & less development. (Limited passive activities & plaza areas for sitting)

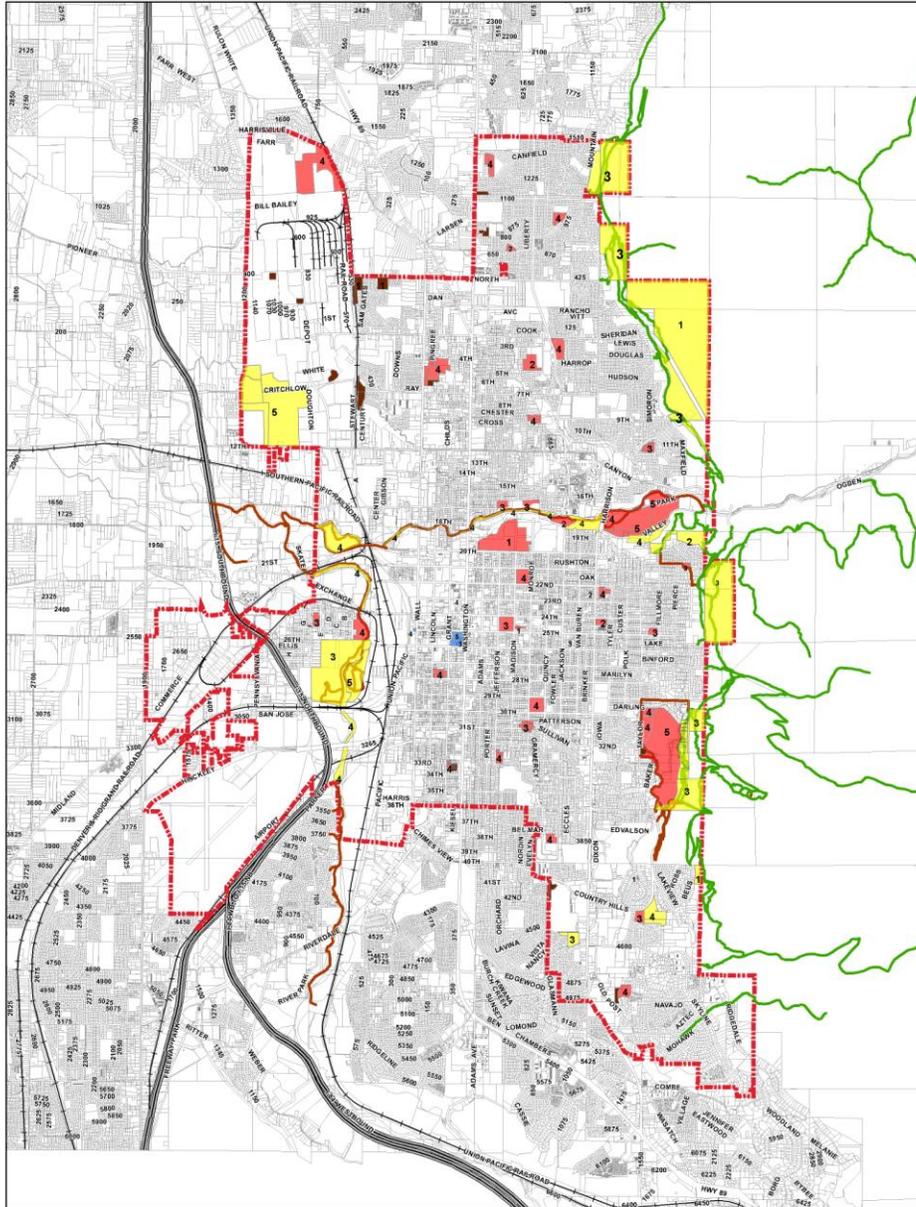
U3- Urban Environment moderate programming mixture of hard and soft landscaping & moderate development. (Spectator i.e. people watching & hardscape plaza areas i.e. Municipal Gardens)

U4- Urban Environment high programming and high development. (Variety of programmed activities & primarily hardscape with softscape accents i.e. Union Station Plaza, Junction Plaza)

U5- Urban Environment intense development and intense programming. (Optional fee for entrance, variety of activities that provides regional activities & hardscape but may include accessory softscape i.e. Municipal Gardens Amphitheater)

Natural	Cultivated	Urban
<i>Total Area</i> <u>1,212.45 ACRES</u>	<i>Total Area</i> <u>593.56 ACRES</u>	<i>Total Area</i> <u>10.41 ACRES</u>
N1 <u>325.14</u> ACRES	C1 <u>57.65</u> ACRES	U1 <u>0</u> ACRES
N2 <u>29.91</u>	C2 <u>26.04</u>	U2 <u>0</u>
N3 <u>583.44</u>	C3 <u>50.65</u>	U3 <u>8.05</u>
N4 <u>180.37</u>	C4 <u>254.14</u>	U4 <u>0.68</u>
N5 <u>176.62</u>	C5 <u>205.08</u>	U5 <u>1.68</u>

10. Open Space and Recreation



OPEN SPACE SPECTRUM

- CULTIVATED ENVIRONMENT
- NATURAL ENVIRONMENT
- URBAN ENVIRONMENT
- RETENTION PONDS
- NATURAL ENVIRONMENT 1 TRAILS
- NATURAL ENVIRONMENT 2 TRAILS
- OGDEN CITY BOUNDARY



* NUMBERS 1-5 SCALES LESS DEVELOPED/PROGRAMMED AREAS TO MORE DEVELOPED/PROGRAMMED AREAS



Prepared by Ogden City Planning
08/2010

D. Objectives and Strategies



The objectives and strategies for the open space element follow on page 10.6.

10. Open Space and Recreation

Goal

Open space contributes to a healthy environment and preservation of natural resources. Open space is based upon current and future needs of the citizens and focuses on quality.

Objective

1. Develop open space standards that would benefit the entire City.

Several open space areas throughout the City are underutilized. The concern is the lack of functional open space leads to lack of use which then leads to deviant behavior. The intent is to provide for existing and proposed open space areas that focus on the perpetual needs of the citizens.



Strategies

- 1.A. Allow for change of open space uses to meet the changing needs of the public. For instance, recreation interests change over time, so the design of open space to meet a particular recreation need would need to change as well. As the public needs change the goals of the Natural, Cultivated and Urban Environments are to be maintained.

Implementation: Parks and Recreation Advisory Committee, Public Ways and Parks

- 1.B. Provide the right level of service (LOS) for a community which focuses on quality of open space in addition to quantity. The LOS quality standards would be developed with results of resident surveys, national trends, National Recreation and Parks Association (NRPA) guidelines, changing demographics and lifestyles.

Implementation: Public Ways and Parks, Parks and Recreation Advisory Committee, Planning Division, Planning Commission, City Council, Mayor

- 1.C. Have a LOS quantity standard as a minimum City-wide standard of 2.0 acres of open space per 1,000 residents with open space typically ranging from seven to ten acres.

Implementation: Public Ways and Parks, Parks and Recreation Advisory Committee, Planning Division, Planning Commission, City Council, Mayor

Objective

1. Develop open space standards that would benefit the entire City. (cont.)

Strategies (cont.)

- 1.D. Establish as a proximity standard that open space areas have a 1/2 mile radius between each other, taking into account where low densities and unavailability of land would not allow this guideline to be met. The LOS standards would be developed as part of each community plan.

Implementation: Public Ways and Parks, Parks and Recreation Advisory Committee, Planning Division, Planning Commission, City Council, Mayor

- 1.E. Consider the community's and city's overall needs according to established community plans and the General Plan regarding open space issues. In the event the community plan's objectives are in conflict with the overall needs of the City, special attention should be looked at to see how the two objectives can be modified to satisfy both needs.

Implementation: Public Ways and Parks, Planning Department, Planning Commission, City Council, Mayor

Goal

Preserve and enhance the Natural Environment to benefit citizens along with preserving the natural habitat. Special focus should be on maintaining the existing approved trails while planning for trail expansion.

Objective

2. Preserve the Natural Environments special features.

Natural features are limited and should be preserved because there is not an unlimited supply of these features. The City should strive to preserve and enhance vegetation, wildlife and vistas. Vegetation and wildlife are closely related and large stands of vegetation should be preserved. Connection points between these large stands of vegetation should also be encouraged to create wildlife corridors.

Vistas are important for humans because they create a sense of place which identifies an area. The primary view shed of the mountains should always be maintained.



Strategies

- 2.A. Preserve natural habitat as much as possible. Top priority should be given to areas along the trails located in the foothills and rivers.

Implementation: Ogden Trail Network OTN, Public Ways and Parks

- 2.B. Vegetation for wildlife should be appropriately maintained and enhanced. Planting native vegetation that would improve native wildlife habitat should be encouraged. Efforts should be made to control or prevent the introduction of non-native and invasive species that would be harmful to the native wildlife habitat.

Implementation: Ogden Trail Network OTN, Public Ways and Parks

- 2.C. Eliminate unneeded ghost trails and restore natural vegetation to damaged areas caused by past development or unplanned trail creation.

Implementation: OTN, Public Ways and Parks

10. Open Space and Recreation

Objective

2. Preserve the Natural Environments special features. (cont.)

Strategies (cont.)

- 2.D. Preserve vistas and view sheds along the east bench. Special attention should be considered along entry corridors into the City and along the freeway to preserve and enhance the views of the mountains. If development is considered along these areas special attention should be focused on addressing height and design guidelines in order to preserve these view sheds.

*Implementation: Public Ways and Parks,
Planning Department*

Objective

3. Continue to enhance and extend the trails in the Natural Environment.

Since the early 1990's when the trails formally started to be planned, developed and preserved, the public has experienced many benefits. Some of these benefits include gaining a greater appreciation for nature and finding a quick escape from the urban area. The trails are being used more now than ever before by a variety of users. The primary users are pedestrians and bicyclists. It appears that the use will steadily increase based upon local and national trends. It is for this reason that the City should continue to find ways to improve, maintain and extend the trail system in the foothills and adjacent to the rivers and other waterways while being sensitive to the natural environment.



Strategies

3.A. Connect trails to the Ogden and Weber Parkways and Bonneville Shoreline Trails in particular by using creeks, canals, abandoned rail beds and public ways. In areas where it is possible to create loop trail systems it should be encouraged.

Implementation: OTN, Public Ways and Parks

3.B. Continue development of the Ogden and Weber River Parkway Plans. Special attention should be focused on developing green space oasis areas which create points of interest along the Parkway. Green space oasis areas are to be designed so they make a transition to the Parkway which can be accomplished by utilizing the skills of professional designers whenever possible.

Implementation: OTN, Public Ways and Parks, Parks and Recreation Advisory Committee, Planning Department

3.C. Integrate a visual or physical connection between Ogden's River Parkway and the Downtown such as well-designed pedestrian connections and decorative signage on bridges or where appropriate.

Implement: OTN, Public Ways and Parks, Planning Department

3.D. Facilitate regular discussions among trail users and owners of property adjacent to trails to resolve access and privacy concerns or issues.

Implement: OTN, Public Ways and Parks

10. Open Space and Recreation

Objective

3. Continue to enhance and extend the trails in the Natural Environment. (cont.)



Strategies (cont.)

- 3.E. Maintain the existing access points and, when appropriate, provide access points as new trails are developed. Make efforts to fortify limited access points in order to protect vegetation and wildlife.

Implement: OTN, Public Ways and Parks

- 3.F. Use various types of trail surfaces in the natural environment and along the rivers to distinguish the environment they are located in and the type of use they will accommodate. The urban environment should be primarily hard surfaces with lighting while the parkway outside the urban environment should be primarily hard surfaces with limited lighting. The foothill environment should have unpaved trails with no lighting, except possibly at trailheads.

Implement: OTN, Public Ways and Parks, Planning Department

- 3.G. Provide appropriate links between the trails and pathway systems from parks and neighborhoods.

Implement: OTN, Public Ways and Parks, Planning Department

- 3.H. Integrate the trails and bike lane system with bike planning efforts (see Chapter 11-Transportation, Objective 4). Educate the public that the pedestrian/bicyclist has the right of way.

Implement: OTN, Public Ways and Parks, Traffic Engineer, Planning Department

10. Open Space and Recreation

Objective

3. Continue to enhance and extend the trails in the Natural Environment. (cont.)

Strategies (cont.)

- 3.I. Work with other communities and trail advisory groups to finish their sections of the 26 mile Centennial Trail and Bonneville Shoreline Trail. Once finished the Centennial Trail would provide for a looped trail system around the community.

Implement: OTN, Public Ways and Parks, Weber Pathways

- 3.J. Market the diverse recreational opportunities found in the Natural Environment.

Implement: OTN, Business Development, Public Ways and Parks

- 3.K. Create amenities along the rivers that would enhance the Parkway while being sensitive to the needs of the environment.

Implement: Public Ways and Parks and OTN

- 3.L. Implement art along the parkway.

Implement: Public Ways and Parks, OTN and Ogden Arts



- 3.M. Provide quality amenities to as many users as possible along the Ogden River Parkway.

Implement: Public Ways and Parks and OTN

Objective

3. Continue to enhance and extend the trails in the Natural Environment. (cont.)

Strategies (cont.)

3.N. Install information and interpretive signage along the River Parkway and East Bench trail systems. Signage should also be provided along public streets that would direct the public to the trail system. The signage in all these areas is to be attractive, uniform and visible.

Implement: Public Ways and Parks and OTN

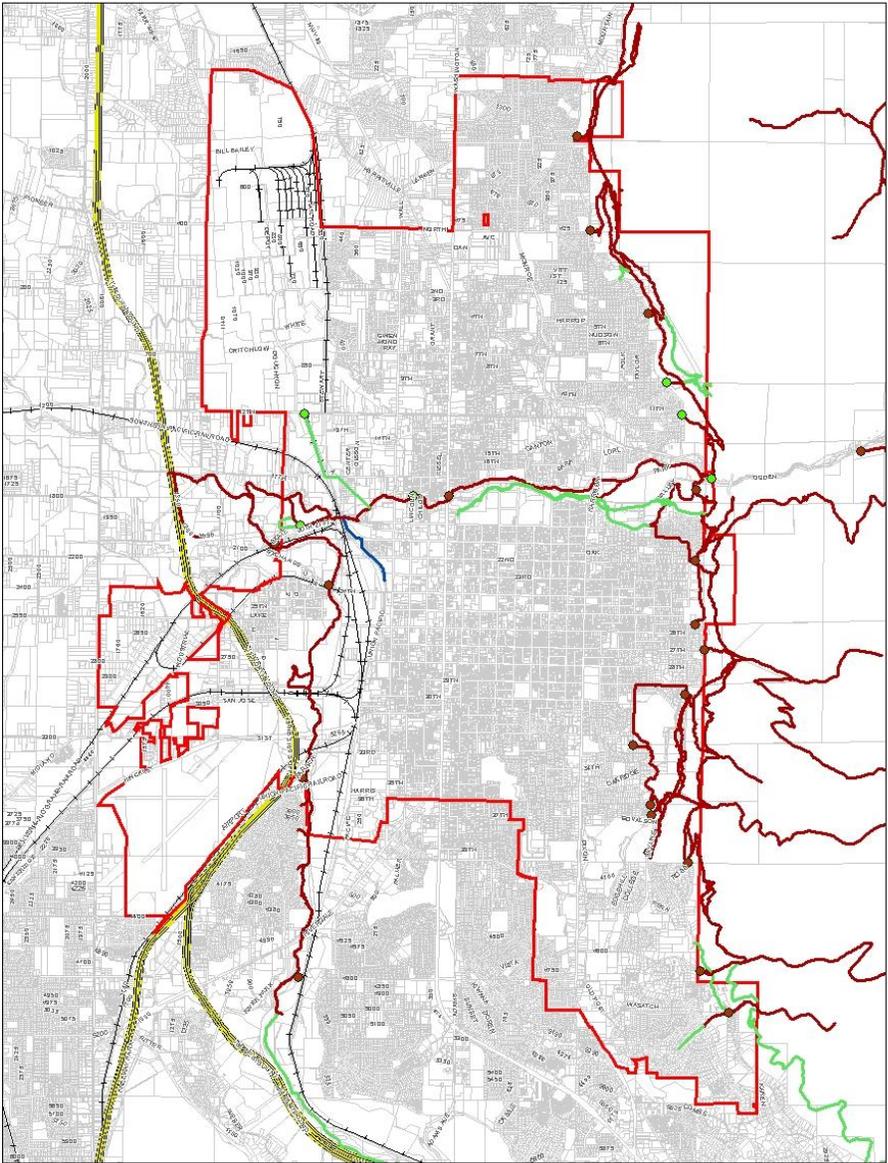
3.O. Design trails properly to reduce maintenance needs.

Implement: Public Ways and Parks and OTN

3.P. Make the rivers more visible by eliminating visual manmade barriers that are not appropriate such as concrete barriers.

Implement: Public Ways and Parks and OTN

10. Open Space and Recreation



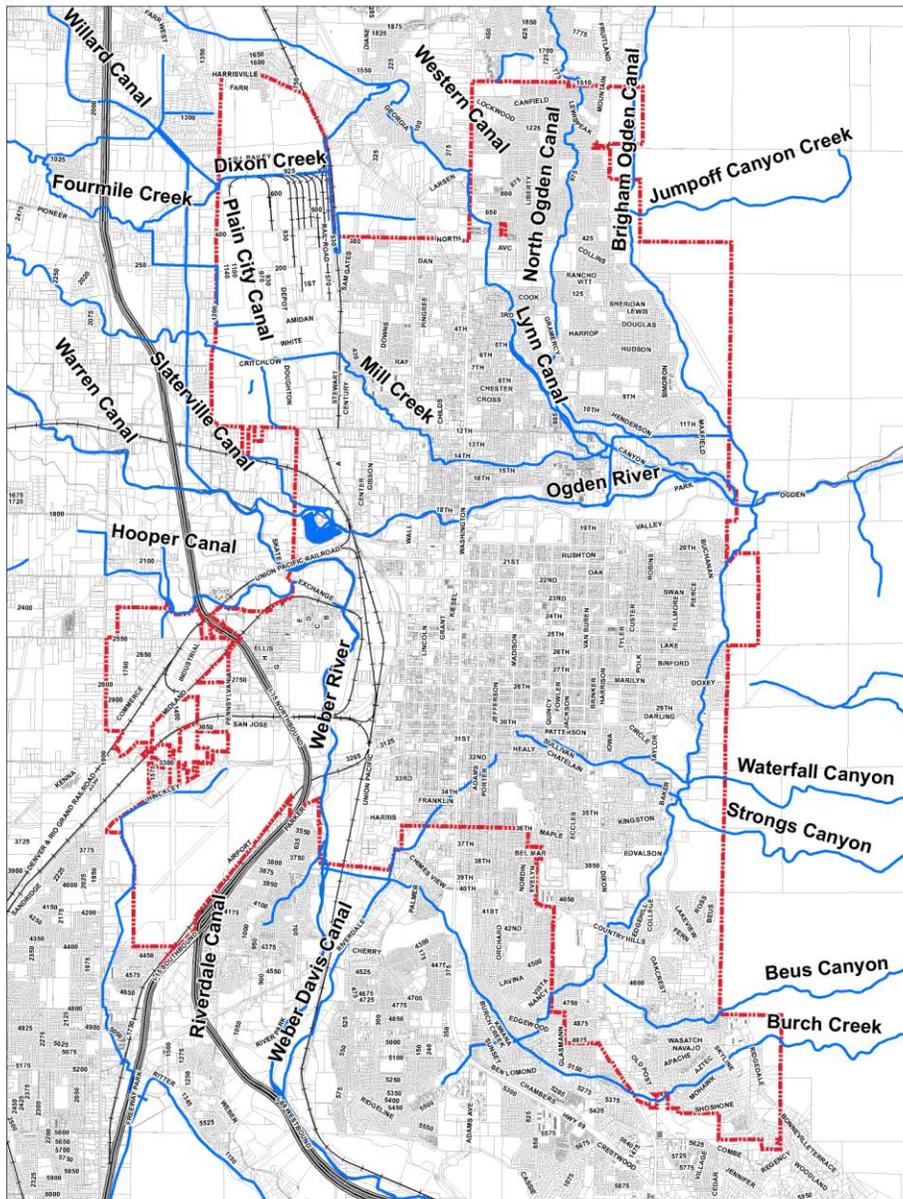
Trails

- EXISTING TRAILS ● EXISTING TRAILHEADS / ACCESS POINTS — FWY ○ PARCELS
- PROPOSED TRAILS ● PROPOSED TRAILHEADS / ACCESS POINTS +— RR ○ CITY BOUNDARY
- DEVELOPING TRAILS



Prepared by Ogden City Planning 2/2010

10. Open Space and Recreation



Tributary Streams and Canals

-  STREAMS AND CANALS
-  OGDEN CITY BOUNDARY



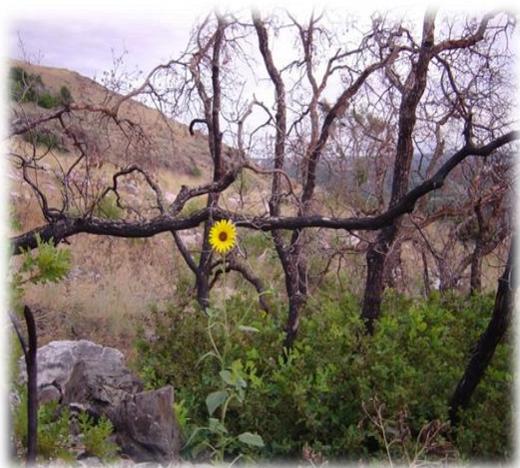
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6/2010

Objective

4. Preserve the Natural Environment from manmade fires.

Fire is a natural process but it can also be a man created hazard. The problems of fire in open space and the built environment have impacted the east bench and river trails through the years. These impacts have affected public safety, view sheds and created erosion problems. Several of these fires could have been prevented through public education.

There are ways to protect the public from fires. Understanding how the urban environment interrelates with the foothills is important. The natural process of fires will occur in the foothills and residence can be protected by taking certain precautions. The City should help individuals realize that they can have a positive impact on reducing fires by informing the public about fire awareness, fire safety and providing space between the built environment and the natural environment.



Strategies

- 4.A. Develop and implement public fire education that could reduce fires in the foothills. Support concepts found in the International Wild Land Urban Interface Code that are in compliance with the Ogden City Fire Department guidelines.

Implement: Fire Department, Public Ways & Parks

- 4.B. Develop a plan with the Forest Service for public lands east of developed areas along the east bench in order to help manage fuel loads while being sensitive to the Natural Environment. This will reduce volatile fuel loads and reduce potential impact of fires to adjacent neighborhoods.

Implement: OTN, Public Ways and Parks, Forest Service, Fire Department

- 4.C. Work with the Forest Service to have designated, limited and enforced campfire areas.

Implement: Public Ways and Parks, Forest Service, OTN

- 4.D. Educate the public and property owners adjacent to the trails about potential danger that campfires, lightning, cigarettes and fireworks can have on the Natural Environment.

Implement: Public Ways and Parks, Fire Department, OTN

- 4.E. Use trails as fire-breaks and access for firefighters.

Implement: Public Ways and Parks, Fire Department,

Goal

Enhance the Cultivated Environment when possible. Park activities and park design should meet the needs of the entire community.

Objective

5. Expand and continue to provide community recreational activities and programs in the Cultivated Open Space that meet the needs of Ogden's diverse population.

The Cultivated open space in the community provides for great recreation and team sport opportunities for adults and youth. It is important that these current recreational activities and programs are periodically evaluated and assessed.

The diverse demographics of Ogden City are something that should be embraced. Through the years the park users and their needs have changed. The parks are a great tool where people can associate with others. Facilities should be designed for all range of users, including those with disabilities.



Strategies

5.A. Involve youth, seniors and the disabled in the planning and programming of activities and programs.

Implement: Public Ways and Parks, Parks and Recreation Committee, AYSO

5.B. Implement an after-school activity program targeting youth (kindergarten through 8th grade), developed cooperatively with the Ogden City School District and other related entities to provide some no-cost activities when possible.

Implement: Public Ways and Parks, Ogden School District, Youth Impact, Boys and Girls Club, Parks and Recreation Committee

5.C. Work to provide low-cost, no-cost or services-donated programs for seniors on fixed incomes and the disabled.

Implement: Recreation Division, Public Ways and Parks, Golden Hours

5.D. Work with community centers to provide increased activities and programs for seniors and the disabled.

Implement: Recreation Division, Public Ways and Parks, Golden Hours, Marshal White Center

5.E. Continually evaluate current use of parkland and the condition of the

10. Open Space and Recreation

Objective

- 5. Expand and continue to provide community recreational activities and programs in the Cultivated Environment that meet the needs of Ogden's diverse population. (cont.)**

Strategies (cont.)

respective sites, facilities or services. These evaluations should occur every three years (1/3 each year) to see if the public needs are being addressed.

Implement: Public Ways and Parks, Recreation Division, Planning Department, Parks and Recreation Committee

- 5.F. Continually evaluate the recreation needs and determine the adequacy of existing and desired amenities and services.

Implement: Public Ways and Parks, Recreation Division, Planning Department, Ogden Trails Network, Parks and Recreation Committee

- 5.G. Establish and maintain community gardens which would integrate into the neighborhood.

Implement: Public Ways and Parks, Planning Department, Parks and Recreation Committee, Junior League



10. Open Space and Recreation



Goal

Urban open space should be provided that would meet the needs of the citizens. Special attention should be focused to maintain and enhance Municipal Gardens as the premiere City urban open space

Objective

6. Enhance and expand upon the regional open space needs in the Urban Environment while at the same time meeting the needs of the residents who live downtown.

The downtown is experiencing a major revitalization with businesses and residents moving back. It is for this reason the City should maintain an awareness of the needs of the downtown community. The public should feel safe and activities that would not foster this should be eliminated. Acquiring and developing a variety of open space areas in this urban setting is important in order to meet the needs of its diverse user groups.

The Municipal Gardens should serve as the City's premiere urban gathering place. Its location and setting are sufficient reasons to ensure that the site functions as the City's "front yard" and as a primary public event site and Town Square.



Strategies

- 6.A. Supporting the Stewart Amphitheater and Municipal Gardens as an anchor for outdoor arts and entertainment in the downtown.

Implementation: Public Ways and Parks, Urban Forester, City Council, Mayor, Special Events Coordinator, 25th Street Association

- 6.B. Create a sculpture garden in the Municipal Gardens that becomes a focal point for the City as part of the Public Arts Master Plan.

Implementation: Ogden City Arts

- 6.C. Increase activities and events in the Downtown area for all age groups.

Implementation: Special Event Coordinator, Marshal White Center, Golden Hours

- 6.D. Eliminate outside camping in the Urban Environment.

Implementation: Public Ways and Parks

10. Open Space and Recreation

Objective

6. Enhance and expand upon the regional open space needs in the Urban Environment while at the same time meeting the needs of the residents who live downtown. (cont.)

Strategies (cont.)

6.E. Provide urban open space areas for regional gathering areas and at the same time develop open space for the residents who live downtown as housing development increase. Amenities in these areas are to promote public use such as seating, water features, public art etc.

Implementation: Public Ways and Parks, Planning Department, Community Development



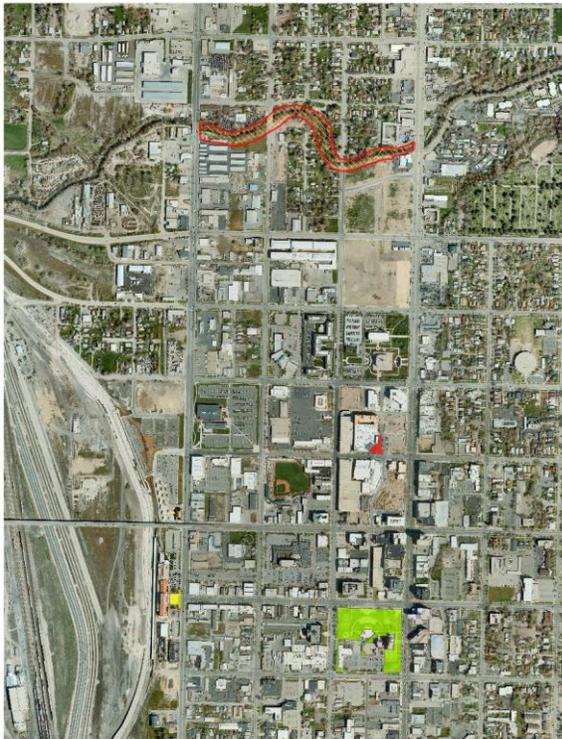
6.F. Connect urban open space areas with pathways and sidewalks. Establish a walkable urban center.

Implementation: Public Ways and Parks, Planning Department



6.G. Provide open space on both sides of the Ogden River which supports the River Project.

Implementation: Public Ways and Parks, Community Development, Planning Department



URBAN OPEN SPACE

- Junction Plaza
- Union Square
- Municipal Gardens
- River Project FUTURE DEVELOPMENT



Aerial: 4/2008
Map: 2/2010



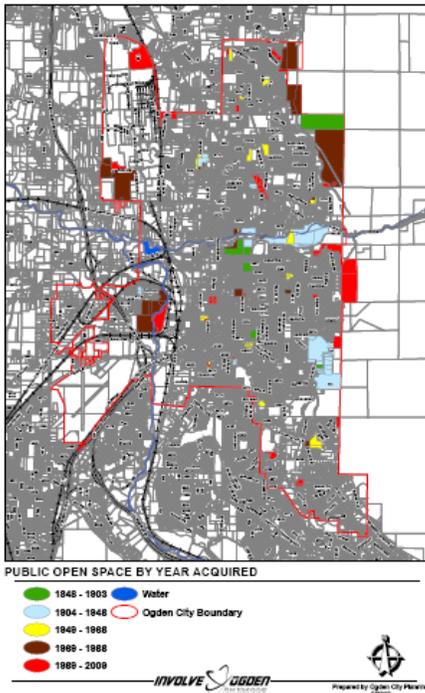
Goal

Preserve and acquire open space that would benefit the community and enhance the area.

Objective

7. Acquire and exchange Open Space that would benefit the public.

As the population and needs of Ogden increase there is a growing need to provide increased and better open space areas. Several parcels of private land exist in the City or near the City that could improve public open space by creating important connections. Parcels that could serve as connectors or are contiguous to open space areas should be encouraged for acquisition. Open space areas may also need to be exchanged in order to provide for better open space areas. Lack of maintenance amenities and poor usage of certain areas can deteriorate an open space. The open space needs could be better served by exchanging land to improve or enhance certain areas of open space.



Strategies

7.A. Open space acquisitions should serve a specific purpose such as trail access, recreation usage, and preservation of important natural areas or wildlife habitat. Prioritizing these open space areas for acquisition is important. In order to know what value is placed on acquiring certain pieces of land the following should be used in making that determination.

OPEN SPACE ACQUISITION/EXCHANGE			
<i>Open Space Values</i>	HIGH 5	?	YES
	LOW 1	NO	?
		LOW 1	HIGH 5
		<i>Project Development Potential to Public</i>	
<p><i>Open Space Value</i> is considered low when it is not contiguous to a similar environment, has no visibility, has no diversity of habitats and no public use. The strategies associated with each environment can also help in determining the value. The value is considered high when it is contiguous to a similar environment, has visibility, has diversity of habitats and a public use.</p>			
<p><i>Project Development Potential to Public</i> is considered low when land has development constraints due to topography, lack of access, natural hazards and wildlife habitat. The development potential is considered high when there are no topography or natural hazards issues and access is readily available.</p>			

Implementation: Public Ways and Parks, Planning Department, Mayor, City Council

Objective

7. Acquire and exchange Open Space that would benefit the public. (cont.)

Strategies (cont.)

- 7.B. Use the most effective means that are possible and appropriate, to obtain desired open space. Conservation easements and right-of-ways can be used instead of purchasing desired properties in appropriate situations.

Implementation: Public Ways and Parks, Mayor, City Council

- 7.C. Acquisition, exchange, or sale of open space should be consistent with applicable community plans.

Implementation: Public Ways and Parks, Planning Department, Mayor, City Council

- 7.D. The City should take an active role to give priority to acquiring those parcels that might otherwise be developed since limited public funds are available for acquisition of open space. Lands that already have development constraints due to topography, lack of access, or natural hazards should have lower priority. Natural hazards may include but are not limited to faults, high rock fall areas, springs or land slide areas.

Implementation: Public Ways and Parks, Mayor, City Council

Objective

7. Acquire and exchange Open Space that would benefit the public. (cont.)



Strategies (cont.)

- 7.E. Exchanging existing open space for new open space is permissible only when specifically authorized by the applicable Community Plan. Similar types of open space could be exchanged. (i.e. Cultivated Environment for Cultivated Environment, and Urban Environment for Urban Environment) provided they meet the requirements for exchanges as shown in the previous chart. Urban and Cultivated Environment open space may be considered for exchange in order to acquire Natural Environment open Space. Natural Environment exchange for another Natural Environment could be considered only when the areas under consideration help to create strong habitat improvement by means of connections to other open space and there is a diversity of habitats as key factors in the chart system to validate this type of exchange and it would not result in a net loss of natural open space acreage. Examples of exchanges could occur when it provides a connection between two similar pieces of publicly owned open space or improves vistas.

Implementation: Public Ways and Parks, Mayor, City Council

Objective

7. Acquire and exchange Open Space that would benefit the public. (cont.)

Strategies (cont.)

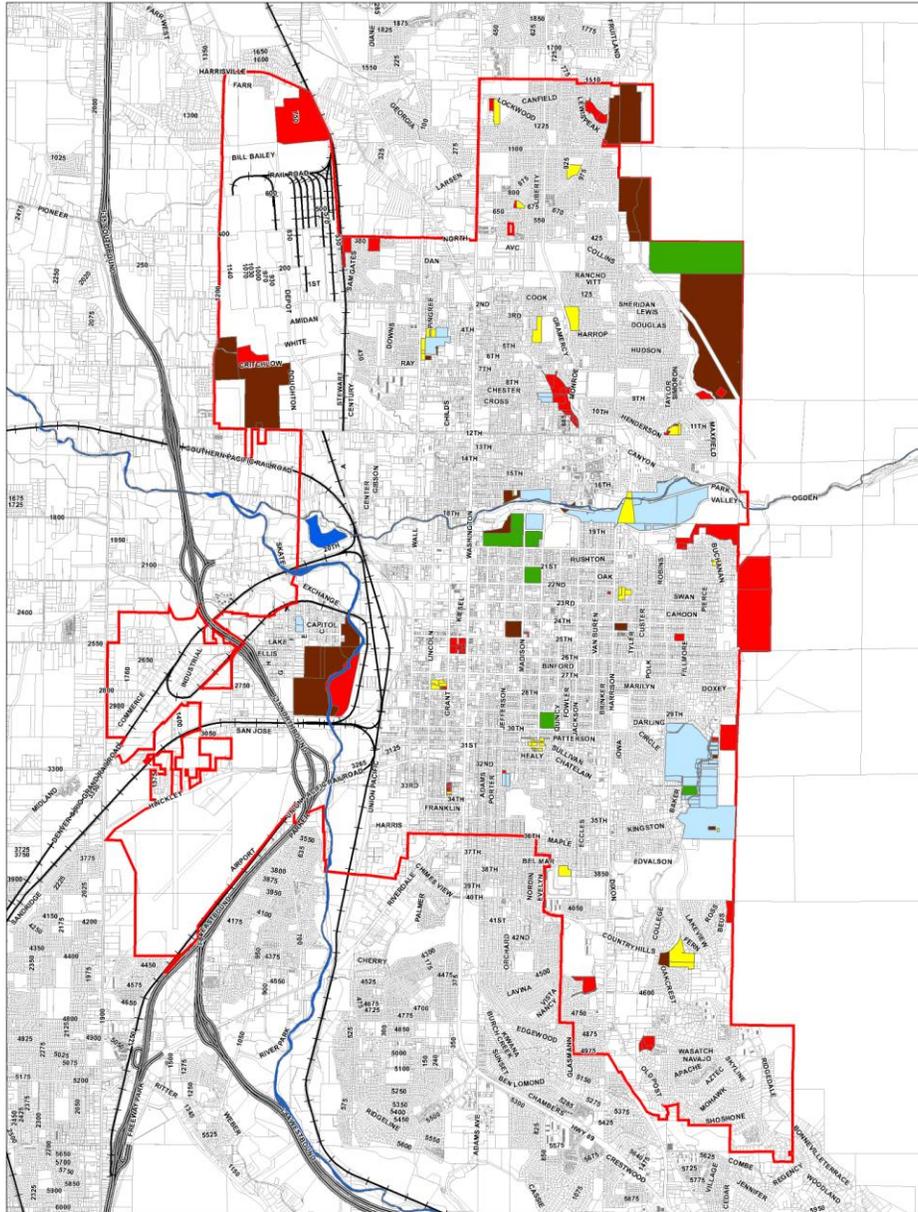
- 7.F. Use the following tools when appropriate to facilitate preservation of open space:
- i. partnerships with other government entities, nonprofit organizations, and private landowners
 - ii. conservation easements
 - iii. tax donations
 - iv. land exchanges
 - v. impact fees
 - vi. tourism tax
 - vii. open space tax / bonding
 - viii. RAMP
 - ix. LeRay McAllister
 - x. U.S. Forest Service

Implementation: Public Ways and Parks, Mayor, City Council

- 7.H. Conditions of annexation along the east bench foothills should include open space to encourage the preservation of views, natural environment and trails or access to trails.

Implementation: Public Ways and Parks, Planning Division

10. Open Space and Recreation



PUBLIC OPEN SPACE BY YEAR ACQUIRED

- 1848 - 1903
 - 1904 - 1948
 - 1949 - 1968
 - 1969 - 1988
 - 1989 - 2009
- Water
- Ogdenville City Boundary



Prepared by Ogdenville City Planning
2/2010



Goal

Maintain open space areas which historically encourage usage and promotes safety

Objective

8. Enhance the maintenance of Open Space.

There is a concern that when open space areas are not maintained they are not used. The Police Department has indicated that when the public eyes are removed from these areas it leads to increased vandalism and crime. The City needs to be aware of the importance of well maintained open space areas in order to maintain the public use in these areas. The City, when acquiring land, should also make sure they can maintain acquisitions in order to reduce vandalism and crime throughout the City.

Strategies

- 8.A. Design open space areas to include reduced maintenance. Encourage designs and redesigns of the Natural and Cultivated environments to find ways in which maintenance can be reduced. The Natural Environment could design trails to reduce erosion which would eliminate trails being washed out. The Cultivated Environment could reduce graffiti with the use of community designed murals which encourage the community to take ownership in the art.

Implementation: Public Ways and Parks, Planning Department, Community Development, Neighborhood Watch, OPD



- 8.B. Increase maintenance in certain instances in the Cultivated and Urban Environment to meet the activity levels in parks and plazas. The intent is to

Objective

8. Enhance the maintenance of Open Space. (cont.)



Strategies (cont.)

exceed expectation levels and increase usage. An example of this is the need to increase usage on the Municipal Block in order to maintain and increase park activities.

Implementation: Public Ways and Parks, Special Event Coordinator

- 8.C. Provide Bonneville Shoreline Trail maintenance primarily by volunteers, sponsorships and neighborhood groups. The City should oversee these projects to make sure it meets City standards. In the spring the City should fund a professional maintenance crew for a few weeks to handle priority maintenance projects. In the event the volunteer groups are not able to maintain these areas the City will need to provide for added maintenance.

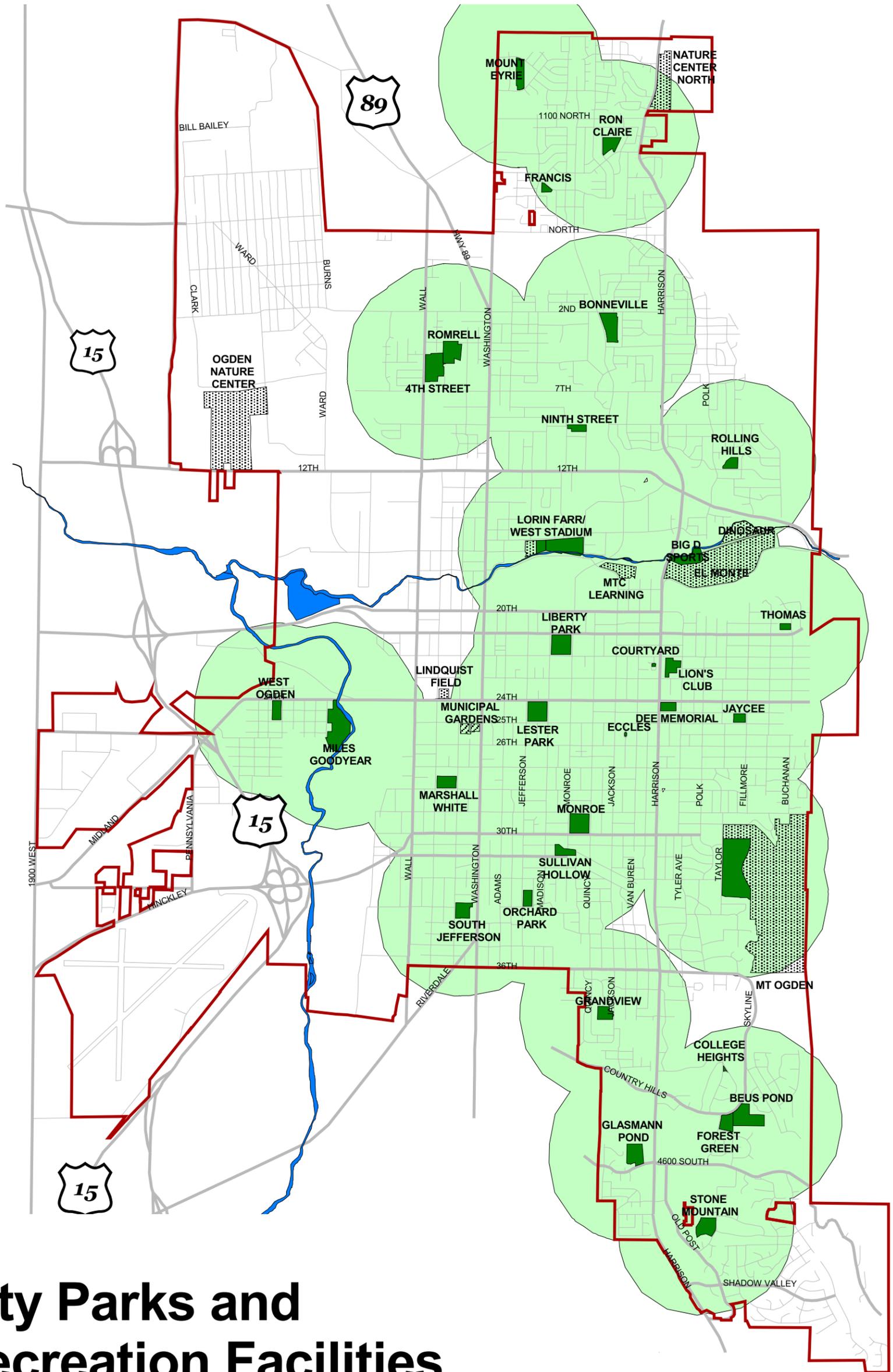
Implementation: Public Ways and Parks, Ogden Trails Network, BSA, Weber Pathways

- 8.D. Provide Ogden and Weber River Parkway Trail maintenance by volunteers, sponsorships, development agreements, neighborhood groups, impact fees and general fund. Special attention should be focused on improving the trail surface where roots and weather have compromised the surface area.

Implementation: Public Ways and Parks, Ogden Trails Network, Community Development

- 8.E. Provide public education for trail safety and adequacy.

Implementation: Public Ways and Parks, Ogden Trails Network, Weber Pathways



City Parks and Recreation Facilities

- City Parks (Pocket, Neighborhood and Community)
- Recreation Facilities
- Urban Open Space
- Neighborhood and Community Parks
- 1/2 Mile User Radius



11. Transportation

A. Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.

B. Overview

Transportation is a key element of everyday life, forming a framework for the economic well being of an area and having a direct impact on the quality of life. Transportation and land use are inextricably linked. Trip-making patterns and volumes as well as modal distributions are largely a function of the spatial distribution of land. Overtime, the spatial distribution of land will influence travel patterns; in turn, the level of accessibility provided by the transportation network will influence land use distribution.

Ogden City is at an important juncture. Policies and decisions regarding transportation in relation to land use will play a powerful role in controlling congestion and the resultant quality of life. To meet the desired goals will require implementation of well-thought-out strategies. Population and employment in Ogden will continue to grow placing more demands on the transportation system. Growth along the Wasatch Front will further the need for regional connectivity. The transportation element seeks to meet these challenges in a responsible manner.

C. Existing Conditions and Key Findings

Rapid growth in Ogden in terms of population and employment and escalating vehicle miles of travel will cause further traffic congestion on many of the city's already busy arteries. As

stated by Wasatch Front Regional Council (WFRC) in the Ogden Area Long Range Plan, "in order to support the growth in the area and reduce congestion, the transportation system will need to be significantly upgraded over the next 20 years. In addition, existing highway and transit facilities need to be preserved, safety needs to be increased and the ability of inter-modal facilities to efficiently move people and goods needs to be enhanced."

Projections indicate that highways and streets in the Ogden area will become more congested over the next 20 years. According to WFRC, vehicle miles of travel (VMT) grew from an estimated 3.6 million miles per weekday in 1980 to over 4.9 million miles per workday in 1990. By 2015, WFRC expects VMT to be 8.4 million

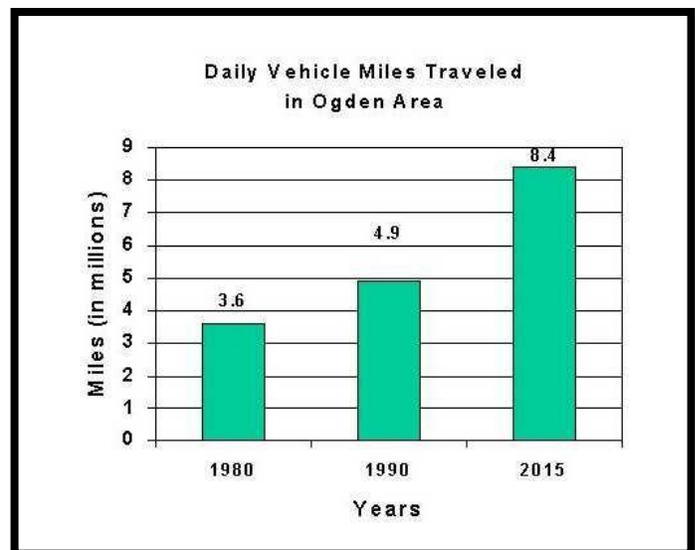


Chart 11.1-Daily miles traveled in Ogden area.

miles per workday (see Chart 11.1 below).

1. Workday Travel Patterns

According to 1990 U.S. Census, Journey to Work data, 96 percent of all daily home-based work trips in the Ogden area were made by automobile, 82 percent were made by individuals driving alone. Nearly 37 percent of

11. Transportation

residents in southeast Weber County work outside the area; however, approximately 48 percent of the jobs in this part of the county are filled by workers from outside the area. Travel in Ogden is characterized by dependence on the automobile. Workday travel patterns also suggest many of these trips are regional in nature.

2. Transit Service

Utah Transit Authority (UTA) currently carries just under 3,000,000 riders per year in the Ogden area. These account for one to two percent on all trips and approximately four percent of the area's work trips. Most of the Weber County routes currently meet at the Intermodal Center at 23rd & Wall Avenue linking bus with commuter rail service. In addition to local and worker service, UTA provides an inter-area express service on routes via freeways from Ogden to Salt Lake City. Average weekly ridership on these routes is approximately 8,300.

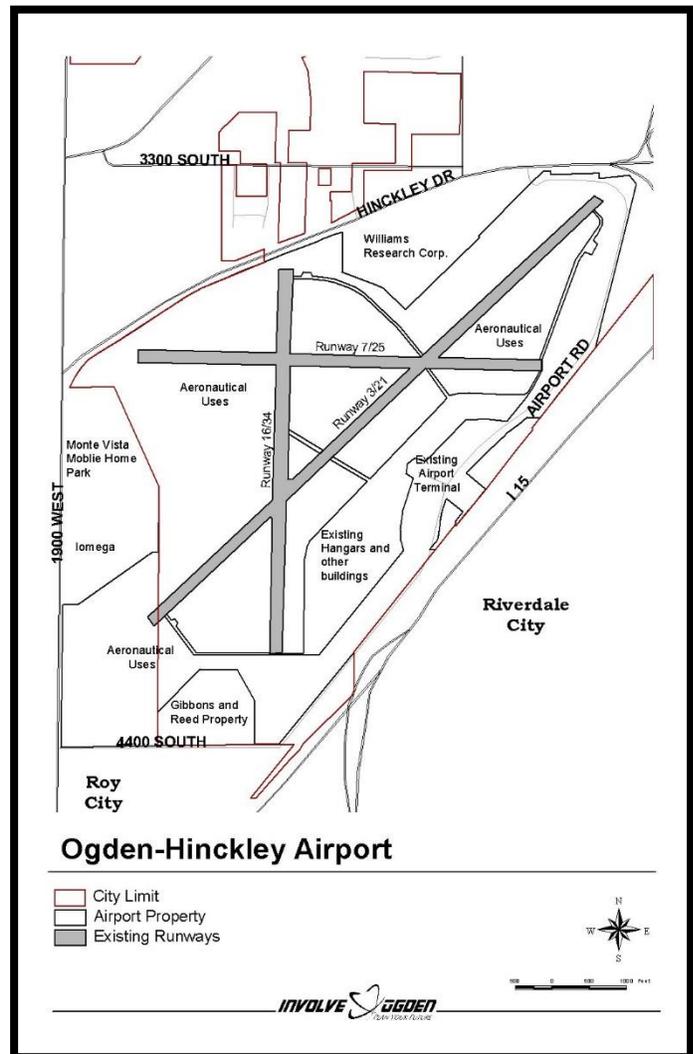
3. Bus Rapid Transit (BRT)

Providing connections between various forms of transportation to high demand destinations is important in creating a functional transportation system. The Bus Rapid Transit system is planned to make connections from the Frontrunner Station to Weber State and McKay-Dee Hospital. The route would pass through the downtown and east along 25th Street to Harrison and then south to Weber State, through the campus to the Dee events Center and then west to McKay-Dee Hospital. The first phase has the potential in the future to connect other areas in Weber County to these key destinations.

4. Ogden-Hinckley Airport

The Ogden-Hinckley Airport is an important component of Ogden City from both a transportation perspective and a development perspective. An economic impact study completed in April 1999 concluded that the airport contributes more than \$29 million to the economy of Northern Utah annually and will

contribute more than \$150 million in economic benefits over the next five years. In 1995, the City completed a master plan for the airport that stressed important goals. Among these are the



Map 11.1- Ogden-Hinckley Airport and surrounding land uses.

following:

- a. Accommodate both General Aviation and Commercial Service;
- b. Improve, promote and expand use of the facility;

- c. Protect the integrity and safety of the airport and surrounding land uses;
- d. Maintain and expand airport funding sources; and
- e. Retain ownership of the airport site, allowing for the development of those types of uses associated with the maintenance, repair, storage and use of aircraft.

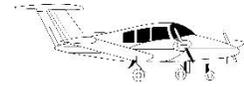
The Ogden-Hinckley Airport is Utah's second busiest airport and has three runways ranging in length from 5,350 feet to 8,100 feet. The airport is a FAR Part 139 airport certified to host commercial and carrier aircraft in the B-737 class. The airport currently handles 105,000 annual operations and in some years it has accommodated significantly more operations- 219,111 in 1973, 190,527 in 1972 and 174,190 in 1971. Airport operations are takeoffs, landings, an approach or a missed approach.

The average growth in operations is approximately one percent per year and operations are expected to increase by 100 percent to 210,000 annual operations by 2015. More than 280 aircraft are based at the facility.

Total hangar space at the airport is approximately 500,000 square feet with more than 200 buildings. The Ogden-Hinckley Airport is one of the two public-use airports in Utah with Federal Aviation Administration (FAA) controlled towers (the other is SLCIA). Approximately 100 parking spaces are available near the terminal. The airport is prepared to meet an assigned responsibility as the primary general aviation airport supporting the 2002 Winter Olympics.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 11.4.



Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible..

Objective

1. Continue to improve, promote and expand utilization of Ogden-Hinckley Airport.

The Ogden-Hinckley Airport is a developing asset that has yet to realize its full potential. The planned development to add a sky-park and expand hangar facilities will evolve over the next three years to achieve full potential and self-sufficiency.

The cornerstone of utilizing this resource is the airport master plan, which was approved in 1995 and reconfirmed in July of 2000. Improvements that are made to the airport should follow the recommendations of the plan and the plan should be periodically revised as technology changes and accomplishments are achieved.

The Airport should be marketed to business aircraft owners as a full service transient and destination airport. The Airport must be linked to the inter-modal hub as a vital connection to businesses downtown.



Figure 11.1-Ogden-Hinckley Airport terminal and towers.

Strategies

1.A. Implementing the adopted Ogden-Hinckley Airport Master Plan and updating the plan every ten years, beginning in the year 2005.

Implementation: Airport Corporation Council, Airport Manager, City Council, Mayor

1.B. Promoting and marketing the Ogden-Hinckley Airport and ensuring that it becomes financially self-sustaining.

Implementation: Airport Corporation Council, Airport Manager, Business Development Division, Mayor

1.C. Pursuing a course of action to make the Ogden-Hinckley Airport more attractive to aviation businesses or users.

Implementation: Airport Corporation Council, Airport Manager, Business Development Division, Mayor

1.D. Ensuring that the inter-modal hub works in conjunction with the Ogden-Hinckley Airport to become interconnected transportation assets for Ogden and for Northern Utah.

Implementation: Airport Manager, Engineering Division, Business Development Division, City Council, Mayor

1.E. Identifying and marketing the opportunities for area businesses to better utilize the services of the Ogden-Hinckley Airport.

Implementation: Airport Corporation Council, Airport Manager, Business Development, Mayor

Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.

Objective

2. Protect the integrity and safety of the airport and surrounding land uses

The Ogden-Hinckley Airport is bounded on the southeast by City of Riverdale and on the southwest and west by the City of Roy. The increase of operations at the airport coupled with the increase of development in both of these neighboring cities makes it necessary to protect the integrity of the airport as well as protect the safety of the surrounding land uses. The flight path to runway 3/21 is directly over Roy High and a growing residential neighborhood.

An overlay zone should be developed and established to regulate uses within the airport as well as on surrounding properties. As the operation directly affects other communities, those communities should be involved in the development of the zone and zoning ordinance.

Strategies

- 2.A. Developing an airport overlay zone and zoning ordinance in cooperation with the neighboring cities of Roy and Riverdale which addresses the regulation of uses, heights and other site improvements within and outside surrounding areas to ensure continued viable operation of the airport.

Implementation: Airport Manager, Airport Corporation Council, Business Development Division, Planning Division, Planning Commission, City Council



Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.

Objective

3. Improve and expand transit systems, including first and last mile connections to transit opportunities, allowing for efficient and convenient access throughout the City and the region. Ensure that facilities associated with public transit are accessible, attractive and appropriately maintained.

Ogden needs to continue emphasizing the greater use of transit systems which help to reduce capacity challenges as the region grows. Ogden should continue working with regional partners in addressing those transportation options such as UTA. Those partnerships are important not only in increasing the use of public transportation, but in developing public transportation options and routes that support business and residential development, specifically for the downtown and neighborhood village centers or transit oriented development at important connection and transfer points. As this system of public transportation is developed, it should allow for the integration of the existing airport.



Figure 11.2 - Transit can be an important form marker and create exciting urban environments as in San Diego

Strategies

- 3.A. Continue a positive relationship with UTA in developing, enhancing and implementing public transportation services..

Implementation: Engineering Division, City Council, Mayor, UTA

- 3.B. Establish first and last mile connections to transit increasing the convenience and ease of access via biking, walking or other evolving methods.

Implementation: Business Development Division, Engineering Division, Ogden Downtown Alliance, City Council, Mayor, UTA

- 3.C. Pursuing an aggressive education campaign pointing out the merits and benefits of public transportation.

Implementation: Engineering Division, Ogden Downtown Alliance, City Council, Mayor

- 3.D. Encourage employers including Ogden City, to create an employee transit incentive program.

Implementation: City Council, Mayor, UTA, Chamber of Commerce, Ogden Downtown Alliance

- 3.E. Promote and support the use of the fare-free downtown circulator system.

Implementation: City Council, Mayor, UTA, Chamber of Commerce, Ogden Downtown Alliance, Community and Economic Development.

- 3.F. Enhance the service and increase the frequency of the most heavily traveled transit routes, including Washington and Harrison Boulevard.

Implementation: Ogden Downtown Alliance, City Council, Mayor, UTA

Objective

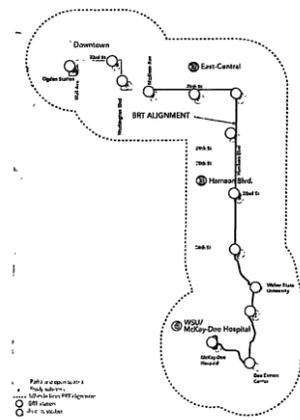
- 3. Improve and expand public transportation opportunities, which allow convenient access throughout the City and the region. Ensure that facilities associated with public transit are attractive, appropriately maintained and meet the needs of transit users. (cont.)**



Figure 11.3-Intermodal Station on Wall Avenue

Strategies (cont.)

- 3.G. Explore the option of a Frontrunner BDO station when service north of downtown is extended.
Implementation: Community and Economic Development, City Council, Mayor, UTA
- 3.H. Increase transit options, revise route times and frequency to the Business Depot Ogden
Implementation: Business Depot Ogden, Mayor, UTA
- 3.I. Continue to provide transit to ski resorts in the winter.
Implementation: Business Development Division, Convention and Visitors Bureau, Engineering Division, City Council, Mayor, UTA
- 3.J. Designing the facilities associated with transit with special attention to BRT stops according to themes that reflect Ogden's setting (i.e. history, natural environment, or urban fabric).
Implementation: Engineering Division, Planning Division, Planning Commission, City Council, UTA
- 3.K. Develop TOD regulations for land use along the priority stations proposed for the BRT to enhance the use and function of the BRT.
Implementation: Planning Division, Business and Economic Development, City Council, Mayor, UTA





Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.

Objective

4. Develop a connected bicycle network throughout Ogden and with adjoining communities

Bicycling is an increasingly important transportation mode for commuting and is a desired recreational activity. Bicycling needs must be accommodated to maintain the quality of life expected by residents of Ogden.

Bicycle usage as a means of transportation not only improves the health of individuals but improves the environment and is a positive influence on congestion mitigation, overall traffic safety and community economic viability.

A small amount of people will use bicycles for transportation without any improvements to the present road system but for cycling to become an important part of the clean transportation choice, a well-planned and designed connective system needs to be in place. This will allow all skill levels of cyclist opportunities to bicycle to desired locations. Connections to other communities and to trail heads as a link to our other recreation resources is also important for a functioning system.



Bikes as means of transportation.

Strategies

- 4.A. Create a citywide bicycle network that serves key destinations including the Ogden Frontrunner Station, Weber State University, Downtown, and Business Depot Ogden.
Implementation: Engineering Division, Planning Division, City Council
- 4.B. Improve the connections between Ogden's street network and the regional trail network (e.g. Weber River Trail, Ogden River Trail, Ogden Canyon and trailheads).
Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor
- 4.C. Eliminate gaps and physical barriers to cycling (such as missing segments in bike lanes, lack of connections over barriers like rail lines and rivers, or other issues).
Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor, UDOT, Ogden Trails Network
- 4.D. Partner with UDOT, UTA, Weber County and adjacent municipalities to develop facilities that connect into neighboring communities.
Implementation: City Council, Mayor, Planning Staff, Engineering Staff, WFRC
- 4.E. Coordinate with Weber State University to make connections to campus from neighboring communities.
Implementation: City Council, Weber State
- 4.F. Adopt a complete streets ordinance to ensure cycling facilities are routinely considered in new construction, maintenance and temporary traffic control.
Implementation: Engineering Division, Planning Staff, Planning Commission, City Council

Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.



Objective

5. Enhance Bicycle Safety

Only a small portion of the population will ride bikes on streets that have not made any accommodations for bike usage. This is not any different from the fact only a small portion of motorized vehicles will travel on unimproved roads. Design, installation and maintenance must account for the bicycle users as well as motorized vehicles.

Bike accommodations vary on different streets just as streets vary in width and design based on the intended purpose of the street. Creating safe bike accommodations on each street needs to consider pavement widths, traffic speed, types of traffic and route destinations.

Education of bicyclist and motorists is also an important part of bicycle safety. Both user groups need to understand the expectations of sharing the roadway.



Grant Avenue Promenade

Strategies

5.A. Construct bike facilities based on characteristics of the road and traffic to promote safe and comfortable riding.

Implementation: Engineering Division, Planning Division

5.B. Maintain bike paths to ensure that the pavement is in good condition and that they are free of ice, snow, and debris.

Implementation: Engineering Division, Streets and Public Ways Division.

5.C. Invest resources at intersections within identified bicycle network and on high volume roadways to provide safe crossing opportunities.

Implementation: Engineering Division, City Council, Mayor, UDOT,

5.D. Enhance safety for cyclists at major intersections along bike facilities and where barriers or issues exist.

Implementation: Engineering Staff, WFRC, UDOT, Streets and Public Ways

5.E. Establish bicycle enforcement policies and procedures, including enforcement, education, warnings and citations issued for unsafe bicycle behavior, and targeted patrolling of critical bicycle/ automobile interface locations.

Implementation: Ogden City Police

5.F. Incorporate bicycle requirements into engineering standards so they can be integrated into the permitting process. This could include code enforcement ensuring construction projects maintain/ replace bikeways, temporary construction detours and traffic control plans.

Implementation: Engineering Division,



Objective

5. Enhance Bicycle Safety



Bike traffic signals and lane separation

Strategies (cont.)

5.G. Provide educational programs to teach children and adults bicycling “rules of the road.”

Implementation: Ogden City Recreation, Ogden School District, City Public Information, Bicycle Advocacy groups

5.H. Include bicycle laws, behavior, and rights in automobile driver education.

Implementation: Ogden School District

Objective

Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.



Objective

6. Encourage bicycling for all ages and abilities

Bicycling is not limited to one age group or one type of interest group. A child riding a bike around the block to visit a friend or to go to school is no less an important transportation decision as adults using bikes to commute to work. Both cases reduce motor vehicle miles traveled and air pollution.

Knowing the routes to travel to the desired destinations and having confidence you can travel to that destination in safety is important for bicycle usage to become a transportation option for all age groups and abilities.

Choosing bicycling as a form of transportation is only as successful as the comfort level a person has in the ability to get from one location to another. Education and support helps create a comfort level for many people. Providing resources such as mapping and signage and opportunities through community interaction to develop that comfort level is important.



Bike lane designations by signage and surface treatment

Strategies

6.A. Work with school districts to develop a comprehensive Safe Routes to School program that includes accommodations for cycling.

Implementation: Engineering Division, Ogden City School District.

6.B. Design and publish local and regional bike and trail maps both in paper and online to highlight bike routes, cycle tracks, bike parking and other bike service facilities available in the city.

Implementation: Planning Division, Ogden Trails Network, Bikes shops, Bike Advocacy groups.

6.C. Encourage a bike share program.

Implementation: City Council, Mayor,

6.D. Provide bicycle outreach at the Ogden Arts Festival and other citywide events.

Implementation: Bicycle advocacy groups, events coordinator.

6.E. Proactively reduce bicycle theft and increase recovery of stolen bicycles.

Implementation: Ogden City Police, Neighborhood watch, Bicycle advocacy groups.

6.F. Introduce wayfinding signage to help residents and visitors navigate through the City.

Implementation: Planning Division, Engineering Division,

6.G. Support community based organizations that provide resources and education and are consistent with the goals and objectives of Ogden City.

Implementation: Ogden City Council, Ogden City Administration

Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.



Objective

7. Improve the bicycling culture in Ogden by actively encouraging businesses and government organizations to support cycling.

The success of biking as a transportation form is only as successful as the facilities provided for bicycles. Road improvements on their own will not ensure a successful system if there is nowhere for bikes to park once they arrive at their destination. Planning for bike parking in convenient places is important.

Equally important is the need to make sure the biking population feels as comfortable in their mode of transportation as cars do. Facilities need to be planned for and encouraged. The community needs to be aware that this mode of transportation has an overall community benefit and not just those who ride bikes.



Tour of Utah start on 25th Street



Bike Day event in L.A.

Strategies

7.A. Establish a long term goal of receiving a Platinum ranking from the League of American Bicyclists Friendly Community program.

Implementation: Mayor, City Council, Engineering Division, Planning Division.

7.B. Encourage business and organizations to apply for recognition from the League of American Bicyclists Bicycle Friendly Business program.

Implementation: Business Development, Chamber of Commerce, Business Associations, Mayor.

7.C. Develop and support citywide bike to work programs.

Implementation: City Council, Mayor,

7.D. Create and enforce bicycle parking ordinances and encourage additional cyclist amenities (i.e. showers).

Implementation: Planning Commission, City Council, Parks and Ways Division, CIP.

7.E. Include bicycle components in neighborhood and citywide planning documents.

Implementation: Planning Division, Planning Commission, City Council.

7.F. Include bicycle facilities into new development and redevelopment projects.

Implementation: Planning Division, Planning Commission, Redevelopment

Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.



Objective

8. Develop an evaluation process of Ogden's bicycle programs, projects and procedures.

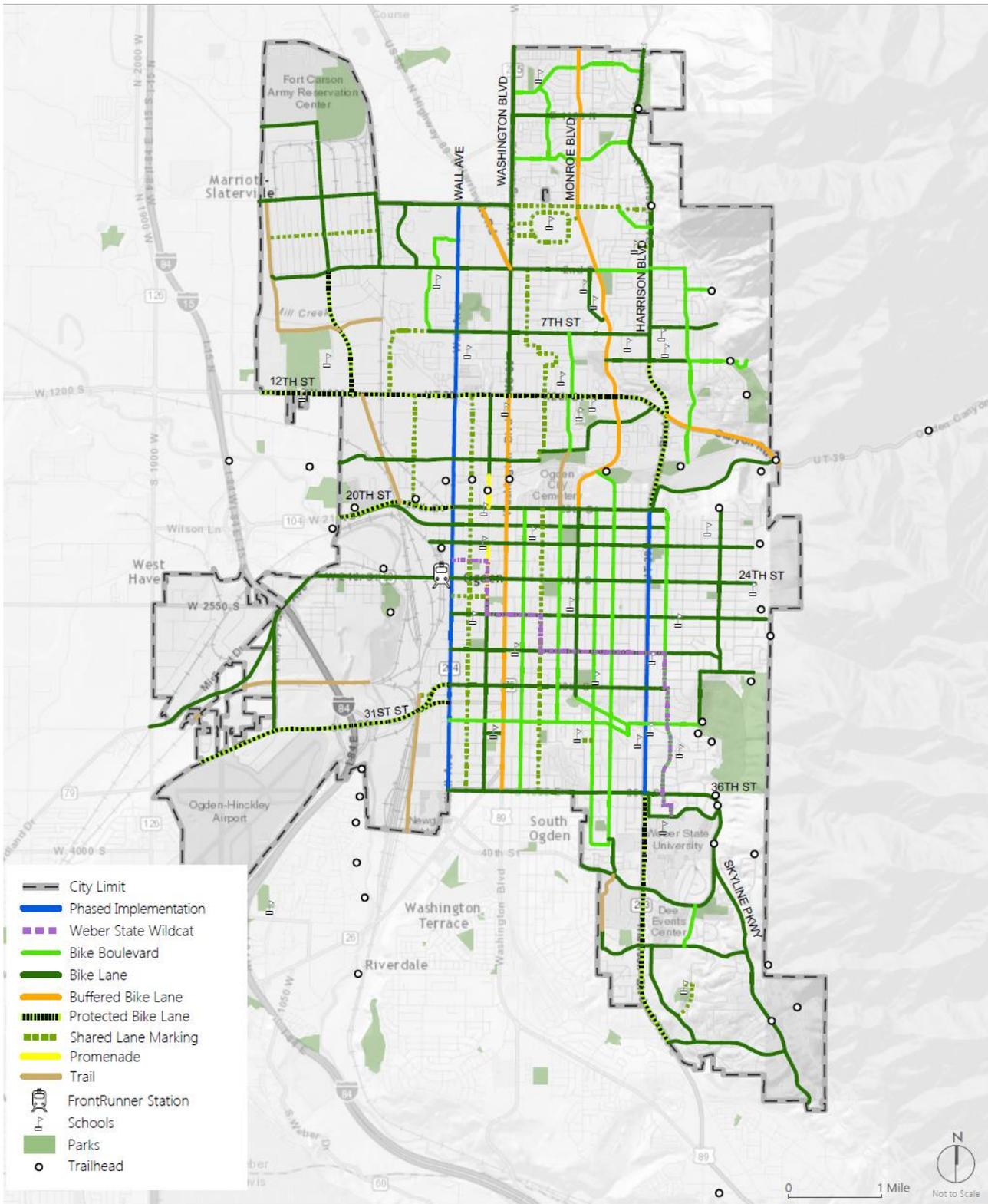
A master plan is only as good as the evaluations of the plan once elements are in place. Needs may change and opportunities may arise to develop facilities that may not be identified on the current plan. Reevaluation is needed of the plan and the success of the developments that have occurred in the plan evaluated on a frequent basis to make sure that the plan can adjust to changing conditions.

Input from users is an important source of obtaining evaluation information. There should be a committee to review and make suggestions as phases of the plan are implemented.

Strategies

- 8.A. Identify city staff to lead bicycle efforts and be liaisons to the bicycle and business community
Implementation: City Administration
- 8.B. Prioritize funding and other resources based on a monitoring and evaluation program.
Implementation: Administration, City Council
- 8.C. Monitor bicycle facilities to ensure they are in a safe and operational condition.
Implementation: Streets and Public Ways
- 8.D. Create an active bicycle advisory committee.
Implementation: Administration, City Council,
- 8.E. Institute a program to monitor use through regular counts. Coordinate with active transportation advocacy groups and other partners to encourage volunteer opportunities.
Implementation: Engineering Division, Bicycle advocacy groups.
- 8.F. Secure funding for bicycle improvement activities and proposals through various state and federal grants, and local programs like the Weber County Recreation, Arts, Museums, and Parks (RAMP) program.
Implementation: Administration, City Council

11. Transportation



Goal

Adopted: April 2002,
Amended: February 2016, January 2020



Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.

Objective

9. Develop and maintain a system of bicycle routes, trails and improvements that are safe, convenient and designed to meet the varied needs (or various types) of bicyclists.

Bicycling is becoming an increasingly important transportation mode for commuting and is a desired recreational activity. Bicycling needs must be accommodated to maintain the quality of life expected by residents of Ogden.

Street cross sections can be designed to better accommodate both pedestrians and bicyclists. The City should identify possible incentives for businesses using alternative methods of transportation, such as bicycling and walking, as well as other alternatives to the automobile.

As part of the City streetscape plan, in the downtown and other areas of the City, bicycle racks should be provided close to destinations of bicyclists. Bicycle lanes and routes should



Figure 11.4-Bikers on east bench trail.

connect to trail heads as a link to our other recreation resources.

Strategies

9.A. Participating in the Wasatch Front Regional Council's (WFRC) bikeway planning efforts.

Implementation: Engineering Division, Planning Division, City Council

9.B. Identifying and implementing street design standards that encourage bicycle and pedestrian use and encourage slower traffic, such as through the use of traffic calming measures.

Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor

9.C. Providing bicycle racks as part of the streetscape design and requiring bicycle supportive improvements in private office and retail development through the Zoning Ordinance

Implementation: Engineering Division, City Council

9.D. Considering development of personal and business incentives for using non-motorized modes of transportation.

Implementation: City Council, Mayor

9.E. Promoting bicycling in the city (e.g. holding races, skill contests, annual events such as "bicycle day" for commuting to work or school, etc).

Implementation: Special Events Coordinator

9.F. Connecting city bike paths to the trails or parks system.

Implementation: Engineering Division, Parks and Recreation Division, Ogden Trails Network



Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible.

Objective

10. Encourage walking by emphasizing the planning and continued development of well-connected safe, convenient and attractive sidewalks, crosswalks, paths and trails that link both the natural and built environments.

Having the ability to conveniently walk to destinations as opposed to driving will enhance the quality of life in Ogden. In addition, the Land Use Plan supports a pedestrian-friendly environment by establishing Urban Mixed-Use Centers and Neighborhood Village Centers.

The City needs to develop policies, ordinances and standards that emphasize pedestrian-oriented transportation. Retail on the first floor of buildings, variety in retail businesses, grouping interests (restaurants and entertainment) and a mixture of uses (residential and residential commercial, i.e., dry cleaners, corner grocery) are some examples.

There may be opportunities to convert abandoned or unused rail line areas to create pedestrian connections throughout the city. There are several corridors such as, adjacent to or transecting the river areas, south of BDO near the Ned Malan property (connecting BDO to the River), the old Bamberger line, and in West Ogden. Further research is needed to better define the availability of these rail line areas.

Strategies

10.A. Designate a pedestrian and bicycle priority area in downtown Ogden, where these modes are prioritized above others and multiple amenities (bike racks, on-street infrastructure street furniture, signal timing, etc.) are provided to create a walkable and bikeable downtown.

Implementation: Engineering Division, Planning Division, Downtown Ogden Alliance, City Council, Mayor

10.B. Utilizing “pedestrian oriented design” principles to create pedestrian specific areas with amenities appropriate to neighborhood context such as street-side dining, public art, and adequate lighting.

Implementation: Engineering Division, Planning Division, Planning Commission, City Council

10.C. Ensure Neighborhood Village Centers and Transit Oriented Developments are supported with sidewalk and crossing infrastructure to encourage walking within a five minute (approximate; ½ mile_ walking distance to the centers.

Implementation: Engineering Division, Planning Division, Planning Commission, City Council

10.D. Install high-visibility mid-block pedestrian crosswalks with a rectangular Rapid Flash Beacon (RRFB) HAWK beacon or other crossing aid at locations as needed, This could include:

- Locations where distances between signalized crossing is equal to or greater than 650 feet.
- Crossings within the Central Business District (CBD) or other economic development areas

Objective

10. Encourage walking by emphasizing the planning and continued development of well-connected safe, convenient and attractive sidewalks, crosswalks, paths and trails that link both the natural and built environments.. (cont.)



Figure 11.5-Well designed public spaces with mixed uses create exciting environments that inspire people to walk, jog and bike, as in Portland

Strategies (cont.)

- Road crossings greater than three lanes (if the number of lanes is greater than four, a center refuge island should be installed)

Implementation: Engineering Division, Planning Division, Community and Economic Development, City Council

- 10.E. Identify, install and maintain walkways for children going to and from school and provide physical separation of vehicle and pedestrian approach zones.

Implementation: Engineering Division, City Council, Ogden School District

- 10.F. Prioritize safety mitigation measures on high pedestrian activity corridors or locations that have a high frequency or severity of pedestrian collisions in order to improve pedestrian safety

Implementation: Engineering Division, City Council, Ogden School District, UDOT

- 10.G. Retrofit existing roadways to provide sidewalks on both sides of the street on roadways designated as collector or higher; within ½ mile radius of all schools; and in the core downtown Ogden area.

Implementation: Engineering Division, Planning Division, City Council, Ogden School District, UDOT

- 10.H. Provide a safe walking environment by repairing or replacing damaged sidewalk and ensuring pedestrian corridors have sufficient lighting to provide a safe nighttime walking environment.

Implementation: Engineering Division, City Council

- 10.I Create additional trail connections at key locations that improve neighborhood connectivity to and from the Ogden River Parkway Trail and the Centennial Trail, while closing and restoring vegetation in the areas where unplanned connections have occurred.

Implementation: UDOT, Ogden Trails Network, Parks and Ways Division, Mayor, City Council

10. Encourage walking by emphasizing the planning and continued development of well-connected safe, convenient and attractive sidewalks, crosswalks, paths and trails that link both the natural and built environments.. (cont.)

10.J. Explore ways to improve multi-modal options, such as a pathway through Ogden Valley through Ogden Canyon.

Implementation: UDOT, Ogden Trails Network, Parks and Ways Division, Weber Pathways, Parks ne Wy Division, Engineering Division.

10.K. Continue to work with Weber State University to develop incentive programs for increased utilization of active transportation modes.

Implementation: Weber State University, UDOT, Mayor, City Council,



Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connections and are environmentally responsible

Objective

11. Improve mobility for all users by increasing efficiency of the existing and future street system.

The majority of Ogden's street system has been developed. Various street system concepts have been used in developing the City. A strong grid system with five and 10 acre land development areas exists in the central portion of Ogden. Physical features such as rivers and topography or manmade features such as the railroad and I-15 have isolated some areas or required different road system design concepts for land development.

Construction to all the City neighborhoods and to other communities in the region is important. Designation of specific roads as arterial and collector roads is key for the efficient flow of traffic between these areas. Population increase and increase of desire to access specific location such as Weber State places a strain on certain roadways. At the same time, land development has occurred around these corridors placing a potential conflict of traffic movement and quality of life and longevity for the land uses around the circulation system.

Techniques to balance the potential conflicts between the efficiency of the capacity of the road system (transit, ride sharing, telecommuting, bicycling, i.e.) and quality of life for those that live along corridors such as implementing traffic calming techniques to create safer areas for pedestrians and residents are important considerations for the future.

Strategies

11.A. Coordinated with the Utah Department of Transportation (UDOT) on a quarterly basis to institutionalize regular communication, ensure that UDOT projects in Ogden meet both UDOT and Ogden needs, and that both multi-modal needs are incorporated into UDOT roadway projects as applicable. Develop a checklist for use in reviewing proposed UDOT projects in Ogden to ensure consistency with local plans and multi-modal projects.

Implementation: Engineering Division, UDOT

11.B. Improve signal coordinate on UDOT roads to ensure traffic movement is optimized along the major street such as Washington Boulevard, Wall Avenue and Harrison Boulevard.

Implementation: Engineering Division,

11.C. Preserve and continue historical grid street pattern, except where topography or other natural or man-made features may limit street connections.

Implementation: Engineering Division, Planning Division, Planning Commission, City, UDOT

11.D. Establish a streetscape design and beautification plan that integrates bus stops, shelters and street amenities such as trees, lights, benches and collection cans.

Implementation: Engineering Division, Planning Division, Ogden Downtown Alliance, City Council

Objective

11. Improve mobility for all users by increasing efficiency of the existing and future street system (cont).

Strategies (cont.)

11.E. Encourage the use of a “Layered Network” approach to plan for different user groups. This planning and design approach strives to create a transportation system that gives priority to certain users on certain roadways. The Layered Network approach works in conjunction with development of a Complete Street.

Implementation: Planning Division, Engineering Division, planning Commission, City Council

11.F. Consolidate driveway accesses as development occurs on roadways that are not compliant with UDOT access management standards such as Harrison Boulevard. .

Implementation: Engineering Division, UDOT, Mayor

11.G. Create a program for consistent wayfinding throughout the City.

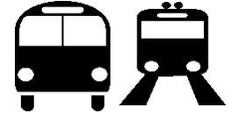
Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor, UDOT

11.H. Explore options for shortening the 24th Street Viaduct connecting it with a surface intersection at Wall Avenue.

Implementation: Engineering Division, Planning Division, Planning Commission, City Council, UDOT, Ogden Downtown Alliance.

11.I. Develop process to determine appropriateness of road widening projects which includes creative design options, multi-modal solutions, long-term impacts to existing and future land uses and quality of life for property owners along the street

Implementation: Engineering Division, Planning Division, Planning Commission, City Council



Goal

Create transportation choices that promote safety, strengthen the livability of the community by encouraging multi-modal transportation options, provide local and regional connection and are environmentally responsible.

Objective

12. Encourage better parking utilization

Opportunities for shared use of parking must be recognized. Shared use of parking will help eliminate the need for more pavement in Ogden.

Parking takes space that can often be put to better uses. The City should review and investigate shared parking standards for various zoning districts. Standards by the Urban Land Institute and the experiences of other communities should be taken into consideration.

Effective, well-designed parking that utilizes effective signage and incorporates CPTED principles and standards can improve the use, appearance and safety of parking in the City.



Figure 11.8-Parking lot on Washington Boulevard near 24th Street.

Strategies

12.A. Allowing and encouraging development to utilize shared parking facilities or opportunities.

Implementation: Engineering Division, Planning Division, Planning Commission, City Council

12.B. Reconsidering parking regulations and allow use of smaller industry standards or alternative methods (e.g. side-by-side vs. tandem).

Implementation: Engineering Division, Planning Division, Planning Commission, City Council

12.C. Providing visible directive signage to parking areas for the downtown.

Implementation: Engineering Division

12.D. Designing parking lots with Crime Prevention through Environmental Design (CPTED) principles.

Implementation: Engineering Division, Planning Division, Planning Commission

12.E. Explore opportunities to provide electric vehicle charging stations in large parking areas.

Implementation: Engineering Division, Planning Division, Planning Commission



Goal

Transportation choices that are safe, environmentally responsible, accessible and adequate—in a pleasing setting and connected to the region.

Objective

13. Prioritize a safe transportation system for all users.

Transportation facilities need to be developed that not only help beautify Ogden, but also make it a safer place to live and work.

The City should implement policies and standards that support a balance between travel modes. Transportation methods should be linked to land use. Land use policies, as well, should support transportation concepts and goals. Maintenance of streets should be given consideration in the design of streetscapes. Methods that minimize maintenance problems and use low maintenance materials, while allowing attractive, functional street development should be investigated and implemented.

Safety should be a primary consideration in streetscape design. Sight distances at intersections must be maintained and large trucks should be kept on regional routes in accordance with UDOT and WFRC transportation plans.

Streetscapes and entryways should present a positive image. Residents need to have sidewalks along their property. Businesses and residences should install landscaping along streets, possibly with assistance from City incentives. The City should work with UDOT, Weber County and other nearby communities to set positive standard of cleanliness and design for entryways and transportation corridors.

Strategies

13.A. Balancing standard traffic movement principles with other people movement methods and impacts from land use activity.

Implementation: Engineering Division, Planning Division, Planning Commission

13.B. Establishing a transportation system and streetscape design plan that establishes safe sight lines, integrates bus stops, shelters and street amenities (e.g. trees, lights, benches, collection cans, etc.).

Implementation: Engineering Division, Urban Forester, Planning Division, Planning Commission, City Council, UTA

13.C. Balancing the fiscal impact of transportation and streetscape design development and maintenance requirements.

Implementation: Engineering Division, City Council

13.D. Utilizing or upgrading traffic control methods to maintain adequate traffic movement.

Implementation: Engineering Division, City Council

13.E. Continuing the positive relationship between Ogden City Police and other traffic control agencies (e.g. Highway Patrol, UDOT and other police agencies) in traffic dispersal for major events and activities.

Implementation: Ogden Police Department, City Council, Mayor

13.F. Evaluate and update the street lighting plan standards to create energy efficiency.

Implementation: Engineering Division, Public Works Operations Division

Objective

13. Prioritize a safe transportation system for all users. (cont.)

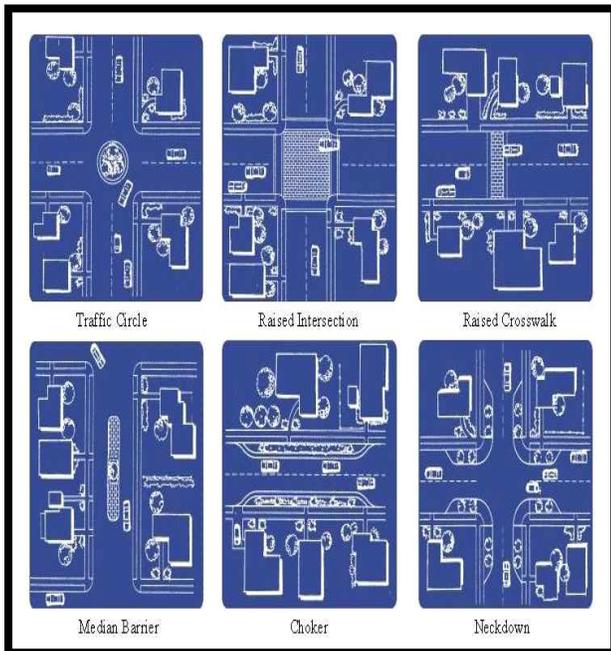


Figure 11.7-Examples of various traffic

Strategies (cont.)

13.G. Create a policy for managing and encouraging innovative and changing factors such as autonomous vehicles and transportation network companies.

Implementation: Engineering Division, City Council, Mayor, UDOT

13.H. Balance the fiscal impact of transportation and streetscape design development and maintenance requirements.

Implementation: Engineering Division, Planning Division, Planning Commission, Mayor, City Council

13.I Work collaboratively with appropriate City departments to create a maintenance plan for streets, sidewalks and cycling facilities.

Implementation: Engineering Division, Planning Division, Planning Commission, Mayor, City Council

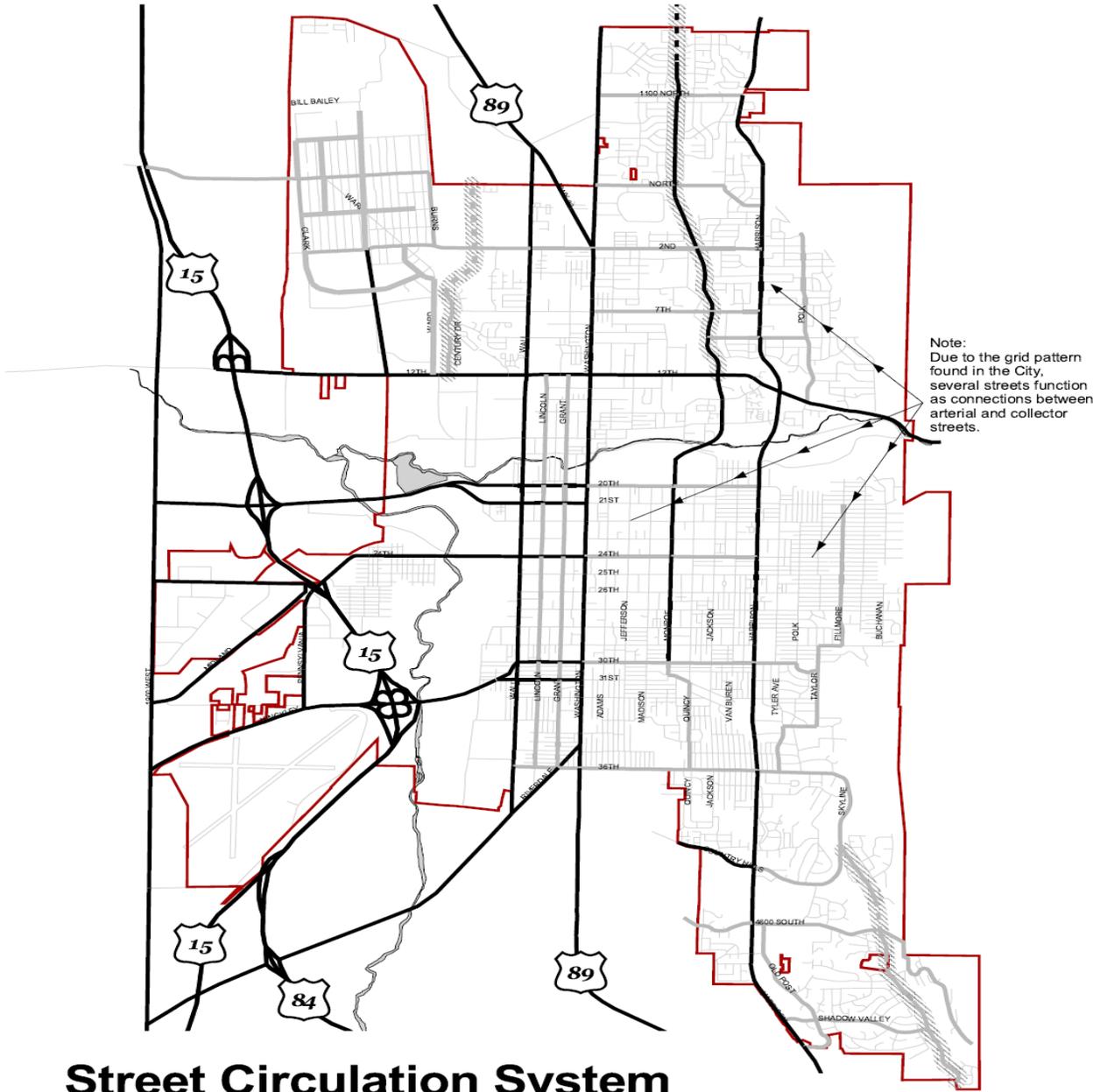
13.J Implement traffic calming programs in neighborhoods where it is appropriate.

Implementation: Engineering Division, Planning Division, Planning Commission,

13.K Examine opportunities to improve railroad crossings by designing space and user specific safety enhancements for pedestrian, cyclist and vehicles.

Implementation: Engineering Division, UDOT, UTA, Union Pacific

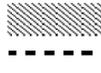
Ord. 2019-50, 11/22/2019



Street Circulation System

Classification

-  Arterial
-  Collector



Residential Areas



Future Connections



0.5 0 0.5 1 Miles



12. Implementation

A. Overview

The General Plan is to be used on a daily basis and should result in concrete changes in the way the City manages future development and fulfills the vision embodied by the Plan. The Plan presents a blueprint for action that provides direction and assists decision-makers over the next 20 years. The intent is to fulfill the goals, objectives and strategies that embody the civic contract that is a result of this effort.

Implementation should be led by the Planning Commission with support from the City Council, other City departments and agencies, and other stakeholders. The Commission is the most appropriate body for facilitating implementation, especially as directed by Utah Statutes.

B. How to Use the Plan

The General Plan is intended to be used on a daily basis as public and private decisions are made concerning development, redevelopment, capital improvement, economic incentives, and other matters affecting the City's environment—both built and natural. The following is a summary.

1. Annual Work Programs and Budgets

Individual city departments and administrators should review annual work programs and budgets to be sure they are consistent with the recommendations of the General Plan. Several strategies can be implemented this way.

2. Development Approvals

Approvals of development proposals, including rezonings and subdivision plats, should be a central means of implementing the General Plan. In fact, the zoning code and subdivision regulations should be updated in response to regulatory strategies presented in the Plan.

3. Community and District Plans

The City will have to evaluate all community and district plans to determine consistency with the General Plan. In some cases these plans may require a major update to bring them into compliance. Other plans may only require a set of interim policies to provide connectivity between the planning documents.

4. Neighborhood Village Centers

Neighborhood village centers will require detailed development plans to address parcel-level land use and zoning policies, design guidelines, capital improvement needs and incentives. An overlay zoning district should also be drafted and adopted to implement the village center concept.

5. Single-Use Districts

Single-use districts should also be implemented through an overlay zoning district. This would provide the means of ensuring consistency in development quality—via design guidelines, landscaping and screening standards, access management, signage, and other functional and aesthetic concerns.

6. Capital Improvement plans

Annual, 5-year and 10-year capital improvement plans should be prepared consistent with the General Plan's infrastructure recommendations (water, sewer and roads). New improvements that are not reflected in the Plan—and which could dramatically impact the Plan's land use recommendations—should be considered very carefully.

7. Economic Incentives

Economic incentives should be reviewed in light of recommendations in the Economic Development, Land Use, and Transportation elements. These incentives should be integrated with other Plan strategies and policies to ensure consistency, particularly with the Plan's land use recommendations.

8. Private Development Decisions

Property owners and developers should consider the strategies and recommendations of the General Plan in their own land planning and investment decisions. Public decision-makers will be using the General Plan as a guide in their development-related deliberations, such as deciding zoning and subdivision proposals and infrastructure requests (water, sewer and roads). Decisions by property owners and developers should be consistent with the Plan's recommendations.

9. Future Interpretation

The Planning Commission and Long Range Planning Staff will provide an interpretation of major items that are unclear or are not fully addressed in the Plan as it is implemented. In formulating an interpretation, the Commission should call upon outside experts and other groups for advice.

10. Implementation Guideline Matrix

An Implementation Guideline Matrix has been included in the Appendix Section of the General Plan. The purpose of the matrix is to help identify whether a strategy is a policy, program or capital improvement and who might be responsible for its implementation. Furthermore, a selected timeframe has been assigned to each strategy to assist with prioritizing its implementation. The matrix is a guideline document to be used as tool for assistance with implementing the City's General Plan.

11. Urban Design Guidelines

Several Elements of the General Plan contain Urban Design Guidelines. Implementation of the Urban Design Guidelines will require a proactive effort on the City's part if success is to be ensured. The guidelines that are presented recommend strengthening the review of development and redevelopment in the City with regards to the site arrangement, location, and appearance of buildings and associated supportive land uses. Implementation of the Urban Design Guidelines should occur through a

host of activities that over time will result in measurable differences in the image and aesthetics of the built environment of Ogden.

C. Updating the Plan

The General Plan is meant to be a flexible, living document that is constantly used and when necessary, updated to reflect changing conditions and local priorities. The following actions are recommended:

1. The Plan should be reviewed on an annual basis. This could occur as part of an annual report of development activities.
2. Every five years the Planning Commission should initiate a major review and update to this plan.

D. Steering Committee Top Priority Objectives.

As part of its review of the General Plan, the Steering Committee identified ten objectives that should receive high priority by the Planning Commission and City Council. The following is the list of these objectives and the chapter in which they appear:

Steering Committee Top Ten Objectives

1. Increase development of downtown.	Land Use Objective 3
2. Target Companies with higher paying jobs.	Economic Development Objective 4
3. Increase pride in and cultivate a positive image of Ogden.	Community Identity Objective 1
4. Strengthen neighborhoods through appropriate planning.	Neighborhoods Objective 1
5. Encourage the creation of neighborhood village centers.	Land Use Objective 4

12. Implementation

6. Expand homeownership.	Housing Objective 1	4. Entryway Corridors	Comm Id. 5.A,B,D,E,G
7. Improve and expand public transportation opportunities, which will allow convenient access throughout the City and the region.	Transportation Objective 3	5. Homeownership	Housing 1.A-C
8. Continue to extend the network of trails and associated improvements in the foothills and adjacent to the rivers and other waterways.	Parks and Recreation Objective 2	6. Village Centers/Overlay Zone	Land Use 4.A-B
9. Enhance the Municipal Gardens as the premier city park.	Parks and Recreation Objective 3	7. Quality Job Creation	Econ. Dev. 4.A-D
10. Facilitate residential infill, redevelopment and rehabilitation.	Housing Objective 4	8. Housing Design Standards	Neighborhoods 2.A
		9. Open Areas/Green Space in Residential Areas	Land Use 6.A, D Parks & Rec. 1.F Comm. Id. 8.A,C Env. Res. 6.A-F
		10. Pride in Ogden/Positive Image	Comm. Id. 1.A-F Comm. Id. 2.A-I

E. Planning Commission Top Priorities

As part of its review of the General Plan and the Steering Committee's top priorities, the Planning Commission also chose to identify ten objectives that should receive high priority by the City Council. The following is the list of these objectives and the chapter in which they appear:

Planning Commission's Top Ten Objectives

1. Development of Downtown	Econ. Dev. 2.A. Econ. Dev. 6.C,D Land Use 2.A Land Use 3.A-H Housing 7.A-D
2. Community Plans	Neighborhoods 1.A,D, F
3. Sign Ordinance/Billboards	Comm Id. 7.A Comm Id. 5.E,F Env. Res. 3.C

13. Appendix

A. Adopted Plans and Studies

1. General Plan Elements

The following table lists the previous sections or plan elements that were prepared, adopted or amended as part of the City's General Plan: prior to the Involve Ogden Update

Table 13.1 - General Plan Elements

	Adopted	Amended
Community Facilities Water	4/93	6/96
Energy Element Streetlighting	5/90	
Economic Development Central Business District	5/90	
Housing Element	7/93	
Parks and Recreation East Bench Trails Ogden River Parkway	6/91 3/91	3/92
Ogden's River Parkway Extension Urban Forestry	9/97 3/97	
Transportation Background and Recommendations	Not Adopted	
Airport Entryway	4/93 4/96	

2. Community Plans

The following table summarizes the status of plans for the Ogden Planning Communities:

Table 13.2 - Community Plans

	Adopted	Amended
Canyon Road	12/90	4/91
East Central	8/91	2/93
Gibson	Not Adopted	
Hillcrest/Bonneville	Not Adopted	
Horace Mann	Not Adopted	
Jefferson	12/85	5/95
Lincoln/Edison	7/89	12/93 5/02

Lynn	7/90	7/90 10/90 3/93 9/01
Mountain View	Not Adopted	
Mt. Ogden	Not Adopted	
Southeast Ogden	5/87	1/91 7/93 10/95 12/95 7/96 11/97 12/97 2/02
Taylor	5/97	3/02
T.O. Smith	8/94	
West Ogden	8/84	12/86 7/93

3. District Plans

The following table summarizes the status of plans for the Ogden Planning Districts:

Table 13.3 - District Plans

	Adopted
Airport-Industrial Park	Not Adopted
Business Depot Ogden	2/97; Amended 5/02
Central Business District	5/90
Railyard District	Not Adopted

4. Community Studies

A study was conducted for the Mt. Ogden Community in 1984 and for the Gibson Community in 1990. A Community Plan has not been prepared for either community.

5. Master Plans/Studies

Several Master Plans have been developed for areas of the City. The following list includes both the plans that have been adopted by the City Council and the plans that are currently completed but not adopted:

- A. Ogden City Arts Master Plan 1999
- B. Hyett Palma 1998
- C. BDO Master Plan 12/96
- D. Sanitary Sewer

- E. Storm Water Management Not Adopted
- F. Water Distribution System Not Adopted
- G. Golden Spike Rail
Feasibility Study Not Adopted

B. Implementation Guideline Matrix

The Implementation Guideline Matrix summarizes the strategies that are incorporated into each element of the General Plan. The matrix table provides a reference for each strategy (by element), the parties responsible for implementation and the recommended timeframe. The matrix should be used as a reference when creating or changing city policy, programs, or planning capital improvements: The timeframe meanings are provided below with the matrix following.

Immediately	Within 18 months
Short Term	18 months to four years
Mid Term	Five to eight years
Long Term	Nine years or more
Ongoing	Ongoing

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C. Glossary

General plans are technical documents that establish public policies and programs to help a community manage its future. However, reading such technical language can be confusing and negatively affect a plan's success. This glossary aids the reader in understanding the jargon and concepts presented in the City of Ogden General Plan.

Airport Overlay Zone – A zoning designation surrounding the airport that preserves and protects the integrity and safety of the airport and surrounding land uses through regulation of uses, site improvements, height and setback allowances.

Alley, Private (a.k.a. “abutters”) – A private access way, owned in common, usually utilized as a secondary means of access to abutting properties.

Alley, Public – A dedicated public access way less than twenty-six feet (26') wide, usually utilized as a secondary means of access to land parcels.

Anchor, Municipal – A term associated with the concept of maintaining Ogden City as the primary urban-city core of northern Utah.

Arts, Public – Any visual work of art, accessible to public view, on public or private property within the city.

Bike Path/Route – All thoroughfares that explicitly provide for bicycle travel including facilities existing within street and highway rights-of-way and facilities along separate and independent corridors.

Block Size, Maximum – A perimeter measurement taken along the edge of the public right-of-way not to exceed 2,000 linear feet.

Brownfield Redevelopment – Redevelopment of an abandoned, idled, or underused industrial or commercial facility where real or perceived environmental contamination has occurred.

Bus Shelters/Stop – A bench or small roofed structure, usually having three walls, located near a curbside place where bus passengers board that is designed for protection and convenience while using a bus transit system.

Business, Anchor – A major business establishment that attracts consumers to a business area or district.

Commuter Rail – Passenger railroad operation that carries passengers within urban areas, or between urban and suburban areas.

Conservation Easement – Imposing limitations or affirmative obligations, to retain or protect natural, scenic, or open space values of real property, assuring its availability for agricultural, forest, recreational, or open space use, protecting natural resources, or maintaining air or water quality.

Cookie-Cutter Style Housing – A house design or a series of designs that is repetitively built, which are often packaged with lots in a subdivision development. Presently, these designs usually consist of a single or multi-level structure with a garage dominated front elevation.

Corridor, Transportation – A combination of principal transportation routes involving a linear network or one or more highways, rail lines, or other primary and secondary access facilities along the corridor.

Corridor, View – The line of sight that directs an observer toward an object of significance in

the community (e.g. Ogden City bench, ridgetline, river, historic building, etc).

Corridors, River – An area of land bordering a river or other waterway containing unique or natural features that should be preserved and may be utilized for environmental education and recreation.

Crime Prevention Through Environmental Design (CPTED) – A method for reducing and controlling the occurrence of crime through implementing site plan and building design standards that hinder the ability for crime to be committed.

Density – The number of dwelling units allowed per net acre of land.

District, Single-Use – An area of the city consisting primarily of community and regional commercial uses, such as the Newgate Mall or Five Points areas. Single Use Districts focus on fulfilling local and regional retail/personal service needs.

Downtown – The main urban core (from 20th to 27th Street and from Wall Avenue to Washington Boulevard) of Ogden City, also known as the Central Business District made up of the CBD and CBD-I Zoning Districts.

Entryways – An arterial or collector transportation corridor leading into and out of Ogden, such a 24th and 31st Street connections with I-15, or Washington and Harrison Boulevards.

Gateways – A point or location along a transportation corridor that marks the transition from one jurisdiction, landscape, or feature to a new one.

General Plan – A comprehensive declaration of goals for the development of the city and the communities within that includes, where applicable, photos, illustrations, maps, and text setting forth the desired objectives and strategies.

Green Space/Areas – Land shown on a development plan, master plan, or official map that is preserved for open space, recreation, landscaping, or a park.

In-fill – Development or redevelopment of land that has been bypassed, remained vacant, and/or is underused as a result of the large grid blocks within the city or from suburban sprawl. Generally the sites are served by or are readily accessible to existing infrastructure (e.g. water and sewer) provided by the local government.

Inter-modal Transportation Hub – A major parking area or garage with associated facilities, open to the public, that designed to have the effect of reducing automobile traffic on local streets in the immediate and adjacent districts by connecting the automobile user to rail lines, bus lines, and bike lanes.

Landmark – An individual building or feature (which may or may not be a structure), or a site with a structure or structures on it of particular importance because of its unique architectural, historical, cultural, or archaeological features.

Mixed Use – A tract of land or building or structure developed for two or more different uses such as, but not limited to, residential, personal services, retail, or entertainment.

Mixed Use Districts – A geographical area identified in the General Plan to be used as Neighborhood Village or Urban Mixed Use Centers.

Moderate Income – Gross household income that is greater than 50 percent but does not exceed 80 percent of the median gross household income for households of the same size within the housing region in which the household is located.

Moderate Income Housing – Housing that is affordable, according to the U.S. Department of Housing and Urban Development, for either home ownership or rental, and that is occupied or marketed for occupancy by households with a gross household income that is greater than 50 percent but does not exceed 80 percent of the median gross household income for households of the same size within the housing region in which the house is located.

Neighborhood Development Area– An area of a community with characteristics that distinguish it from other neighborhood or community areas, which may be defined by physical barriers such as major highways and railroads or natural features or by social boundaries such as schools or historic districts.

Neighborhood Village Center – A neighborhood node of mix-use development, designed with a pedestrian emphasis around amenities such as plazas, green areas, mass transit stops and other like elements.

Open Space – Land and water areas that have been reserved in an essentially undeveloped state and may be retained for use as active or passive recreation uses.

Parking, Shared – A public or private area accommodating the parking needs of automobiles for two or more uses.

Parkway, Ogden's River – A linear corridor connecting a series of small parks, activity areas, or open areas containing a pathway that

provides for pedestrian and/or bicycle movement along the Ogden and Weber Rivers.

Pathways – A public or private right-of-way that is designated for use by non-motorized modes of transportation (e.g. pedestrians and bicyclists).

Pedestrian, Mid-block Cross-Walks – A public right-of-way that crosses a block in the middle and furnishes pedestrian access to the other side adjacent to the street.

Pedestrian-Oriented Design – Development designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and are not emphasized by the design of the site.

Planning Community – A geographical division of the city primarily consisting of residential uses. Presently Ogden City has fourteen planning communities.

Planning District – A geographical division of the city primarily consisting of commercial/manufacturing uses. Presently Ogden City has four planning districts.

Recreation, Active – Leisure activities, usually performed with others, often requiring equipment and taking place at prescribed places, sites, or fields. The term active recreation includes, but is not limited to, swimming, tennis, and other court games, baseball and other field sports, golf and playground activities.

Recreation, Passive – Recreation that involves existing natural resources and has a minimal impact. Such passive recreation shall include, but not be limited to, walking, hiking, bicycling, picnicking, horseback riding, and birdwatching.

Retail, Community – A business establishment engaged in the selling or providing of services that primarily benefit the community, such as automobile parts sales, banks, movie theaters, or real estate agency.

Retail, Neighborhood – A business establishment engaged in the selling or providing of services that primarily benefit the residents of the neighborhood, such as a café, small grocery store, service station/convenience store, or laundromat.

Retail, Regional – A business establishment engaged in the selling or providing of services that primarily benefit the region, such as big-box retail, automobile sales and repair, or restaurant equipment sales and services.

Signage, Directional – Any on premises sign that includes information assisting in the flow of pedestrian or vehicular traffic such as enter, exit, and one-way.

Signage, Information – A sign that provides a service, direction, or courtesy information intended to assist the public, that is not displayed for the general purpose of advertising products or services. Information signs shall include the location of business facilities (e.g. store entrances, walk-up windows, self-service operations) and courtesy information (hours of operation, menus, “credit cards accepted,” restrooms, “no solicitors”). Information signs shall not include fuel price signs or traffic directional signs, nor shall they be part of any

sign whose primary function is business identification.

Signage, Regulatory – A traffic control or traffic directional sign located within the public right-of-way.

Street Grid – A street system based upon a standard grid pattern (i.e. checkerboard or blocks).

Streetscape – An area that may either abut or be contained within a public or private street right-of-way or accessway that may contain sidewalks, street furniture, landscaping or trees, and similar features.

Traditional Grid – The original street plan design for Ogden consisting of 10-acre square blocks separated by a street grid.

Traffic calming – A concept concerned with reducing the adverse impact of motor vehicles in residential and heavily built-up areas. Usually involves reducing vehicle speeds and providing more space for pedestrians and cyclists, thus improving the compatibility and circulation of various transportation modes.

Transfer of Development Rights (TDR's) – The conveyance of development rights by deed, easement or other legal instruments, authorized by local law to another parcel of land and the recordation of that conveyance among the land records.

Transit Stop – Improvements and facilities at selected points along transit routes for passenger pickup, drop off, and waiting. Facilities and improvements may include shelters, benches, signs, structures, and other improvements to provide security, protection from the weather, and access to nearby services.

Transportation, Public – Services provided for the public on a regular basis by vehicles such as bus or rail on public ways, using specific routes and schedules, and usually on a fare-paying basis.

Tributaries, Secondary – A waterway such as a canal or stream that supplies or empties water into the Ogden and Weber Rivers.

Urban Mixed-Use Center – An urban center that has a high investment in public facilities and infrastructure in conjunction with a diverse higher density housing stock focused around a central core of retail, office, and entertainment uses.

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14. Community Plans

14A. Canyon Road

Canyon Road Community Plan

The Canyon Road Community Plan was begun in 1985. The Plan was assigned by the City Council as the result of requests by developers for multi-family density zoning in different locations in the community. It raised the concern about where the edge of the multi-family zoning would be. The Canyon Road Community is located between the north side of 12th Street and the south side of the Ogden River, and from Washington Boulevard to the east City limits.

A background report was prepared in 1985 but the Plan was delayed on several occasions. In **Map**

1990 the background report was updated and the public process for developing the Plan was begun. The Plan involved the addition of three new community policies, establishment of boundaries for future multi-family zoning in the community, future development on 12th Street and properties which were impacted on 12th Street from the widening of the street and the review by the Parks & Recreation Commission of the Ogden River Parkway (See Parks & Recreation Section of the Ogden City General Plan). **The Canyon Road Community Plan was adopted by the City Council in December 1990.**

Population Characteristics

The Canyon Road population characteristics are very similar to the City as a whole. The notable exceptions are: the community has a smaller school age population, it has a smaller

minority population and it has a higher number of individuals who have some college education. Seven percent of the City’s total population live in the Canyon Road Community.

Population Characteristics in the Canyon Road Community

Population	Canyon Road Community	% of Community	Ogden	% of Ogden
Total Population	3,842	100%	63,909	7%
Population Characteristics				
Sex:				
Male	1,870	47%	31,105	49%
Female	1,948	53%	32,804	51%
Age:				
Under 5 years of age	331	9%	5,871	9%
5-17	627	16%	12,596	20%
18-24	561	15%	7,610	12%
25-34	700	18%	10,813	17%
35-44	516	14%	7,492	12%
45-54	331	9%	5,012	8%
55-64	277	7%	5,150	8%
65-74	269	7%	5,138	8%
75 and over	206	6%	4,227	7%
Race:				
White	3,548	93%	55,732	87%
Black	62	.02%	1,632	3%
American Indian, Eskimo, Aleut	22	.01%	766	1%
Asian or Pacific Islander	59	.02%	1,252	2%
Other	127	.03%	4,527	7%
Hispanic origin (any race)	276	.07%	7,553	12%
Educational Attainment 25 years +				
Less than high school diploma			9,432	15%
High school graduate			10,014	16%
Some college/college degree			18,386	29%

Land Use

The single largest use of land in the Canyon Road community is a single-family residential dwelling units. These are located mostly west of Brinker Avenue. The Community has a large amount of land area dedicated to park space. This is because of the Ogden River Parkway extends the entire length of the community. Another significant land use figure for this community is the amount of vacant land which is located mainly west of Monroe Boulevard.

Land Use in the Canyon Road Community

Land Use	Acres	Percentage
Single-family	231.14	45.10%
Duplex	28.03	.15%
Multi-family 3-4 units	13.74	.05%
Multi-family 5+ units	58.87	2.74%
Government/institution	17.13	5.27%
Commercial – Sales	67.75	.02%
Commercial – Service	2.13	1.07%
Transportation/Utility	149	24.62%
Vacant	148.94	9.46%
Park	109.49	11.42%
Cultural/Recreation	.41	.10%
Total	826.63	100%

Zoning

The majority of the zoning in the Canyon Road Community is residential. R-2 zoning is the predominant residential zoning classification. It is located mainly west of Monroe Boulevard. Multi-family zoning covers 20% of the land area in the community and is mostly located east of Monroe Boulevard. Commercial zoning accounts for 13% of the total land area. It is mostly located on the arterial roads on the boundaries of the community. The community has a large amount of property along the Ogden River which is zoned for open space as part of the Ogden River Parkway.

Zoning in the Canyon Road Community

Zoning	Acres	Percentage
CP-3/C-3 (regional commercial)	17.04	2.4%
CP-2 (planned community commercial)	28.57	4.0%
CRC (recreational commercial)	47.74	6.7%
O-1 (open space)	113.76	16.0%
PI (professional offices)	8.29	1.2%
R-1-8 (single-family residential)	42.80	6.0%
R-2 (two-family residential)	303.75	42.7%
R-3 (multiple family residential)	113.75	16.0%
R-4 (multiple family residential)	36.16	5.1%

Housing

Unlike other residential communities in the City, the majority of the housing type in the Canyon Road Community is multi-family. Most of the housing west of Monroe Boulevard is single-family and east of Monroe Boulevard is multi-family. Most of the multi-family housing has been constructed since 1970. This has created an issue of how much more multi-family housing should be allowed in this area.

Housing in the Canyon Road Community

Type of Dwelling	# of Housing Units	Percent of the Community
Single-family	809	43%
Condominium	145	8%
2-4 units	328	18%
5 or more units	552	30%
Manufactured/mobile home or other	25	1%

Canyon Road Community Background

Canyon Road Concerns (1990)

Zoning

1. Zoning which does not reflect the existing land use, e.g. R-3 on the south side of 12th Street, single-family area between Monroe and Washington Boulevards which are zoned R-2.
2. The use of R-4 zones for professional office buildings.
3. Commercial zones adjacent to residential zones which are not "Planned Zones" (e.g., CP-1, 2 & 3).
4. The zoning of Deerwalk Condominiums (R-3/R-4) does not reflect existing densities.
5. A definite edge between commercial uses on Washington Boulevard and residential uses on the east-west streets often lacking.
6. Distinctions should be made between the various types of commercial developments and zoning, e.g., strip commercial centers, and professional offices.

Land Uses

7. What are the future uses to be along 12th Street? What are options for the north side of 12th Street where the Utah State Department of Transportation, in widening the road, left small lots which may or may not be developable.
8. The large amount of vacant land between Gramercy Avenue and Harrison Boulevard and the history of the condominium development in this section creates uncertainty about the future edge of multiple dwelling development in the area.
9. Design of attractive and easily recognizable entrances to multi-family developments helps promote a "sense of place" and identity for residents.
10. Smaller multi-family developments tend to have a lack of usable open space.

11. The Zoning Ordinance does not provide for keeping horses and other animals on their lots.
12. Access to commercial uses located along Washington Boulevard should be off Washington Boulevard to the largest extent possible.

Parks

13. Lorin Farr Park is a major focal point and asset to the neighborhood. At the same time, activities within the stadium have created noise problems for the entire Canyon Road Community.
14. The Ogden River Parkway Study needs to be reviewed by the Parks & Recreation Commission to reach some consensus with the property owners adjacent to the River.

Transportation

15. The traffic volume on Harrison Boulevard between 12th Street and the Ogden River is approaching capacity.

Utilities

16. Street lights need to be added at the intersections of Millcreek and Taylor Avenues, and at Millcreek and Robins Avenue.
17. High in-flow into the sanitary sewer caused by high ground water on 15th Street between Canyon Road and Liberty Avenue.
18. The sewer lines to areas where they do not exist need to be added as development occurs.
19. Problems with storm sewer drainage in some areas in the Community.

Canyon Road Community Plan

1. Additions to the Community Policies

- a. Proposed Amendments to existing policies:
 - #6 Zoning boundaries should not cut across individual lots or developments. Illogical boundaries should be redrawn to follow along property lines.
 - #10 Concepts for developments should reflect neighborhoods (whether they be PRUDs, Group Dwellings, subdivisions, mobile homes, or apartments) and how residents within those neighborhoods will interact. A concern is the irregular configuration of neighborhoods which tends to divide neighborhoods.
 - #14 Discourage small developments of multiple-density uses.
 - #16 Commercial should be located on collector and arterial streets, avoiding local streets which serve residential zones. Access to commercial and manufacturing uses also should avoid local streets within residential zones.
- b. Recommended policies to be added:
 1. The P-I zone should be preferred rather than the R-4 or R-5 zones when rezoning for office development.
 2. PRUDs and Group Dwellings may develop in phases so long as they are united by compatible themes and architecture.
 3. The City should review very carefully all Utah Department of Transportation projects involving road widening in all areas of the City to assure remnants of properties are developable under the Ogden City Zoning Ordinance provisions.

2. Immediate Changes to the Zoning Map

- a. Any non-residential zone abutting residential zones should be planned zones to minimize the impact on residential uses.
 1. Rezone C-2 on both sides of Washington Boulevard to CP-2.
 2. Rezone Kar Kwik (C-1) on the southeast corner of Monroe Boulevard and 12th Street from C-1 to CP-1.
 - b. Zoning should reflect the existing use of the property to the largest extent possible, unless the area is in transition.
 1. Rezone area on 12th Street east of Washington Boulevard from R-4 to PI zone.
 2. Rezone professional offices on east side of Harrison Boulevard from R-4 to PI.
 3. Rezone north side of the Ogden River east of Harrison (City-owned parcel) from R-4 to O-1.
 - c. Zoning boundaries should not cut across individual lots, PRUD or multi-unit development (i.e., placing the lot into two separate zones). Illogical boundaries should be redrawn to follow along property lines.
 1. Extend commercial boundary line to the rear of lots of those which front onto Washington Boulevard. Pull back commercial zone on small lots which do not face Washington Boulevard with the exception of the boundary on the north side of 13th Street to be similar to zoning boundary across the street.
 2. Rezone Deerwalk Condominiums from R-3 and R-4 zones to only the R-3 zone.
- 3. Guidelines for the Future: Entertain proposals in the future for, but does not promise, specific zoning for these areas.**

- a. Endorse the idea of a neighborhood park to be designed east of Harrison within the Ogden River Parkway to serve those neighborhoods.
- b. Avoid isolating neighborhoods.
 - 1. Parcels owned by Roy P. Mendoza and Valda McCulloch along Ogden River east of commercial on Washington Boulevard are sandwiched between two commercial zones-leave as is (R-2) or have option of CP-2.
- c. Boundaries of future multiple unit developments (see Community Plan map)
 - 1. R-4 zone on Monroe Boulevard to have future options of R-2, R-3, R-4 and PI.
 - 2. Vacant parcels between Pearwood Park and Harrison Boulevard and between 12th Street and the southern border of this community as outlined on the Community Plan Map have options of R-2 and R-3.
- d. Developments along 12th Street.
 - 1. Mini-Mart Property: R-3, PI, and CP-1 options.
 - 2. Corners on Monroe Boulevard and 12th Street:
 - (a) southwest corner: CP-1 (if tied to the corner pieces), R-3 and PI
 - (b) southeast corner: CP-1
 - (c) Northwest corner: 12th Street Unique Development Options
 - (d) Northeast Corner 12th Street Unique Development Options
 - 3. Both sides of 12th Street from Adams to the corners of Monroe:R-2, R-3 & PI
Res 25-91 adopted 5/2/91
- e. The property at 940 East 12th Street shall have an option of multi-family residential zone (R-4) if zoned with a conditional overlay zone implementing the terms of a development agreement that would as a minimum provide for the development of the property as a protective housing facility, a retirement home and/or an assisted living facility, prohibition of its use as multi-family housing, and

reversion to R-1-6 zoning if not so developed within a reasonable period of time.

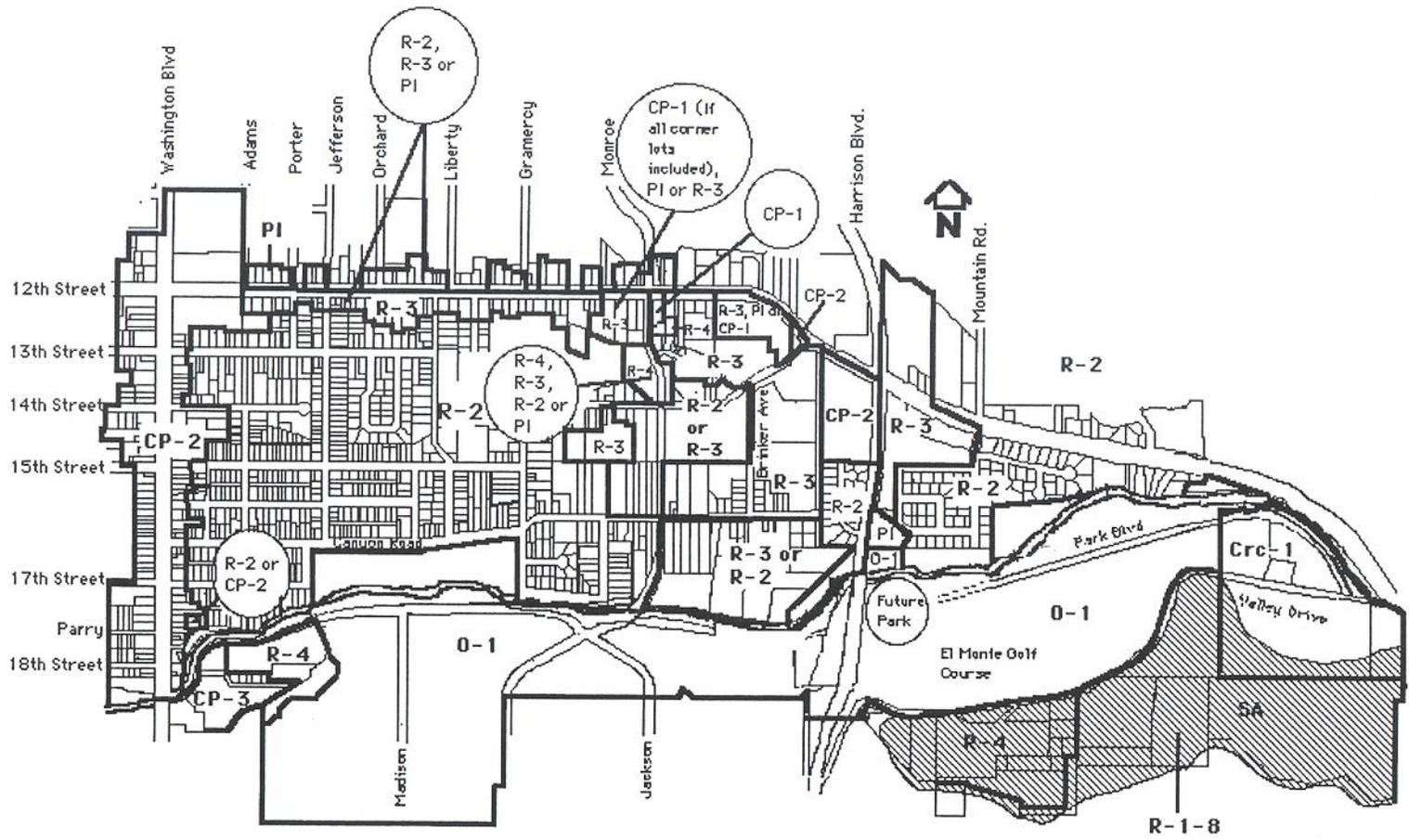


(Res. 2002-28, 9/20/2002)

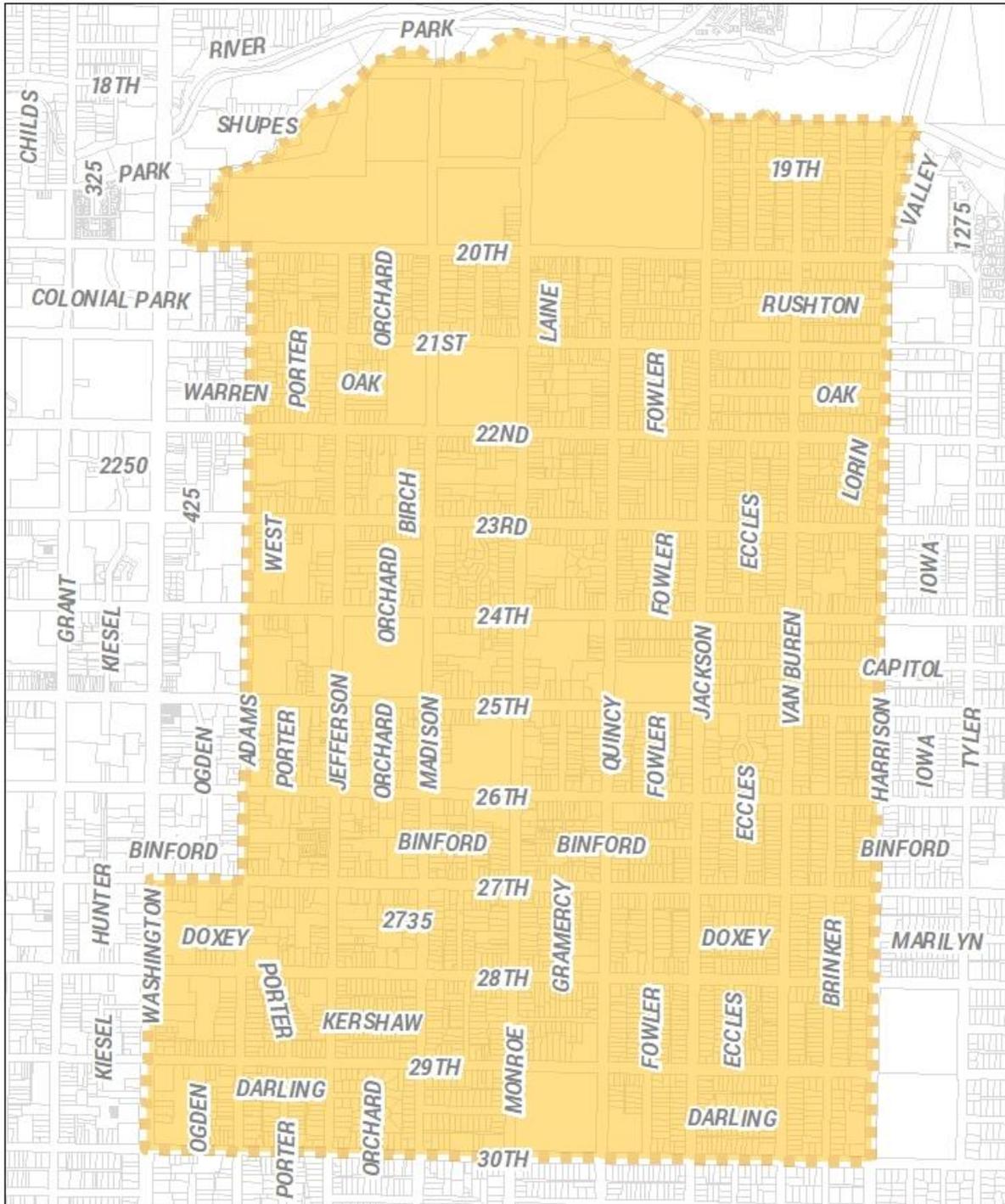
4. Directions to the Staff

- a. Contact Utah Power & Light to add missing street lights at the intersection of Millcreek and Taylor Avenues, and at Millcreek and Robins Avenues.
- b. Review the Professional/Institutional Ordinance to determine whether distinctions should be made between newer and older parts of the City which have different development demands.
- c. Review R-4 and R-5 zones to determine which uses are appropriate in those zones.
- d. Parks Staff should provide policy recommendation to the City Council as to how to provide more or more varied activities for the Stadium and still balance their programs with neighborhood concerns.
- e. Engineering Staff should contact UDOT to determine what options there are for UDOT to acquire properties on north side of 12th Street which are undevelopable.

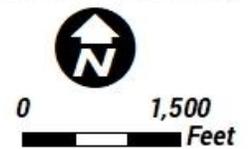
**Adopted December 20, 1990; (R-103-90)
Revised 5/2/91 (R-25-91);
Amended 9/20/2002 (R-2002-28)**



14B. East Central



East Central Community



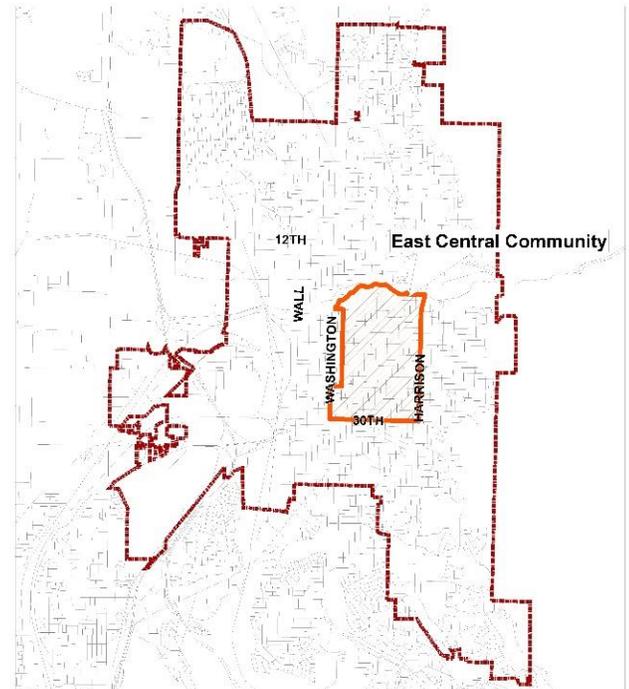
A. Background

The area known as the East Central Neighborhood Planning Community is situated directly east of the CBD and west of Harrison Boulevard. The northern edge is the bluff south of the Ogden River. The southern edge is 30th Street. The East Central Community is shown in Map 1.

This area was the original residential area as Ogden City developed in the late 1800’s and early 1900’s. It has a mixture of mansions and modest homes built for the working class. As the original residential area, this area also contained a number of small commercial establishments scattered throughout the neighborhood to serve the neighborhood’s needs. These small scale uses developed with compatible designs, color and bulk that contributed to a tight knit community. Trolley cars connected this neighborhood to the downtown. From the 1940’s to the early 1980’s the character of the community changed. Housing shortages led to large homes being divided into multiple units. Zoning permitted higher density without regard to neighborhood context. Out of scale office uses became the type of new development in the neighborhood. Areas of the community experienced a decline.

This community plan is an update and replaces the existing East Central Community Plan, which was adopted in August 1991. The main focus of that plan was to establish sound planning principles to the zoning configurations within the community, and remove the overly permissive R-4 and R-5 zoning that existed. Some other elements of the 1991 plan included:

1. Using CP zoning as a means to soften the impact of commercial land uses next to residential areas. Areas that had been zoned C zones were rezoned to CP zones.
2. Establishing an “edge” between the CBD and residential zones. The area west of Adams Avenue between 22nd and 23rd was rezoned to CBD.



East Central Community Location Map

- East Central Boundary
- Ogden City Boundary

INVOLVE OGDEN



Prepared by
Ogden City Planning 9/2008

Map 1 East Central Location

3. The block between 24th and 25th and east of Adams Avenue was predominantly commercial and rezoned to CBD.
4. In order to create an edge and reflect existing uses the area at Quincy and Jackson and Capital and 25th Streets was rezoned from R-5 to PI.
5. Rezoning Harrison between 29th and 30th from R-4 to PI since it is an office area and offices were to be a use removed from the R-4 zones.

One of the key objectives of the 1991 plan was to remove the R-3, R-4 and R-5 zoning designations because of their density and the office uses they allowed in favor of the more manageable R-2EC and R-3EC zones. These zoning designations allowed

for lower densities and lot designs that fit the development pattern of the area.

In addition to the rezoning that occurred due to the 1991 plan, there were other plan directed changes in the area which have also been accomplished which included:

1. Support efforts to designate the Jefferson Historic District.
2. Create zoning incentives such as reuse ordinances and Ogden City Redevelopment Agency programs to help preserve the historic resources in the East Central Community.
3. Create an ordinance to allow reuse of vacant commercial style buildings.
4. Rezone the Wheelwright Lumber site to CP-2 when the lumber yard moves.
5. Create an infill ordinance to deal with vacant inner blocks.
6. Recommend a policy to reduce the density of multiple family dwelling buildings which receive loans or grants from Ogden.

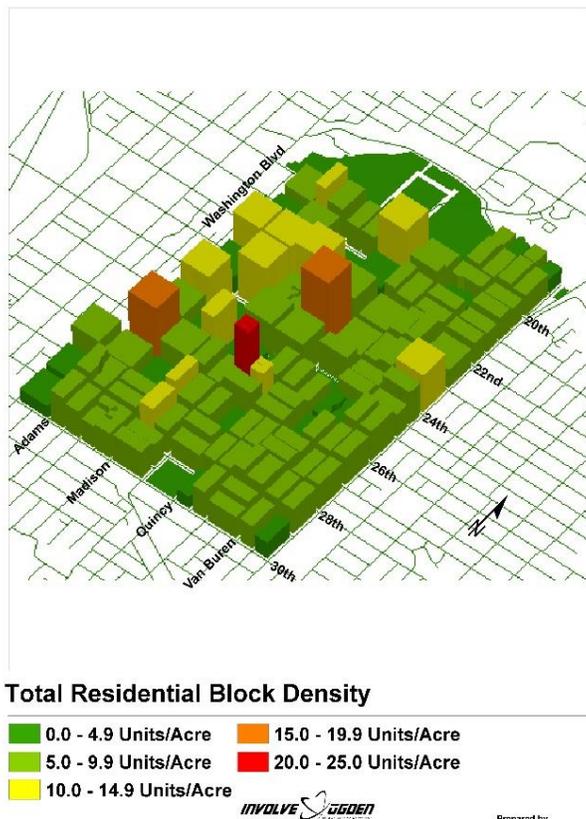
There have been two other community changes which were not part of the plan but a larger City wide change which includes rezoning some R-2EC areas to R-1-5 in 2001 and changing the commercial in neighborhoods to Neighborhood Commercial zoning in 2009.

1. Population Characteristics

The distribution of population in this area does not correlate to the original development pattern of the City. This area developed as a single family neighborhood, with the scattered stores and apartment buildings throughout to serve the everyday needs of the predominantly working class population. In the middle of the 20th century, just

after World War II, many of the older single family homes experienced “apartmentization”. Then in the 1960’s and 70’s the actual building of new apartment buildings became popular as a means to provide a high density population base to serve the downtown area to the west. These two trends contributed to an increase in overall density well beyond the original design for the neighborhood. This neighborhood has experienced a population growth. In 1990 there was a population of 11,490 and in 2000 the population rose to over 15,500 individuals. This population growth is attributed partially to the continued creation of legal and illegal additional units to existing structures. The majority of the growth is attributed to the growth in size of household, which has increased from 2.09 in 1990 to 2.88 in 2000. In 2000, this area represented 20.1% of the City’s resident population while only consisting of 6.5% of the total land area in Ogden City. Other demographic characteristics that distinguish the East Central neighborhood from the City as a whole are:

- The neighborhood has an 87.5% occupancy rate of the existing housing units. In 1990 it was 80.3%
- The neighborhood has a Latino population of 43.3% . In 1990 it was 18%
- The neighborhood has 52% male population compared to 48% female which is a reverse from the 1990 statistics.
- The poverty rate in this area is 26.7% compared to 16.47% City-wide. In 1990 the poverty rate was 32.4% in the East Central Neighborhood



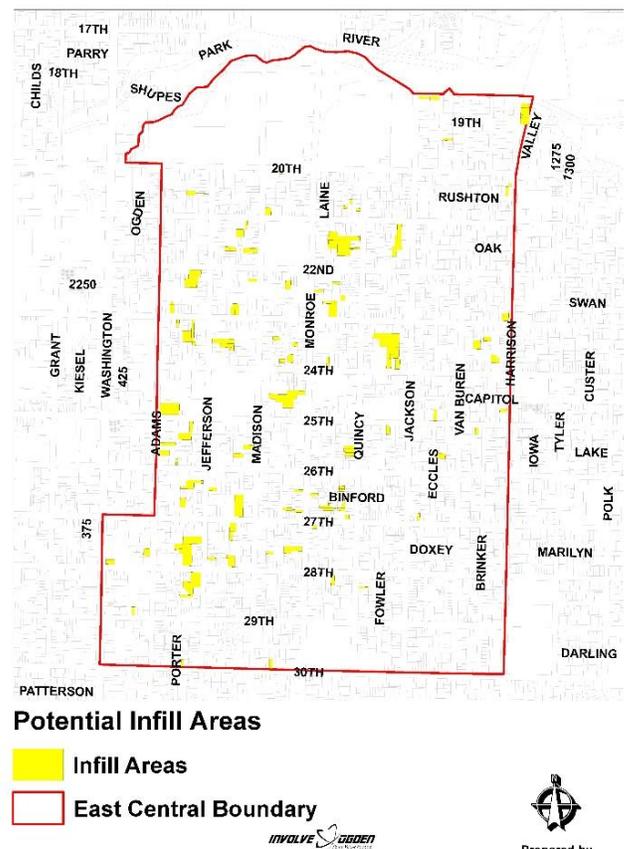
Map 2 Population Density by Block (3-D)

The potential population growth in the future will come from development of vacant inner block areas and mixed use projects at certain locations since most of this community is built out. There may be some population decrease for a time as some of the extra units created by home conversions are removed and brought back to single family or lower density housing. The population of Weber County was projected to nearly double by 2050, with the population of Ogden City estimated to increase over 40%. Since there are few opportunities for Ogden to expand its boundaries, the new growth will primarily occur in the form of infill housing on these vacant areas within the blocks. The best example of this is the 900 block of 24th Street (between 24th and 25th Streets).

2. Land Use / Zoning

The East Central Community currently contains a mix of primarily residential land uses along with

office, retail, institutional, and park space. There is a corridor of mixed land uses between 24th and 26th Streets that runs east/west from Washington Blvd. to Harrison. These multiple forms of land use are reflected in the variety of zoning which includes CBD, NC-1, NC-2, R-3EC, R-2EC and R-1-5 in this area. Prior to 1991 the community was predominantly under a permissive form of R-4 and R-5 zoning that allowed the creation of apartments on the properties that previously had been single family homes and business offices which is why so many nonresidential uses developed that are now struggling to be reused.



Map 3 Vacant Land Potential Infill Areas

The East Central community is characterized by large expanses of underutilized or vacant areas in the center of the City blocks. This is due to the 10 acre blocks and the deep lots designed in pioneer days to provide for farming. Later they became neglected or sold off and have resulted in unutilized inner blocks

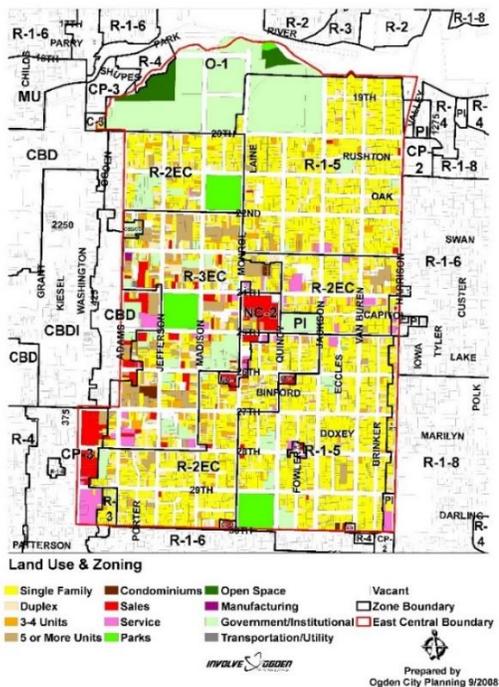
with no consistent platted pattern. The multi-family developments that have occurred in these areas often are not highly desirable areas to live in because they are isolated with little visibility to the street. These vacant areas also lack the public infrastructure in the form of roads and utilities, which would facilitate their development.

The current R-3EC zoned area just east of the CBD between 22nd and 28th Streets contains a mix of land uses. These include Lester Park, James Madison Elementary School, Mid Town Medical Clinic, County Library, numerous apartments, group homes, single family homes that have been converted to apartments, businesses and single family homes. This area is truly a mix of land uses that are conveniently located near the downtown.

The area outside the R-3EC, yet still within the East Central District, is more homogeneous. Although there are numerous legal and illegal nonconforming buildings and land uses, along with the established commercial areas, the predominant land uses are single family homes.

3. Community Resources

The East Central Neighborhood is a unique blend of residentially oriented land uses with a rich history of architecture that dates back to the late 1800's. Sprinkled around the community are a number of small commercial buildings that were built in the early 1900's that served the surrounding residential community. The block at 24th and Monroe (between 25th and Quincy) has been established as a commercial center. However, it has fallen into hard times and is at present underused. Currently it contains a pharmacy, a laundry, offices, residential dwellings, apartments, veterinarian and at least four vacant commercial buildings. The principle streets within the East Central neighborhood are Monroe which runs north/south and 24th Street which runs east/west. Monroe serves as the principle "Connector" between the neighborhoods to the south and north of the East Central area. Between Adams and Harrison Blvd. 24th Street contains numerous points of community interest. It has a traffic light on either end at Washington and at Harrison Blvd. It also connects to West Ogden and I-15 via the Viaduct. Along 25th Street, one block to the south of 24th, is the regional headquarters of the US Forest Service, the old Deseret gym complex, (which was the original Weber State College) the main branch of the Weber County Library, Golden Hours Senior Center, Lester Park, a commercial block, Academy Square State office building and the Ivy Lane Reception Center.



Map 4 Land use and existing zoning



Weber County Library at Lester Park

Another characteristic of this neighborhood is the established park space. There are three block-size (10 acre) main City parks that were set aside as part of the original plat of this area. Between 21st and 22nd, west of Monroe is Liberty Park. It has basketball and tennis courts, 2 ball fields, a bowery, a tot lot and bathrooms.



Liberty Park



Golden Hours Senior Center

Lester Park, between Jefferson and Madison Avenues and 24th and 25th has the library and Golden Hours Senior Center with associated parking along with the bowery, tot lot and bathrooms.

Monroe Park is situated between 29th and 30th Streets and just east of Monroe. It functions as the principle venue for softball (4 ball diamonds). It also has 2 tennis courts, a bowery, a basketball court, a horseshoe pit and bathrooms.

This neighborhood also has four other more specialized parks that are available to the public. Eccles Park, also known as Watermelon Park is 9,200 square feet in size and is located in the center of the block between 25th and 26th Street on Eccles Avenue. A similar pocket park known as Farr Courtyard Park is located on the interior of the block. Finally, Ogden’s newest park is “The Oasis” community garden at 2450 Madison.

The Ogden City Cemetery is a major open space north of 20th Street between Monroe and Ogden Avenue and occupies a total of 56 acres (1 acre for pets). Just east of the cemetery at the corner of 20th and Monroe is the old State School for the Blind which is now used as the Ogden City Schools administration complex.

4. Housing Stock

There are many varieties of housing stock in the East Central community. In fact, no area of the City has as much variety of types of all architectural styles. This was the first area to be developed on a large scale for housing. The original leaders of the community built their homes primarily in what are today the Jefferson and Eccles Historic Districts.



David and Bertha Eccles Home

The remainder of the homes that were built in and around the neighborhood were more modest homes that were owned by the merchants, railroad workers and tradesman of the time. Although most of the homes were built in the early 1900's, many of the old single family homes still exist today. Apartment buildings were also built into the residential neighborhoods and created a mix of housing types. The design of the buildings reflected the overall character of single family detached homes and created a very rich architectural neighborhood. It is for that reason that the neighborhood was able to be considered for the Ogden Central Bench Historic District designation as a historic district.



Elmhurst Apartments at Capitol and Van Buren

In addition to the housing needs right after World War II, the R-4 and R-5 Zoning from the 1950's

and 60's ushered in higher density than the original single family homes were designed for. In the areas to the north, east, and south of these areas the R-3 and R-2 zoning allowed duplexes. These trends also contributed to the numerous nonconforming residential properties in the area that exist today. Slowly, the area is experiencing a reduction in units per building as some of these buildings are being returned to their original density. This is especially true in the Jefferson Historic District, the areas currently zoned R-1-5 and to a small degree in the currently zoned R-2EC areas.



Removal of additional units to return to single family home at 2545 Jefferson

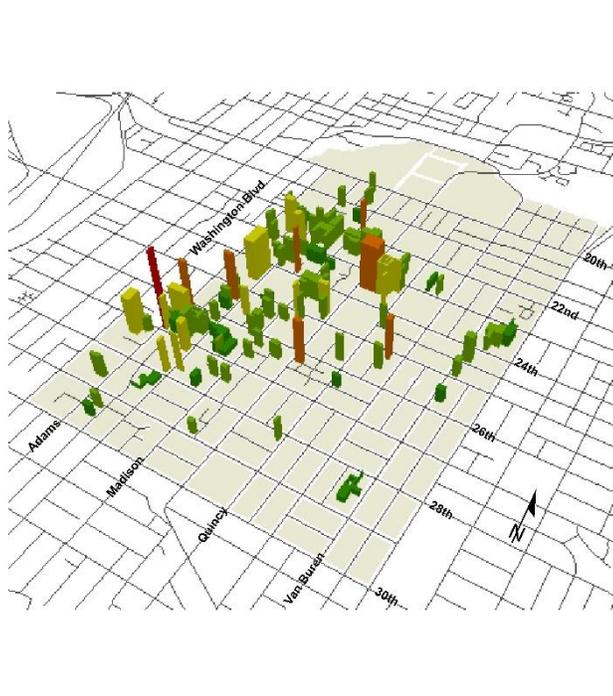
Not all the multiple family housing was of this variety. Apartment buildings were also constructed throughout the 1960's to the 1980's to offer an even more inexpensive alternative to the housing in the area.



but with the same exterior design features that are characteristic of many of the homes in the area.



New home on 2500 block of Quincy



Apartments Units Per Acre



Prepared by
Ogden City Planning 11/2008

Map 5 Apartment building densities

In the last few years Ogden City has participated in helping upgrade some of the housing stock by demolishing certain homes that are beyond repair and constructing new, context sensitive bungalows that have the advantage of new and modern interiors

The Adams Avenue corridor which includes the properties on both sides of Adams Avenue and back to Ogden Avenue between 20th and 30th, is characterized primarily as low density detached housing, especially on the east side. This is an area of transition between the more “urban” core and the adjacent residential neighborhood.

The eastern boundary of the neighborhood is bordered by Harrison Blvd., an arterial of the City that extends from SR89 in South Ogden into North Ogden. However, the character of homes along this street is not too different from the homes in other portions of the neighborhood. The west side of the street still is predominately single family with some duplex type housing. The same housing mix exists along 20th Street and 30th Streets, which happen to be the north and south borders of the neighborhood.

The various housing styles found in the community are illustrated in the following pages.

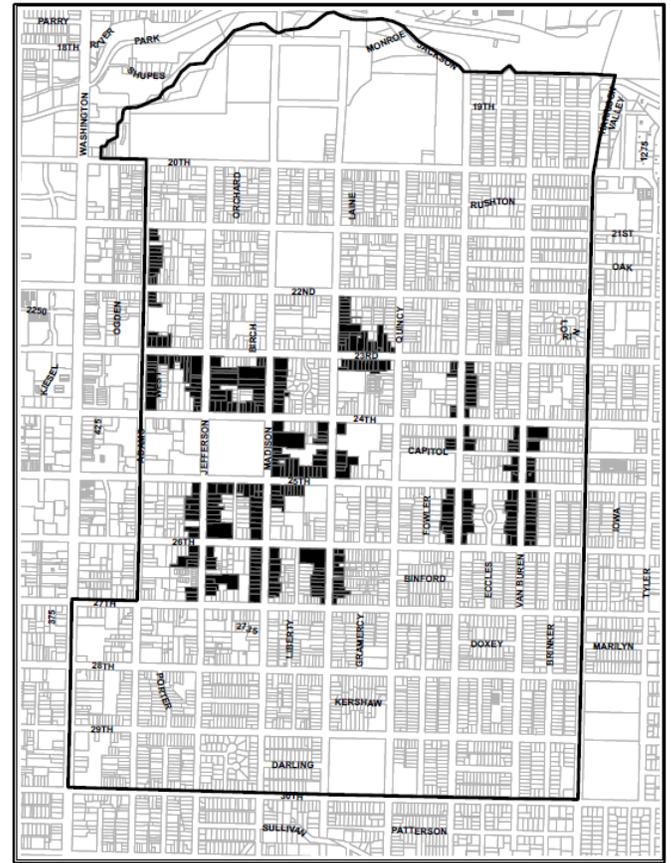
Style 1: 1870-1910

The single largest event that shaped the development of the East Central Neighborhood and Ogden as a whole was the arrival of the transcontinental railroad. Prior to 1869 there was only a scattering of farm homes and log cabins east of Washington Blvd. Few examples of this era remain. The first wave of development was from the 1870’s to 1920.

This was a time period of local economic growth ushered in the more elaborate Victorian styles such as Queen Anne, Eastlake and Victorian Eclectic styles. Second Empire, Romanesque and others styles were also included along with the smaller scale simple cottage styles of the Cross-T.



Early Cross-T farm house at 478 28th



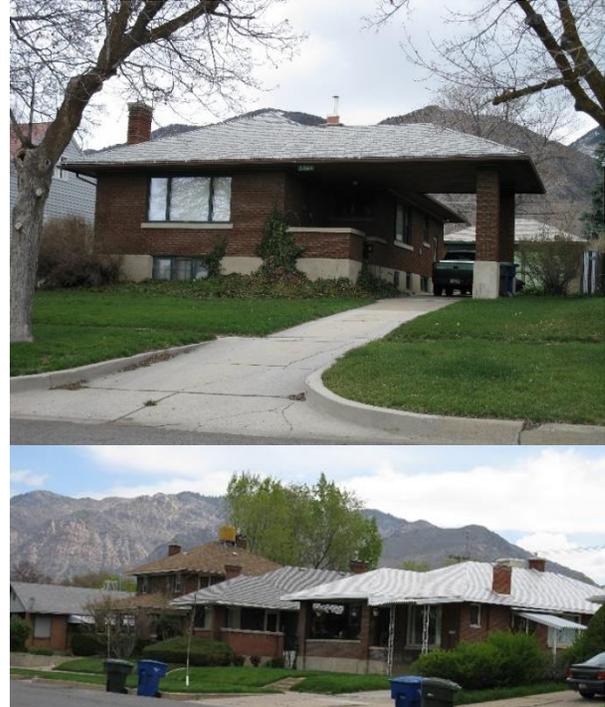
Map 6 Map of style 1 development



Early Victorians

Style 2: 1910-1940

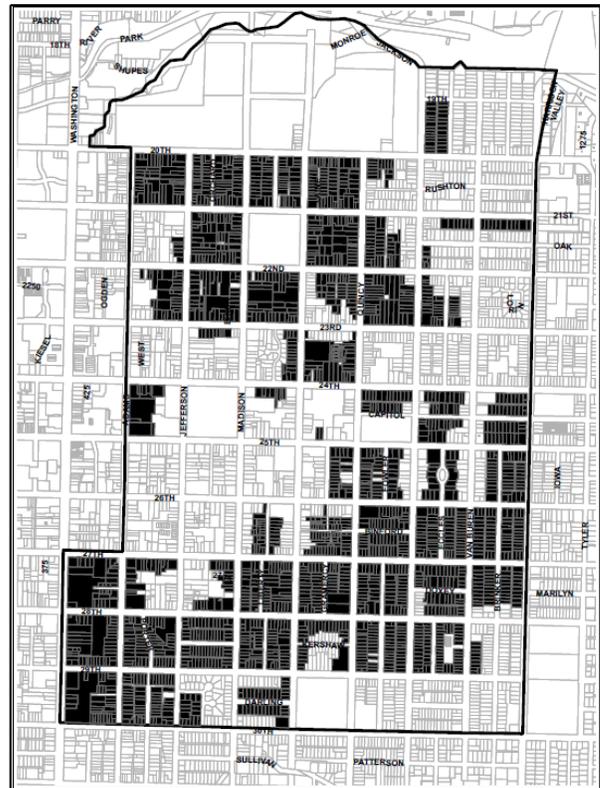
The Prairie style movement reached Utah in the early 1910's and particularly segments of the East Central Neighborhood in Ogden. The Eccles Historic District has a large concentration of these style of homes. There are also individual buildings in others areas of the community that were built with the Prairie style influence. Along with the Prairie style, the Four Square and the English Tudor designs were also constructed during this time frame. The 1920's brought to this neighborhood the "Bungalow" in a big way. Over 800 bungalows were constructed during this time, and consequently, they make up about 36% of the buildings in the East Central neighborhood. This is far and away the most prevalent design of homes. The majority of the structures in the East Central neighborhood were built prior to World War II. There was rampant infill of lots throughout the community from 1900 into the 1930's, especially in the areas just east of Washington Blvd. and radiating east up the corridors between 24th and 27th Streets toward Van Buren Avenue.



Bungalows



Prarie Style architecture of Wattis home at 2540 Eccles Avenue



Map 7 Map of style 2 development

Style 4: 1950-1970

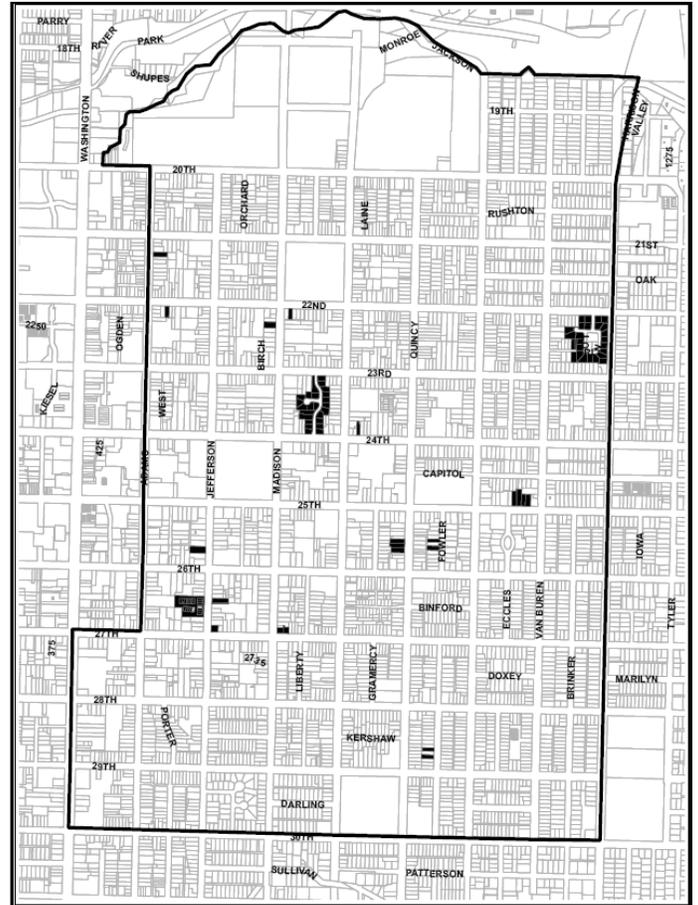
This style is not as prevalent in this neighborhood as in other areas of Ogden but the rambler style popular during this time period also appeared as infill housing interspersed throughout the neighborhood and also clustered in a subdivision located at the 2900 block of Orchard.



Map 9 Map of Style 4 development

Style 5 development: 1970-2009

The style of housing during this time period had a variety of designs. Split level style homes were used in many infill projects that have occurred in the neighborhood such as Lorin Farr subdivision and the Legacy Park subdivision to individual lot infills. While popular for the time period and common in subdivisions, this style lacked the design details and scale of the traditional neighborhood some of these homes were placed in. In recent years the neo-traditional design has been used for infill housing that looks more like the traditional bungalow.



Map 10 Map of style 5 development

B. Community Comment

Community comments and information were collected in several different steps:

- a) A community-wide open house was held on September 23, 2008 at the James Madison Elementary School. Many issues relating to Ogden's East Central Neighborhood were discussed. A sign-up sheet for the advisory committees was circulated.
- b) Three separate advisory committees were formed and each met six times between November 2008 and February 2009. During this time, committee members analyzed the East Central neighborhood and began to formulate broad recommendations for the area.
- c) On March 26, 2009 a second community open house was held at the Madison Elementary School. Recommendations that were developed by the steering committees were presented at the meeting for general public comment.
- d) On April 1, 2009 the Planning Commission held their first work session to discuss the steering committee recommendations and the community comment from the open house the week before.
- e) Numerous work sessions with the Planning Commission followed between April 14 and May 20 to formulate the recommendations from the Steering Committees and public input into vision statements and objectives for the CBD Community Plan.

The following is a list, by topic of the four primary issues identified from the public meetings by the Steering Committee and public input.

1. Community Identity

This community has suffered from poor public perception of the quality of life possible in this neighborhood. Recent changes and development, coupled with the historic architecture, make this a great area to live in but perception needs to change. The City needs to continue to be a player in those changes as well as the citizens who live in this neighborhood. The central theme is that through proper marketing, clean up, and capitalizing on the historic character that pervades the neighborhood, this area will continue to improve. For a long time this area has been identified as a historic neighborhood that has fallen into disrepair and suffered from neglect. The ongoing efforts to return buildings to their original use and density are only the first step. Consistent vigilance on upkeep of the buildings, cleanup of yard space, and clean, attractive landscaping are building blocks to overcome past negative perception. Finally, the historic resources themselves should be a focal point of this neighborhood.



2. Land Use

Unfortunately, this community is characterized by vacant inner blocks and some vacant buildings. These areas and buildings are falling prey to the neglect and disrepair discussed above. Another characteristic of this community is the numerous nonconforming land uses. These come in the form of existing commercial buildings in the residential zones or more frequently, the existing multi-family homes in buildings that do not meet certain zoning criteria. Certain land uses have had impacts to the quality of life in the community because this became the area of concentrated development to meet the needs of rehab and social housing. Large group homes clustered in portions of the community and various social programs have altered some of the dynamics of the neighborhood.

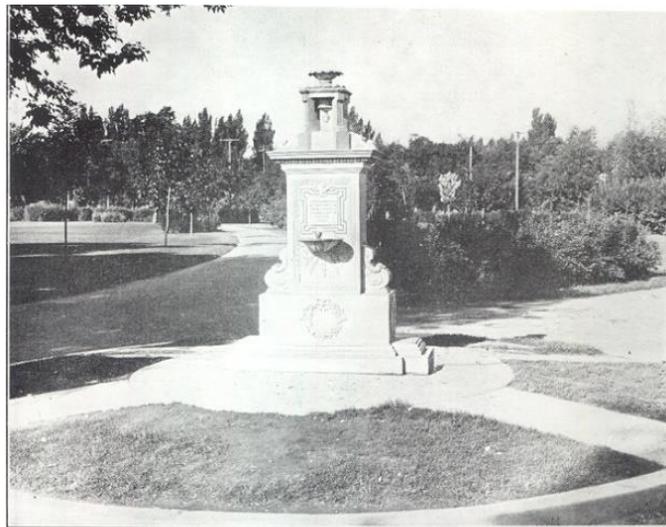


1 Group Home

3. Parks and Recreation

The area has three large parks which meet the needs of the area but over the years have had some alterations that have impacted the usability of the spaces. The temptation to use the park land for building and parking space altered Lester Park. The concern is not to use these parks to meet building or parking needs. Certain enhancements of the existing parks should be considered. In addition to general park space the cemetery is also a key open space in the area which needs to be maintained and adds character to the community. Finally, the mature urban forest, which is made up of all the trees in the

parks and park strips, sets this community apart. Maintaining these character defining features in both tree maintenance and plantings and the challenges of appropriate water conservation methods are concerns.



A Corner of Lester Park with its Public Drinking Fountain, Donated to the City by J. S. Lewis

2Historic Photo of Lester Park

4. Transportation

The public was concerned about the safety for the pedestrian and bicyclist as these are key modes of transportation for a walkable community. Mass transit by means of a street car system had been key to the development of this neighborhood in the early 1900's but was replaced by the automobile in the 1930's. Discussion is taking place of introducing a street car that would provide a transit connection between downtown and Weber State University and McKay Dee Hospital. These are two major employers in the county and are thus important destinations. Having the street car run through the neighborhood between these two destinations would improve transportation options for this community. Walkability and enhanced alternative transportation are directions the community should move towards. The challenge will be to increase these alternative modes of transportation as viable options to the automobile.



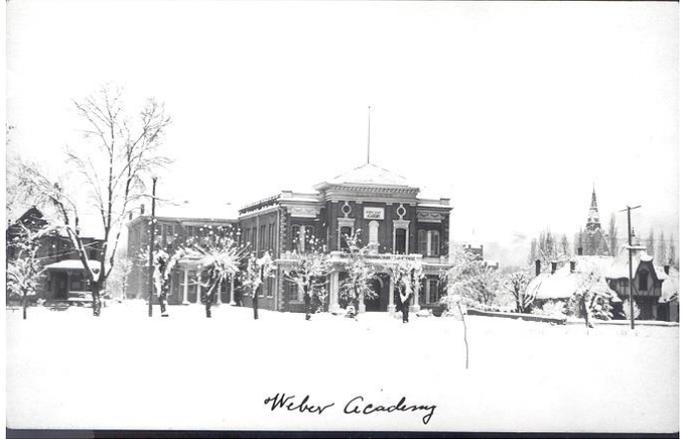
Map 11 Early 1900's map of mass transit system

C. East Central Community Vision

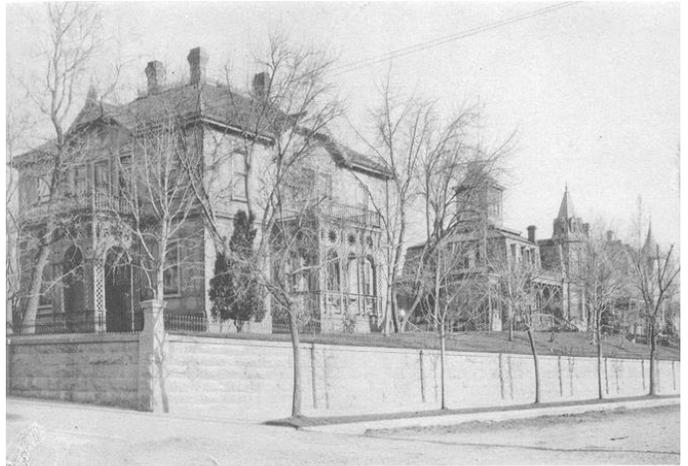
The East Central Community Vision establishes a comprehensive guide to the future development, physical land uses, and desired attributes expressed by the Community. The East Central neighborhood has a unique historic flavor, yet is constantly changing. A vision of the desired form and character is key in directing the changes for the continued improvement of the neighborhood.

This vision was developed through community meetings held at Madison Elementary School and through steering committee meetings and the public planning process.

This section will describe the community vision and lay out specific, attainable objectives to realize that vision. Implementation and prioritization of objectives will be addressed in the next section.

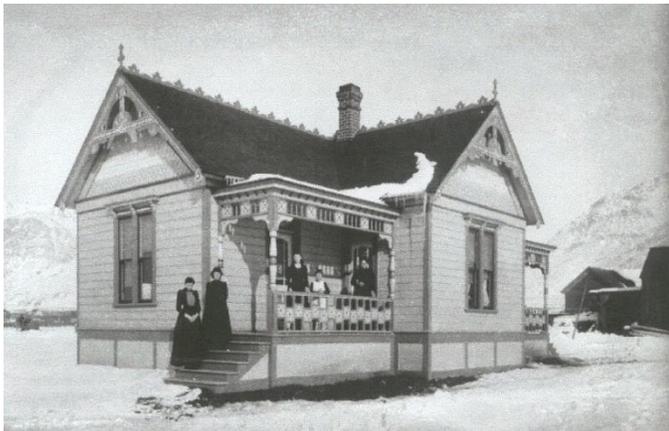


Weber Academy
Weber Academy



FRED, J. KIESEL AND OTHER ADAMS STREET RESIDENCES.

Fred J. Kiesel and other Adams Street Residences



Historic photo of Cross-T home



Victorian Home

COMMUNITY IDENTITY

1. Change Community Name for Positive Perception.

The name “East Central” is a geographical designation lacking personality and description. This area has experienced some difficult socio-economic times and the name creates some negative connotations and does not relay the history and potential of the community.

In the interest of changing perceptions and creating community pride, the goal is to establish a new beginning with a new “branding” of the community. By reminding people of the past glory of the area, it can again help to recapture that quality of life.

The community has voiced a desire to change the name of the community to something that better represents the history, glory and potential of the area. The two names that generated the most interest were the “Ogden Central Bench District” and the “Trolley District”. A clear and distinct preference was not apparent. The Ogden Central Bench District is the name of the National Historic District that matches the boundary of this area. The Trolley District pays homage to bygone days of the early 1900’s when trolleys were the principle mode of transportation in the neighborhood, and the potential that it could happen again

Another area of concern was the lack of signage. There is a lack of community identification and wayfinding signage in the neighborhood. Signage should be utilized in this community that would both identify the neighborhood and the historic character, plus create a method of way finding to and through the neighborhood.

Vision Objectives

- 1.A Revise the community name to be more positive about the location, history, and potential of the community. **High Priority**

- 1.B Locate street and way finding signs that reinforce the identity of the neighborhood and give direction.



Community signage



Preservation of architecture promotes positive perception

COMMUNITY IDENTITY

2. Promote the Neighborhood

In order for the East Central Neighborhood to maintain the momentum of positive change, a marketing component must come into play. Certain communities in the Salt Lake area were cited as being representative of the type of neighborhood East Central can be known as. Those neighborhoods are 9th and 9th, Sugarhouse, and The Avenues.

Beyond the obvious amenities of being an historic area close to downtown and the mountains, this is a neighborhood that has a quiet residential feeling. These virtues can be advertised through flyers, welcome packets and a concerted marketing campaign that emphasizes the unique attributes this community brings to its citizens and visitors alike.



Multi family homes on Van Buren

Key to a healthy neighborhood is a sense of stewardship of the community by individual property owners. There needs to be recognition that the upkeep of their own property has a strong influence beyond their own property lines. Each property owner needs to have the same pride for their community. Living in this neighborhood should come with high expectations, respect and care that go along with living in such a special area.

Vision Objectives

2.A Market the community as a place to live because of its urban identity, rich history,

variety of housing and commercial uses within walking distance that draws comparisons to the trendy neighborhoods in other communities such as 9th and 9th, Sugarhouse, and The Avenues.

- 2.B Make information available for rehabilitation, contractor lists and standards for building and property upkeep.
- 2.C Educate property owners and tenants as to their role in the community with flyers, letters and welcome packets that shown they are part of the soul of this unique community and its success depends on maintaining these stringent expectations. **High Priority**
- 2.D Consider using community features such as monuments or other signage as identifying features at key entrances to the community.

COMMUNITY IDENTITY

3. Instill pride by maintaining the community

The community will, through personal contact, various neighborhood organizations and community outreach establish clear and definitive expectations for the levels of maintenance in the community. Initially, there should be an attitude of assistance and helping each other in getting their properties clean and debris free. A once a year clean-up effort, using local organizations can go a long way to kicking off this feeling of community pride. If those efforts are not fruitful in making the properties better, then strict enforcement may be the alternative.

The City has its role in this effort as well. By maintaining public facilities and creating smooth and level surfaces on the sidewalks, people will be more apt to walk around the community and begin to interact with their neighbors.

These ideas are all part of realizing better appearing yards and well kept buildings. This education process to instill a level of standard could be written in English and Spanish to ensure the majority of the population is aware of the community efforts to clean up the neighborhood.



The problem



The Expectation

Vision Objectives

- 3.A Incorporate a once-a-year neighborhood clean-up day to take control of the neighborhood and exhibit what is acceptable yard maintenance.
High Priority
- 3.B. Implement neighborhood expectations, education and dialogue through neighborhood watch or block organizations prior to enforcement to maintain community appearance. If unsuccessful, invoke strict fines to achieve the expected outcome.
- 3.C. Require front yards be maintained and free of junk and debris.
High Priority
- 3.D Provide neighborhood outreach through various neighborhood groups to the elderly or poor to help in maintenance of property to bring them up to neighborhood standards.
- 3.E Upgrade sidewalks based on traffic counts so they are level surfaced, but respect the community history by having replacement sidewalk matching the small grid pattern, and tinted concrete to be compatible with the era of the neighborhood construction.

COMMUNITY IDENTITY

4. Historic Resources

Few communities can boast the wealth of historic structures located in the East Central Neighborhood. It is, in fact, on the National Register of Historic Districts. The predominant historic structure is the modest “bungalow”. This is reflective of the humble working class population that lived in the area during the early 1900’s. Other architectural styles represented are Victorian Eclectic, Prairie School, Arts and Crafts, and English Tudor. Two additional national historic districts (the Jefferson and Eccles Historic Districts) exist within the larger district. These two districts are also on the Ogden City Register of Historic Places. The Jefferson District has a rich array of Victorian styles located along Jefferson Avenue between 25th and 27th Streets. The Eccles District is situated between 25th and 26th Street and Van Buren and Jackson Avenues and has a large concentration of Prairie style buildings.

There is a desire to connect the two local historic districts. One method would be to give priority to the area between the two districts with regards to public improvements. This speaks directly to the goal of having period lighting fixtures run from the CBD to the west of Harrison Blvd. along 24th, 25th, and 26th Streets.

There is also the potential to expand the area of the Jefferson District north of 24th Street. There are some beautiful examples of Victorian architecture that are not included in a local district at the present time but should also be preserved.

There is need for new property owners to understand the expectations, benefits and constraints that go with ownership of a structure(s) in the historic districts. Literature should be generated and disseminated to the property owners about these issues and how they relate to their property. Finally, it is the goal of the community that these historic structures be preserved and not

demolished, especially those inside the local historic districts.

Vision Objectives

- 4.A Connect the Jefferson and Eccles Historic Neighborhoods by targeting the area between the two areas for physical improvements, such as period street lights, appropriate signage and street improvements.
High Priority
- 4.B Extend additional themed, unified lighting that extends from the CBD to Harrison Blvd. and takes advantage of innovative ways of funding and maintaining them. e.g. solar lighting or private property power.
- 4.C Make information available to new home owners in the Jefferson and Eccles Historic Districts defining what the district mean and what the owner’s role as stewards should be.
- 4.D Notify buyers of historic properties by placing notice of the historic designation on the property’s title so it is disclosed at the time of purchase.
- 4.E Expand the Jefferson District to the north.
High Priority
- 4.F Promote the three Historic Districts and what they can mean to property owners by way of incentives, grants and tax rebates.
- 4.G Protect and preserve historic buildings in the historic districts by considering revisions to the Zoning Ordinance.
High Priority

COMMUNITY IDENTITY

5. Retain and build upon the historic physical character of the community

The historic designation of this area makes it a special place that represents the history of Ogden’s development from a farming community to a leader of the intermountain west. Its location at the base of the Wasatch Mountains also makes it an attractive community. The rich history is largely represented by the architecture in the area. Although there are numerous commercial buildings scattered throughout the neighborhood, both individually and in groups at certain locations, the story of the people of Ogden is seen mostly through their homes.

This neighborhood is largely built out with the exception being the center of several blocks where there is the potential for infill. There has been a tendency to convert homes to offices and higher density units. This practice has altered the residential character of the neighborhood. In order to reclaim these structures and continue the more traditional residential flavor, the exterior improvements of existing buildings and new construction must be consistent with the original designs and materials contained in the neighborhood.

To further the goal of retaining the original character, the trees that line the streets should be reintroduced where they are currently absent. The trees and the treatment of the park strips are a major component of this character defining urban forest.



Example of historic character

Vision Objectives

- 5.A Develop strict design standards that would establish requirements of development and context that retains the neighborhood character. Key elements would be building size, color, materials, design, height, facades, porches, garages, roof pitch, front yard fences and landscaping.
High Priority
- 5.B Manage the existing urban forest and enhance it by installing additional street trees and living plant ground covers in the right-of-way and making this area a priority for construction funding and tax incentives and publicizing City services available through the City’s Urban Forester.
High Priority
- 5.C Give special attention to the main corridor streets of 24th, 25th, and 26th, so that they convey a positive impression by appropriate public and private improvements and maintenance.



Newly planted street trees



East Central Community
Community Vision - Community Identity

- Community Identity Features
- Enhanced Period Lighting
- Historic Districts
- East Central Boundary

LAND USE

6. Provide for appropriate infill of underutilized existing development

There have been changing land use patterns and economic markets over the many years this community has been in existence. Certain existing developments need to be redeveloped to meet the changing markets and to improve the community. The block between 24th and 25th Street and Quincy and Monroe is already a commercial location. It is central to the neighborhood and has extensive underutilized property and past inappropriate land uses. Redevelopment as a walkable neighborhood center could bring life back to the center and to the surrounding neighborhood.

There are other areas that are also underdeveloped and have the potential of more density and compact development. They could lend themselves to mixed use development. There are three areas that based upon their current uses would have potential for additional development as mixed use areas.

One of the reasons appropriate infill is important with mixed uses is that there is currently over 162,000 square feet of commercially zoned space. General retail standards indicate 50,000 square feet of retail per 10,000 population. With the present population being 15,558, there is twice the necessary commercial space available.

Vision Objectives

- 6.A Using the public process outlined in State law, consider 24th and Monroe and other underutilized or blighted commercial and office areas RDA or EDA development areas as a means of bringing positive and appropriate development to the site in the form of quality infill, reusing important buildings, and creating neighborhood centers.
- 6.B Ensure that infill is context sensitive by adding design standards that include colors,

materials, architectural lines, roof lines, and bulk through new zoning amendments.

High Priority

- 6.C Encourage mixed use for the infill areas at: 26th and Quincy (Woods Market), 550 22nd Street when and if the Dee Elementary School site becomes available and the 500 block of 24th and 25th Street.
- 6.D Housing components for redevelopment mixed use should be limited to rowhouses, flats or second story units above nonresidential spaces.



Monroe Ave. near 24th Street

LAND USE

7. Develop compatible vacant land infill projects

There are numerous opportunities for infill development in the central portion of many blocks in the East Central neighborhood. The question is what is appropriate infill development? These internal parcels should first and foremost continue the tradition of single family homes, which is still the predominant land use in the neighborhood. This is where the zoning code can spell out standards for single family home construction that respect and reflect the surrounding neighborhood. This would include the most desirable elements of the existing single family housing stock which include front yard porches, detached garages that are set back behind the house, colors, size and roof lines that blend with the fabric of the neighborhood. Access to these areas should be by new public streets that open up the block and provide long term maintenance of the road system,

There are also opportunities to continue the neotraditional concepts along certain street frontages of infill areas by providing a variety of housing types that include multiple family designs that create a quality designed mixed land use which is characteristic of styles already found before 1940 in the community.

The solutions lie in bringing in appropriate infill and reuse of these vacant lands and buildings by adopting sound basic planning principles for establishing a vibrant area that reflects the positive character of the area.

Vision Objectives

- 7.A Require development of vacant interior block space as single family homes accessed by additional public streets.
- 7.B Revise the existing infill ordinance to set standards of design compatibility of single

family detached housing styles for those areas of interior lot infill.

High Priority

- 7.C Revise infill ordinance to limit multifamily development to be along main street frontages and done as “row house” style with context design standards.



Legacy Park Subdivision



Lorin Farr Subdivision

LAND USE

8. Reuse of vacant commercial type buildings

Two situations exist in the community which have left vacant commercially designed buildings. The first was the development of the small neighborhood store that occurred in the late 1800's and went to the 1940's. This community has a large concentration of these types of buildings. Some have been reused but others sit vacant. The vacancies create problems both for building maintenance and the neighborhood image.

The second condition is office and commercial buildings built under zoning regulations eliminated in 1991. Many of these types of buildings are out of scale and character with the neighborhood and reuse becomes challenging.

Some of these buildings may never be salvageable. However, during the time of transition there should be "boarded building" policy that employs strictly enforced and expensive consequences for buildings that remain boarded for an extended period of time. Ideally, there could ultimately be a revenue stream to assist the truly valuable buildings in the neighborhood that are worth preserving. The use of a redevelopment project area may also be employed to achieve the desired results of new development. If this were to occur, the development should be context sensitive to the neighborhood and the buildings should be constructed to be able to be adaptable to alternative uses in the future.



1880's store at N.W. corner of 24th and Jefferson

Vision Objectives

- 8.A Consider commercial uses that do not impact the neighborhood for small scale commercial buildings that are residentially zoned.
 - 8.B Explore incentives for re-use of old, small, single-lot stores for new start up business opportunities.
 - 8.C. Direct new small commercial interests to the existing older commercial-style buildings in the neighborhood.
 - 8.D. Allow some existing older buildings to be used for nonresidential uses under the existing provisions but do not zone them commercial.
 - 8.E Explore developing a "boarded building" fund that can be used for rehabilitation of buildings in the East Central community.
- High Priority**
- 8.F Encourage large vacant problematic buildings to be removed and replaced with new context sensitive development. The RDA shall consider using redevelopment districts as a way to redevelop these areas.



550 24th Street



Commercial type building

LAND USE

9. Promote the original use of buildings in those areas where they are now nonconforming

Throughout the neighborhood there are scattered buildings that have had their original designed function altered by either converting a house to an office or a single family home to multiple units. Some of these changes have occurred to meet housing demands of past generations. The continued use, however, has created health, safety and even police problems. Buildings that were never designed for such uses in many cases tend to wear out more quickly, need more repair and create neighborhood concerns because of overcrowding.

Conversion of homes to offices in some cases was a result of an effort to provide an adaptive reuse to historic homes when no other options existed to preserve them.

Most of the buildings that have experienced one of these types of conversions are important to the context of the neighborhood though the use may not be. The desire is to utilize these buildings as they were originally designed to be used. Reuse of these buildings as originally designed would benefit the neighborhood but will require considerable ingenuity, resources and compatible land use.

One concern in the use of these buildings, since they are in a tightly developed area, is the desire to remove an adjacent building to provide parking. This should not be done as the compactness of the neighborhood is an important neighborhood feature.

Vision Objectives

9.A Prohibit removal of homes on adjacent property to meet parking requirements for non conforming uses, or to create larger homes that are out of scale with the community.

9.B Create regulations for nonconforming multi-family units in converted single family homes to convert back to a density more appropriate for the size of building and the capacity of the lot. Along with the use of funds allocated by the City to reduce the number of units in converted single family homes, consider amortization as a tool to return structures to their original and appropriate density.
High Priority



Historic home converted to office



Home converted to multi units

LAND USE

10. Establish Neighborhood Commercial Center on the block between 24th and 25th and Monroe and Quincy Avenues

This block has been underutilized for some time. The goal is to reinvigorate this area with the type of uses that will best serve the community. The 24th and Monroe location is centrally located to the East Central neighborhood, has an abundance of parking, and good potential access into the site from all of the surrounding streets. Most of the existing buildings were designed in the 1960's utilitarian design and are a poor fit for the community, although there are some viable commercial uses.

The goal would be to use the redevelopment process to transform the majority of the block into a neighborhood center that employs traditional architecture, extensive landscaping, walkability, and environmentally sensitive methods of construction and operation to potentially achieve LEED certification of most, if not all, the new buildings on the block.



Current IGA Building

High Priority

- 10.B Consider parking requirements that decrease parking in the area and promote walkability and bicycle access. Parking additions that do take place must fit into the site, be heavily treed, and utilize environmentally sensitive methods in their creation.
- 10.C. Include this area in any new redevelopment district consideration.



Potential infill concept

Vision Objectives

- 10.A Work to make the block between 24th and 25th and Monroe and Quincy the Neighborhood Commercial Center with appropriate design considerations.

LAND USE

11. Establish zoning that reflects the history of the area

Interestingly, the land use and form that took place historically was done without zoning controls. Efforts to increase the rate of return by increasing density at the expense of good design were detrimental to the community. Regardless of the zoning, the majority of the community (at least on the north, south and east sides) has remained predominantly single family detached homes. It is only logical to support the majority land use with the appropriate zoning that reflects the use. Those areas that are R-2EC in the East Central neighborhood are now predominantly single family. The rezoning to R-1-5 would assist in that desired trend.

Front yard fences are out of character with the neighborhood, especially the use of chain link. Chain link fencing has altered the character and reduced curb appeal where they are present. It creates a “fortress mentality” that is not consistent with an integrated and healthy community. Zoning could regulate fence types and location in the front yards.

As indicated earlier, there is more commercial space than is needed. Therefore, it is logical to avoid additional commercial zoning, and retain the residential zones.

Signage in this residential community should reflect the neighborhood flavor and should be small, low, and attractive. Pole signs are not in context with the neighborhood.



Example of monument sign appropriate for the community

Vision Objectives

11.A Consider rezoning R-2EC areas to R-1-5 to better represent the predominant land use trend in these areas.

High Priority

11.B Revise the front yard fence ordinance to restrict front yard fences that are out of character with the historic past of the neighborhood.

High Priority



Fence out of character with history

11.C Prohibit additional commercial zoning in the community in order to utilize existing buildings and spaces.

11.D Retain residential zoning in the community.

11.E Revise the sign ordinance as it relates to commercial properties to promote monument signs in lieu of pole signs.

LAND USE

12. Provide for Accessory Dwelling Units (ADU's)

An accessory dwelling unit is a small, independent dwelling on a lot with a single-family dwelling. It can be within the main home, such as in a basement, attached to the home, or in a separate building. Accessory dwelling units are also known as “granny flats,” “mother-in-law units,” or “ADUs.”

Accessory dwelling units provide several benefits:

- They provide additional, affordable housing options for households that may be unable to find housing elsewhere.
- They can provide an attractive housing option for singles, young couples, multi-generational households, and other household types that are now the majority of households in Ogden.
- They can provide an option for empty-nest house owners to use extra space and earn extra income.
- They are an efficient way to provide housing close to existing parks, schools, commercial areas, and employment centers without building new roads and infrastructure.

As Utah began to confront a housing crisis starting in the late 2010's, ADUs became a favored solution across the state to provide additional housing options. The crisis has been felt acutely in Ogden, which saw one of the nation's highest housing price increases.

Accessory dwelling units are allowed in most of Ogden. The City has adopted standards that require the home to retain its appearance and character as a single-family dwelling and that address parking, building safety, and other concerns. In the past, single-family zones within East Central were one of the few places Ogden did not allow ADUs. With greater experience with ADUs, many benefits, and a

high need, the City should allow ADUs in all of East Central.

Vision Objectives

- 12.A. Allow accessory dwelling units in all residential areas in East Central. Maintain standards that ensure the site retains its character as a single-family home.

LAND USE

13. Ensure Group Homes do not impact the stability of residential neighborhoods.

Group Homes are dwellings where persons who may be disabled or due to certain circumstances are not able to care for themselves without some form of help or supervision. These homes could include protective housing for victims of domestic abuse, rehabilitation and treatment facilities, transitional housing, residential facilities for persons with a disability and residential facilities for the elderly. They are a growing part of most communities and usually have a protected status by federal law. Ogden City has experienced a negative impact created by more group homes occupying a block than home owners and created a social area rather than a neighborhood. Ogden City then adopted in its zoning code a separation requirement of 1000 feet between such uses to stop this type of neighborhood impact from expanding. The separation requirement acts to reduce the potential that these land uses will alter the fabric of a community. The East Central neighborhood already contains over 20 group homes, many of which do not meet the existing separation requirement. These are existing non conforming land uses due to their existence prior to the establishment of the zoning code restrictions. On occasion, these facilities can present problems to the community that go beyond the impact on a neighborhood's property taxes. It is for these reasons the City should consider steps to eliminate these uses over time by means of amortization or other regulations.



Local Group Home

Vision Objectives

13.A Consider amortization and other appropriate options for group homes that do not meet spacing requirements and present demonstrated problems to the community in order to stabilize neighborhood character.

High Priority

PARKS AND RECREATION

14. Enhance existing parks

The East Central Neighborhood was planned in the 1870's with three original 10 acre parks. Those parks are known as Liberty, Lester, and Monroe. Each park provides a unique set of services to the community while at the same time addressing the same common service of a place for quiet and passive recreation with grass and mature trees. This area also enjoys several specialty parks; specifically, Eccles Park (Watermelon Park) located in the center of the Eccles Historic District, Courtyard Park, which is a small pocket park that contains a tot lot and picnic facility, the Oasis Park which is becoming a community garden, and finally the Ogden City Cemetery. Each are open to the citizens of Ogden throughout the year, and each bring their own unique public attraction.

There are certain improvements that are needed. Included in these upgrades would be perimeter lighting that is compatible with the period context lighting that is seen in the historic districts, a peripheral exercise course, sand volleyball, new vandal-resistant bathroom facilities and better signage. Improvements such as a winter ice skating venue would be nice in Liberty Park along with the completion of the walkway through Lester Park. Since this park also contains the County Library and Golden Hours Living Center, benches would also be appropriate.

The use of the park for building sites and parking lots in Lester Park to some degree compromise the park. No additional parking should be considered at this park. Conversely, the City may want to consider additional on-street (angle) parking along 29th Street at Monroe Park to address the crowds that are generated for the summer ball games.

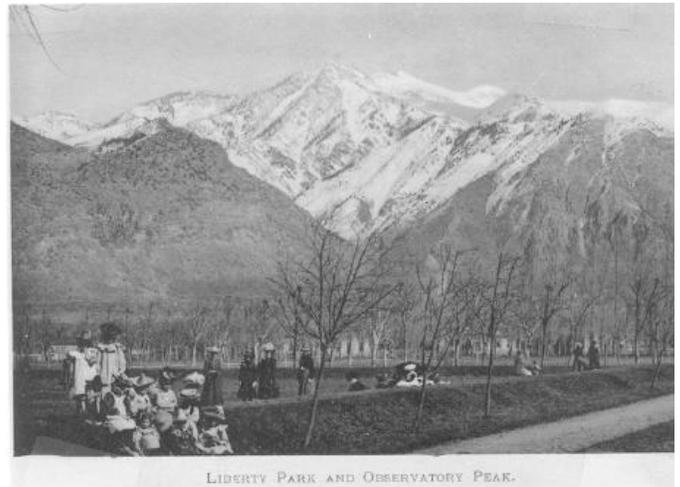
Vision Objectives

14.A Build on parks as a neighborhood amenity of open space and civic functions.

14.B Make improvements to parks by providing:

1. Perimeter lighting.
2. Exercise areas for jogging around the perimeter of the large parks.
3. Construct sand volleyball courts in a section of the parks.
4. Use institutional bathroom fixtures to upgrade park bathrooms and keep them unlocked during the daytime
5. Identification and locational signage

14.C Extend the sidewalk completely through and include benches as well at Lester Park.



Early photo of Liberty Park

14.D Prohibit expansion of buildings into Lester Park. Additional parking not to exceed 20 new stalls (144 total) may be considered provided that the improvements to the park are made that create a holistic design for the park and provide connections and amenities to all park users.

14.E Develop angle parking at Monroe Park for additional parking spaces.

High Priority



Sidewalk to be extended toward Library

PARKS AND RECREATION

15. Consider new open space and recreation development.

The expansion of open space and park resources is a value that virtually all communities share. The Oasis Park Community Garden will commence in 2009 and there seems to be additional interest in duplicating this kind of park experience elsewhere in the City and the East Central Community. Depending on the success of The Oasis, the City and local neighborhood groups can convene to initiate additional community gardens

The potential exists for Ogden City and Ogden City Schools to establish a combination sports field, competitive aquatic center, and recreational water park on the school board owned bluff at the northwest corner of 20th and Jackson Avenue. This is the site of the old military reserve unit complex. This is the site of the old military reserve unit complex northwest corner of 20th and Jackson Avenue. This is the site of the old military reserve unit complex.

Getting the word out on the various recreational events and programs is a way of increasing participation. Beyond the monthly notice in the utility bill, the City should expand its network of outreach to include the Standard Examiner, the City web site and Channel 17.

Vision Objectives

15.A Consider additional community gardens in vacant lots depending upon the success of the new Oasis Park.

15.B Continue to work with the School District to develop a sports field/aquatic center complex at 20th and Jackson Avenue.

15.C Utilize information distribution of recreational events and programs through the Standard Examiner, City Web site and Channel 17.
High Priority



Conceptual aquatic center/ball field complex



Oasis Park Community Garden

PARKS AND RECREATION

16. Allow appropriate additional uses of the cemetery.

The Ogden City Cemetery may be an underutilized resource. First and foremost it is a place of reverence and quiet contemplation for the living and the final resting place for many Ogden residents. Among these Ogden residents are the founders and builders of the community. Informally, there are occasional tours of the cemetery to look at the individual gravestones of note. The City should develop a map to facilitate that activity.



Looking north inside the Ogden cemetery

Another action to bring more interest to the cemetery would be to formally develop the connection from Madison Avenue through to River Road from 20th Street for bicycle and pedestrian use only. This former street was closed for access years ago at the north end of the cemetery. Extending limited access for bicycle and pedestrian travel would create another connection to the Ogden River and Lorin Farr Park to the north. Lighting and decorative fencing could frame the corridor and be another component of making Ogden more walkable and bike friendly.



Madison Avenue looking south from Park Blvd.

Finally, another open space linkage could be created by extending its boundary down the bluff on the west to Washington Blvd. This would allow a small piece of open space to penetrate into the downtown. This area could be a public gathering area or an area for a memorial. This would link the downtown with the cemetery, and be a nice tie into downtown open space that is close to the Ogden River.

Vision Objectives

16.A Develop a map of the locations of prominent people of Ogden’s history that are buried in the cemetery.

High Priority

16.B Develop a formal pedestrian and bike only linkage using the old Madison extension connection from 20th Street to the Ogden River by installing decorative fences to define the public route through the cemetery and installing lighting along the corridor.

16.C Establish an equestrian/bike trail just below the bluff on the north side of the cemetery.

16.D Expand the cemetery open space to the west as far as Washington Blvd.

PARKS AND RECREATION

17. Enhance the Urban Forest

The urban forest consists of the trees in the parks and along the streets between the curb and sidewalk. These trees such as the London Plane trees on 24th Street characterize the neighborhood. Most of the urban forest is mature in this community. Historically, in addition to the street trees, the park strip was planted in grass. Since the ground cover is the responsibility of the adjacent property owner concern has been expressed by property owners of being more water conservative in what happens in the park strip. Complete removal of irrigation, however, can affect the trees and could alter the forest which would create a warmer neighborhood in the summer.

The challenge is to retain the character of the neighborhood, not damage the urban forest and still be water wise. Education on appropriate plants that will keep a green park strip and yet having the right amount of water that all survive are important. The City should continue to provide expertise and information as to the types of shrubs and ground covers that are drought tolerant and can be substituted for grass to conserve water. At no time should park strips be paved and the use of rocks should be very limited. Education should also include the value of the urban forest. Besides adding to the beauty of an area, the placement of trees conserves energy, battles air pollution, shades the sidewalks, and can be habitat for wildlife. Also, programs for maintenance and replacement can be initiated.

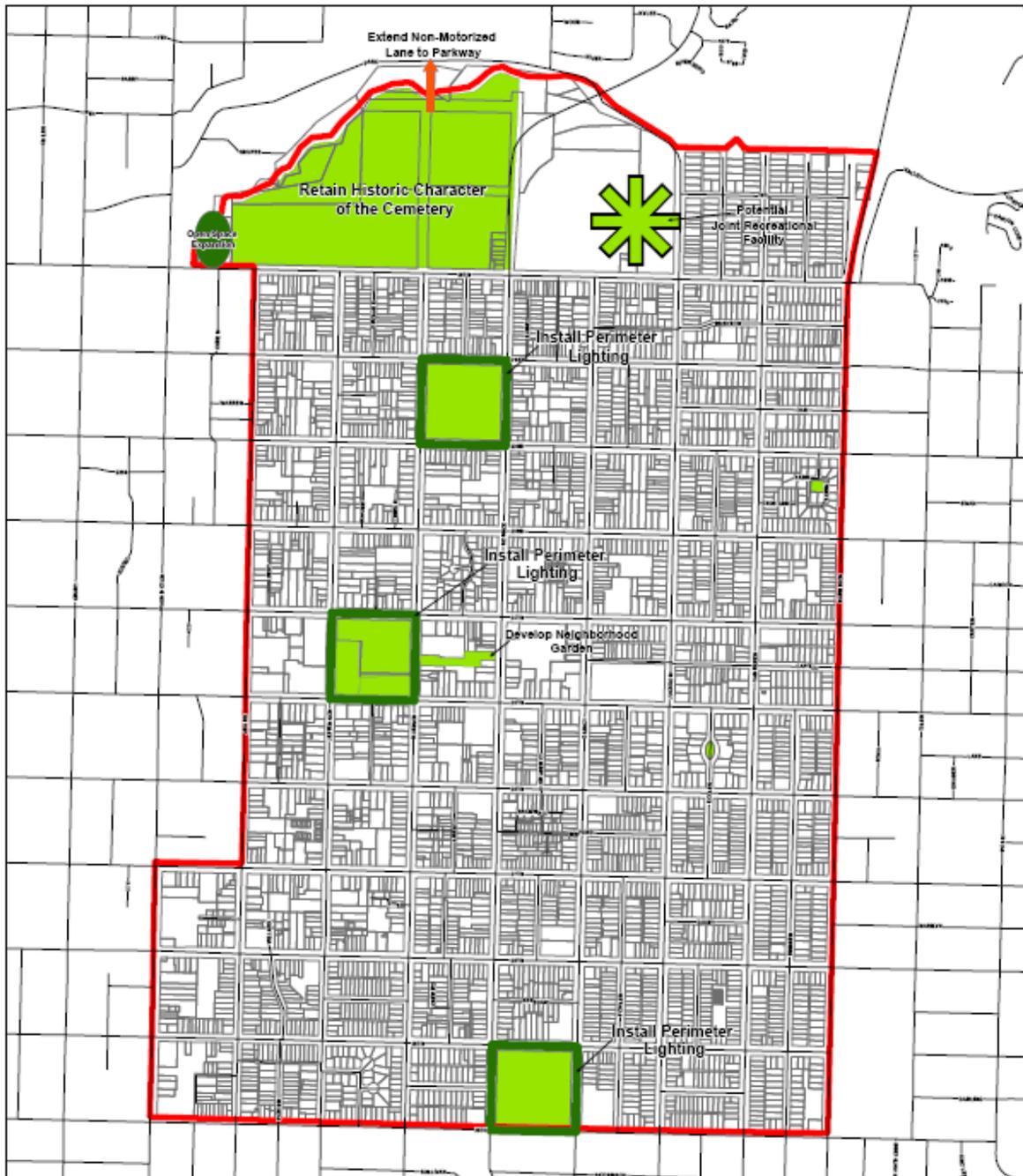
There are areas that need additional tree plantings in the park strips. The City should coordinate with local neighborhood groups to plant the appropriate trees in the appropriate places within the park strips where they are absent.

Vision Objectives

- 17.A Establish strictly defined alternatives to “non-turf” park strips in order to keep historic character of the area, yet meet the needs of water wise landscaping. Regulations should include:
1. Prohibit park strips from being paved over.
 2. Prohibit park strips from being just rocks.
 3. Require vegetative ground cover to be not less than 50% of park strip area excluding the tree coverage.
 4. Provide water wise park strip designs.
- 17.B Encourage neighborhood planting of trees and landscaping. The City and the residents should come together to “re-tree” and maintain those areas lacking trees.
- 17.C Ensure the appropriate trees are planted and maintained in a programmed and systematic manner in the park strips. Educate the public on the needs of the urban forest, what they can do to preserve it, and develop appropriate programs for maintenance, replacement and new installation.



Street trees

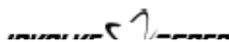


East Central Community

Community Vision - Parks and Open Space



Map 14 Parks and Open Space



TRANSPORTATION

18. Enhance the local street system

Streets are not just for cars. The concept of “complete streets” takes into account the need to provide additional attention to alternative modes of transportation beyond the automobile in the public right-of-way. There is an increasing demand for walkability, the use of bicycles, and transit options within the City and State rights-of-way. There are physical changes the City can make to enhance these modes of travel. Painted crosswalks delineate the preferred location for pedestrians to cross streets and heighten the sensitivity of the drivers to pedestrians and bicyclists.

The uses of bulb-outs to define the local historic districts were also intended to slow traffic. In selected areas they may be a tool to slow down traffic. They can act in concert with facilitating bicycle and pedestrian travel by making cars more aware of major pedestrian crossings. Other ways to create safer pedestrian crossings at key locations could also include warning signage.

The City should include in the bicycle/ pedestrian circulation plan in this neighborhood designs that incorporate methods to achieve more “complete streets”. The elements could include shared right-of-way provisions, enhanced bike lanes, ADA ramps at corners, in conjunction with colored sidewalks

The State has proposed in the long range plans widening Harrison Blvd. between 30th and 24th Streets. This action would further divide the neighborhood in the area and set precedence for promoting high speed travel between North and South Ogden at the expense to this portion of Ogden City.

Vision Objectives

- 18.A Install painted crosswalks at intersections to solidify walkable neighborhood.
High Priority
- 18.B Develop options for traffic calming on local streets where appropriate by means of bulb outs or other devices.
- 18.C Protect neighborhood character by insisting that Harrison not be widened from 20th to 30th Streets exclusively for additional vehicle lanes. Widening for mass transit line could be an exception.
- 18.D Install stop signs or mechanized pedestrian crossing at 24th and Jefferson, 25th and Jefferson and 26th and Jefferson.



Bulb-out and enhanced pedestrian crosswalk concept

TRANSPORTATION

19. Promote Mass Transit

Early modes of transportation in this neighborhood were by foot or horse and buggy. By the early 1900's the East Central neighborhood was serviced by several trolley lines. Street cars lines ran up the middle of the streets on 21st, 23rd, 25th, and 27th, and north/south along portions of Jefferson Avenue and Washington Blvd. to 33rd Street. By the late 1930's, the trolley line was out of service and replaced by the automobile. Remnants of the street car line can be seen in the roadway in the historic Jefferson district.



Horse and buggy

The Utah Transit Authority (UTA) provides several bus routes through the East Central District. Bus routes run on 25th Street, 30th Street, Monroe Boulevard, and Harrison Boulevard. These routes provide connections to downtown Ogden, Weber State University, and even destinations as far as Salt Lake City. Many routes operate on half-hour headways during peak hours.

UTA is installing a bus rapid transit (BRT) line, which is scheduled for completion in 2023. The new "Ogden Express" BRT line will provide service between the Ogden FrontRunner Station, Weber State University, and McKay-Dee Hospital.

Bus rapid transit combines the capacity and speed of light rail with the lower cost construction of an integrated bus system. Service will be provided every 10-15 minutes on weekdays and 15-30 minutes



Street car

on weekends. The BRT line will run along 25th Street and Harrison Boulevard. It will provide four stops in the East Central Community:

- 25th Street and Jefferson Avenue
- 25th Street and Monroe Avenue
- Harrison Boulevard and 25th Street
- Harrison Boulevard and 28th Street

The Ogden Express BRT will provide not only frequent and efficient transit service to the area, but also will create opportunities for transit-oriented development near the stops. Transit-oriented development includes higher density residential development, commercial and business services within walking distance of the stops. To capture the historic charm of the district, transit-oriented development in East Central should emphasize a return to historic trolley-oriented development patterns, not a move forward to modern development that is out of place in East Central.

Vision Objectives

19.A. Create transit-oriented developments near the BRT stops, To capture the historic charm of the district, transit-oriented development in East Central should emphasize a return to historic trolley-oriented development patterns, not a move forward to modern development that is out of place in East Central. Transit-oriented development may include:

- Allowing small cottage and multifamily development in vacant lots with historic building forms and styles.
- Allowing businesses or live-work units to use existing buildings near the stops without changing the character of the buildings or installing additional parking.
- Allowing sidewalk vendors and sidewalk seating in the Neighborhood Commercial Zone and Mixed-use zone near 25th and Monroe.
- Zoning larger properties near the stops for mixed-use development, similar to Capitol Square (24th & 25th and Monroe & Quincy). This could be appropriate if existing institutional uses are abandoned.

19.C Develop transit stops that are themed with benches, architecturally appropriate covers, art, lighting and signage. Provide secure bicycle storage at stops.

19.D Provide wayfinding, accessible sidewalks, enhanced crosswalks, and security lighting to facilitate access to BRT stops.

TRANSPORTATION

20. Encourage Bicycle /Pedestrian Travel



Bike lane

rights-of-way where bicycles have equal right to the same travel lane, and then the slimming down of the traffic lanes for bicycle space are all methods that could be employed to achieve a complete street.



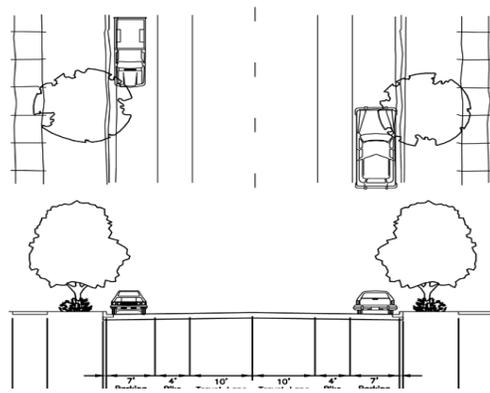
Bike lane

Vision Objectives

- 20.A Designate Jackson and Madison Avenues as “enhanced” bicycle routes for north/south travel.
- 20.B Designate 22nd and 28th Streets as “enhanced” bike ways for east/west.
- 20.C Consider adopting “complete street” concepts to include bike boulevards, sharrows and/or road diets as the design for the bike routes.
- 20.D Street sweeping priority to be based upon location of bike lanes.

Ogden City presently has bicycle lanes along 22nd, 26th, 28th, and along Jefferson in the East Central neighborhood. The next step in realizing a “complete streets” community is to further enhance bicycle travel, at least on selected important streets, within the neighborhood. The north/south corridors that are best suited for the enhancements are Jackson and Madison Avenues. These were selected due to their current width (50’ of asphalt), connection potential north and south of the East Central neighborhood, and their relative central location to the neighborhood. 22nd and 28th Streets were chosen as the east/west connections for the same reasons. It is unlikely any of these above mentioned routes will interfere with other transit plans in the area.

The concept of complete streets basically facilitates alternative transportation modes within the vehicular right-of-way. This can be accomplished in a number of ways. Expanding bike lanes at the expense of automobile traffic lanes, physical separation of bike lanes from auto traffic with barriers, bollards, and planting islands, shared



Street cross section with bike lanes

TRANSPORTATION

21. Consider appropriate alley uses that could benefit the neighborhood

Because of the older nature of this area, many of the early subdivisions included alleys which were used to provide access for services to the lot such as coal delivery and garbage pick-up. These alleys have proven to be a mix of convenience and annoyance. Alleys can be a valuable asset for accessing the rear of properties, a location for utilities, a buffer from neighbors, and a play area for children. Conversely, they can be, especially when they are neglected and overgrown with vegetation a hang out or by way for nefarious activity.

For those residents that would like to close off the ends of the abutters alleys from unwanted auto and pedestrian traffic, the City can explore ways of gating and locking the ends and allowing only through access to the home owners that live along the alley. This would preserve the original use of the alley, while introducing a measure of security for the residents who live along the alley.

Along the rear of the lots fronting on Harrison and Brinker Avenue between 26th and 29th there are abutters alleys that could be better utilized by the homes that face Harrison and provide more livability to those lots. They could be developed to be a preferable access point for the residents than what is at their disposal today. For those residents that live along Harrison, backing out onto Harrison can be a dangerous maneuver. If the alley were to be re-established and improved, cars could access their homes from the alley and not need to back onto Harrison Blvd.

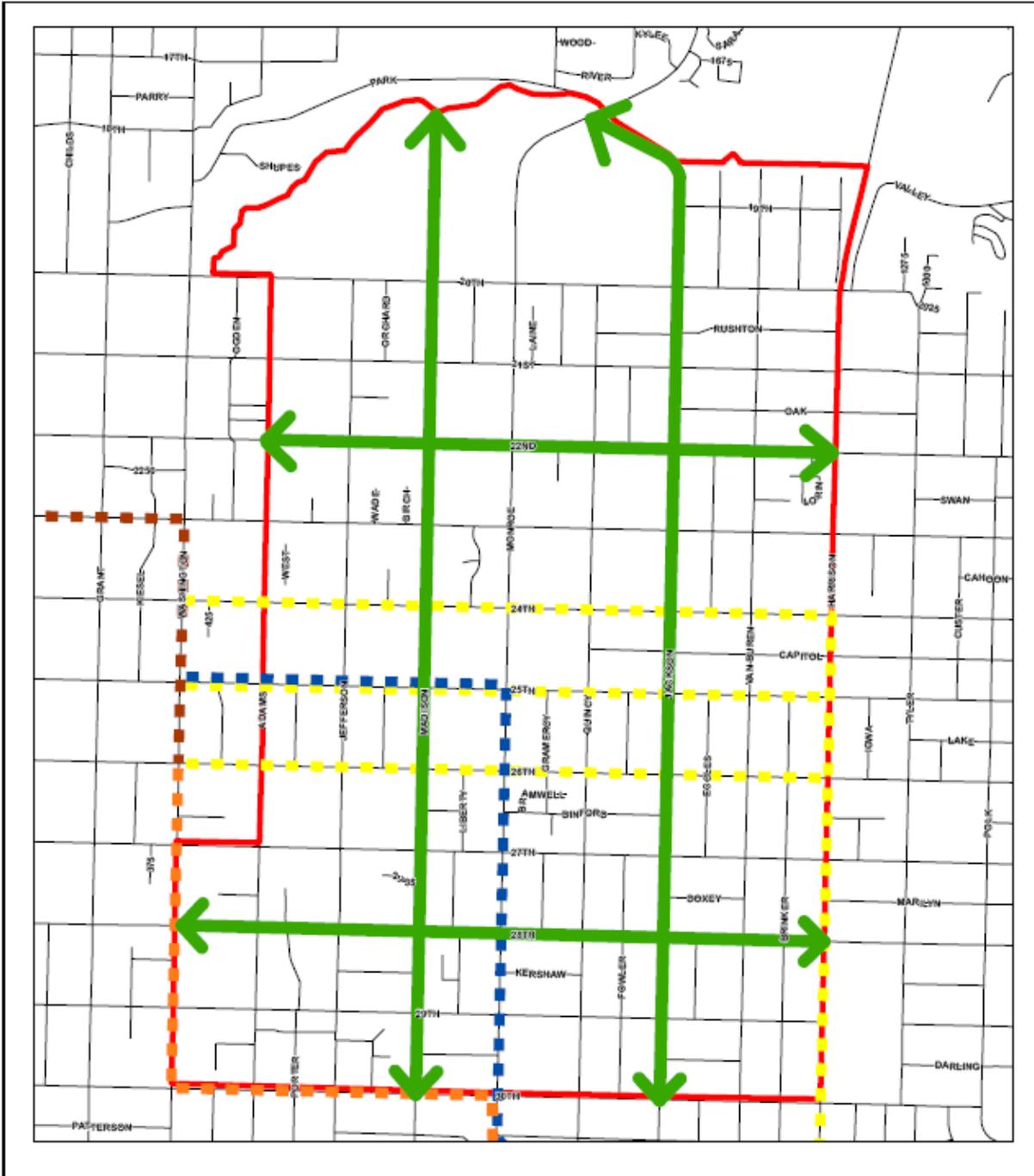
Vision Objectives

21.A Explore ways to develop controlled access for those that live along the alleys by fencing at the ends so that they may be used only by the property owners.

21.B Explore the expanded use of alleys that back onto the homes along Harrison Blvd. as the main access point to off-street parking.



Abutters alley between Brinker and Harrison



East Central Community
Community Vision - Transportation

Potential Street Car Routes

- Washington Blvd. Route
- Harrison Blvd. Route Options
- Monroe Blvd. Route
- Potential Enhanced Bicycle Routes
- East Central Boundary



Map 15 Transportation



ARTS

22. Implement the Nine Rails Creative District Master Plan

In 2018 the City created the Nine Rails Creative District Master Plan for the area generally between 24th and 26th Streets and Grant and Madison Avenues. See **Error! Reference source not found.** The goal of the Creative District is “to have an epicenter for art and culture that provides opportunities for the creative community to live, develop, share, and teach their diverse skills for the benefit of Ogden’s artists, citizens, and visitors.” The plan strategizes achieving this goal through promotion, programs and activities, public space art projects, streetscape improvements, private property development guidelines and standards, and flexible zoning that encourages creative uses.

The eastern half of the Nine Rails Creative District, from Adams Avenue east to Madison Avenue, is within the East Central community. It includes properties zoned CBD, R-3EC, O-1 (Lester Park), and a small amount of R-2EC.

To implement the plan, the City should adopt an overlay over the existing residential zones.

Vision Objectives

- 22A. Implement creative projects within public spaces and improve streetscapes as envisioned in the Nine Rails plan.
- 22.B. Encourage programs and activities in the Nine Rails District as envisioned in the Nine Rails plan.
- 22.C. Modify the CBD zoning within the Creative District Intensive Area to allow higher density, mixed uses, and creative uses in the Creative District Intensive area. Require building and site designs to meet the standards within the Nine Rails plan.

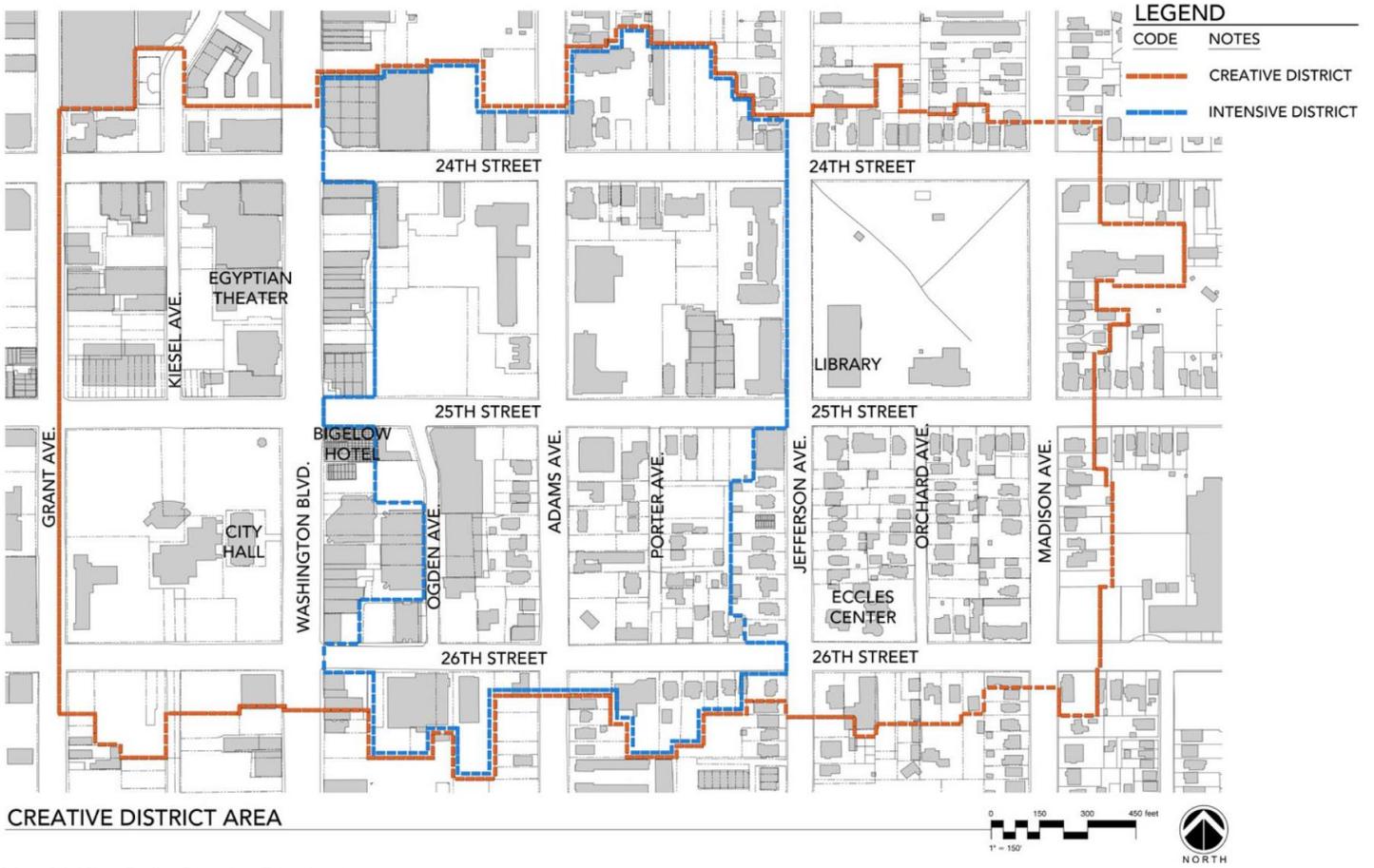
High Priority

- 22.D. Create a new Nine Rails R-9 Residential Zone within residential zones in the Creative District Intensive Area. Allow creative uses that are compatible with residential uses within this area, such as artist studios and art galleries. Allow higher density residential and small artist cottages in this area. Require building and site designs to meet the standards within the Nine Rails plan.

High Priority

- 22.E. Seek funding to implement public art and creative use in the Nine Rails District. Require development within the Nine Rails Intensive District to install public art or contribute to a public art fund.

14.B East Central Community Plan



Map 16 Nine Rails Creative District Area

D. Community Plan Implementation

The East Central Community Plan vision focuses primarily on 4 topics:

- a. Community Identity
- b. Land Use
- c. Parks and Recreation
- d. Transportation

The visioning objectives discussed in the previous section, contain the goals and general approach to bringing these visions to reality.

1. Community Identity Vision

Objective A – Incorporate a once-a-year neighborhood clean-up day to take control of the neighborhood and exhibit what is acceptable yard maintenance

Implementation Responsibility
Public Services, neighborhood councils, civic groups, citizens

Resources
CIP

Objective B – Locate street and way finding signs that reinforce the identity of the neighborhood and give direction.

Implementation Responsibility
Neighborhood Development Division, Public services, civic groups

Resources
CLG, Private donations

Objective C - Educate property owners and tenants as to their role in the community with flyers, letters and welcome packets that shown they are part of the soul of this unique community and its success depends on maintaining these stringent expectations.

Implementation Responsibility

Neighborhood Development Division, Public Services, neighborhood councils, civic groups, citizens

Resources
CIP

Objective D. – Connect the Jefferson and Eccles Historic neighborhoods by targeting the area between the two areas for physical improvements, such as period street lights, appropriate signage and street improvements.

Implementation Responsibility
Public Services, Community Development, property owners

Resources
CIP, Community Development Block Grant or other Federally-granted funds, foundations, private donations, property owners

Objective E – Expand Jefferson District to the block between 24th and 23rd.

Implementation Responsibility
Ogden City Landmarks Commission, Property owners

Resources
CLG, Private donations

Objective F – Develop strict design standards that would establish requirements of development and context that retains the neighborhood character. Key elements would be building color, materials, design, heights, facades, porches, garages, roof pitch, front yard fences and landscaping.

Implementation Responsibility
Planning Commission, Ogden City Council

Resources
Planning Division

Objective G – Manage the existing urban forest and enhance it by installing additional street trees and other right-of-way amenities, such as bulb outs, and by making this property a priority for consideration of funding and or tax incentives.

Implementation Responsibility
Public Services, Ogden City Council

Resources
Urban Forester, Neighborhood groups, CIP and Community Development Block Grant or other federal grant funds

2. Land Use Vision

Objective A – Make 24th and Monroe and other underutilized or blighted commercial areas RDA or EDA development areas as a means of bringing positive and appropriate development to the site in the form of quality infill, downsizing existing buildings, and creating neighborhood centers.

Implementation Responsibility
City Redevelopment Agency

Resources
Planning Division, Neighborhood Development Division

Objective B – Require development of vacant interior block space as single family homes accessed by additional public streets.

Implementation Responsibility
Ogden City Council/ RDA, Planning Commission, private development

Resources
Planning Division, Neighborhood Development

Objective C – Revise existing infill ordinance to set standards of design compatibility of

single family detached housing style for those areas of interior lot infill.

Implementation Responsibility
Planning Commission and City Council

Resources
Planning Division

Objective D - Revise infill ordinance to limit multifamily development to be along main street frontages and done as “row house” styles with context design standards.

Implementation Responsibility
Planning Commission and City Council

Resources
Planning Division Staff

Objective E – Develop a “boarded building” fund that can be used for rehabilitation of buildings in the community.

Implementation Responsibility
Building Services, City Council

Resources
Building Services

Objective F – Encourage large vacant problematic buildings to be removed and new development that has context sensitive design standards to replace them. The RDA shall consider using district as a way to redevelop these areas.

Implementation Responsibility
Public Services, Community Development, RDA, City Council

Resources
Tax Increment, Private development, Community Development, Planning Division, Building Services

Objective G – Create regulations for nonconforming multi-units in converted single family homes to convert back to a density more appropriate for the size of building and the capacity of the lot. Consider amortization as a tool to return structures to their original and appropriate density.

Implementation Responsibility

Planning Commission, Ogden City Council

Resources

Planning Division, Building Services

Objective H – Consider parking requirements that decrease parking in the area and promote walkability and bicycle access. Parking additions that do take place must fit into the site, be heavily treed, and utilize environmentally sensitive methods in their creation.

Implementation Responsibility

Planning Commission, City Council

Resources

Planning Division, Public Services

Objective I – Rezone R-2EC zoned area to R-1-5 to better represent the predominant

land use trend in these areas.

Implementation Responsibility

Planning Commission, City Council

Resources

Planning Division

Objective J – Revise the front yard fence ordinance to restrict front yard fences that are out of character with the historic past of the neighborhood.

Implementation Responsibility

Planning Commission, City Council

Resources

Planning Division

Objective K – Consider an ADU overlay in those areas to be rezoned to R-1-5 from R-2EC and modify ADU requirements.

Implementation Responsibility

Planning Commission, City Council

Resources

Planning Division,

Objective L – Consider amortization and other appropriate options for group homes that do not meet spacing requirements and present demonstrated problems to the community in order to stabilize neighborhood character.

Implementation Responsibility

Planning Commission, City Council

Resources

Planning Division

3. Parks and Recreation

Objective A – Make improvements to parks by providing perimeter lighting, exercise areas for jogging around perimeter of park, sand volleyball in sections of parks, use institutional bathroom facilities to upgrade park bathrooms, and develop identification and locational signage.

Implementation Responsibility

Public Services, City Council

Resources

CIP, Gomer Nichols fund, donations, Planning Division, Public Services staff

Objective B – Extend the sidewalk completely through and include benches as well at Lester Park.

Implementation Responsibility
Public Services, City Council

Resources
CIP, Gomer Nichols Fund, Public Services staff

Objective C – Continue to work with the School District to develop a sports field/aquatic center complex at 20th and Jackson Avenue.

Implementation Responsibility
Mayor, City Council, Ogden School Board

Resources
CIP, Bonds

Objective D – Distribute information of recreational events and programs through the Standard Examiner, City Web site and Channel 17.

Implementation Responsibility
Recreation

Resources
Channel 17, At Your Service Newsletter

Objective E – Consider developing a map of the locations of prominent people of Ogden’s history that are buried in the cemetery.

Implementation Responsibility
Public Ways and Parks

Resources
Citizen Groups, Weber Heritage Foundation

Objective F – Develop an improved limited access connection from 20th Street to the Ogden River by way of a Madison Ave.

Implementation Responsibility
Public Ways and Parks

Resources
CIP

Objective G – Establish an equestrian/bike trail just below the bluff on the north side of the cemetery.

Implementation Responsibility
Public Ways and Parks

Resources
Ogden Trail Network volunteers, CIP, State trails grants, Public Parks and Ways.

Objective H – Consider expansion of the cemetery open space to the west as far as Washington Blvd.

Implementation Responsibility
Planning Commission, City Council, RDA

Resources
RDA funding, CIP

Objective I – Establish strictly defined alternative to “non-turf” park strips in order to keep historic character of the area, yet meet the needs of water wise landscaping.

Implementation Responsibility
Planning Commission, City Council

Resources
Planning Division, Urban Forester

Objective J – Encourage neighborhood planting of trees and landscaping. The City

and the residents should come together to plant trees.

Implementation Responsibility
Neighborhood Development,
Neighborhood Councils, Urban Forester

Resources
Citizen Groups, Urban Forester, Rocky Mountain Power.

Objective K – Ensure the appropriate trees are planted and maintained in a programmed and systematic manner in the park strips. Educate the public on the needs of the urban forest, what they can do to preserve it develop appropriate programs for maintenance, replacement and new installation.

Implementation Responsibility
Urban Forester, Planning Division

Resources
Parks and Recreation Division,

4. Transportation

Objective A – Install painted crosswalks at intersections to solidify walkable neighborhood.

Implementation Responsibility
Public Services

Resources
CIP, Street maintenance programs

Objective B – Develop options for traffic calming on local streets where appropriate by means of bulb outs or other devices.

Implementation Responsibility
Traffic Engineer, Planning Division,
Neighborhood Development

Resources

B & C Road funds, CIP, Redevelopment funding.

Objective C – Consider stop signs or mechanized pedestrian crossing at 24th and Jefferson, 25th and Jefferson and 26th and Jefferson.

Implementation Responsibility
Traffic Engineer

Resources
CIP, B&C Road Funds

Objective D – Promote a streetcar transit line to service the east central neighborhood by means of 25th or 26th Streets.

Implementation Responsibility
City Council, Mayor’s Office, Wasatch Front Regional Council, UDOT, UTA

Resources
Federal Transportation funds, County transit tax, CIP

Objective E – Designate Jackson and Madison Avenues as “enhanced” bicycle routes for north/south travel and 23rd and 28th Streets as “enhanced” bike ways for east/west.

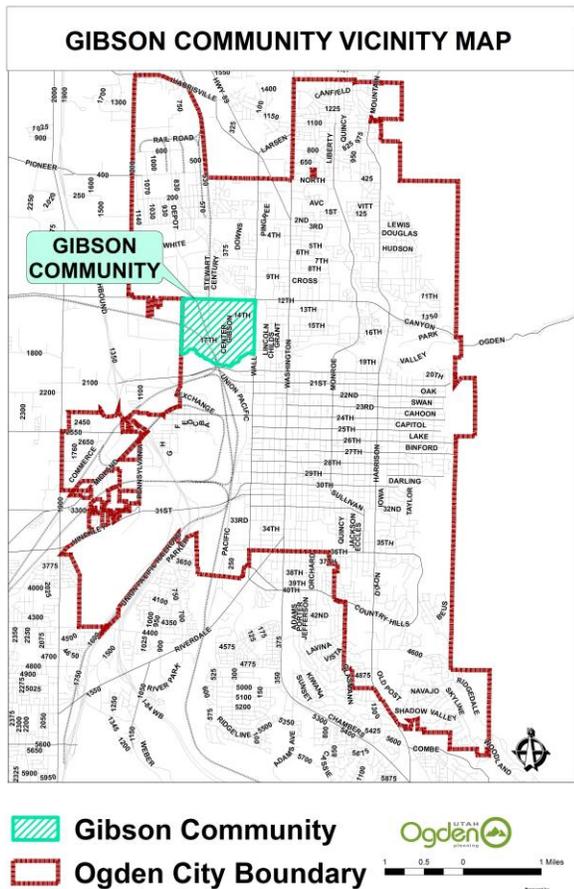
Implementation Responsibility
Traffic Engineer, Bike Committee

Resources
CIP, Federal Road enhancement funding

14C. Gibson

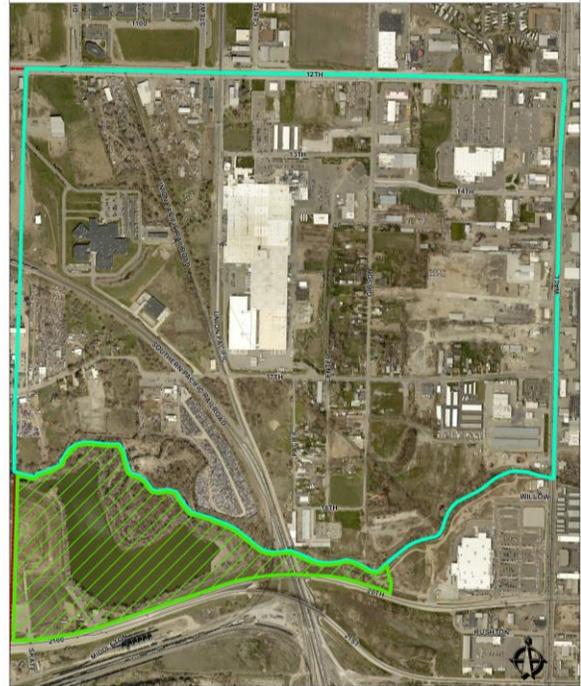
A. Background

The Gibson Planning Community is named for Gibson Avenue which bisects the community running from the Ogden River to 12th Street. In 1990, a neighborhood study was completed with the intention to develop a community plan. However, since the entire area was zoned manufacturing at the time, residents felt it was not necessary to develop a community plan for the area.



The community plan boundary was originally located between the Ogden River to the South, 12th Street to the North, Wall Avenue to the East, and the City boundary to the West. The plan proposes to expand the boundary to the southwest in order to incorporate portions of the Ogden River and the area around the 21st Street Pond. This area has been associated with the Railroad District and therefore has never been included with any community plans.

Gibson Community Boundaries



Proposed Community Expansion Area

Since the neighborhood study was performed in 1990, the most significant changes to the area have been:

1. The establishment of Fresenius Medical as a major manufacturing and job center east of the railroad tracks between 13th and 17th Streets.
2. The placement of the County jail facility west of the railroad tracks.
3. The commercial rezoning along portions of 12th Street and Wall Avenue.
4. The development of the Winco shopping plaza.
5. The establishment of the Ogden River Parkway along the banks of the Ogden River.

The 1990 neighborhood study identified concerns categorized in six areas. Those included:

Zoning

1. The mixture of land uses and the number of residential units in the manufacturing

zones. The nonconforming status and the isolation of this neighborhood have taken its toll on the neighborhood.

2. Lot sizes are small and do not meet R-1, or R-2 zone provisions.
3. Is M-1 the appropriate zone for this area, or should all or a portion of the area be rezoned to a residential zone?
4. Should an MP-1 designation be more appropriate to buffer adjacent residential uses when a property is rezoned to an “R” zone?

Land Use

5. The mixture of land uses does not allow for a distinct neighborhood or manufacturing area. The manufacturing zoning overlaid on residential uses has created a hodge-podge of uses, e.g. junk has collected on some lots, both residential and commercial.
6. Sidewalks, curb, and gutter are nonexistent or in poor condition.

Parks

7. The Ogden River is the only recreation resource within the area. The present access to the river should be maintained.
8. Should an easment be required for new development along the River for eventual tie-in to a parkway system?

Transportation

9. The projected traffic of 2005 shows Wall Avenue between 7th and 12th Streets and 12th Street will exceed capacity.
10. Streets have not been dedicated to the City and do not meet City standards. The condition of the roads is generally poor. There is a concern the streets may not be able to handle heavy manufacturing uses.

Utilities

11. One residential intersection at 18th and Center Streets does not meet the streetlighting policy. Pacific Avenue between 17th and 18th Streets is a candidate for mid-block lighting.

12. Several homes along Pacific Avenue are not hooked to sanitary sewer.

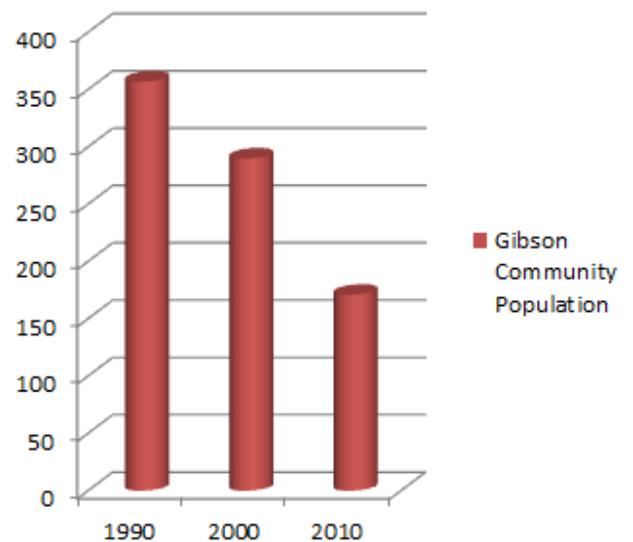
Natural Features

13. The 100-year floodplain extends onto several lots on Gibson, Center, and Pacific Avenues.

1. Population Characteristics

The 2016 West Ogden Community is located in Census Tract 2001. The 2010 population in this community was 171, which accounts for 0.002% of Ogden’s population of 84,249. The population changes between 1990 to the present are shown in the following graph, which shows a continual decline in population:

Gibson Community Population



The Gibson Community has a nearly even male population (51%) compared to the female population (49%). The residential occupancy rates in 2010 in the Gibson Community were at 74%, which is considerably higher than the City wide rate of 58%. The average household size in 2010 decreased to 1.92 individuals from 3.08 in 2000. The community has become slightly more diverse as the racial mix included 85% White/Hispanic, 10% Black, and 5% Mixed Race on the 2000 Census, but 70%

White/Hispanic, 5% Black, and 25% Mixed Race in the 2010 Census.

2. Land Use / Zoning

Including the new community boundary, the Gibson Community constitutes 5.8 % of the entire City area. Compared to most areas of the City, the Gibson Community has a relatively narrow mix of uses. The largest single land use not including the roads is service, which makes up 27% of the land (108 acres). The majority of the service land is used for junk/salvage yards. Manufacturing occurs on 19% of the land (74 acres). The largest manufacturing land user is Fresenius Medical. Government/ institutional use account for 12% of the land use (49 acres). The majority of that land is owned by Weber County for the jail complex. Despite their non-conforming status, single family homes make up 9% of the land (36 acres). Sales uses consist of 8% of the land (31 acres). Transportation and utility uses, not counting streets use 4% of the land (4 acres). Open space and duplex uses are very limited and make up less than 1 acre each. 21% of the land (85 acres) is considered vacant.

Gibson Community Land Use Information			
Land Use	Square Feet	Acres	Percentage
Vacant	3,698,557	84.9	21%
Transportation/Utility	626,180	14.4	4%
Single Family	1,589,872	36.5	9%
Service	4,702,125	107.9	27%
Sales	1,351,473	31.0	8%
Open Space	40,812	0.9	0%
Manufacturing	3,235,942	74.3	19%
Government/Institutional	2,121,482	48.7	12%
Duplex	12,954	0.3	0%

Unlike the land use, which is based on individual property use, zoning covers multiple land ownership and distinctive uses. The Gibson Community only has three zoning classifications. The largest is Manufacturing and Industrial Zone (M-2) which comprises 53% of the area, or 237 acres. Light Manufacturing (M-1) accounts for 35% of the area, or 158 acres. Finally, Regional Commercial (C-3) comprises the remaining 12% of the area, or 53 acres.

3. Development History

The development history of the Gibson Community is relatively brief. The main subdivision (which includes Gibson, Center, and Pacific Avenues) was subdivided before 1885. The design appears to indicate one large parcel existed and then smaller parcels were subdivided off in varying lot sizes. Until the late 1980's, the residential area south of 17th Street was bisected by the original rail line headed towards Promontory. Additionally, the Union and Southern Pacific lines kept additional development from taking hold to the west. Housing eventually also took hold north of 17th Street along Gibson Avenue. Most of those homes were built after 1920. The lots were deep and allowed for gardens and the keeping of agricultural animals. The location also became convenient with the development of Defense Depot Ogden nearby. However, with railroads to the west, the Ogden River to the south, 12th Street to the north, and Wall Avenue to the east, the area became an isolated neighborhood, similar to West Ogden. By the late 1950's, almost all residential development was complete.

In 1931 when the first zoning districts and map were adopted by Ogden City, this area was partially zoned industrial (Gibson to Wall Ave) and partially unrestricted (west of Gibson). The 1951 zoning map indicated the area zoned as agriculture (AG-1). The 1964 zoning map indicated the area returned to manufacturing (M-1). The current land use in this area is mixed with residential along Gibson, Center, and Pacific Avenues and 12th and 17th Streets. There are also manufacturing and commercial uses interspersed among the residential lots (most are accessory use to the residential use). Given that the area has been zoned manufacturing as long as it has, the neighborhood has been quite resilient. The homes along 17th and Gibson especially have withstood the changes around them and generally shown neighborhood pride.

In the early 2000's, the Ogden River Parkway was extended to parallel the river. In 2012, a large river restoration project took place to

14.C. Gibson Community Plan

remove junk from the Ogden River, restore the river banks, and plant them with native vegetation. The project also included the development of the Crystal Wave Kayak Park which is on the river just east of Gibson Avenue.

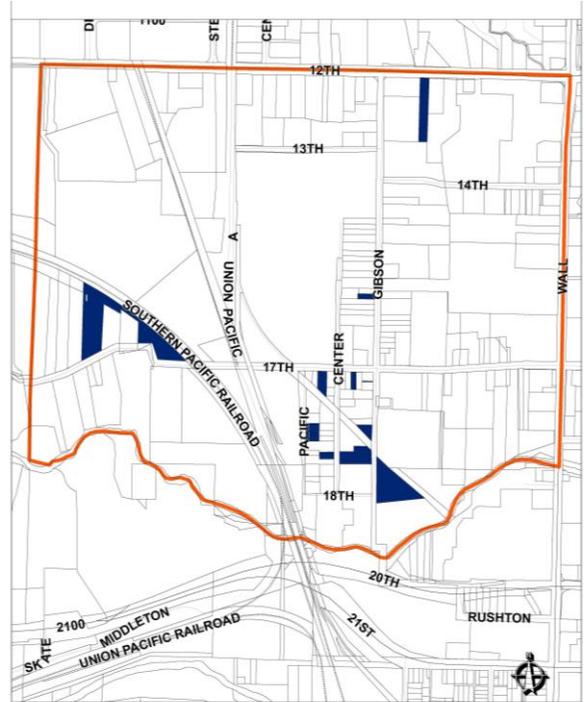
The most significant developments to occur in the area have been the Weber County Jail facility (2000) off of 12th Street, west of the Union Pacific railroad, Fresenius Medical (continual expansion), at 13th and Gibson, and the Winco shopping plaza (2010) at 12th and Wall.

4. Residential Housing Styles

The housing stock in the Gibson Community is mostly older, and sparse in its number of housing units. Most of the homes are clustered along Gibson Avenue or 17th Street. A few holdouts are scattered throughout the remainder of the area. There is little variety in styles or sizes of homes and most are single-story, single-family homes. The housing types span from the late 1800's to 1967.

a. Styles 1- Late 1800's to 1919

The Gibson Community only has a few remaining homes from this time-frame. The most elaborate example is a single-story Victorian styled home with rich architectural detail. The primary exterior material is wood-lap siding. The home features a porch typical of Victorian styled homes.

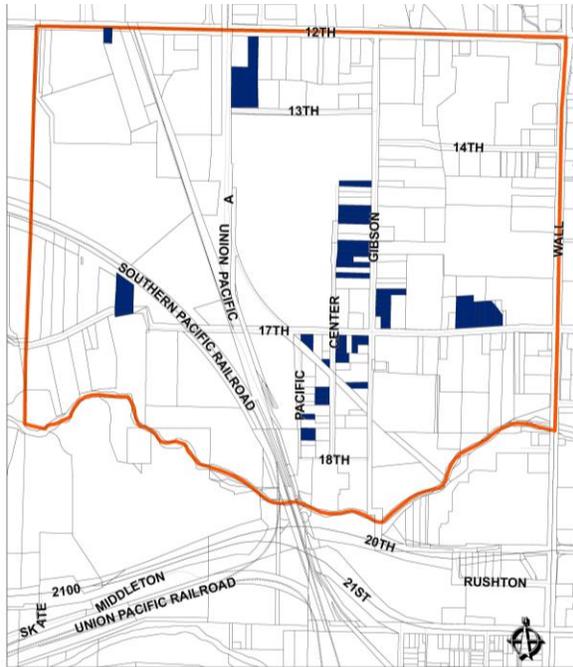


Examples of housing styles from the late 1800's to 1919



b. Style 2- 1920-1949

The homes from this period are relatively small with a detached garage found in the rear of the lot. These homes are very simple in their design and varied between bungalow designs and post war cottages. There is even a “basement home” that resulted from material shortages during World War II.

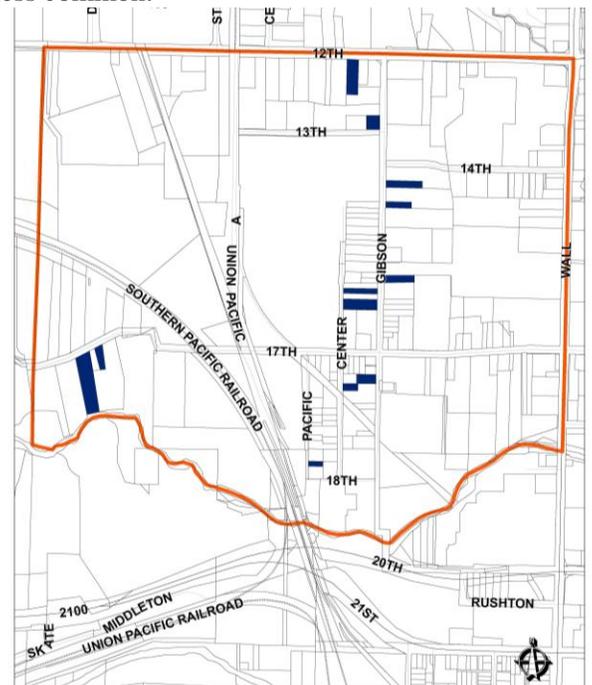


Examples of housing styles in 1920 to 1949



c. Style 3- 1950 to 1967

The homes of this time period started to be a bit larger than the ones constructed previously. Some early ranch styles that incorporated attached garages and carports were built in the area. The porch and covered entrances became less common.



Examples of housing styles in 1950 to 1967



B. Community Comment

During the information-gathering meeting, which was held on January 21, 2015 at Ogden Preparatory Academy (1415 Lincoln Avenue), the residents attending the meetings mentioned several issues affecting the community. Participants of this meeting were invited to form a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. Information was brought back to the community in another open house meeting at the Ogden Preparatory Academy on January 20, 2016. The following is a list, by topic, of the primary issues identified from the public meetings and by the Steering Committee.

1. Improve Community Image

The Gibson Community has received little attention or investment over the years. Due to the somewhat secluded nature of the community and the low land prices, it has become a haven for junk and salvage yards. The close proximity to the river and high percentage of vacant properties and buildings has led to the attraction of the homeless population. Throughout the years there has also been a lack of enforcement of City Ordinance. All of these factors have led to an overall poor community perception and image. Residents and business owners alike would like to now reverse those trends and work to promote the benefits of the community such as its close proximity to the Ogden River and Ogden River Parkway, convenient access to I-15, and its location near the downtown.

2. Encourage Quality Developments

Community members expressed that far too much of the development that has occurred in the community has been of substandard quality. Much of the area is zoned M-2, which has very few requirements for building architecture or site design. The community felt that higher quality architecture and site standards should be required to show increased commitment to the area as a whole. By raising the bar, they felt that the entire area would benefit from additional investment.

3. Need for Maintenance of Properties

All of the residential properties within the Gibson Community are non-conforming. This has led to the misconception that residents were not allowed to

upgrade, repair, or make additions to their homes. Due to this, many of the homes are in poor condition. The lack of code enforcement through the area has made it seem acceptable for leaving fences, structures, and landscaping in poor order. The community felt there needs to be a joint effort in educating property owners on programs available to help with upkeep, as well as to enforce maintenance of properties.

4. Impact of Junk and Salvage Yards

Residents are very concerned of not only the negative image of junk and salvage yards throughout their community, but of the dust, noise, and environmental threats to the soil and groundwater that these uses pose. These concerns are magnified due to the proximity of the uses to the Ogden River. The community would like to see these uses amortized to a point of environmental remediation, including new standards for mitigation of noise, dust, soil and water contamination. They would also like them to be required additional site standards such as higher quality fencing, building materials, and increased landscaping. If the properties cannot be brought to compliance with new standards, the community would like to see them amortized from the area altogether.

5. Removal of Homeless Camps Near River

The community is very concerned about the large homeless population that camps near the river and along the Ogden River Parkway. Due to their presence, there is a large amount of trash in the area. There has also been an increase in burglaries and presence of drugs and alcohol. The community would like to see additional police patrol through the area and for the homeless population to be relocated from the area.

6. Screen/Buffer Residential Uses from Manufacturing Uses

Current zoning policy only requires screening or buffering between properties of different zoning designations i.e. residential to manufacturing. The assumption of that policy is that it would be a waste to require screening/buffering between an area which is experiencing a transition in uses. Residents felt that the challenge of that assumption is that it leads to unmitigated impacts to existing properties. This in turn lowers property values and makes the

properties less desirable. The community would like to see a shift in policy to require screening/buffering between uses, rather than zoning designations. This would mean that a manufacturing business developing a property next to a residential use would still be required to screen/buffer their property from the existing home.

7. Enhance Trailhead & Protect River Corridor

The Ogden River is a major asset not only to the Gibson Community, but to the Ogden area as a whole. One major concern expressed by community members is that the river has been encroached upon by manufacturing businesses as well as junk and salvage yards. The concern is not only do they detract from the beauty of the area, but they pose huge risk of environmental contamination through surface runoff and leaching. Community members would like to see protection through zoning designations and increased standards to mitigate potential effects to the river corridor.

Additionally, community members felt that the existing trailhead access at the south of Gibson is unacceptable. The area is characterized by garbage, the remnants of a partially demolished building, and barbed wire fencing. Residents felt the area should be properly improved to be safe and inviting. They would like to see a multi-function trailhead/park developed in the area.

8. Invest in Area Infrastructure to Encourage Development

Area infrastructure is lacking to a point that it is a detriment to future development within the Gibson Community. Community members identified narrow travel lanes of roads, lack of curbs, gutters, sidewalks, and poor water pressure as significant disadvantages to the area. They would like to see a partnership between the City and private developers to install or upgrade existing infrastructure. Priority should be made towards improvements along Wall Ave, 17th Street, and Gibson Ave. These improvements would then encourage additional development not possible without them.

9. Encourage Commercial Development along Wall Avenue

The recent development of the Winco shopping plaza has brought new life to the community. It has not only provided new services and retail options to the area, but has provided job opportunities for local residents. Residents also understand that the businesses contribute vital tax dollars that allow for additional investment in area infrastructure and services. Community members felt that the current uses or vacant properties along Wall Avenue were lost potential for the area and City. They would like to see properties fronting Wall Avenue to develop with additional regional commercial offerings.

10. Create Residential Development Near River

The Ogden River as one of the greatest assets within the Gibson area. Although the area south of 17th Street has been zoned manufacturing for many years, manufacturing development has never taken hold in large scale. The community now sees the potential of that area for residential development. The draw of the area would be that it is relatively buffered from surrounding uses with existing street patterns, the river and railroad. It also would allow for connections via the Ogden River Parkway to the Frontrunner Station, the Ogden River Bend mixed use area, and connections to recreational opportunities along the Ogden Trails Network. The community's vision is that the area could develop as single family homes, but would have future options for townhomes and row houses if they came in with a development agreement.

C. Gibson Community Vision

The Gibson Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through community meetings held at Ogden Preparatory Academy on January 21, 2015 and January 20, 2016, and also the Steering Committee, which met on February 19, 2015, March 12, 2015, April 2, 2015, and April 30, 2015.

Through these meetings and the subsequent meetings(s) with the Planning Commission, four major topic areas emerged as part of this Plan. They were: **Community Identity, Land Use, Open Space & Pathways, and Transportation.** These topics were addressed using text and graphical maps to express the ideas that were developed to create a vision for the Gibson Community.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-making process. The Vision Strategies are the ideas that were generated by the participants of the community plan process and are then employed to develop “implementation strategies.” These can take the form of new or changes to ordinances, programs, capital improvements, or other City policy implementation mechanisms. It is possible that some of these strategies may not be realized within the next planning cycle. Budget constraints, deferred priorities, or political preferences may alter or replace these strategies. It is also possible that other methods or ideas could surface that in the minds of the community are preferable to the items listed in this document.

COMMUNITY IDENTITY

1. Improve Perception and Image of the Community (No More Dumping Grounds)

The community feels that it has been neglected for far too long. The recent development of the Winco shopping center, retail development along 12th Street and continued expansion of Fresenius Medical are the only properties where any major investment has happened in the area. The existing infrastructure is incomplete and in some cases in poor condition. A downward spiral has occurred of low land values which has then attracted a large congregation of junk and salvage yards which has further discouraged development as they create noise, visual blight, and environmental contamination. The community also has a history of minimal interaction from Code Enforcement.

The community is primarily zoned for manufacturing and existing residents have felt discouraged to invest in their homes and properties. There are individuals however who have demonstrated the desire to overcome the negative impacts and still maintain their properties.

The community now feels it is time to get a plan in place, clean up the area and change community perceptions. In order to do so, maintenance and upkeep needs to be encouraged and enforced. New opportunities for investment and development should be encouraged. The salvage yards should be held to standards of improvement or amortized from the community all together. The community would also like to see a closer interaction between Community Police in reducing crime and clearing the homeless population from the river area.

Despite many of the challenges, the Gibson Community has a lot of potential benefits. The community is in close proximity to downtown, the freeway, and has connectivity with the Ogden River Parkway. The Ogden River is a potential asset that has not been fully leveraged but should be to encourage new residential development.

Vision Strategies

- 1.A. Encourage maintenance and upkeep of existing properties through available programs and increased enforcement. **High Priority**
- 1.B. Seek opportunities to remove blight, and encourage investment in properties.
- 1.C. Facilitate more interaction and involvement between residents and Community Police.
- 1.D. Dismantle homeless camps and assist in relocation from river area. **High Priority**
- 1.E. Consider renaming the community Ogden Riverside.



COMMUNITY IDENTITY

2. Improve Quality of Developments

The existing housing and building stock in the area is generally older. Many of the homes are in disrepair due to their isolation and non-conforming status under the current manufacturing zoning designations. Additionally, homes and garages have been repurposed for manufacturing type uses. In order to turn the tide of development patterns and show stability and investment in the area, community members felt it would be important to upgrade development standards including architectural design and materials.

The community felt that both manufacturing and commercial buildings should use a mix of enduring materials, rather than stucco or metal alone. The community would like to see new homes use traditional materials and to be designed with Craftsman/Bungalow style architecture, which is common in Ogden. They also felt it would be good to prohibit residential architectural styles that were unproven.

One of the primary conflicts identified in the community is that residential uses are often adjacent to an intense land use such as junk and salvage. Because of the zoning there is no required screening or buffering. The result is that the two uses are often separated by nothing more than a dilapidated chain link fence with barbed wire. The community would like to see better buffering between residential, commercial, and manufacturing uses and increased landscaping in the setbacks.

In order to maintain a friendlier appeal, they also felt that barbed wire was inappropriate adjacent to residential uses. The community would also like to prohibit use of chain link for front yard setbacks, as it lends to the current industrial feeling of the community.

The community also felt that monument style signs would allow for better street tree canopies and create a higher quality feel to the area.

Vision Strategies

- 2.A. Revise ordinances to require industrial or manufacturing buildings to be block or brick with metal or stucco accents-never predominantly metal.
- 2.B. Revise commercial architecture ordinances to require brick and other traditional materials, rather than stucco or block alone.
- 2.C. Require residential architecture to be Craftsman/Bungalow or include features such as exposed timbers, rock, or traditional materials.
- 2.D. Prohibit mobile home parks and require manufactured homes to meet the same architectural criteria of standard homes.
- 2.E. Prohibit modern architecture from residential construction.



COMMUNITY IDENTITY

2. Improve Quality of Developments (cont.)



Vision Strategies (cont.)

- 2.F. Require masonry screening walls when screening from public view is required. **High Priority**
- 2.G. Encourage more substantial landscape buffers between different uses. **High Priority**
- 2.H. Prohibit use of barbed wire when bordering residential uses.
- 2.I. Restrict chain-link as a front yard fence material in residential zones.
- 2.J. Require monument signs throughout community, rather than pole signs.

COMMUNITY IDENTITY

3. Demonstrate Water Conservation Through Drought Tolerant Landscaping

Community members are very aware of the climate realities of the region. They feel that their community needs to play a role in conserving limited water resources available. One of the ways they would like to see this happen is by educating businesses and residents about the benefits and techniques of drought tolerant landscaping. They even feel it could be beneficial to require that future landscape improvements be required to meet drought tolerant standards.

Some properties in the Gibson Community have secondary water rights which are provided by ditches that run through the area. However, the majority of the Community has to utilize culinary water to service landscaped areas of their properties. Using culinary water is not only expensive for property owners, but it is largely seen as a waste of limited treated water.

By educating, encouraging, or possibly requiring drought tolerant design, landscapes throughout the community could be beautiful, while reducing water consumption. This in turn would also ease the financial challenges of maintaining landscaping that is over reliant on culinary water consumption.

Vision Strategies

- 3.A. Educate businesses and residents on benefits and best practices for drought tolerant landscaping.
- 3.B. Consider amending ordinance to require designed drought tolerant landscaping.



LAND USE

4. Separate High Impact Uses from Housing and Other Low Impact Uses

Currently there are only three zoning designations within the community. These designations were put into place based on the direction that was felt that development was heading. The result has been that the manufacturing uses never fully took hold and the community is left with a mix of non-conforming homes located next to low benefit industrial type uses such as junk and salvage yards and storage facilities. The incompatibility of these uses has led to many undesirable consequences for residents and the community as a whole.

As the community re-envision its future, care should be taken that new zoning designations lead to more sensitive transitions from zone to zone.

Current zoning ordinance only requires screening fences when manufacturing or commercial zones are next to residentially zoned properties. The logic behind the policy is that screening fences do not need to be installed between uses when an area is in transition. The problem with this logic is that an existing residential use has legal rights to remain in a manufacturing or commercially zoned area. The residential use still feels the impact of the adjacent nonresidential use even though the home is not zoned residential. In order to best protect the residents right, the community feels that the ordinance should be revised to better protect the existing home and to soften the transition between the two uses.

Vision Strategies

- 4.A. Utilize zoning to create additional land use designations that maximize potential, while minimizing potential impacts from incompatible uses.
- 4.B Amend ordinance language to require screening walls between manufacturing or commercial and residential uses. **High Priority**



LAND USE

5. Explore Opportunities for Additional Land Use Designations and Development in the Community

The recent development of the Winco shopping center has been a benefit to the Gibson Community and Ogden City as a whole. It has brought additional regional shopping, dining, other services to the area. It has created job opportunities for local residents and contributed to critical tax revenues for the City as a whole. Potential exists for more commercial development along the two arterial streets that border the community and provide easy access and high traffic volumes. The best opportunities to attract additional commercial development would be along the west side of Wall Avenue. Rezoning these properties to C-3 is critical to ensure that this transition happens.

The Gibson Community envisions the future establishment of a residential neighborhood to the south of 17th Street. This is an area of existing homes and large tracts of vacant ground next to the river which can be a key amenity for residential development. In order to accommodate a new neighborhood, the community would like to see the unused UTA property, the area south of 18th Street and from Gibson to the properties fronting Center rezoned to R-1-5 immediately. In order to increase density and diversity of high quality and compact development, an option should be placed on the property for future Mixed Use (MU) development.

As housing density increases, the community would hope to attract a school, church or other community facilities into the neighborhood.

Another of the high priorities would be to protect the Ogden River corridor and the 21st Street pond from encroaching industry. In order to do this, the community would like to see the land used for the Ogden River Parkway, a buffer along the Ogden River, and the land immediately around the 21st Street Pond to be rezoned from M-2 to O-1. This would help mitigate potential contamination and ensure that

Vision Strategies

- 5.A. Rezone area to C-3 along Wall Ave. to spur commercial development. **High Priority**
- 5.B. Rezone unused UTA property, area south of 18th Street, and from Gibson to properties facing Center, to R-1-5 immediately with future MU option. If UTA future expansion requires the R-1 zoned area, consider rezoning to C-3 to meet demands of UTA at that time of expansion. **High Priority**
- 5.C. Increase community population to work towards attracting a school, church, or community facility.
- 5.D. Rezone area to O-1 along parkway trail, river corridor, and around 21st Street Pond. **High Priority**
- 5.E. Allow for future M-2 option on Fresenius expansion areas.
- 5.F. Rezone to M-1 everything west of Southern Pacific Railroad. **High Priority**



LAND USE

5. Explore Opportunities for Additional Land Use Designations and Development in the Community (cont.)

those areas would be open and retain their natural setting.

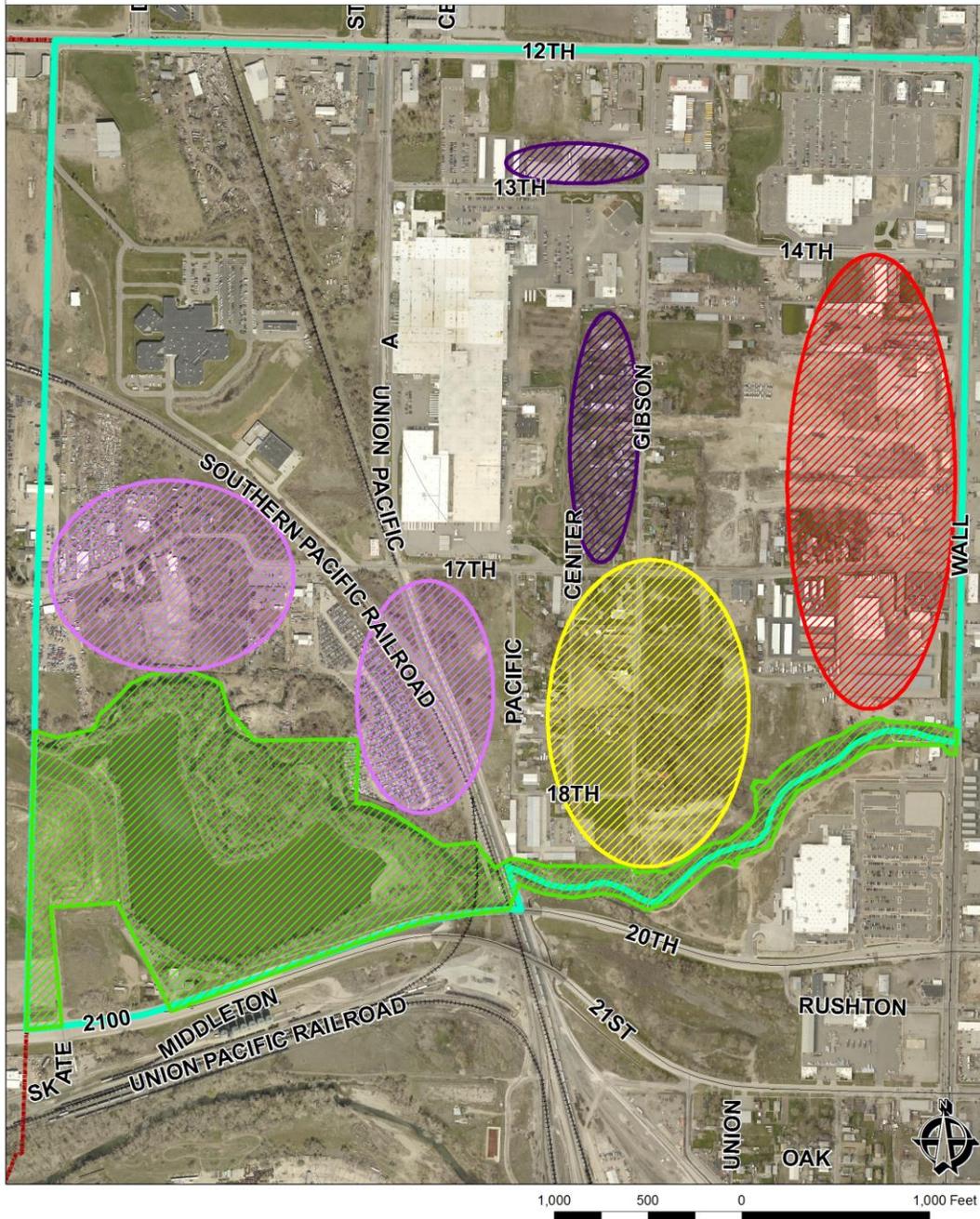
The existing land for the Fresenius Medical facility is zoned M-2. However, the area identified for future expansion is zoned M-1. In order to accomodated this expansion, a future option should be given to the M-1 parcels to become M-2 only if associated with the Fresenius expansion. .

The area west of the Southern Pacific Railroad is primarily utilized by junk and salvage yards. The community would like to see the area redevelop with cleaner uses that produce more jobs. This could be done under the M-1 zoning designation as it would allow for manufacturing and production facilities that would have fewer impacts to mitigate.

The area currently relies on septic systems in some areas. Elevation differences west of the railroad tracks makes it unlikely to be able to be connected to existing Ogden City sewer systems. Any redevelopment would be contingent on new utility agreements being established with Marriott –Slaterville or exploring other options to meet future development needs. Additionally, water lines and electrical services would need additional investments to support area redevelopment.



Gibson Community Zoning Changes



- Rezone to M-1
- Rezone to O-1
- Future M-2 Option
- Rezone to R-1-5 Immediately with Future MU Option
- Rezone to C-3
- Gibson Community



Prepared by
Ogden City Planning 5/16

LAND USE

6. Increase Enforcement to Prohibit Illegal Activities, Environmental Contamination, and Lack of Maintenance

Environmental contamination is a major concern of residents of the Gibson Community. The area has a high concentration of junk and salvage yards which seem to contribute heavily to the problem. Adding to the concern is the communities’ close proximity to the Ogden River. Residents shared multiple stories of salvage yards and auto repair facilities digging holes and dumping waste fluids directly into the soil. Additionally, the area has received less attention than normal from Code Enforcement. Junk and illegal fill has been dumped on many vacant lots in the community.

To combat these impacts, the community would like to see increased regulation and enforcement of illegal activities which lead to soil, water, and air contamination. The primary focus in the short term would need to be on the salvage yards. The long range vision is to have the salvage yards amortized from the community altogether due to their over incompatibility with the area and its future vision.

Another option would be to amortize salvage yards to be upgraded to newly developed standards. These should include environmental mitigation of existing conditions, the paving of all storage areas, creating larger landscaped setbacks, especially from the river, and the use of higher quality materials for screening fences and building facades. The community feels it is imperative to protect the river corridor and upgrade the overall development quality in the area.

The community also expressed concern of businesses operating beyond the scope of activity as defined on filed Ogden City business licenses. In most cases, the undefined activities are impactful to the surrounding uses and are not being properly mitigated. Inspections and increased monitoring from Code Enforcement would serve to regulate these activities.

Vision Strategies

- 6.A. Enforce and regulate activities leading to air/soil/water contamination, especially by salvage yards. **High Priority**
- 6.B. Ensure that businesses are properly licensed for activities being performed.
- 6.C. Amortize salvage yards to be relocated from community or to be brought into compliance with ordinance to be written which includes standards for environmental protection, paved storage areas, increased landscaped setbacks, preservation of riparian areas, high quality screening fences, and richer mix of materials for building exteriors. **High Priority**



LAND USE

7. Make Additional Efforts to Educate About Responsible Land Use

Due to current zoning designations, all homes in the Gibson Community are currently considered non-conforming. There is a common misconception of Gibson Community residents that this status means that they cannot make repairs, upgrades, or additions to their homes. This has contributed to the general disrepair of many of the area homes.

Efforts should be made to educate residents that non-conforming properties can always be repaired or upgraded and that processes are in place for them to make additions to their homes or other non-conforming structures.

Additionally, better efforts should be made to inform residents of existing programs such as the Home Exterior Loan Program (H.E.L.P). Even though the homes may be non-conforming, and the area may be in transition, the homes and structures should still be livable and in good repair.

Vision Strategies

- 7.A. Make effort to educate residents that they can fix, upgrade, or add on to existing homes, despite non-conforming status.



LAND USE

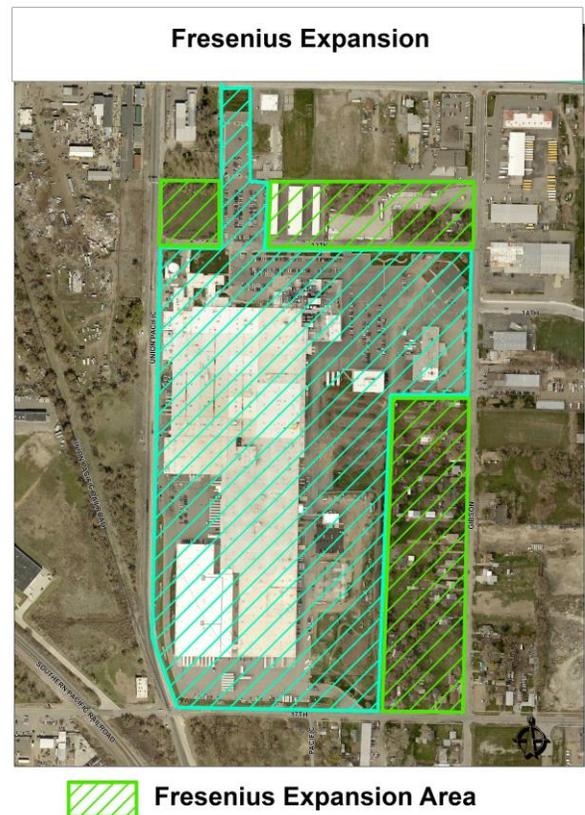
8. Provide for Opportunities for Expansions of Fresenius and Other Job Producing Uses

Fresenius Medical is one of the largest employers in the Ogden area. The company has consistently expanded and created additional jobs since moving to Ogden. Residents see them as a valuable asset to the community as a whole, and would like to see them continue to grow. Fresenius has also expressed its interest and commitment to grow and add jobs within Ogden.

In order to accommodate Fresenius’ growth, additional land will need to be acquired. Due to the train tracks to the west and 17th Street to the south, the best opportunities for growth would be to expand to the north and east. Expansion would also require the eventual vacation of 13th and Center Streets. Currently, Fresenius is the only business to use 13th Street and only one resident has access off Center Street. If these streets were to be vacated, additional easements and agreements would need to be put in place with Ogden City for utility access.

Vision Strategies

- 8.A. Vacate 13th and Center Street when appropriate, for future expansion of Fresenius.
- 8.B. Encourage responsible expansion of Fresenius to Gibson Avenue and 17th Street.
- 8.C. Require better landscape buffers on Gibson Avenue and 17th Street.



OPEN SPACE & PATHWAYS

9. Develop Multi-Use Park and Trailhead at South End of Gibson Ave and River

The current trail access at the south end of Gibson Avenue is uninviting and unmaintained. It has also become a haven for the homeless and illegal activities.

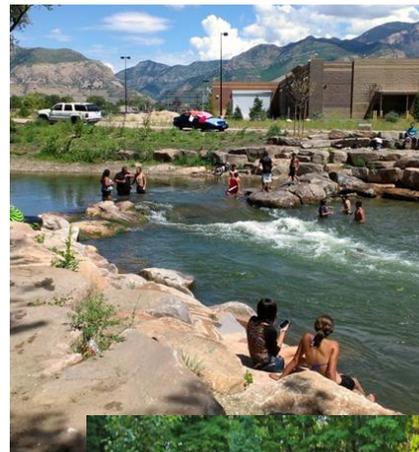
Despite the current situation, the community sees this area as one of its key potential assets. Much of the land that would be needed for the trailhead and park is already owned by Ogden City. The Community would like to see future development to include a properly improved parking area, signage, kiosks, benches, lighting, and a restroom.

The community expressed concern with the standard bathroom model now found at City parks and along the trail system. That design is subject to vandalism and is more inviting for homeless persons to camp inside or to engage in activities which are not conducive to the family-friendly feel the community desires to create. To combat this, the community would like to see consideration of newer designs used similar to the Portland Loo concept. This minimalist design is vandal proof and easy to clean. The semi-exposed top and lower portions also make it uninviting for camping or other undesirable activities. Its elongated shape also accommodates the user to park a bicycle inside while using the facility.

Due to the proximity to the Ogden River and the Crystal Wave Kayak Park, residents would like to see these become the focal point and theme of the park. Amenities should serve not only trail users, but should be geared to those using the kayak park. Other features may include kayak hangers, trash receptacles, or additional seating for watching the kayakers. A unique playground or other such facility that adds to the recreational and educational features already found along the trail system is desired.

Vision Strategies

- 9.A. Develop Gibson Avenue trailhead to include improved parking area. **High Priority**
- 9.B. Install informational kiosk, benches, and other features to benefit trail users and neighborhood.
- 9.C. Create focal point along the Ogden River with a trailhead and park.
- 9.D. Prioritize access, amenities and signage for the Crystal Wave Kayak Park at the trailhead.
- 9.E. Install restroom facility at park which is resistant to vandalism- similar to Portland Loo model.
- 9.F. Make park inviting by being well lit-consider solar lighting.
- 9.G. Seek to have a unique playground or other such facility to add to the recreational and educational features along the Ogden River Parkway.



OPEN SPACE & PATHWAYS

10. Protect and Enhance River Corridor, Especially West of Train Tracks

The community recognizes the Ogden River as one of its greatest assets. The community also recognizes that there are many things that are having a negative effect to the river itself and its corridor. Principle among these threats is junk and salvage yards which are encroaching on the river banks and present significant environmental concerns. Part of the concern is that current ordinance does little to mitigate potential environmental contamination. The community would like to see the development of standards which would capture and clean storm run-off and other potential soil contaminates. It may also be appropriate to require buffers or other systems to protect the river corridor.

Another concern is that the Ogden River Parkway through the Gibson Community attracts and is filled with a large homeless population. This will likely continue until such time as residential development occurs along the river. These individuals tend to leave large amounts of trash and waste products, as well as attract drug traffic and alcohol problems.

The community would like to see additional police presence up and down the parkway to mitigate the effects of the homeless population. Police presence would also help the general population to feel safer on that part of the parkway and would encourage increased trail usage.

Another way to increase usage along the trail would be to host trail events which pass through the area. As the Gibson trailhead is developed, it too could serve as a gathering place for trail and City events.

Vision Strategies

- 10.A. Ensure that businesses take proper mitigating steps to protect the sensitive natural environment, especially near the river.
- 10.B. Increase police patrol of trail system through community. **High Priority**
- 10.C. Encourage increased usage of Ogden River Parkway by hosting events through area and at trailhead.



OPEN SPACE & PATHWAYS

11. Extend Trail System to Connect into Business Depot Ogden

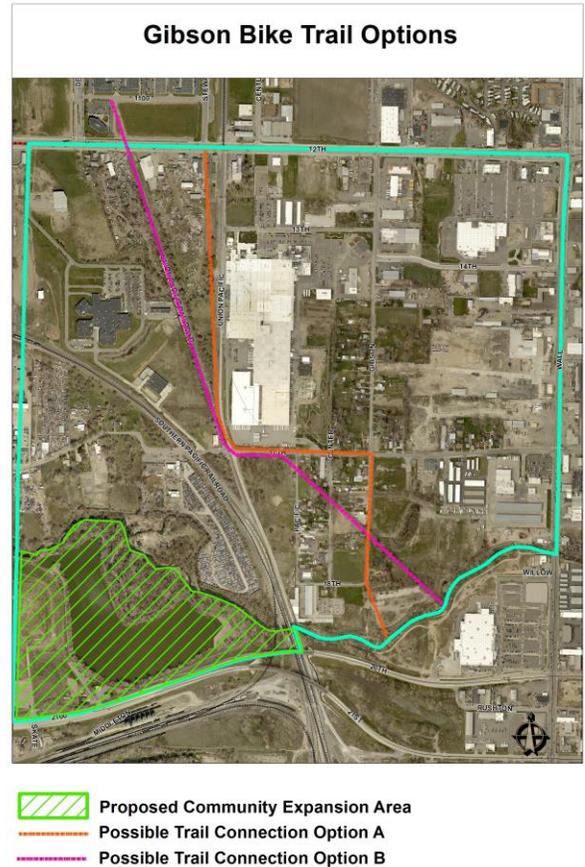
In recent years, more and more outdoor recreation businesses and businesses in general have moved to Business Depot Ogden. As the City continues to develop infrastructure for active transportation, creating a connection through the Gibson Community to Business Depot Ogden will become more and more vital.

Currently, commuters traveling on the Front Runner can connect as far north as the Ogden River Parkway on dedicated trail routes. Beyond there, they have to navigate poorly maintained and narrow road lanes.

Several options could be explored for additional separated bike trails through the Gibson Community. One option would be to create a trail on the abandoned rail right-of-way which dissects the community headed northwest. Another option would be to create surface connections on Gibson Avenue, 17th, and then to the rail right-of-way. Combinations of either of these options also may be appropriate.

Vision Strategies

- 11.A. Consider various options for trail connections from Ogden River Parkway to Business Depot Ogden, including abandoned rail bed. **High Priority**



TRANSPORTATION

12. Invest in Area Infrastructure as it is Severely Lacking

The Gibson Community has received few infrastructure improvements over the years. Most areas have no sidewalk, curb or gutter. Most street pavement is very narrow. While some areas have street lighting, some areas still do not meet the City standard of at least one light per intersection and two per block face. Except for a system under 12th Street, the area does not have any storm drain systems to help clean surface run off before it filters into the river. The community does not have access to a pressurized secondary water system and must rely on culinary water or flood irrigation for watering lawns and yards. The community also has many areas which have old and undersized water pipes which that dead end and would not accommodate water pressure needed for new development. Extension of lines and upsizing is needed

In order to facilitate redevelopment, additional investment is needed to upgrade the infrastructure. Installation of these systems would need to be a joint effort between private developers and Ogden City. The community would also like to stop accepting deferral agreements for installation of sidewalks and curb and gutter.

Top priority for the community would be to require curb and gutter installation with all new development. They would also like Ogden City to start exploring ways that the City and private developers could update the culinary water lines to increase water pressure and flow for future development.

Vision Strategies

- 12.A. Prioritize sidewalk installation in residential areas and toward commercial centers.
- 12.B. Require installation of curb and gutter with all new development (no deferrals). **High Priority**
- 12.C. Seek opportunities to widen travel lanes and repave surfaces along Gibson, Center, Pacific, 17th, and 18th Street. Dedicate established streets where lacking.
- 12.D. Add additional street lighting with minimum of one light per intersection, two per block face.
- 12.E. Consider development of area storm drain to better mitigate environmental contamination concerns for manufacturing businesses.
- 12.F. Explore options for pressurized secondary water system.
- 12.G. Seek for ways to improve area culinary water pressure and flow to service future development. **High Priority**



TRANSPORTATION

13. Seek Opportunities to Make Right-of-Ways Multi-Use

Ogden City has made great strides over the last few years and has additional goals to install active transportation infrastructure. Recently, the Ogden Bicycle Master Plan was adopted by the City. The Gibson Community would like to see the implementation of the plans and objectives presented in the Master Plan within the area.

The plan calls for bike lanes on 17th Street as well as Gibson Ave. 17th Street is currently under reconstruction. Those plans include the widening of pavement and will include the installation of striped bike lanes and wide sidewalks.

Additionally, the community would like to encourage neighborhood walkability through the installation of sidewalk on at least side of each street in a residential or commercial area. The installation of these improvements would add to the friendliness of the area as well as encourage walking, biking, and other healthy practices.

Vision Strategies

- 13.A. Foster active transportation by implementing Ogden Bicycle Master Plan throughout Community. **High Priority**
- 13.B. Promote neighborhood connectivity by installing sidewalks on at least one side of each street.



TRANSPORTATION

14. Plan for and Develop Traffic Routes to Minimize Neighborhood Impacts

Large truck traffic because of the manufacturing uses is common in this area. One of the concerns for residents and businesses alike is that most of the paved surfaces and intersections are narrow and were not designed for such traffic. The result is that curbs, street signs, and other infrastructure is being damaged as large vehicles try to maneuver through the area. Additionally, there is an awkward kink in the lower portion of 17th Street that is dangerous. That kink is now being re-designed as part of 17th Street improvements which recently began.

Community members would like to see circulation plans be put in place that would direct large truck traffic only to those streets that would be designed for heavier use. These streets would likely be 17th, 14th or Wall Avenue. In addition, the intersections would need to be engineered to handle large trucks.

Since the land use portion of the plan calls for Wall Avenue frontage to be rezoned C-3, it may be beneficial to install a connector road between 14th and 17th Street. The connector would create a buffer between manufacturing uses to the west, but could also be used as a service road to access loading docks and trash receptacles that would be located at the rear of the buildings.

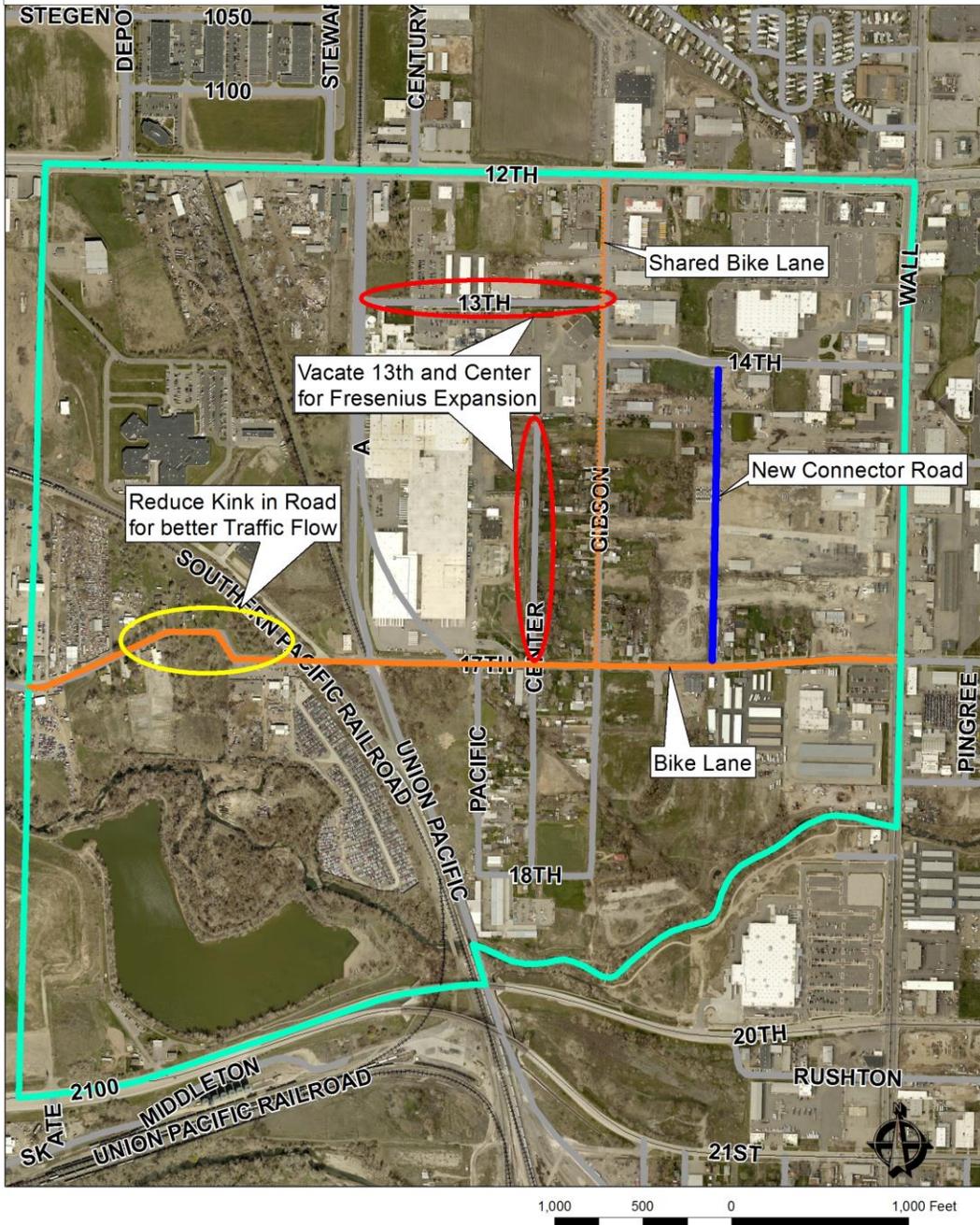
Another concern is that County Officers often travel 17th Street above posted speed limits on their way to the jail. Residents expressed desire for reduced speed limits and better signage, especially along 17th Street.

Vision Strategies

- 14.A. Develop circulation plans for heavy truck traffic with consideration given to 17th, 14th and Wall Avenue.
- 14.B. Install new connector road between 14th and 17th Street, west of Wall Avenue to separate blocks for commercial use.
- 14.C. Reduce kink in lower 17th for better traffic flow.
- 14.D. Engineer roadways and intersections to handle heavy truck traffic.
- 14.E. Lower area speed limits and include better signage.



Gibson Transportation Modifications



Prepared by
Ogden City Planning 1/15

TRANSPORTATION

15. Explore Solutions to Delays Caused by Train Traffic at 12th Street and 17th Street

12th Street is a major East/West corridor serving all of Ogden. It serves as the access for employees of Business Depot Ogden, those headed to and from Ogden Canyon, and many of the residents of Ogden’s north end. One of the major concerns of the community is that the road is bi-sected by surface level rail crossings. It is not un-common for traffic to be stopped for up to 20 minutes at a time waiting for trains to clear the intersection.

These delays not only cause a major inconvenience, but could become detrimental if the area ever needed to evacuate due to a disaster situation. The potential is that 12th Street could be blocked all together, thus eliminating a key evacuation corridor.

Community members would like to encourage dialogue between key stake holders to find a solution, which may include an overpass. Similarly, the community feels that dialogue for train management could lead to reduced delays at the intersection of the railroad and 17th Street.

Vision Strategies

- 15.A. Discuss possible installation of overpass at 12th Street and train tracks with UDOT and Union Pacific.
- 15.B. Encourage dialogue for better train management (train lengths, speed) at intersection of 17th Street.



D. Community Plan Objectives

The Gibson Community Vision focuses primarily on four topics, Community Identity, Land Use, Open Space & Pathways, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and uses within the community. Specific actions need to be taken by both public and private entities to complete the vision. The following objectives are established for consideration in order to emphasize those improvements that are needed to accomplish the purposes of the Gibson Community Plan. The City and private development become partners in implementing the community vision. The City uses the plan to determine the various approaches to implement the plan including the capital improvement program. Project development dollars are spread throughout the entire city and appropriation of funds is balanced through various demands. Only **high priority** items which have been identified in the Community Vision are listed below as items of first consideration.

1. Community Identity Vision

Objective 1.A. Encourage maintenance and upkeep of existing properties through available programs and increased enforcement.

Implementation Responsibility:
Property owners, neighborhood committees, code enforcement, Neighborhood Development Agency.

Resources:
Schools, churches, civic groups, emergency home funds, code enforcement

Objective 1 D. Dismantle homeless camps and assist in relocation from river area.

Implementation Responsibility:
Citizens, parkway users, Mayor, police department, homeless advocacy groups

Resources:
Police Department, Homeless Housing organizations.

Objective 2.F. Require masonry screening walls when screening from public view is required.

Implementation Responsibility:
Planning Staff, planning commission, city council

Resources:
Planning Division

Objective 2.G. Encourage more substantial landscape buffers between different uses.

Implementation Responsibility:
Planning Staff, planning commission, city council.

Resources:
Planning Division

2. Land Use Vision

Objective 4.B. Amend ordinance language to require screening walls between manufacturing and residential uses.

Implementation Responsibility:
Planning Staff, planning commission, city council.

Resources:
Planning Division

Objective 5.A. Rezone area to C-3 along Wall Ave. to spur commercial development.

Implementation Responsibility:
Planning Staff, planning commission, city council

Resources:
Planning Division

Objective 5.B. Rezone vacant land south of 17th Street to river and from Gibson to properties facing Center, to R-1-5 immediately with future MU option.

Implementation Responsibility:
Planning Staff, planning commission, city council

Resources:
Planning Division

Objective 5.D. Rezone area to O-1 along parkway trail, river corridor, and around 21st St. Pond.

Implementation Responsibility:
Planning Staff, planning commission, city council

Resources:
Planning Division

Objective 5.F. Rezone to M-1 properties west of Southern Pacific Railroad to create higher land utilization.

Implementation Responsibility:
Planning Staff, planning commission, city council

Resources:
Planning Division

Objective 6.A. Enforce and regulate activities leading to air/soil/water contamination, especially by salvage yards.

Implementation Responsibility:
Weber Morgan Health, Utah Division of Water Quality, EPA, Ogden City code enforcement, Ogden City Public Services

Resources:
Ogden City Code Enforcement, Ogden City Engineering, Ogden City Planning, Brownfield funding.

Objective 6.C. Amortize Salvage yard to be relocated from community or (amortize salvage yards to be brought into compliance with ordinance to be written including standards for environmental protection, paved storage areas, increased landscaped setbacks, preservation of riparian areas, high quality screening fences, and richer mix of materials for building exteriors).

Implementation Responsibility:
Planning Staff, planning commission, city council.

Resources:
Planning Division

3. Open Space & Pathways Vision

Objective 9.A. Develop Gibson Avenue trailhead to include improved parking area.

Implementation Responsibility:
Ogden City Parks and Ways division, RDA, Planning division.

Resources:
RAMP, CIP, tax increment financing

Objective 10.B. Increase police patrol of trail system through community.

Implementation Responsibility:
Mayor, Police Department.

Resources:
Police department

Objective 11.A. Consider various options for trail connections from Ogden River Parkway to Business Depot Ogden, including abandoned rail bed.

Implementation Responsibility:
Mayor, Ogden City Parks and Ways Division, Engineering Division, Planning Division.

Resources:
Rails to Trails Conservancy grants, Transportation funding, RAMP, CIP.

4. Transportation Vision

Objective 12.B. Require installation of curb and gutter with all new development (no deferrals).

Implementation Responsibility:
Mayor, Ogden City Engineering

Resources:
Private development, road enhancement funds.

Objective 14.G. Seek for ways to improve area culinary water pressure and flow to service future development.

Implementation Responsibility:

Mayor, Ogden City Water, Ogden City Engineering, private development.

Resources:

Private development, water funds, RDA project funding.

Objective 13.A. Foster active transportation by implementing Ogden Bicycle Master Plan throughout Community.

Implementation Responsibility:

Mayor, Ogden City Parks and Ways, Ogden City Engineering

Resources:

CIP, Road Funds.

14D. Hillcrest/Bonneville

A. Background

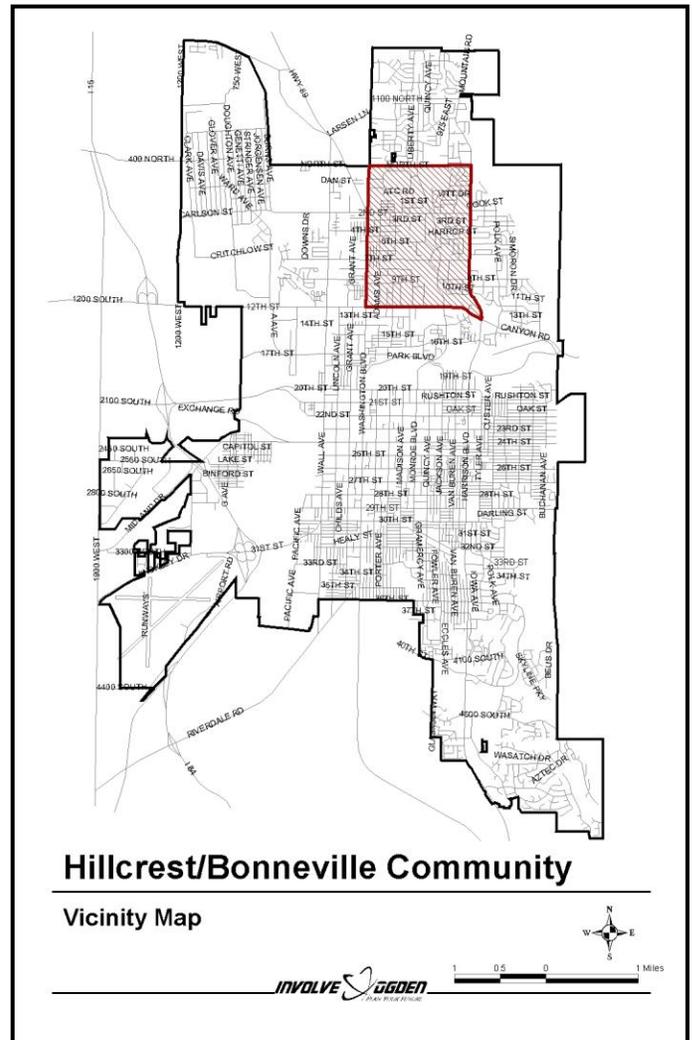
Located between North Street, 12th Street, Harrison and Washington Boulevards, as shown in Map 1, the Hillcrest/Bonneville Community is the 2nd community to have a plan prepared since the adoption of the "Involve Ogden" General Plan.

1. Population Characteristics

According to the 2000 Census, the Hillcrest/Bonneville Community is located in three Census Tracts (2001, 2005, and 2006). The combined population is 8,934 persons. 48% of the population are male and 52% are female. With respect to race, 82% are White, 13% are of Hispanic Origin, and 5% are of other races. There are 3,312 dwelling units with 62% owner-occupied and 38% renter-occupied. Average Household size decreased from 2.73 to 2.68 persons. Educational Attainment of Persons 25+ years of age is 11% with a college or graduate degree, 36% high school graduates, and 21% without a diploma. The Median Income Level (MIL) rose by \$6,237 to \$35,756 per year, with 87% of the population above poverty, while 13% are below poverty level (poverty level is at or below 50% of MIL). Primary means of transportation to work are 76% drive alone, 18% carpool, and 6% other sources. Primary commute times are from 6:00 a.m. to 8:00 a.m. lasting from five minutes to 40 minutes. Working at home rose by 14% to 104 persons.

2. Land Use / Zoning

The Hillcrest/Bonneville Community consists primarily of single-family residential. Several multi-family nodes are dispersed throughout the community and along Monroe Boulevard and 12th Street. As shown in Table 1 below, Single family uses occupy 50 percent of the community. Duplex uses consist of four percent and are scattered throughout the community. Six percent of the community is be made up of multi-family development.



Map 1 - Vicinity map showing location of community in relation to Ogden City

The bulk of the government and institutional uses in the community are schools. The Applied Technology Center (ATC) is the largest single government/institutional use.

There are commercial use areas at the edges of the community along Washington Boulevard, particularly at 12th and 2nd Street.

3. Development History

The western portion of the community was primarily developed through survey lots with

14.D Hillcrest/Bonneville Community Plan

Hillcrest/Bonneville Community Land Use			
note: not including road acreages			
	Acres	Percentage of Community	Percentage of Developed Land
Total Community	928.0		
Developed Acreage	882.0	95.0%	100.0%
Residential	550.0	59.3%	62.4%
Single Family	52.0	50.0%	52.0%
Duplex	4.0	4.0%	4.0%
Multi-family 3-4	1.0	1.0%	1.0%
Multi-family 5+	5.0	5.0%	5.0%
Governement/Institutional	28.0	27.0%	27.0%
Cultural/Recreational	0.0	0.0%	0.0%
Park	2.0	2.0%	2.0%
Sales	5.0	5.0%	5.0%
Transportation/Utility	2.0	2.0%	2.0%
Vacant	4.0	4.0%	
Non-identified Parcels	1.0	0.1%	

Table 1 –Area percentages of the various land uses in the community

some subdivision development occurring in the late 1800's or early 1900's. The eastern portion

of the community developed through subdivisions occurring in the 40's and 50's. Map 2 identifies the decade in which the land was subdivided

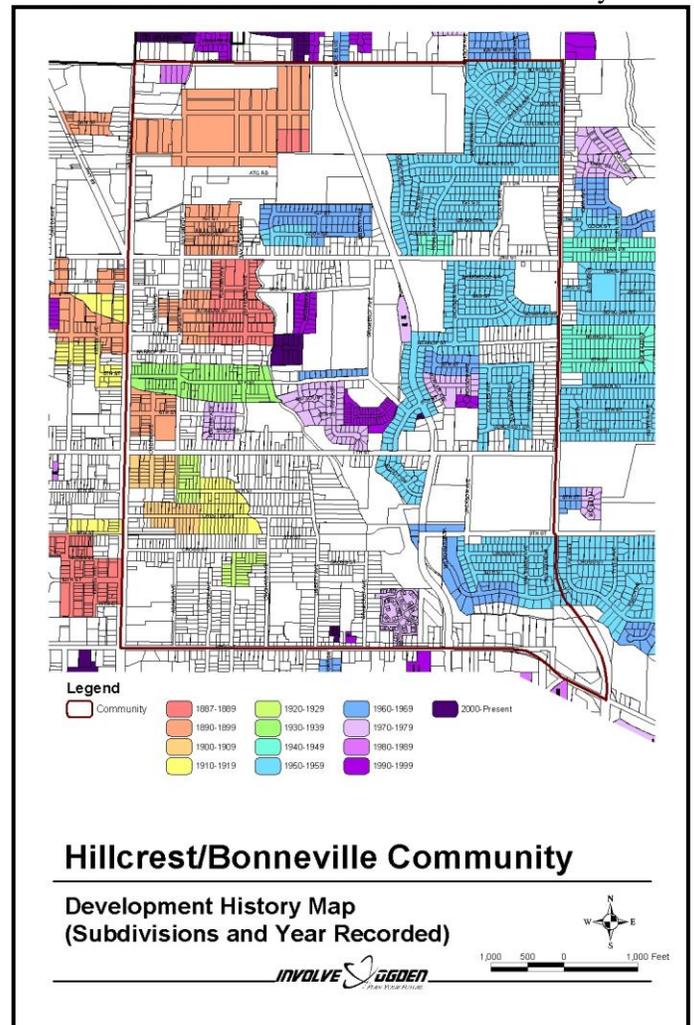
4. Rental Occupancy

A concern of older neighborhoods is a change in single family homes from owner occupancy to rental occupancy. As is typical in many older communities, in Hillcrest/Bonneville the southwest area from Monroe west to Washington Boulevard is transitioning from

single family homeownership to rental investment and occupancy. The reasons for this transition include among other things; age of occupant/owner, change in family needs, and cost of buying and upgrading an older home compared to a new home, etc.

As the owners of these homes reach their senior years, they will likely move to some sort of retirement housing or similar situation, thus relinquishing their ties to owning a home. As this happens, some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep the home to assist with needed retirement or investment income.

Most of the older homes in the area are small by

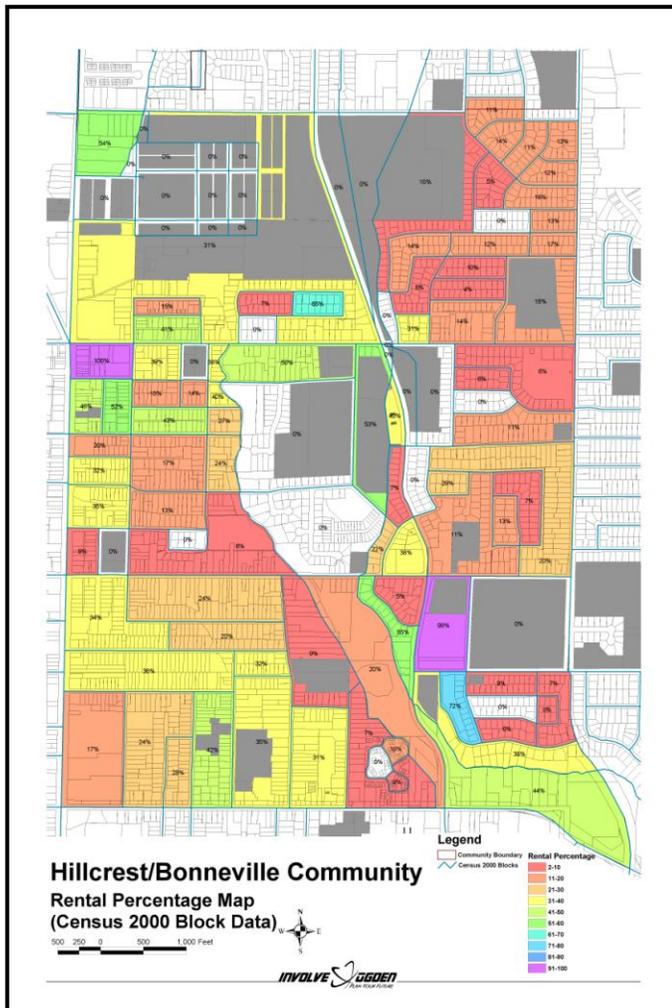


Map 2 - Development History Map showing subdivision of land by decade

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today's standards. While this is perfect for an older couple without children or a family starting out, eventually family needs will change and the home will not be large enough. Without the ability to enlarge the living space to accommodate the larger family, the home is sold or rented to help the family move.

These changes contribute positively or negatively to the identity of the community. It is a generally accepted belief that homeowners have a higher vested interest in the maintenance and appearance of their properties than renters do. This difference in attitude may be reflected in the property values of the area. Map 3 below shows the percentage of rentals for each block based on the 2000 Census. While high rental occupancies are expected near multi-family development, they are not expected to be



Map 3 - Rental Percentages for Census 2000 Blocks

Adopted 2/1/04
Amended 6/5/07

1990 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	na	1446	1171	225	16%
2005	na	2172	1290	705	32%
2006	na	1617	1086	437	27%
2000 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	na	1477	1248	229	16%
2005	na	2303	1614	689	30%
2006	na	1585	689	454	29%

Table 2 - A comparison of rental occupancies between the 1990 Census and the 2000 Census

moderate or high in the predominantly single family areas of the community.

A comparison of the 1990 and 2000 Census figures for the block groups that make up the community shows that rental occupancies have changed only slightly since 1990-(see table 2). Map 3 shows several blocks with rental percentages higher than 20 percent. The change from homeowners to renters should be monitored in the future to protect the property values of the community and incentives to maintain an owner-occupied housing stock should be developed.

5. Residential Housing Styles

The development, architecture and building style of residential dwellings in the community has followed identifiable patterns and trends over time. These trends and patterns are generally associated with the decade in which the development occurred. An analysis of the various styles of residential structures found in the community identified five general residential housing styles existing within the community.

As new or infill development occurs within the community, or additions to existing homes are constructed, the housing style of the new construction should reflect the characteristics of the surrounding existing homes, particularly in the aspects of building height, building mass,

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roof pitch and exterior materials. However, new designs will need to be sensitive to modern behaviors that were not present with older construction practices, such as parking for an increased number of owned automobiles.

Each housing style is described on the following pages; photos and maps are provided to help illustrate the particular housing styles of past decades.

a. Style 1 - Early 20th Century

The one-story brick/stucco construction and the cover porch in the front characterize this style of housing. Garages were added later but most are located in the rear of the home and in most cases were detached.

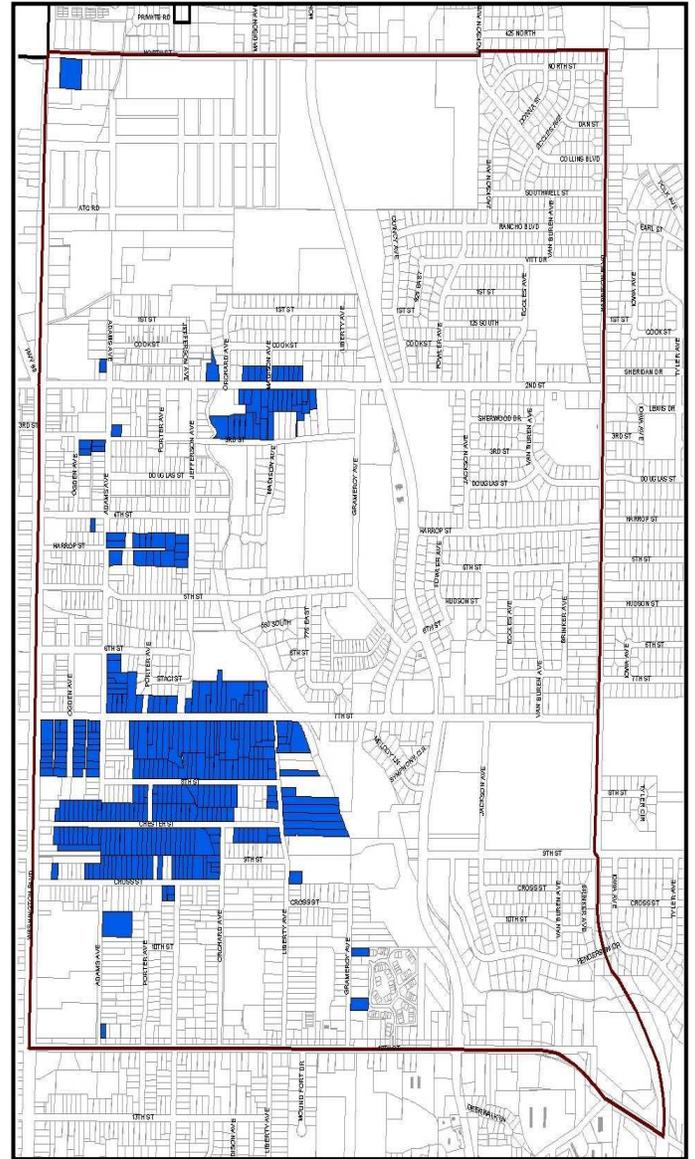
This style of home is primarily found between Cross Street & 7th Street, and Washington Boulevard & Liberty Avenue.



Picture 1 - Early 20th Century Bungalow housing style



Picture 2 - Early 20th Century Bungalow housing style



Map 4 - General location of residential housing style 1

14.D Hillcrest/Bonneville Community Plan

b. Style 2 - 1920-1930s

This style of housing is characterized by one-story construction with a primarily brick exterior. A detached one or two-car garage also characterizes the style.

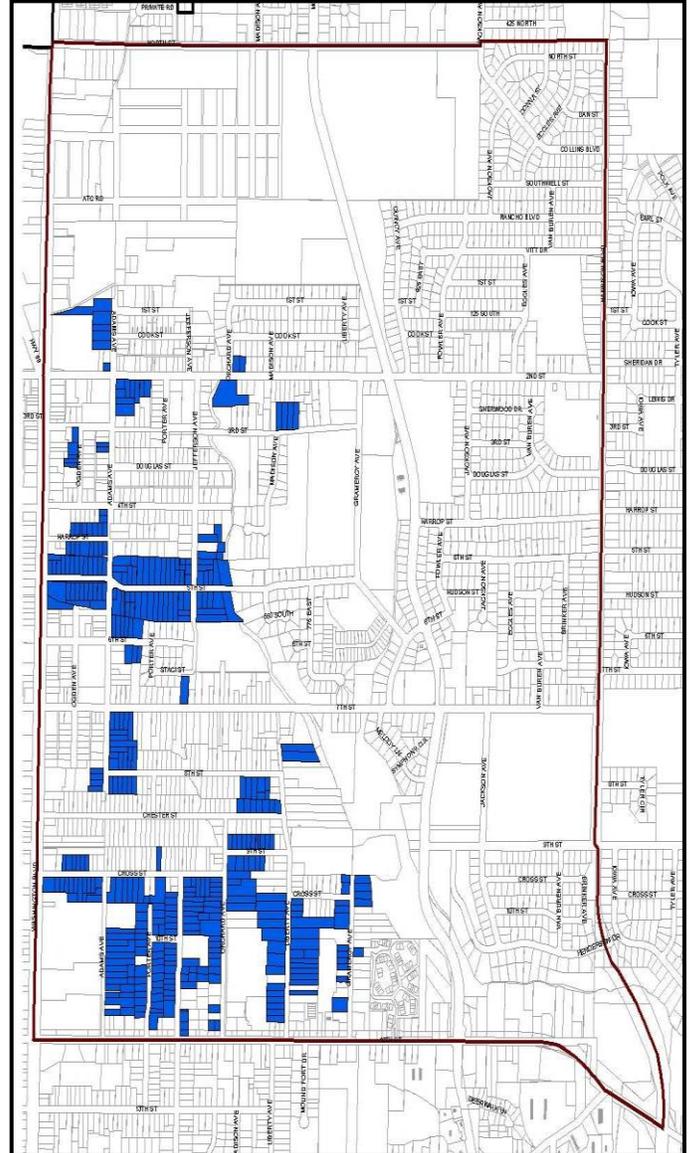
This style of home is primarily found on the west-side of the community in two areas, between Washington Boulevard & Liberty Avenue and 12th Street & Cross Street and the other between Washington Boulevard & Jefferson Avenue and Harrop Street & 6th Street.



Picture 3 - 1930s one-story brick housing style



Picture 4 - 1930s one-story brick housing style



Map 5 - General location of residential housing style 2

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c. Style 3 - 1940-1960s

This style of housing is characterized mostly by one-story construction, unless the terrain allowed for a basement. Many of the homes either have an attached one car garage or a carport, with a few of the garages having been converted to livable space. The removal of the original parking area did not always coincide with the installation of new parking, and in many cases many cases may have created illegal situations

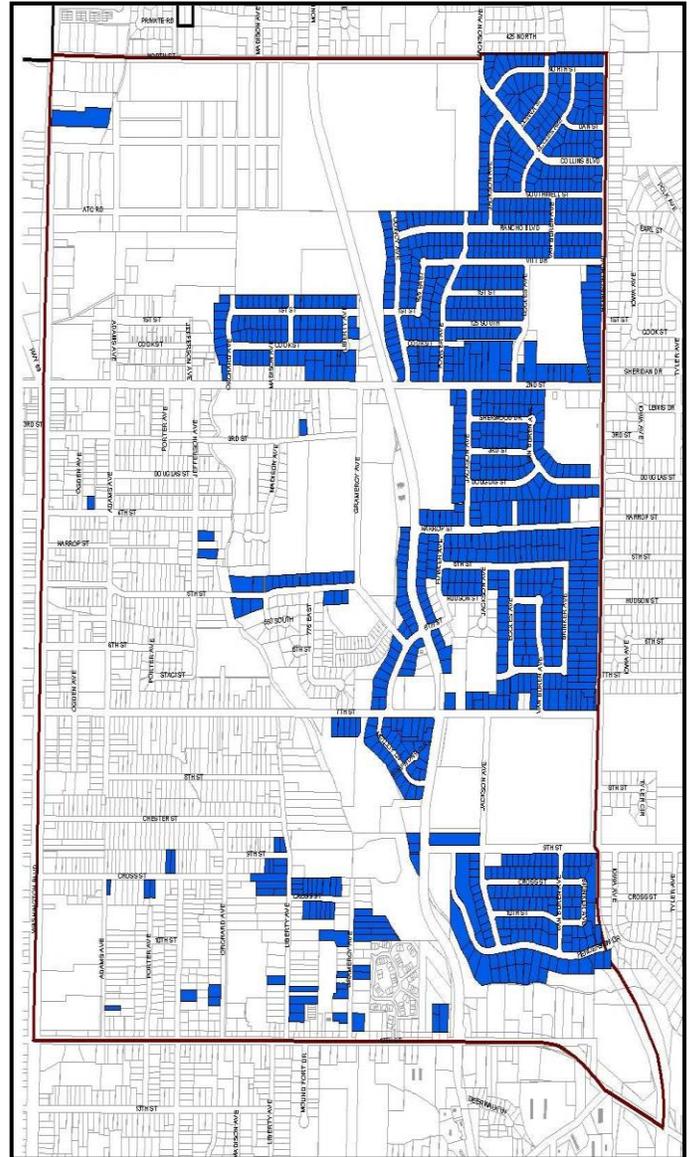
This style of housing is primarily found on the east side of the community, between Harrison Blvd & Monroe Blvd and North Street & 12th Street. There are other small pockets throughout the community.



Picture 5 - Late 1940s 1 & 1/2 story brick housing style



Picture 6 - Early 1960s 1 & 1/2 story brick housing style



Map 6 - General location of residential housing style 3

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d. Style 4 - 1970-1980s

This style of housing is characterized by two-story or full split level construction with an exterior mixture of brick or wood. The homes built in this style generally have an attached two-car garage.

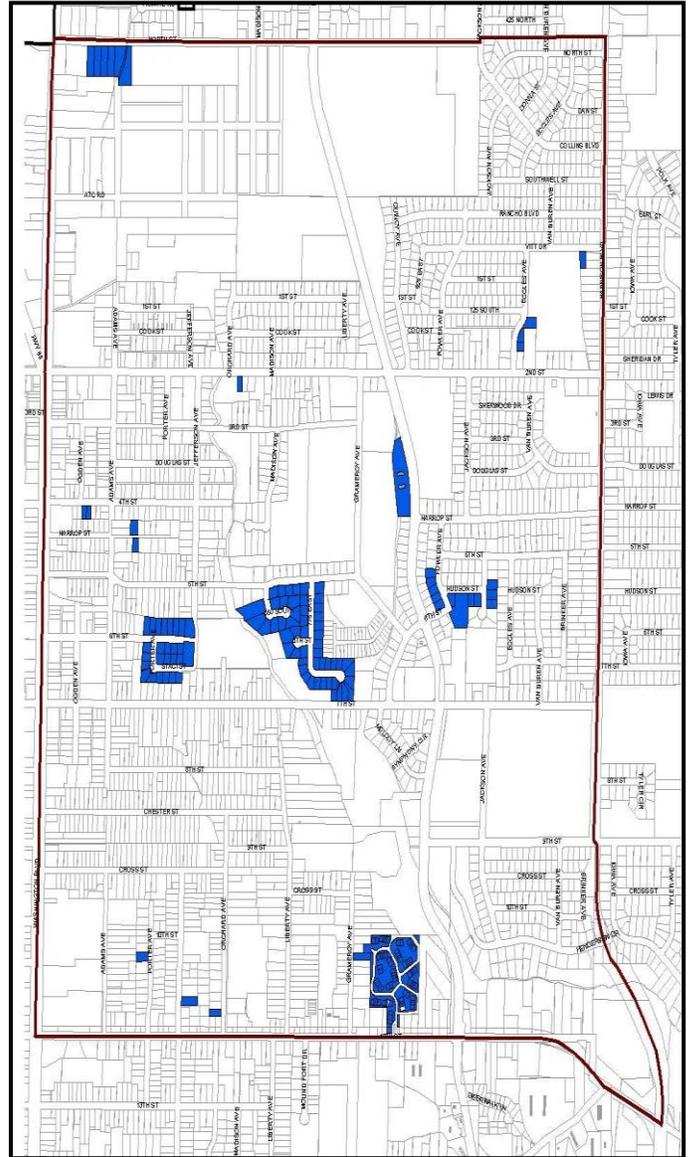
This housing style is primarily found on 775 East and 650 South, with a few small pockets on the east and west of the community



Picture 7 - 1970s Tri level housing style



Picture 8 - 1980s split entry housing style



Map 7 - General location of residential housing style 4

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e. Style 5 - New Construction

This style of housing is characterized by two-story or tri level construction with brick and stucco exteriors. A prominent modern feature is a two-car attached garage that protrudes in front of the main part of the home. This is a design catering to the use of the automobile. Homes built in this style are generally 1990 and later construction practices.

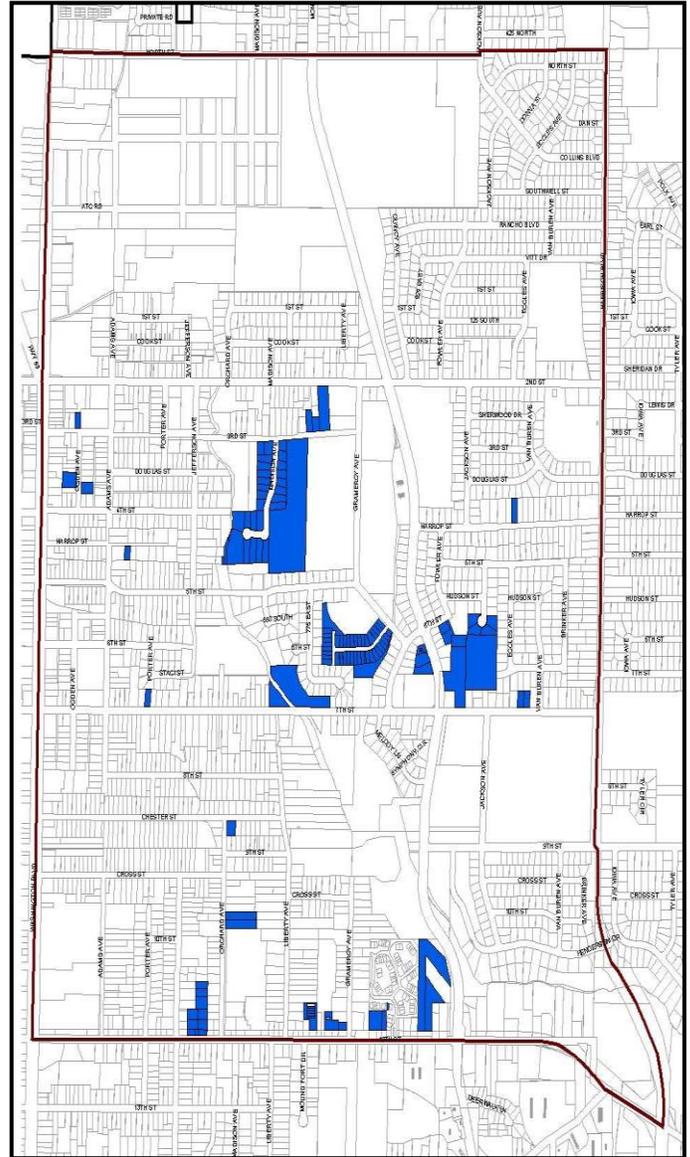
This housing style is primarily found on Madison Avenue behind Highland Middle School, Quinn Court, and on 7th Street.



Picture 9 - New Construction Tri-level housing style



Picture 10 - New Construction one story housing style



Map 8 - General location of residential housing style 5

B. Community Comment

During the information-gathering meeting, which was held on May 14, 2003 at Bonneville Elementary, the residents attending the meeting mentioned several issues affecting the community. Several participants of this meeting were invited to form an Advisory Committee. The Advisory Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. The following is a list, by topic, of the primary issues identified from the public meeting and by the Advisory Committee.

1. Public Infrastructure

The participants expressed concerns regarding the lack and condition of sidewalks, curb and gutter, and park strips. Many areas such as 2nd, 3rd, and 7th Streets lack continuity that leads to problems with storm drainage, flooding, and the general walkability of the area. They also indicated that this problem also supports a run down or poor aesthetic perception about the condition of the community. Also, other concerns were expressed regarding neglected alleys, a high road crown on the 200 block of Collins, and problems with aging water lines. Others expressed a desire for additional street lamps in the Douglas and Van Buren area and a general need of pruning the low hanging branches of street trees.

2. Local Schools

Some residents living near the high school indicated that over the past five years there has been a marked increase of problems with students wandering the neighborhood during school hours. Furthermore, there are problems associated with the parking of student vehicles in adjacent neighborhood areas. Also, 3rd Street is heavily used as a drop-off and pick-up zone for the school.

3. City Services

The participants expressed the need for the City to regularly clean the streets. This would help with keeping the storm drains clear of debris to improve flood control and improve the area's image. Furthermore, the street marking and sign maintenance schedule needs to be modified to shorter time intervals between inspections. The perception is that the painting of street markings is worn out well before repainting occurs. Additionally, better communication should be established between the City and residents regarding the responsibility of maintaining sidewalks and clearing storm drains.

4. Street Corridors

There are three east-west corridors that transect the community, 7th Street, 2nd Street, and North Street. As expressed earlier, there is a lack of improvements and streetscape continuity within these corridors. Monroe Boulevard transects the community from north to south. There is a greater need for traffic calming measures to be implemented to control excessive speeding within the community.

5. Neighborhood Nodes

The Sherwood Market site is defined as an important community node. Before demolition, the deteriorating structure was a community eyesore. The demolition was perceived as a positive move towards improving the neighborhood. Replacement land uses, such as a community center, retirement homes, or neighborhood commercial services should be considered. It was generally believed that apartments and other high density housing units were not appropriate. Other areas, such as where 7th and 2nd Streets intersect Monroe Boulevard, are also recognized as important neighborhood areas that should be improved or redeveloped.

6. Physical & Social Characteristics

The Hillcrest/Bonneville Community is a peaceful quiet area with minimal through streets. Within the community there is a long and well-established resident base many are elderly

persons. Generally, most residents are very caring. The majority of people who attended the meeting were long time residents of the area.

7. Housing Density

The participants expressed concerns over-crowding with too many families living together in a single-unit. Also, the area has a significant concentration of high-density housing. Limiting the development of new multi-family and duplex housing units was desirable.

8. Housing Stock

The participants believed that the condition of the public infrastructure and the front yard spaces have a significant influence as to the care and maintenance of the homes. They expressed a desire to create a list of general neighborhood expectations. Resident participation is an important tool in promoting these expectations. Furthermore, a greater emphasis on code enforcement will be required to maintain an aging housing stock.

9. Rental Properties

A question was raised as to whether renters were being adequately held responsible for the upkeep and maintenance of their homes. This was a concern particularly with the areas west of the bluff, where the homes are increasingly being purchased for rental investment. Poor maintenance and junk vehicles are problems found in these areas.

10. Neighborhood Amenities

Generally, the participants believe that the neighborhood is quiet and peaceful place with a low crime rate. Shopping and services are readily available and the local schools are nearby within the neighborhood. The views of the surrounding mountains are a positive part of living in the area.

11. Resident Participation

In previous years, the “neighborhood watch” program brought people in the area together to help reduce crime. Today, there is a greater need

to establish an area leadership program that could better communicate to the city the needs of the area. Other programs such as a “maintenance rewards” (e.g. a cash award) system that would recognize an owners or renters effort to improve their property would be useful. Hosting neighborhood meetings between the city and residents to discuss neighborhood expectations and outline enforcement priorities would help to improve the maintenance of homes and the image of the community. Areas to focus on would be 3rd Street from Gramercy to Washington; 7th Street from Monroe to Washington; 5th Street, the homes on the east side of Jefferson and then west to Washington; and then area on the north end of Jefferson.

12. Parks and Recreation

Generally, the city provides adequate sports programs and their associated facilities. However, the community is in need of adult-oriented passive recreational opportunities such as walking, exercising, and reflective areas for sitting or resting within the parks. Often school grounds are underutilized, it was suggested that the City work with the school system to better integrate these open space areas with the surrounding community. Another suggestion was to use the canals in the area to connect the parks with open space areas in the community. Several participants expressed concerns regarding the overall poor condition of park amenities such as tennis courts, restrooms, etc. Furthermore, it was suggested that the City consider re-designing the parks to create an urban woods area or other focal feature in the parks. The 9th Street Park could use some additional parking and better access to restrooms.

13. Traffic Volume & Control

The participants perceive a marked increase in the traffic volume due to the Wal-mart center on North Street and Washington Boulevard. Therefore, they emphasized a need for traffic signals at North & Washington. Without them, the wait time to access Washington is lengthy. They also expressed a desire to have a greater

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police presence in the afternoon times to monitor speeds in these areas. They support the re-alignment of 2nd Street & Harrison and the lane stripping at 7th & Harrison, as found in the Horace Mann Community Plan. There is a need for additional stop signs along Adams from 2nd to 7th Streets. Because there are few traffic control devices, speeding occurs along Monroe Boulevard. However, it is their desire to have Monroe extended into North Ogden. One participant expressed a desire to have local road speeds limited to 15 mph. Also mentioned, was the constant constricting of traffic with the bus stop areas at 2nd Street and Harrison Boulevard.

14. Vehicle Parking

In both the public and advisory committee meetings, the parking of vehicles was a primary concern. This problem ranges from junk or in operable vehicles being parked on lawns and public streets to inadequate area to park multiple vehicles. The latter is a problem commonly associated with older homes where single car carports and garages were the standard zoning and construction practices of that time. Particular areas of concern were on Cross, 3rd, and Chester Streets. Suggested solutions ranged from enforcement programs to reviewing and changing zoning standards to help resolve parking problems.

In the case of the Hillcrest/Bonneville Community, the vision is expressed using four different topics. These topics are Community Identity, Land Use, Parks & Recreation, and Transportation. Each topic is addressed using text and a graphical map to express the ideas that were developed to create a vision for the Hillcrest/Bonneville Community.

The text and maps for the Community's Vision follow on page 14D.12.

C. Hillcrest/Bonneville Community Vision

The Hillcrest/Bonneville Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through a community meeting held at Hillcrest/Bonneville Elementary on May 14, 2003 and an Advisory Committee, which met on August 13, 27 & September 10, 2003.

COMMUNITY IDENTITY

1. Create a Community Focal Area

The area of 2nd Street and Monroe Boulevard functions as a central focal point for the community. The mixing of residents, children walking to school, and visitors occurs here on a daily basis. The area should be celebrated with excellent streetscape design by balancing the pedestrian's needs with those of the automobile. Other design elements should be included to establish the area as a shared community icon.

Vision Strategies

- 1.A. Redesign the Bonneville Park corner of Monroe Boulevard and 2nd Street. A pleasing visual and physical presentation should be established at this location. Consider a new landscaping design, a passive sitting court, a fountain, a small promenade, the use and placement of decorative iron or heavy timber fencing or hedges to define the space, or the use of sculptures and other monument type features.
- 1.B. Install unique street lamps, street signs, or sidewalk markers or unique pavement design at or near the intersection corners to physically define this focal area.
- 1.C. Develop physically defined crosswalks at the intersection. Consideration should be given to utilize a traffic calming improvement such as a round about or a tabletop with bulb outs.
- 1.D. Work with the Utah Transit Authority to develop visually appealing bus stops or shelters at this intersection.

COMMUNITY IDENTITY

2. Reinforce and Highlight Neighborhood areas

Place naming can help impart a sense of community. The community could be informally divided into smaller neighborhood areas. As these neighborhood areas interact with city government or for other public activities, these place names should be regularly acknowledged and utilized. Over time, they become the verbal icons that help create an awareness of place.

An example of place naming is the former Sherwood Market Site. During the community planning process, the problems associated with the deteriorating buildings on this site were regularly expressed. Every reference made about these buildings included the name Sherwood Market. Thereby all participants could understand the geographical location of the problem. That is the purpose of place naming. It brings together common knowledge in order for us to better understand and communicate with one another.

Greater emphasis is needed for code enforcement regarding maintenance and upkeep of properties. A set of basic expectations regarding property upkeep and home maintenance should be identified. These expectations could then be published as standards or “neighborhood norms” for the community. Furthermore, an enforcement strategic plan should be developed. The plan should identify priority enforcement areas or issues. Enforcement problems and follow-up procedures should then be prioritized and implemented according to the needs of a particular neighborhood area. The neighborhood area located in the southwest area of the community has been identified as having the largest concentration of home and property maintenance related problems.

Vision Strategies

- 2.A. When informally dividing the community into smaller neighborhoods, consider the use of names from subdivision or survey plats, physical land forms, or other common community features or icons
- 2.B. Undertake a public process within each neighborhood area to create a set of neighborhood “norms” or standards regarding the physical appearance and maintenance of homes and property. These standards could then be regularly published and distributed by the City to educate neighborhood leaders, non-profit assistance groups or other similar persons or organizations.
- 2.C. Priority enforcement areas should be created with the 1st priority area located west the western most canal, 2nd priority area located between the canals, and 3rd priority area located east the eastern canal.
- 2.D. Coordinate efforts with the Ogden School District in the redesign and placement of buildings and parking area to resolve the impacts of student parking on the local neighborhood streets.

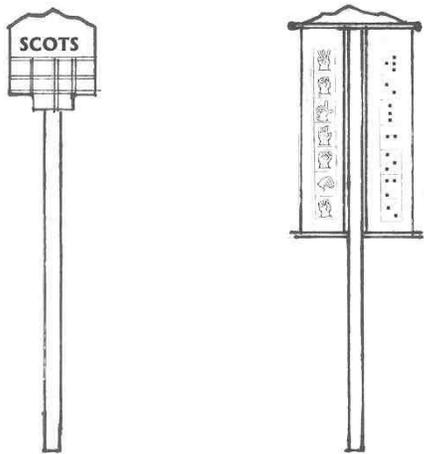
COMMUNITY IDENTITY

3. Support the Center & Gateway Improvements as found in the Horace Mann Community Plan

The area from 7th to 9th Streets serves as a focal area or center for both the Horace Mann and Hillcrest/Bonneville Communities. The mixing of residents, children walking to school, and visitors occurs here on a daily basis. The area should be celebrated with excellent streetscape design by balancing the pedestrian’s needs with those of the automobile. Other design elements should be included to establish the area as a shared community icon. However, for the Hillcrest/Bonneville Community this area is of lesser importance to the focal area found at 2nd and Monroe Boulevard.

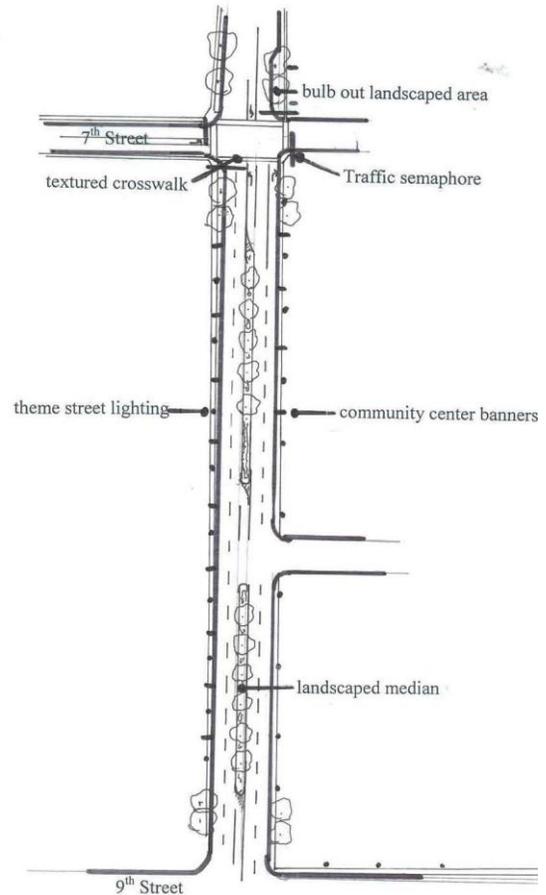
Vision Strategies

- 3.A. Acknowledge the area between 7th and 9th Streets from Polk Avenue to Monroe as a Community Center of interaction.
- 3.B. Make the area distinct through the use of theme streetlights, use of metal banners, landscaping, and other unique improvements
- 3.C. Ensure that sidewalk, pathways, and other connections that lead into and out of the center and are noticeably marked and visually appealing.
- 3.D. Call for land uses to support or have their focus on meeting the common needs and interaction of the community.



Possible Community Center Banners

Figures 1 & 2 – Possible Gateway & Center Improvements



Harrison Boulevard Community Identity Concept

LAND USE

4. Develop or Enhance Community Nodes

In addition to the focal area found at 2nd Street & Monroe Boulevard, two other important nodes are found within the community. One node is located at 7th Street & Monroe Boulevard. The other node is located at 2nd Street & Harrison Boulevard.

Both of these areas once hosted neighborhood and community commercial services. In today's retail and services environment these types of businesses have moved out of the neighborhood to the commercial areas found at 12th Street & Washington Boulevard, the Five-Points area, and at 12th Street & Harrison Boulevard.

Redeveloping these two areas with compatible neighborhood uses or upgrading the appearance of these sites are important community issues. The deterioration of buildings to the point of long term vacancy like the former Sherwood Market Site should be prohibited. The development of large high-density style apartments is the least desirable replacement use for these sites.



Figure 3- Single-family Subdivision Layout & Neighborhood Commercial area for Former Sherwood Market Site

Vision Strategies

- 4.A. The development density at the former Sherwood Market site should be similar to the surrounding single-family subdivisions. The residential zoning boundary should provide enough area to develop a public local road with lots located on both sides. Any remaining property adjacent to the convenience store could be used for neighborhood commercial type uses.
- 4.B. A slightly higher density than the surrounding single-family area could be compatible on the former Sherwood Market site, provided that the building and unit design is similar to that of row house or attached single-family style buildings. Consideration could also be given to small ground floor retail uses along the 2nd Street and Harrison Boulevard street frontages. Also assisted living type quarters may be appropriate, provided that they are developed using building and unit designs that appear individualistic or semi-separated rather than massive or monolithic style buildings. All buildings should not be taller than two-stories.
- 4.C. The street front landscaping for the buildings located 7th Street & Monroe Boulevard needs to be enhanced. Over time, the current buildings will become undesirable for replacement uses, at such time the building should be torn down and if possible new neighborhood scale mixed use buildings could be developed. Buildings should be located close to the corner intersection with vehicle access lanes located away from the corner and parking to the sides and behind the buildings. Reuse of the site for residential should be town or row house style single-family units and avoid large apartment style buildings.

LAND USE

5. Ensure the Success of Major Commercial Nodes & Corridors

There are three major commercial nodes located at the fringes of the Hillcrest Bonneville Community. They are located at 12th Street & Washington Boulevard, the 5-Points area, and at 12th Street & Harrison Boulevard. Generally, these nodes provide the community the basic goods and services needed, such as groceries, clothing, and fuel.

Even though these major commercial areas are generally centralized, other retail uses and professional services are stretched out along Washington and 12th Street corridors. Many uses occupy older strip mall type buildings or the older homes that are no longer valued for residential use. These areas lack functionality and cohesive development patterns. A corridor plan needs to be undertaken to review and determine how land uses and zoning should be reapplied to guide any future redevelopment of these major corridors.

Vision Strategies

- 5.A. Expect land uses of this area to be oriented and supportive of community commercial needs such as groceries, clothing, and fuel.
- 5.B. Ensure that commercial uses remain centralized into nodes.
- 5.C. When and where possible, consolidate the small lots along the major corridors. As large tracts are created, consider the development of quality multi-family units, as the area's population needs and densities increase.
- 5.D. Develop a corridor plan for Washington Boulevard and 12th Street to determine how land uses and zoning should be reapplied to guide any future redevelopment of these major corridors.
- 5.E. Evaluate the viability of commercial uses on corner parcels where local streets intersect the arterial road. Seek for opportunities to resolve conflicts with lighting, noise, or parking on local streets where residential uses are prominent.

LAND USE

6. Strengthen Single-Family Neighborhoods

Protecting and maintaining single-family homes and properties were primary concerns expressed by the community. The homes within the community are generally smaller and were developed in the early to mid 1900's. Many homes have aging support infrastructure. Properties that have serious maintenance issues or have yards containing junk and debris have an impact on the market value and re-sale of the surrounding homes. While not true in every case, rental properties, particularly properties with absentee landlords, are often maintenance trouble spots for the community and city. This seems to be particularly a problem with the homes in the southwest area of the community, west of the hill. Some of the problems that are of concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.
- Parking of junk vehicles in the streets
- Too many cars for the developed off-street parking areas.
- Multiple families living in small single-family units

There are many areas where lots are deep and the rear areas become neglected. Consideration should be given to open up these under utilized areas through the use of access lane system. This would create space for garages, carports and other accessory parking needs. However, these access lanes must be the primary access ways to parking to they become areas of neglect where junk storage and other undesirable uses occur.

The City ought to research ways to collectively vacate all unused or unnecessary public or abutter alleys.

development to preserve the hillsides and areas of natural features. The

Vision Strategies

- 6.A. Support and preserve the existing single-family nature of the area through appropriate zoning classifications (about five units per acre). Multi-family should be limited to existing developed area within the community. New multi-family should be directed near to and along 12th Street and Washington Boulevard under the guidance of a corridor plan.
- 6.B. Recognize legally built or converted duplexes. However, rezone the R-2 zoned areas to a single-family designation to prevent additional conversions of single-family homes to duplexes.
- 6.C. Rezone, from R-3 to R-1-6, the single-family and duplex units along 1st Street, Cook Street, and 2nd Street near Jefferson and Adams.
- 6.D. Identify possible future options to that would support or enhance the viability of home ownership.
- 6.E. Allow for the expansion of existing homes to meet a growing family's need for living space through flexible bulk and area regulations (i.e. setback, height, and other yard area standards).
- 6.F. Require that new and infill development, or additions to homes be designed in context with the layout and building design of surrounding homes (e.g. front porches or entries, heights, garage placement, etc.).
- 6.G. As infill development occurs, particularly in the area between the canals in the south end of the community, seek to cluster the

6. Strengthen Single-Family Neighborhoods (cont.)

Vision Strategies (cont.)

- density of the cluster should not exceed but equate to the allowed overall zoning density of the entire property
- 6.H. Where substantial rear yard areas remain under utilized or when other parking options are limited or not available, consider developing an access lane system that can serve as a primary access for rear yard parking, carports, and garages.
 - 6.I. Existing non-functional public and abutters alleys should be vacated or relinquished.
 - 6.J. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.
 - 6.K. Enforce parking standards for cars parking in inappropriate areas of property (front lawn).
 - 6.L. Develop an education program for landlords regarding maintenance, landscaping and upkeep concerns with rental properties.

LAND USE

7. Support Development of the Applied Technology College Campus area.

As indicated in their mission statement, the Ogden-Weber Applied Technology College (OWATC) objective is to provide a technically trained workforce. They are committed to meeting the needs of local employers, strengthening business and industry competitiveness, and supporting economic development.

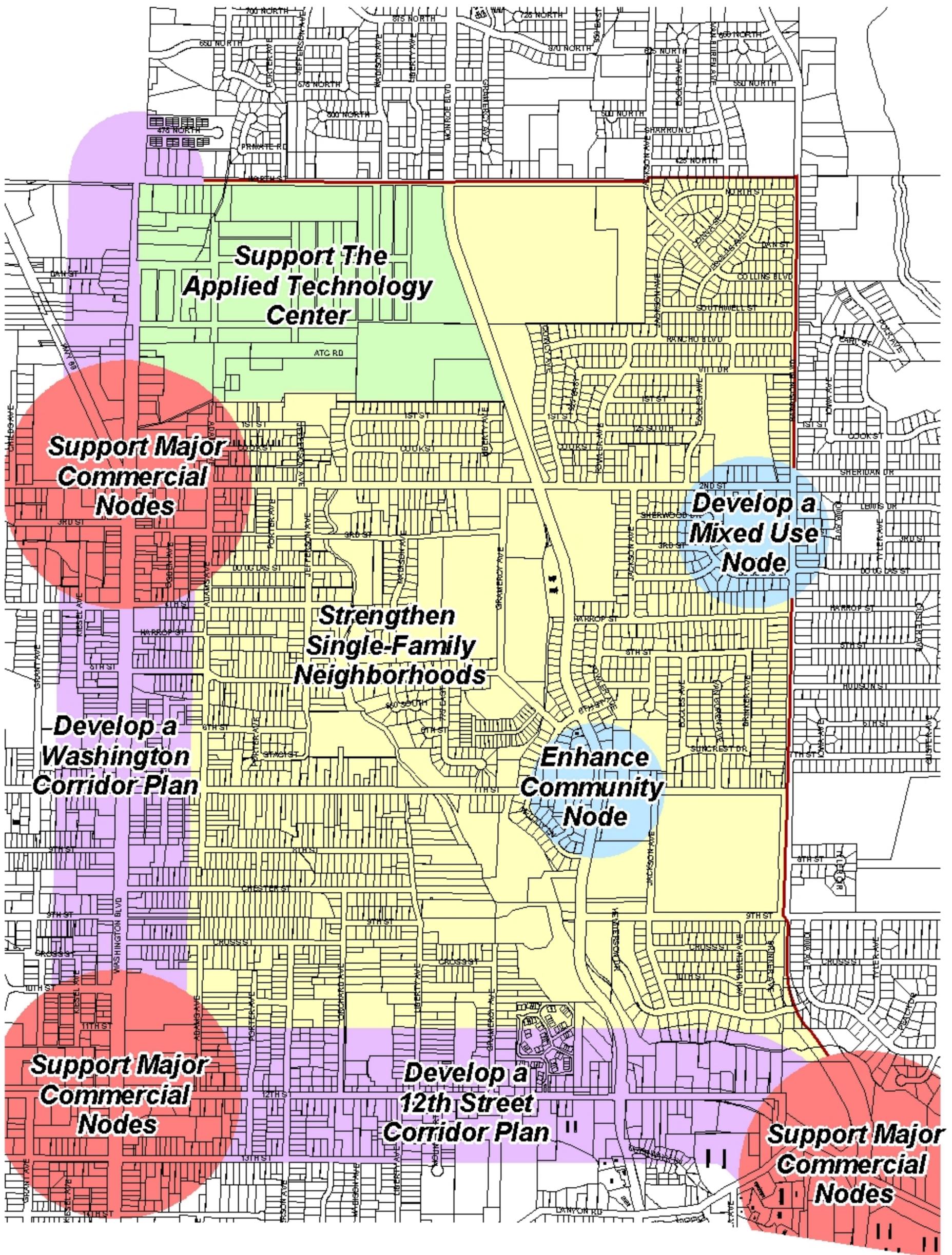
OWATC campus is major land use within northwest area of the community. The primary access to the campus is from Washington Boulevard. However with the growth of the area and development of the nearby Wal-mart store, the turning movements of vehicles has created conflicts and there has been an increase in the number accidents at this entrance. According to the campus master plan, North Street will become the primary means of arrival and departure of students. An additional access will be developed on Monroe Boulevard. Over the next 20 years, North Street will need to be developed as a collector road.

As the existing campus expands for technology and skill based training, additional area for the college would be desirable. The private property located to the northwest at North Street and Washington Boulevard is an option to be considered. The appropriate development pattern and zoning for this area should be analyzed and options for commercial and institutional uses should be considered

Vision Strategies

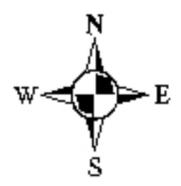
- 7.A. Recognize the contribution the Applied Technology College provides to education and job skills.
- 7.B. Plan for and provide basic city services support with regards to access, water, sewer, and other related infrastructure.
- 7.C. North Street should be developed as a collector street, from Washington to Harrison (via Collins). The existing 66-foot right-of-way should be maintained for future needed roadway improvements to accommodate student traffic circulation.
- 7.D. In the near future, a traffic signal should be installed at the intersection of North Street and Washington Boulevard.
- 7.E. The parcels at the southeast corner of Washington and North Street should be combined and developed as a center or complex rather than individually. Zone changes could be made once the parcels are combined and the area developed as a single project (minimum five acres). Zone change requests could include designations that allow community commercial or institutional uses.

Ord. 2007-25 6/5/07



Hillcrest/Bonneville Community

Community Vision - Land Use Map



PARKS & RECREATION

8. Enhance Community Park Space

Generally, the community expresses a desire to maintain the existing parks. However, concerns with the condition or lack of restrooms, shade trees, and lights were expressed. The layout and design of the parks are oriented towards youth sporting and active recreational opportunities rather than passive or reflective adult oriented activities. Some park space should be set aside and developed to provide walking, sitting, and reflecting area to enjoy the open and natural environment. The community also desires to work with the school district to allow community use of their open green areas.

As mentioned previously, the Bonneville Park area at the corner of 2nd Street and Monroe Boulevard should become a focal point for the community. As part of the redesign process, a centralized common area ought to be provided for restrooms, concession area, score keeper's box, etc. If this were to occur the entire park layout would need to be modified. The Parks & Recreation Division ought to consider this idea as they review park and recreation needs of the area.

The storm detention needs study has identified both Bonneville and 9th Street parks as detention facilities. These parks will temporarily hold excess storm water in a drainage system that carries water from this area north along Monroe Boulevard to North Street. Storm water will then be piped west along North Street to the regional detention facility just east of Business Depot Ogden near the rail road tracks.

Vision Strategies

- 8.A. Develop passive park opportunities with trees, shrubs, and other amenities for walking, sitting and viewing the natural environment in both Bonneville and 9th Street parks.
- 8.B. Develop a focal point or area in the Bonneville Park at the corner of 2nd Street and Monroe Boulevard (see Vision Strategy 1.A).
- 8.C. Construct or upgrade the restroom facilities adjacent to playground and picnic areas at 9th Street Park.
- 8.D. Re-orient the ball field layouts and develop a centralized common area for Bonneville Park. Provide the needed amenities such as restrooms, concession area, score keeper's box, etc.
- 8.E. Incorporate and build the storm detention facilities into the community parks as they are redesigned. Detention facilities should be integrated into the park space to function as a multi-use project.
- 8.F. Provide the necessary budget to maintain park space as facilities are upgraded and amenities are improved.
- 8.G. Partner with Ogden City Schools to create community activity centers and usable green space areas, as school buildings are remodeled or rebuilt. School green space should be made available for various community needs.

PARKS & RECREATION

9. Develop Links to Open Spaces and Parks with Urban Pathways

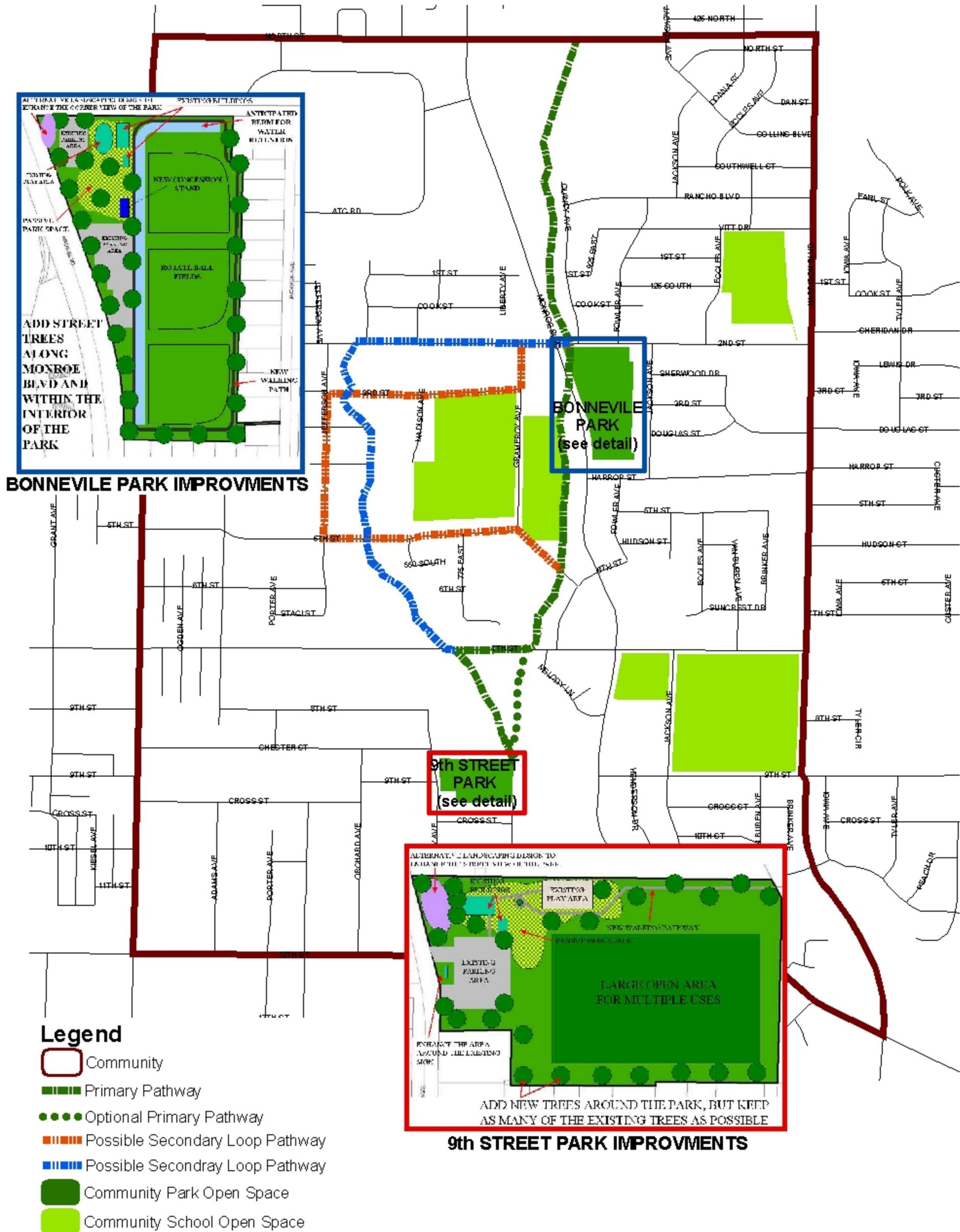
There are four schools located within the community that provide a substantial amount of open and green space. The community hopes that they could become community activity centers and possibly be connected using a combination of sidewalks and urban pathways consisting of using portions of the canals that traverse the community.



Picture 11- Example of a pathway marker

Vision Strategies

- 9.A. Connect the open, green, and park space areas within the community with an urban pathway that follows the upper (east) canal.
- 9.B. Develop a secondary loop below the urban pathway using the sidewalk system and canals.
- 9.C. Alignment of these urban pathways should consider potential connections to the East Bench Trail system and Ogden's River Parkway.
- 9.D. These urban pathways should be regularly marked with signs, monuments, public art, plantings, banners, and other similar measures to distinguish them from the regular sidewalk system. The materials used for such marking elements should reflect the local setting, such as wood and stone in natural areas and patterned concrete and decorative metal in built spaces.



Hillcrest/Bonneville Community

Community Vision Community Parks/Schools Open Space



TRANSPORTATION

10. Enhance the Local Community Corridors

The primary north-south corridor through the Hillcrest/Bonneville Community is Monroe Boulevard. As traffic proceeds north from 12th Street, Monroe Boulevard ascends a hill and upon reaching 9th Street the traveler has entered the residential area of the community. This transition from busy arterial traffic into the community should be noticeably apparent for two reasons. The first one is to visually instruct the driver to slow down and use caution while driving through the neighborhood. The second is to provide a sense of arrival into the community. Elements such as street design, lighting, signing, and landscaping become important tools to create the needed visual transition into the community.

There are two main east-west corridors (2nd & 7th Streets) and third minor corridor (North Street) that traverse the community. Because historically much the community was developed using a metes and bounds system of dividing property, many sections of these streets have different pavement widths, or missing curb, gutter, and sidewalk improvements. 7th Street is the most important local corridor and has been identified as the 1st priority street for reconstruction. 2nd and North Street have been identified as second and third priorities respectively.

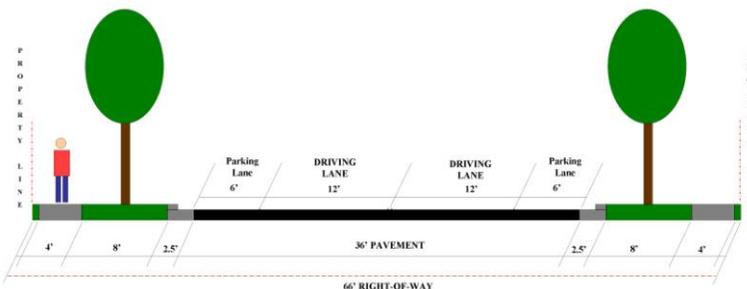


Figure 4- Typical Street Cross Section along the local corridor streets

Vision Strategies

- 10.A. Redesign and install 7th Street to a uniform width and complete the needed street improvements and utilities. 2nd Street and North Street are identified as second and third priorities respectively for redesign or completion of street improvements and utilities (*see typical cross section illustration*).
- 10.B. Recognize Monroe Boulevard as an important community street. Consider the installation of entry landscape medians on Monroe Boulevard in two locations; from 12th Street north to 9th Street; and from North Street south to 2nd Street.
- 10.C. Utilize street trees, street lamps, signs, public art, pedestrian oriented crosswalks with bulb-outs or tabletops, or other such features to create a visual transition from surrounding major arterial roads and commercial areas into the residential community. Consider installing selected improvements at the intersections of 9th and Monroe, 7th and Monroe, and at 2nd and Monroe.

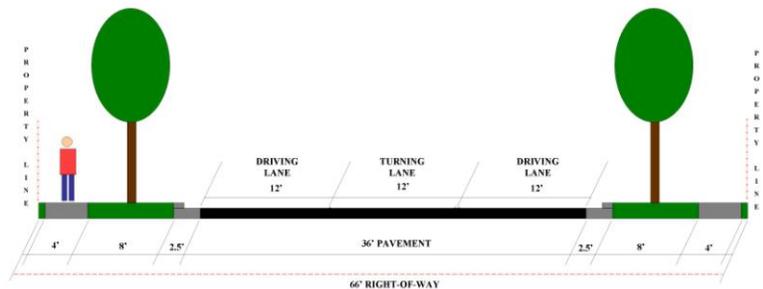


Figure 5- Typical Street Cross Section of where local corridor street intersect Monroe and Washington Boulevards.

TRANSPORTATION

11. Support the 2nd & 7th Street Harrison Boulevard Intersection Improvements (see also the Horace Mann Community Plan).

Harrison Boulevard serves as one of the arterials for the Hillcrest/Bonneville Community and surrounding areas. As also expressed in the Horace Mann Plan, the community has concerns with traffic circulation, particularly with excess speeds and turning into and out of the neighborhoods. The intersections of 7th and 2nd Streets are where traffic interacts and there is a lack any north/south traffic control methods.

Vision Strategies

- 11.A. Realign 2nd and Harrison as part of Harrison Boulevard improvements.
- 11.B. Increase the safety measures for pedestrians by installing or improving the following:
 - Audible signals for the blind
 - Enhance the crosswalk markings
 - Use of a crossing guards for school children
 - Flashing lights imbedded into the pavement of the crosswalk areas

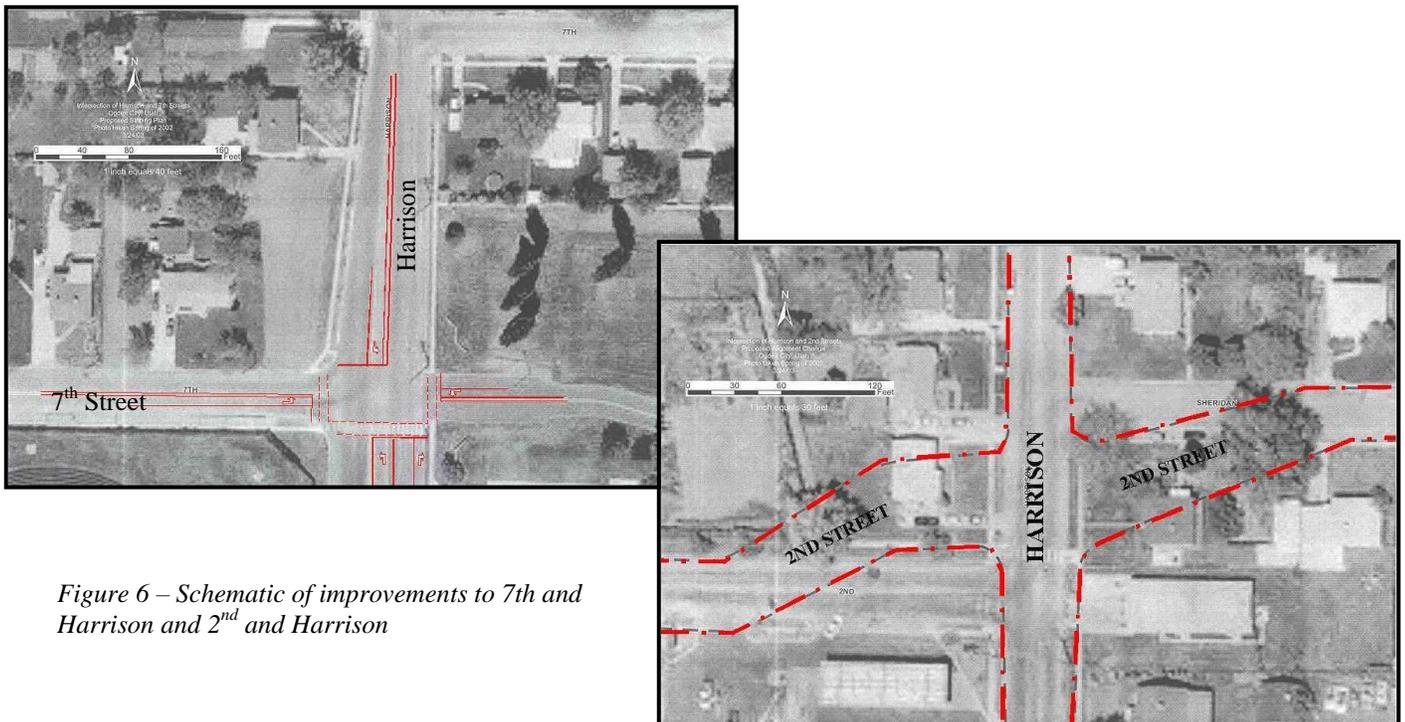


Figure 6 – Schematic of improvements to 7th and Harrison and 2nd and Harrison

TRANSPORTATION

12. Support the Harrison Boulevard Improvements (see also the Horace Mann Community Plan).

Many residential homes are located along the boulevard and will continue to be the primary land use in this section of the community. The ingress/egress movements for these homes are competing with through traffic. Secondly, crossing the boulevard is hazardous as children walk to and from school, this is even a greater concern with those attending the Deaf & Blind School. Thirdly, expanding the right-of-way for Harrison could potentially extend into the front yards of the homes and impact the market value and resale capability of these homes, as well as the character of the area.

In balancing the needs of transportation and the single-family environment, other north-south transportation options should be employed, such as the continuation of Monroe into North Ogden City for the built-out of this area. The preferred design option for Harrison is one traffic lane in each direction with a center turn lane with adequate shoulder width to accommodate parking and bicycle lanes. This would result in a four-foot pavement expansion of Harrison. It is anticipated that any widening of Harrison would not occur for another 8 to 10 years.

Vision Strategies

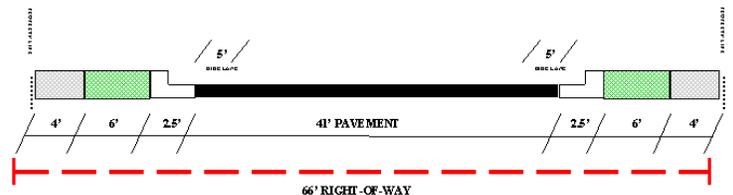
- 12.A. Limit widening of Harrison to a three-lane roadway, two travel lanes with a center turn lane.
- 12.B. Minimize the amount of yard area, if any, to be acquired from homes fronting the street in the widening design of Harrison.
- 12.C. Install and enforce the speed limit signs, particularly from 7th Street to the North.
- 12.D. Express and support the continuation of Monroe Boulevard and other north-south linking roadways into North Ogden City.



Picture 13 – View of homes fronting Harrison Boulevard



EXISTING CONDITIONS



PROPOSED WIDENING

Figure 7 - Schematic of existing and proposed cross-sections for Harrison Boulevard

Vision Strategies

TRANSPORTATION

13. Complete and Maintain Sidewalks & Local Streets

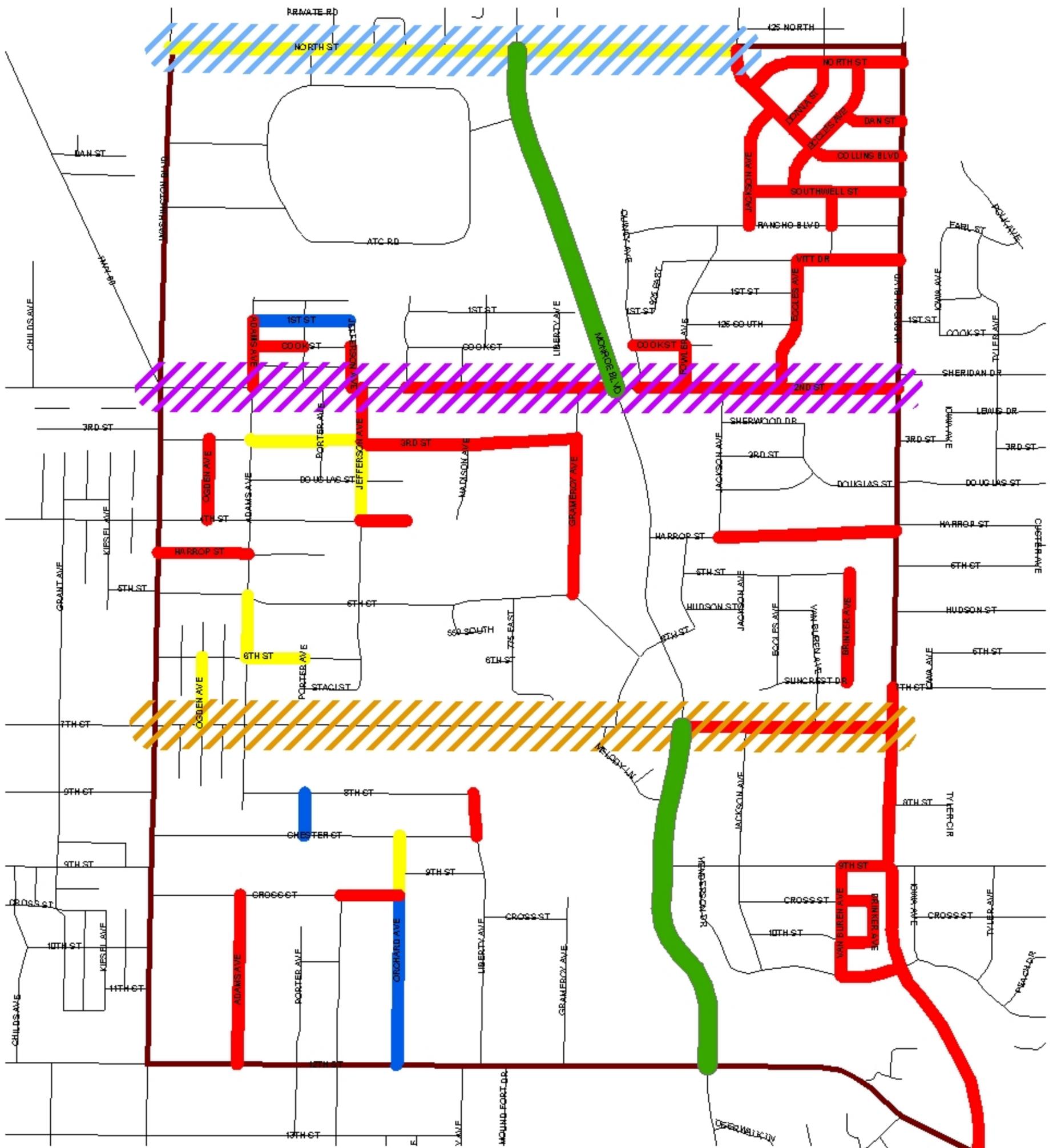
Sidewalks provide safe areas for pedestrians to walk in and through the community. They provide safe areas for children to get to and from school. Most areas of the community have sidewalks. There are areas, however, that need new sidewalks, or repair of damaged walks, to create a continuous safe zone throughout the community. Usage and destination should determine the priorities for sidewalk installation or replacement. Priority sidewalk areas are the walking routes commonly used by children traveling to the schools.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

- a. Sidewalks leading to schools. Certain money is available for the installation of sidewalks that lead to schools for example.
- b. 50/50 Sidewalk replacement program. A homeowner that wants to replace the walk in front of his home can use the 50/50 replacement program to defray some of the cost of the work.
- c. Special Improvement District. An area established where the sidewalks are installed and the residents pay for them over time with their city utility payments.

Because there are few through traffic routes through the Community, the local road system is generally limited to local resident use. Many of the local roadways are minimally maintained or even neglected. City roadway improvement projects usually focus on areas with high traffic due to evaluating a project under a cost/benefit analysis. The end result is local roadways are usually a lower priority in budgeting for maintenance and repairs. The local road system in this Community should receive a higher priority status in scheduling needed maintenance area repairs.

- 13.A. Install the sidewalks that function as the primary walking routes to the schools (safe routes to schools priorities).
- 13.B. Install unique sidewalk paving pattern for Community Focal Area at 2nd Street and Monroe Boulevard.
- 13.C. Evaluate creation of a special improvement district to install sidewalks in residential areas not covered by 13.A & 13.B.
- 13.D. Highlight major school crossing areas to slow traffic speeds through these areas.
- 13.E. Recognize that the repair, re-surfacing, and maintenance needs for local roads in this community are long over due. Roadway maintenance or repair schedules should include these roads as a higher priority.



Legend

Community

Local Corridors

- 7th Street Corridor - First Priority
- 2nd Street Corridor - Second Priority
- North Street Corridor - Third Priority
- Monroe Blvd Improvements

Local Street Improvements

- Missing Sidewalks
- Missing Curb & Gutter
- Missing both Sidewalks and Curb & Gutter

Hillcrest/Bonneville Community

Community Vision - Transportation Map



D. Community Plan Objectives

The Hillcrest/Bonneville Community Vision focuses primarily on four topics, Community Identity, Land Use, Parks & Recreation, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish purposes of the Hillcrest/Bonneville Community Plan, the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. These objectives are listed by priority.

1. Community Identity

Objective A- Assign the Parks & Recreation Committee to incorporate a redesign plan in the Bonneville Park for the corner of 2nd Street & Monroe Boulevard. The redesign plan should address the following:

- Improve the visual appeal of the corner
- Create an entry, focal point or feature for the park

Implementation Responsibility

Community Service Department, Parks & Recreation Committee, Mayor, and City Council.

Design Resources:

Parks & Recreation Staff, Planning Division Staff, Local Artists, Weber State Art Program, Utah State University Landscape Architecture Program

Funding Resources:

Capital Improvement Budget, 1% for Art Program, Private Donations, Community Oriented Non-profit Groups

Objective B- Create and implement a code enforcement strategic plan that considers the needs the three prioritized enforcement areas that addresses to the following:

- Establishes a set or sets of neighborhood “norms” for property maintenance & the appropriate parking of automobiles.
- Maintains the appearance or “curb appeal” of yards and buildings.
- The removal of junk vehicles.

Implementation Responsibility

Code Enforcement Officers, Mayor, and City Council.

Resources:

Planning Division Staff, Neighborhood Development Staff, Neighborhood Councils, Hosting Neighborhood Charrettes.

2. Land Use Vision

Objective A.1- Consider rezoning the area of the former Sherwood Market site to R-1-6, as described in the Community Vision. Additional densities or allowance for retail uses are to be approved as part of the Conditional Overlay process.

Implementation Responsibility:

Planning Commission and City Council

Resources:

Planning Division Staff

Objective A.2- Rezone the R-2 areas to a single-family designation to prevent additional single-family to duplex conversions.

Implementation Responsibility

Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff

Objective A.3- Consider rezoning from R-3 to R-1-6, the single-family and duplex units along 1st Street, Cook Street, and 2nd Street near Jefferson and Adams.

14.D Hillcrest/Bonneville Community Plan

Implementation Responsibility

Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff

Objective B – Where necessary, zoning regulations or designations should be changed to reflect the lot size, bulk, and area characteristics of the single-family housing types found within the community.

Implementation Responsibility

Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff

Objective C- Develop corridor plans for 12th Street and Washington Boulevards. The corridor plans should address the following:

12th Street:

- Determine the appropriate land use for the small lots fronting 12th Street
- Determine the appropriate zoning or land use for the residential homes where the local street intersects 12th Street.

Washington Boulevard:

- Determine the appropriate zoning and use for the existing homes along Washington Blvd.
- Utilize zoning to encourage commercial to remain or be moved into the existing centers at 12th & Harrison, 12th & Washington, and at 5-points.
- Where appropriate, higher density residential development should be developed by combining the small lot parcels and redevelop the old strip commercial and residential sites and buildings.

Implementation Responsibility

Community & Economic Development Department, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, Business Development Staff, Private Sector Development Entities

Objective D- Appropriate City funds or matching grants for the replacement or upgrade of basic housing infrastructure, such as wiring, water lines, and sewer laterals.

Implementation Responsibility

Mayor and City Council

Resources:

Neighborhood Development Staff, Engineering Staff, Inspection Services Staff, Emergency Housing Repair Program

Objective E- The parcels at the southeast corner of Washington and North Street should be combined (except the Cook Manor Subdivision) and developed as a center or complex rather individually. Zone changes could be made once the parcels are combined and the area developed as a single project (minimum five acres) through the Conditional Overlay process.

Implementation Responsibility

Planning Commission, Mayor, and City Council

Resources:

Private property owners & development entities

3. Parks & Recreation Vision

Objective A – Develop the following improvements for Bonneville and 9th Street Parks:

Bonneville Park

- Redesign ball field layout
- Install concessions area
- Integrate detention facility
- Provide walking trail around fields

14.D Hillcrest/Bonneville Community Plan

- Provide shade trees around pavilion, playground, and walking trail
- Enhance corner at 2nd Street & Monroe Boulevard
- Provide passive park amenities
- Install street trees along Monroe Boulevard

9th Street Park

- Provide a large open area for multiple use activities
- Provide shade trees around pavilion and playground areas
- Provide passive park amenities
- Create a welcome feature through the use of landscaping, signage, and other design features along Liberty Avenue.

Implementation Responsibility

Community Services Department, Parks & Recreation Committee, Mayor, and City Council

Resources:

Capital Improvement Program, Gomer Nichols Trust Fund

Objective B – Form a discussion committee consisting of residents, city officials, and school district officials. The committee would discuss the role of school district, city, and community partnerships for the following:

- Community use of existing school facilities for recreation and exercise.
- Maintaining existing sites for the construction of new schools
- Multi-use schools for new or remodeled schools buildings (e.g. Logan & Skyview High in Cache Valley)

Implementation Responsibility

Mayor and City Council

Resources:

Planning Commission, Planning Division Staff, Community Services Department, Parks & Recreation Committee, Neighborhood Councils & Leaders.

4. Transportation Vision

Objective A – Complete the intersection improvements for 2nd and 7th Streets, as depicted in the Community Vision.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff

Objective B – Complete the reconstruction and corridor improvements as depicted in the Community Vision. 1st Priority being 7th Street, 2nd Priority being 2nd Street, and 3rd Priority being North Street

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff

Objective C – Install the entry medians on Monroe Boulevard; 12th Street north to 9th Street and from North Street south to 2nd Street.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program

Objective D – Continue to plan and secure funding for widening and improvement of Harrison Boulevard, as outlined in the vision strategies, with a completion goal of 8-10 years.

Implementation Responsibility

Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, B & C Road Funds

Objective E – The City considers ways to construct the missing links of sidewalk system, as depicted in the Community Vision.

Implementation Responsibility

Engineering Division, Mayor, and City Council

14.D Hillcrest/Bonneville Community Plan

Resources:

Special Improvement District, Capital
Improvement Program

Adopted 2/17/04 – Ord. 2004-5

Amended 5/17/07 Ord. 2007-25

14E. Horace Mann

A. Background

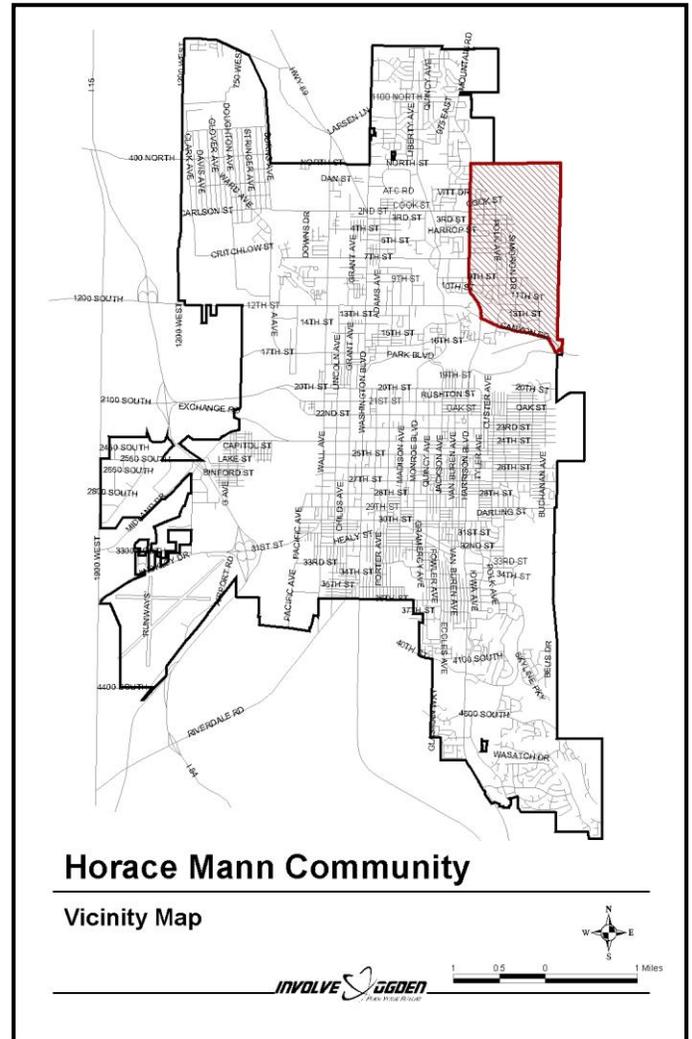
Located between North Street, Canyon Road, Harrison Boulevard and the mountain front, as shown in Map 1, the Horace Mann Community is the first community to have a plan prepared since the adoption of the "Involve Ogden" General Plan.

1. Population Characteristics

According to the 2000 Census, the Horace Mann Community is located in Census Tracts 2001 and 2006. The population of these tracts increased by 45 persons with a total combined population of 8,413 people. 49% of the population are male and 51% are female. With respect to race, 86% are White, 6% are of Hispanic Origin, and 2% are of other races. There are 3,062 dwelling units with 78% owner-occupied and 22% renter-occupied. Average Household size decreased from 2.87 to 2.77 persons. Educational Attainment of Persons 25+ years of age is 54% with a college or graduate degree, 30% high school graduates, and 16% without a diploma. The Median Income Level (MIL) rose by \$9,928 to \$41,876 per year, with 93% of the population above poverty, while 7% are below poverty level (poverty level is at or below 50% of MIL). Primary means of transportation to work are 83% drive alone, 11% carpool, and 6% other sources. Primary commute times are from 6:00 a.m. to 8:00 a.m. lasting from five minutes to 40 minutes. Working at home rose by 45% to 107 persons.

2. Land Use / Zoning

The Horace Mann Community consists primarily of single-family residential. Multi-family nodes are located at the southern end of the area. As shown in Table 1 below, total residential uses occupy 75 percent of the developed land in the community. The large vacant percentage is a result of the mountainous terrain east of the canal. These lands are generally publicly owned mountainside, which will generally remain undeveloped.



Map 1 - Vicinity map showing location of community in relation to Ogden City

Single family uses occupy 66 percent of developed land in the community. Duplex uses are scattered throughout the community and multi-family uses are primarily concentrated near Canyon Road.

The bulk of the government and institutional uses in the community are churches and schools. The Utah School for the Deaf and Blind is the largest single government/institutional use.

One commercial property exists within the community at the intersection of Polk Ave. and 9th St.

14.E Horace Mann Community Plan

Horace Mann Community Land Use			
note: not including road acreages			
	Acres	Percentage of Community	Percentage of Developed Land
Total Community	1005.4		
Developed Acreage	470.9	46.8%	100.0%
Residential	351.7	35.0%	74.7%
Single Family	311.9	31.0%	66.2%
Duplex	14.5	1.4%	3.1%
Multi-family 3-4	0.7	0.1%	0.2%
Multi-family 5+	24.5	2.4%	5.2%
Government/Institutional	62.9	6.3%	13.3%
Cultural/Recreational	2.5	0.2%	0.5%
Park	5.4	0.5%	1.1%
Sales	0.6	0.1%	0.1%
Transportation/Utility	35.6	3.5%	7.6%
Vacant	534.5	53.2%	
Non-identified Parcels	12.3	1.2%	

Table 1 –Area percentages of the various land uses in the community

3. Development History

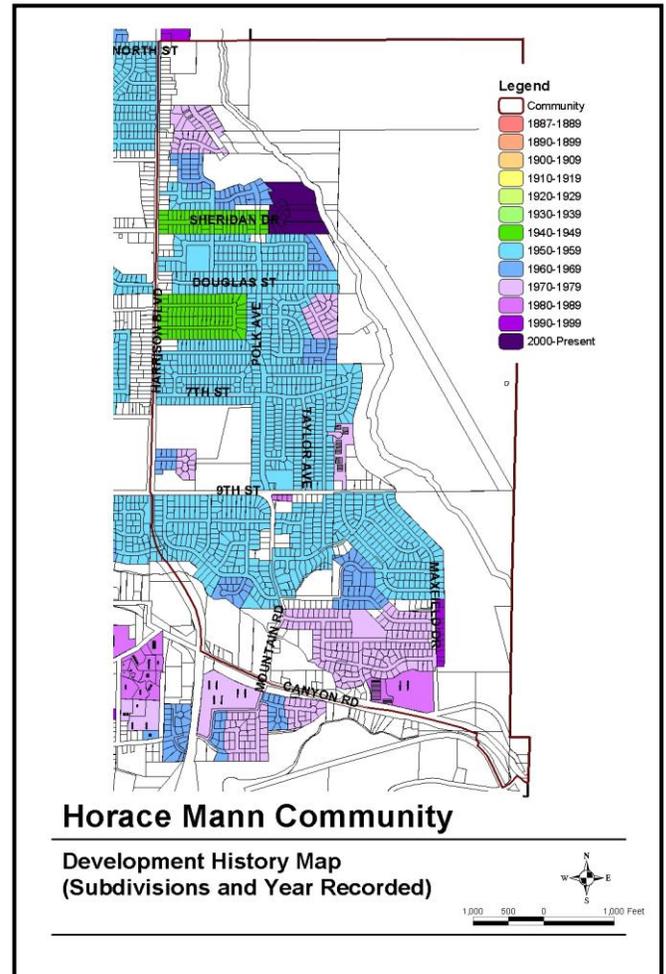
The community was primarily developed after 1940, with the bulk of development happening in the 1950s. The Map 2 identifies the decade in which the land was subdivided

4. Rental Occupancy

A concern of older neighborhoods is a change in single family homes from owner occupancy to rental occupancy. As is typical in many older communities, Horace Mann is transitioning from single family homeownership to higher rental occupancies. The reasons for this transition include among other things, age of occupant/owner, change in family needs, and cost of buying and upgrading an older home compared to a new home.

As the owners of these homes reach their senior years, they will likely move to some sort of retirement housing or situation, thus relinquishing their ties to a single-family home. As this happens, some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep to assist with needed retirement or investment income.

Most of the older homes in the area are small by today's standards. While this is perfect for an older couple without children or a family starting out, eventually family needs will change and the home will not be large enough. Without the ability to enlarge the living space to accommodate the larger family, the home is sold



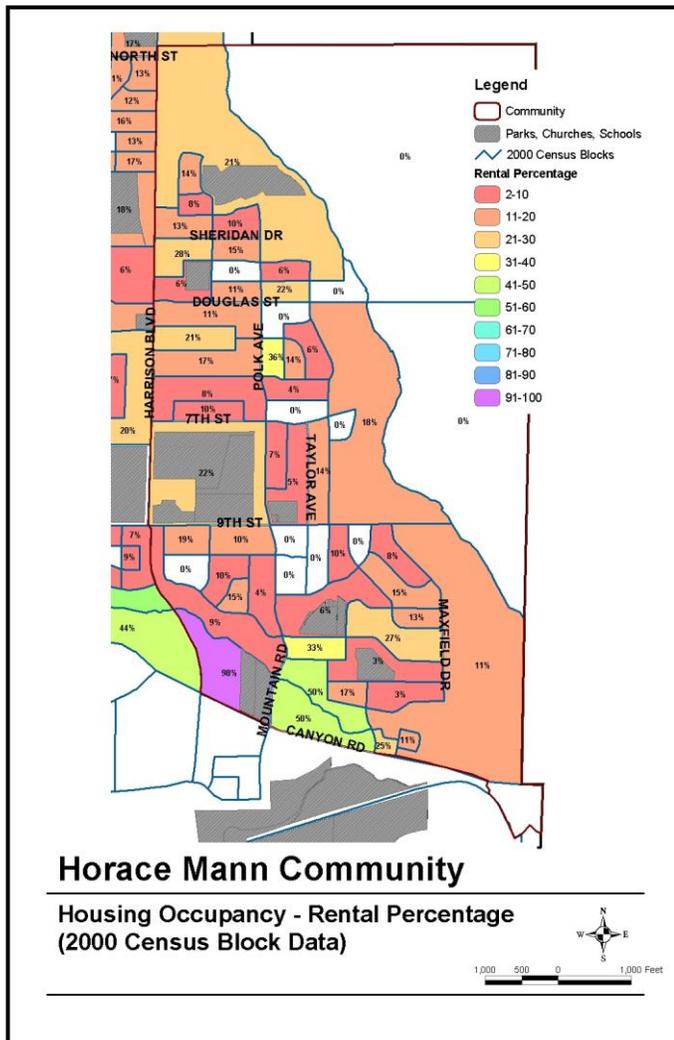
Map 2 - Development History Map showing subdivision of land by decade

14.E Horace Mann Community Plan

or rented to help the family move.

These changes contribute positively or negatively to the identity of the community. It is a generally accepted belief that homeowners have a higher vested interest in the maintenance and appearance of their properties than renters do. This difference in attitude can be reflected in the property values of the area. Map 3 below shows the percentage of rentals for each block based on the 2000 Census. While high rental occupancies are expected near Canyon Road due to the amount of multi-family units, they are not expected in the predominantly single family areas of the community.

A comparison of the 1990 and 2000 Census



Map 3 - Rental Percentages for Census 2000 Blocks

1990 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	2	440	357	83	19%
2006	2	414	280	134	32%
2006	3	321	271	50	16%
2006	4	474	396	78	16%

1990 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	2	612	531	81	13%
2006	2	441	275	166	38%
2006	3	332	297	35	11%
2006	4	490	415	75	15%

Table 2 - A comparison of rental occupancies between the 1990 Census and the 2000 Census

figures for the block groups that make up the community shows that rental occupancies have changed only slightly since 1990 (see table 2). Map 3 shows several blocks with rental percentages higher than 20 percent. The change from homeowners to renters should be monitored in the future to protect the property values of the community and incentives to maintain an owner-occupied housing stock should be developed.

5. Residential Housing Styles

The development, architecture and building style of residential dwellings in the community has followed identifiable patterns and trends over time. These trends and patterns are generally associated with the decade in which the development occurred. An analysis of the various styles of residential structures found in the community identified five general residential housing styles existing within the community.

As new or infill development occurs within the community, or additions to existing homes are constructed, the housing style of the new construction should reflect the characteristics of the surrounding existing homes, particularly in the aspects of building height, building mass, roof pitch and exterior materials. However, new designs will need to be sensitive to modern behaviors that were not present with older construction practices, such as parking for an increased number of owned automobiles.

Each housing style is described on the following pages and photos and maps are provided to illustrate the particular housing styles of past decades.

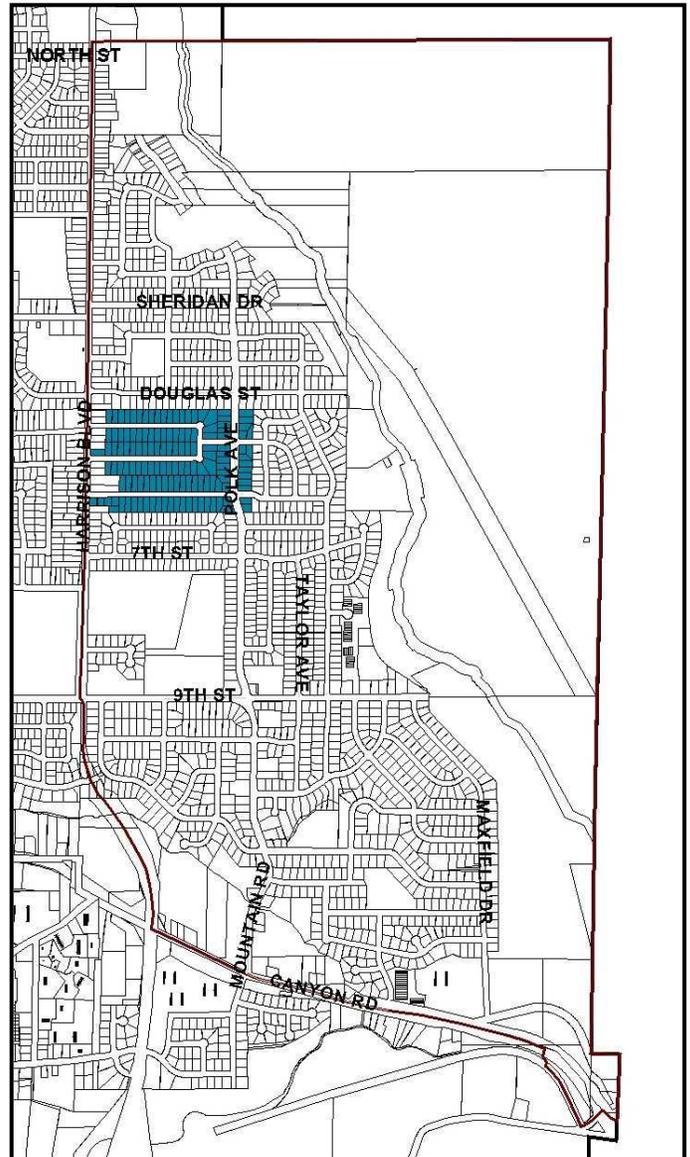
a. Style 1 - Late 1940s

This style of housing is characterized by one-story wood construction. The garages on approximately 1/2 of these homes have been converted to living space. This removal of the original parking area did not always coincide with the installation of new parking.

This style of home is primarily found near Hudson and Harrop Streets, between Harrison Boulevard and Polk Avenue.



Picture 1 - Late 1940s one-story housing style



Map 4 - General location of residential housing style 1

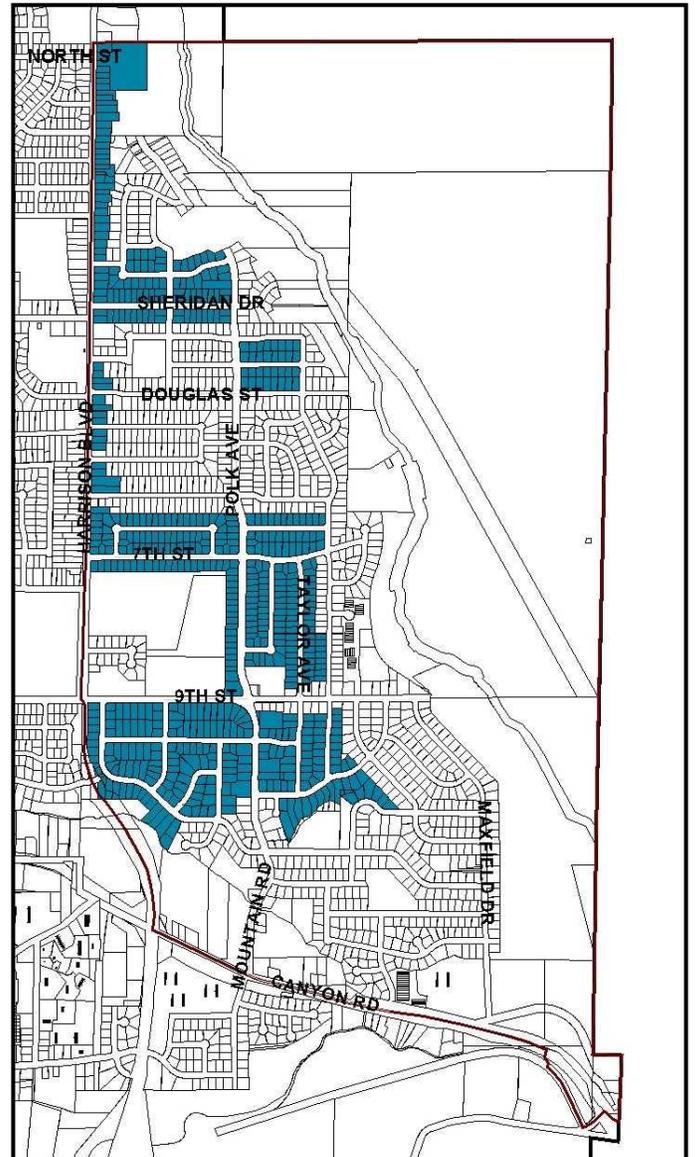
b. Style 2 - 1950s

This style of housing is characterized by one-story construction with a primarily brick exterior. A detached one or two-car garage also characterizes the style.

This style of home is primarily found in the center of the community between 6th Street and Sunview Drive and along Harrison Boulevard on the west-side of the community.



Picture 2 - 1950s detached garage housing style



Map 5 - General location of residential housing style 2

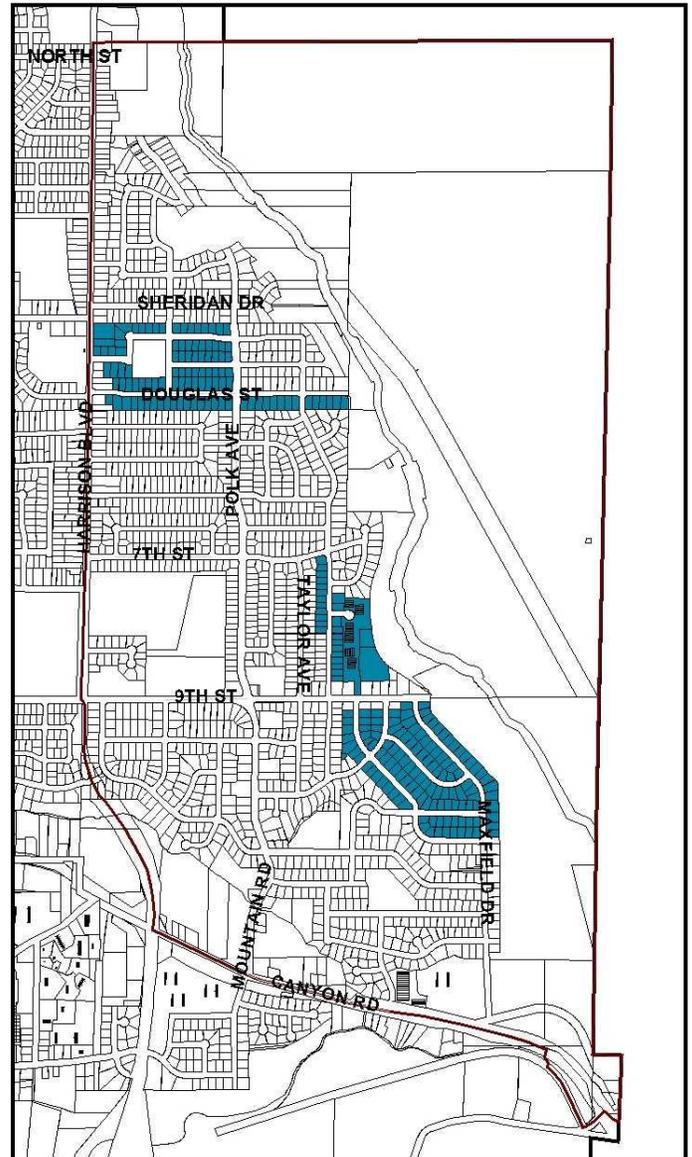
c. Style 3 - 1950s

This style of housing is characterized by one-story construction for the entertaining areas of the home and a split-level for the sleeping areas. The homes are generally brick with low-pitch roof lines and an attached carport rather than a detached garage.

This style of housing is primarily found in two areas, the first between Sheridan and Douglas Streets and the second between 9th and 11th, east of Hislop Drive.



Picture 3 - 1950s attached carport housing style



Map 6 - General location of residential housing style 3

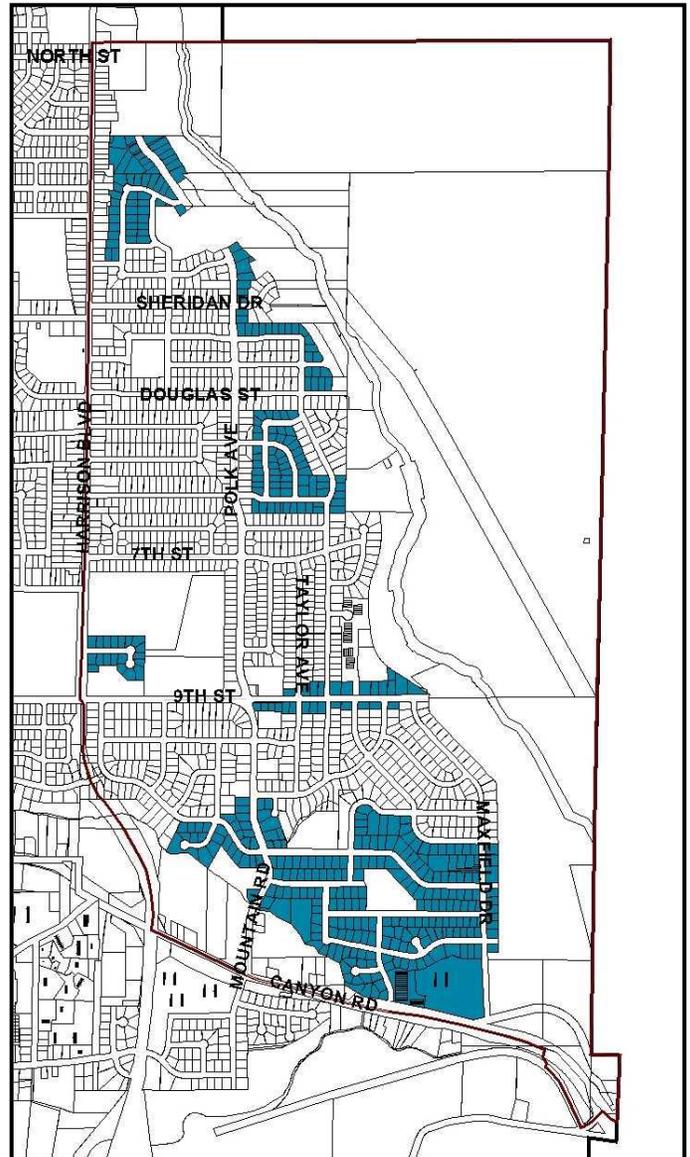
d. Style 4 - 1970s

This style of housing is characterized by two-story or full split level construction with an exterior mixture of brick or wood. The homes built in this style generally have an attached two-car garage. Most of the duplexes built in the community fall into this housing style.

This housing style is primarily found south of 12th Street, but pockets are found throughout the community.



Picture 4 - 1970s two-story/split level housing style



Map 7 - General location of residential housing style 4

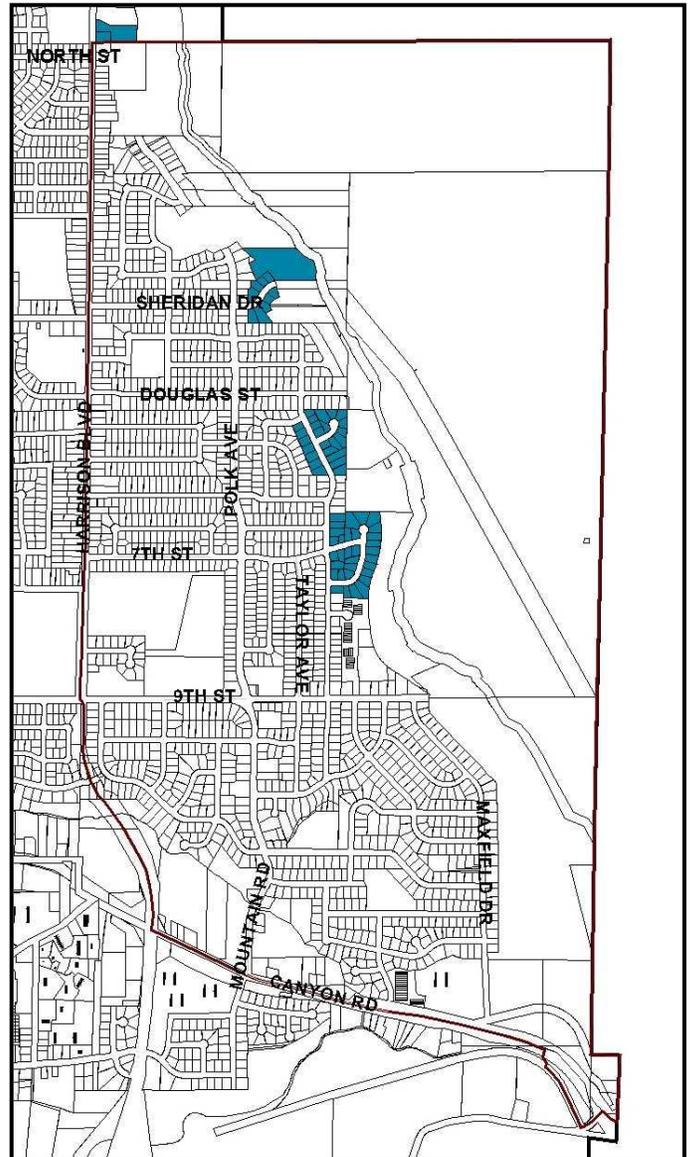
e. Style 5 - New Construction

This style of housing is characterized by two-story or split level construction with brick and stucco exteriors. A two-car attached garage that protrudes in front of the main part of the home also characterizes the style. Homes built in this style are generally post 1990 construction.

This housing style is generally found in the newly developed subdivisions along the east bench.



Picture 5 - Post 1990 two-story/split-level construction



Map 8 - General location of residential housing style 5

B. Community Comment

During the information gathering meeting held at Horace Mann Elementary, the residents attending the meeting mentioned several issues affecting the community. The Advisory Committee and the Planning Staff then examined these issues. The following is a list, by topic, of the primary issues identified from the public meeting and by the Advisory Committee.

1. Foothills

In both the public and advisory committee meetings, the foothills were a primary concern, both in terms of access to recreation (trails, public lands, etc.) and development constraints (building on the foothills). It was believed that development should be limited to protect sensitive lands (bench areas) and mountain views. Also, access to recreation uses should be enhanced by providing a gathering or social area at the trailheads (tables, play areas, etc.).

Additional trailheads were desired as well as possibly self-guided nature education program along a trail section explaining the habitat and geology of the area. Other trail programs such as an exercise route from 9th to Douglas Street trailheads should also be considered. The trail system should accommodate multiple uses such as walking, biking, and horses.

2. Rental Properties

The primary concerns with rental properties are the general upkeep and maintenance of the older homes, added vehicles with limited parking area, conditions of the landscaping, and accumulation of junk and debris. Information should be given to landlords and tenants regarding expected maintenance and use of the property.

3. Sidewalks

There are several areas within the community where critical segments of the sidewalk system are missing or damaged. Areas of critical concern are those streets that are used by children to walk to the schools. Also, there is a

safety concern with pedestrians crossing from the Deaf & Blind School to Ben Lomond High School.

4. Landscaping/Drought Tolerant Designs

The concerns expressed were the lack of front yard landscaping after the construction of new homes, which leads to dust and mud on the roadways. A minimum time frame to install front yard landscaping was suggested. Furthermore, it is difficult to maintain the landscaping in the park strips along Harrison Boulevard due to the use of roads salts and snowplow damage.

The use of alternative landscape designs utilizing drought tolerant vegetation would be appropriate, provided that front yard area appears organized and maintained.

5. Older Homes and Properties

Persons on fixed incomes may find it difficult to maintain their homes. Providing incentives and assistance with fixing up the basic infrastructure of a home may be needed. Consider a matching grant programs to check and fix items such as electrical wiring, water, or sewer laterals. Opportunities to expand an existing home, as a family's needs change should be explored. Also, providing incentives for resale of properties that will be owner-occupied should be considered. When new homes or additions are built, they should be compatible in terms of height and materials used with the surrounding homes. Because most of these homes developed 1950's, the area needed for the parking of cars is limited. Therefore, greater enforcement of parking regulations is needed.

6. Single Family vs. Multi-family

Any additional multi-family development should be located near the existing multi-family in the south part of the community. Any new development elsewhere should support and protect the single-family nature of the community. Inadequate area for parking

becomes apparent with rental and multi-family properties.

7. Schools

The school sites are important community icons as well as activity centers. Residents often use the track area at Ben Lomond for exercising. The community would like these facilities to be available for public use during weekends and in evenings. In the future, the school district will consider building new school facilities. The community prefers the district to reuse the existing sites rather than moving any school to a new location.

8. Water Resources

There are perceptions that water restrictions are applied differently for private water uses than for City facilities (watering the parks during the day rather than in the morning or at night) Furthermore, many times the public park areas are being watered during evening use periods. An option mentioned was to water late at night to conserve water. Also, late night watering would help to prevent vandalism. There are concerns about the age of the water and sewer system. It may be helpful to those on fixed incomes to create a 50/50 matching grant program to replace older laterals serving homes.

9. Storm Drain System

Storm drain grates are often clogged with debris at the following locations:

- a. Bottom of Sun View
- b. Bottom of Harrop and 7th St.
- c. Fillmore at Canyon Road
- d. 9th at Polk
- e. 12th at Mountain Road

10. Lighting

Streetlights are needed along the playground area of the Horace Mann School. Mid-block lights are needed between Simoron and Robbins Streets. Lights are needed at each trailhead and in the parks. Consider using a different or unique style of street lamp to define important areas of the community.

11. Dogs

Greater emphasis is needed to resolve animal control concerns. Loose dogs are creating conflicts with walkers, joggers, and bikers within the community and along trails. Consider building a “dog park” for owners to use for letting pets run free.

12. Dumping

Illegal dumping activity occurs in the foothill areas and at the power substation. Better access control is needed at the dead end streets leading to the east. City property is being used for excavation with trucks leaving behind dirt and mud on public streets.

13. Parks and Recreation

Consider a partnership with the schools to create a community recreation center or area (e.g., Sky View High in Logan model. Greater partnership may be needed with sharing school facilities to increase participation in the various recreation programs. Additional partnerships could be created with AYSO and Head Start to meet recreation needs of the community.

Consider the Sherwood Market site to locate a different type of recreation center or area that has play areas, duck ponds, gathering places, etc. Consider soccer fields and multi-use facilities for the site.

Keep the Rolling Hills Park and create a secondary park in the foothill area with covered tables, fire pits, gathering places or exercise course. Upgrade the parks with trees, lights and restrooms. The ball field is underutilized - consider 1/2 court basketball area near the playground area. The river parkway and Dinosaur Park are great amenities to the Horace Mann area. Create a connection from Mountain Road to the river parkway.

Consider creating a community watch program for the parks and trails to create a sense of resident ownership for the parks, which may also reduce the occurrence of vandalism. In addition, allow for community involvement in

park maintenance such as planting trees, spring clean up, etc.

14. Harrison Boulevard

Pedestrian safety is a main concern crossing Harrison Boulevard to and from the Deaf and Blind School. A street light is needed at 7th and Harrison Boulevard. Also, there are pedestrian vs. traffic safety concerns at 2nd and Harrison.

The merge lane, heading north on Harrison, should occur before the intersection of 7th street rather than after it. Speeding is a constant concern along Harrison Boulevard, down 9th Street, and down Mountain Road to Canyon Road. Speed limit on Polk Avenue should be 25 not 35 mph. On street parking on Harrison Boulevard should be prohibited north of 7th Street.

If Harrison is widened, it should be done within the existing right-of-way or minimal purchase of property to preserve the front yards of homes along Harrison. A three lane, two travel & one left turn lane, is preferred over a four or five lane street. Consider installing a neighborhood street median from 7th to 9th Streets along Harrison. Traffic from North Ogden should be directed to use Monroe in future traffic circulation planning.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-making process. The Vision Strategies are a collection of the ideas that were generated by the participants of the community plan process. These strategies should be used as starting points to implement new or changes to ordinances, programs, capital improvements, or other city policy implementation mechanisms. Many of these strategies may not actually be utilized due to costs or changing priorities. Other strategies could be identified in the future and be included in the document. Nonetheless, they are to serve as potential catalysts in achieving the stated vision.

The text and maps for the Community's Vision follow on page 14E.13.

C. Horace Mann Community Vision

The Horace Mann Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through a community meeting held at Horace Mann Elementary on January 15, 2003 and an Advisory Committee, which met on February 13, 28 & March 14, 2003.

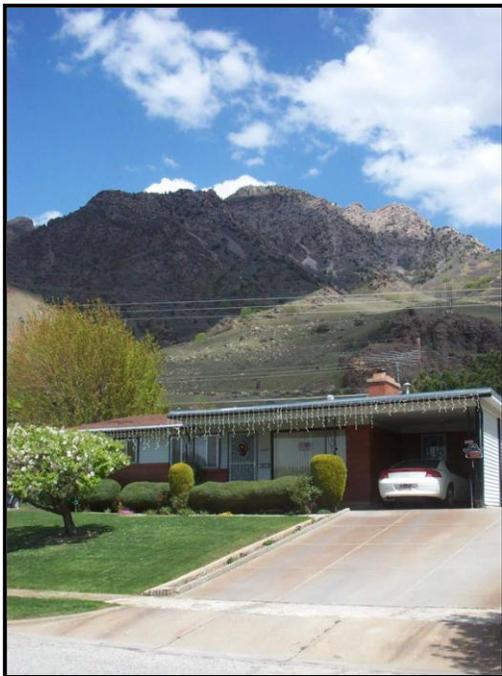
In the case of the Horace Mann Community, the vision is expressed using three different topics. These topics are Land Use, Parks & Recreation, and Transportation. Each topic is addressed using text and a graphical map to express the ideas that were developed to create a vision for the Horace Mann Community.

LAND USE

1. Preserve Natural Setting of the Foothills & View Sheds

Protecting the foothills from inappropriate development and allowing access to the recreation opportunities were the two most often mentioned values of the community.

In addition to City's regulations to prohibit development on slopes in excess of 30% grades, further development along the foothills should be minimized. It is the desire of the Community to protect the natural beauty of the foothills for they provide a scenic backdrop for the community and Ogden City and an important recreation amenity.



Picture 6 – Neighborhood home with foothills as backdrop

Vision Strategies

- 1.A. Restrict further development of the foothills to preserve them as natural open space, winter habitat range, and for erosion control.
- 1.B. Develop a self-guided learning brochure with physical displays explaining the plant, animal, and geological features of the foothills.
- 1.C. Restrict vehicle access to foothills from dead end streets leading into the foothills by using gates and other such barriers. Actively enforce the illegal dumping regulations.
- 1.D. Limit building heights within the community to preserve an overall east view of the mountains, and down slope west view of the City and valley floor.
- 1.E. Purchase privately owned foothill property when such properties become available to preserve them for natural open space.

LAND USE

2. Strengthen Single family Neighborhood

Horace Mann community primarily consists of single family homes that were built between 1940 and 1960. In a sense, this area developed as a suburb to the original city core area. The homes are generally small with aging support infrastructure. The upkeep and maintenance of these properties is a primary concern of the community. Properties that have serious maintenance issues or have yards containing junk and debris have an impact on the market value and re-sale of the surrounding homes. While not true in every case, rental properties, particularly properties with absentee landlords, are often maintenance trouble spots for the community and city. Some of the problems that are a concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.
- Too many cars for the developed off-street parking areas.

Based on the Census 2000 demographic data that depicts an aging population age with fixed incomes, the neighborhood is at a critical transition stage. A concerted effort should be made to preserve the single-family nature of the community. As longtime residents relinquish their ties to a home, it is hoped that new families will purchase the homes and maintain the area as a place to raise a family. This involves allowing opportunities for owners to expand the living space of the homes to meet a growing family's need. Also, upgrading utility and service equipment and infrastructure will be required. Furthermore, new, infill, and redevelopment should support and be designed in a manner consistent with the surrounding single-family nature of existing development.

Vision Strategies

- 2.A. Support and preserve the existing single-family nature of the area through appropriate zoning classifications.
- 2.B. Allow for the expansion of an existing home to meet a growing family's needs for living space through flexible bulk and area regulations.
- 2.C. Require that new and infill development, or additions to homes be designed in context with the layout and building design of surrounding homes (e.g. front porches or entries, heights, garage placement, etc.).
- 2.D. Consider developing an alley system that can serve as a primary access for rear yard parking, where substantial rear yard areas remain under utilized or when other parking options are limited or not available.
- 2.E. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.
- 2.F. Enforce parking standards for cars parking in inappropriate areas of property (front lawn).
- 2.G. Enforce code provisions of parking of recreational and accessory vehicles.
- 2.H. Develop an education program for landlords regarding maintenance, landscaping and upkeep concerns with rental properties.
- 2.I. Develop incentive programs to increase homeownership in community including home improvement grants.

LAND USE

3. Low Density Residential Transition to Foothills

Some land area near Maxfield Drive in the southeast portion of the community may still develop, but development should recognize that this area may be geologically unstable and is located adjacent to the foothills. Therefore, the development density should be low and designed in a manner to function as a transition area to the foothills.

Vision Strategies

- 3.A. Require development density to be a low single-family density, not to exceed four dwelling units per acre, and be built in context with the surrounding single-family homes.
- 3.B. Require that buildings and structures not be located nor visually seen above the bench or bluff along the canal located to the east.
- 3.C. Allow houses to be clustered or located on smaller lots as geological hazards are identified, provided that the overall density is comparable to the lowest single-family density zoning and the floor area of the home is equal to or greater than the surrounding homes.
- 3.D. Provide a transitional effect leading into the foothills utilizing green space, foothill access areas and connecting trails, detention and retention ponds, and other such open and green development possibilities in planned residential (PRUD) or cluster subdivision, or regular subdivision design and layout.



Picture 7 – View of canal bluff or ridge above low density transition to foothill area

LAND USE

4. Canyon Gateway Uses

The land area at the mouth of Ogden Canyon, north of Canyon Road and east of Maxfield Drive, may also still develop. However, any development proposals should also recognize that the area may be geologically unstable.

Furthermore, the area functions as a visually notable area entering and exiting the canyon. Therefore, any development should consist of uses that support a canyon gateway theme and be designed in a manner to function as an icon for the canyon and mountain environment. This will include building designs and landscaping that blends in with the rocky and wooded terrain of the area.

Vision Strategies

- 4.A. Expect land uses of this area to be oriented and supportive of a mountain or canyon theme. These uses might include:
- Residential built as a contiguous project and sold later for ownership
 - Recreational facilities and associated retail
 - Entertainment and restaurants
 - Sports equipment retail
 - Other similar uses.
- 4.B. Reduce the unnatural appearance of hardscape improvements such as:
- Concrete or asphalt surfaces by use of colored dyes, stains, and stamping methods
 - Curb and gutter by use of low profile curbs, stains, dyes, and stamping patterns
 - Street lights and traffic signs with associated mounting posts by using natural or natural appearing materials
 - Other like street or parking lot improvements and associated items
- 4.C. Utilize natural or natural appearing materials in the design appearance of all buildings, including fences, by using
- Rock
 - Wood
 - Heavy timber
 - Accent stucco
 - Other similar materials
- 4.D. Utilize conditional overlay zoning when considering possible zone changes to area to ensure compatibility of material and design to surrounding natural environment.
- 4.E. Amend sign ordinance to provide height, size, and illumination limitations for signs in Canyon Gateway area.

4. Canyon Gateway Uses (cont.)



Picture 8 - An artist's concept of using the existing water pipe as a gateway into Ogden Canyon

Vision Strategies

- 4.F. Create a gateway entry feature near the mouth of Ogden Canyon. Utilize designs or resources of local artists to develop entry feature.
- 4.G. Install and highlight trail connections as future trail access opportunities are made available during development projects.

LAND USE

5. Mixed Density Residential

Generally, this area is located below the bluff or ridge in the extreme southern portion of the community. The area consists of multi-family and apartment type developments with scattered large lot single family homes or vacant ground. Therefore, mixed density uses maybe appropriate in this portion of the community, provided they are designed to create and enhance the livability of the community, offer housing ownership options to meet the needs of mixed incomes, and respect the low building height design of the area.

Vision Strategies

- 5.A. Limit the overall density of the area to 12 dwelling units per acre.
- 5.B. Provide for a variety of housing options through the design, layout and development of larger vacant parcels or infill development.
- 5.C. Integrate multi-family development into surrounding areas through the design and layout of accesses, sidewalks, pathway connections, yard areas, etc.
- 5.D. Require that single-family residential be a development component of this area.
- 5.E. Utilize conditional overlay zoning to ensure that new developments are built with an emphasis on design quality and use of materials that results in a visually appealing project. The development should also serve to stabilize and improve the livability of the community by offering a variety of housing types to meet various income needs.
- 5.F. Explore the use of incentives to enhance and increase homeownership in mixed density residential area.

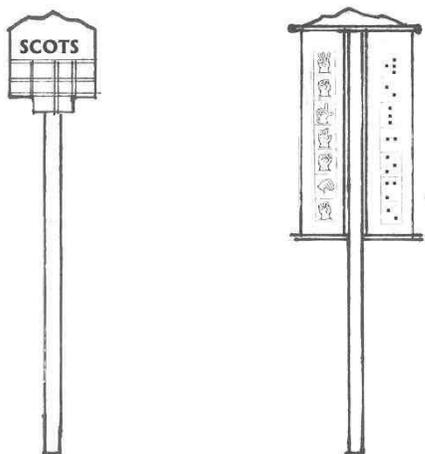
LAND USE

6. Community Center and Gateway Improvements

Traveling north from Canyon Road, Harrison Boulevard rises up onto the bluff curving around the hillside. Just as you reach the top of the bluff, near 9th Street, Mount Ben Lomond can be seen in the background. Furthermore, the core of the community becomes readily apparent with the Deaf & Blind School and Horace Mann Elementary block area to the right and Ben Lomond High School block area to the left.

This area from 7th to 9th street serves as focal point or center of the Horace Mann Community. The mixing of residents, children walking to school, and visitors occurs here on a daily basis. The area should be celebrated with excellent streetscape design by balancing the pedestrian's needs with those of the automobile, and other design and improvement amenities should serve to establish the area as a community icon.

All street and streetscape improvements of this area should serve as entry and gateway features for the Horace Mann Community. Special treatments such as lighting, landscaping, way-finding signage, should be designed into private and public improvements to the area.

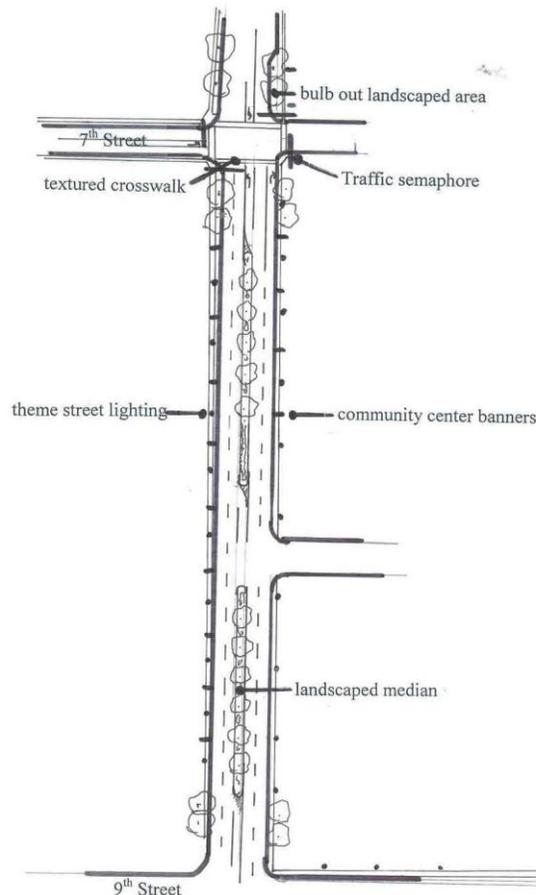


Possible Community Center Banners

Figure 1 – Design of community center identity banners

Vision Strategies

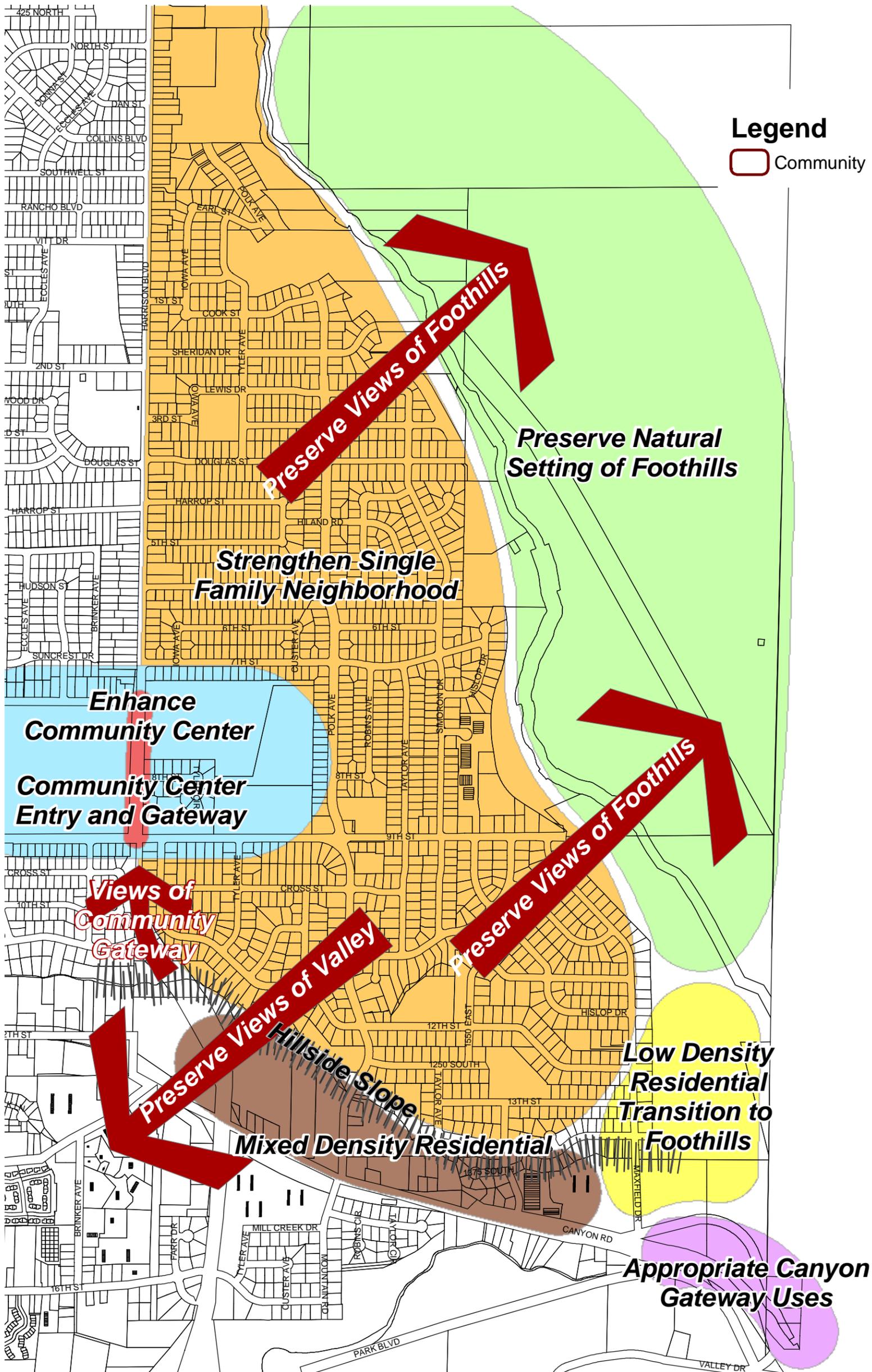
- 6.A. Acknowledge the area between 7th and 9th Streets from Polk Avenue to Monroe as a Community Center of interaction.
- 6.B. Make the area distinct through the use of theme streetlights, use of metal banners, landscaping, and other unique improvements
- 6.C. Ensure that sidewalk, pathways, and other connections that lead into and out of the center and are noticeably marked and visually appealing.
- 6.D. Call for land uses to support or have their focus on meeting the common needs and interaction of the community.



Harrison Boulevard Community Identity Concept

Figure 2 – Concept design of Harrison Boulevard

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Horace Mann Community

Community Vision - Land Use Map



PARKS & RECREATION

7. Park & Recreation Facilities and Programs

Generally, the community expresses a desire to maintain the existing parks. However, concerns with the lack of restrooms, shade trees, and lights were expressed. The community also desires to work with the school district to allow general public use of gym and track facilities. Furthermore, as new schools are built or remodeled, the community hopes that they could become community activity centers. Sky View and Logan High, in Cache Valley, were cited examples.

Other partnerships were mentioned such as AYSO and Head Start. The community hopes that by doing so there would be greater participation in the recreation programs. Creating community watch and maintenance participation programs were suggested at the meetings with the community. These programs might help the community feel a sense of ownership and reduce vandalism.

Vision Strategies

- 7.A. Evaluate a future nature park in the east area of the community in or near the foothills.
- 7.B. Partner with Ogden City Schools to create community activity centers as school buildings are remodeled. Use Sky View High as a model for an aquatic leisure center.
- 7.C. Create neighborhood watch program with park neighbors to monitor and report illegal or suspicious activities in park.
- 7.D. Create a neighborhood park maintenance program to help build sense of ownership in care of park facilities.

PARKS & RECREATION

8. Rolling Hills Park Improvements

The community believes that Rolling Hills Park is under utilized, particularly the ball field areas, except for wintertime activities. Other sports related improvements like half-court basketball and play equipment were suggested. These could be located up on the east bench area of the park. Again, the lack of restrooms, shade trees, and lights were expressed in the meetings.

Vision Strategies

- 8.A. Establish activity areas on upper level of park to not disrupt wintertime activities on slope.
- 8.B. Plant trees on crest of hill to provide shade for activity and picnic areas.
- 8.C. Construct new restroom facilities adjacent to upper level activity areas.
- 8.D. Adjust the park-watering schedule to water after peak evening park use. Watering in late evening reduces water loss and may help reduce vandalism of park facilities.



Picture 9 – Views of Rolling Hills Park play area and grass slope

PARKS & RECREATION

9. East Bench Trails & River Parkway System

Access to the recreation uses in the foothills via the trail system should be maintained and other accesses should be secured. There are two existing trailheads, one at Douglas Street and one across the street from St. James Church. Two additional trailheads have been proposed in this plan, one trailhead at 9th Street and another at 1350 South should be secured and built.

Signage linking the community and city to the trail system should be established. Linkages should include routes from bike paths, parks, community centers and other community gathering places to the trailheads.

Vision Strategies

- 9.A. Establish additional public access points to the foothills by building a trailhead at 9th Street and by securing property and building another trailhead at 1350 South.
- 9.B. Look for opportunities for social gathering areas (covered tables, benches, play areas) to be established near trailheads.
- 9.C. Work with Pineview Water and Federal Government to complete establishment of the Bonneville Shoreline Trail.
- 9.D. Pursue funding to construct a tunnel under Canyon Road near the canyon mouth to connect the Bonneville Shoreline trail across Ogden Canyon.
- 9.E. Establish a connection from the community to the River Parkway at Mountain Road.
- 9.E. Install interpretive signs/markers on trail system to create a self-guided nature education program explaining the habitat and geology of area.
- 9.G. Enhance linkages from community facilities, parks and bike trails to trailheads and east bench trail system by using way-finding signage, sidewalk markers, etc.
- 9.H. Examine the potential of developing an exercise par-course along the trail system.

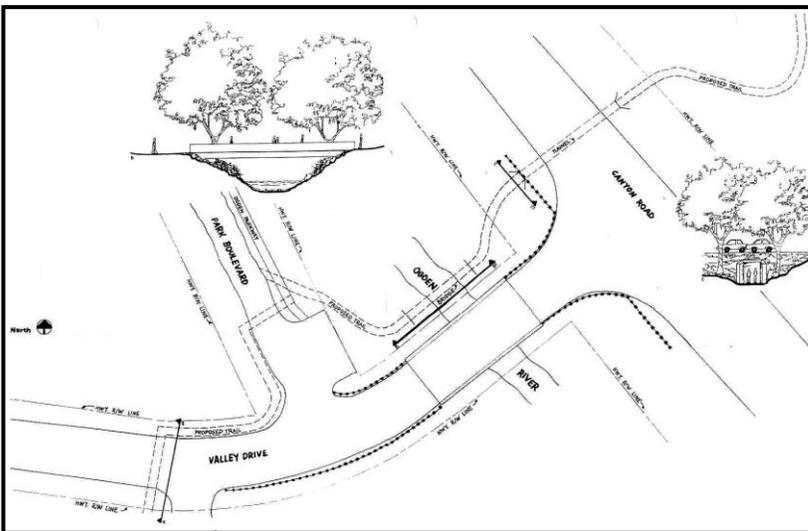
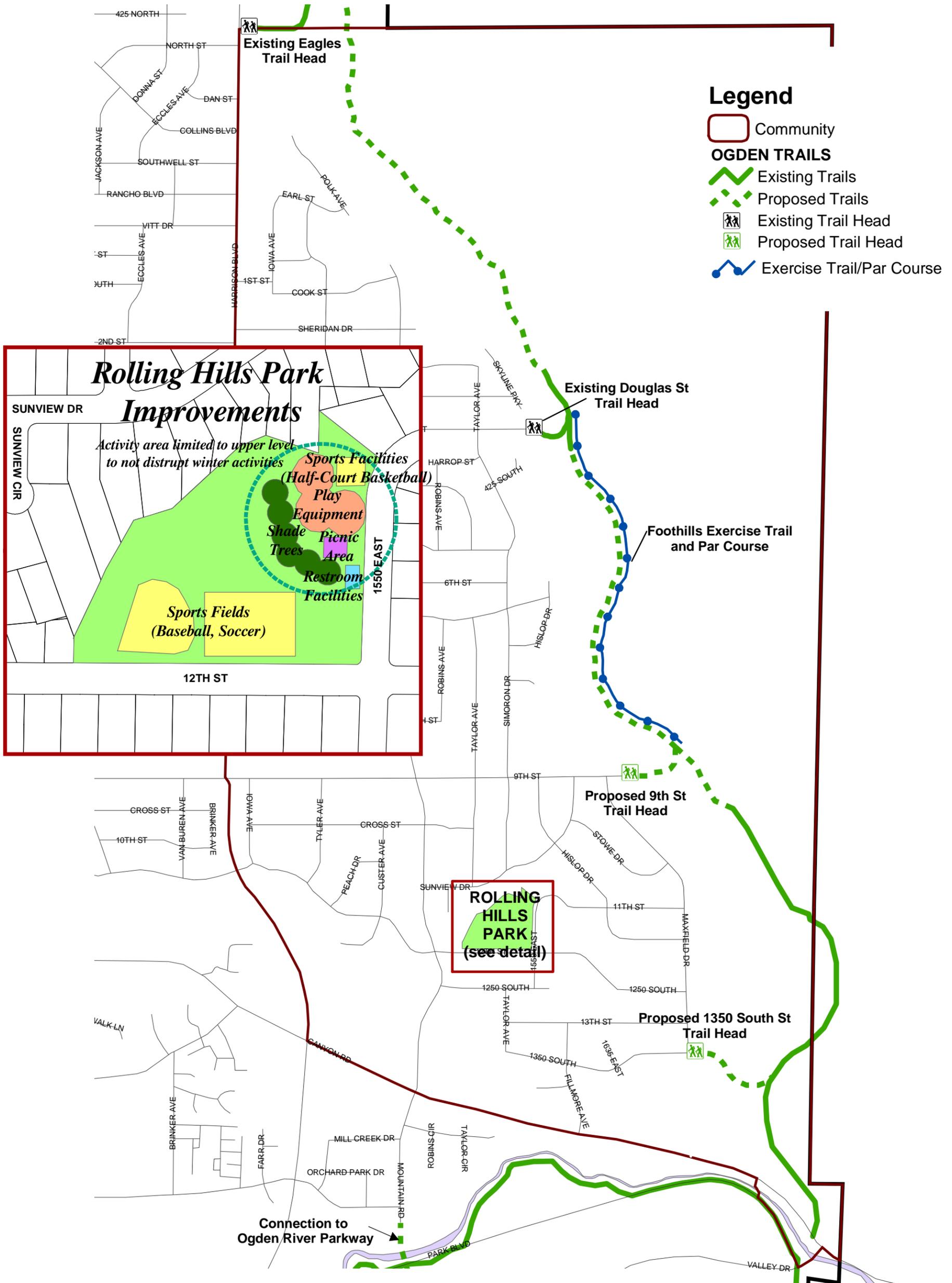


Figure 3 – Schematic of tunnel crossing and connection of the Bonneville Shoreline Trail under Canyon Road

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Horace Mann Community

Community Vision - Parks and Recreation Map



TRANSPORTATION

10. Sidewalks

Sidewalks provide safe areas for pedestrians to walk in and through the community. They provide safe areas for children to get to and from school.

Most areas of the community have sidewalks. There are areas, however, that need new sidewalks, or repair of damaged walks, to create a continuous safe zone throughout the community.

Usage and destination should determine the priorities for sidewalk installation or replacement. Priority sidewalk areas are the walking routes commonly used by children traveling to the schools. The sidewalks in these areas should be installed first. Secondary sidewalks are the walking routes that are the used to access other common neighborhood facilities or community centers. All other sidewalks should be installed on an as need basis or by the abutting property owner.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

- a. Sidewalks leading to schools. Certain money is available for the installation of sidewalks that lead to schools for example.
- b. 50/50 Sidewalk replacement program. A homeowner that wants to replace the walk in front of his home can use the 50/50 replacement program to defray some of the cost of the work.
- c. Special Improvement District. An area established where the sidewalks are installed and the residents pay for them over time with their city utility payments.

Vision Strategies

- 10.A. Install sidewalks in community with walks leading to schools being the first priority (see Transportation Vision Map).
- 10.B. Install unique sidewalk paving pattern for Community Center area (7th to 9th, Monroe to Polk).
- 10.C. Evaluate creation of a special improvement district to install sidewalks in residential areas not covered by 10.A above.



Picture 10 -Two barriers to access in the community

TRANSPORTATION

11. Intersection Improvements

Harrison Boulevard serves as the main arterial for the Horace Mann Community and surrounding areas. The community has concerns with traffic circulation, particularly with excess speeds and turning into and out of the neighborhoods. The intersections of 7th and 2nd Streets are where traffic interacts and there is a lack any north/south traffic control methods.

Vision Strategies

- 11.A. Install signal at 7th and Harrison.
- 11.B. Realign 2nd and Harrison as part of Harrison Boulevard improvements.
- 11.C. Increase the safety measures for pedestrians by installing or improving the following:
 - Audible signals for the blind
 - Enhance the crosswalk markings
 - Use of a crossing guards for school children
 - Flashing lights imbedded into the pavement of the crosswalk areas

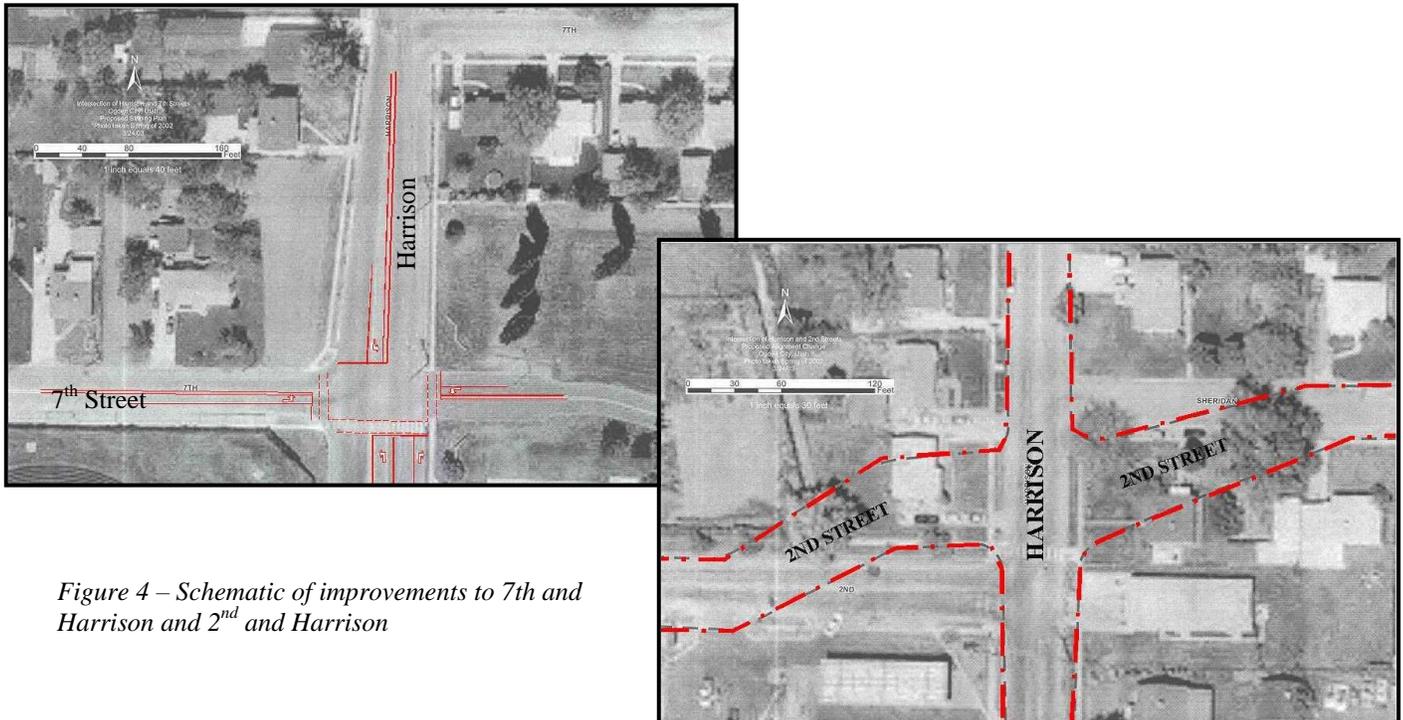


Figure 4 – Schematic of improvements to 7th and Harrison and 2nd and Harrison

TRANSPORTATION

12. Harrison Boulevard Improvements

The community has concerns regarding the potential widening of Harrison Boulevard. The first major concern was that of excessive speeds. Many residential homes are located along the boulevard and will continue to be the primary land use in this section of the community. The ingress/egress movements for these homes are competing with through traffic. Secondly, crossing the boulevard is hazardous as children walk to and from school, this is even a greater concern with those attending the Deaf & Blind School. Thirdly, expanding the right-of-way for Harrison could potentially extend into the front yards of the homes and impact the market value and resale capability of these homes, as well as the character of the area.

In balancing the needs of transportation and the single-family environment, other north-south transportation options should be employed, such as the continuation of Monroe into North Ogden City for the built-out of this area. The preferred design option for Harrison is one traffic lane in each direction with a center turn lane with adequate shoulder width to accommodate parking and bicycle lanes. This would result in a four-foot pavement expansion of Harrison. It is anticipated that any widening of Harrison would not occur for another 8 to 10 years.

Vision Strategies

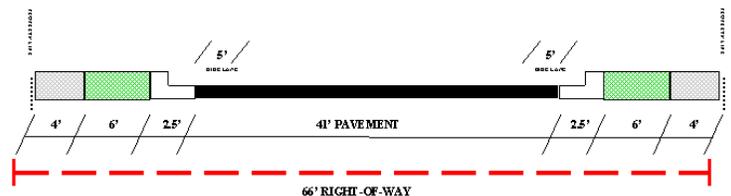
- 12.A. Limit widening of Harrison to a three-lane roadway, two travel lanes with a center turn lane.
- 12.B. Minimize the amount of yard area, if any, to be acquired from homes fronting the street in the widening design of Harrison.
- 12.C. Install and enforce the speed limit signs, particularly from 7th Street to the North.
- 12.D. Express and support the continuation of Monroe Boulevard and other north-south linking roadways into North Ogden City.



Picture 11 – View of homes fronting Harrison Boulevard



EXISTING CONDITIONS



PROPOSED WIDENING

Figure 5 - Schematic of existing and proposed cross-sections for Harrison Boulevard

TRANSPORTATION

13. Pedestrian/Bicycle Access

Many residents enjoy the opportunity to walk, jog, or ride a bicycle without competing with traffic. This comfortable scenario occurs along Polk Avenue because the street does not serve as a through street from one area of the City to another. Creating alternative transportation routes within the developed area and linking them to the trail system is a desirable community asset.

Vision Strategies

- 13.A. Install signs or markers within the developed area of the community to link the sidewalks, streets, parks, and shared community areas to trailheads or other community facilities.
- 13.B. Make bike lanes of sufficient width, particularly where vehicle parking and bikes will share the same space.
- 13.C. Install the missing sections of sidewalk to connect the circulation system.

D. Community Plan Objectives

The Horace Mann Community Vision focuses primarily on three topics, Land Use, Parks & Recreation, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish purposes of the Horace Mann Community Plan, the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. These objectives are listed by priority.

1. Land Use Vision

Objective A – Implement the following changes to the City zoning regulations, as follows:

- Properties located along the southeast portion foothills located in the Low Density Transition Area (see Land Use Map) be rezoned to R-1-10.
- Implement zoning standards to prohibit single-family home conversions to multiple units in the Mixed-Density Residential area.

Implementation Responsibility:

Community & Economic Development Department, Planning Division Planning Commission, and City Council

Resources:

City Planning Staff

Objective B – Establish an enforcement program, with associated remedy assistance funding, regarding property maintenance to curtail further deterioration of the housing stock.

Implementation Responsibility

Community & Economic Development Department, Inspection Service Division, Mayor, and City Council

Resources:

Undefined

Objective C – Appropriate City funds or matching grants for the replacement or upgrade of basic housing infrastructure, such as wiring, water lines, and sewer laterals.

Implementation Responsibility

Community & Economic Development Department, Neighborhood Development Division, Engineering Division, and City Council

Resources:

Emergency Housing Repair Program

Objective D – Where necessary, zoning regulations or designations should be changed to reflect the lot size, bulk, and area characteristics of the single-family housing types found within the community.

Implementation Responsibility

Community & Economic Development Department, Planning Division Planning Commission, and City Council

Resources:

City Planning Staff

Objective E – Establish an acquisition and funding process to secure important bench area properties for preserving the foothills as scenic and recreational resources for the public.

Implementation Responsibility

Community & Economic Development Department, Mayor, and City Council

Resources:

Capital Improvement Program, State open Land Funds, Private Donations

Objective F – Create a partnership with residents, school kids, and other interest groups

14.E Horace Mann Community Plan

to design and build the banners and other elements for the Community Center area.

Implementation Responsibility

Community & Economic Development Department, Planning Division, Neighborhood Development Division, Engineering, Mayor, and City Council

Resources:

Undefined

2. Parks & Recreation Vision

Objective A – Form a discussion committee consisting of residents, city officials, and school district officials. The committee would discuss the role of school district, city, and community partnerships for the following:

- Community use of existing school facilities for recreation and exercise.
- Maintaining existing sites for the construction of new schools
- Multi-use schools for new or remodeled schools buildings (e.g. Logan & Skyview High in Cache Valley)

Implementation Responsibility

Community Services Department, Community & Economic Development Department, Planning Division, Parks & Recreation Division, Neighborhood Development Division, Planning Commission, Mayor, and City Council

Resources:

Undefined

Objective B – Install the following improvements for Rolling Hills Park in following activity areas:

Upper Area

- Engaging play equipment
- 1/2 Court basketball
- Picnic facilities
- Shade Trees around pavilion
- Restrooms

Lower Area

- Soccer field

- Baseball/softball diamond

Implementation Responsibility

Community Services Department, Parks & Recreation Division

Resources:

Capital Improvement Program, Gomer Nichols Trust Fund

Objective C– Acquire or secure property at the end of Mountain Road for a pathway connection to the Ogden River Parkway.

Implementation Responsibility

Community & Economic Development Department, Planning Division, Parks & Recreation Division, Planning Commission, Mayor, City and Council

Resources:

Capital Improvement Program

3. Transportation Vision

Objective A – Install the 7th Street traffic light and associated pedestrian safety improvements.

Implementation Responsibility

Community & Economic Development Department, Engineering Division

Resources:

Surplus Light located at the entrance of McKay-Dee Hospital & Country Hills Drive, Capital Improvement Program

Objective B – The City funds and constructs the 1st priority sidewalk system on one side of each street, as indicated on the map.

Implementation Responsibility

Community & Economic Development Department, Engineering Division, Neighborhood Development Division

Resources:

Capital Improvement Program

Objective C – Continue to plan and secure funding for widening and improvement of

Harrison Boulevard, as outlined in the vision strategies, with a completion goal of 8-10 years.

Implementation Responsibility

Community & Economic Development
Department, Engineering Division, Planning
Division, Planning Commission, Mayor, and
City Council

Resources:

B & C Road Funds

Objective D– Convey to North Ogden City the desire to have Monroe Boulevard serve as a collector road for traffic entering and leaving North Ogden City.

Implementation Responsibility

Community & Economic Development
Department, Planning Division Planning
Commission, Mayor, and City Council

Resources:

Inter-local Communication & Agreements

Objective E – Install the landscaped median between 7th and 9th streets and re-stripe the turning and through lanes.

Implementation Responsibility

Community & Economic Development
Department, Engineering Division, Planning
Division, Planning Commission, Mayor, and
City Council

Resources:

Capital Improvement Program

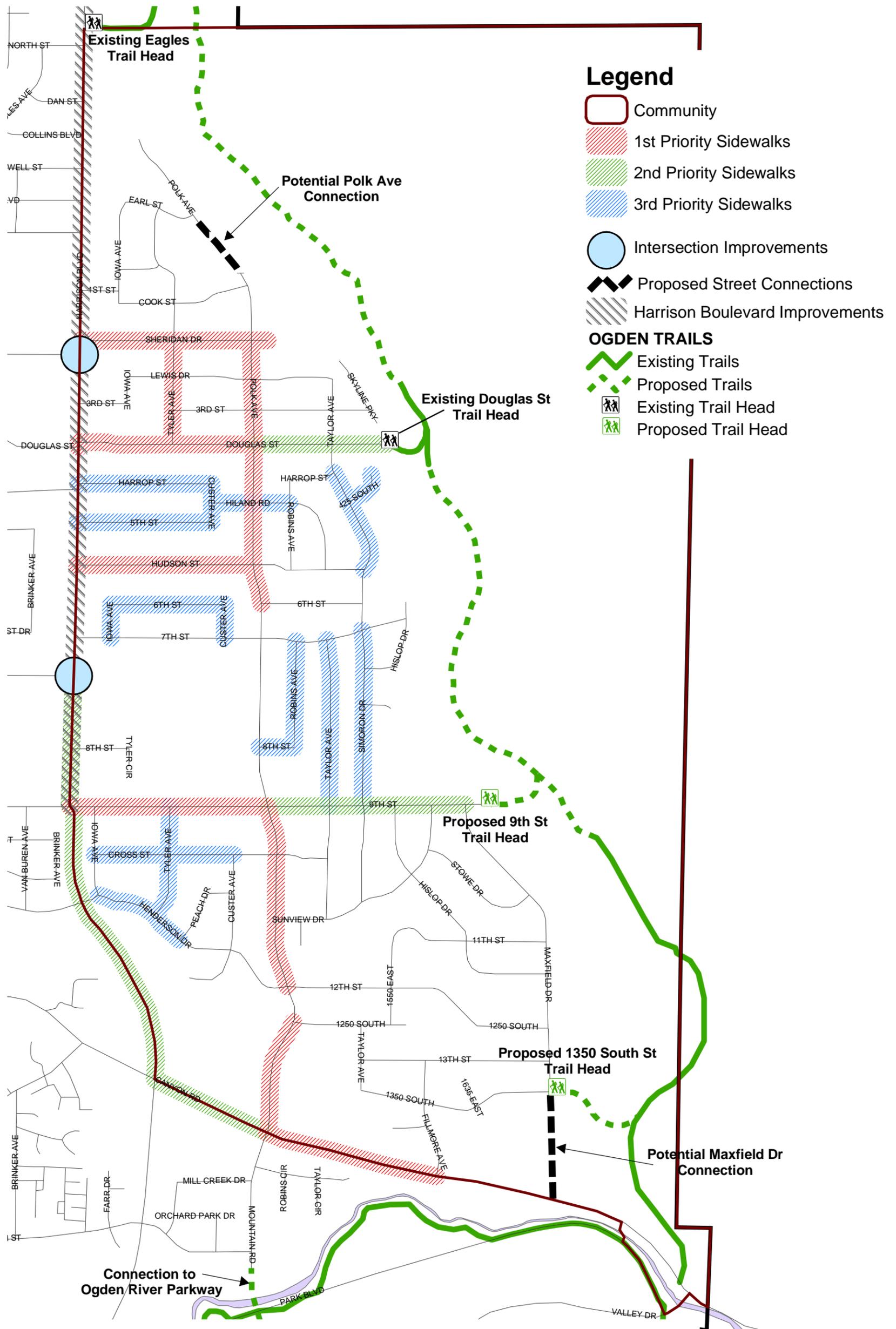
Objective F – Complete the missing Polk and Maxfield Drive connections as development occurs in these areas, as indicated on the Transportation Vision map.

Implementation Responsibility

Community & Economic Development
Department, Planning Division Planning
Commission, Engineering, and Mayor

Resources:

Installed as part of approved development
projects funded by developers



Horace Mann Community

Community Vision - Transportation Map



14F. Jefferson

A. Background

The Jefferson Planning Community is named after the original Jefferson Elementary School which was closed in the 1980’s. The 1985 community plan boundary was originally located between 27th Street and 36th Street & Washington Boulevard and Wall Avenue. The new plan proposes to expand the boundary west to Pacific Avenue which would also include the Newgate Mall, as shown in the location map.

The 1985 adopted plan called for certain “Immediate changes to the zoning map.” The bulk of those changes were to downzone from R-5 multi-family between 3250 to 35th Street to R-2A ,which was accomplished. In 2001 the R-2A was down zoned to R-1-5 to reflect the existing land uses though out the entire City. Other changes that have occurred based on the plan were:

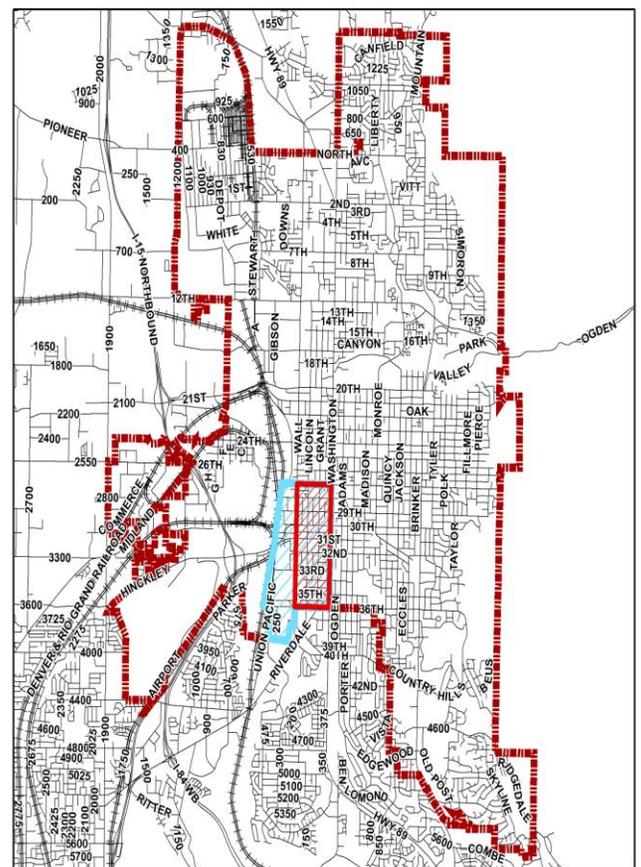
1. The R-5 zone between 27th and 31st Street was rezoned to R-4.
2. The west side of Patterson from 32nd to 33rd Streets was rezoned to R-2A and in 2001 rezoned to R-1-5.
3. The southwest corner of 32nd Street and Lincoln Avenue were rezoned to R-2A and in 2001 rezoned to R-1-5.
4. The south of Healy to 32nd Street between Grant Avenue and the rear of the lots which front on Washington Boulevard were rezoned R-2A and in 2001 rezoned to R-1-5.
5. The M-2 zone between 31st and 32nd Street between Wall Avenue and Lincoln Avenue was rezoned to M-1.

The 1985 plan also has as “Planning Guidelines for the Future” the following items have been completed:

1. John Affleck Park was replaced on an acre-for-acre basis with the new Jefferson Park in 1999 which was located in the south Jefferson area. It should be noted that the neighborhood was included in the design and development of the new Jefferson Park which the community has identified as a positive move.
2. Funding for the new Jefferson Park was provided before the old John Affleck Park was relinquished.

3. Zoning option for regional commercial C-3 was created on the southeast corner of Wall Avenue and Patterson Street.

Other changes that have taken place in the community not addressed in the plan was the construction of the Odyssey School in 2007 which brought back an elementary school into the neighborhood and rezoning C-P-1 property to NC-1.



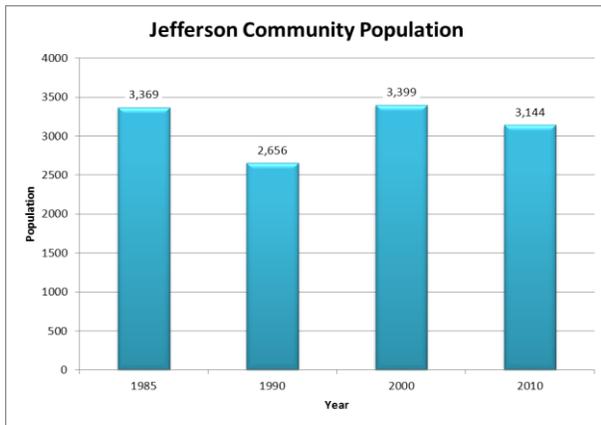
Jefferson Community Boundary Expansion



Location Map

1. Population Characteristics

The 2010 Jefferson Community is located in two Census Tracts (2012, and 2018). The 2010 population in this community is 3,144 which this community accounts for 3.7% of the entire City population. The population changes between 1985 to the present are shown in the graph.



The total City population in 2010 was 82,825. The male and female population of the entire City population differs from most communities with 53.9% of the population being male and 46.1% of the population being female. With respect to race 53% is White, 32% Hispanic, 6% Black and 9% other. This is an increase of 5% White and a decrease in Blacks since 2000. The housing units in this community are 88.3 % occupied which has not changed much from 2000 (89%). The average household size in 2010 is 2.99 individuals which is a decrease from 2000 which was 3.08 individuals but is an increase from the 1990 Census which only had the average household size being 2.67 individuals. The average family size is a bit larger than the average household size which is 3.70 individuals in 2010 which is an increase from 2000 which was 3.49. The biggest change in demographics surfaced when looking at whether homes were owner or renter occupied. In 2000 52% of the housing stock was owner occupied and 48% of the housing stock was renter occupied. However, in 2010 the number changed drastically with 42.6% of the housing stock being owner occupied and 57.4% of the housing stock being renter occupied.

2. Land Use / Zoning

The Jefferson Community has a mixture of uses. The largest single land use not including the roads is commercial (44.14% of the total land area is used for commercial). The next is 24.35% being residential with 21.05% of that amount used as single-family homes. Two commercial corridors run through this community which are Washington Boulevard to the east and Wall Avenue to the west.

Like the land use, the zoning is a mixture of districts. The largest is commercial zoning in the community which comprises 48.16% of the area (44.86% C-3 & 3.30% C-2). The Newgate Mall is located in the C-3 Zone. Manufacturing comprises 23.76% (22.73% M-2 & 1.03% M-1). Residential zoning comprises 24.23% with 13.47% being used for single family residential R-1-5. The R-1-5 zoning is located in the south portion of the community.

Land Use	Square Feet	Acres	Community Percentage
Single-Family	4,723,021.56	108.43	21.05%
Duplex	286,175.88	6.57	1.28%
Multiple-Family 3-4 Units	147,806.37	3.39	0.66%
Multiple-Family 5+ Units	304,100.45	6.98	1.36%
Government/Institution	1,426,184.39	32.74	6.35%
Commercial - Sales	8,406,821.48	192.99	37.46%
Commercial - Service	1,498,227.78	34.39	6.68%
Transportation/Utility	1,654,096.40	37.97	7.37%
Manufacturing	1,501,976.64	34.48	6.69%
Park	525,099.93	12.05	2.34%
Vacant	1,968,600.35	45.19	8.77%
Total	22,442,111.23	515.20	100.00%

3. Development History

Most of the community was primarily developed through subdivisions occurring in the late 1800's or early 1910's. The single family dwellings lots were created to allow the working class to leave the core of the city in order to pursue homeownership but be in close proximity to the core of the city. Several small commercial

buildings that served as neighborhood stores still stand that reflect this development pattern. The freeway construction in the early 70's which included the construction of 30th and 31st Street introduced commercial zoning along portions of these streets. These east-west roads divide the community into north and south halves.

Regional parks were also created in this area which included the John Affleck Park and ball fields along with the Marshall White Park. It was determined in the original Jefferson Plan that due to lack of use, traffic impact associated with Wall Avenue and retail potential that relocating the Affleck Park should be considered. This was done in two phases. The Affleck ball field was relocated to the Surge Simmons ball fields in the 80's and the Affleck Park was replaced with the Jefferson Park in the 90's.

4. Rental Occupancy

A concern of older neighborhoods is a change in single-family homes from owner occupancy to rental occupancy. This is typical in many older communities. In the Jefferson Community, this trend has occurred in the R-1-5 Zone and the southern portion of the R-4 Zone. The reasons for this transition include, among other things; age of occupant/owner, change in family needs, and cost of buying and upgrading an older home compared to a new home, etc.

As the owners of these homes reach their senior years, they will likely move to some sort of retirement housing or similar situation, thus relinquishing their ties to owning a home. Some in the community, however, have retained the homes of the parents for their residence. This is an important neighborhood-stabilizing factor but is becoming less and less of the norm. Some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep the home but as a rental unit to assist with needed retirement or investment income.

Most of the older homes in the area are small by today's new construction standards. Most of the lots are deep but narrow (typically 50' wide

x150' depth) which allows for expansion in the rear yard which could accommodate for a larger family.

These changes contribute positively or negatively to the identity of the community. It is a generally accepted belief that homeowners have a higher vested interest in the maintenance and appearance of their properties than renters do. This difference in attitude may be reflected in the property values of the area. While high rental occupancies are expected near multi-family development such as that found at the northern area of the R-4 Zone, they are not expected to be moderate in the predominantly single family areas of the community.

As previously indicated the 2000 Census figures for the area that make up the community shows that rental occupancies have switched between 1990 and 2010. The change from homeowners to renters should be monitored in the future to protect the property values of the community. Incentives to maintain an owner-occupied housing stock should be developed.

5. Residential Housing Styles

The single-family housing stock in the Jefferson Community is older comprised largely of bungalow style housing. In the 1980's and 1990's additional multi-family developments were constructed that lacked architectural detail that was common on some of the older multi-family buildings. These multi-family areas were spread throughout the community but primarily found between 27th and 30th Street and Grant and Lincoln Avenue.

a. Styles 1- Late 1800's to 1910

The standard of these homes were typically two story in nature and focused more on architectural detail. The typical material that was used for construction was brick.

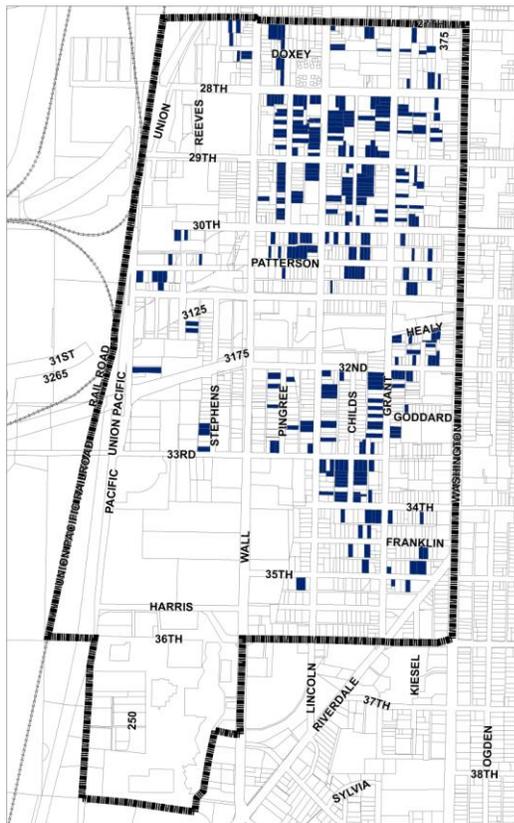
14.F. Jefferson Community Plan



Example of housing styles from the early 1900's

b. Style 2- 1920 to 1950's

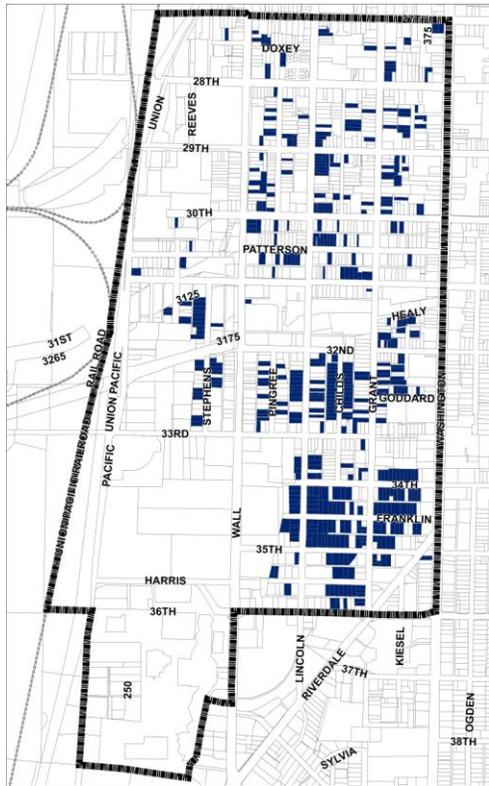
The standard was single story with pitched roofs and porches. The homes were relatively small with a detached garage found in the rear of the lot. These homes were commonly found between 32nd and 35th Street and Grant and Lincoln Avenue.



Housing Style Late 1800's to 1910



Example of housing styles in the 1920 & 1950'



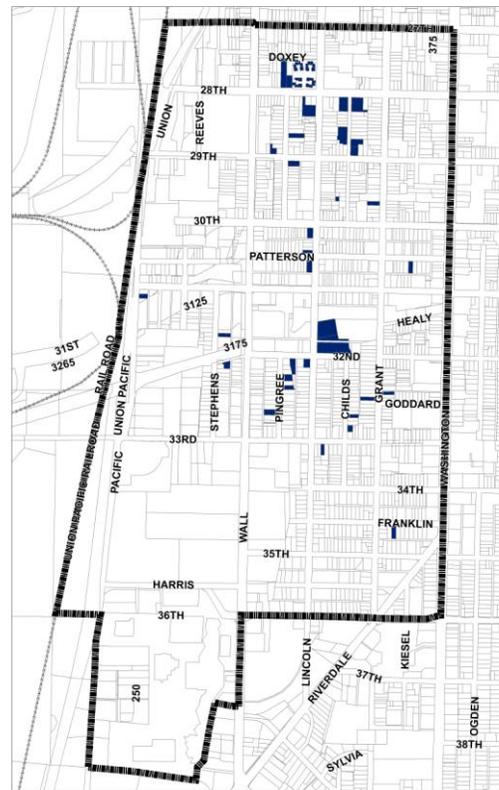
Housing Style 1920 to 1950's

c. Style 3- 1960 to 2000's

In the 1980's and 90's the housing style varied widely. The single family and two-family homes that were constructed typically had the garage to the front. The porch or covered entrance was not as common. The multi-family homes that were constructed did not focus as much on architectural detail and the materials commonly used were vinyl siding.



Example of housing styles in 1990 and 2000's



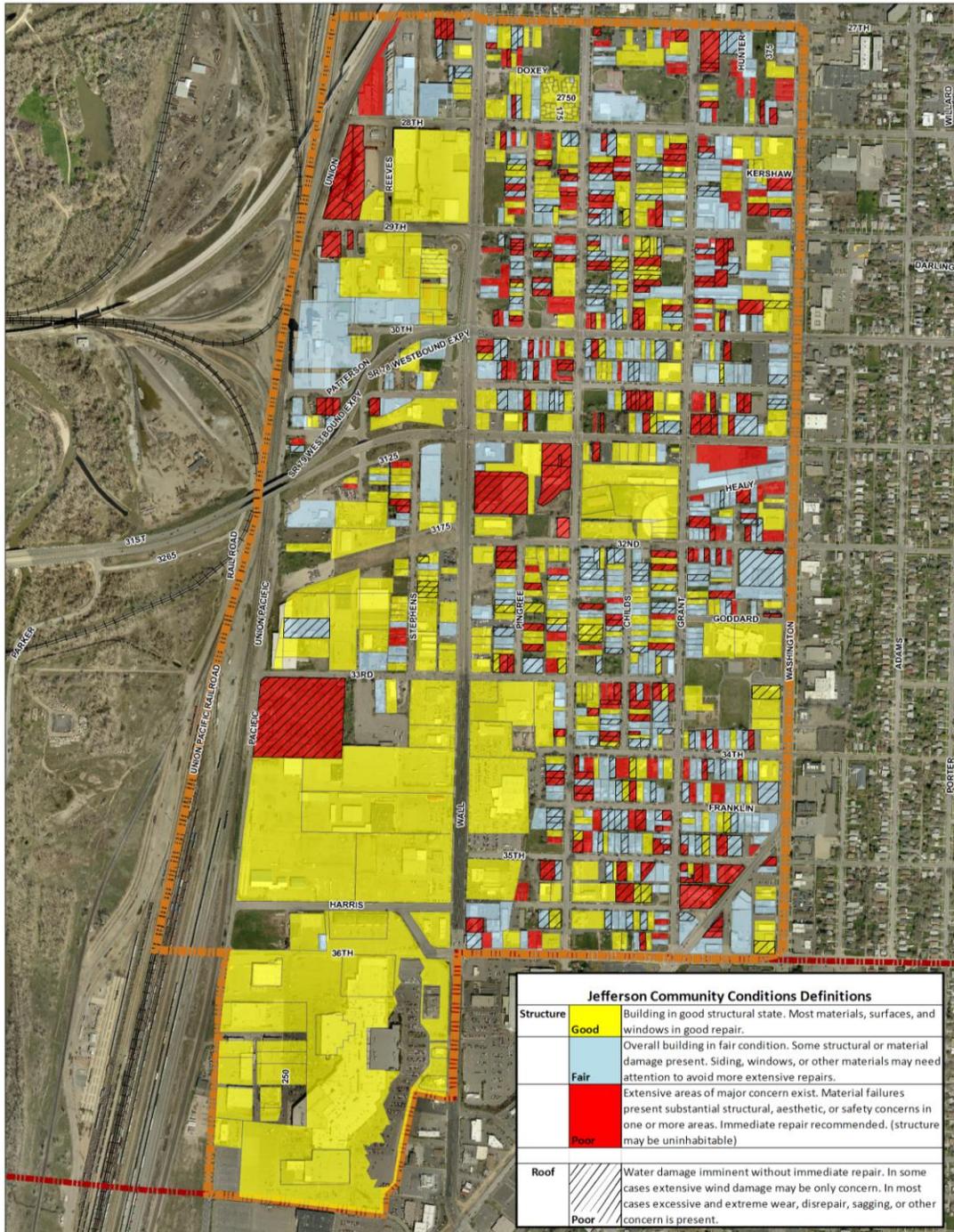
Housing Style 1960 to 2000's



6. Building Structure Condition

An inventory of the housing conditions throughout the community was done that looked at the roof and structure conditions. The structure conditions was based upon three different categories (good, fair and poor). A structure was determined to be in good condition if most materials, surfaces and windows were in good repair. A structure that was considered fair if some structural or material damage present

such as siding, windows, or other materials needing attention to avoid more extensive repairs. The final category was if the structure was considered poor due to material failure present due to substantial structural, aesthetic, or safety concerns in one or more areas and the structure may be uninhabitable. The majority of the building conditions in this community were considered to be in fair condition (40.53%). 34.88% of the building were considered to be good condition. 24.59% of the buildings were considered to be in poor condition.



Roof and Structure Conditions

- STRUCTURE CONDITIONS**
- GOOD
 - FAIR
 - POOR
 - POOR ROOF CONDITIONS
- JEFFERSON COMMUNITY BOUNDARY**
- CITY BOUNDARY**



B. Community Comment

During the information-gathering meeting, which was held on October 12, 2011 at Odyssey Elementary, the residents attending the meetings mentioned several issues affecting the community. Participants of this meeting were invited to form a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. Information was brought back to the community in another open house meeting at the Odyssey Elementary on May 23, 2012. The following is a list, by topic, of the primary issues identified from the public meetings and by the Steering Committee.

1. Local School

With only one school within the community, the value of the school and its open space is of a greater worth to this community. In the future it is important that the facility be maintained.

2. City Services

The participants commented that the Spring Clean-up was a great idea, and has been widely used. However, it has stopped and should be started back up because the people in the area have limited funds and this provides an opportunity to clean up their properties.

3. Street Corridors

Wall Avenue and 31st Street should be a gateway to downtown due to the high traffic volume. There should be special attention given to both the Wall Avenue and 31st Street Corridor.

4. Housing Stock

Single family comprises most of the housing stock in the community. In certain areas commercial development has impacted the vitality of the housing stock. It was also indicated that some of the dwellings in the area need to be better maintained. The community also indicated that there is too much emphasis on code enforcement but that more emphasis should be devoted to police presence in the neighborhood.

5. Rental Properties

It is a responsibility of the renter and landlord to upkeep the property. Poor building maintenance is a problem found in these areas.

6. Land Use

The participants commented that they do not need so many local markets. A large grocery store would be preferred. It was also indicated that Wall Avenue should have a mix of uses rather than just auto related uses to help improve the corridor.

7. Neighborhood Amenities

Generally, the participants believe that the neighborhood is a good place but that better police presence would help create a better environment. Parks in the area provide an added benefit but the outside park around the Marshall White Center could be improved.

8. Resident Participation

There is currently no "neighborhood watch" program to help control crime within the neighborhood. Today, there is a greater need to establish such a program that could better control crime and help communicate to the city the needs of the area.

9. Parks and Recreation

There are two parks within this community along with a community center. The two parks are the Jefferson and Marshall White Parks which are both centrally located within the community. Generally, the city provides adequate sports programs for the youth and their associated facilities. Community soccer is the main activity. They expressed a desire to improve the outdoor facilities at the Marshall White Park and maintain the facilities at the Jefferson Park. If there was better lighting and police presence in both these parks it would create a safer environment.

10. Lighting

Others expressed a desire for additional street lamps in the community in addition to improved lighting in the parks. They also talked about the importance of having lighting within the front yards. They indicated a few years ago the City created a porch light program which was a benefit to the community.

C. Jefferson Community Vision

The Jefferson Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through a community meeting held at the Odyssey Elementary on October 12, 2011, May 23, 2012 and the Steering Committee, which met on December 5, December 20, 2011, January 17, January 31 and February 21, 2012.

Through these meetings and the subsequent meetings(s) with the Planning Commission, three major topic areas emerged as part of this Plan. They were: **Land Use, Open Space and Pathways and Transportation.** These topics were addressed using text and a graphical map to express the ideas that were developed to create a vision for the Jefferson Community.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-making process. The Vision Strategies are the ideas that were generated by the participants of the community plan process and are then employed to develop “implementation strategies.” These can take the form of new or changes to ordinances, programs, capital improvements, or other City policy implementation mechanisms. It is possible that some of these strategies may not be realized within the next planning cycle. Budget constraints, deferred priorities, or political preferences may alter or replace these strategies. It is also possible that other methods or ideas could surface that in the minds of the community are preferable to the items listed in this document.

LAND USE

1. Strengthen Single- Family Neighborhoods

Protecting and maintaining single-family homes and properties are the primary concerns of the community. The homes within the community are generally smaller than new homes built. A majority of the homes in the community were developed in the early to mid 1900's. These older homes have some unseen advantages such as wood floors and trim work, and all brick exteriors, which are too expensive to duplicate in new homes of this size today. At the same time the aging wiring and utility lines become concerns for these homes. Some properties are experiencing serious maintenance issues or have yards containing junk and debris which have an impact on the market value and re-sale of the surrounding homes. While not true in every case, rental properties, particularly properties with absentee landlords, are often maintenance trouble spots for the community and city. Some of the problems that are of concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.

A concerted effort should be made to preserve the single-family nature of the community. The quiet nature of the neighborhood, close proximity to services and historic features of some homes are well kept secrets of the neighborhood.

Ways should be considered to insure the ability of families to grow up in the neighborhood and there needs to be opportunities for owners to expand the living space of the homes to meet a growing family's need. Also, upgrading utility and service equipment and infrastructure will be required. Furthermore new development whether it be infill or redevelopment should be designed in a manner consistent with the architectural design and materials of the surrounding single-family nature of existing development. Some

Vision Strategies

1.A. Support and preserve the existing single-family nature of the area through maintaining single-family zoning classifications of the core areas of the neighborhood.

High Priority

1.B. Consider rezoning existing homes, from CP-3 to R-4 that front on Grant Avenue or are between Grant and west of Washington between 27th and 30th Street.

1.C. Develop incentive programs to increase homeownership in community including home improvement grants.

1.D. Allow for the expansion of existing homes to meet the growing family's needs for living space through flexible bulk and area regulations (i.e. setbacks, height, and other yard area standards).

1.E. Require that new and infill development or additions to homes be designed in context with the layout and building design of surrounding homes (e.g. front porches or entries, heights, garage placement, building materials, etc.).

1.F. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.

1.G. Enforce parking standards for cars parking on front lawns.

1.H. Enforce code provisions of parking of recreational and accessory vehicles.

1.I. Develop an education program for landlords and renters regarding maintenance, landscaping and upkeep concerns with rental properties.

1. Strengthen Single-Family Neighborhoods (cont.)

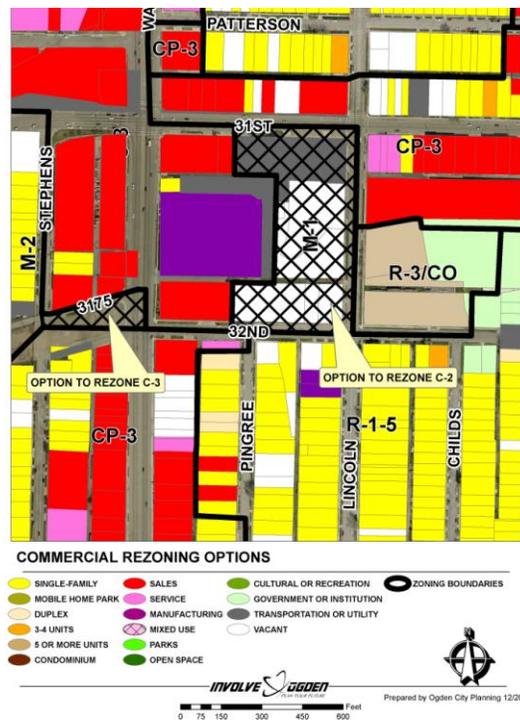
multi-family housing that has been developed in the area recently does not integrate into the community. Future development needs to respect community design principles that relate the housing outward to the community rather than be inward oriented.

There are some great historic homes in the area. Preservation of any of the homes that could be considered historical should be considered. These older homes reflect the history of Ogden. Placing these historic eligible homes on the National Register of Historic Places would also provide tax credit incentives in the repair and reinvestments into the homes.



Vision Strategies (cont.)

- 1.J Create an expectation that renters and landlords have obligations and responsibilities to keep properties clean of debris and junk and maintain properties as required in leases.
- 1.K. Consider rezoning from M-1 to C-2 existing manufacturing areas east of Wall Avenue. Consider rezoning from M-2 to C-3 existing manufacturing west of Wall Avenue at 32nd Street.
- 1.L Consider appropriate locations for Neighborhood Commercial at key corners provided they integrate into the neighborhood.



LAND USE

2. Ensure the Success of Major Commercial Corridors

There are four commercial corridors that run through this community. Two act as boundaries for the community. Washington Boulevard is the east corridor and 36th Street is the south corridor that serves as community edges. Wall Avenue runs north and south through the middle of the Community and the 30th/ 31st Street is an east/west corridor that also divides the community. Businesses along these corridors provide the community the basic goods and services needed, such as groceries, clothing, and fuel but also serve the city with auto related uses. The Wall Avenue corridor has recently been widened which has increased traffic movement. This corridor has experienced limited development through the years. Attention should be focused on creating commercial that would provide appropriate commercial synergism while at the same time integrating into the residential neighborhoods.

Along Grant Avenue between 27th Street and 30th Street there are a few commercial type uses which have converted older homes into commercial which have not contributed to the success of the area. There are also a few commercial buildings in a primarily residential area. This area has been zoned commercial for almost thirty years and commercial has not developed and left the majority of the homes with a commercial zone designation. This has discouraged investment in the residential structures when it is zoned commercial. The area would function better as residential rather than commercial due to the primary use in this area being residential.

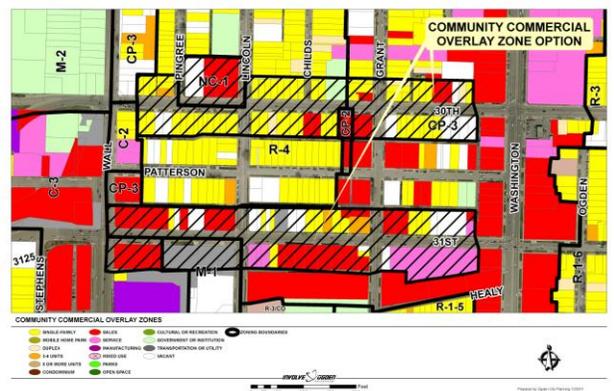
The 31st and 30th Street corridor is a highly visible entry corridor in and out of the City that links I-15 to Ogden City. Retail uses and professional services are intermingled with homes along 30th and 31st Street between Wall Avenue and Washington Boulevard. Creating community commercial type uses along this entire section with design standards would improve the area. The area west of Wall Avenue on both these corridors had landscaping installed

but the area could still be improved with added landscaping.

Vision Strategies

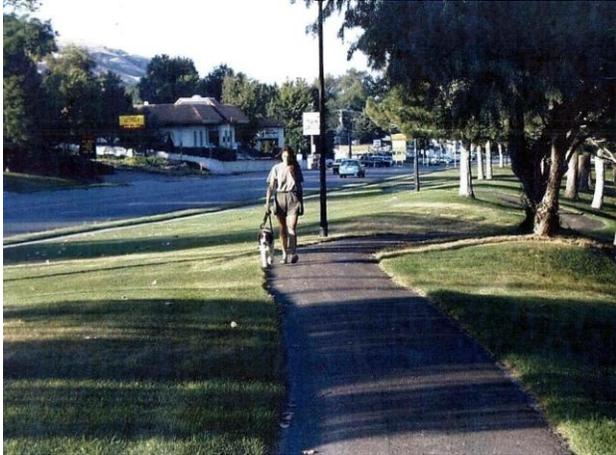
- 2.A. Develop a corridor plan for Washington Boulevard and 31st Street to determine how land uses and design standards should be reapplied to guide future development of these major corridors.
- 2B. Develop commercial along Wall Avenue that would be more than auto related uses. The uses should provide amenities for the residence in the abutting neighborhoods.
- 2.C. Consider creating a community commercial overlay zone for properties along 30th and 31st Street between Wall Avenue and Washington Boulevard that would ensure mixed use development and residential to fit next to each other. The overlay would allow ground floor development of retail and personal services that would benefit the neighborhood. The uses above the ground floor should be residential, office and or special commercial uses. The design of the development needs to relate to the neighborhood as well as meet the commercial needs along the street. Attention to design, materials, development potential of remaining properties and the neighborhood entryway will be important factors.

High Priority



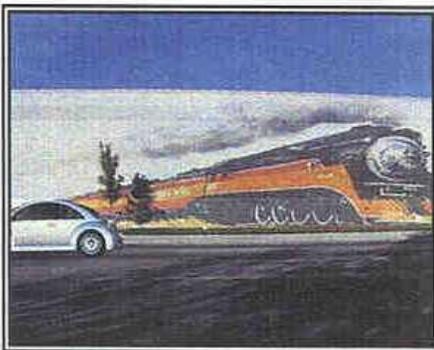
LAND USE

2. Ensure the Success of Major Commercial Corridors (cont.)



Vision Strategies (cont.)

- 2.D. Developing landscaped parkways in certain areas along Wall Avenue.
- 2.E. Consider the use of public art in the form of murals to break up the mass of large blank building walls along Wall Avenue as shown in the before and after picture to the side.
- 2.F. Encourage the sharing of accesses of commercial uses on the major corridors to improve general traffic patterns and avoid the use of local roads for commercial access.
- 2.G. Look at developments to ensure landscaping along the street frontages to create a boulevard appearance rather than undefined transition from the road to private development.



LAND USE

3. Preserve Historic Dwellings

The identification of dwellings that are of historic value is important in determining the ability to use an economic resource available for repairing and improving the housing stock and overcoming negative perceptions of the neighborhood. There are many homes within the older parts of the City that represent the history of the development of the City. Many homes within this community are from that era and should take advantage of the benefits of the historic preservation movement.

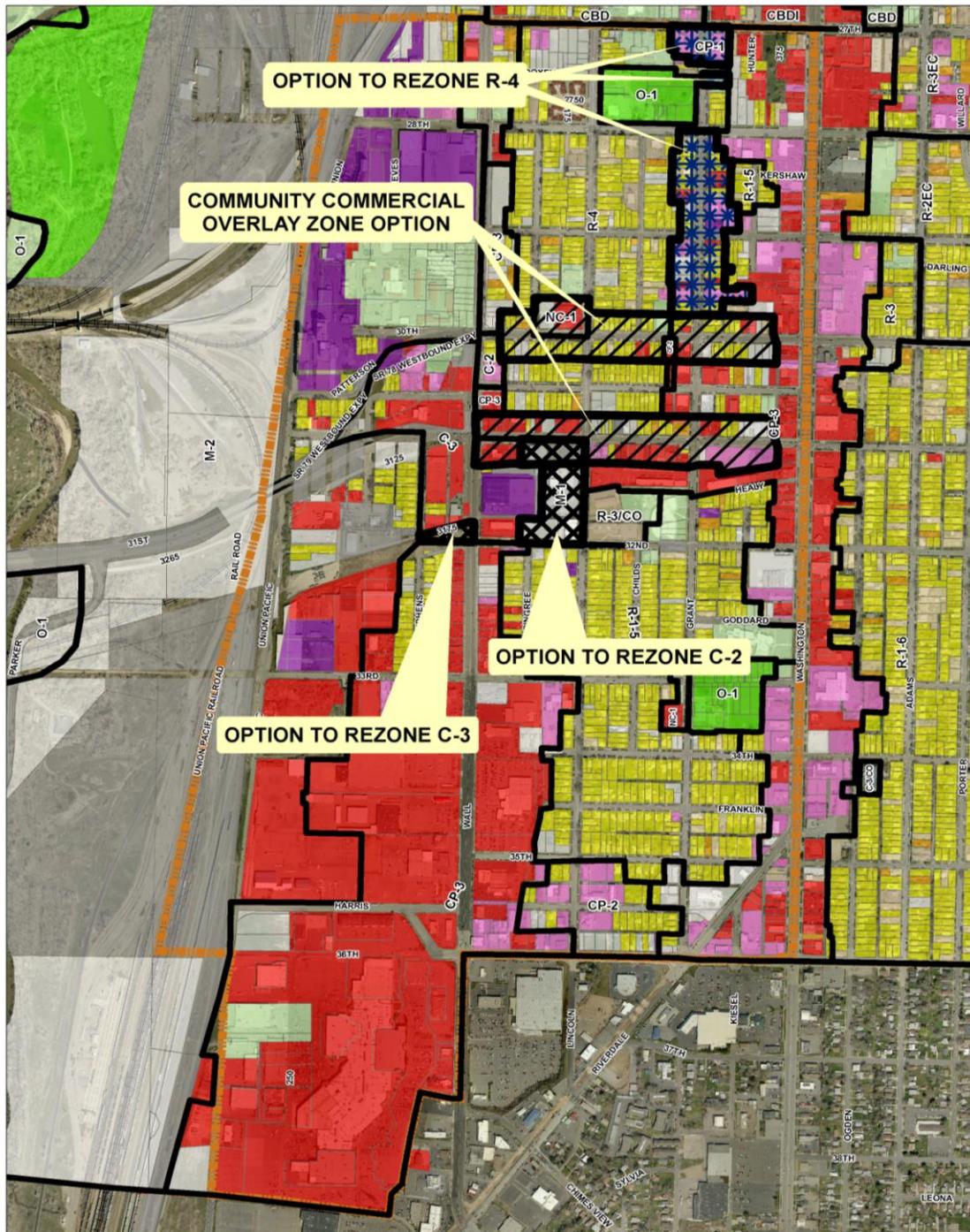
Dwellings that have been identified as historic should be placed on the National Register of Historic Places. Being on the National Register would give the homeowner tax credit options to help finance building rehabilitation and improvements.

Some homes have had minor changes over the years. Those changes include such things as installing aluminum window frames to replace wood ones or covering original exterior materials with siding. Some of those actions may keep a home under its present condition from taking advantage of being on the National Register. It should not be a deterrent from preserving the home. The alterations may be minor enough that there still may be enough incentive to restore the building with original materials to be eligible for the National Register.

Vision Strategies

- 3.A. Do a survey to identify the viability of a district or individual property potential. If viable then identify potential historic properties or districts and then preserve them by placing them on the National and/or Local Register of Historic Places.
- 3.B. Encourage using historic designations and accompanying tax credit programs to encourage reinvestment in homes.
High Priority
- 3.C. Provide information on historic preservation objectives and incentives and ways to make homes eligible for the register.





JEFFERSON COMMUNITY LAND USE OPTIONS

- | | | | |
|------------------|---------------|---------------------------|------------------------------|
| SINGLE-FAMILY | SALES | CULTURAL OR RECREATION | ZONING BOUNDARIES |
| MOBILE HOME PARK | SERVICE | GOVERNMENT OR INSTITUTION | JEFFERSON COMMUNITY BOUNDARY |
| DUPLEX | MANUFACTURING | TRANSPORTATION OR UTILITY | CITY BOUNDARY |
| 3-4 UNITS | MIXED USE | VACANT | |
| 5 OR MORE UNITS | PARKS | | |
| CONDOMINIUM | OPEN SPACE | | |



LAND USE

4. Multi-Family and Single-Family Residential

There are two residentially zoned areas in the Community. Both of these are between Washington Boulevard and Wall Avenue. The south area section is zoned R-1-5 while the north section is zoned R-4. As development occurs in these areas it is important that the architecture fits the context of the area and design focuses more on neighborhood principles, reflects the building material quality of the general neighborhood and is more market-rate housing.

A potential new multi-family area would be on the southwest corner of 27th Street and Lincoln Avenue as shown below. Efforts should be made to better integrate this development into the neighborhood by having the fronts of the buildings face the public streets, be designed with porches and have parking in the rear of the lot.



Both areas show decline due to the lack of home ownership. Lack of owner occupancy in most cases leads to a decline in the care and upkeep of the homes and properties which in turn creates disinvestment in the neighborhood. There are strong ties to the neighborhood of those who own homes here and neighborhood standards need to be maintained to retain the sense of community.

Vision Strategies

4.A. Integrate new multi and single family development into surrounding areas through context sensitive design. As development is designed it should be focused on the front of homes facing the public street and details such as porches and parking behind the dwelling as design considerations.



- 4.B. Explore the use of incentives to enhance and increase home ownership.
- 4.C. Encourage home owners and tenants to better maintain their properties.
High Priority
- 4.D. Encourage churches to get involved in educating home owners on what is acceptable in regards to property maintenance.

OPEN SPACE & PATHWAYS

5. Enhance Community Open Space

This community has two city parks (Jefferson Park and Marshall White Park). The Jefferson Park was created due to objectives and strategies created in the previous Jefferson Community Plan which requested that the Afleck Park along Wall Avenue be exchanged for better open space that related to the neighborhood and could be accessed by the neighborhood. The other park (Marshall White Park) has remained in the area for years and is an icon in the community. Typically various city leagues use both these parks.

Preserving the open spaces at both these parks is vital since it has helped provide recreation needs of great benefit to all ages of people in the community. Having a balanced program at both parks helps the community. Some programs such as soccer are heavily utilized at Jefferson but not at Marshall White. The community would be better served by both parks being designed to allow soccer play.

Both these parks are considered cultivated open space per the open space and recreation plan. Based upon the open space plan each community is to provide the right level of service for a community which focuses on quality of open space in addition to quantity. As part of the plan surveys were mailed out, questioners were gathered at the open house and a steering committee was formed to find out what the needs were in regards to open space.

Vision Strategies

- 5.A. Continue the partnership with Ogden City Schools to create community activity centers and ensures that the active open green space of Jefferson Park and Odyssey school is maintained. The School green space should be made available for various community needs after school hours.
- 5.B. Continue to preserve the amenities found at the Jefferson Park while at the same time enhancing the park to meet the changing needs of the community.



- 5.C. Evaluate design and amenities for the Marshall White Park by considering the changing needs of open space use by the community.
High Priority

OPEN SPACE & PATHWAYS

6. Develop Links to Open Spaces and Urban Pathways

The Weber River Parkway Trail is located to the west of the community along the Weber River. At the present time the rail yard separates the community from the trail system. Efforts need to insure the community has connections to the trail system so that they have convenient use of this amenity.

Vision Strategies

- 6.A. Explore options to create pedestrian and bike connection to the Weber River.

TRANSPORTATION

7. Enhance the Local Collector Streets

The primary collector north-south streets through the Jefferson Community are Lincoln Avenue, Grant Avenue & Pacific. The character along Grant and Lincoln Avenue are similar while Pacific Avenue is different. Grant and Lincoln Avenue have primarily residential type uses with commercial type uses being intermixed. Pacific Avenue has a mixture of commercial, warehousing, railyard and limited residential.

There are three collector east west streets through the community which are 30th, 31st and 36th Street. The character along 30th and 31st Street are commercial with some residential uses. Both 30th and 31st Street are one way streets with 30th Street serving the west bound traffic and 31st Street serving the east bound traffic. The character of 36th Street is primarily commercial uses which services two-way traffic.

Pacific Avenue has seen an increase in traffic due to it becoming an alternate route instead of using Wall Avenue. The street had served as a side road to the railroad but has been discovered as a less controlled access to the Newgate Mall and Riverdale Road. The road width and condition is not conducive to the new traffic demands. The north end of the road also does not have any easy connection to other city streets. Efforts should be made to improve traffic circulation along with improving the aesthetics of this street.

Grant and Lincoln Avenue are also used to alleviate traffic from Wall Avenue and Washington Boulevard. These streets run through the community so it is important that appropriate lighting and street trees are provided to help these streets integrate into the community.

Grant Avenue does function as a link to a continuous bicycle route to the north to 12th Street. Grant should be the main north south bike route through this neighborhood. As a minimum a bike lane should be stripped to

define this route.

Vision Strategies

- 7.A. Evaluate ways for the north end of Pacific Avenue to make a better connection into Wall Avenue.
- 7.B. Explore options to enhance the right of way along Pacific Avenue.
- 7.C. Explore opportunities to enhance the streetscape along Lincoln and Grant Avenue.
- 7.D. Provide appropriate bicycle routes in the community.

TRANSPORTATION

8. Enhance the Arterial Streets

There are two arterial streets in the Jefferson Community that run north and south (Washington Boulevard and Wall Avenue). The character along Wall Avenue is more auto related uses with some commercial while the character along Washington Boulevard is more retail and service oriented.

These two arterial streets are primary corridors through the City. Efforts should be made to improve the aesthetics of these two streets.

Vision Strategies

- 8.A. Improve the streetscape along Wall Avenue and Washington Boulevard.
High Priority

TRANSPORTATION

9. Provide solutions for limited used alley ways and public streets

There are several alleyways throughout the community. Alleys are located to the rear of the lots and are not easily visible to the general public and today have limited uses that do not create safe neighborhoods. Most of these alleyways and limited used public streets have not been kept up, have limited or no lights and often times provide a quick in and out of the neighborhood which create drug problems. Due to these factors the community has expressed concerns about safety and based upon police reports they have reason to feel this way. Reports have shown that these hidden access ways lead to increased crime in this community. Efforts should be made to improve the safety of these access ways.

There are a few public streets in the community that do not function properly. These streets should be extended or vacated in order to improve safety in the neighborhood.



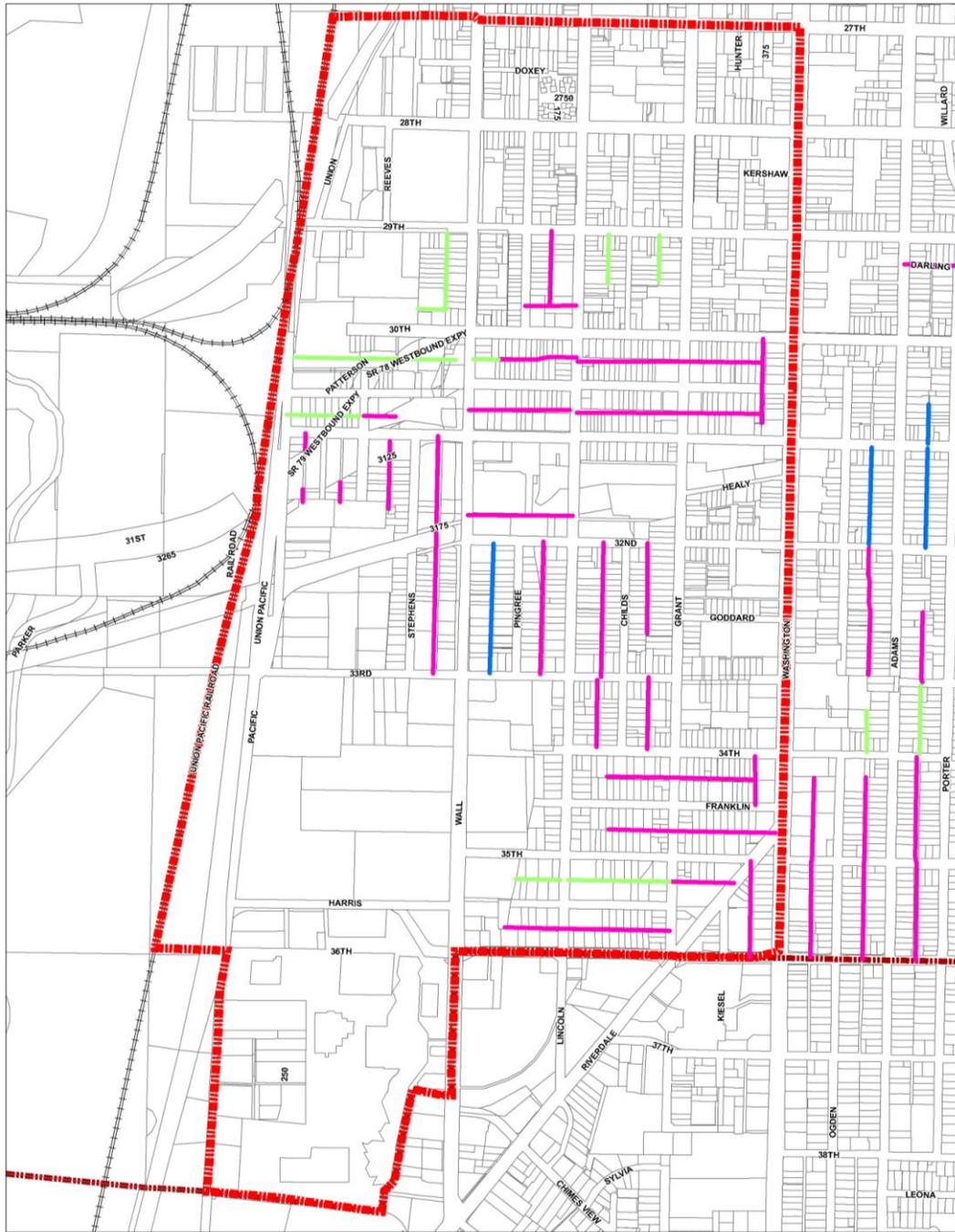
Vision Strategies

- 9.A. Consider the closure of Doxey Street west of Wall Avenue.
- 9.B. Consider improving and extending Doxey Street between Wall and Lincoln Avenue as shown below.
High Priority



Doxey Street which dead ends east of Wall Ave.

- 9.C. Encourage the closure of alley ways in the community which do not have a public purpose. In some instances these alley ways are owned by the abutting property owners and it may not be feasible to vacate the alley way. In these situations it may be better to place a gate at each end of the alley way with a key for only the property owners to access. Lighting should also be encouraged in the event the alley ways can't be vacated. The community may also consider using these alleyways as community gardens.
High Priority



Alley Map

- ABUTTERS ALLEYS
- PUBLIC/DEDICATED ALLEYS
- VACATED ALLEYS
- JEFFERSON COMMUNITY BOUNDARY
- CITY BOUNDARY



TRANSPORTATION

10. Complete and Maintain Sidewalks, Local Streets & Street Lamps

Sidewalks provide safe areas for pedestrians to walk in and through the community. They provide safe areas for children to get to and from school and parks. Most areas of the community have sidewalks. There are areas, however, that need new sidewalks, or repair of damaged walks to create a continuous safe zone throughout the community. Usage and destination should determine the priorities for sidewalk installation or replacement. Priority should be given to sidewalk areas that are the walking routes commonly used by children traveling to the school. Road crossings of these paths should also be highlighted for safety. Lighting should be taken into consideration to improve the safety of the sidewalks at night.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

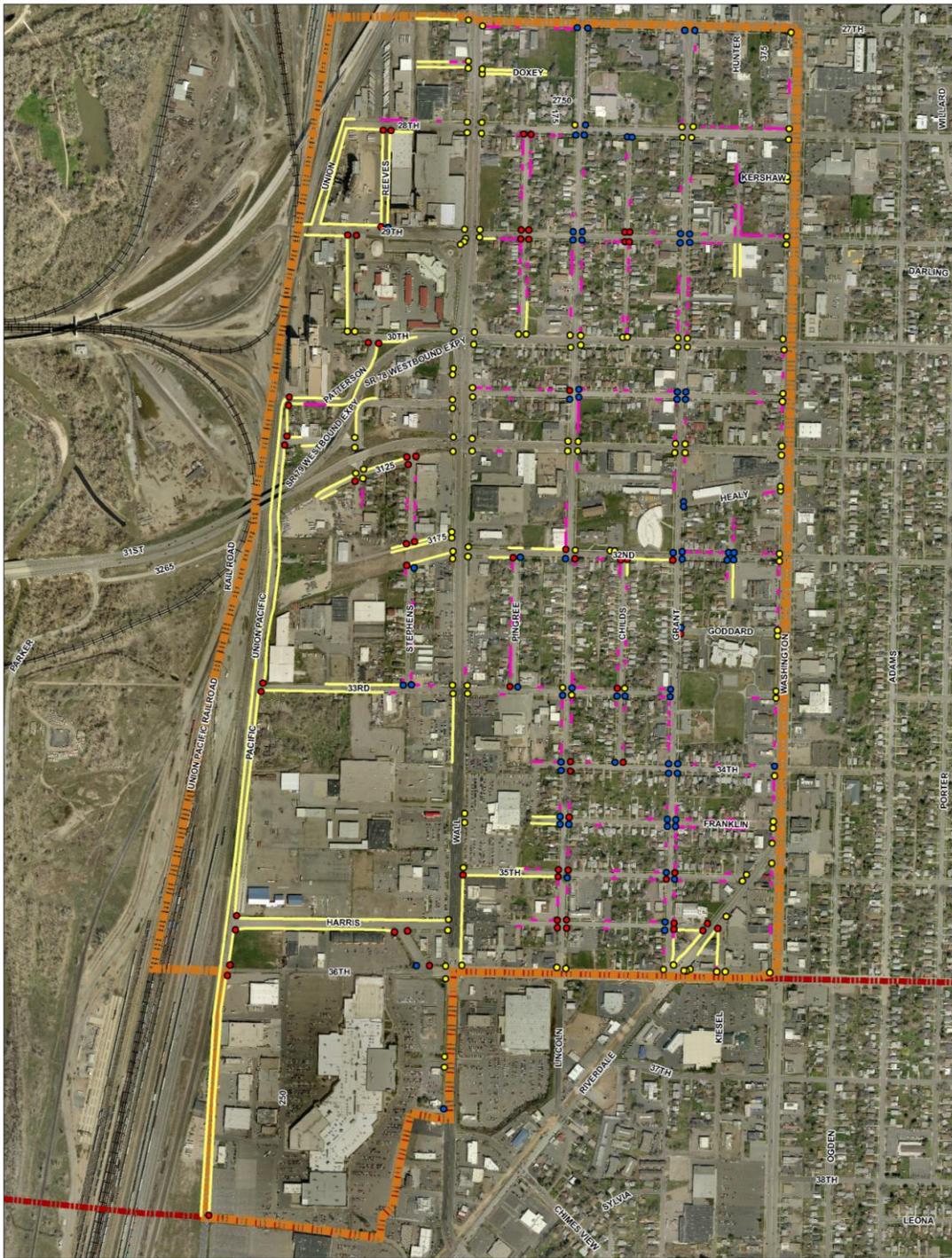
- a. Sidewalks leading to schools.
- b. 50/50 Sidewalk replacement program.
- c. Special Improvement District.

The local road system is generally limited to local resident use. The community feels many of the local roadways are minimally maintained or even neglected. City roadway improvement projects usually focus on areas with high traffic due to evaluating a project under a cost/benefit analysis. The end result is local roadways are usually a lower priority in budgeting for maintenance and repairs. The local road system in this Community should receive a higher priority status in scheduling needed maintenance and repairs.

Vision Strategies

- 10.A. Install the sidewalks that function as the primary walking routes to the school (safe routes to schools priorities).
- 10.B. Highlight major school crossing areas so slow traffic speeds can be posted through these areas.
- 10.C. Recognize that the repair, re-surfacing, and maintenance needs for local roads and sidewalks in this community are long overdue. Roadway and sidewalk maintenance or repair schedules should include these roads and sidewalks as a higher priority.
High Priority
- 10.D. Install additional street lamps to light sidewalks as well as streets so they are not as dark.

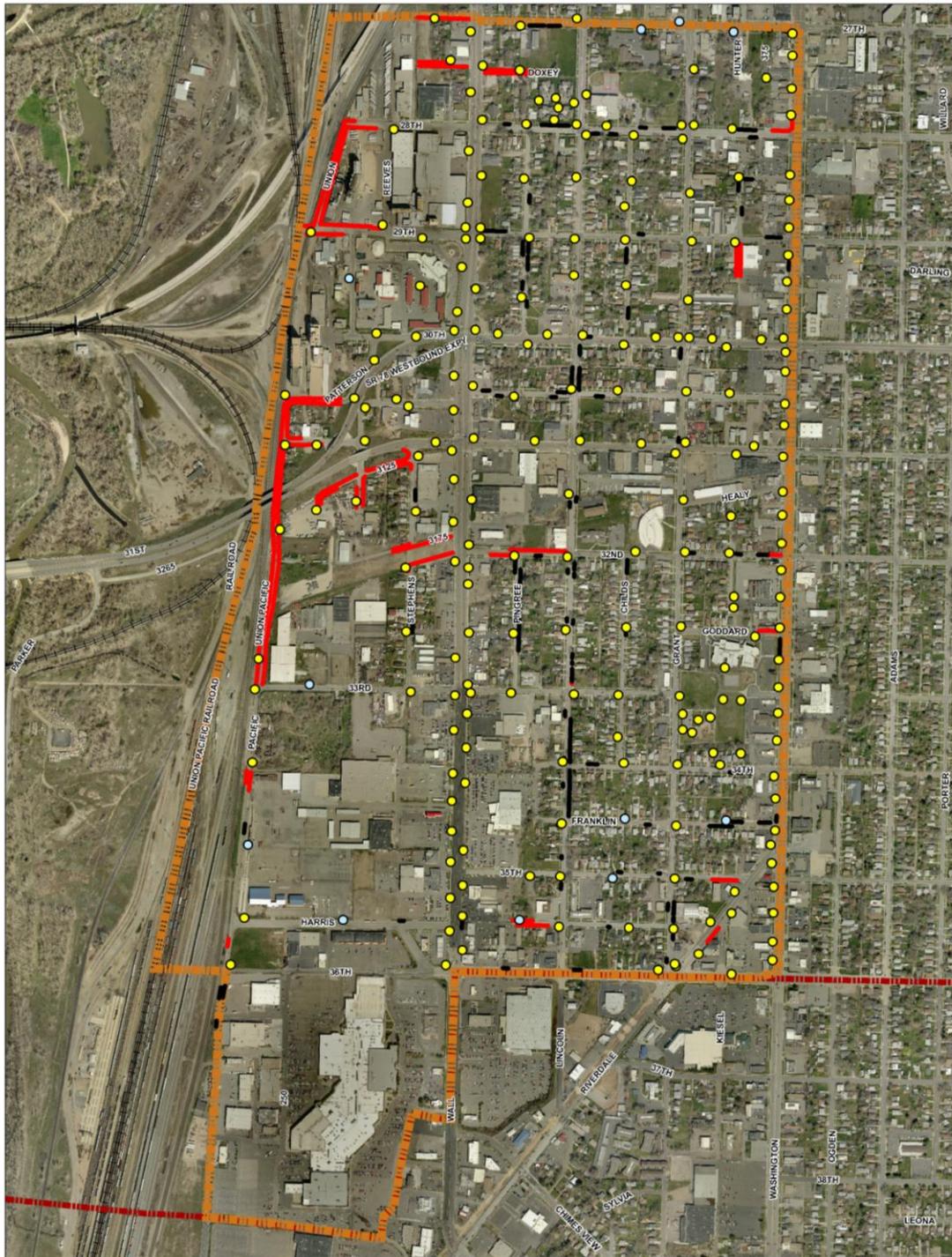




ADA Ramp and Sidewalk Conditions

- COMPLIANT ADA RAMPS
- NONCOMPLIANT ADA RAMPS
- NO ADA RAMPS
- NO SIDEWALKS
- SIDEWALKS THAT NEED REPAIR
- JEFFERSON COMMUNITY BOUNDARY
- CITY BOUNDARY





Street Lighting and Curb-and-Gutter Conditions

- EXISTING STREET LIGHTING
- NEEDED STREET LIGHTING
- NO CURB-AND-GUTTERS
- CURB-AND-GUTTERS THAT NEED REPAIR
- JEFFERSON COMMUNITY BOUNDARY
- CITY BOUNDARY



D. Community Plan Objectives

The Jefferson Community Vision focuses primarily on three topics, Land Use, Open Space & Pathways, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish the purposes of the Jefferson Community Plan, the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. Because funds are limited only high priority items which have been identified previously are listed below.

1. Land Use Vision

Objective 1.B. Consider rezoning existing homes, from CP-3 to R-4 that front on Grant Avenue or are between Grant and west of Washington between 27th and 30th Street.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division Staff

Objective 1.K. Consider rezoning from M-1 to C-2 existing manufacturing areas east of Wall Avenue. Consider rezoning from M-2 to C-3 existing manufacturing west of Wall Avenue at 32nd Street.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division Staff

Objective 2.B.- Consider placing a corridor overlay zone on the properties along 30th and

31st Street between Wall Avenue and Washington Boulevard. The design of the development needs to create an entry feature to the neighborhood as well as meet the commercial needs along the street. Attention to design, materials, development potential of remaining properties and the neighborhood entryway will be factors on consideration of rezoning.

Implementation Responsibility
Planning Commission and City Council

Resources: Planning Division Staff

Objective 4.B.- Encourage using historic designations and accompanying tax credit programs to encourage reinvestment in homes.

Implementation Responsibility
Landmarks

Resources:
Planning Division Staff

Objective 5.C.- Encourage home owners and renters to better maintain their properties.

Implementation Responsibility
Planning Department, Code Enforcement, Neighborhood Development

Resources:
Business Licensing, Block Grant and Code Enforcement

2. Open Space & Pathways Vision

Objective 6.D.- 6.D.Enhance the Marshall White Park by providing amenities that would benefit the community

Implementation Responsibility
Community Services Department, Parks & Recreation Committee, Mayor, and City Council

Resources:
Capital Improvement Program, Parks & Recreation Committee

3. Transportation

Objective 9.A.- Improve the streetscape along Wall Avenue and Washington Boulevard.

Implementation Responsibility

Community Services Department, Parks & Recreation Committee, Mayor, and City Council

Resources:

Capital Improvement Program, Community Services Department, Parks & Recreation Committee

Objective 10.B.- Consider improving and extending Doxey Street between Wall and Lincoln Avenue.

Implementation Responsibility

Private development, RDA, Community Services, Mayor, and City Council

Resources:

Capital Improvement Program, Community Services Department, Redevelopment programs

Objective 10.C.- Encourage the closure of alley ways in the community which do not have a public purpose. In some instances these alley ways are owned by the abutting property owners and it may not be feasible to vacate the alley way. In these situations it may be better to place a gate at each end of the alley way with a key for the property owners to access. Lighting should also be encouraged in the event the alley ways can't be vacated. (CIP Preference)

Implementation Responsibility

Community Services Department, Neighborhood Development. Legal Department

Resources:

Capital Improvement Program, Community Services Department, Neighborhood development programs

Objective 11.C.- Recognize that the repair, re-surfacing, and maintenance needs for local roads and sidewalks in this community are long overdue. Roadway and sidewalk maintenance or repair schedules should include these roads and sidewalks as a higher priority.

Implementation Responsibility

Community Services Department, Mayor, and City Council

Resources:

Capital Improvement Program, B& C Road funds

14. G Mt. Lewis

14G. Mt. Lewis Community Plan

A. Background

The Mt. Lewis Community, formerly known as the Lincoln Edison Community is located between Washington Boulevard and the mountain front, and North Street and the northern boundary of Ogden City (1500 North) as shown in the Location Map. The Mt. Lewis Community occupies the northeastern part of the City.

The previous Lincoln-Edison Plan was adopted in 1989. This plan called for certain “Immediate changes to the zoning map.”

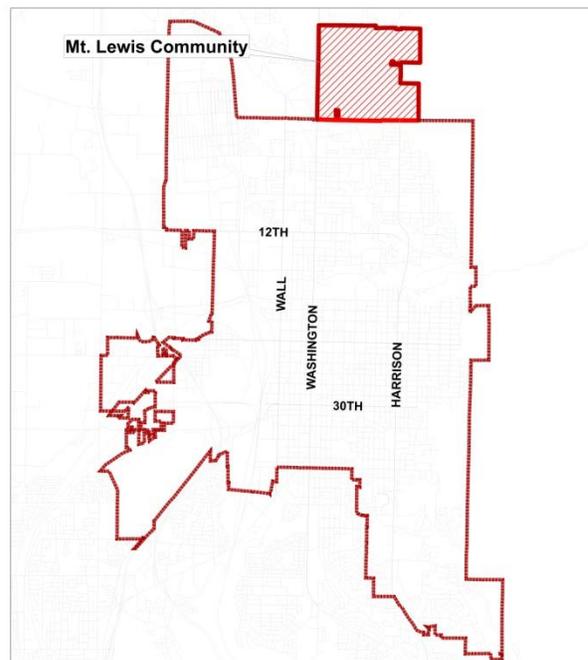
The bulk of those changes were to downzone from multi-family zones (R-2 and some R-3) to single family residential zones i.e. R-1. This was mostly accomplished in 1989 and eliminated much of the R-2 zoning in the area. The only R-2 areas remaining are the area just east of the LDS church at 1200 North Monroe and the strip of property at the extreme northwest corner of the community at Washington Blvd. and 1500 North.

From the “Planning Guidelines for the Future” the following items have been addressed:

1. The connection of 825 N. to 900 N. has been completed.
2. The zoning near the east bench promotes the “larger lots” in this area.
3. 675 North Monroe Blvd. is now zoned NC-1, which is an improved version of the CP-1 zone and will force future upgrades of the site.
4. Encourage developers to design around high water tables (see Mountain Ridge Subdivision)
5. Complete Water System Distribution Master Plan. (see Ogden City Water Master Plan, dated 2002)

6. Seek federal funds to extend and widen Monroe and Harrison Blvds. (Monroe Blvd. has been extended to the City boundary on the north).
7. Record high water table information with new development. We currently have a better knowledge of the high water areas and characteristics of the community than we did 20 years ago, through local building projects.

Interestingly, there are some ideas that persist from 20 years ago including the alternative use of detention basins and the use of entry markers.



Mt. Lewis Community Location Map

-  Mt. Lewis Boundary
-  Ogden City Boundary

INVOLVE  OGDEN



Prepared by
Ogden City Planning 6/2010

Location Map

14G. Mt. Lewis Community Plan

1. Population Characteristics

The 2000 Census indicates the Mt. Lewis community is largely a community of middle income families whose principle income is the result of work in Weber or neighboring counties. The population growth in this planning community went from 4,867 in 1990 to 7,735 in 2000 with 49% males and 51% female. This area contained the most available plots of land in the city, which facilitated the robust development. With respect to race, 83% are White, 14% are Hispanic, and 2.7% are Black. That is an increase of 8% of Hispanics and a slight decrease in percentage of Blacks since 1990, although the total number of persons is about the same. There are 2,931 total dwelling units with 2,104 of those being single family detached houses. The 2000 Census showed 80% owner-occupied and 20% renter-occupied. In comparison, the 1990 Census showed a 78% owner occupancy with 22% rental. From 1980 to 1990 the average household size decreased from 2.87 to 2.77 persons. In 2000 the average population by household increased to 2.95. The median household income rose from \$29,750 to \$39,409 from 1990 to 2000. Over 80% of the work force continues to drive alone to their place of work

2. Land Use / Zoning

The Mt. Lewis Community consists primarily of single-family residential homes. There are some multi-family and mobile home park nodes located along the eastern side of Washington Blvd. As shown in the following table, residential uses occupy 75% of the developed land in the community. Most of what had been vacant land in 1989 was developed during the 1990's. Virtually all this development was single family homes. In the 1989 Plan only 24.7% of the land was occupied by single family homes. By 2000 that percentage had swelled to 66%. The existing large vacant land percentage is a result of the mountainous terrain east of the canal. These lands are generally publicly owned mountainside which will generally remain undeveloped.

Duplex uses are concentrated east of the LDS Church at 1225 North Quincy Avenue.

Mt. Lewis Community Land Use Information			
	Acres	% of Community	% of Developed Land
Total Community	1,075.67	100	74.32
Developed Acres	675.76	74.32	100
Residential	619.61	68.15	91.69
Single Family	498.52	54.83	73.77
Duplex	5.25	.58	.78
3-4 unit	3.63	.40	.54
5+ unit	13.12	1.44	1.94
Mobile home	84.41	9.28	12.49
Government/Institution	40.53	4.46	6.00
Cultural/Recreation	0	0	0
Park	14.08	1.55	2.08
Commercial (Sales)	.39	.04	.04
Commercial (Service)	1.15	.13	.13
Transportation (Roads)	166.47	15.40	15.4
Vacant	22.71	2.50	3.36
Condominium	14.68	1.61	2.17
Open Space	178.51	19.63	26.42
Detention Basins	32.22	3.54	4.77

3. Development History

The community was primarily developed after 1940. As late as 1939, there were only 37 (mostly farm) homes in this community. The first major development was the Ron Claire Village Subdivision of the early 1960s. This area was developed primarily to provide homes for workers at the Morton Thiokol plant in Box Elder County. Eyrie Meadows began development in the 1960's. This was followed by the development of the two principle mobile home parks in the 1970's and 80's. The "Housing Style" maps identify the decades in which the land was subdivided.

4. Rental Occupancy

The majority of rental properties are reflected in the apartment buildings that are located along the Washington Blvd. corridor. Apart from the areas zoned R-3 and R-4 along Washington Blvd. the other main concentration of rentals appears to be in the duplexes along the north side of 1225 North just east of Quincy Avenue. The statistics show a declining percentage of rental occupancy over the last 10 years from 22.5% to 20%, which conversely translates to a higher percentage of home ownership. This would indicate a positive trend in the concept of home ownership. It is widely considered that homeowners tend to have a higher vested interest in the maintenance and appearance of their properties than renters do.

5. Residential Housing Styles

This area was primarily agricultural until 1959 when there was a great influx of single style, one story homes built as part of the Ron Claire Village Subdivision and the Eyrie Meadows Subdivision. After that initial building boom in the 1960's the development trends were more gradual. The following decades did not bring a great deal of variety in housing types. Therefore, there is considerable overlap of housing styles. These housing types have predominantly been bungalow, rambler or split level. Larger homes were built in the 2000's east of Harrison Blvd.

a. Style 1- 1960's

The standard was single story with relatively flat roofs and a single car port or garage to one side placed on a 6000 square foot lot. Ron Claire and Eyrie Meadows Subdivision continued to build out though the 1960's. Eyrie Meadows also included the apartment complex (Mt. Eyrie Gardens) that is situated just west of Mt Eyrie Park. This area was witness to the construction and ultimate failure of a tennis club just north of the apartments. Later in that decade Mountain Crest Subdivision introduced some level of variety in housing east of Jackson at 450 North Street.



HOUSING STYLE 1

- MT. LEWIS BOUNDARY
- PARCELS
- CITY BOUNDARY



Prepared by Ogden City Planning 8/2009

0 500 1,000 2,000 3,000 4,000 Feet

14G. Mt. Lewis Community Plan



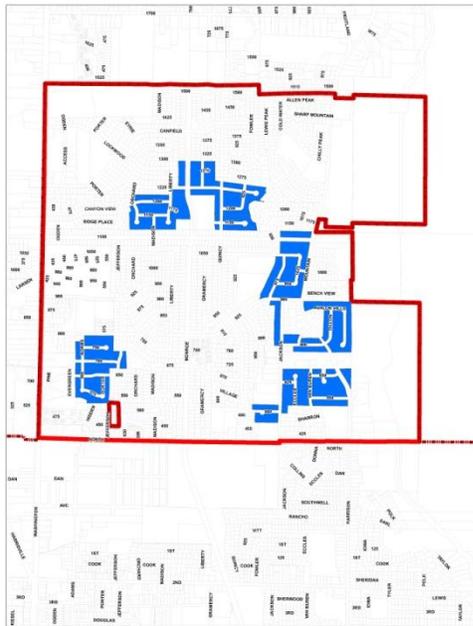
Examples of Style 1 housing
The 1960's



14G. Mt. Lewis Community Plan

b. Style 2 - 1970s

In the 1970's a few new subdivisions came on board such as: Cliff Heights, Mountain Road Estates, and Avalon Hills which was the first subdivision to develop east of Harrison Blvd. This era started to offer a slightly greater variety of housing types, although the predominant style was the split level single family home, often with a cantilevered upper floor.



HOUSING STYLE 2

- MT. LEWIS BOUNDARY
- PARCELS
- CITY BOUNDARY



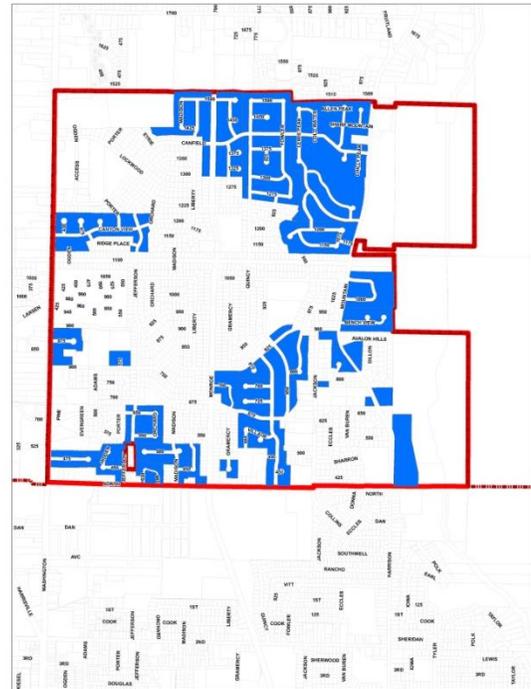
Prepared by Ogden City Planning 8/2009



14G. Mt. Lewis Community Plan

c. Style 3- 1980s, 1990s, 2000s

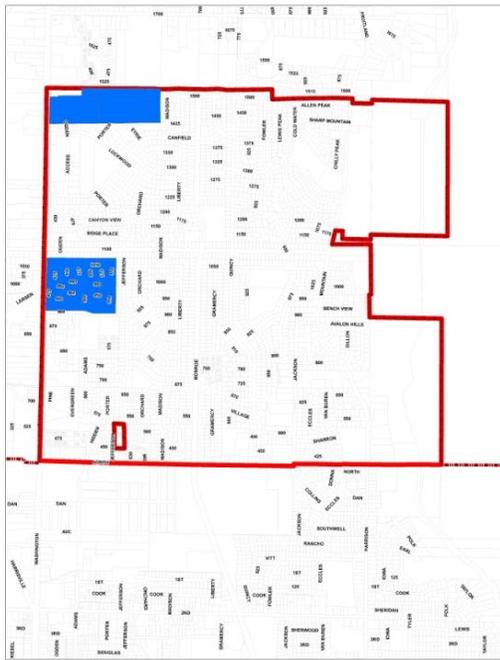
In the 1980's and 90's the single-family housing style gained even more variety although the majority of homes were the single-story rambler with a two-car garage that extended from the main part of the house toward the street. Home development on a larger scale extended east of Monroe Blvd. and began to infill the smaller areas between Monroe and Washington Blvds. Mystic Mountain, Esquire Subdivision, and East Oaks began to build out. The major areas of development east of Monroe Blvd. have been the Village of Mountain Road, Keystone Acres, Jumpoff Canyon, Avalon Hills, and Mountain Road Estates. In the 1990's and 2000's the development of large homes along the Harrison Blvd./Mountain Road corridor was common. In the 2000's there were more developments east of Harrison marked by Rancho Vista, The Bench at Mountain Road, and The Eagles Subdivision. These homes tend to be larger, multi-story homes with additional articulation of the exterior and a mix of some masonry exteriors with wood and/or hardy plank.



14G. Mt. Lewis Community Plan

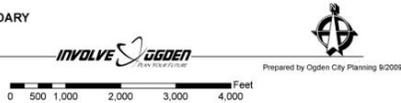
d. Style 4 – Mobile Homes

The mobile homes are contained in three “parks” i.e. Washington Mobile Estates at 1500 North Washington, Viking Villa at 1000 North Washington and Flamm Mobile Home Park at 900 North Adams. These parks were developed in the 1970’s and 80’s, and remain today as tucked away small communities unto themselves. They are well maintained and experience few vacancies . In total these parks have 383 pads and represent 64% of the pad spaces in Ogden City. Mobile homes comprise 9.28 % of the land in the community (84.4 acres).



HOUSING STYLE 4

- MT. LEWIS BOUNDARY
- PARCELS
- CITY BOUNDARY



B. Community Comment

In the public open house numerous issues were brought forward that are related to the planning process. The Steering Committee and the Planning Staff then examined these issues. The following is a list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. **Rename the Lincoln-Edison Community name.**

Traditionally, the neighborhoods would often take on the name of their local schools. This was never a rule. It was an informal policy. This area has long battled the negative perception that is associated with the original Ron Claire Subdivision. This subdivision was developed largely to provide affordable housing for the expanding Morton-Thiokol rocket plant in Box Elder County. Over the years, these single story, flat roofed homes became the symbol of the community and, in fact, hindered its progress. Also, there is the prevailing feeling of frustration with the City. One point of concern is that community redevelopment here has been deferred in favor of the CBD, Mt. Ogden and East Central neighborhoods. There is also the feeling that calls to the police to report criminal activity are not answered promptly, but zoning code enforcement is overly emphasized. Since those early days the newer homes being developed are more standard track homes that represent a basic upgrade in the housing stock. The community wanted to “rebrand” the name of the community in a more identifiable and positive symbol. The mountains and especially “Mt. Lewis” which looms above the community and is a focal point was the name of choice by the community.

2. **Detention Basins**

This community contains nine designated community detention basins. These are a function of the abnormally high water table and proximity to the edge of the mountains combined with the urban development that has taken place in the last 40+ years. These basins allow for large rain events where the first charge of runoff will be “detained” in the basins and then the flow will be controlled into the storm sewer system.

These basins are frequently subject to abuse by ATV’s, motor bikes running through them, especially after a rain storm and are not well maintained. Some may present an opportunity for dual or alternative uses that benefit the neighborhood.

3. **Closed-in Carports**

In the 1960’s the homes were often built with a single carport on the end of the building. This design is characterized by the majority of homes in the original Ron Claire Subdivision. Often the owner desired for additional space, typically a family room. It became common place in this neighborhood to convert the carport to living space without regard to zoning and building code requirements, but without building permits from Ogden City. This practice has proved to be problematic in that it introduces zoning infractions in the form of parking in the front or side yards, and parked cars encroaching over sidewalks. Since these conversions were done without building permits the more serious issue is the potential for health and safety concerns in the construction of the new living space.

4. **Parks and Recreation**

This area has three local City parks, all with their own distinct size, shape and character. The community would like to carry on that distinction and thus has separate ideas and visions for each of these parks. This area is

one of the very few that has a component of the Nature Center on its northeast boundary east of Mountain Road. The Nature Center North contains trails, a parking lot and access to the Bonneville Shoreline Trail system. In light of the fitness issues facing our nation's youth, this community seized upon the slogan of "Getting Families Active and Involved" as a principle recreational goal. This means getting children out and involved in activities in the parks.

5. Walkability and Bicycle Routes

As part of the theme for a healthy community, it is apparent that this area should enhance its "walkability" and bicycle opportunities. The easiest way to invite more walkers is to increase the number of street trees in the park strips. These will provide shade in the summer when people are more apt to be out walking, make the experience enjoyable, and thus something they may repeat. As part of that goal the City will need to address the "sidewalk deficiencies" that are manifested in the absence of sidewalks and handicap curb cuts or damage to the existing sidewalk. The unique mountain vistas contained in this neighborhood could be most appreciated by the pedestrian and bicyclist. Therefore, it is very important that the paved surfaces (sidewalks and streets) be suitable for those persons. An emerging hallmark of Ogden City is the commitment to recreation. Part of that involves the enhancement of the bicycle route network in this neighborhood.

6. Water Lines and Street Surfaces

The chemical composition of soil in this neighborhood is such that it is very damaging to metal water pipes in a surprisingly short time. This has caused damage to streets as well, especially along 1100 North, 1050 North, and Monroe Blvd.

7. Widen Mountain Road

As part of the City-wide goals to increase bicycle routes and enhance walkability in the neighborhoods, the widening of Mountain Road will need to be accomplished. This is also important to the smooth automobile traffic flow between North Ogden and Harrison Blvd.

8. Transit

There is a general feeling of neglect by UTA to this neighborhood. The citizens would like to see expanded service, especially in the form of connection between stops along Harrison and WSU, McKay-Dee Hospital and other points south.

9. Monroe Boulevard

Monroe Boulevard functions as the spine of this community. It enters the Mt. Lewis Community at North Street and follows a relatively straight trajectory to the City boundary at 1550 North. It is a 99' wide right-of-way that, due to its flatness and width, invites speeding traffic, has an uninviting appearance and represents a physical divider through the middle of the community.

10. Washington Boulevard

Washington Blvd. is a very important route in Weber County, Ogden City and the Mt. Lewis community. It provides the main arterial that bisects the entire county, and connects North Ogden with South Ogden. It is the main commercial street in Ogden City though in this neighborhood there is little commercial activity associated with the city. Access onto Washington is very difficult for this neighborhood as the only signalized access for this community is at the very southern end at North Street. Safe pedestrian crossings on Washington Blvd. is another problem. This is especially illustrated by the number of individuals

14G. Mt. Lewis Community Plan

crossing Washington Blvd. from Mt. Lewis to access the shopping center on the west side at North Street.



14G. Mt. Lewis Community Plan

C. Mt. Lewis Community Vision

The Mt. Lewis Community Vision establishes a comprehensive guide to future physical land use patterns and improvements to maintain a viable community. The vision was developed through two community open house meetings held at Lincoln Elementary on September 29, 2009 and March 18, 2010. The steering committee met on six occasions between November and March. Their goals and policies were then brought back to the public in the second open house meeting on March 18, 2010.

Through these meetings and the subsequent meeting(s) with the Planning Commission, four major topic areas emerged as part of this Plan. They were: **Neighborhood Identity, Land Use, Parks and Recreation and Transportation.** These topics were addressed using text and a graphical map to express the ideas that were developed to create a vision for the Mt. Lewis Community.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-making process. The Vision Strategies are the ideas that were generated by the participants of the community plan process and are then employed to develop “implementation strategies.” These can take the form of new or changes to ordinances, programs, capital improvements, or other City policy implementation mechanisms. It is possible that some of these strategies may not be realized within the next planning cycle. Budget constraints, deferred priorities, or political preferences may alter or replace these strategies. It is also possible that other methods or ideas could surface that in the

minds of the community are preferable to the items listed in this document.



NEIGHBORHOOD IDENTITY

1. Rename the Lincoln-Edison Community to focus on the mountains as an emblem of the community

The Lincoln-Edison community has long been synonymous with the Ron Claire Subdivision, which was the earliest, large-scale development in the community. It developed in the 1960's, and functioned as an affordable housing option during that time. With the advent of new market rate housing opportunities in the last 20 years, the community is anxious to rename and redefine itself. The mountains that loom up dramatically to the east (Mt. Lewis in particular) are a defining feature of this neighborhood. The trail system and the Nature Center are draws that invite the local citizenry even closer to the mountains and reinforce the mountains as the emblem of the community.

Neighborhood parks can be an integral part of a community's identity. It is for that reason that the community desires changing the name of some of their local parks as well as the community. The name "Lincoln Sports Park" is homage to our 16th president and the nearby school that bears his name. The other suggested name, "Lewis Peak Sports Park," taps into the mountain theme of the community.

Vision Strategies

- 1.A. Change the name of the community from Lincoln-Edison to the Mt. Lewis Community.
- 1.B. Change the name of Ron Clare Park to Mt. Lewis Park
- 1.C. Change the name of Mt. Eyrie Park to Lewis Peak Sports Park or to Lincoln Sports Park



NEIGHBORHOOD IDENTITY

2. Develop Community Pride

The Mt. Lewis community is primarily a residential community that is emerging from its negative perception and needs to continue its efforts to establish itself as a place that is distinct and desirable to live in. Part of the formula for making that distinction is to place entry markers at strategic locations of entry at the periphery of the neighborhood. These markers can be located within the park strips at the intersections of important streets that funnel traffic into the neighborhood.

This effort also needs to enact some internal activities that will act to galvanize the community and bring persons together. Communities in today's world that are primarily residential may have to work especially hard at developing community wide events that draw people out of their homes so that they can meet and recreate with their neighbors.



Vision Strategies

- 2.A. Placement of an entry marker at the intersection of Monroe and North street
- 2.B. Placement of an entry marker at the intersection of 1100 North and Washington Blvd.
- 2.C. Encourage community-wide activities in parks such as summer carnivals, garden fairs, or sled days that will be attractive to families



NEIGHBORHOOD IDENTITY

3. Reduce the presence of Gangs/Graffiti

A societal problem that afflicts many of our cities and towns is the problem of gang violence and graffiti. The Mt. Lewis Community is not immune from this problem. To the community's credit, it is an issue they are willing to address head on by rapidly removing graffiti and reporting any suspicious activity. The community is committed to expanding a neighborhood watch group.

Vision Strategies

- 3.A. Rapidly eradicate all gang-oriented markings through community awareness and education.
- 3.B. Develop and expand neighborhood watch groups to report neighborhood gang or illegal behavior.

LAND USE

4. Develop zoning that represents the commercial and residential nature of the specific area

The development pattern of the Mt. Lewis community has had the commercial and multi-family zoning located primarily along the east side of Washington Blvd. The lone exception is the C-store at 680 North Monroe Blvd. This C-store was originally to be a 10 acre commercial node in the center of the community. The development community could not justify the investment given the lack of sufficient density and through traffic access in the immediate area. The outcome is the shifting of the commercial interest out to two primary locations along Washington Blvd. These existing commercial nodes are small and underdeveloped on the east side of Washington Blvd. where North Street and 1225 North intersect. These locations should be developed and expanded in a thoughtful and attractive manner that is consistent with the Neighborhood Commercial zoning standards. These locations should also be designed to be “walkable” and inviting to the public, especially for the members of the community to the north, east and south. The potential for increased automobile traffic and bus rapid transit (BRT) expansion along Washington Blvd. requires these sites have good transit access, with separated turn outs and other amenities that will serve to benefit the neighborhood, as well as the traffic along Washington Blvd.

All new residential development east of Adams Avenue (500 E.) should be of the single-family dwelling unit variety. To ensure that development pattern, certain areas should take on new zoning designations. These proposed zoning designations are consistent with the already established housing types in the area.

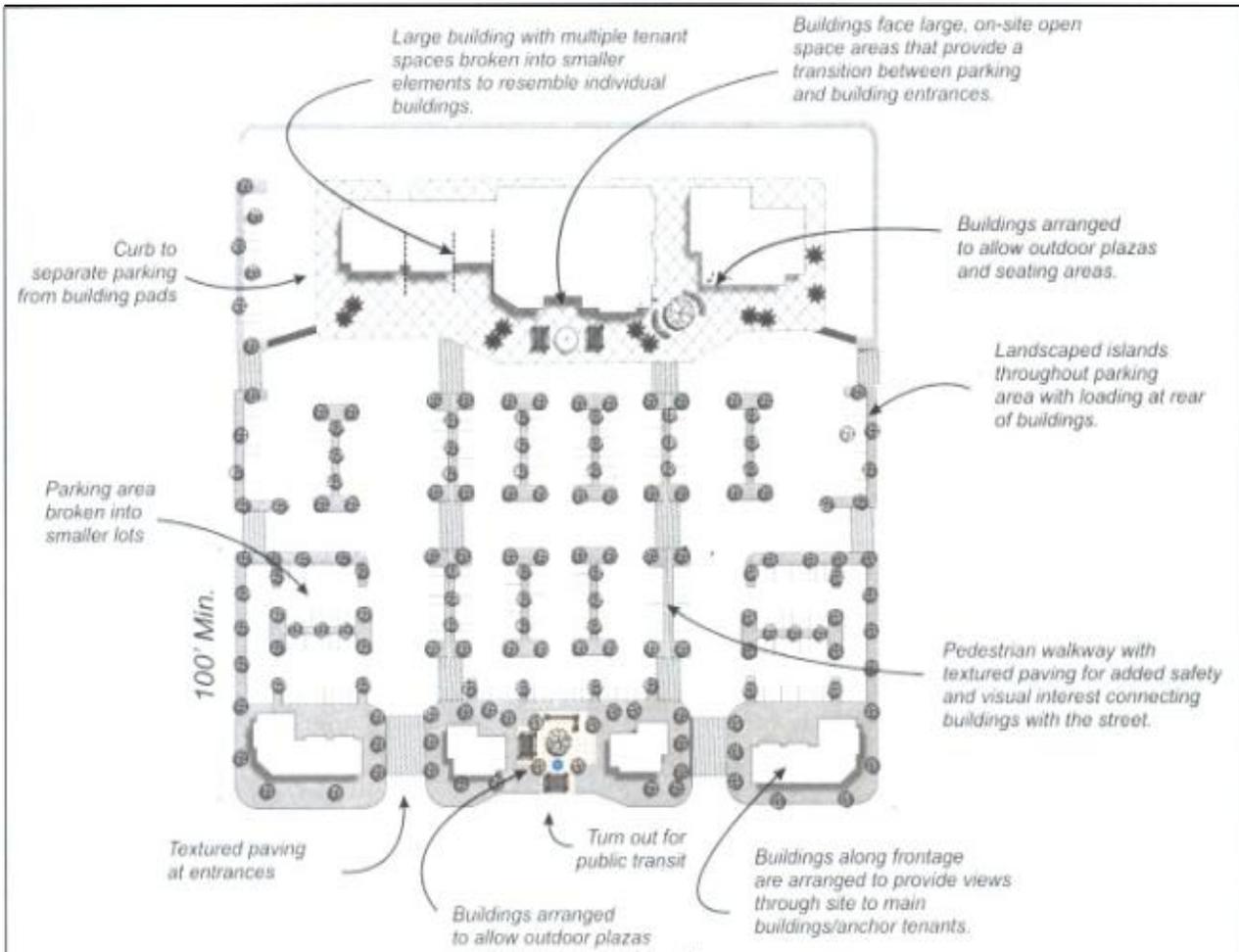
Vision Strategies

- 4.A. Rezone the northeast corner of Washington Blvd. and North Street to “Neighborhood Commercial”.
- 4.B. Rezone the northeast corner of 1225 North and Washington Blvd. to “Neighborhood Commercial” and expand to the east as far as 500 E.
- 4.C. Develop the farm at 840 E. and 490 N. as single family residential (R-1-6).
- 4.D. Develop the area just west of Francis Park as single-family residential homes (R-1-6).
- 4.E. Rezone the R-2 property at 1500 North Washington to “R-1-6.”

All High Priority



14G. Mt. Lewis Community Plan



The flavor of new commercial development in the Mt. Lewis Community should have a human- and family-friendly scale. These are elements of the Neighborhood Commercial zoning that should be employed with future commercial development. It should be able to serve the immediate community as it embodies the concept of walkability while still being available to transit and cars from along Washington Blvd.

LAND USE

5. Develop public facilities that benefit the community

Due to the high water table, there is a high number of storm water detention basins in comparison to other parts of Ogden. These basins are typically City owned “lots” that have proven to be a maintenance problem. They are frequently subject to neglect and can be sloppy and unkempt. The Engineering Division has identified three of these detention basins that may serve as trial grounds for a dual or alternative use, while also functioning as a detention basin. The dual use of these three basins will go a long way to improving the appearance. Some of the potential uses include: tot lots, basketball courts, or play grounds. The remaining detention basins will remain, and could possibly be converted in the future, depending on the success of any of these three areas.

The Edison Elementary School is currently vacant. It is likely to be reopened by 2013 as the demographics dictate and the need arises. If the school does become available, the City should position itself to purchase it as it would be an excellent community center for this portion of the City.

The soils in the central portion of the Mt. Lewis community have a chemical make-up that is particularly hard on the metal water mains in the streets and cause a chemical corrosion which reduces the life of the pipes. This problem is especially acute along Monroe Blvd., at 1100 North, and 1050 North Streets where the damaged pipes are also causing the streets to fracture and buckle. This problem needs to be addressed with new water pipes and street repair.

Vision Strategies

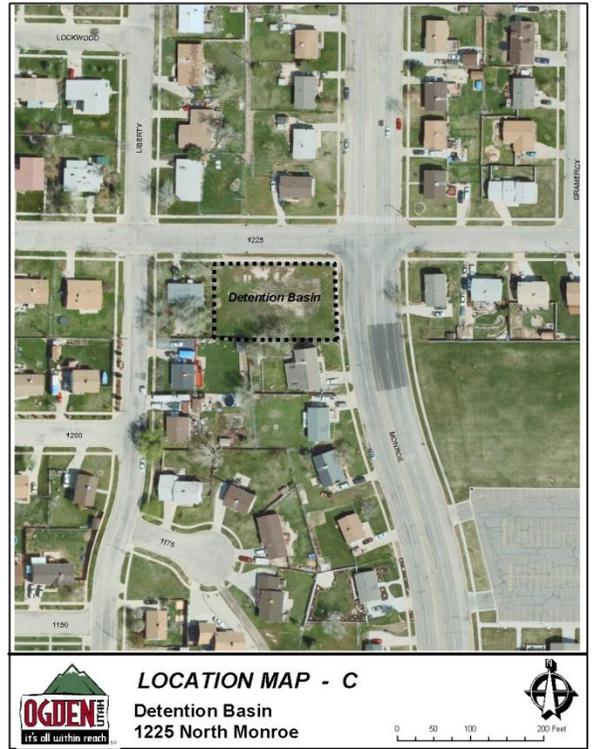
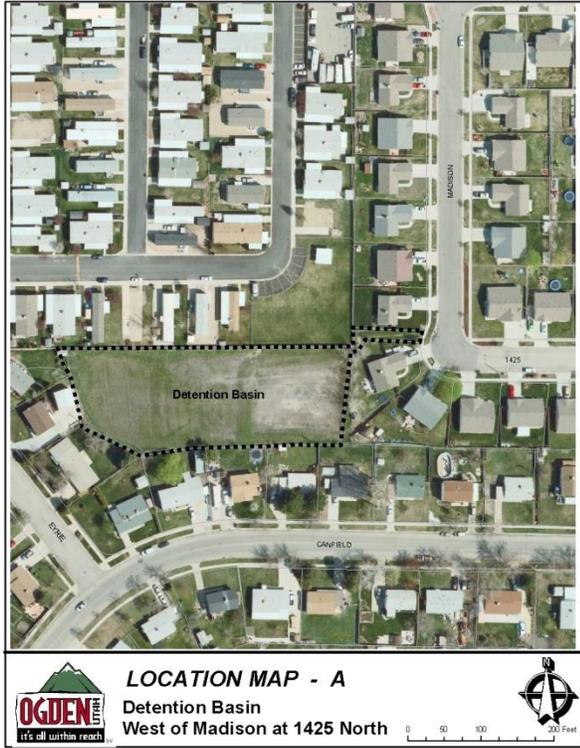
- 5.A. Look for ways to better the appearance of the detention basins and develop alternative uses for the following detention basins:
1. West of Madison Avenue at 1425 North.
 2. 1150 North Washington Blvd.
 3. 1225 North Monroe Blvd.
- High Priority**
- 5.B. Replace worn water lines that are damaged in Monroe Blvd., 1100 North, and 1050 North Streets with pipes that can endure the soil conditions.
- High Priority**
- 5.C. Consider the purchase of the Edison Elementary School for a community center if the school district makes it available.



Edison School

14G. Mt. Lewis Community Plan

DETENTION BASINS ELIGIBLE FOR DUAL USE



Example of recreational facilities
in a storm water detention basin



Facilities to be outside the flood plain

LAND USE

6. Closed-in Carports

The problem with closed-in carports is not specific to the Mt. Lewis community, but due to the number of single-car “carports” constructed in the 1960’s, this community has the largest amount of closed-in carports. The problem goes beyond just the zoning infractions of parking on the lawn, or in the side yard without hard surface, or in the street beyond the established time limits. There are health and safety concerns dealing with the mold, structural and electrical concerns with work done that did not meet codes or common building practices.

While there is no easy solution, no new conversion should be allowed. The existing homes should be noted on the “registry” of possible properties that could be upgraded through Community Development programs.

If a property owner wanted to ensure the health and safety of the structure, they could request an inspection by the City’s Building Services Division. This action would then require the owner to make the required corrections to the enclosed carport as determined by the CBO.



Vision Strategies

- 6.A. Develop site standards and an inventory to establish a “registry” of all the existing closed-in carports. No new conversions would be allowed.
- 6.B. Establish a housing program to upgrade homes of these types to meet codes and improve the neighborhood housing.
- 6.C. Help owners of properties to understand opportunities to make a safer dwelling by requesting a building permit and an inspection of the enclosure by Building Services. However, if the building is inspected, the applicant would be responsible for correcting the building code violations as determined by the Chief Building Official.



PARKS & RECREATION

7. Look to improve the quality and maintenance of the neighborhood parks

Nowhere in Ogden City is there the diversity of potential park experiences. The community feels that there is some value in maintaining those distinctions for each park while still providing basic park services.

The most unique park experience is provided by the Nature Center North at the northeast edge of the community. There is some very basic maintenance needed on the fence that runs along the east side of Mountain Road. The City has strived to keep the trails at this location well maintained for leisurely walking enthusiasts.

Ron Claire Park which is associated with the (currently closed) Edison Elementary School has some repair needs to some of the structures. As part of the “rebranding” effort discussed earlier it is felt that the park name should be changed. This park seems to be the main park of choice due to the centralized location, available facilities, and play apparatus combined with usable open areas for leisure activities. This park has been identified by the community as a focal point of the community. The feeling is that family-oriented recreational amenities should be added along with trees for shade and creation of small intimate spaces for family enjoyment. All new facilities within the park should contribute to the enjoyment of the park experience.

Francis Park, which is the smallest of the three neighborhood parks, is located at approximately 650 West 675 North. It is afflicted by underutilization and occasional vandalism. The need for an assortment of alternative park uses is needed. A dog park, skate park, or community garden are potential future uses that may enhance the park’s usage and still be able to serve basic park needs. There has also been discussion

to convert the western edge along Jefferson Ave. to buildable lots.

Mt. Eyrie Park which is located between Lockwood and 1225 North Streets just west of the Lincoln School is described as a “large open field, between two rows of trees”. There are two tennis courts at the north end. Because of the ample room available, this could serve as a venue for multiple organized sports. In fact, the community has sought to change the name of the park to better identify itself as the location for these various sports. Ideally, these new soccer and basketball facilities would come along with the basic play apparatus that every park needs.

Vision Strategies

- 7.A. Upgrade the physical facilities of **Ron Claire Park** by:
 - 1. Changing the name to Mt. Lewis Park.
 - 2. Making the park a focal point for community events.
 - 3. Repairing the roof and slab at the park shelter area.
 - 4. Continue tree plantings at the park.
 - 5. Placing tables and BBQs in the park.

- 7.B. Maintain and improve the **Nature Center North** by:
 - 1. Repairing the fence along Mountain Road
 - 2. Continuing to clear and smooth the trail as needed.
 - 3. Acquisition of adjacent land for future expansion should also be encouraged.

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- 7.C Upgrading of **Francis Park** by:
1. Improving park security with the placement of additional street lights.
 2. Converting part of the park to a dog park, skate park, and/or a community garden.
 3. Consider selling western edge for single family lots



RON CLAIRE PARK

- 7.D. Initiate the transition of **Mt. Eyrie Park** by:
1. Converting various areas to multi-sports park to serve primarily soccer, tennis and basketball
 2. Changing the name to Lewis Peak Sports Park.



NATURE CENTER NORTH



MT. EYRIE PARK



FRANCIS PARK

PARKS & RECREATION

8. Enhance recreational opportunities in order to get families active and involved

The community believes that the City and the community itself should become more proactive in implementing activities and park improvements that would support the desired activities. Noticing through church, school or other civic functions of community events can go a long way in bringing families out to recreate. This community recognizes the increasing importance of being active in light of the obesity related ailments afflicting our population. To combat this trend the City and the community must initiate efforts such as creating parks to support such activities as well as scheduling events at the various venues.

In the spirit of working together, the City and the community should band together to initiate a special improvement district, through a vote that would be specific to helping establish the “sports park” facility at Mt. Eyrie. Some of the ideas for the sports park included the creation of soccer, tennis, basketball and sledding venues. It is hoped that the special improvement district vote in combination with RAMP funding could go a long way to making the sports park a reality.

Vision Strategies

- 8.A. Continue with RAMP grant applications for securing funding for a sledding venue or establishing the “sports facility” at Mt. Eyrie.
High Priority
- 8.B. Consider additional venues for soccer and basketball.
High Priority
- 8.C. Consider a one-time fee (for a special improvement district) for Mt. Lewis residents to implement the sports park facility at Mt. Eyrie or some other location within the community.
- 8.D. Improve the posting of recreational oriented events at schools, churches and parks to attract more



TRANSPORTATION

9. Incorporate traffic calming to improve Monroe Boulevard

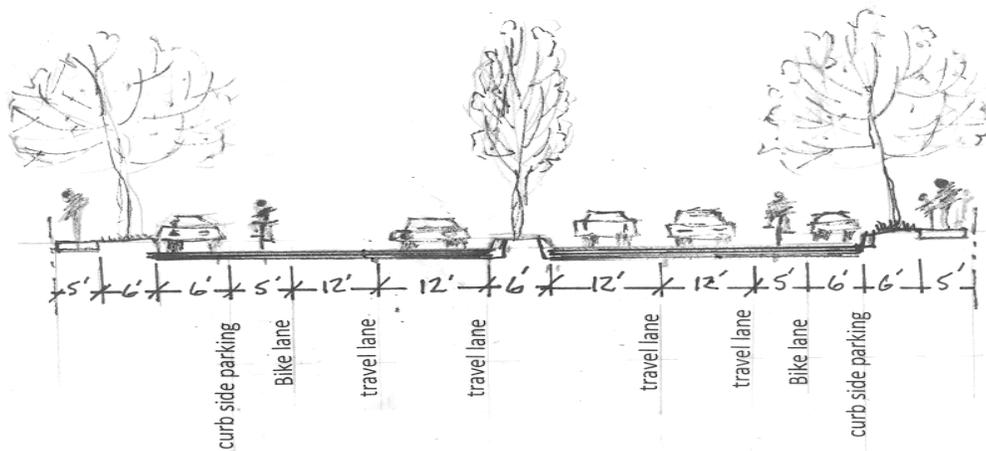
Monroe Boulevard is designed as a main collector but presently serves as a local street because it does not exit to the north. It runs up the spine of the neighborhood from north to south. It is a 99' wide right-of-way that is long, wide and straight. These characteristics lend themselves to rapid speeds (intentional and unintentional) that in turn act to be a safety concern as well as a tangible divider of the community. The community wants desperately to calm traffic flow, make it more attractive, and make Monroe Blvd. more inviting to pedestrians and bicyclists alike. Roundabouts (traffic circles) are a widely recognized method of calming traffic. Two specific intersections identified as logical candidates for roundabouts are North Street and Monroe Blvd. as well as 1100 North and Monroe Blvd. Roundabouts, a planted median, and perhaps even bike lanes could make Monroe Blvd. a more complete street, and at the same time meet the intended goal of calming traffic. There is ample room, especially at the intersection of North Street and Monroe Blvd., to construct a roundabout. The placement of the roundabout at 1100 North and Monroe Blvd. may necessitate a "take" of some yard space to implement.

Vision Strategies

- 9.A. Place a roundabout (traffic circle) at the intersection of North Street and Monroe Blvd. Acquire land that is needed for this to occur.
- 9.B. Place a roundabout (traffic circle) at the intersection of 1100 North and Monroe Blvd. Acquire land that is needed for this to occur.
- 9.C. Consider the use of a planted median and bike lanes along Monroe Blvd. Encourage the use of separation planting islands between bicyclists and vehicles.



Roundabout (traffic circle)



Enhanced Monroe right of way

TRANSPORTATION

10. Widen Mountain Road/ Harrison Blvd.

The right-of-way width for Mountain Road decreases approximately 10', from 80' to 70', at 1100 North. Consequently, the improvements north of 1100 North are not consistent with those to the south of that point. It also precludes the provision of sidewalks or a future bike lane along the east side of the street. Street or right-of-way widening is needed to achieve the goal of a bike lane or sidewalk on the east side. The City will endeavor to improve the street surface and place sidewalk on the east side of Mountain Road north of North Street.



Location where Mountain Road is reduced in width by 10'

Vision Strategy

- 10.A. Make Mountain Road/Harrison Blvd. a consistent 80' wide right-of-way to allow for bike lanes and sidewalk on both sides of road.



Harrison Blvd. at full width

TRANSPORTATION

11. Consider traffic signals on Washington Blvd.

Washington Blvd. is a state highway that runs along the western edge of the Mt. Lewis community. It has long stretches without traffic signals to facilitate the movement of north/south traffic between North and South Ogden. It is particularly difficult to turn left from the neighborhood onto Washington Blvd. A recurrent problem is the passage of pedestrians across Washington Blvd. particularly between 800 North and North Street. These typically are persons going to and from the shopping center on the west side of Washington Blvd. This is a safety concern today.

The City and the State should work together to conduct the necessary warrant studies and then determine the need for traffic signalization at various points along Washington Blvd. It is possible that the current traffic volume does not “warrant” the placement of signals at this location between North Street and 900 North. However, this is an ongoing problem that deserves the efforts of both the City and the State to resolve.

Vision Strategies

- 11.A. Coordinate the State and City for development of an additional signal and crosswalk on Washington Blvd. south of 900 North.



TRANSPORTATION

12. Expand the network of bicycle routes

The community is anxious to expand the options of modes of travel beyond the traditional automobile. Included in that is the extension of several bicycle routes within the neighborhood. Bicycle routes can play an important part of the effort to get families out and being active.

The current bicycle network is incomplete. It provides for future improvements only along Monroe Blvd. to 1100 North, 1100 North to Mountain Road and Mountain Road/Harrison Blvd. to the south from 1100 North. The logical extension of this network is to connect Washington Blvd with Monroe Blvd. along 1100 North, the extension of Monroe to the City boundary to the north, and the extension of Mountain Road to the north from 1100 North. This provides for more coverage and serves those bicyclists that want to travel along the principle routes in the neighborhood, and also connects with routes outside the community. This is consistent with the transportation goals for Monroe Blvd. as well as extending the bicycle ways to the northern edge of the City where North Ogden may choose to extend them further as part of their transportation plans. These bicycle routes could be implemented in at least two ways, delineated by signs indicating the rights of bicycles to use the roadways or by separate bike lanes that are striped on the pavement.

Vision Strategies

- 12.A Extend the bicycle route along Monroe Blvd. to the North Ogden City limits.
- 12.B. Extend the bicycle route along Mountain Road to the North Ogden City limits.
- 12.C Extend the bicycle route from the corner of 1100 North and Monroe Blvd. along 1100 North to the west to meet Washington Blvd.



TRANSPORTATION

13. Enhance the walkability with additional street trees

Increasing the local walkability is key to the overall goal to get people out and moving. Street trees (trees placed in the parkstrip) can make walking more enjoyable, especially in the warm summer months by providing shade over the sidewalks. The shade of an established tree also provides a benefit to the understory of grass or landscaping in the parkstrip decreasing their water demand. Trees also contribute to a streetscape by enhancing the street appeal and softening the hard asphalt aspect of the street. It is commonly understood that street trees can also have a positive impact on adjacent property values.



The expectation of parkstrips



Vision Strategies

- 13.A. Place appropriate types of new street trees in park strips where they are absent. Encourage the use of Eagle Scout projects to accomplish tree plantings.



The norm for parkstrips – absence of trees



TRANSPORTATION

14. Address sidewalk deficiencies

As indicated earlier, this is a fairly new neighborhood when compared to the other communities in Ogden City. Some areas are left over from their days as unincorporated Weber County and sidewalks were never installed.

Examples of these areas are:

- The edges of the streets between Madison Ave. and Washington Blvd. on the north side of North Street.
- The west side of Jackson Ave. between 800 North and 500 North
- The east side of Harrison Blvd. between North Street and 800 North.

There are other areas where sidewalks were installed but the ADA accessible curb cuts and ramps are nonexistent or out of compliance. These are areas primarily where ADA legislation came in after the subdivision was developed.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

- a. Sidewalks leading to schools.
Certain money is available for the installation of sidewalks that lead to schools for example.
- b. 50/50 Sidewalk replacement program. A homeowner that wants to replace the walk in front of his home can use the 50/50 replacement program to defray some of the cost of the work.
- c. Special Improvement District. An area established where the sidewalks are installed and the residents pay for them over time with their City utility payments.

Vision Strategies

- 14.A Install sidewalks and ADA access points where needed, using one of the various tools of the current City program.
- 14.B Repair sidewalks where needed using the various tools of current City programs.



TRANSPORTATION

15. Expand transit options

The current transit options are limited in this neighborhood. The buses run exclusively along Washington Blvd., Monroe Blvd., 1100 North and 1225 North. There is currently no transit service east of Monroe Blvd. or north of 1225 North Street. The community would like to see expansion of the transit service to Harrison Blvd. and connecting with points south, such as WSU and the downtown transit hub. This would make connections to the regional network of UTA that connects to other parts of the Wasatch Front.

There is the potential for bus rapid transit (BRT) service along Washington Blvd. While this does not directly address the need of the community to expand transit service to the east, it is possible that UTA could coordinate with the new service to allow better service overall.

Vision Strategies

- 15.A Connect the middle of the neighborhood with Harrison Blvd and ultimately the downtown hub and WSU with mass transit.
- 15.B Provide for Bus Rapid Transit (BRT) stops/turnouts at important transfer points along the east side of Washington Blvd.



D. Community Plan Objectives

The Mt. Lewis Community Vision focuses primarily on four topics: Neighborhood Identity, Land Use, Parks & Recreation, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish purposes of the Mt Lewis Community Plan, the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. These objectives are listed by priority.

1. Neighborhood Identity Vision

Objective A – Use entry markers to define the community boundary

- Placement of entry marker at 1100 N. Washington Blvd.
- Placement of entry marker at Monroe and North Street.

Implementation Responsibility:

Civic groups, citizens
Community and Economic Development Department, Planning Division

Resources:

City Planning Staff, CIP

Objective B – Encourage activities in parks such as summer carnival, fall garden fair, preparedness fair, or sled day

Implementation Responsibility:

Citizens, civic groups

Resources:

Schools, churches, civic groups

Objective C – Develop neighborhood groups to watch and report neighborhood gang behavior

Implementation Responsibility:

Civic groups, citizens, Police Department

Resources:

Police Department

2. Land Use Vision

Objective A – Develop zoning that represents the commercial and residential nature of the specific area

Implementation Responsibility:

Community & Economic Development Department, Planning Division Planning Commission, and City Council

Resources:

City Planning Staff

Objective B – Develop an alternative use in the following detention basins:

- Detention basin located west of Madison Avenue at 1425 N.
- Detention basin located at 1150 North Washington Blvd.
- Detention basin located at 1225 North Monroe Blvd.

Implementation Responsibility:

Public Ways and Parks Department, Recreation Department

Resources:

Capital Improvement Program, State open Land Funds, Private Donations

Objective C – Edison Elementary School – If the school board wants to vacate the Edison School the City should position itself to purchase it as a community center.

Implementation Responsibility

Community & Economic Development
Neighborhood Development Division,
Engineering, Mayor, and City Council

Resources:

Capital Improvement Program, State open
Land Funds, Private Donations

Objective D – Address the “closed-in
carports” issue by establishing a
program that sets up a

- registry of existing homes
- creates opportunities for increasing
code compliance in these buildings

Implementation Responsibility

Mayor, City Council, Neighborhood
Development Division

Resources

Federal housing funds
Capital Improvements Program

3. Parks & Recreation Vision

Objective A – **Ron Claire Park**

- Change the name of the park to Mt.
Lewis Park
- Repair the roof and slab at the park
shelter
- Continue tree plantings in the park
- Place tables and BBQs inside the
park

Implementation Responsibility

Community Services Department,
Community & Economic Development
Department, Planning Division, Public
Ways and Parks Division, Planning
Commission, Mayor, and City Council

Resources:

RAMP funds, Capital Improvements
Program

Objective B – **Francis Park**

Consider options of converting the park to:
dog park, community garden or skate park

Implementation Responsibility

Community Services Department, Public
Ways and Parks Division

Resources:

Capital Improvement Program, Gomer
Nichols Trust Fund

Objective C– **Mt. Eyrie Park**

- Start the transition of this park to a
multi-sports park, to serve primarily
soccer, tennis and basketball
- Change the name of the park to
Lewis Peak Sports Park

Implementation Responsibility

Community Services Department, Planning
Division, Planning Commission, Mayor,
City Council

Resources:

Capital Improvement Program, Special
Improvement District, RAMP funds

Objective D- Consider additional venues for
soccer and basketball (Mt. Eyrie Park)

- Consider a one-time vote and fee
(for special improvement district)
for residents of the community to
implement the sports venue at Mt.
Eyrie Park, or some other location.

Implementation Responsibility

Community Services Department,
Neighborhood Groups, City Council

Resources:

Capital Improvement Program, Special
Improvement District, City Recorders
Office, RAMP funds

4. Transportation Vision

Objective A – Place roundabouts (traffic circles) at the following intersections:

- North Street and Monroe Blvd.
- 1100 North and Monroe Blvd.

Implementation Responsibility
Engineering Division

Resources:
Capital Improvement Program, B&C Road funds

Objective B – Consider the use of a planted median along Monroe Blvd.

Implementation Responsibility
Community & Economic Development Department, Engineering Division,

Resources:
Capital Improvement Program

Objective C – Make Harrison/Mountain Road the same width throughout the neighborhood

Implementation Responsibility
Engineering Division, Public Ways and Parks Division, Streets Division

Resources:
B & C Road Funds, Capital Improvements Program

Objective D– Extend the bicycle routes:

- Along Monroe Blvd. to the North Ogden City limits
- Along Mountain Road to the North Ogden City limits
- From the corner of 1100 North and Monroe Blvd. along 1100 North to Washington Blvd.

Implementation Responsibility
Community & Economic Development Department, Planning Division Planning Commission, Mayor, and City Council

Resources:
Ogden Bike Cooperative, Public Services Department, Parks and Ways Division

Objective E – Place new street trees in park strips where they are absent

Implementation Responsibility
Public Services Department, Parks and Ways Division, Mayor, and City Council

Resources:
Capital Improvement Program
Spring trees from City nursery

Objective F – Install and repair sidewalks where needed

Implementation Responsibility
Public Services Department, Parks and Ways Division, Engineering, and Mayor

Resources:
Installed as part of approved development projects funded by developers, Special Improvement District, Safe Sidewalk Program, 50/50 Replacement program

14H. Lynn

LYNN COMMUNITY BACKGROUND

The Lynn Community Plan was prepared in response to neighbors who were concerned about a particular commercial use next to a single family subdivision. Rather than evaluate only the adjacent zoning, a plan for the Lynn Community was developed. The Lynn Community has a history of strong neighborhood involvement in zoning issues. The community boundaries are the Defense Depot Ogden to the west, Washington Boulevard to the east, North Street and the City limits to the north, and 12th Street to the south.

Population Characteristics

The population of the Lynn Community is slightly younger than the rest of the City. Its under-five population is larger as a percentage than the City as a whole. It also has a smaller number of its residents which are older than 65.

The racial characteristics of the community closely resemble those of the rest of the City, except a smaller percentage of its population is black. The community also has a smaller percentage of its residents with some college education than the entire City.

Population Characteristics in the Lynn Community (1986)

Population	Lynn Community	% of Community	Ogden	% of Ogden
<u>Total Population</u>	3,293	100%	63,909	100%
<u>Population Characteristics:</u>				
<u>Sex:</u>				
Male	1,535	47%	31,105	49%
Female	1,758	53%	32,804	51%
<u>Age:</u>				
Under 5	385	12%	5,870	9%
5-17	689	21%	12,677	20%
18-24	387	12%	7,726	12%
25-34	646	20%	10,748	17%
35-44	309	9%	7,675	12%
45-54	255	8%	4,837	8%
55-64	240	7%	5,044	8%
65-74	199	6%	5,051	13%
75 and Over	183	6%	4,281	7%
<u>Race:</u>				
White	2,999	91%	55,732	87%
Black	49	1%	1,632	3%
American Indian, Eskimo, Aluet	0	0%	766	1%
Asian or Pacific Islander	33	1%	1,252	2%
Other	212	6%	4,527	7%
Hispanic Origin (any race)	318	10%	7,533	12%
<u>Educational Attainment 25 years & older:</u>				
Less than High-School Diploma	658	36%	9,432	25%
High School Graduate	538	29%	10,014	27%
Some College/College Degree	636	35%	18,386	49%

Land Use

The Lynn Community is one of the few residential areas in the City where there is significant vacant land left for new development. Vacant land is the single largest land use type in the community. Single family zoning is the second largest land use group. Because there are three arterial streets in the community (Washington, Wall and 12th Street), there is a significant amount of commercial space land use along those arterial streets.

Land Use	Acres	Community Percentage
Single family	271.66	26.69%
Duplex	3.39	.33%
Multi-family 3-4 units	2.65	.26%
Multi-family 5+ units	23.21	2.28%
Mobile Home	32.28	3.17%
Government/Institution	50.87	5.00%
Commercial-Sales	94.42	9.28%
Commercial – Service	4.77	.47%
Transporation/Utility	114.78	11.28%
Vacant	344.83	33.88%
Park	24.42	2.40%
Manufacturing	50.65	4.98%
Total	1,017.93	100%

Zoning

The Lynn Community has an interesting mix of commercial and residential zoning. Nearly 25% of the community is zoned for commercial uses. Again, the high percentage of commercial zoning can be attributed to the arterial streets which run through the community. The residential zoning is predominantly R-2 which allows single family homes and duplexes. It is also the only community in the City where there is still vacant land which is zoned for mobile home developments.

Zoning in the Lynn Community

Zone	Acres	Community Percentage
C-2 (Commercial)	19.39	1.90%
C-1 (heavier commercial)	22.64	2.22%
CP-2 (Planned Commercial)	65.72	6.46%
CP-3 (heavier planned commercial)	22.20	2.18%
MP-1 (planned manufacturing)	125.31	12.31%
R-2 (two-family residential)	495.82	48.71%
R-3 (multiple family residential)	50.24	4.94%
RMH-1 (mobile home/rec Coach Park)	95.14	9.34%

Note: Does not include area for roads

Housing

The Lynn Community has a variety of housing type. The single largest type is single-family homes. The smallest category of housing type is condominiums. The community has the largest amount of mobile homes of any of the planning communities. There are two mobile home parks in the community.

Almost 28% of the total housing stock is multi-family. The older houses in the community are between Washington and Wall. The newer dwelling units are located west of Wall Avenue.

Housing in the Lynn Community

Type of Dwelling	# of Dwelling Units	As a % of Community Total
Single family	778	48%
Condominium	30	2%
2-4 units	199	12%
5 or more units	264	16%
Manufactured Mobile Home or other	361	22%

LYNN CONCERNS

Isolated Neighborhoods

1. Irregular configuration of mobile home parks

School Capacity

2. The enrollment at Lynn Elementary School is above capacity at the present time. Projections indicate this condition may persist.

Zoning

3. The commercial and manufacturing uses on the arterial and major roads impact adjacent neighborhoods.
4. The placement of multiple unit complexes mid-block on a street in such a way they divide groupings of homes, e.g., pressure to zone vacant lots to multi-density on Harrisville Road.
5. The lack of height restrictions in the R-3 and R-4 zones where new apartments are being built in the center of blocks (i.e., infilling) among single family developments.
6. Ideal Trailer Court is in a commercial zone which abuts a residential zone. It is possible this development could transition to commercial uses. The Community Policies state commercial zones abutting residential zones should be “planned zones e.g., C-3 to CP-3.
7. The significant percentage of land in the area which is zoned commercial and manufacturing e.g., 24% of the total land area in the Lynn Community and the degree of land (i.e., 20% commercial and 52% manufacturing) still vacant rather than developed.
8. The previous practice of allowing intrusion of commercial and multi-density developments onto single lots of existing subdivisions which creates problems for the neighborhood.

9. The single lot developments of commercial and manufacturing. Concern for commercial uses trailing down the street lot by lot.
10. There appears to be a discrepancy between C-1, C-2 and C-3 and CP zones. Is it time to amend the commercial zones to allow only CP and add standards to the Zoning Ordinance to treat all commercial zones similarly?
11. Design standards need to be added to the M-1 and MP-1 zones to protect adjacent neighborhoods and provide a more aesthetic look to Wall Avenue.
12. Should the Zoning Ordinance be amended to allow horses and other animals in residential zones?

Liquor Uses

14. Liquor uses in commercial zones adjacent to neighborhoods are a problem.

Parks

15. The impact on adjacent neighborhood from the 4th Street Park softball complex lights and public address system.

Transportation

16. Projected traffic volumes for 2005 indicate segments of Washington Boulevard, Wall and 12th Street will exceed capacity.
17. The degree of truck traffic within the Lynn Community:
 - a. A distinction must be made between through traffic on arterials and delivery trucks servicing businesses in the area;
 - b. The City Ordinances require fuel trucks to stay off certain roads, should this be extended to other kinds of trucks and types of roads?

Utilities

18. Four street intersections do not meet the City's Street Lighting Plan.
19. The cost of installing water and sanitary sewer lines in the northwest portion of the

Lynn Community may constrain future development.

20. Flooding at the intersection of Washington Boulevard and 2nd Street. Connecting the Harrisville Road storm sewer with the 7th Street storm sewer to alleviate the present situation will be a multi-million dollar project. Extension of the Harrisville line has yet to be scheduled in the 5-year Capital Improvement Plan.

Natural Features

21. Development within the 100 year flood plain should comply with the City's Flood Plain Ordinance.
22. Flood damage to developments within the high water table area is possible.

LYNN COMMUNITY PLAN

1. COMMUNITY POLICIES

2. IMMEDIATE CHANGES TO THE ZONING MAP

- a. Addition of "P" zoning designations to all commercial and manufacturing zones which abut neighborhoods.
- b. Zoning to reflect the use:
 1. City property as part of the 4th Street Park from CP-2 to R-2
 2. Lynn Elementary from R-3 to R-2
 3. A 4.2 acre parcel on 9th Street between Wall Avenue and Meadowbrook PRUD from M-1 to R-2
 4. Ideal Trailer Court from C-3 to Rmh-1
- c. Rezone parcels which were rezoned with promises of specific developments which never took place.
 1. The southeast corner of 2nd Street and Wall Avenue (from R-3 to R-2)
 2. The property east of Beus Mobile Home Park between 2nd and 4th Streets from R-4 to R-2
 3. The vacant parcels of property zoned R-3 between Grant Avenue and Washington Boulevard from 9th Street north to approximately 650 South (from R-3 to R-2)

3. PLANNING GUIDELINES FOR THE FUTURE

- a. Entertain proposals in the future for, but does not promise, specific zoning:
 1. For a mobile home subdivision to the west of Urban Estates on North Street to finish that neighborhood;
 2. For higher density residential (R-3) between Washington Boulevard and Wall Avenue
 3. For possible CBC or high density residential for the parcels presently

zoned CP-3 on North Street east of Harrisville Road and on Wall Avenue north of Fred Myers.

4. For MP-1 or CBC on the Upland property east of DDO on 2nd Street.
5. For R-2 or Rmh-1 of Ideal Trailer Court
6. Property at 291 10th Street, east of the Fred Myers Shopping Center and south of the Church, R-2 or R-4
7. For C-3 on the properties east and west of Wall Avenue between approximately 200 West and 300 East; 7th Street to 975 South (currently zoned M-1)

Resolution 2002-27 adopted 8/27/2002

- b. Family Center should have a definite edge. Options for zoning shall include R-2 and R-3. A CP-2 Conditional Zoning option is provided for the R-3 property located south of North Street, west of Harrisville Road, and north of the Family Center, as such area is more specifically identified on the Community Plan Map, subject to the following conditions:
 1. A minimum development of five acres
 2. A master-planned, mixed-use development, which included commercial and residential uses and meeting the intent of Involve Ogden; and
 3. Continuation of Dan Street connecting from Wall Avenue to Harrisville Road.

Res 2001-27 adopted 9/21/01

- c. Endorse the idea of a neighborhood park west of Wall Avenue, the placement of which is not known, preferably centrally located in the neighborhood.

- d. Consider zoning options of the four corners at 2nd and Wall based on the following:
1. the vacant southeast and northwest corners be rezoned and developed prior to consideration of the other corners which have uses on them, unless such consideration of the other corners is for R-3 zoning.
 2. Any zoning consideration will be Conditional Overlay zoning with a development agreement to insure design and use compatibility with the character of the area. Compatibility considerations shall include, but not be limited to, single story buildings, pitched roofs, and brick or atlas brick as the primary exterior material. Without limitation on other possible use restrictions, in no event shall convenience stores and service stations be an allowed use.
 3. Zoning options will only be considered on the northeast corner, southeast corner and southwest corner if the individual parcels on the respective corners are combined. Combining properties shall not extend beyond the limit of the corners as defined by the map.
 4. Zoning option considerations are:
 Northeast corner – R-3/CO
 Northwest corner – R-3/CO, PI/CO or C-1/CO
 Southwest corner – R-3/CO
 Southeast corner- R-3/CO or C-1/CO

Ord 2005-36 adopted 6/7/2005

- e. Consider expansion of C-3 zoning along the north edge of 9th Street only as expansion of existing commercial facilities, subject to the establishment of a Conditional Overlay Zone (CO) and the owner entering into a development agreement meeting the

requirements of Section 19-39-7 of the Municipal Code.

Ord 2006-14 adopted 4/25/06

- f. Northwest corner of 7th and Washington- C-3/CO zoning option possible if development shows compatibility in design and land use to surrounding land uses and provides adequate protection to mitigate potential impacts to adjacent land uses.

Ord. 2006-55 adopted 9/5/06

- g. Zoning option of C-3/CO between 189 West and 200 West on the south side of 7th Street.

Ord 2007-45 adopted 7/3/07

- h. Zoning option of C-3/CO between about Kiesel and Grant at 608 Grant if the following conditions are included in the development agreement:
1. Zoning option be considered for senior housing use only;
 2. Proper edges be maintained and created where needed to protect the residences; and
 3. Development shall include design standards to integrate the development to the existing residential neighborhood.

Ord #2012-29 adopted 5/22/12

4. PLAN MAP - - see attached

5. DIRECTIONS TO THE STAFF

- a. The Engineering Staff should complete and record the alignment of both Century Drive between North and 12th Streets and Grant Avenue between 2nd and 4th Streets.
- b. The Planning Staff should study the possibility of creating a zoning ordinance exclusively for mobile home subdivisions.
- c. Review commercial zones to eliminate C zones in preference to CP zones; add standards for review to the Zoning Ordinance in order to eliminate the need to have Planning Commission

- review of all CP applications, except on appeal.
- d. Add design standards to the M-1 and MP-1 zones.
 - e. Plant trees along the edge of 4th Street Park on 4th Street and Wall Avenue right-of-ways. Also prepare parking options on 4th Street to minimize impact to adjacent residential uses.
 - f. Prepare options regarding horse and other animals for possible Zoning Ordinance amendments. Such options should look at animals for residential use only (not business), space requirements and design standards.
 - g. Contact Utah Power & Light to add missing street lights at the five locations identified in order to meet the Ogden Street Lighting Plan.
 - h. Request the Utah Department of Transportation to do a speed study on Wall Avenue between North and 12th Streets.
 - i. Work with UDOT to assure a stop light is added at the intersection of Wall Avenue and 7th Street.

Zoning Changes adopted by the Ogden City Council on December 4, 1986.

Amended July 5, 1990 (R-51-90)

Amended October 18, 1990 (R-86-90)

Amended March 23, 1999 (R-99-14)

Amended September 25, 2001 (R-2001-27)

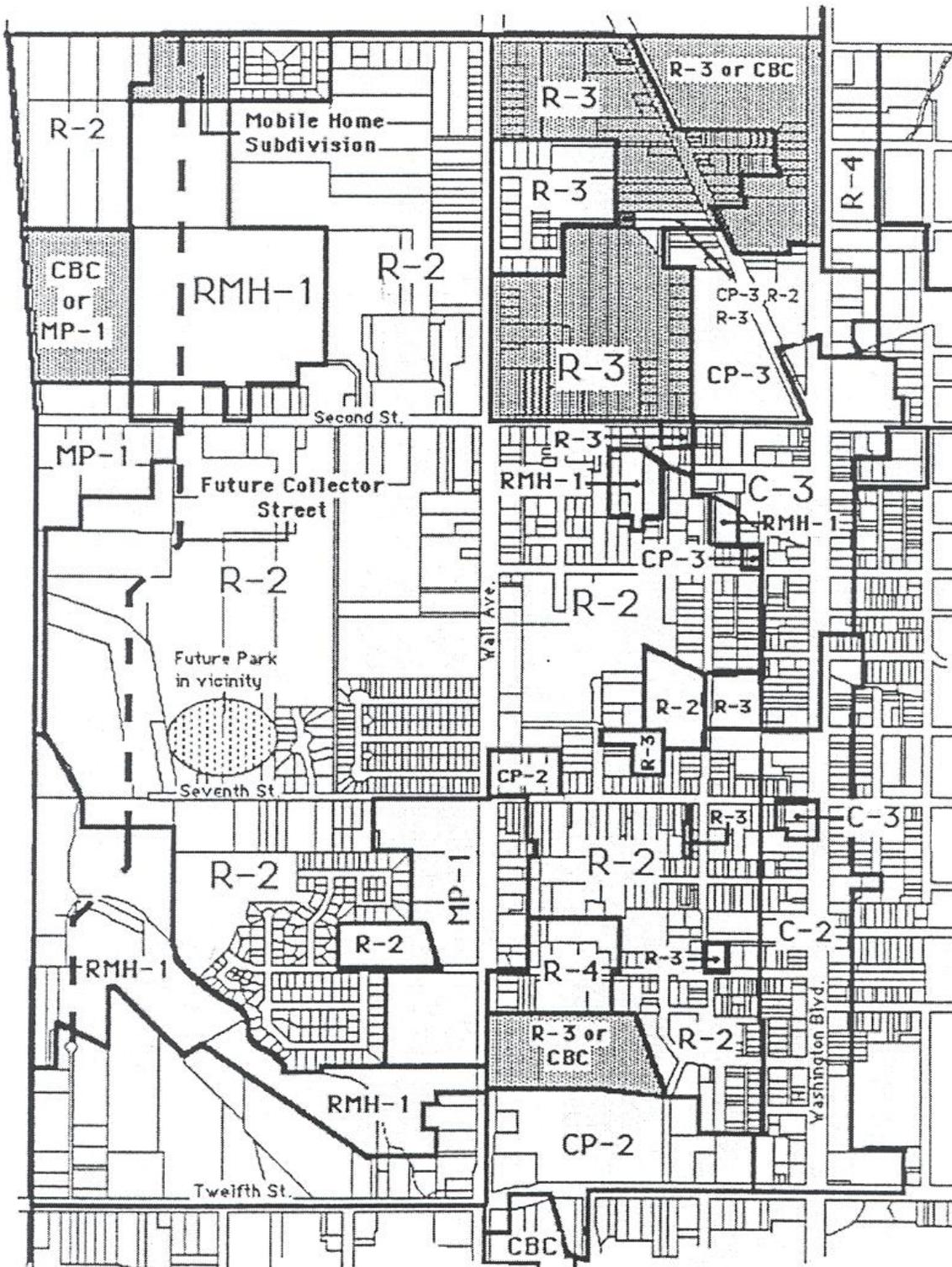
Amended August 27, 2002 (R-2002-27)

Amended June 26, 2005 (Ord 2005-36)

Amended April 25, 2006 (Ord. 2006-14)

Amended September 5, 2006 (Ord 2006-55),

Amended July 3, 2007 (Ord. 2007-45)



14I. Mountain View

A. Background

The Mountain View Planning Community is named for the local elementary school. The community boundaries are between 12th and 20th Streets & Washington Boulevard and Wall Avenue, as shown in Map 1.

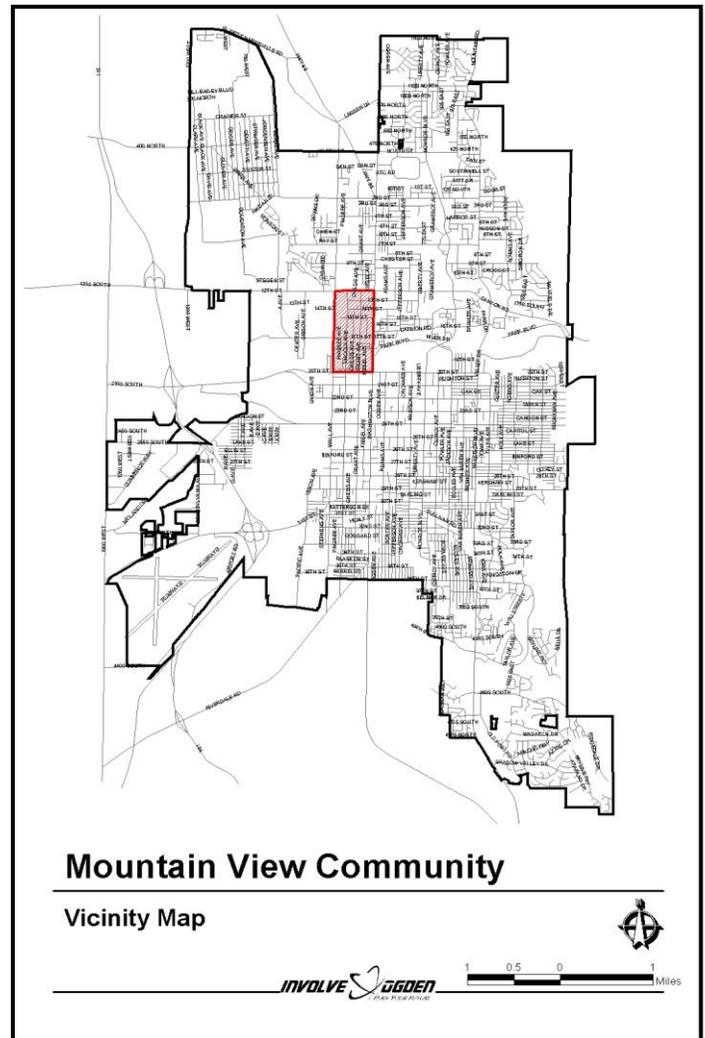
1. Population Characteristics

According to the 2000 Census, the Mountain View Community is located in two Census Tracts (2004, and 2011). The combined population is 3,257 persons. 58% of the population are male and 42% are female. With respect to race, 62% are white, 32% are of Hispanic origin, and 6% are of other races. There are 1,172 dwelling units with 54.4% owner-occupied and 45.6% renter-occupied. Average household size is 3.01 persons. Educational attainment of persons 25+ years of age is 8% with a college or graduate degree, 30% high school graduates, and 39% without a diploma. The Median Income Level (MIL) rose by \$4,269 to \$25,373 per year, with 73% of the population above poverty, while 27% are below poverty level (poverty level is at or below 50% of MIL). Primary means of transportation to work are 59% drive alone, 25% carpool, and 16% other sources. Primary commute times are from 6:00 a.m. to 8:00 a.m. lasting from five minutes to 20 minutes. Only 2.46% of the population currently works at home.

2. Land Use / Zoning

The Mountain View Community consists primarily of single-family residential. There are two areas of multi-family developments located north of 14th Street along Lincoln Avenue. As shown in Table 1 on page 2, single-family uses occupy 39.7 % of the community. Duplex uses consist of 4.1 % and are scattered throughout the community. 4.5 % of the community is made up of multi-family development.

Government and institutional uses make up nearly 12% of the land use. Two of the major uses are the Mountain View Elementary, which



Map 1 - Vicinity map showing location of community in relation to Ogden City

is the only school in the community. The other use is LDS Church Cannery and services office. Both uses are located along the west side of Lincoln Avenue.

There are commercial use areas at the edges of the community along Washington Boulevard, Wall Avenue, and 12th Street, with the Central Business District on the south side of 20th Street.

3. Development History

Most of the community was primarily developed through parceled lots with some subdivision

14.I Mountain View Community Plan

Mountain View Community Land Use			
note: not including road acreages			
	Acres	Percentage of Community	Percentage of Developed Land
Total Community	201.3		
Developed Acreage	199.3	99.0%	100.0%
Residential	97.3	48.3%	48.8%
Single Family	80.0	39.7%	40.1%
Duplex	8.3	4.1%	4.2%
Multi-family 3-4	1.6	0.8%	0.8%
Multi-family 5+	7.4	3.7%	3.7%
Government/Institutional	23.9	11.9%	12.0%
Cultural/Recreational	0.5	0.2%	0.3%
Sales	33.9	16.8%	17.0%
Service	9.0	4.5%	4.5%
Manufacturing	7.1	3.5%	3.6%
Transportation/Utility	5.3	2.6%	2.7%
Vacant	17.6	8.7%	
Non-identified Parcels	6.6	3.3%	

Table 1 – Area percentages of the various land uses in the community

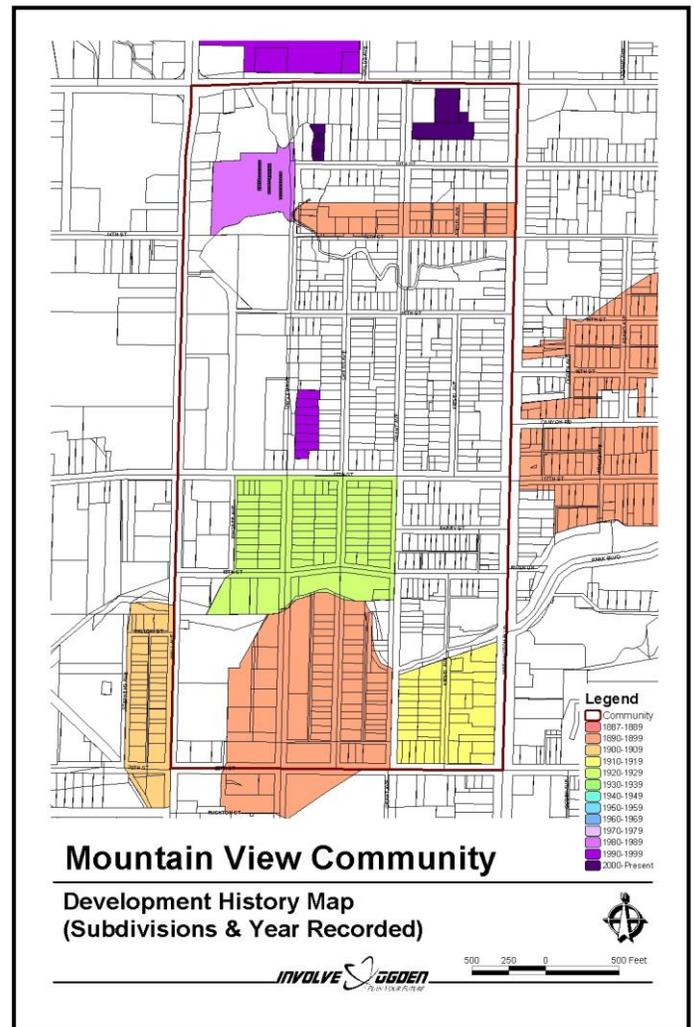
developments occurring in the late 1800's or early 1910's. One subdivision within the middle of the community developed in the 1920's. This development pattern was the result of the working class leaving the city core to pursue their dream of home ownership and yet be close to the work place. Map 2 identifies the decade in which the land was subdivided

4. Rental Occupancy

A concern of older neighborhoods is a change in single-family homes from owner occupancy to

rental occupancy. This is typical in many older communities. In Mountain View, this trend has moved from the southern edge of the neighborhood north. The reasons for this transition include, among other things; age of occupant/owner, change in family needs, and cost of buying and upgrading an older home compared to a new home, etc.

As the owners of these homes reach their senior years, they will likely move to some sort of retirement housing or similar situation, thus relinquishing their ties to owning a home. Some in the community, however, have retained the homes of the parents for their residence, which is contrary to general trends. This is an important neighborhood-stabilizing factor but is



Map 2 - Development History Map showing subdivision and by decade

14.I Mountain View Community Plan

becoming less and less of the norm. As the dominant trend happens, some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep the home but as a rental to assist with needed retirement or investment income.

Most of the older homes in the area are small by today's new construction standards. While the existing homes are perfect for an older couple without children or a family starting out, eventually family needs will change and the home will not be large enough. Without the ability to enlarge the living space to accommodate the larger family, the home is sold or rented to help the family move.

1990 Census Tracts	Block Group	Total Units	Owner Occupied	Rental Occupied	Percentages
2004	1	239	93	146	61%
2004	2	306	191	115	38%
2011	2	73	48	25	34%
2000 Census Tract	Block Group	Total Units	Owner Occupied	Rental Occupied	Percentages
2004	1	172	51	121	70%
2004	2	301	197	104	35%
2011	1	15	12	3	20%

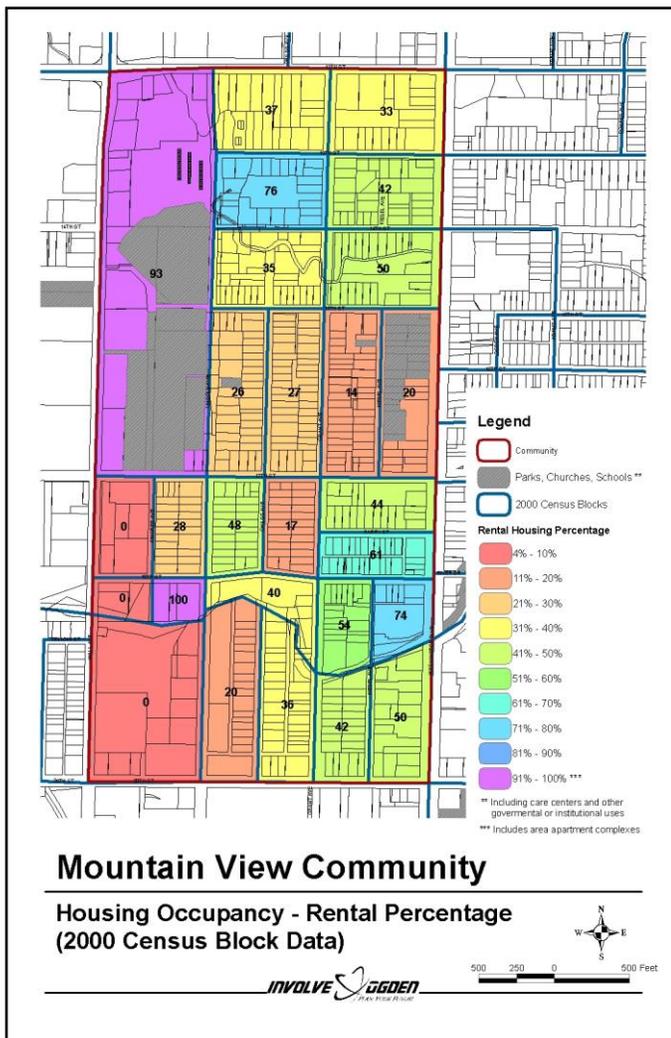
Table 2 - A comparison of rental occupancies between the 1990 Census and the 2000 Census

These changes contribute positively or negatively to the identity of the community. It is a generally accepted belief that homeowners have a higher vested interest in the maintenance and appearance of their properties than renters do. This difference in attitude may be reflected in the property values of the area. Map 3 shows the percentage of rentals for each block based on the 2000 Census. While high rental occupancies are expected near multi-family development, they are not expected to be moderate or high in the predominantly single family areas of the community.

A comparison of the 1990 and 2000 Census figures for the block groups that make up the community shows that rental occupancies have changed only slightly since 1990-(see table 2). Map 3 shows several blocks with rental percentages higher than 30 percent. The change from homeowners to renters should be monitored in the future to protect the property values of the community and incentives to maintain an owner-occupied housing stock should be developed.

5. Residential Housing Styles

The development, architecture and building style of residential dwellings in the community has followed identifiable patterns and trends over time. These trends and patterns are generally associated with the decade in which the development occurred. An analysis of the



Map 3 - Rental Percentages for Census 2000 Blocks

various styles of residential structures found in the community identified five general residential housing styles existing within the community.

As new or infill development occurs within the community, or additions to existing homes are constructed, the housing style of the new construction should reflect the characteristics of the surrounding existing homes, particularly in the aspects of building height, building mass, roof pitch and exterior materials. However, new designs will need to be sensitive to modern behaviors that were not present with older construction practices, such as parking for an increased number of owned automobiles. Each housing style is described on the following pages; photos and maps are provided to help illustrate the particular housing styles of past decades.

a. Style 1 – Turn of the Century

Two different styles of housing, the first is the two-story elaborate wood siding/shingles Victorian style of the late 19th century. The second is the one-story brick/stucco construction with a covered porch in the front characterizes the Bungalow style. Garages were added later but most are located in the rear of the home and in most cases were detached.

These styles of homes are primarily found between 15th Street & 18th Street, along Grant Avenue, but are also spread throughout the community.



Map 4 - General location of residential housing style 1



Picture 1 – Late 19th Century Victorian



Picture 2 - Early 20th Century Bungalow housing style



b. Style 2 - 1920-1930s

This style of housing is characterized by one-story construction primarily brick, but wood siding was also used for the exterior. A detached one or two-car garage also characterizes the style.

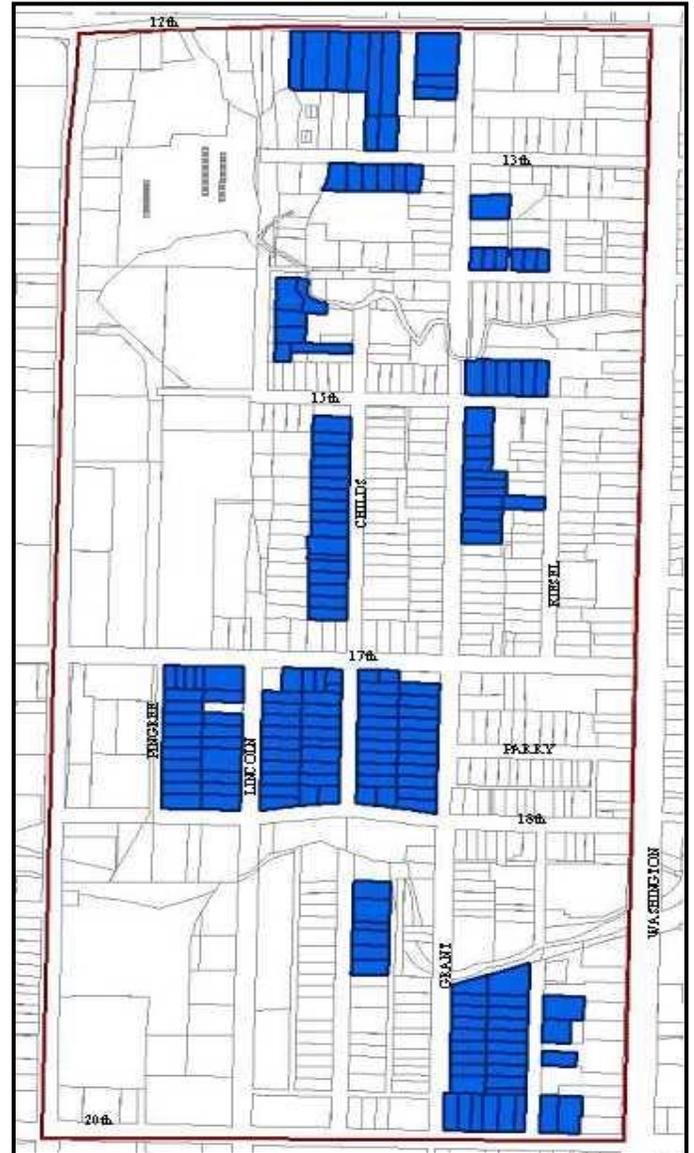
This style of home is primarily found in the middle of the community, with the biggest concentration between Grant Avenue & Pingree Avenue and 15th & 18th Streets.



Picture 3 - 1920s one-story wood siding housing style



Picture 4 - 1930s one-story brick housing style



Map 5 - General location of residential housing style 2

c. Style 3 - 1940-1960s

This style of housing is characterized mostly by one-story construction unless the terrain allowed for a basement. Many of the 1940's and early 50's houses had detached garages. The homes of the late 1950's and 60's had attached garages.

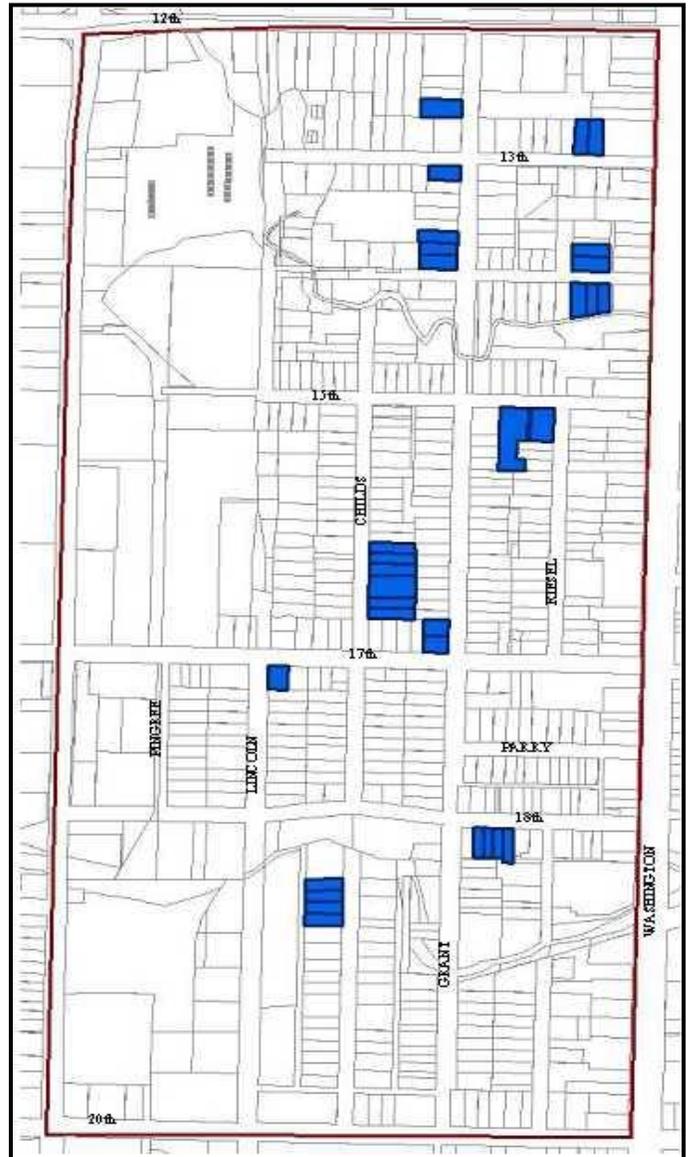
This style of housing is found throughout the community, with no one area having a large concentration of this housing style.



Picture 5 - Late 1940s 1 story brick housing style



Picture 6 - Early 1960s 1 story brick housing style



Map 6 - General location of residential housing style 3

d. Style 4 - 1970-1980s

This style of housing is characterized by two-story or full split level construction with an exterior mixture of brick, wood or aluminum siding. The homes built in this style generally have an attached two-car garage. However, this housing style has been used mostly as multi-family dwellings rather than single-family homes in this community.

This housing style is primarily found on 15th Street & Lincoln Avenue, with a few small pockets throughout of the community.



Picture 7 - 1970s Bi-level housing style



Picture 8 - 1980s split-entry housing style



Map 7 - General location of residential housing style 4

e. Style 5 - New Construction

This style of housing is characterized by one-story or two story construction with brick, stucco or siding exteriors. A prominent modern feature is the two-car attached garage that protrudes in front of the main part of the home. This is a design catering to the use of the automobile. Homes built in this style are generally 1990 and later construction practices.

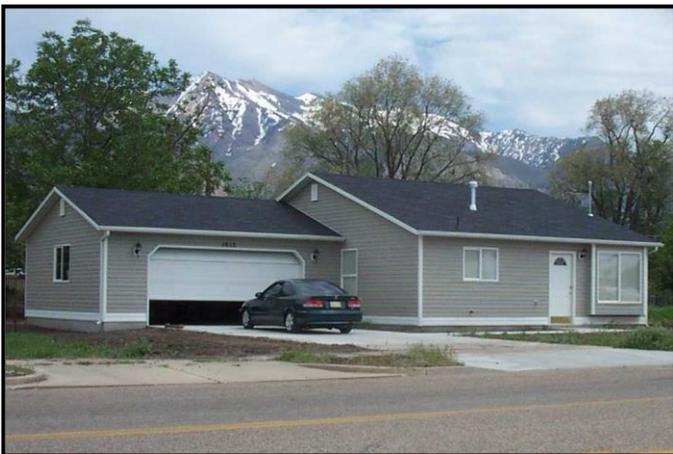
This housing style is primarily found on Lincoln Avenue between 14th & 17th Street.



Map 8 - General location of residential housing style 5



Picture 9 - New Construction one story housing style



Picture 10 - New Construction one story housing style

B. Community Comment

During the information-gathering meeting, which was held on February 19, 2004 at Mountain View Elementary, the residents attending the meeting mentioned several issues affecting the community. Several participants of this meeting were invited to form a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. The following is a list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. Public Infrastructure

The participants expressed concerns regarding the condition of the sidewalks system. Areas of critical concern are those streets that are used by children to walk to school that do not have safe sidewalks. This is an older community and many areas need improvements including the replacement of aging water & sewer lines. Also, concerns were expressed regarding the high road crown at the intersection of Grant Avenue and 15th Street.

2. Local School

With only one school within the community, the value of the school and its open space is of a greater worth to this community, because of the lack of city parks. In the future if the school district plans on building new facilities the retention of the open space around the school for play fields is important. The community prefers that the district reuse the existing site rather than moving the school to another location.

3. City Services

The participants commented that the Spring Clean-up was a great idea, and has been widely used. However, it needs to be twice a year. Additionally, better communication should be established between the City and residents regarding the responsibility of maintaining sidewalks, park strips, clearing storm drains and

announcing programs offered by the City, which could help the neighborhood.

4. Street Corridors

There are two north-south corridors that transect the community, Lincoln Avenue, and Grant Avenue. There is a lack of street lamps and the excessive crowning of the road along Grant Avenue creates problems. 17th & 18th Streets transect the community from east to west, with 17th Street having the only light at the intersection on Washington Blvd and Wall Avenue. There is a need for traffic calming measures to be implemented to control excessive speeding within the community on these corridors.

5. Housing Stock

The participants believed that the condition of the public infrastructure and the front yard spaces have a significant influence as to the care and maintenance of the homes. They expressed a desire to create a list of general neighborhood expectations. Resident participation is an important tool in promoting these expectations. Furthermore, a greater emphasis on code enforcement will be required to maintain an aging housing stock.

6. Rental Properties

A question was raised as to whether renters were being adequately held responsible for the upkeep and maintenance of the homes they live in. It is a responsibility of the renter and landlord and one should not be singled out as having sole responsibility for upkeep. Poor maintenance and junk vehicles are problems found in these areas.

7. Neighborhood Amenities

Generally, the participants believe that the neighborhood is a quiet and peaceful place with a low crime rate. Shopping and services are readily available and the local school is nearby.

8. Resident Participation

There is currently no "neighborhood watch" program to help control crime within the

neighborhood. Today, there is a greater need to establish such a program that could better control crime and help communicate to the city the needs of the area. They expressed an idea of creating a booklet that has all of the programs that the city offers and who to contact. This booklet should be published at least once a year and could be mailed out with the water bills. Another idea was to establish a “maintenance rewards” (e.g. certificates or cash awards) program that recognizes the property that was the most improved and another for the best maintained. These awards should be presented by the Mayor and/or the City Council at a neighborhood or city gathering.

9. Parks and Recreation

There is no park within this community. The closest park is Lorin Farr. Generally, the city provides adequate sports programs for the youth and their associated facilities. Within this community soccer is the main activity in the schools open space. They expressed a desire for a park within the community that would have playground facilities and be located near the larger populated area. The River Walkway is being extended through this community, which provides some adult passive activities, but there were some concerns with safety along this walkway. If there was adequate lighting and police presence then the walkway would be a more used facility.

10. Traffic Volume & Control

There were many that expressed a concern with 12th Street, Washington Blvd and Wall Avenue and the difficulties of turning onto these roads because of the high volume of traffic. Semi’s are using Lincoln to access some of the businesses on Lincoln Avenue. They expressed a desire to have school crossing lights at the intersection of 15th Street and Lincoln for the children to cross this road during school hours. They also expressed a desire for a greater police presence in the afternoon times to monitor speeds in these areas. Turning movements onto 12th Street from Lincoln and Grant were a

concern as well as the ability for pedestrians to cross at these intersections.

11. Lighting

Others expressed a desire for additional street lamps along Lincoln, Childs, Grant and Keisel Avenues between 17th and 15th Street. These are super blocks with only one light between corners. They also talked about the importance of having lighting within the front yards, and what programs the city might have.

C. Mountain View Community Vision

The Mountain View Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through a community meeting held at Mountain View Elementary on February 18, 2003 and the Steering Committee, which met on March 25, April 8, and April 22, 2004.

The Mountain View Community vision is expressed using three different topics. These topics are Land Use, Open Space & Pathways, and Transportation. Each topic is addressed using text and a graphical map to express the ideas that were developed to create a vision for the Mountain View Community. The text and maps for the Community’s Vision follow this section.

LAND USE

1. Strengthen Single-Family Neighborhoods

Protecting and maintaining single-family homes and properties are the primary concerns of the community. The homes within the community are generally smaller than new homes built outside the city. A majority of the homes in the community were developed in the early to mid 1900's. These older homes have some unseen advantages such as wood floors and trim work, and all brick exteriors, which are too expensive to duplicate in new homes of this size. At the same time the aging wiring and utility lines become concerns for these homes. Some properties are experiencing serious maintenance issues or have yards containing junk and debris which have an impact on the market value and re-sale of the surrounding homes. While not true in every case, rental properties, particularly properties with absentee landlords, are often maintenance trouble spots for the community and city. This seems to be particularly a problem with the homes south of 18th Street. Some of the problems that are of concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- The number of foreclosures.
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.

A concerted effort should be made to preserve the single-family nature of the community. The quiet nature of the neighborhood, close proximity to services and historic features of some homes are well kept secrets of the neighborhood. The location below Washington Boulevard is considered by those not living in the neighborhood as a negative factor. This perception is stronger than reality and has impacted the marketability of the neighborhood. As longtime residents relinquish their ties to a home, it is hoped that new families will purchase

Vision Strategies

- 1.A. Support and preserve the existing single-family nature of the area through maintaining single-family zoning classifications of the core area of the neighborhood (about five units per acre).
- 1.B. Consider rezoning, from CP-2 to R-1-6 where homes front on local streets and only having the lots that front onto Washington within a commercial zone.
- 1.C. Develop incentive programs to increase homeownership in community including home improvement grants.
- 1.D. Allow for the expansion of existing homes to meet the growing family's needs for living space through flexible bulk and area regulations (i.e. setbacks, height, and other yard area standards).
- 1.E. Require that new and infill development or additions to homes be designed in context with the layout and building design of surrounding homes (e.g. front porches or entries, heights, garage placement, building materials, etc.).
- 1.F. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.
- 1.G. Enforce parking standards for cars parking in inappropriate areas of property (front lawn).
- 1.H. Enforce code provisions of parking of recreational and accessory vehicles.
- 1.I. Develop an education program for landlords regarding maintenance, landscaping and upkeep concerns with rental properties.

1. Strengthen Single-Family Neighborhoods (cont.)

the homes realizing the great amenities offered in this hidden alcove and maintain the area as a place to raise a family. To insure the ability of families to grow up in the neighborhood there needs to be opportunities for owners to expand the living space of the homes to meet a growing family's need. Also, upgrading utility and service equipment and infrastructure will be required. Furthermore, new, infill, and redevelopment should support and be designed in a manner consistent with the architectural design and materials of the surrounding single-family nature of existing development.

There is a great core of potential historic homes between 15th and 18th Street. Preservation of any of the homes that could be considered historical should be considered. These older homes reflect the history of Ogden. Placing these historic eligible homes on the National Register of Historic Places would also provide tax credit incentives in the repair and reinvestments into the homes.

Vision Strategies (cont.)

- 1.J Develop an expectation for renters of their obligations and responsibilities to keep properties clean of debris and junk and maintain properties as required in leases.
- 1.K. Consider the possibilities of moving some of the potential "period" homes from within the Ogden River Mixed-Use Redevelopment Project onto vacant lots within the community, thus creating infill that is of the same characteristics as the community.



LAND USE

2. Ensure the Success of Major Commercial Corridors

There are commercial businesses located on the perimeter of the Mountain View Community, located along 12th Street, Washington Boulevard, and Wall Avenue. These businesses provide the community the basic goods and services needed, such as groceries, clothing, and fuel.

Retail uses and professional services are intermingled with homes along the Washington Boulevard commercial zone. Many uses occupy older homes that are no longer valued for residential use. Some of these homes are of historic value and adaptive commercial reuse should be encouraged providing that the uses do not alter the character of the exterior of the historic homes. Some areas along Washington lack functionality and cohesive development patterns. A corridor plan needs to be undertaken to review and determine how land uses and zoning should be reapplied to guide any future redevelopment of this major corridor.

The 12th Street corridor is a highly visible entry corridor that links I-15 with Ogden Canyon recreational activities. The area between Grant and Lincoln is zoned residential but is surrounded by commercial. The ultimate land use should be commercial in this area fronting 12th Street. Commercial development that is proposed in this location should be designed to help enhance the visual quality of this highly visible corridor and needs to take into account the sharing of access to minimize traffic impacts. A corridor plan of 12th Street that is addressed in the Hillcrest/Bonneville Plan should include this area also so there is a unified design treatment of this important entry way.

A majority of Wall Avenue is currently zoned M-1, on both sides of the street. Many of the businesses along the eastern side are of a commercial type use and under the present M-1 zoning are nonconforming. A review of the

Vision Strategies

2.A. Consider rezoning the R-2 area that is along 12th Street to C-2/CO based on a unified project that incorporates all parcels that front on 12th Street or if all the properties are not acquired at one time the development allows shared access, parking and services between included parcels and parcels not included in the development so they can be unified in the future as development occurs. The design of the development needs to create an entry feature to the neighborhood as well as meet the commercial needs along the street. Attention to design, materials, development potential of remaining properties and the neighborhood entryway will be factors on consideration of rezoning.

Ord 2005-8 adopted 4/5/05

2.B. Develop a corridor plan for Washington Boulevard and 12th Street to determine how land uses and design standards should be reapplied to guide future development of these major corridors.

2.C. Review land uses with allowed uses to determine the amount of nonconformity along Wall Avenue. If excessive, consider amending the Wall Avenue Corridor Plan to consider rezoning the eastern side of Wall Avenue from M-1 to C-3.

2.D. Encourage commercial development of one lot depth on the major corridors.

2.E. Encourage the sharing of accesses of commercial uses on the major corridors to improve general traffic patterns and avoid the use of local roads for commercial access.



2. Ensure the Success of Major Commercial Corridors (cont.)

amount of nonconforming uses and a possible zoning mix would be appropriate. There is currently a corridor plan for Wall Avenue that calls for improvements that should be made along this area such as curb and gutter and landscaping to enhance the corridor. Following this plan would also improve the image of the neighborhood as general perceptions of the care and attention paid along these street signals what people would perceive to find east of these uses toward the neighborhood side.

Vision Strategies (cont.)

- 2.F. Look at developments to ensure landscaping along the street frontages to create a boulevard appearance rather than undefined transition from the road to private development.
- 2.G. Encourage the preservation of historic buildings in commercial zones looking at tax credit options to help in redevelopment of structure



LAND USE

3. Develop the Ogden River Mixed-Use Redevelopment Project

The area between Wall and Washington and 18th Street and 20th is approved as the Ogden River Redevelopment Area. The intent is to develop a mixed use, quality development with commercial, office and various market rate housing options as a catalyst for both downtown development and improvement of the value of the homes in the neighborhood. The redevelopment will also focus on the improvement of the area along the Ogden River. These improvements will help in perceptions of safety and offer amenities along the river that all can enjoy.

Vision Strategies

- 3.A. Ensure that the zoning of the area is reflective to the needs of the development, allowing the corner of 18th and Washington to develop as limited commercial that compliments the MU zoning of the rest of the project that has a mixture of commercial, a variety of residential styles, and open space to occur within a small area.
- 3.B. Ensure that quality design and materials are used to enhance the development and the area.
- 3.C. Ensure that development enhances the public open space along the Ogden River and retains general public access along the river.

(Ord. 2018-30, 11/2/18)

LAND USE

4. Preserve Historic Dwellings

The identification of dwellings that are of historic value is important in determining the ability to use an economic resource available for repairing and improving the housing stock and overcoming negative perceptions of the neighborhood. There are many homes within the older parts of the City that represent the history of the development of the City. Many homes within this community are from that era and should take advantage of the benefits of the historic preservation movement.

Dwellings that have been identified as historic should be placed on the National Register of Historic Places. Being on the National Register would give the homeowner tax credit options to help finance building rehabilitation and improvements.

Some homes have over the years made minor changes such as installing aluminum window frames to replace wood ones or covered original exterior materials with siding. Some of those actions may keep a home under its present condition from taking advantage of being on the National Register. It should not be a deterrent from preserving the home. The alterations may be minor enough that there still may be enough incentive to restore the building with original materials to be eligible for the National register

Vision Strategies

- 4.A. Identify potential historic properties or districts and then preserve them by placing them on the National and/or Local Register of Historic Places.
- 4.B. Encourage using historic designations and accompanying tax credit programs to encourage reinvestment in homes.
- 4.C. Provide information on historic preservation objectives and incentives and ways to make homes eligible for the register.

LAND USE

5. Multi-Family Residential

There are two areas within the Mountain View Community occupied by large multi-family type developments. The first is at the north end of the community around the intersection of Lincoln Avenue and 14th Street. If or when those buildings become unsafe or obsolete, another project could take its place if its design focuses more on neighborhood principles, reflects the building material quality of the general neighborhood and is more market-rate housing.

The second is the interior block area between 13th and 14th and Lincoln and Grant. When the present buildings have outlived their usefulness they should be removed and the area developed as single-family homes to be more compatible with the surrounding neighborhood.

A potential new multi-family area would be on the northern side of 18th Street west of Grant Avenue. This area should reflect the dwelling styles of the Ogden River Mixed Use Development. Care must be taken, though, that the building design be townhouses or row houses that front the River project. The development should not extend more than a lot depth into the neighborhood between Lincoln and Grant. This type of development should only be considered after the River project is completed and the demand for the type of housing exists.

Vision Strategies

- 5.A. Consider rezoning the area facing the River project on the north side of 18th between Grant and Lincoln and the half block between Lincoln and Pingree from R-1-6 to R-3/CO only after the River project is completed and a demand exist for additional units. Limit the overall density of the area to 12 dwelling units per acre.
- 5.B. Integrate multi-family development into surrounding areas through the design and layout of accesses, sidewalks, pathway connections, yard areas, etc.
- 5.C. Utilize conditional overlay zoning to ensure that new developments are built with an emphasis on design quality and use of materials that results in a visually appealing project. The development should also serve to stabilize and improve the livability of the community by offering a variety of housing types to meet various income needs.
- 5.D. Explore the use of incentives to enhance and increase home ownership in mixed density residential area.
- 5.E. Consider down zoning the multi-units between 13th and 14th in the inner block from R-3 to R-1-6 as the present structures near the end of the usefulness so that the area can be redeveloped as single-family homes.

OPEN SPACE & PATHWAYS

6. Enhance Community Open Space

Normally, a community expresses a desire to maintain the existing parks. In this community, however, there are no city parks. The open area of the elementary school provides active recreation space. Typically various soccer leagues use this area in the evening and weekends. The Ogden River Parkway on the south side of the community will soon be connected to the rest of the system to provide a passive recreation amenity for the neighborhood. Within the Ogden River Redevelopment plan, there is an open space to be developed along the Ogden River. This space needs to be connected to the community, either with part of the space on the north side of the river or a pathway that leads into the area. This will help serve the park needs for this end of the neighborhood.

Preserving the open spaces at the elementary school is vital since it is currently the only open space area the community has where the children can play.

Vision Strategies

- 6.A. Enhance and complete the River Parkway Trail system, and ensure access points to the trail.
- 6.B. Partner with Ogden City Schools to create community activity centers and ensures that an active open green space area is retained if the school is rebuilt. School green space should be made available for various community needs.
- 6.C. Provide within the Ogden River Mixed-Use Redevelopment Project some public park items (e.g. tot lots, swings) on the north side of the River near Childs Avenue.

OPEN SPACE & PATHWAYS

7. Develop Links to Open Spaces and Urban Pathways

The River Parkway Trail goes through the southern section of the community. However the trail is located within the Ogden River Redevelopment Area. Efforts need to insure the community has access to the trail and the proposed public open area within the development. The neighborhood design needs to provide linkage between the southern end open space and the northern end open space of the school.



Picture 11- Example of a pathway marker

Vision Strategies

- 7.A. Develop a pathway that connects the open space of the school with an urban pathway that uses the sidewalk system of Childs Street and ends at the open space area of the Ogden River Mixed-Use Redevelopment Project. Install special paving design to define this system.
- 7.B. Develop a secondary pathway loop again using the sidewalk system of Grant Avenue.
- 7.C. Alignment of these urban pathways should be considered as potential connections to the Ogden River Parkway.
- 7.D. Provide a bridge crossing of the Ogden River at Childs to connect the community to the open space within the Ogden River Mixed-Use Redevelopment Project
- 7.E. These urban pathways should be regularly marked with signs, monuments, public art, plantings, banners, and other similar measures to distinguish them from the regular sidewalk system. The materials used for such marking elements should reflect the local setting, such as wood and stone in natural areas and patterned concrete and decorative metal in built spaces.

TRANSPORTATION

8. Enhance the Local Collector Streets

The primary north-south streets through the Mountain View Community are Lincoln Avenue & Grant Avenue. These streets begin at 12th Street and run south through the community. The character along each is different. As traffic proceeds south from 12th Street, or north from 20th Street on Grant Avenue the area is entirely residential. Lincoln Avenue has businesses and institutional uses on the west side with residential homes on the east between 13th & 18th streets. There is also one east-west through street which is 17th Street. Other than the area near Wall and Washington, 17th Street has residential homes as the dominant feature.

The transition from busy arterial traffic outside the neighborhood into the neighborhood needs to be notice for two reasons. The first one is to visually instruct the driver to slow down and use caution while driving through the neighborhood. The second is to provide a sense of arrival into the community. Elements such as street width design, lighting, signage, and landscaping become tools to create the needed visual transition into the community.

Vision Strategies

- 8.A. Redesign the intersection of 15th Street and Grant Avenue. There is currently a deep dip in the road, created by the crown of 15th and the gutter.
- 8.B. Recognize Lincoln Avenue as an important community street, and also as a business street. Consider buffering the street by the installation of a landscape median on Lincoln Avenue from 12th Street south to 17th Street.
- 8.C. Utilize street trees, street lamps, signs, public art, pedestrian oriented crosswalks with bulb-outs or tabletops, or other such features to create a visual transition from surrounding major arterial roads and commercial areas into the residential community. Consider installing selected improvements at the intersections of Grant & 12th, 17th and Washington Blvd, 17th and Wall Avenue, 20th and Lincoln Avenue and at 20th and Grant Avenue.
- 8.D. Recognize Childs as a potential urban pathway that can connect the open space of the school and the River Parkway Trail System, along with the open space of the Ogden River Mixed-Use Project. Special emphasize should be placed on the streetscape such as street trees, sidewalk improvements and sidewalk lighting to invite a safe area for walking.

TRANSPORTATION

9. Local Street Circulation Improvements

New local street patterns are proposed as part of the Ogden River Mixed Use Development. A new extension of Park Boulevard would be planned between Washington and Lincoln and possibly extend west and south to connect into 20th Street. This would help in focusing development more along the river.

The closing of some streets may also be an option as new road patterns are developed or to prevent commercial businesses from trying to use the local streets to service the backs of their buildings. Kiesel Avenue from 18th to 20 would be eliminated as part of the redevelopment plan and Childs would be removed from the new Park Boulevard extension to the River. Closing of roads such as 18th at Washington and Parry Street at Washington would stop unnecessary commercial traffic coming into the community. Closure of 18th street between Wall and Pingree would also do the same thing for that end of the community.

In order to help preserve and strengthen the single-family neighborhood, the circulation of the streets needs to be addressed if those closures occur as noted above. The opening of some streets in the interior of the community can help vehicular and pedestrian movement within the community. The connection of Kiesel from 18th to 17th would add needed circulation for local traffic if the access to Washington from 18th and Parry were closed.

Stoplights at intersections along 12th can provide the community with the chance of turning west on 12th Street without the long drive to avoid these areas. Stoplights can also give the pedestrian an opportunity to cross an otherwise dangerous street.

Vision Strategies

- 9.A. Consider the closures of the following streets as new development patterns occur:
 - 18th from Wall to Pingree, or to Lincoln depending on development.
 - 18th from Washington to Keisel
 - Parry from Washington to New Kiesel
 - Kiesel from 20th to 18th
 - Childs from new Park Boulevard to River.
- 9.B. Consider connecting Kiesel from 18th to 17th. This connection would increase the ability for circulation within the residential community and would correspond with the closure of the Washington connections.
- 9.C. Consider the development of a Park Boulevard extension as part of the Ogden River Mixed Use Redevelopment Project. The exact location and extension of the street shall be determined as development occurs.
- 9.D. Conduct a warrant studies for the future placement of a stoplight at the intersection of Lincoln and 12th. A stoplight at this location would enable the community to turn westbound on 12th and help the large users, which are along Lincoln.
- 9.E. Conduct a study of the Semi-Truck routes in & out of the community.

TRANSPORTATION

10. Complete and Maintain Sidewalks, Local Streets & Street Lamps

Sidewalks provide safe areas for pedestrians to walk in and through the community. They provide safe areas for children to get to and from school and parks. Most areas of the community have sidewalks. There are areas, however, that need new sidewalks, or repair of damaged walks to create a continuous safe zone throughout the community. Usage and destination should determine the priorities for sidewalk installation or replacement. Priority should be given to sidewalk areas that are the walking routes commonly used by children traveling to the school. Road crossings of these paths should also be highlighted for safety.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

- a. Sidewalks leading to schools.
- b. 50/50 Sidewalk replacement program.
- c. Special Improvement District.

Because there are few through traffic routes through the community, the local road system is generally limited to local resident use. Many of the local roadways are minimally maintained or even neglected. City roadway improvement projects usually focus on areas with high traffic due to evaluating a project under a cost/benefit analysis. The end result is local roadways are usually a lower priority in budgeting for maintenance and repairs. The local road system in this Community should receive a higher priority status in scheduling needed maintenance area repairs.

In between Kiesel and Lincoln and 15th and 17th are four super blocks. 16th street does not exist within the community. Currently there are street lamps at each intersection but in most cases only one light in between. Street lamps provide not only light on the road for vehicles, but also add to the safety of the neighborhood

Vision Strategies

- 10.A. Install the sidewalks that function as the primary walking routes to the school (safe routes to schools priorities).
- 10.B. Highlight major school crossing areas and the River Parkway crossing the streets to slow traffic speeds through these areas.
- 10.C. Recognize that the repair, re-surfacing, and maintenance needs for local roads in this community are long overdue. Roadway maintenance or repair schedules should include these roads as a higher priority.
- 10.D. Install additional street lamps to light sidewalks as well as streets so they are not as dark. Priority should be given to the super blocks of the four blocks between 17th and 15th Keisel to Lincoln.

D. Community Plan Objectives

The Mountain View Community Vision focuses primarily on three topics, Land Use, Open Space & Pathways, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish the purposes of the Mountain View Community Plan, the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. These objectives are listed by priority.

1. Land Use Vision

Objective A.1- Consider rezoning, from CP-2 to R-1-6, homes that front on local streets. Only have the lots that front onto Washington remain within a commercial zone.

Implementation Responsibility:

Planning Commission and City Council

Resources:

Planning Division Staff

Objective A.2- Consider rezoning the R-2 area that is along 12th Street to C-2/CO based on a unified project that incorporates all parcels that front on 12th Street or if properties are not acquired at one time, the development allows shared access,. Parking and services between included parcels and parcels not included in the development so they can be unified in the future as development occurs. The design of the development needs to create an entry feature to the neighborhood as well as meeting the commercial needs along the street. Attention to design, materials, development potential of remaining properties and the neighborhood entryway will be factors on consideration of rezoning. **Ord, 2005-08 effective 4/24/05**

Implementation Responsibility:

Planning Commission, City Council, and Private Sector Development Entities

Resources:

Planning Division Staff

Objective A.3- Consider down zoning the multi-family units between 13th and 14th within the inner block from R-3 to R-1-6.

Implementation Responsibility:

Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff

Objective A.4 - Consider rezoning the area facing the Ogden River Mixed-Use Project on the north side of 18th between Grant and Pingree from R-1-6 to R-3/CO only after the Ogden River Mixed-Use Project is completed, however limit the overall density to 12 dwelling units per acre of town homes or row house type of development.

Implementation Responsibility:

Planning Commission, City Council, and Private Sector Development Entities

Resources:

Planning Division Staff

Objective A.5 – Develop a mixed-use zone for the Ogden River Mixed-Use Redevelopment Project as phases come on line.

Implementation Responsibility:

Planning Commission, and City Council

Resources:

Planning Division Staff

Objective B – Where necessary, zoning regulations or designations should be changed to reflect the lot size, bulk, and area characteristics of the single-family housing types found within the community.

Implementation Responsibility:

Planning Commission and City Council

Resources:

Planning Division Staff

Objective C- Develop corridor plans for 12th Street and Washington Boulevards. The corridor plans should address the following issues:

- How land uses and design standards should be reapplied for future developments.

- How to preserve and maintain the historic buildings, while keeping them viable as commercial buildings.

Implementation Responsibility

Community & Economic Development Department, Planning Commission, Landmarks Commission, Mayor, and City Council

Resources:

Planning Division Staff, Business Development Staff, Private Sector Development Entities

Objective D– Review land uses along Wall Avenue, if determined that there are an excessive amount of nonconforming uses, consider amending the Wall Avenue Corridor Plan to rezone the eastern side of Wall Avenue from M-1 to C-3.

Implementation Responsibility

Community & Economic Development Department, Planning Commission, and City Council

Resources:

Planning Division Staff, Business Development Staff, Private Sector Development Entities

Objective E– Develop programs to help in upgrades of water lines, and sewer laterals.

Implementation Responsibility

Mayor and City Council

Resources:

Neighborhood Development Staff, Engineering Staff, Inspection Services Staff, Emergency Housing Repair Program

Objective F– Identify potential historic properties or districts and then preserve them by placing them on the National Register of Historic Places.

Implementation Responsibility

Planning Division Staff, Landmarks Commission, and City Council

Resources:

Neighborhood Development Staff, Planning Division Staff, and Individual Property Owners.

2. Open Space & Pathways Vision

Objective A – Develop a urban pathway & a bridge crossing of the Ogden River at Childs, that connects the open space of the school with the Ogden River Mixed-Use Development

Projects open space and to the River Parkway, with an urban pathway that uses the sidewalk system. Childs Avenue should be the primary urban pathway, with Grant as a secondary loop.

Implementation Responsibility

Community Services Department, Parks & Recreation Committee, Mayor, and City Council

Resources:

Capital Improvement Program, Parks & Recreation Committee

Objective B – Completion of the River Parkway trail system.

Implementation Responsibility

Mayor and City Council

Resources:

Planning Commission, Planning Division Staff, Community Services Department, Parks & Recreation Committee, Neighborhood Councils & Leaders.

Objective C – Form a discussion committee consisting of residents, city officials, and school district officials. The committee would discuss the role of the school district, city, and community partnerships for the following:

- Maintain the use of open space areas around the school for recreation and exercise.
- Maintaining existing site for the school
- Consider Community facilities for new or remodeled schools buildings (e.g. Logan & Skyview High in Cache Valley are examples)

Implementation Responsibility

Mayor, City Council, and Ogden School Board

Resources:

Planning Commission, Planning Division Staff, Community Services Department, Parks & Recreation Committee, Neighborhood Councils & Leaders.

3. Transportation Vision

Objective A – The installation and/or repair of the sidewalks that function as primary walking routes for school children.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Special Improvement District,

14.I Mountain View Community Plan

Objective B – Reconstruct the intersection of 15th and Grant

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff

Objective C – Install traffic calming devices at the intersections where Grant, Lincoln and 17th intersect with 20th, 12th, Wall, and Washington.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff, Engineering Division

Objective D – Install additional street lamps to light sidewalks as well as streets so they are not as dark. Priority should be given the super blocks of the four blocks between 17th and 15th Keisel to Lincoln.

Implementation Responsibility

Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, B & C Road Funds

Objective E – Conduct a study for the future placement of a stoplight at the intersection of 12th and Lincoln.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Engineering Division

Objective F – Install an entry median on Lincoln Avenue, from 12th Street south to 17th Street.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Engineering Division, Parks & Recreation Committee

Objective G – Consider the closures of the following streets as new development patterns occur: 18th from Wall to Pingree or to Lincoln, 18th from Washington to Keisel; Parry from Washington to New Keisel; Keisel from 20th to 18th and Childs from new Park Boulevard to River.

Implementation Responsibility

Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff,

Objective H – Consider connecting Keisel from 18th to 17th, this connection will increase the ability for circulation within the residential community and should correspond with the closures of the Washington Blvd connections.

Implementation Responsibility

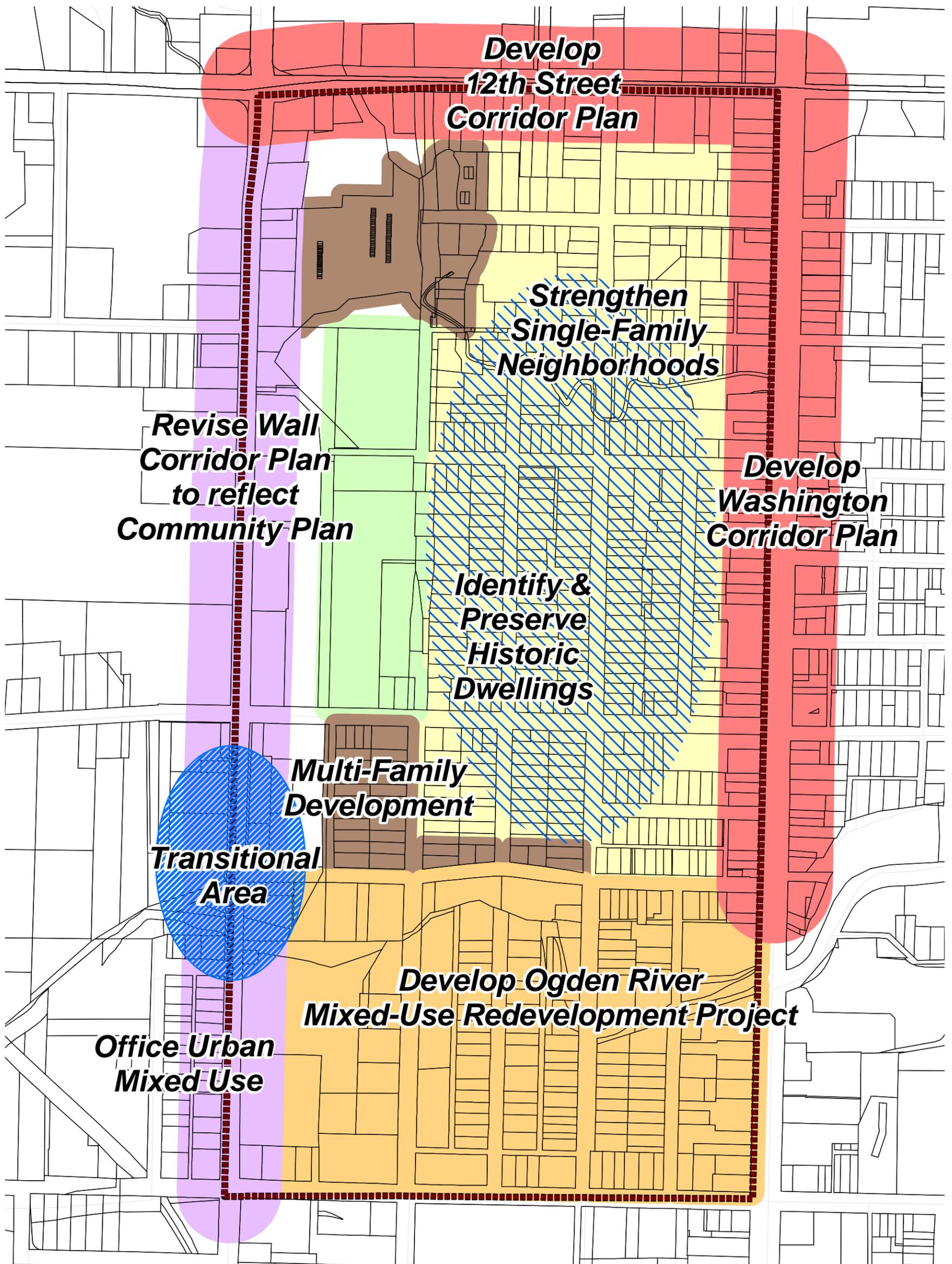
Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, B & C Road Funds

Adopted 8/24/04 Ord. 2004-58

Amended 4/5/05 Ord 2005-8



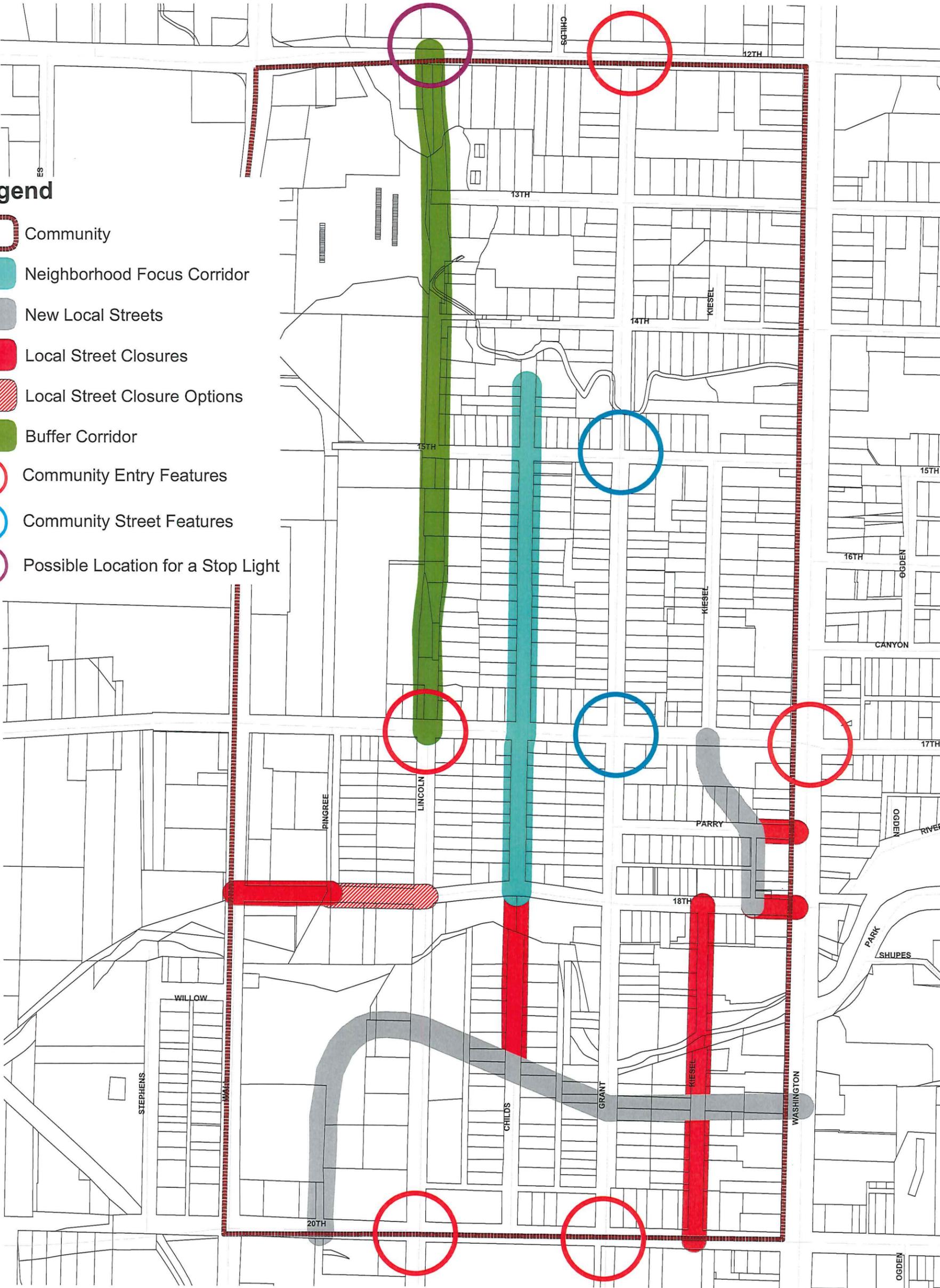
Mountain View Community

Community Vision - Land Use Map



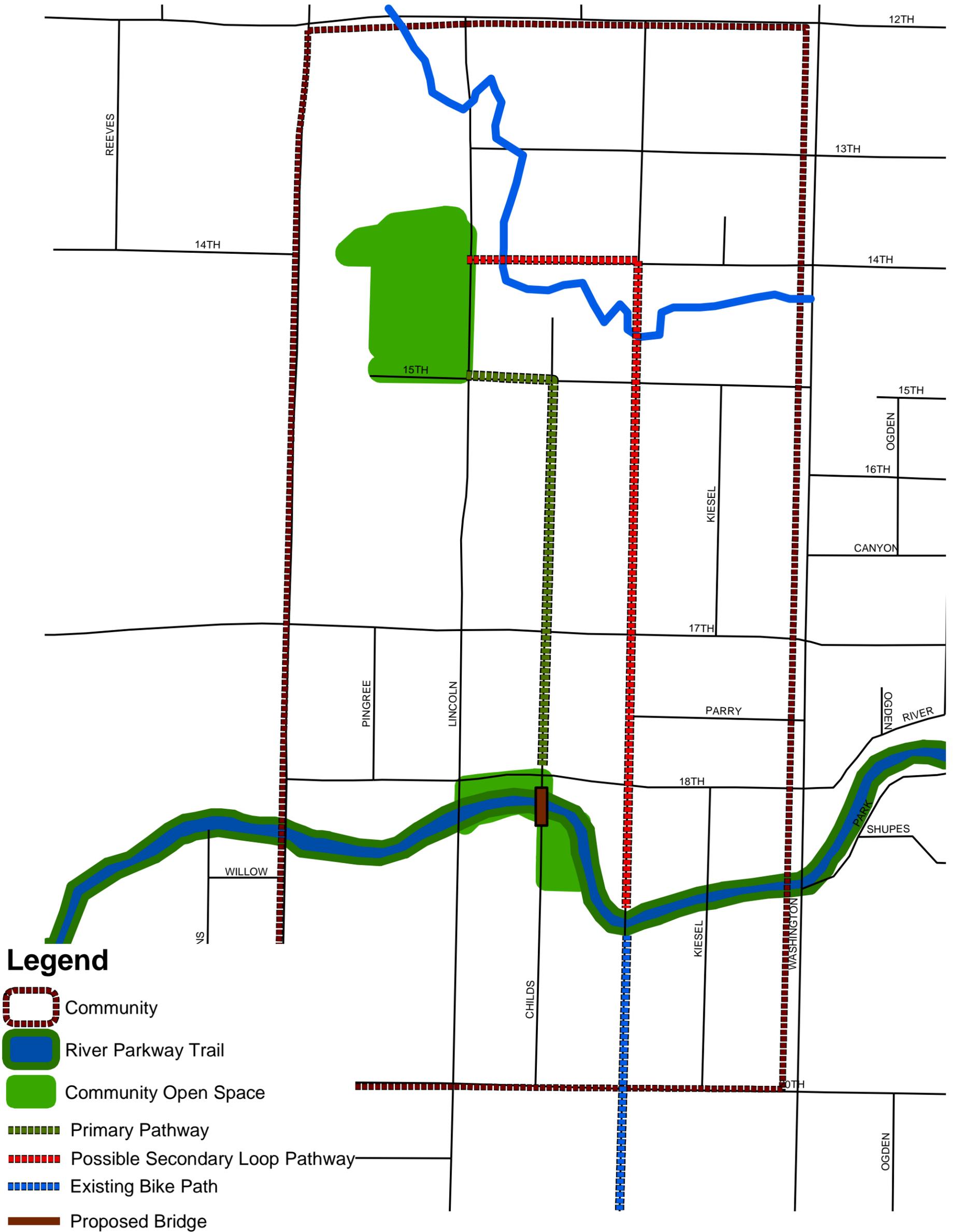
Legend

-  Community
-  Neighborhood Focus Corridor
-  New Local Streets
-  Local Street Closures
-  Local Street Closure Options
-  Buffer Corridor
-  Community Entry Features
-  Community Street Features
-  Possible Location for a Stop Light



Mountain View Community

Community Vision - Transportation Map



Mountain View Community

Community Vision - Open Space & Pathways Map



14.J Mt. Ogden

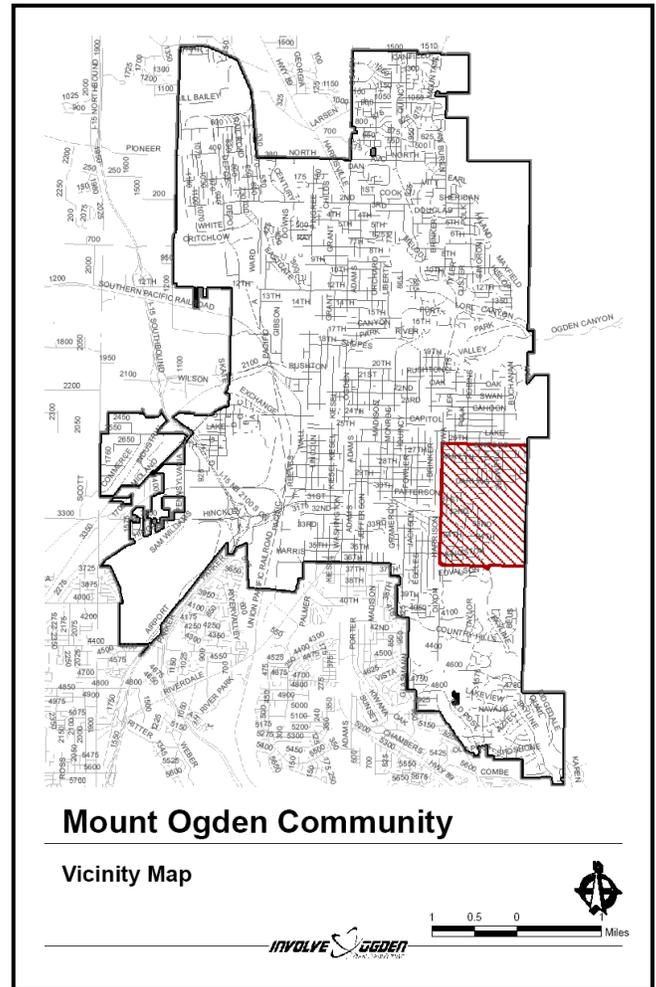
A. Background

The Mount Ogden Planning Community is named for the local middle school, the park located within its boundaries, and the prominent peak to the east that towers over the area. The original community boundaries are between 26th & 36th Streets and Harrison Boulevard and the foothills, as shown in Map 1.

1. Population Characteristics

The 2000 Census divides the Mt. Ogden Community into two different census tracts, which are then divided further into block groups and blocks. While these tracts do not exactly match the boundaries of the community, they approximate the neighborhood and offer a wealth of demographic information that can be used to accurately summarize the Mt. Ogden Community. In 2000, the population of the community was approximately 5,949, nearly 13% of the city’s total population at that time. The community consists of 5% of the total land area in Ogden City. The community does not share the same racial composition as the rest of Ogden City. While the Mt. Ogden Community has a population consisting of 91% white and 6% Hispanic or Latino, Ogden City as a whole reports 63% white and 24% Hispanic or Latino. Other demographic characteristics distinguish the neighborhood from the city as a whole:

- The Mt. Ogden Community is older than other parts of Ogden (34.1 median age vs. 28.6);
- Mt. Ogden has smaller households (2.59 people vs. 2.73);
- The neighborhood has a large young adult age group. Chart 1 illustrates that the community has a large amount of college-aged adults, a result of close proximity to Weber State University.



Map 1: Vicinity map showing location of community in Ogden City

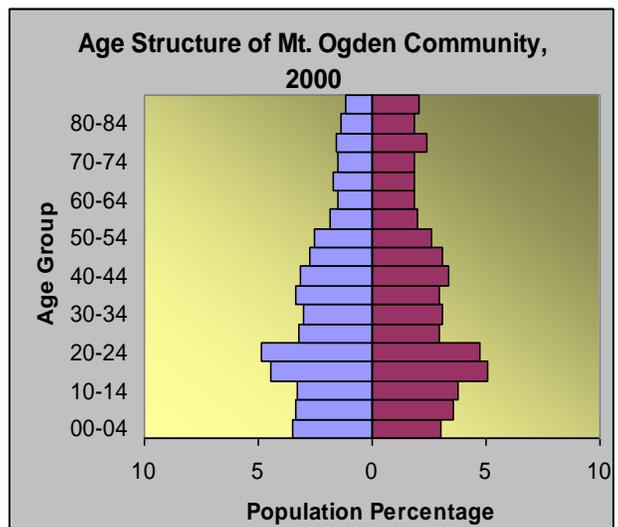


Chart 1: Population pyramid

- The neighborhood has a high education rate (43% of adults have Bachelor’s degree or higher compared to 17% in all of Ogden),
- Relative affluence (median household income of \$47,373 vs. Ogden City’s \$38,950).

Population growth is a city- and region-wide trend that will impact the Mt. Ogden Community. In 2000, the population of Weber County was projected to nearly double by 2050. The population of Ogden City is estimated to increase over 40%. Since there are few opportunities for Ogden to expand its boundaries, the new growth will primarily occur in the form of infill housing and higher density development.



Map 2: Mt. Ogden Park and the ownership of surrounding property

2. Land Use / Zoning

The Mt. Ogden Community consists mainly of single residential housing. Multi-unit family housing is found in three locations throughout the community. This includes the development at the top of 29th Street, the site of the former St. Benedict’s Hospital, and an apartment complex located in the southwest corner of the community along Harrison. Interspersed among the residential land uses are several government/institutional land uses that consist of schools and churches. All of the commercial uses in the community are found along a limited area of Harrison Boulevard.

One of the most prominent land uses of the community is the large amount of open space. The Mt. Ogden Park complex, which consists of the park, golf course, trails and city-owned undeveloped land, consists of 209 acres (see Map 2). Combined with open space associated with the schools and the federal government, nearly 30% of the total land area in the neighborhood consists of publicly owned open space.

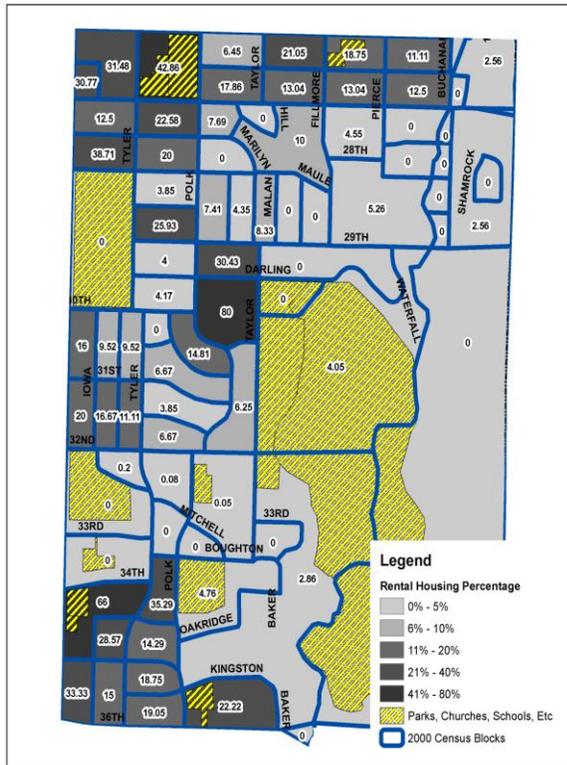
3. Rental / Owner Occupancy

An important consideration of a community is the percentage of owner-occupied dwellings. Home ownership tends to foster neighborhood stability, security, and community involvement. Stable neighborhoods have a core of residents who are familiar with each other and watch out for each other and the interests of the community.

The Mt. Ogden Community as a whole has a relatively high rate of home ownership—over 80%. However, there are areas of the community not associated with multi-family housing that have higher rates of rental occupancy. Map 3 shows one area of rental

pressure is along 36th Street, undoubtedly a result of the large student population near Weber State University. Many of the private homes in this area are rented to students,

be monitored and the City might consider appropriate measures and incentives to protect the property values of the community.



Map 3: Percentage of blocks in Mt. Ogden Neighborhood occupied by renters

oftentimes several at the same time, which leads to code enforcement concerns when the maximum unrelated occupancy is three individuals per unit.

Another area of higher rental housing percentages is found in the northwest corner of the community. This part of the community contains many small homes built prior to World War II. Lacking the space and conveniences of newer structures, these homes change hands more frequently in order to accommodate changing preferences and growing families. In both situations, the change from homeowners to renters should

4. Housing Stock

The vast majority of the neighborhood’s housing stock is more than 50 years old. Many of these units were built to modest standards and are difficult to retrofit with the amenities of today’s homes. Maintenance of housing units is crucial, especially with so many units about to reach the end of what some may consider their period of planned economic viability. It is also important that housing improvements and additions comply with building codes to ensure their safety and integrity. Despite the age of the housing stock, many residents choose to live in the neighborhood because of the traditional neighborhood elements and the architectural character of these older styles as well as for the other many amenities of the neighborhood.

The development, style, and architecture of residential dwellings in the community have followed identifiable patterns and trends over time. These trends and patterns are generally associated with the decade in which the development occurred. An analysis of the various styles of residential structures found in the community identified five general residential housing styles.

As new or infill development occurs within the community, or additions to existing homes are constructed, the housing style of the new construction should reflect the characteristics of the surrounding existing homes, particularly in the aspects of building height, building mass, roof pitch and exterior materials. However, new designs should be sensitive to accommodate

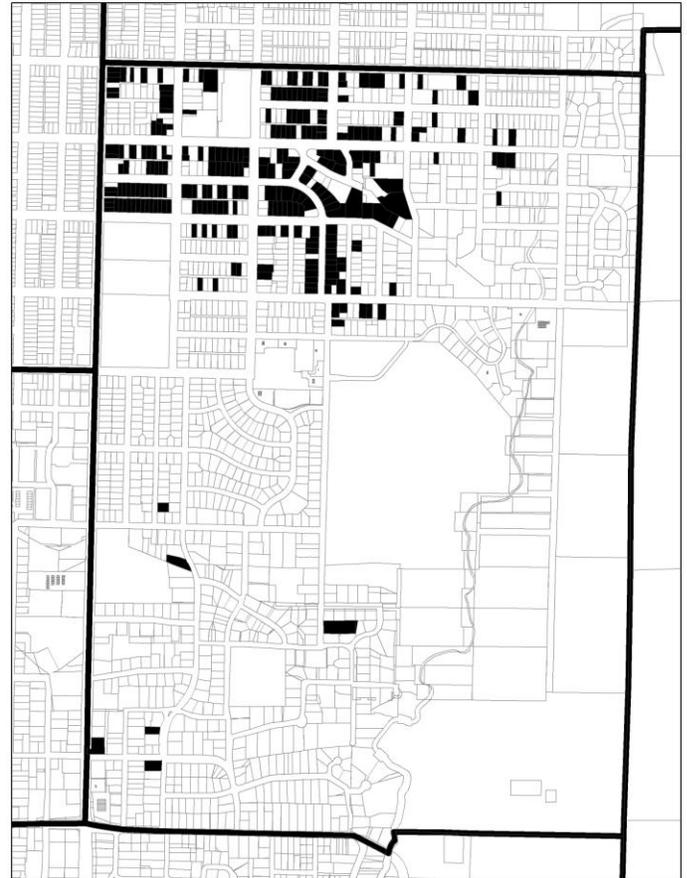
modern behaviors that were not present with older construction practices such as parking for an increased number of automobiles in a manner that reflects older design values.

Each housing style is described on the following pages and photos and maps are provided to illustrate the particular housing styles of past decades.

Style 1 – 1920-1930s

Houses constructed during these decades were typically built with brick and have distinctive Tudor and bungalow architecture. Most homes in this style have detached garages located in the rear of the home.

The majority of homes built in this time frame are between 26th and 28th Streets, no higher than Fillmore Street.



Map 4 – Locations of residential housing style 1



Early 20th century Tudor style housing



Early 20th century bungalow style housing

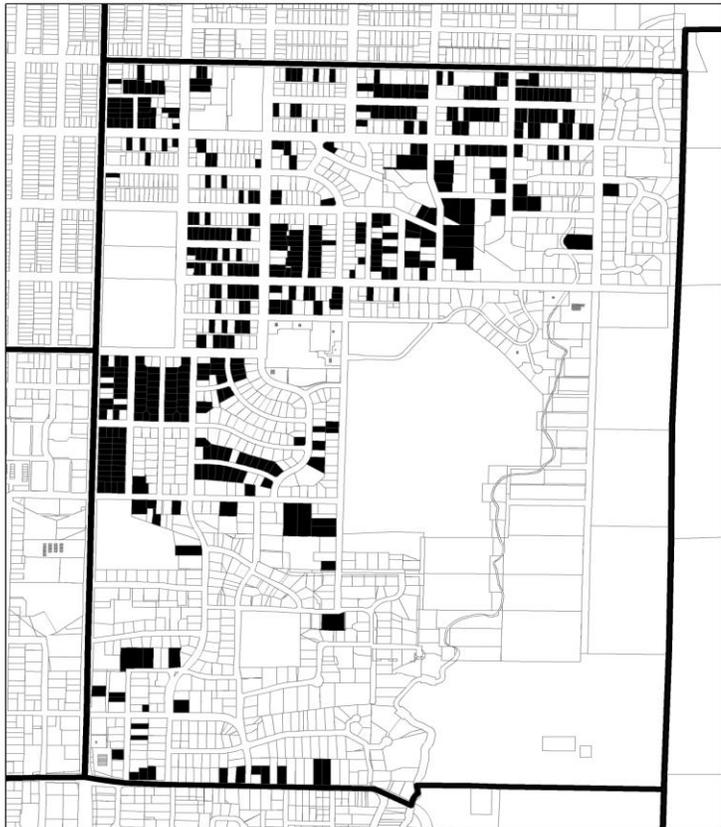
Style 2 – 1940s

The need for housing in the 1940s greatly expanded the housing stock in the Mt. Ogden community. The vast majority of these one-story homes were constructed with brick exteriors. While a growing number of homes during this time have an attached garage, the majority still have a detached garage or carport.

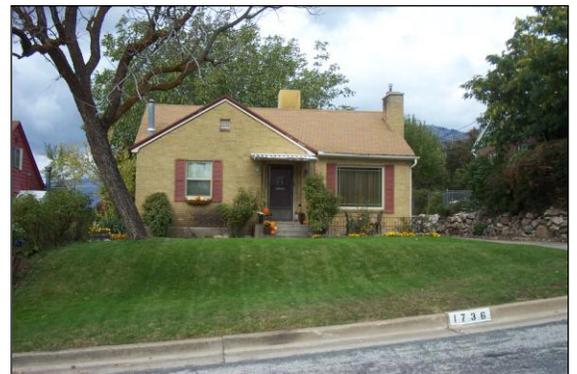
As indicated on the accompanying map, this style of housing diffused across the entire community, extending east of Fillmore Street and south of 28th street



1940s brick style housing



Map 5 – Locations of residential housing style 2



1940s brick style housing

Style 3 – 1950-1960s

Homes built during this time period expanded the community more so than at any other time. These ranch style homes were bigger and built on larger lots than homes that already existed in the area. Generally the one-story, brick structures included an attached garage to accommodate two cars.

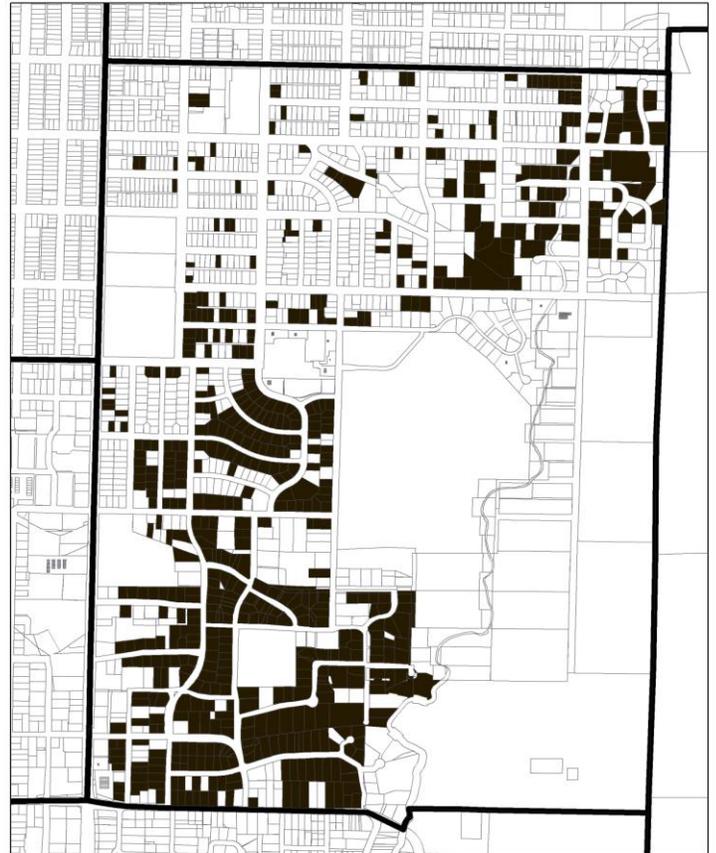
The majority of these homes were built south of 30th Street and east of Fillmore Street.



1950s ranch style housing



1950s and 1960s ranch style housing



Map 6 – Locations of residential housing style 3

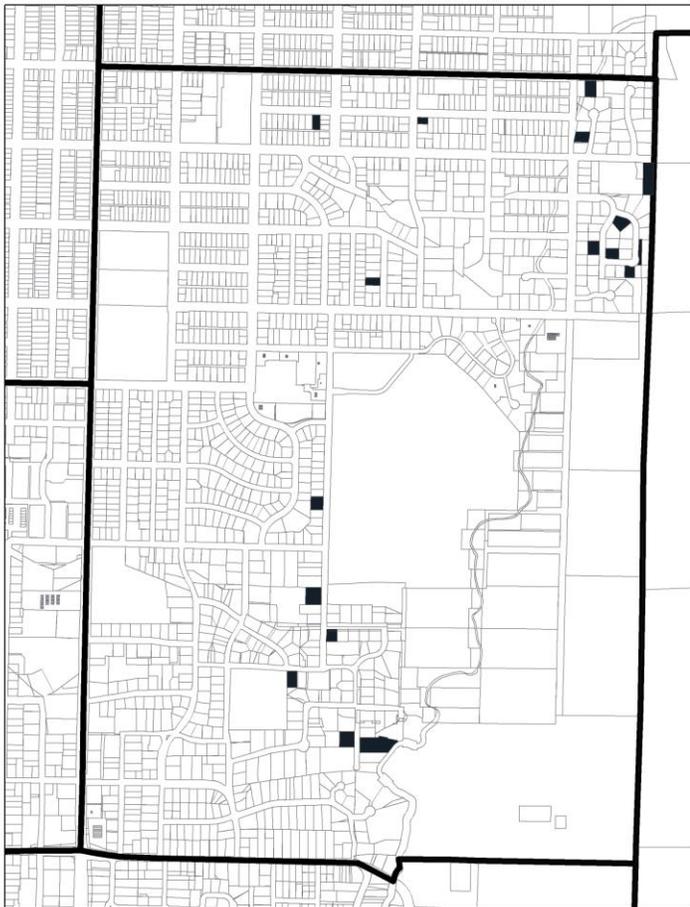
Style 4 – 1970s

This style of housing is characterized by split-level construction used to separate different living activities and as an alternative to the Ranch style. Constructed out of various building materials, these homes generally have an attached two-car garage.

This style of housing is found in small numbers throughout the community.



1970s style split level housing



Map 7 – Locations of residential housing style 4

Style 5 – 1980 – Present

Housing in this community constructed during this time is generally built using brick and stucco. The garage is usually highly accessible and visible, catering to the use of the automobile.

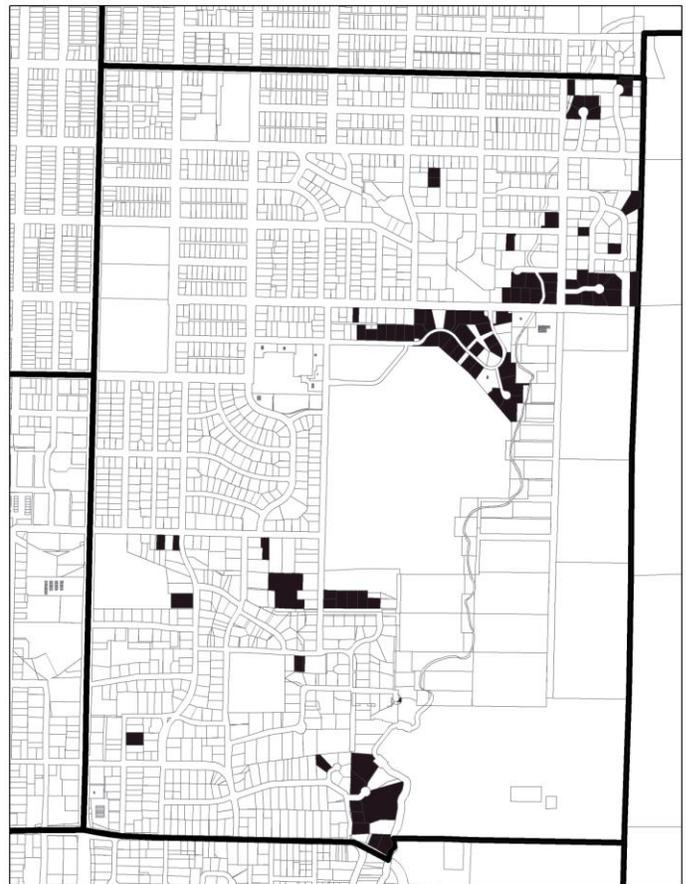
Most of these homes are located close to the foothills, at the edge of development.



1980s style housing



Modern style housing



Map 8 – Locations of residential housing style 5

B. Community Comment

Community comments and information were collected in several different steps:

- a) A community wide open house was held on June 14th and 15th, 2006 at Wasatch Elementary School. Several broad issues affecting the community were discussed. Sign-up sheets for advisory committees were circulated.
- b) Five different advisory committees were formed and met several times with Ogden City Planning Staff during the months of August to November 2006. Each committee produced a list of recommendations.
- c) A meeting was held November 2, 2006 for advisory committee members to report the results of each of the committees.
- d) A final community-wide meeting was held November 16, 2006 at Ogden Middle School to present the recommendations of the advisory committees. Residents had the opportunity to provide comments and feedback regarding the advisory committee recommendations.

The following is a list, by topic, of the primary issues identified from the public meetings and by the advisory committees.

1. Neighborhood Identity and Character

Mt. Ogden residents are committed to their neighborhood and take pride in being a part of it. Many residents expressed their desire to retain and enhance the neighborhood identity as a desirable place to live and recreate. They also spoke of creating a strong neighborhood identity that remains constant even as homes change owners and new homes are built. Existing landmarks, as well as new ones, can help to identify the neighborhood and create a sense of

place. Individual property owners should be encouraged to maintain their property and buildings to reflect the quality of the neighborhood.

2. Historic Structures

There are many homes in the neighborhood that are historically significant. Many residents spoke of their desire to encourage the restoration and preservation of these homes and to tell their stories. The designation of an historic district in the Mt. Ogden Neighborhood would further serve to identify the community and to distinguish it as a unique place known throughout the community and the region.

3. Hillside Development

The Mt. Ogden Neighborhood has several areas of private, undeveloped land in the foothills above the community. The nature of the development that happens in these visually important and sensitive areas will have a large impact on the neighborhood. Many residents of the community would prefer to have these lands purchased and become public open space. If that is not possible, then development that is clustered, context sensitive, and low in profile will help to reduce the impacts of development in these areas.

4. Open Space and Parks

Mt. Ogden Park, with its developed park, golf course, and open space, is an important landmark of the community because of its unique location, aesthetics, variety of uses and types of open space provided. Preserving the park and associated open space was an opinion shared by many people in the neighborhood. This area is not only used by local residents but serves the broader region. The golf course and trails are also regional amenities which are valued and enjoyed by neighborhood and residents throughout the region alike. Many residents expressed a desire to develop a plan to increase the amount of publicly owned open space. If that is not an option, the City should

work with the landowners to obtain easements and/or seek a balance with the landowners' development desires and public trail access.

5. Public Infrastructure and Services

Residents of the neighborhood expressed concerns about several different aspects of the existing infrastructure system. Providing adequate water pressure and volume to existing homes and fire hydrants should be a top priority for the City as well as providing sufficient storm water management. Street lights need to be improved to provide better and more pedestrian friendly lighting for the neighborhood. New development should pay the cost of improved infrastructure to meet their needs and not burden existing development.

6. Sidewalk Improvements

The issue of sidewalks was discussed in three different advisory committees. Some residents believed the lack of sidewalks throughout much of the neighborhood added to its identity and felt that sidewalks were only needed around schools and in other areas where pedestrian safety is a concern. Specific areas include 32nd Street, 36th Street, and Polk between 32nd and 36th. Other residents desired as many sidewalks as possible given their safety and convenience for pedestrians.

7. Infill Housing

Several large parcels not in the foothills exist in the neighborhood. These tracts of land have the potential for additional residential development. Mt. Ogden residents, with concerns about preserving neighborhood character and identity, have expressed their desire to see these parcels developed in a manner consistent with the rest of the neighborhood. These new developments shouldn't use a "cookie-cutter" approach in designing homes. Instead, new subdivisions should have a diverse variety of housing styles and sizes.

8. Housing to Accommodate Future Growth

Residents acknowledged that population demands will undoubtedly affect Ogden City and the Mt. Ogden Neighborhood. Future multi-unit housing options will be needed to meet this growth. Among the appropriate locations for this housing is Harrison Boulevard.

Additionally, housing demands by students at Weber State University might in part be met by increased allowance for accessory dwelling units (ADUs) in the area of the college.

9. Enhance Park Usage

Many options for enhancing the use of Mt. Ogden Park were mentioned by advisory committee members. Some of the possibilities include increased options for dog owners and their pets, enhanced opportunities for winter recreational uses, and expanded playground areas. Improved signage offering better directions for park users could also improve traffic patterns and park usage. The residents support efforts to improve the marketability of the golf course. If resources are available, possible improvements could include redesigned portions of the golf course as well as expanded services offered by the clubhouse.

10. Parking

Parking is a difficult problem for any visitor of Mt. Ogden Park. In addition to golfers and recreational users, the park hosts a number of organized league sporting events. Inadequate and unused parking lots force many people to park their vehicle along both sides of Taylor Avenue, the public street that forms the western boundary of the park. The parked vehicles create a narrow lane for thru traffic to move and present a potentially unsafe situation. Additionally, the close proximity of Weber State University contributes to a large amount of off-street parking in some parts of the neighborhood.

11. Maintain Trails

Within or adjacent to the Mt. Ogden Neighborhood are some of the most heavily

used trails in the area. These trails should be maintained and kept accessible to the public.

12. Harrison Boulevard Corridor

Harrison Boulevard is the western boundary of the neighborhood and nearly all residents and visitors to the Mt. Ogden Neighborhood travel or cross this major road. Several comments were received regarding this road and ways to improve its aesthetic appeal, pedestrian access, and traffic functionality. Also, making physical improvements to transit stops along Harrison might result in increased ridership along the busy road. The community supports implementing mass transit options recommended by the Wasatch Front Regional Council to help relieve traffic congestion.

13. Mixed Use Neighborhood Node

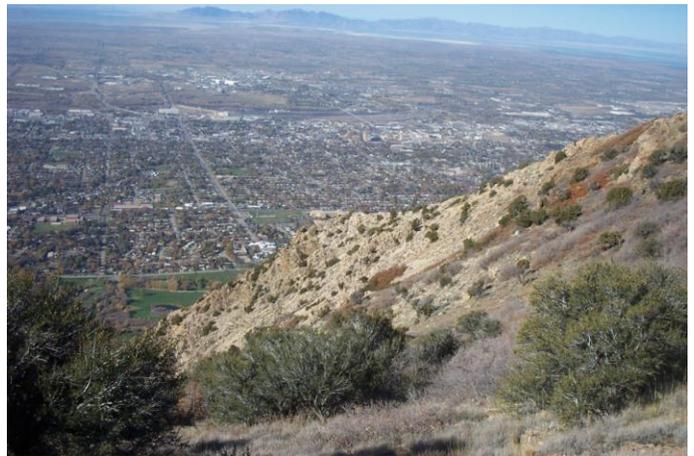
The Harrison Plaza at 32nd Street and Harrison was identified as a potential site for future mixed use development. To complement and support the potential mixed use area, higher density residential areas surrounding the site are suitable. These residences could be town homes or row housing accessed by means of an alley. The mixed-use node should include a rapid-transit connection to downtown and to Weber State University. An important consideration in the development of higher density commercial and residential centers is protection of the nearby single family residential areas.

C. Mt. Ogden Community Vision

The Mt. Ogden Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through community meetings held at Wasatch Elementary and Mt. Ogden Middle Schools and through advisory committee meetings.

This section will describe the community vision and lay out specific, attainable objectives to realize that vision. Implementation and prioritization of objectives will be addressed in the next section.

The Mt. Ogden Community Vision is expressed using four different topics. These topics are Community Identity, Land Use, Parks and Open Space, and Public Infrastructure and Services.



COMMUNITY IDENTITY

1. Retain and Enhance Neighborhood Character

The Mt. Ogden Neighborhood offers a beautiful and satisfying location to live for its residents. The quiet neighborhoods offer a calm and peaceful place for families. The parks, open space and trails provide an abundance of recreational opportunities that are located minutes away from residents' front doors. The combination of stunning mountain vistas and close proximity to educational, cultural, and commercial services offer a benefit that is unique and hard to duplicate. Mt. Ogden residents want to maintain and build on these unique characteristics.

The vast majority of the neighborhood consists of single-family homes and protecting and maintaining these homes is an important component of preserving the neighborhood character. Owner occupancy is important in this regard. Just as important is the upkeep and maintenance of properties and buildings so that property owners and those who live in the neighborhood do their part in reflecting the quality of the neighborhood.

Even though a strong neighborhood character can continue as new residents come into the area, an effort should be made to retain long-term residents as much as possible. To ensure the ability of families to grow up in the neighborhood, there need to be opportunities for owners to expand the living space of the homes to meet a growing family's needs.

Residents mentioned that a sign package would be useful for both identifying the neighborhood and guiding visitors to the park, golf course, and trail heads. Unique and distinctive art can also contribute to a strong neighborhood identity.

Vision Objectives

1. Create a quality sign package that both identifies the neighborhood and also gives direction to major features of the neighborhood from Harrison such as the park, golf course, and trailheads.
2. Create a zoning ordinance that allows for the expansion of existing homes through flexible bulk and area regulations (i.e. setbacks, height, and other yard area standards) but requires context sensitive design to retain neighborhood character. Equally important are revisions that address accessory buildings that are context sensitive in terms of scale and exterior finishes.
3. Explore a partnership with Weber State University and Ogden Arts Commission for the potential of public art in Mt. Ogden Park to help foster neighborhood identity.
4. Enforce current code provisions for yard maintenance and parking of recreational and accessory vehicles.
5. Revise ordinances to prohibit new gated communities and subdivisions from the Mt. Ogden Community.



Example of neighborhood signage

COMMUNITY IDENTITY

2. Infill Housing Consistent with Neighborhood Character

Over the last 100 years the general pattern of residential development in the Mt. Ogden Neighborhood has occurred lot by lot. This development pattern has resulted in an abundance of housing styles, sizes, and materials all found within blocks of each other. For example, it is not uncommon to see a modest English Tudor home built right next to a sprawling Ranch style house. This variety of housing styles is highly valued by residents of the community and set it apart from many other parts of Ogden City.

Residential infill lots occur when existing partially developed lots are divided so new homes can be added and create more dwellings than what presently exists on the lot. The concern is that this occurs in areas that already have an established architectural theme. New infill development within the neighborhood should reflect this respected community value. New development should be complementary in scale, size, exterior finishes, rooflines, and architectural diversity in order to fit the overall scale and character of existing homes.



Vision Objectives

1. Craft zoning requirements that create compatibility design standards for residential infill lots. New requirements for infill lots should take into consideration the following requirements:
 - a. Architectural design that compliments the character of the existing neighborhood;
 - b. Limit frontage widths and the ratio of building width to frontage width to maintain scale between size of home, lot size and existing developed neighborhood;
 - c. Restricting the height of homes so they compliment the character of the existing neighborhood by balancing the needs of the property owner for flexibility with compatibility of the existing neighborhood;
 - d. De-emphasize garages by setting them back from the main face of the building, integrating them into the overall architectural design, and/or using side or rear garage access.



COMMUNITY IDENTITY

3. Protect and Appreciate Historic Structures

Many homes in the Mt. Ogden Neighborhood individually are historically significant and are recognizable throughout Ogden City. A large number of these homes are clustered in the area between 26th and 29th Streets. The designation of an historic district in the Mt. Ogden Neighborhood would further serve to identify the community and to distinguish it as a unique place known throughout the community and the region.



Example of potential historic home in neighborhood

Vision Objectives

1. Consider creation of historic district in the general area of 26th and 29th Streets, between Polk and Fillmore. The exact boundaries will be determined by the nomination process.
2. Encourage individual homes that are examples of historic styles to be placed on the local and national historic register.
3. Encourage a neighborhood historic committee, working in conjunction with Landmarks Commission, to collect histories and conduct tours of historic homes.



Example of potential historic home in neighborhood

LAND USE

4. Ensure Foothill Development, Where Permitted, is Aesthetically Appropriate and Environmentally Sensitive

Protecting the foothills from inappropriate development is an important theme for Mt. Ogden residents who feel fortunate to live in such stunning natural surroundings. Not only do the foothills provide beautiful vistas from all over the City, the foothills also provide valuable habitat for native plants and a variety of wildlife. As will be addressed later in this section, Mt. Ogden residents' first desire is that these lands are publicly acquired. If that is not possible, design standards and expectations should be addressed for any development in the foothills. These lands are visible from many parts of the neighborhood and their design should be considerate of their natural surroundings.

Two areas in particular are possible locations of future development. The first is at the top of 29th Street, a small parcel zoned with a multi-family designation. The geographic location of this parcel suggests that the land should be considered for rezone to single-family use. However, given the close proximity of another multi-family building, the possibility of multi-family use could be considered with possible height restrictions.

The second tract of land is a large piece of property at the top of 27th Street. While not currently within the city boundaries, this area is part of the annexation plan for Ogden City and could be annexed one day into the city.

Vision Objectives

1. Retain open space zoning (O-1) on all land currently designated as such in the Mt. Ogden Community.
2. Retain multi-family zoning at the top of 29th Street. Any new structure in this zone should not exceed four stories in height.
3. If property at the top of 27th Street is annexed into the city, the land use designation should allow large lot single-family development or a Planned Residential Unit Development. The development should limit building sites to the western portion of the property, adjacent to the current city limits, preserving the higher foothill areas as open space and preserving the north-south trails that pass through the area and preserving access from 27th Street to Taylor Canyon.

LAND USE

5. Allow for Increased Residential Density along Harrison

Population estimates for Ogden City forecast continued growth for the city. While the Mt. Ogden Neighborhood is primarily a single-family community and the residents prefer to preserve this characteristic, there are appropriate areas for higher density development. These areas are located on the edge of the neighborhood where increased traffic will not disrupt the residences and a variety of transit options are available. Possible types of higher density housing include condominiums, apartments, and town homes.

The stretch of Harrison between Ogden High School and Mt. Ogden Middle School could be appropriate for town homes that would be accessed by means of an alley system. This higher density housing could also include limited commercial use on the corners. Town homes and limited mixed use would also complement the possible mixed use center at 32nd and Harrison.

Other forms of housing are appropriate along Harrison from Mt. Ogden Middle School to 36th Street. The mix of commercial and office uses in this area could expand to include a residential component on upper levels. This would allow mixing of uses within the same building and/or on the same site.



Example of town homes with parking in the rear

Vision Objectives

1. Support and preserve the existing single-family nature of the area through maintaining single-family zoning classifications.
2. Encourage rezoning for higher density residential to occur on the east side of Harrison, across from the Harrison Plaza at 32nd Street. This will serve to create a buffer between Harrison and the single-family neighborhood to the east. Any high density development in this location should use an alley system to access the units and provide architectural sensitivity for the residences behind the development.
3. Allow limited commercial use on the corners of town homes between 30th and 32nd Street. These uses are meant to encourage and support the mixed-use node. Any commercial use at this location should be:
 - a. Appropriately suited for the nearby residences (coffee shop, floral shop, professional office);
 - b. Strictly prohibited from further development advancement into the residential areas;
 - c. Limited in height to complement the adjoining residences.

4. Encourage mixed/residential uses in conjunction with commercial and office use along Harrison between Mt. Ogden Middle School and 36th Street.



Example of residential use with limited commercial use on the corner

LAND USE

6. Allow Accessory Dwelling Units

Another form of increased density is Accessory Dwelling Units (ADUs). Weber State University students create a demand for small apartments with close proximity to the campus. The strong demand for this housing has prompted some property owners to rent out both the primary and accessory units without proper zoning approval. Consequently, some single-family areas are morphing into multi-unit rental areas. One strategy to deal with this issue is to make accessory dwelling units possible but to create rules regarding their use such as owner occupancy and off-street parking requirements. Enforcement of regulation regarding accessory dwelling units is essential to making this form of housing complementary to the surrounding neighborhoods.

Accessory dwelling units can also benefit the community, especially in light of the fact that the Mt. Ogden Neighborhood has seen an increase in rental housing. Accessory dwelling units encourage efficient use of existing housing stock, provide homeowners with additional income, allow aging homeowners to remain in their homes longer, and require home ownership.

Vision Objectives

1. Consider an accessory dwelling unit overlay in a limited area close to Weber State University that would allow accessory dwelling units. Requirements for such an overlay would include the following:
 - a. Owner occupied;
 - b. Off-street parking requirements;
 - c. Size requirements to ensure accessory apartment remains subordinate to the primary residence;
 - d. Design and appearance standards.



Examples of neighborhood friendly accessory dwelling units

LAND USE

7. Promote Mixed Use Neighborhood Node

Some areas of the Mt. Ogden Neighborhood are suitable for development of mixed-use centers. These compact nodes encourage the mixing of residential and commercial uses. Mixed use nodes are walkable, pedestrian oriented areas that can contribute to the sense of place of a neighborhood as well as provided a variety of residential and commercial opportunities.

Even though it is not technically in the Mt. Ogden Neighborhood, residents expressed interest in the redevelopment of Harrison Plaza located along the west side of Harrison Boulevard and 32nd Street. This shopping area previously provided many of the grocery needs for much of the neighborhood. However, the move of the grocery store anchor and the inability to attract new stores has resulted in inefficient use and general disrepair of the property. The residents of the area want to encourage redevelopment of this property into a viable commercial operation that provides needed services to the community, has a higher density residential component, and makes it a possible community focal area.

Vision Objectives

1. Consider options for encouraging the redevelopment of the Harrison Plaza located at Harrison and 32nd Street into a mixed-use center with transit stop to serve the community.

LAND USE

8. Expand Mt. Ogden Neighborhood Boundaries

The current southern boundary of the Mt. Ogden Neighborhood is 36th Street. This leaves a small portion of residences between 36th Street and Edvalson that are currently part of the Southeast Ogden Neighborhood. Because of its geographical location, similar housing and other neighborhood characteristics, it seems reasonable that this section of residences is more suited to the Mt. Ogden Neighborhood.

Weber State University already owns several properties located in this area that has extended beyond Edvalson Drive. The potential exists for the University to expand north beyond its current boundary to create a natural campus expansion that is not divided by neighborhoods or main highways. If this were to occur, considerations should be given to widening 36th Street to accommodate new traffic and create an appropriate campus neighborhood edge.

Vision Objectives

1. Expand the boundary of the Mt. Ogden Neighborhood by including the properties between 36th Street and Edvalson.
2. Consider the possibility of Weber State University expansion in a planned phasing of blocks if it were to occur with other considerations to buffer and protect the character of the remaining community.

PARKS AND OPEN SPACE

9. Retain Park and Increase Open Space

All of the advisory committees mentioned in some way the importance of Mt. Ogden Park to the neighborhood. Mt. Ogden Park complex refers to the Ogden City owned land that includes the developed park area as well as the associated Mt. Ogden Golf Course, undeveloped area, and trail system. Because they live closest to the park, the Mt. Ogden residents frequent the park more than most Ogden City residents and enjoy the recreation, views, and open space that it provides. However, because of its unique size and characteristics, the Mt. Ogden Park complex is much more than a local attraction. The golf course and trails that wind through the park and nearby properties are a regional amenity that is enjoyed by a larger area than just this community. Because of its prominence in the city and neighborhood, the Mt. Ogden Park complex should be preserved and retained as public open space.

In addition to retaining the current park complex, a strong effort should be made to publicly acquire open space in the area surrounding Mt. Ogden Park. A significant amount of land east of the park is privately owned. While much of this land is outside of current city boundaries is private, it has often been considered as an extension of the Mt. Ogden Park. Efforts to protect the undeveloped qualities and open space perceptions of those lands are an important consideration.



Vision Objectives

1. Retain in public ownership all of the property in the Mount Ogden Park complex owned by the City which includes the park, golf course, undeveloped open space and trails.
2. Retain open space zoning designation (O-1) on the Mt. Ogden Park complex, including the park, golf course, and undeveloped area.
3. Develop a city-wide open space plan that creates an open space inventory and explores options for funding open space priorities.
4. Utilize open space acquisition methods such as land trusts, conservations easements, and other similar innovative means to help secure designated open lands, as directed under the open space plan.
5. The City should work cooperatively with the property owners in order to facilitate any purchase of land.
6. If the City is not able to purchase open space land, the City should work to obtain easements and trail access for public use.
7. Support the existing goals, strategies, and objectives of Chapter 6 of the Ogden City General Plan. Specifically support the objectives to protect and enhance open spaces.

PARKS AND OPEN SPACE

10. Enhance Park Usage

The community expressed a desire to maintain the existing parks and enhance their use for all residents. They suggested improving and expanding the playground areas to meet the needs of the community. The City might consider encouraging and supporting the recreational winter uses of the golf course such as snow shoeing, cross country skiing, and tubing. Dog owners are another group that would appreciate the opportunity to allow their pets to run freely in a designated area.

The Mt. Ogden Golf Course offers beautiful views in a secluded setting to its patrons and any attempts to enhance the golf course should preserve these unique features. Further, if the layout of the golf course does change due to these improvements, compatibility with other recreational uses such as hiking, mountain biking, cross country skiing and other related outdoor activities should be considered.

The clubhouse could also be part of a larger recreational center that provides services for recreational uses such as hiking, mountain biking, cross country skiing and other related outdoor activities.

Vision Objectives

1. Improve and expand the playground facilities at Mt. Ogden Park to meet needs of the community
2. Encourage a multi-use clubhouse that provides dining opportunities and promotes winter recreation by furnishing rental equipment or providing concessions.
3. Provide the necessary budget to maintain park space as facilities are upgraded and amenities are improved.
4. Consider options for dog users and non-dog users of trails and parks. Consider an area of a park for off-leash dog use.
5. Encourage continued improvement of marketing of the Mt. Ogden Golf Course. Support feasibility studies that evaluate options to improve playability and user demand for the golf course.
6. Improve access to Marquardt Park from parking lots by a paved pathway.

PARKS AND OPEN SPACE

11. Improve Parking for Mt. Ogden Park

The subject of parking at Mt. Ogden Park was mentioned by multiple advisory committees. The many leagues and clubs that use the park during the warmer months of the year create a huge demand for parking. Many of the vehicles park along Taylor Avenue that runs along the western edge of the park. These cars line both sides of the street and considerably narrow the road for passing traffic.

Different advisory committees viewed the same problem but with differing perspectives. While one group saw a potential safety hazard, another group saw the parked vehicles as a traffic calming measure. While it is true that the majority of vehicles slow down as they pass the park, there is the occasional vehicle that will recklessly drive through at high speeds and endanger the many children that use the park. Caution would suggest employing some measures to make the situation safer.

Vision Objectives

1. Study the issues related to parking along Taylor Avenue adjacent to Mount Ogden Park balancing the needs of residents users of the park areas, and safety and considering as an option allowing parking for park patrons only along the east side of Taylor Avenue. Restrict parking along the west side of Taylor and provide parking permits for residents along the west side of Taylor.
2. Promote the availability of parking in the shared parking lot with Mt. Ogden Golf Course and in the parking lot south of the playing fields. Provide directional signs to direct park users to the parking lots.
3. Introduce traffic calming devices by means of narrowing devices such as neckdowns on Taylor Avenue along the length of Mt. Ogden Park to indicate slower speeds in this area.

PARKS AND OPEN SPACE

12. Protection and Maintenance of Trails

Trail proximity is an important asset for the Mt. Ogden residents. While many come from around the region to use the trails, Mt. Ogden residents live so close that they are able to walk to the trailheads and use them in their daily exercise schedule. It is important to maintain these trails that are heavily used and prone to abuse.

Currently trails are designated for specific uses such as hiking and biking in some areas. Rather than separate all trails by uses, trails should remain as multi-functional pathways for all activities. The residents prefer that this practice remain for future new trails.

Vision Objectives

1. Maintain and protect trails in Mt. Ogden Park.
2. Widen sidewalk along Taylor Avenue in front of Mt. Ogden Park to indicate that it is part of the trail system.
3. Use a three-step approach to ensure public access on traditional trails on private lands:
 - a. Try to acquire property;
 - b. Obtain easements; or
 - c. Foster open communication with private land owners in order to guarantee public access to trails historically open to public use and to expand public access.



Mt. Ogden Park Middle Trail



Walking trail in Mt Ogden Park

PUBLIC INFRASTRUCTURE AND SERVICES

13. New Sidewalks and Street Lamps

Sidewalks provide safe areas for pedestrians to walk in and through the community. Connecting sidewalks are not part of the Mt. Ogden Neighborhood due to earlier neighborhood requests. The low-traffic streets allow most pedestrians to walk in the street without a concern for their safety, a practice that has become part of the community identity. Notwithstanding, some residents have expressed a desire for sidewalks in certain areas. Sidewalks do provide a safety aspect along the busy streets of the neighborhood and where young children frequently walk. In a community known for its access and use of trails, sidewalks can be known as “urban pathways”, connections that link places and destinations within the neighborhood to each other.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

- a. Sidewalks leading to schools;
- b. 50/50 sidewalk replacement program;
- c. Special Improvement District

When sidewalks are not available, residents walk in the streets where steep road crowning often makes it uncomfortable to walk. A systematic program to reduce road crown would make the streets more walkable.

Street lamps provide not only light for the streets, they also add an element of safety to the neighborhood. Residents had several comments concerning the effectiveness of street lamps in the area. In some cases tree foliage blocked the light from reaching the street. In other instances the lamps are not pointed downwards which cause them to inefficiently light up a large area and become a nuisance and distractive glare.

Vision Objectives

- 1. As a top priority, install sidewalks that provide access to schools along 32nd Street, 36th Street, and along Polk Avenue between 32nd and 36th.
- 2. For additional sidewalk priorities, use neighborhood programs to further identify which through streets will receive sidewalks.
- 3. Explore a systematic program to reduce the crowns of streets.
- 4. Review placement of current street lights to make sure they provide adequate lighting to the community. Areas where tree growth impacts lighting may require the fixtures to be lowered to function properly.
- 5. Create a program to systematically install new pedestrian-friendly street lamps in heavy pedestrian areas.



Example of pedestrian friendly street lamp



Traffic pedestrian problems on 36th Street

PUBLIC INFRASTRUCTURE AND SERVICES

14. Improve Public Facilities and Service

Sewer, storm water management, and culinary water service are some of the most critical functions a city provides for its citizens. Mt. Ogden residents want to ensure that these important components of the city infrastructure are adequate for current and future use.

Residents expressed concern that some homes in the neighborhood are not supplied with adequate water pressure and volume. Additionally, similar constraints are placed on older fire hydrants, some of which have substandard capacity.

Paying for the upkeep and replacement of these systems is also an important consideration. Residents are concerned that any major future development could decrease the overall quality and ability for these systems to function. Care should be taken so that financing improvements to the sewer and water system will be equitable to both present users and future users.

Vision Objectives

1. Improve water pressure and volume in areas that do not meet present standards of volume or pressure by the most economical means possible. Make simple repairs first.
2. Identify if there are future opportunities for impact fees which could be economically used to pay for infrastructure improvements as a result of increased demand from new development.
3. Improve water pressure and volume for fire hydrants in the neighborhood that are identified as inadequate.
4. Identify the needs for upgrading the sewer system to adequately handle the flow of water above Harrison Boulevard.
5. Coordinate timing of major public improvements such as water, sewer, storm sewer, and road construction to occur as one project when possible in order to avoid higher costs.

PUBLIC INFRASTRUCTURE AND SERVICES

15. Improve Harrison Boulevard

Harrison Boulevard serves an important role for residents and visitors of the Mt. Ogden Community. Nearly every vehicle trip in and out of the neighborhood results in either using or crossing this major road. Road construction and traffic jams along Harrison directly affect the ability of residents to travel, especially since very few good alternatives to Harrison exist for north-south traffic.

Because of its prominent place, the functionality and appearance of Harrison Boulevard is an important topic for Mt. Ogden Neighborhood residents. The road should have excellent streetscape design conducive to both automobiles and pedestrians. An effort should also be made to increase the functionality and efficiency of the corridor in order to meet the increased traffic demands of the neighborhood and city.



Example of a bus shelter



Pedestrian Countdown Times



Example of a neckdown

Vision Objectives

1. Work with Utah Transit Authority to make improvements to transit stops along Harrison so that they encourage ridership. Such improvements can include:
 - a. Paved waiting areas;
 - b. Waiting shelters and benches;
 - c. Posting of route maps.
2. Improve pedestrian safety along Harrison:
 - a. Install visual countdown times so pedestrians know they have time to cross the road safely;
 - b. Explore neckdowns and other design features to assist pedestrians.
3. Coordinate with UDOT to improve turn movements and intersection design at 36th and Harrison in order to promote functionality and ensure efficient traffic movement. Consider painted directional arrows, especially for the westbound vehicles along 36th Street approaching Harrison, to clarify turning movements
4. Coordinate with UDOT to improve the streetscape of Harrison Boulevard. This includes improving the visual appeal of the street by improving sidewalk conditions, adding street landscaping, providing street furniture, etc.
5. Implement the Wasatch Front Regional Council-recommended transit corridor improvement along Harrison, with a station at or near the mixed-use node at 32nd and Harrison.
6. Encourage and support a comprehensive study that evaluates and analyzes the Harrison Boulevard Corridor.

D. Community Plan Implementation

The Mt. Ogden Community Vision focuses primarily on four topics:

- a. Community Identity
- b. Land Use
- c. Parks and Open Space
- d. Public Infrastructure and Services

Within this framework the visioning objectives listed in the previous section have outlined ideas that will guide the future development and land use within the community. Ultimately, it is only through implementation of these ideas that the community will realize its vision for an improved and strengthened neighborhood. The following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. These objectives are listed by priority.

1. Community Identity Vision

Objective A – Consider creation of historic district in the general area of 26th and 29th Streets, between Polk and Fillmore. The exact boundaries will be determined by the nomination process.

Implementation Responsibility:
Landmarks Commission, Planning Staff, and City Council

Resources:
Planning Division Staff, CLG Program Funds, Individual Property Owners

Objective B – Create a quality sign package that both identifies the neighborhood and also gives direction to major features of the neighborhood from Harrison such as the park, golf course, and trailheads.

Implementation Responsibility:
Public Works Department, Planning Division, UDOT

Resources:
Capital Improvements Program

- 2. Objective C – Craft zoning requirements that create compatibility design standards for residential infill lots. New requirements for infill lots should take into consideration the following requirements:
 - a. Architectural design that compliments the character of the existing neighborhood;
 - b. Limit frontage widths and the ratio of building width to frontage width to maintain scale between size of home, lot size and existing developed neighborhood;
 - c. Restricting the height of homes so they compliment the character of the existing neighborhood by balancing the needs of the property owner for flexibility with compatibility of the existing neighborhood;
 - d. De-emphasize garages by setting them back from the main face of the building, integrating them into the overall architectural design, and/or using side or rear garage access.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division Staff

2. Land Use Vision

Objective A – Expand the boundary of the Mt. Ogden Neighborhood by including the properties between 36th Street and Edvalson.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division Staff



2. Objective B – Consider an accessory dwelling unit overlay in a limited area close to Weber State University that would allow accessory dwelling units. Requirements for such an overlay would include the following:
- a. Owner occupied;
 - b. Off-street parking requirements;
 - c. Size requirements to ensure accessory apartment remains subordinate to the primary residence;
 - d. Design and appearance standards.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division Staff

Objective C – Consider options for encouraging the redevelopment of the Harrison Plaza located at Harrison and 32nd Street into a mixed-use center with transit stop to serve the community.

Implementation Responsibility:
Planning Commission, City Council, and Private Development

Resources:
Planning Division Staff

Objective D – Encourage rezoning for higher density residential to occur on the east side of Harrison, across from the Harrison Plaza at 32nd Street. This will serve to create a buffer between Harrison and the single family neighborhood to the east. Any high density development in this location should use an alley system to access the units and provide architectural sensitivity for the residences behind the development.

Implementation Responsibility:
Planning Commission, City Council, and Private Development

Resources:
Planning Division Staff

Objective E – Retain multi-family zoning at the top of 29th Street. However, any new structure in this zone should not exceed four stories in height.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division Staff

3. Parks and Open Space Vision

Objective A – Develop a city-wide open space plan that creates an open space inventory and explores options for funding open space priorities.

Implementation Responsibility:
Planning Division, Parks and Recreation, Mayor, and City Council

Resources:
Capital Improvements Program, State Open Land Funds, Private Donations

4. Objective B.1 – Study the issues related to parking along Taylor Avenue adjacent to Mount Ogden Park balancing the needs of residents users of the park areas, and safety and considering as an option and considering as an option allowing parking for park patrons only along the east side of Taylor Avenue. Restrict parking along the west side of Taylor and provide parking permits for residents along the west side of Taylor.

Implementation Responsibility:
Community and Economic Development Department, Engineering Division

Resources:
Capital Improvement Program

Objective B.2 – Promote the availability of parking in the shared parking lot with Mt. Ogden Golf Course. Provide directional signs to direct park users guiding them to the parking lot.

Implementation Responsibility:
Community and Economic Development Department, Engineering Division

Resources:
Capital Improvement Program

Objective B.3 – Introduce traffic calming devices by means of narrowing devices such as neckdowns on Taylor Avenue along the length of Mt. Ogden to indicate slower speeds in this area.

Implementation Responsibility:
Community and Economic Development Department, Engineering Division

Resources:
Capital Improvement Program

Objective C – Encourage a multi-use clubhouse that provides dining and recreational use in addition to regular golf functions.

Implementation Responsibility:
Community & Economic Development Department, Public Services Department

Resources:
Capital Improvements Plan

4. Public Infrastructure and Services Vision

Objective A – As a top priority install sidewalks that provide access to schools along 32nd Street, 36th Street, and along Polk between 32nd and 36th. Use neighborhood programs to further prioritize which through streets will receive sidewalks

Implementation Responsibility:
Engineering Division, Mayor, City Council

Resources:
Capital Improvements Plan, Special Improvement District

Objective B – Improve water pressure and volume in areas that do not meet present standards of volume or pressure by the most economical means possible. Make simple repairs first.

Implementation Responsibility:
Public Services Department

Resources:
Capital Improvements Plan, Special Improvement District

14K. Southeast Ogden



14.K SOUTHEAST OGDEN

COMMUNITY VISION PLAN

14.K SOUTHEAST OGDEN

COMMUNITY VISION PLAN

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14.K.1

INTRODUCTION



1.A Background (Continued)

The presence of Weber State University has a large influence on the Southeast Ogden Community. WSU participates in an active “College Town Initiative” with Ogden City that serves to strengthen the positive relationship between the university and the city.

Intermountain Healthcare’s McKay-Dee Hospital is one of the largest employers in the community and is located in Southeast Ogden. Smaller commercial activity areas generally have been limited to Harrison Boulevard.

1.B Population Characteristics

Southeast Ogden comprises approximately 11% of the total Ogden City population. There is a slightly higher percentage of population between the ages of 18 - 29 in Southeast Ogden, likely due to the presence of Weber State University.

Median household income is nearly double in Southeast Ogden than the city as a whole. The proportion of minority (non-white) population is slightly lower than that of the whole city.

Southeast Ogden



Ogden City



■ Age 0-17 ■ Age 18-29 ■ Age 30-49 ■ Age 50-69 ■ Age 70+

	Southeast Ogden	Ogden City
Total Population	9,674	89,746
Age 0-19	2,452	24,231
Age 19-29	1,889	18,884
Age 30-49	1,990	24,231
Age 50-69	2,071	17,051
Age 70+	1,272	6,282
Minority (non-white)	1,632	17,949
Median Household Income	\$76,638	\$46,845

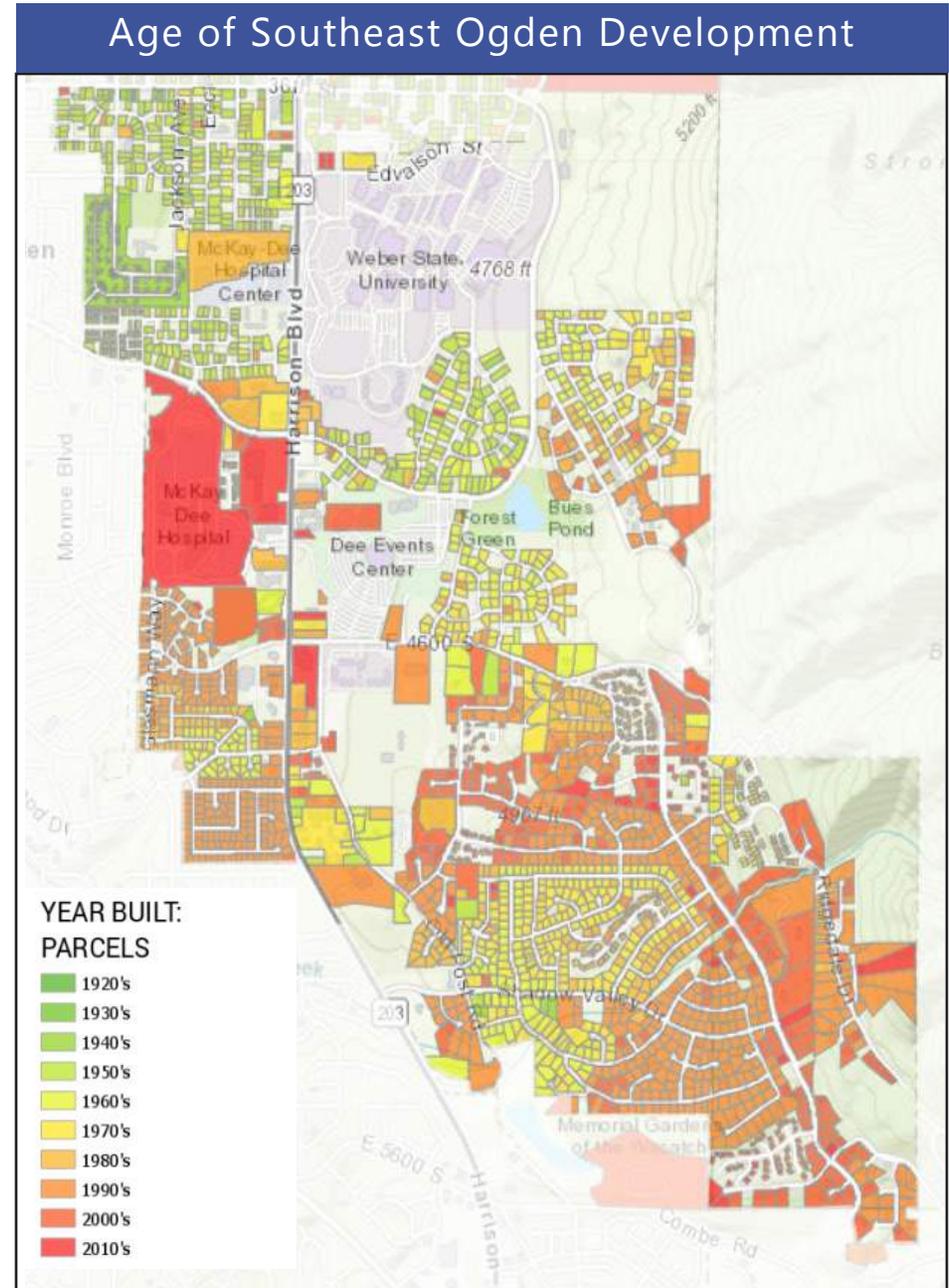
(This data is from the 2017 - 2018 U.S.)

1.C Development History

Much of the SE Ogden community has been built within the past thirty to forty years.

Most new development has been in single family housing. The number of housing units in the community increased 56% from approximately 2,250 in 1990 to 3,500 in 2018. Most of the new single-family housing development after the 1980s has occurred in the far southeast portion of the community known as Shadow Valley. 893 total homes have been built since the last plan was completed. Housing growth has tapered off during the last 10 years.

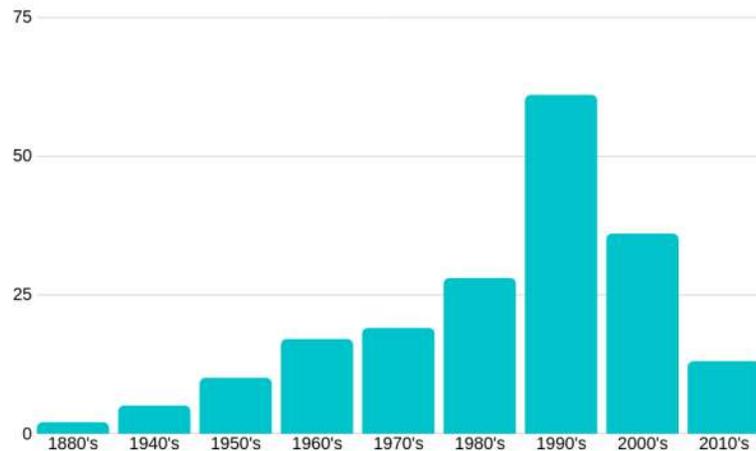
The McKay-Dee Hospital campus, which has been located in the SE Ogden community since 1969, was moved to its new location south of Country Hills Drive in 2002. At the end of the 1980s, Weber State University had over 14,000 students. In 2018, this number had grown to over 26,000 students enrolled. However, only 16,000 of those are based in-person at the Ogden campus.



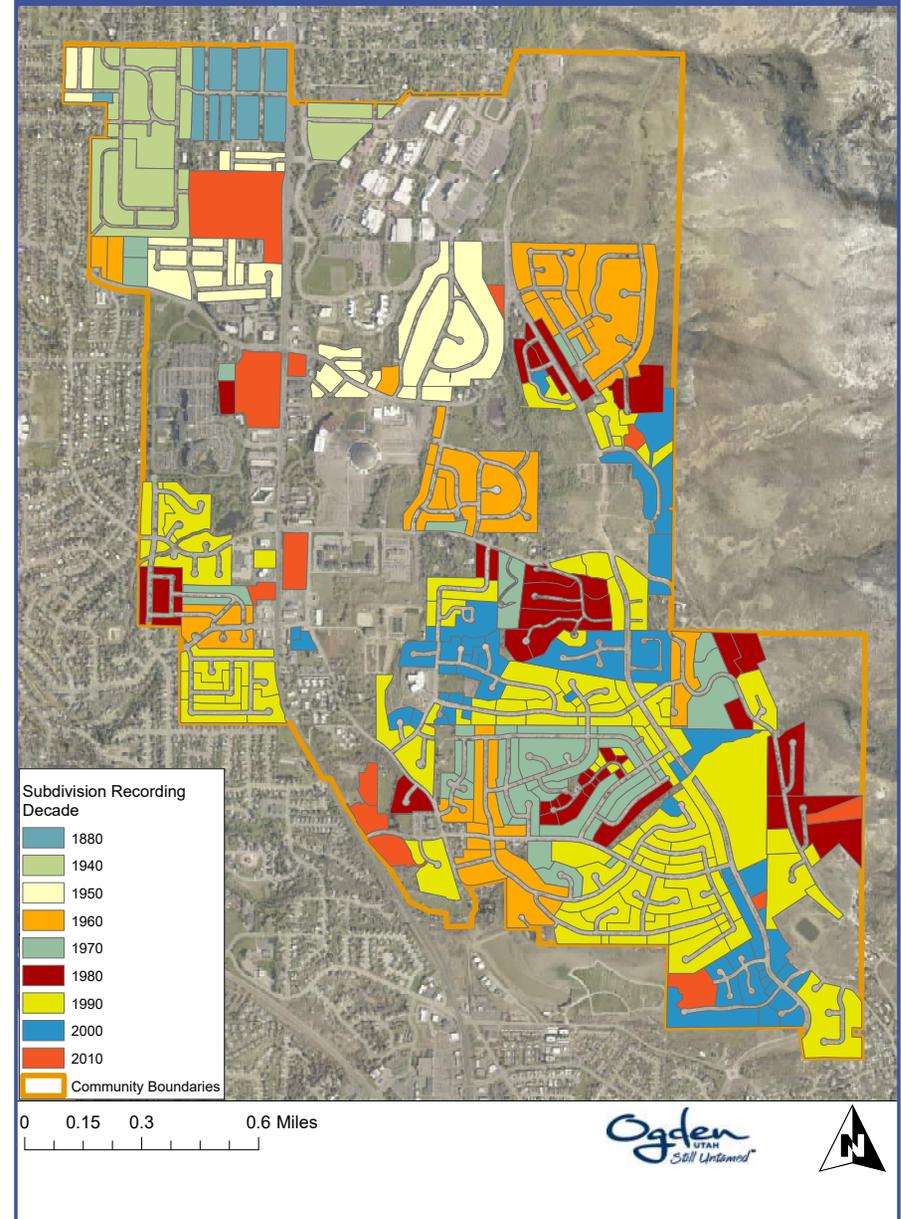
1.D Development History: Subdivisions

Much of the SE Ogden Community's new housing has been completed through the subdivision development process. 119 new subdivisions total have been developed since the original iteration of this plan (1987), but most of them were created in the 1990's.

SE Ogden Subdivision Development By Decade



Southeast Ogden Subdivision Development History



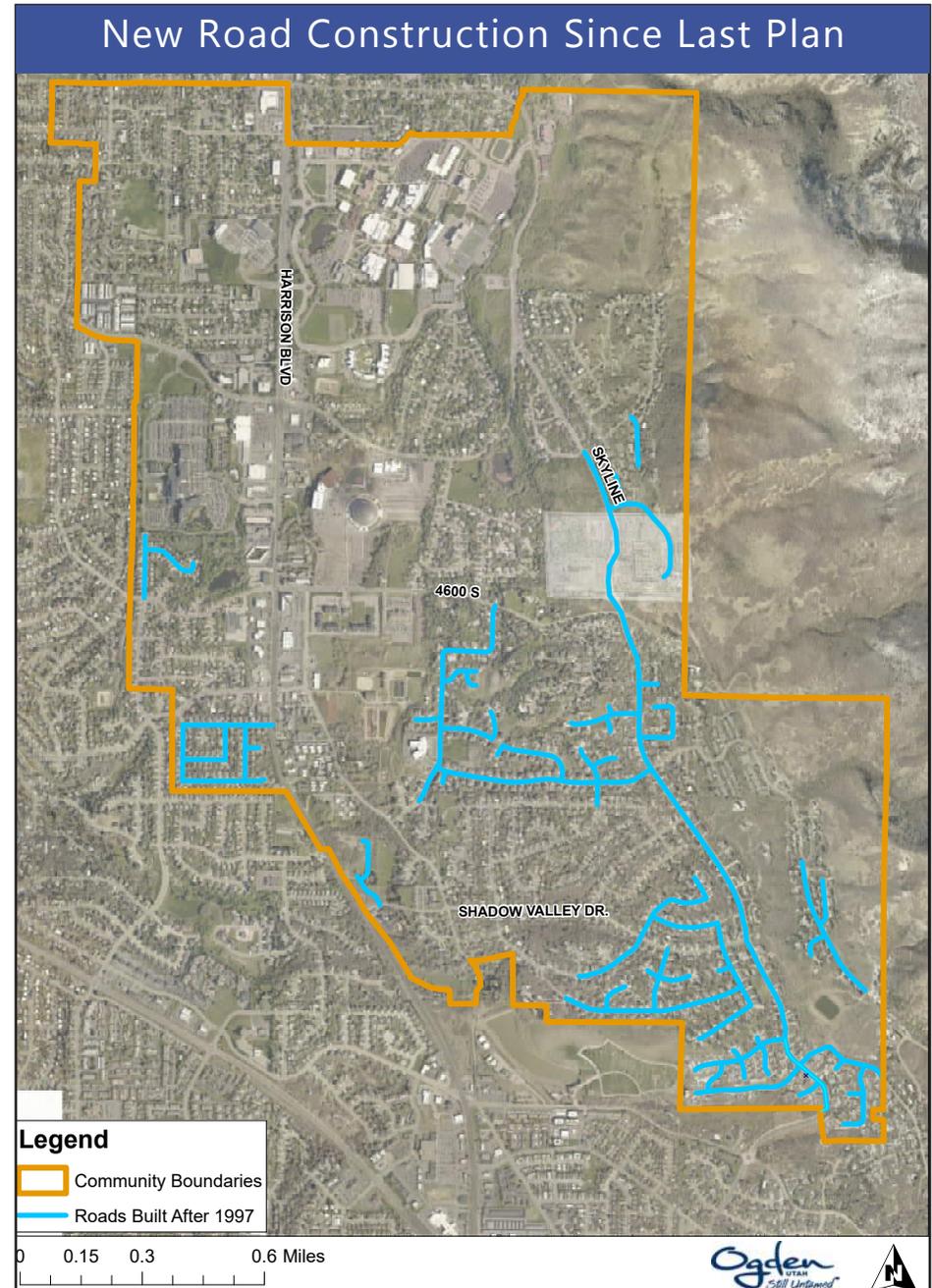
1.E Development History: Roads

Over 11 miles of new road have been built since 1987. Many of these are in conjunction with the development of new subdivisions.

The road system in the Southeast Ogden Community has been largely influenced by topographic features. The grid system is not present in this area of Ogden like it is in other parts of the city. The only through road that runs north and south is Harrison Boulevard. It is also a major arterial road. This dependence on Harrison Boulevard has created congestion and there are no other options to the major regional destinations other than access by this arterial.

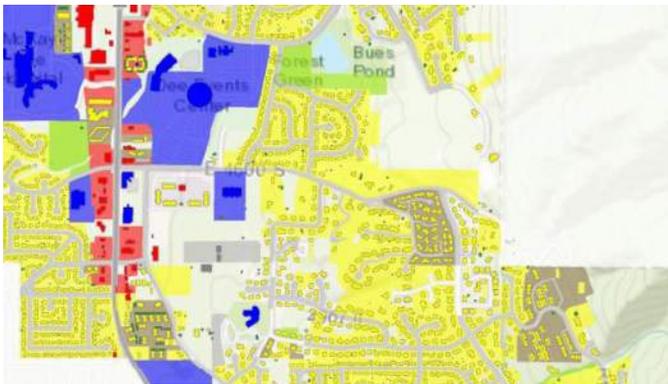
Skyline Drive is the newest road to provide a north/south alternative to Harrison. This has helped to create local traffic flow options and reduce local dependency on Harrison, but it has also increased through traffic for residents along that corridor.

Some development decisions in the past were made to not connect areas as development took place which forced additional traffic to Harrison. The general build out has limited the ability to create needed connections on local roads in this community.



14.K.2

CURRENT LAND USE & ZONING

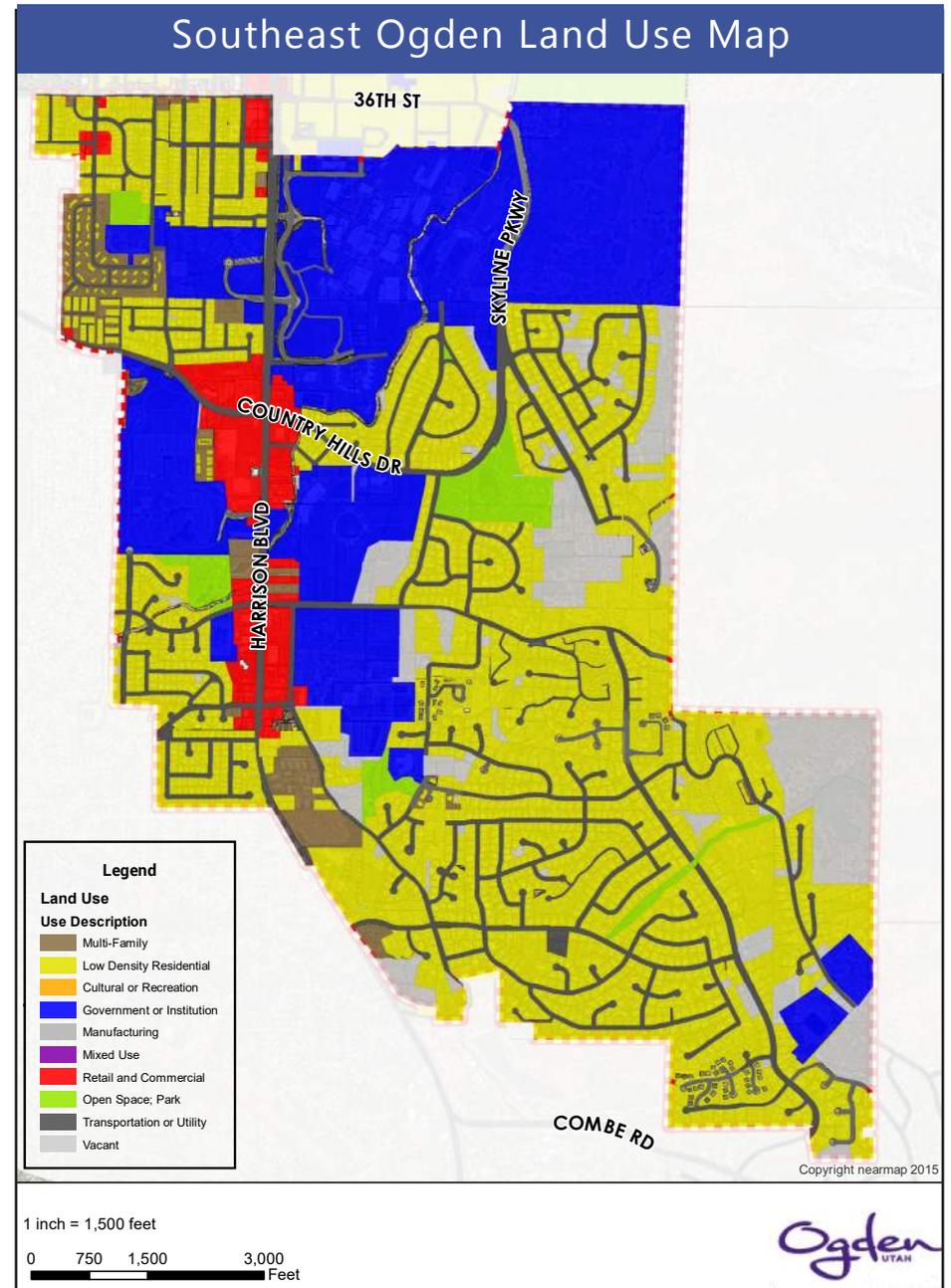


2 CURRENT LAND USE & ZONING

2.A Land Use

The major land uses in the Southeast Ogden Community are single-family homes, transportation (i.e., roads) vacant land, and government and institutional uses. The majority of the vacant land remaining is in areas of over 30% slope and is therefore not buildable. Large areas of vacant land existed when the first community plan was completed, but have since been developed.

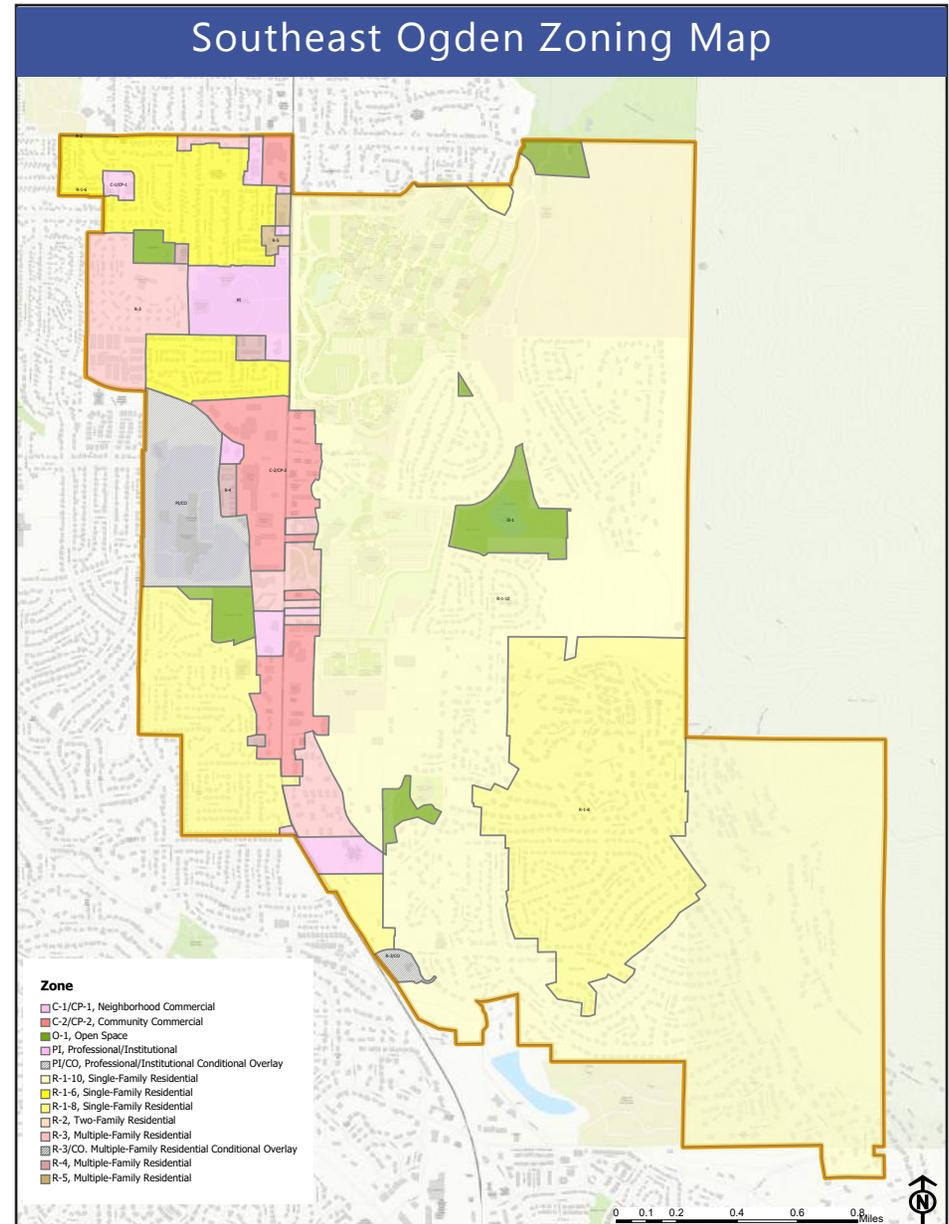
Weber State University and McKay-Dee Hospital make up the bulk of the government and institutional uses. Almost all of the commercial uses are located along Harrison Boulevard, which is the major arterial street running through the center of the community. The major growth categories since the first plan was completed in 1987 have been single-family homes and commercial uses. Southeast Ogden has been the fastest growing area in the City since the plan was originally done.



2.B Zoning

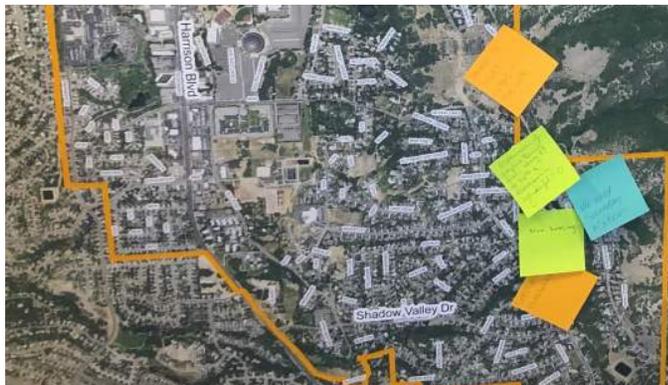
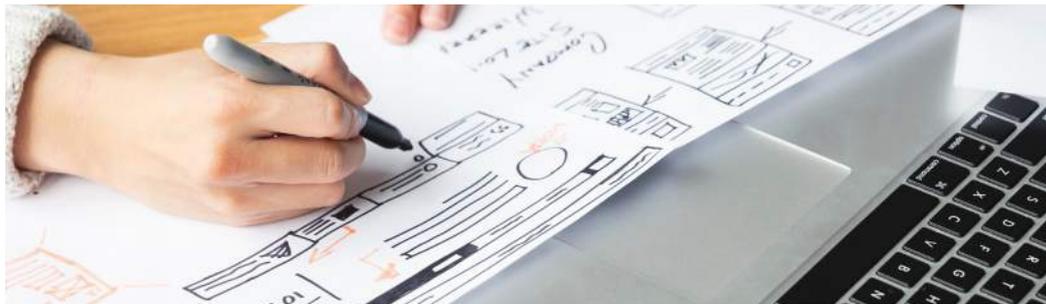
Over 90% of the Southeast Ogden Community is zoned for residential uses. Most of the residential zoned property has been developed. There are still some peninsulas of unincorporated property which could be annexed and zoned but have little development potential.

Almost all of the commercial zoning falls into two categories, CP-2 and PI. CP-2 zoning is a medium intensity commercial zone. These are found exclusively in Southeast Ogden along Harrison Boulevard. The PI (Professional/Institutional) zone is for offices and institutional uses. The majority of the PI zoning is contained in the old and new McKay-Dee Hospital sites. Weber State as mentioned earlier is also a major land development but as a state institutions is exempt from local zoning. The R-1-10 zoning does not reflect the real land use.



14.K.3

THE PLANNING PROCESS



3 THE PLANNING PROCESS

Community Involvement

Prior to holding the first open house meeting with the community, Planners distributed an online survey to residents by using various noticing strategies, including:

- Mailing notices
- Social media (Facebook, Instagram, and Twitter)
- Ogden City website
- Print media coverage in the Standard-Examiner

117 residents submitted responses to the survey. The four questions and responses to each are summarized in the following “word clouds.” The more respondents who mentioned a certain word, the larger that word appears.

Common positive themes included desirable neighborhoods, proximity to work, and outdoor recreation, and common negative themes included housing, infrastructure, and traffic issues associated with growth.

First Open House Meetings

The first open house meeting for the SE Ogden Community was held at Weber State University on January 30, 2019. Over one-hundred (100) community members attended.

Staff asked participants to relay their expectations for the plan, and residents touched on many topics. A main concern was that the community's input be taken seriously. Residents were concerned that the plan had not been completely updated in over thirty (30) years and were interested in ensuring their input would have an impact on the future of the community plan. Other common concerns included typical issues associated with growth in an area, such as water infrastructure, and street maintenance.

After the initial discussion was completed, the floor was made available for residents to walk around to four (4) different stations, each of which had a map and a drawing board on which residents could make notes, suggestions, and questions.



Open House Meeting



Open House Meeting

Steering Committees

Four (4) steering committees were formed for the main focus areas of the plan: Land Use, Housing, Parks & Open Space, and Transportation. Any resident who was interested in being a part of one or more steering committees could join and provide more focused input to their selected group.

Second Open House

The 2nd Open House meeting was held on September 12, 2019 at Shadow Valley Elementary School and was attended by over sixty (60) people from the community, planning staff, and Planning Commissioners. The purpose of the meeting was to allow additional comment from the SE Ogden residents on what directions the Land Use, Housing, Open Space and Transportation Steering Committees had proposed, and what objectives and goals would be implanted into the official community plan document. Staff revisited each area listed above and presented the community with more specific recommendations that would be included in the plan to address each area. It is important to note that representatives from the Housing Steering Committee, and not staff, presented the plan to the community. Residents had the opportunity to visit with planning staff and Steering Committee members

Steering Committees (Continued)

after the presentations to ensure that their input had been received.

Planning Commission Work Session 1

With the additional comments from the 2nd Open House, staff revised the community plan goals and strategies and presented those updates to the Planning Commission for further discussion and recommendation. The Planning Commission was able to review the proposed goals of the plan and provide staff with additional insight, research, and direction that would benefit the plan.

Planning Commission Work Session 2

Planning Staff presented, once again, the SE Community Plan to the Planning Commission. Included in this presentation were the recommendations and additional research that the Commission requested be done after the 1st review of the plan. The Planning Commission was supportive of the plan and noted that any additional information they needed to make a recommendation to the City Council regarding the plan would need to be provided by the residents during the public hearing process.

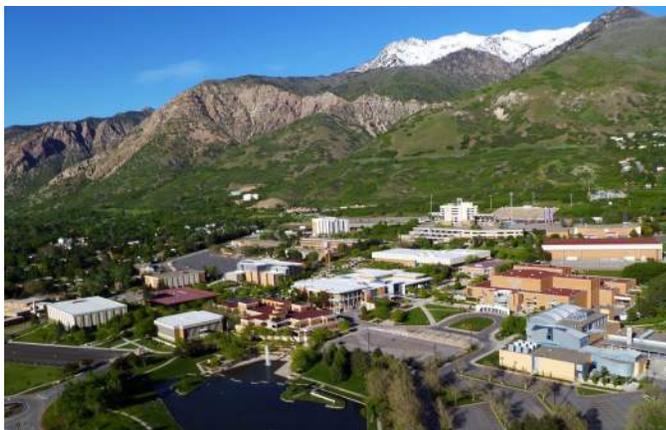
Planning Commission Work Session 2 (Continued)

Planning Commission Public Hearing:
Devenber 4, 2019 6 pm

City Council Adoption:

14.K.4

LAND USE



Vision Statement:

For Southeast Ogden to be community that strengthens single-family neighborhoods, protects trails and open spaces with appropriate zoning, and encourages quality/unique commercial and multiple-family developments along Harrison Blvd. and the Bus Rapid Transit (BRT) line.

4 LAND USE

Overview

This section seeks to address common resident concerns with short-term solutions, and also includes longer-term goals that tie into Ogden City master plans and the community vision statement.

Goal 1: Encourage Commercial Developments Near Weber State University (Wsu) and Along the Harrison Blvd. Corridor

Community members have expressed concern about the lack of commercial amenities for students in the area.



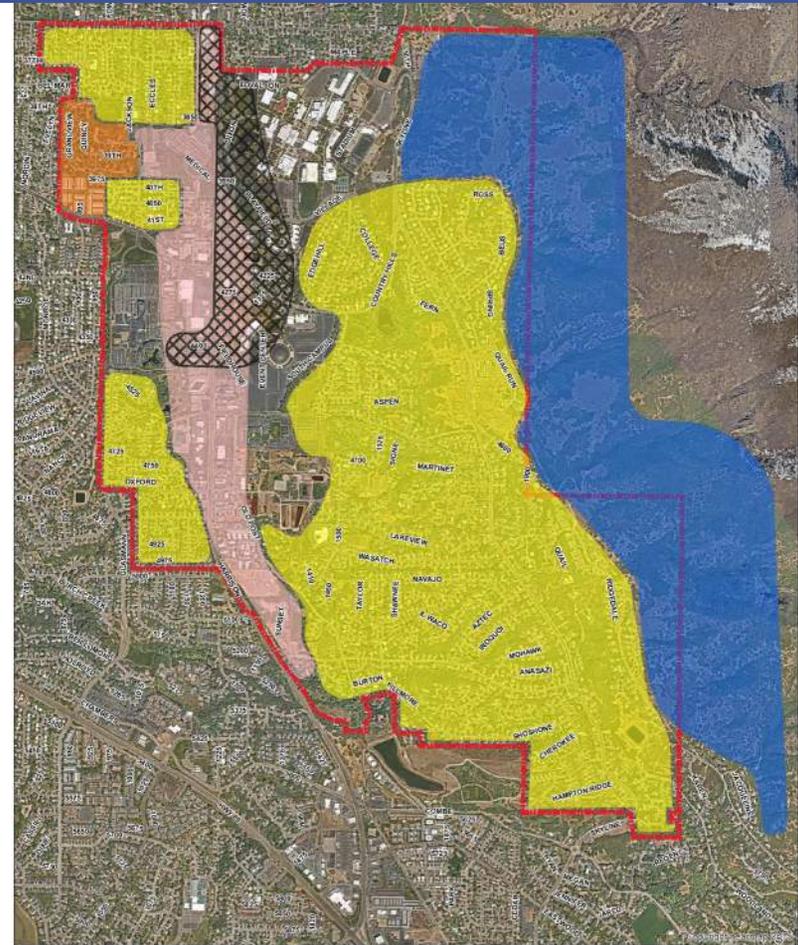
Weber State University

Vision Strategies

Strategy 1: Create gathering areas for WSU students and community members

- 1.A. Support commercial C-2 and mixed use rezoning along Harrison Blvd. to allow commercial development near WSU including a hotel. Combine efforts of Weber State and private development to create on and off campus uses that **provide** additional food and entertainment opportunities in close proximity to WSU along Harrison.
- 1.B. Encourage WSU to develop several commercial, recreational, and social amenities on campus for students.

Southeast Ogden Community Land Use Options



Goal 2: Develop Transit-Oriented Development (TOD) Overlay Zoning Options Along the Bus Rapid Transit (BRT) Line

It will be important to look at land use options with the implementation of the proposed UTA Bus Rapid Transit (BRT) line. Construction is projected to begin in late summer/early fall 2020. The BRT line is proposed to run along Harrison Blvd. and through the WSU campus and connect to McKay-Dee Hospital. The community feels that transit-oriented development options would be appropriate for this area.

Vision Strategies

Strategy 1: Create a transit-oriented development (TOD) overlay zone along the BRT line

- 1.A. Develop an overlay zone based on a distance from the BRT stations line and individual stations.
- 1.B. Research cities like SLC that have existing TOD ordinances to develop TOD standards that encourage both density and quality developments.
- 1.C. Consider TOD overlay for single family zoned areas that become isolated by the BRT Route.

Goal 3: Support New and Existing Multiple-Family and Commercial Developments Along Harrison Blvd.

Some areas along Harrison Blvd. are appropriate for both commercial and multiple-family developments. However, some of the existing zoning would only allow one or the other. The community feels that the plan should support multiple zoning options for these areas.

Vision Strategies

Strategy 1: Provide zoning options of commercial (C-2) and multiple-family (R-3) for existing properties by the Harrison Blvd. Corridor

Strategy 2: Allow commercial (C-2) and multiple-family (R-3) zoning to expand with properties fronting Harrison Blvd. under development agreements, with special attention to screening and buffering the surrounding residential uses and restructure multi-family and commercial access directly into single-family neighborhoods

Goal 4: Protect Natural Open Spaces on East Bench With

There are natural open spaces and trails on the foothills of the community that are not located in Ogden City. The community feels that it is important that these areas be protected by having them annexed into the city and zoned with an appropriate open space zoning.

Vision Strategies

Strategy 1: Annex unincorporated properties along the east bench into Ogden City

- 1.A. Identify contributing open space areas and trails that are outside city limits.
- 1.B. Work with Weber County and private property owners to annex contributing open spaces and trails.

Strategy 2: Protect trails and open spaces with appropriate zoning designations

- 2.A. Trails and open space properties annexed into the city be designated with an O-1 (open space) zoning.
- 2.B. Identify non-buildable and open space areas within city limits along the east bench.
- 2.C. Trails and open space properties, especially the non-buildable areas be designated with an O-1 (open space) zoning.

Goal 5: Protect Single-Family Neighborhoods

Residents voiced concern during the plan development process about protecting the single-family neighborhoods in the community.

Vision Strategies

Strategy 1: Establishing and enforcing buffers between single-family neighborhoods and multiple-family and commercial developments

- 1.A. Enhance existing ordinance standards to require additional buffering and screening between single-family uses and multiple-family and commercial developments. Standards should specifically address lighting, privacy, parking lots, driveways, loading and unloading areas, dumpsters, and outdoor gathering areas.
- 1.B. Explore options of working with existing commercial and multiple-family development to meet buffering and screening requirements adjacent to single-family uses.

Goal 6: Support Improvements and Redevelopment to Existing Multiple-Family and Commercial Properties

There are some existing commercial and multiple-family developments that are either in disrepair and have reached the end of their life or are not meeting their full potential. The community feels that there should be efforts made to encourage the redevelopment of these sites. The community also supports the need to make improvements to signage regulations to help beautify the community with height regulations that bring signage down to the street and sidewalk level

Vision Strategies

Strategy 1 : Encourage redevelopment of older commercial and multiple-family developments in the community that are in disrepair, or are not meeting their full potential

- 1.A. Support a mixed-use zone redevelopment project for the old Grandview Elementary site and surrounding multiple-family developments.
- 1.B. Support Grandview Elementary site redevelopment that has connectivity with the open space of the Grandview Park.
- 1.C. Support commercial redevelopment of older strip-malls along Harrison Blvd. and south of Country Hills Drive to provide more commercial building density with a focus towards pedestrian access.

Strategy 2: Develop signage regulations along Harrison Blvd. to preserve natural views of the mountains and the quality of the community

Vision Strategies (Continued)

- 2.A. Develop signage regulations along Harrison Blvd. to preserve natural views of the mountains and the quality of the community.
- 2.B. Explore developing ordinance height regulations that brings signage down to the street and sidewalk level.
- 2.C. Consider ordinance regulations that would limit free standing signage along Harrison Blvd. to monument signs.

14.K.5

HOUSING



Vision Statement:

Preserving existing single family neighborhoods, while providing additional housing options for the future growth anticipated in the SE Ogden Community over the next 10 – 15 years.

5 HOUSING

Overview

This section gives a general description of the neighborhoods in Southeast Ogden and seeks to address common resident concerns with Accessory Dwelling Units, Student Housing, future increased density options, and single family zoning preservation.

The housing stock in the community is generally in good condition due to a large portion of it being constructed over the past thirty (30) years. Several single family neighborhoods have been established and designed to maintain a low density feel. The area west of Harrison Blvd is generally older, but still well maintained. Housing stock in the community ranges from older, smaller cottages and bungalows to newer, larger estate type homes with everything in between. Several private subdivisions exist in the **community** and seem to function well amongst the single family neighborhoods. For the most part, multi-family development occurs along Harrison Blvd closer to more suitable access on arterial streets and commercial services.

Goal 1: Protect and Preserve Existing Single Family Housing

There is a community concern regarding the preservation of existing single family living in the SE Ogden area. This area of the city has some of the most desirable housing stock because of its before mentioned well established, and maintained single family neighborhoods, proximity to commercial services, Weber State University and McKay Dee Hospital. Areas adjacent to the university campus, however, have heightened concerns of the pressures to alter single family neighborhoods given the market challenge of increasing living units in areas most adjacent to the University. Much of the concern has centered around the enforcement of illegal ADU and rental units. The community has stated that it finds value in maintaining a more traditional single family community, specifically south of McKay Dee and east of Harrison.

A separate, but related concern is the city adoption of an Accessory Dwelling Unit (ADU) ordinance that allows owner occupied dwellings to have an additional rental unit together with the owner occupied unit. The area in the northwest section of the community, west of Harrison and north of McKay Dee, has allowed

Vision Strategies

Strategy 1: Preserve and protect existing single family neighborhoods

- 1A: Limit potential overuse of ADU's in single family neighborhoods throughout the community such as those adjacent to Weber State University by:
- Establishing appropriate areas for ADU's
 - Within each unique area include specific number limitations.
- 1B: Strengthen code enforcement ability pertaining to illegal rental of homes for more than single family as defined by ordinance and ADU's by:
- Revise current zoning and ADU ordinance with more easily enforced regulations.
- 1C: Encourage Student Housing and other Multi-Family housing options along Harrison Blvd.
- 1D: Discourage tiny homes as major development types in the Community.

Goal 1: Protect and Preserve Existing Single Family Housing (Cont.)

ADU's specifically in their neighborhoods by petition several years ago. Then, changes to city ordinances allowed most areas in the city to have ADU options. Concerns were expressed regarding the universal approach to the largely single family neighborhood. There is also desire for additional housing options in portions of the community where ADU's could be a means for additional single and married student housing which is different than the strictly student housing currently found along Harrison.

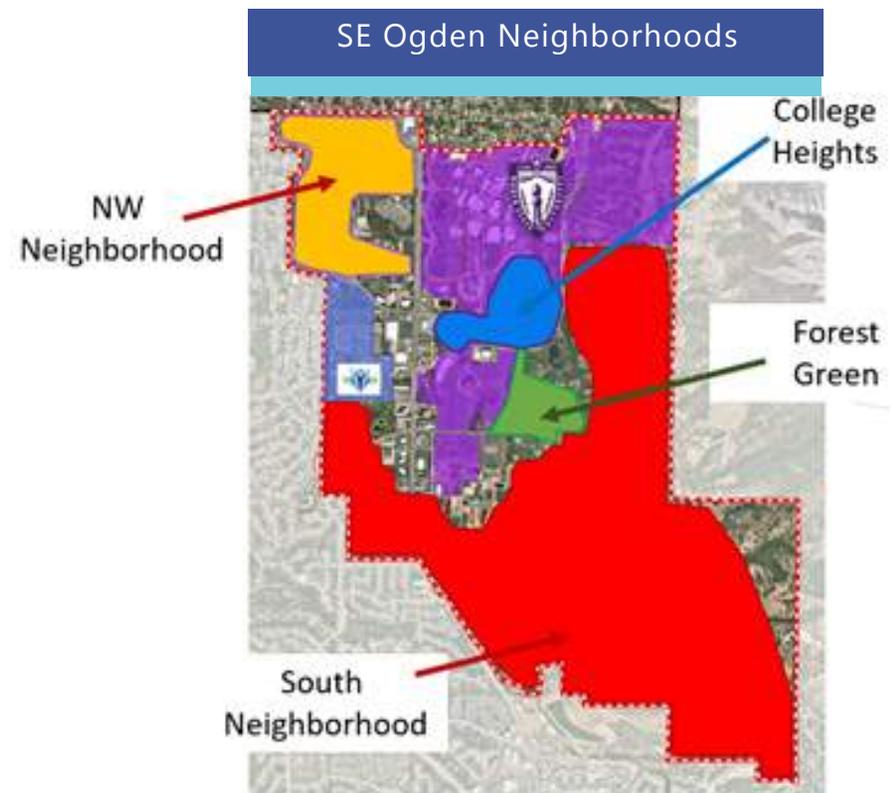
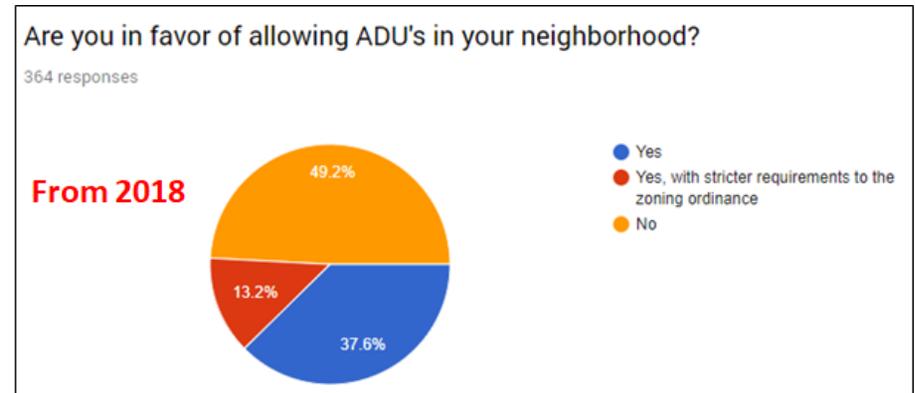


Example of single family neighborhoods in SE Ogden

Goal 2: Implement Better Enforcement of ADU's in SE Ogden:

One major concern from the community and the Steering Committee regarding ADU's and rental units in general was the ability to enforce existing ordinances. Currently, most of the reporting of illegal ADU's, or rentals occurs by adjacent neighbors reporting these issues to the city Code Services office. This can have negative effects on a community which can cause social fragmenting of neighborhoods. In order to help preserve positive neighborhood relationships, and implement better code enforcement, it requires that the city ordinance is clear, concise and understandable. Educating the community about ADU and rental requirements is also necessary to ensure that ordinance awareness and compliance takes place. The community felt it important to develop a clear and concise ordinance that was more readily enforced.

The desire for ADU's in the community was widely split. In online surveys conducted by city staff, results always came back with an even split of residents that wanted ADU's and didn't want ADU's. Further, when a proposed amendment came before the city to amend the ADU ordinance in 2018, the number of



Goal 2: (Continued)):

residents that showed up and spoke in favor of, and opposing ADU's was also equal. With this in mind the Steering Committee had to determine how to address ADU's as a whole for their community. During the two Steering Committee meetings residents struggled with the impacts ADU's will have on their community, and how to be fair to those in their community who wanted ADU's and those whom apposed them. In coming to a consensus of how to handle ADU's, it was decided to look at different geographic neighborhoods of the community and set limits that would allow ADU's in each area up to a point that would still preserve the single family nature. Also, areas that had already been previously approved for ADU's without limits would be maintained, such as the area west of Harrison and north of Country Hills Drive (4200 South).

The Committee also discussed methods of shoring up the existing ordinance to make enforcement more achievable. One method that was discussed and is included in the Vision Strategies is for the city staff to provide an online map of all existing licensed ADU's in the city. Residents could then check that

Vision Strategies

Vision Strategy 1 : Identify different areas of the community and establish ADU thresholds for each specific area.

- 1.A. Allow ADU's without a maximum threshold for areas north of 4200 South and west of Harrison Blvd.
- 1.B. Establish a maximum number of ADU's for the College Heights and Forest Green neighborhoods which serve those who may want them. Also, preserve the majority of the homes as single family without ADU's
- 1.C. Set a maximum limit of potential ADU's as appropriate for all other areas of the community.
- 1.D. Create a map of the different areas and limitations as well as the existing ADU's and provide to Code Services for improved ability to enforcement services.
- 1.E. Record a certificate stating that properties with ADU's are designated as single family homes.

Goal 2: (Continued):

map when questions arise regarding the location legal ADU's and would help determine when code enforcement is necessary. Other methods included observing other city ordinances to see if better, more enforceable language could be implemented in the Ogden city ADU ordinance.

Vision Strategies

Strategy 2: Analyze the existing ADU ordinance to determine if more enforceable regulations could be implemented.

- 2.A. Survey other city ordinances to identify code language that would help facilitate enforcement issues in Ogden
- 2.B. Propose amendment to current ADU ordinance (if necessary) regarding amendments to help with enforcement.
- 2.C. Provide online searchable database of legal ADU's throughout the city that citizens can access to help assist with compliance of ADU's.

Goal 3: Incorporate Quality Student Housing and Other High Density Housing Types into the Community Without Impacting the Single Family Neighborhoods:

Providing student housing is another central housing issue that was discussed during the community planning process. Weber State University currently has 1,000 beds on their campus. Several of those beds are located on 4600 South, which is separated from the main campus and makes pedestrian travel to and from the main campus difficult from the existing units. In conversations with the university there are plans to relocate those units and increase the total beds by 500 in the next seven to ten years (between 2026-2029). The units along 4600 South will be removed, and relocated, along with the additional beds, to the Village Drive area where the existing practice fields are located. Then, the practice fields will be relocated to where the residential units were on 4600 South.

The information gathered before and during the community plan update regarding the need for student housing showed that there is a need for additional student housing. This is apparent in the

Vision Strategies

Strategy 1: Provide for, and support student housing options and other multi-family development along Harrison Blvd. and transit-oriented housing adjacent to the BRT route:

- 1.A. Implement architectural controls for new apartment and multi-family developments to provide for quality and attractive housing.
- 1.B. Require new developments to provide certain amenities on site that will enhance the resident's quality of life within their individual developments.



Example of desired architectural quality for multi-family development

Goal 3: (Continued)

use of homes in the SE Ogden community, whether legal or illegal, where single family homes are rented out to students. Student housing is defined as allowing more occupants than permitted by single family definition which is three unrelated people. There are several apartment complexes in the area, however only one, Harrison Heights, is grandfathered as offsite student housing. The owner has plans to expand in the future when market conditions and the developer's ability make it possible. Also, a rezone was approved and plans were proposed for the location of an additional student housing project on the northwest corner of Harrison and 3800 South which, however, has not yet been constructed.

The university's plans in the future is to grow its student population by approximately three percent (3%) each year, making the need for additional student housing more and more necessary. While they plan to add another 500 units, in order to further accommodate additional student housing the university is interested in encouraging and possibly partnering with the city and private developers to construct new student housing facilities in the future. By having private developers construct new

Vision Strategies (Continued)

- 1.C. Limit intrusions of new multifamily & student housing into single family neighborhoods by locating developments on arterial streets (Harrison Blvd).
- 1.D. Identify BRT stops and set limits to distance within BRT that increased density should occur.
- 1.E. Allow up to four (4) people per unit in an overlay zone along Harrison Blvd. and 36th Street.
- 1.F. Allow multi-family housing zoning between Harrison Blvd and properties on either side of Country Hills Dr. west of 1350 East in existing R-1 zoned areas. However, for mutli-family housing to occur on the south side of Country Hills Dr. west of 1350 East, all single family properties would need to be included.

Goal 3: (Continued)

but will help attract more students to the Ogden campus.

In speaking with several existing multi-family developments in the SE Ogden area, many of them stated that nearly half of their units are being rented out and used by students attending WSU. This condition shows there is a need for additional options for student housing than just the existing student housing developments. However, many of these developments are older and have limited amenities which could help attract students.

Another element that may have effects on student housing is the proposed Bus Rapid Transit (BRT) route that runs from the transit station on Wall Ave, through WSU campus, and terminates at the McKay Dee Hospital campus. This BRT element on campus provides an opportunity for higher density housing to occur around the proposed transit stops which are located on the main campus, adjacent to the Village Drive development, and adjacent to the Dee Events Center. These areas may provide additional opportunities for Transit Oriented Development (TOD) zones to occur which would likely allow increased

Goal 3: (Continued)

those proposed stops. Other stops along the route could also provide additional needs for student housing in other TOD zones.

In conjunction with the need for student housing, and providing additional options for student housing to occur in the community, the city is desirous to improve the appearance and design of all multi-family units throughout the city. In order to provide attractive housing for students, or the population in general, additional architectural controls are being evaluated to determine standards that would encourage a more attractive, better designed multi-family product. Requirements for the inclusion of amenities which serve the residents and improve the quality of life will be researched and addressed in and updated ordinance specific to multi-family housing developments.

Most of the area surrounding the university is already developed, leaving limited areas for new student housing development to occur. The community is also concerned with allowing additional student housing impacts to effect the single family neighborhoods in the community. However, in addition to the TOD concept and zoning which coincides with the BRT,

Goal 3: (Continued)

and housing provided by the university, another zoning option that may help incentive student housing to occur in areas adjacent to the university is to allow overlay zones in commercial areas along the Harrison Boulevard corridor. This would allow additional density specifically for student housing development. The overlay option helps encourage the redevelopment of underutilized properties which are already commercially zoned. The community did not feel that further commercial re-zoning of residential zones was necessary or appropriate to provide for the student housing needs, but that it should occur in already commercially zoned areas along Harrison Blvd where access to WSU campus is available.

There is also an area along Country Hills Drive and approximately 1350 East where the BRT line will separate the single family neighborhood on the east and west sides. No stop is proposed for the area, with adjacent stops located to the north and south of Country Hills Drive. Because of this impending BRT improvement, allowing zoning for multi-family housing between Harrison Blvd and 1350 East for properties on either side of the existing Country Hills Dr. would also be appropriate.

14.K.6

PARKS & OPEN SPACE



Vision Statement:

Southeast Ogden being a community where all people can enjoy open spaces, including parks and trails of which provide accessibility, amenities, and green space preservation.

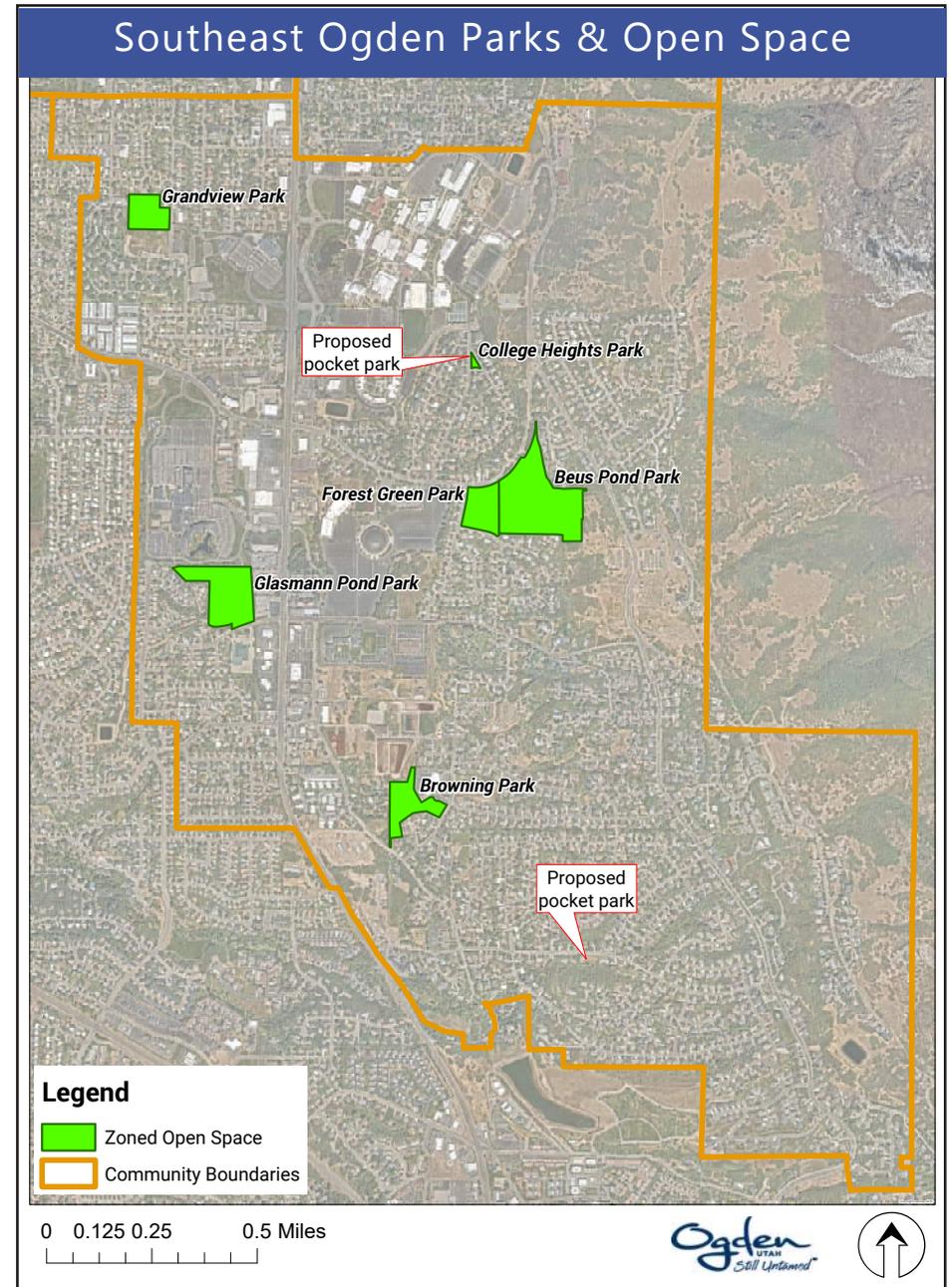
6 PARKS & OPEN SPACE

Overview

This section seeks to address common resident concerns with short-term solutions, but it will also include longer-term goals that tie into Ogden City master plans and the community vision statement.

Goal 1: Integrate the Park Master Plan Objectives into Improving Existing Parks

Southeast Ogden has a few existing parks, mostly neighborhood scale parks where amenities like playgrounds, pavilions, restrooms, courts, fields, and perimeter trails may exist. The neighborhood parks in the community include Grandview Park, Forest Green Park, and Browning Park. The community features a couple nature parks, including both Beus Pond and Glasmann Pond. There is one small/pocket park, known as College Park. The community feels these parks are useful amenities and contribute to quality of life; however, in order to increase park usage, the community feels existing parks need further improvement.



Goal 1 (Continued)

Ogden city seeks to create parks and open space which promote health and wellness, foster human development, provide places to celebrate cultural activities, protect environmental resources, and strengthen community image and the Ogden "sense of place." In 2019 the City adopted a new Parks Master Plan which prioritizes the City open space needs. The plan lists open space goals, objectives, and strategies to meet these needs, including improving existing parks and facilities. Southeast Ogden community echoes the need to improve existing parks through park maintenance, as well as equipment upgrades and additions.



Pickelball Court

Vision Strategies

Strategy 1: Make improvements to Grandview, Forest Green, Browning, and College Park

1.A. Work with Ogden City Parks Department to add the following amenities to existing parks in the community:

1) Grandview Park:

- a. Updated playground equipment including ADA accessibility
- b. ADA sidewalk connecting to existing pavilion
- c. Small parking lot where possible
- d. Walking/Biking path around the park
- e. Additional shade trees
- f. Park benches

2) Forest Green Park:

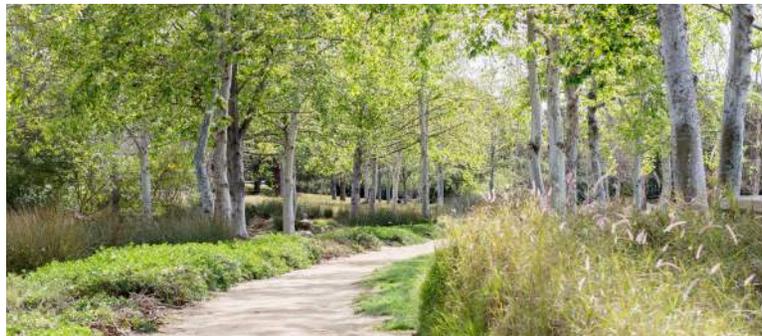
- a. Athletic Court (Ex. Pickleball courts, Volleyball Court, etc.)
- b. Biking/walking path around the park
- c. Parking lot (Beus Pond parking is insufficient)
- d. Upgrade and add new picnic tables



Bench Example



Table Example



Trail Example

Vision Strategies (Continued)

- 3) Browning Park
 - a. Additional shade tree along the perimeter
 - b. Park benches
 - c. Soccer field
- 4) College Park
 - a. Trees
 - b. Mini shelters and/or picnic tables

Strategy 2: Maintain, protect, and/or upgrade Forest Green Park, Glasmann Pond, and Beus Pond

2.A. Work with the Ogden City Parks Department to maintain and/mitigate the following:

- 1) Glasmann Pond
 - a. Maintain natural trail around the pond
 - b. Maintain unkempt grasses, vegetation, and other natural growth surrounding the trail
 - c. Add property line barriers, such as fences or property line markers surrounding the park/pond to keep private properties from encroaching into the city property



Pocket Park Example



Green Infrastructure Example



Playground Example

Vision Strategies (Continued)

- 2) Forest Green Park
 - a. Maintain the existing bathrooms and parking lot shared with Beus Pond
 - b. Maintain existing playgroud equipment and upgrade when needed
- 3) Beus Pond
 - a. Maintain pond cleanliness, including addressing rat issues



Trailhead Example

Goal 2: Identify and Create Pocket Parks in the Community using Waterwise Design

With limited vacant land available for additional open/green space in the community, the residents and staff explored options for small or “pocket” parks between existing development, mostly in residential neighborhoods. Generally, the community would like to see additional parks, such as small pocket parks where possible. However, the community feels that adding pocket parks is secondary to improving the existing community parks. The City owns a few parcels of land where development will unlikely occur, such as detention ponds, undeveloped edges along the City boundary line, and narrow open space corridors between residential properties, such as Birch Creek Trail. Although a challenge to work with, the detention pond on Shadow Valley Drive provides a small pocket park opportunity and will be explored later in the objectives and actions. Adding amenities to College Park, an existing small pocket park discussed earlier, would benefit the community

Vision Strategies

Strategy 1: Identify College Park as a small community park, or “pocket” park, and incorporate waterwise practices

- 1.A. Work with Ogden City Parks Department to add the amenities mentioned previously including mini shelters, picnic tables, and trees.
- 1.B. Add monument park signage identifying the city-owned greenspace as “College Park”
- 1.C. Design the park to include waterwise landscaping and irrigation system

Strategy 2: Identify and improve an existing city-owned detention pond along Shadow Valley Drive, between Pierce Ave. and Aztec Dr. as a usable open space, of which may be enhanced and transformed into a community pocket park.

- 2.A. Designate this parcel of land as open-space and zone the property O-1.
- 2.B. Provide funding to make improvements

Vision Strategies (Continued)

- 2.C. Provide landscaping designs for this space to include pocket park amenities outlined in the Master Plan, such as a picnic table, benches, trees, and or walking path.
- 2.D. Work with Ogden City Parks Department to establish this space as a pocket park, by giving it a name, installing amenities and waterwise landscaping, and adding monument park signage

Goal 3: Improve Trailheads in the Community

Southeast Ogden Community is near the mountain trails and trailheads, which attracts residents and community members to the area. The community values the trails system and seeks to protect, preserve and improve the network. Through surveys and community meetings, residents voiced their concerns of trail maintenance, accessibility, and safety. There are major trailheads within the community, including 36th Street, Birch Creek, and Beus Canyon trailheads.

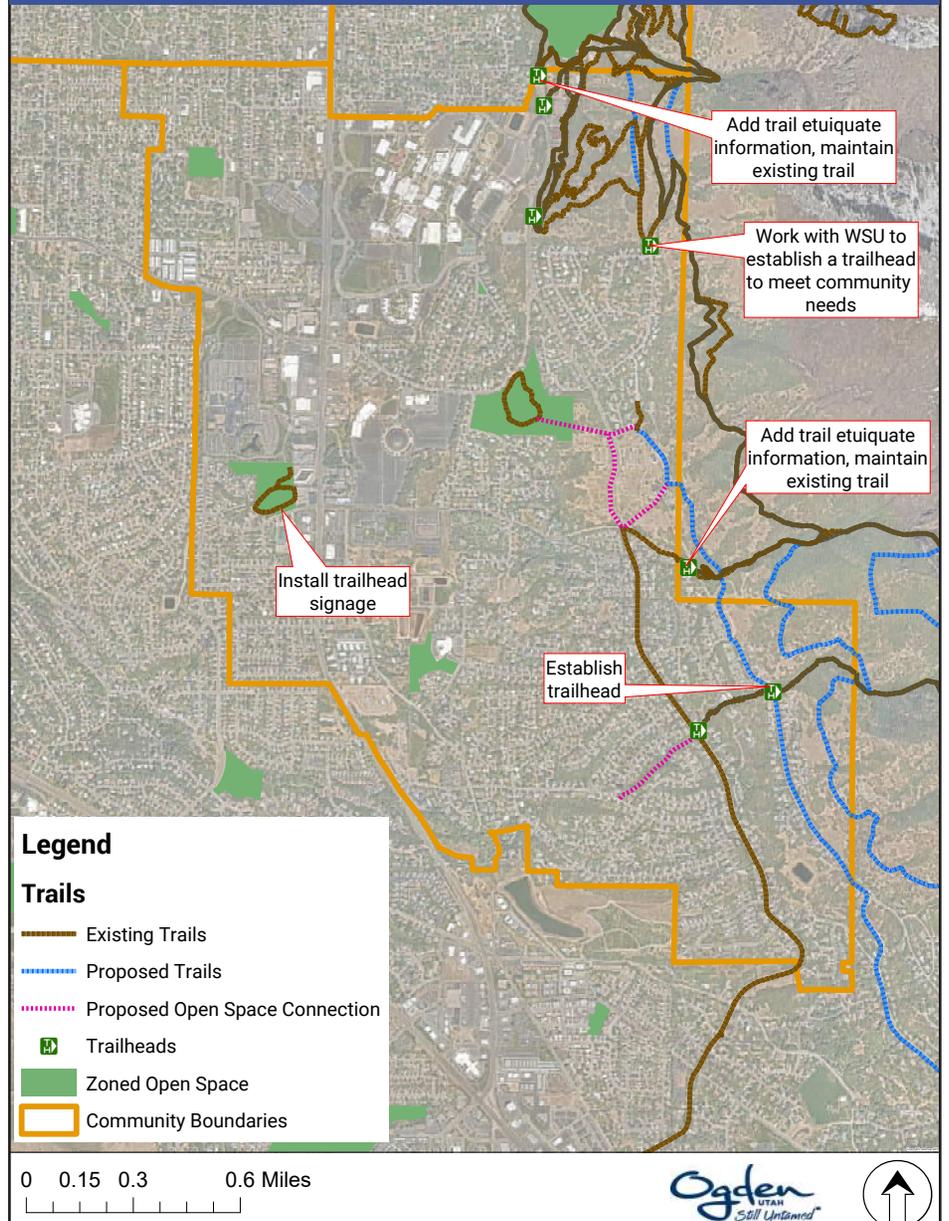
One trail on Weber State University property, found at the top of Beus Drive, is welcoming and used frequently by residents and students. The trail entrance does not have a designated trailhead, as the university staff explained the challenges of making this an official trailhead. Some of those reasons include: 1) restricting bikers, not hikers, as bikers create ditch-trail paths making it difficult to maintain quality trails for hikers, 2) land is not used for development or infrastructure, but allows easements for City access and, maintain and restrict vehicle access, 3) issues with managing and maintaining a parking lot, if installed, and 4) funding.

Vision Strategies

Strategy 3: Work with Weber State University to explore options for the funding and installing of a parking lot and signage at the trail entrance from Beus Drive.

- 3.A. Work with WSU to obtain a portion of the land or create an agreement to install a parking lot and/or trailhead.
- 3.B. Sketch a small parking lot design to be proposed at this trail entrance.

Southeast Ogden Existing and Proposed Trails



Goal 4: Make Connections Between Existing Open Spaces, Parks, and Trails

Enhancing open space and park connectivity will encourage park and trail usage in and around Southeast Ogden Community. These types of connections will provide users the ability to be active and engaged in their community. The community looked at two types of connections: 1) trails to trails and 2) trails to parks.

Trail networks between trails are imperative for community trail usage. The community seeks to improve the trail connections in the area, specifically the need to connect the Bonneville Shoreline Trail between Beus Canyon to Birch Creek. Also, the community explored the need to connect Birch Creek Trail from Skyline Drive to Shadow Valley Drive. Trail connections to parks become an important part of park usage in the community. Residents enjoy using the trail around Beus Pond and would like to see a connection from the pond to Beus Canyon Trailhead off 4600 South. As development occurs along Skyline Drive between Country Hills Drive and 4600 South, the community can set standards for access easements to connect Beus Pond to Beus Canyon Trailhead.

Vision Strategies

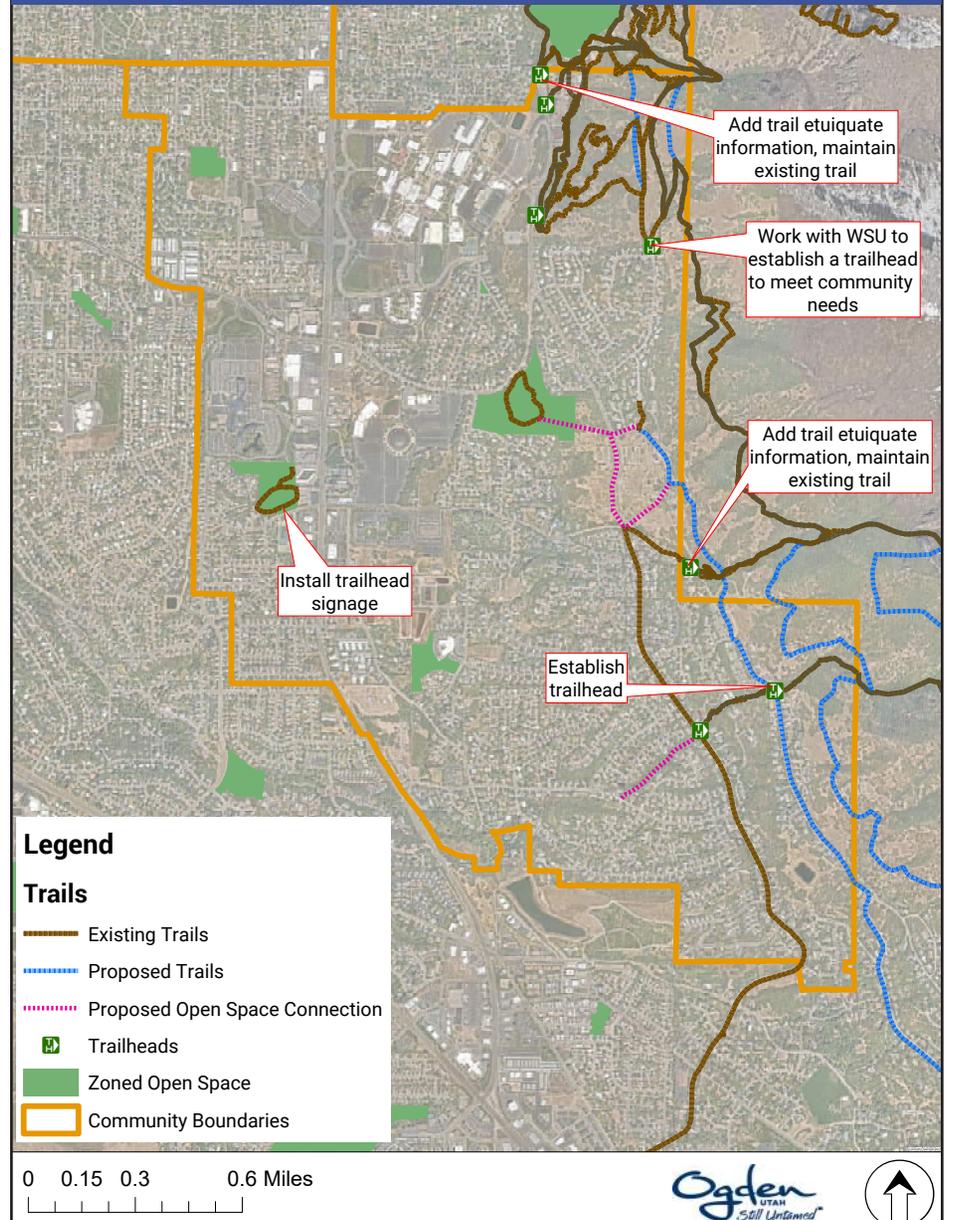
Strategy 1: The City should work with property owners of the land surrounding the city owned open space from Skyline Drive to Shadow Valley Drive to include a trail connection to the existing Burch Creek Trail.

- 1.A. Ensure privacy mitigation occurs with the development of a new trail between private properties using buffering techniques, such as additional vegetation, privacy fences, etc.
- 1.B. Ensure private/public encroachment does not occur with fencing or property line markers for example.

Strategy 2: The City should work with property owners to obtain easements along private property between Beus Pond and Beus Canyon Trailhead.

- 2.A. When new development occurs, trail access between Beus Canyon and Beus Pond be incorporated with site design.

Southeast Ogden Existing and Proposed Trails



Vision Strategies (Continued)

Strategy 3: The City should work with private property owners adjacent to Grandview Park to the south to connect additional open space.

- 2.B. When new housing development occurs surrounding Grandview Park, require new open space to incorporate with the existing City park.

14.K.7

TRANSPORTATION



Vision Statement:

Vision: Southeast Ogden is a community where all people can enjoy transportation choices that fit their needs and an infrastructure that supports safety, accessibility, and connected neighborhoods.

7 TRANSPORTATION

Overview

This section will seek to address common resident concerns with short-term solutions, but it will also include longer-term goals that tie into Ogden City master plans and the community vision statement.

Goal 1: Integrate Bicycle Master Plan Objectives into Southeast Ogden

Community members expressed their concern about the availability of safe and accessible bicycle lanes in Southeast Ogden. The Ogden City Bicycle Master Plan was adopted in 2016 and established a vision for making Ogden a highly bicycle-friendly community. A functional bicycle system for a community should provide a network of bikeways that connect neighborhoods to activity centers such as employment, shopping, schools, and parks. Creating more opportunities for residents to bicycle rather than drive will benefit the environment, improve individual health, and boost economic viability. The goal within the Bicycle Master Plan to improve connection between Ogden's street network, points of interest, and the regional trail network is particularly applicable to Southeast

Vision Strategies

Strategy 1: Improve prevalence of bicycle parking infrastructure at commercial locations

- 1.A. Update city ordinance to require bicycle parking to be constructed with any new or renovated development
- 1.B. Provide incentives for existing businesses to implement bike racks on location or in the park strip, where applicable (view Salt Lake City's policy as best practice example)
- 1.C. Work with WSU planning staff to ensure bike racks are available in convenient locations that can be easily utilized

Strategy 2: Create physically protected bike lanes along Harrison Boulevard

- 2.A. Implement protected bike lanes along Harrison Boulevard south of 36th in the phased approach as road improvements are made in the various sections of Harrison

Goal 1 (Continued)

Ogden due to its proximity to various trailheads in the eastern portion of the city. portion of the city. Two concerns come from the community. The first is community destinations have traditionally been auto oriented and lack amenities for bikers. The second is the limited street connections to get to major destinations on the existing physical roadways which may not be adequate to accommodate a safe route system.

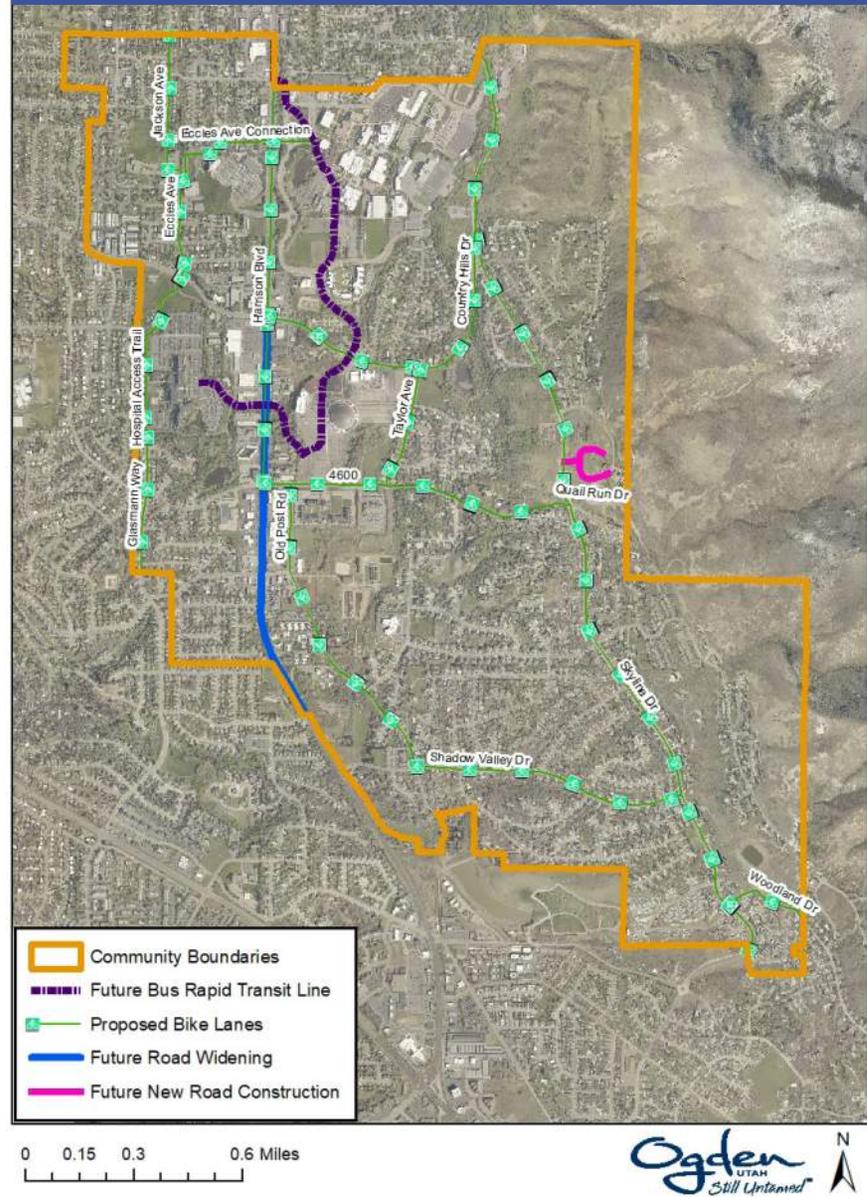
Vision Strategies (Continued)

Strategy 3: Amend bike plan where additions or implementation deviations may be needed based on physical conditions.

- 3.A. Look at ways to implement bike lanes on downhill slopes of Shadow Valley Drive or other means to provide bike protection on the down hill slope.
- 3.B. Add a connectivity bike lane from Shadow Valley Elementary to 4600 South.
- 3.C. Look at creative means to deal with physical limitations on Country Hills Drive from Beus Pond north to provide bike protection on the down hill slope.



Future/Proposed Transportation Projects



Goal 2: Improve Traffic Flow throughout Community

The road system in the Southeast Ogden Community developed under a hierarchical system with through traffic being directed to Harrison. Local traffic is forced to use Harrison at some point to go through the community. Providing options both east and west of Harrison to circulate north and south through the neighborhood would be a benefit to the local residents. Many find short cuts to avoid Harrison until there are no more options. Some of those traffic patterns are not official roads but are through private parking lots.

Vision Strategies

Strategy 1: Improve traffic flow in and out of WSU campus.

- 1.A. Encourage Weber State University to create a connective road system at the Dee Events Center that connects 4600 South with Country Hills Drive as the BRT Station develops.
- 1.B. Explore options to create safe and legal routes to create a designated route from Country Hills Drive to Village Drive on WSU campus behind the Burger King and Credit Union as the BRT develops.

Strategy 2: Address missing connections within neighborhoods to disperse traffic

- 2.A. Connect Navajo Dr. on its west end to 5025 S.
- 2.B. Work with Weber County to connect Ridgedale Drive in Ogden with Bonneville Terrace Drive
- 2.C. Connect Glasmann Way from the south end of the McKay-Dee Hospital north to 4200 S.

Vision Strategies (Continued)

- 2.E. Determine appropriate connections for Eccles Avenue near 3900 South to replace the unofficial pattern of connecting Eccles through the IHC property.

Goal 3: Address “Spot” Issues or Corridors

There are always competing interests between local traffic, destination traffic and through traffic. Balancing the desires of all three groups is important to protect the quality of life in local neighborhood areas and still addressing other circulation needs. Weber State students look for the closest and most inexpensive parking which usually ends up being local residential streets. Street design also creates its own set of issues as pavement width and posted speed limits are sometimes in conflict with what a driver feels safe traveling. These issues lead to additional conflicts as traffic increases because of growth.

Vision Strategies

Strategy 1: Address speeding and student parking issues on Taylor Ave.

- 1.A. Follow bike boulevard proposal in Ogden City Bicycle Master Plan.
- 1.B. Inform residents of how to apply for neighborhood-only permit parking

Strategy 2: Address speeding on Shadow Valley Dr.

- 2.A. Install flasher speed signs at areas deemed appropriate by Engineering Department
- 2.B. Explore the use of traffic calming techniques as a long term solution such as bulb outs, while short term increase traffic enforcement techniques.

Strategy 3: Address speeding on Country Hills Dr.

- 3.A. Explore the use of traffic calming techniques as a long term solution such as bulb outs, while short term increase traffic enforcement techniques .



Taylor Ave. Country Hills Dr. to 4500 S. Existing Conditions Right-of-Way 65' of 65'



This rendering shows an example of how Taylor Ave. could be redesigned. The bottom rendering is the existing conditions on the street, and the top rendering is a potential reconfiguration of existing right-of-way space, including narrower driving lanes and new bike lanes to slow vehicle speeds, while still retaining on-street parking for residents.

Vision Strategies (Continued)

Strategy 4: Monitor impacts of Skyline Drive connection

- 1.A. Conduct traffic and speed counts through Engineering Department to determine if design is meeting expectations and designed functions and evaluate results.
- 4.B. Add warning signs for wildlife crossings at points determined by Engineering Department.

Strategy 5: Address traffic backup on Harrison Blvd.

- 5.A. Work with UDOT to study design solutions at the intersection of Country Hills & Harrison that would provide more vehicle opportunities to make signalized turns.

Strategy 6: Old Post Rd.

- 6.A. Maintain a visible approach for Moda Vista driveways.

Vision Strategies (Continued)

Strategy 7: Speeding west of Harrison

- 7.A. Explore the use of traffic calming techniques as a long term solution such as bulb outs, while short term includes increase traffic enforcement techniques along 37th and also Eccles Avenue.

Goal 4: Improve Pedestrian Safety and Access

The development pattern of new development connecting to old developed areas did not always include connections of sidewalks. This leaves those who walk with options of walking in the street or on lawns. This creates a limited ability to safely get to destinations especially along Harrison or along routes used from local streets to access the University.

Vision Strategies

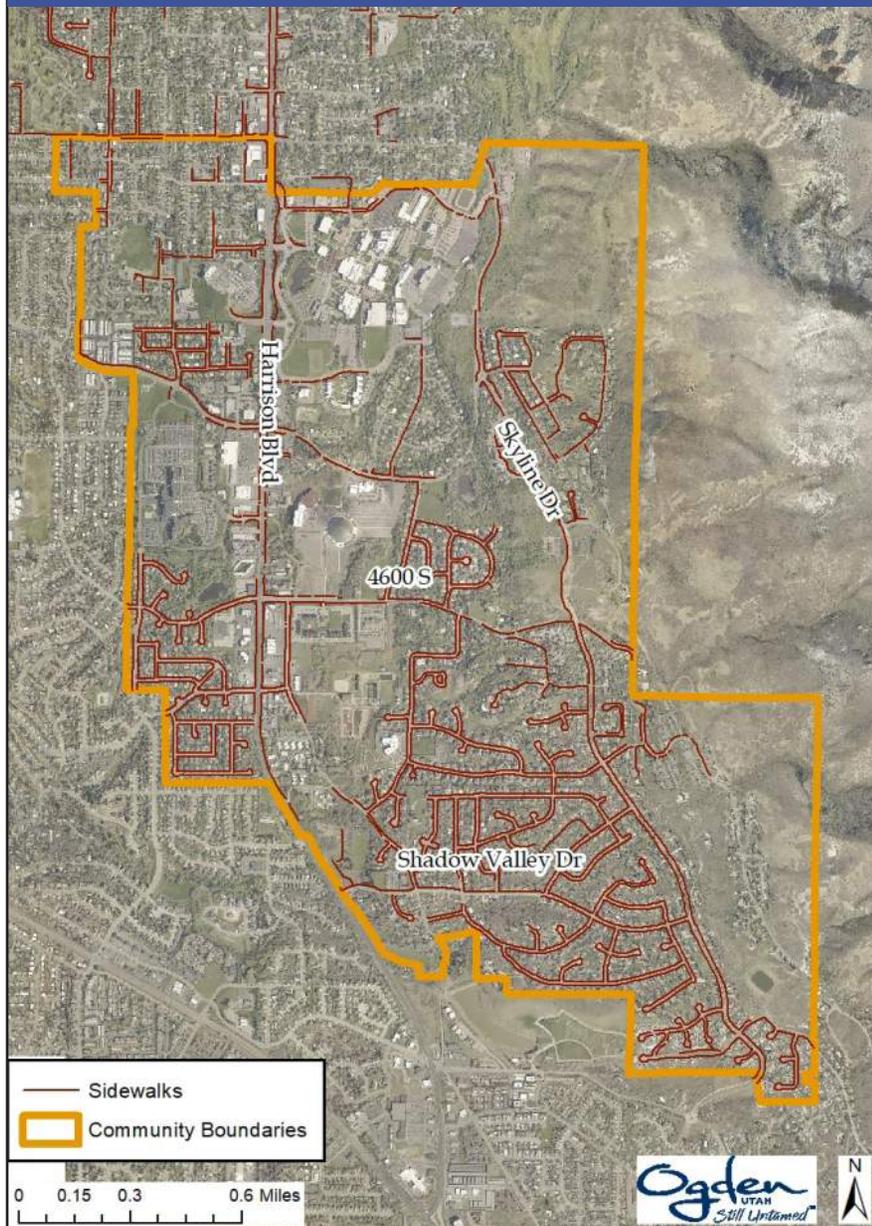
Strategy 1: Address sidewalk connectivity issues, ensure current gaps are filled in where topography does not create obstacles to safe sidewalks

- 1.A. Develop sidewalks on:
 - i. North side of 36th
 - ii. North side of 4600 S & Country Hills east of Harrison.
 - iii. Harrison Blvd. south of 4200 S to city limits.

Strategy 2: Walking on & Crossing Harrison

- 2.A. Consider creation of signalized mid-block crossing opportunities when block lengths are over 1,000 feet and pedestrian circulation demands justifies such crossings.
- 2.B. Widen sidewalks to at least six (6) feet.
- 2.C. Build buffers between the roadway and sidewalks.

Southeast Ogden Sidewalks



Vision Strategies (Continued)

- 2.D. Work with UDOT to explore increase crossing times at intersections on Harrison.
- 2.E. Explore options of creating safer pedestrian crossings from McKay-Dee North Campus west of Harrison across to WSU and add sidewalk connections where needed with consideration of a possible pedestrian bridge over Harrison if no other options are possible.

Strategy 3: Safe Routes to School (SRTS) with Shadow Valley Elementary

- 3.A. Adhere to Safe Routes to Schools procedures to assure safe route goals are met.

Strategy 4: Uphold ADA standards for pedestrian mobility and accessibility so wheelchair users can move safely and easily throughout the area

- 4.A. Fix sidewalks that slope into roadway, e.g. on Harrison.
- 4.B. Replace curb cuts with ADA ramps when curbs are updated.

Vision Strategies (Continued)

- 4.C. Change sidewalk design where utility poles are positioned in the center of the sidewalk to provide accessible widths around obstacles.
- 4.D. Install amenities (e.g. chirpers, countdowns) that meet ADA requirements at major intersections with pedestrian crossings.

Goal 5: Maintain Transportation Infrastructure in a State of Good Repair

Residents voiced concern during the plan development process about maintenance issues with existing infrastructure. A major part of this section is making city services more accessible to residents by improving the problem-reporting process.

Vision Strategies

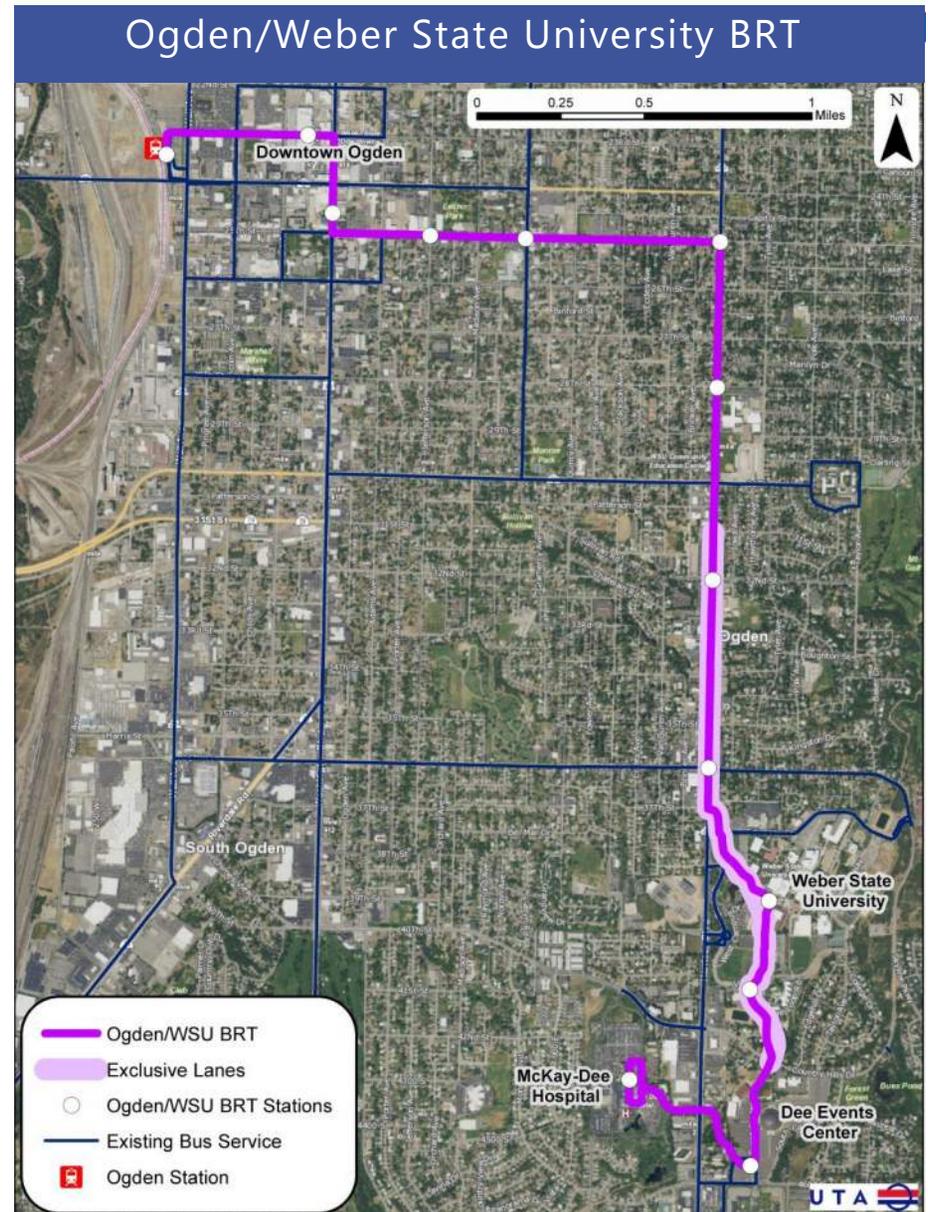
Strategy 1: Increase awareness on how to report road and sidewalk maintenance issues

- 1.A. Create a short fact sheet or fridge magnet with information on city department websites, contact information, and reporting forms.
- 1.B. Create short URLs for common maintenance reporting for easy citizen access (e.g. www.ogdencity.com/potholes)

Strategy 2: Work with engineering & public streets/utilities to prioritize & address maintenance issues

Goal 6: Integrate BRT Implementation with Existing Community

It will be important for the city to prepare for the implementation of the proposed UTA Bus Rapid Transit Line (BRT) that connects downtown to Weber State and McKay Dee Hospital. Stations are planned on the main campus, Dee Events Center and McKay Dee campus. This will provide opportunities for shifting transit options from the Dee Events Center to the main campus for both the students and the neighborhood. This will also provide changing land use options at key locations along the route.



Vision Strategies

Strategy 1: Implement a Transit-Oriented Development zoning ordinance in specified buffer zones around the new BRT stations

Strategy 2: Coordinate with UTA to notify residents about bus route changes

Strategy 3: Explore installing protected bike lanes during BRT implementation while construction is already ongoing

Strategy 4: Create a park-and-ride at the Dee Events Center so residents to the east are able to conveniently access the BRT.

Strategy 5: Create additional first & last mile solutions.

14.K.8

IMPLEMENTATION



Land Use Implementation

Goal	Vision Strategy	Strategy	Implementation Responsibilities and Resources
1 - Encourage commercial developments new WSU and along Harrison Blvd Corridor			
	1 - Create gathering areas for WSU students and community members	1.A. Support commercial C-2 and mixed use zoning along Harrison Blvd to allow commercial development	Planning Commission, City Council, WSU
		1.B. Support entertainment and recreational commercial businesses with good pedestrian access to/from WSU (i.e. bowling alley, theater, dance club, restaurants, etc.).	Planning, Business Development, City Council, WSU
		1.C. Encourage WSU to develop on campus amenities for students	Planning, WSU
	2- Allow zoning to support the development of a hotel on Harrison Blvd in a location that supports the university and hospital visitors		City Council, Planning Commission, WSU, McKay Dee

Land Use Implementation (Continued)

Goal	Vision Strategy	Strategy	Implementation Responsibilities and Resources
2 - Develop transit-oriented development (TOD) overlay zoning options along the Bus Rapid Transit (BRT) line			
	1 - Create a transit-oriented development (TOD) overlay zone along the BRT line and extend at individual stations	1.A. Overlay zone should be based on a distance from the BRT stations	City Council, Planning Commission & Staff, UTA
		1.B. Research cities like SLC that have existing TOD ordinances to develop TOD standards that encourage both density and quality developments	Planning Staff, UTA
3 - Support new and existing multiple-family and commercial developments along Harrison Blvd.			
	1 - Provide zoning options of commercial (C-2) and multiple-family (R-3) for existing properties near the Harrison Blvd. Corridor		City Council, Planning Commission
	2 - Allow commercial (C-2) and multiple-family (R-3) zoning to expand with properties fronting Harrison Blvd. under development agreements, with special attention to screening and buffering the surrounding residential uses and restricting access into single-family neighborhoods		City Council, Planning Commission

Land Use Implementation (Continued)

Goal	Vision Strategy	Strategy	Implementation Responsibilities and Resources
4 - Protect natural open spaces on the east bench with annexations and zoning			
	1 - Annex unincorporated properties along the east bench into Ogden City	1.A. Identify contributing open space areas and trails that are outside city limits	Planning Division, OTN, Planing Commission, City Cpouncil
		1.B. Work with Weber County and private property owners to annex contributing open spaces and trails	City Council, Weber County, Planning, Private property owners
	2 - Protect trails and open spaces with appropriate zoning designations	2.A. Trails and open space properties annexed into the city be designated with an O-1 (open space) zoning	City Council, Planning Commission
		2.B. Identify non-buildable and open space areas within city limits along the east bench	Planning Division, Engineering Division.
		2.C. Trails and open space areas, especially the non-buildable areas be designated with an O-1 zoning	City Council, Planning Commission

Land Use Implementation (Continued)

Goal	Vision Strategy	Strategy	Implementation Responsibilities and Resources
5 - Protect single family neighborhoods			
	1 - Establishing and enforcing buffers between single-family neighborhoods and multiple-family and commercial developments	1.A.Enhance existing ordinance standards to require buffering and screening between single-family uses and multiple-family and commercial developments. Standards should specifically address lighting, parking lots, driveways, loading and unloading areas, dumpsters, and outdoor gathering areas.	Planning Commission, City Council
		1.B. Explore options of working with existing commercial and multiple-family development to meet buffering and screening requirements adjacent to single-family uses	Planning Staff, Private property owners

Land Use Implementation (Continued)

Goal	Vision Strategy	Strategy	Implementation Responsibilities and Resources
6 - Support improvements and redevelopment to existing multiple-family and commercial properties			
	1 - Encourage redevelopment of older commercial and multiple-family developments in the community that are in disrepair, or are not meeting their full potential	1.A. Support a mixed-use zone redevelopment project for the old Grandview Elementary site and surrounding multiple-family developments	Planning Commission, City Council
		1.B. Support Grandview Elementary site redevelopment that has connectivity with the open space of the Grandview Park	Planning Commission, City Council, Parks, Developer.
		1.C Support commercial redevelopment of older strip-malls along Harrison Blvd. and south of Country Hills Drive to provide more commercial building density with a focus towards pedestrian access	Redevelopment Agency, Planning Commission, City Council
	2 - Develop signage regulations along Harrison Blvd. to preserve natural views of the mountains and the quality of the community	2.A. Explore developing ordinance height regulations that brings signage down to the street and sidewalk level	Planning Commission, City Council
		2.B. Consider ordinance regulations that would limit free standing signage along Harrison Blvd. to just monument signs	Planning Commission, City Council

Housing Implementation

Goal	Vision Strategy	Strategy	Organizational Implementation
1 - Protect and preserve existing single family housing			
	1 - Preserve and protect existing single family neighborhoods	1.A. Limit potential overuse of ADU's in well established single family neighborhoods throughout the community such as those adjacent to Weber State University by establishing specified limits on ADU's within specific areas	Planning Commission, City Council
		1.B. Strengthen code enforcement ability pertaining to illegal rental of homes for more than single family as defined by ordinance and ADU's by revising current zoning and ADU ordinance with more easily enforced regulations.	Planning Commission, Legal Division, Code Enforcement, Administration, City Council
		1.C. Encourage Student Housing and other Multi-Family housing options along Harrison Blvd. Apply the four unrelated definition of student housing for multi-family development having ten of more units.	Planning Commission, City Council.
		1.D. Discourage tiny home development as a main use of property in the Community	Planning Commission, City Council

Housing Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
2 - Implement better enforcement of ADU's in SE Ogden			
	1 - Identify different areas of the community and establish ADU thresholds for each specific area.	1.A. For areas north of 4200 South and west of Harrison Blvd, allow ADU's without a maximum threshold.	Planning Commission, City Council
		1.B. For both the College Heights and Forest Green neighborhoods establish maximum number of ADU's to both serve those who may want them, but also preserve the majority of the homes as single family without ADU's.	Planning Commission, City Council
		1.C. For all other areas of the community, set a maximum limit of potential ADU's as appropriate.	Planning Commission, City Council
		1.D. Create a map of the different areas and limitations as well as the existing ADU's and provide to Code Services for improved ability to enforcement services.	Planning Division, GIS, Business License Division
		1.E. Require single family certificates to be recorded on all ADU's	Planning Division
	2 - Analyze the existing ADU ordinance to determine if more enforceable regulations could be implemented	2.A. Survey other city ordinances to identify code language that would help facilitate enforcement issues in Ogden	Planning Staff, Code Enforcement. Legal Division
		2.B. Propose amendment to current ADU ordinance (if necessary) regarding amendments to help with enforcement.	Planning Commission & Staff, City Council, Code Enforcement

Housing Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
2 - Implement better enforcement of ADU's in SE Ogden			
		2.C. Provide online searchable database of legal ADU's throughout the city that citizens can access to help assist with compliance of ADU's.	Planning Diivsion, GIS

Housing Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
3 - Incorporate quality student housing and other high density housing types into the community without impacting the single family neighborhoods			
	1 - Provide for, and support student housing options and other multi-family development along Harrison Blvd. and transit-oriented housing adjacent to the BRT route	1.A. Implement architectural controls for new apartment and multi-family developments to provide for quality and attractive housing	Planning Commission, City Council
		1.B. Require new developments to provide certain amenities on site that will enhance the resident's quality of life within their individual developments.	Planning Commission, City Council
		1.C. Limit intrusions of new multifamily & student housing into single family neighborhoods by locating developments on arterial streets (Harrison Blvd).	Planning Commission, City Council
		1.D. Identify BRT stops and set limits to distance within BRT that increased density should occur.	Planning Commission, City Council, UTA
		1.E. Allow up to four people per unit in an overlay zone along Harrison Blvd. and 36th Street.	Planning Commission, City Council
		1.F. Allow multi-family housing zoning between Harrison Blvd and properties on either side of the existing 1350 East in existing R-1 zoned areas.	Planning Commission, City Council

Open Space Implementation

Goal	Vision Strategy	Strategy	Organizational Implementation
1 - 1.Integrate the Park Master Plan Objectives into Improving Existing Parks			
	1 - Make improvements to Grandview, Forest Green, Browning and College Parks	1.A. Work with Ogden City Parks Dept to add the following amenities to existing parking in the Community:	
		Grandview Park: <ul style="list-style-type: none"> • Updated playground equipment • ADA sidewalk to pavilion • Parking lot • Enhance park usage • Install walking/ bike path around the park • Install additional trees for shade • Install park benches near playground and along bike walking path 	Planning Division, Parks Division
		Forest Green Park: <ul style="list-style-type: none"> • Pickleball courts • Biking/ walking path around park • Small Parking lot • Upgrade and add picnic tables 	Planning Division, Parks Division
		Browning Park: <ul style="list-style-type: none"> • Additional shade trees around perimeter • Park benches • Soccer field 	Parks Division
		College Park: <ul style="list-style-type: none"> • Additional shade trees • Mini shelters and/or picnic tables 	Planning Division, Parks Division
	2 - Maintain, protect, and upgrade Forest Green Park, Glasmann Pond,	2.A. Work with the Ogden City Parks Dept to maintain and/ mitigate the following:	

Open Space Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
1 - 1.Integrate the Park Master Plan Objectives into Improving Existing Parks			
		Glasmann Pond: <ul style="list-style-type: none"> • Maintain natural trail around park • Maintain unkempt grasses, vegetation, and other growth surrounding trail • Add property line barrier, such as fence or other markers surrounding the park/ pond to keep private properties from encroaching in to city property 	Parks Division, OTN
		Forest Green Park: <ul style="list-style-type: none"> • Maintain the existing bathrooms and parking lot shared with Beus Pond • Maintain existing playground equipment and upgrade when needed 	Parks Division
		Beus Pond: <ul style="list-style-type: none"> • Maintain pond cleanliness, including addressing rat issue 	Parks Division

Open Space Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
2 - Identify and Create Pocket Parks in the Community using Waterwise Design			
	1 - Identify College Park as a small community park, or "pocket" park and incorporate waterwise practices.	1.A. Work with Ogden City Parks Department to add amenities mentioned previously such as mini shelters, picnic tables and trees.	Planning Division, Parks Division
		1.B. Add monument park signage identifying the city-owned greenspace as "College Park"	Parks Division
		1.C. Design the park to include waterwise landscaping design	Planning Division, Parks Division
	2 - Identify and improve and existing city-owned detention pond along Shadow Valley Drive as usable "pocket" park.	2.A. Designate this parcel of land as open space and zone property O-1	Planning Commission, City Council
		2.B. Provide funding to make improvements	Mayor, Parks Division, City Council
		2.C. Provide landscaping designs for this space to include pocket park amenities such as picnic tables, benches, trees, and/or walking path	Parks, Planning Staff
		2.D. Work with Ogden City Parks Department to establish this space as a pocket park by giving it a name, installing amenities and waterwise landscaping, and adding monument park signage.	Parks Division City Council

Open Space Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
3 - Improve Trailheads in the Community			
	1 - Work with WSU to explore options for the funding and installing of a parking lot and signage at the trail entrance from Beus Drive	3.A. Work with WSU to obtain a portion of the land or create an agreement to install a parking lot and/or trailhead.	Planning Division, WSU, OTN
4 - Make Connections Between Existing Open Spaces, Parks, and Trails			
	1 - Work with property owners of the land surrounding the city owned open space from Skyline Dr to Shadow Valley Dr to include a trail connection to the existing Burch Creek Trail	1.A. Ensure privacy mitigation occurs with the development of a new trail between private properties using buffering techniques such as landscaping, privacy fences, etc.	Planning Division, Parks Division, OTN
		1.B. Ensure private/public encroachment does not occur with fencing or property line markers.	Parks Division, Engineering Division
	2 - Work with property owners to obtain easements along private property between Beus Pond and Beus Canon Trailhead.	2.A. When new development occurs, trail access between Beus Pond and Canyon should be obtained and incorporated into the design.	Planning Commission, Legal Division, Administration
	3 - Work with private property owners adjacent to Grandview Park to the south to connect additional open space	3.A. When new development occurs surrounding Grandview Park, require new open space to incorporate with the existing park.	Planning Commission, Administration

Transportation Implementation

Goal	Vision Strategy	Strategy	Organizational Implementation
1 - Integrate Bicycle Master Plan Objectives into SE Ogden			
	1 - Improve prevalence of bicycle parking infrastructure at commercial locations	1.A. Update city ordinance to require bicycle parking to be constructed with any new or renovated development	Planning Commission, City Council
		1.B. Provide incentives for existing businesses to implement bike racks on location or in the park strip, where applicable (see SLC policy)	Planning Commission, Engineering Division, City Council
		1.C. Work with WSU planning staff to ensure bike racks are available in convenient locations that can be easily utilized	Planning Division, WSU
	2 - Create physically protected bike lanes where only painted lanes currently exist throughout the area	2.A. Implement protected bike lanes along Harrison Blvd and 36th Street in the phased approach as road improvements are made in the various sections of those streets	Planning Division, Engineering Division, UDOT
	3 - Amend bike plan where additions or implementation deviations may be needed based on physical conditions	3.A. Amend bike plan where additions or implementation deviations may be needed based on physical conditions	Planning Commission, City Council, Engineering Division
		3.B. Look at ways to implement bike lane from Shadow Valley Elementary to 4600 South	Planning Division, Engineering Division.
		3.C. Look at creative means to deal with physical limitations on Country Hills Dr from Beus Pond north to provide bike protection on the downhill slope	Planning Division, Engineering Division

Transportation Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
2 - Improve Traffic Flow throughout Community			
	1 - Improve traffic flow in and out of WSU campus	1.A. Encourage WSU to create a connective road system at the Dee Events Center that connects 4600 South with Country Hills Dr as the BRT Station develops	Planning Division, Engineering Division, WSU, UTA
		1.B. Explore options to create safe and legal routes as the BRT develops to create a designed route from Country Hills Dr to Village Dr on WSU campus behind the Burger King and Credit Union	Planning Division, Engineering Division, UTA, WSU
	2 - Address missing connections within neighborhoods to disperse traffic	2.A. Connect Navajo Dr on the west end to 5025 South	Planning Commission, Engineering Division, Administration
		2.B. Work with Weber County to connect Ridgedale Dr in Ogden with Bonneville Terrace Dr	Planning Commission, Engineering Division, Administration, Weber County
		2.C. Connect Glasmann Way from south end of the McKay-Dee Hospital north to 4200 South	Planning Division, McKay-Dee, Engineering Division, South Ogden City

Transportation Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
3 - Address "Spot" Issues or Corridors			
	1 - Address speeding and student parking issues on Taylor Ave	1.A. Create physically protected bike lanes	Engineering
		1.B. Inform residents of how to apply for neighborhood-only permit parking	Planning Division, Engineering Division,
	2 - Address speeding on Shadow Valley Dr	2.A. Install flasher speed signs at areas deemed appropriate by Engineering Dept	Engineering Division
		2.B. Explore the use of traffic calming techniques as a long term solution such as bulb outs, while short term increasing traffic enforcement	Engineering Division, Public Safety
	3 - Address speeding on Country Hills Dr	3.A. Explore the use of traffic calming techniques as a long term solution such as bulb outs, while short term increasing traffic enforcement	Engineering Division, Public Safety
	4 - Monitor impacts of Skyline Dr connection	4.A. Conduct traffic and speed counts through Engineering Dept to determine if design is meeting expectations and designed functions and evaluate findings	Engineering Division,
		4.B. Add warning signs for wildlife crossings at points determined by Engineering Dept	Engineering Division
	5 - Address traffic backup on Harrison Blvd	5.A. At the intersection of Country Hills & Harrison Blvd work with UDOT to study design solutions at the intersection that would provide more vehicle opportunities to make signalized turns	Engineering Division, UDOT

Transportation Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
3 - Address "Spot" Issues or Corridors			
	6 - Old Post Road	6.A. Maintain a visible approach for Moda Vista driveways	Engineering Division
	7 - Speeding west of Harrison Blvd	7.A. Explore the use of traffic calming techniques such as bulb outs, while short term increasing the traffic enforcement along 37th and Eccles Ave	Engineering Division, Public Safety

Transportation Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
4 - Improve Pedestrian Safety and Access			
	1 - Address sidewalk connectivity issues, and ensure current gaps are filled in	1.A. North side of 36th Street	Engineering Division
		1.B. North side of 4600 S & Country Hills east of Harrison Blvd	Planning Staff, Engineering, Public Works,
		1.C. East side of Skyline south of Country Hills roundabout	Planning Staff, Engineering Division,
		1.D. Harrison Blvd between 4200 South and south city limits	Engineering Division, UDOT
	2 - Walking on & Crossing Harrison Blvd	2.A. Consider creation of signalized mid-block crossing opportunities when block lengths are over 1,000 feet and pedestrian circulation demands warrant such crossings	Engineering Division, UDOT
		2.B. Widen sidewalks to at least 6 feet.	Engineering Division, Planning Commission, City Council
		2.C. Build buffers between the roadway and sidewalks.	Planning Commission, Engineering Division, City Council
		2.D. Work with UDOT to explore increasing crossing times at intersections on Harrison Blvd	Engineering Division, UDOT
		2.E. Explore options of creating safer crossings from McKay-Dee North Campus west of Harrison across to WSU and add sidewalk connections where needed with	Planning Division, Engineering Division, Mayor, City Council, WSU, McKay-Dee, UDOT

Transportation Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
4 - Improve Pedestrian Safety and Access			
		2.E. Explore options of creating safer crossings from McKay-Dee North Campus west of Harrison across to WSU and add sidewalk connections where needed with consideration of a possible pedestrian bridge over Harrison if no other options are possible	Planning Division, Engineering Division, Mayor, City Council, WSU, McKay-Dee, UDOT
	3 - Safe Routes to School (SRTS) with Shadow Valley Elementary	3.A. Adhere to SRTS procedures to assure safe route goals are met	Engineering Division
	4 - Uphold ADA standards for pedestrian mobility and accessibility so wheelchair users can move safely and easily throughout the area	4.A. Fix sidewalks that slope into roadway, e.g. on Harrison	Engineering Division, UDOT
		4.B. Replace curb cuts with ADA ramps when curbs updated to meet present standards	Engineering Division
		4.C. Change sidewalk design where utility poles are positioned in the center of the sidewalk	Engineering Division, UDOT
		4.D. Install amenities (e.g. chirpers, countdowns) that meet ADA requirements at intersections and pedestrian crossings	Engineering Division, UDOT

Transportation Implementation (Continued)

Goal	Vision Strategy	Strategy	Organizational Implementation
5 - Maintain Transportation Infrastructure in a State of Good Repair			
	1 - Increase awareness on how to report road and sidewalk maintenance issues	1.A. Create a short fact sheet or fridge magnet with information on city department websites, contact info, and reporting forms	Planning Division, Engineering Division, IT
		1.B. Create short URLs for common maintenance reporting for easy citizen access (e.g. www.ogdencity.com/potholes)	Engineering Division, IT
	2 - Work with engineering & public streets/ utilities to prioritize & address maintenance issues		Engineering Division, Administration, City Council
6 - Integrate BRT Implementation with Existing Community			
	1 - Implement a TOD zoning ordinance in specified buffer zones around the new BRT stations		Planning Commission, City Council
	2 - Coordinate with UTA to notify residents about bus route changes		UTA
	3 - Explore installing protected bike lanes during BRT implementation while construction is already ongoing		Planning Division, Engineering Division, UTA, UDOT
	4 - Create a park-and-ride at the Dee Events Center so residents to the east are able to conveniently access the BRT		WSU, UDOT
	5 - Create additional first and last mile solutions		Planning Division, Engineering Division, UTA, Administration.

14L. Taylor

Taylor Community Plan

The Taylor Community Plan was the ninth community plan to be done in the City. It was the second community plan to be completed under the Mayor/Council form of government.

The process to develop the Plan was begun in January of 1997 with the Planning Commission holding a town meeting at the Taylor Elementary School. It was completed in May of 1997 with the City Council holding a public hearing and adopting the Plan.

Like the T. O. Smith Community before it, the Taylor Community Plan was not initiated by any one issue. The Taylor Community is Map

located between Harrison Boulevard and the east City limits and between 26th Street and the bluff above the Rainbow Gardens and the Canyon Cove Apartments.

The name of the community, like most of the other communities in Ogden City, comes from the elementary school in the community at Taylor and 21st Street. The boundaries were established in the mid 1980's and at that time followed school enrollment boundaries. The community is an older stable community. Because of its location and land use make up, the issues in the community were not as controversial and as difficult as those in Ogden's other older neighborhoods.

Taylor Community Background

Population Characteristics

The Taylor Community population resembles the population makeup of the rest of the City, with the exception of the percentage of minorities in the community which is lower than the City as a whole and the number of college graduates which is higher than the City as a whole.

The total population of the Taylor Community is about 6.5% of the entire population of Ogden City. It has the characteristics of an older neighborhood with 64% of its population being 18 years of age or older and 16% of the population being over the age of 65.

<u>Population</u>	<u>Taylor</u>	<u>% of Ogden</u>	<u>Ogden</u>	<u>% of Total</u>
Total Population	4,173	6.5%	63,909	100%
<u>Population Characteristics</u>				
<u>Sex</u>				
Male	2,054	49%	31,211	49%
Female	2,119	51%	32,698	51%
<u>Age</u>				
Under 5 years	364	9%	5,870	9%
5-17	785	19%	12,677	20%
18-24	453	11%	7,726	12%
25-34	767	18%	10,748	17%
35-44	518	12%	7,675	12%
45-54	307	7%	4,837	8%
55-64	311	7%	5,044	8%
65 and over	668	16%	9,332	15%
<u>Race</u>				
White	3,912	94%	55,885	87%
Black	42	1%	1,741	3%
American Indian, Eskimo, Aluet	24	.58%	687	1%
Asian or Pacific Islander	70	2%	1,123	2%
Other	125	3%	4,473	7%
Hispanic Origin (of any race)	240	6%	7,669	12%
<u>Educational Attainment (25 years and older)</u>				
Less than High School Diploma	396	15%	9,432	25%
High School Graduate	640	25%	10,014	27%
Some College, no degree	673	26%	9,516	25%
Associate Degree	181	7%	2,739	7%
Bachelor Degree or greater	700	27%	6,131	16%

Land Use

The land uses in the community are predominantly single family homes with some duplexes, triplexes and four-plex units scattered throughout the single-family neighborhood. There are some commercial uses along the west side of the community on Harrison Boulevard which is a major arterial street. The east side of the community contains significant areas of vacant property. The majority of the vacant property is in City ownership and is in geologically sensitive areas along the foothills of the City and is not buildable.

The land use pattern for the majority of the community was set prior to 1951 before formal planning began in the City. The table shows the amount of property used for each type of land use in the community.

Land Use in the Taylor Community

Type	Acres	Percentage.
Single-family	300.8	41%
Duplex	7.04	1%
Multi-family 3-4 units	2.03	.3%
Multi-family 5+ units	14.3	2%
Gov't/Institutional	31.2	4.2%
Commercial – sales	9.7	1.3%
Commercial – service	1.1	0.2%
Transportation/Utility	154.5	22%
Vacant	207.4	28%

Zoning

The zoning in this community began in 1951. Although there have been some changes on the edges of the community, zoning in the community had not been looked at comprehensively since 1951.

The majority of the zoning in the community prior to the development of the Plan was R-1-8. Multi-family and commercial zoning existed along Harrison Boulevard on the west edge of the Community. Near the foothills there was a combination of single-family and

open space zoning. Significant zoning changes were adopted in the Community as a result of the Plan. (See Zoning Concerns, page 6 and Immediate Changes to the Zoning Map, page 9.) The table below shows the types and amount of zoning after the Plan was adopted.

Zoning in the Taylor Community

Zone	Acres	% of Land
R-1-6 (single-family on 6,000 sq. ft. lots)	360.2	60.0%
R-1-8 (single-family on 8,000 sq. ft. lots)	64.7	11%
R-4 (multi-family residential up to 26 units/acre)	8.1	1.4%
PI (Professional offices)	5.5	.9%
CP-2 (community commercial)	14.35	2.4%
CP-1 (neighborhood commercial)	.6	.1
O-1 (open space)	150.1	25%
Total	603.6	100%

Note: Does not include roads

Housing

The housing stock in the community reflects that of a healthy, stable single-family neighborhood. The majority of the dwelling units are single-family homes with over 70% of the housing being owner occupied, which is higher than the City average of 52%.

Although 92% of the homes were built before 1969, they appear to be in good condition. The table shows the number of housing units by type.

Housing in the Taylor Community

Type of Dwelling	Taylor Community	Ogden City
Single-family	812	16,433
Condominiums	81	1,028
2 to 4 units	164	4,235
5+ units	18	4,577
Mfg. Homes	11	813

Taylor Community Plan

SUMMARY OF CONCERNS

The following are concerns which were identified in the neighborhood as the Plan was developed.

Annexation

1. The City-owned property in the northeast section of the Community is not within the City limits. Should it be annexed into the City to increase the City's ability for enforcement of fire arms and recreational vehicles in the foothills?
2. There are two areas on the east side of the community which could be annexed into the City. What zoning would be appropriate for these areas if they are annexed into the City?

Land Use

1. What kinds of future uses are appropriate for the east side of Harrison Boulevard?

Zoning

The following includes zoning concerns based on Community Policies:

1. **Policy #4: Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible.**
 - a. Many lots in the community in the R-1-8 zone are below the minimum 8,000 square foot lot size and the 65' lot width required in the zone. This can cause a problem with financing and doing additions to existing homes in the neighborhood.
 - b. Is the zoning for the area between Harrison Boulevard and Tyler Avenue and between 24th Street and 26th Street appropriate given the mixture of offices, commercial, single and multi-family residential uses?
 - c. Property on the east bench between 22nd and 26th Streets is zoned R-1-10 and R-1-8 but has been obtained by the Forest Service as public open space and winter range and is the location of some City reservoirs. Should the property be rezoned to match the usage (e.g., O-1)?
 - d. The commercial zone at 23rd and Polk extends to include a single-family home. It was rezoned in 1957 to allow for expansion of the store which never occurred.
 - e. The Commercial zone on the east side of Tyler Avenue between 20th and 21st Street is mainly single-family uses. Should it be rezoned to match the usage (e.g., R-1-6 or R-1-8)?
 - f. The R-2 zone along Harrison Boulevard is mainly single-family homes and the lot sizes are mostly below the size needed for a duplex. Should it be rezoned to match the uses (e.g., R-2-6 or R-1-8)?
2. **Policy #5: Where possible, properties which face each other across a local street should be the same or similar zone.**
 - a. The commercial zone on the east side of Tyler Avenue between 20th and 21st Streets is located across the street from R-1-8 zoning.
3. **Policy #6: Zoning boundaries should not cut across individual lots or developments**
 - a. A lot between 21st and Oak Street on Harrison is divided by the R-2 and R-1-8 zone boundaries.

4. **Policy #9: Any non-residential zone abutting residential zones should be planned zones (e.g., CP-1, CP-2, MP-1) to help minimize the impacts on residential uses.**
 - a. The commercial zone at 23rd and Polk is C-1 instead of CP-1.
5. **Policy #14: Discourage small lot development of multi-density uses.**
 - a. The R-4 zone between 24th and 26th may be encouraging single-family homes to be converted into tri-plexes and four-plexes even though the lot sizes do not meet the minimum size requirements. Should it be rezoned to further discourage these types of conversions?

Housing

1. There are many basement apartments in the community. Many may have been done without permits and may not meet zoning requirements as well as health and safety standards.

Parks

1. Jaycee Park is owned by Union Pacific Railroad. The City leases the property from the railroad. Should the City purchase the property to insure the future of the park?
2. Vehicular access to the foothills available from 26th Street and Foothill Drive should be eliminated.
3. Should the vacant City-owned land abutting the 22nd Street trailhead and the Thomas Park be improved with some low maintenance landscaping to improve the appearance of the property?

Schools

1. The elementary school boundaries divide this neighborhood, with children north of 24th Street attending Taylor and those south of 24th Street attending Polk.
2. Mt. Ogden Middle School is slightly over capacity.

Transportation

1. The Wasatch Front Regional Council Long-Range Transportation Master Plan calls for Harrison Boulevard to be widened to six lanes.
2. Many of the local street rights-of-way in this community are larger than needed for the street function they are meant to fulfill. Residents often mistake the excess right-of-way for their property. This can create problems when fences or additions to homes are built.

Utilities

1. There are two areas identified in the community which have water pressure below the City standard of 50 psi: Both sides of 23rd Street between Fillmore and Pierce and both sides of 25th Street between Fillmore and Pierce.
2. Storm water inlets on Harrison between 21st and 26th Streets may be inadequate which causes water to pool along Harrison during times of heavy runoff.

Natural Features

1. The area of high slope combined with periodic above-normal precipitation and soil types, have caused the hillside on the north edge of the community to slide.
2. Areas east of the City limits where fault has been identified should be included in the Sensitive Area Overlay Zone if annexed into the City.

Taylor Community Plan

1. ADDITIONS OR CHANGES TO THE COMMUNITY POLICIES:

No new policies or changes to existing policies are recommended.

2. IMMEDIATE CHANGES TO THE ZONING MAP:

- A. The area between the west side of Iowa and Pierce and between 21st and 26th Streets is currently zoned R-1-8. Rezone from R-1-8 to R-1-6 (See A, Map #1)
- B. East side of Harrison between 21st and one lot north of 24th Street. Rezone from R-2 to R-1-6 (See B, Map #1)
- C. Vacant lot on Harrison Boulevard between 2102 Harrison and 2148 Harrison is split by a zone boundary. Rezone to be all in the R-1-6 zone (See C, Map #1)
- D. The property owned by the City and the Federal Government east of Buchanan between 20th and Lake Street is currently zoned R-1-10 and R-1-8. Rezone from R-1-10 and R-1-8 to O-1 (See D, Map #1)
- E. Extend the Sensitive Area Overlay Zone boundary south to the middle of 1950 South and Buchanan north of 1950 South. Most of these lots are already partially included in the Sensitive Area. This would adjust the boundary to include the whole of each lot. (See E, Map #1)

Reasons for Action

Policy #4: Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible.

Policy #6: Zoning boundaries should not cut across individual lots or developments.

F-1 The area on the east side of Polk between 23rd and Cahoon which is zoned C-1. Rezone the dance studio at 2304 Polk Avenue to R-1-6) See F-1 on Map #1)

F-2 Rezone the single-family home to the east of the dance studio at 1411 23rd Street and the vacant lot to the south of the dance studio at 2334 S. Polk from C-1 to R-1-6. See F-2 on Map #1)

Reasons for Actions:

Policy #4: Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible.

Policy #17: The intensity and location of commercial zoning should be based on market patterns, circulation, traffic counts, and space requirement considerations.

Policy #18: Commercial should be located on collector and arterial streets, avoiding local streets which serve residential zones.

G. Two lots on the west side of Tyler between Rushton Avenue and 20th Street zoned CP-2. Rezone from CP-2 to R-4 (See G, Map #1)

H. Two single family homes and a communications substation on the west side of Tyler between Rushton Avenue and 21st Street currently zoned CP-2. Rezone from CP-2 to R-1-8. (See H, Map #1)

Reasons for Actions:

Policy #4: Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible.

Policy #5: Where possible, properties which face each other across a local

street should be the same or similar zone.

Policy #8: To draw edges on types of uses (e.g., commercial), the City may choose to use multiple-family or professional office zoning as a buffer to commercial.

Policy #17: The intensity and location of commercial zoning should be based on market patterns, circulation, traffic counts, and space requirement considerations.

Policy #18: Commercial should be located on collector and arterial streets, avoiding local streets which serve residential zones.

- I. The area generally between 24th and 26th Streets and between Harrison and Tyler currently zoned R-4. Rezone from R-4 to R-1-6. (See I, Map #1)
- J. The dental clinic on Capitol and the properties on the east side of Harrison between Capitol and 25th Street

between and including 2452 Harrison and 2490 Harrison zoned R-4. Rezone from R-4 to PI. (See J, on Map #1)

Reasons for Action:

Policy #1: Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible.

Policy #4: Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible.

Policy #5: Where possible, properties which face each other across a local street should be the same or similar zone.

Policy #9: Any non-residential zone abutting residential zones should be planned zones.

Policy #14: Discourage small lot developments of multiple density lots.

MAP

3. **GUIDELINES FOR THE FUTURE:**

A. Possible Future Zoning: Provides for consideration of proposals in the future, but does not promise or guarantee specific zoning for these areas:

1. If annexed in the future, zoning option for property owned by the City and the Federal Government and identified as part of Area #3 on the City Annexation Policy Declaration. Possible zoning options O-1 and Sensitive Area Overlay Zone (See A, Map #2)
2. If annexed in the future property south and east of the existing City limits between Lake Street and 27th Street at the mouth of Taylor Canyon described as part of Area #4 on the City Annexation Policy Declaration. Possible zoning options O-1 or R-1-10. The entire property should be included in the Sensitive Area Overlay Zone because of possible geologic concerns. (See B, Map #2)
3. The east side of Harrison Boulevard which is residential should remain residential in the future, no future commercial options should be allowed. (See C, Map #2)

Background: The increase in traffic on Harrison Boulevard has resulted in requests from property owners in other areas along Harrison Boulevard and other busy streets in the City to rezone property to commercial. It is anticipated it could happen along this section of Harrison as well. The depth of the lots on Harrison, the concern that commercial will impede the relatively smooth traffic flow along Harrison in this area and the concern for the future of the residences who

continue to live along the street but would have to live with the traffic and the additional commercial, are all reasons for not allowing any commercial options along the east side of Harrison in the Taylor Community in the future.

4. Property on the east side of Tyler Avenue between Rushton and 21st Street, possible R-4 (See D, Map #2). A particular concern in this section is whether the television transmission towers continue to separate these parcels from the two parcels to the north already zoned R-4.

B. Parks and Open Spaces

1. The parks in this community are very important to the community and should be preserved at their present locations.
2. To insure the future of Jaycee Park, the City should investigate the possibility of acquiring from the Union Pacific Railroad, the property where the Park is located. The old railroad reservoir to the west of the Park is an eyesore to the neighborhood. If an appropriate reuse of that property can be found, its acquisition should also be pursued.

C. Transportation

1. Complete the Transportation Master Plan for the City and then look at vacating portions of rights-of-way which are not needed based on the classification of streets in the Plan.

Background: Many of the rights-of-way in the Taylor Community are 80' to 99' wide and include property between the homes and sidewalks or curbs along the streets. Residents sometimes mistakenly think this is part

of their property. This can cause problems with new additions to homes or the placement of fences or other structures. Vacating portions of the rights-of-way not needed in the future will help solve this problem

2. As part of the Transportation Master Plan, the following items should be looked at:
 - The appropriateness of adding additional stop signs on Fillmore Avenue and 24th Street to slow traffic down;
 - Adopting policies concerning alleys which will be used to determine whether or not it is in the public interest to maintain and improve them or provide incentives to eliminate them and who will maintain them.

D. Utilities

1. Complete the Storm Water Master Plan for the City. If storm water drainage problems for this area are identified during development of the City Storm Water Master Plan, they should be addressed then.

DIRECTIONS TO THE STAFF

A. Planning and Zoning

1. Begin the process to annex the City-owned property and small piece of Federally owned property to the north and east of the current City limits. (See A, Map #2).
2. Continue enforcement efforts to find illegal rental units.
3. Use the City newsletter to inform property owners about standards for establishing basement apartments in the City.
4. Draft a policy regarding vested rights.

B. Parks and Open Space

1. Limit access to the foothills to established trailheads by placing

physical barriers to prevent vehicular access to the foothills at 26th Street and Foothill Drive.

2. enhance the look of City-owned property around the 22nd Street trailhead and on the hillside west of Thomas Park by designing and installing low maintenance landscaping for those areas.

C. Utilities

1. Bring water pressure up to the City standard of 50 psi throughout the entire Taylor Community with particular attention given to the following general areas as money is available:
 - Both sides of 23rd Street between Fillmore and Pierce;
 - Both sides of 25th Street between Fillmore and Pierce.

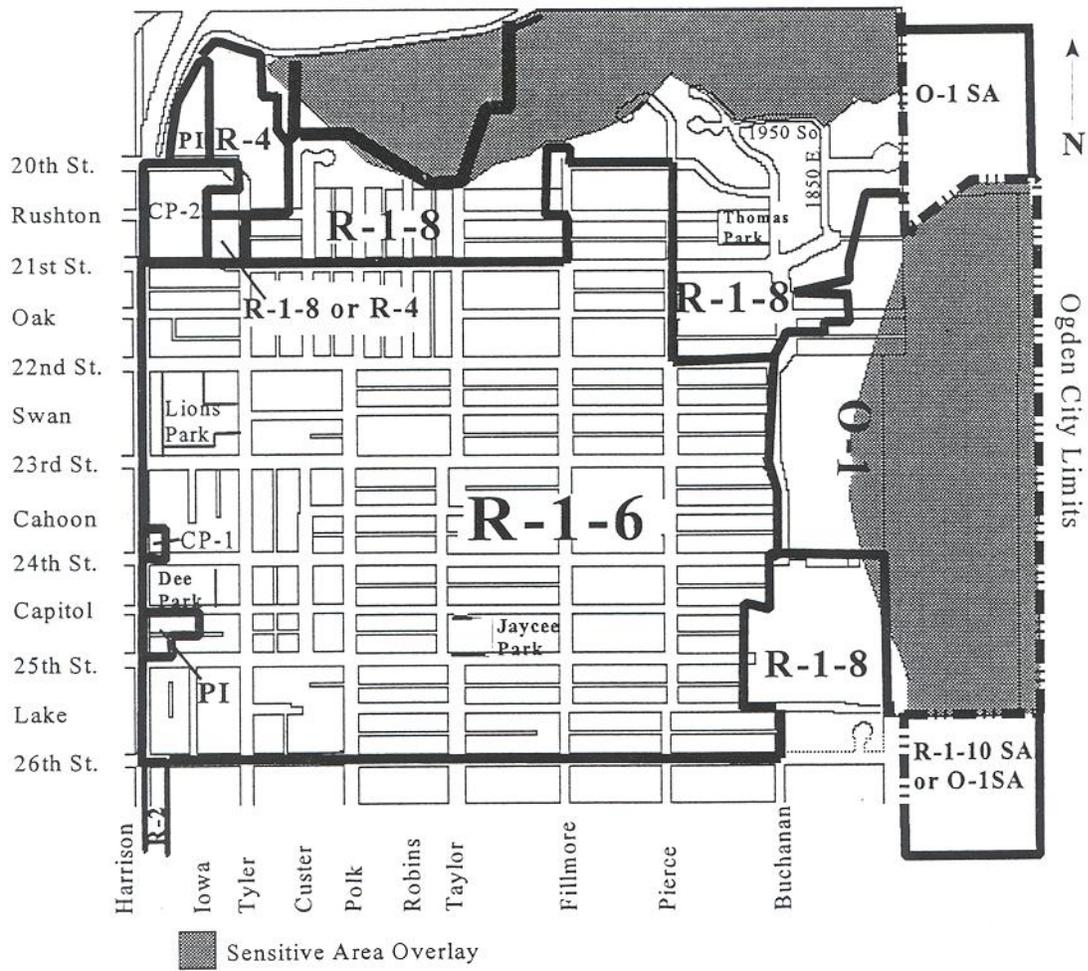
D. Natural Features

1. The City should continue to monitor water levels which may cause further slipping of the hillside on the north end of the Community.

E. Other

1. Work with the State Department of Environmental Quality to have the underground gas tanks at 23rd and Cahoon removed.
2. Request the Mayor review the need and appropriateness of angled parking on Capitol between Harrison Boulevard and Tyler Avenue

**Adopted by the City Council May 29, 1997;
map amended March 19, 2002**



14M. T.O. Smith

T. O. Smith Community Plan

The T. O. Smith Community Plan was the eighth community for which a plan was completed. It was the first community plan to be done under the Mayor/Council form of government which was established in Ogden City in 1992. Unlike the seven previous community plans, there was no one specific issue which resulted in the creation of the plan.

The process to develop the Plan was begun in January 1994 with a town meeting at the T. O. Smith elementary School and was completed in August of 1994.

The T. O. Smith Community is one of Ogden's older and more established neighborhoods. The community includes approximately 630 acres or just under one square mile.

Map

Population Characteristics:

The population characteristics of the T. O. Smith Community closely resemble the characteristics of the City as a whole. The statistics come from the 1990 Census of Population.

The male/female population is about the same with the female population being slightly larger.

The name of the community is taken from the elementary school located in the center of the community at 3295 Gramercy Avenue. Its boundaries were established in the mid 1980's and were approximately the same boundaries as those used for elementary school enrollment. The boundaries of the community are 30th Street to the north, 36th Street to the south, Washington Boulevard to the west and Harrison Boulevard to the east. The community faces some interesting planning challenges because it is bounded on three sides by arterial streets and on the south side by a collector street. The map below shows the community

The student population is somewhat larger in the rest of the City than it is in the T. O. Smith Community. The percent of population which is older than 65 is typical of the rest of the City but is larger than what is found in many other cities and counties along the Wasatch Front. The largest minority population in the T. O. Smith Community is the Hispanic population which is 11% of the total population in the community.

Population Characteristics in the T. O. Smith Community

<u>Population</u>	<u>T. O. Smith Community</u>	<u>% of Community</u>	<u>Ogden City</u>	<u>% of Ogden</u>
Total Population:	4,913		63,909	
<u>Population Characteristics</u>				
Sex:				
Male	2,372	48%	32,211	49%
Female	2,541	52%	32,698	51%
Age:				
Under 5	470	10%	5,870	9%
5-17	824	17%	2,677	20%
18-65	2,857	58%	36,030	56%
65+	762	16%	9,3332	15%
Race/Origin				
White	4,290	87%	55,885	87%
Black	83	2%	1,741	3%
American Indian	53	1%	687	1%
Asian/Pacific Islander	125	2%	1,123	7%
Other	362	8%	4,473	7%
Hispanic Origin	539	11%	7,669	12%

Land Use

The land use in the community is characterized by predominantly single-family uses bordered on the west along Washington Boulevard by strip commercial and on the east along Harrison Boulevard by strip commercial and multi-family residential. A large cemetery is located in the southern part of the community and is the majority of the institutional use land area in the community.

The northeast corner of the community has developed as a mixture of multi-family and single-family uses. Most of the land use pattern in this community was set prior to formal planning efforts which began in the City in 1951. The statistics below indicate how much land is being used for each category of land use:

Land Use in the T. O. Smith Community

<u>Land Use</u>	<u>Acres</u>	<u>Community %</u>
Single family	264.7	55%
Duplex	35.92	8%
3-4 unit residential	12.25	3%
5+ unit residential	19.72	4%
Commercial	31.62	7%
Govt/Institutional	70.07	15%
Parks	4.08	1%
Vacant	30.97	7%

Zoning

The current zoning in this community began in 1951. The majority of the zoning in the T. O. Smith Community has not changed significantly since 1951 before the Plan for the Community was developed. The majority of the zoning is residential and most of the residential is R-2 (Residential single-family homes and duplexes).

Multi-family zoning is primarily located in the northwest section of the community and along the west side of Harrison Boulevard. Commercial zoning in the community is located along Washington Boulevard and Harrison Boulevard two major arterial streets in the City.

During the development of the Plan, several areas were rezoned. The table below shows the amount of land in each zoning classification after the plan was completed. The acreages between the land use and the zoning are different because the zoning includes the streets and land use does not.

<u>Zone</u>	<u>Acres</u>	<u>Community %</u>
R-2 (Residential single & two-family)	375.8	82%
R-2EC (residential single & two-family)	9.21	2.0%
R-3 (residential multi-family up to 20 units/acre)	13.04	3.0%
R-4 (multi-family up to 24 units/acre)	28.37	6.2%
CP-2 (Community Commercial)	10.61	2.3%
CP-3 Planned regional commercial	20.61	4.5%

Housing

The T. O. Smith Community has a wide range of housing type. The predominant housing type is single-family units. Multi-family units (duplex and above) make up 39% of the housing stock. The table below shows the amount and type of housing in the community.

<u>Type of Dwelling</u>	<u># of Dwelling Units</u>	<u>% of Community</u>
Single-family	1,335	60%
Two-family	357	16%
3 and 4 units	179	8%
5+ units	335	15%
Other	22	1%

Adopted 8/6/94
 Amended 11/7/06
 Amended 5/12/17

Source: 1990 Census of Population and Housing

Most of the multi-family units in the community are located along the west side of Harrison Boulevard and in the northeast section of the community.

The 1990 Census reported that 45% of the total housing units in the T. O. Smith Community are owner occupied and 45% are rentals. The remaining 10% were vacant at the time of the census. The T. O. Smith Community has a slightly higher amount of rental housing than the rest of the City (the percent of rental units city-wide is 42%).

CONCERNS FOR THE T. O. SMITH COMMUNITY

Below is a list of concerns which were identified during development of the T. O. Smith Community Plan. More detail on each issue can be found in the background report prepared on the community.

ZONING

1. Existing zoning which does not meet present Community Policies:
 - a. **Policy 1: A definite edge to a development and buffering between types of uses should be provided to protect the integrity of each use, e.g., between commercial and residential uses, between types of residential uses.**
 1. Commercial on Washington Boulevard has expanded eastward toward Ogden Avenue and the commercial on Harrison Boulevard has expanded south and west.
 - b. **Policy 4: Zoning should reflect the existing use of the property to the largest extent possible, unless the area is in transition.**
 1. The C-3 on the south side of 30th Street from Washington to Adams includes several single-family homes.

2. The isolated CP-3 on the northeast corner of Brinker Avenue and 32nd Street has a CP-2 use.
 3. The R-3 zone in the northeast section of the community between Jackson and Quincy and north of Patterson between Jackson and Van Buren includes sections of single-family homes.
 4. The R-4 along Harrison Boulevard includes several professional offices and between Harrison and Van Buren includes several single family homes.
 5. The R-4 between Jackson and Quincy north of Sullivan Road includes sections of single-family homes.
 6. The R-4 on 30th between Van Buren and Brinker includes sections of single-family homes.
 7. The R-3 south of 30th Street between Washington Boulevard and Jefferson Avenue is mostly single-family homes and duplexes.
- c. **Policy #5: Where possible, properties which face each other across a local street should be the same or similar zone. Collector and arterial roads may be sufficient buffers to warrant different zones.**
1. The commercial zoning on Ogden Avenue across from residential zoning.
 2. The commercial on the south side of 30th between Adams and Washington across from R-1. The C-3 on Washington Boulevard between 32nd and 30th Streets.
- d. **Policy #6: Zoning boundaries should not cut across individual lots or developments (i.e., placing the lot into two separate zones). Illogical boundaries should be redrawn to follow along property lines.**

1. The commercial zoning boundary along Washington divides some lots into two different zones.
 2. The R-4 along Washington Boulevard divides some lots into separate zones.
 3. The R-3 boundary from 31st to 30th Streets between Porter and Jefferson divides lots into two different zones.
- e. **Policy #9: Any nonresidential zone abutting residential zones should be planned zones (e.g., CP-1, CP-2, MP-1) to help minimize the impacts on residential uses.**
1. The C-3 on Washington Boulevard between 32nd and 30th Streets.
- f. **Policy #12: Utilize vacant inner block parcels and corner lots for higher densities, avoiding disruption to lots on a street having primarily single-family homes. New inner block developments should be compatible (e.g., heights) with the surrounding single-family homes.**
1. The R-3 zone at the corner of Sullivan and Quincy Avenues.
- g. **Policy #14: Discourage small lot developments of multiple density uses.**
1. The R-3 zone in the northeast section of the community has and continues to develop as separate, small lot developments which are not tied together by architecture, landscaping, circulation patterns, etc.
- h. **Policy #19: Existing businesses on collector and arterial streets should be allowed to expand while providing adequate buffer with adjacent residential neighborhoods.**
1. Commercial on Washington Boulevard has little or no room to expand.
 2. Commercial on Harrison Boulevard.
2. Should Community Policy #15 (see appendix #2) dealing with professional offices in R-4 and R-5 zones be amended to

- reflect the changes to the R-4 and R-5 zones which removed professional and business offices as allowed uses in those zones?
3. What is the purpose of the Professional and Institutional Zone? Should the PI Ordinance be reviewed to see if it is accomplishing what it was intended to accomplish when it was adopted?
 4. Should Community Policy #4 be amended so property is not rezoned on a lot-by-lot basis to allow nonconforming uses, but to establish districts or like uses?
 5. Should an adjustment to the zoning in this community be made similar to that which was done in the East Central Community with the R-2EC and R-3EC zones because of smaller lot sizes in the community?

LAND USES

1. What should the future uses along the west side of Harrison Boulevard be?
2. Is a commercial study needed to help determine where and how much commercial is needed in the City?

HOUSING

1. Are there illegal conversions being done of single-family homes to duplexes, and if so, what should be done to stop such conversions?

COMMUNITY FACILITIES

1. Elementary school boundaries place children who live across local streets from each other in different schools.
2. Children west of Adams Avenue are bussed out of the community to the north part of the City to attend school.
3. Should there continue to be a park planned for the Sullivan Hollow area? Should the storm water detention pond on Sullivan Road be developed as a park?

TRANSPORTATION

1. Transportation Plan: A new transportation Plan for the City needs to be adopted.

2. 30th Street
 - a. should 30th Street be classified as an arterial street?
 - b. Should it be widened to accommodate traffic traveling from Harrison Boulevard west to I-15?
 - c. What precautions should be taken to mitigate impacts from a possible 30th Street widening?
 - d. What precautions should be taken to insure that residents have adequate input into the decision-making process regarding the future design and function of the Street.
3. Monroe Boulevard
 - a. What should be done with Monroe Boulevard south of 30th Street to improve the safety of the street where it makes a sharp turn down a hill onto to Sullivan Road?
4. Quincy Avenue
 - a. Should Quincy Avenue south of 30th Street be designated as a continuation of the north-south collector route from Monroe Boulevard?
 - b. If Quincy Avenue is to be a north-south collector from 30th Street south, should a traffic light be placed at the intersection of 30th and Quincy to facilitate the transition of north-south traffic from Quincy Avenue to Monroe Boulevard?
5. **Undeveloped Streets:** What should be done with the streets in the community which have been recorded, but never constructed?

UTILITIES

1. What re the storm water drainage problems west of the cemetery and what can be done to solve them?
2. Street lights need to be installed at the corners of Orchard Avenue and 35th Street and Gramercy Avenue and Sullivan Road.

T. O. Smith Community Plan

1. CHANGES TO COMMUNITY POLICIES:

Proposed amendments to existing policies:

#4. Zoning should reflect the prevailing character of an overall district or neighborhood to the largest extent possible, with consideration being given to the use and characteristics of individual properties. Districts determined to be in transition may be given special consideration.

#15. The P-I zone should be preferred rather than other commercial zones when rezoning for office development, provided that the PI zone lot area requirements can be met. If the parcel area is less than the PI zone area requirements, then a C-1 zone may be considered.

#19. Existing businesses on collector and arterial streets may be allowed to expand while providing adequate buffer with adjacent residential neighborhoods. The expansion of businesses abutting a local street in a residential zone should only be considered if a landscaped setback comparable to that of the existing homes on the street is provided and no access is allowed from the local street to the business.

2. IMMEDIATE CHANGES TO THE ZONING MAP

A. Zoning boundaries should not cut across individual lots or developments (i.e., placing the lot into two separate zones). Illogical boundaries should be redrawn to follow along property lines (See Map #1). Redraw the following zone boundaries as shown on Map #1:

1. Lot split by the commercial and residential zone boundary between

Washington Boulevard and Ogden Avenue. Redraw so zone boundary follows rear of lots (See D & E, Map #1)

2. Leave lots split by the CP-3 and R-2 zone boundary between Washington Boulevard and Ogden Avenue because they contain residential uses on Ogden Avenue. (See F Map #1)
3. Lots split by the R-4 and R-2 zone boundary between Harrison Boulevard and Van Buren Avenue be redrawn so zone boundary follows lot lines (See A, B & C on Map #1)
4. Leave lot split by the r-4 and R-2 zone boundary between Harrison Boulevard and Van Buren south of 32nd Street because of the amount of property fronting on Van Buren Avenue. (See G Map #1)

B. Any non-residential zone abutting residential zones should be planned zones (e.g., CP-1, CP-2, MP-1, etc.) to help minimize the impacts on residential uses (see Map #2)

1. Rezone the C-3 on the south side of 30th Street to CP-3 (See B, Map #2)
2. Rezone the C-3 on the east side of Washington Boulevard from 30th to 32nd Street to CP-3 (See B, Map #2)

C. Zoning should reflect the existing use of the property to the largest extent possible, unless the area is in transition.

1. Rezone multi-density zoning which has been overlaid on areas of single-family zones and duplexes (See Map #2).
 - a. Rezone from R-4 to R-2 properties between Quincy and

- Jackson Avenues, Patterson and Sullivan Road. (See G, Map #2).
- b. Rezone from R-3 to R-2 properties on the south side of Patterson between Quincy Avenue and Brinker Avenue (Except for the six-plex on the southwest corner of Eccles and Patterson) and properties on the east side of Jackson Avenue between Patterson Avenue and Healy Street (see H, Map #2).
 - c. Rezone from R-3 to R-2EC properties on the north side of Patterson between Jackson and Brinker Avenues (See I, Map #2).
 - d. Rezone from R-3 to R-2 property between 30th and 32nd Streets, Washington and Jefferson. (See K, Map #2)
 - e. Rezone from R-3 to R-2 properties between Sullivan Road and Healy Street, Quincy and Gramercy Avenues (See L, Map #2).
2. Rezone single-family home at 3143 Ogden Avenue from CP-3 to R-2 (See D, Map #2)
 3. Rezone property at 32nd Street and Brinker Avenue from CP-3 to CP-2 (See E, Map #2)
 4. Rezone from R-2 to R-2EC properties between 30th Street and Patterson Avenue, Quincy and Van Buren Avenues (See J, Map #2)

3. GUIDELINES FOR THE FUTURE

A. Sullivan Hollow Area

Establish a committee of residents from the community and other experts to develop recommendations concerning:

1. Improving the detention pond and vacant property owned by the City at Sullivan Road and Monroe Boulevard for a nature park.

2. closing or redesigning Monroe Boulevard between Patterson Avenue and Sullivan Road where it turns sharply down a steep hill and
3. providing sidewalks along Sullivan Road from Quincy to provide safe pedestrian access and to help keep children who walk to and from school along Sullivan Road from walking in the street and blocking traffic.

B. Transportation

1. Adopt an overall transportation plan for the City which would include:
 - a. addressing traffic congestion problems on Washington and Harrison Boulevards;
 - b. answering the question about how 30th Street should be classified;
 - c. answering whether or not Quincy Avenue below 30th Street should be the continuation of the north-south collector route from Monroe Boulevard;
 - d. consideration of developing a policy which would allow the City to install sidewalks in areas where sidewalk is needed for safety reasons without setting up a special improvement district.
2. Street Vacations:
 - a. Look at vacating the following sections of road which have been recorded but never built:
 - Fowler Avenue between Patterson and Sullivan Road
 - 31st Street and Monroe Boulevard where they are recorded in dedicated park land
 - Madison Avenue where it would intersect with 32nd Street
 - 31st Street where it would intersect with Madison Avenue

3. 30th Street
Notify all property owners along 30th Street on both the north and south sides of the street and any other interested residents in the T. O. Smith Community about public hearings concerning the 30th Street Classification.

C. Possible Future Zoning

1. Harrison Boulevard
Look at the R-4 zoning on Harrison Boulevard south of 32nd Street and determine appropriate zoning of either R-4, PI or C-1 given the mixture of uses and lot areas which exist there.
2. Ogden Avenue
To balance the need of businesses on Washington Boulevard to expand and the neighborhood's need to be protected from the commercial:
 - a. consider allowing commercial to expand from Washington Boulevard onto the west side of Ogden Avenue on a case-by-case basis based on the following criteria:
 1. A landscaped setback equal to that of existing homes on Ogden Avenue is provided. Corner lots which orient away from Ogden Avenue may have insufficient depth to provide such a setback. In such cases a reduced setback may be considered provided other means of buffering to protect the neighborhood are included e.g., a screening hedge on or near the property lines'
 2. No access is allowed from Ogden Avenue. However, access on Ogden Avenue may be considered for a commercial and residential

- mixed use development, or if the building(s) are associated with the commercial use directly to the west, as long as the development is under one ownership;
3. The business cannot obtain adequate space by expanding north or south on Washington Boulevard;
 4. Frontage on Washington Boulevard is similar to or greater than the width of the rear on Ogden Avenue;
 5. Individual parcels of residential uses on Ogden Avenue are not further isolated by the expansion; and
 6. Design of non-residential buildings on the east side of Ogden Avenue shall be of residential character, similar in height, materials and rooflines to residential structures.
 - b. Consider allowing commercial to expand from Washington Boulevard onto the east side of Ogden Avenue on a case-by-case basis based on the following criteria:
 1. For a commercial and residential mixed use development if the building(s) are associated with the commercial use directly to the west across Ogden Avenue, and as long as the development is under one ownership;
 2. a landscaped setback equal to that of the existing homes on Ogden Avenue is provided. Corner lots which orient

away from Ogden Avenue may have insufficient depth to provide such a setback. In such cases a reduced setback may be allowed provided sufficient buffering to protect the neighborhood is included, e.g., screening hedge on or near the property lines.

3. Only a single access from Ogden Avenue may be allowed.
4. The business cannot obtain adequate space by expanding north or south on Washington Boulevard.
5. Individual parcels of residential uses on Ogden Avenue are not further isolated by the expansion.
6. Design of non-residential buildings on the east side of Ogden Avenue shall be of residential character, similar in height, materials and rooflines to residential structures.

(Ord. 2006-65 adopted 11/7/06)

- c. Use Redevelopment programs to help bring back distressed residential properties along Ogden Avenue.

4. **DIRECTIONS TO THE STAFF**

A. Commercial

1. Do a commercial study for the City;

B. Housing

1. Provide information in the City Newsletter and other news media about zoning regulations which restrict the conversion of single-family homes to duplexes;

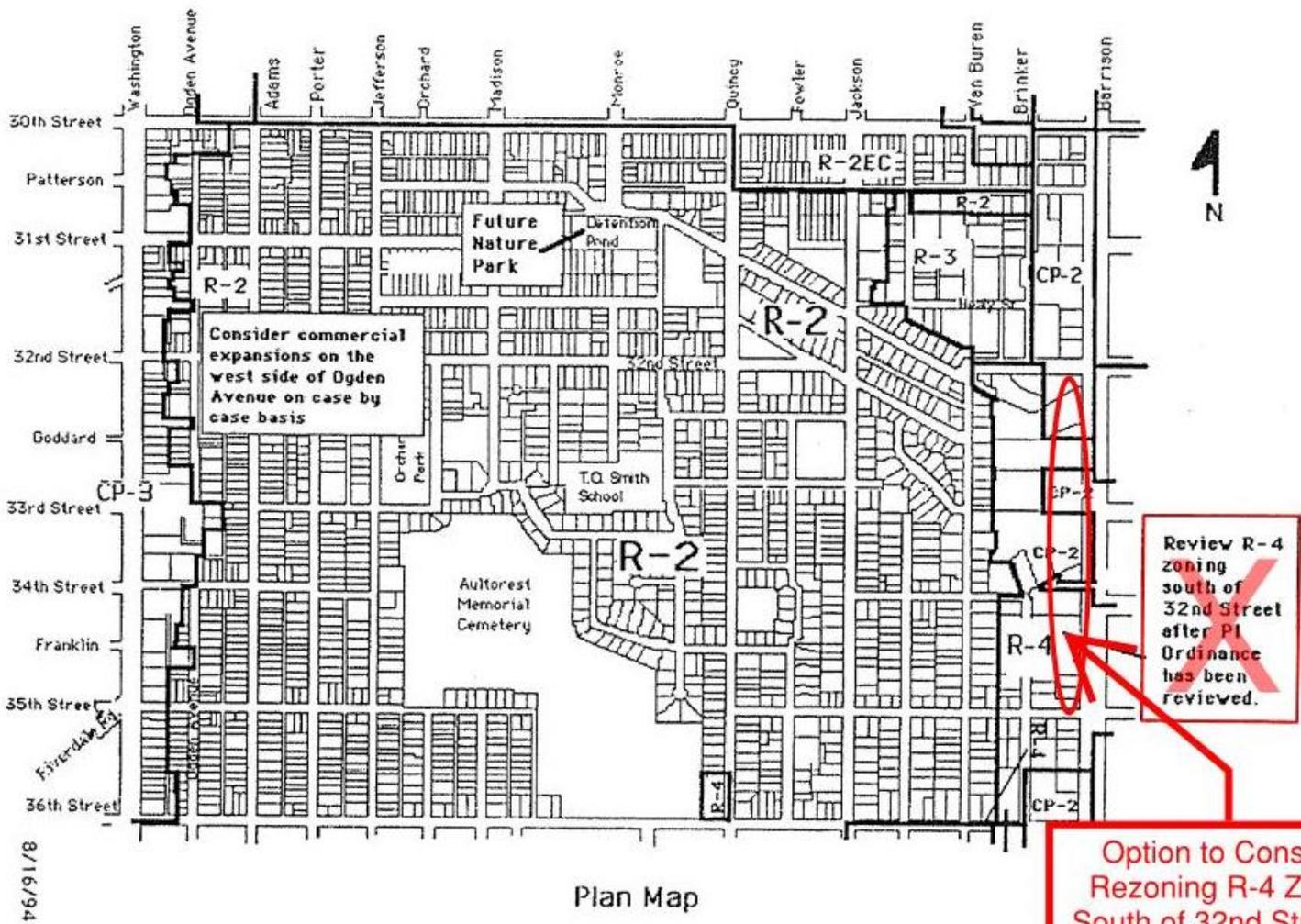
C. Transportation

1. Determine the best process for trying to establish a permanent walkway for school children through the St. Paul's Church property.

D. Utilities

1. Place a street light at the corner of Orchard Avenue and 35th Street.
2. Have Engineering continue to identify areas with storm water drainage problems;
3. Develop a solution for storm water drainage problems east of the cemetery on 34th Street and Jefferson Avenue.

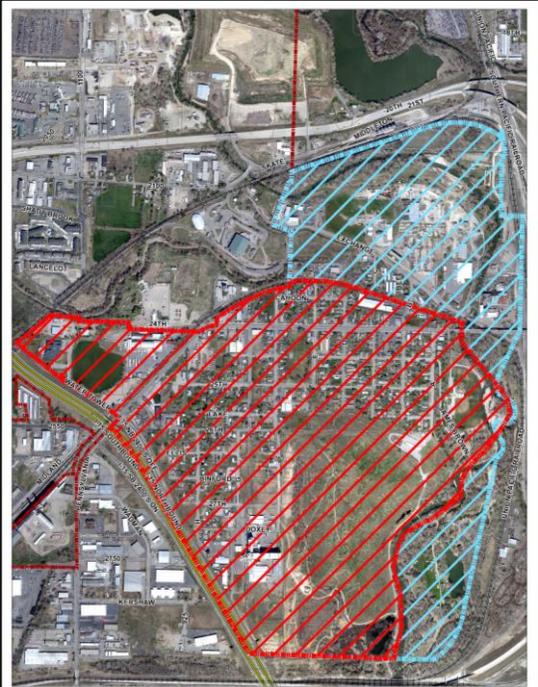
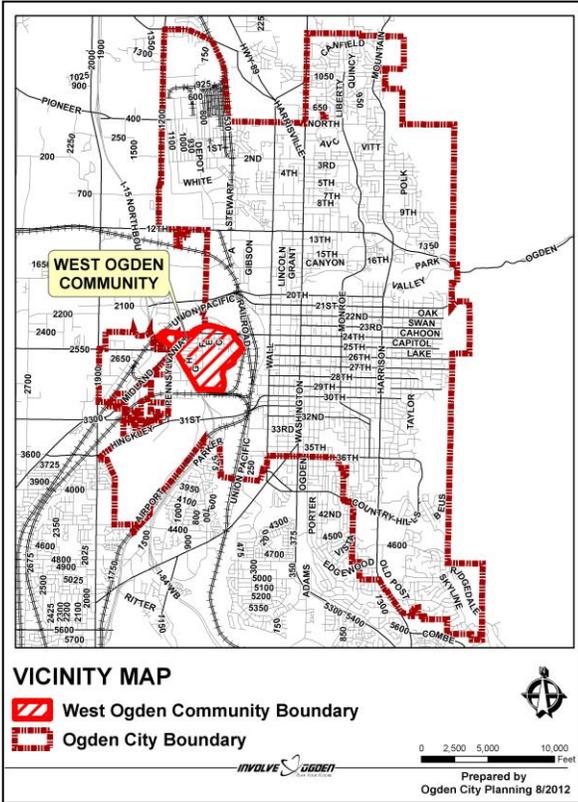
**Adopted by the Ogden City Council
8/16/1994 (Ord. 94-30 Res 90-30; Amended:
Ord. 2006-65 – 11/7/2006; Amended Ord.
2017-21, 5/9/17)**



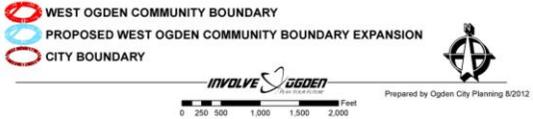
14N. West Ogden

A. Background

The West Ogden Planning Community is named after its location in the City, being west of the downtown area and rail yard. The original 1984 community plan was the first to be adopted in the City. The community plan boundary was originally located between Interstate 15, the Weber River & the rail line south of Exchange Road and the railroad property south of the old landfill. The new plan proposes to expand the boundary east to the rail yard boundary and north to the rail line that is south of 21st Street, as shown in the boundary map.

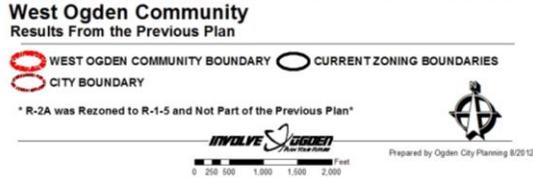
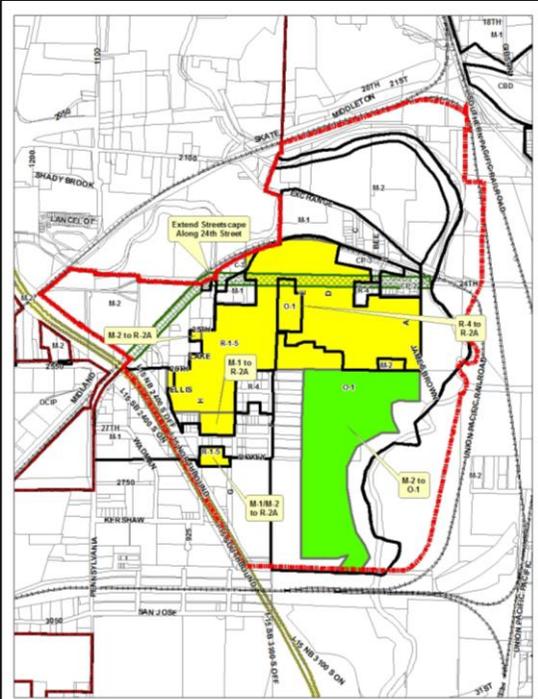


West Ogden Community Boundary Expansion



The previously adopted West Ogden Community Plan focused on downzoning various manufacturing and multiple-family areas. R-2A zoning replaced the R-4 zoning in many areas. In 2001 the R-2A zoning was replaced with R-1-5 zoning to reflect the single-family nature of most of the residential area.

The previous plan also emphasized the importance of extending the streetscape along 24th Street to emphasize it as a major entrance. These enhancements were installed, and the expansion and maintenance of these features have been re-



emphasized in the 24th Street Corridor Plan, which was adopted in 2005.

Other changes that have occurred since the adoption of the previous plan include the development of several parks and trails. These include Fort Buenaventura, Dog Park, Kayak Park, and the development of the River Parkway.

Another change which has taken place was the closure of the Weber County Landfill in 1998. The landfill was a major concern for the residents when the previous plan was adopted.

The previously adopted plan identified several concerns in the community. Those concerns included:

1. The bussing of the area school children to three (3) different elementary schools.
2. Eliminating crime in the community beyond the Neighborhood Watch Program.
3. Truck traffic on F and H Avenues.
4. No curbs, gutters, or sidewalks west of F Avenue.
5. Negative impact of I-15 on the neighborhood in regards to pollution, noise, and the effects on property values.

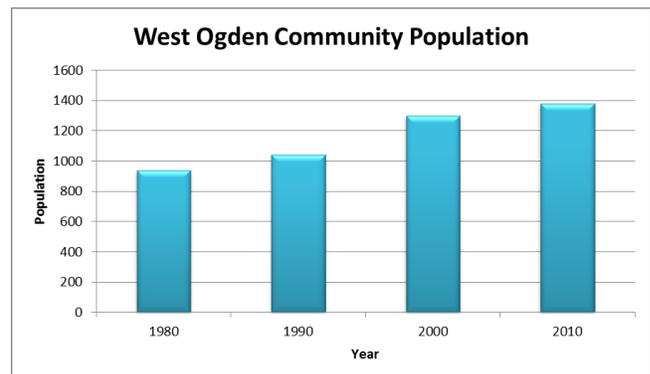
The previously adopted plan also provided “Guidelines for the Future” and “Directions to the Staff” to address the concerns and issues that arose during the plan development process. Those included:

1. If Pillsbury “Cargill” expands, a landscaped buffer be required from Doxey to G Avenue and from Binford to F Avenue.
2. Work with Cargill “Pillsbury” to address the truck problem in the area and develop a routing plan to lessen the impact on the neighborhood.
3. Discourage any single lot development of commercial/industrial land within the neighborhood.
4. Transition rezoning of the southwest area to MP-1.
5. Have the neighborhood and leadership involved in the maintenance, buffering strip and getting the word out about housing and rehab money.

6. Work with Pillsbury to limit truck traffic to one main thoroughfare.
7. Work with the School District for all elementary school children from the area to be bussed to the same elementary school rather than three (3) different ones.
8. Vacate existing street rights-of-way in the Weber County Landfill site.
9. The Staff should work with the State to determine the degree of pollution resulting from the landfill and seek to correct the problem.

1. Population Characteristics

The 2013 West Ogden Community is located in Census Tract 2019. The 2010 population in this community is 1,382 which accounts for 1.7% of the entire City population. The population changes between 1980 to the present are shown in the following graph, which shows some growth over time.



The City population is nearly equal with the male population 0.8% higher than the female population. The West Ogden Community however has a higher male population (55%) compared to the female population (45%). The occupancy rates in 2010 in West Ogden were at 87.9 % which has dropped from 2000 (90.7%). The average household size in 2010 was 2.98 individuals which is an increase from 2000 (2.96) and 1990 (2.91). The biggest change in demographics surfaced when looking at whether homes were owner or renter occupied. In 1990 57.5% of the housing stock was owner occupied and 42.5% of the housing stock was renter

occupied. Owner occupation increased in 2000 to 59.2% (renter occupation was 40.8%). However, in 2010 the number changed drastically with 52.7% of the housing stock being owner occupied and 47.3% of the housing stock being renter occupied.

2. Land Use / Zoning

The West Ogden Community has a mixture of uses. The new community boundary makes up approximately 3.4% of the entire City. The largest single land use not including the roads is government/institution (28.69% of the total land area is used for government/institution), and consists mostly of the old landfill site, which is owned by Weber County. The next largest land use is the manufacturing uses in the community, which consists of 21.89% of the land area. After manufacturing, residential uses are the next largest land use at 14.03% with 12.63% of that amount used as single-family homes. Though the community has frontage along I-15 and has 24th Street, a major corridor running through it, commercial land use only makes up 0.05% of the land area in the community.

Unlike the land use, which is based on individual properties, zoning is a mixture of

districts that usually makes up several properties. The largest is manufacture zoning in the community which comprises 49.45% of the area (40.58% M-2 & 8.87% M-1). The next largest is the open space zoning which comprises 28.03% of the community. The residential zoning comprises 20.18% of the community (18.55% R-1-5 & 1.63% R-4). The smallest zoning in the community is the commercial zoning comprising of 2.34% of the area (0.85% CP-2 & 1.49% C-3/CP-3).

3. Development History

The West Ogden Community is really the oldest community in the entire City, where the earliest settlement began with Fort Buenaventura at the east side of the community. Once the fort was vacated the West Ogden area was left a vacant sand hill. The area served as the main entrance to the developing Ogden community. The first subdivision developments in West Ogden took place with land speculation. Subdivisions named Brooklyn Addition and River Park Addition were recorded in 1890. The main housing developments started several years later and continued through the 1950’s. The single-family dwellings lots were attractive to the working class, which allowed them to leave the core of the City and be closer to their employment, which was in the developing rail yards and stock yards. A few small commercial buildings (now currently used for auto repair) that served as neighborhood stores still stand that reflect this development pattern. These early commercial stores also developed on the key location of 24th Street. 24th Street was the only entrance into downtown for nearly 100 years.

The residential neighborhood was meant to expand further west, but the development of I-15 cut off a large portion of the platted residential neighborhood. With the rail yard to the east and the rail lines to the north and south of the community, the development of the freeway to the west caused the community to be completely enclosed. This eliminated the ability for the community to expand. The development of the surrounding rail lines and the freeway also

West Ogden Community Land Use Information			
Land Use	Square Feet	Acres	Community Percentage
Single-Family	2,657,160.00	61.00	12.63%
Duplex	135,471.60	3.11	0.64%
Multiple-Family 3-4 Units	57,063.60	1.31	0.27%
Multiple-Family 5+ Units	103,672.80	2.38	0.49%
Government/Institution	6,036,544.80	138.58	28.69%
Commercial - Sales	10,890.00	0.25	0.05%
Commercial - Service	565,408.80	12.98	2.69%
Transportation/Utility	1,275,001.20	29.27	6.06%
Manufacturing	4,605,598.80	105.73	21.89%
Park	2,805,699.60	64.41	13.33%
Vacant	2,787,840.00	64.00	13.25%
Total	21,040,351.20	483.02	



hindered connections. No longer was 24th Street the only western entrance to Ogden for the commercial traffic to use. In fact, limited one directional freeway access at 24th Street plus the other transportation barriers limited connections to other areas for both traffic and pedestrians. The connection of Exchange Road and 24th Street as the main street shifted solely to 24th Street being a main road to surrounding areas. This new main road caused the smaller northern residential area to be segregated from the rest of the neighborhood.

The community has had since its early development large manufacturing/industrial uses surrounding the residential neighborhood. These uses include the stock yards and the Swift Meat Packing Plant at the northeast end of the community, the Globe Flour Mill at the south end of the community, and the California Packing Cannery at the northwest end of the community. Both uses expanded and created defined edges with a manufacturing and residential mix. The most detrimental of these mixes was the landfill at the south end of A Avenue. The landfill was capped and closed in 1998.

With the development of the community, consideration was given to provide a park, the first being the West Ogden Park. In 1999 Affleck ball field was relocated off of Wall Avenue to become the Miles Goodyear Complex, just south of 24th Street on the west side of the Weber River. The Fort Buenaventura site was developed as a State Park to honor the mountain man. This facility later became a County Park. Recent park developments include the Dog Park, just north of the Miles Goodyear Complex and the Kayak Park on the west side of the Weber River, north of Exchange Road. The community has also been fortunate to have the Centennial Trail developed along the Weber River. After the capping of the old landfill site, the King Fisher Loop and Wetlands were developed on the south end of the old landfill.



An earlier view of Ogden's Downtown from West Ogden

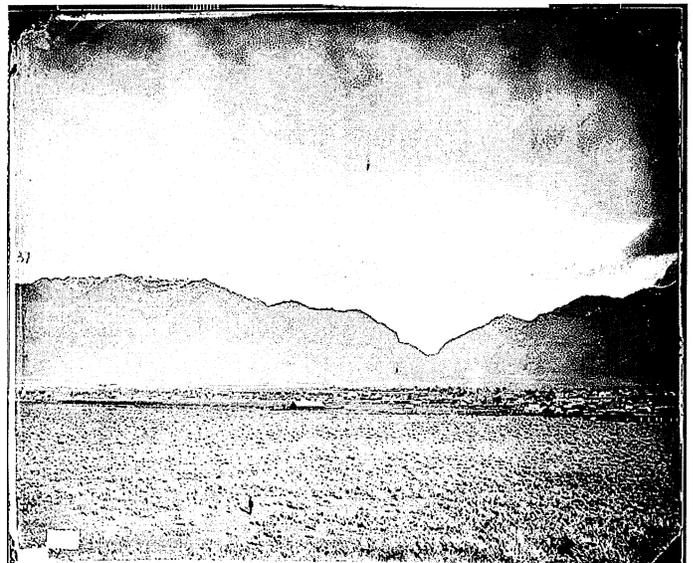


Photo taken circa.1900 from West Ogden looking east

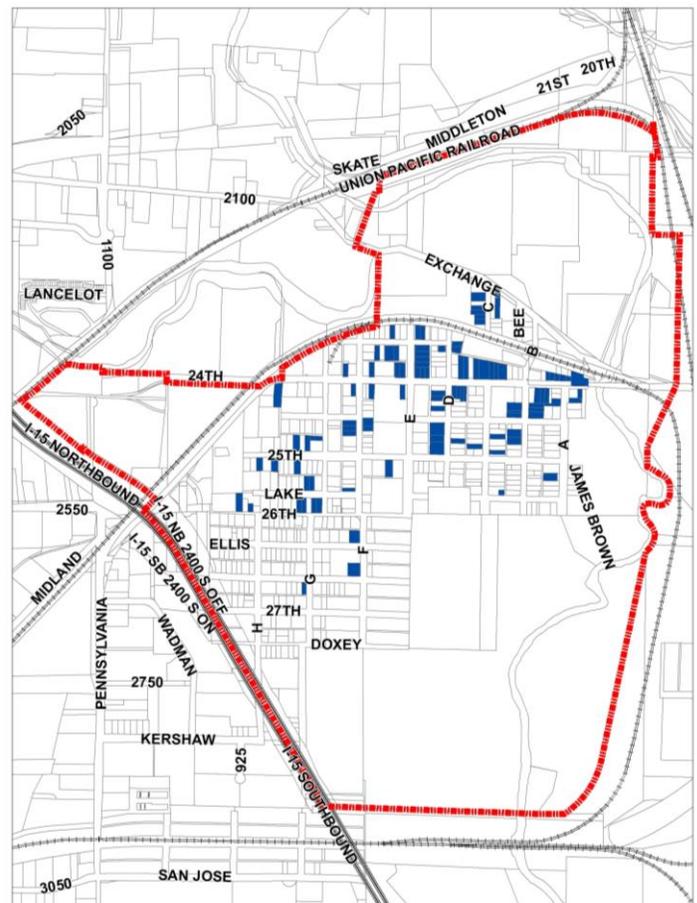
4. Residential Housing Styles

The housing stock in the West Ogden Community is mostly older, and while sparse in its number of housing units, it has a large variety of housing types and styles. These types span from the early 1900's to present day. The vast majority are single-story, single-family homes.

a. Styles 1- 1900 to 1929

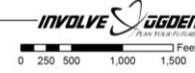
The style of these homes were typically Victorian single-story in nature that focused more on architectural detail. The typical material that was used for construction was brick and wood-lap. Many have porches.

Examples of housing styles from the early late 1900 to early 1929



West Ogden Community
Residential Buildings

- BUILT BETWEEN 1887-1929
- WEST OGDEN COMMUNITY BOUNDARY

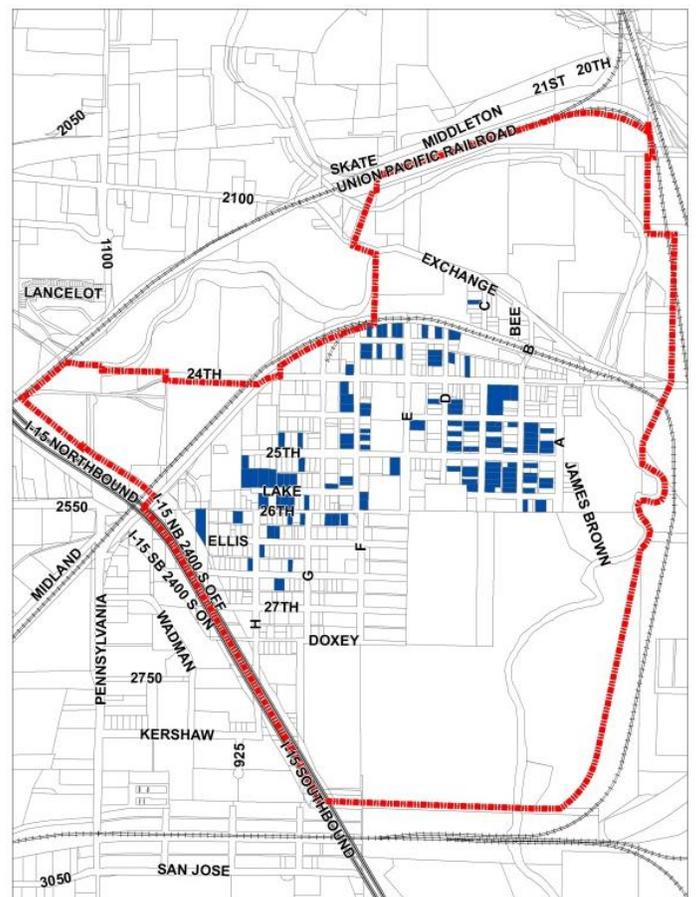


Prepared by Ogden City Planning 7/2013

b. Style 2- 1930 to 1949

The homes are relatively small with a detached garage found in the rear of the lot. These homes are very simple in their design and varied between bungalow designs and post war cottages. There are even a few “basement homes” that resulted from material shortages during World War II.

Examples of housing styles in 1930 to 1949



West Ogden Community
Residential Buildings

-  BUILT BETWEEN 1930-1949
-  WEST OGDEN COMMUNITY BOUNDARY

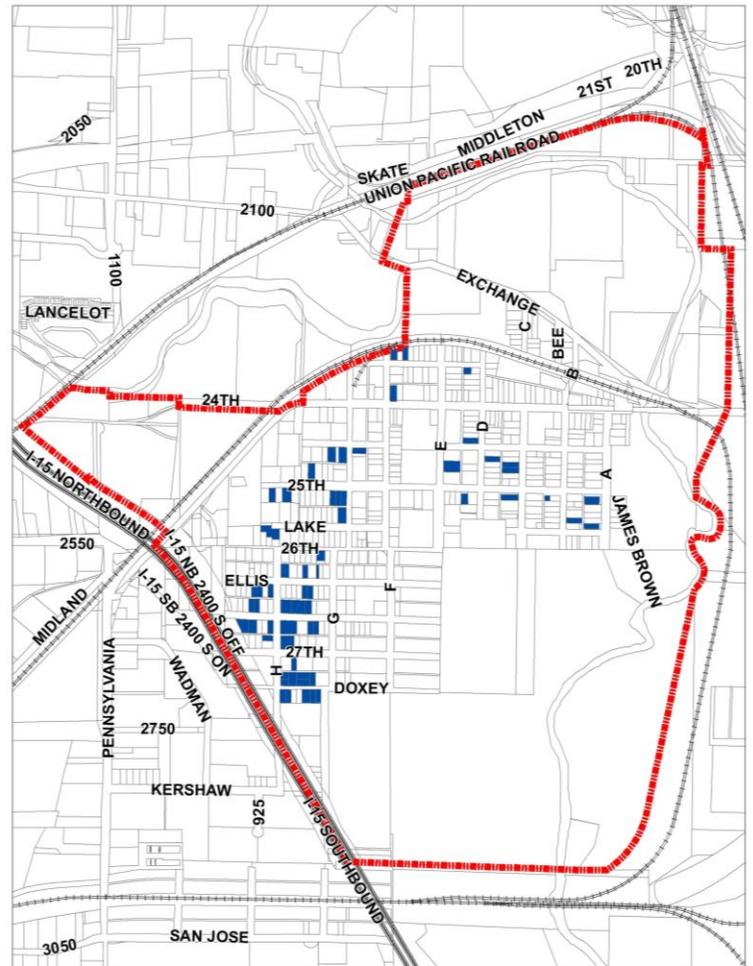


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c. Style 3- 1950 to 1969

The homes of this time period started to be a bit larger than the ones constructed previously. Some early ranch styles that incorporated attached garages and carports were built in the area. The porch and covered entrances became less common.

Examples of housing styles in 1950 to 1969



West Ogden Community
Residential Buildings

- BUILT BETWEEN 1950-1969
- WEST OGDEN COMMUNITY BOUNDARY



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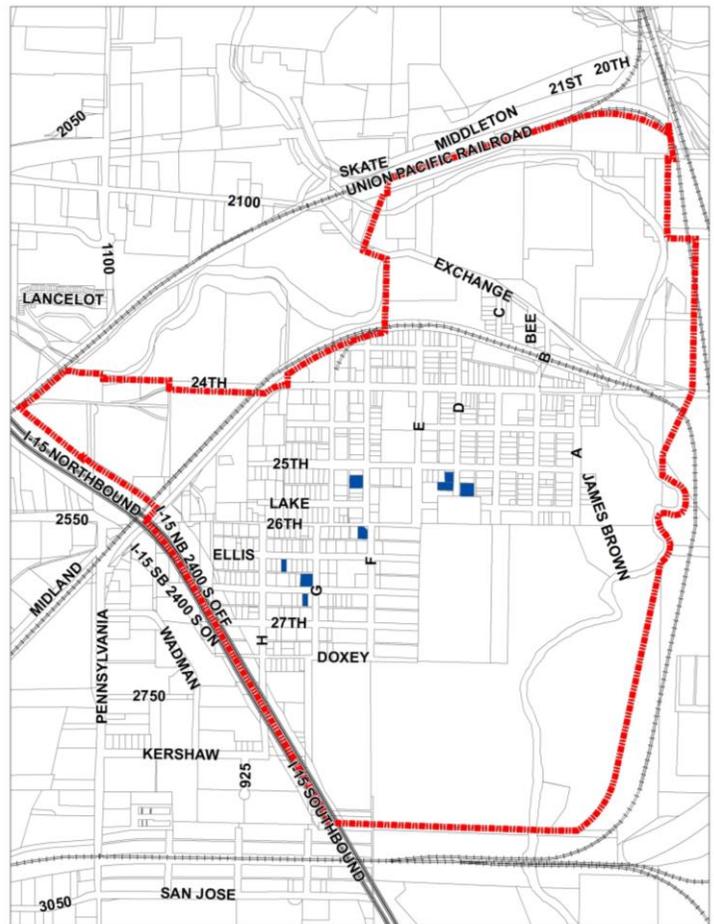
14.N. West Ogden Community Plan

d. Style 4- 1970 to 1989

Very little construction occurred in the community during this time period. Most of the residential developments were multiple-family apartment buildings, which incorporated very little architectural design. These structures also implemented mostly vinyl siding on their exteriors. This time period is where pre-manufactured homes on permanent foundations began to be introduced into the community.



Examples of housing styles in 1970 to 1989



West Ogden Community
Residential Buildings

- BUILT BETWEEN 1970-1989
- WEST OGDEN COMMUNITY BOUNDARY

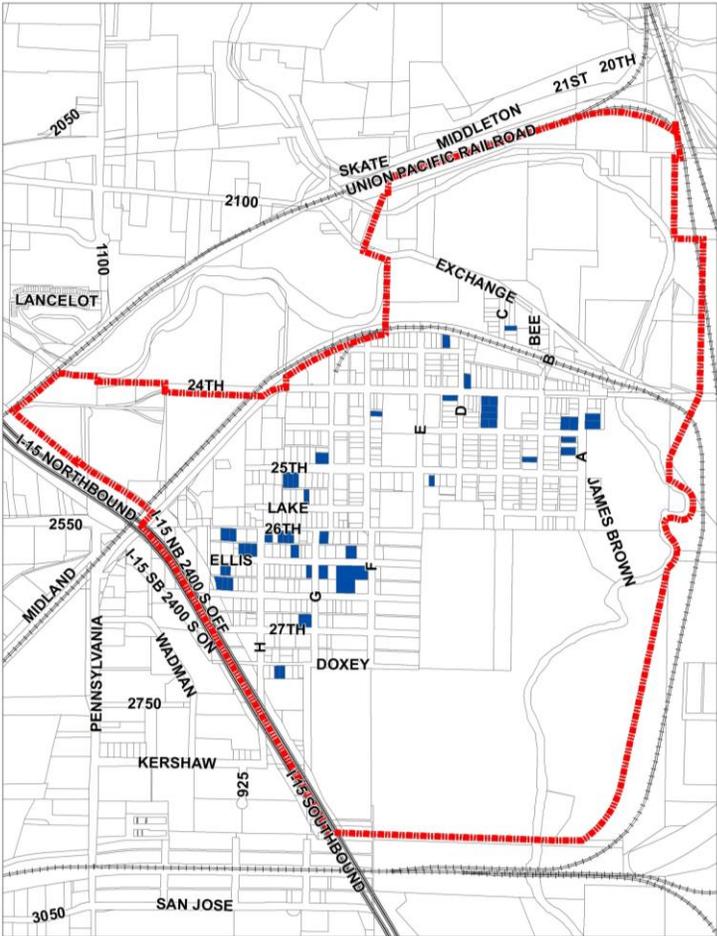


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e. Style 5- 1990 to 2013

During this time period, the majority of the residential buildings being constructed are pre-manufactured homes installed on permanent foundations. The few homes built from the ground up are modest homes with attached garages. These structures incorporate mostly vinyl siding in their exterior design.

Examples of housing styles in 1990 to 2013



**West Ogden Community
Residential Buildings**

- BUILT BETWEEN 1990-2013
- WEST OGDEN COMMUNITY BOUNDARY



Prepared by Ogden City Planning 7/2013



B. Community Comment

During the information-gathering meeting, which was held on September 13, 2012 at the Catholic Community Service building (2504 F Avenue), the residents attending the meetings mentioned several issues affecting the community. Participants of this meeting were invited to form a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. Information was brought back to the community in another open house meeting at the Catholic Community Service building on May 15, 2013. The following is a list, by topic, of the primary issues identified from the public meetings and by the Steering Committee.

1. Local School

With the loss of the Hopkins Elementary School in 1975 (which is now the Catholic Community Service building) the children in the community were "farmed-out" to different schools outside of the community for several years. While the children still attend school outside of their community, they all currently go to the same school, Odyssey Elementary, which is located in the Jefferson Community. The community understands that the current population of the community does not merit an elementary school being developed in the community. However, special consideration should be given to increasing the residential population in the community so that an elementary school can be established back inside the community, even a small charter school.

2. Quality Residential Development

The participants commented that the quality of housing has diminished over the years. The latest trend of construction has been the development of manufactured homes on permanent foundations. There has also been an increase in low-income housing and poor quality multiple-family homes. Efforts need to be made to encourage better housing developments in the community that incorporates design and architecture that improves the community.

3. Urban Agriculture Options

The community has expressed that they see themselves as more of a "rural environment." There is a desire to have the option of keeping of small farm animals and fowl in the community. The community acknowledges that there needs to be regulations established that promotes humane treatment of the animals, and also minimizes impacts on surrounding properties. The community also recognizes that regulations need to be such that enforcement can be realistically accomplished. This can be accomplished by restricting agriculture animals to single-family uses that have an approved "agriculture overlay zone" and developed community small farm animal lots.

4. Landscaping and Code Enforcement

Where there is no secondary-water in the community, there needs to be educational efforts provided to the community on how to design, install, and maintain a drought tolerant type of landscaping. Code Enforcement is very active in the community, but seems to address small mundane issues, and avoid the properties that have the bigger issues. Direction needs to be provided to the Code Enforcement to look at correcting issues on these problem properties, which tend to have excessive junk and debris and unmaintained landscaping. Code Enforcement should not always rely on reports from neighbors, but take initiative in seeking-out the problem properties, as reporting often causes contention between neighbors and leads to the reporting of petty issues.

5. Increase Commercial Development

Currently commercial retail only makes up 0.05% of useable land in the community. The community

lacks any real substantial commercial uses. Services such as laundromats, pharmacies, post office, and general retail are not available in the community but are desirable to residents in the community.

With the potential development of the full freeway interchange at 24th Street, the amount of traffic will increase through the West Ogden Community. This increase in traffic would accommodate commercial development along the interstate and in-turn provides desired services to the residence in the community. A full freeway interchange and the increased traffic would then justify commercial zoning of C-1 on the south side of 24th Street, which would allow for small retail, restaurants, and convenience stores and also provide a good buffer between residents and the busy interstate and 24th Street interchange. Larger and more intensive commercial developments would be able to develop on the north side of 24th Street as this would be away from residential uses, with a rezoning option of C-2. There is also land north of Grant Trucking that is located in unincorporated Weber County. This land is included in the Ogden City Annexation Plan. The land to the south side of the Hooper Canal should be zoned C-2 to allow for even more commercial development.

6. Decrease Heavy Manufacturing Impacts

There are issues with the heavy manufacturing uses throughout the community. Some of these issues are associated with noise, large truck traffic, and dust, which particularly impact the residents that live close by them. There are eyesore industrial uses throughout the community, which are too intensive for the community. These uses have unscreened outdoor storage that impacts the image of the community.

Solutions are to provide a better access for trucks away from the residential neighborhood in a commercial area created along the interstate. Reducing the amount of manufacture zoning in the community would provide a more desirable residential neighborhood and also accommodate for more commercial retail type uses. Looking at down-zoning the industrial areas at the north end of the community from M-2 to M-1, to eliminate junk and salvage yard options for the future would be desirable. City limits should extend to the transfer

station, which is included in the Ogden City Annexation Plan, and be zoned M-1 as well. Also look at downzoning the area south of Lake Street, between A & B Avenues. These rezonings would prevent the development of industrial and manufacturing uses that would be too intense for the community.

7. Develop Old Landfill as a Park

The closure plan of the landfill required an approved master plan to reuse of the site as a nature park and for the management of the area. This was due to the very restrictive activities that can be done on the site. These restrictions are in place so there is no disruption of the cap on the landfill. The restrictions prohibit the construction of buildings and use of motorized vehicles on the cap. Plantings that would require irrigation are also prohibited, as they may cause leaching under the cap. Weber County has left the security fencing around the site to keep ATV's out and discourage dumping. As a result, the site looks very uninviting and restricted for the intended reuse plan. The County would like the site to be used for bicycling and walking trails, and is even open to recreation activities such as horseback riding, archery, and Frisbee Golf. The community is excited at the prospect of having such amenities, but feels action needs to be taken to implement the plans. The area needs to be more inviting and provide bicycle and pedestrian access from the residential neighborhood to the site. The park should also be named something other than referring to the area as "the old landfill." The name, "Observatory Park" seems appropriate after the old astronomical observatory that was once on the site. The community would like to see the security barbed-wire removed off the top of the fence, and vehicle restricted access gates installed to provide a connection to the neighborhood, possibly at D or E Avenues. Signage should also be included to outline the rules of the park, but at the same time be inviting. A minimum trail connection should be from the new neighborhood access gate to the established trails at the southeast end of the site. "Official" paths and signage should be created so there are not random ghost trails all over the site. The existing parking lot should be opened so that people from outside the community can have access to the park. There should be consideration for

moving the fence at the south end of A Avenue so that it is located on the south and west edges of the paved area that could be made into a parking lot for the park. This would maintain the security of the park, but also allow vehicles access to the parking lot. Consideration should also be given to installing a small parking lot at the trail entrance at either D or E Avenues. A parking lot in this area could supply parking for the trails and also for the West Ogden Park to the north. Restrooms should be installed near the parking lot of the sites. City sponsored events, like Winter Fest would add attractions to the site as well. The City should look at some recreational events that could be done on the site.

8. Enhance and Expand Parks and Trails

As the manufacturing area develops at the north end of the community, trails should be implemented throughout the industrial park. The trails should also continue along the Hooper Canal to the west to provide access across the interstate. Much of this area is in unincorporated Weber County and is included in the Ogden City Annexation Plan. As the property is annexed into the City, the canal and the property along the canal should be zoned open space (O-1) to protect the trail system through the area. There are areas in the community that are currently used for trails and open space, but have an intensive manufacturing zoning. The community would like to see these areas rezoned O-1 to reflect their open space uses. These areas include the land south and west of the King-Fisher Loop Trail, and the land encompassing Fort Buenaventura and the Weber River on the east side of the community. There is also a piece of land east of the Weber River and south of 24th Street that is owned by Weber County that should be zoned O-1. Both the County and the community support developing foot-bridges over the river to this piece of property to develop a picnic area. The O-1 zone at the north end of the community only encompasses the trail and not the Weber River. The community feels that the O-1 zone should be expanded to include the river and its floodway to preserve and protect this important natural resource.

The Denver Rio Grande Rail Trail in Roy City should be connected to the Centennial Trail. This would provide a valuable connection to other cities

and generate more pedestrian and bicycle traffic on the trails.

There needs to be a connection from 24th Street to the Centennial Trail, which crosses beneath the 24th Street rail-yard overpass.

The community has expressed that all the trails (especially being in close proximity to the Weber River) in the community could provide educational opportunities for trail users. The use of interpretive signs would enhance the trail users experience in the community. Features such as benches should also be installed on the trails to enhance the users experience as well.

The restrooms in the parks in the community are always locked. The reasons for this are they are often vandalized, and host criminal activities. One solution the City should consider is installing “pay-restrooms” or registered user access cards.

9. Redirect Commercial & Industrial Traffic

There is an issue with large truck traffic generated from the manufacturing uses at the south end of the community. The trucks have to pass through the residential neighborhood as they maneuver to and from 24th Street. The large trucks break up the edges of the narrow residential roads and create deep ruts since the roads are not wide enough and designed for the trucks. The trucks also back up traffic as they try to access 24th Street. As the commercial area develops along the interstate, a new commercial/manufacturing road should be developed connecting the manufacturing uses at the south end of the community to Pennsylvania Avenue, without going through the neighborhood.

10. Pedestrian Access

In all meetings the community has stressed the need for safe pedestrian crossings on 24th Street. The development of the full interchange on 24th Street would require the installation of traffic lights at the on and off ramps. A signaled crosswalk should be installed at this traffic light to accommodate the pedestrian traffic generated from the correctional facility on Water Tower Way. A traffic light is also needed on B Avenue, where vehicles access 24th Street from Exchange Road. Improvements to this

intersection are needed to accommodate the light industrial uses that would develop at the north end of the community. This traffic light could also accommodate a pedestrian signal and crosswalk. The community would also like to see some safer pedestrian crossings installed on 24th Street, such as an underground connection beneath 24th Street at the West Ogden City Park. A connection should also be installed from the 24th Street sidewalk to the Centennial Trail that provides a connection beneath 24th Street at the west end of the rail yard bridge. There is also a need to provide safe, ADA compliant pedestrian and bicycle access across the rail-yard bridge so there is a good connection between the community and downtown.

11. Brand Community Towards a “Green Lifestyle”

The community sees itself as more of a rural-urban type of environment, and could really brand itself towards a “green lifestyle” type of community. This type of branding is also supported by the fact that the community has access to several parks, trails, open spaces, and the Weber River, which accommodates several outdoor recreation activities. The community has a vision where the community could support simple-living with community gardens, the keeping of small farm animals, poultry, beehives, and have areas that support wind and solar energy production. The community supports the idea of having the option for an “agriculture overlay zone” that could be applied for single-family residential zones. This overlay zone concept could require individual properties to apply for permits and meet certain regulations for keeping agriculture animals. The community also supports the idea of having community gardens and community small farm animal lots, which would allow residents in multiple-family units to participate in agriculture activities as well. There has been interest in establishing some of these community agriculture uses near the already existing community garden just southeast of the Catholic Community Center.

C. West Ogden Community Vision

The West Ogden Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the

Community. The vision was developed through community meetings held at the Catholic Community Service building on September 13, 2012 and May 15, 2013, and also the Steering Committee, which met on October 23, 2012, November 29, 2012, January 17, 2013, February 6, 2013, and March 13, 2013.

Through these meetings and the subsequent meetings(s) with the Planning Commission, four major topic areas emerged as part of this Plan. They were: **Community Identity, Land Use, Open Space & Pathways, and Transportation.** These topics were addressed using text and graphical maps to express the ideas that were developed to create a vision for the West Ogden Community.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-making process. The Vision Strategies are the ideas that were generated by the participants of the community plan process and are then employed to develop “implementation strategies.” These can take the form of new or changes to ordinances, programs, capital improvements, or other City policy implementation mechanisms. It is possible that some of these strategies may not be realized within the next planning cycle. Budget constraints, deferred priorities, or political preferences may alter or replace these strategies. It is also possible that other methods or ideas could surface that in the minds of the community are preferable to the items listed in this document.

COMMUNITY IDENTITY

1. Brand Community Toward a “Green Lifestyle”

The community sees itself as more of a rural-urban type of environment and focused branding of the community that would guide development and improvements in that manner should be pursued. The community felt that their “rural environment” could support businesses and residents geared towards “green lifestyles.”

This “green lifestyle” branding should draw businesses and residents that have interests in outdoor recreation and support environmentally friendly construction and renewable energy projects in the community. This branding is supported by the fact that the community has several parks, open spaces, trail heads, and the Weber River located in its boundaries, which supports outdoor recreational activities.

The community feels that in-line with this “green lifestyle” a simple-living environment should be encouraged that promotes the development of community gardens, and the keeping of select, small farm animals, poultry, and beehives.

Vision Strategies

- 1.A. Develop an “Agriculture Overlay Zone” ordinance. **High Priority**
- 1.B. Promote the development of community small farm animal lots and gardens in the community.
- 1.C. Promote developments and master plans that implement environmentally friendly construction.



Promote Community Gardens



Encourage Environmentally Friendly Construction



Accommodate Small Farm Animals

COMMUNITY IDENTITY

2. Improve Perception of the West Ogden Community by Land Use Consistency

The isolation of the West Ogden Community developed past zoning which added manufacturing uses with outdoor storage next to existing residential uses. This has resulted in a hodgepodge of uses that have negatively impacted the image of the community. The lack of standards in the past has created an environment that discourages homeownership and contributes to the negative perception of the community. There is particular concern with the outdoor storage and poorly maintained properties along the interstate and 24th Street, which have the largest volumes of traffic in the community. New commercial and industrial uses developing in the community need to give special consideration in buffering the impacts caused by unsightly views, odors, noise, and traffic generated from these uses to the general public and adjacent residential uses. Action should also be taken to improve the image of existing commercial and industrial uses in the community.

Other uses such as the correctional facility on Water Tower Way and the low-income housing developed in the old Mountain View Motel have contributed to the negative image of the community, which generates people classified by the community as “scary” loitering along 24th Street to use the bus system. Solutions should be explored to improve the character on 24th Street.

Though crime is low in the community, there are issues with transients lingering throughout the community. One area of particular concern is transients gathering and camping along the trails, especially near the 24th Street rail-yard bridge. Efforts need to be made to discourage transients in these areas without making the trails seem uninviting.

Vision Strategies

- 2.A. Preform studies and develop methods to have existing outdoor storage sites come into compliance with current screening requirements.
- 2.B. Require new commercial and industrial/manufacturing uses that develop in the community to strictly meet screening and landscaping buffering requirements. **High Priority**
- 2.C. Discourage commercial and industrial/manufacturing uses that generate excessive outdoor storage, odors, and noise from being established inside the community.
- 2.D. Work with the Ogden Trails Committee and Ogden Police Department to develop lighting and patrols on the trails near the 24th Street rail-yard bridge in order to reduce transient gathering and criminal activities. **High Priority**



View from the Interstate of Outdoor Storage

COMMUNITY IDENTITY

3. Promote Community Unity

Currently there are no schools in the community and all the children in the community are bussed outside of the community. Most communities have at least an elementary school located in their boundaries that identifies the community and creates reasons for the community to gather together. Ideally, the community would like to have an elementary school located back in the community, but they also realize there would need to be an increase in the residential population to make this happen.

One way to bring the community together is through youth programs in the community. The community would like to see the development of activities such as sports events and lunch in the park promoted inside the community. The community also desires to partner with existing facilities in the community to create a community center to have after school programs for youth and senior center events.



Establish Sports Activities in the Community

Vision Strategies

- 3.A. Encourage “family friendly” developments that contribute to increasing the family population in the community.
- 3.B. Develop a community center with established facilities and agencies in the community. **High Priority**
- 3.C. Work with City Recreation Division and local arts and activity groups to organize community programs and sporting activities that accommodate gathering opportunities for the community.



Establish a Community Center

Work towards Having an Elementary School

COMMUNITY IDENTITY

4. Landscaping and Maintenance

There are several parkstrips in the community that are not well maintained. The community has expressed that much of the lack of maintenance is due to the expense of watering landscaping in these areas. There is no access to secondary water in the community, much like other areas in the City. The community is open to installing drought tolerant landscaping in the parkstrips and on their properties, but is not sure how to do it.

The 1999 ISTEA beautification of the 24th Street corridor has been a valuable improvement to the community. The community feels that there has been a lack of maintenance of these improvements. There are street light poles that have been knocked-down by cars and not been replaced. There are missing trees and flowers along the corridor. Many of the tree and storm water grates have become weed infested. Maintenance efforts need to be made to help the image of the corridor and the community.

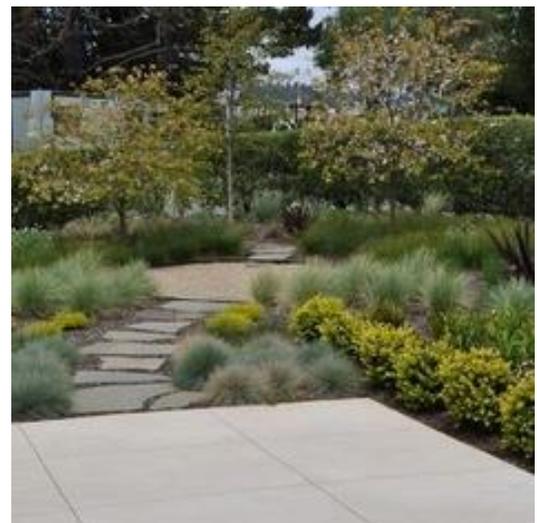
There are very few street trees in the community. There is a desire to see an increase in the number of trees. Most of the community was unaware that street trees are provided annually on Arbor Day by the City, and are available at no cost to residents. There is a need to provide instruction regarding the installation and maintenance of trees and landscaping in general.

Many areas in the community have maintenance issues regarding the accumulation of junk and debris. There are areas along the trails in the community where this is a problem as well. The promotion of clean-up efforts can help resolve these issues.

Vision Strategies

- 4.A. Develop a drought tolerant landscaping design guide to help the community. **High Priority**
- 4.B. Develop better promotion of the street trees given away on Arbor Day. **High Priority**

Promote Street Trees



Promote Drought Tolerant Landscaping

4. Landscaping and Maintenance (cont.)

Repair and Replace Damage Features along 24th Street



Vision Strategies (cont.)

- 4.C. Establish “clean-up” days in the community to remove junk and debris. Coordinate with the City to set up dumpsters, or pickup areas where junk and debris can be collected to coincide the efforts with the City’s “Make a Difference Day.”
- 4.D. Promote active maintenance of right-of-way amenities along the 24th Street corridor. When plantings die, or lighting features are damaged they should not just be removed from the corridor, but should be replaced.
- 4.E. Work with property owners fronting 24th Street and hold them accountable for maintaining plantings along their frontages.



Promote Property Maintenance

COMMUNITY IDENTITY

5. Preserve Historic Sites and Structures

There is one site in the community that is presently on the National Register, which is the Mountain View Apartments (originally the Mountain View Auto Court). There are other suggested properties with potential historic significance, which include the old church at 796 West 24th Street, the homes at 2355 E Avenue and 684 West 24th Street, the Exchange Building at 600 West Exchange Road, the 24th Street Water Tower near the 24th Street and Pennsylvania Avenue connection, the metal truss bridge at the east end of Exchange Road, and the old air-raid siren in the West Ogden Park at the southwest end.



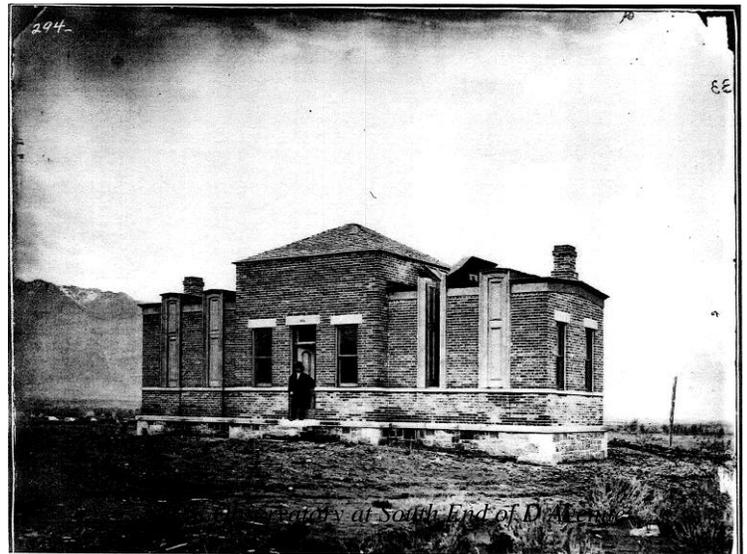
West Ogden Park Air-Raid Siren

There are also sites in the community that had uses of historical significance to the community and region. The most memorable of these is the site of Fort Buenaventura where settlers were first established in the area. This site is developed with recreational activities that pay homage to the early mountain men and settlers. Another site of historical significance is the Ogden Observatory site located at the south end of D Avenue. The Federal Government built an observatory in 1873 on the site to be used as a primary astronomical station to survey the western United States. Though the original structures no longer exist, these sites are historically significant for the community and

for the entire region and should be preserved by having their story told.

Vision Strategies

- 5.A. Identify and place historically significant properties and structures on the National and/or Local Register of Historic Places. **High Priority**
- 5.B. Install interpretive markers on historically significant sites (such as Fort Buenaventura and the Ogden Observatory site) to tell the rich history that occurred in the West Ogden Community.



Railroad Bridge Off of Exchange Road

LAND USE

6. Increase and Improve Design of Residential Development

There is a concerning trend with the residential neighborhood in West Ogden. There has been some increase in the residential population over the years, but a decline in the number of owner-occupied housing units. Many of these properties are now poorly maintained. In the 1980's there was an increase in the development of multiple-family homes, including the conversion of the Mountain View Motel into low-income apartments. Many of the new residential units developed near the manufacturing areas are manufactured homes. These homes alter the character of the community architecture and lower the general property values in the community.

The desire is to strengthen the residential neighborhood by requiring better architectural standards, which accommodates both single-family and multiple-family uses. The single-family core of the neighborhood needs to be strengthened. There are also opportunities for multiple-family developments along 24th Street in the form of townhouses and mixed-use/live-work options. Mixed-use (MU) zoning options should be provided along 24th Street. Multiple-family (R-3/CO) or mixed-use (MU) zoning options (under a development agreement) should also be provided along A Avenue and north side of the old landfill site to take advantage of views and the developing open space.



Vision Strategies

- 6.A. Promote the Own in Ogden down-payment incentive program available in the community.
- 6.B. Focus enforcement on the “problem properties” to improve maintenance of residential properties. **High Priority**
- 6.C. Encourage residential developments that improve architecture and site design. *Focus Enforcement on “Problem Properties”*
High Priority
- 6.D. Establish mixed-use zoning options along 24th Street.
- 6.E. Establish multiple-family (R-3/CO) or mixed-use (MU) zoning options along A Avenue and the north side of the old landfill site.
- 6.F. Support the vacation of portions of A Avenue to allow for residential developments.

Promote Mixed-Use Developments



LAND USE

7. Increase and Properly Locate Commercial Uses

Nearly all the commercial services have left the West Ogden Community due to shifting traffic patterns and markets. The potential development of the full freeway interchange at 24th Street, would increase traffic in the community and accommodate commercial development along the interstate. The land south of the interchange and along the interstate would be ideal for commercial development when the interchange develops. Commercial uses in this area would be better suited for small-box type uses so the impact to the residential neighborhood to the east is minimal. A C-1 zoning designation for this area would accomplish this purpose and would also serve as a buffer between residents and the interstate.

It is important that large, more intensive commercial uses be located so they are buffered from the residential portions of the community. The rail tracks and topography acts as a natural buffer between residential uses and large commercial uses that could be located north of 24th Street interchange when it develops. This area sets at a lower elevation from the residential uses located to the east and south. This lower area could support more intensive, big-box type uses associated with C-2 zones. There is also land north of Grant Trucking that is in unincorporated Weber County that could accommodate C-2 uses. This land is included in the City Annexation Plan to accommodate future development. This land is isolated from obtaining access or utilities from West Haven City to the north due to an existing rail-line and the Hooper Canal. Ogden City could accommodate utilities and access to this area.

Along with increasing the residential population in the community, accommodating mixed-use options in the community will also allow for commercial uses to increase. These mixed-uses are appropriate along the periphery of the single-family core of the community. Appropriate locations have been identified along 24th Street, A Avenue, and north of the old landfill site.

Vision Strategies

- 7.A. Consider rezoning the properties along the interstate once the full interchange is completed; south of the interchange from M-1 and R-1-5 to C-1 to allow the development of small-box commercial retail businesses.
- 7.B. Consider rezoning the properties along the interstate once the full interchange is completed; north of the interchange from M-2 to C-2 to allow for large-box commercial retail development.
- 7.C. Designate the properties north of the Grant Trucking facility, and south of the Hooper Canal with C-2 zoning to allow for large-box commercial retail development as they are annexed into the City.
- 7.D. Support commercial residential mixed-use rezoning options along 24th Street, A Avenue, and north of the old landfill site.
- 7.E. Consider zoning properties along Binford and 27th that face or abut M-1 zoned properties to C-3/CO. Conditions shall include limiting uses to no outdoor storage or display, total building size to 20,000 square feet and individual tenant size to 6,000 square feet. (Ord. 2017-25, adopted 5/26/17)



Promote Commercial along the Interstate

LAND USE

8. Reduce the Amount and Intensity of Manufacturing/ Industrial Zoning

The community recognizes that the manufacturing businesses in the area are good for the economy and provide jobs. Some uses are near residential homes and have negative impacts on the residential neighborhood. Issues of noise and dust particularly impact the residents that live close to the manufacturing uses. Some of the larger manufacturing uses existed in the community before many of the homes were constructed. These include the flour mill, cannery (where Grant Trucking is located), and the stockyards. As the homes began to develop in the community, the number of manufacturing buildings also increased around the already existing manufacturing businesses, placing manufacturing and residential uses closer together.

There is a strong desire to reduce the amount and intensity of manufacturing/industrial zoning in the community. Doing this will allow opportunities to strengthen the residential neighborhood and increase commercial/retail uses in the community. There are some manufacturing/industrial uses that are too intense for the community, some already existing and some that could be developed in the M-2 zones. The areas at the north end of the community zoned M-2 should be downzoned to M-1 to prevent additional salvage and junk operations from developing in the community. There are plans for the City to develop this area with an industrial park, which should be done with a master plan emphasizing improved design. The unincorporated area at the northeast end of Exchange Road should also be annexed into the City and be given a zoning designation

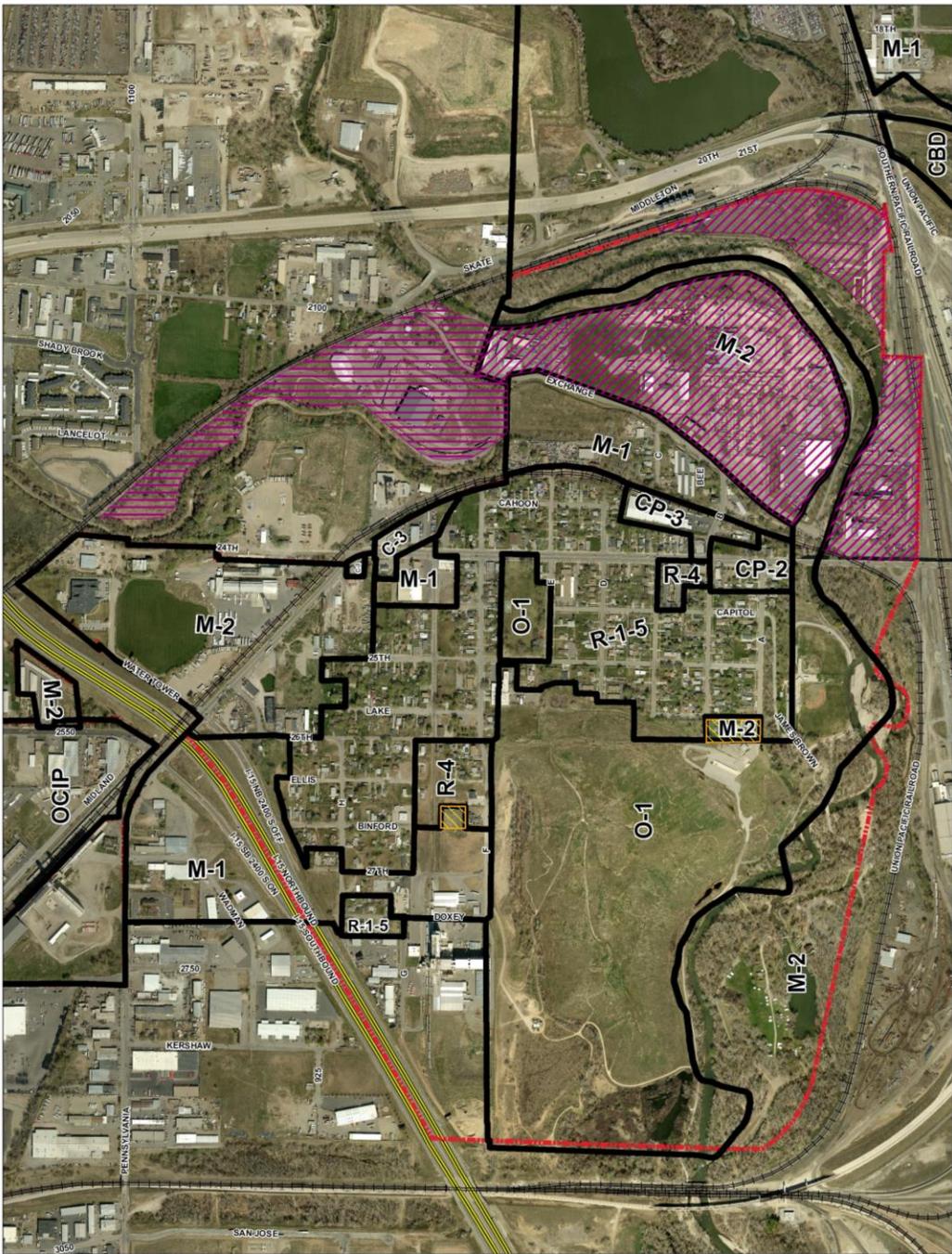
of M-1. The area north of the Hooper Canal is already included in the City Annexation Plan and is to be designated with an M-1 zoning. The area zoned M-2 south of Lake Street, between A and B Avenues should be downzoned to R-1-5 to reflect the single-family uses in the area. The area zoned M-1 north of Binford Street, between F and G Avenues should be downzoned to R-1-5 to reflect the surrounding single-family homes.

Vision Strategies

- 8.A. Downzone the area south of Lake Street, between A and B Avenues from M-2 to R-1-5. **High Priority**
- 8.B. Downzone the area north of Binford Street, between F and G Avenues from M-1 to R-1-5.
- 8.C. Downzone the properties north of Exchange Road from M-2 to M-1 so future developments or expansions are more compatible with the community. **High Priority**
- 8.D. Develop a master plan for the potential industrial park adjacent to Exchange Road.
- 8.E. Annex the unincorporated area at the northeast end of Exchange Road with a zoning designation of M-1 to tie with the developing industrial park to the east.



Residential Next to Industrial

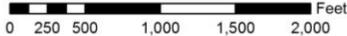


WEST OGDEN COMMUNITY MANUFACTURING ZONING
Community Vision

-  Annex and Zone to M-1
-  Rezone to M-1
-  Rezone to R-1-5
-  Existing Zoning Boundaries
-  West Ogden Community Boundary
-  Ogden City Boundary



Prepared by Ogden City Planning 04/2013



LAND USE

9. Expand and Protect Open Spaces

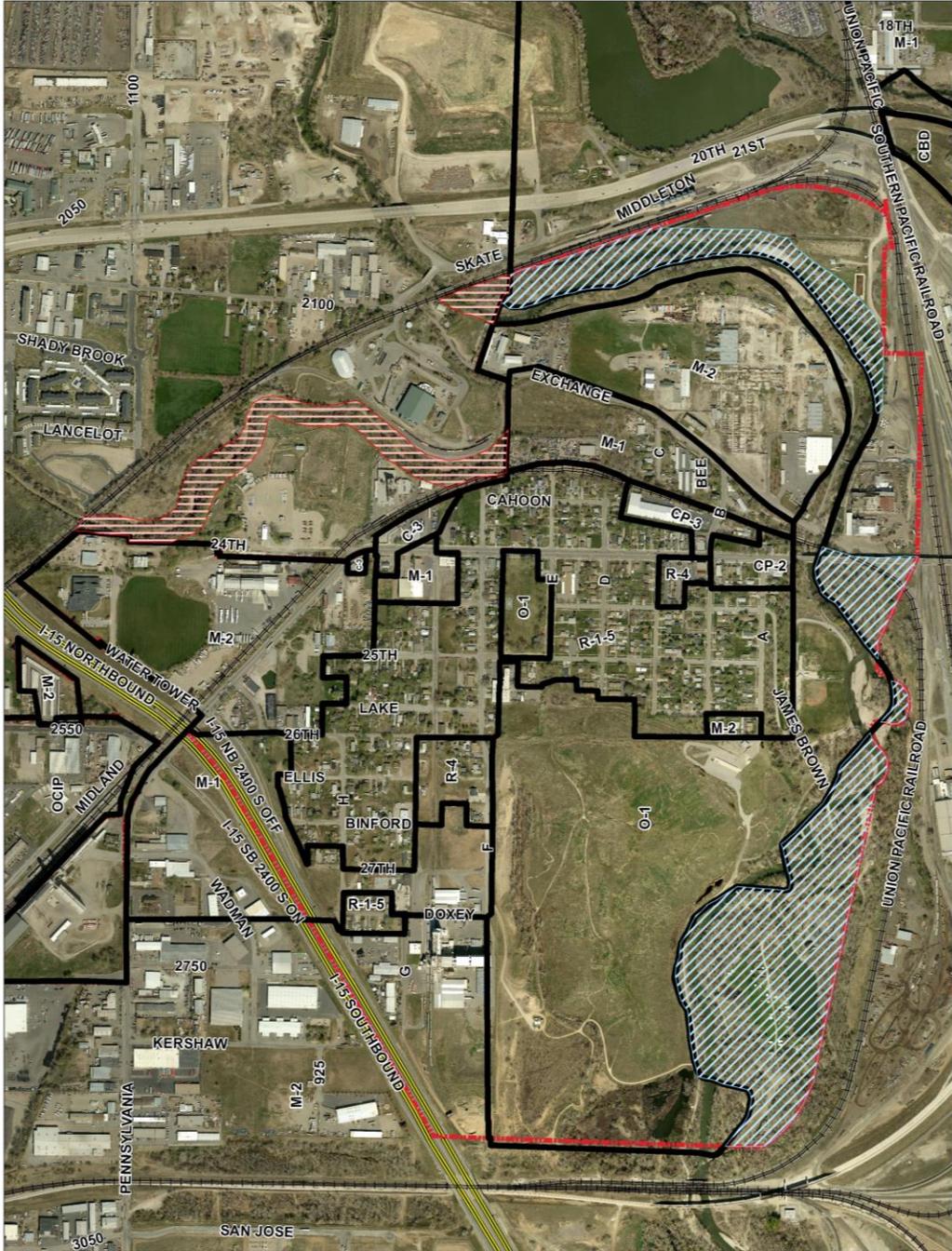
There are two areas at the north and northwest end of the community that are unincorporated property and cannot be developed due to access restrictions and no utilities. These areas include the Hooper Canal and the area located northwest of where the Weber River exits the current Ogden City boundary. This area includes the Weber River and a small piece of land to the north, which contains a portion of the Centennial Trail and is between the Weber River and rail-tracks. These areas should be assigned an open space (O-1) zoning designation when annexed into the City. The O-1 zoning will protect the existing riparian area and trails in the community. It will also ensure and allow trail and park developments.

There are areas in the community that are currently used for trails and open space, but have an intensive (M-2) manufacturing zoning. The community would like to see these areas rezoned O-1 to reflect their open space uses. These areas include the land encompassing Fort Buenaventura and the Weber River on the east and north edges of the community.

Weber County owns a piece of property on the East side of the Weber River, just south of the 24th Street rail-yard bridge. This property is isolated and cannot be accessed by vehicles. Foot-bridges over the Weber River is an option and could tie this area with the surrounding parks. Rezoning this property from manufacturing (M-2) to open space (O-1) zoning will be more fitting with this intended use.

Vision Strategies

- 9.A. The property encompassing the Hooper Canal be designated as an O-1 zone for the development of a trail connection to the west when annexed into the City.
- 9.B. Rezone the areas that make up the trails in the community to open space (O-1) zoning to preserve the trails. **High Priority**
- 9.C. Rezone the areas along the Weber River flood plains from M-2 to O-1 to protect this natural water feature. **High Priority**



WEST OGDEN COMMUNITY OPEN SPACE REZONING

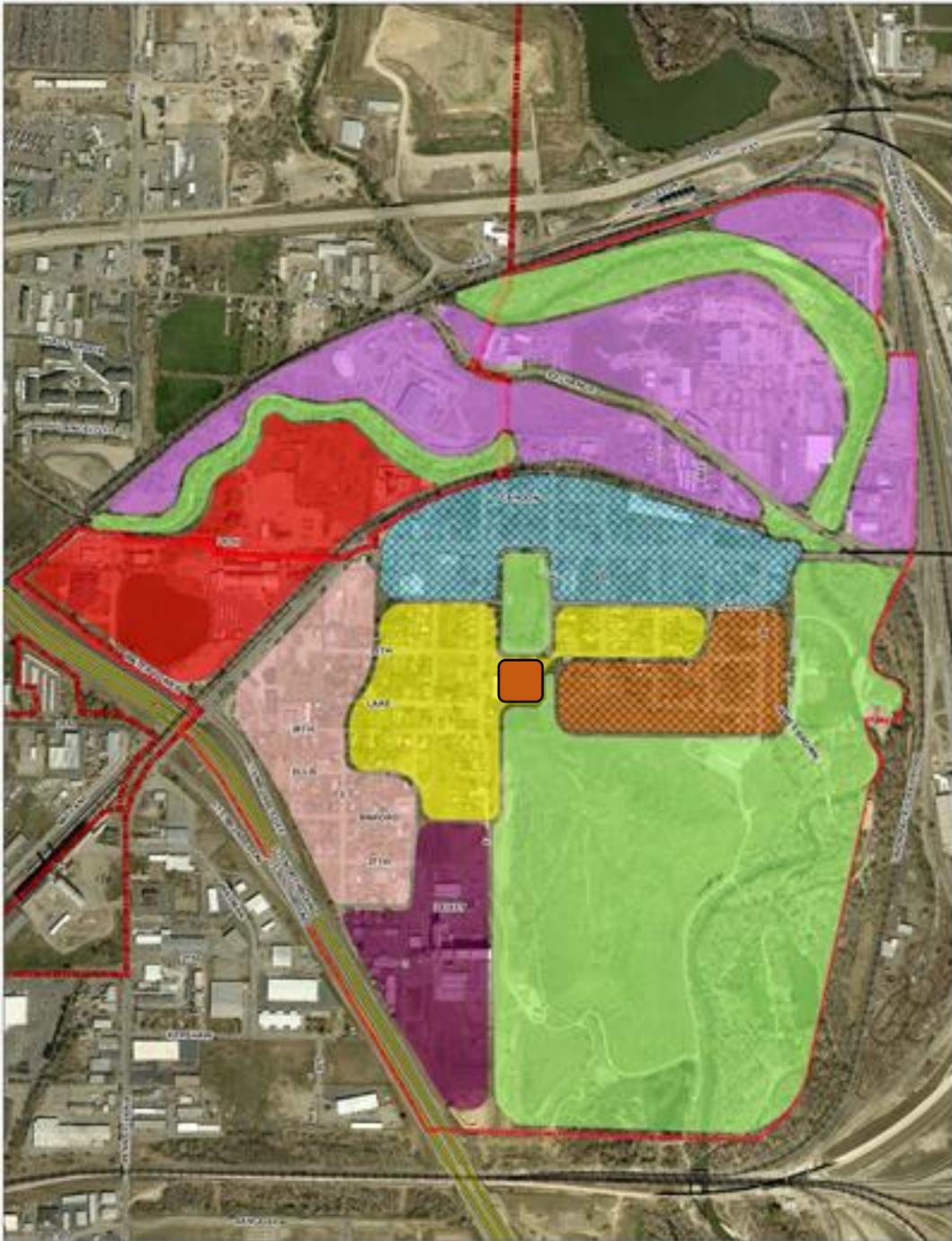
Community Vision

-  Annex and Zone to O-1
-  Rezone to O-1
-  Existing Zoning Boundaries
-  West Ogden Community Boundary
-  Ogden City Boundary



Prepared by Ogden City Planning 04/2013





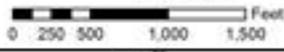
WEST OGDEN COMMUNITY LAND USE OPTIONS

Community Vision

- Big Box Commercial
- Mixed-Use
- Ogden City Boundary
- Small Box Neighborhood Commercial
- Multiple-Family or Mixed-Use
- West Ogden Community Boundary
- Manufacturing
- Single-Family
- Community/civic
- Industrial Park
- Open Space



Prepared by Ogden City Planning 03/2013



OPEN SPACE & PATHWAYS

10. Improve Park Maintenance and Restroom Access

West Ogden has a large concentration of park land and open space given its small population. The oldest park in the community is the West Ogden Park, which was planned in the early 1900's as the community was platted for residential development. This park was developed as a typical neighborhood park.

Another park is the Miles Goodyear Complex which at one time was the West Ogden River Park. When the Affleck ball fields were removed from Wall Avenue and 33rd Street, improvements were made to the West Ogden River Park to accommodate minor-league baseball games and it was renamed the Miles Goodyear Complex.

The community is also home to the Fort Buenaventura Park that pays homage to the early settlement in the area. This park provides camping and mountain man activities, which draws people from the entire region. The newest parks to develop in the community are the Dog Park just north of Miles Goodyear Complex and Kayak Park near the Weber River, just off of Exchange Road. These parks are regional parks.

The community feels that the parks are a wonderful asset to the community and wish to see them retained for future use. The Dog Park has wonderful features and amenities for dog lovers. However, the community has concerns regarding its maintenance. There have been reports of puncture-weeds in the park, which injures dogs and discourages use. As additional parks are created in the City, there has not been an addition of Park Staff to keep up the increase of areas to maintain. Efforts need to be made to ensure that there is adequate staffing for the additional parks so they can be used and remain assets to the community.

The biggest concern regarding the established parks in the community is the lack of access to

the public restrooms. These restrooms are locked-up because of the extensive vandalism
Vision Strategies

- 10.A. Improve Dog Park maintenance. **High Priority**
- 10.B. Explore ways to install systems on the existing parks restrooms to allow access and discourage vandalism. These systems could include pay access or registered user access card systems.
- 10.C. Consider appropriate restroom designs that discourages vandalism and misuse as park improvements are made and new park restrooms are installed.



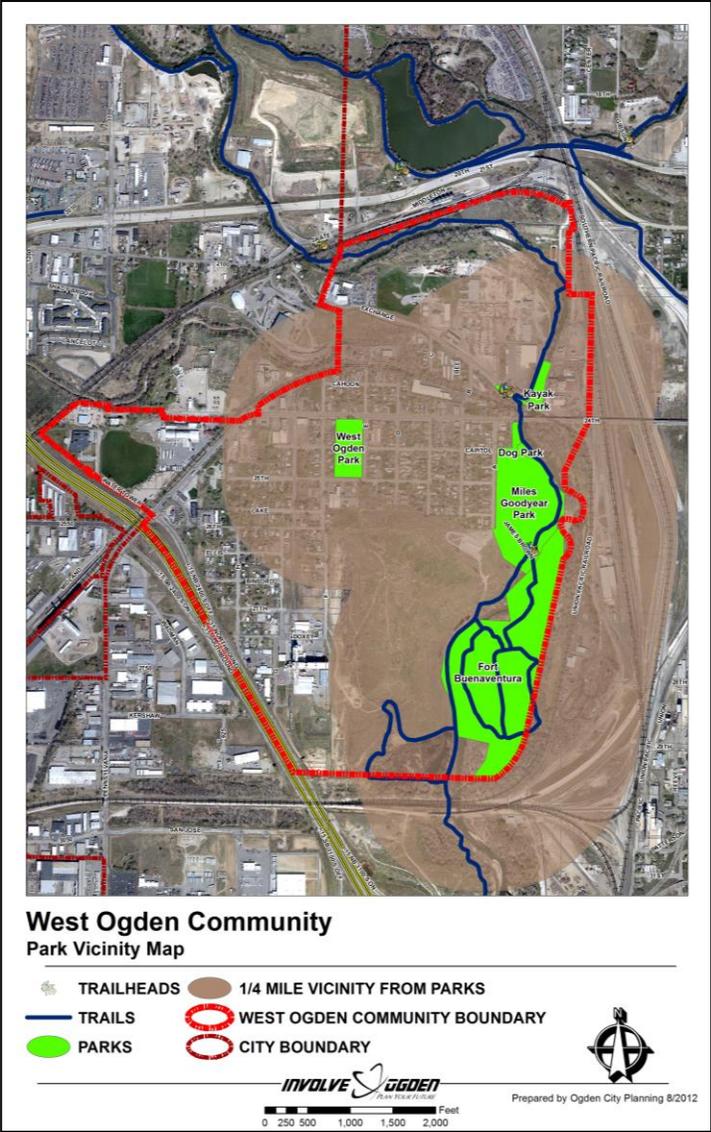
Maintain Dog Park and Keep Puncture Weeds Out

10. Improve Park Maintenance and Restroom Access (cont.)

that has occurred inside of them. The community raises the question, “if they are going to be locked all of the time, then what is the point of even having them?” Solutions should be explored to allow access to the restrooms, but at the same time discourage vandalism and misuse. Consideration should be given to restroom design, pay access, and registered user access card systems.



Improve Access to Park Restrooms



OPEN SPACE & PATHWAYS

11. Expand and Enhance Trails and Trailheads

The West Ogden Community has a regional trail that ties it to other areas. The Centennial Trail follows the Weber River along the eastern and northern edge of the community. Local trails are also established through the Fort Buenaventura Park and King Fisher Wetlands at the south end of the community. These established trails in the community provide various recreational opportunities.

Residents in the community see an opportunity to provide additional connections to these trails from the residential neighborhood. The landfill reuse plan calls for trails over the old landfill site, but they have not been developed. Having a pedestrian trailhead at the south end of E Avenue without parking would provide the neighborhood access to the trail system. The pavement left behind at the south end of A Avenue from the old landfill transfer station could easily be converted into parking for another trailhead. There are several ghost trails on the cap of the old landfill created by the need for more direct trail access. Official trails should be established making connections from the neighborhood to the Centennial Trail and King Fisher Loop Trail.

Trail connections should also be pursued from the regional systems in the community to other regional systems. One such connection considered important for the City and the community is the connection to the Denver Rio Grande Rail Trail near Hinckley Drive and 1900 West. This connection could be made by following the Fronrunner Line, where it could connect to the King Fisher Loop Trail.

Trail connections are being considered throughout the industrial park that is being proposed by the City at the north end of the community. Trail connections should be emphasized in the industrial parks master plan. A trail connection should be developed from the industrial park along the Hooper Canal to

provide trail access into West Haven City and across the interstate. West

Vision Strategies

- 11.A. Develop a trail head at the south end of E Avenue, providing pedestrian access for the neighborhood. (Ord. 2017-37 9/5/17)
- 11.B. Develop the existing paved area at the south end of A Avenue into a trail head, creating a parking lot and restroom facility.
- 11.C. Develop “official” trails on the cap of the old landfill site, connecting the new trailhead at E Avenue with the King Fisher Loop Trail and Centennial Trail near the Fort Buenaventura Trail connection.
- 11.D. Develop a trail connection between the end of the Denver Rio Grande Rail Trail in Roy City to the King Fisher Loop/Centennial Trail junction. **High Priority**
- 11.E. Develop a trail plan as part of a master plan for the future industrial park around Exchange Road for connecting the Centennial Trail with the businesses in the park and also developing a trail along the Hooper Canal to West Haven City.
- 11.F. Develop a direct trail connection between the Centennial Trail and the 24th Street rail-yard bridge. **High Priority**
- 11.G. Provide interpretive signs along the trails and bench features to enhance the trail users experience.



Install Interpretive Signs along the Trails

OPEN SPACE & PATHWAYS

12. Development and Preservation of Open Spaces

The old landfill site is the largest open space in the community. Weber County’s closure plan approved in the mid 1990’s, calls for the development of the site as an urban nature park. The site is very restricted as to what activities can be done on the site so there is no disruption of the cap on the landfill. Weber County has left the security fencing around the site to keep ATV’s out and discourage dumping. As a result, the site looks very uninviting and restricted. The County plan shows bicycling and walking trails and is open to recreation activities such as horseback riding, archery, and Frisbee Golf. The community is excited at the prospect of having such amenities, but feels the site needs to be more inviting.

Past attempts to install a gun range on the site were denied. There have been discussions of the County having a gun range on the site, which has generated mixed feelings. People recognize the recreational benefits it would bring to the community, but there are valid concerns as to how the noise and image of a gun range would impact the surrounding community, wetlands, and existing and future trail developments. Any consideration to develop a gun range should respect these existing and established uses. A gun range should not limit trail connection options and designs. If a gun range is to be located at this site it will need to consider the options that will be needed for a trail development to the west rail-trail.

The community would like to see the security barbed-wire removed off the top of the fence, and vehicle restricted access gates installed to provide inviting bicycle and pedestrian access. Signage should also be included to outline the rules of the park, but at the same time be inviting. One way to make the park more inviting is to name the park instead of just referring to it as “the old landfill site.” One name that would be appropriate is “Observatory Park”, which references the old 1870’s federal observation station built on the site.

Vision Strategies

- 12.A. Adopt a positive name for the nature park, instead of referring to it as “the old landfill site.” “Observatory Park” or “River Park” are suggested names.

- 12.B. Encourage the County to complete the landfill restoration plan by doing the following:
 - a. Make improvements to the perimeter of the County nature park to make it more inviting. Remove the security barbed wire from the existing fence and install pedestrian/bicycle access gates at developed trailheads. Remove the gates at the end of A Avenue and install fencing around the perimeter of the parking lot. Install signage to be inviting, but also outline the park rules. **High Priority**

 - b. Encourage the County to complete the development of recreational activities on the old landfill site; including Frisbee Golf, archery, horseback riding, bicycling, and hiking. If a gun range is to be developed its design and location will need to respect and work with the existing trails and not hinder future trails. It will also need to respect the wetland development and residential community that exists in order to be a permitted use. Gun range regulations must be adopted in the Zoning Ordinance before a gun range can be considered in the community. **High Priority**

 - c. Develop a parking lot and restrooms at the old landfill site near the south end of A Avenue. (Ord. 2017-37 9/5/17)

Vision Strategies (cont.)

12. Development and Preservation of Open Spaces (cont.)

City sponsored events, like Winterfest would add attractions to the site as well. The City should look at some recreational events that could be done on the site.

Weber County owns property on the east side of the Weber River and just south of 24th Street. The property is isolated and is prone to transient camps and dumping. Both the community and the County feel that there is potential for the public to use this property so it will enhance the surrounding parks, trails, and community. There is strong support to develop foot-bridges over the river to this piece of property and develop a picnic area. This development would make a good connection with the adjacent Centennial Trail, Dog Park, and the Miles Goodyear Complex.

12.C. Encourage annual events on the old landfill site like Winterfest to draw attention to the park.

12.D. Facilitate approvals for the County to develop the vacant piece of property owned by Weber County just east of the Weber River and south of the 24th Street rail-yard bridge into a picnic park. Access should be provided via footbridges off of the Centennial Trail.

Develop Recreation Activities on the Capped Landfill Site



Northwest End of King Fisher Trail And Potential Gun Range Site





WEST OGDEN COMMUNITY LANDFILL IMPROVEMENT OPTIONS

Community Vision

- Install Foot Bridges
- Install Fence
- New Trails
- Remove Fence
- Install Parking Lots
- Develop Picnic Park
- Install Restrooms
- West Ogden Community Boundary



Prepared by Ogden City Planning 04/2013



TRANSPORTATION

13. Accommodate Full 24th Street Interchange

The desire for a full freeway interchange at 24th Street has existed since the development of I-15. The possibility for a full interchange development has become promising in recent years. The community feels that it is important to provide guidance in this community plan so that the interchange can be implemented the best possible way into the community.

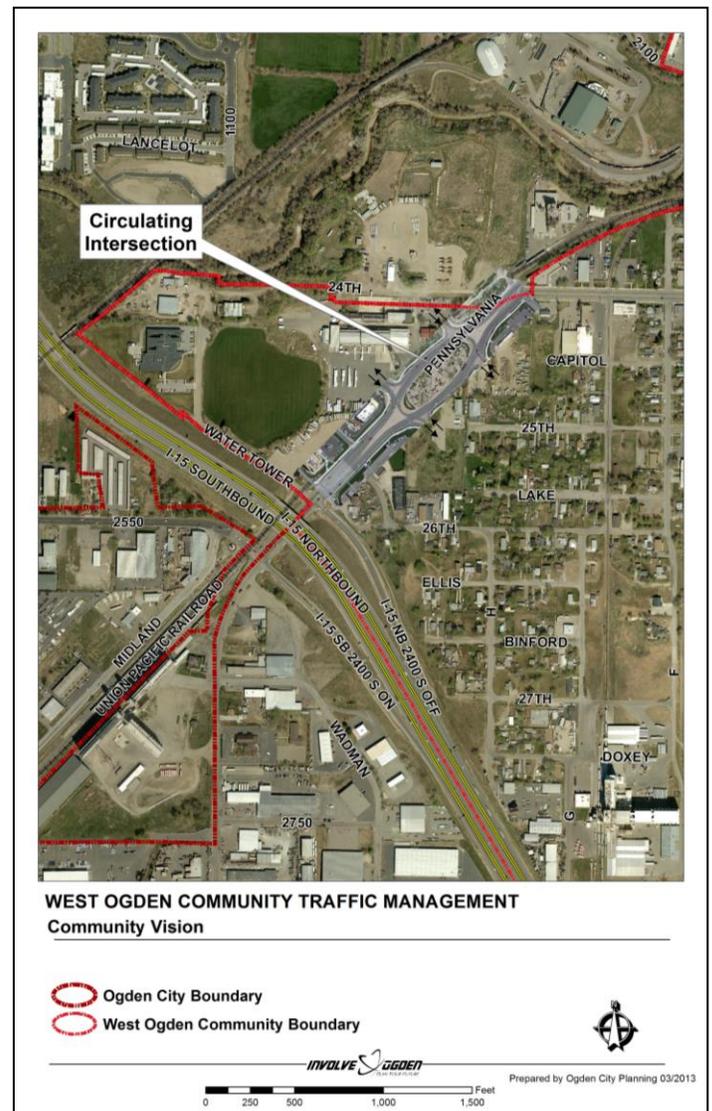
Only with the full interchange can commercial development in West Ogden be considered feasible. The redesign of the street system for the interchange will create an increase of commercial traffic on and off the freeway.

This increase in traffic will require road improvements on 24th Street that will provide efficient access on and off of 24th Street.

Traffic management techniques need to be developed that will allow access to properties without creating congestion from the interchange. There is strong support from the community to look for more creative solutions such as a circulating intersection. This type of intersection would allow traffic to flow more freely to both commercial and residential uses in the community. The center of this type of intersection would also provide a space where gateway features could be installed, welcoming motorists to Ogden City. These features could include fountains, signage, and landscaping. The space would be large enough for other features that could be telling Ogden’s history and could include railroad equipment and machinery.

Vision Strategies

- 13.A. Work with State and Federal agencies to develop a full interchange at the 24th Street exit. **High Priority**
- 13.B. Develop efficient access for traffic moving on and off of 24th Street, like a circulating intersection with the development of the full interchange.
- 13.C. Develop gateway features to enhance the entrance into the City from the new interchange.



TRANSPORTATION

14. Provide Better Commercial and Industrial Truck Traffic Management

There are two areas in the community that are impacted by large truck traffic. One area is between the flour mill at 2780 G Avenue and 24th Street. The trucks generally maneuver along F and G Avenues, which is through a residential neighborhood. The roads are not designed for trucks and they impact the residents with noise, dust, and create safety concerns with children and pedestrians. The trucks also damage the narrow residential roads and back up traffic as they try to maneuver on to 24th Street. The development of a frontage road along the interstate would accommodate the existing truck traffic by shifting it away from the residential neighborhood and place it on a road designed for such vehicles. The development of a circulating intersection with the full interchange would also improve the truck accessibility onto 24th Street. This new commercial frontage road and connection would not only help the existing truck traffic problems, but would also provide access to commercial developments along the interstate.

The other area impacted by large truck traffic is the B Avenue connection between Exchange Road and 24th Street. When Exchange Road was the main gateway into the City there was a traffic light at the intersection of B Avenue and 24th Street. The traffic light has since been removed and vehicles often back up traffic on B Avenue as they try to maneuver onto 24th Street. There is also concern that this problem will increase as the industrial park around the old stockyard site develops. The installation of a traffic light at this intersection would alleviate this problem. There is also a greater opportunity to accommodate truck traffic from Exchange Road to 21st Street by redesigning Exchange Road and improving access connections.

Vision Strategies

- 14.A. Develop a commercial frontage road along the interstate to eliminate large truck traffic in the residential neighborhood as the area redevelops.
- 14.B. Install a circulating intersection on 24th Street near the interstate to allow better truck access when a full interchange is developed.
- 14.C. Study and work towards a traffic light at B Avenue and 24th Street to allow better access. **High Priority**
- 14.D. Explore redesigns and improvements to Exchange Road to accommodate industrial traffic to 21st Street. **High Priority**



TRANSPORTATION

15. Pedestrian Crossings on 24th Street

24th Street has become a major corridor in the community. There are not any accommodations for pedestrian crossings along this busy street. The people who ride public transportation do not have a safe way to get to the other side of 24th Street when they are dropped-off. Additionally, an increase of traffic along the corridor is likely to occur when the full interchange is established and the need for pedestrian crossings becomes even greater. Traffic lights at the new on and off ramps and at B Avenue should also include crosswalks and pedestrian signals to accommodate pedestrian traffic.

Safer pedestrian crossings should also be installed on 24th Street, such as an underground connection at the West Ogden City Park, which is at the center of the corridor and community. A connection could also be developed from the 24th Street sidewalk to the Centennial Trail, which provides an existing connection beneath 24th Street at the west end of the rail yard bridge.

Vision Strategies

- 15.A. Install signaled pedestrian crosswalks at B Avenue and the interstate on and off ramps on 24th Street when traffic signals are installed.
- 15.B. Develop pedestrian access from the Centennial Trail to both sides of 24th Street.
- 15.C. Explore means of a safe pedestrian crossing at 24th Street and the West Ogden City Park. **High Priority**
- 15.D. Work with UTA to ensure that pedestrian crossings coordinate with the bus stops along 24th Street.



Pedestrians Attempting to Cross 24th Street

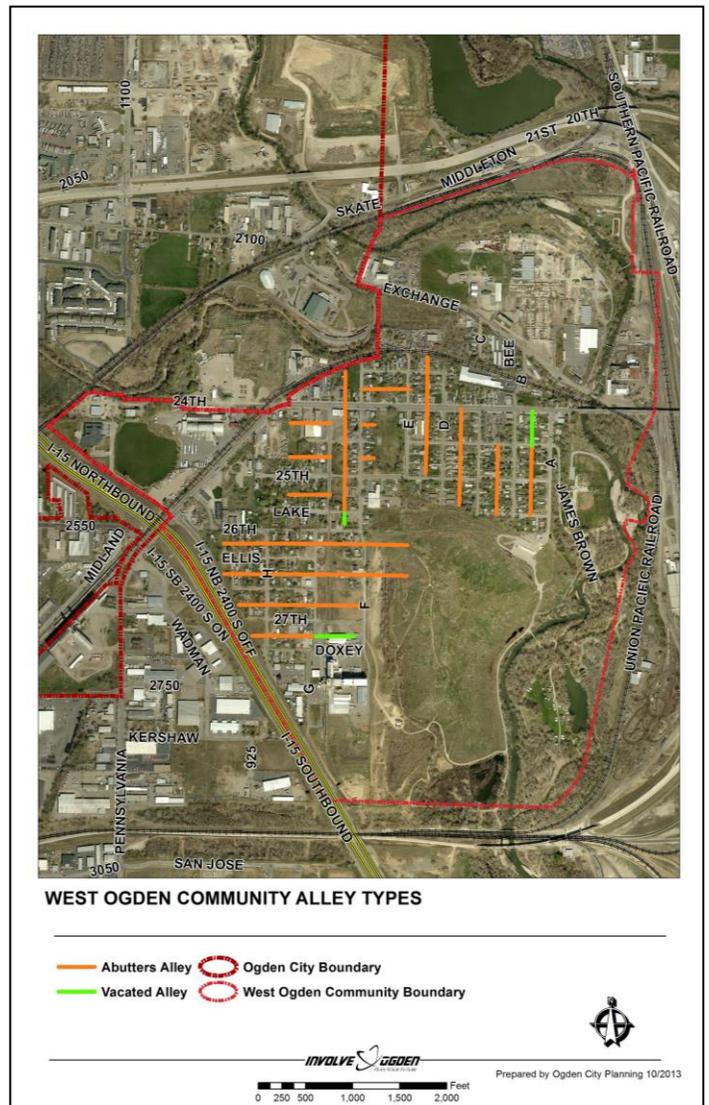
TRANSPORTATION

17. Abutters Alleys

There are several abutters alleys in the community, many of which are used to provide access to the rear of properties. These alleys are common in the City and usually have problems of maintenance, dumping, and crime associated with them. West Ogden feels that these issues are not associated with their community, but property owners should be aware that there is an option to vacate the alleys. The previous plan had direction given for the City to work with the County to vacate the alleys and streets platted on the old landfill site. The alleys and streets have yet to be vacated in this area and will never be developed, so it does not make sense to continue to have public roads and alleys cross portions of the property.

Vision Strategies

- 17.A. Notify property owners adjacent to abutters alleys of the options to do both partial and complete vacations of their adjoining alleys.
- 17.B. Work with the County to vacate the platted alleys and streets on the old landfill site.



TRANSPORTATION

18. Public Right-of-Way Improvements

In the 1970's, grants were obtained to install curb, gutters, and sidewalks east of F Avenue. There are sections of sidewalks, curbing, and gutters that now need replacement. One area of concern is the cross-drain gutters along the intersections of 25th Street. They are extremely deep and cause damage to vehicles that drive over them. These sections need to be made shallower.

There are several areas west of F Avenue where there are no curbs, gutters, or sidewalks. There is also a concern regarding the lack of storm water management in this area. There have been some in the community that would like to see standard curb-and-gutters and also sidewalks installed in this area. Others feel that the "rural" element should be preserved in the area by only resolving the storm water issues through low-impact methods such as bio-swales.

The roads in the community for the most part are in good condition. The areas with the greatest road damage are F, G, and H Avenues between 24th Street and Doxey Street where the large trucks have damaged the asphalt, particularly along the edges of the roads. These roads need to be repaired to meet the demands of traffic on the streets. There also needs to be a more substantial ramp at the track crossing on G Avenue and 25th Street.

There are cobra-head style street lights in the community. The community is fine with this style of light fixture, but feels there could be more street lighting. Some of the street lights don't stay on throughout the evening. Regular maintenance should be done on the street lighting in the community.

The bus system along 24th Street is heavily used by members of the community. There is a desire

for bus shelters and amenities at each of the bus stops to facilitate riders in all types of weather.

Vision Strategies

- 18.A. Explore designs for an effective storm water management system for the properties located west of F Avenue.
- 18.B. Work with the community to address needed repairs to the sidewalks, streets, and curb & gutters in the community.
- 18.C. Pursue the installation of street lighting in areas to meet the standard mid-block and intersection lighting locations.
- 18.D. Provide regular maintenance so street lights remain illuminated throughout the evening hours.
- 18.E. Work with UTA for the installment of



bus stop amenities, including shelters, benches, and garbage cans along 24th Street. **High Priority**

Damaged Street Edges



Damaged Curb and Gutter

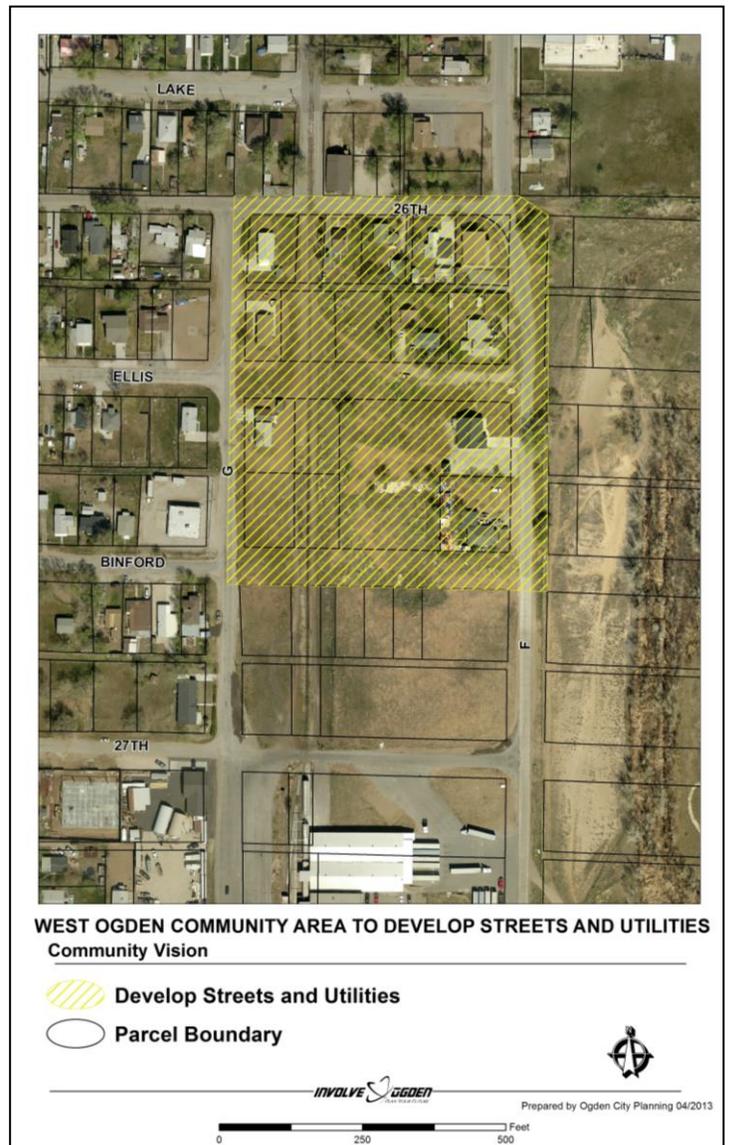
TRANSPORTATION

19. Develop Streets to Access Vacant Areas

There are some areas, particularly south of 26th Street and east of G Avenue that have undeveloped streets. This area is ideal for being developed as single-family homes, which can strengthen the residential neighborhood. The streets are already designated on the old recorded plats, but were never developed. The community was concerned that no one could develop on the individual lots because they would have to install the entire street and infrastructure system. At the same time these are the developer’s responsibility and the City is not obligated to install these types of improvements unless it becomes part of a redevelopment plan. The streets and utilities should be installed in these areas to encourage single-family home development.

Vision Strategies

- 19.A. Explore methods to develop the platted streets south of 26th Street and east of G Avenue.



D. Community Plan Objectives

The West Ogden Community Vision focuses primarily on four topics, Community Identity, Land Use, Open Space & Pathways, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish the purposes of the West Ogden Community Plan the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. Because funds are limited only **high priority** items which have been identified previously are listed below.

1. Community Identity Vision

Objective 1.A. Develop an “Agriculture Overlay Zone” ordinance.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division

Objective 2.B. Require new commercial and industrial/manufacturing uses that develop in the community to strictly meet screening and landscaping buffering requirements.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division

Objective 2.D. Work with the Ogden Trails Committee and Ogden Police Department to develop lighting and patrols on the trails near the 24th Street rail-yard bridge in order to reduce

transient gathering and criminal activities.

Implementation Responsibility:
Planning Division, Ogden Trails Committee, and Ogden Police Department

Resources:
Ogden Trails Committee, Adopt-a-Trail participants, RAMP funds

Objective 3.B. Develop a community center with established facilities and agencies in the community.

Implementation Responsibility:
Ogden City Recreation, Catholic Community Services, United Way, local churches

Resources:
Recreation , local institutions

Objective 4.A. Develop a drought tolerant landscaping design guide to help the community.

Implementation Responsibility:
Planning Department

Resources:
Planning Division, Water Department, City Urban Forester, Water Conservancy Districts

Objective 4.B. Develop better promotion of the trees given away on Arbor Day.

Implementation Responsibility:
Planning Division, Public Ways and Parks Division, and City Urban Forester

Resources:
Public Ways and Parks Division

Objective 5.A. Identify and place historically significant properties and structures on the National and/or Local Register of Historic Places.

Implementation Responsibility:
Landmarks Commission and City Council

Resources:
Planning Division

2. Land Use Vision

Objective 6.B. Focus enforcement on the “problem properties” to improve maintenance of residential properties.

Implementation Responsibility:
Code Enforcement

Resources:
Planning Division

Objective 6.C. Encourage residential developments that improve architecture and site design.

Implementation Responsibility
Community and Economic Development, Planning Commission, and City Council

Resources:
Planning Division and Neighborhood Development

Objective 8.A. Downzone the area north of Lake Street, between A and B Avenues from M-2 to R-1-5

Implementation Responsibility
Planning Commission and City Council

Resources:
Planning Division

Objective 8.C. Downzone the properties north of Exchange Road from M-2 to M-1 so future developments or expansions are more compatible with the community.

Implementation Responsibility
Planning Commission and City Council

Resources:
Community and Economic Development, Planning Division

Objective 9.B. Rezone the areas that make up the trails in the community to open space (O-1) zoning to preserve the trails.

Implementation Responsibility
Planning Commission and City Council

Resources:
Planning Division

Objective 9.C. Rezone the areas along the Weber River flood plains from M-2 to O-1 to protect this natural water feature.

Implementation Responsibility
Planning Commission and City Council

Resources:
Planning Division and Engineering Division

3. Open Space & Pathways Vision

Objective 10.A. Improve Dog Park maintenance.

Implementation Responsibility
Public Ways and Parks Division, Mayor, and City Council

Resources:
General Fund, grants

Objective 11.D. Develop a trail connection between the end of the Denver Rio Grande Rail Trail in Roy City to the King Fisher Loop/Centennial Trail junction.

Implementation Responsibility
Ogden Trails Committee, Weber Pathways, Mayor, and City Council

Resources:
Capital Improvement Program, RAMP Grants, Multimodal enhancement funds

Objective 11.F. Develop a direct trail connection between the Centennial Trail and the 24th Street rail-yard bridge.

Implementation Responsibility
Public Ways and Parks, Ogden Trails Committee, UDOT, Engineering Division

Resources:
Capital Improvement Program, RAMP Grants

Objective 12.B. Encourage the County to complete the landfill restoration plan by doing the following:

- a. Make improvements to the parameter of the County nature park to make it more inviting. Remove the security barbed wire from the existing fence and install pedestrian/bicycle access gates at developed trailheads. Remove the gates at the end of A Avenue and install fencing around the perimeter of the parking lot. Install signage to be inviting, but also outline the park rules.

- d. Encourage the County to complete the development of recreational activities on the old landfill site; including Frisbee Golf, archery, horseback riding, bicycling, and hiking. If a gun range is to be developed its design and location will need to respect and work with the existing trails and not hinder future trails. It will also need to respect the wetland development and residential community that exists in order to be a permitted use. Gun range regulations must be adopted in the Zoning Ordinance before a gun range can be considered in the community.

Implementation Responsibility
Weber County, Planning Commission

Resources:
Weber County Closure Funds, RAMP Grants.

4. Transportation Vision

Objective 13.A. Work with State and Federal agencies to develop a full interchange at the 24th Street exit.

Implementation Responsibility
UDOT, WFRC, and Engineering Department

Resources:
Federal Highways, State Transportation funds, General fund

Objective 14.C. Study and work towards a traffic light at B Avenue and 24th Street to allow better access.

Implementation Responsibility
UDOT, Engineering Division, Mayor, and City Council

Resources:
Capital Improvement Program, State Road Funds

Objective 14.D. Explore redesigns and improvements to Exchange Road to accommodate industrial traffic to 21st Street.

Implementation Responsibility
Engineering Department, Business Development

Resources:
Capital Improvement Program and TIF

Objective 15.C. Explore means of a safe pedestrian crossing at 24th Street and the West Ogden City Park.

Implementation Responsibility
Engineering Division, UDOT

Resources:
Capital Improvement Program State Highway funds

Objective 16.C. Develop safe and accommodating bicycle and pedestrian paths across the 24th Street rail-yard bridge that will also allow for ADA access.

Implementation Responsibility
Engineering Division, UDOT, Mayor, and City Council

Resources:
Capital Improvement Program and Ramp Grants, State highway funds.

Objective 18.E. Work with UTA for the installment of bus stop amenities, including shelters, benches, and garbage cans along 24th Street.

Implementation Responsibility

UTA, UDOT, and Engineering Division

Resources:

UTA funding, Capital Improvement Program,
Multimodal funds.

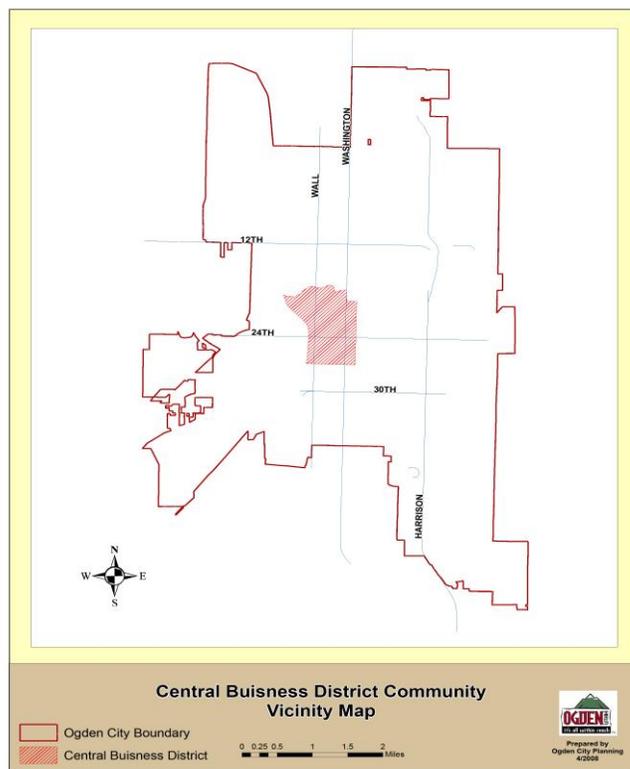
15A. Airport/Industrial Park District

15B. Central Business District

A. Background

The Central Business District (CBD) Planning Community is as the name implies: Ogden City's downtown. The community boundaries are between 20th Street on the north and 27th Street to the south. The eastern boundary is the centerline of Adams Avenue, between 20th and 27th Street, though in reality, the corridor between 20th and 27th functions as a transitional area between the CBD and the East Central neighborhood. The western boundary is the rail road tracks, which is an expansion of the original CBD boundaries. The CBD area is as shown in Map 1.

This is an update of the existing CBD District Plan, which was adopted in 1990, following the RUDAT study of 1987. The main focus of this District Plan was its Economic Development Element. The hallmarks of that plan's policy direction were the reorganization and marketing of the Union Station, developing the Ogden River Parkway, the preservation of the Egyptian Theater, the creation and implementation of the CBD Zoning Ordinance, the creation of the Municipal Gardens as one unified block with an amphitheater and continued with the establishment of a mixture of compatible land uses in the CBD. These plan directions have been accomplished.



Map 1 CBD Location

1. Population Characteristics

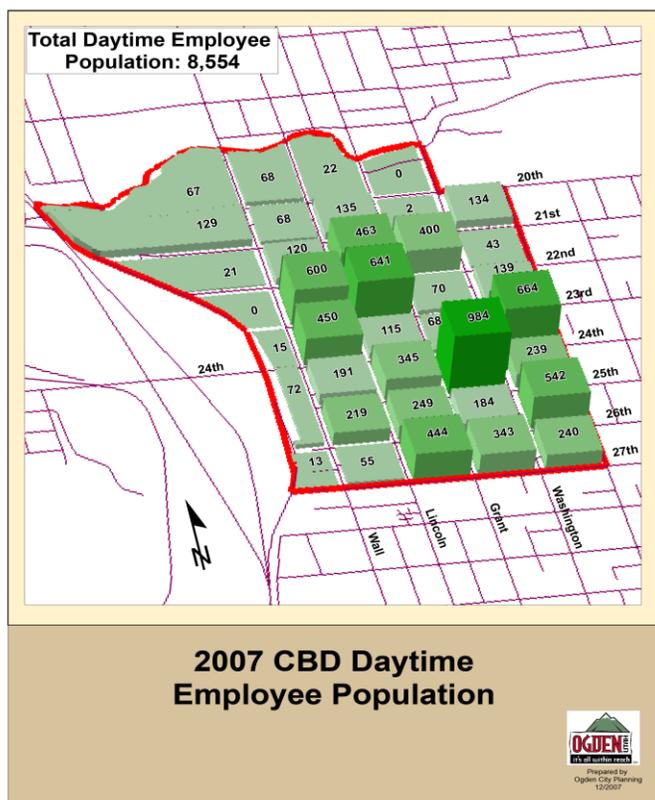
The largest population centers currently around the CBD are to the east and southeast, in the East Central neighborhood. A key component of a downtown's viability is its proximity to population centers and its own function as a place for people to live, work and play. In 2000, the CBD resident population was approximately 1,763. This is only 2% of the city's total population at that time. The community consists of 5% of the total land area in Ogden City. The resident community of the CBD is growing. The current population is 2,596, with approximately 1000 additional persons coming in the next few years based upon approved and proposed projects. Other demographic characteristics distinguish the CBD neighborhood from the city as a whole are:

- The neighborhood appears to be most attractive to “empty nesters” even though there is a charter elementary, middle and high school in the CBD. The exceptions

15.B Central Business District (CBD) Community Plan

would be the long time residents on the periphery of the CBD.

- The neighborhood has a daytime employee population of 8,554 persons, engaged largely in the office/service sector. Although some of these jobs are private, the majority of employment is federal, state, county and city government jobs.
- These tend to be solid, if not high paying jobs.



Map 2 Daytime Employee Population

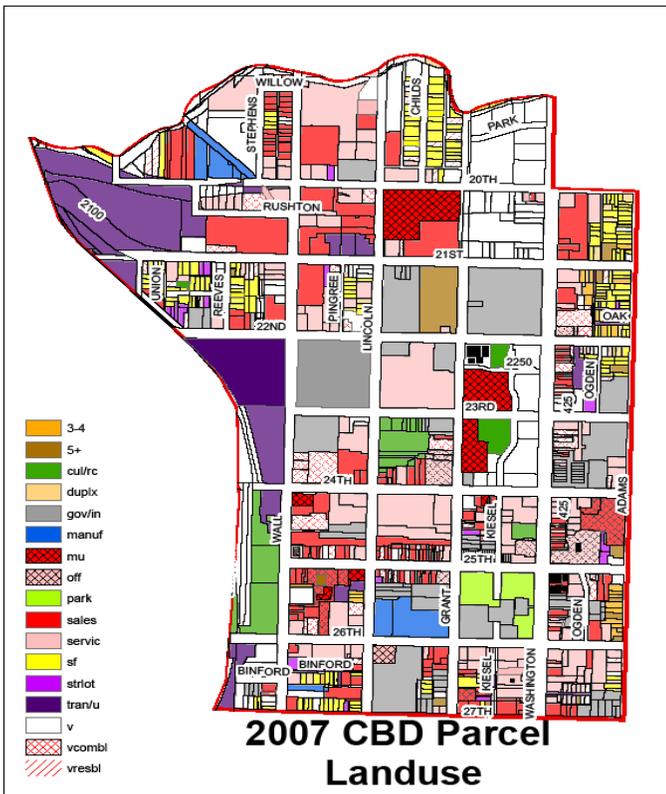
Population growth is a city and region-wide trend that will impact the downtown area as well as the entire city. The population of Weber County was projected to nearly double by 2050, with the population of Ogden City estimated to increase over 40%. Since there are few opportunities for Ogden to expand its boundaries, the new growth will primarily occur in the form of infill housing and higher density

development in the CBD. This trend has begun with the recent approval of several high density living complexes within the CBD.

2. Land Use / Zoning

The CBD Community currently contains a mix of office, retail, institutional, recreational, some manufacturing, along with varying densities of housing from older single family homes to new apartment buildings. The established zoning of the CBD includes primarily CBD and CBDI (Central Business District Intensive) zoning designations. These zones were established as part of the 1990 CBD plan. The intensive zone (CBDI) follows Washington Blvd. and 24th and 25th Street area where development patterns were urban. The CBD zone provides support uses with design standards. These are the dominant zoning designations within the CBD. The CBD zoning includes the majority of the remaining land within the CBD community plan area with the exception of the M-2 block between 20th and 21st and Wall and Lincoln Avenues. This area is currently dominated by numerous auto repair related businesses. There is also a parcel zoned M-2 that is west of Wall and between Binford and 27th Street that contains St. Anne's homeless shelter. At the northern end, between Wall Avenue and Grant and 18th and 20th Street is a "Mixed Use" (MU) zoning that is oriented to the future development along the Ogden River. The River Project is a high density/residential area with some commercial and open space components. This area will serve as a transition from the CBD to the neighborhood to the north and provide an important high density housing opportunity area.

15.B Central Business District (CBD) Community Plan



Map 3 Land Use

3. Community Resources

The CBD is the geographic, cultural, and governmental center of Weber County. It contains a variety of living, working, entertainment and eating establishments in its most condensed urban form for the entire region. While there are other retail centers within Weber County, this area contains the mixture of components of commerce, entertainment, transportation and government that make an urban center. Recently, transit has come into the mix of uses with the intermodal hub and the UTA station for the Frontrunner commuter rail which began service in April 2008. It is the overall goal of property owner's residents, merchants and city officials in the CBD to increase the prominence and importance of the CBD. Key to this is transforming the area from just day use to a safe and attractive 24 hour community.

The CBD contains various areas that have developed over time. Each area is within walking distance of the other as shown in Map 3. Historic 25th Street, which is renowned for its architecture and history that helped shape Ogden in its early years. There is a growing development of small specialty shopping and art galleries emerging along 25th Street and Washington Blvd. There are also numerous eating and drinking establishments. The Eccles Convention Center and Peery's Egyptian Theater is located on the west side of Washington Blvd. These are indoor venues for performing arts and conferences.

To the north is The Junction development. This redevelopment of the site that housed an 800,000 square foot urban mall is now being developed in the central core as a mixed use urban center that includes entertainment, recreation, dining, retail and housing. West of this area is Lindquist Field, the home of the Raptors, and Ogden Plaza which contains commercial space and the three charter schools.

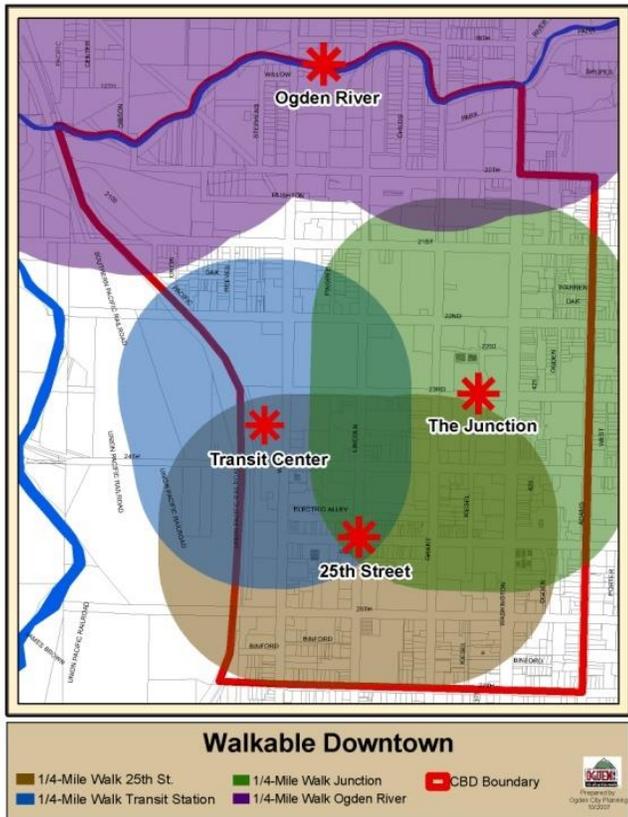
Along the west side of Wall Avenue is the transit hub that serves as the main transfer point for buses and taxis, and the recently opened UTA commuter rail station. South of 24th Street on the west side is the historic Union Station, that houses three museums, a restaurant and railroad memorabilia.

The LDS Temple and Tabernacle are situated on the block between 21st and 22nd and Washington and Grant Avenues.

Just north of the CBD is the Ogden River Parkway with its fully developed bicycle/pedestrian path that follows along the Ogden River. This trail extends to the east and west of the CBD, and is a central feature of the River Project development.

The governmental (city, and state) centers are located within the 2500 block of Washington Blvd. and at the Weber County offices located at

the northeast corner of 24th and Washington Blvd. The Municipal Gardens that surround the city offices are also the site of the outdoor amphitheater, the location of the summer farmer’s market and winter Christmas Village. The Public Safety Center is situated just north of the charter school at the corner of 22nd and Lincoln Avenue and houses the city’s fire and police departments.



4. Housing Stock

The CBD housing stock is a mix of dwellings of various age and density. Some of the old single family homes still exist from when the CBD was just forming. There has been a recent emphasis of mixed use housing and higher density housing. The mixed use projects have dwelling units that sit above ground floor commercial space. In the Historic 25th Street area the mixed use style has created 55 units of various types on the block.



Housing at Union Square

West of Wall Avenue between 21st and 22nd Street is a nonconforming old neighborhood of mostly single family homes mixed in with some industrial uses.



Home located west of Wall south of 21st

15.B Central Business District (CBD) Community Plan

The Colonial Court Apartments are a relatively new group of apartments located on the block just west of the LDS Temple complex between Lincoln and Grant Ave. A new phase is breaking ground on the block just north of the LDS Temple grounds.



Colonial Court I Apartments

The housing type in the River Project which is the CBD transition located between Washington and Wall Avenues and 20th street and the river is in the process of redevelopment which will be a collection of mixed uses focusing on retail and higher density housing such as apartments, town homes, row houses and lofts.

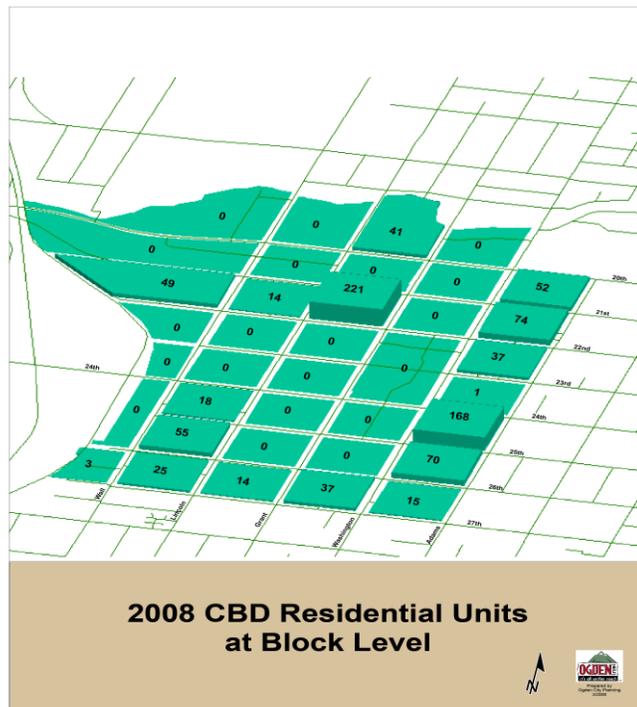
The Adams Avenue corridor which includes the properties on both sides of Adams Avenue and back to Ogden Avenue between 20th and 27th is characterized primarily as low density detached housing, especially on the east side. Stretching from 20th Street and 27th between Washington and Adams Avenues are numerous dwelling units of all types, ranging from single family homes to the mixed use studio apartments at the Park (Adams) Place at 24th and Adams Avenue. There has not been any central theme or consistency of style or architecture on the buildings in this area. This is an area of transition between the more “urban” core and the adjacent residential neighborhood.



Park (Adams) Place at 24th and Adams Ave.



Single family home along Adams Avenue



Map 5 Residential units by block

B. Community Comment

Community Comments and information were collected in several different steps:

- a) A community wide open house was held on November 1, 2007 at the Megaplex 13 theater complex in The Junction. Many issues relating to Ogden's downtown were discussed. A sign-up sheet for the advisory committee was circulated.
- b) One advisory committee was formed and met 5 times between December 2007 and February 2008. During this time, committee members analyzed the downtown, and began to formulate broad recommendations for the downtown area.
- c) On March 19, 2008 the Planning Commission conducted the first work session. Each planning commissioner offered suggestions relating to specific parts of the downtown.
- d) On April 9, 2008 a 2nd community wide open house was held at the Megaplex 13 complex. The advisory committee recommendations were presented to the public. Residents and business owners in the downtown offered their comments and feedback to the advisory committee recommendations.
- e) Numerous work sessions with the Planning Commission followed between April 16 and July 2, 2008 to formulate the recommendations from the Steering Committee and public input into vision statements and objectives for the CBD Community Plan.

The following is a list, by topic of the 5 primary issues identified from the public meetings by the Steering Committee and public input.

1. Community Identity

A common theme in the public meetings was the importance for Ogden residents to portray Ogden and especially the downtown in a positive light. Ogden has long been the victim of its own negative perception. Now the citizenry are beginning to see a change in the physical landscape of Ogden's downtown. To carry on the positive momentum that has started, it was deemed important for Ogden to capitalize on the unique history of Ogden and re-emphasize the growing number of activities that are available in the CBD.

2. Transportation

A key element of a downtown's vitality is the ability to move around. Ideally, a downtown will have multiple options for modes of transportation. These would include bus, rail, auto, bicycle, walking and perhaps others. One of the most important modes is "walking". People need to feel safe and be interested in those areas of the downtown to make walking happen. The major north/south corridors of Washington Blvd. and Wall Avenue traverse downtown Ogden. Comments from both citizens and UDOT that Wall Avenue should be the corridor that carries through traffic from one end of the city to the other were made. Washington Blvd. is envisioned as the retail corridor characterized by slower speeds and inviting commercial opportunities along both sides.

3. Land Use

Ogden has the unique opportunity at this time to develop a rich variety of land uses in the downtown, using the existing key elements of the downtown as a catalyst. Currently there are recreation, retail, art, housing, dining, office, government, entertainment and religious institutions uses operating in the CBD. The goal is to enrich and increase these opportunities to a "critical mass" that makes the downtown internally sustainable and attractive to residents and tourists alike.

4. Economic Development

A successful downtown is marked by an expanding economic base, that may at first require governmental incentive programs, but which would soon give way to market driven forces. The goal is that the variety of land uses discussed above would work together to foster a climate of economic expansion and diversity. Increased employment and increased private investment, brought about by a clean, safe, well lit, and easily accessible downtown can create a positive synergy of activity that radiates out into the nearby neighborhoods. The areas nearby benefit by rising property values and thus increased investment brought about by the economic success of the CBD.

5. Housing

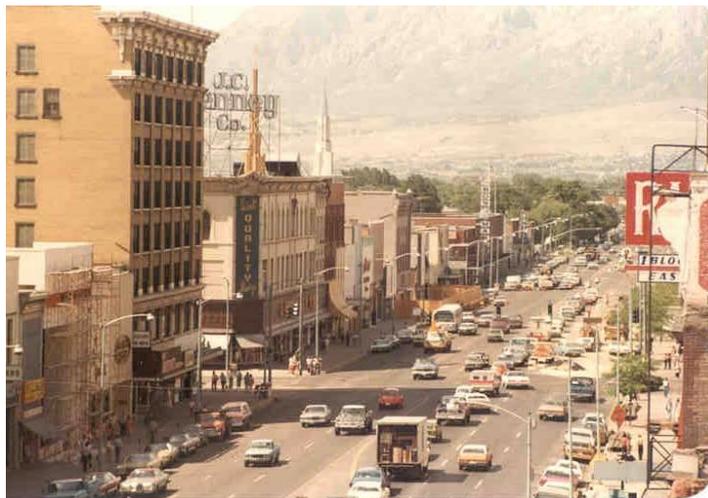
The new tide of housing has already begun with such developments as the Colonial Court apartments I and II, the Earnshaw building in The Junction, and the mixed use housing projects that are also in The Junction. New housing opportunities in the downtown will be marked largely, but not exclusively, by market rate mixed use. These would include the River Project area, the Transportation Oriented Development (TOD) around the Intermodal Hub and Frontrunner Station, and the projects in The Junction.

C. Central Business District Community Vision

The Central Business District (CBD) Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The downtown development is always changing and a vision of the direction of future downtown development is key in directing the changes for the betterment of the CBD and Ogden City. The vision was developed through community meetings held at Megaplex13 theaters in the Junction and through advisory committee meetings and the public planning process.

This section will describe the community vision and lay out specific, attainable objectives to realize that vision. Implementation and prioritization of objectives will be addressed in the next section.

The Central Business District Vision is expressed using five different topics. These topics are Community Identity, Transportation, Land Use, Economic Development and Housing.



Pictures of the changing nature of development at 24th and Washington over 100 years.



COMMUNITY IDENTITY

1. Strengthen the positive perception of the City

Ogden City's downtown has faced the challenges typical of most U.S. downtowns in the last thirty years; that of decline due to the shifting market patterns and the decentralization of the population away from the city center. Ogden is one of a few Utah cities that had developed around a strong central city core and has not developed in the past few decades from vacant farm ground.

Key to the success of anything, including a downtown is the way it portrays itself and the confidence property owners, business owners and the general population have in the downtown. Our initial visual impressions about the downtown, whether right or wrong, determine our general mind set about a community. If the initial perception is negative it takes a lot of effort to change that mind set.

One key area to focus on in presenting a good first impression is the physical aspects of the downtown. Completing the public street amenities such as street lights, trees and sidewalk, show that the community places an emphasis on a livable, humane and safe downtown. Public art in key areas indicates the community takes pride in itself and its citizens and is proud of its history and its vision for the future.



Public Art near intersection of Grant and 24th

Vision Objectives

- 1.A. Promote the positive aspects of Ogden by means of media, celebrations, and development to the citizens of Ogden as they are the City's most important ambassadors. Promotion should include:
 1. The close proximity to natural assets such as the Ogden and Weber Rivers and the mountains provide outdoor recreation.
 2. The health and environmental benefits of a walkable downtown.
 3. The history and future opportunities that Ogden has in being a desirable location to live, work and play.
 4. The various transportation links that make it easy to get to downtown Ogden.
- 1.B. Complete physical improvements for a unified streetscape by installing street lighting, seating and street trees in the CBD where needed.
- 1.C. Work to provide visual clues that the downtown is safe and inviting, through programming, physical improvements and code enforcement. Have a nonvehicle police presence on the streets. Work with business owners regarding code and safety concerns, i.e. quick removal of graffiti, building maintenance and security.
- 1.D. Work with agencies that care for the needy to maintain and enhance their properties so they create a positive environment for those they serve at the same time enforcing regulations regarding panhandling and other public assembly crimes.
- 1.E. Enhance the cultural qualities of downtown by introduction of art in the form of sculpture and murals in and around public walks and gathering spots to enliven areas. Areas such as blank wall sections of the Junction Parking terrace and along the 23rd Street side of Lindquist Field are areas where enhancements can be made.

COMMUNITY IDENTITY

2. Expand Community Pride

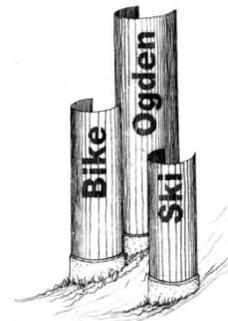
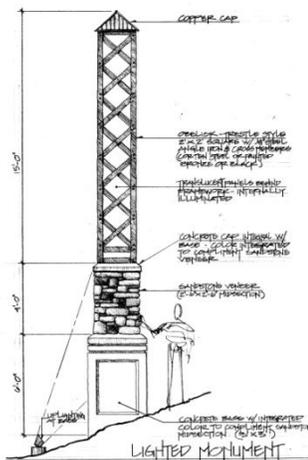
For some life long residents, the standard for a vibrant downtown is how Ogden was up until the 1960's. This is the standard by which the CBD had been judged as being a good place. Some may look at the decline in retail shopping that had occurred as an indication that Ogden is not a good place when the reality is it has weathered the storms typical of many other downtowns and is now reclaiming itself by looking at the key assets that have always made Ogden a great place to live and work.

Those who come to Ogden often comment on the wonderful assets of the community; its location next to two rivers and at the base of the mountains, the preservation of historic structures which give it a sense of establishment and the new development that is taking place. These fresh eyes remind us of why Ogden is our home.

Community pride is shown by the way properties are maintained by both private property owners and the city. Community pride is also indicated in the way the city promotes itself to others, the way businesses promote themselves as being part of the community, and the positive ways people talk and work to improve the CBD which in turns benefits all of Ogden.

Vision Objectives

- 2.A. Educate property owners to understand their obligations of maintaining the appearance of their buildings through cleaning, painting and maintenance. Such actions as keeping the sidewalk clean in front of their building and building maintenance is a sign of commitment to their investment and the community.
- 2.B. Develop entryway features in the form of landscaping, sculpture, archways and signage into Ogden from the west side that identify entrances into the CBD and conveys the past and future of the city and extend theme lighting from downtown to Harrison along 24th Street as the east entrance into the downtown.



COMMUNITY IDENTITY

2 Expand Community Pride (cont.)



Outdoor street dining

Vision Objectives (cont.)

- 2.C. Encourage food and drinking establishments to provide outdoor seating on public sidewalks and on their grounds and permit merchants to bring inventory onto the sidewalk for specific days.
- 2.D. Support the ability of the city to create and operate a regular maintenance of the public improvements installed in the downtown such as trees, tree grates, street and tree lighting and pavement and that when replacements are done they are done in a manner that retains the quality of the public improvement design.
- 2.E. Preserve and capitalize on Ogden’s unique history by:
 - 1. Encouraging the preservation and restoration of landmark buildings in the downtown through Landmarks Commission nomination of buildings to the local and national register.
 - 2. Providing ways to tell the stories of Ogden which are the unique aspects of the City history and use them to help promote multifaceted tourism to the City.
 - 3. Continuing the use of Crossroads of the West funding as a key government/private tool to accomplish historic preservation and tell Ogden’s rich story.
 - 4. Allow for interactive games and socialization by placement of outdoor furniture and game tables.
 - 5. Preserving the historic character and National designation of the 25th Street National Historic District.



Historic marker on lower 25th Street

COMMUNITY IDENTITY

3. Improve the knowledge of what to do in the CBD

One of the important functions of the CBD is to provide entertainment, cultural gatherings and celebrations of the community. Providing a variety of reasons to come to the CBD is a key function which distinguishes the CBD from other general retail areas.

The City and many organizations have sponsored great community gathering events such as the Farmers Market, Monday Night Movies, entertainment at the amphitheater, film festivals at the Egyptian, and Harvest Moon on 25th Street to name some of the activities as well as the minor league summer baseball of the Ogden Raptors.

Many times a concern has been expressed that people do not know about the activities that are taking place until after the fact.

The activities are held for the benefit of the citizens in the area. Making sure that conflicting activities are not planned and that advertising the events reach the most people possible helps to improve the CBD because people become more familiar with it and have positive experiences.



Summer Farmers Market

Vision Objectives

- 3.A. Use a variety of methods such as newsletters, signs, brochures to inform the public of downtown activities.
- 3.B. Utilize “way finding” signs where appropriate to illustrate location of structures, activities, and other specific locations of interest in and outside the CBD. Directional signage should be on main entry ways into the city.
- 3.C. Modify the City’s website to raise interest and provide information on what is happening in the downtown.
- 3.D Encourage Downtown Ogden Inc. to explore ways through modern communication tools (beyond the newspaper) to notify citizens of community events, such as brochures, posters and publications.
- 3.E. Consider employing a firm to assist in the advertising of Ogden’s variety of activities.
- 3.F. Improve the system to co-ordinate and advertise the various community activities sponsored by various organizations which target a variety of reasons to come downtown with focus on high adventure, entertainment, culture, tourist promotion and family activities.
- 3.G. Use local businesses to inform their employees/clients about events in Ogden.
- 3.H. Use banners on every other street light pole to both define the general activity areas of the CBD such as the Junction, the River Parkway, the Municipal Gardens, historic areas, and the Fronrunner station and then use changeable event banners on the remaining poles to promote the changing activities such as farmers market, Christmas Village, film festivals, art strolls, 24th of July parade and other events.

COMMUNITY IDENTITY

4. Focus “Community Gathering” at defined locations

Ogden City’s downtown has rich traditions and cultural features that translate into varied, attractive and distinct locations for community gathering. The Union Station and Historic 25th Street celebrate Ogden’s railroad and associated history.

The 24th of July parade on Washington Blvd. and Christmas Village at Municipal Gardens are traditional gatherings. The development of the amphitheater in the Municipal Garden has created another gathering venue for arts and entertainment. Union Station and 25th Street have also developed special community gatherings such as Harvest Moon, the Art Stroll and the annual Hostler model train event. The Egyptian Theater has film festivals and other entertainment venues. New construction has an opportunity to create other gathering points for activities which should be pursued such as the central plaza at the Junction and a river park along the River Project.

As Ogden’s downtown continues to develop, all these locations stand to gain additional activity and patronage. These areas can act as the focal points that help to build a community by “bringing people together”.



Peery’s Egyptian Theater

Vision Objectives

- 4.A Coordinate between the City and other civic organizations efforts and activities to bring people downtown to these locations keeping in mind:
 - 1. The activities need to bring people downtown at different times for different reasons.
 - 2. Use activities such as festivals, concerts, street musicians and entertainment as a draw to the downtown.



Municipal Gardens and City Hall



Lindquist Field – home of the Ogden Raptors

TRANSPORTATION

5 Provide for more efficient use of land for parking in the downtown

Parking has been and will continue to be a major concern in the CBD. Current regulations require individual uses to provide for its own parking at least within 500 feet of the use. This practice has led to surface parking lots in the downtown and more private use lots. While this has increased the total number of parking stalls downtown, it has led to fewer available public stalls and fewer buildings which is contrary to the urban character of a downtown. With the advent of commuter rail, more mixed use, higher fuel prices and the additional modes of transportation becoming available, it is appropriate to revise the parking standards to a more “block by block” basis, with an added consideration for efficiency with respect to space, time, and land uses. Location within the block and distances to the specific uses will be evaluated. Also, innovative ways of parking management will be evaluated for their applicability in the downtown.



Potential stacked parking solution



Reverse Angled parking

Vision Objectives

- 5.A Investigate and implement by means of ordinance revision, agreements and other tools a more effective and continual use of existing parking facilities.
- 5.B Create a parking master plan and amend parking regulations based on:
 - 1. Block need based parking demand
 - 2. Provide for innovative design and management of public parking facilities.
 - 3. Determine the best locations (near the center of the blocks) for these facilities based upon sound urban policy.
 - 4. Establish public/private participation to address parking needs.
 - 5. Shared parking on a block by block basis.
- 5.C Provide “You are here” maps at the parking facilities near the elevators and stairwells.
- 5.D Encourage on street parking within the CBD. Where physically possible, except State roads, use angled parking, center island angle parking, and reverse angled parking for safety reasons.



Example of mid-block diagonal parking

TRANSPORTATION

6. Define movement within the downtown

The transportation network of Ogden’s downtown is defined by roads, sidewalks and rail lines. The system has both local and state controlled roads. Wall, Washington and 24th Streets are UDOT controlled roads. Establishing Wall Avenue as the “through” way to carry north and south bound traffic into Ogden and out of Ogden seems consistent with that policy. Washington Blvd. has a different character and is a retail oriented street with commercial store fronts and a high degree of use from both drivers and pedestrians alike.

A full interchange at 24th Street and I-15 remains a goal of the city to re-connect downtown through West Ogden. This would benefit not only downtown Ogden with its proximity to I-15 but also West Ogden with additional traffic to that area.

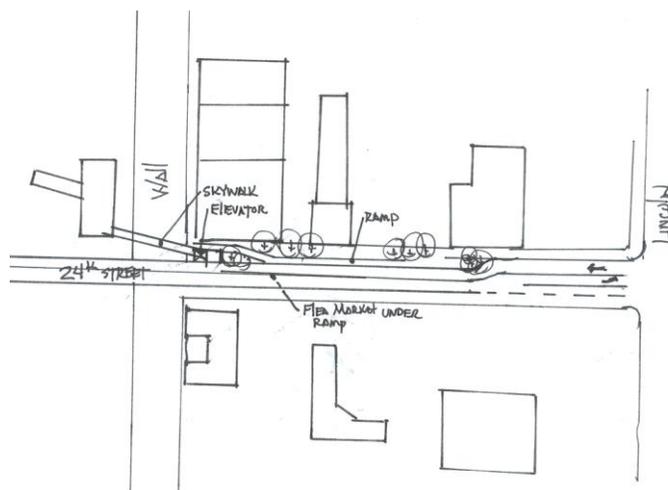
With the main transportation terminals in Ogden on the west side of Wall Avenue, it is important that the crossings at 23rd and 25th Streets be enhanced to facilitate pedestrian movements to and from these terminals.



Washington Boulevard. looking north

Vision Objectives

- 6.A Promote Wall Avenue to be a “through” arterial that carries vehicles rapidly north/south keeping in mind pedestrian safety at critical crossings at the Union Station and Transportation hubs.
- 6.B Consider redesigning 24th Street from Wall to Lincoln Avenue in order to allow left hand turns at Lincoln and to create a good pedestrian connection from the Intermodal Hub to the rest of downtown.



- 6.C Pursue 24th Street full interchange at I-15 and Pennsylvania Avenue.
- 6.D Work with UDOT so that they consider the urban context of Washington Blvd and how that makes distinctions from general State roads so that it can function as the city’s main street in terms of landscaping and other visual enhancements.
- 6.E Improve the visibility of the pedestrian crossings of Wall at 23rd and 25th Streets by means of textured sidewalks, color or other visual means.

TRANSPORTATION

7. Develop and enhance the various modes of Transportation options for the CBD

Cities must offer a variety of transportation modes, especially in the downtown. The multiplicity of modes is important for residents, tourism, shoppers, diners, and entertainment seekers. To improve and accommodate the projected growth of these sectors, bikeways and a looped transit system are additional modes that are desirable transportation components to Ogden's CBD. Some cities have incorporated "free transit" zones within their city centers. A system of a looped mass transit system with free transit downtown could be the main spine of downtown travel with all the other modes being incorporated to complement it.

There are unique experiences along the river that can contribute to the rest of the CBD. The city should look for ways to incorporate the river experience into Ogden's downtown, by creating pedestrian and bike connections from downtown to the river.



Bike/Ped bridge crossing Ogden River in CBD

Vision Objectives

- 7.A Develop an integrated transportation system that employs multiple modes that includes the intermodal hub, Frontrunner and 25th Street.
 - 1. Provide for a "looped transit system".
 - 2. Promote pedicabs and other downtown circulation loops.
 - 3. Consider the use of future longer transit systems that would be located through the downtown and how it can aid in the downtown mass transit.
- 7.B Install defined bike lanes in a connected downtown system.
- 7.C Promote bicycle and pedestrian access into and around the CBD. Create a defined bike/pedestrian only route from the Frontrunner Station to the Ogden River west of Wall Ave.
- 7.D Provide support for placement of the proposed (18) additional bike racks in the CBD.
- 7.E Encourage UTA establish "free transit" zones or a local shuttle in the downtown.
- 7.F Encourage better use of mass transit in the CBD by enhancing the stops with amenities such as a paved surface to wait on and artist designed shelters for protection from the weather.



Downtown bus stop

TRANSPORTATION

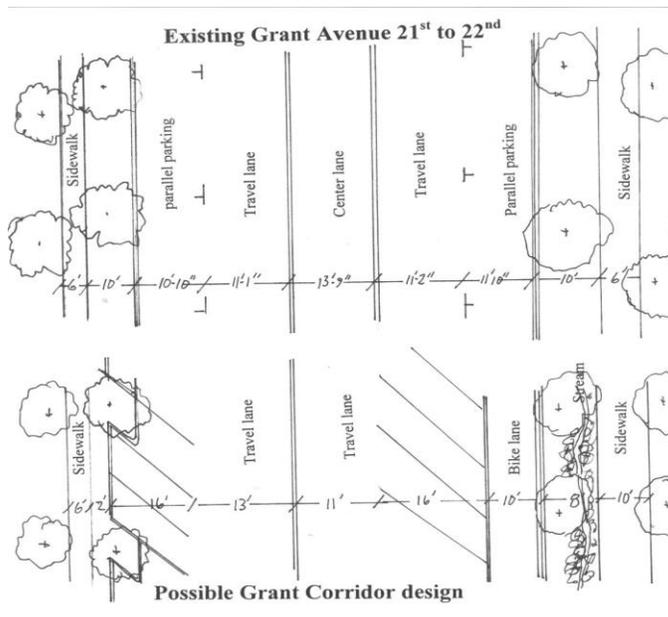
8. Pedestrian Linkages between significant locations within the CBD

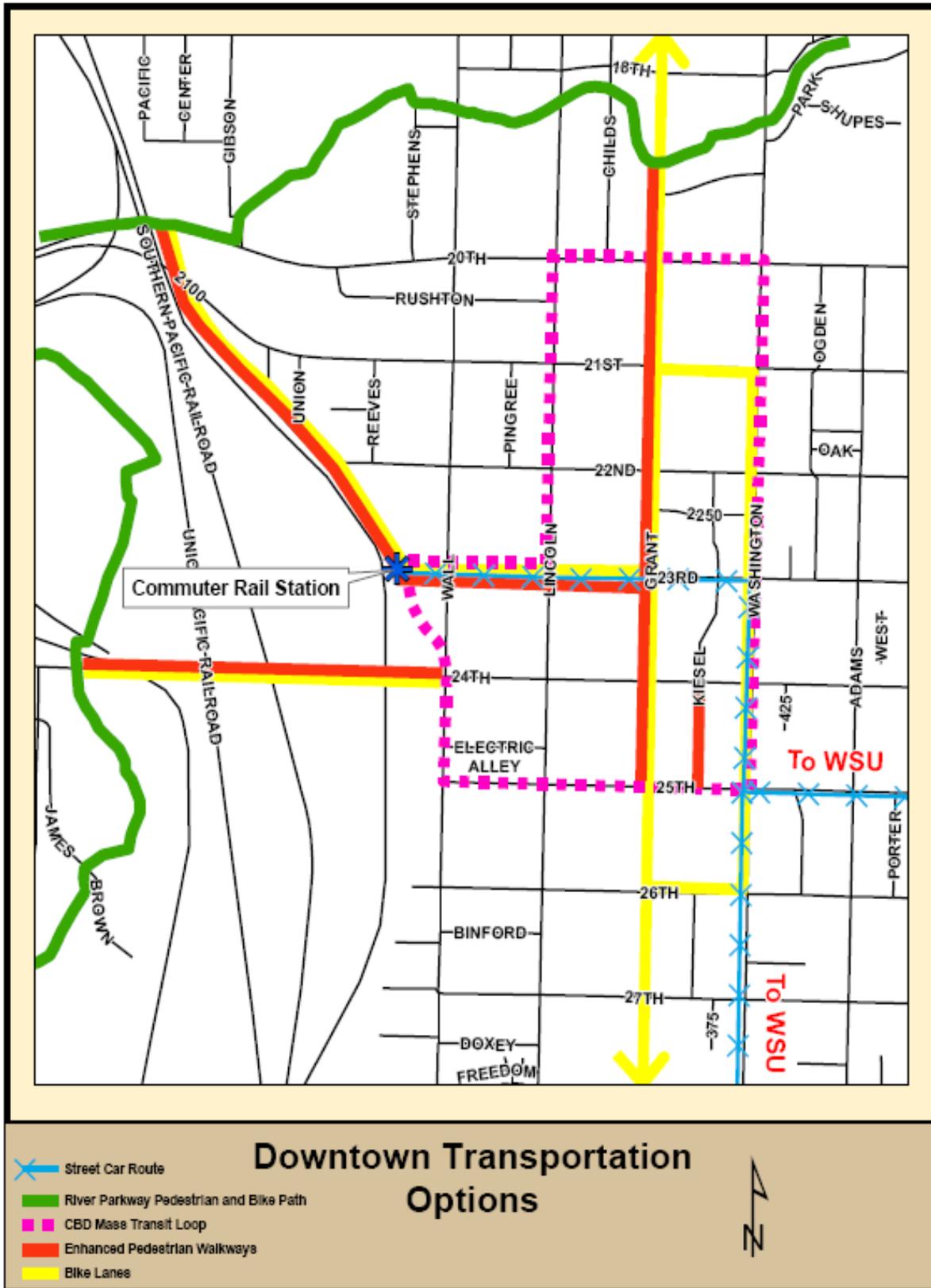
One of the hallmarks of a thriving downtown is its pedestrian activity. This is a function not only dependent on commerce or daytime and nighttime population but also the quality of the walking experience and the variety of things to see and discover along the walk. Walking should be the preferred mode of movement between those areas of interest in the downtown. However, a pleasant walking experience depends upon the perceived amount of safety and a high degree of interest along the route travelled. Safe walking areas are identified as being separated from the automobile traffic and parking, and wide enough so that no less than two persons can walk comfortably side by side. This generally requires a minimum of between 10'-12' in width in a downtown setting. The separation is frequently defined as a physical barrier. These barriers can be as minimal as an elevated curb, but should include trees, lighting and other pedestrian amenities. Storefronts, public art in the form of murals or sculpture, or interesting features contribute to the interest factor that acts to draw the individual down the route and thus enhances the experience. Main pedestrian links should be identified by these features. The optimal walking experience would have sidewalks that are substantially separated from the automobiles by landscaping on one side (passive interest) and then a more actively interesting view on the other side that specifically attracts the pedestrian's interest (murals, kiosks, store windows, public sculpture, vistas)



Vision Objectives

- 8.A Provide good pedestrian links to the Union Station, 25th Street, The Junction, the Ogden River, hotels and the conference center.
- 8.B Certain corridors shall be developed as pedestrian connection linkages where pedestrian travel shall be afforded enhancements and automobile traffic will be de-emphasized. Three key corridors are:
 1. 23rd Street between the Frontrunner Station and Grant Avenue. This area should be enhanced with special lighting, public art and other amenities for a better pedestrian experience between the transit hubs and the Junction.
 2. Kiesel Avenue between 24th and 25th. This should be enhanced to define it as a key pedestrian link from the amphitheater to the Junction.
 3. Grant Avenue from the river to 25th Street. This connection should be enhanced by a widened and tree covered pedestrian walk way and defined bike lanes.





LAND USE

9. Provide for appropriate activities and land uses

The focus of the downtown is to provide places for people to live, work, recreate, shop, and eat. The goals for the future contain elements that are borrowed from the past. The arrival of the Fronrunner brings back an element of Ogden's old railroad days. It is a stated goal to restore Washington Blvd. as a major retail destination, and that 25th Street would remain a place for dining, specialty shops and entertainment. The concept of "Mixed use" is really not a new concept. It is largely the traditional framework of urban development with commercial activities on the ground floor and living on the floors above. However, in the modern context this type of development will be of higher intensity and density than in the middle of the last century where only 1 or 2 stories above the store fronts was the norm. This higher density is necessary to achieve the economy of scale along with the interplay of critical mass of people, activities, and commerce. One type of mixed use is Transportation Oriented Development (TOD) marked by subtle differences in service type commercial land uses, with even less parking requirements than mixed use. The key component of the Land Use element to the CBD District Plan is the Land Use Map. It illustrates the "Vision Objectives"

Vision Objectives

- 9.A Provide for horizontal and vertical mixed use development in specific areas of the downtown (see land use vision map). Horizontal mixed use development includes uses that differ in each building such as an apartment next to an office next to a retail use that are next to each other along the street fronts. Vertical mixed use development includes:
1. Ground floor development of retail, personal services and entertainment.
 2. Uses above the ground should be residential, office, and or special commercial uses.



Mixed Use Development (Retail/Residential)

- 9.B Maintain Washington Blvd. as the main retail corridor and Historic 25th Street as the hub for specialty shopping in the downtown. In addition;
1. Secure the placement of a grocery store near the center of the CBD

- 2. Create an “Arts and Entertainment” area(s) specifically around 24th and 25th Streets.

LAND USE

9. Provide for appropriate activities and land uses (cont.)

Vision Objectives (cont.)

9.C Large single use retail should be located north of 21st Street and west of Wall Avenue with mixed use along the Ogden River. The challenge will be to integrate the large retail presence with mixed use development that focuses on the Ogden River and blends comfortably with the River Project area to the east.

9.D Provide for transit oriented development (TOD) within ¼ mile from the transit hub and commuter rail station. TOD would increase downtown housing opportunities with high density development along with the appropriate ground level service land uses such as laundry, pharmacy, restaurants, shopping and alternative transportation options.

9.E Create key urban open spaces at locations based on residential density. These venues can be pleasant locations for people to congregate, relax, or recreate.

9.F Allow uses that will promote a “24 hour presence” and be a center of employment. 24 hour presence includes the placement of high density housing, entertainment, work areas and shopping so people interact to increase the vibrancy of the downtown area as a hub for residents, patrons and employment.



Conceptual TOD and Frontrunner Station



Example of downtown open space

LAND USE

10. Build upon our Urban Identity

The history of Ogden is steeped not only in the railroad, but also in the rugged pioneer heritage and as a place of Native Americans, trappers and notorious activities along 25th Street. Adding to that theme Ogden is carving out a niche as a place of high adventure, primarily for mountain and river sports. Bringing both together in an urban setting is important for a downtown. Streetscapes should be dominated by interesting store fronts and not parking lots. The Ogden River and its associated parkway can contribute to Ogden's urban setting in a unique way. The city should take the lead in way finding signage, along with placement of photos, murals and art that celebrates Ogden's past and future.



Public art in The Junction

Vision Objectives

- 10.A Revise CBD zoning to enhance images of compact urban development, pedestrian accessibility, interesting store fronts along street frontages, rather than parking lots.
- 10.B Develop an urban setting along the river within the CBD with themed lighting, trees, sidewalk treatments, and inclusion of urban type uses along the trail.



Restaurant dining by the Ogden River

LAND USE

11. New development should embody sound urban form and respect the context of Ogden's already built environment

The shape or urban design of a downtown is what is frequently most often associated with a city's identity. How it relates to people who venture into the downtown is what people take away in their perceptions of that city. It is that impression that will often determine if the person wants to revisit the city to do business, to shop, socialize, play and even live. For that reason, it is very important that the impressions left must be of an attractive, functional and engaging downtown that makes you want to return for more.

Ogden's downtown is experiencing a dramatic change in appearance and function. The arrival of the Frontrunner coincides with the development of The Junction, The River Project, American Can and the Park Walk Subdivision just north of the Temple. The trends and desires of the city are to blend modern function with architectural elements of the traditional Washington Blvd. main street that pays homage to the past, while providing a safe, attractive, and walkable downtown. There are other design components relating to scale, color and building materials that will need to be addressed. This can be accomplished through employment at least in part through adoption of "form based code" to assist in steering that urban form toward the desired direction.

LEED certified projects (projects with one or more environmental and material conservation components) are the future of development. The city should consider requiring all city projects to be LEED certified and that private projects also employ at least some of these practices.

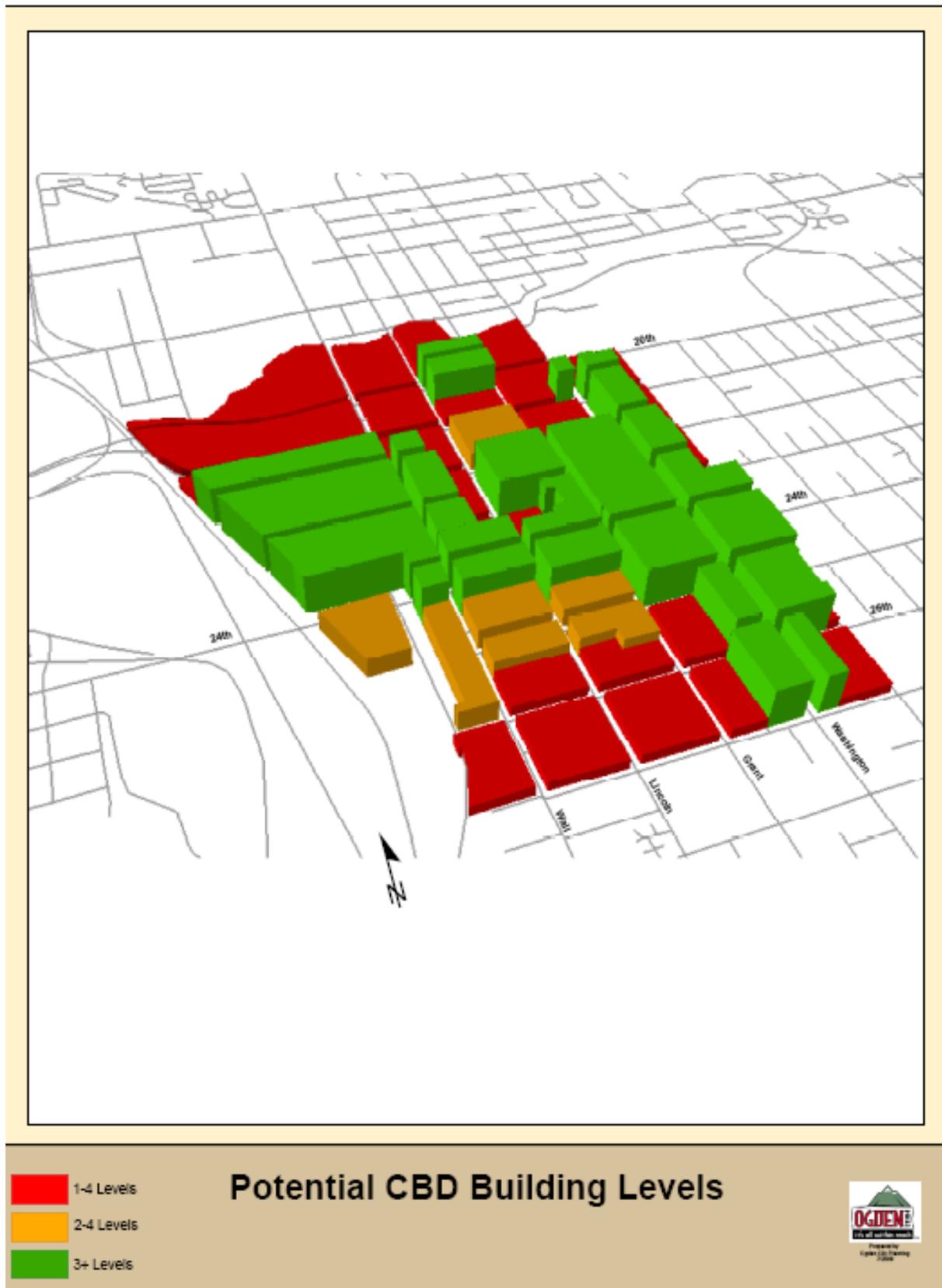
The CBD district is made up of several distinct areas that may take on specific design criteria. For example, the River project has defined in part its own theme for land uses and design which is different than main street

Washington retail. The Adams Avenue corridor between 20th and 27th Street will likely have a different appearance than The Junction, 25th Street, or any other specific district within the CBD. This also applies to 27th Street between Wall and Adams Avenue. Each of these areas should have their own themes. As new infill development occurs within the community, new designs should be compatible with the character of the area and should be sensitive to accommodate the urban design standards that set the CBD apart from other areas.

Vision Objectives

- 11.A Amend the CBD Zone to consider form based concepts of appropriate size, height, design, color, materials and signage options for new development. In the 25th Street Historic District, flexibility in standards should be balanced with the goal to preserve the historic character and national designation of the 25th Street Historic District
Specific standards could be:
 1. See through store fronts at the first story
 2. Corner lots shall have a minimum of three stories.
 3. Underground utility lines and boxes.
- 11.B Explore ways for LEED certifications for new and retrofitted buildings for the CBD. Disincentives, such as increased impact fees may be a method to encourage LEED design for energy dependent applications.
- 11.C Consider specific sub-districts within the CBD that will retain their own neighborhood feel, design, and prescribed land uses and density such as Ogden Avenue between 20th - 21st.
- 11.D Encourage a CBD sign package that creates a distinctive downtown feel of activity, interest and compatibility

15.B Central Business District (CBD) Community Plan



ECONOMIC DEVELOPMENT

12. Promote downtown as a positive environment for living, working, dining, shopping, professional services and entertainment.

While the government has its role in the success of a downtown, so does the local business community. Business owners need to promote their uses not only through typical means but also through proper maintenance of their properties. The city can provide guidance in the utilization of principles from Crime Prevention Toward Environmental Design (CPTED) to help create safe areas. Both the downtown governmental agencies and the private property owners may choose some of these concepts that are compatible with desirable urban design principles as development occurs or buildings are removed.

Attracting new businesses and activities is also important. Grouping of different but compatible land uses can create a healthy synergy in the downtown.

Downtown Inc. (DO Inc.) also has an important role to continue the flow of fresh ideas and activities, especially at night time, to further market downtown. A special downtown tax is used to fund D.O. Inc. The proceeds help finance efforts for downtown events as a means to draw people into the area.



Open views into buildings

Vision Objectives

- 12.A Work with downtown businesses to emphasize a safe downtown through maintaining and cleaning store fronts and properties, and incorporating crime prevention principles into site and building designs such as: lighting, surveillance, access control, graffiti mitigation etc.
- 12.B Continue to pursue downtown development that clusters uses that create healthy, sustainable development needed for a downtown.
- 12.C Market downtown development as a place that is inviting, yet looks to achieve sustainable economic goals and current environmental practices.

ECONOMIC DEVELOPMENT

13. Use economic development in a focused manner for downtown development.

Frequently, it is necessary for governmental interaction to be involved at the outset to initiate the desired types of development. Ideally, these programs can be reduced or eliminated over time.

Redevelopment project areas, tax credits, urban homesteading and various other government sponsored programs can be useful in getting businesses and housing development started.

A viable downtown needs to have a critical mass of residents that put people and “eyes on the street”. There is a growing trend and desire, especially for empty nesters to want to live downtown. To meet this demographic trend, the city must maintain focus on making the downtown interesting, safe and enjoyable. These same characteristics are what attract tourism and businesses, which in turn bring employment and investment into the downtown.

Vision Objectives

- 13.A Use governmental economic incentive to initiate development, but phase out over time as the private sector forces display confidence in the downtown.
- 13.B Attract unique retail, entertainment and recreational experiences that are attractive to tourism, and the greater Weber County area and set Ogden City apart.
- 13.C Focus on promotion of tourism in the downtown.
- 13.D Promote increased tax base, increased employment and increased private investment in the CBD.



Megaplex13 at The Junction

HOUSING

14. Provide for increased housing density and quality in the CBD.

A key to the CBD being a community and having a 24 hour presence is housing. Downtown housing is typically high density. Ogden has thus far followed this principle of higher density residential with its current projects. That trend should continue. The prescribed urban form, along with the land use direction for Ogden City is compatible with high density housing. Transit Oriented Development (TOD) can also provide high density housing in conjunction with specific retail that is especially associated with living around a transit site.

There are numerous buildings in and around the downtown that could find an adaptive new use in the form of housing on upper floors. These are typically industrial buildings that do not meet today's goals for land use in the CBD. They could be adapted to "loft" or other mixed use development options.



Multi-family Development in The Junction

Vision Objectives

- 14.A Ensure that transit oriented development (TOD's) be located near the commuter rail stop.
- 14.B Allow for high density housing at numerous locations in the downtown, primarily above the ground floor.
- 14.C Encourage the use of existing underutilized buildings upper floors for residential uses by adding flexibility to the zoning in the CBD. In the 25th Street Historic District flexibility should be balanced with the goal to preserve the historic character and national designation of the district.



Existing underutilized structure

HOUSING

15. Improve the neighborhoods in and around the CBD.

A key principle in developing a sound and flourishing downtown is to ensure the surrounding neighborhoods are clean, attractive and of high quality. This is a major challenge for many cities going through revitalization.

Over time, the neighborhood to the east of the CBD has deteriorated. This is a result of a long period of declining property values fueled by neglect of properties as well as legal and illegal conversions to duplex or multi-family dwelling units. There are deficiencies in infrastructure and the proliferation of social ills that have also contributed to this problem. Two solutions that have been presented are both long term in their implementation and in achieving the desired results. However, code changes can be initiated that promote market rate infill housing and ensuring buildings are converted back to their original density and purpose.

Vision Objectives

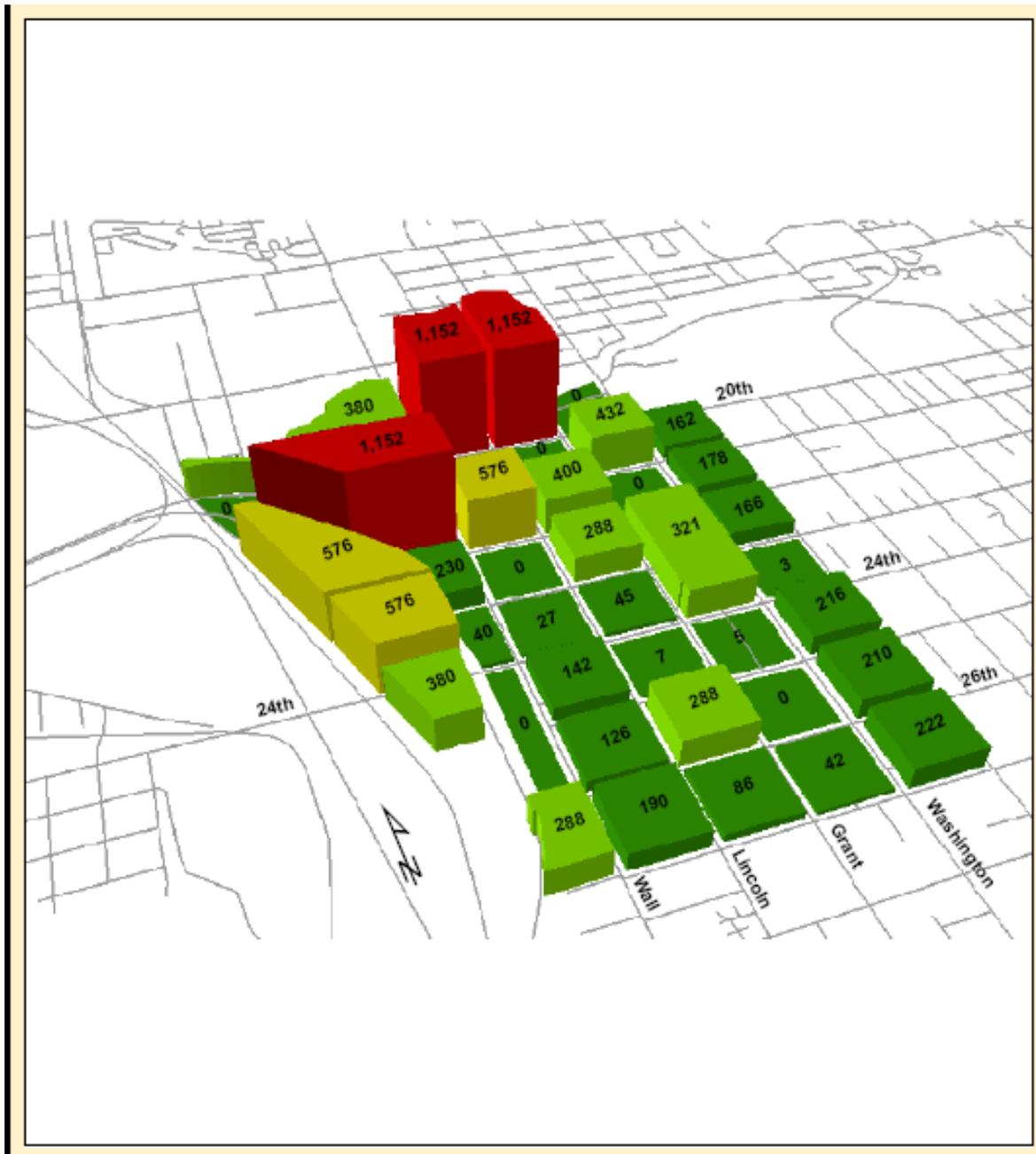
- 15.A Insist that housing in and around the CBD be market rate.
- 15.B Improve the quality of neighborhoods by restoring homes to their original uses by eliminating inappropriate conversions and look for new construction that is characteristic of the neighborhood style.



Renovation of house on Adams Ave.



New construction in the Jefferson Historic District just east of the CBD



CBD Population at Build-Out

- 0 - 249
- 250 - 499
- 500 - 749
- 750 - 999
- 1000 - 1245

Prepared by Ogden City Planning 06/2006

D. District Plan Implementation

The Central Business District (CBD) vision focuses primarily on 5 topics:

- a. Community Identity
- b. Transportation
- c. Land Use
- d. Economic Development
- e. Housing

The visioning objectives discussed in the previous section, embody the broad and far reaching ideas for Ogden's downtown over the course of next 20+ years. To realize these goals and objectives, tangible mechanisms must be set in place. These mechanisms or implementation methods are the actions that achieve the stated objectives. Below are these objectives along with the implementation strategies to make them reality for Ogden's future.

1. Community Identity Vision

Objective A – Complete physical improvements for a unified streetscape by installing street lighting and street trees in the CBD where needed.

Implementation Responsibility

Public Services Dept. and developer

Resources

CIP, project development, SID's

Objective B. – Enhance the cultural qualities of downtown by introduction of art in the form of sculpture and murals in and around public walks and gathering spots to enliven areas. Areas such as blank wall sections of The Junctions parking terrace and along the 23rd Street side of Lindquist Field are areas where enhancements can be made.

Implementation Responsibility

Ogden Arts Commission, building owners, local artists

Resources

% for Art, CIP, foundations, building owners

Objective C – Develop entryway features in the form of landscaping, sculpture, archways and signage into Ogden from the west side that identify entrances into the CBD and conveys the past and future of the city and extend theme lighting from downtown to Harrison along 24th Street as the east entrance into the downtown.

Implementation Responsibility

Public Services and Arts Commission

Resources

CIP, Private donations, Block grants

Objective D – Utilize “way finding” signs where appropriate to illustrate location of structures, activities, and other specific locations of interest in and outside the CBD (directional signage could be on main entryways into the city).

Implementation Responsibility

Public Services

Resources

CIP, grants

2. Transportation Vision

Objective A – Develop certain corridors (see map on page 15.B.18) as pedestrian connection linkages.

- Along Kiesel Ave. from 24th to 25th Street.
- Along 23rd Street from the Frontrunner Station to Grant Ave.
- Along the railway from the Ogden river to the Frontrunner Station.
- Along Grant Ave. between 25th Street and the Ogden River.

Implementation Responsibility

City Public Services, City Council

Resources

Planning Division. CIP

Objective B – Investigate and implement by means of ordinance revision, agreements and other tools a more effective and continual use of existing parking facilities

Implementation Responsibility

Ogden City Council/ RDA and Planning Commission

Resources

Planning Division

Objective C - Create a parking master plan based on:

- a. Block need based parking demand
- b. Provide for innovatively designed parking facilities
- c. Determine the best locations (near the center of the blocks) for these facilities.
- d. Establish public/private participation to address parking needs

Implementation Responsibility

Planning Commission and City Council

Resources

Planning Division Staff
City Engineering Staff
Community Development Staff

Objective D - Provide “You are here” maps at the parking lots near the elevators and stairwells.

Implementation Responsibility

Planning Division Staff, property owners

Resources

Development costs, CIP

Objective E – Consider redesigning 24th Street from Wall to Lincoln in order to allow left hand turns at Lincoln and to create a good pedestrian connection from the Intermodal Hub to the rest of downtown.

Implementation Responsibility

UDOT, Public Services, City Council

Resources

Road Enhancement Funds, Safe Crossing Funds, CIP

Objective F – Pursue 24th Street full interchange at I-15 and Pennsylvania Avenue.

Implementation Responsibility

UDOT, FTA, Ogden City

Resources

Federal and State highway funds

Objective G – Improve the visibility of the pedestrian crossings of Wall at 23rd and 25th Streets by means of textured sidewalks, color or other visual means.

Implementation Responsibility

UDOT, City Public Services

Resources

State highway funds

Objective H – Install defined bike lanes in a connected downtown system.

Implementation Responsibility

City Public Services

Resources

CIP, Road funds, Road Enhancement Grants

3. Land Use

Objective A – Provide for mixed use development in specific areas of the downtown (see land use map). In vertical mixed use development:

- a. Ground floor development of mixed use should be retail, personal services and entertainment.
- b. Uses above the ground should be residential, office and or special commercial uses.

Implementation Responsibility

Planning Commission, City Council and development community

Resources

Planning Commission and Staff

Objective B – Provide for Transit Oriented Development (TOD) around the transit hub and commuter rail station. TOD would increase downtown housing opportunities with High density development along with the appropriate ground level service land uses such as laundry, pharmacy, restaurants, shopping and alternative transportation options.

Implementation Responsibility

Planning Commission, City Council, UTA and private developers

Resources

Planning Division Staff, private development

Objective C – Revise CBD zoning to enhance images of compact urban development, pedestrian accessibility, interesting store fronts along street frontages, rather than parking lots.

Implementation Responsibility

Planning Commission and City Council

Resources

Planning Commission and Staff

Objective D – Develop an urban setting along the river within the CBD with themed lighting, trees, sidewalk treatments, and inclusion of urban type uses along the trail.

Implementation Responsibility

Planning Commission and Staff, RDA, private developer

Resources

Capital Improvement Program

Objective E – The CBD Zone to be amended to dictate appropriate size, height, design, color, materials and signage for new development. Specific standards could be:

- a. See through store fronts at the first story along pedestrian walkways.
- b. Corner lots shall be multi-story
- c. Underground of utility lines and boxes.

Implementation Responsibility

Planning Commission and City Council

Resources

Planning Commission and Staff

4. Economic Development

Objective A – Use governmental economic incentive to initiate development, but phase out over time as the private sector forces display confidence in the downtown.

Implementation Responsibility

Neighborhood Development Division

Resources

RDA, Grant programs

5. Housing

Objective A – Improve the quality of neighborhoods by restoring homes to their original uses by eliminating inappropriate conversions and look for new constructions of the neighborhood style.

Implementation Responsibility

Planning Commission, City Council

Resources

Planning Division Staff, Building Services

15C. Business Depot Ogden (BDO)

DDO District Land Use Plan

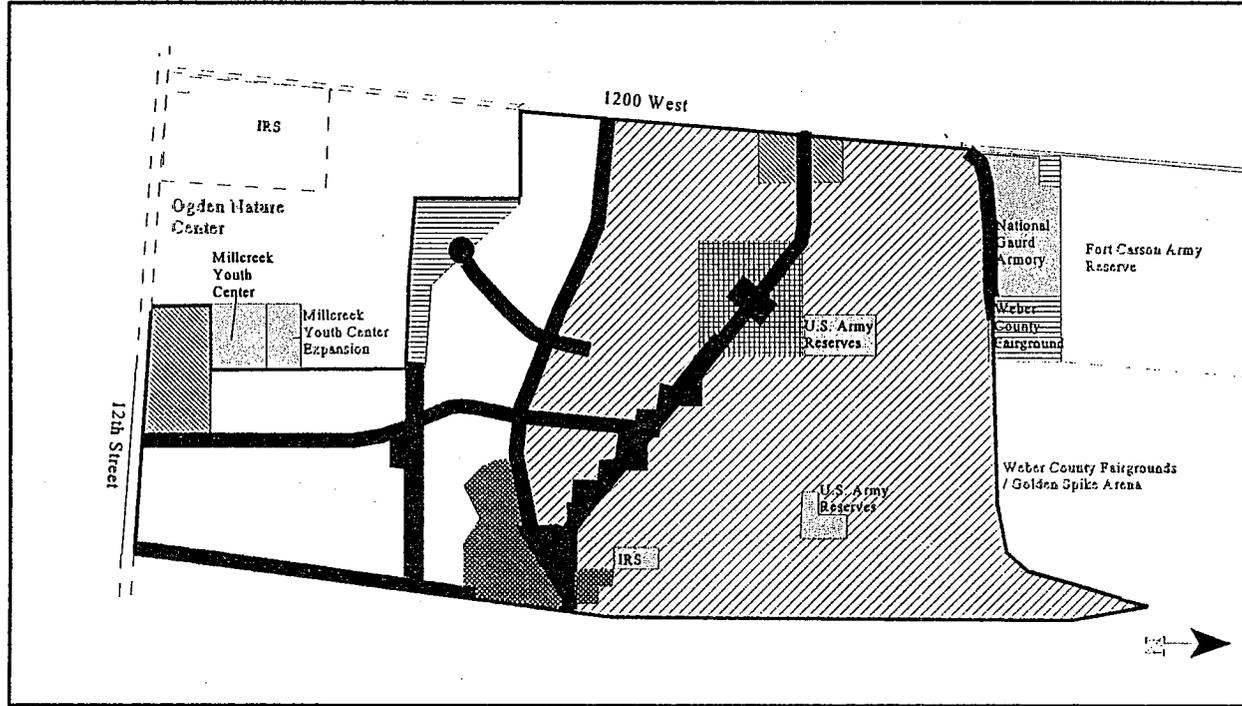
GOALS

- 1.1 Create an attractive and functional development at the DDO site which will provide opportunities to expand Ogden's employment and tax base and be a long-term asset to our City and the Greater Ogden Area.**

Background: While the various land uses on the DDO site will focus on providing jobs and diversification of our community's economic base, the diversity of these uses necessarily requires that they be looked at differently, in terms of requirements for site and building improvements. Use of existing buildings also creates some challenges as these buildings were not designed to provide space for many of the site improvements commonly required today. The emphasis was strictly on function and efforts to overlay standards need to be looked at very carefully to insure that they can still function appropriately.

POLICIES

- 1.a Develop a master plan for the park/open space land use category which will include specifics relating to construction and costs necessary for implementation. Items to be considered should include:
- improvements for the streetway in terms of sidewalks, street trees and other plantings, lighting and street furniture.
 - improvements along Mill Creek, in terms of paths, plantings, lighting and structures
- 1.b Develop and adopt appropriate implementing mechanisms which appropriately address the following concerns for the various land use categories at the DDO site:
- attractive and appropriate landscaping
 - attractive facades, materials, colors
 - siting and appearance of parking
 - attractive and functional signage.
- 1.c In developing standards for existing warehouse areas which will be reused, focus landscaping along streetways or other areas highly visible to the public.



- | | |
|---|--|
|  Business Park
(247 Acres) |  Industrial
(519 Acres) |
|  Commercial
(23 Acres) |  Community Use
(50 Acres) |
|  Mixed Use
(43 Acres) |  Park/ Open Space
(42 Acres) |
|  Office/Light Industrial
(53 Acres) |  Public/ Quasi Public
(64 Acres) |

Note: All acreages are approximate

***The Weber County Jail could be a compatible use at the DDO site.**

History/Background

Since 1941, Defense Depot Ogden has been an important part of the greater Ogden community. The site selected was originally the location of houses, farms, barns and other related outbuildings. The site was originally chosen because of its strategic location, being equal distance from the Pacific ports and the Mexican and Canadian borders. The concern for transportation was well addressed by the excellent rail service available in Ogden. The Depot has often been referred to as the "Hub of the West" (DDOU History Book: 55 Years of Excellence)

For these past 55 years the DDO's Mission has been "to receive, inspect, stow and ship material in order to provide effective and efficient worldwide logistics support to our U.S. and foreign customers" ("Defense Logistics Agency: Defense Distribution Depot Ogden, Utah" Pamphlet). This Mission has determined the use of the land, most of which is related to the warehousing functions located on the northern portion of the depot site.

Defense Depot Ogden, Utah was included on the Base Realignment and Closure (BRAC) list despite efforts to save this important facility from closure. With the determination of the closure of DDO, the process of determining the future of the facility has begun.

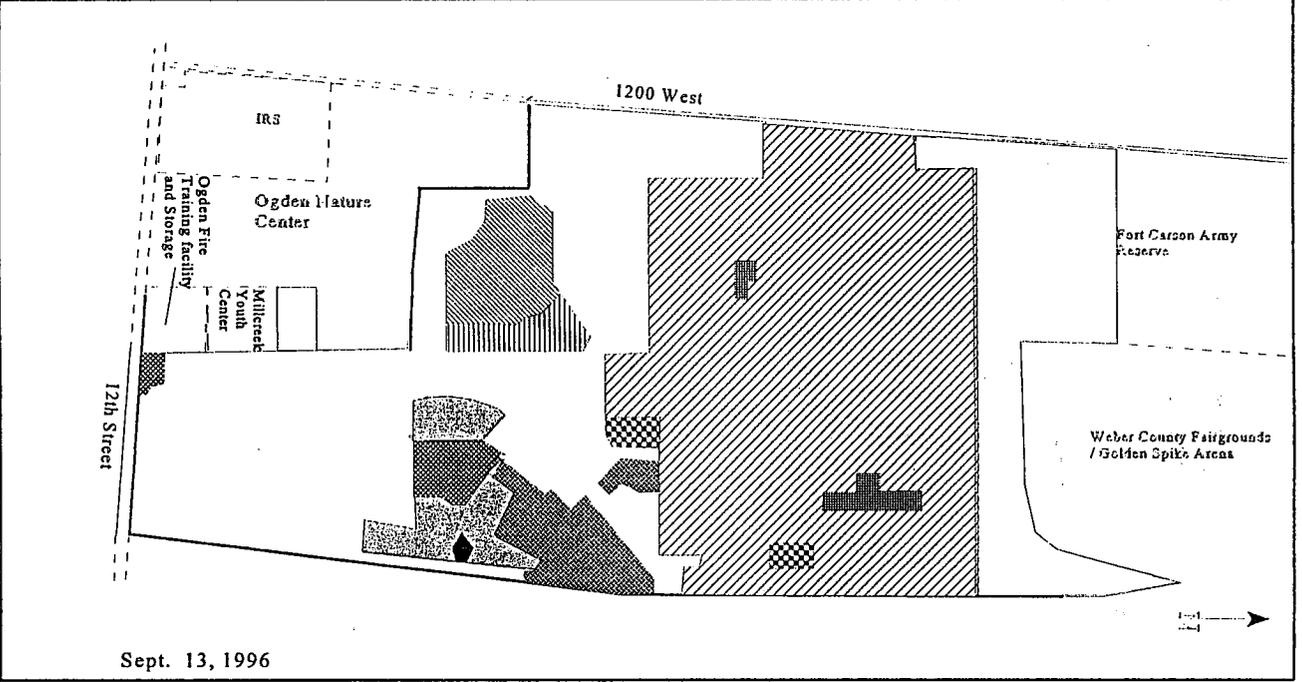
The 1,128 acre site which makes up DDO is located in the northwest quadrant of the City. Because of the function of DDO, there is no public circulation through the site. Neighboring communities to the Depot include Harrisville to the north, Farr West, Slaterville to the west, and Marriott to the west and south.

When a determination of closure was made, the Mayor of Ogden requested that the City be appointed as the Local Redevelopment Authority (LRA), as the Depot was located within the City's boundaries. The Department of Defense recognized Ogden City as the LRA and Mike Pavich was brought on board as the Director of the LRA. In his present position, Mr. Pavich is on loan to Ogden City from the State of Utah, specifically the Department of Economic and Community Development. An Office of Economic Adjustment grant was provided by the Department of Defense to provide money for the development of a Reuse Plan for the Depot. The Reuse Plan is required by federal law.

The Role of the Defense Depot Ogden Reuse Committee (DRC)

The process for development of the Reuse Plan included the establishment of the Defense Depot Ogden Reuse Committee. Members for this committee were appointed by the Mayor, with the consent of the Ogden City Council. This ten-member committee was to formulate a recommended Reuse Plan and implementation strategy to the Ogden City Council. Additional expertise to the DRC was to be provided through six subcommittees which included Economic and Land use, Infrastructure and Personal Property, Environmental, Security, Community Outreach and Public Use, and Consensus Building. The Fort Collins Office of EDAW (a planning consulting firm) was hired to provide professional assistance to the DRC in developing the Reuse Plan.

MAP #1
CURRENT LAND USE AT THE DDO SITE



- | | | | | | |
|--|-----------------------------|--|------------------------|--|-------------------------|
| | Administration | | Recreation | | Vacant |
| | Hazardous Materials Storage | | Residential | | Warehousing and Storage |
| | Maintenance | | Special Use Facilities | | Stables |
| | Igloos | | | | |

was the feeling of the committee that these uses did not meet their established vision and goals for the DDO site.

The DRC has recommended approval of three proposals which include the use of existing structures, most of which have requested space for warehousing purposes. These include the Swanson Foundation, Weber ATC, and Planned Parenthood/Midtown Community Health Center. A request from Ogden Area Community Action for use of the existing day care facility and the gymnasium has also be denied.

The following properties were requested by various Ogden City departments, but it was determined that they would need to be considered at a later date as part of an economic development conveyance:

- The fire station and accompanying equipment (Fire Department)
- The gym, swimming pool, and softball fields and associated storage space (Community Services)
- Building #3, the existing civil engineering shop area and associated buildings (Public Works)

Handitrans would be a new use for the site. It is operated by the Weber Basin Disabled Association. It provides curb-to-curb transportation for disabled individuals in the Weber, Davis, and Box Elder County areas. It is a nonprofit corporation which receives funding from UTA and the United Way. Currently, space is provided for 12 of the 14 buses used in the operation at the UTA facility on 17th and Wall. As of September 1, 1996, the operation includes 30 buses and UTA will no longer be able to accommodate them. The proposed site includes approximately four acres and is located in the northwest corner of the DDO site and would have access via 1200 West. The site would allow for projected growth, as the operation anticipates having as many as 60 buses by 2004.

The existing land uses which are requesting property for expansion are the Ogden Nature Center and Mill Creek Youth Center. The Ogden Nature Center is located on the southwest edge of DDO and is accessed via 12th Street. The property on which the Ogden Nature Center is located is owned by Ogden City. The center has requested land for purposes of wildlife conservation, nature education and recreation opportunities. The request was for approximately 50 acres, to include the two western storage igloos currently existing at the site and more land north of Mill Creek to protect the stream and provide additional conservation area. The DRC's Reuse Map includes approximately 30 and excludes the igloos and the property north of Mill Creek. The DRC recently changed its original recommendation to include an additional 40' to 45' north of the boundary originally approved by that body.

Mill Creek Youth Center is located north of the Ogden Fire Fighting Facility and Storage Yard. The proposed expansion would include the construction of an additional secure youth correctional facility which would house 72 juveniles. The amount of property requested was 15-20 acres, while the DRC Reuse Plan recommends approximately five acres.

Planned Parenthood - Midtown Community Health provides services to persons with limited

Commercial Use - The group considered big-box retail and convenience retail for employees. The proposal is for neighborhood or community retail space, including restaurants, and other commercial services for employees of the DDO site. There are approximately 23 acres in two areas identified for commercial use. One is located on the northwest corner of 12th Street and the main entry road into the site and the second on the northeast and southeast corners of 1200 West and 400 North. It should be noted that Slaterville has identified the northwest and southwest corners of 1200 West and 400 North for commercial use in their community master plan.

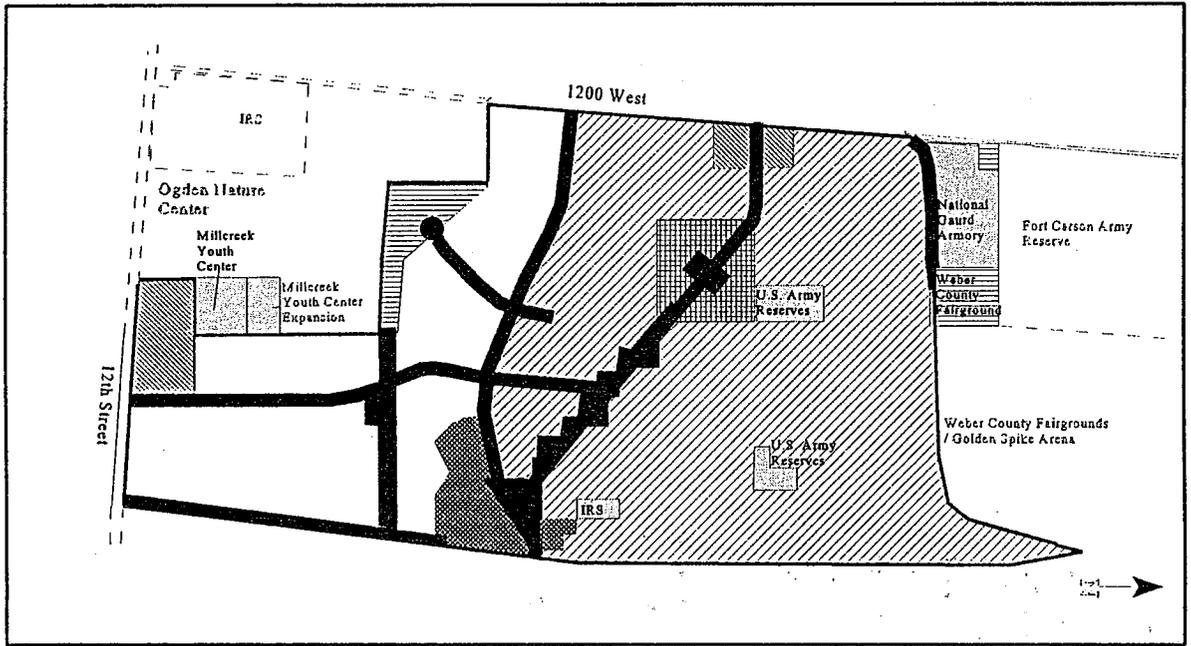
The 12th Street parcel is proposed for neighborhood and community-scale businesses, including restaurants, along with other commercial services for employees of the DDO site. This development would need to be done in a manner compatible with the business park, providing appropriate landscaped area and maintenance of views from 12th Street and a view corridor along the main entry road. Strip commercial and big box retail uses are not compatible with the business park and would be excluded from the site.

The 1200 West site would also cater to occupants of the DDO site, including the substantial truck traffic that is anticipated to utilize the west entrance. Convenience stores, restaurants and retail services are the types of uses that are likely to occupy this portion of the site.

The design guidelines for commercial would be similar to those required for a business park, in terms of landscape buffering, location and percentage, building materials, etc.

Mixed Use - This area includes a variety of the existing administrative buildings, the fire station, and other support-service structures included on 43 acres of land. The proposed use for this area includes reuse of the existing structures along with some new construction. The distinctive campus-like setting should be maintained and the area would include a mix of public agencies, private office use, small scale commercial uses intended to serve site employees, recreational use (building 2-A), and maintenance-type operations that occupy the former DDO maintenance area. The design criteria proposed for these are similar to those found in the business park excepting the building materials portion which call for uses of the same or similar types of materials to those found on the existing buildings. Consideration of the reuse of existing structures may need to be treated differently than new construction.

Office-Light Industrial Use - The proposal for this section is demolish the existing storage facilities and allow for redevelopment of the area with office space for a higher quality image than is available in the portion of property proposed for reuse of the existing warehousing. These uses may be businesses which using the existing industrial buildings on the DDO site and desire a more visible/accessible location for their office space in close proximity to their industrial uses or they may be businesses that may develop a combination of office space/industrial use structures. This area would provide reasonable amenities and lower cost building space than the business park. There would be 53 acres in this category, located on the diagonal portion of 2nd Street/400 North. This area is virtually surrounded by the existing warehousing. Light industrial facilities could be developed here with fewer restrictions than would be required in the business park, although draft design



- | | |
|--|---|
|  Business Park
(247 Acres) |  Industrial
(519 Acres) |
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(43 Acres) |  Park/ Open Space
(42 Acres) |
|  Office/Light
Industrial
(53 Acres) |  Public/
Quasi Public
(64 Acres) |

**Note: All
acres are
approximate**

MAP #2
LAND USES AS PROPOSED IN THE DRC PLAN

area is low density residential (including traditional detached dwellings and mobile homes). The past few years have seen increased residential growth in the area. The Lynn Community Plan calls for the very types of land uses found in the area.

The areas immediately north of the Depot include the Weber County Fairgrounds and Fort Carson Reserve. These areas are not currently included in a community or district plan. To the north of the Weber County Fairgrounds, along the south side of Harrisville Road is a multi-family residential area which includes more than 150 dwelling units with an additional 70+ units approved for the area. A boundary adjustment between Ogden City and Harrisville City was considered in this area in 1995. Harrisville decided to not pursue the adjustment at that time, as there were concerns with the higher densities associated with these units and how well the proposed developments would fit into their community.

Methods of Implementation

As the District Land Use Plan for the future of the Depot site is developed, specific language will need to be developed identifying the types of concerns which will need to be addressed in order to make the site an attractive addition to Ogden, as well as the greater community. Much of the success for the reuse of DDO will be associated with the standards put in place and upheld by the future developers of the site. As with any type of development, attractive, well-maintained properties contribute to the property value of adjacent properties and often affect a positive change in less attractive or poorly maintained properties.

Staff has identified five possible means of implementing the community's vision for the DDO site. Each has been identified and is briefly discussed below. It is important to keep in mind that each of these approaches might be used alone or in connection with another on the list.

1. Amending Citywide Zoning Categories

This approach assumes that all of the land uses determined to be appropriate for DDO can be categorized into an existing zoning designation or a new zoning designation might be created for it. It would require amending the existing zones to reflect the standards which the Planning Commission deems appropriate for each of the zoning designations (CP-2, M-1, M-2). It assumes that the standards applied at DDO should be citywide.

2. Creating DDO-specific Zoning Categories

This approach assumes because of the special nature of DDO, there are specific categories which should be created to cover the unique types of uses found here. This is the approach used to develop the CBD Zone. It assumes that the uses associated with DDO are so unique that a special land use chart and design criteria should be developed for the Depot site.

3. Design Standards or Guidelines

This approach focuses away from land-use and focuses on the design of the site and building. There is often confusion associated with the term "guidelines" as to whether or not they are mandatory or advisory. For this reason, the term "standards" has been included. These standards would be requirements which would have to be met, where the guidelines may include items which should be considered but not required. Zoning designations would be assigned, but the regulations controlling design (e.g., landscape minimums and location, parking, fencing, building materials, facade considerations, etc.) would be superseded by the Design Guidelines.

Issues for Immediate Consideration

1. Clearly identify and define land uses for the site
 - Exactly what is meant by the various land-use definitions?
 - What is envisioned for the "mixed use" area of the Reuse Plan?
2. Land use impacts on immediately adjacent land uses
 - How might the proposed land uses [use-specific (e.g., Handitrans) or category-specific (e.g., commercial)] affect existing land uses?
3. How will the proposed land uses fit into larger area (bordering communities)
 - What uses are proposed along the edges of the Depot property, especially 12th Street and 1200 West?
 - Should the land use options along 2nd Street (in the Lynn Community) be reconsidered in light of the proposed DDO reuse?
4. Specific site improvement and design concerns
 - Opportunities are available for green space around existing buildings
 - Appropriate location of landscape improvements (e.g., trees in parking lots, landscaping along street, use of berming and plants to screen, etc.)
 - Campus-style business park
 - Attractive entryways into the site
 - Parking for business park located in middle of block, not on edges
 - Appropriate building materials for various uses
 - Need for adequate pedestrian circulation
5. What methods of implementation should be considered to accomplish the concerns for creation of an attractive, functional development?
 - A. DDO-specific zoning categories
 - B. Amending Citywide Zoning Categories
 - C. Design Guidelines
 - D. CCRs/Restrictive Covenants/Architectural Review
 - E. Performance Standard Zoning
6. What means are available to ensure aesthetic/appearance concerns are implemented after the Land use portion of the DDO District Plan has been adopted?
7. Due consideration of housing

Issues for Future Consideration

Land Use

Use-specific concerns which may or may not be ripe for inclusion in the Land Use Plan (e.g., Weber County Jail and Waste Transfer Station proposals).

Transportation/Circulation

On-site concerns

- access road to north (to fairgrounds) connecting Harrisville Road to Ogden City
- access under conveyor on 2nd Street/400 North diagonal
- rail accessibility
- opportunities for light-rail or similar mass transit
- truck traffic

Off-site concerns

- traffic impacts on peripheral streets
- 1200 West
- 12th Street
- 400 North
- 2nd Street

Community Identity

Consideration of renaming the site

Community Facilities and Services

Public Safety Concerns

- Police protection
- Fire protection

Public Works Concerns

- Water
- Storm and Sanitary Sewer
- Electrical, Natural Gas, and Telecommunications services

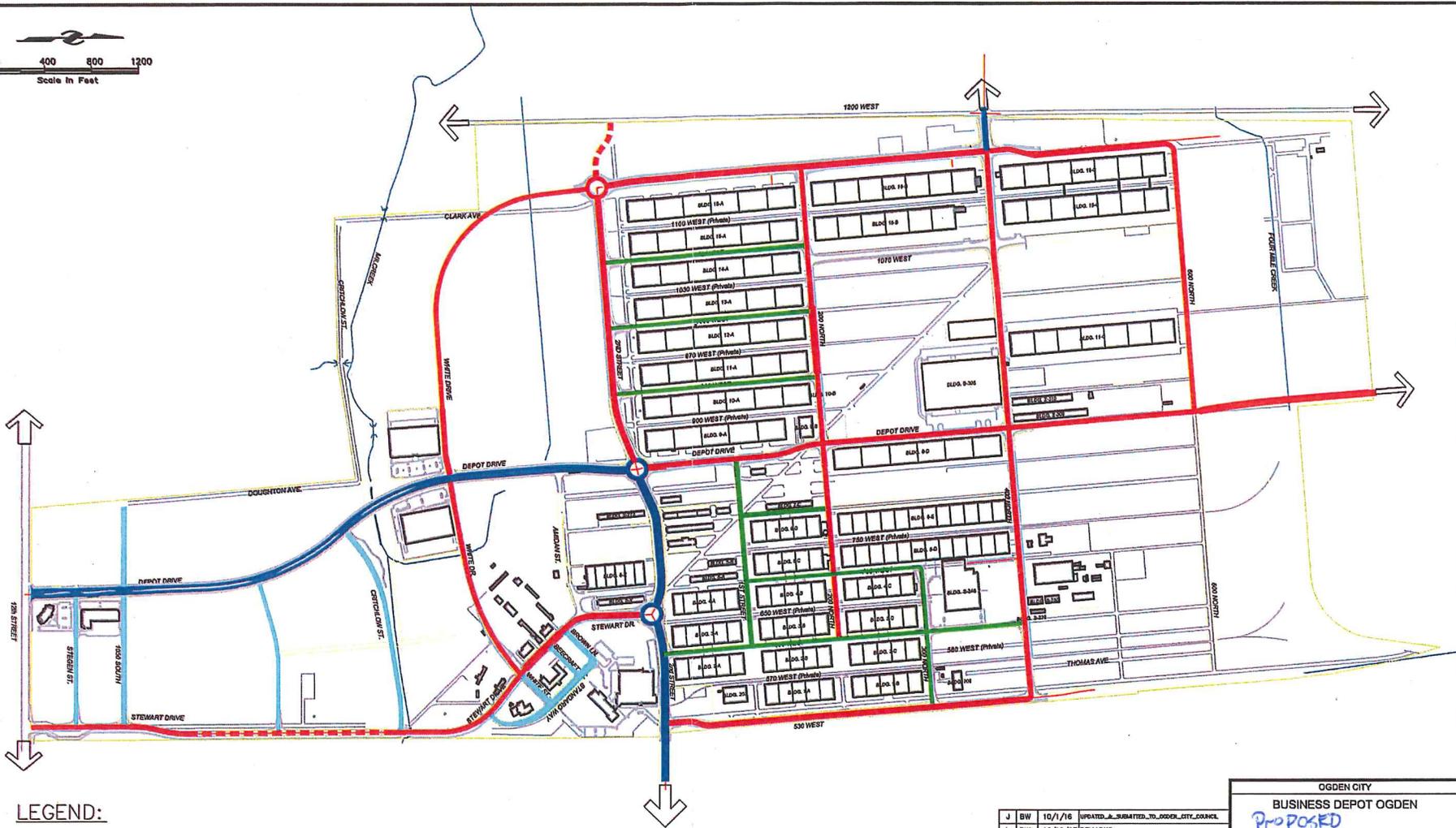
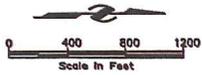
Recreation Concerns

- Parks - possible retention of softball fields

Environmental

Ground water contamination

Protection of Mill Creek - surface water



LEGEND:

- ARTERIAL ROADS (96' OR 83' ROW)
- COLLECTOR ROADS (42', 44', 46', 54', OR 66' ROW)
- LOCAL ROADS (38' ROW)
- SERVICE ROADS (38' ROW)
- UNDEDICATED SERVICE ROADS

• DASHED ROADS DENOTE FUTURE CONSTRUCTION

Rev.	By	Date	Remarks
J	BW	10/1/16	UPDATED & SUBMITTED TO OGDEN CITY COUNCIL
I	BW	12/16/07	REMARKS
H	BSB	02/25/04	UPDATED
G	BSB	11/28/02	UPDATES
F	BSB	08/28/02	UPDATES
E	BSB	04/01/02	10B & 11A ALTERNATIVES
D	BSB	03/14/02	
C	BSB	01/10/02	REVISED WALL PARKWAY ROUNDABOUT
B	BSB	10/18/01	REVISED STREET NAMES
A	BSB	09/13/01	REVISED LAYOUT

OGDEN CITY
BUSINESS DEPOT OGDEN
PROPOSED
STREET MASTER PLAN

B BINGHAM ENGINEERING OGDEN - (801) 399-1662

Drawn: BSB Date: 10/1/16
 Check: JSE
 Date: 10/1/16
 Rev: BSB

Print Date: 04/23/2004 | Proj. # 03906 | of 1

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15D. Railyard District

16A. Wall Avenue

A. Goal

Create a functional corridor along Wall Avenue, between 12th Street and 36th Street, that is economically viable, defines and supports the multi-segmented land use areas, and enhances the identity of Ogden.

B. Overview

Wall Avenue is a unique corridor that reflects the economic changes that have occurred in Ogden City. Historically this corridor supported a railroad economy that thrived in the late 1800's and early 1900's. As the railroad industry declined, so did the economy along Wall Avenue. By the 1970's fewer commercial businesses were thriving along the corridor.

Today, Wall Avenue is poised for a revival with recent attention being devoted to its redevelopment. In March of 2001 a Corridor Study was completed for the portion of Wall Avenue beginning from 12th Street and ending at 36th Street. The study outlines important strategies for developing a "new vision" this section of the corridor.

This new vision is based upon principles found in context sensitive and urban design solutions that will help generate economic and social activity in the downtown core, preserve the Jefferson neighborhood, and support the other industrial and commercial use areas at either end of the corridor.

C. Existing Conditions and Key Findings

Wall Avenue, between 12th and 36th Streets, contains multiple nodes of land uses serving many different functions. At the southern end it serves as part of the junction between Ogden City and Riverdale City. Car dealerships, big box retail, and the Newgate Mall are the

primary land uses of this area. The central portion, between 31st Street and the Ogden River, contains a mixture of commercial and residential uses, including the west side of the Downtown core. The northern end, between the river and 12th Street, is primarily industrial use with some commercial.

Because the corridor is segmented by several distinct and in some cases declining land use areas, the corridor lacks connectivity, definition, and a sense of place. Therefore, the corridor presents a negative first impression to the visitor from Interstate 15. However, the corridor does have significant economic strengths that provide opportunities to transform an underutilized and uninviting corridor into a statement of design and excellence for Ogden City

Although there are few universal strategy components for Wall Avenue, a "one size fits all" approach will not resolve problems in the corridor. For discussion purposes the following corridor segments were utilized so that objectives and strategies could be customized for select areas along the corridor.

City Center/Urban Mixed Use Segment: This segment along Wall Avenue functions as the west boundary of the Downtown Core. A walking environment should be the heart of this segment. A true environment conducive to walking must center on providing opportunities for people to accomplish basic tasks on foot. The objectives and strategies for this area are written to promote walking and public transit, allowing for mixed use developments, creating activity and common areas, and applying urban design principles to the built environment.

Office/Mixed Use Segment: There are two segments identified along Wall Avenue and are located on each end of the City Center/Urban Mixed Use Segment, beginning at the Ogden

River and ending at 28th Street. These areas should contain mixed-use development office/retail and residential. Ideally retail should be located on the ground level with office and/or residential located above. However, office should be emphasized to help invigorate the economy of the Urban Mixed-Use segment. Clear pedestrian linkages should be established with the sidewalk system and mid-block connections.

Commercial/Industrial Automobile Oriented

Segment: Two types of these segments occur along Wall Avenue. The south end of the corridor is largely devoted to large, automotive oriented, commercial and retail sales. The north end consists of industrial and small retail businesses. The focus for these areas should be on moving traffic, provide adequate automobile access to businesses, defining the roadway with curb and gutter, creating a pleasing environment for the driver, and provide for pedestrian safety where needed.

Residential Segment: The quality of life for the Jefferson Community will be enhanced as the Wall Avenue Corridor evolves. Homes that front Wall Avenue in the area of the highway-widening project should be removed. Remaining homes east on [Pingree] Avenue should be buffered and protected from the high-speed traffic with a landscaped parkway. Residential areas along or adjacent to the corridor should be linked to the urban core with transit stops, bikeways, and sidewalks.

D. Objectives and Strategies

The objectives and strategies for the element follow on page 16A.3.

Goal

Create a functional corridor along Wall Avenue, between 12th Street and 36th Street, that is economically viable, defines and supports the multi-segmented land use areas, and enhances the identity of Ogden.

Objective

1. Develop a Strong City Center/ Urban Mixed-Use area in the Downtown Core along the Wall Avenue Corridor

Background: There are five basic principles of the Urban Mixed-Use area, each inter-related. These principles are:

1) **Multi-Modal:** All modes of transportation should be accommodated (autos, buses, bicycles, walking, and rail). The integration of these transportation modes is essential to the function of the segment.

2) **Walkability:** The pedestrian should be the central design focus in the Urban Mixed-Use segment. Development should offer practical destinations for pedestrians, such as convenience retail, housing, entertainment, and access to public transit. Buildings should be located and designed to create a “sense of place” for the pedestrian by framing the streetscape. A general rule is to build structures at a height equal to half the roadway width and incorporate architectural features or elements that are in scale with the human perception of space.

3) **Mixed-Use Development:** Mixed-use development is locating retail, office, and housing uses within close proximity to or integrated with one another as a single project. Mixed-uses should be provided in new and re-use developments within the urban core.

Strategies

- 1.A. Allowing the development of integrated land uses consisting of places to work, live, shop, dine, play and stay.

Implementation: Mayor, City Council Planning Commission, and Planning Staff

- 1.B. Creating gathering or plaza areas at the Inter-modal Hub Center, Union Station, mid-block between Wall Avenue and Lincoln, and other appropriate locations.

Implementation: Mayor, City Council Planning Commission, Planning and Public Works Staffs.

- 1.C. Permitting complementary uses around the gathering or plaza areas to encourage activity.

Implementation: Mayor, City Council Planning Commission, and Planning Staff

- 1.D. Establishing a pedestrian zone with continuous sidewalks, enhanced street crossings, and adequate crossing time at traffic signals.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, and UDOT

- 1.E. Supporting and expanding the role of bus, bicycle, and walking as transportation modes in the urban mixed-use area.

Objective

1. Develop a Strong City Center/ Urban Mixed-Use area in the Downtown Core along the Wall Avenue Corridor (cont.)

4) Community Areas: A pedestrian oriented area should include plazas, gathering, and waiting places for people. These should be places of activity, social interaction, or resting stations for the pedestrian. These common areas help contribute to the city's overall "sense of place."

5) Parking: Typical standard parking regulations discourage the social interaction of people. Excessive parking areas disrupt the urban fabric of the core and increase the travel distances to destinations. Mixed-Use development provides opportunities for shared or reduced parking arrangements to maintain a strong urban core.

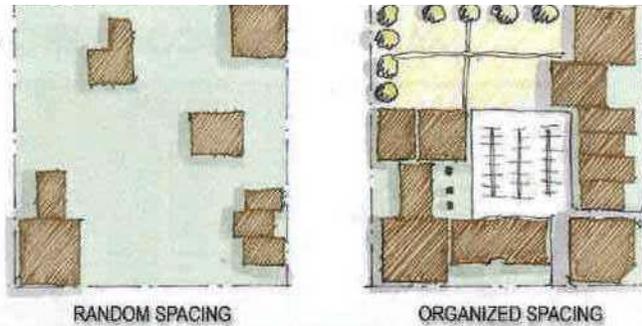


Figure 16A.1-Buildings organized to frame the street and define public space

Strategies (cont.)

*Implementation: Mayor, City Council
Planning Commission, Planning and
Engineering Staffs, UDOT*

- 1.F. Requiring build-to, minimum height, and design standards for new development to frame the streetscape.

*Implementation: Mayor, City Council,
Planning Commission, Landmarks
Commission, and Planning Staff*

- 1.G. Encouraging the retrofit of existing structures with design elements that contribute to enhancing the streetscape (e.g. facade treatments, awnings, and appropriate sign designs).

*Implementation: Mayor, City Council
Planning Commission, Land marks
Commission, Planning and Building
Services Staffs*

- 1.H. Requiring parking areas to be located to the side or rear of buildings and allowing shared-use arrangements where appropriate.

*Implementation: Mayor, City Council
Planning Commission, Planning Staff*

Goal

Create a functional corridor along Wall Avenue, between 12th Street and 36th Street, that is economically viable, defines and supports the multi-segmented land use areas, and enhances the identity of Ogden.

Objective

2. Create Supportive Office/Mixed Use Areas to the North and South sides of the City Center/Urban Mixed Use Core.

The Office/Mixed Use areas are to be supportive to the Downtown Core. Office uses should be emphasized to help invigorate the economy of the area. Clear pedestrian linkages should be established with the sidewalk system and mid-block connections to encourage interaction or activity between the two segments.

Strategies

- 2.A. Promoting and encouraging the development of additional viable office space.

Implementation: Mayor, City Council, Community & Economic Development Department

- 2.B. Encouraging a mix of office, retail, and residential uses in new and re-use developments.

Implementation: Mayor, City Council Planning Commission, Business Development and Planning Staffs

- 2.C. Locating retail at ground level with office and residential above to encourage the building of multi-level structures (3-5 stories).

Implementation: Mayor, City Council Planning Commission, Business Development and Planning Staffs

- 2.D. Creating and enhancing pedestrian linkages with the street front and mid-block areas to the urban core area.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, UDOT

- 2.E. Creating land use patterns and locating development that encourages cross over activity between the office/mixed use segment and the Downtown Core.

Implementation: Mayor, City Council Planning Commission, Business Development and Planning Staffs

Goal

Create a functional corridor along Wall Avenue, between 12th Street and 36th Street, that is economically viable, defines and supports the multi-segmented land use areas, and enhances the identity of Ogden..

Objective

3. Support and enhance the commercial/industrial areas at both ends of the Wall Avenue corridor.

The development patterns for these two segments (i.e. the vehicle sales, big box retail and Newgate Mall area to the south and the industrial area to the north) should support the use of the automobile. The focus should be on moving traffic, providing adequate access to businesses, defining the roadway, creating a pleasing environment for the driver, and providing for pedestrian safety where needed.

Strategies

- 3.A. Developing and implementing quality landscaping and signing standards for auto-oriented commercial and industrial segments of the corridor.

Implementation: Mayor, City Council Planning Commission, Planning Staff

- 3.B. Providing curb, gutter, and parkstrip and street trees to define the street edge.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs

- 3.C. Developing access control standards that will provide both entry to businesses and maintain adequate traffic circulation.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, and UDOT

- 3.D. Providing sidewalks or pedestrian linkages from retail areas to the transit stops or other appropriate locations.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, UDOT, and UTA

Goal

Create a functional corridor along Wall Avenue, between 12th Street and 36th Street, that is economically viable, defines and supports the multi-segmented land use areas, and enhances the identity of Ogden.

Objective

4. Improve the neighborhood setting for the Jefferson Community

The quality of life for the Jefferson Community should be enhanced as the Wall Avenue Corridor evolves. Homes should be buffered from the high-speed traffic and encroachment of strip commercial development. However, supportive neighborhood services should be provided to the community. The residential areas along or adjacent to the corridor should be linked to the urban core with transit stops, bikeways, and sidewalks.

Strategies

- 4.A. Developing a continuous landscaped parkway buffer on the eastside of Wall Avenue between 30th and 27th Streets, as a result of the road-widening project.

Implementation: Mayor, City Council Planning Commission, Planning, Engineering, Parks and Recreation, and UDOT

- 4.B. Linking the neighborhood with transit stops and provide sidewalk connections to the Urban Mixed-Use core.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, UDOT, and UTA

- 4.C. Allowing neighborhood retail to occupy corner properties along the residential segment.

Implementation: Mayor, City Council Planning Commission, Business Development and Planning Staffs.

Goal

Create a functional corridor along Wall Avenue, between 12th Street and 36th Street, that is economically viable, defines and supports the multi-segmented land use areas, and enhances the identity of Ogden.

Objective

5. Enhance the Wall Avenue Corridor through Context Sensitive Design Planning, Gateway Improvements, and Public Art.

Although a relatively new concept, context sensitive design has become part of several projects in Utah, specifically state transportation improvements. Context sensitive design considerations include safety, environmental preservation, preservation of scenic, aesthetic, historic, and natural values of the area, and that the project is designed and built with minimal disruption to the community. Within context sensitive design there are several components that are considered for development that include its physical, social, economic, political relationships.

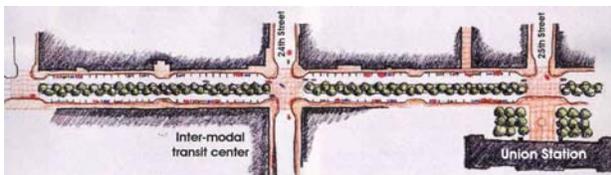


Figure 16A.2-Conceptual plan for a landscaped median (area shown 23rd to 25th Streets)

Strategies

- 5.A. Working with the Utah Department of Transportation (UDOT) to ensure that changes to the roadway relates to the surroundings or environment the roadway transects.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs

- 5.B. Utilizing context sensitive design solutions for roadway improvements such as enhanced crosswalks with bulb-outs in the urban core, pedestrian safety islands, additional lighting, reducing speed limits within the urban core, access control, landscaping or hardscaping, and planting street trees.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs

- 5.C. Considering the installation of planted medians from 22nd to 27th Streets.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, and UDOT

- 5.D. Considering a change to the touch down location of the 24th Street Viaduct from Lincoln Avenue to Wall Avenue.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs, UDOT, UTA Light Rail, and the Railroad Companies

Strategies (cont.)

Objective

5. Enhance the Wall Avenue Corridor through Context Sensitive Design Planning, Gateway Improvements, and Public Art. (cont.)



Figure 16A.3-Example of developing a gateway on Wall Avenue at 36th Street.

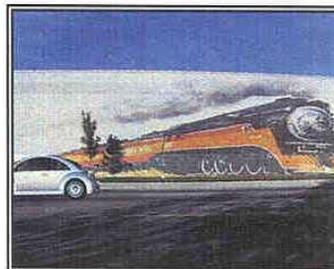


Figure 16A.4-Example of painted mural on a building wall (American Nutrition).

- 5.E. Analyzing and, where appropriate, rezone the areas along the corridor to reflect the desired land use orientation of each segment.

Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs

- 5.F. Creating and developing the gateway areas of Wall Avenue:

- Riverdale Rd./Wall Ave Entry
- 30/31st Street Corridor
- 24th Street Corridor
- Ogden River Crossing
- 12th Street Corridor.

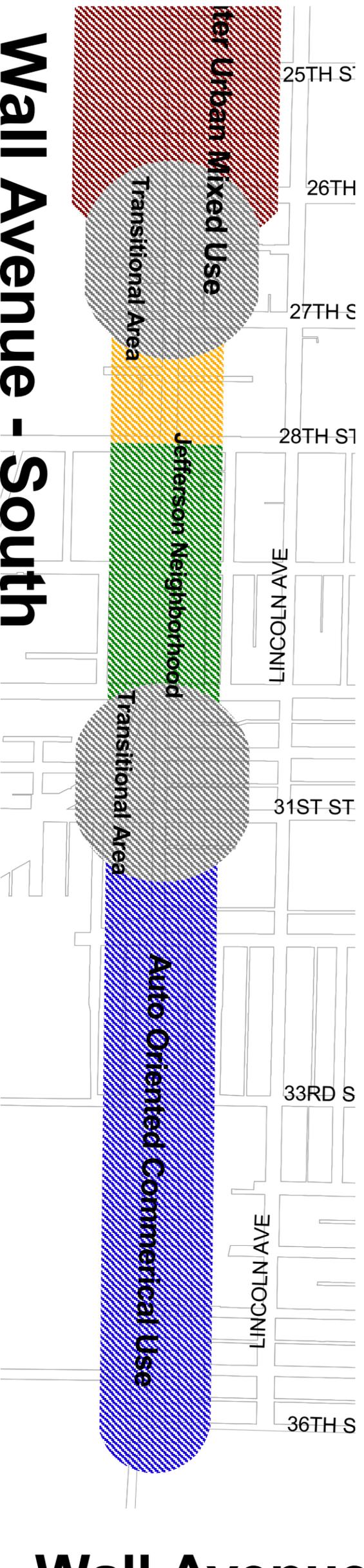
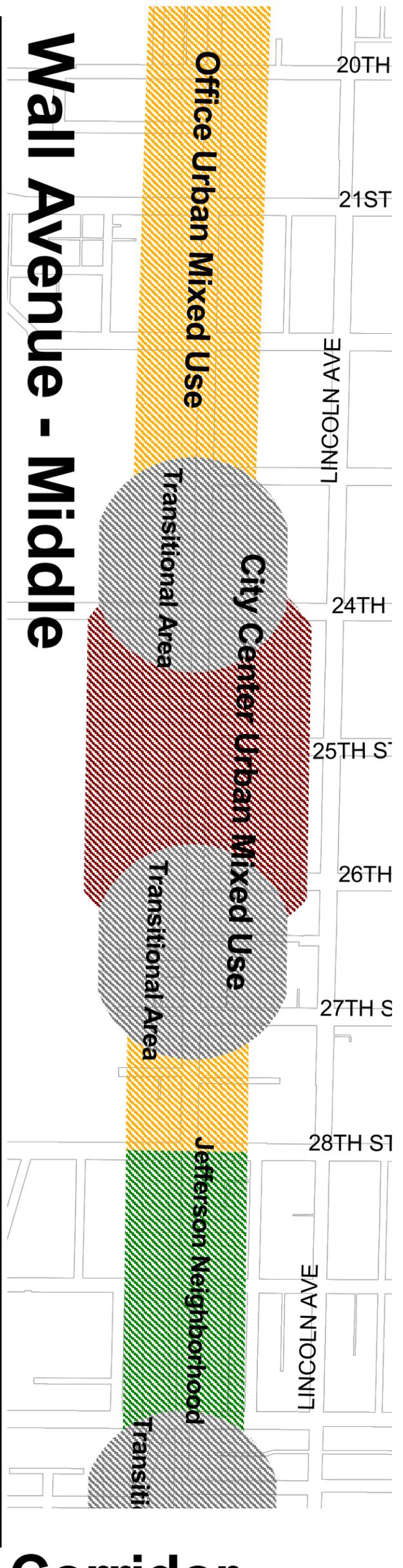
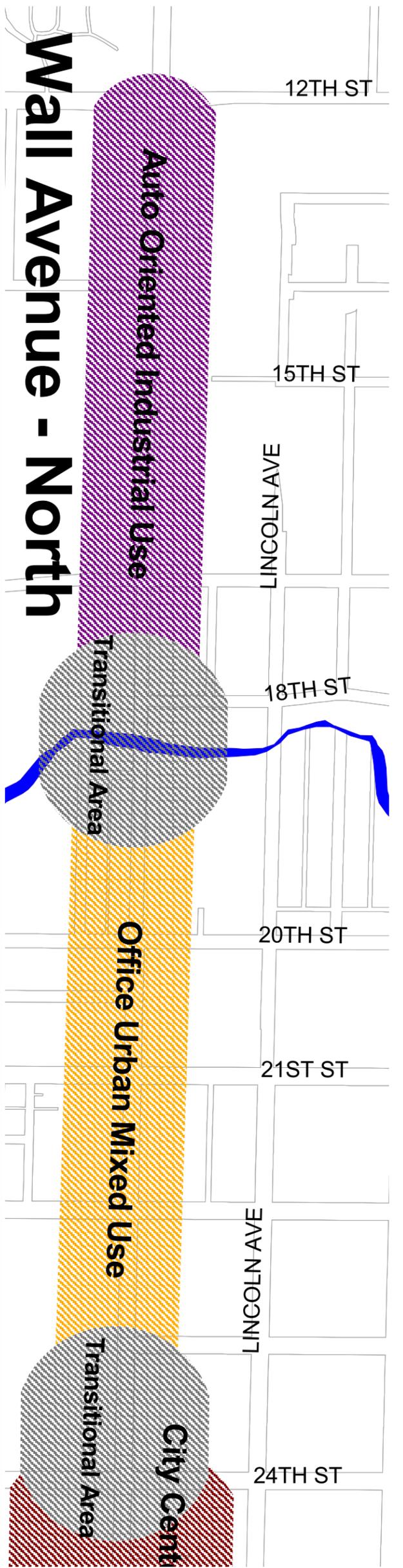
Implementation: Mayor, City Council Planning Commission, Planning and Engineering Staffs and UDOT

- 5.G. Incorporating public art in public improvement projects along the corridor and in community areas such as plazas or gathering places.

Implementation: Mayor, City Council Planning Commission, Planning Staff, Public Works Department, Ogden City Arts, and UDOT

- 5.H. Considering the use of public art in the form of murals to break up the mass of large buildings along Wall Avenue.

Implementation: Mayor, City Council Planning Commission, Ogden City Arts, and Planning Staff.



Wall Avenue Corridor

-  City Center Urban Mixed Use
-  Office Urban Mixed Use
-  Jefferson Neighborhood
-  Auto-Oriented Industrial
-  Auto-Oriented Commercial
-  Transitional Area
-  Ogden River



16B. Harrison Boulevard

16C. Washington Boulevard

16D. 12th Street

A. Background

The 12th Street corridor plan defines 12th Street from the mouth of Ogden Canyon to 1200 West, as shown in Map # 1. Portions of the south side of 12th Street from 1200 West to approximately 751 West are in the town of Marriott-Slaterville and are not defined by this plan.

1. Development History

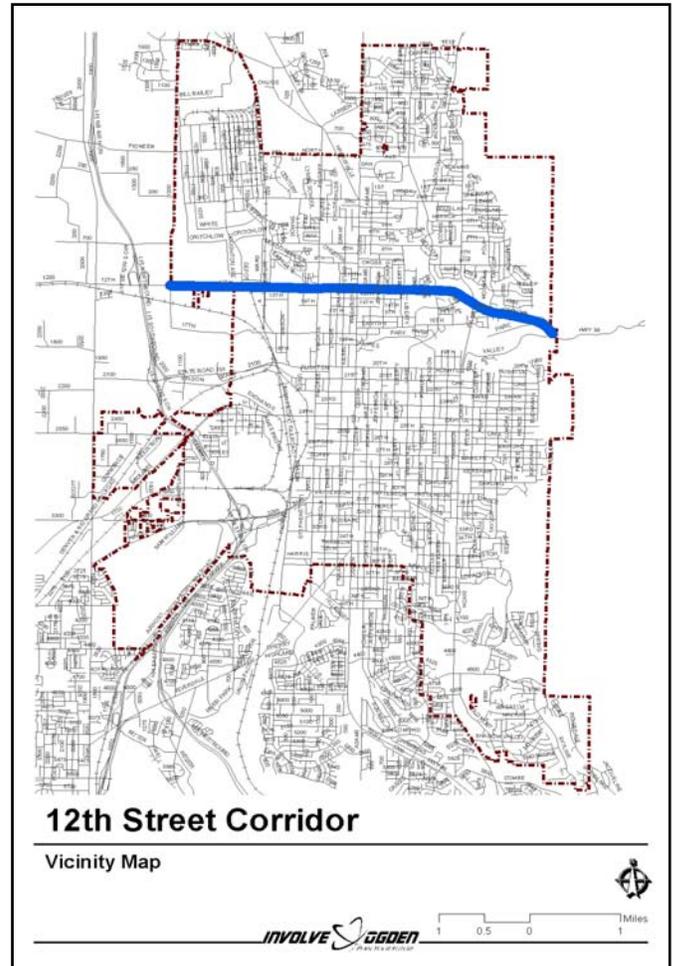
The 12th Street Corridor functions as an arterial road connecting Huntsville and Ogden Valley with Ogden City, the lower valley and I-15. The early history of the street was as a local farm road connecting the river bottom with Washington Blvd. Canyon road, which lead past the old mill and the pioneer substation, was the connection to the Ogden Canyon along with Valley Drive. The extension of Harrison to connect the south and the north sides of the river bluff in the 1960's created the first north/south intersection on 12th Street east of Washington.

In 1970, I-15 was constructed and connected with an on/off ramp onto 12th street thus creating 12th street as an arterial street rather than a local access road. In 1983, Monroe Blvd was connected from the south creating the next full intersection, and in 1985, UDOT widen 12th street from a two-lane road to a five-lane street from Harrison Blvd to Washington Blvd, which matched the designs west of Washington.

2. Land Use / Zoning

The 12th Street corridor consists of a grouping of the three main types of uses, residential, commercial, and manufacturing.

The first land uses were residential. Most of the single-family dwellings that adorn the street have been there for a long time. The first homes that were built on 12th Street were the Stout home at 885 E 12th Street, built in 1882 and the Col. Tracey home at 701 W 12th Street, built in 1892. These were farm homes, later other single-family homes



Map # 1 - Vicinity map showing location of the Corridor in relation to Ogden City.

developed along this rural road. The more recent residential units that have been built along 12th Street have been in the form of multi-family dwellings rather than the single-family verity.

The area west of Wall Avenue to the Western edge of the City limits has developed into a mixture of Commercial (C-2, CP-3 & C-3), Manufacturing (M-1, M-2 & MRD) and a small area of Open Space (O-1) where the Nature Center is located. There are a few single-family homes that remain from the time this was a farming area.

The area east of Wall Ave to Washington Blvd. is mostly commercial uses, (CP-2 &

CP-3) with a small area of residential (R-2) that has single-family homes uses.

The area from Washington Blvd to Monroe Blvd has mostly residential zones (R-2 & R-3) along with Commercial (CP-1) and a small area of Professional Offices (PI). This area is a mixture of single-family, multiple-family units, office, and commercial. Most of the homes that front 12th Street on the north side were removed when the street was widened.

From Monroe Blvd to Harrison Blvd has similar zoning to Washington to Monroe but there is an area of residential (R-1-6), which only allows single-family dwellings. The other zones are R-3, CP-2 and PI.

The final section is east of Harrison Blvd. This area has a large portion of it zoned for residential uses (R-1-8, R-2 & R-3). At the intersection of Harrison and 12th Street (Canyon Road) is commercial (CP-2) and near the mouth of the canyon there is Open space (O-1) and a commercial/recreational zone (CRC-1).

B. Community Comment

An information-gathering meeting was held on November 17, 2004, at Gramercy Elementary. Residential property and business owners attending the meeting mentioned several issues affecting the corridor. Several participants of this meeting volunteered to be part of a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the first meeting and helped in discussing the issues and developing solutions. The following is a list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. Public Infrastructure

About 60% of the corridor has curb, gutter and sidewalks, with much of the sidewalks needing repair. West of Wall Ave. is mainly dirt/gravel shoulders with some curb and

gutter with little sidewalk. East of Harrison the case is even worse, with only one section on the north side having curb/gutter & sidewalks. The areas that do not have curb/gutter & sidewalks experience problems with drainage when it rains. West of Wall Ave. is a farming area that is the low spot and the water collects there. Curb & gutter helps direct rainwater to storm drains, which helps reduce flooding problems. Sidewalks usually help create a sense of place, by defining an area and promote a safe means of pedestrian access.

2. Local Schools

The four schools that are along this corridor, Mt. View, Gramercy, Horace Mann Elementary & Mound Fort Middle School, children are forced to cross this five-lane street in order to get to school. The number of vehicles that use this street, between I-15 & Harrison, has dramatically increased over the last 20 years and having the children crossing this street at the street level is a safety concern. Some suggested that overpass crosswalks be installed for the children's safety. These crosswalks could also connect the communities, on both sides, to the trail system.

3. Railroad Services & Crossings

The north-south main line of the Union Pacific intersects 12th Street. As vehicular and train traffic increase there is more of a need to address the surface crossing on the west end of the corridor, and the traffic build up waiting for the trains to cross the street. During the Open House meeting many suggestion were made of how to solve the problem, however a study many need to be done in order to get the best solution for the area.

4. Ogden Canyon

Ogden Canyon has been an asset to Ogden City and the surrounding communities for centuries. Little development has occurred in the canyon road extension to the canyon. Many were concerned that if development

occurs that the style, materials and appearance of the development might detract from the natural beauty of the river and the mountains.

5. Landscaped Enhancement Features

After seeing many of the maps that were at the open house many stated that they did not know exactly where Ogden City began, because there were no identifying features. They also mentioned how the appearance of the corridor, especially as one enters the city, from the west, is lack luster and ugly. Many suggested that improvements of landscaping and streetlights would help make the trip through the area better. Identifying features would provide keys that you have entered Ogden City.

6. Commercial Development

Many agree that commercial development will occur along the corridor, however their ideas of what and where differ. Many said that no “big box” type stores east of Washington, with others saying that we should prevent “ugly boxes” from being built. Most suggested, however that some design guidelines need to be in place in order to get a better development especially at or around the mouth of the canyon. Great care to be aware of the natural environment needs to take place.

7. Vacant Buildings

Many expressed their concerns with the number of vacant commercial buildings along the street. They felt that a better effort needs to be placed in order of getting those vacant buildings occupied before new commercial development occurs.

8. Power Plants

On the east end of this corridor there are two power plants, one at the intersection of Harrison & 12th Street, the historic Pioneer Substation, and the other is near the mouth of Ogden canyon. Little effort has been made, to beautify the surroundings so that

they would be a contributing factor to the area. These properties need to become part of the enhancements that occur along the corridor.

9. Traffic Concerns

The volume of traffic that currently uses this street has nearly tripled over the last 20 years. This has created more noise along the corridor and more opportunities for accidents. The size of the street also lends to high speeds that exist along the corridor; with higher speeds the closer one gets to the mouth of Ogden Canyon. As commercial development occurs more and more along this street, the volume will also increase. Creating landscape buffers either along the side of the streets or landscape medians, both with traffic calming devices at intersections, will help reduce the speeds of the traffic and help buffer those living along the street from the large numbers of vehicles.

C. 12th Street Corridor Vision Strategies

The 12th Street Corridor Vision Strategies establishes a guide to future physical land use patterns, transportation and desired attributes for the 12th Street corridor. These were developed through a series of meetings held with the public on November 17, 2004, and with the Steering Committee, which met on January 13 & 27, and February 10, 2005.

The 12th Street Corridor Vision Strategies are expressed using text and a graphical map to illustrate the ideas that were developed to create a vision for the 12th Street Corridor. The text and maps for the Corridor’s vision strategies follow on page 16D.5.

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LAND USE

1. Large-Scale Commercial

The area west of Wall Avenue to the Ogden City limits originally was large parceled farmland. Over the years the farms were replaced with a variety of uses such as the Defense Depot Ogden in the 1940's and a variety of industrial uses.

Very few cross streets were developed because of the large land uses, so it was natural that this portion of 12th Street has higher traffic speeds and an open feeling. The parcel sizes and traffic types are conducive to large-scale commercial development, which needs large acreage and high traffic volumes.

Portions of this area have been zoned Commercial (C-3), but some areas remain Manufacturing (M-1 & M-2). The Commercial uses should be encouraged along this section. Clean manufacturing uses can still exist along this section but expansion of existing uses or new uses that rely on outdoor storage along the 12th street frontage should be discouraged.

There is a section within this area that is not within Ogden City Limits. Ogden City and Marriott-Slaterville need to communicate with each other on uses within this area, in order for the area to feel as one cohesive area and not as it looks today.

Vision Strategies

- 1.A. Encourage rezoning the parcels that front onto 12th Street that are currently M-1 & M-2 to become C-3, in order for these areas to develop with more land use options as commercial.
- 1.B. Maintain the land use flexibility of the regional commercial zoning in order to allow larger commercial development to occur.
- 1.C. Encourage Marriott-Slaterville to look at similar land uses and design controls along 12th street.
- 1.D. Create an Overlay on existing manufacturing zones that prohibit outdoor storage of products along the 12th street frontage.
- 1.E. Create development standards to ensure landscaping along the street frontage to create a boulevard appearance rather than undefined transition from the road to private development.
- 1.F. Explore incentives to encourage landscaping improvements along the front setback areas of existing uses.



Picture # 1 – This is an example of existing manufacturing that can meet the intent of this area.

LAND USE

2. General Commercial

This section of the corridor is from Wall Ave to Adams Ave. Currently the uses that exist in this area are already commercial (CP-2 or CP-3) with the exception of the single-family homes between Lincoln and Grant Ave that are zoned R-2. The Mountain View Community plan proposed this section of single-family dwellings to be rezoned to C-2/CO in the future as appropriate development plans are presented. The 12th Street plan would support that logical transition to commercial of this area. As new uses come in, either as new construction or reuse of existing commercial structures, they should landscape the areas fronting the street to help unify the area.

Vision Strategies

- 2.A. Maintain the commercial zoning to allow general commercial developments to continue.
- 2.B. Create development standards to ensure landscaping along the street frontage to create a boulevard appearance rather than undefined transition from the road to private development.
- 2.C. Encourage rezoning of existing R-2, between Lincoln and Grant Avenue, to C-2/CO, according to the standards of the Mountain View Community Plan (14.I.C.2.A.)

LAND USE

3. Mixed-Use Commercial

The area from Adams Avenue to about 1600 East developed as single-family homes along a small two lane local road. Development patterns, road widening and connections have changed the character of this area. The UDOT widening on the north side eliminated many of the homes and left some shallow lots. A mixture of parcel sizes now exists. As a means to address the impact of the widening the PI zone was created and several office uses have developed along this section of 12th Street. The traffic patterns along the street have created a need to look at new potential.

There are currently many different zones along this portion of the corridor, with a mixture of residential to commercial. This type of mixture should be allowed to remain and to continue, but current zoning should not limit the ability of this area to transition into new uses.

Good and bad examples of development exist in this area. The character of the area is unique for such a busy street and design I the critical issue in transition of this area. A Conditional Overlay should be placed over this section, with an emphasis on design of buildings, orientation of parking and building materials, rather than the typical zoning of restricting uses with limited design consideration. However some uses such, as auto sales, auto repair, storage units, etc. should not be allowed.

The current zoning can remain but the Overlay zone would give development options, in order for mixed-use developments to be constructed, even though the underlying zone does not allow such uses. If a developer does not want to comply with the design standards of the Overlay zone they still may seek rezoning in order to develop something that is allowed in the underlying zone.

Vision Strategies

- 3.A. Create and Adopt a mixed-use zoning ordinance, that will be applied as an overlay zone, that has an emphasis on design, with regards to building materials, appearance of building in relationship to surroundings, street orientation, parking on the side and/or rear, etc. (see page 16D.8 for good examples)
- 3.B. Once the ordinance is developed and adopted, place the overlay zone along the properties in this section of the corridor
- 3.C. Create and apply sign design standards that are compatible to the character of the area. Existing sign design in this area, shall be used as a bases for the design standards of the area. (see page 16D.8 for good examples)

LAND USE

3. Mixed-Use Commercial (cont.)



Picture # 2 – A good example of building orientated to the street, building materials (brick) and roof pitch.



Picture # 3 – An example of building design; using different materials, roof styles and having the building façade fluctuate.



Picture # 4 – Another example of using building materials, roof pitches and other architectural features to create a good development.



Picture # 5 – A good example of a monument sign intergraded with landscaping and using materials found on the building.



Picture # 6 – Another good example of a low monument sign with landscaping.



Picture # 7 – Both of these are good examples of low monument signs along the corridor.

LAND USE

4. Canyon Mixed-Use Commercial

The area from about 1600 East to the mouth of Ogden Canyon is an area of vast importance not only to those that live within the area but also to those that use the area for recreation or access to recreation. The river on the south side and foothills on the north physically define the area and it's character.

Currently there are two types of zones within this area, Residential (R-1-8 & R-2) and Commercial Recreational (CRC-1). Both are restrictive when it comes to mixed uses and have no design standards. This section has potential for retail that is recreation related or uses that would be compatible with the natural features.

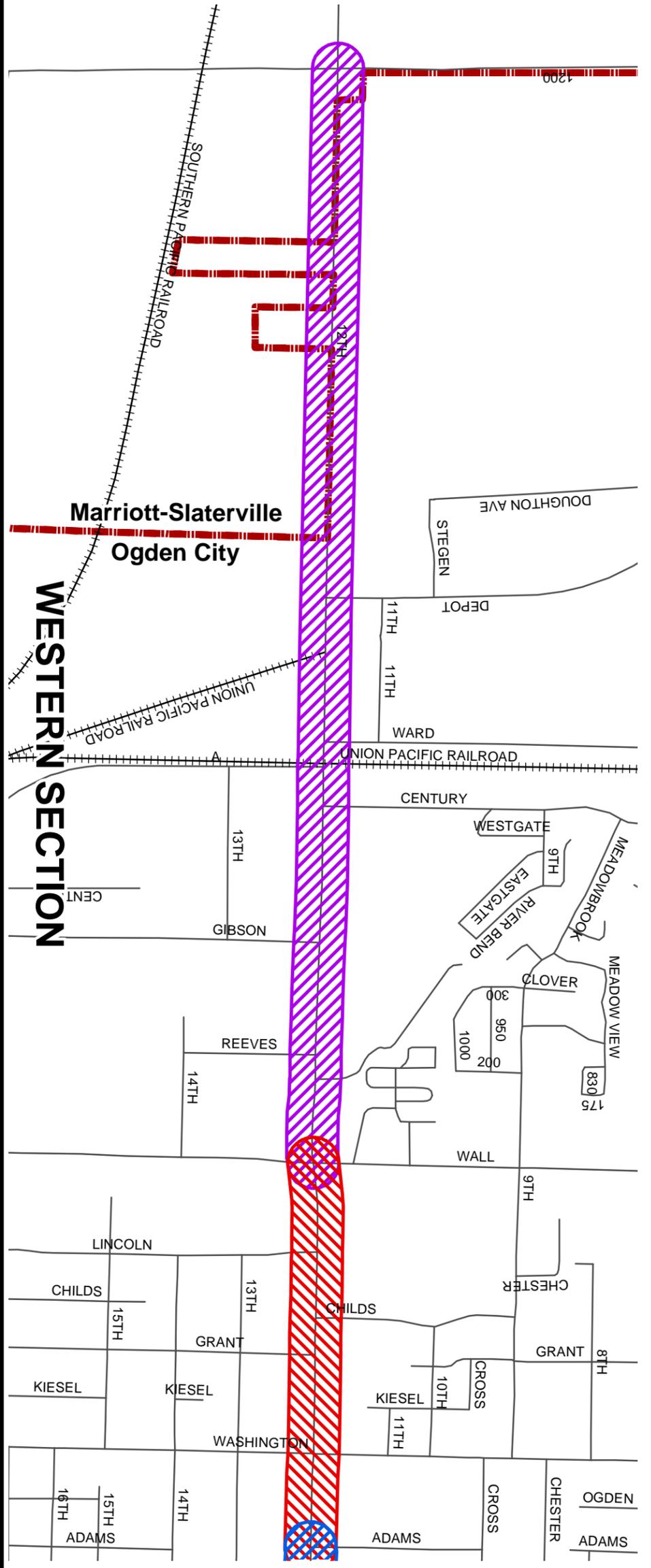
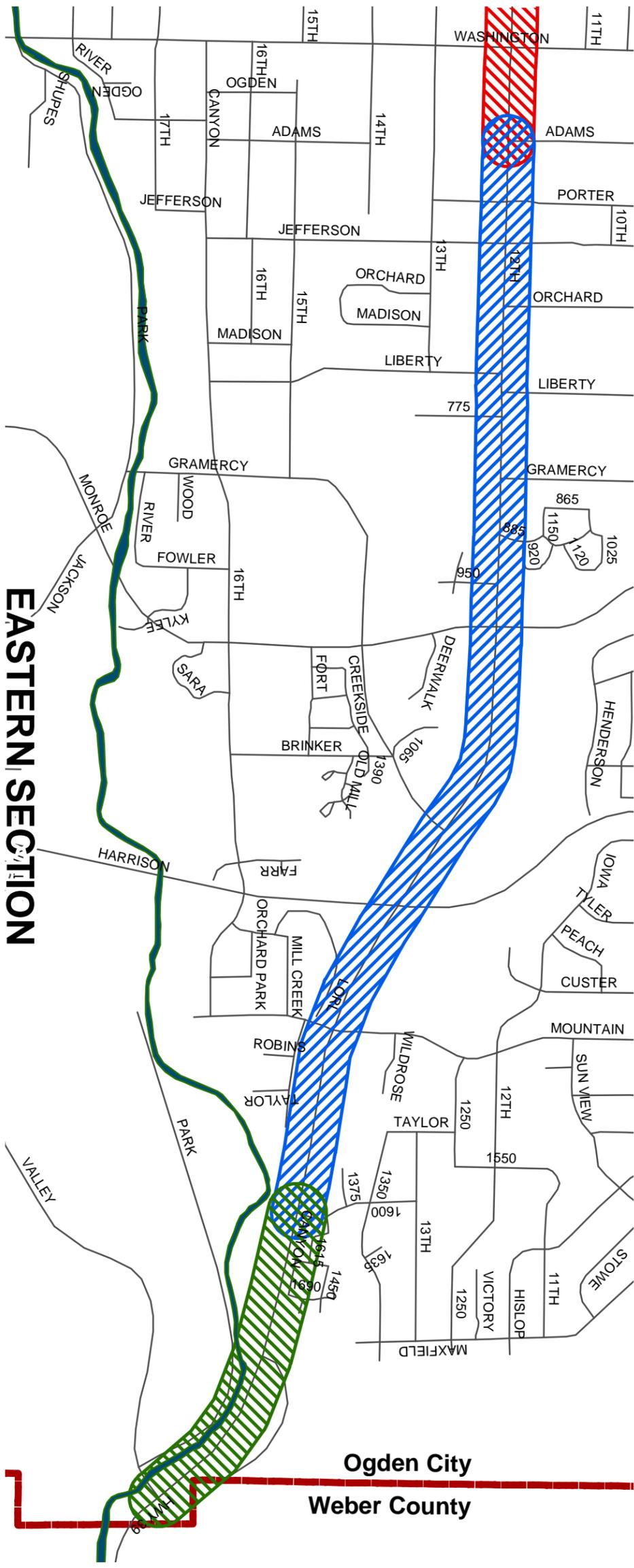
The use of a Conditional Overlay with more emphasis on design compatible with the natural terrain and providing requirements of types of materials, orientation of building, parking, landscaping, and signage are essential for this area. Many of these same concepts were expressed in the Horace Mann Community Plan and this plan has re-emphasized that same vision.

One concern that development needs to consider is the limited access to any developments that occur along the curve of the road from the mouth of the canyon.

Vision Strategies

- 4.A Create and Adopt a mixed-use zoning ordinance, that will be applied as an overlay zone, that has an emphasis on design, related to the natural setting, building materials compatible to the natural setting, appearance of building in relationship to surroundings, street orientation, parking on the side and/or rear, and appropriate signage.
- 4.B. Discuss and develop a plan with UDOT for the possibilities of creating a frontage road to access any development in this area, along with the vacation of the R.O.W.(s) in the area that are no longer needed.
- 4.C Landscaping in this area should be compatible to the area and environmental conditions.
- 4.D. Use the vision strategies within the Horace Mann Community Plan (14E.C.4) to define elements essential in the overlay zone development.

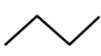
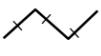
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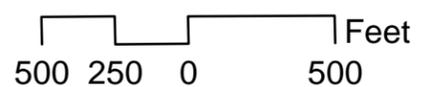


12th Street Corridor

Corridor Vision - Land Use Map

Legend

-  Large Scale Commercial
-  General Commercial
-  Mixed Commercial
-  Canyon Mixed Commercial
-  Ogden River Parkway
-  City Limits
-  City Streets
-  Railroad Tracks



CORRIDOR ENHANCEMENTS

5. Western Enhancements

There is a lack of a sense of city and identity traveling east from I-15. There are neither identification nor indication that you have entered Ogden until Wall Avenue. Entry elements create a sense of place, such things as signs or monuments, trees, lighting are important elements to create a sense of place. Any enhancements should not end with the monument but continue on down the road, being intergraded with Ogden Nature Center, BDO, and existing streets trees.

There are a few parcels that have made an effort to landscape their street frontage, but there are others who have not, or have left it un-maintained. The frontage of the Ogden Nature Center does have landscaping along the street frontage but appears unorganized even though it is similar to what is within the park, which fits the purpose. Street frontages should be well maintained and address the street.

There are little to no sidewalks, curb & gutter west of Wall Avenue. There is little landscaping along the street. Having landscaping with curb, gutter and sidewalks reinforces that one has entered the city. Landscaping instills community pride and shows those who are entering for the first time that a community cares how their city appears.

UDOT has this section of 12th street on their long-range improvement plans for reconstruction of the road. At that time wide park strips should be added with meandering sidewalks. Large trees can be planted within the park strips to help define the corridor and identify the City.

Along with landscaping, street lighting can also reinforce a sense of pride and safety. Between 1200 West and Wall Ave. excluding the intersections at Wall and 1200 West, there are only three street lights,

Vision Strategies

- 5.A. Design and install a streetscape of trees, lighting and signage that continues through to Wall Avenue.
- 5.B. Communicate with UDOT the desire to have wide parks strips, meandering sidewalks, and large street trees, when this section is reconstructed.
- 5.C. Work with the Nature Center, BDO and Fire Department to create and unify the streetscape so that the frontages create a continuous design recognizing the individual use needs.
- 5.D. Encourage Marriott-Slaterville to look at similar enhancements along the corridor so it is balanced in its design.
- 5.E. Consider street banner or directional signage as amenities to enhance the community identity, understand that this area is also susceptible to canyon winds.

CORRIDOR ENHANCEMENTS

5. Western Enhancements (cont.)

Vision Strategies (cont.)

lighting the street. Normally every intersection would have one or two lights. There are seven (7) intersections, with only two having one or more lights. This area is dark, and because of this as someone travels into the city there is an unsafe feeling and uncertainty. This section is a main entry into the city and needs to be treated as such.



Illustration # 1 – Example the streetscape with street trees, curb, gutter and sidewalks

CORRIDOR ENHANCEMENTS

6. Canyon Enhancements

This section is one of the best areas with many natural features, such as the mountains, canyon, and the river. Little has been done to emphasize it. Nature is the one doing the landscaping within this area.

The mouth of the canyon serves as a gateway opening into the valley. An entry feature that enhanced and defined the natural beauty of the area would accomplish the concerns discussed in the Horace Mann Community Plan. The south side of this road has the tall trees from the river that define this edge. The north side though could have improvements since at the mouth of the canyon, the old road right-of-way has created an unattractive area between it and the existing road. Improved landscape features should extend from the initial area down to Harrison Blvd.

There is only one area that has any curb, gutter and sidewalks. With all of the trails that are around the mouth of the canyon sidewalks from Harrison Blvd to the mouth of the canyon could help more people access these recreational places. Park strips in this area with trees and meandering sidewalk would help make the walking experience more satisfying. Trees within the park strips should be sensitive to the surrounds in that they don't require large amounts of water to thrive.

Currently there are only three streetlights along this section of the corridor. Unlike the western section no additional lighting should be installed, there are only two intersections from Harrison Blvd to the mouth of the canyon and both have lights. It would however be beneficial to have pedestrian lighting along the sidewalks at a level promoting safety to pedestrians, establishing a theme and yet transitions the night sky to the more natural type feel.

Vision Strategies

- 6.A. Design and install a landscaped corridor that follows the natural setting on both sides of the street and extends to Harrison Blvd from the canyon mouth
- 6.B. Coordinate with UDOT and developments on the installation of curb, gutter, sidewalks and park strips, with street trees, along this section of the corridor.
- 6.C. Install pedestrian scale lighting along the sidewalks, as development occurs, to reflect the character of the area.
- 6.D. Work with appropriate agencies to maintain & enhance and seek appropriate solutions to the gaps between the old and new highway alignments.
- 6.E. Refer to the Horace Mann Community Plan (14E.C.4) on additional issues for the development of this area.

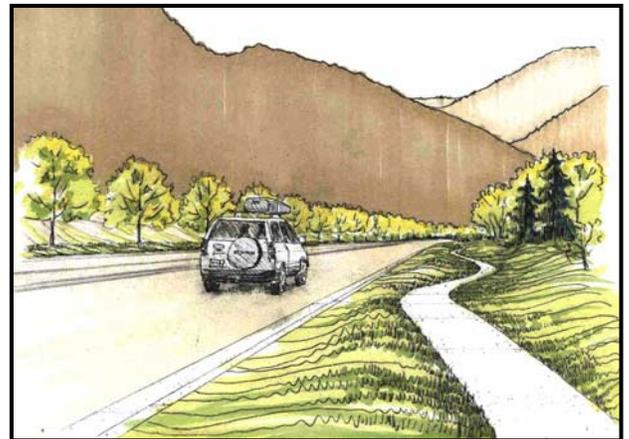


Illustration # 2 – Example the streetscape with street trees, curb, gutter and sidewalks

CORRIDOR ENHANCEMENTS

7. Utility Enhancements

There are two sub-stations along this corridor; both contribute little to their surroundings. The Pioneer substation at Harrison and 12th Street is on the Ogden City Register of Historic Places. It occupies a prominent corner, yet the large right-of-way and the lack of care and reluctance to enhance the right-of-way make it a distraction to this important corner.

Every effort needs to be made to have landscaping around each of these sub-stations in order for them to contribute visually to the area. Landscaping would help so they fit with the area they are in and not be an eyesore to everyone that drives the corridor on a daily basis.

Vision Strategies

- 7.A. Communicate with the owners their need to do their part and community partners to enhance their portions of the area.
- 7.B. Work with UDOT and UP & L to design and implement improvements along the right-of-way and the visual street edges of their properties that are context sensitive and appropriate for the area.

TRANSPORTATION

8. Western Section Improvements

The 12th street corridor is designed as an arterial street that carries both local traffic and traffic from various parts of the upper and lower valley to & from I-15. Various concerns have been raised about some areas of traffic conflicts or delays.

The intersection of Wall Avenue and 12th Street currently has some design problems that impact the safety of the children crossing the street to school at Mountain View Elementary. Sidewalks need to be installed and the turning radius revised as trucks drive over the existing curb when making westbound turns for the north. Drainage is also a concern at this location and needs to be improved.

The timing of the controlled turn signal at the 12th and Wall most of the time are short and do not allow more than eight (8) cars through the intersection before turning yellow. This causes motorists to either wait two or three lights in order to turn left or go straight through the light, make a “U” turn somewhere and then turn right to go the direction needed.

Sections of the western portion of the road drain onto adjacent properties and can cause some flooding. This needs to be taken into account when improvements are proposed for this section of the corridor.

Vision Strategies

- 8.A. Re-design the intersection of Wall Avenue and 12th Street to correct the drainage problems and provide safe areas for school children trying to cross the street.
- 8.B. Re-configure the timing of the turning signals in order to allow more cars through at peak times.
- 8.C. Design street drainage systems that will divert the water from flooding in adjacent properties.

TRANSPORTATION

9. Railroad Surface Crossing

One of the major concerns with this section of the corridor was the surface grade crossing with the main line of the Union Pacific. This line will see more and more traffic with the commuter rail and more services to BDO.

This particular area was discussed in great length, not because the actual crossing is unsafe, but because of the delays in waiting for a train to clear the crossing. Some delays can have traffic backed up at least ½ a mile.

If the train is traveling northbound the waiting time is fairly short, however if the train is traveling southbound it could stop and conduct some switching of cars for the local business. This is where the problem begins. The amount of waiting time for this can run thirty- (30) or more minutes

During the meetings with the steering committee, four options were discussed; (1) build a viaduct over the tracks, (2) build an underpass under the tracks, (3) use informational signs, on I-15 and at Wall Avenue, to inform everyone of an upcoming train and to use alternate routes, (4) leave the crossing as is.

Concerns with a viaduct are the amount of land that becomes under utilized, the limits it places on side streets that intersect 12th Street, the visual barrier it create and the maintenance. A key issue is the side streets of Century Drive, Stewart Drive and “A” Avenue. An underpass still isolates some land uses on either side. A smart traffic sign at Wall Avenue and both directions of I-15 could direct traffic to 21st street where there would be no delays and also no impact to adjacent land uses. Another option may be a two-lane tunnel that is only activated when trains are crossing but still allows the main surface functions of 12th Street.

Vision Strategies

- 9.A. Discuss with UDOT and Union Pacific Railroad the concerns of the area and ways to solve the traffic congestion and delays waiting for trains.
- 9.B. Explore with UDOT the future possibilities to allow the continued movement of traffic, balancing the need not to create dead land use areas and hinder existing intersections with 12th Street.
- 9.C. Consider a tunnel design that allows above deck circulation as the long-term solution to the traffic delay problem.

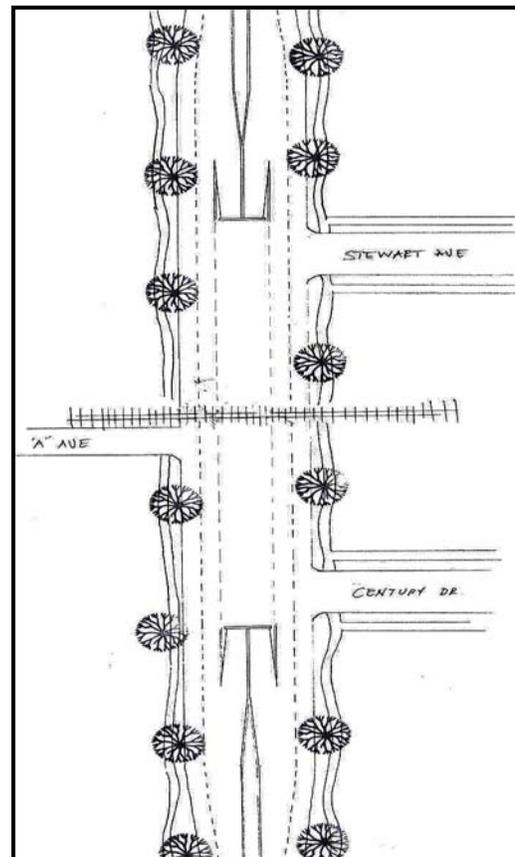


Illustration # 3 – Sketch of an underground tunnel with surface crossings.

TRANSPORTATION

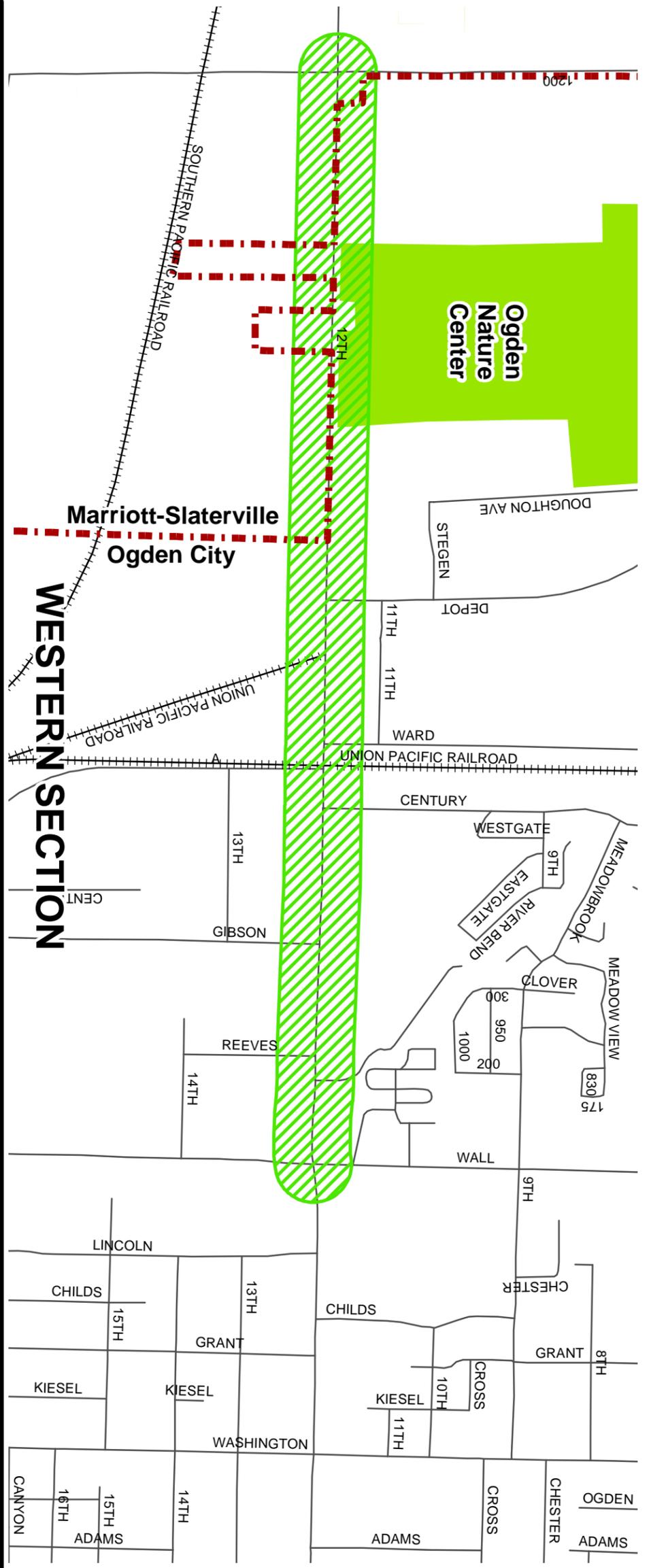
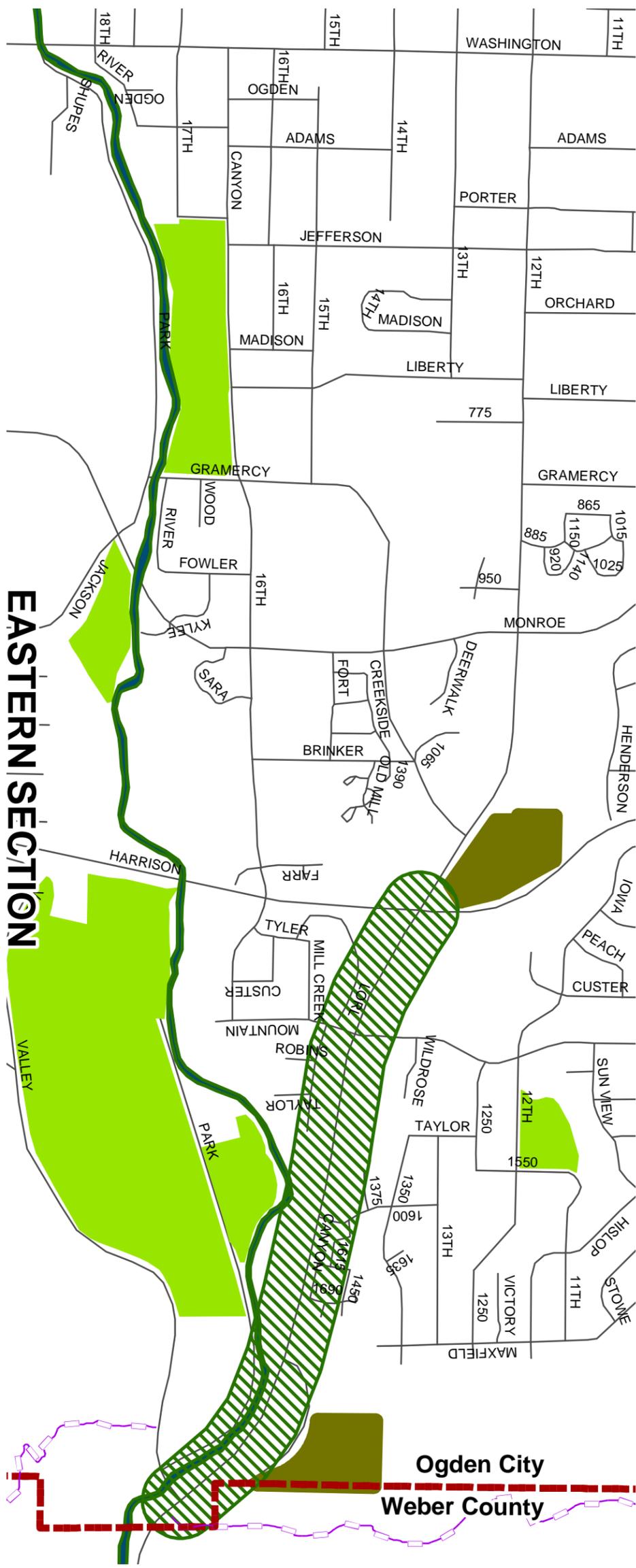
10. Canyon Improvements

The right-of-way (R.O.W.) width from Harrison Blvd to the mouth of the canyon is 170 feet; because of the size of the canyon itself this road will never get any wider. The width of the R.O.W. and the mountains has hindered development from occurring on the north side, because of the constraints associated with the two.

Consequently, because of the large R.O.W. the speeds of the vehicles traveling through this area are extremely high. The speed is currently posted as 55 mph, and many people exceed that speed by 5 to 10 mph. With the trail accesses at or near the mouth of the canyon the speeds of the traffic in this area is unsafe.

Vision Strategies

- 10.A. Research ways to reduce the speeds from Harrison Blvd to the mouth of the canyon to a maximum of 40 mph.
- 10.B. Work with UDOT to reduce the R.O.W. width in this section of road for better land use and a tighter design that can reduce speeds

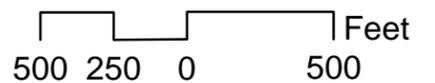


12th Street Corridor

Corridor Vision - Corridor Enhancement Map

Legend

- Western Enhancements
- Canyon Enhancements
- Utility Enhancements
- City/County Parks
- Ogden River Parkway
- City Limits
- Bonneville Shoreline Trail
- Railroad Tracks
- City Streets



TRANSPORTATION

11. School & Trail Crossings

Even though three different Elementary schools have both sides of 12th street within their boundaries, there is only one that has a crosswalk that has is identifiable for crossing 12th Street. The crosswalk is located between Gramercy and 885 East. The speed limit in this area is 40 to 45 mph and there are four travel lanes, plus a middle turning lane and a bike and parking lane. The pavement is around sixty-three feet (63') wide, making any trip across this street difficult at best.

The signs that indicate that there is an upcoming crosswalk are hard to see even though they are made of the a reflective material. The actual flash yellow lights indicate the school crossing zone are also hard to see, in fact the one on the north side of the street is on the north side of the sidewalk, eight (8) to ten (10) feet farther from the street than normal. The signs need to extend more into the street to be visible. (see picture # 8 & illustration # 4)

Many parents raised a concern with this crossing area, in both the open house meeting in November and during the steering committee meetings. Many suggested that an aboveground crossing walkway be constructed in order for the children to cross in safety without barriers up and down the street, more illegal crossings at grade level would take place. The barriers would also limit development options on the street and may create more problems than solutions. Another idea that was expressed was perhaps bulb-outs and a median area to help cut down the length of the walk. Bulb-outs alone would cut the crossing distance eighteen feet (18') and could easily be accomplished without disruption to the travel lanes; this would also make the crossing signs more visible.

A median area may create problems and encourage accidents or crossing guards may

Vision Strategies

- 11.A. Re-position all signs that indicate a school crossing for better visibility from the vehicles as they approach.
- 11.B. Re-configure the crosswalk areas to include bulb-outs that are large enough to include the flashing light signs at the beginning of the school crossing area.
- 11.C. Pursue funding to construct a sub-surface crossing connecting the Bonneville Shoreline trail with the River Parkway as mentioned within the Horace Mann Community Plan (14.E.C.9.D).



Picture # 8 – This is an example of a school crossing light that project out into the street.

TRANSPORTATION

11. School & Trail Crossings (cont.)

stay in the middle of the street and encourage the children to cross towards them rather than cross with them.

Another area of concern, because of the high speeds and the wideness of the R.O.W., at Canyon Road and Mountain Road. The Horace Mann Community Plan discusses this as a possible connection to the River Parkway, and also mentions that the sidewalks in the area are a priority one, but does not mention the actual crossing area. Crossing at this intersection has the same concerns and solutions that are mentioned for the crossing at Gramercy. The same design considerations should be implemented to make it a safer crossing.

Ogden City is known for its trail system with many trails converging near the mouth of Ogden Canyon. Currently Canyon Road divides these trails from one another making it difficult for trail users to follow the Bonneville Shoreline Trail or to go south along the Shoreline Trail and connect with the River Parkway or visa versa, because of the high speeds large R.O.W. widths and blind corners. A separate trail crossing is needed to connect these trails. The Horace Mann Community Plan mentions the importance of a connection and it should also be emphasized within the 12th Street Corridor plan as well. (see illustration # 5)

Vision Strategies (cont.)

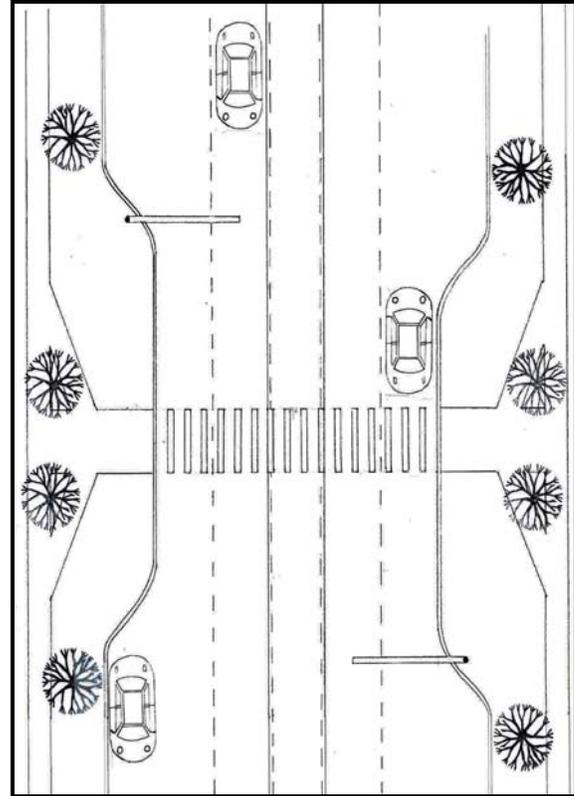


Illustration # 4 – Illustration of the bulb-outs & crossing signal that projects out into the street.

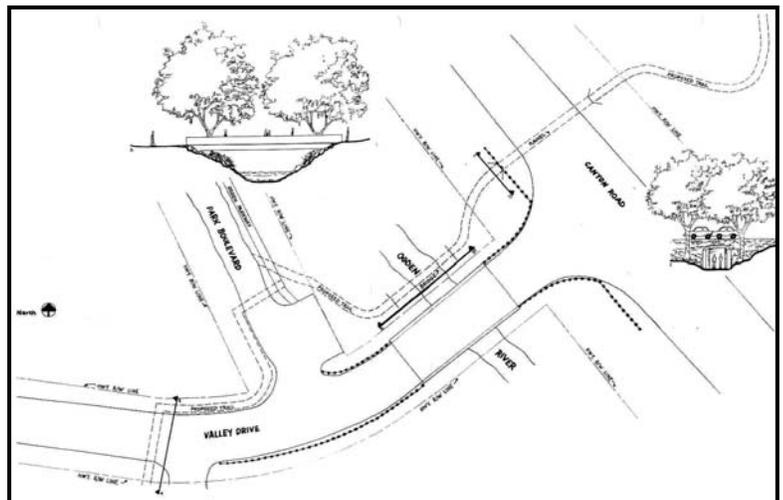
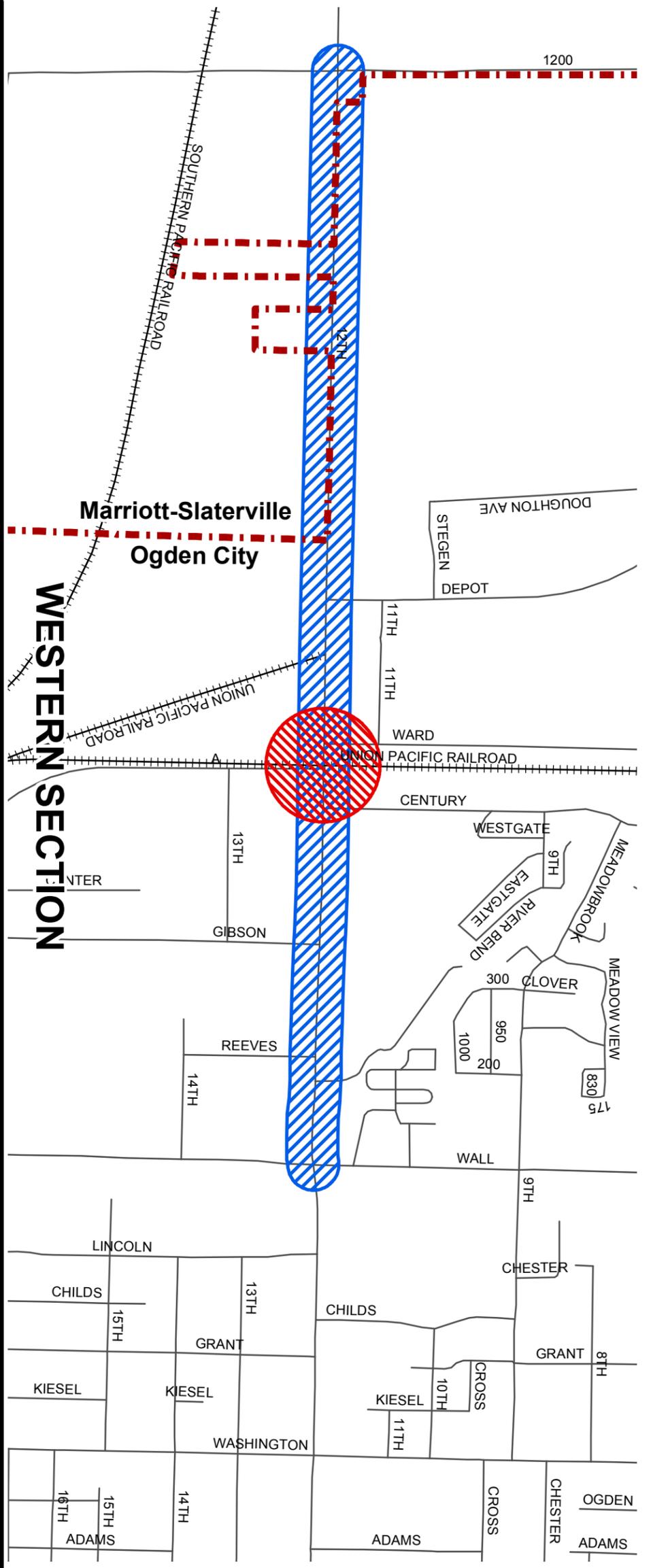
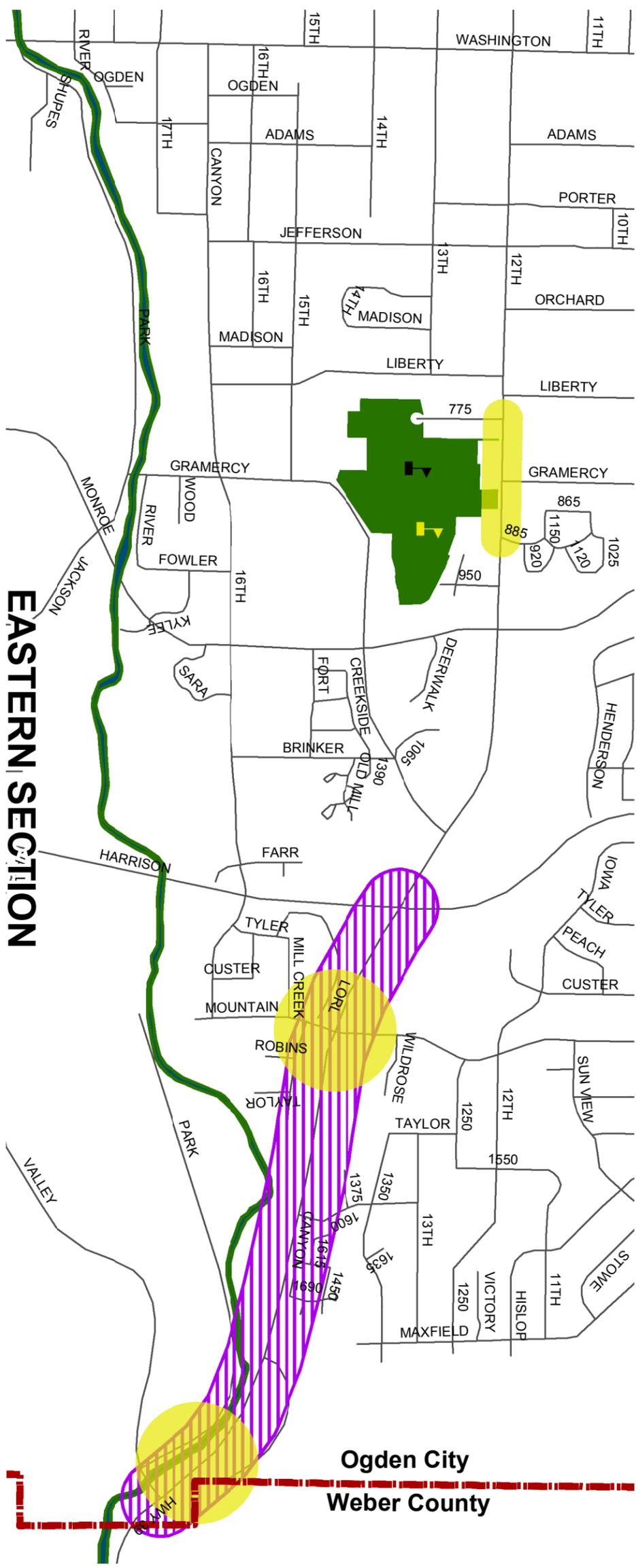


Illustration # 5 – Schematic of tunnel crossing and connection of the Bonneville Shoreline trail under the street.

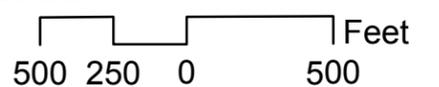


12th Street Corridor

Corridor Vision - Transportation Map

Legend

- | | | |
|------------------------------|--------------------------|-----------------|
| Canyon Improvements | Ogden River Parkway | City Limits |
| Western Section Improvements | Gramercy Elementary | City Streets |
| Railroad Surface Crossing | Mound Fort Middle School | Railroad Tracks |
| School & Trail Crossings | | |



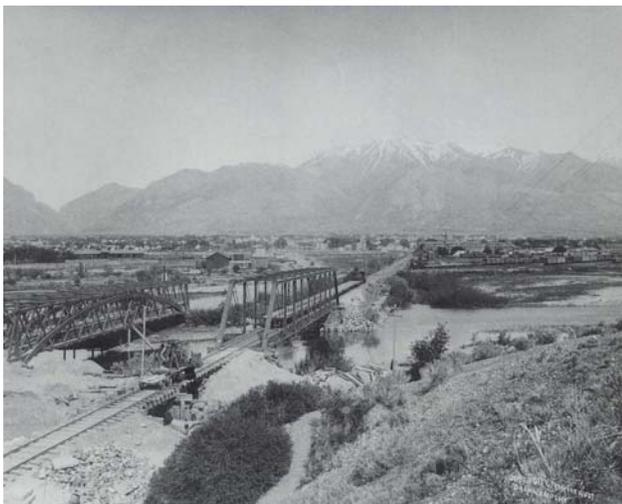
16E. 24th Street

A. Background

The 24th Street corridor plan includes both 24th Street and 2550 South from 1900 West to Washington Boulevard, as shown in Map 1.

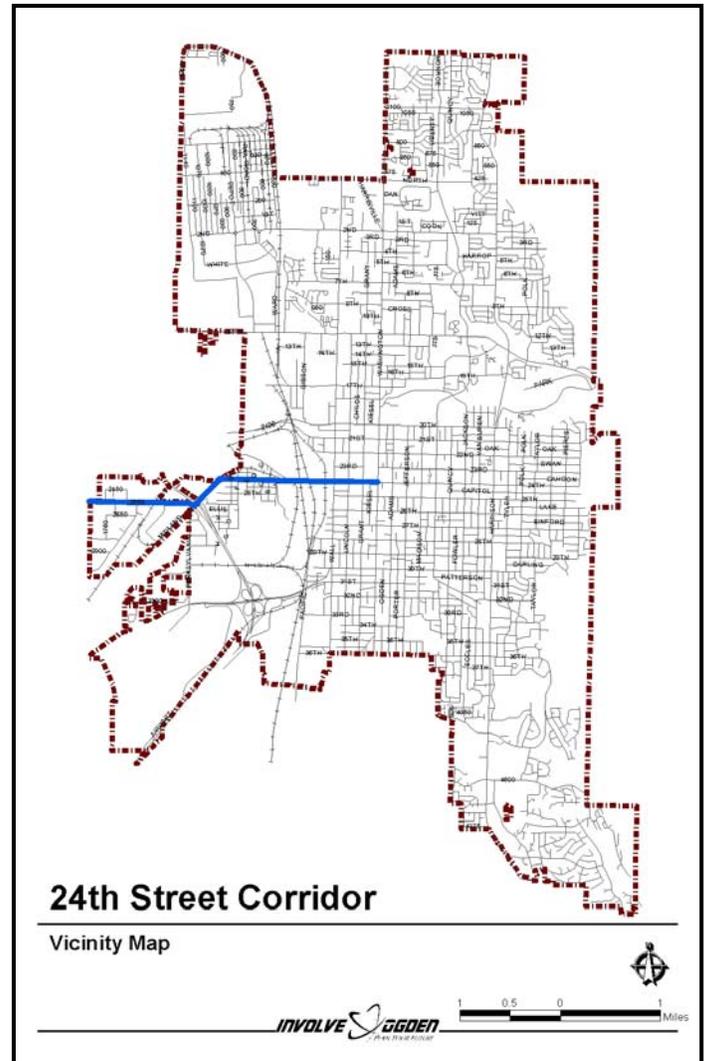
1. Development History

The 24th Street Corridor has been the traditional entrance to downtown Ogden City and the center spine of the West Ogden Community. The Weber and Ogden Rivers and Mt. Ogden created natural boundaries that were both a benefit in the location of Ogden and also a restriction in access to the community. One of the first tasks when the City was founded was connecting the City with the rest of the State. This was done by the construction of a wagon bridge that crossed the Weber River just north of the present 24th Street viaduct. Both the transcontinental railroad and local rail lines then followed that connection to the outside areas.



Picture 1 – An earlier view of Ogden’s Downtown from West Ogden

The 24th Street access was the key route for the western communities to access the services of Ogden. Exchange Road, which tied into 24th Street at B Avenue, served as access for the communities to the northwest and Midland Drive served as access for the southwestern communities. As Ogden built upon its role as “Junction City” it was no longer safe or advisable to have the main road into Ogden City



Map 1 - Vicinity map showing location of the Corridor in relation to Ogden City.

crossing the expanding rail yard that separated downtown from West Ogden. A viaduct was constructed to place the road above the tracks, thus making this main entry corridor into the City a safer road. The viaduct has gone through many changes over the years but still serves as the important link between the communities to the west and downtown Ogden.

In the late 1960’s, Interstate 15 was constructed on the west side of West Ogden. This created a new barrier. It removed part of the community and isolated some homes because a portion of the local road pattern was eliminated as the freeway went over that section of the

community. The downtown business community was also impacted when the Interstate designers made the decision that 24th Street would not have a full interchange constructed. The full interchange was crucial so that direct access to downtown could be assured. While the Midland Drive and 2550 South routes still provided the southwest connection, the freeway design made the Exchange Road/ Wilson Lane connection an inconvenient way to access the City from the northwest.

Both the West Ogden Community and downtown Ogden have suffered from the impacts of the half interchange at 24th Street. The West Ogden community has suffered in that there was a loss of neighborhood commercial uses since the commercial uses also depended upon the major corridor traffic to maintain their needed market. The downtown suffered, as there was no longer an access that brought people into downtown as part of their travel pattern.

The I-15 development did help to create the ability to develop land west of the freeway into a major industrial park, which began in the late 1970's. The elevated freeway made a good buffer between the industrial uses that developed west of the freeway and the existing residential areas of West Ogden.

Meetings began in 2002 with UDOT and project consultants to develop an Environmental Impact Statement for the project, which would widen I-15 from 31st Street to 2700 North. The initial draft document called as one option for the closing of the 24th Street ramp system, which received stiff opposition. Ogden City and many business leaders stressed that this would be the time to install the full interchange that was discussed when the freeway was first constructed. The final E.I.S document, which was prepared in June of 2004, indicated that the preferred alternative would be to retain the half interchange and not install the full interchange at this time. The EIS document and the freeway widening project's main focus was on moving traffic along the freeway and not all the other related neighborhood and City issues which the corridor plan addresses.

2. Land Use / Zoning

The 24th Street corridor consists of a grouping of the three main types of uses, manufacturing, commercial and residential.

The first section along 2550 South from 1900 West to I- 15 is zoned OCIP (Ogden City Industrial Park) which is a mixed commercial and industrial use and M-2 which is a manufacturing and industrial use zone. There is a portion on the north side of 2550 that is unincorporated Weber County and is zoned M-1 (light manufacturing). Most of the uses in this section have developed as manufacturing or commercial though there are a few single-family homes that remain from the time this was a farming area.

The area east of the Interstate where 2550 South intersects with Pennsylvania Avenue and north to 24th Street and G Avenue is a mixture of commercial uses and manufacturing uses. The zoning is M-2 (manufacturing and Industrial) and M-1 (limited manufacturing).

East of G Avenue on 24th Street the zoning is R-1-5 until B Avenue and then the zoning becomes CP-3 and CP-2. There are 38 homes along this section with a mixture of churches, a park and vacant ground.

The final section along 24th Street is from the viaduct east to Washington Boulevard. The Weber River is zoned O-1 (open space) and the rail yard is zoned M-2. The four block area from Wall to Washington is commercial uses and is zoned CBD (Central Business District).

B. Community Comment

An information-gathering meeting was held on August 11, 2004, at St. Mary's Church. Residents and business owners attending the meeting mentioned several issues affecting the corridor. Several participants of this meeting volunteered to be part of a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the first meeting and helped in discussing the issues and developing solutions. The following is a

list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. I-15 Interchange Options

While all were glad that the half interchange would remain, there was concern that the opportunity to have a full interchange still must be pursued as it is important not only as a key to development of the downtown area but would also be a great benefit to the industrial park and the other industrial areas. It was discussed that there are just as many trucks sent north as there are south from the various businesses in the industrial areas. A full freeway interchange at 24th Street would help reduce time and fuel costs, as the present truck route usually taken is to travel to 1900 West and then to 21st Street. Another advantage of a full interchange is that 2550 S. and Midland are the only roads that go to the western communities and offer them direct access to the interstate. Both 31st and 21st street interchanges only have direct access as far west as 1900 West. There was concern from those whose properties would be impacted by a full interchange that the I-15 study should be sufficient so people would have closure to the process and on what impacts to expect.

2. Street Development

Traffic volumes are only increasing on Midland and 2550 South as development to the west continues and as the industrial areas fill in. The local road patterns need to provide options for access to interconnecting roads instead of funneling the traffic to the point at Midland and 2550 South as that intersection is ineffective and a bottleneck. Another area of concern is the intersection of B Avenue and 24th Street. This is the only east west through road and crossing 24th Street is very difficult. The viaduct itself becomes a difficult road in terms of its width and the stacking that takes place at Lincoln and 24th Street. The limited turning movement is ignored or the stacking problem to turn north is extended to Grant Avenue and 24th Street.

3. Railroad Services

One of the major concerns is the increase of rail traffic which will take place at 2550 South and

Midland. This information was not included in the I-15 study, but was brought out at this meeting. Expanded service and more sidetracks are planned for the grain elevator. The new truss plant on Midland and other planned new expansions will be requiring more rail deliveries along the existing track that crosses the 2550 South and Pennsylvania intersection. This will mean longer and more frequent delays at the intersection. With the switching that takes place, the present access to the halfway house will also see their only access blocked. A hazard presently exists as those who are housed there often crawl underneath cars to get to and from the facility.



Picture 2 – Intersection view of 2550 South & Pennsylvania Avenue.

4. Mixed Commercial & Manufacturing

The potential exists for the 24th Street corridor to develop into a mixture of highway commercial uses. Some areas are underutilized and the existing land uses do not create a good impression for such an important corridor. The zoning along 2550 South has allowed flexible uses between commercial and manufacturing which does not detract from the character of the area, which would be desired for an entryway into the downtown. The zoning should be reviewed to allow more appropriate mixed uses to occur. The potential exists especially with a full interchange to see freeway commercial developed along the corridor. At the same time the development needs to take into account the residential areas on either side of 24th Street.

5. Landscaped Enhancement Features

Two areas of concern were raised in terms of landscaping enhancements. The first dealt with the treatment of the landscaping on the on and off ramps. This is an urban area and the landscaping should reflect that. Water conservation is important and there are many designs that can create a much better impression than those that presently exist of the broadcast spreading of native grasses and weeds to cover the slopes. Utah County and St George have examples of what should be taking place with these ramps. The second area is the actual improvements that have been made along 24th Street east of the freeway. The general concern is that they need to be extended the full length of 24th Street to Wall Avenue so the entire street is tied together. A uniform maintenance and replacement program of dead plants needs to be in place.

6. Neighborhood Center

The West Ogden neighborhood had services that met the needs of those who live there. There are no such services now and land uses need to address the ability to have a center that would provide some needed services to the community.

7. Viaduct Enhancements

The present viaduct configuration has several problems. The area devoted to pedestrians is narrow and not handicapped accessible on the east end. During the winter, pedestrians are constantly splashed on. The present design creates a bottleneck at the landing at Lincoln Avenue and the restricted turn lane, while solving a problem on the bridge, shifts the stacking for north bound turns up one street to Grant. The actual design and detail of the structure does not take into account any of the amenities that should exist for an entryway into the downtown.

8. Intersection Improvements

Four intersections were identified as areas that presently have problems that need to be corrected. The first and most difficult situation is the Midland Drive, 2550 South and

Pennsylvania intersection. No matter what happens with the interchange at 24th Street, this is an intersection that needs to be redesigned. The two sets of stoplights, crossing the rail track at the intersection and stacking at the light are all concerns and the problems will increase over the next several years. UDOT'S proposed solution of a new connecting street to 21st Street at the off ramp location will only compound the problems at the intersection. Especially since the Railroad is planning on expanding the current services in this area.



Picture 3 – Looking North at the Intersection of 2550 South & Pennsylvania Avenue

The second intersection is at B Avenue and 24th Street. B Avenue is on a hill and with no traffic light it is difficult to cross. Some controlled access is needed so pedestrians can cross from one side of 24th to the other. Future plans for Fort Buenaventure have its main access at B Avenue so this will become an important cross street that will need traffic control.

The third intersection is at 24th and Lincoln. Merging traffic from the viaduct with the surface street and the blind spot that the viaduct wall creates is a problem. Illegal left turns are made onto Lincoln from the viaduct because that is the natural desire. East bound stacking on the viaduct is a problem that needs to be resolved with longer signals or creating four lanes on the viaduct.

The northbound left turn lane at Grant and 24th is another concern. Cars can wait up to five signal

sequences at peak times before being able to turn because only one or two cars can make it through the light.

9. Central Business District

The main concern about the central business district is reestablishing the commercial land uses so the downtown is brought back to the activity that formerly existed there. Direct access from the freeway is a vital part of the re-establishment. 24th Street has always been a key to bring people downtown. I-15 shifted the main flow of traffic from Highway 89 to the freeway for circulation through the county. Re-establishing the 24th Street connection is important to provide direct access to downtown with the least amount of inconveniences.

C. 24th Street Corridor Vision Strategies

The 24th Street Corridor Vision Strategies establishes a guide to future physical land use patterns, transportation and desired attributes for the 24th Street corridor. These were developed through a series of meetings held with the public on August 11, 2004, and with the Steering Committee, which met on August 26, and September 8, 2004. Input was also received from the Utah Central Railroad on September 10, 2004.

The 24th Street Corridor Vision Strategies are expressed using text and a graphical map to illustrate the ideas that were developed to create

a vision for the 24th Street Corridor. The text and maps for the Corridor's vision strategies follow on page 16E.7.

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LAND USE

1. Continue Mixed Commercial and Manufacturing Uses on 2550 South

A strong industrial center has developed along 2550 South between 1900 West and I-15. The zoning in the area is a mixture of M-2, M-1 (Weber County) and OCIP. The zones need to allow a mixture of commercial and manufacturing uses along 2550 South, reserving the limit on manufacturing only uses to the other parts of the area that do not have direct frontage on 2550 South. 2550 S. serves more than the industrial area and together with Midland Drive they are major connective roads of Ogden to the residential areas to the southwest portion of Weber County. Land uses should be able to take advantage of the mixed types of traffic while at the same time be developed in such a way as to not impede large truck traffic which is important to the uses in this area.

Vision Strategies

- 1.A. Maintain the land use flexibility of commercial and manufacturing uses allowed in the OCIP zone along 2550 South.
- 1.B. Develop zoning provisions outside the OCIP zone that allow the mixed commercial and manufacturing uses as unincorporated county property is annexed into Ogden City along 2550 South.
- 1.C. Ensure that as the remaining homes transition into manufacturing uses that there is adequate room on site to support the needs of the use by requiring parking and maneuvering to be contained on the site.

LAND USE

2. Develop the Retail Potential of the Area between I-15 and G Avenue

The land uses between I-15 and G Avenue along the corridor have been under utilized, especially on the West Ogden side (east side) of the corridor. Part of the under utilization has been because of the physical barrier the freeway creates. The other factor of this barrier is the half interchange that caused the traditional through traffic that helped support previous commercial uses to seek other routes for access. A third factor was the manufacturing zoning designation of the land in this area next to the residential areas. Once outdoor storage areas began utilizing the land, both confidence in the homes and the commercial potential waned.

Potential exists to reverse this cycle. The first step would be to rezone the area on the east side of the railroad tracks to commercial. This would allow reuse of some of the vacant buildings that were designed for commercial uses.

The real potential for commercial development is possible in this area when a full interchange becomes part of the land use pattern. New property configurations created by the road system would allow freeway commercial activities to take place. Zoning of the area should then recognize this and the area rezoned to commercial. This type of commercial would be services that do not compete with downtown in terms of general retail and would be fast food, convenience stores and other such uses that are auto-related in land design.

Vision Strategies

- 2.A Rezone the area on the east side/southeast side of the rail tracks along the corridor from I-15 to G Avenue from M-1 and M-2 to C-3
- 2.B. Consider future commercial rezoning west of the rail tracks as a full interchange is planned and developed.
- 2.C Recognize the value of manufacturing uses that may become nonconforming and which do not have visual impacts that hinder the improvement of surrounding properties.

LAND USE

3. Consider the Transition from Single Family to Mixed Residential and Commercial Uses on 24th Street west of B Avenue

The present land uses along this section of 24th are a mixture of single-family homes, related uses such as churches, a fire station and 24th Street Park. With increased pressure on 24th Street, the small lot single-family homes may not be desirable in the future and market forces would provide the need for a change. Higher residential densities that take their access from the side streets would become more appealing and practical in dealing with street congestion. Increased population would help generate some commercial need. Key areas along the street may also become commercial and the mixture of the two uses would not only create a more urban feel along the corridor but also offer better utilization of the land. This area would also offer better transition to the single-family neighborhoods on either side of 24th Street.

Vision Strategies

- 3.A. Consider rezoning the present R-1-5 which front's 24th Street to a zone, which would allow higher density residential, and a commercial mix (either free standing or on the main floor).
- 3.B. Develop an ordinance to support the mixed use along the corridor that would create urban design standards for architecture and site design issues such as parking behind or to the side of buildings.
- 3.C. Understand that transition will take place as market forces and property owners see the potential of development alternatives and the single-family homes lose their desirability.

LAND USE

4. Develop Neighborhood Center at “B” Avenue

The intersection of “B” Avenue and 24th Street had been the traditional center of the community. The local market was located on one corner and the historic travel motel across the street. The intersection was heavily used as it connected traffic from the northwest onto 24th Street, where a traffic semaphore once controlled the traffic flow.

Development of the River Parkway to the north and Fort Buenaventure to the south will reinstall this as an important intersection. Uses in this area should seek to take advantage of this and serve as a key neighborhood icon together with a gateway to downtown Ogden. Mixed uses are important so that this area is functional and serves the needs of the neighborhood and the center that is created.

A stoplight at this intersection would help with the current & future traffic problems as development within the community continues. A stoplight would create an area that pedestrians can cross and re-establish this intersection as the communities’ focal area.

Vision Strategies

- 4.A. Seek appropriate uses and encourage development of the vacant corner as the first step to the creation of a center.
- 4.B. Develop concepts to illustrate better utilization of properties so that as homes are no longer functional they can be replaced with development, which will create the neighborhood center.
- 4.C. Encourage the developments planned to the north and south ends of “B” Avenue so the importance of the intersection is reestablished.
- 4.D. Conduct a warrant studies for the re-establishment of a stoplight at the intersection of 24th and “B” Ave.
- 4.E. Develop zoning and ordinances that will end in the creation of neighborhood centers.

LAND USE

5. Use the 24th Street Corridor to Help Re-establish Downtown Uses

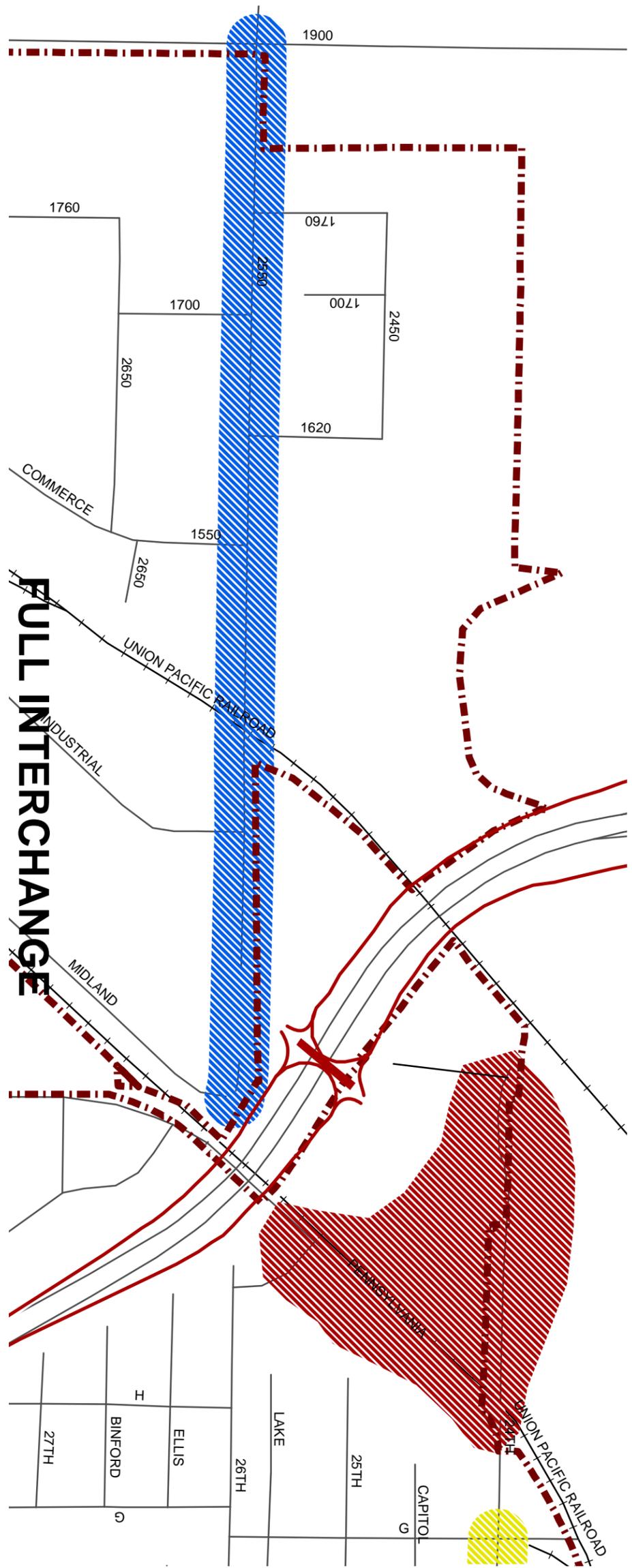
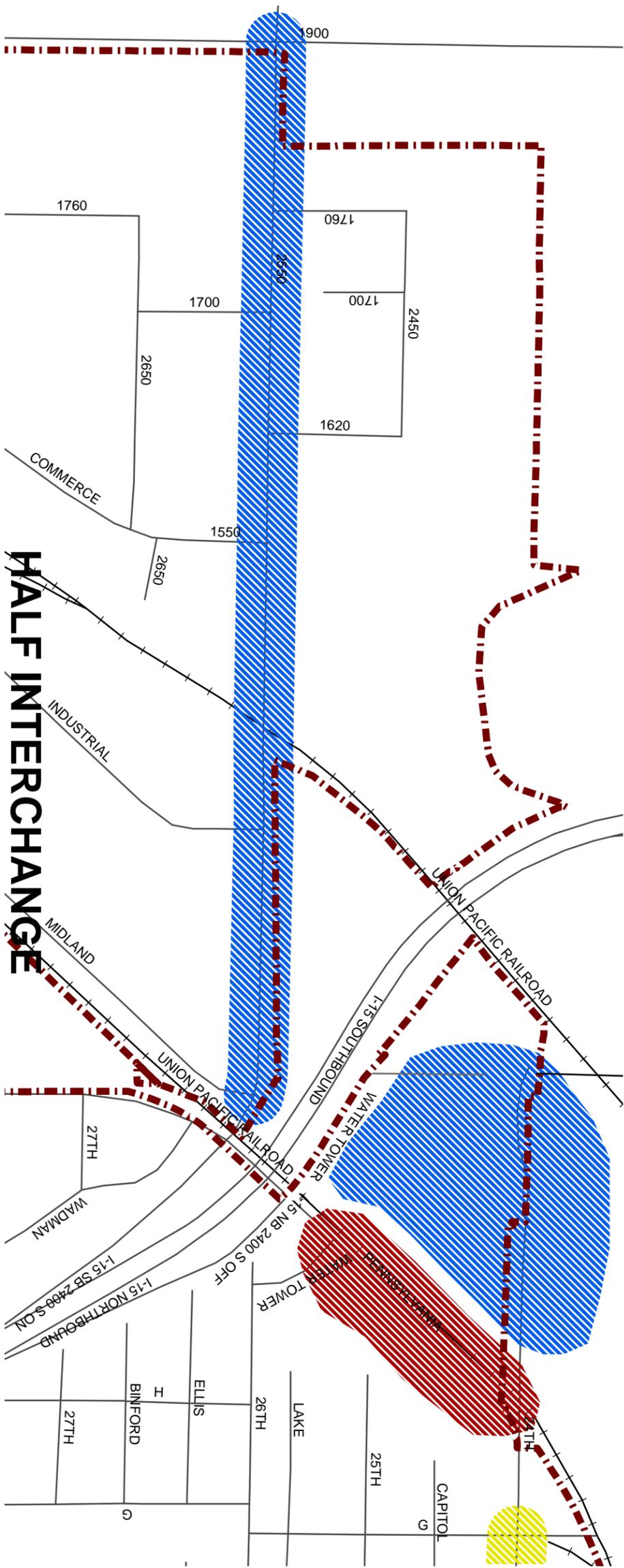
Washington Boulevard and 24th Street had been the traditional strength of downtown Ogden. Both streets had multi story buildings up to the sidewalk. The western access into the City was 24th Street and Washington Boulevard the north and south access. The most direct route to downtown parking areas, activity areas (Lindquist Field), hotels and other amenities of the downtown are from 24th Street. Emphasizing direct access to the freeway from 24th Street will increase the development potential in the CBD along 24th Street.

Development according to the approved master plans of the Mall block will help to restore the visual significance of this street, as buildings with more than one story will be constructed. Rehabilitation and retention of existing historic buildings will continue to emphasize the importance of this street to the downtown.

Vision Strategies

- 5.A. Encourage the development of buildings taller than one story in the CBD along 24th Street.
- 5.B. Preserve historic buildings and look for reuse of those structures to maintain the importance of the 24th Street Corridor.
- 5.C Encourage development to come up to the street setback to create an urban wall of a traditional downtown.

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HALF INTERCHANGE

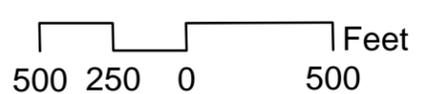
FULL INTERCHANGE

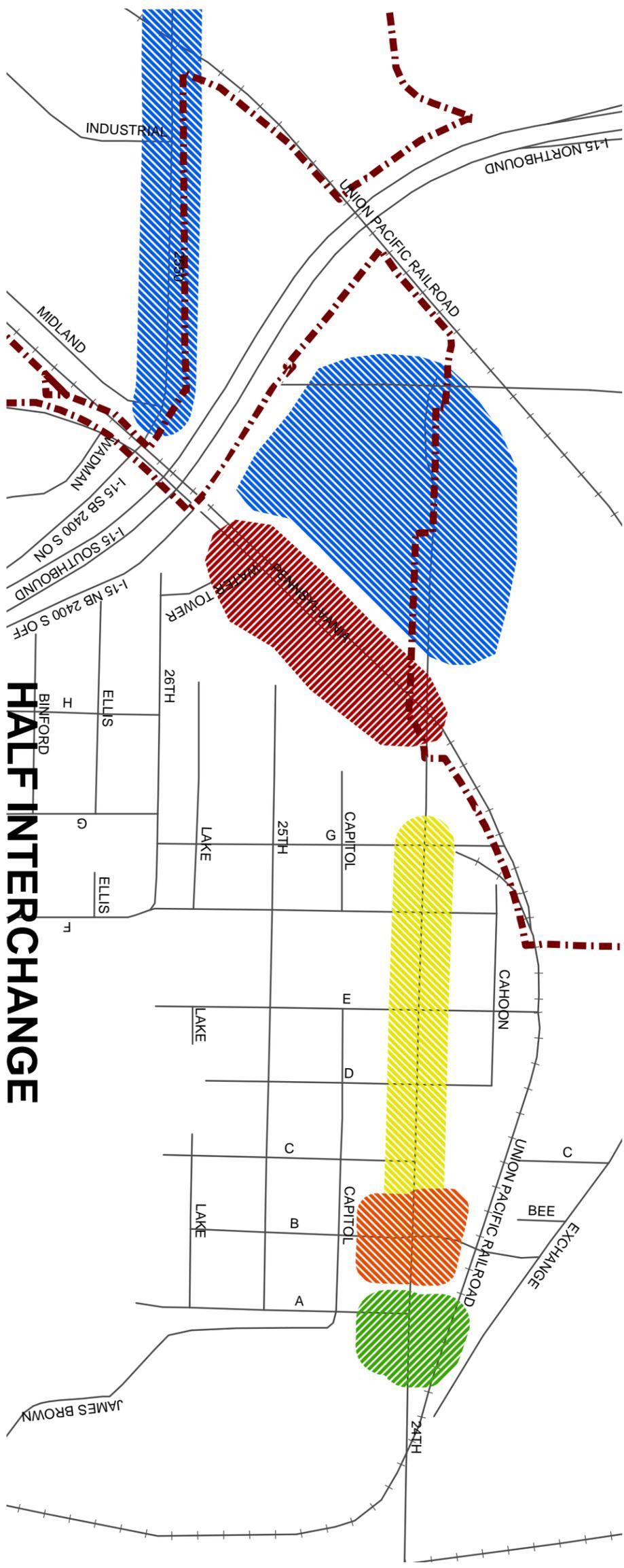
24th Street Corridor

Corridor Vision - Land Use Map Western Section

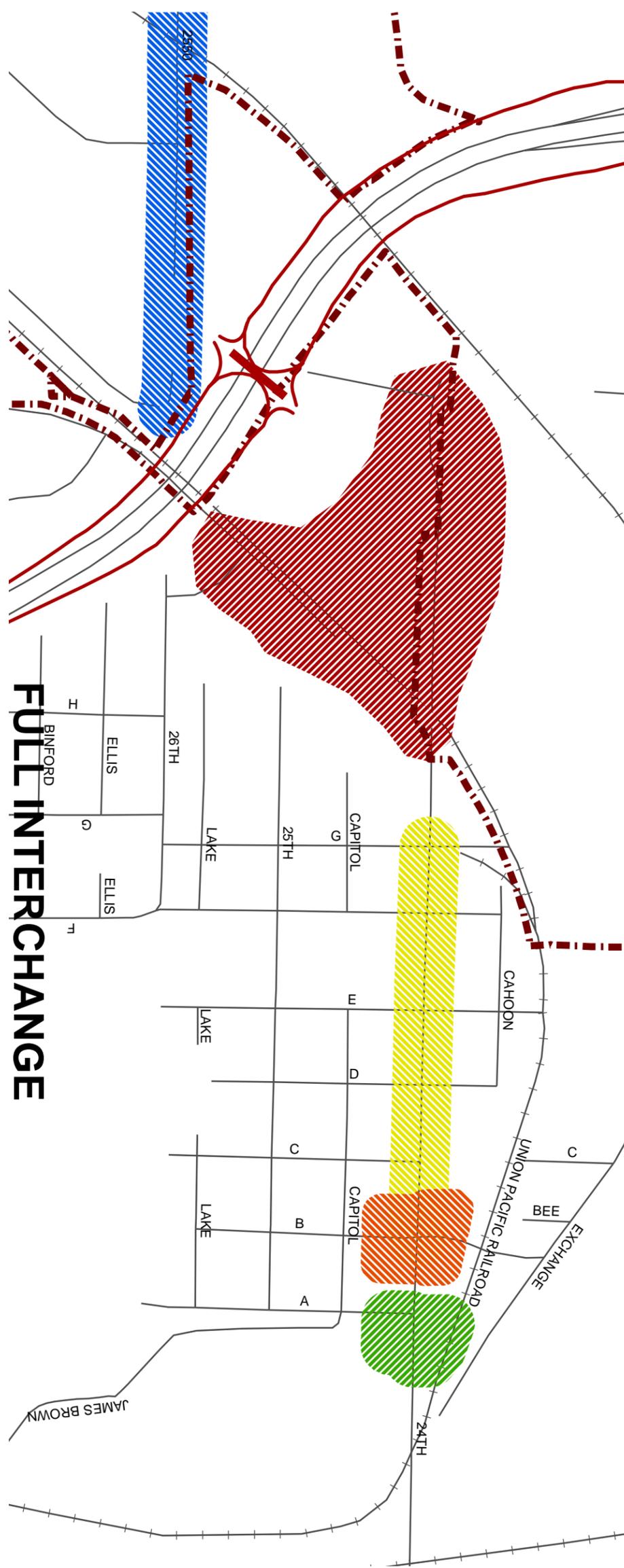
LEGEND

- Mixed Commercial & Manufacturing
- Highway Commercial
- Residential/Commercial Mix-Use
- City Limits
- City Streets
- Railroad
- Proposed Full Interchange





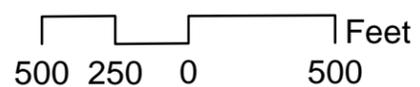
HALF INTERCHANGE



FULL INTERCHANGE

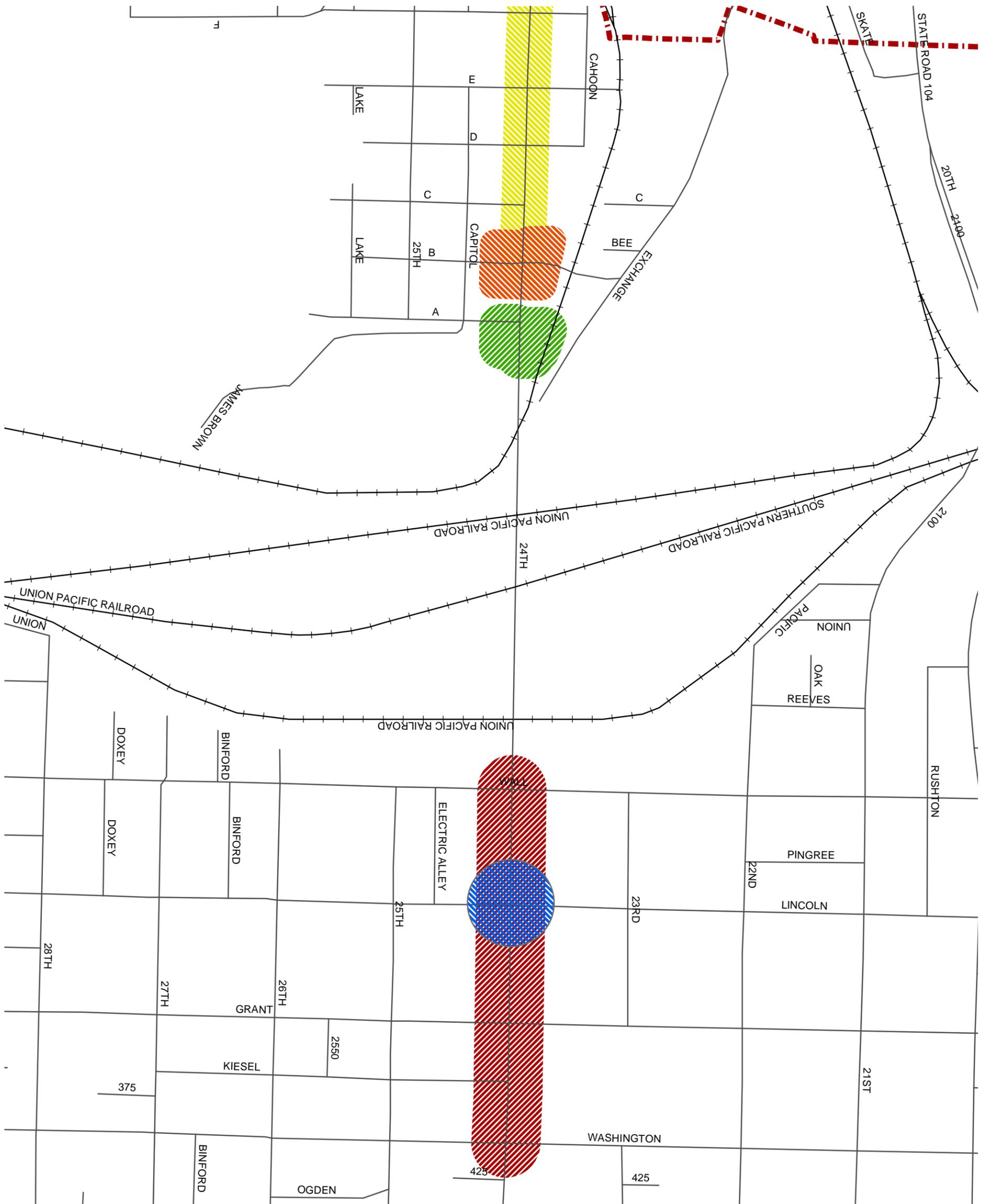
24th Street Corridor

Corridor Vision - Land Use Map Middle Section



LEGEND

- Mixed Commercial & Manufacturing
- Highway Commercial
- Residential/Commercial Mix-Use
- Neighborhood Village Center
- Landscaped Viaduct Feature
- Proposed Full Interchange
- City Streets
- City Limits
- Railroad

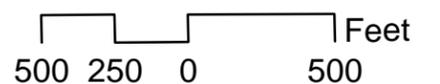


24th Street Corridor

Corridor Vision - Land Use Map Eastern Section

LEGEND

-  Central Business District
-  Intersection Improvements
-  Residential/Commercial Mix-Use
-  Landscaped Viaduct Feature
-  Neighborhood Village Center
-  Railroad
-  City Streets



CORRIDOR ENHANCEMENTS

6. Improve Landscape Treatments of I-15 and its Ramps

The growth along the Wasatch Front has changed much of the context of the areas that the Interstate runs through. A developed area with a variety of uses typical of the urban environment is found on 24th Street. The elevated Interstate is a very visible community feature. Past practices have recognized that the main feature of the interstate is traffic movement. More and more the context of the road and its visual impact is being recognized as playing an important part of setting the context of a community. If little attention is paid to the visual quality of the road as it passes through a specific area, the perception made is the community cares very little about itself. Partnerships need to be formed between highway departments and communities so that the context of the road is expressed correctly.

There are many examples of where freeway ramp enhancements have left positive impressions of the communities they lead to. Such enhancements need to address water conservation and restricted maintenance since these are realities, yet thoughtful designs can work with these factors and create a design that leaves a good impression of a community.



Picture 4 – An example of Landscape Enhancements using water conservation & low maintenance designs.

Vision Strategies

- 6.A. Partner with the Utah Department of Transportation to address urban landscape enhancements as a matter of practice for interstate work in urban areas.
- 6.B. Develop the 24th Street on and off ramps with landscaping treatments, which reflect a positive image of the community, address, limited water and maintenance conditions.
- 6.C. Pursue enhancement monies to meet any installation shortages, which may occur in installation of landscaping improvements.
- 6.D. Identify means to soften the visual impact of the interstate when viewed from the community.



Picture 5 – An example of both water wise landscaping and bridge enhancements.

CORRIDOR ENHANCEMENTS

7. Continue 24th Street Enhancements to the CBD

Transportation enhancement monies have been spent in improving the visual appearance of the 24th Street corridor. Street lighting, landscaping and paving treatments have been installed which add much to the appearance of the road. The improvements, however, have not been extended the full length of the road. It is important to complete the project.

One area that is lacking in amenities is the viaduct. Pedestrian access is poor as the walk is narrow, subjects the pedestrians to being splashed on in the winter and is not accessible to the disabled. Lighting is a problem and there is no attention to any architectural detail that would enhance the viaduct. The improvements made to Salt Lake's viaducts of theme lighting, designs into the concrete walls, and black metal fencing are examples of improvements, which could be made. Additionally such things as banners may also make the traveling experience more enjoyable since there is a great view of the mountains and the city as one travels east on the viaduct.

The viaduct also acts as an entry feature to the downtown and can serve as a connection point from the downtown to the Weber River Parkway. The possibility exists of enhancing this experience though landscaping improvements.



Vision Strategies

- 7.A. Develop a landscaped entry feature on the west side of the viaduct, which will also develop a pathway connection from the viaduct to the Weber River Trail.
- 7.B. Extend the 24th Street right-of-way enhancements of theme lighting, trees and sidewalk improvements to the viaduct.
- 7.C. Improve the accessibility, pedestrian safety, and comfort in crossing the viaduct.
- 7.D. Design appropriate pedestrian features in any new viaduct design or enhancement.
- 7.E. Enhance the visual qualities of the viaduct by looking at appropriate fencing material that directs vision to the east, continuation of theme lighting across the viaduct, and allows enhancement features which will give the viaduct a visual connection between West Ogden and downtown.

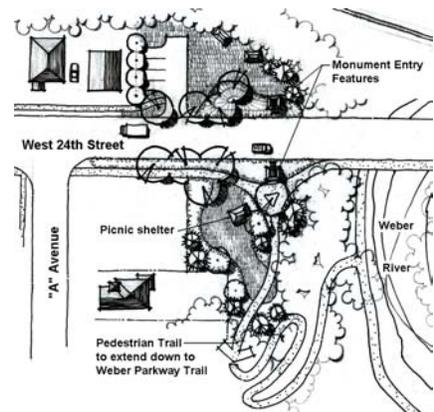
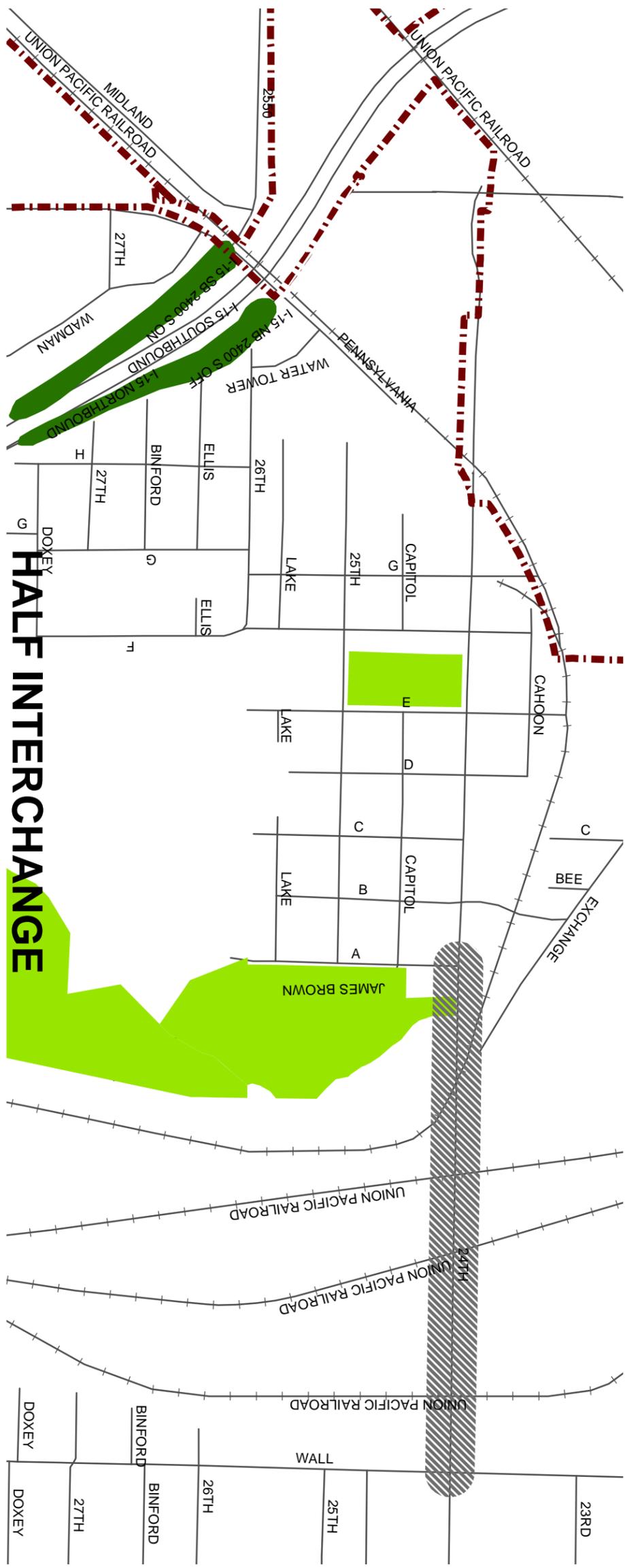
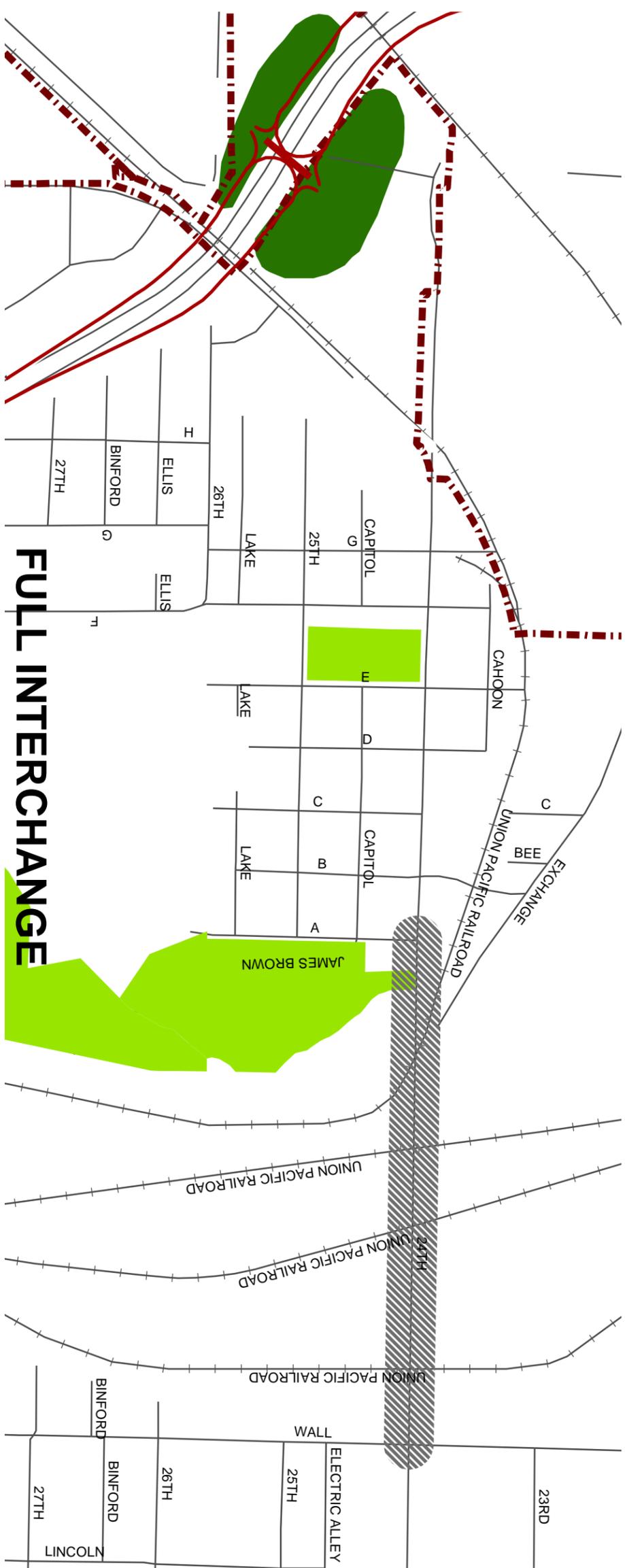


Illustration 1 – Create a landscaped entry feature that connects the Downtown to the River-parkway system



HALF INTERCHANGE



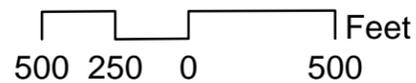
FULL INTERCHANGE

24th Street Corridor

Corridor Vision - Corridor Enhancement Map

LEGEND

- Landscaped Entry Features
- City/County Parks
- Viaduct Enhancements
- City Streets
- Railroad
- City Limits
- Proposed Full Interchange



TRANSPORTATION

8. Seek the Development of a Full 24th Street Interchange

A strong concern in the development of the corridor plan is that without a full I-15 interchange at 24th Street; many of the circulation problems will not have an adequate solution. The circulation problems will only worsen and hamper existing developments in the industrial area and limit the ability of West Ogden and downtown Ogden to reach their potentials.

Besides the improvement to circulation to and from the north to the industrial park, western Weber County and downtown Ogden City, a full interchange is the only means which would adequately resolve the inadequate intersection of 2550 South and Pennsylvania. Solutions proposed to solve this problem with the half interchange will not work. Since the earlier solutions did not know of the increasing train services planned and longer switching times that will block this intersection. The signaled intersection, which also has to deal with the train tracks will only have more train traffic and vehicle traffic, and will not be a safe situation. Developing the full interchange and then extending 24th Street to be the connection would provide a safer situation. While there is still a train track to cross, it is not a track that is at the intersection nor is it a track that is used for switching cars. At the same time the change in streets provides a safer access to the half way house.

If a full interchange cannot be developed, revisions are necessary to the States proposed design to avoid creating additional circulation problems. Creating an extension road to 21st Street needs to take place as an extension of 24th Street and not at the end of the off ramp as the increased railroad track switching problems will occur and create even more of a bottle neck.

Vision Strategies

- 8.A. Pursue the needed support and funding to ensure the development of a full interchange so that development occurs with or before the I-15 widening project.
- 8.B. Ensure that roads are not dead end such as Midland and 2550 South as part of the road design.
- 8.C. Connect Midland Drive with Pennsylvania Avenue prior to crossing any railroad tracks so that direct connections to these two streets are possible.
- 8.D. Extend 24th Street as a connection to 21st Street due to the additional train traffic that is planned, if a full intersection is not possible.

TRANSPORTATION

9. Widen 24th Street Viaduct

The 24th Street viaduct is the only direct link between downtown Ogden and West Ogden. State transportation plans call for the widening of the viaduct in the next 20 to 30 years. Besides the pedestrian improvements that need to be made, the major correction is at the landing at Lincoln Avenue East bound traffic often stacks up waiting for the light at Lincoln Avenue. The intersection of the two lane viaduct with the four lanes at the landing create a problem as people try to turn right with limited visibility of traffic that may be coming from the west at the surface street. No left turn is allowed which also adds to the frustration of the intersection.

Some improvements may be possible at the Lincoln landing while waiting for the viaduct widening. These options may reduce stacking problems, which is a major concern. One possible option would be to widen the landing to four lanes at Lincoln so that there is a turn lane and a through lane with no merging surface traffic conflicts. Another option may be a traffic circle as the intersection.

Vision Strategies

- 9.A. Consider moving up the priority of the 24th Street viaduct in the State funding cycle to meet the needs when a full freeway interchange at 24th Street occurs.
- 9.B. Consider implementing design options in the next five years at or near Lincoln and 24th Street, which would reduce stacking on the viaduct.
- 9.C. Support viaduct widening at the same time insuring that adequate access to commuter rail and protection of historic buildings occurs.

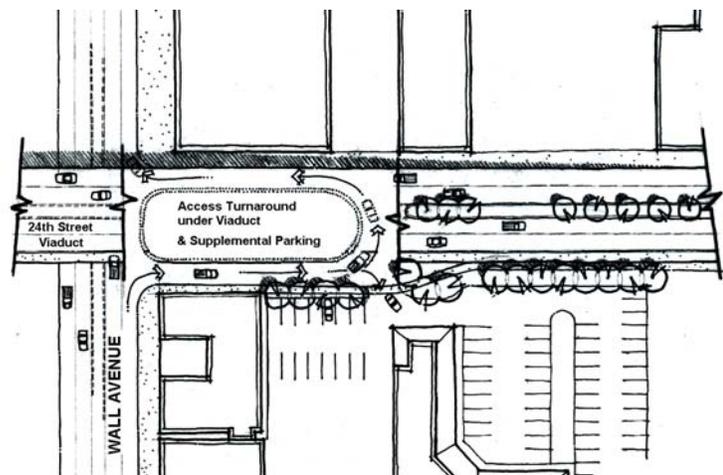
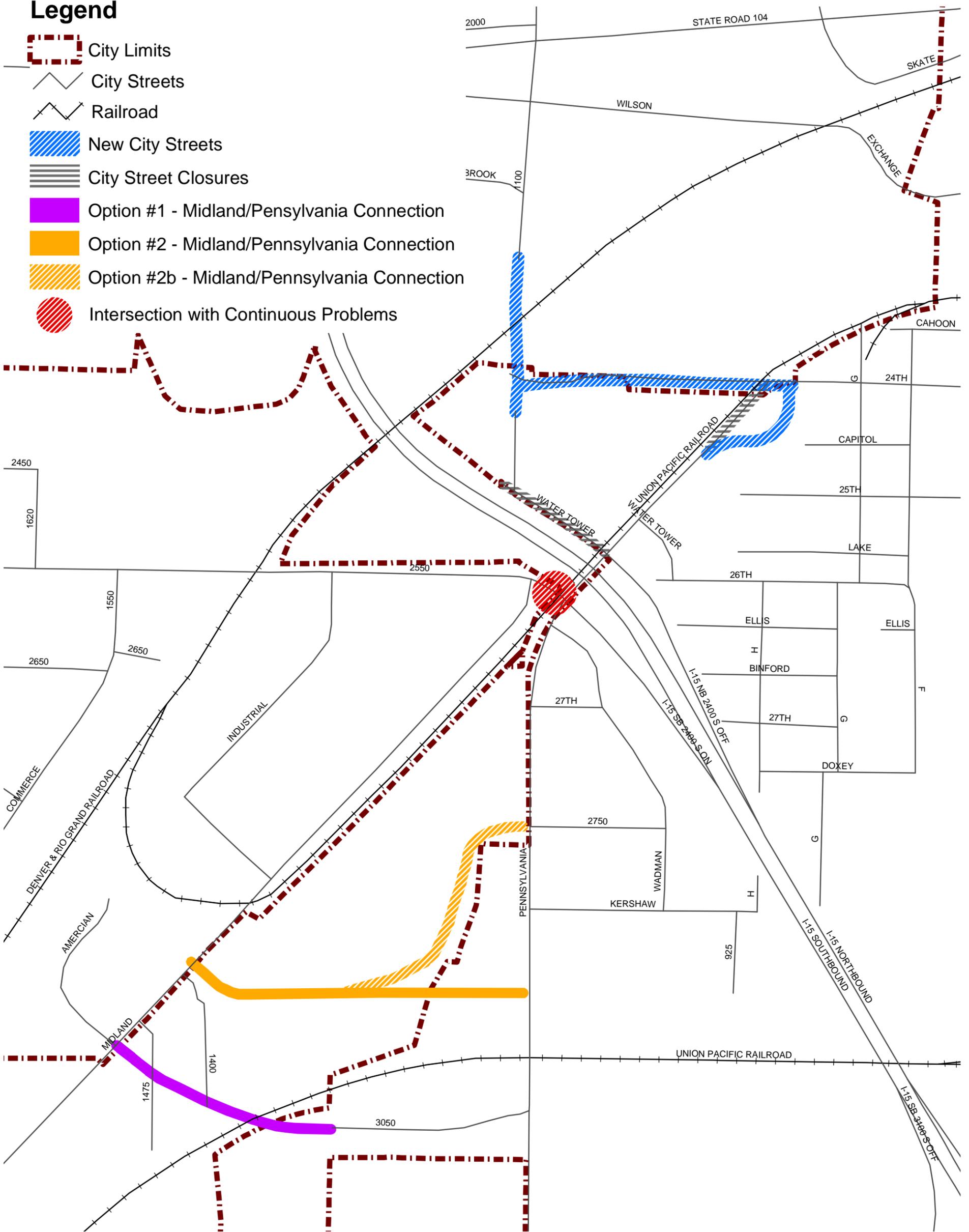


Illustration 2 – Access turnaround under the four-lane viaduct, with parking

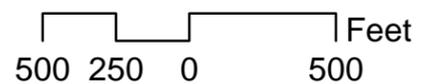
Legend

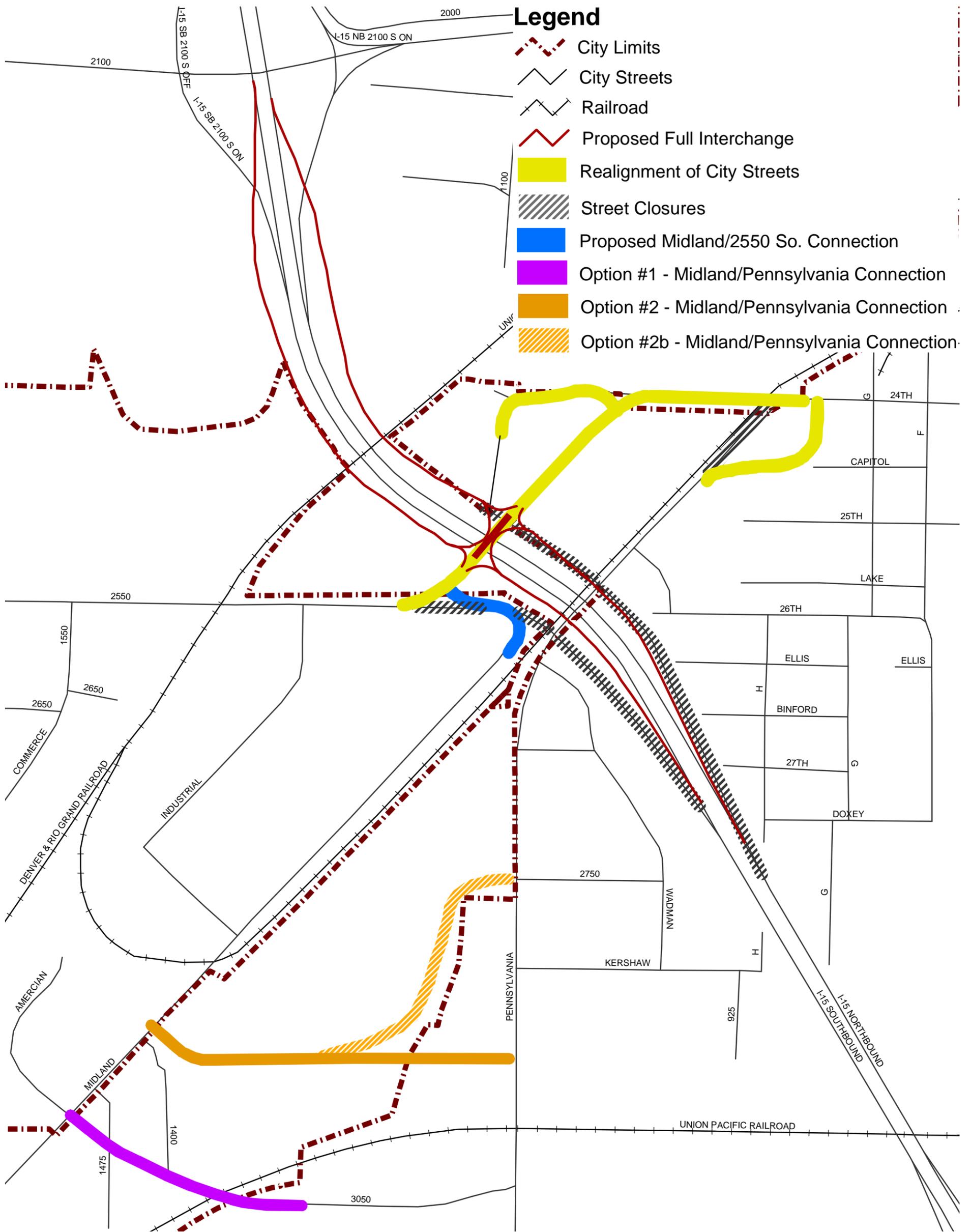
-  City Limits
-  City Streets
-  Railroad
-  New City Streets
-  City Street Closures
-  Option #1 - Midland/Pennsylvania Connection
-  Option #2 - Midland/Pennsylvania Connection
-  Option #2b - Midland/Pennsylvania Connection
-  Intersection with Continuous Problems



24th Street Corridor

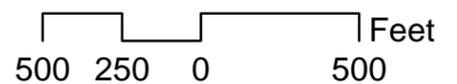
Corridor Vision - Transportation Map Half-Interchange Street Development

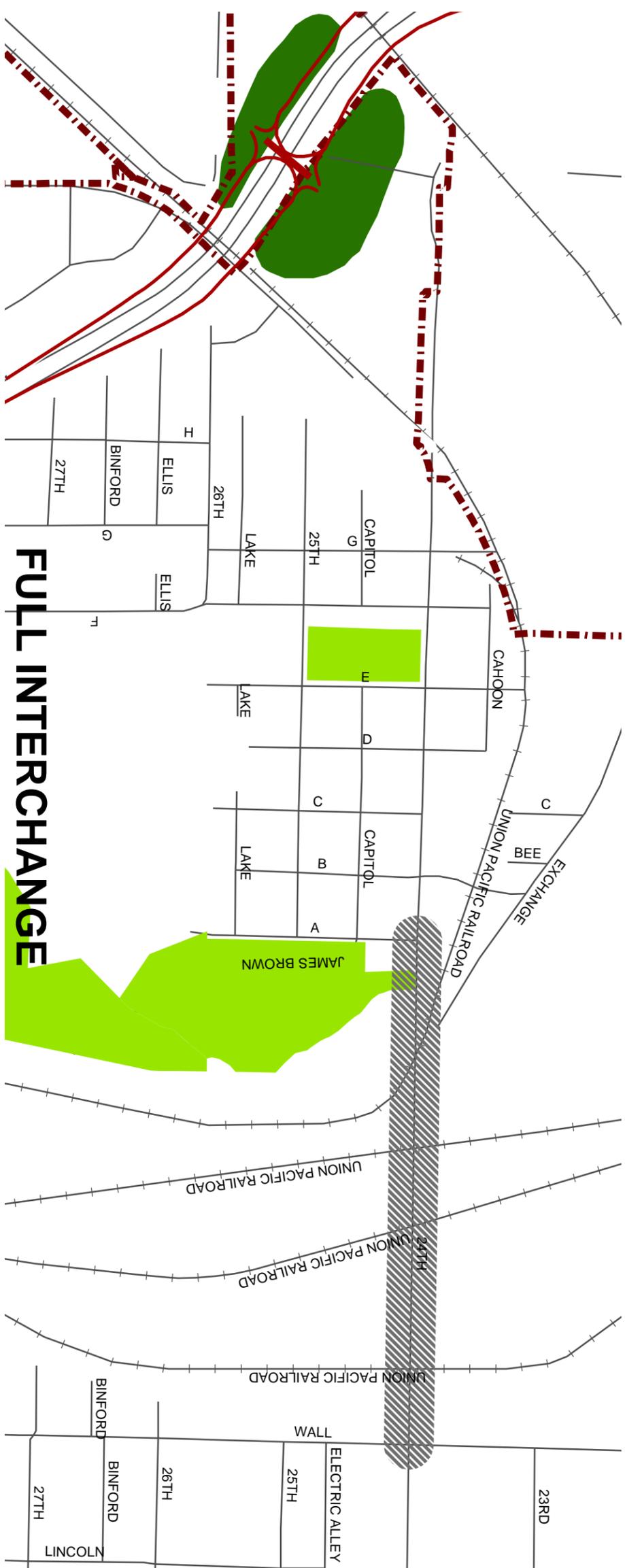
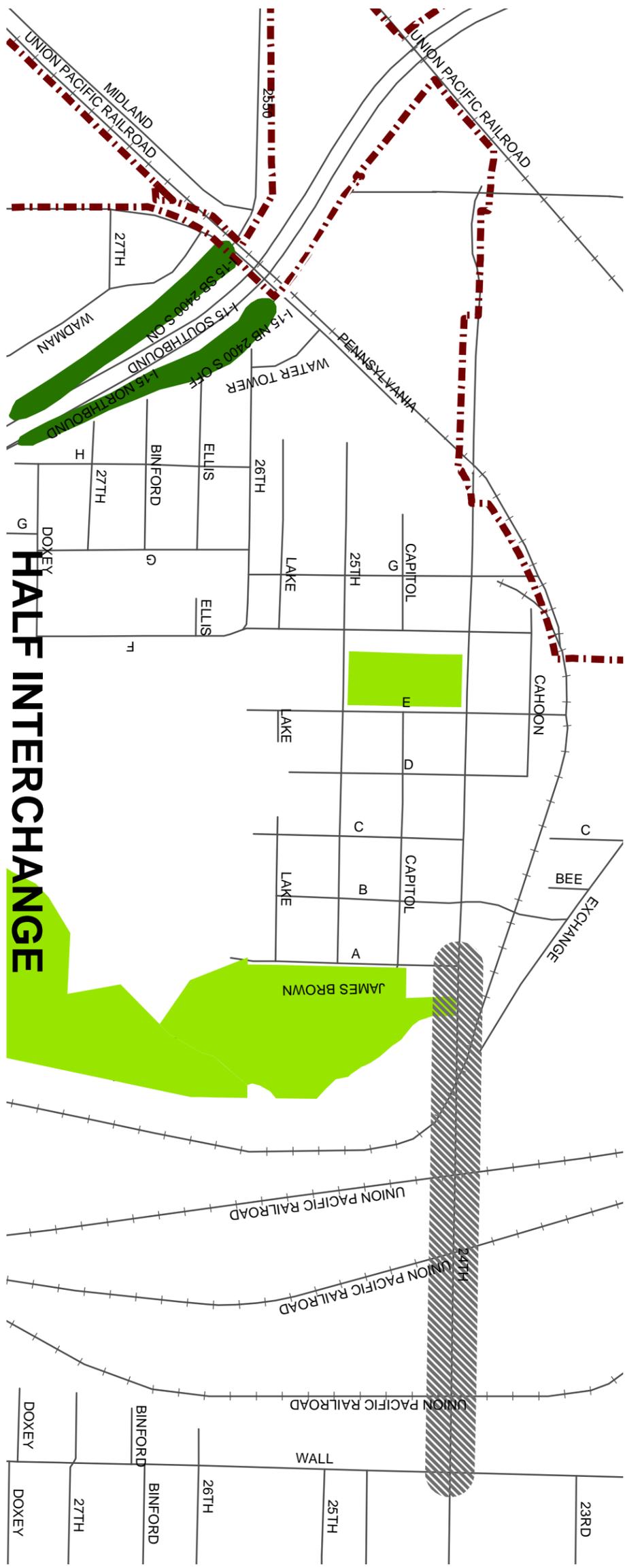




24th Street Corridor

Corridor Vision - Transportation Map Full Interchange Street Development



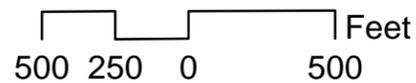


24th Street Corridor

Corridor Vision - Corridor Enhancement Map

LEGEND

- Landscaped Entry Features
- City/County Parks
- Viaduct Enhancements
- City Streets
- Railroad
- City Limits
- Proposed Full Interchange



16F. 21st Street

A. Background

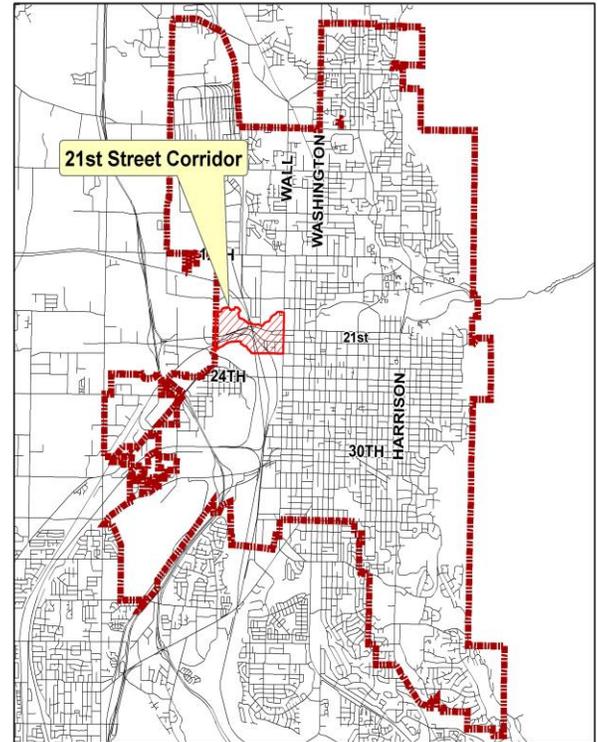
21st Street is one of four entryways into Ogden from I-15. This is the only full interchange that enters the downtown with an average of 19,940 trips per day. This corridor is the only one in the City that has a large body of water as a feature. The 21st Street corridor plan starts at the western City limits and extends east to Wall Avenue. 21st Street is divided into two one way roads just west of the overpass of the railroad tracks. At this point 21st Street is one-way east bound and 20th Street one-way west bound from this point to Rushton Avenue. East of Rushton Avenue, 20th Street has recently been converted to a two-way road. The corridor ends at Wall Avenue.

1. Development History

The 21st Street Corridor is one of the newer major entrances to downtown Ogden City. The Weber River is located on the south side of the corridor while the Ogden River is located on the north side of the corridor. Up until the early 1970's the road was narrow and a mixture of farmland, scattered residents and junk & salvage yards were common uses. The road surfaced cross the main railroad lines that traveled north and paralleled other west bound tracks and was called Middleton Road.



Picture #1 -1960's aerial photo



21st Street Corridor Vicinity Map



Map 1- Vicinity map showing location of the Corridor in relation to Ogden City.

The road was fairly flat but the surface crossing over the railroad made it a little used road. In the late 1960's, Interstate 15 was constructed to the west of Ogden City. A full interchange for north and south bound travelers was created. This opened the door for larger traffic volumes into the community. Wilson Lane and its connection to 24th Street had long been the traditional access to Ogden from the west. The 24th Street Interchange was not designed as a full interchange so another way for south bound traffic to get to downtown was needed. Middleton Road and its surface crossing of the tracks would not be an acceptable solution. In 1968 funds were approved for the construction of 20th and 21st Street from Wall Avenue to Wilson Lane so that there would be a better

access to downtown from the freeway rather than the traditional Wilson Lane to 24th Street connection. However, this project was held up in 1971 due to securing railroad easements between the three railroads. A year later, in 1972, the project was back on track and under construction. In the mid 1970's the road was opened. The construction of the overpass over the railroad tracks required large amounts of earth which came from property to the north of 21st Street and west of the railroad tracks. This barrow pit was susceptible to water filling it. It was determined to create an inlet and outlet to the Ogden River which created the 21st Street Pond (Picture #2) . The pond was owned by the State since its creation. Pollution problems from the railroad and clean up efforts lead to the agreement to transfer the pond to the City once the clean up took place. Goode Ski Company has acquired the naming rights and concession rights for use of the pond.



Picture #2 -1990's aerial photo

After the road was opened up land uses started to change to have more of an industrial character east of the railroad tracks. At the present time the industrial character is transitioning to commercial. Through all of these changes a small residential neighborhood exists between 21st Street and 22nd Street west of Wall Avenue.

The area west of the tracks has more of a natural character on the north side of 21st Street with the construction of the 21st Pond. However the area west of the pond was used for a construction

landfill. This has created a large mound some seventy-five feet tall above the west end of the pond. This area is no longer in operation. Ogden City has obtained ownership of this hill in hopes of providing future recreation opportunities though most of the hill is outside Ogden City limits.



Picture #3 -21st Street Pond (Goode Ski Pond)

In the spring of 1995 the City made some landscape improvements to the corridor. The planting was primarily natural except approaching Wall Avenue. The planting theme change from natural to formal which means trees were spaced more uniformly. Large planting areas along the south side of the corridor were originally planted west of the overpass to provide a screen to the rail yard but the majority of this vegetation has died or been removed by highway maintenance.

2. Land Use / Zoning

As the access changed along this corridor so did the uses. Sections of farmland were converted into a pond while junk & salvage yards were converted into commercial.

The 21st Street corridor presently consists of a grouping of five areas with four main types of uses, commercial, residential, open space and manufacturing.

The first section, beginning on the west end is on the north side. This area is occupied with the 21st Street Pond which provides open space. This area is zoned M-2 (Manufacturing and Industrial).

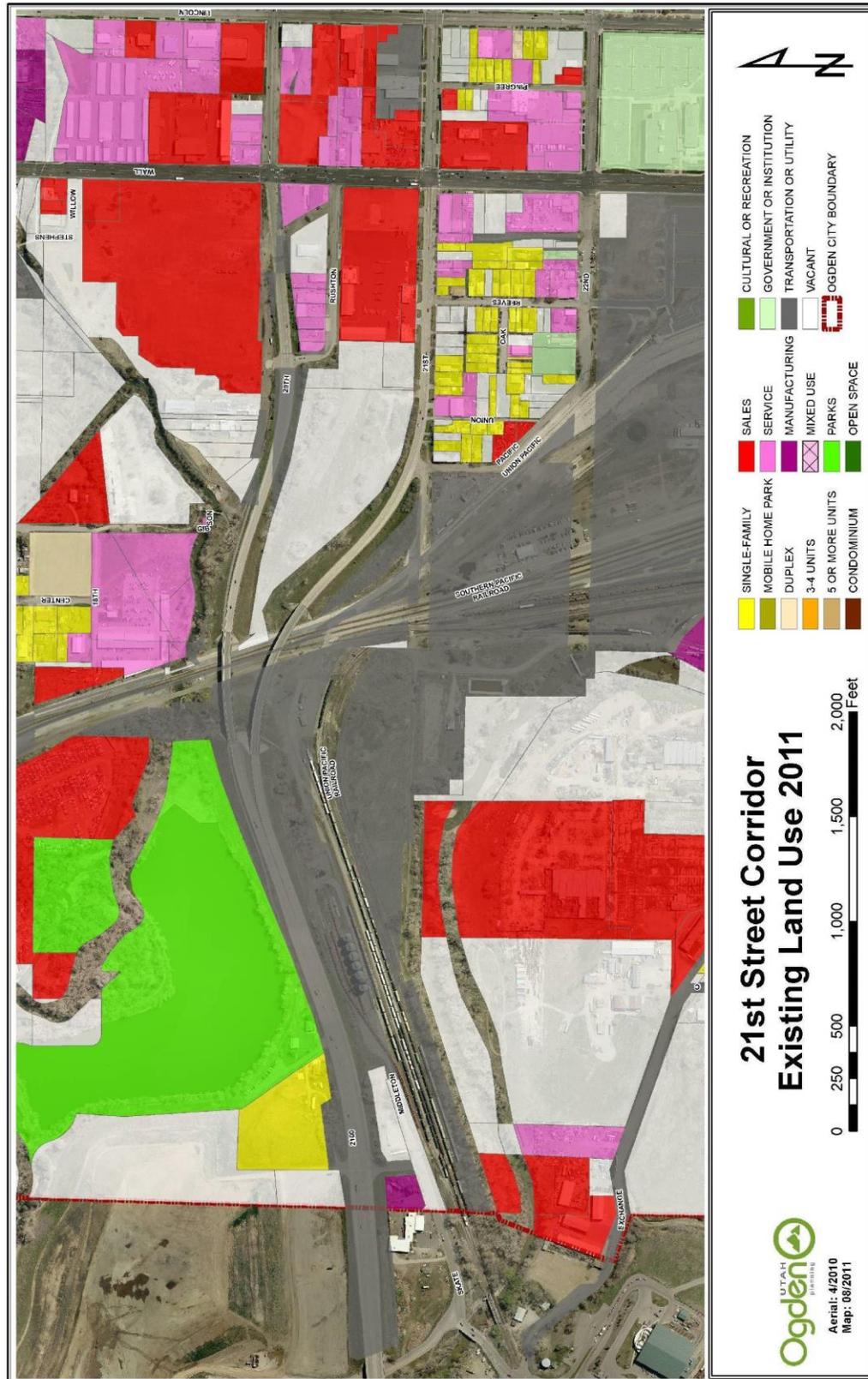
The area on the south side of 21st Street on the west side of the overpass is railroad and transportation related. Large silos shown below provide storage near the tracks so the commodities can easily be shipped. This area is zoned M-2 (Manufacturing and Industrial).



Picture #4 –South side of 21st Street west of the overpass

The area on the east side of the overpass north of 21st street is zoned CBD (Central Business District) a large section of this property between 21st Street and 20th Street is vacant. Businesses that do exist in this area are a roofing supply company and auto related businesses. The area on the north side of 20th street is a new retail business and vacant land that can become additional retail uses.

The final section is the property to the south of 21st Street east of the overpass. This area has been a residential neighborhood for many years. It was first zoned M-2 and then rezoned CBD (Central Business District) in 2006. The land uses here are a mixture of nonconforming residential uses and some industrial uses such as warehousing or auto repair.



B. 21st Street Corridor Vision Strategies

The 21st Street Corridor Vision Strategies establishes a guide to future physical land use patterns, transportation and desired attributes for the 21st Street corridor. These were developed through public input on June 15th, 2011. Input was requested from the Utah Central Railroad and Utah Department of Transportation but input was not provided.

The 21st Street Corridor Vision Strategies are expressed using text and a graphical map to illustrate the ideas that were developed to create a vision for the 21st Street Corridor. The text and maps for the Corridor's vision strategies follow on page 16F.5.

LAND USE

1. Transit Oriented Development

The intermodal transit hub is located to the south of 22nd Street. The area between 21st Street and 22nd Street east of the overpass is a variety of nonconforming uses which are both residential and manufacturing. Future development should be directed to development that is oriented towards those using the intermodal hub which is referred to as Transit Oriented Development (TOD). TOD'S can provide high density housing in conjunction with specific retail that is especially associated with living around a personal service transit site. The use of the automobile is limited in these areas. Access is mainly by walking, bicycling or using the transit system.

While this would be the ultimate goal of land use in this area during the interim the residents and businesses in this area should not be overlooked. The intermodal transit hub has put added traffic impacts on this area and the current road systems are not designed to handle this traffic which has created problems. The road surface is in poor condition



Vision Strategies

- 1.A. Ensure transit oriented development (TOD's) be located in the area between 21st and 22nd Street east of the overpass and west of Wall Avenue.
- 1.B. Provide sufficient parking that is not visible from the street but taking into account the reduced need for the automobile because of the use of public transit.
- 1.C. Eliminate uses in this area that require automobile drive-through windows.
- 1.D. Allow for high density housing, primarily above the ground floor.



Picture #5 – Transit Oriented Development (TOD)



Picture #6– TOD

- 1.E. Improve Reeves Avenue between 22nd and 21st Street in the interim to handle the increased traffic from the intermodal transit hub.

LAND USE

2. Mixed-Use Development

The area along the Ogden River west of Wall Avenue and east of the overpass has been greatly enhanced with the restoration of the Ogden River. The Ogden River Parkway Trail system runs along this section. New retail development has just opened to the south of the river and future development to the east of Wall Avenue is planned which will focus on the river and a mixed use development. Due to these special features and projects in this area it would be beneficial to consider a mixed use development along the Ogden River west of Wall Avenue. This area could also be enhanced with trails along the south side of the river.



Vision Strategies

- 2.A Ensure that Mixed Use Development occurs along the Ogden River west of Wall Avenue and east of the overpass.
- 2.B. Provide mixed use development that would include ground floor development of retail, personal services and entertainment along the river. The uses above the ground should be residential, office, and or special commercial uses. Mixed use development away from the river could incorporate varied uses throughout the development.
- 2.C Ensure that development is sensitive to the river corridor and not impact river quality for views and habitat. Connections to the trail system should be provided so access is possible on both sides of the Ogden River.



Picture #7- Mixed Use Development (MU)



Picture #8- Ogden River Improvements

LAND USE

3. Retail Options

The area between 20th and 21st Street west of Wall Avenue and east of the overpass has been in transition. It had been a salvage yard and then converted to a mix of retail and auto related uses. This area can provide for retail development that can make a transition between the Transit Oriented Development (TOD) to the south of 21st Street, to the north retail and future mixed use development along the river.

The transition in these areas can be further strengthened through pedestrian connections. A future trail system is planned between the Intermodal Hub and the 21st Pond. This trail system can become an important link between all these different areas. It is important to recognize this potential and provide methods to make transitions between these areas.

The retail options in this area should consider the outdoors due to the proximity to the river while at the same time keeping in mind uses that would benefit Transit Oriented Development due to the proximity to the intermodal hub.

The view of the mountains and the city at this key entrance is important. The elevated highway creates opportunities for landmark buildings and landscape enhancements that create a good first impression of Ogden.



Vision Strategies

- 3.A. Allow for development in the areas between 20th and 21st Street west of Wall Avenue and east of the overpass to make a transition between mixed use along the corridor and transit oriented development through the use of architecture and site design.
- 3.B. Provide ways to encourage the reduced presence of the automobile by locating parking inside, behind or to the side of the building.
- 3.C. Create development connection points to the future trail connection to the parkway that would run under the overpass to the west.
- 3.D. Provide for open space areas that could make the proper connection points to the trail system.
- 3.E. Provide for outdoor and transit oriented uses.
- 3.F. Give special attention to building design and landscaping during the review process of projects in the triangle area. Building design, placement and landscaping treatments should be reviewed to enhance the entrance to the city, create a landmark feature, screen objectionable views of service and parking areas and frame mountain vistas.

*Picture #9
Retail
integrating
MU and T*

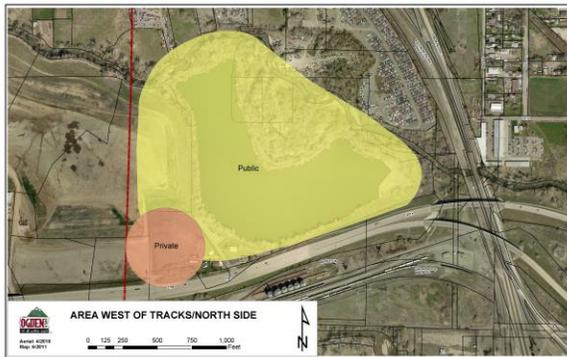


LAND USE

4. Open Space

The 21st Street Pond (Goode Ski Pond) provides great vistas along the 21st Street corridor for both east and west bound travelers. The use of the pond for fishing and the trail system around the pond provides recreation for the community.

The property to the west of the pond could also benefit from the success of the 21st Pond with possible recreational type uses. As this area expands it is important to remember the safety of the pedestrian using the trail system and the automobiles that access this facility from 21st Street.



Vision Strategies

- 4.A. Consider rezoning City owned property from Manufacturing and Industrial (M-2) to Community Recreation Zone (CRC-1) or Open Space Zone (O-1). Consider zoning options for the private owned property from Manufacturing and Industrial (M-2) to Community Recreation Zone (CRC-1) or Community Commercial (C-2).
- 4.B. Limit recreation type development to the west of the pond and consider the scale so it does not impact the view to the pond.
- 4.C. Preserve fishing and enhance the wildlife habitat in and around the pond.
- 4.D. Preserve and enhance the trail system around the pond
- 4.E. Revise automobile access to the road from 21st so it is identifiable and the parking designed to work with its natural environment.
- 4.F. Clean up the northeast area around the pond of transient camps and debris.



Picture #10- 21st Pond (Goode Ski Pond)

LAND USE

5. Limited Manufacturing type uses

The south side of 21st Street west of the overpass is presently used for rail related uses. The Weber River along with rail lines has created a narrow piece of property as shown below.

Private land in this area comprises 41.51 acres, while the rail land comprises 7.99 acres. This narrow area has several large silos. The height and mass of these silos cover up some of the views to the Weber River. The silos also compete with the 21st Pond vista to the north. It is important that the type of use in this area does not further impact this corridor.



Vision Strategies

- 5.A. Limit manufacturing type uses along the south side of the 21st corridor west of the overpass by rezoning this area from M-2 to M-1.
- 5.B. Limit the height of structures in this area.

CORRIDOR ENHANCEMENTS

6. Improve landscape treatments along the corridor and entryways

The 21st Street Corridor is in the process of seeing change due to the Ogden River improvements along with the trail connection east and west. Commercial development along Wall Avenue is also a major contributor to the change along this corridor. A wide variety of uses are also found along this corridor which will only increase traffic demand. The intermodal hub will also increase traffic along this corridor. An important aspect of this corridor is traffic movement but visual impact is also recognized as playing an important part of setting the context of a community. The reason for this is that if little attention is paid to the visual quality of the road as it passes through a specific area, the perception made is the community cares very little about itself. Partnerships need to be formed between highway departments and communities so that the context of the road is expressed correctly.

There are many examples where corridor enhancements have left positive impressions on the communities they enter. These enhancements look at landscaping, preserving or creating vistas, uses, screening objectionable views, connectivity and signage to list a few. Such enhancements also need to address water conservation and limited maintenance since these are realities. Thoughtful designs can work with these factors and create a design that leaves a good impression of a community.

Enhancements could also take advantage of existing features that appear to be unsightly but with modifications could enhance the area.



Picture #11 – Corridor entering Sun Valley, Idaho

Vision Strategies

- 6.A. Partner with the Utah Department of Transportation and property owners for road enhancements in the right of way to address urban landscape enhancements. Pursue enhancement monies to meet any installation shortages, which may occur in installation of landscaping improvements.
- 6.B. Encourage the use of wraps on the existing silos on the south side of 21st Street with signage that would provide a welcome to Ogden City sign. The use of public art is encouraged on these wraps / murals that would showcase Ogden City.
- 6.C. Improve landscape treatments along the 21st Street corridor which reflect a positive image of the community and address limited water and maintenance conditions. The landscaping should focus on the following areas:
 - a. Identify ways to soften views of the rail yard directly to east and west of the overpass.
 - b. Provide natural vegetation on the hillside between 21st Street and the Pond. The vegetation in this area should not impact the view to the pond.
 - c. Enhance the entrance to the 21st Pond parking lot with vegetation and signage.
 - d. Identify means to soften the visual impact of the silos in the event that entry signage cannot be placed on the silos.

CORRIDOR ENHANCEMENT

6. Improve Landscape Treatments along the corridor and entryways

Vision Strategies cont.

- 6.D. e. Maintain the views to the mountains. Vegetation and building design need to be sensitive to the view of the mountains.
- f. Provide vegetation/fencing east of the tracks that would create an edge in order to make the area safer from the railroad tracks and improve the visual quality of this area.



Picture #12 – Entry corridor east bound

CORRIDOR ENHANCEMENTS

7. Continue to enhance the Trail System, Rivers and 21st Pond

The visual enhancements along the Ogden River have improved the appearance of the corridor for trail users and motorists. The river improvements from Wall Avenue to Gibson have improved this corridor; however, the improvements could extend further along the Ogden River and along the Weber River. The trail system which runs along both these rivers is a great amenity and allows the user to experience the river system but could be further enhanced with better signage and sitting areas. The river trail could also be connected to the intermodal hub so these users can experience the river system. However, it is important that all trail users feel safe when using the trail system and this is accomplished by maintenance and policing of the area.

The 21st Pond enhancements in 2007-2008 improved the water quality for fishing. This is a great feature for those who use the pond and those who view the pond from a distance. While these improvements have enhanced the area the pond could still support additional improvements with sitting areas and parking improvements.

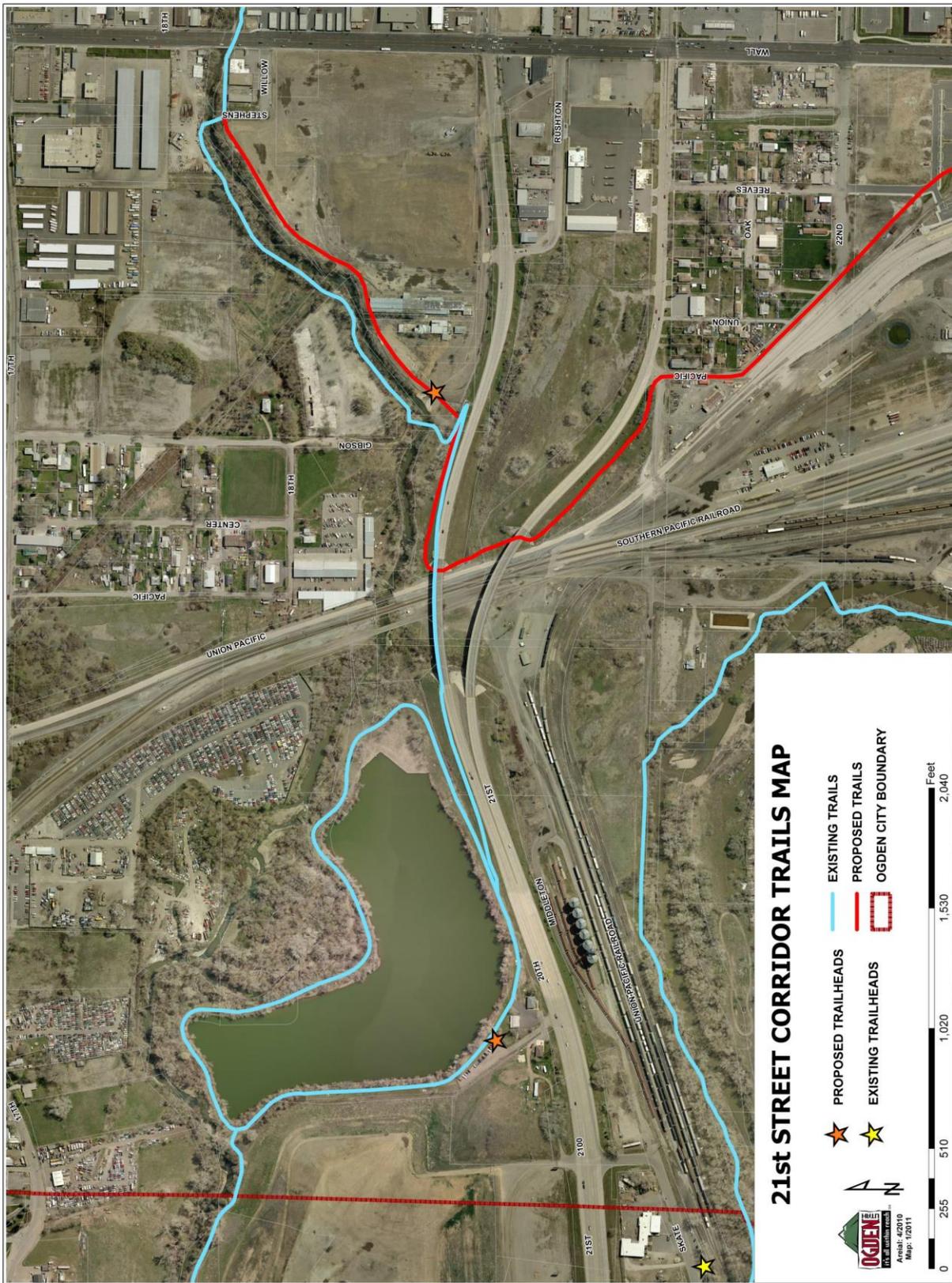


Picture #13 & 14- Ogden River Improvements



Vision Strategies

- 7.A. Enhance the visual qualities and amenities along the trail system and around 21st Pond which fit into the context of the area by providing better signage, sitting areas and improved trail surface maintenance. It is important that the enhancements consider the sensitivity of the natural environment along these areas. The safety of those using the trail system should also be considered by removing dead fall and thinning out vegetation and locating sitting areas in visible locations.
- 7.B. Improve parking at 21st Pond with adequate access and space for uses, landscaping, lighting, signage and trash receptacles which comply with design standards along the trail system.
- 7.C. Provide a trail connection from the Intermodal Hub to the River Parkway trail system.
- 7.D. Eliminate transient camps all along the river corridors and around the 21st Street Pond.
- 7.E. Educate the trail users on proper trail etiquette through proper signage and literature.
- 7.F. Create a trailhead on south side of river east of the overpass.
- 7.G. Keep the trail open around the 21st Pond.



CORRIDOR ENHANCEMENTS

8. Enhance the overpass

One area that is lacking in amenities is the north side of the 20th Street overpass for pedestrian and west bound vehicular traffic. Enhancements are needed where the trail and the 20th Street over pass share the same structure. The trail users are subject to being splashed on in inclement weather. Lighting is also a problem and there is no attention to any architectural detail that would enhance the overpass and make it feel as a permanent solution. The current pedestrian/bike trail was installed as a quick solution for access but better detail should be considered to integrate this into the trail system.

The 21st Street overpass for eastbound traffic could also benefit from some additional design enhancements in the form of lighting, fencing and art work that would deflect the eye from the rail yard to the south and better direct the view to the mountains.

The improvements made to Salt Lake's overpass as shown below with theme lighting, designs into the concrete walls, and black metal fencing are examples of improvements which could be made. This would make the traveling experience more enjoyable since there is a great view of the mountains and the city as one travels over the 21st Street overpass to Ogden.



Picture #15 – Example of fencing and lighting that could be incorporated along the overpass.

Vision Strategies

- 8.A. Improve the accessibility, trail safety, and crossing along the north side of the 20th Street westbound overpass. This could be accomplished by providing additional protection for the bicyclist and pedestrian through the use of clear deflection walls across the overpass to protect the trail user from traffic and plowed snow in the winter months.
- 8.B. Enhance the visual qualities of the 21st Street overpass eastbound by looking at appropriate fencing material that directs vision to the mountains. This could be accomplished through the use of theme lighting and public art which would in frame these views.



Picture #16- Example of clear fencing that could be placed on top of concrete barrier wall.

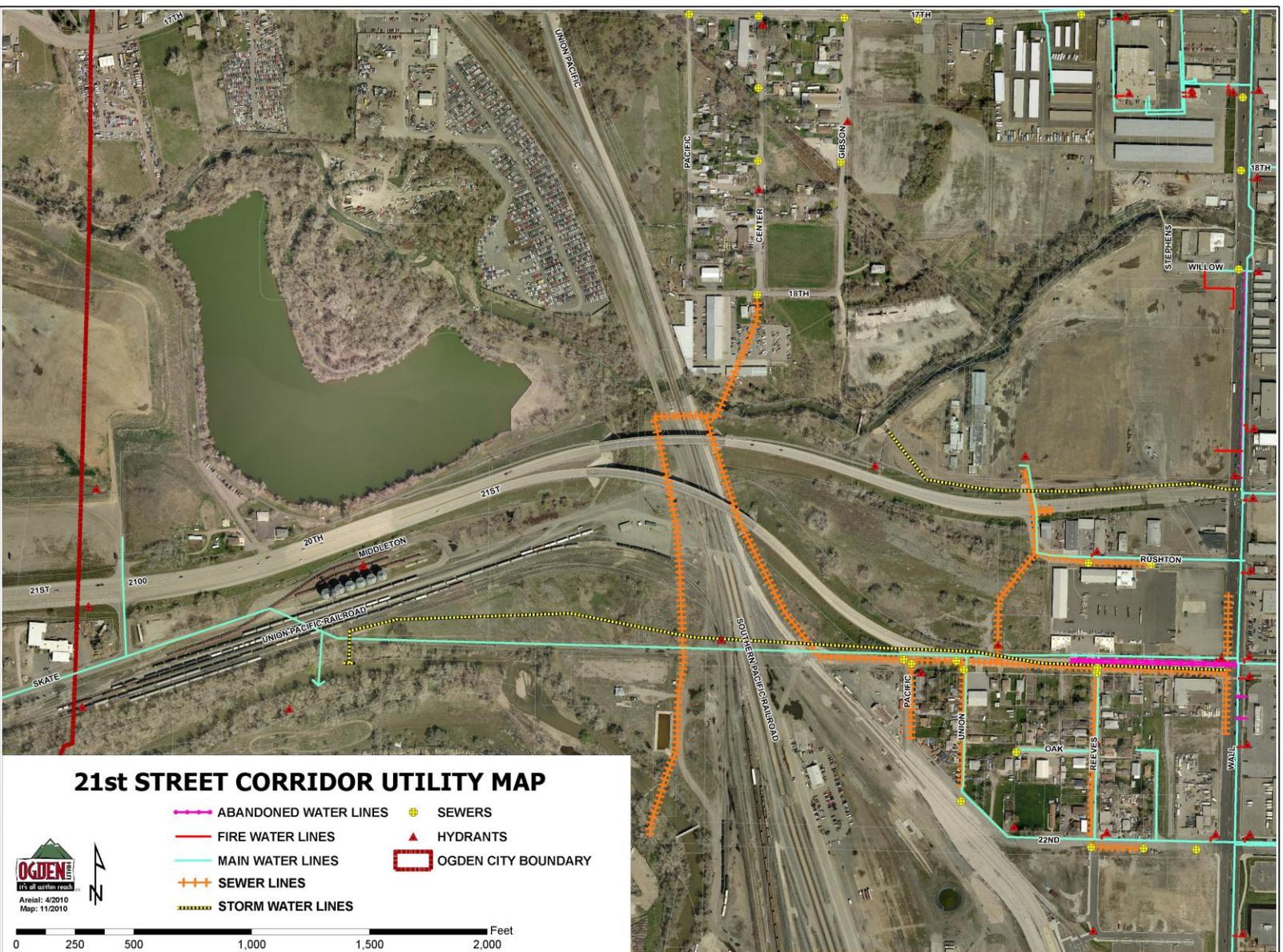
CORRIDOR ENHANCMENTS

9. Utility Improvements

Areas east of the 21st overpass can gain access to public utilities in the form of water, sewer and storm sewer. The utilities in this area are in good condition for existing development. The area between 22nd and 21st Street west of Wall Avenue can handle existing development but would need to be upsized when this area is redeveloped. Due to the topography of the over pass the area to the west has some issues primarily with sewer services that is located on the north side of 21st Street. Sewer is located on the west side of tracks on the south side of 21st Street west of the overpass. Water in this area west of the overpass can be provided on both the south and north sides of 21st Street.

Vision Strategies

- 9.A. Conduct studies on the feasibility of sewer being provided west of the overpass on the north side of 21st Street and extending the sewer west on the south side of 21st Street. If studies indicate that sewer service is feasible west of the overpass on the north side of 21st Street then work on obtaining easements and work with development to provide sewer service to this area.
- 9.B. Improve the drainage in the area between 22nd and 21st east of the overpass and west of Wall Avenue.
- 9.C. Increase the size of public utilities where needed east of the overpass to handle future development.



TRANSPORTATION

10. Street Circulation

Traffic directional flow east of the overpass has been a problem for development over the years with 20th Street being one-way west bound and 21st Street being one-way east bound. However, 20th Street recently changed from one-way to two-way traffic from Wall Avenue to Rushton. This allows access from both directions which creates better traffic flow and provides more development options for this area. However, as the area to the south of 20th Street develops it will need improved traffic circulation routes which take into account existing and future development. At the present time Wall Avenue is the only connection point between 20th and 21st Street. 21st is one way east bound which limits travel options and in turn limits development potential. A secondary connection point should be considered between 20th and 21st Street west of Wall Avenue to provide more development options and to alleviate traffic congestion on Wall Avenue.

Circulation can also be improved by looking at 21st Street. 21st Street being one way west of the over pass has left this section of the corridor in transition due to limited traffic options which only deals with east bound traffic. Creating two-way traffic up to the overpass could greatly benefit development options in this area as well as a connection between 20th and 21st.

The Intermodal Hub has also increased traffic demands in this area. At the present time people enter and exit this facility from 21st Street by using Reeves Avenue. An Intermodal Hub user would need to get back on Wall Avenue to go west bound on 20th Street. However, if a secondary direct connection was made between 20th and 22nd Street it would not require west bound traffic to get back onto Wall Avenue.

Vision Strategies

- 10.A. Work with UDOT to create two-way traffic on 21st Street from Wall Avenue to the base of the overpass.
- 10.B. Implement road patterns between 20th and 21st to create connectivity and improve development options through the following methods.
 - a. Improve traffic circulation routes from the Inter Modal Hub to 21st and 20th Street.
 - b. Provide proper connection points between 20th and 21st Street.

