



14.K SOUTHEAST OGDEN

COMMUNITY VISION PLAN

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COMMUNITY VISION PLAN

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14.K.1

INTRODUCTION



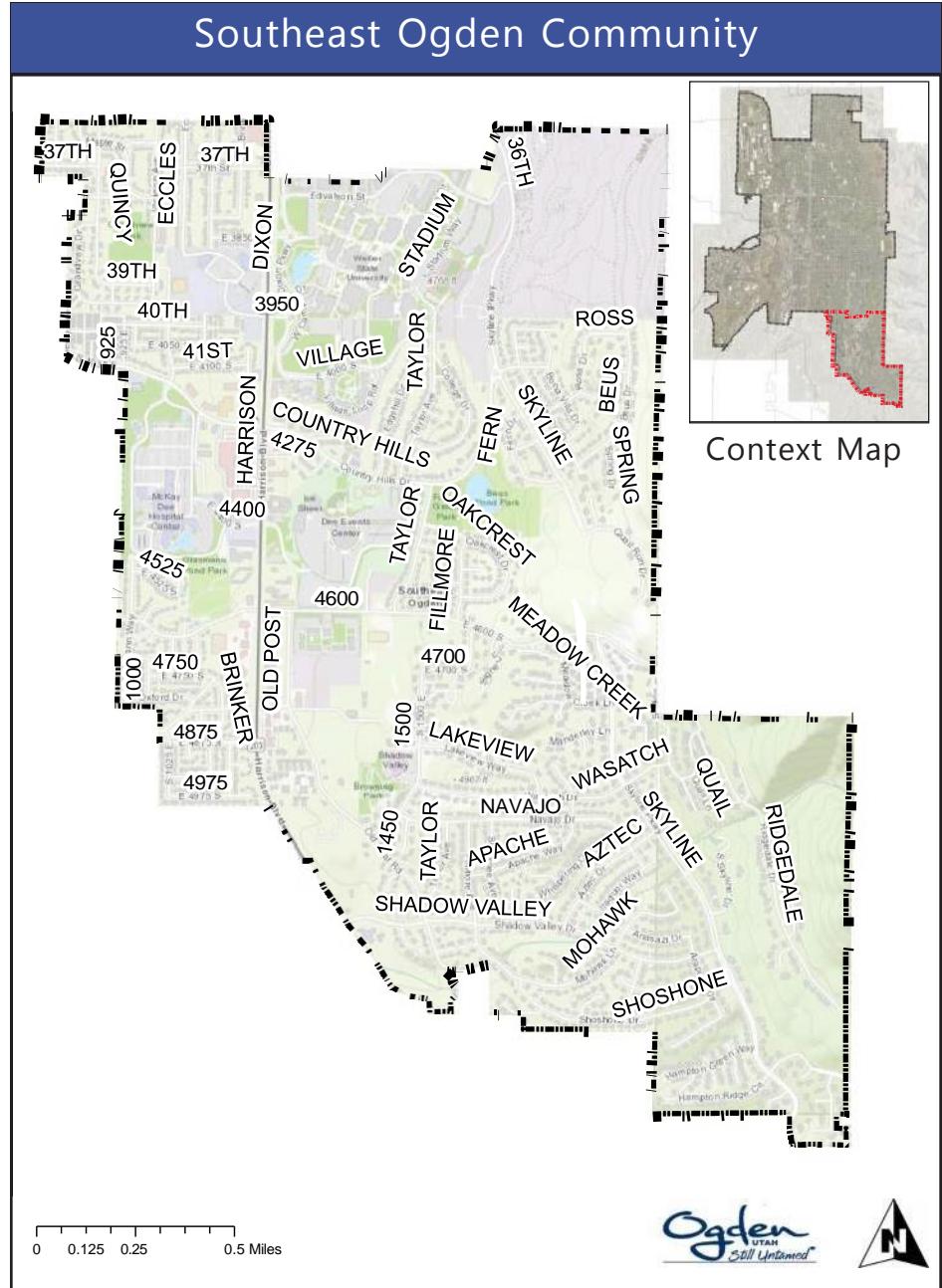
14.K.1. INTRODUCTION

1.A Background

The Southeast Ogden Community is located between 36th Street and the southern Ogden City limits, and Gramercy Avenue and the eastern Ogden City limits. It comprises approximately 12% of Ogden's total acreage. The first community plan for this area was developed in 1987 in anticipation of development pressure in this area.

Since the last plan was completed in 1987, some of the most significant changes to the area have been:

- A 55% increase in the number of housing units
- 11.2 new miles of roads
- 119 new subdivisions
- 941 new buildings, 893 of which are homes
- Glasmann Pond
- The development of the new McKay-Dee Hospital Campus
- Browning Park and Shadow Valley Elementary developed
- Weber State University and campus growth.
- Bonneville Shoreline, Birch Creek and Beus Canyon Trail developed



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.)

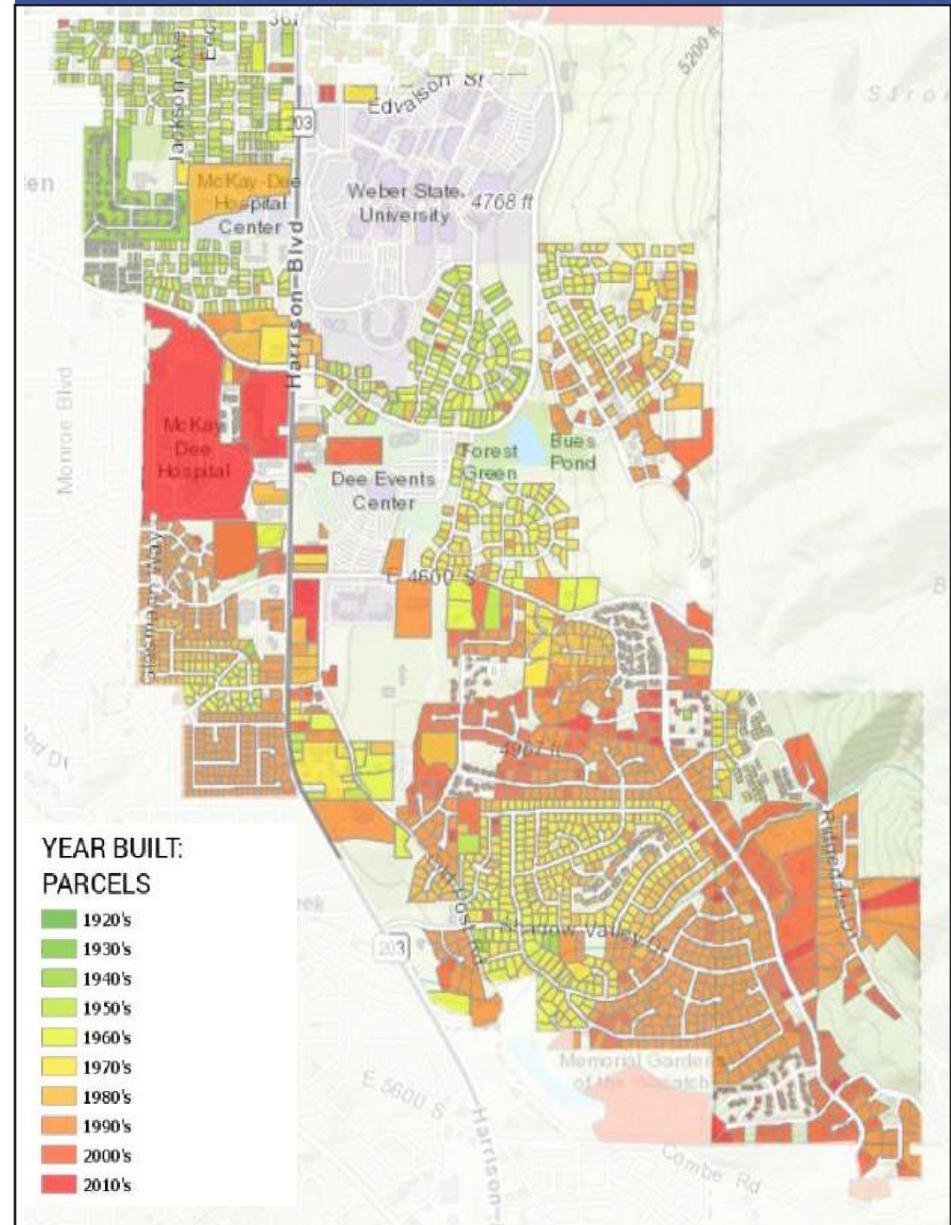
1.C Development History

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.

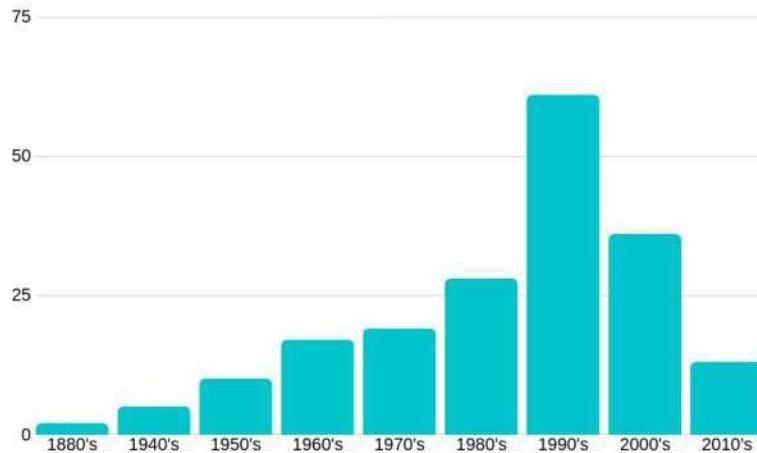
Age of Southeast Ogden Development



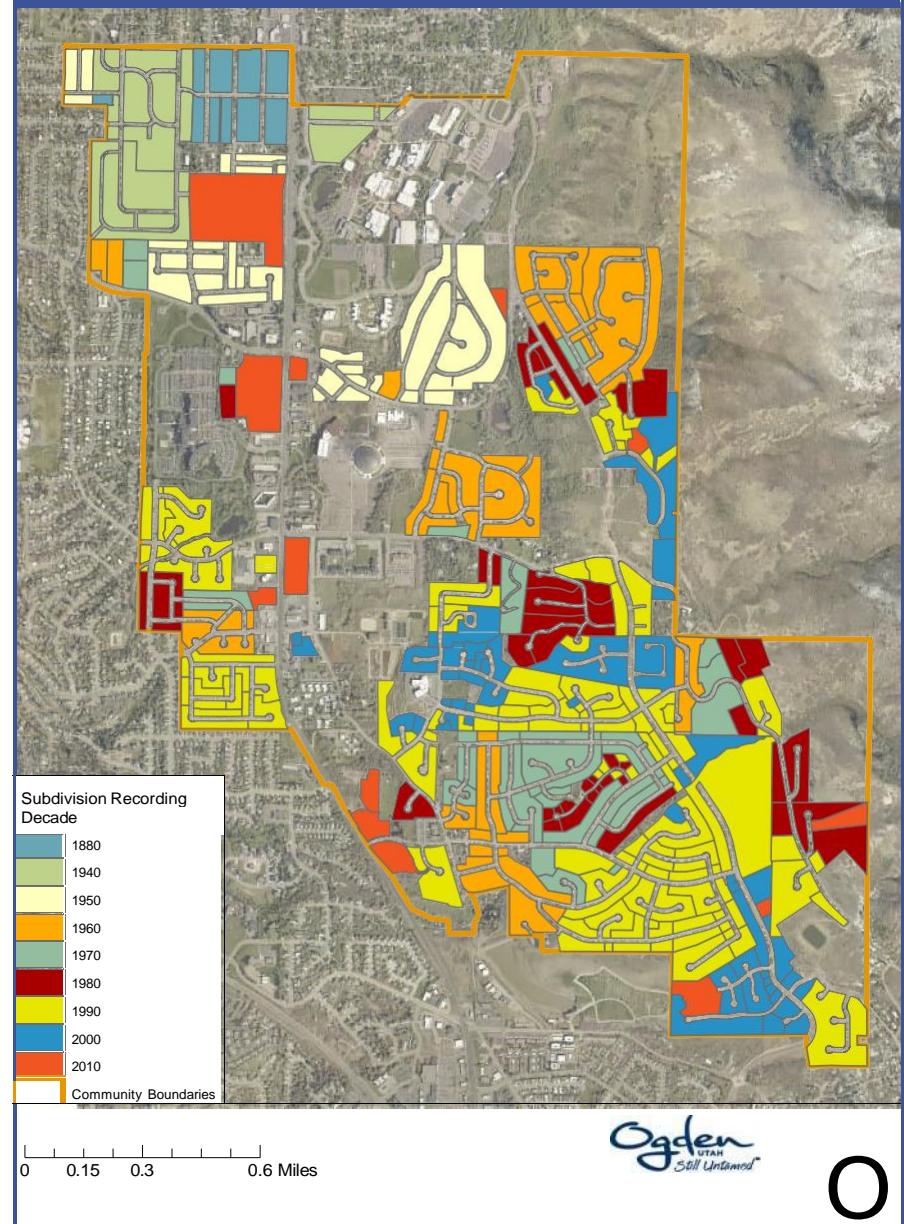
1.D Development History: Subdivisions

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



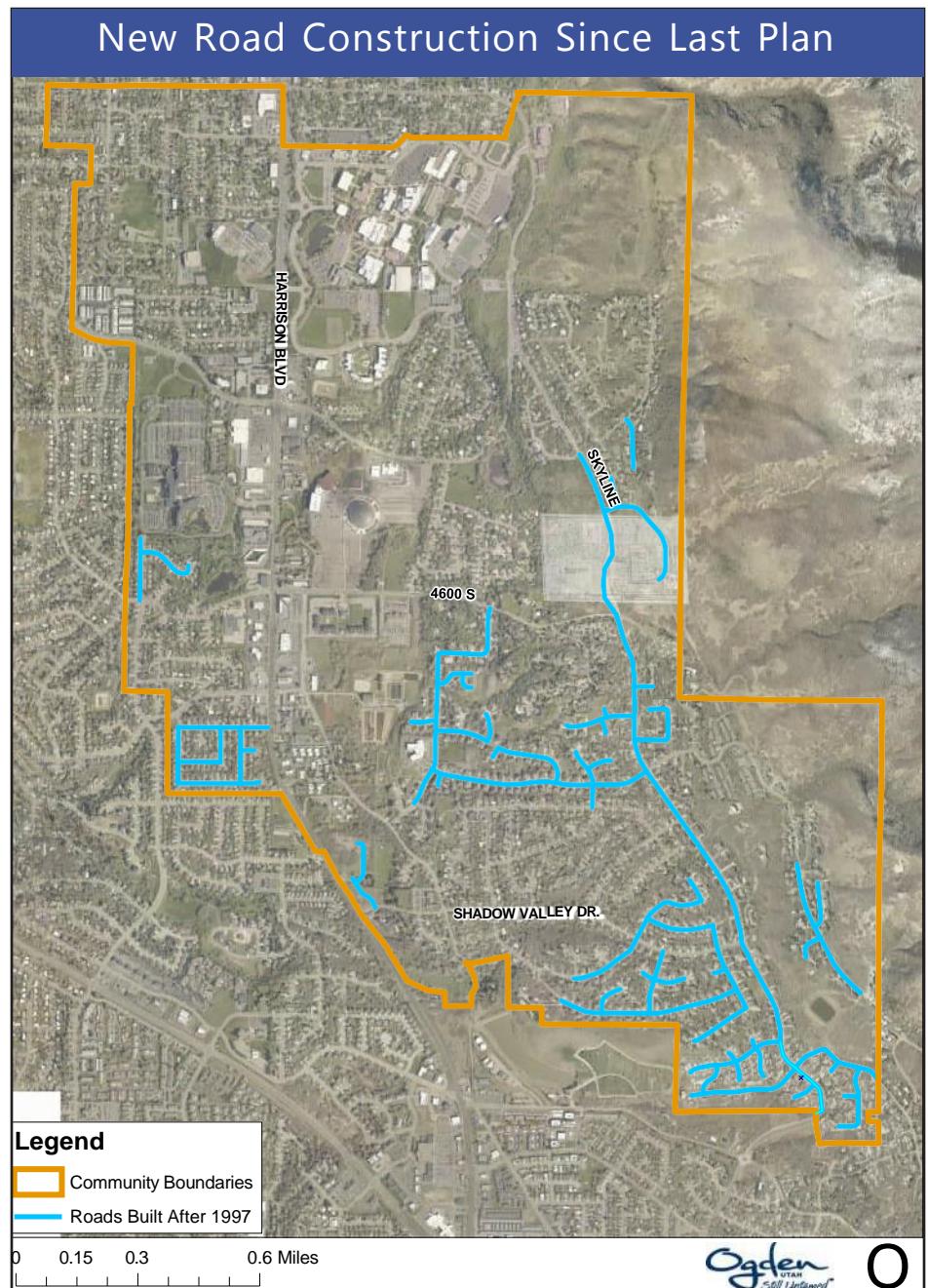
1.E Development History: Roads

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.

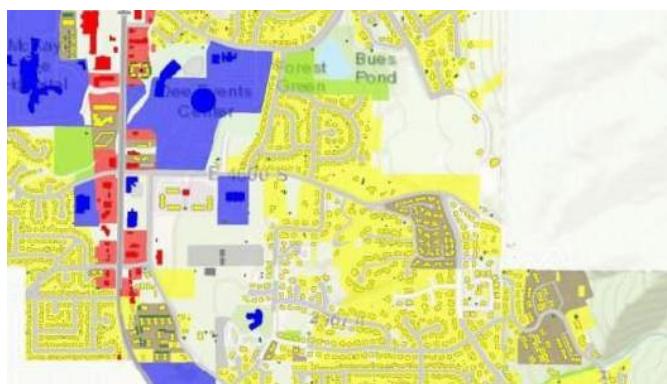
Skyline Drive is the newest road to provide a north/south alternative to Harrison. This has helped to create local traffic flow options and reduce local dependency on Harrison, but it has also increased through traffic for residents along that corridor.

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

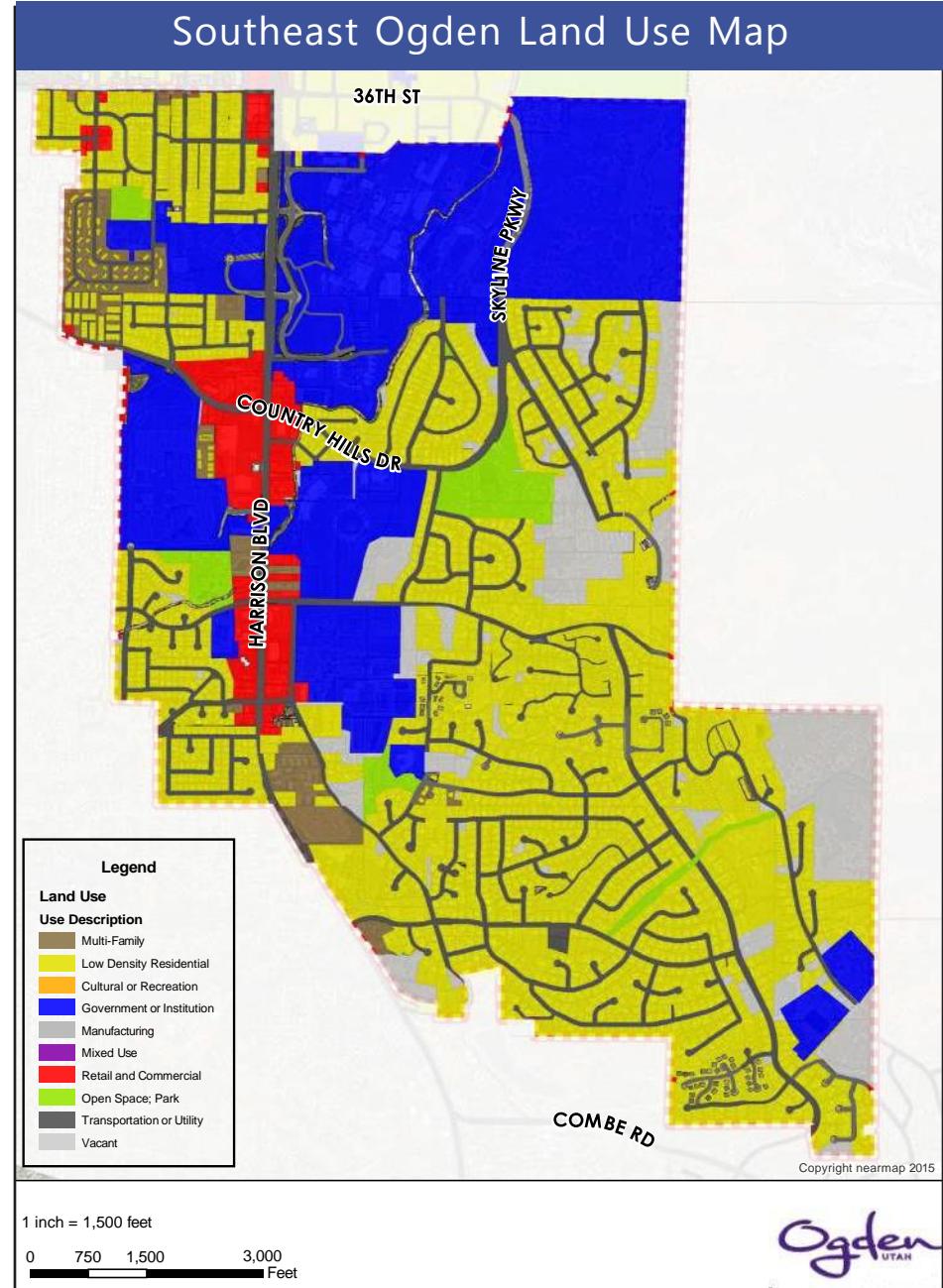


2 CURRENT LAND USE & ZONING

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.

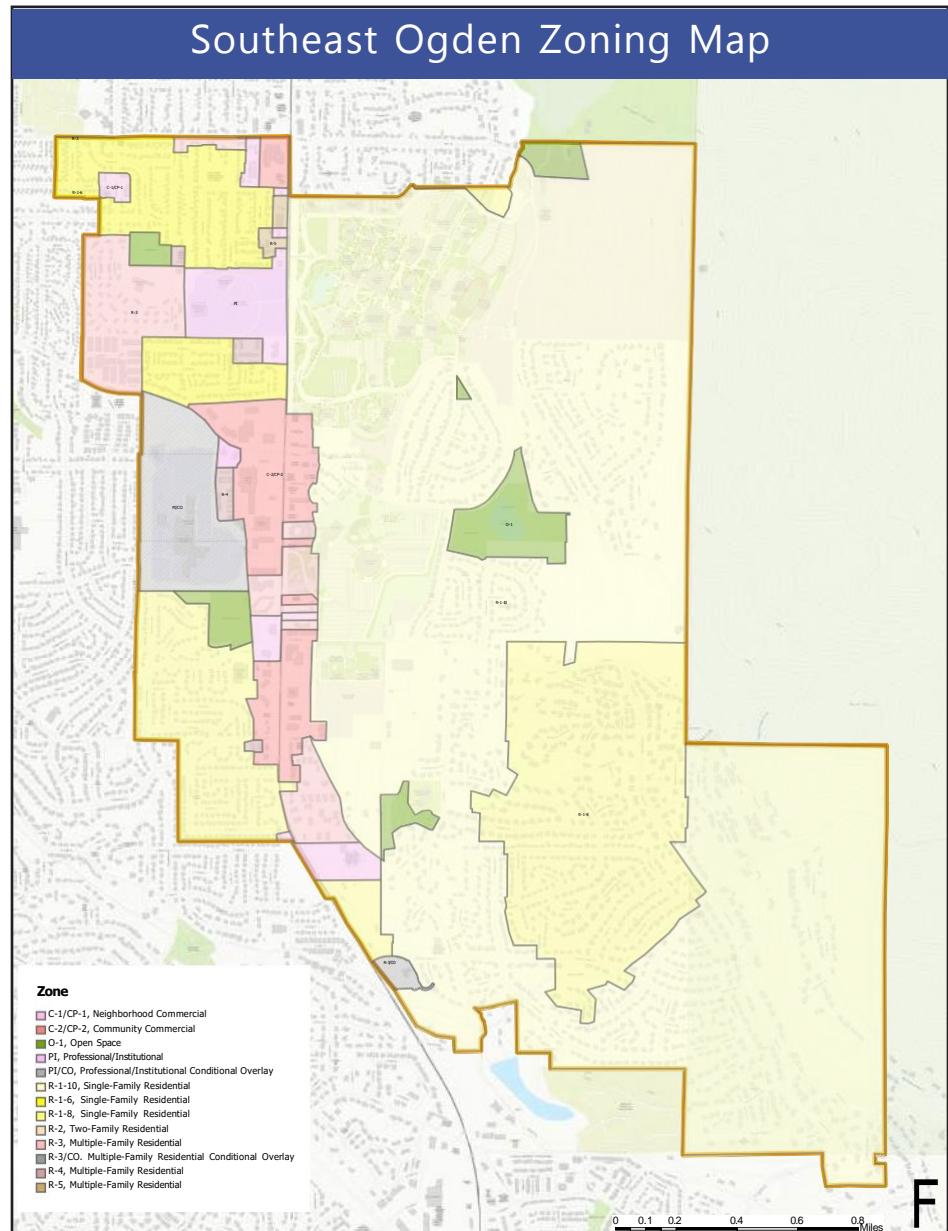
Weber State University and McKay-Dee Hospital make up the bulk of the government and institutional uses. Almost all of the commercial uses are located along Harrison Boulevard, which is the major arterial street running through the center of the community. The major growth categories since the first 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

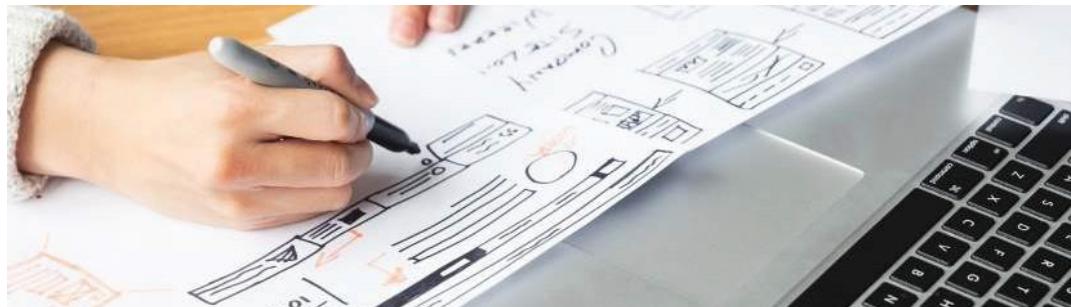
Over 90% of the Southeast Ogden Community is zoned for residential uses. Most of the residential zoned property has been developed. There are still some peninsulas of unincorporated property which could be annexed and zoned but have little development potential.

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.

1. What attracted you to be in the Southeast Ogden Area?

3. As the area has developed over time, are those reasons that attracted you still valid?

2. What are the greatest assets of the Southeast Ogden area?

4. What do you feel are the challenges which now face the Southeast Ogden area?

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:
December 4, 2019 6 pm

City Council Adoption:

14.K.4

LAND USE



Vision Statement:

For Southeast Ogden to be a 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.

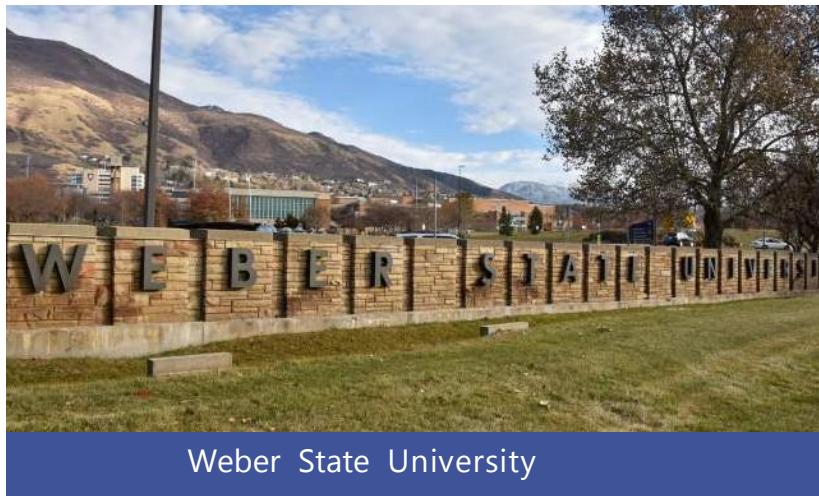
4 LAND USE

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.

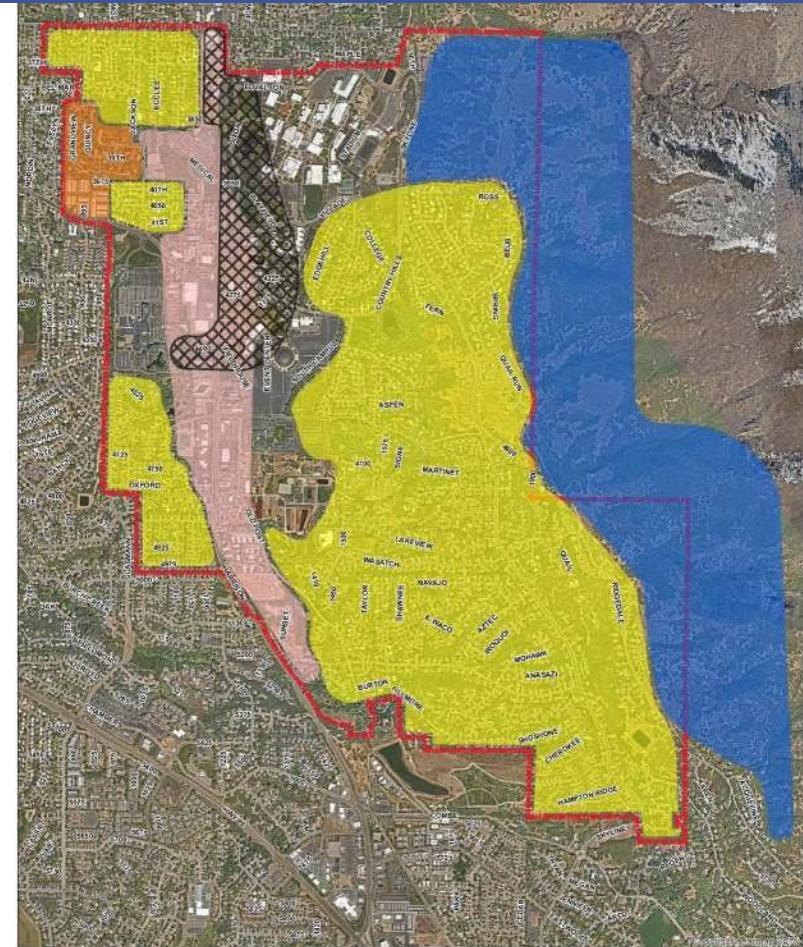


Vision Strategies

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



SOUTHEAST OGDEN COMMUNITY LAND USE OPTIONS

Community Vision

- Annexation and O-1 Zoning of Foothills
- Mixed Use/ Multiple-Family Redevelopment
- Protect and Strengthen Single-Family Neighborhoods
- Multiple-Family (R-3)/ Commercial (C-2) Options
- TOD Overlay Zone Along BRT Route
- Southeast Odgen Boundary



—INVOLVE  GGOGEN

Prepared by Ogden City Planning 11/2019

0 500 1,000 2,000 Feet

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 brings signage down to the street and sidewalk level

Vision Strategies

Strategy1 : 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

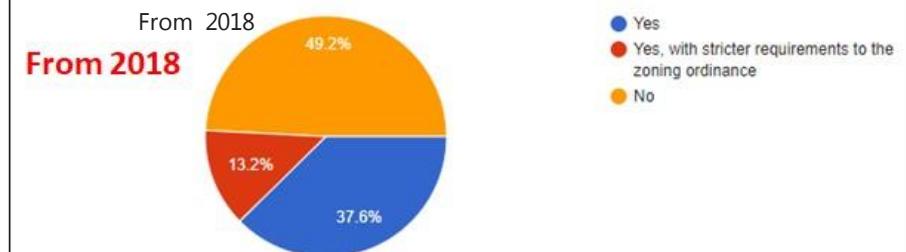
Goal 2: Implement Better Enforcement of ADU's in SE Ogden:

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.

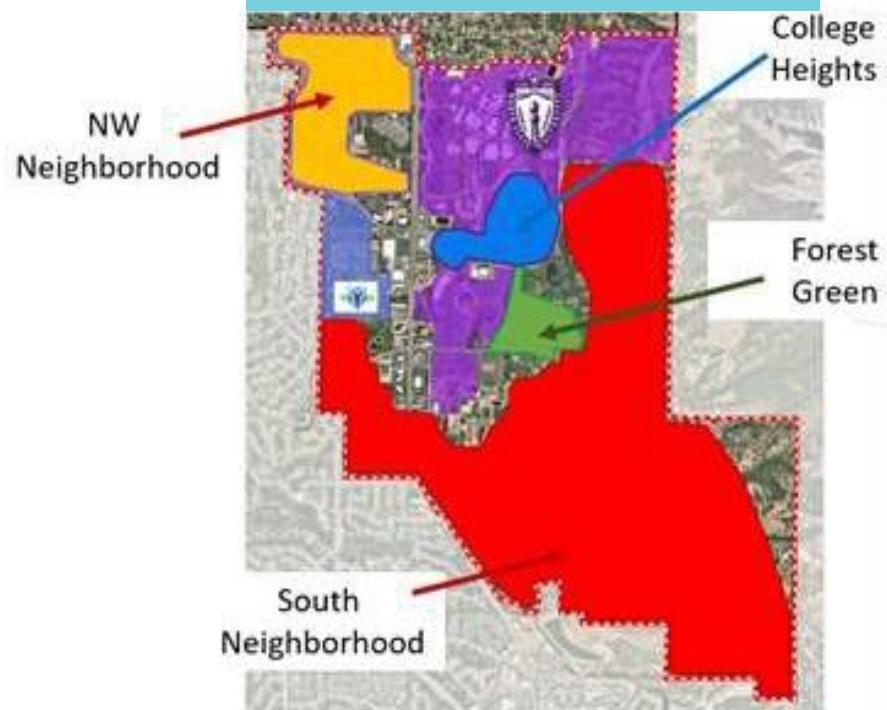
The desire for ADU's in the community was widely split. In online surveys conducted by city staff, results always came back with an even split of residents that wanted ADU's and didn't want ADU's. Further, when a proposed amendment came before the city to amend the ADU ordinance in 2018, the number of

Are you in favor of allowing ADU's in your neighborhood?

364 responses



SE Ogden Neighborhoods



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 of 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 multi-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.

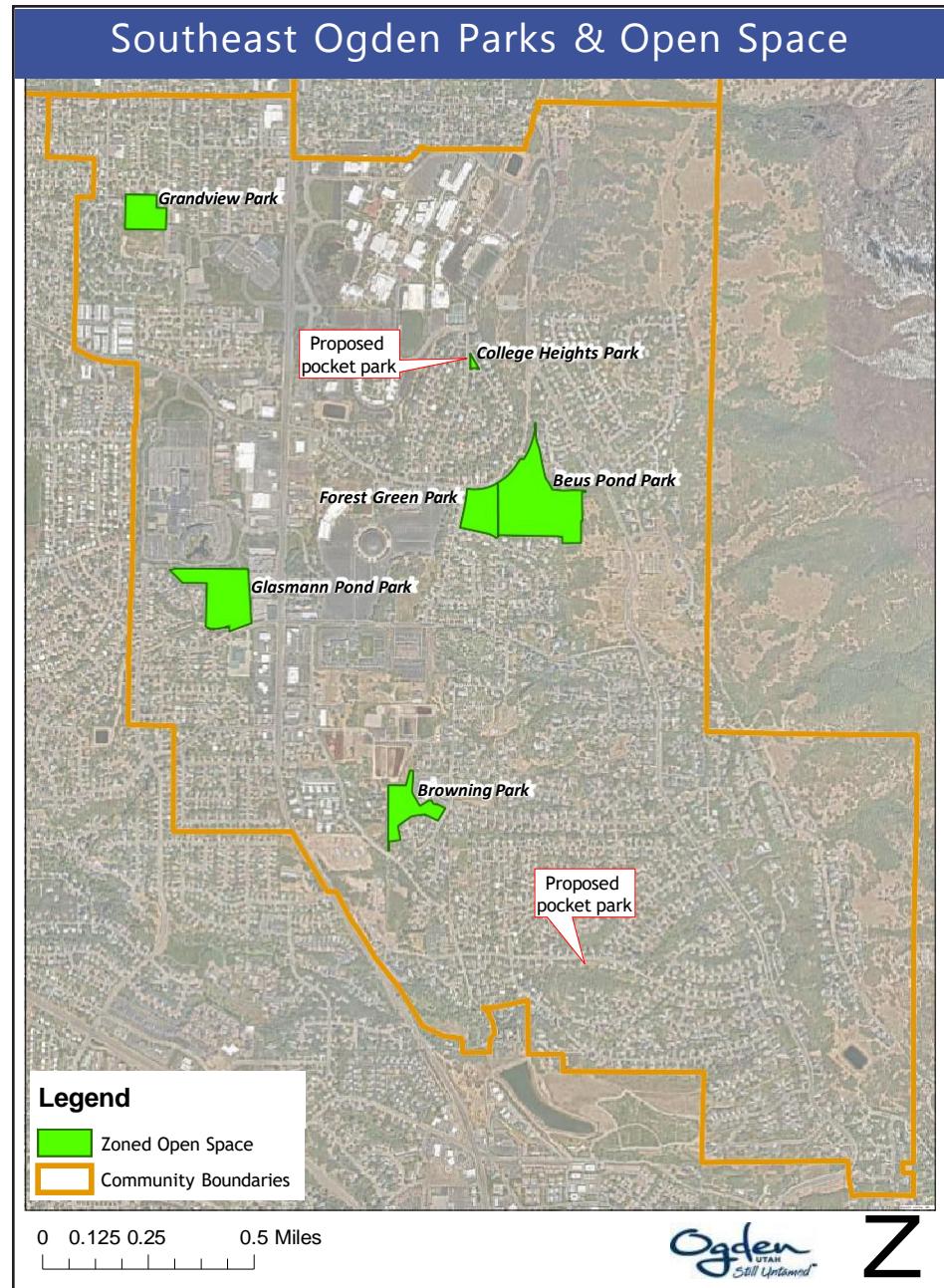
6 PARKS & OPEN SPACE

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.



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 playground 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.

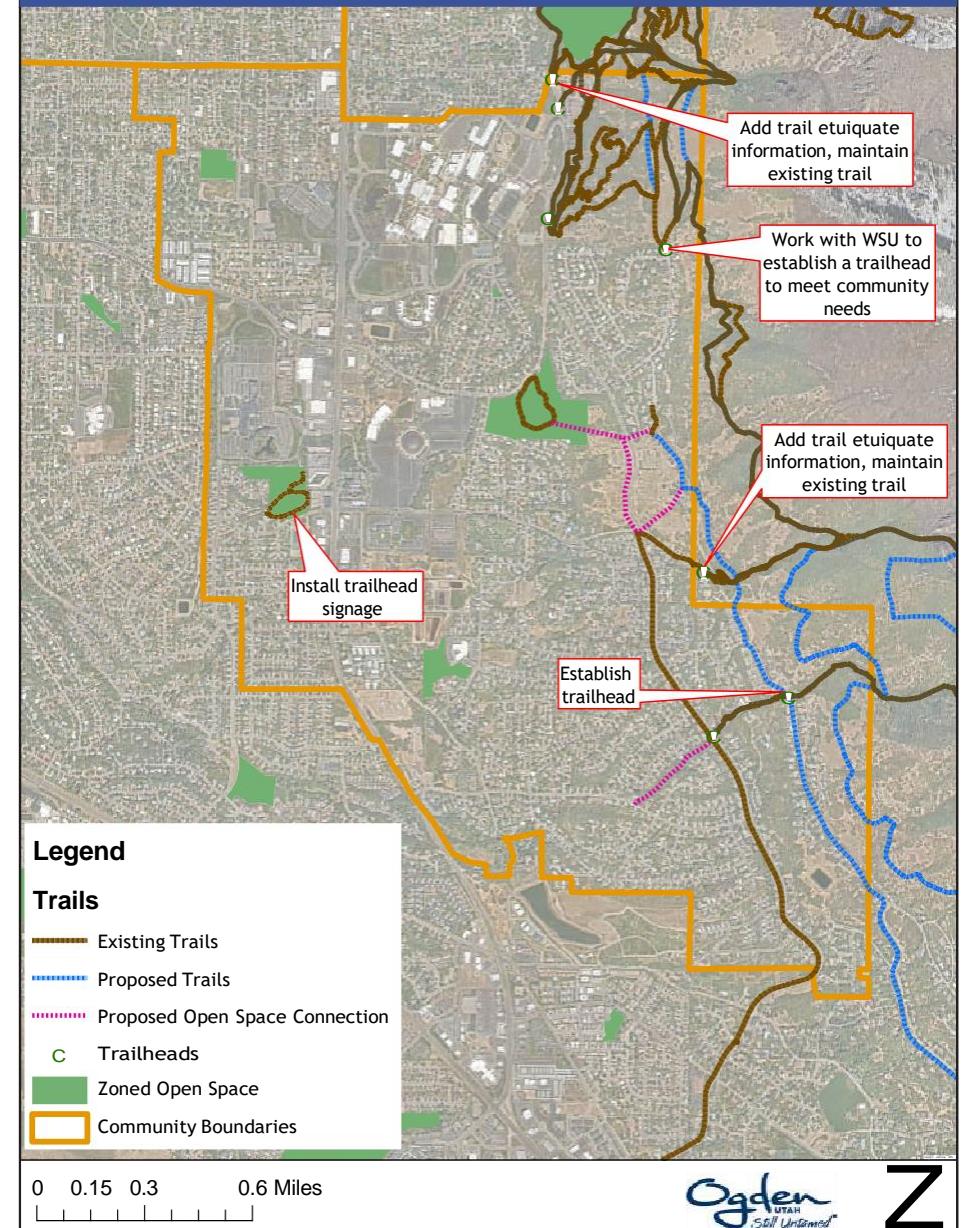
One trail on Weber State University property, found at the top of Beus Drive, is welcoming and used frequently by residents and students. The trail entrance does not have a designated trailhead, as the university staff explained the challenges of making this an official trailhead. Some of those reasons 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

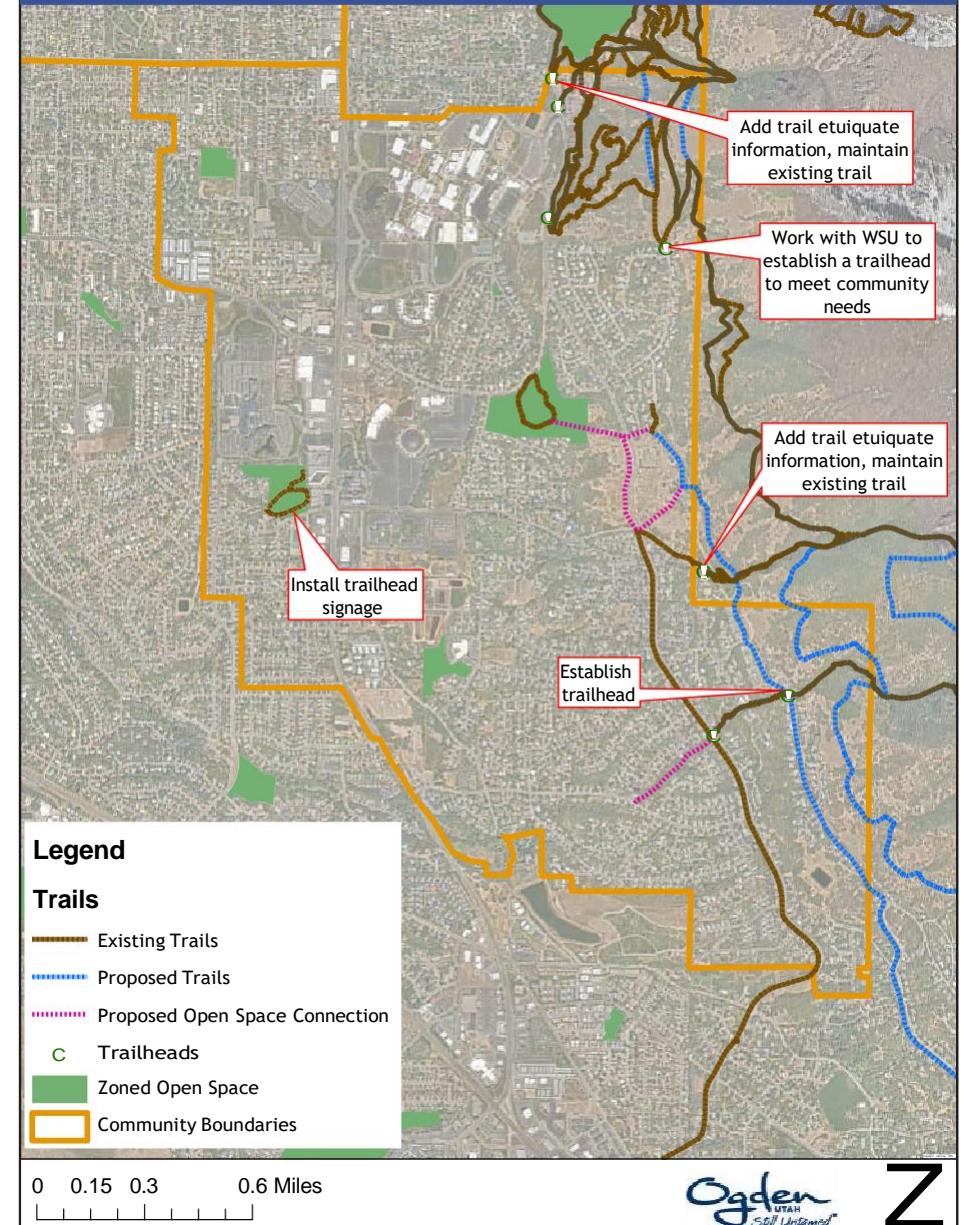
Strategy 1: The City should work with property owners of the land surrounding the city owned open space from Skyline Drive to Shadow Valley Drive to include a trail connection to the existing Birch Creek Trail.

- 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. 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.

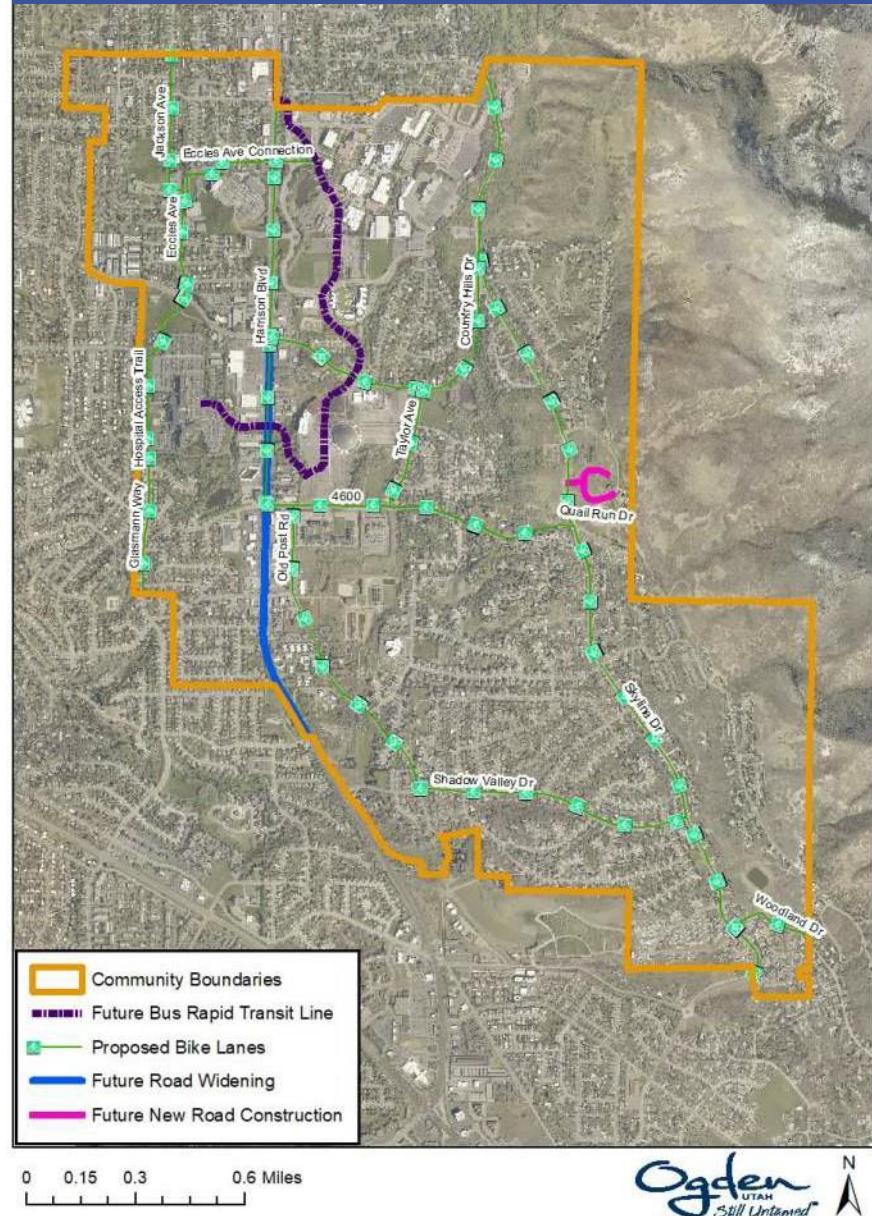
Vision Strategies (Continued)

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. unless the property at the west end is developed with two or fewer dwellings. In that case, require installation of a public access of no less than 10 feet in width at the time of development of the property at the west end of Navajo Drive, dedicated to Ogden City and improved with a hard surface path or walkway in accordance with applicable engineering standards or engineering approvals, connecting the west end of Navajo Drive to 5025 South. (Ord. 2021-51)

Vision Strategies (Continued)

- 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.
- 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.

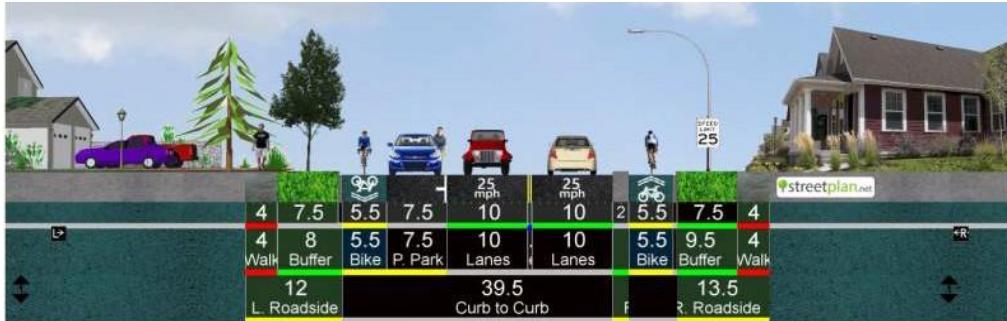
- 1.A. Follow bike boulevard proposal in Ogden City Bicycle Master Plan.
- 1.B. Inform residents of how to apply for neighborhood-only permit parking

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 .



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 included 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

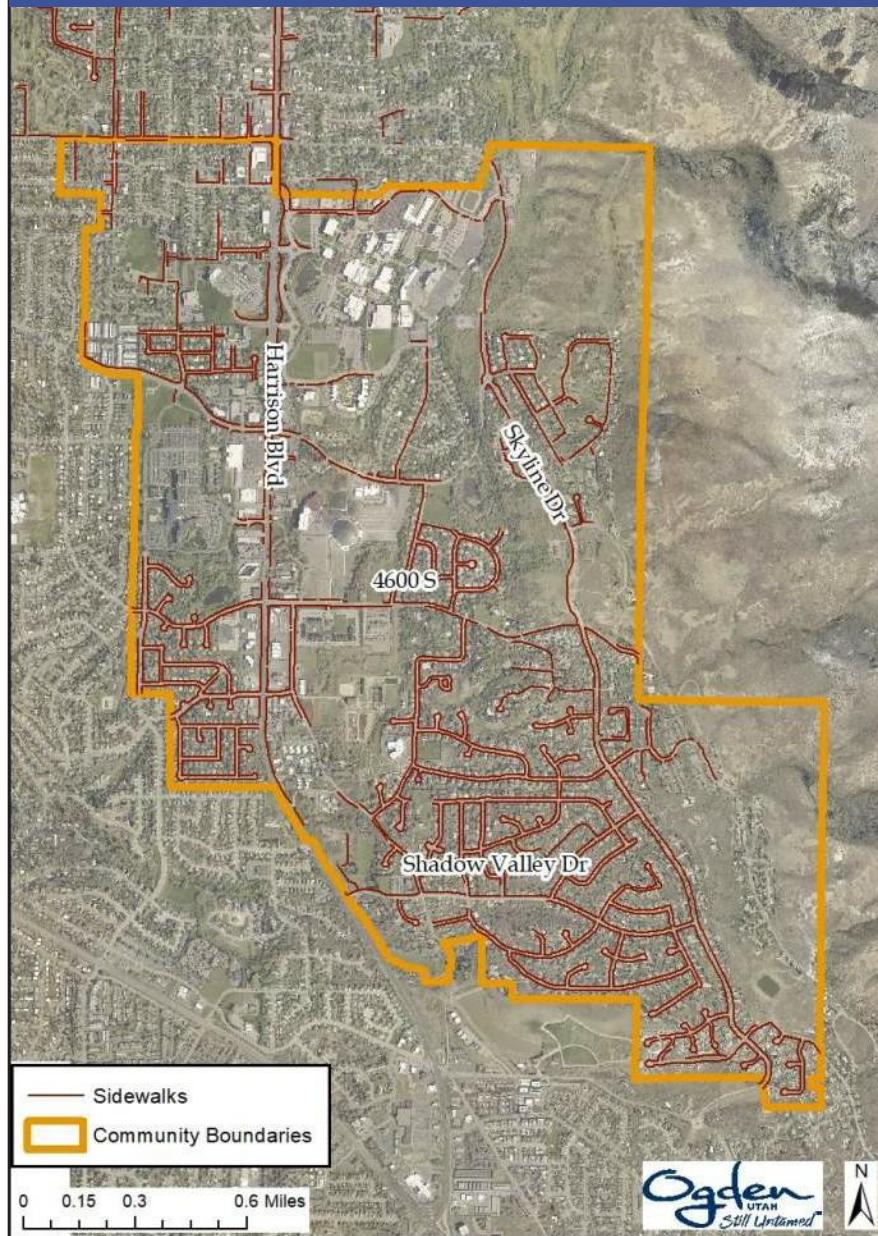
Strategy 1: Address sidewalk connectivity issues, ensure current gaps are filled in where topography does not create obstacles to safe sidewalks

- 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

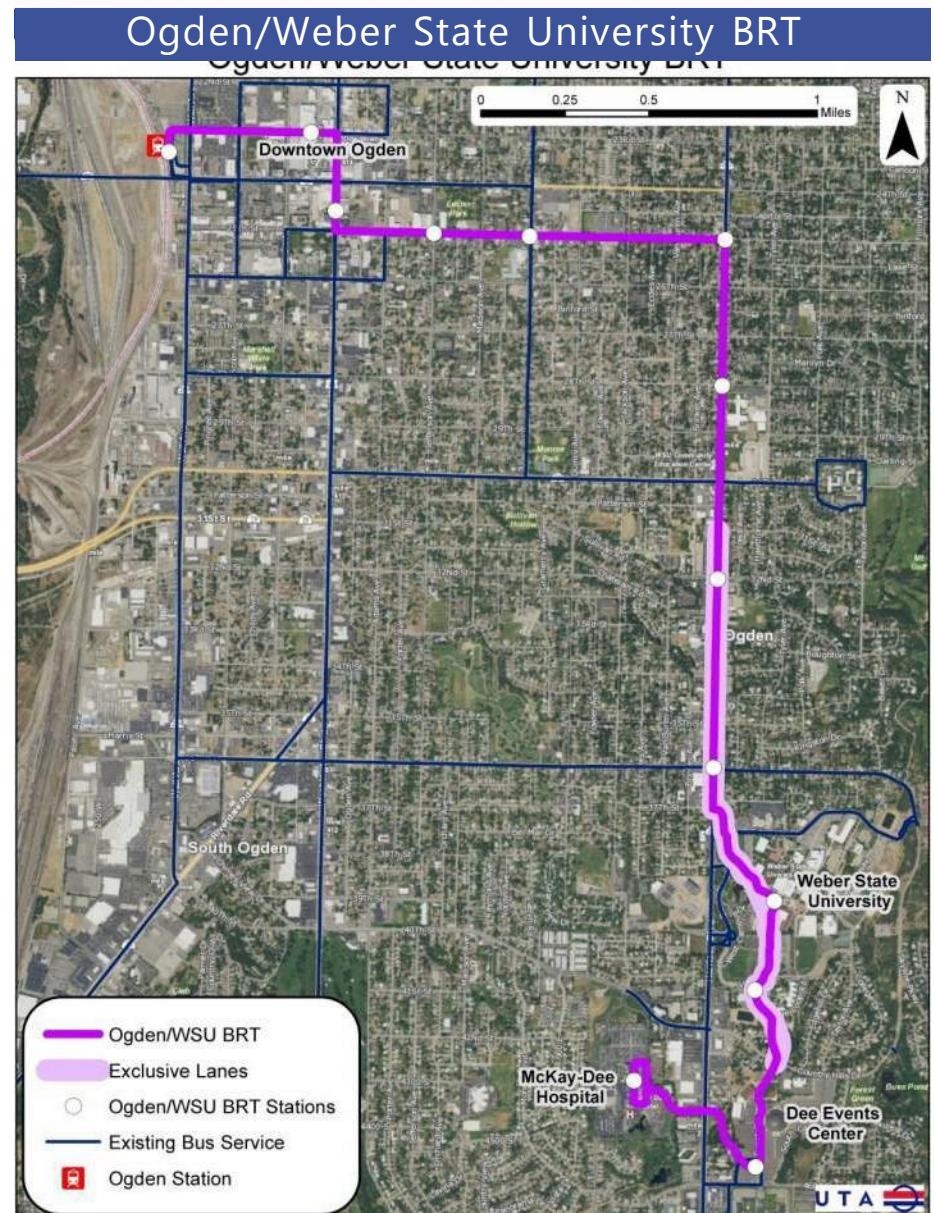
Strategy 1: Increase awareness on how to report road and sidewalk maintenance issues

- 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, Planning Commission, City Council
		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 or 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 Division, 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:	
		<p>Grandview Park:</p> <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
		<p>Forest Green Park:</p> <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
		<p>Browning Park:</p> <ul style="list-style-type: none"> • Additional shade trees around perimeter • Park benches • Soccer field 	Parks Division
		<p>College Park:</p> <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			
		<p>Glasmann Pond:</p> <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
		<p>Forest Green Park:</p> <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
		<p>Beus Pond:</p> <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.