

Gateway to Ogden

West Ogden/24th Street Interchange District Plan

September 2025



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This plan reflects our collective commitment to shaping the future of 24th Street and West Ogden in a way that aligns with the community's aspirations, enhances a key gateway into Ogden, boosts economic vitality, and improves safety and connectivity for both residents and visitors.

◀ 24th Street's Iconic Water Tower



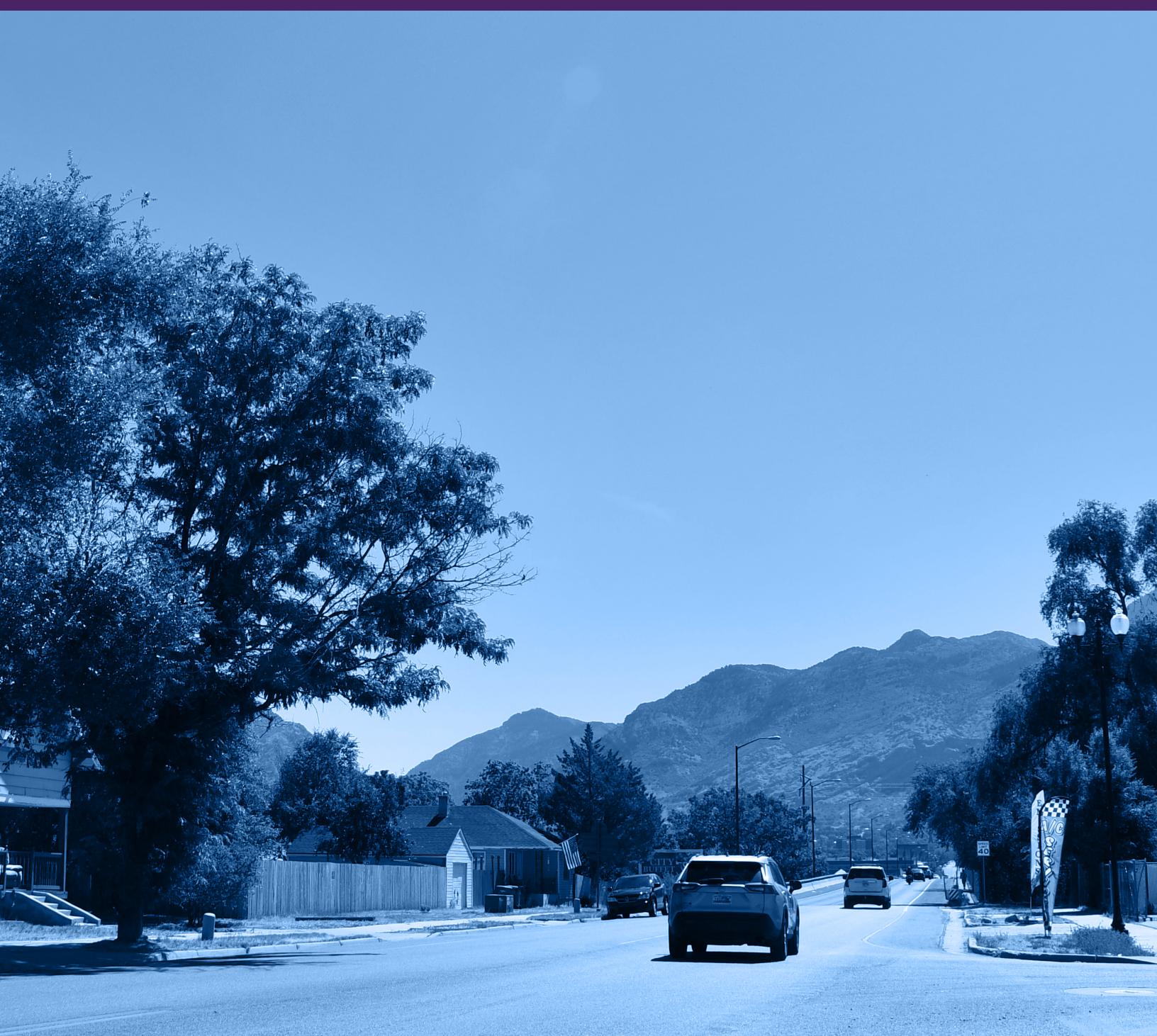


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01

INTRODUCTION



CONTEXT

Plan Overview

The Utah Department of Transportation (UDOT) is redesigning the I-15 and 24th Street interchange to meet future traffic needs and to provide better access into Downtown Ogden. Ogden City has an opportunity to improve services to the area and to re-imagine 24th Street as a gateway. The City and community have come together to think big and look beyond the scope of the I-15 and 24th Street interchange. This is an opportunity to plan for the future of the West Ogden neighborhood and industrial area. The West Ogden neighborhood will include a mix of residential, commercial, and community services. The industrial area west of I-15 will include a variety of industrial uses that will provide household sustaining jobs for Ogden residents.

The Gateway to Ogden: West Ogden/24th Street Interchange Area Plan (referred to as the “Plan” in this document) aligns with Plan Ogden, the City’s General Plan Update, and Zone Ogden, the City’s Unified Development



Code Update. The City is taking a holistic and comprehensive approach to planning for the future, which will ensure that the concepts in the Plan align with the City’s regulations. Plan Ogden’s goals, policies, and future land uses are embedded throughout this Plan, reinforcing a unified path forward.

- ◀ 24th Street view looking east
- ▲ Project Area in City Context

Why is UDOT Redesigning the Interchange?

The existing 1-15 and 24th Street interchange is not projected to meet future traffic needs. UDOT's interchange redesign will improve traffic performance by adding a northbound on ramp and southbound off ramp to create a full functioning interchange. These improvements will reduce demand on adjacent interchanges and improve how all transportation modes work together. The project will improve regional connectivity and address Ogden's current local traffic congestion issues. UDOT is examining how the local street network, Interstate 15, the railroad, and active transportation routes integrate.

The Environmental Assessment (EA) conducted for this proposal by UDOT on 11/26/24 concluded with a **Finding of No Significant Impact**, which has allowed the project to proceed.

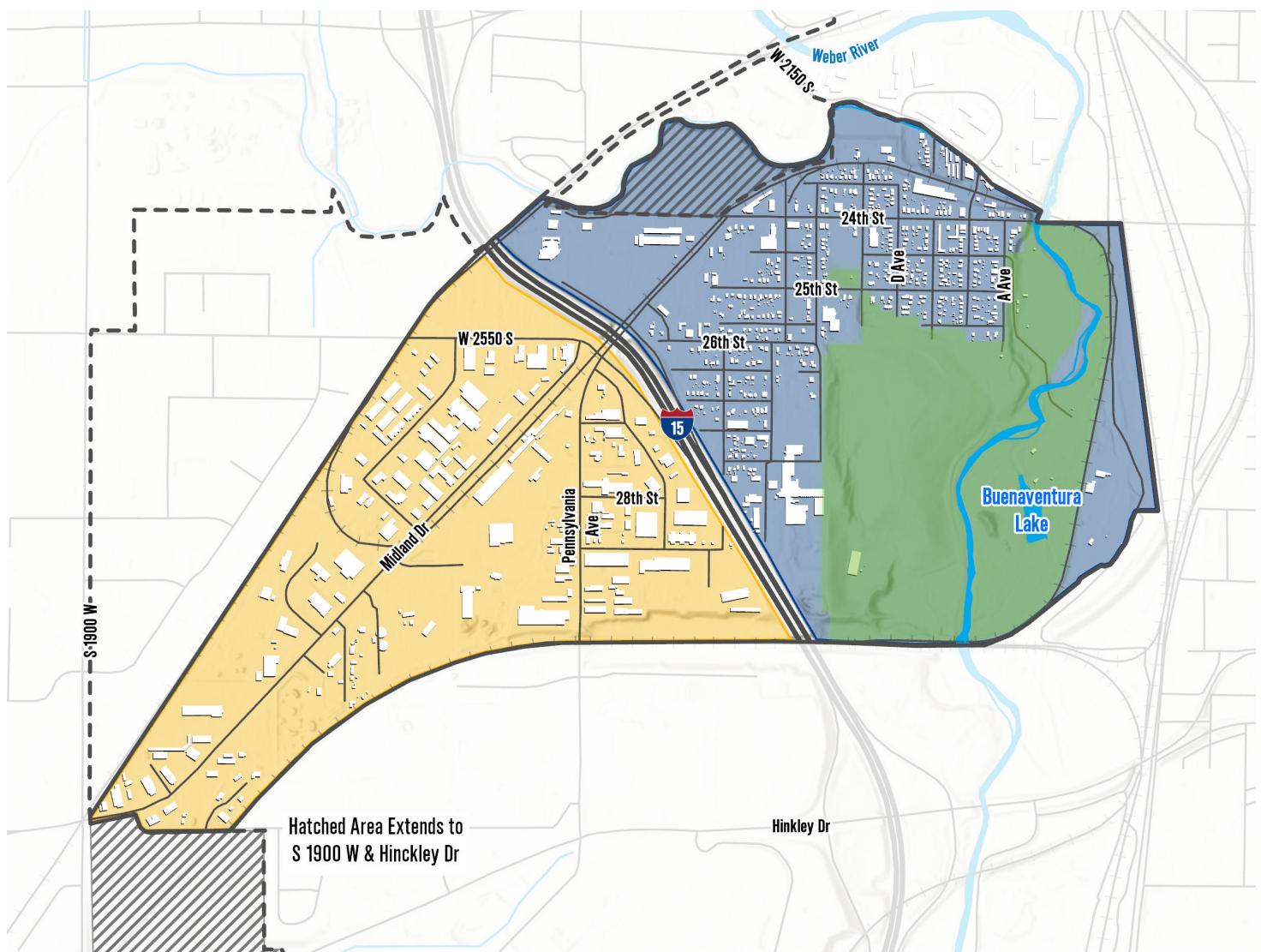


▲ UDOT's Project Boundaries

Source: UDOT

What is Included in UDOT's Redesign?

The UDOT interchange redesign includes north and south-bound on and off ramps and a new arterial street will be built from 1900 West to the new interchange. The arterial street will include an off-street multi-use path that will connect to 24th Street and the West Ogden neighborhood. UDOT's scope of work extends from approximately F Avenue to the east, 1900 West to the west, along Midland Drive and Pennsylvania Avenue to the northwest, and the Union Pacific Rail Line to the south.



Project Area Map



| | | |
|--|---------------------------------------|-------------------------------|
| | 24th Street Boundary | 24th Street Boundaries |
| | Ogden City Boundary | East Side Boundary |
| | Area Identified for Annexation | West Side Boundary |

24th Street History

Ogden's 24th Street has long been a critical connection between Downtown Ogden and West Ogden that has provided West Ogden residents with access to downtown and provided all residents with access to jobs in Ogden's industrial area. In the late 19th and early 20th centuries, Ogden became a major railroad hub, earning the nickname "Junction City" for its role as a key connection point between the Union Pacific and Central Pacific railroads. The Downtown area along 24th Street flourished with hotels, shops, restaurants, and entertainment venues, which catered to travelers and railroad workers. This commercial and cultural hub helped establish Ogden as a leading urban center in the Intermountain West.

The West Ogden neighborhood, located just across the Weber River, developed as an industrial and working-class district supporting the City's rail and manufacturing economy.

The 24th Street corridor became a key thoroughfare linking these areas with warehouses, factories, and rail-related businesses lining the route.

Although there have been shifts in industry and periods of economic decline in West Ogden, the corridor has remained an integral part of the City's economy.

24th Street Today

Today, 24th Street remains a vital corridor, providing a direct connection between I-15 and Downtown Ogden. As a major east-west arterial that bypasses the rail yard, it facilitates regional traffic flow while serving local businesses, neighborhoods, and industrial areas. The corridor plays a crucial role in linking commuters, freight, and visitors to key downtown destinations, including Union Station, Historic 25th Street, and other cultural and economic hubs. With UDOT's planned redesign of the I-15/24th Street interchange, this corridor is poised to become an even more critical gateway into Downtown, improving access for residents, employees, and visitors.



Why Plan a New Gateway into Downtown Ogden?

The 24th Street corridor leads into the core of Downtown Ogden. It will serve as the primary entrance to downtown and has the potential to enhance the City's identity, create a sense of arrival, improve safety, and support economic growth. By thoughtfully designing a gateway, Ogden can turn 24th Street into a more welcoming, vibrant, and economically productive corridor.

◀ Water Tower
▼ Ogden Downtown Gateway



What is a Gateway?

A gateway is an entry point into a city. It can be defined by landmarks, streetscapes, or other features that a visitor or resident sees when entering the city, a neighborhood, a cultural district, downtown, or other attractions or destinations.

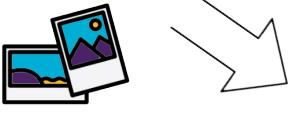
What is a Corridor?

A corridor is a linear area along a major transportation facility, such as highway, street, or greenway. It may include landscaping, unique signage, banners, lighting, and other streetscape elements in addition to landmark elements.

2 Mapping Activities



14 Visual Preference Boards



2 Workshops



1 Online Workshop



20+

Workshop 1
Comments



90+

Workshop 2
Comments



100+

Workshop
Attendees

319

Community
Members
on Listserve



Community Engagement

Our Process

The planning process included community engagement with West Ogden residents and the broader community, which was an essential part of reflecting the community's preferences. The project team hosted two public workshops to generate ideas related to gateway design themes, architectural preferences, streetscape improvements, and future land use categories. Engagement was designed to be interactive and informative, ensuring that participants could share their perspectives and preferences while also learning about the technical impacts of UDOT's redesign.

Workshop One

The first workshop took place on December 5, 2024, at the Municipal Building and focused on developing a shared vision for West Ogden and Industrial Park area. The event featured a formal presentation, an interactive mapping activity, and a follow-up discussion. Representatives from UDOT, project contractors, and Ogden's Traffic Engineer were present to answer questions about the interchange design and proposed street modifications.

Visual preference boards with information and options for various placemaking elements were displayed during the workshop. The 70 attendees shared valuable feedback, with key concerns emerging around UDOT's proposed alignment, property acquisition impacts, and future traffic patterns. Following the first workshop, an online workshop option was provided to increase participation from the broader community.

The mapping activity for this workshop was inspired by the Vision Scenarios Workshop for Plan Ogden, which allowed participants to express their preferences by identifying locations where placemaking elements, like gateway features, public art, wayfinding signage could be placed.

Workshop Two

The second workshop was held on January 30, 2025, at Catholic Community Services Building in West Ogden. The second workshop was built on the feedback received from the first workshop. Staff prioritized seeking feedback on future land uses and themes for the improved 24th Street gateway and plan area. Community members participated in a visual preference survey to provide feedback on gateway themes, the character of 24th Street, streetscape features, land uses, landscaping, and architectural design preferences.

UDOT representatives, contractors, and the City's Traffic Engineer were again present to address questions. Over 30 community members participated in person, contributing insights that helped refine the vision for the corridor, the neighborhood, and the industrial area.

◀ Community members presented their preferences as part of a mapping activity offered during Workshop One.

24TH STREET

KEY THEMES

Key Themes

After analyzing the feedback from both workshops, the following themes emerged.

1. Establish Welcoming Landmarks

"Need to revitalize/save historic landmarks" and "Huge opportunity for historic embellishments could be a grand entrance to Ogden".



2. Keep West Ogden Unique

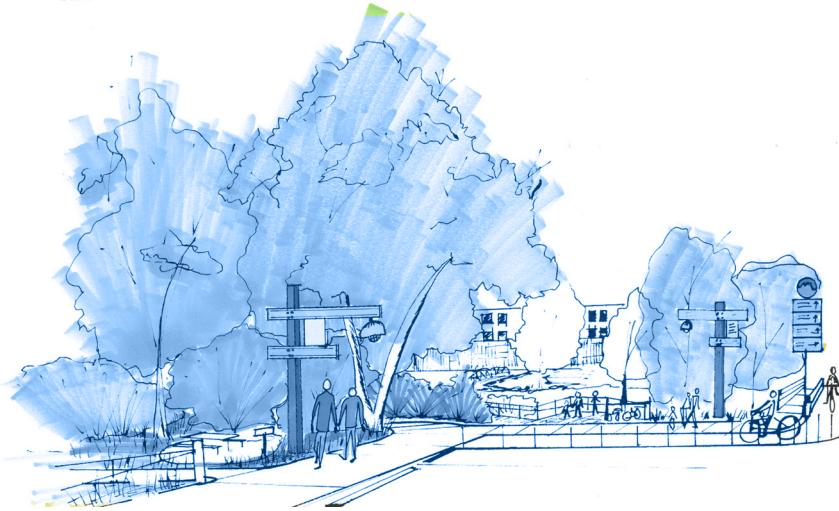
"No more boxes" in reference to box apartments and hotels.



3. Revitalize Historic Character

"Restore original character, Ogden has a woeful office dearth of decent space"





4. Encourage Neighborhood Community Amenities

"Bring back neighborhood grocers," and "Incentivize local businesses", "improve parks, trails, and other public spaces."



5. Promote Economic Opportunity

"I suggest making West Ogden a place that benefits economically from traffic volume."



6. Encourage Walkable, Safe, and Well-Connected Neighborhoods

Many comments discussed the need for better pedestrian and bike connections, and safer access.

Community Preferences

Feedback from the visual preference survey presented in Workshop Two helped the Project Team further identify key elements to incorporate into gateway features, future land uses, and architectural recommendations for the corridor, neighborhood, and industrial area.

Highest Support



Tree-Lined Corridor with Pollinator Garden



Landmarks

High Support



Low Maintenance Landscaping



Historic Preservation

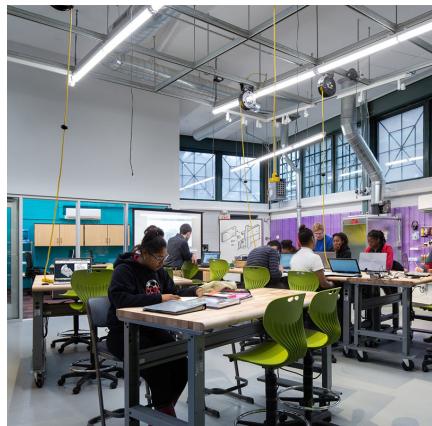
Low Support



“Boxy” Apartments



Landscaping: Traditional Hardscaped Medians



Neighborhood Gathering/Maker Spaces



Wayfinding



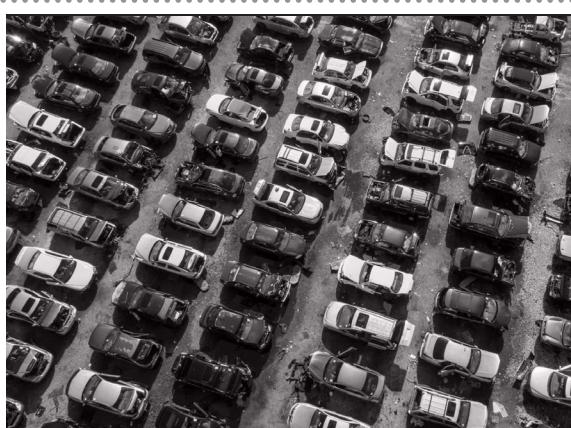
Artistic Murals



Office Space



Street Furniture: Public Art



Business Uses: Junk Yard, Regional Retail, etc.

02

MARKET INSIGHTS



MARKET INSIGHTS

Overview

24th Street presents significant opportunities for industrial redevelopment, strategic retail expansion, and mixed-use growth, driven by strong market demand and upcoming UDOT interchange improvements.

Industrial vacancy rates in Weber County are at a historic low of 2.4%, indicating a thriving market with increasing lease rates and high absorption. The west side of I-15 is well-positioned for industrial development, benefiting from rail access and proximity to the County Transfer Station. Retail development is most viable east of the planned I-15/24th Street Interchange, where strong highway access and a growing residential base support commercial viability.

Future feasibility depends on improving transportation access, particularly in areas constrained by at-grade rail crossings. Multiple points of ingress and egress are necessary to support new development, especially for large-scale industrial and business park uses. Additionally, the southeastern portion of the corridor, adjacent to planned recreational and open space, presents strong potential for mixed-use or multi-family development, aligning with broader economic and land use trends in Ogden.

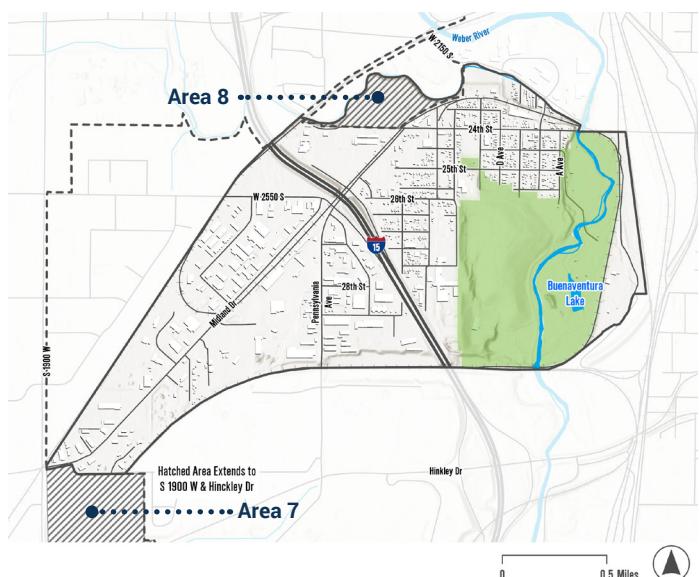
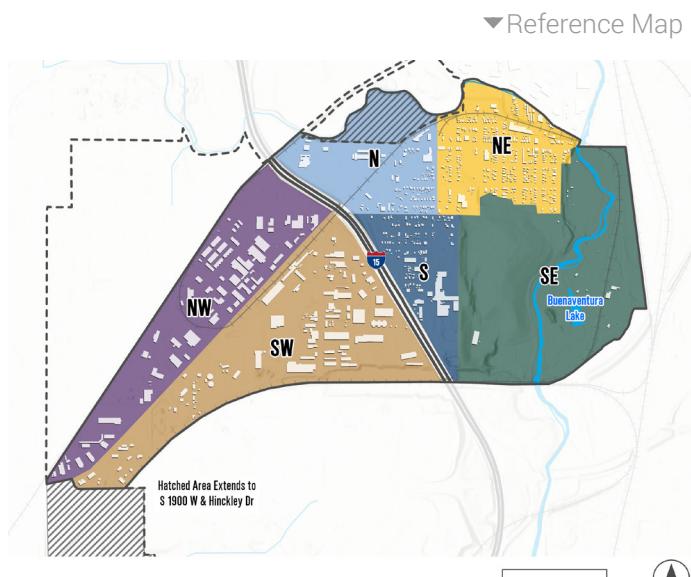
◀ West Ogden Market

Industrial Market Trends

The Davis-Weber region is one of the most competitive industrial markets in Utah, with vacancy rates at just 2.4%, significantly lower than 7% in Salt Lake and Utah Counties. Despite slightly lower lease rates (\$0.86 per square foot compared to \$0.90 in Salt Lake County and \$1.00 in Utah County) demand remains exceptionally high, with 655,000 square feet of industrial space absorbed in the past year. This rapid growth has led to a 91.1% increase in industrial rents from 2019 to 2024, far outpacing the 49.3% growth in Utah County. The area west of I-15 (labeled as NW and SW on the adjacent map) consists primarily of industrial and business park uses, making it well suited for continued industrial expansion and redevelopment. This area has several unincorporated parcels that should be considered for annexation. See the City's [Annexation Plan](#) for details.

Expanding Residential Opportunities

The south quadrant of the corridor, which includes existing recreational and open space, is well-suited for multi-family and mixed-use development. Expanding housing options, and revitalizing existing single-family housing, in this area aligns with market demand and could create a stronger customer base for nearby commercial uses.



▲ Areas identified for annexation within the City's Annexation Plan.

Economic Conditions and Employment Trends

[UDOT's I-15/24th Street Environmental Assessment \(EA\)](#), approved on 11/26/24, indicates that the Ogden area has lower unemployment rates than Weber County and the U.S. overall, but slightly lower average wages. Ogden's employment base is largely consistent with regional trends, though it has a smaller information sector and a larger trade, transportation, and utilities sector. Between 2022 and 2023, Ogden experienced rapid growth in the leisure and hospitality sector, reflecting broader economic trends (Bureau of Labor Statistics, May 2023 Occupational Employment and Wage Estimates for the Ogden-Clearfield Metropolitan Area).

Highway access improvements could further strengthen economic activity, supporting both industrial and commercial operators while enabling new highway-dependent development. The planned I-15/24th Street Interchange is expected to increase exposure and access, enhancing feasibility for new residential, retail, and commercial growth, particularly in areas where highway frontage abuts existing residential neighborhoods.

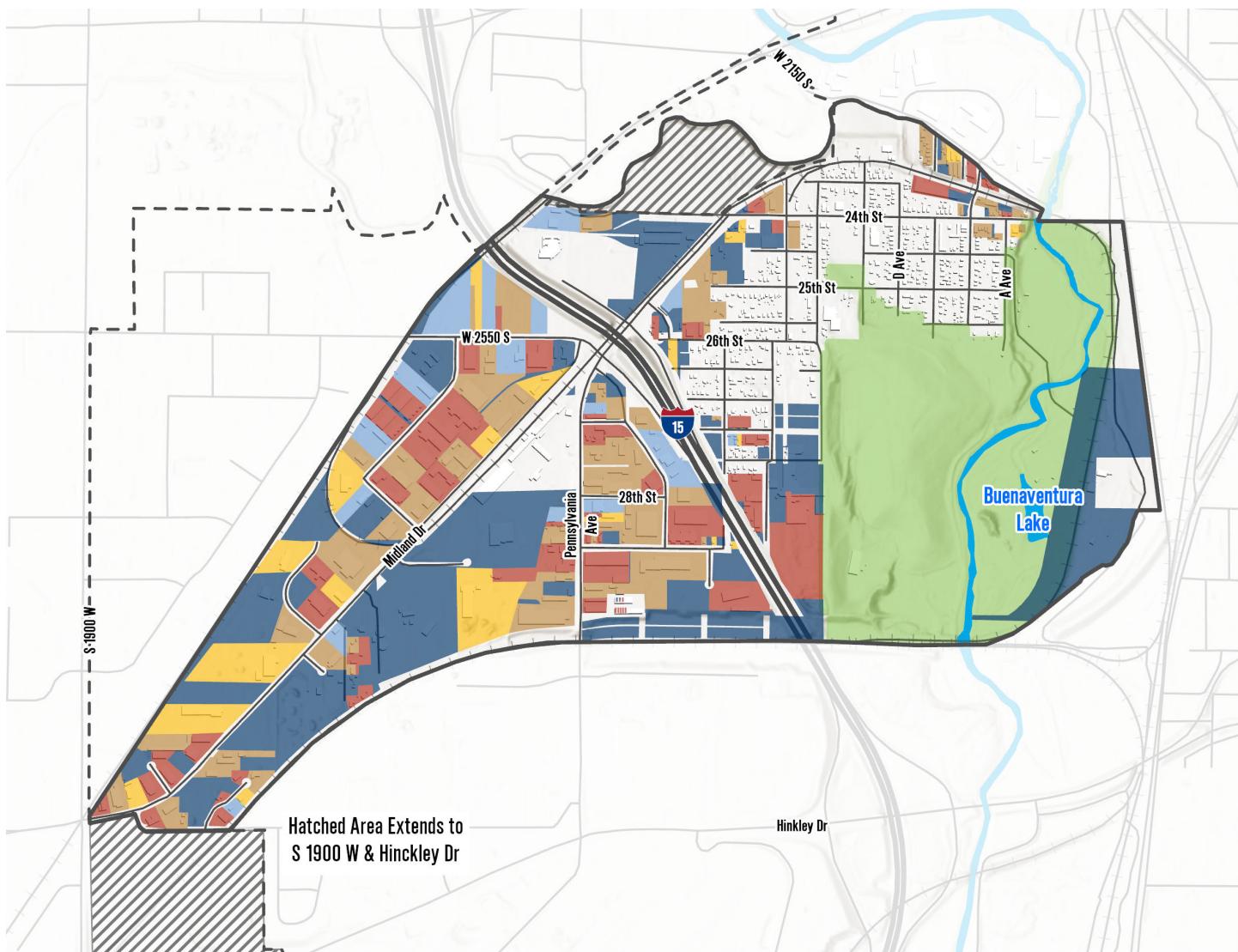
Redevelopment Potential

Successful redevelopment of existing commercial and industrial properties depends on a combination of market demand and opportunity. Demand is reflected in ongoing real estate investment, while redevelopment opportunities arise where properties are not currently used to their highest and best use.

Weber County Assessor data highlights redevelopment potential both within and outside of the 24th Street corridor, based on building improvement values relative to land values. Properties with low improvement values are more economically feasible for redevelopment, as they have lower opportunity costs. Areas where high and low improvement value parcels are clustered together suggest strong redevelopment potential, as market-driven investment is likely to follow.

Another significant factor affecting redevelopment is highway construction. Enhanced access will make a wider range of development types and land uses feasible. Frontage adjacent to the interchanges are likely to see redevelopment towards uses that capitalize on traffic, visibility, and direct access for drivers. Local street network improvements triggered by the new interchange improvements will provide better access for existing and future residents to benefit from new commercial and industrial uses.

As transportation improvements and other public investments take effect, land values are expected to fluctuate, further shaping redevelopment opportunities. The following maps illustrate improvement values per square foot and improvement-to-land value ratios, helping identify areas with the strongest potential for redevelopment.



Improvement Value by Land Value*

24th Street Boundary

Ogden City Boundary

Area Identified for Annexation

Improvement Value by Land Value

0% - 50%

50% - 100%

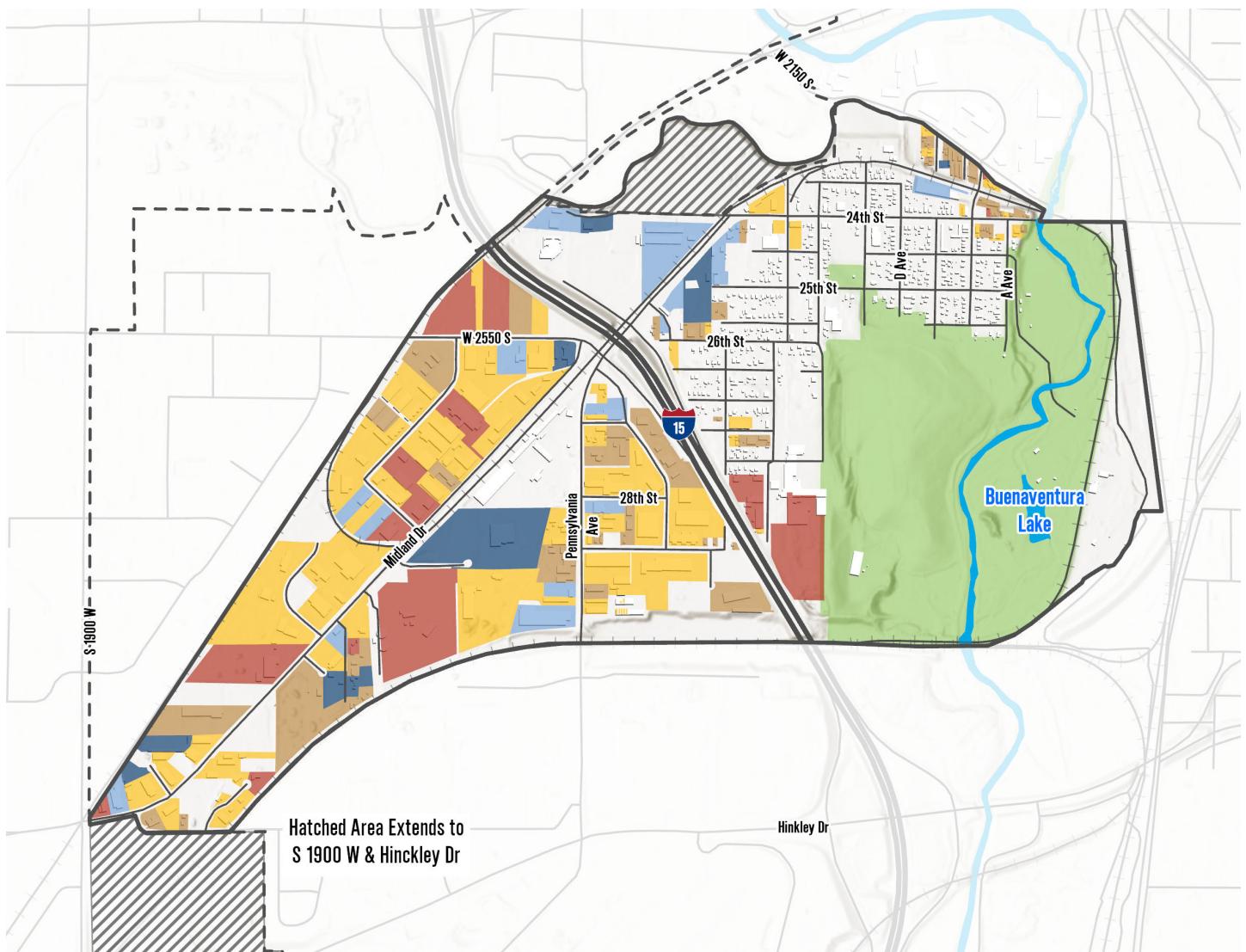
100% - 150%

150% - 300%

Greater than 300%

▲ Source: Weber County Assessor,
Weber County GIS Division, ZPFI

*This is a 2024 point-in-time
analysis that excludes residential.



Improvement Value per Building Square Foot*



- 24th Street Boundary
- Ogden City Boundary
- Area Identified for Annexation

Improvement Value by Building Square Footage

- \$0 - \$25
- \$25 - \$50
- \$50 - \$100
- \$100 - \$200
- Greater than \$200

▲ Source: Weber County Assessor,
Weber County GIS Division, ZPFI
*This is a 2024 point-in-time
analysis that excludes residential.

03

LAND USE & ZONING



Land Use & Zoning

Existing Land Uses

The plan area has a mix of residential, industrial, commercial, and institutional uses. The areas abutting Midland Drive and Pennsylvania Avenue are industrial and transportation-related uses with some scattered commercial sites. "Transportation or Utility" and "Manufacturing" make up the largest uses within the Plan Area excluding the "Government or Institution" land use category. The area between F Avenue and the Weber River boasts a variety of parks and open spaces, including Fort Buenaventura, West Ogden Park, Observatory Park, Ogden City Dog Park, and Miles Good Year Park. Outdoor recreation opportunities are abundant with the Ogden City Kayak Park, Ogden Trackline Park, Weber County Archery Park - Bakcou Center, and the Fort Disc Golf Course. Amenities include baseball and softball fields, tennis courts, picnic areas, walking and biking trails, a pond, community fishery, playgrounds, archery ranges, a fitness center, and campsites,



providing something for everyone to enjoy.

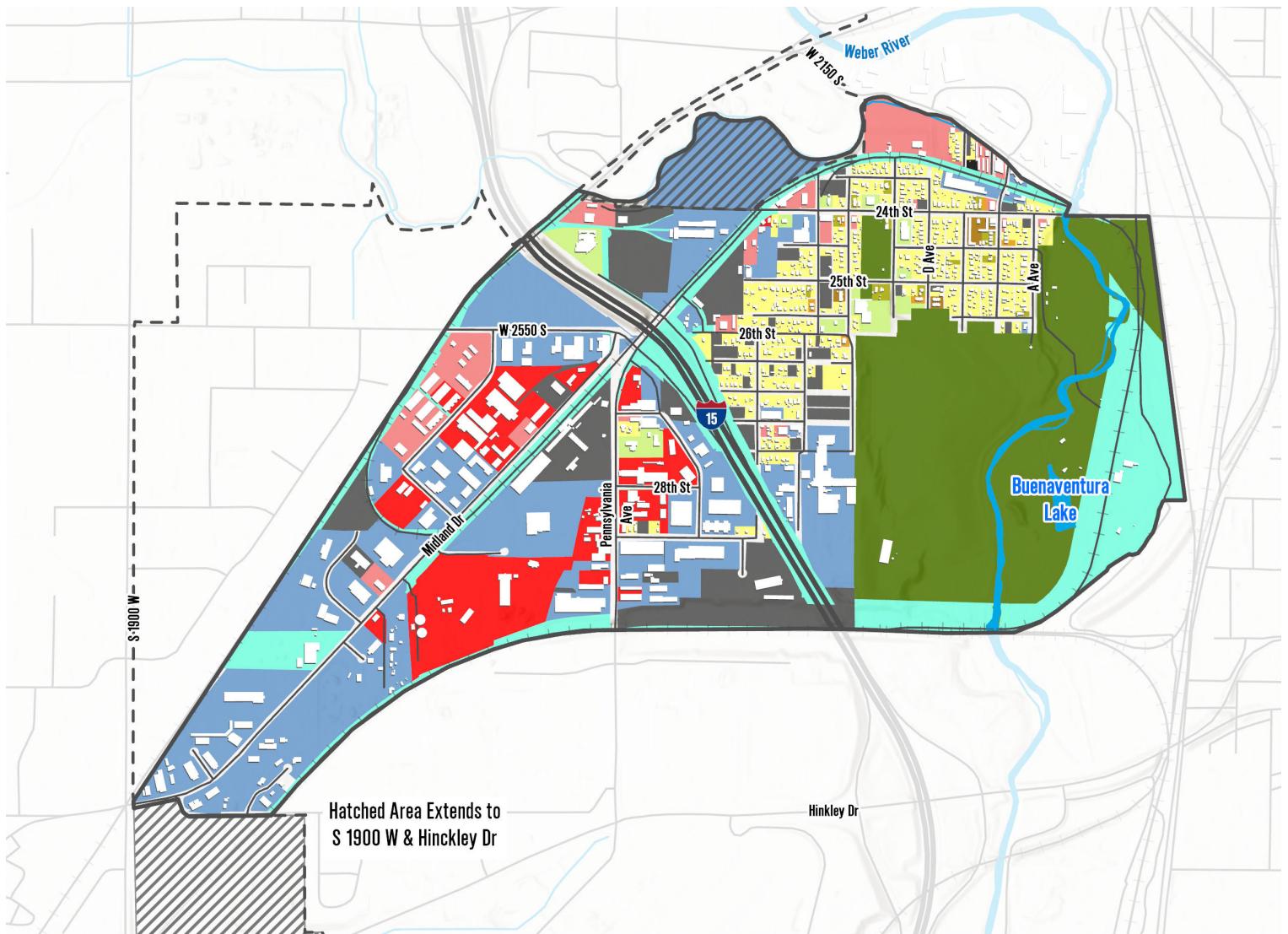
Existing single-family and low-to-moderate density residential uses and recreational uses define the area east of I-15 and south of Pennsylvania Avenue and north and south of 24th.

▲ Mountain View Apartments
◀ Railroad Tracks

The new I-15/24 St. Interchange and associated streets and infrastructure will predominately affect industrial areas and terminate near 24th Street, leaving the residential core largely intact. Land acquisition for rights-of-way may lead to adjacent shifts in land use.

Currently, businesses in this area include, industrial warehouse and supply, logistics and distribution, construction and building supply, automotive repair and service and various consumer services.

| Land Use Description | Approximate Acreage | Percentage |
|---------------------------|---------------------|---------------|
| Single-Family | 69 | 6.7% |
| Duplex Units | 4 | 0.4% |
| 3-4 Units | 3 | 0.3% |
| 5 or More Units | 3 | 0.2% |
| Government or Institution | 17 | 1.7% |
| Manufacturing | 297 | 28.5% |
| Open Space & Recreation | 231 | 22% |
| Private Storage Lot | 0 | 0% |
| Sales | 92 | 8.9% |
| Service | 44 | 4.2% |
| Transportation or Utility | 186 | 17.9% |
| Vacant | 95 | 9.2% |
| Total: | 1,041 | 100.0% |



0 0.5 Miles

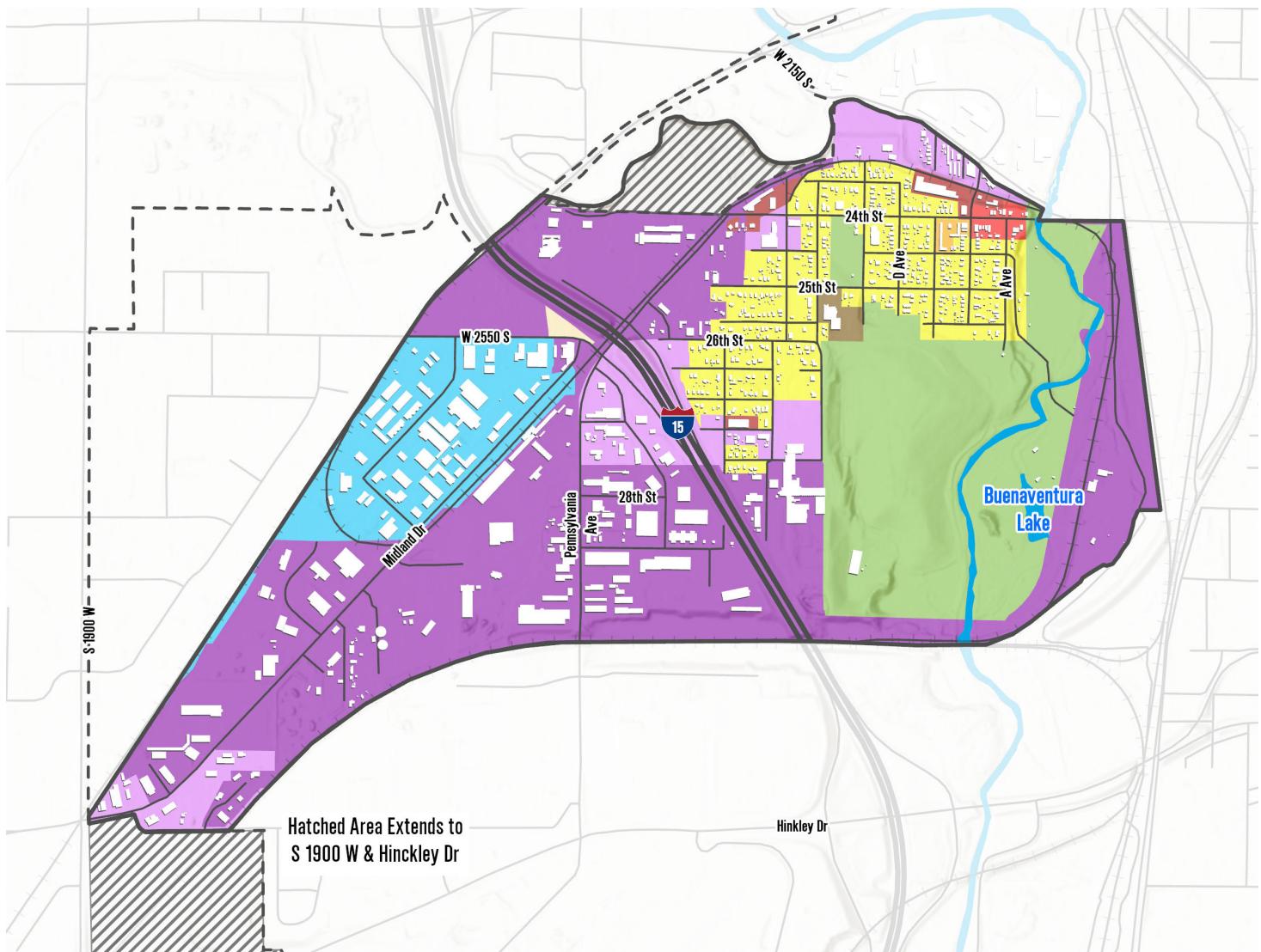


Existing Zoning

The West Ogden neighborhood, situated east of I-15, encompasses a diverse array of zoning districts that reflect its mixed-use character. The area extending from Pennsylvania Avenue northward to 24th Street is predominantly designated as M-2 (Manufacturing and Industrial) and M-1 (Limited Manufacturing),

accommodating various industrial and commercial enterprises. Moving eastward along 24th Street, the zoning transitions from commercial (C-3) to R-1-5 (Single-Family Residential) up to B Avenue, where approximately 38 homes, along with churches, a park, and vacant land are located. Beyond B Avenue, the zoning shifts to C-3 and C-2, supporting a range of commercial activities.

| Zone Type | Approximate Acreage | Percentage |
|---------------|---------------------|---------------|
| C-3 | 10 | 1.0% |
| C-2 | 5 | 0.5% |
| M-1 | 93 | 8.9% |
| M-2 | 498 | 47.8% |
| O | 209 | 20.1% |
| IP | 98 | 9.4% |
| CF | 5 | 0.5% |
| R-1-10 | 2 | 0.2% |
| R-1-5 | 119 | 11.4% |
| R-4 | 2 | 0.2% |
| Total: | 1,041 | 100.0% |



24TH STREET

FUTURE LAND USES

Future Land Use

The future land uses identified in this Plan area reflect community input, market conditions, and future land use categories identified in the Plan Ogden Future Land Use Map (Plan in Progress). The Plan Ogden future land use categories were crafted using placetypes, which describe the character and function of a place. Each placetype has specific zone districts that are compatible with these placetype. These placetypes highlight a number of employment opportunities, housing units, and characteristics. Land Use Categories as described below shall accompany this plan's [Future Land Use Map](#). For more information about how these categories were developed, please visit Chapter 3 of Plan Ogden (Plan in Progress).

Residential Infill

In both community workshops, residents expressed a strong interest in retaining the residential character of the West Ogden neighborhood, specifically in the southeast portion of the Plan area. This area is predominantly single-household residential, so medium-density residential is the future

land use category for much of this area. A small portion of the residential area in West Ogden is zoned R4, which would allow for higher density residential. The 24th Street corridor has significant potential to develop as mixed-use, which would serve both residents and visitors.

A Mixed Center

The mixed center placetype along the 24th Street corridor is positioned to be a vibrant gateway into Downtown Ogden and a destination within West Ogden. It can provide neighborhood retail that is easily accessible and a variety of housing options for residents. The corridor already contains a mix of commercial uses, but it lacks critical infrastructure for pedestrians and commercial uses that entice a commuter to stop and stay in West Ogden. Preserving the existing character of historic buildings along 24th Street and within the West Ogden neighborhood is also a community priority.



Accessible Commercial Development

The area immediately east of the interchange presents a prime opportunity for retail development. This area will have strong highway access and is close to the existing neighborhood. Highway connectivity should be prioritized to support economic growth and to enhance opportunity to develop commercial or industrial uses in the northeast quadrant of I-15 and northwest of Pennsylvania Avenue. Currently, this area faces significant access challenges due to at-grade rail crossings, which in the past has limited its development potential. In order to attract new uses to this location and to assure long-term economic success, additional access points need to be considered.

▲ Railroad Area

Retaining Industrial Character

Given the region's strong industrial market, the area west of I-15 and north and south of Midland Drive, is well-suited for continued industrial expansion and redevelopment. New improved highway connectivity and freeway access may provide an opportunity for some regional commercial development or an educational or corporate campus.

Enhancing Open Space and Recreation

The West Ogden neighborhood includes excellent access to parks and open spaces. This Plan decreases the size of West Ogden Park to accommodate future mixed-use development, but the City plans to make enhancements to both Observatory and Miles Goodyear Park. There is also community interest in Observatory Park supporting a regional soccer facility; however, this concept will need future evaluation by the City.

Future Land Use Categories

Business Flex:

Description: These areas can support a variety of light industrial, office, and commercial uses. All industrial uses within these areas must have negligible impact on surrounding uses and should always be conducted within an enclosed building. The Business Flex areas can sustain commercial, and office uses with appropriate access, parking, and buffering from surrounding manufacturing uses.

Applicable Zone Districts: FLEX | BEH

Commercial:

Description: Commercial areas are intended to support different scales of commercial that do not necessarily coincide with a mix of uses or with significant pedestrian improvements or civic spaces. These commercial areas can support larger scale commercial and may serve the City and even the region.

Applicable Zone Districts: C1 | C2 | C3

Mixed Center:

Description: These mixed use areas provide for housing and goods and services that address the nearby communities and the City. The primary characteristics of these areas is to ensure that community members in nearby neighborhoods or within the center itself can easily access economic activity with smart circulation patterns, consolidated parking, and appropriate pedestrian infrastructure. Additionally, these centers have plazas or other gathering spaces that can provide a full experience for residents, visitors, or consumers.

Applicable Zone Districts: MU | CC | or combination of R-3, R-4, R-5, PO, C-1, and C-2

Heavy Industrial:

Description: These areas are prone to freight traffic, noise and other environmental impacts. These industrial uses are high-intensity and high impact and may have significant effects on the surrounding uses. Uses in heavy industrial areas may include a broad mix of industrial and manufacturing uses. Uses are not intended to attract significant patronage and all heavy industrial uses should be substantially separated from all residential uses.

Applicable Zone Districts: M2

Light Industrial:

Description: These areas are intended to support industrial activities with limited intensity, such as construction contractor trades, professional trades, warehousing and wholesaling, small-scale production, fabrication, assembly, or processing activities. These areas may support some office-type uses but generally should not attract significant public patronage and commercial or office uses should be prioritized on or near arterial streets.

Applicable Zone Districts: M1 | MRD | IP | BDO | BEI

Medium-Density Residential:

Description: These residential areas support small lot, single-household residential development and infill, duplexes, townhouses, and small-scale apartments (fourplexes, mansion homes, etc.). These residential units are meant to fill the missing middle housing gap in the City. Some special standards apply to ensure that access to the residential infill or multi-household dwellings is safe and sufficient and that the scale of buildings is not at odds with nearby single-household dwellings.

Applicable Zone Districts: R-2

Community Facility/Campus:

Description: Community Facility/Campus areas provide flexibility for a range of public or semi-public uses. These areas vary in scale from places of worship, recreational centers that cater to neighborhoods, and to Weber State University, which serves the entire region. Larger uses may

have their own circulation that is completely distinct from public roads, while smaller uses should address public streets to encourage walkability. Campuses, including Ogden- Weber Technical College and Weber State University may have their own campus master plans which include transportation and land use direction.

Applicable Zone Districts: CF | PO | CC

Open Space and Recreation:

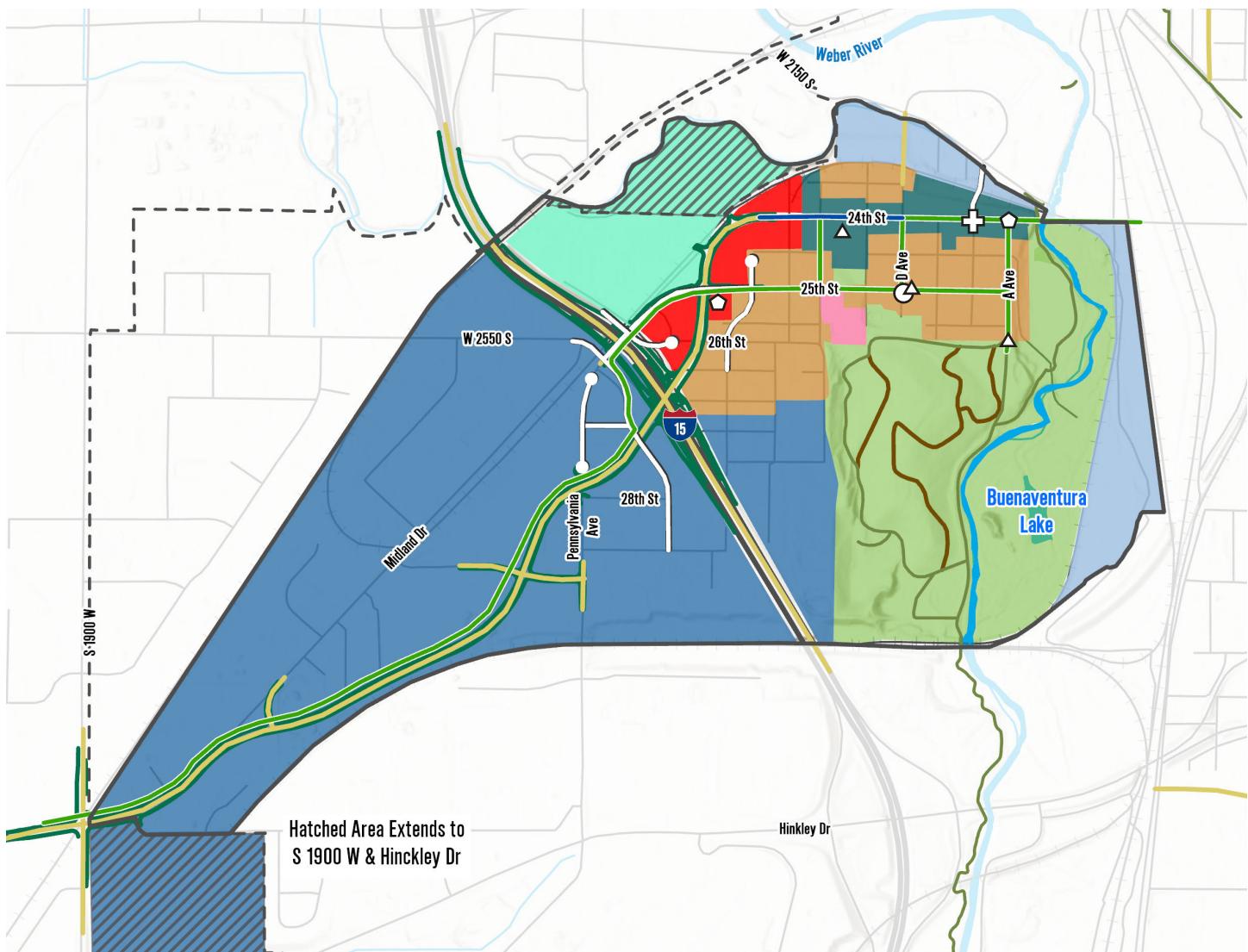
Description: Open Space and Recreation areas provide a variety of public recreational opportunities throughout the city, offering essential greenspace and natural areas for residents and visitors. These areas include municipal parks, sports facilities, plazas, golf courses, and open spaces, as well as non-developable land near the foothills of the Wasatch Range. The goal of Open Space and Recreation uses is to conserve natural areas along the Ogden River and the Wasatch foothills while ensuring that recreational spaces are distributed throughout the city. Larger spaces may include limited infrastructure to support recreational activities, while smaller spaces should be easily accessible and integrated into surrounding neighborhoods to encourage walkability and community use. These areas are designed with minimal or no structures to preserve the natural landscape, offering unobstructed views and enhancing the city's environmental and recreational resources.

Applicable Zone Districts: OS

| Future Land Use Category | Approximate Acreage | Percentage |
|----------------------------|---------------------|---------------|
| Business/Flex | 88 | 7.8% |
| Commercial | 29 | 2.6% |
| Heavy Industrial | 630 | 55.5% |
| Light Industrial | 83 | 7.3% |
| Medium-Density Residential | 119 | 10.5% |
| Mixed Center | 40 | 3.5% |
| Community Facility/Campus | 6 | 0.5% |
| Open Space and Recreation | 140 | 12.3% |
| Total: | 1,135 | 100.0% |



Railroad Tracks & Grant Trucking ▲



Future Land Use Map



- 24th Street Boundary
- Ogden City Boundary
- Area Identified for Annexation
- Proposed Gateway/Landmark
- Proposed Public Art
- Proposed Roundabout
- Proposed Signalized Crosswalk

Future Land Use

- Open Space and Recreation
- Business Flex
- Commercial
- Heavy Industrial
- Light Industrial
- Medium Density Residential
- Mixed Center
- Community Facility/Campus

- Generalized New Road Network
- Proposed ROW
- Proposed Trail
- Existing Trail
- Proposed Shared Use Path
- Proposed Parking Buffered Bike Lane
- Proposed Local Road

04

THEMES, GOALS, & OBJECTIVES



Themes, Goals, & Objectives

Key Themes

UDOT's interchange improvements will significantly influence surrounding land uses and access points. This plan proactively addresses key changes related to land use, access enhancements, public and private utilities, gateway features, and design recommendations. These improvements will not only strengthen services in the area but also maximize the benefits of the newly reconfigured interchange from

improving traffic performance to help alleviate congestion to greater connectivity with a new shared use path. Beyond the interchange, this plan aims to enhance the West Ogden neighborhood in a variety of ways, organized into three key themes:

- 1. Community Identity and Placemaking (CIP)**
- 2. Economic Development and Land Use (EDL)**
- 3. Transportation and Mobility (TM)**

Within these themes, the plan outlines specific goals and policies to guide future development and ensure a cohesive, well-connected, and vibrant community. Actions associate with each Objective are identified in Appendix A.

- ◀◀ Potential Infill
- ◀ Existing Restaurant



Theme 1. Community Identity & Placemaking (CIP)

Goal CIP-1: Strengthen West Ogden's identity as a connected, livable, and vibrant community.

Objective 1.1 Promote a mix of housing types and local services to support a diverse and inclusive community.

Objective 1.2 Encourage public gathering spaces, parks, and streetscapes that foster community interaction and safe pedestrian crossings.

Objective 1.3 Support neighborhood-scale economic development that enhances West Ogden's character.

Goal CIP-2: Enhance Ogden's identity by designing an attractive, welcoming interchange with high-quality streetscapes, wayfinding, and signage.

Objective 1.4 Develop a cohesive streetscape and wayfinding design for the interchange area and connecting streets.

Objective 1.5 Design the interchange area as a gateway to West Ogden with vibrant landscaping and public art that reinforce Ogden as a gateway to the outdoors.

Objective 1.6 Consider integration of sustainable design elements, such as green infrastructure and low-impact development, into the interchange area.



▲ View of Mountains,
Source: Logan Simpson

Theme 2. Economic Development and Land Use

Goal EDL-1: Guide strategic economic development near the interchange, to ensure land use and access support long-term economic growth.

Objective 2.1 Designate key areas around the interchange for business/flex and commercial development.

Objective 2.2 Create a business-friendly environment that attracts a variety of employers and stimulates job growth.

Goal EDL-2: Make 24th Street an economically vibrant, mixed-use corridor.

Objective 2.3 Encourage mixed-use development along 24th Street to promote economic vitality and walkability.

Theme 3. Transportation & Mobility

Goal TM-1: Ensure safe and efficient multimodal access for existing and future land uses near the interchange.

Objective 3.1 Prioritize pedestrian and bicycle infrastructure alongside roadway upgrades.

Objective 3.2 Improve the community's connections to trails, outdoor recreation, and downtown.

Goal TM-2: Minimize industrial traffic impacts on residential neighborhoods through effective transportation planning and design.

Objective 3.3 Designate truck routes that minimize conflicts with residential areas.

Objective 3.4 Reduce truck traffic congestion and improve air quality by encouraging alternative transportation methods.

Objective 3.5 Implement traffic calming measures to slow down trucks entering residential zones.

Goal TM-3: Ensure that rail infrastructure supports economic activity without restricting safe and efficient vehicular access.

Objective 3.6 Improve road-rail intersections to minimize delays and conflicts between trains and vehicles.

Objective 3.7 Enhance coordination between the city, state, and rail companies to improve long-term infrastructure planning.

Objective 3.8 Explore innovative solutions to mitigate rail-related congestion.

24th Street Underpass ▶



05

GATEWAY DESIGN



GATEWAY TO OGDEN

The Community Vision

Changes to the I-15/24th Street Interchange present an opportunity to embrace this corridor as a gateway to Downtown Ogden. The area has rich history of mixing housing, employment, and recreation. By building on these assets, the corridor can serve as the front door to the City of Ogden and become a destination.

By improving the I-15/24th Street interchange, we can emphasize the significance of this area as the gateway to Ogden. This project will strengthen the connection between the highway and downtown, enhancing the location to support a unique mix of residential, recreational, and industrial spaces, as well as entertainment, dining, and community services. The 24th Street Corridor has the potential to become a vibrant, pedestrian and bike-friendly destination that is welcoming, safe, and has improved access to local



businesses. The corridor should emphasize the area's history, promote its access to recreation, and embrace its connections to communities across Ogden and beyond. Future improvements to the 24th Street Viaduct will further enhance connectivity from this corridor into Downtown Ogden.

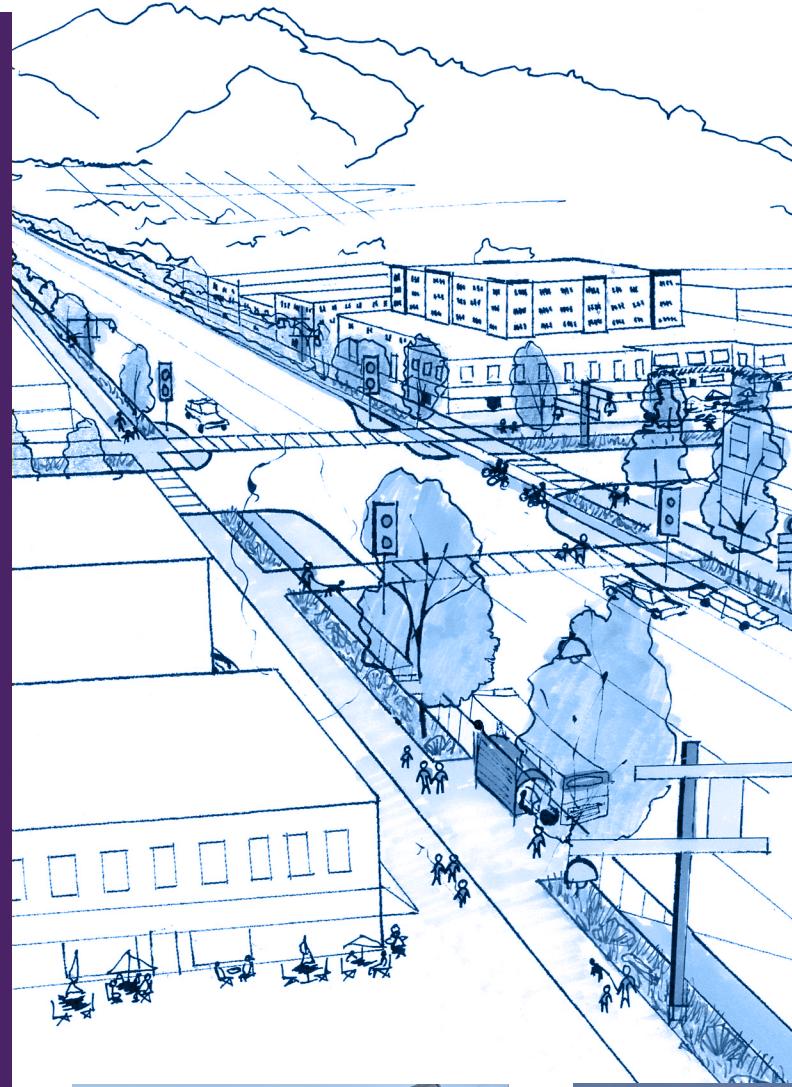
◀ View from West Ogden Park
Source: Logan Simpson

▲ The Weber River
Source: Logan Simpson

A Theme Emerges: Mountain Modern

Based on input from the community, the theme of “Mountain Modern” emerged as the best fit for the 24th Street Gateway. With stunning mountain views and premier access to outdoor recreation, be it the Kayak Park on the Weber River or the trails at Fort Buenaventura Park, this area is well known for its mountain town roots and world-class outdoor recreation.

Mountain Modern seamlessly blends rustic materials like stone, wood, and brick with artistic elements drawn from the rugged beauty of the mountains. The aesthetic captures the edgy, majestic essence of mountain landscapes while embracing the vibrant, playful hues of wildflower meadows and alpenglow. In this context, “modern” is not a break from the past but a reimagining of it. It’s an opportunity to honor history while infusing it with creativity, artistry, and contemporary expression. It’s a style that bridges tradition and innovation, celebrating the timeless character of mountain architecture while evolving it for today.



Recommended Design Standards

Below are precedent images that embody the Mountain Modern theme that helped generate and shape general recommendations for architectural styles and materials for different building types along the corridor and in the West Ogden neighborhood.

Buildings within this zone are intended to provide a more rustic, craftsman, or natural mountain-themed appearance. Additionally, the style incorporates traditional architecture with a touch of modern edginess, hints of vibrant color, artistic elements, or playful angles.



It is recommended that each new building along 24th Street has at least four of the following features:

- **The use of rough-hewed wood beams or exposed I-beams as accent features.**
- **Front entryways capable of providing a seating area for at least 10 people.**
- **Windows with panes facing the street. Windows shall constitute at least 25% of the street facing façade.**
- **The use of stone, wood, or brick on street facing facades.**
- **Wide eave overhangs.**
- **Covered balconies for residential units using wood supports and metal roofs.**
- **Metal accents and metal roofs.**
- **Awnings to protect pedestrians from inclement weather.**
- **Lap or bat and board siding on upper floors resembling wood siding.**
- **Veneered or textured exposed foundations.**
- **Artistic reimaging of railroad and industrial elements.**
- **Use of vibrant colors in a wall, mural, rake, clerestory, or similar specialty windows.**

Gateway Feature

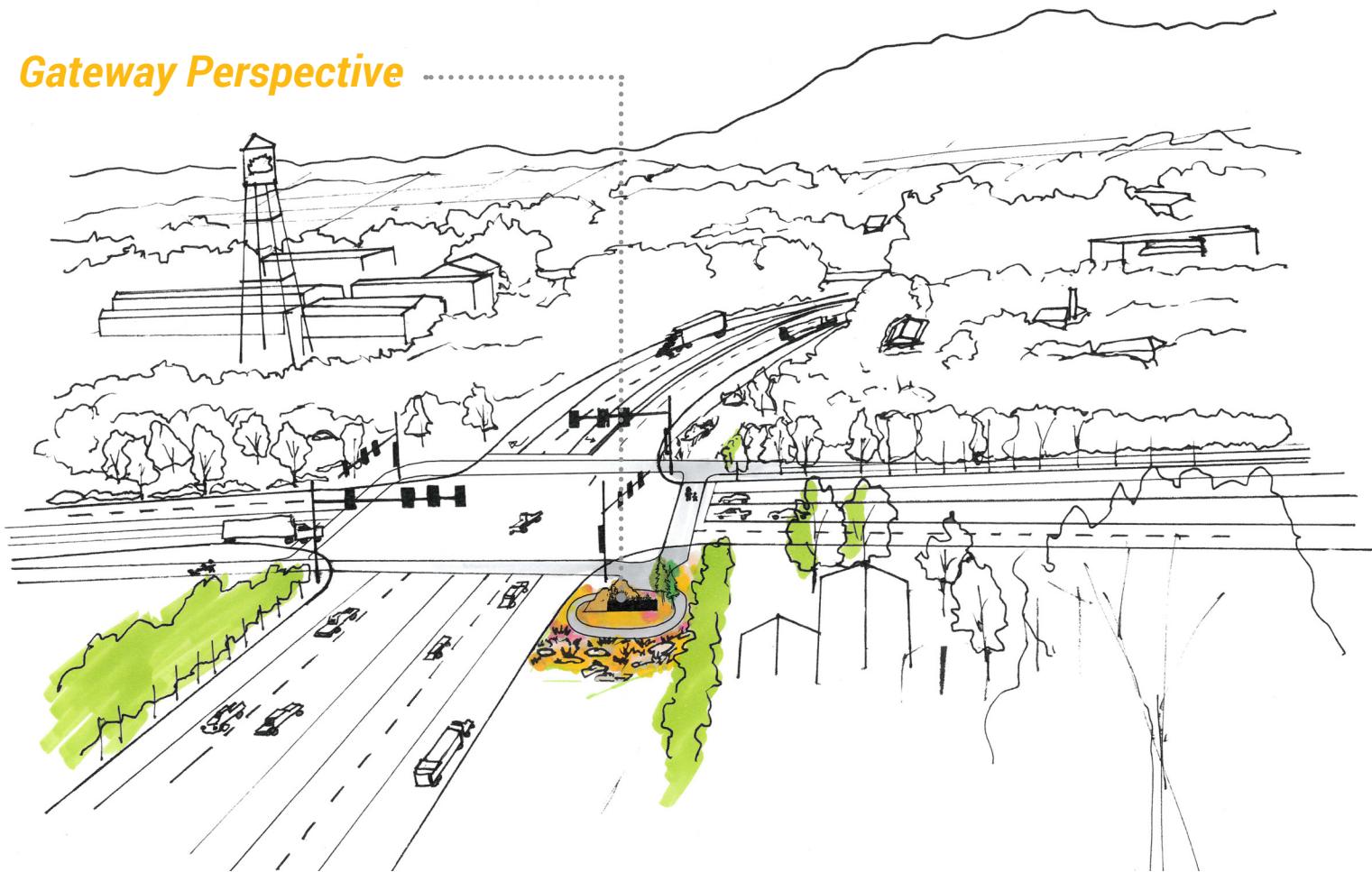
Extending the Mountain Modern theme to the gateway feature involved blending mountain elements with low-water landscaping. Two concepts are provided below as options and display many of the design elements listed in the recommended design standards.

Gateway Concept 1

In this concept, a large piece of tan flagstone or sandstone is cut into the shape of the mountain ridge line. A large, textured, metal planter, the color of railroad tracks, is planted with wildflower perennials. White metal lettering is tacked onto the planter. Evergreens frame the mountain-shaped flagstone.



Gateway Perspective



Gateway Concept 2

Concept 2 is smaller than Concept 1, utilizes the same black textured metal and white metal lettering, and also uses white metal to delineate a mountain ridgeline. Wood frames the textured metal sign, and flagstone tiles are mounted to a concrete base. Low-water landscaping festoons the base of the sign.



The location of the gateway is important. It should be easy to see, welcome visitors, elicit a desire to want to see more, and be the first sign visible after exiting the freeway.

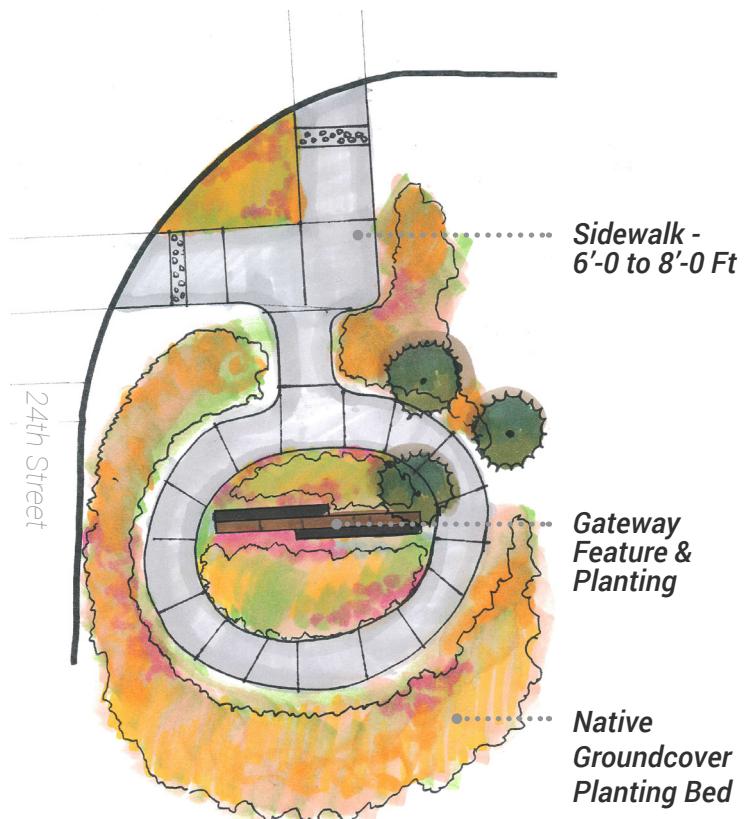
In the gateway perspective, the sign can be seen where 24th Street begins to curve, where it is in direct line of vision of the driver at the first stoplight off the freeway.

In both concepts, it is recommended that the gateway feature be connected to the sidewalk system, so that people can walk up to the sign and take pictures with the sign.

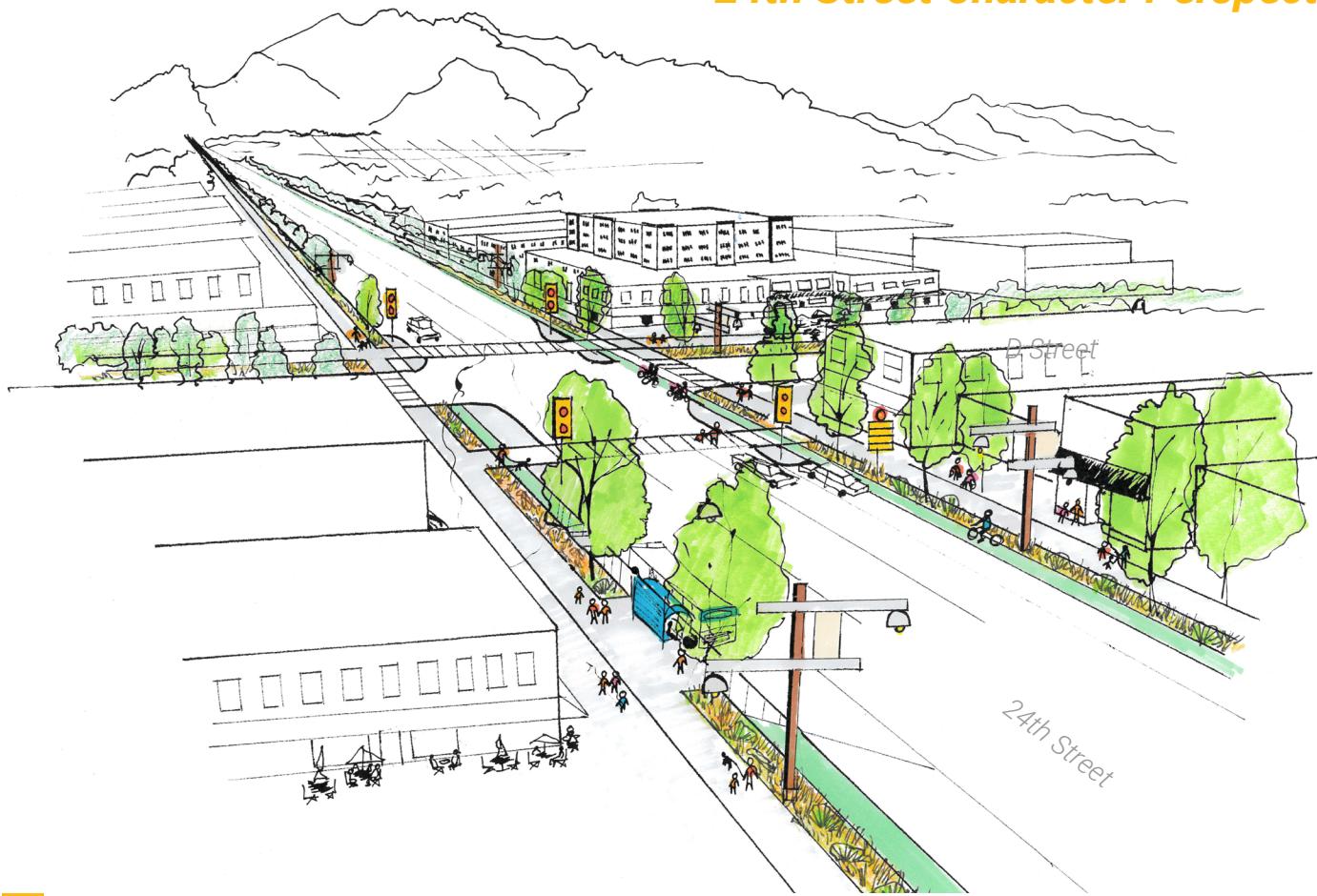
Landscaping

Current trends in landscaping reflect water shortage and tend toward utilizing low water plants that are native and adapted to the local environment. Turf is not recommended within the right-of-way for 24th Street as it uses a lot of water and requires frequent mowing and maintenance. Using low water perennials, shrubs, and grasses with rock mulch and boulders, not only uses less water and looks nice, but is lower maintenance and provides habitat corridors for pollinators and birds. Boulders can also double as additional seating areas for humans. The plants should reflect those found near the foothills of the mountains.

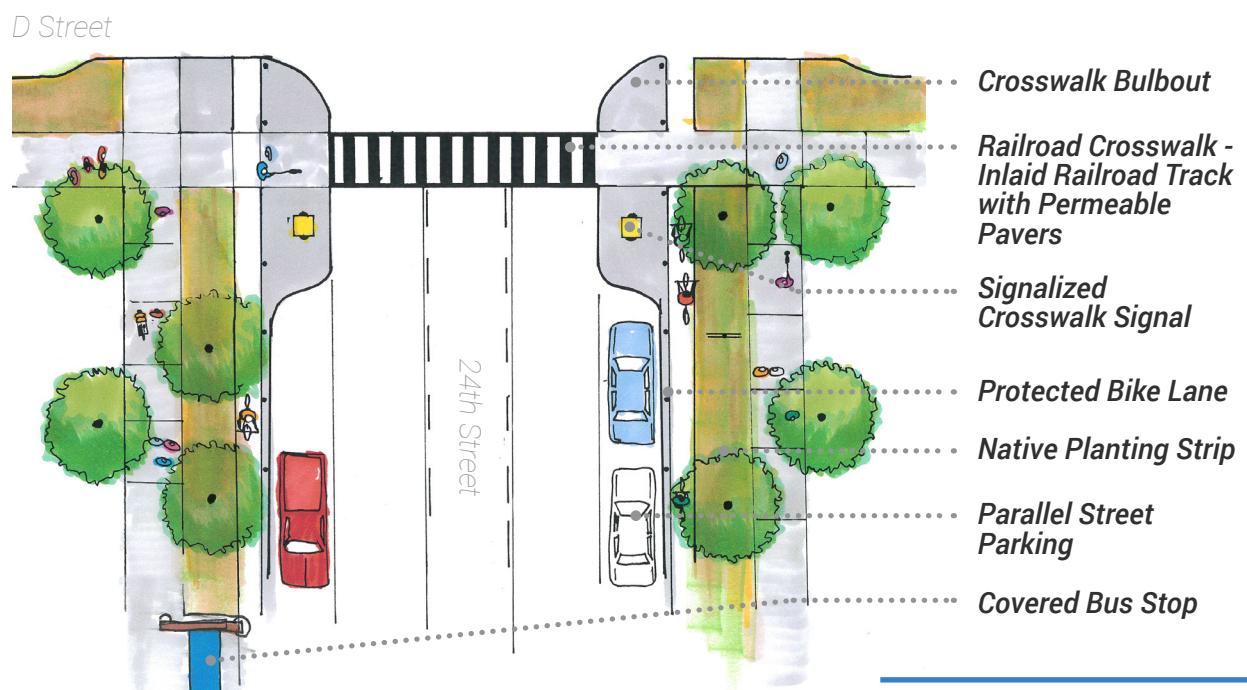
Gateway Plan View



24th Street Character Perspective



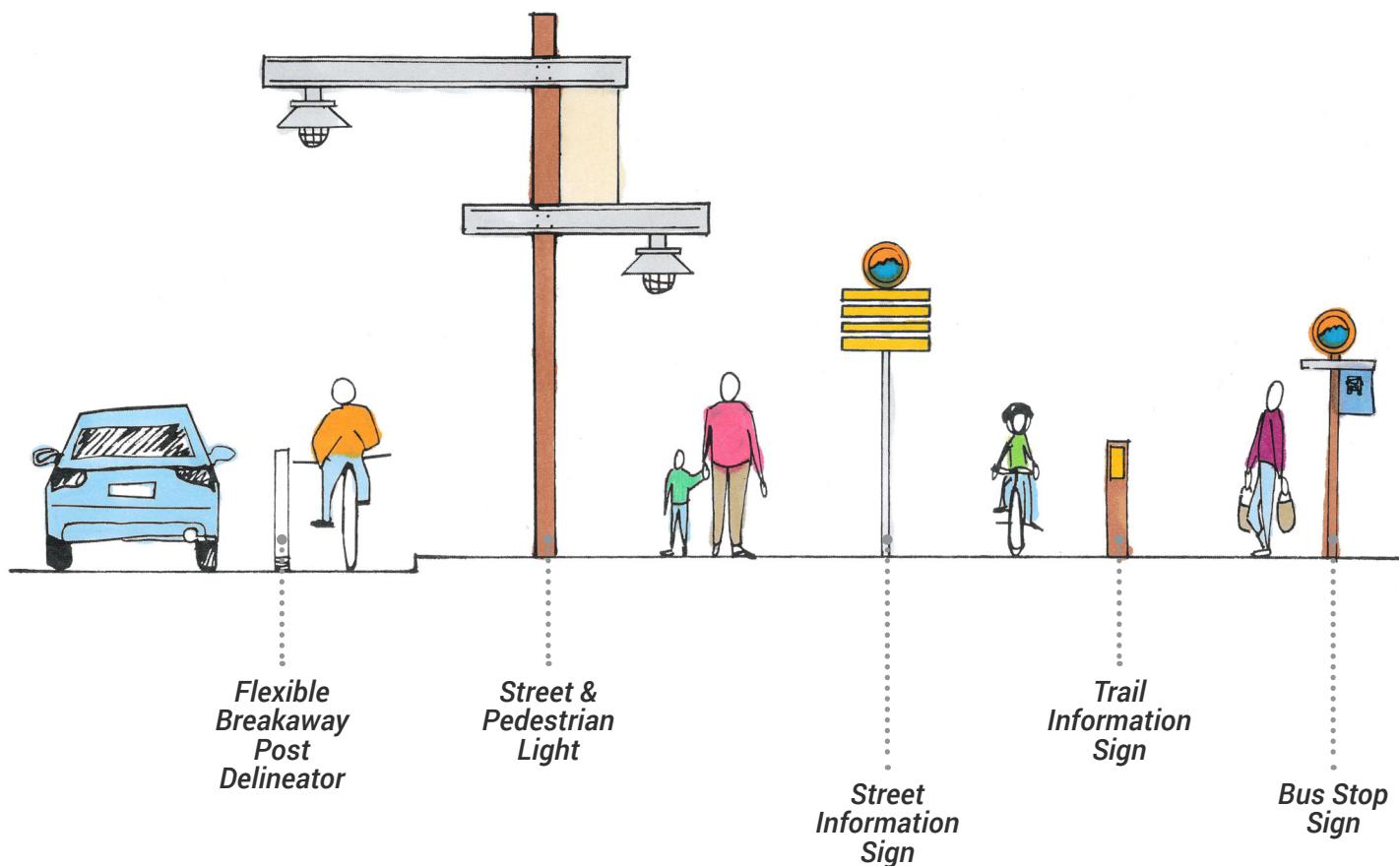
24th Street Plan View (West of D Street)

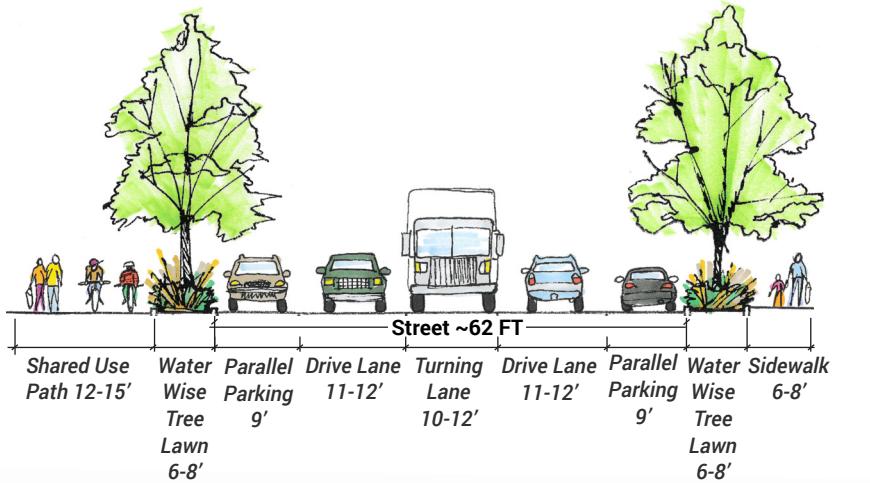


Directional Signage and Street Character

In keeping with the Mountain Modern theme, directional signage utilizes similar materials as the gateway feature and desired architectural design standards. Streetlights are rustic in design, utilize metal and wood and are reminiscent of railroad tracks. A 30-0' streetlight to light the road and a 10-0' pedestrian light share the same pole with room to also have marketing banners.

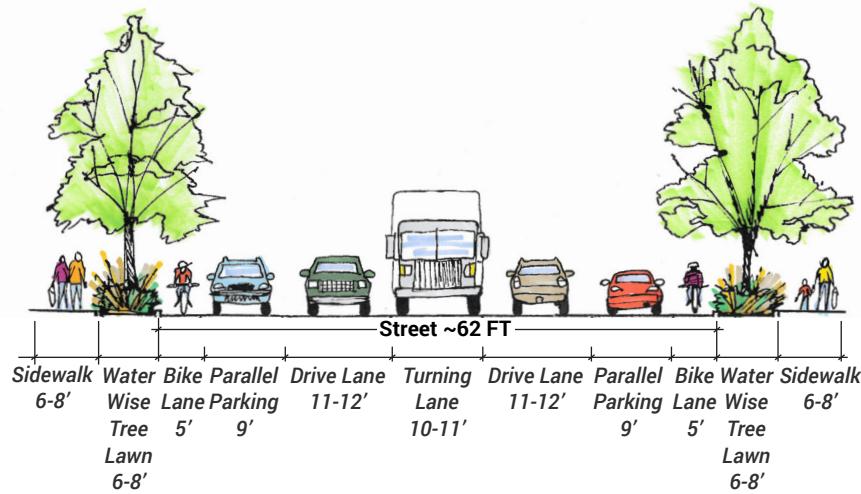
24th Street Signage Hierarchy





24th Street Cross-Section

East of D Street, 3-Lane, Pre-24th Street Viaduct Expansion



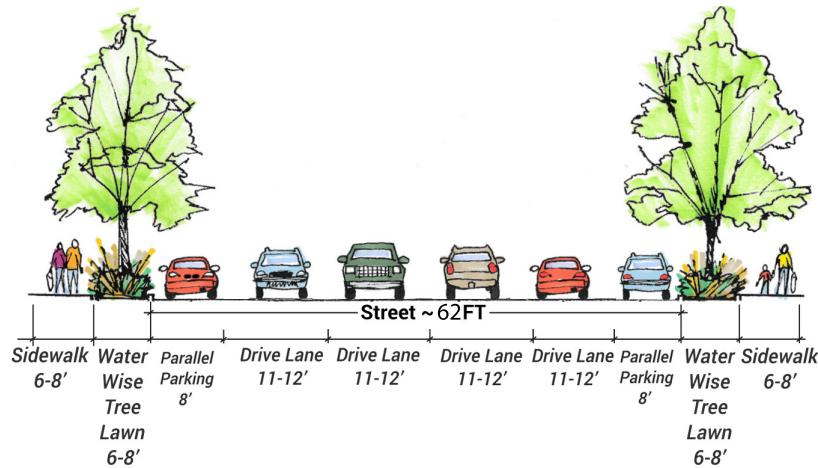
24th Street Cross-Section

West of D Street, 3-Lane, Pre-24th Street Viaduct Expansion



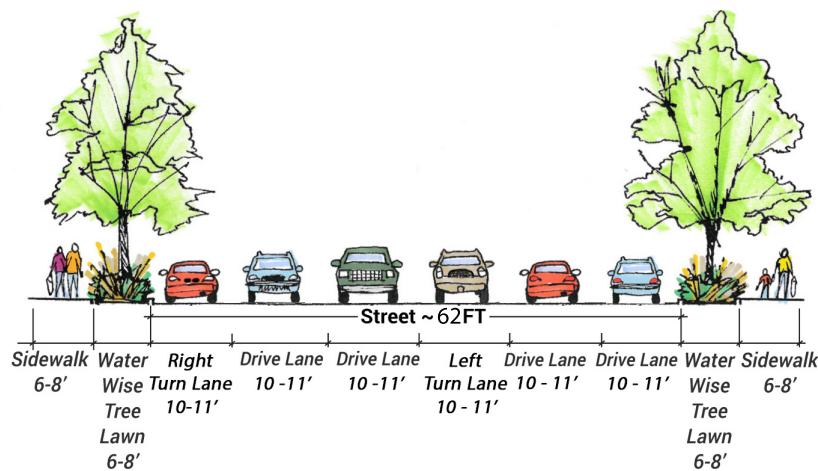
Kayak Park Perspective

The above Kayak Park Perspective represents how the Mountain Modern theme can be applied to recreation entry points, like the nearby Ogden City Kayak Park. This illustration represents a welcoming, pedestrian and bike friendly environment, where locals and visitors want to visit and spend time.



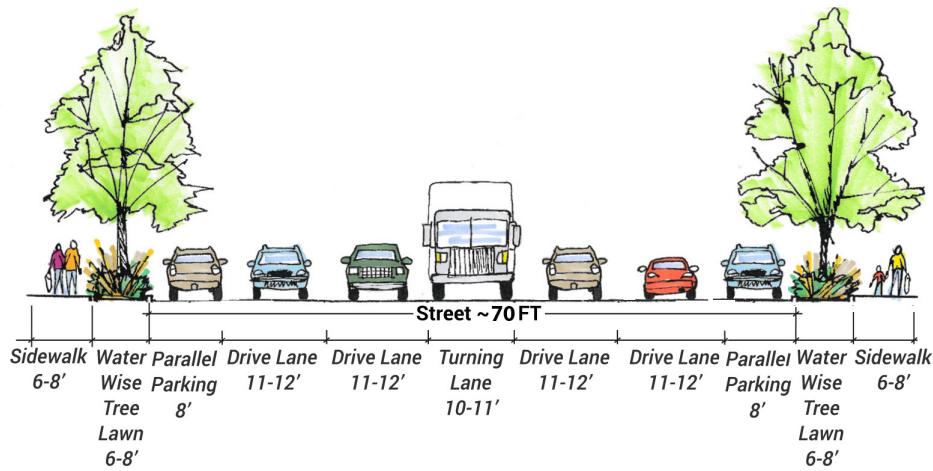
24th Street Cross-Section

4-Lane (with on-street parking), Post-24th Street Viaduct Expansion



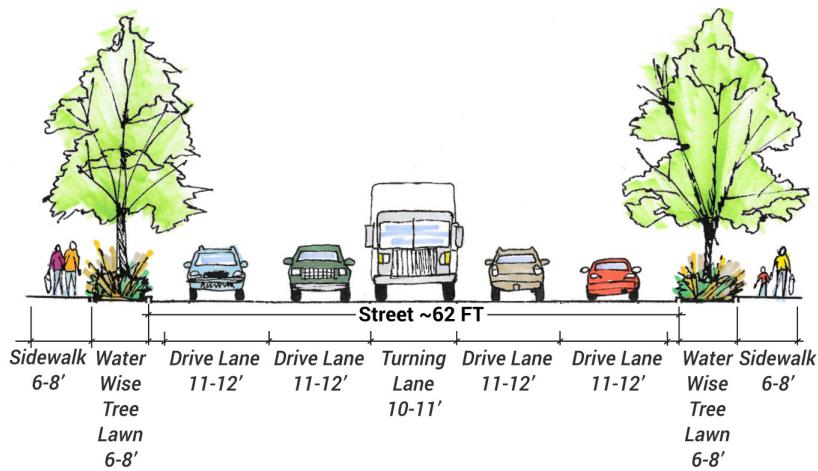
24th Street Cross-Section

4-Lane, (with right and left turn lanes, at intersection) Post-24th Street Viaduct Expansion



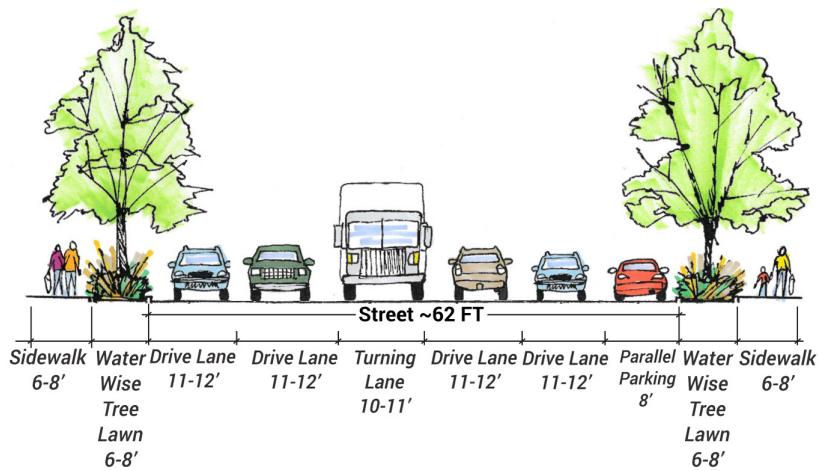
24th Street Cross-Section

5-Lane (with on-street parking), Post-24th Street Viaduct Expansion



24th Street Cross-Section

5-Lane (no bike lanes or on-street parking), Post-24th Street Viaduct Expansion



24th Street Cross-Section

(5-Lane (with on-street parking, one side), Post-24th Street Viaduct Expansion)

Plant List

Landscaping plays an important role in creating a welcoming experience. Plants listed here compliment the street character and gateway entry. All plants were chosen for their low water needs, low maintenance habits, their ability to provide color all season long and their habitat value to birds and pollinators. Plants pictured and listed below are representative of a larger list of plants recommended for the 24th Street corridor (see Streetscape Recommended Plants) and display the range of color and structure that would complement the gateway feature.

Gateway Feature Recommended Plants



Scientific Name:

Penstemon strictus

Gaillardia aristata

Penstemon cyananthus

Berlandiera lyrata

Achillea millefolium

Phlox subulata

Zauschneria sp.

Sporobolus airoides

Bouteloua gracilis

Common Name:

Rocky Mountain penstemon

Common blanketflower

Wasatch beardtongue

Chocolate flower

Yarrow

Moss phlox

Hummingbird flower

Alkali sacaton

Blue grama grass



▲ University of Colorado Trial Gardens
Source: Colorado State University



Streetscape Recommended Plants

The list of plants below highlights preferred options chosen for key characteristics that help create an iconic landscape identity for the 24th Street. Street trees were chosen for early blooming spring flowers, vibrant fall colors, and habitat value. Also chosen were high value habitat shrubs that grow no larger than three feet tall. The perennials and grasses reflect the local environment, and when planted together, can create a mountain meadow look.



Scientific Name:

Common Name:

Strip Size:

Trees:

| | | |
|---|-------------------------|-------|
| <i>Amelanchier x grandiflora "Princess Diana"</i> | Serviceberry, tree form | 5-10' |
| <i>Acer ginnala</i> | Amur maple | 5-10' |
| <i>Malus "spring snow"</i> | Spring snow crabapple | 5-10' |
| <i>Tilia cordata</i> | Little leaf linden | 5-10' |
| <i>Gleditsia triacanthos inermis "skyline"</i> | Skyline locust | 8-10' |
| <i>Acer rubrum "Armstrong"</i> | Armstrong maple | 8-10' |
| <i>Quercus macrocarpa</i> | Burr oak | 8-10' |

Shrubs:

| | | |
|---|---------------------------|-------|
| <i>Pinus mugo 'Paul's Dwarf'</i> | Dwarf mountain pine | 5-10' |
| <i>Mahonia repens</i> | Creeping mahonia | 5-10' |
| <i>Ericameria nauseosus var. nauseosa</i> | Baby blue rabbitbrush | 5-10' |
| <i>Artemisia frigida</i> | Fringed sage | 5-10' |
| <i>Amorpha canescens</i> | Leadplant | 5-10' |
| <i>Prunus besseyi 'P011S'</i> | Pawnee Buttes sand cherry | 8-10' |
| <i>Rhus aromatica</i> | Fragrant sumac | 8-10' |



| Scientific Name: | Common Name: | Strip Size: |
|------------------|--------------|-------------|
|------------------|--------------|-------------|

Perennials:

| | | |
|---|--------------------------|-------|
| <i>Penstemon strictus</i> | Rocky Mountain penstemon | 5-10' |
| <i>Gaillardia aristata</i> | Common blanketflower | 5-10' |
| <i>Agastache rupestris</i> | Sunset hyssop | 5-10' |
| <i>Penstemon cyananthus</i> | Wasatch beardtongue | 5-10' |
| <i>Geranium viscosissimum</i> | Sticky geranium | 5-10' |
| <i>Zauschneria</i> sp. | Hummingbird flower | 5-10' |
| <i>Linum lewisii</i> (<i>Linum perenne</i>) | Lewis flax | 5-10' |
| <i>Dalea candida</i> | White prairie clover | 5-10' |
| <i>Rudbeckia occidentalis</i> Nutt. | Western coneflower | 5-10' |
| <i>Antennaria</i> sp. | Pussytoes | 5-10' |
| <i>Onagraceae oenothera</i> | Evening primrose | 5-10' |
| <i>Wyethia amplexicaulis</i> (Nutt.) Nutt | Mulesear | 5-10' |

Grasses:

| | | |
|---|------------------|-------|
| <i>Schizachyrium scoparium</i> 'Carousel' | Little Bluestem | 5-10' |
| <i>Sorghastrum nutans</i> | Indian grass | 5-10' |
| <i>Bouteloua gracilis</i> | Blue grama grass | 5-10' |
| <i>Sporobolus airoides</i> | Alkali sacaton | 8-10' |
| <i>Achnatherum hymenoides</i> | Indian ricegrass | 8-10' |



Access and Utilities

In the context of neighborhood design, the term “access” encompasses a variety of meanings, each contributing to the overall functionality and livability of the area. Key considerations include:

Transportation Access: The development and maintenance of roads that effectively connect residents to essential services and other parts of the community.

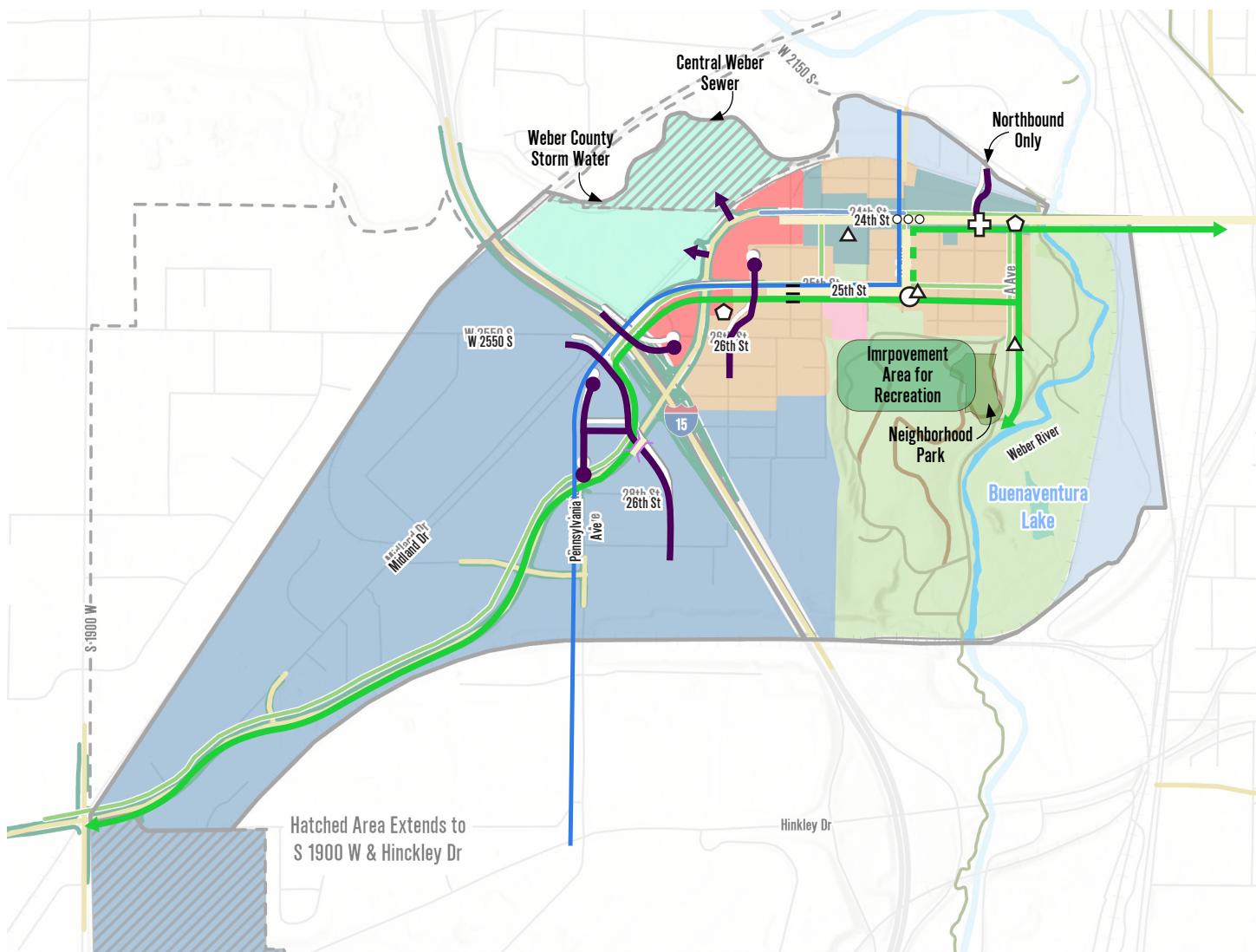
Greenspace Access: Enhancements to public open spaces, parks, and natural areas, which aim to improve residents' access to nature and recreational opportunities.

Trail Connectivity: The establishment and expansion of trails that integrate with existing networks, thereby improving access to comprehensive walk, bike, and running routes.

Industrial Access: The design of roads that facilitate the movement of industrial vehicles, ensuring they can access major highways and navigate turns and underpasses without disrupting local traffic or hindering access for residents.

Utility Access: The provision of reliable utilities, including sewer and water systems, to all residential and business properties within the area.

In conjunction with the Future Land Use Map, the Access and Utilities Map highlights key areas where the City identifies opportunities for improvement. These improvements are particularly relevant to the 24th Street Interchange Project and aim to enhance connectivity and utility infrastructure for the West Ogden community.



Access and Utilities Map

- 24th Street Boundary
- Ogden City Boundary
- Area Identified for Annexation

- 24" Water Line
- Shared Use Path
- Future Phase
- Proposed Road Cul-de-sac
- Proposed Road Access
- Proposed Underpass Road

- Proposed Gateway/Landmark
- Proposed Public Art
- Proposed Roundabout
- Proposed Signalized Crosswalk
- Design Railroad Crossing
- Traffic Signal

► Weber River

06

APPENDICES





1. Action Table

2. Detailed Plant List

Action Table

| THEME 1: Community Identity & Placemaking (CIP) | | | | | |
|---|---|-------------|--|--|-------------------------|
| Action # | Action Description | Objective # | Dept. Lead/Community Partner | Timing (Ongoing, Near-Term, Mid-Term, Long-Term) | Cost (\$, \$\$, \$\$\$) |
| CIP-1.1.1 | Support rezones along 24th Street to allow for mixed-use and small-scale commercial development. | 1.1 | Planning Division | Near-term | \$ |
| CIP-1.1.2 | Offer incentives for developers to include affordable and workforce housing options. | 1.1 | RDA/Housing Authority | Mid-term | \$\$\$ |
| CIP-1.1.3 | Partner with nonprofits and housing agencies to expand homeownership programs. | 1.1 | Community Development/HUD | Near-term | \$ |
| CIP-1.2.1 | Establish a neighborhood improvement grant program for placemaking and beautification. | 1.2 | Planning Division | Mid-term | \$ |
| CIP-1.2.2 | Identify key locations for permanent community spaces with seating, trees, and public art. | 1.2 | Planning Division | Mid-term | \$\$ |
| CIP-1.2.3 | Develop a community engagement program to involve residents in public space design. | 1.2 | Planning Division | Mid-term | \$ |
| CIP-1.3.1 | Partner with local organizations to activate underutilized public spaces with events and pop-up markets. | 1.3 | Planning Division/ACE Division | Near-term | \$ |
| CIP-1.3.2 | Establish a small business incubator program to support local entrepreneurs. | 1.3 | Business Development/Planning Division | Mid-term | \$ |
| CIP-1.3.3 | Create a branding and marketing campaign to highlight local businesses and community assets. | 1.3 | Visit Ogden/Planning Division | Mid-term | \$ |
| CIP-1.4.1 | Install wayfinding signage that directs visitors to key destinations such as downtown, parks, trails, dining, shopping, and historic sites. | 1.4 | Planning Division/Engineering/Parks Division | Mid-term | \$\$ |
| CIP-1.4.2 | Implement a unified design theme with consistent street furniture, lighting, and landscaping. | 1.4 | Planning Division/Engineering/Parks | Mid-term | \$ |
| CIP-1.4.3 | Develop a maintenance plan to keep streetscapes clean and well-maintained. | 1.4 | Public Services/Parks | Near-term | \$ |
| CIP-1.5.1 | Implement a landscape master plan with tree planting, green spaces, and art installations. | 1.5 | Planning/Engineering/Parks | Near-term | \$ |
| CIP-1.5.2 | Organize a public art competition to involve local artists in creating sculptures or murals for the interchange. | 1.5 | Planning/ACE | Near-term | \$ |
| CIP-1.6.1 | Install permeable paving, stormwater management systems, and energy-efficient lighting. | 1.6 | Engineering/Parks/ Public Services | Mid-term | \$\$ |
| CIP-1.6.2 | Incentivize green roofs or solar panels into structures within the interchange area through zoning code updates. | 1.6 | Planning Division | Near-term | \$ |

THEME 2: Economic Development and Land Use

| ACTION # | ACTION DESCRIPTION | OBJECTIVE # | DEPT. LEAD/ COMMUNITY PARTNER | TIMING (ONGOING, NEAR-TERM, MID-TERM, LONG-TERM) | COST (\$, \$\$, \$\$\$) |
|------------------|---|--------------------|---|---|--------------------------------|
| EDL-2.1.1 | Conduct a detailed market study to identify high-value business sectors for recruitment. | 2.1 | Business Development | Mid-term | \$\$ |
| EDL-2.1.2 | Establish tax incentives for businesses that create local jobs. | 2.1 | Community and Economic Development | Mid-term | \$\$ |
| EDL-2.2.1 | Simplify the permitting process for new businesses in targeted | 2.2 | Planning Division/ Building Division | Near-term | \$ |
| EDL-2.2.2 | Create a business retention program to support existing businesses in the area | 2.2 | Business Development | Mid-term | \$ |
| EDL-2.3.1 | Collaborate with local colleges and trade schools to create workforce development programs. | 2.3 | Business Development | Mid-term | \$ |
| EDL-2.3.2 | Organize job fairs and training workshops in collaboration with local employers and educational institutions. | 2.3 | Business Development | Mid-term | \$ |
| EDL-2.4. | Provide incentives for developers to include ground-floor retail or community spaces in new developments. | 2.4 | Planning Division | Near-term | \$ |
| EDL-2.42 | Establish a design review process for new buildings to ensure they align with the character of the corridor. | 2.4 | Planning Division/ Building Division | Near-term | \$ |

THEME 3: Transportation and Mobility

| ACTION # | ACTION DESCRIPTION | OBJECTIVE # | DEPT. LEAD/ COMMUNITY PARTNER | TIMING (ONGOING, NEAR-TERM, MID-TERM, LONG-TERM) | COST (\$, \$\$, \$\$\$) |
|-----------------|---|--------------------|--|---|--------------------------------|
| TM-3.1.1 | Develop a detailed pedestrian and bicycle master plan for the interchange area. | 3.1 | Planning Division | Near-term | \$ |
| TM-3.1.2 | Install protected bike lanes and enhanced crosswalks to improve safety. | 3.1 | Engineering Division/ Planning Division | Mid-term | \$\$\$ |
| TM-3.1.3 | Partner with transit agencies to improve bus stops and integrate them into pedestrian networks | 3.1 | Planning Division | Near-term | \$ |
| TM-3.2.1 | Expand transit routes and frequency to better serve the interchange and surrounding neighborhoods. | 3.2 | Planning Division/UTA | Mid-term | \$ |
| TM-3.2.2 | Implement a last-mile transportation program, such as shared e-bikes or shuttle services, to connect residents and workers to transit hubs. | 3.2 | Planning Division/ Engineering Division/ Green Bikes | Mid-term | \$\$ |
| TM-3.3.1 | Promote off-peak delivery schedules for freight to reduce congestion during peak travel times. | 3.3 | Planning Division | Near-term | \$ |
| TM-3.4.2 | Encourage the use of low-emission and electric freight vehicles through incentive programs and charging infrastructure. | 3.3 | Sustainability Committee/Planning Division | Mid-term | \$\$ |
| TM-3.4.3 | Explore freight rail enhancements to shift more industrial goods movement from trucks to rail where feasible. | 3.3 | Planning Division// Business Development | Mid-term | \$ |
| TM-3.4.1 | Promote off-peak delivery schedules for freight to reduce congestion during peak travel times. | 3.4 | Planning Division | Near-term | \$ |
| TM-3.4.2 | Encourage the use of low-emission and electric freight vehicles through incentive programs and charging infrastructure. | 3.4 | Sustainability Committee/Planning Division | Mid-term | \$\$ |
| TM-3.4.3 | Explore freight rail enhancements to shift more industrial goods movement from trucks to rail where feasible. | 3.4 | Planning Division/ Business Development | Mid-term | \$ |
| TM-3.5.1 | Introduce speed bumps, curb extensions, traffic circles, or chicanes in residential areas near truck routes. | 3.5 | Planning Division/ Engineering Division | Near-term | \$\$\$ |
| TM-3.5.2 | Use traffic monitoring to identify problem areas and adjust speed limits or traffic signals accordingly. | 3.5 | Engineering Division | Near-term | \$ |

THEME 3: Transportation and Mobility (Continued)

| ACTION # | ACTION DESCRIPTION | OBJECTIVE # | DEPT. LEAD/ COMMUNITY PARTNER | TIMING (ONGOING, NEAR-TERM, MID-TERM, LONG-TERM) | COST (\$, \$\$, \$\$\$) |
|-----------------|--|--------------------|--|---|--------------------------------|
| TM-3.6.1 | Identify high-impact crossings and implement grade separation where feasible. | 3.6 | Planning Division/ Engineering Division | Near-term | \$\$\$ |
| TM-3.6.2 | Upgrade rail crossing signals, gates, and safety measures to improve traffic flow. | 3.6 | Engineering Division/ Union Pacific | Long-term | \$\$\$ |
| TM-3.6.3 | Explore real-time traffic signal coordination to reduce congestion at rail crossings. | 3.6 | Engineering Division/ UDOT/Union Pacific | Near-term | \$ |
| TM-3.7.1 | Establish a task force to facilitate ongoing communication between rail companies and Ogden City Transportation staff. | 3.7 | Planning Division/ Engineering Division | Near-term | \$ |
| TM-3.7.2 | Secure funding for rail crossing improvements through state and federal grant programs. | 3.7 | Planning Division/ Engineering Division | Mid-term | \$\$ |
| TM-3.8.1 | Evaluate alternative traffic routing options to divert vehicles away from heavily impacted crossings. | 3.8 | Engineering Division/ Planning Division | Near-term | \$ |

Detailed Plant List

| 1 | Scientific Name | Common Name | Type | Hardiness Zone | Mature Height | Mature Spread | Sun Exposure | Water Use | Soil | Maintenance | Color | Spring | Summer | Fall | Winter | Other Notes |
|----|------------------------------|--------------------------|-----------------------|----------------|---------------|---------------|------------------|----------------|-----------------------|-------------|---------------|--------|--------|------|--------|---------------------------------------|
| 2 | <i>Penstemon strictus</i> | Rocky Mountain Penstemon | Perennial | 5 to 8 | 2'-3' | 1'-2' | Full Sun | Average | Alkaline | | Purple | | | | | Supports Pollinators |
| 3 | <i>Gaillardia aristata</i> | Blanket Flower | Perennial | 3 to 8 | 24-36" | 12-24" | Full Sun | Low to Average | Acidic to Alkaline | | Red/Yellow | | | | | Supports Wildlife and pollinators |
| 4 | <i>Penstemon cyananthus</i> | Wasatch Beardtongue | Perennial | 3 to 8b | 12" | 8" | Full Sun | | Poor soils (Alkaline) | | Blue | | | | | Supports Bee, drought tolerant |
| 5 | <i>Berlandiera lyrata</i> | Chocolate Flower | Perennial | 4 to 10 | 1-2' | 1-2' | Full Sun | Low to Average | Alkaline | | Blue/Purple | | | | | Drought Resistant |
| 6 | <i>Archillea millefolium</i> | Yarrow | Perennial | 3 to 8 | 2-3' | 3-4' | Full Sun | Low to Average | Nutral | Low | Yellow | | | | | Drought Resistant, Utah Native |
| 7 | <i>Phlox subulata</i> | Moss Phlox | Perennial groundcover | 3 to 9 | 6" | 1-2' | Full Sun | Average | Nutral | Medium | Violet-purple | | | | | |
| 8 | <i>Zauschneria</i> sp | Hummingbird Flower | Perennial groundcover | 3 to 8 | 6"-8" | 18"-2" | Sun, Partial Sun | Low | | Low | Orange | | | | | |
| 9 | <i>Sporobolus airoides</i> | Alkali Sacaton | Grass | 4 to 9 | 3-4' | 2' | Full Sun | | Variety of Soils | | | | | | | Supports Pollinators, winter interest |
| 10 | <i>Bouteloua gracilis</i> | Blue Grama Grass | Grass | 3 to 10 | 6-24" | 18-24" | Full Sun | Low to Average | | Low | | | | | | |

| Street Tree Lawn Plantings | | | | Bloom | | | | | | | | | | | | |
|----------------------------|--|---------------------------|--------------------|----------------|---------------|---------------|--------------------------|----------------|----------------------|---------------------------|--------------------------------------|--------|--------|------|--------|--|
| 1 | Scientific Name | Common Name | Type | Hardiness Zone | Mature Height | Mature Spread | Sun Exposure | Water Use | Soil | Maintenance | Color | Spring | Summer | Fall | Winter | Other Notes |
| 1 | <i>Amelanchier x grandiflora</i> | Serviceberry | Tree | 5 to 9 | 15-20' | 12-15' | Full Sun, Part Shade | Low - Average | Acid-Alkaline | Medium | White Flowers | | | | | Supports bird habitat |
| 2 | <i>Acer ginnala</i> | Amur Maple | Tree | 3 to 8 | 15-20' | 15-20' | Full Sun, Part Shade | Low - Average | Alkaline | | Yellow to orange fall color | | | | | Not native |
| 3 | <i>Malus "spring snow"</i> | Spring snow crabapple | Tree | 4 to 8 | 20-25' | 15-20' | Full Sun | Average | Neutral-Alkaline | Low | Yellow Fall Color | | | | | Very Tolerant to poor condition |
| 4 | <i>Gleditsia triacanthos</i> iner | Skyline Locust | Tree | 3 to 8 | 35-45' | 25-35' | Full Sun | Average | | Medium | Yellow | | | | | Tolerates air pollution |
| 5 | <i>Tilia cordata</i> | Littleleaf Linden | Tree | 3 to 7 | 50-70' | 35-50' | Full Sun, Part Shade | Average | | Low | | | | | | Attracts Butterflies, smells amazing, not native |
| 6 | <i>Acer rubrum</i> "Armstrong" | Armstrong Maple | Tree | 3 to 9 | 50-70' | 10-15' | Full Sun, Part Shade | Average | | Low | Red Fall Color | | | | | |
| 7 | <i>Quercus macrocarpa</i> | Bur Oak | Tree | 3 to 8 | 60-80' | 60-80' | Full Sun | Low - Average | | Low | | | | | | Leaves persist through winter, nice interest |
| 8 | <i>Pinus mugo</i> 'Paul's Dwarf' | Dwarf Mountain Pine | Shrub, evergreen | 2 to 7 | 2-3' | 2-3' | Full Sun | Low - Average | Neutral-Alkaline | Low | Yellow | | | | | Evergreen, tolerates air pollution |
| 9 | <i>Mohonia repens</i> | Creeping Mahonia | Shrub, groundcover | 5 to 9 | 1-2' | 3-4' | Filtered Sun, Part Shade | Low | Neutral | maintenance to keep shape | Yellow, with blue berries, evergreen | | | | | Native, supports native wildlife |
| 10 | <i>Prunus pumila</i> v. <i>besseyi</i> | Sand Cherry | Shrub, groundcover | 5 to 9 | 1-2' | 3-4' | Full Sun | Low | Neutral | maintenance to keep shape | White flowers, red berries. | | | | | Native, supports pollinators & birds |
| 11 | <i>Ericameria nauseosus</i> var | Baby Blue Rabbitbrush | Shrub | 4 to 9 | 4' | 4' | Full Sun | Low | Neutral-Alkaline | Low | White | | | | | Supports native wildlife, pollinators, and drought tolerance |
| 12 | <i>Prunus bessyae</i> 'P011S' | Pawnee Buttes Sand Cherry | Shrub | 4 to 8 | 4-6' | 1-1.5' | Full Sun | Low | | Low | White | | | | | Supports pollinators |
| 13 | <i>Rhus aromatica</i> 'Gro-Low' | Fragrant Sumac | Shrub, groundcover | | | | | | | | | | | | | Supports birds, pollinators |
| 14 | <i>Artemesia frigida</i> | Fringed Sage | Shrub | 2 to 8 | 1.5' | 1.5' | Full Sun | Low | Acid-Neutral | Medium | White flowers & Orange Fall color | | | | | |
| 15 | <i>Amorpha canescens</i> | Leadplant | Shrub | 4 to 8 | 6-8' | 6-8' | Full Sun | Low | Alkaline | Low | Dark Purple | | | | | Native to Utah |
| 16 | <i>Penstemon strictus</i> | Rocky Mountain Penstemon | Perennial | 5 to 8 | 2-3' | 1-2' | Full Sun | Average | Alkaline | | Purple | | | | | Supports Pollinators |
| 17 | <i>Gaillardia aristata</i> | Blanket Flower | Perennial | 3 to 8 | 24-36" | 12-24" | Full Sun | Low to Average | Acidic to Alkaline | | Red/Yellow | | | | | Supports Wildlife and pollinators |
| 18 | <i>Agastache rupestris</i> | Sunset Hyssop | Perennial | 5 to 8 | 18"-2" | 1'-18" | Sun, Partial Sun | Low to Average | Poor soils, not clay | Low | Peach/Pink | | | | | Supports Wildlife and pollinators |

| | | | | | | | | | | | | | | | | | |
|----|---|---------------------------|-----------------------|---------|--------|-----------|--------------------|----------------|-----------------------|-----|---------------|------|---------|---------|------------|--|---------------------------------------|
| 19 | <i>Penstemon cyananthus</i> | Wasatch Beardtongue | Perennial | 3 to 8b | 12" | 8" | Full Sun | | Poor soils (Alkaline) | | Blue | Blue | | | | | Supports Bee, drought tolerant |
| 20 | <i>Geranium viscosissimum</i> | Sticky Geranium | Perennial | 3 to 9 | 2' | 18"-2' | Sun, Partial Sun | Average | | Low | Light magenta | | Pink | Pink | | | Supports Pollinators |
| 21 | <i>Zauschneria garrettii</i> | Hummingbird Trumpet | Perennial groundcover | 3 to 8 | 6"-8" | 12-18" | Sun, Partial Sun | Low | | Low | Orange | | Orange | Orange | | | Supports Pollinators |
| 22 | <i>Callirhoe involucrata</i> | Wine Cups/ Poppy Mallow | Perennial group | 4 to 8 | 1' | 3' | Sun, Partial Sun | Low | | Low | Magenta | | Magenta | Magenta | | | Supports Pollinators |
| 23 | <i>Linum lewisii</i> (Linum perenne) | Lewis Flax | Perennial | 3 to 9 | 12-15" | 18" | Full sun | Low | | Low | Blue | | Blue | Blue | | | |
| 24 | <i>Dalea candida</i> | White Prairie Clover | Perennial | 3 to 8 | 1-2' | 0.75-1.5' | Full Sun | Average | | Low | White | | | | | | Native to Utah |
| 25 | <i>Rudbeckia occidentalis</i> N | Western Coneflower | Perennial | 3 to 10 | 2-6' | 1-2' | Full sun | Average | Neutral - Alkaline | low | Yellow | | Yellow | Yellow | | | Native to Utah |
| 26 | <i>Antennaria sp.</i> | Pussytoes | Perennial | 3 to 8 | 6-12" | 12" | Full to part Shade | Low to Average | | Low | White | | | | | | |
| 27 | <i>Oenothera macrocarpa</i> | Missouri Evening-Primrose | Perennial | 3 to 7 | 1' | 1.5' | Full Sun | Low to Average | | Low | Yellow | | Yellow | Yellow | | | Native to Utah, supports moths |
| 28 | <i>Wyethia amplexicaulis</i> (N) | Mulesear | Perennial | Native | 1-2' | 4"-1' | Full Sun | Low | (Clay or Gravel | Low | Yellow | | Yellow | Yellow | | | Native to Utah |
| 29 | <i>Sporobolus airoides</i> | Alkali Sacaton | Grass | 4 to 9 | 3-4' | 2' | Full Sun | | Variety of Soils | | | | | | | | Supports Pollinators, Winter interest |
| 30 | <i>Achnatherum hymenoides</i> | Indian Ricegrass | Grass | | 1.5-2' | 2' | Full | | | | | | | | | | |
| 31 | <i>Sorghastrum nutans</i> | Indian Grass | Grass | 4 to 9 | 3-5' | 1-2' | Full sun | Low- average | | Low | | | | | | | |
| 32 | <i>Bouteloua gracilis</i> | Blue Grama Grass | Grass | 3 to 10 | 6-24" | 18-24" | Full Sun | Low to Average | | Low | | | | | | | |
| 33 | <i>Schizachyrium scoparium</i> 'Carousel' | Little Bluestem | Grass | 3 to 9 | 2' | 2' | Full Sun | Low | | Low | | | | | Light Blue | | |

