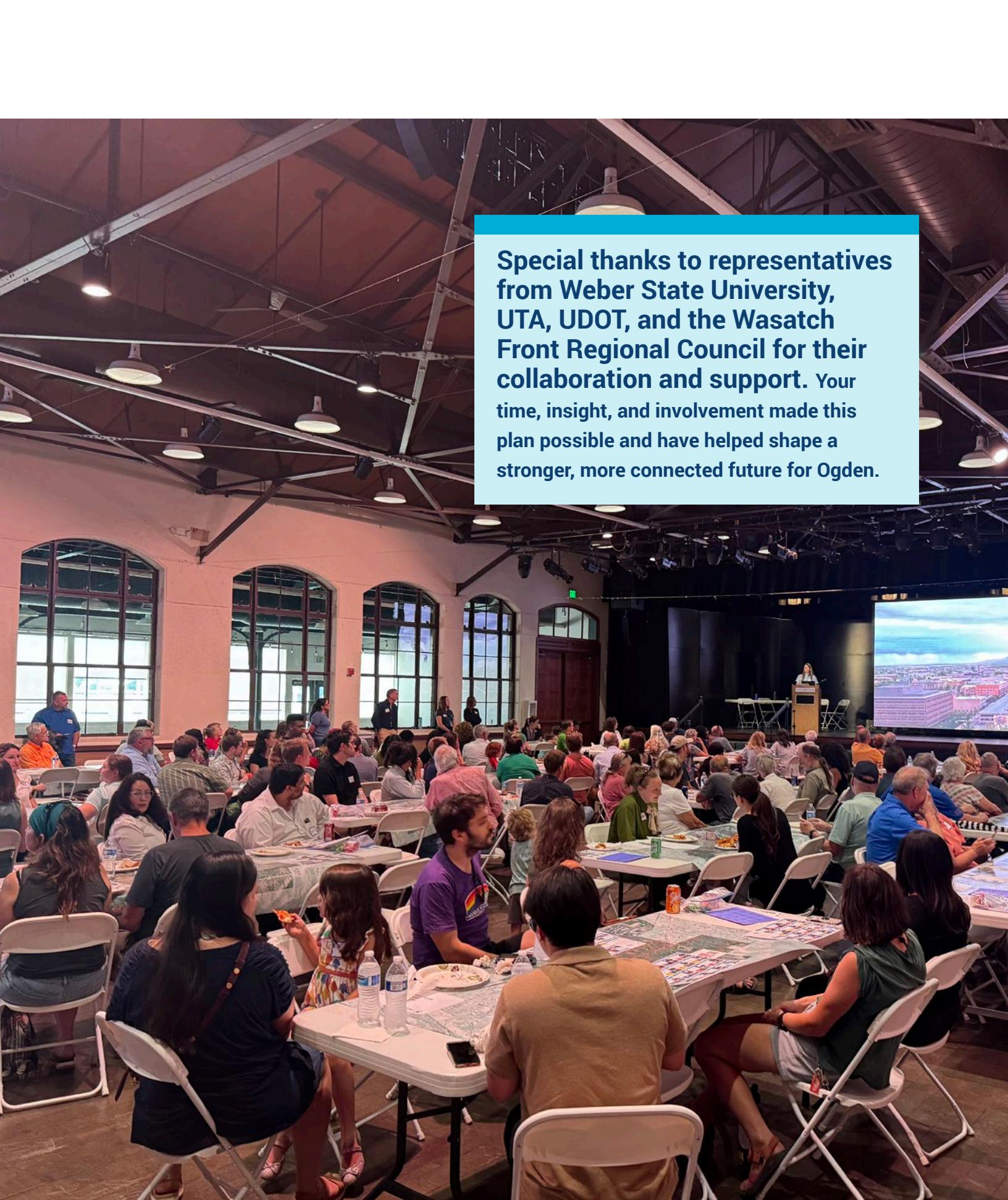




OGDEN CITY OGX STATION AREA PLAN

Adopted by City Council Resolution 2025-22 | 18 November 2025

Certified by Wasatch Front Regional Council | 22 January 2026



Special thanks to representatives from Weber State University, UTA, UDOT, and the Wasatch Front Regional Council for their collaboration and support. Your time, insight, and involvement made this plan possible and have helped shape a stronger, more connected future for Ogden.



Acknowledgments

Thank you to everyone who contributed to the visioning process for the Ogden Station Area Plan. This plan reflects the voices of residents, students, property owners, business leaders, and community partners who participated in public workshops, events, and online engagement activities.

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RESOLUTION NO. 2025-22

A RESOLUTION OF THE OGDEN CITY COUNCIL ADOPTING THE HARRISON BOULEVARD OGX STATION AREA PLAN FOR THE AREA SET FORTH ON THE ATTACHED EXHIBIT A.

WHEREAS, HB 462 (2022) requires municipalities with a fixed guideway public transit station to develop and adopt a station area plan and appropriate land use regulations to implement the station area plan.

WHEREAS, municipalities with an existing fixed guideway public transit station must adopt a station area plan for each station. Municipalities with more than four existing fixed guideway public transit stations must adopt station area plans for at least four of the station areas no later than December 31, 2025. Each following year, municipalities must adopt at least two station area plans until all of the existing fixed guideway public transit stations have an adopted station area plan.

WHEREAS, a proposed Station Area Plan, in compliance with the mandates of House Bill 462, has been presented to the Ogden City Planning Commission.

WHEREAS, the Planning Commission reviewed and recommended approval of the station area plan, known as the Harrison Boulevard OGX Station Area Plan, at its regular meeting on August 6, 2025.

WHEREAS, the Harrison Boulevard OGX Station Area Plan encompasses plans for all five bus-rapid transit stations that are served by a dedicated-lane. The plan focuses on four primary objectives: improving housing affordability and availability, encouraging environmental sustainability, enhancing access to various opportunities, and increasing transportation options and connectivity. The plan also includes a vision and a 5-year implementation plan.

WHEREAS, by approving the Harrison Boulevard OGX Station Plan, the Council generally agrees with the broad suggestions and planning for projects and other objectives contained therein but cannot guarantee that funds will be available for appropriation to complete specific projects described in the plan at a certain time.

NOW, THEREFORE, the Council of Ogden City resolves that the Harrison Boulevard OGX Station Area Plan, dated November 18, 2025, is hereby approved for use in the area as shown on the attached Exhibit A; subject to future appropriations for specific projects and coordination with relevant city departments and other adopted master plans.

A copy of the Harrison Boulevard OGX Station Plan is attached hereto as Exhibit B. This resolution shall become effective immediately after final passage. The Council further resolves that in the event of a conflict between the Harrison Boulevard OGX Station Area Plan and a community plan, the provisions of the Harrison Boulevard OGX Station Area Plan shall control.

PASSED AND ADOPTED by the Ogden City Council this 18th day of November 2025.



Council Chair

ATTEST:



CITY RECORDER



APPROVED AS TO FORM: JAT 8/29/25
LEGAL DATE


James Tanner (Nov 25, 2025 10:22:39 MST)

EXECUTIVE SUMMARY



INTRODUCTION

The Ogden Station Area Plan (SAP) presents a bold and coordinated vision for Harrison Boulevard and the Weber State Ogden Express (OGX) Corridor. Anchored by Utah Transit Authority's (UTA's) new Bus Rapid Transit (BRT) line, OGX, the SAP seeks to transform this corridor into a vibrant, transit-oriented district that supports walkability, housing choice, economic development, and high-quality public spaces. The OGX line connects people to Ogden's FrontRunner Station, Downtown Ogden, and Weber State University (WSU). The SAP is both a local initiative and a response to state requirements under [Utah House Bill 462 \(2022\)](#). It also helps fulfill the vision of the broader Ogden General Plan.

The planning area includes five OGX stations:

- 32nd Street and Harrison Boulevard (32nd Street Station)**
- 36th Street and Harrison Boulevard (36th Street Station)**
- WSU Main Campus (Weber State Central Station)**
- WSU Student Housing (Wildcat Village Station)**
- WSU Dee Events Center (Dee Events Center Station)**

These stations serve a diverse mix of neighborhoods, institutions, and commercial areas. The SAP was shaped through an extensive public process, integrated with Plan Ogden outreach, which resulted in over 4,000 public comments from more than 700 participants. Community feedback strongly emphasized the desire for greater housing variety, walkable and safe neighborhoods, improved transit connections, and vibrant mixed-use centers.



RESPONSE TO HB 462

The SAP serves as Ogden's response to Utah's 2022 House Bill 462 (HB 462), which requires cities with fixed-guideway public transit stations to prepare SAPs that promote moderate-income housing, environmental sustainability, access to opportunity, and transportation choices. While Ogden already provides a significant share of multi-family and student housing, this plan allows the City to continue doing so in a more connected, transit-oriented, and place-based context that supports long-term community and economic goals.

The SAP builds on prior investments in transit and land use planning and reflects input from hundreds of community members and

stakeholders. It captures a shared vision for how the corridor can evolve and includes a five-year implementation plan to guide early steps. These actions lay meaningful groundwork for a phased, long-term transformation of the corridor into a more vibrant part of the City.

The SAP is also consistent with the goals and policies of the Plan Ogden General Plan. It reinforces the citywide land use framework, introduces new categories such as Mixed Center and Community Facility/Campus, and advances the City's adopted Moderate-Income Housing Plan. This consistency ensures that the SAP can be smoothly integrated into the City's General Plan upon adoption.

VISION FRAMEWORK: PILLARS FOR PROGRESS

The SAP is guided by four “Pillars for Progress”, as described below, that resulted from public outreach and technical analysis.

The Harrison Boulevard/Weber State OGX Corridor will...

- **Nurture, grow, and strengthen existing neighborhoods** in the corridor by supporting improvements to existing housing and by encouraging more housing options through compatible infill development.
- **Nurture, grow, and strengthen emerging and planned neighborhood centers and mixed-use centers** to provide the workforce, residents, and the diverse student body at WSU with convenient access to gathering places, goods, services, and a wider range of housing options, particularly options that suit the workforce and the nearly 50% of non-traditional students attending WSU.
- **Support local active transportation** by improving pedestrian and bike routes along the corridor and providing safer east/west connections across Harrison Boulevard, so that students and residents will be able to travel between Downtown Ogden, WSU, planned centers, residential areas, and the nearby foothills using active transportation.
- **Embrace options for mindful use of resources**, including water, air, energy, and infrastructure, as new development occurs along the corridor and as existing buildings and lands are improved.

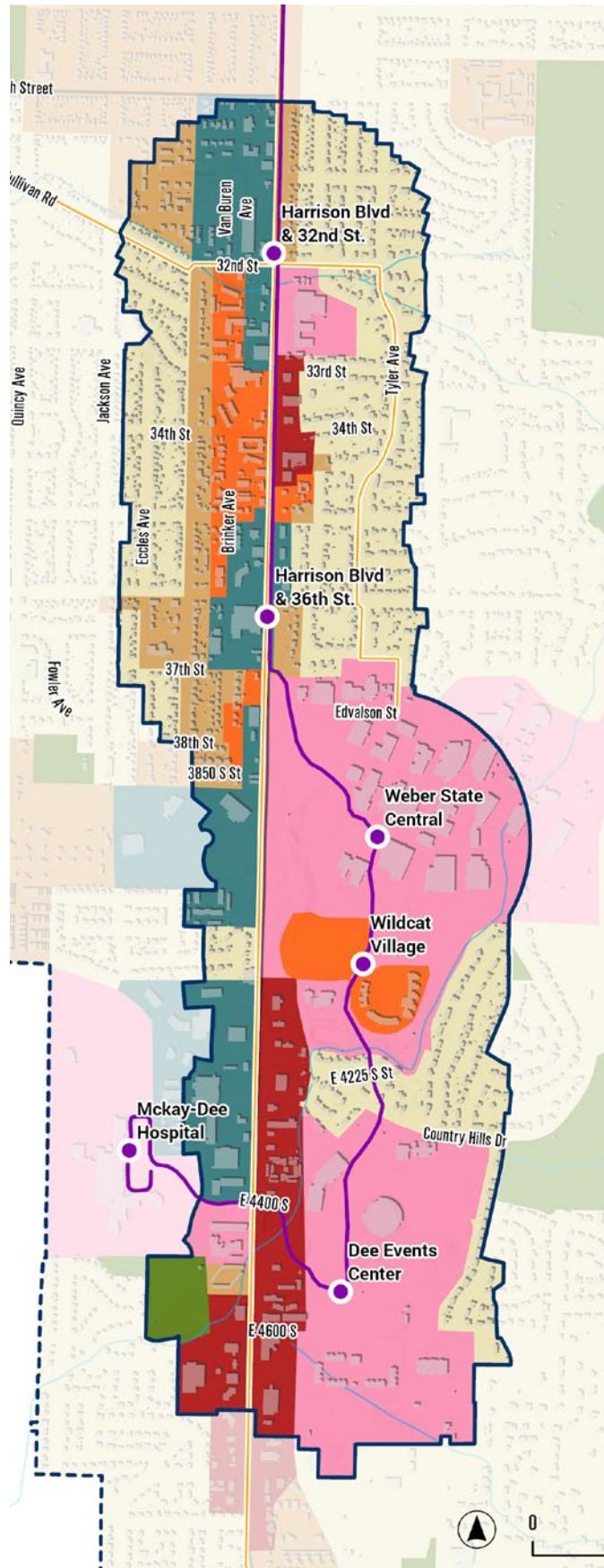


PREFERRED LAND USE AND HOUSING STRATEGY

The SAP proposes a land use vision that balances growth with community character. During public workshops, the “medium-intensity” development scenario received the most support. It includes townhomes, cottage lots, and student housing near transit stations, with context-sensitive infill in surrounding neighborhoods. Higher-intensity mixed-use centers are focused around WSU and major station areas. The SAP introduces new land use designations such as Mixed Center and Community Facility/Campus, updates zoning overlays, and removes ADU prohibitions in targeted areas to support housing diversity and affordability.

Future Land Use

- Ogden Boundary
- Station Area Plan Boundary
- OGX Stations
- OGX Line
- Complete Street Corridor
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Community Facility/Campus
- Mixed Center
- Commercial
- Open Space and Recreation



IMPLEMENTATION FRAMEWORK AND ACTION PLAN

The SAP includes a five-year Action Plan, organized into eight implementation categories. These actions are structured to bridge the gap between vision and execution:

1. Land Use and Zoning

- Adopt new zones, such as Community Facility/Campus, and amend the current Mixed-Use zone.
- Expand infill options, including ADUs, cottage lots, and duplexes.
- Update overlays to protect neighborhood character and encourage reinvestment.

2. Housing

- Incentivize affordable, workforce, and student housing near transit.
- Remove ADU restrictions and promote permitting.
- Coordinate with developers to deliver housing below 80% AMI.

3. Transportation and Mobility

- Facilitate and coordinate with developers to identify feasibility of mid-block pedestrian crossings at key locations, such as 33rd Street.
- Install protected bike lanes where feasible and widen sidewalks.
- Plan and develop adjacent street routes, such as neighborhood greenways, for safe bicycle connectivity through the corridor.
- Implement a Complete Streets redesign for Harrison Boulevard.

4. Open Space and Public Realm

- Develop new gathering spaces near the 32nd and 36th Street transit stations.
- Improve trail connections to the WSU Discovery Loop and Bonneville Shoreline Trail.

5. Economic Development

- Redevelop underutilized commercial parcels near transit stations into mixed-use centers.
- Increase commercial vitality near WSU and McKay-Dee Hospital.
- Use zoning and incentives to support small businesses and services.

6. Infrastructure and Sustainability

- Upgrade aging water, sewer, and stormwater systems.
- Encourage compact, efficient development.
- Promote water-wise landscaping, tree-lined streets and plazas, and reduce parking minimums.

7. Safety and Crash Mitigation

- Improve safety at crash-prone intersections such as 36th Street and Harrison Boulevard.
- Add pedestrian signals and traffic calming measures where needed.

8. Governance and Partnerships

- Certify the SAP with the Wasatch Front Regional Council (WFRC) and the Department of Workforce Services per HB 462.
- Coordinate implementation with UTA, WSU, Intermountain Health, and developers.
- Secure funding through programs such as Housing and Transit Reinvestment Zones and Safe Streets grants.

Looking Ahead. Ogden's SAP is a forward-thinking, community-driven strategy for leveraging transit investment to achieve long-term livability, affordability, and wise use of resources. Grounded in public input and aligned with both state mandates and the City's General Plan, the SAP establishes a clear and actionable roadmap for growth. Through targeted implementation over the next five years, the SAP lays the foundation for a thriving, transit-oriented corridor that serves all who live, work, learn, and travel in Ogden.

01

INTRODUCTION





PROJECT OVERVIEW

The Ogden Station Area Plan (SAP) aims to transform the Harrison Boulevard/Weber State OGX Corridor into a vibrant, bus rapid transit-oriented district. This Corridor is a key spine in Ogden's evolving transit network, linking the City's institutional and residential heartlands to the downtown and statewide transportation system. This SAP is designed to meet the objectives of HB 462 and applies to parcels within a quarter mile of the 32nd Street Station, 36th Street Station, Weber Central Station, Wildcat Village Station, and the Dee Events Center Station.

The SAP outlines a vision for a walkable, mixed-use neighborhood that supports sustainable growth, enhances connectivity, and encourages economic development. By integrating housing, retail, and public spaces with efficient transportation options, the SAP seeks to create a dynamic community hub that meets the needs of residents, businesses, and commuters alike.

Ogden residents have developed the SAP together. With more than 700 people participating in public meetings and more than 4,000 comments, the City has gone through an extensive public process to envision collectively what the Corridor could become over time. That process and the results are integrated in this document, along with information about related conditions, challenges, and opportunities. The SAP culminates in a five-year implementation plan that provides direction for achieving our vision. In five years, Ogden can lay meaningful groundwork for the phased, long-term process of realizing our vision.

Figure 1. Ogden Station Area Context

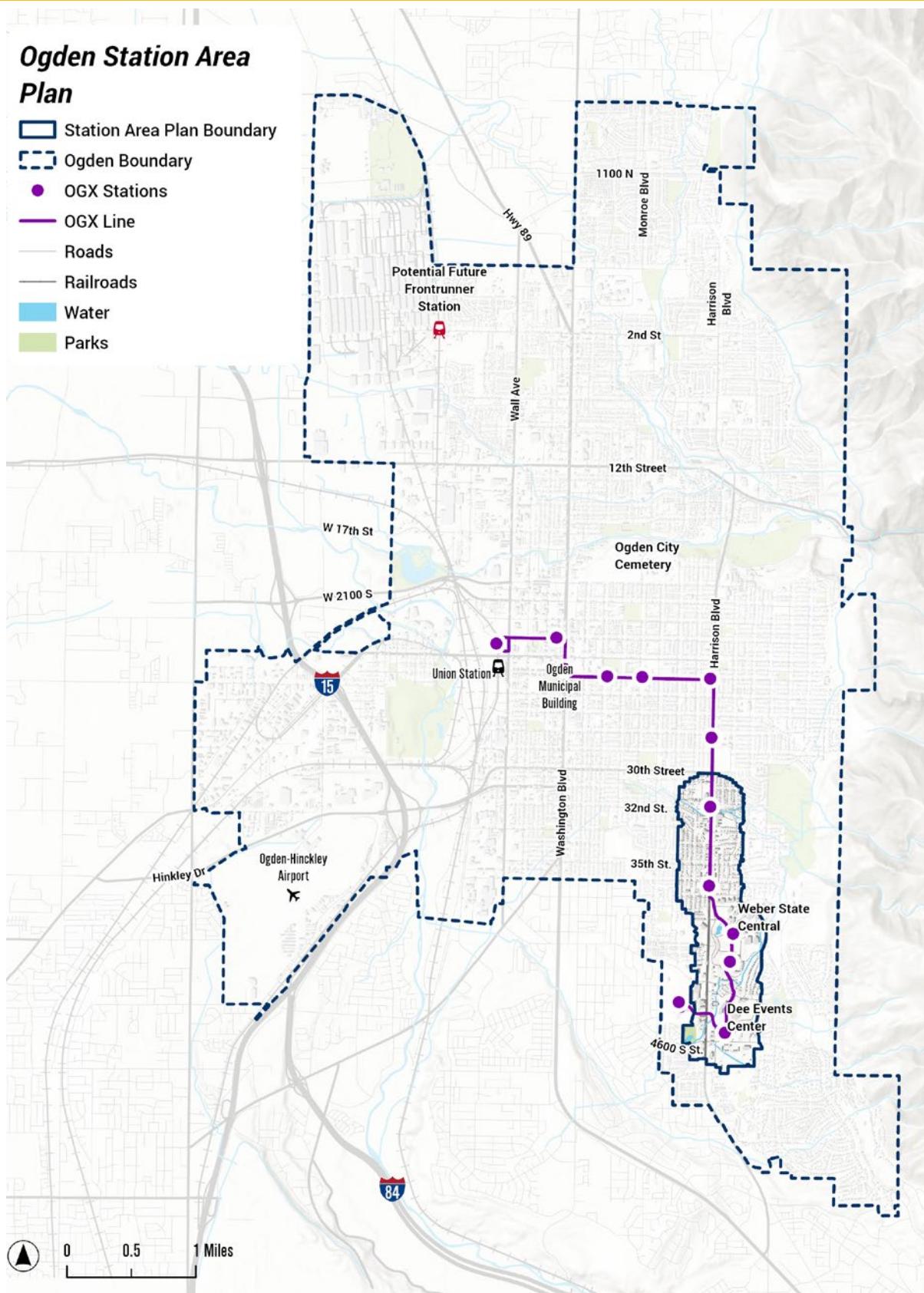
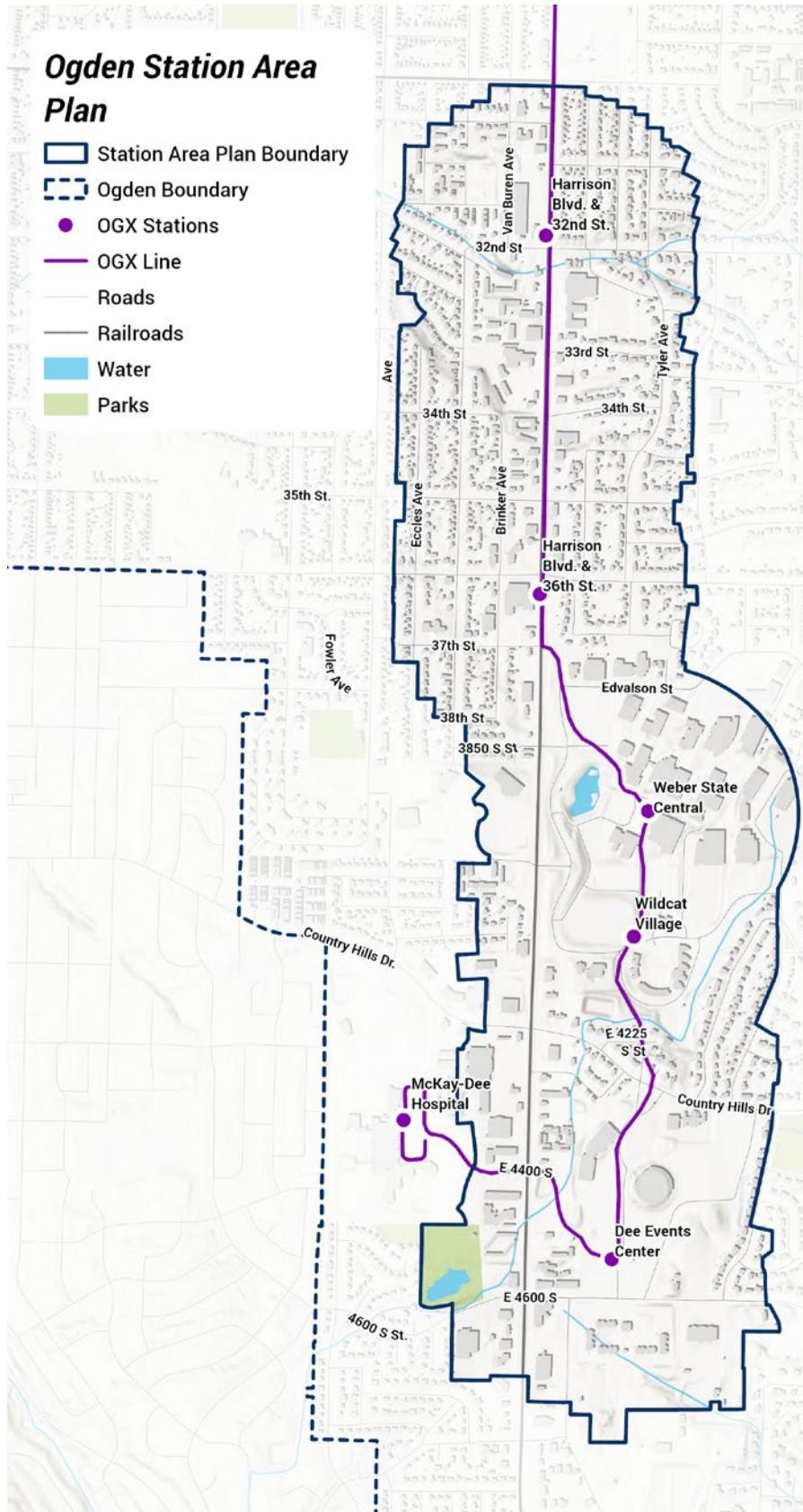


Figure 2. Ogden Station Area Plan Boundary



Planning Area and Context

Ogden's Harrison Boulevard/Weber State OGX Corridor is a part of the Bus Rapid Transit (BRT) line that connects FrontRunner, Downtown Ogden, and WSU. This strategic line joins the region via FrontRunner to two of the City's creative centers—Downtown and the University. The line adds synergy as Ogden increasingly becomes a "college town" with university amenities, students, and graduates shaping the area, and the OGX line provides a valuable transportation link.

Meanwhile, the City, its partners, and private developers provide transportation networks, job opportunities, housing, goods, and services that help the University thrive. The City of Ogden and WSU have a longstanding and mutually supportive partnership.

The Harrison Boulevard/Weber State OGX Corridor runs along Harrison Boulevard from 25th South to 3850 South, when it heads southeast onto Weber State's campus and eventually to Dee Event Center. Generally, suburban and institutional land

uses characterize the corridor and areas beyond, with older single-family neighborhoods generally to the west and newer single-family neighborhoods to the east. Some multi-family units and older commercial uses are located along portions of the corridor, with Weber State's institutional uses comprising most of the land to the south.

The Station Area runs through the southeast quadrant of Ogden and includes the following transit stations:

32nd and Harrison (32nd Street Station).

Located along Harrison Boulevard, this station primarily serves commuters coming from its surrounding residential neighborhoods and commercial areas.

36th and Harrison (36th Street Station).

Similar to the 32nd Street Station, this station is on Harrison Boulevard and also serves commuters from surrounding residential neighborhoods and commercial areas.

WSU Main Campus (Weber State Central Station).

Situated within the WSU campus, this station offers direct access to academic buildings and University facilities, facilitating public transit use for students, faculty, and staff.

WSU Student Housing (Wildcat Village Station). This station is adjacent to the Wildcat Village student housing complex on the WSU campus.

WSU Dee Events Center (Dee Events Center Station).

Located near the Dee Events Center, WSU's basketball facility and multi-use events center, this station helps facilitate the movement of attendees to and from events. As a result, this station can see large fluctuations in usage corresponding with the magnitude and timing of events.

Regulatory Framework

Under HB 462, all Utah cities with a "fixed-guideway" public transit station (i.e., light rail, commuter rail, or bus-rapid transit) must develop a SAP for applicable stations and update their general plan and zoning accordingly. SAPs are only required for Bus Rapid Transit if a separate right-of-way (i.e. bus only lane) is involved, which is why the entire OGX line is not included in this plan. Ogden City's Harrison Boulevard/Weber State OGX Corridor is subject to these new state requirements due to the separate right-of-way.

Objectives outlined in HB 462 include:

- Increase the availability and affordability of housing, including moderate income housing.
- Promote sustainable environmental conditions.

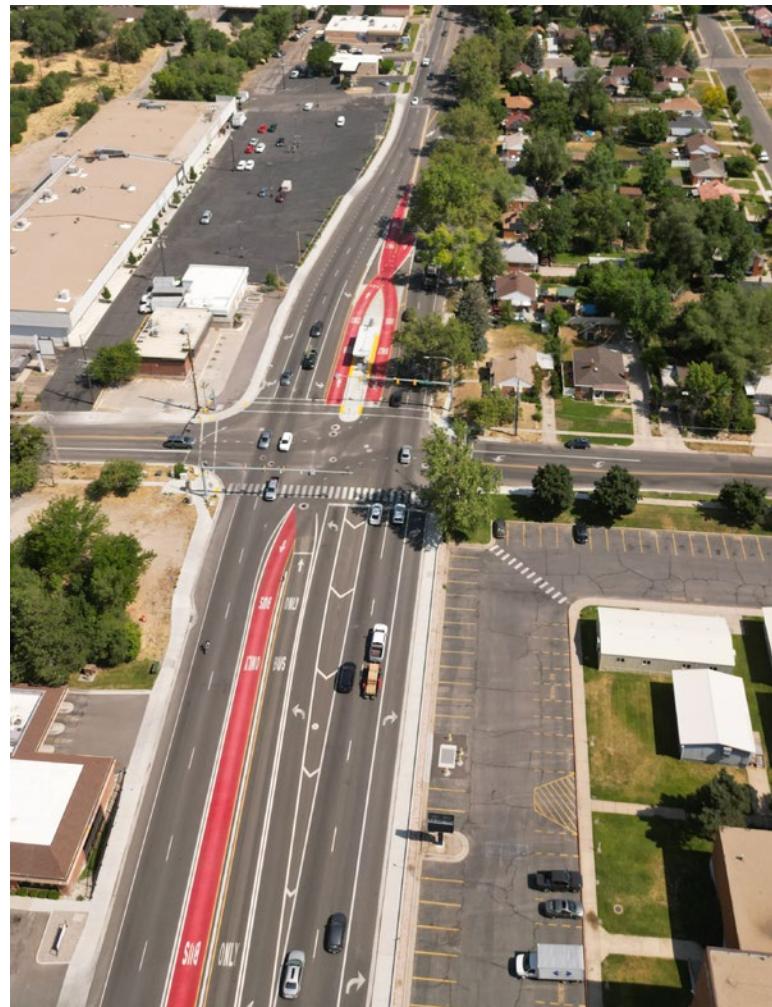
- Enhance access to opportunities (e.g., employment, education, recreation, and commerce).
- Increase transportation choices and connections.

The elements of Utah Code governing moderate-income housing and station area planning are interconnected. One of the City's five required moderate-income housing strategies must include station area planning, and SAPs must consider moderate-income housing. As a municipality with a fixed-guideway public transit station, Ogden City is required to develop and adopt a SAP that promotes the affordability and availability of housing. The Wasatch Front Regional Council must review and certify, if appropriate, that the City has developed and adopted its SAP. The City must then submit its certification to the DWS. The DWS then considers this certification in its review of the City's moderate-income housing reporting.

This Ogden SAP is designed to meet the objectives in HB 462 and to add the sense of place and cohesion necessary to create an outstanding area for Ogden. The City understands the demand for more housing units and a variety of housing options, and this SAP provides an opportunity to do so in the context of creating a place everyone can enjoy.

Relationship with the General Plan

In 2024, the City launched Plan Ogden, a citywide process to update the City's vision and General Plan. Visioning and planning for Ogden's Harrison Boulevard/Weber State OGX Corridor was a part of a larger conversation during the General Plan's robust public visioning process. The Harrison Boulevard/Weber State OGX Corridor Plan builds on the citywide vision and plan for a place that benefits the City, residents, the University, and its students. The SAP is also aligned with the moderate-income housing element of Plan Ogden.



PUBLIC ENGAGEMENT OVERVIEW

The public engagement for the SAP was integrated with Plan Ogden engagement activities. During each workshop session, staff asked targeted questions about the SAP alongside transportation-related inquiries. Initially, the questions were broad, such as, "Which transportation corridors need focus in the future?" In later workshops, questions became more specific, such as, "Considering the needs of Weber State and its students, which approach to the Station Area makes sense?" and, "What specific features should be included in the Station Area Plan?"

In total, there were six in-person workshops and ten events (including Spanish workshops), resulting in over 4,000 comments and 730+ participants.

Engagement Numbers



6 In-person Workshops



10 Events



730+ Participants



4,000 Comments

Key stakeholders, including the following groups, were engaged throughout the process:

Property Owners. Joined station area specific activities during the Plan Ogden workshops.

Business Owners. Joined station area specific activities during the Plan Ogden workshops.

Residents. Joined station area specific activities during the Plan Ogden workshops.

UTA and UDOT. Representatives joined workshops to answer any questions or concerns.

MPO. Representatives joined workshops and attended meetings.

Advisory Committee. Comprised of business owners, community and institutional leaders, and residents of Ogden who were involved throughout all phases.

Staff relied on the Plan Ogden website to provide transparency throughout the planning process, supplying workshop summaries, informational videos, project updates, and interactive online engagement activities. Combined with in-person events, the website delivered transparency and public outreach so that residents could impact, understand, and trust the process.

The culmination of all community feedback informed the development of land use scenarios presented in the second round of workshops and ultimately shaped the vision of the SAP. A balance of the higher intensity and medium density approaches emerged as the preferred direction for the Plan, recognizing that different parts of the SAP study area have diverse needs and opportunities.

Key Themes

Key themes that emerged throughout the public engagement process were:

- **Support for walkability**
- **Support for mixed-residential areas**
- **Support for neighborhood centers along the corridor**

For the area around WSU, the higher intensity approach was the most favored, receiving 67% overall support. This scenario envisions the creation of vibrant neighborhood and mixed-use centers, with apartments along key corridors and an increase in on-campus student housing. This approach reflects a desire to accommodate growth near the University and supports a more walkable, transit-friendly environment that can meet the needs of students and faculty.

Across the broader SAP study area, the medium intensity scenario had the most overall support, with 57% favoring it, followed by 45% supporting the high intensity approach. The medium intensity scenario includes neighborhood centers with townhomes and small-lot single-family homes, offering more



attainable ownership opportunities while still encouraging a mix of housing types. It also includes some additional student housing on campus.

The difference in land use preference between areas is important to highlight because it reflects community priorities, especially the need for more affordable housing and opportunities for homeownership in Ogden. The medium intensity approach addresses those concerns more directly by introducing a wider range of housing types that can serve different income levels and life stages. In contrast, the lower intensity approach received the least support, indicating that maintaining the status quo is less aligned with the community's vision for growth, equity, and housing choice.

02

EXISTING CONDITIONS HIGHLIGHTS





CURRENT LAND USES AND URBAN FORMS

The Harrison Boulevard/Weber State OGX Corridor serves as a central spine in Ogden's expanding transit network, connecting key institutional, commercial, and residential areas. This corridor encompasses the station areas within a quarter mile of the 32nd Street Station, 36th Street Station, Weber Central Station, Wildcat Village Station, and the Dee Events Center Station. Characterized by a mix of large institutional and commercial buildings—particularly in the southern segments—alongside adjacent single-family neighborhoods, the corridor presents notable opportunities for infill development on surface parking lots and underutilized parcels. Although the area benefits from trail connections and recreational amenities, access to public parks and community gathering spaces is inconsistent. High OGX ridership, especially near WSU, underscores the need for ongoing investment in walkable, transit-oriented development that supports both local employment and neighborhood vitality.



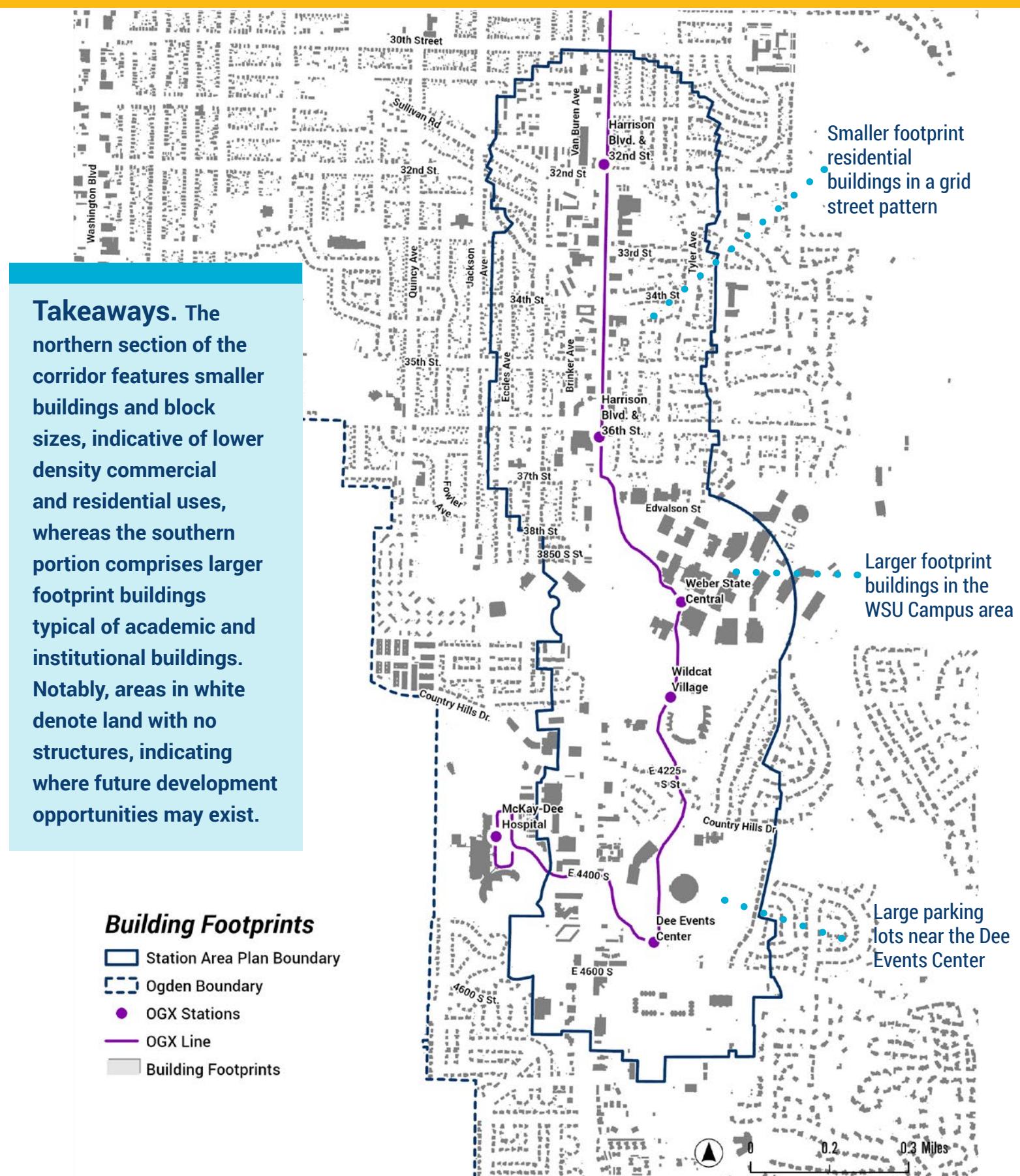
Urban Design Characteristics

Opportunities for infill and improved connectivity resulted from an analysis of the existing urban form and built environment within the corridor by studying building footprints, land use patterns, and block sizes.

Figure 3 illustrates the building footprints near Ogden's Harrison Boulevard/Weber State OGX Corridor to provide a visual representation of the built environment's form, scale, and spatial organization. Much of the larger-footprint multi-family housing, commercial, and institutional buildings are clustered close to the OGX line along Harrison Boulevard and on the WSU campus, with smaller-footprint residential development characterizing the northern and southeastern quadrants. Potential opportunities for infill development along the corridor exist in surface parking lots, especially along the eastern side of Harrison Boulevard. The block sizes along Harrison Boulevard are large, with most ranging from 600 to 800 feet north-south and around 300 feet east-west. Notably, the western side of Harrison between 32nd Street and 35th Street spans 0.4 miles without any mid-block connections to neighborhoods in the northwestern part of the corridor.

Directly adjacent to Harrison Boulevard, commercial, retail, office, and some apartment buildings range from one to three stories. Many of these commercial and retail buildings have auto-oriented features, such as surface parking lots and drive-throughs. Within the WSU campus and Dee Events Center Stations, there are larger institutional buildings with building heights of up to six stories that quickly step down to lower-density residential neighborhoods to the east. These residential areas have curvilinear street patterns and are generally larger single-family homes on larger lots compared to homes in the northern neighborhoods with gridded street patterns and smaller-footprints.

Figure 3. Station Area Building Footprints





Parks, Recreation, and Open Space

The only public park within a quarter mile of a station is Glasmann Pond Park, just west of Dee Events Center.

However, as shown in Figure 4, several other public parks are located slightly further from the stations, such as Forest Green Park, Beus Pond Park, Grandview Park, Monroe Park, and Mount Ogden Park. There are some green spaces accessible to the public, such as Mount Ogden Junior High School's baseball diamond. Serving WSU students, there are multiple sports fields, recreation facilities, and open spaces available on the WSU campus. Most residents and workers in the southern portion of the Station Area are within a 10-minute walk to a park. However, in the areas near Harrison Boulevard from 32nd Street to E 3850 South, as well as along 36th Street east of Harrison Boulevard, **residents in over 500 homes must walk more than 10 minutes to access a public park.**

Several recreation and trail facilities exist along the corridor, such as the Weber County Ice Sheet, which hosts a double-sheet Ice Arena complex open to the public. **The WSU Discovery Loop trailhead can be easily accessed from the Weber State Central Station** and provides excellent opportunities for biking, hiking, and running in the foothills of the Wasatch Mountains, as well as a connection to the regional Bonneville Shoreline Trail.

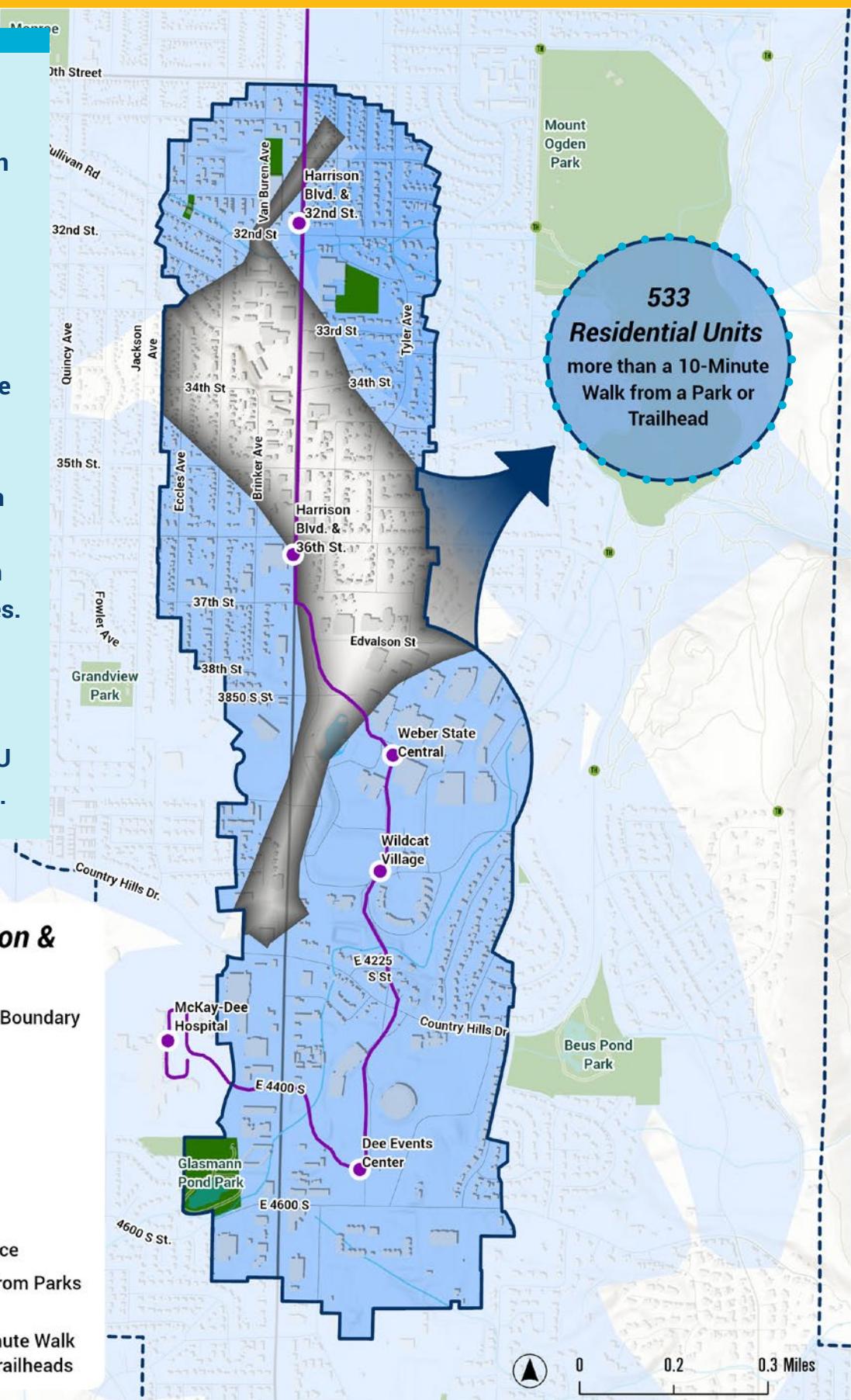
Figure 4. Parks, Recreation, and Open Space

Takeaways. While most of this section of the OGX corridor is within a 10-minute walk to a public park, only one of these parks is within a quarter mile of a station - Glasmann Pond Park, located south McKay-Dee Hospital. Residents of over 500 homes, shown on the map as the area in white, must walk longer than 10 minutes to reach these public green spaces. Community members benefit from trailhead access to the east of the corridor, such as the WSU Discovery Loop trailhead.

Parks, Recreation & Open Space

- Station Area Plan Boundary
- Ogden Boundary
- OGX Stations
- OGX Line
- Roads
- Railroads
- Trailheads
- Parks & Open Space
- 10-Minute Walk From Parks and Trailheads
- More Than 10-Minute Walk From Parks and Trailheads

Source: City of Ogden and Logan Simpson Catchment Analysis



Zoning and Current Land Uses

Understanding current land use regulations in the Station Areas can guide decisions about potential redevelopment and infill development, while also revealing opportunities for updates to the zoning code that would support the objectives of the SAP. **At 90%, most of the corridor is currently zoned for single-family residential uses** (R-1-10, R-1-5, R-1-6, R-1-8), with commercial (CP-2, C-2, CP-1, C-1), institutional (PI), and multi-family zoning (R-3, R-4, R-5) mostly consolidated along Harrison Boulevard. As can be seen in Figure 7, current land use along the corridor does not necessarily reflect zoning regulations and vice versa. Educational institutional uses, such as the WSU campus, are currently allowed in all single-family residential zones. Notably, Accessory Dwelling Units (ADUs), are currently prohibited in neighborhoods east of Harrison and north of 35th Street in the northeastern part of the corridor. **This ADU restriction will be lifted with the Zone Ogden Unified Development Code Update.**

The Zone Ogden Unified Development Code Update (Zone Ogden), initiated in 2023, will rewrite the City's zoning, landmarks, signs, and subdivision ordinances. Zone Ogden has streamlined and defined uses in all zones that were either not allowed or were not identified previously. By removing the ADU restricted overlay, ADU's are now allowed wherever the underlying setback, lot coverage, and other development standards do not restrict them at the individual lot level. Other major changes from Zone Ogden that apply within the SAP area include the following.

Conditional Overlay (shown as C2/CO, PI/CO, and R5/CO). Through the Zone Ogden update, the Conditional Overlay will be changed to the "Limited Use Overlay" and the language in the chapter changed to reflect that the limited overlay is a tool to restrict very specific uses within a parcel where the underlying zone would allow such a use. The Limited Use Overlay requires a legislative process by which the City Council approves a restriction to the uses allowed for that parcel to apply in perpetuity, until a property owner receives approval from the City Council to remove the restriction.

Infill Options and Cottage Lot Overlay.

Zone Ogden provided additional tools for infill development to establish more ownership-style housing throughout the City. Previously, the cottage lot style of subdividing a very small (1,500 sq. ft.) lot from a primary lot was only allowed within the "Cottage Lot Overlay," which applied only to the very northwestern corner of the SAP area. To enable additional opportunities, cottage lots are now allowed in any single-household residential zones (except R-1-2.5, which are too small to allow for the minimum lot size) and all multi-household residential zones where the setbacks and lot size

allow. Other infill options, including flag lots, ADUs, lots on a private right of way, and residential infill, are also allowed in any single or multi-household residential zone where the lot size allows for the required development standards. These infill options provide additional density in residential areas while not sacrificing the character and scale of established residential neighborhoods.

Established Neighborhood Overlay.

Zone Ogden introduced a new concept in order to protect certain neighborhood characteristics in residential areas that were developed prior to 1950, as allowed by Utah Code 10-9a-534(e). These neighborhoods were identified by the City as part of the code update and include several residential neighborhoods within the SAP boundary. These areas are subject to additional standards in the event of redevelopment or infill. The standards include street facing windows, garage requirements that de-emphasize the garage on the front facade, minimum roof pitches, and front porch requirements. The design requirements apply to single-household units and duplexes.

Public/Institutional. Zone Ogden established three different public/institutional zones that sought to clarify the different development types and uses that fall under the larger institutional umbrella. These include the Community

Facility (CF), Professional Office (PO), and Community Campus (CC) zones. WSU is zoned for low-density residential use; however, a new zone, the Community Campus Zone, will address the unique development pattern that aligns with an academic institution. It is the City's intent to redraw the zone districts to ensure that the underlying zone matches this particular use. The McKay Dee Hospital, another major civic use near the SAP area, falls within the new Professional Office Zone. Finally, recreation facilities, public buildings and centers, and religious or other community uses fall under the new Community Facility Zone. There are schools and several churches located along the corridor that fall within this additional category.

Commercial (CP Zones). All commercial zones with the CP suffix are now completely integrated into either C-1, C-2, or C-3 zones. There was very little distinction between the commercial zones and the CP zones, and this change is in name only. Zone Ogden did add and consolidate certain uses in each of the three new commercial zones in addition to removing the CP suffix.

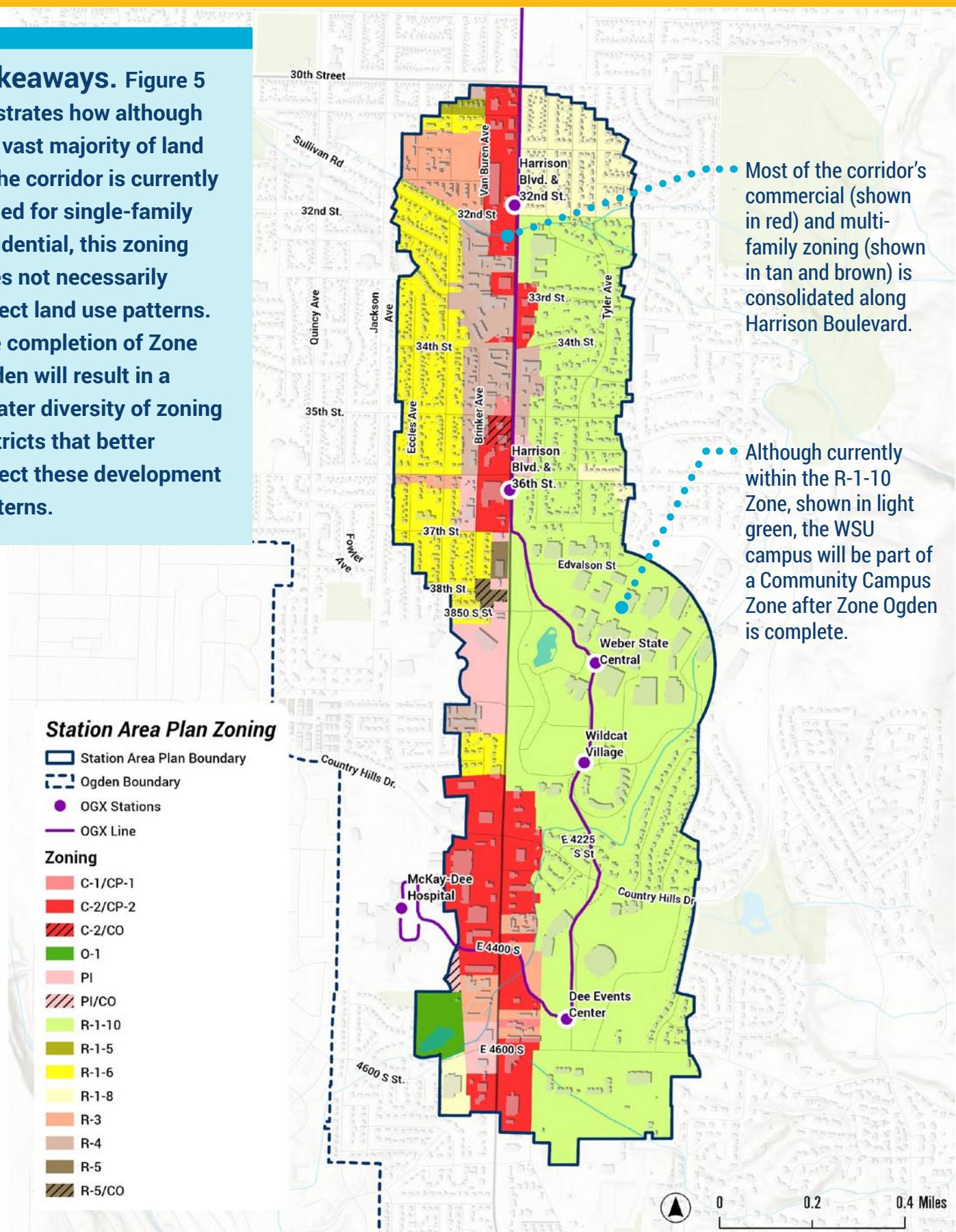


The 32nd and 36th Street Stations feature a mix of uses, with small-scale commercial developments primarily located along Harrison Boulevard and residential buildings surrounding them. Many of these commercial parcels are underutilized or could support redevelopment, presenting an opportunity to reimagine the corridor with additional housing density and more mixed-use development. In contrast, the **land surrounding the WSU Station Areas is dominated by university buildings**, which present less opportunity for the same type of density interventions. However, there may be opportunities to reduce and consolidate

surface parking lots into structured parking facilities to better utilize the land surrounding the WSU Station Areas for education, student housing, or other community uses. The western portions of these station areas, on either side of Harrison Boulevard, include commercial and mixed-use parcels, creating a natural point of transition from university land to broader community use. These parcels present **opportunities to introduce higher-density housing options** that cater to university students, staff, and surrounding community members, particularly those in moderate-income brackets.

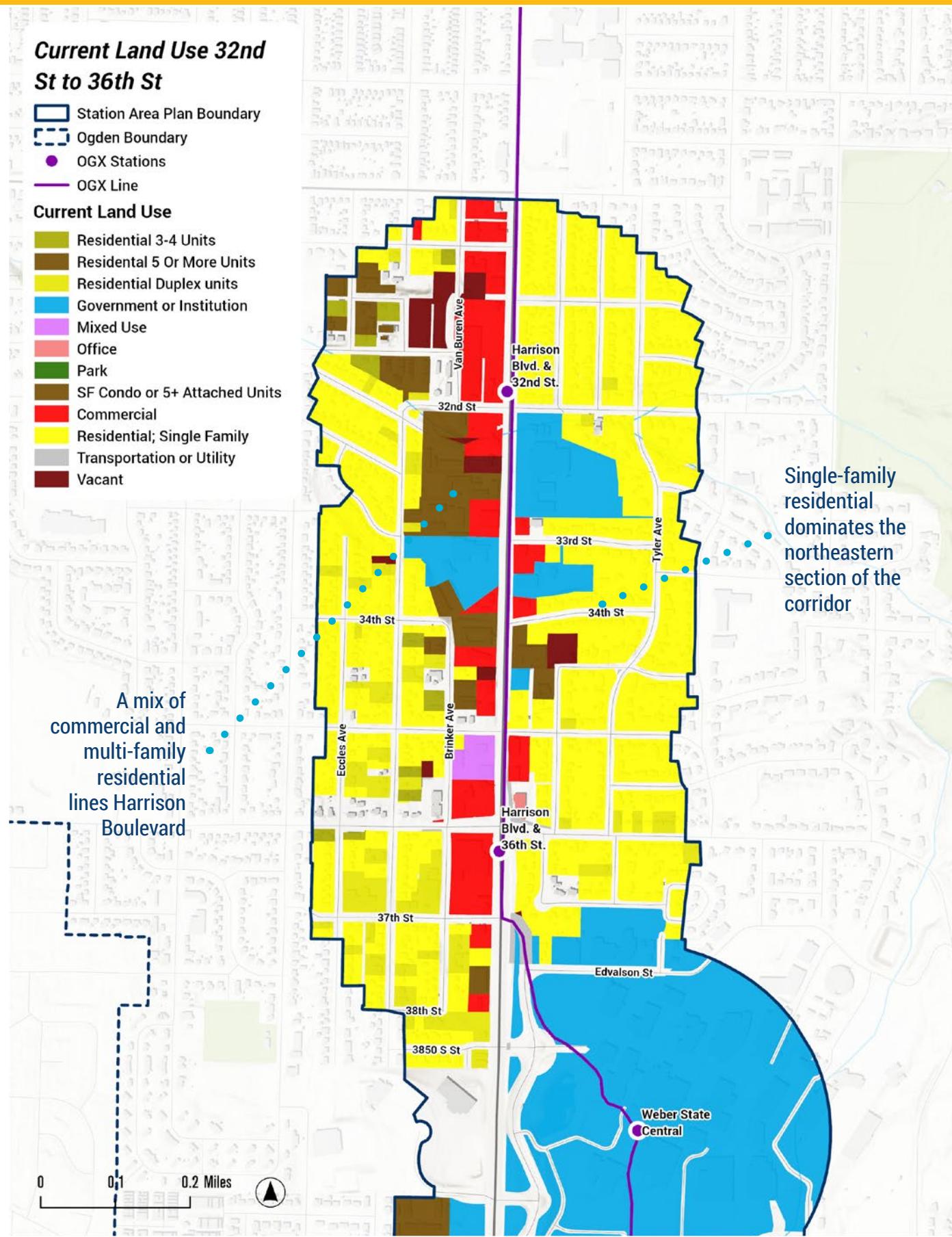
Figure 5. Zoning

Takeaways. Figure 5 illustrates how although the vast majority of land in the corridor is currently zoned for single-family residential, this zoning does not necessarily reflect land use patterns. The completion of Zone Ogden will result in a greater diversity of zoning districts that better reflect these development patterns.



Source: City of Ogden

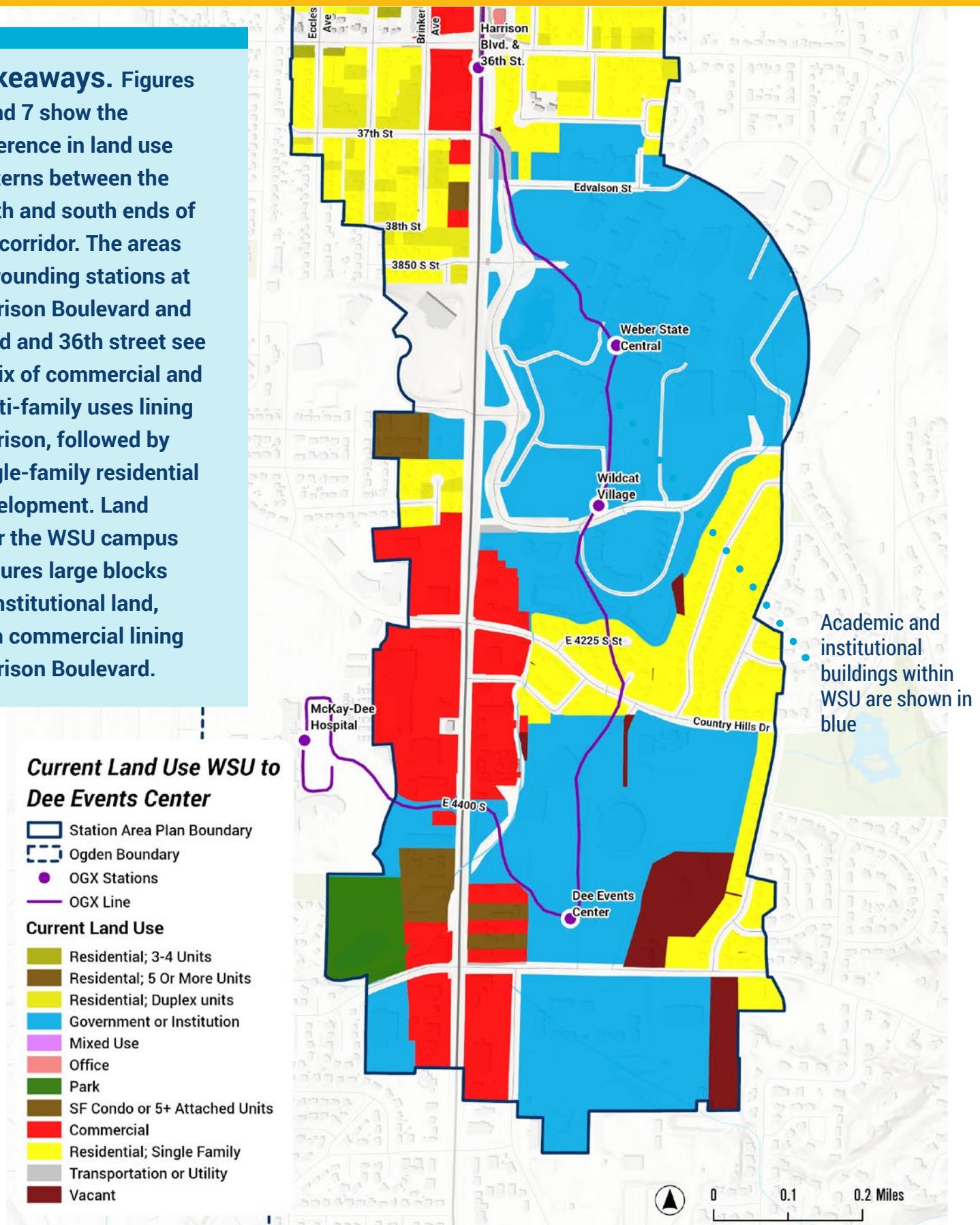
Figure 6. Current Land Use Map: 32nd and Harrison, 36th and Harrison



Source: Utah Geospatial Resource Center, Weber County Assessor 2023

Figure 7. Current Land Use Map: WSU Campus Stations

Takeaways. Figures 6 and 7 show the difference in land use patterns between the north and south ends of the corridor. The areas surrounding stations at Harrison Boulevard and 32nd and 36th street see a mix of commercial and multi-family uses lining Harrison, followed by single-family residential development. Land near the WSU campus features large blocks of institutional land, with commercial lining Harrison Boulevard.



Source: Utah Geospatial Resource Center, Weber County Assessor 2023

Areas of Change

Redeveloping vacant or underutilized land can promote sustainable environmental conditions by making more efficient use of existing resources and infrastructure. Development of vacant or underutilized parcels within already urbanized areas reduces the need for the expansion of urban boundaries, helping to preserve natural habitats, agricultural lands, and open spaces. Redeveloping underutilized land near transit hubs creates opportunities for higher-density, mixed-use developments that reduce the reliance on cars, promote transit use, and encourage low-carbon options such as walking and biking.

Figure 8 shows parcels with the greatest potential for both redevelopment on underutilized parcels and greenfield development on vacant parcels. Commercial parcels with a low improvement to land value ratio are considered underutilized. Residential and institutional parcels and other commercial land with a high improvement to land value ratio are expected to remain stable over time. This map is intended to be a resource for the City, property owners, and developers to consider which areas are best suited for infill development near this section of the OGX line. Other factors such as infrastructure capacity, zoning, lot sizes, market demand, neighborhood context, and current uses should also be considered.

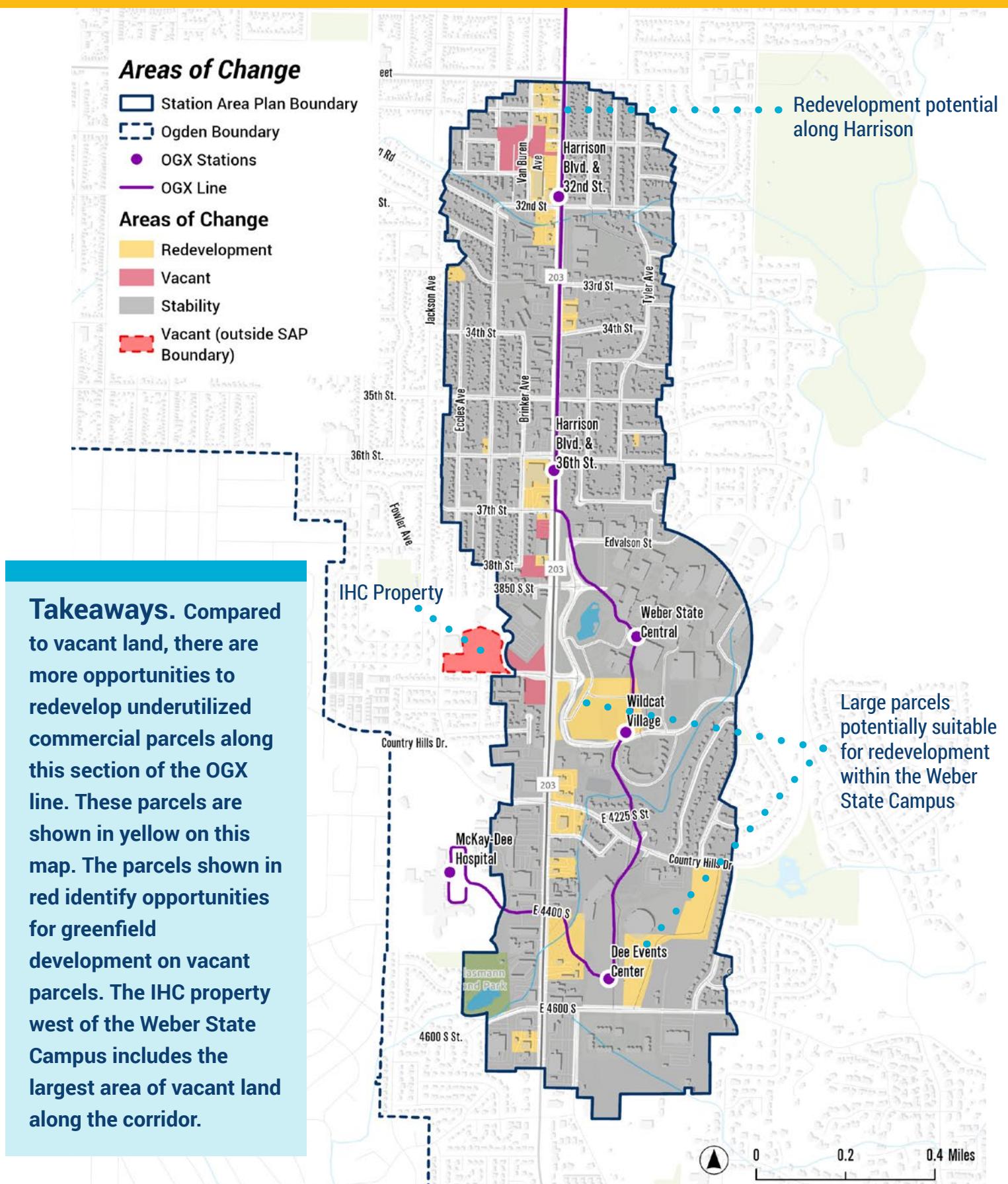
Relationship with Other Plans

In 2019, the Ogden City Transportation Master Plan (TMP) set the stage for citywide transportation planning, with six primary goals focusing on transit service, bicycles, pedestrians, network efficiency, new technology and innovation, and wayfinding. Each goal emphasizes safety improvements and innovations in infrastructure and technology. To support these goals, the TMP outlines potential key projects aimed at enhancing the City's transportation network. Projects relevant to the SAP include the following:

- City-wide electric vehicle charging stations with locations to be determined
- Pedestrian signal study at Harrison Boulevard and 35th Street (currently an unsignalized intersection)
- Provide stop controls in the neighborhoods east of Harrison Boulevard to emphasize north-south traffic
- Create an intermodal hub on the WSU campus
- Fill in missing sidewalk gaps throughout the City, prioritizing locations along arterials and collectors, and near schools and neighborhood centers
- Create a pilot project on Harrison Boulevard for connected/autonomous vehicle lanes

The SAP, along with other plans, such as Onboard Ogden (2019) and the Weber State University Campus Master Plan, provides a basis for understanding where improvements are already planned, and to what goals the SAP can align to achieve shared outcomes.

Figure 8. Areas of Change



Source: City of Ogden Parcel Data; Logan Simpson Analysis

TRANSPORTATION ANALYSIS

This section provides an overview of transit service and accident history within the SAP study area. The Ogden Express (OGX) bus rapid transit line experiences its highest ridership when WSU is in session, with two campus-adjacent stations—Weber State Central and Dee Event Center—serving as the most active points of access. Safety is a concern for non-motorized users, as several accidents involving pedestrians and bicyclists have occurred in recent years, especially at major intersections along Harrison Boulevard. The data suggest a need for continued focus on improving connections between transit, walking, and biking infrastructure to ensure safe and efficient mobility for all users.

Transit and Ridership

OGX averaged monthly ridership of 3,675 boardings on weekdays in 2024. When WSU is in session, weekday ridership ranges between 3,200–5,200 daily boardings. During the summer months, ridership decreases to 2,400-3,400 daily trips during the week. On the weekends, ridership is generally 50% of weekday ridership. September has the highest weekday and weekend day boardings, peaking at 5,277 boardings (Source: UTA Open Data Portal, April 2025). The stations with the highest average monthly number of boardings and alightings are the Weber State Central Station and the Dee Event Center Station.

Figure 9. OGX Monthly Ridership (2024)

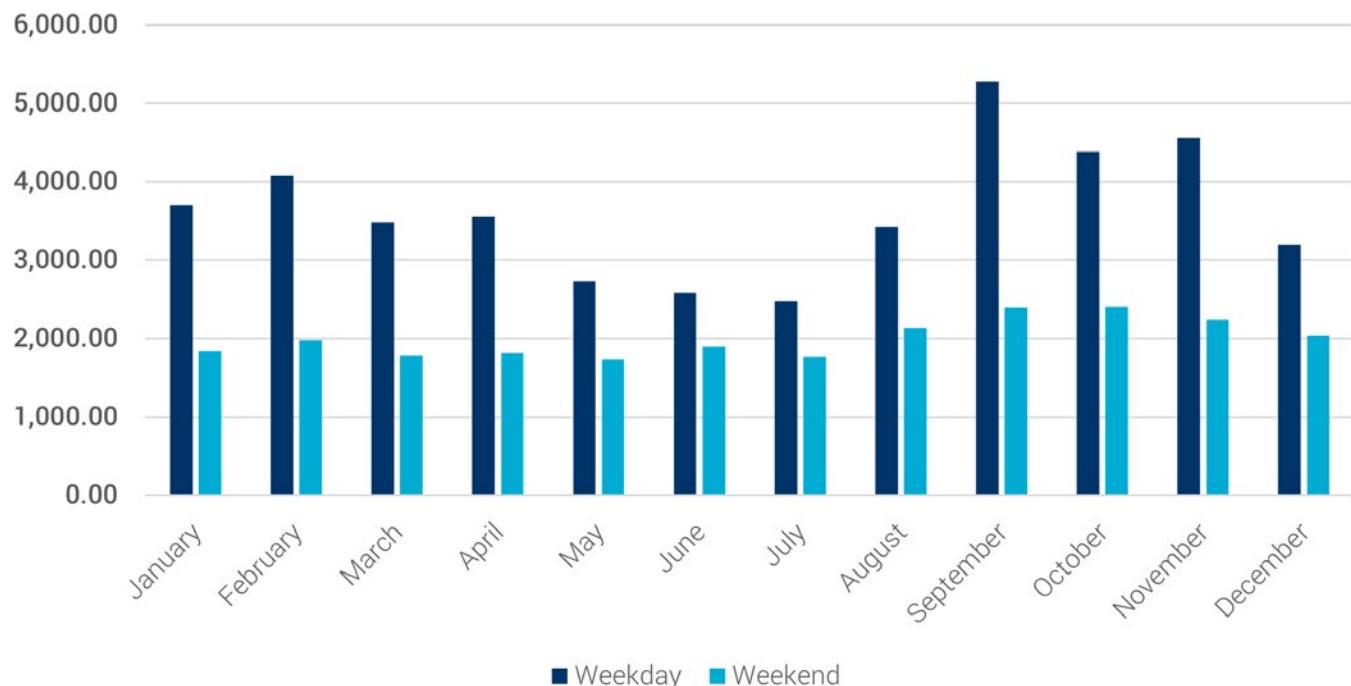


Figure 10. Station Boardings, Alightings, and Routes (2024)

Station Name	Average Monthly Boardings	Average Monthly Alightings	Other Routes Using this Station
32nd Street	179	164	
36th Street	111	121	
Weber State Central Station	1476	1665	602
Wildcat Village Station	167	192	602
Dee Event Center	1456	1280	602

Crashes

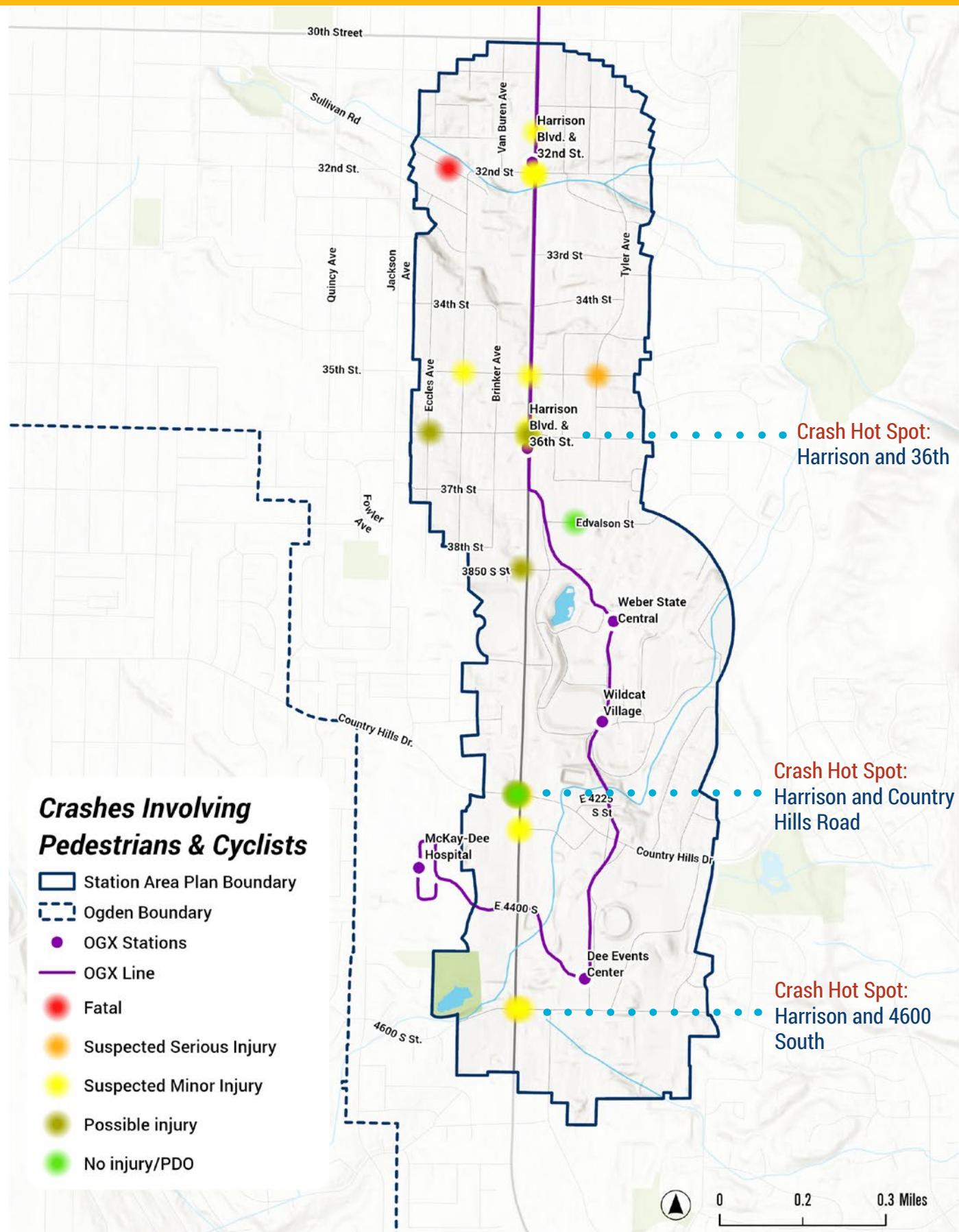
Between 2019 and 2023, 24 crashes involving pedestrians or bicyclists were reported within the station area boundary. Of those, 20 crashes involved a pedestrian, and four crashes involved a bicyclist. One crash resulted in a pedestrian fatality on Sullivan Drive east of the Harrison Boulevard and 32nd Street OGX stations. An overview of crashes by severity is shown in Figure 11 and illustrated in Figure 12.

Figure 11. Accidents by Severity (2019 - 2023)

Accident Severity	2019	2020	2021	2022	2023	Total
Fatal	1					1
No Injury/PDO	1			1	2	
Possible Injury		1		3	1	5
Suspected Minor Injury	3		6	2	2	13
Suspected Serious Injury	1		1		1	3
Total	6	1	7	5	5	24

Three intersections along Harrison Boulevard appear as hot spots for pedestrian- and bicyclist-involved crashes: Harrison Boulevard and 36th Street, Harrison Boulevard and Country Hills Road, and Harrison Boulevard and 4600 South. The most common vehicle maneuver resulting in a crash involving a pedestrian or bicyclist in the SAP study area is a turning vehicle.

Figure 12. Pedestrian- and Bicycle-Involved Crashes (2019-2023)



Intermodal Access

Intermodal access refers to the ability of people to easily transition between different modes of transportation within a single trip. Seamless transitions between walking, biking, and the OGX line are essential to support a more integrated and user-friendly transportation system.

Most of the area surrounding Harrison Boulevard has a well-connected grid street pattern with alleys between 28th and 30th Streets. Between 30th and 35th Streets, connectivity becomes more challenging, especially the block on the west side of Harrison Boulevard, which is 2,300 feet long without a westward connection to Van Buren Avenue. Some blocks are 660 feet long without any mid-block alleys or pedestrian crossings.

The area's topography is also challenging because there is an elevation difference between 60 and 80 feet from the east to west side of Harrison Boulevard. This can also present additional challenges during the winter months when snow and ice make travel more difficult.

Figures 12 and 13 outline the current state of bicycle and pedestrian infrastructure in the SAP area, emphasizing proposed facilities in the 2016 Bicycle Master Plan, existing facilities, and gaps that present opportunities for improvement. **While roads such as 36th Street, Skyline Drive, and those surrounding WSU include striped bicycle lanes, key corridors like Harrison Boulevard**

lack designated bicycle facilities. Sidewalk coverage is generally strong along major routes, though gaps and narrow segments, particularly south of 36th Street, limit walkability and accessibility for residents with limited or impaired mobility.

Large blocks without mid-block crossing opportunities act as a barrier to connectivity. As larger properties develop, especially along Harrison Boulevard, **planning and design should consider adding mid-block walkways for pedestrians where feasible**, as well as mid-block signalized pedestrian crossings at locations such as 33rd Street. Pedestrian signals at existing intersections, such as 35th Street, should also be considered. These will improve connectivity and mitigate the impact of barriers along the BRT Corridor.

The current curb-to-curb width along Harrison Boulevard ranges from 80 to 100 feet, with much smaller widths along the OGX line in the WSU and Dee Event Center Stations that range from 20 to 60 feet. This range in dimension, combined with the mix of building scales and land uses, creates both constraints and opportunities for future transportation improvements. For example, the wider width along Harrison Boulevard provides space for enhanced multimodal infrastructure, such as wider sidewalks and a protected bicycle lane, with narrower segments near the WSU and Dee Events Center Stations offering fewer options for additional bike and pedestrian infrastructure.

Figure 13 highlights existing and proposed active transportation facilities and barriers to connectivity both within and surrounding the SAP study area. The following key findings represent gaps and opportunities in the bicycle and pedestrian network:

Bicycle Infrastructure

- There are currently no designated bicycle facilities on Harrison Boulevard.
- Most neighborhood streets serve as bike boulevards, offering a shared road experience.
- 36th Street has a striped eastbound bicycle lane east of Harrison Boulevard as well as eastbound and westbound facilities west of Harrison Boulevard.
- Where 36th Street becomes Skyline Drive along the foothills to the east, striped facilities are available on both sides of the road. The striped Skyline Drive bicycle lane continues until south of 4600 South.
- 4600 South, just south of the Dee Event Center has striped bike lanes in both directions between Skyline Drive on the east and Glasmann Way on the west.
- Country Hills Drive has striped bike lanes on both sides of the road.
- The roads surrounding the WSU campus (Edvalson Street, Dixon Parkway, and Village Drive) have striped bicycle lanes; however, they merge into the regular travel lane before the traffic circles at University Circle and 3950 South.

- Bicycle infrastructure is currently very limited west of Harrison Boulevard within the SAP study area.

Pedestrian Infrastructure

- Sidewalks are present on both sides of Harrison Boulevard for the entire SAP study area, except for the west side of Harrison Boulevard between 37th Street and 3850 South. Sidewalk widths along Harrison Boulevard vary, ranging from four to ten feet. These sidewalks are predominantly located next to the curb of the roadway.
- New sidewalks were installed as part of the OGX station construction; those sidewalks are between six and six-and-a-half feet wide.
- South of 36th Street, sidewalks on adjacent neighborhood streets are sparse until the WSU campus. Multiple walking paths to and throughout the campus provide connectivity; however, they may not always provide the most direct connections. Some barriers remain, especially parking lots around the Dee Event Center and sports fields surrounding the athletic buildings.
- Harrison Boulevard is a major thoroughfare. Crossing Harrison Boulevard as a pedestrian is a stressful experience, even at intersections with traffic signals.

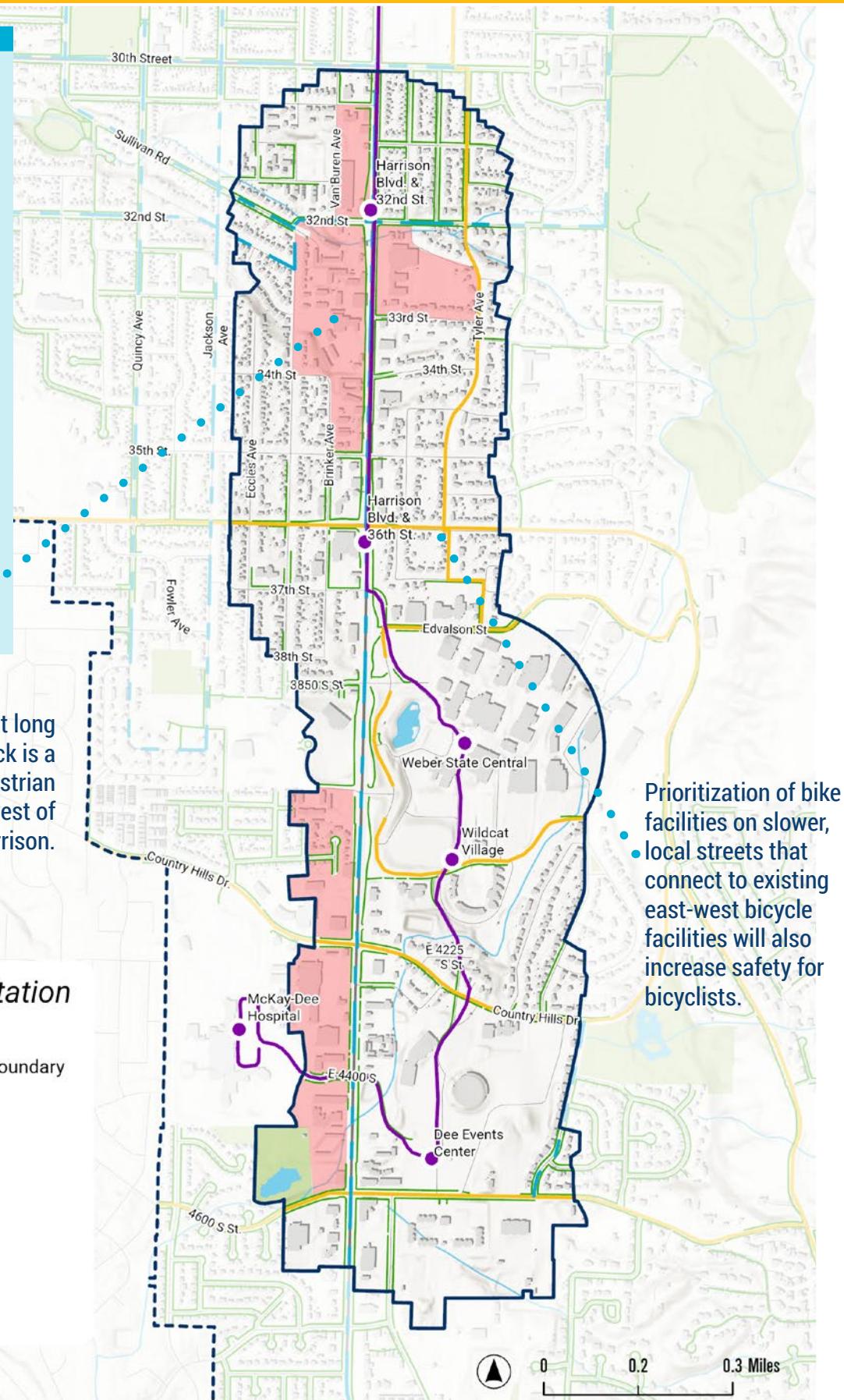
Figure 13. Active Transportation Facilities

Takeaways. While much of the corridor has a well-connected street grid pattern, there are opportunities to break up large blocks that hamper pedestrian connectivity. Future development and street design should prioritize mid-block crossings, wider sidewalks, and bike facilities to support safe, seamless multimodal travel.

This 2,300 foot long north-south block is a barrier to pedestrian connectivity west of Harrison.

Active Transportation Facilities

- Station Area Plan Boundary
- Ogden Boundary
- OGX Stations
- OGX Line
- Sidewalks
- Block Barriers
- Bicycle Facilities**
- Existing
- Proposed



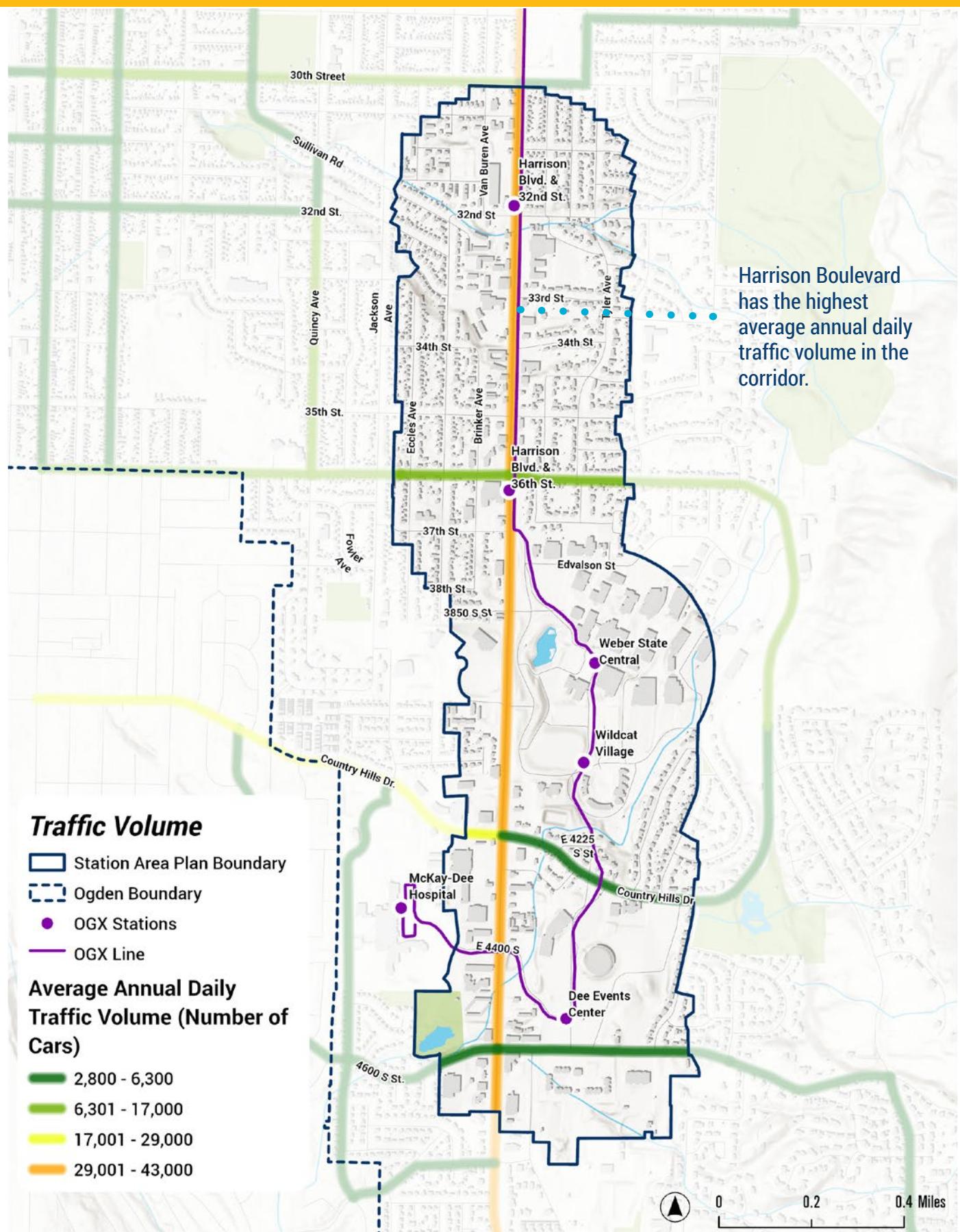
Transit Frequency and Traffic Volumes

Busses on the existing OGX line run every ten minutes on weekdays from 4:30am to midnight, every 15 minutes on Saturdays from 9:00am to 10:30pm, and every 30 minutes on Sundays from 10:00am to 6:00pm (Source: Ogden Express OGX).

As the only principal arterial in the corridor, **Harrison Boulevard has the highest annual average daily traffic**. As a minor arterial, 36th Street has the second highest traffic volume, with the major collectors of Skyline Parkway, Country Hills Drive, and 46th Street seeing higher volumes than local streets in the corridor.



Figure 14. Traffic Volume



CURRENT ECONOMIC CONDITIONS

Commercial

Figure 16 identifies all commercial parcels in the corridor by the original year built. The dark green parcels indicate recent commercial development, built in the year 2010 or later.

Within the five station areas, the newest commercial developments are found near the WSU Student Housing and Dee Events Center stations. Most commercial parcels around the 32nd and Harrison intersection and 36th and Harrison intersection were originally developed prior to 1980, while the WSU Main Campus Station Area generally lacks commercial development.

Employment

With residential uses comprising a large portion of the land in the SAP study area, the employment density is lower compared to Downtown Ogden, with major employment

hubs near the WSU Main Campus and Student Housing stations. Within a quarter-mile radius of each station, there is an inverse relationship between employment and population.

Stations with fewer jobs tend to have more residents nearby, while those with higher job concentrations have fewer residents. Both population and employment levels are critical factors in boosting public transit ridership.

Balancing out ratios of employment to housing can be an opportunity to enhance ridership. While a small portion of those living near a station also work in the same area, the majority of working residents near stations travel elsewhere for work. Conversely, the majority of those employed near a station travel from homes in other areas of Ogden, as well as neighboring cities such as Layton, South Ogden, North Ogden, and Roy.

Figure 15. Employment within Quarter-Mile Radius by Station Area

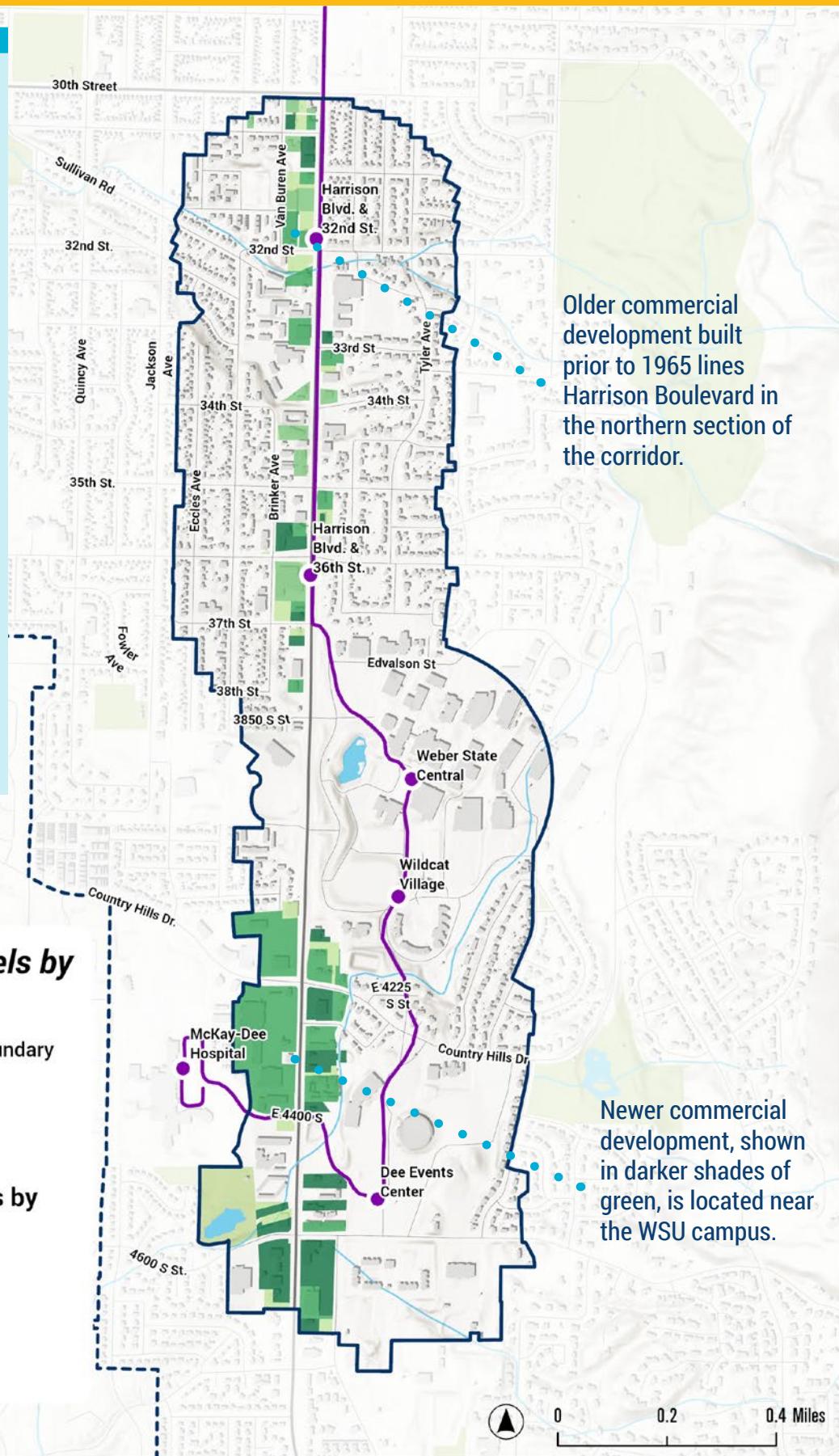
Station Area (¼ mile radius)	Total Job Count (2019)
32nd and Harrison	316
36th and Harrison	577
Weber State Central	1,326
Wildcat Village	1,456
Dee Events Center	701
SAP Corridor Overall	5,343

Source: WFRC Travel Demand RTP 2023

Figure 16. Commercial Parcels by Original Year Built, Station Areas Overview

Takeaways.

Understanding both where commercial parcels exist along the corridor and how old they are helps evaluate commercial redevelopment potential, infrastructure needs, and safeguards the affordability of land for small businesses. Any potential future redevelopment of these commercial parcels, where appropriate, could provide job opportunities to those living within a station area.



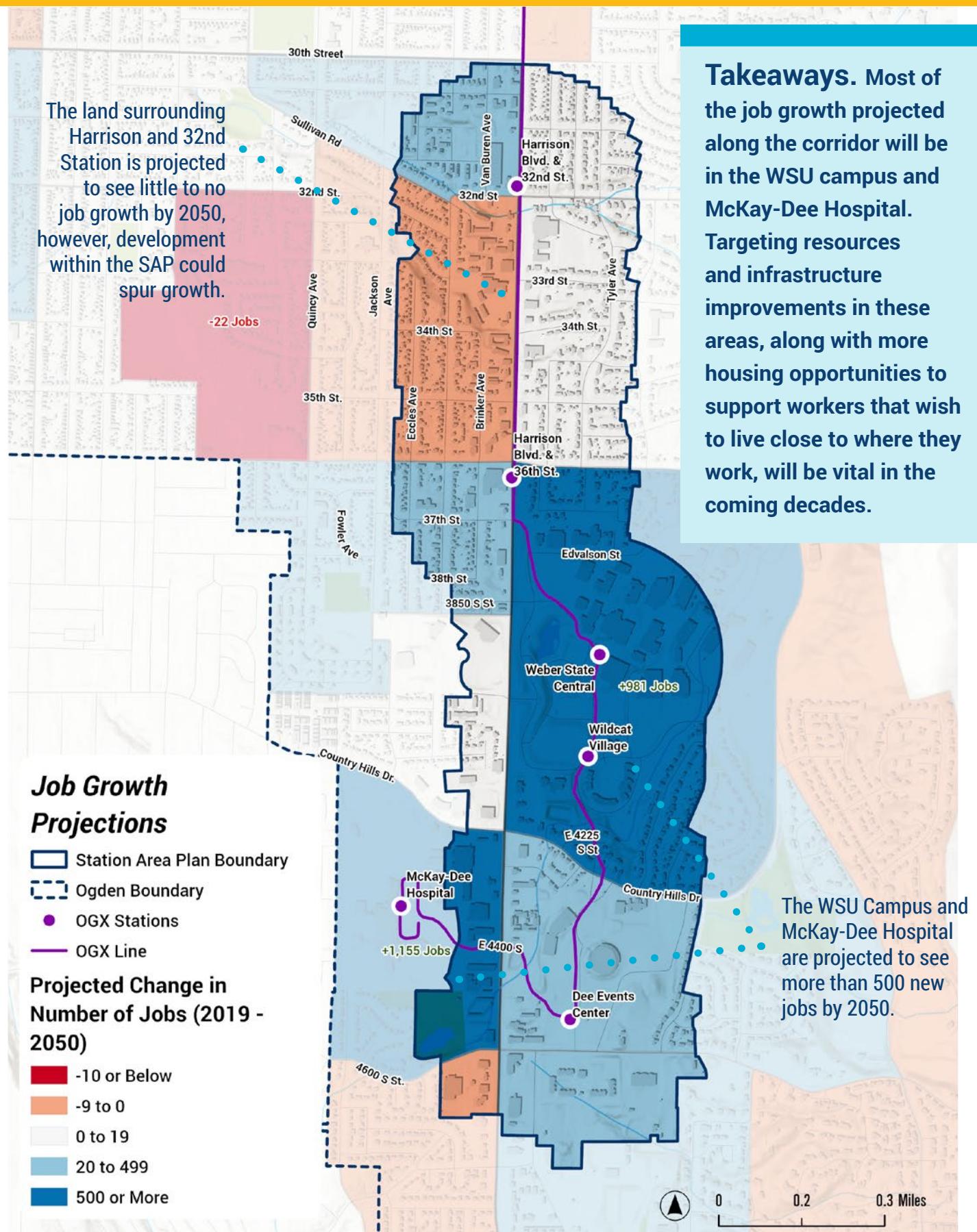
Source: Utah Geospatial Resource Center, Weber County Assessor 2023

The major employment centers in Ogden play a critical role in shaping the future of the corridor, as they significantly influence local transit needs and economic activity. While one of the City's main employment centers is Ogden's Downtown Area, another is at WSU. WSU is directly served by key transit nodes, including the Weber State Central, Wildcat Village, and Dee Events Center Stations. Given the SAP study area's proximity to one of the City's largest employers, it presents a unique opportunity to align the SAP with the needs of the university workforce and surrounding community. This connection underscores the importance of integrating transit access, land use planning, and economic development to maximize the area's potential and support sustainable growth.

By 2050, WSU and McKay-Dee Hospital are anticipated to be the primary drivers of future employment growth within Ogden, making them critical focal points for future planning efforts. While most areas of the City are expected to experience moderate employment growth, a few isolated areas are projected to see small to moderate declines. This pattern of growth highlights the importance of targeting resources and infrastructure improvements in areas that are anticipated to see significant growth.



Figure 17. Job Growth Projections



CURRENT POPULATION AND HOUSING CONDITIONS

Population

Figure 18 shows the population that live within a quarter mile of each transit station in the SAP study area. These numbers highlight the stations with higher residential land uses to accommodate higher populations. While population numbers are higher overall surrounding the 32nd and Harrison and 36th and Harrison stations, the population is much more concentrated in the WSU Student Housing and Dee Events Center near the Station Areas. This is due to the relatively lower density of neighborhoods with more single-family homes near the stations along Harrison Boulevard compared to the apartments and dormitories that serve WSU students in the southernmost stations. The Weber State Central station doesn't have many residents living nearby, but it attracts riders from elsewhere, commuting to and from campus for work or school.

Citywide, the population is growing. **Population growth projections indicate that the highest overall increases will occur in the northeast and north-central parts of the city, as well as along Washington Boulevard, with some strong growth also expected in the southeast.**

The areas southwest of the 36th and Harrison Station and surrounding the Dee Events Center Station are projected to see increases in population by 2050, with the other Station Areas expected to see little to no population growth.

In areas with higher projected growth, stations may require additional infrastructure investments and may be better able to accommodate mixed-use developments and affordable housing to support the expanding population. In contrast, areas with lower growth projections may be limited in how much land

Figure 18. Population within Quarter-Mile Radius by Station Area

Station Area (¼ mile radius)	Total Population (2020)
32nd and Harrison	1,296
36th and Harrison	1,075
Weber State Central	108
Wildcat Village	685
Dee Events Center	803
SAP Corridor Overall	5,065

Source: Decennial Census 2020; ZPFI

Figure 19. Households with No Vehicle within Quarter-Mile Radius by Station Area

Station Area (1/4 mile radius) or Region	% of Households with No Vehicle Available
32nd and Harrison	7.4%
36th and Harrison	8.9%
Weber State Central	15.6%
Wildcat Village	12.4%
Dee Events Center	4.3%
SAP Corridor Overall	8.1%
Ogden City Overall	8.4%
Weber County Overall	4.5%

Source: U.S. Census Bureau, American Community Survey 5-year Data 2018-2022

use can change surrounding the station and focus more on enhancing transit accessibility for current residents with incremental development.

Households without private vehicles tend to rely on alternative transportation options, including public transportation. Compared to Weber County, vehicle availability is lower within all five station areas. Station areas with higher percentages of households without vehicles will benefit from increased availability of affordable housing located near the transit station, further reducing the financial burden of car ownership and

building upon existing ridership. By integrating low to moderate-income housing into these areas, the City can support residents who rely on public transportation and improve access to essential services, education, and employment opportunities. The disparity in vehicle availability between stations highlights the importance of tailoring SAPs to meet the needs of specific populations. For instance, areas like the Weber State Central and Wildcat Village stations will benefit from a focus on higher-density, mixed-use developments with affordable units, ensuring students have access to both housing and transit.

Existing Housing Types and Number of Units

Higher-density housing near a transit stop creates a foundation for future development of similar housing types. This clustering of denser housing options can establish a precedent for additional contextual land use in the area, encouraging developers to invest in more multi-family housing and mixed-use projects that align with transit-oriented development principles.

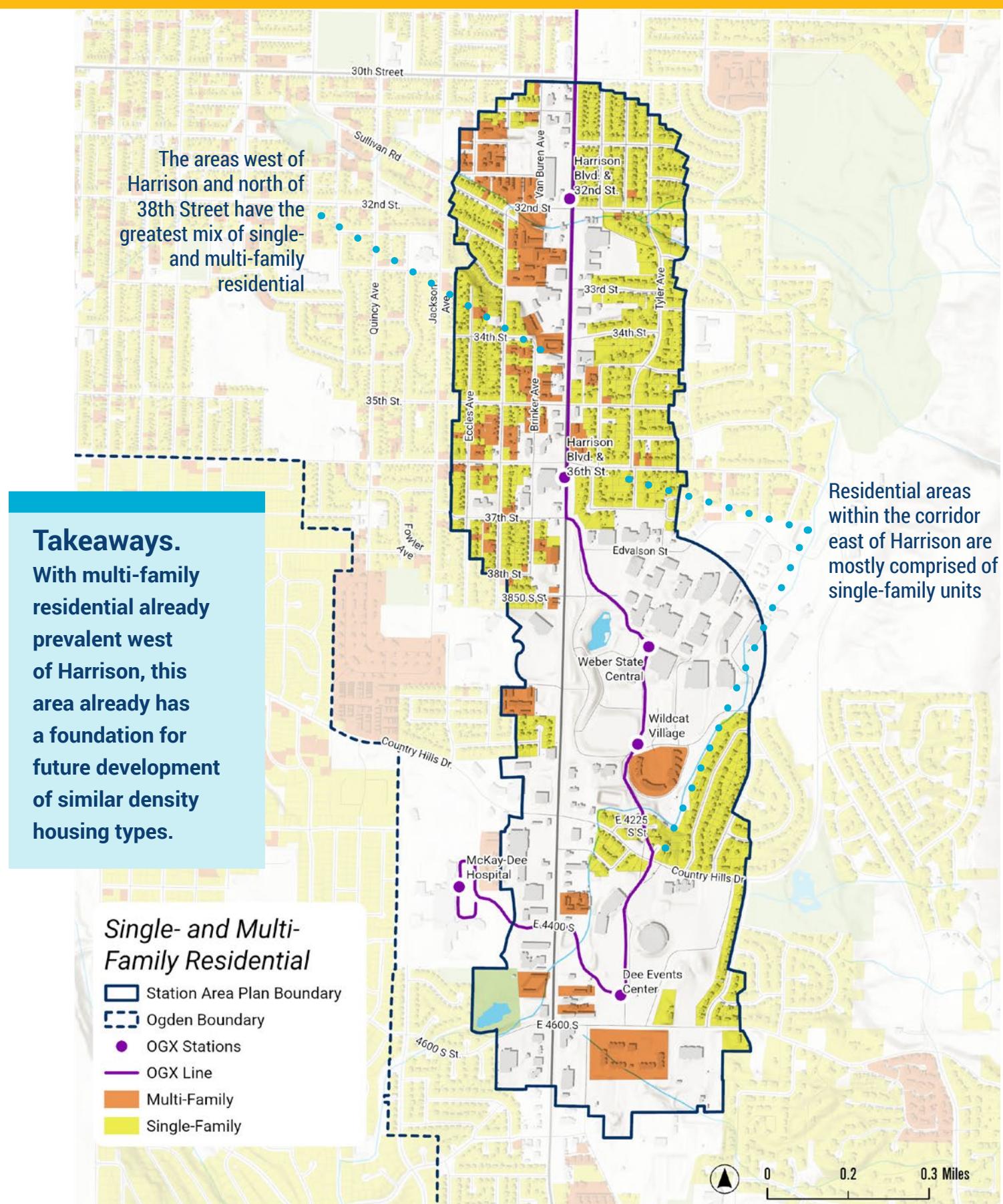
The areas surrounding both Harrison Stations are a mix of single-family and multi-family residential, with the area within a quarter mile of the 36th and Harrison Station having the highest proportion of high-density housing types.

Figure 20. Housing Units by Type within Quarter-Mile Radius by Station Area

¼ mile radius	32nd St. & Harrison Blvd.	36th St. & Harrison Blvd.	Weber State Central	Wildcat Village	Dee Events Center	SAP Corridor Overall
Housing Units (not incl. dorms)	549	408	17	128	184	1,754
% SF Detached	63.1%	59.5%	64.9%	64.0%	71.1%	65.1%
% Townhome	5.6%	7.6%	3.2%	4.8%	5.8%	5.1%
% Duplex	10.2%	9.6%	5.3%	6.0%	0.0%	8.8%
% Apartment or Condo (3+ units)	20.8%	23.3%	26.6%	25.2%	23.1%	20.4%
% Renter Households	34.3%	33.8%	30.2%	30.6%	23.4%	30.2%
% Owner Households	65.7%	66.2%	69.8%	69.4%	76.6%	69.8%

Source: Decennial Census 2020; American Community Survey 5-year Data 2018-2022; ZPFI

Figure 21. Single-Family and Multi-Family Residential Land Uses



WATER UTILITIES

As one of Utah's oldest municipalities, Ogden grapples with the high costs of aging infrastructure. As Ogden plans for the future, infrastructure improvement, maintenance, and additions are critical. The Harrison Boulevard/Weber State OGX Corridor has over 20 miles of water mains with more water services compared to less dense areas of Ogden in the east.

Ogden has several utility and management plans for proper management and provision of essential utility services like water and stormwater management.

Current plans related to water and wastewater utility management aim to address current system conditions, anticipate future growth, and comply with environmental regulations.

The 2023 Ogden City Sewer Master Plan evaluates over one million feet of aging sewer pipes and addresses seasonal infiltration issues that limit system capacity. It aligns infrastructure improvements with increased density anticipated from the Make Ogden Downtown Plan. Similarly, the 2017 Culinary Water Master Plan, an update of the 2012 plan, forecasts water demand through 2050 and recommends system upgrades in high-growth areas, emphasizing water conservation and emergency preparedness.

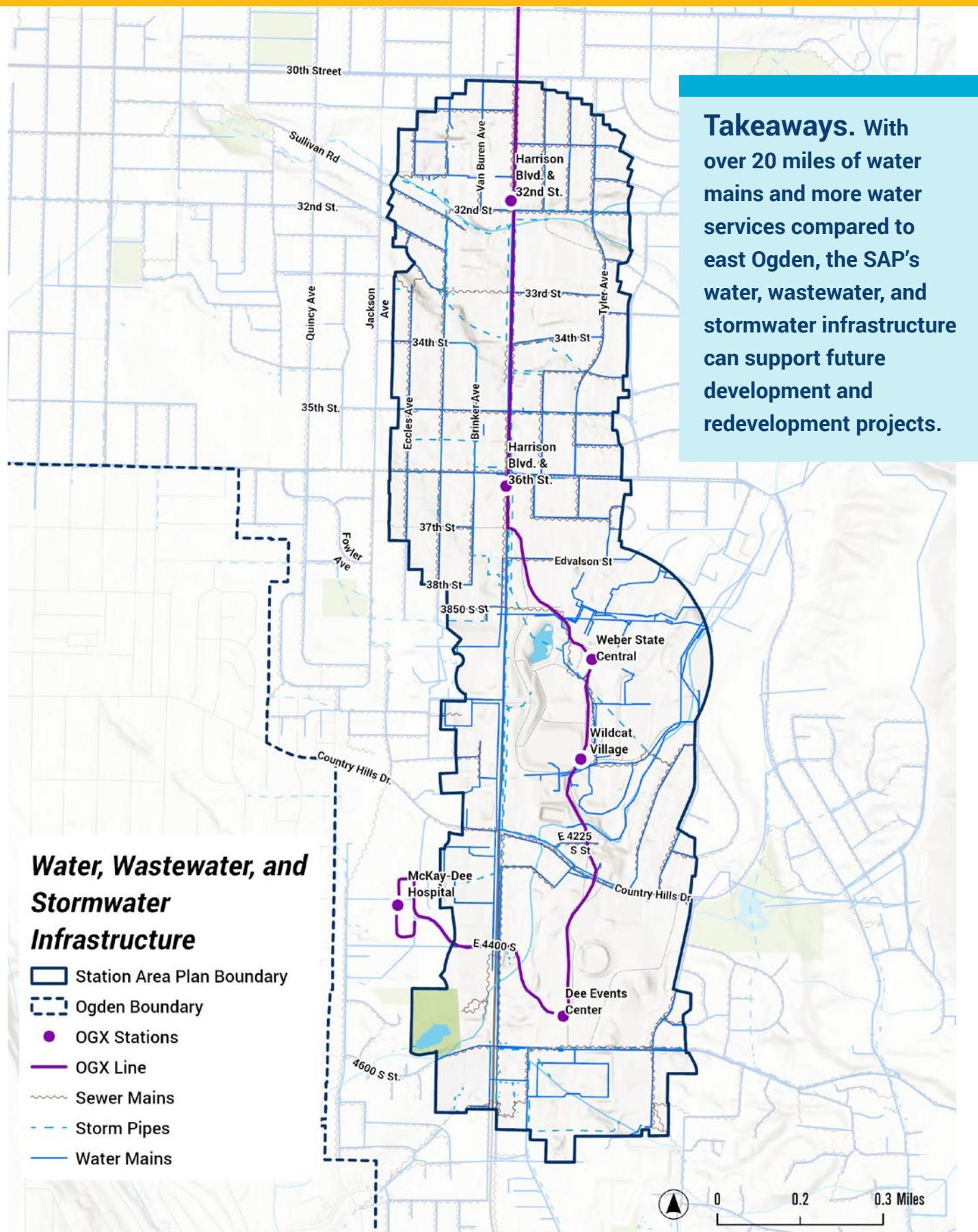
In terms of water conservation and environmental protection, Ogden's 2019 Water Conservation Plan sets a goal of reducing per capita water use to 175 gallons daily by 2065.

The 2019 baseline was 193 gallons per capita per day. The Water Conservation Plan proposes public education, efficient landscaping, metering, and system improvements to meet future demand.

Complementing this, the 2021 Storm Water Management Program outlines measures under the Utah Water Quality Act, focusing on reducing pollutants like nitrogen and phosphorous in runoff. It includes public outreach, illicit discharge prevention, and construction site runoff control to protect local water quality.

WSU has also taken steps to reduce water consumption and improve water quality on its campus. Initiatives include campus-wide installation of water bottle refill stations, an updated stormwater management plan, and participation in statewide conservation campaigns. Together, these plans provide a comprehensive framework for sustainable utility service management and future growth in Ogden.

Figure 22. Existing Water, Wastewater, and Stormwater Infrastructure



FUTURE POPULATION PROJECTIONS

The population within the SAP study area is projected to increase over the next 25 years. By 2050, the population is projected to grow by 1,300 people, 700 households, and 1,000 new jobs. This equates to a total population of 6,023 people, 2,498 total households, and 4,648 total jobs.

Figure 23. Future Population Projections

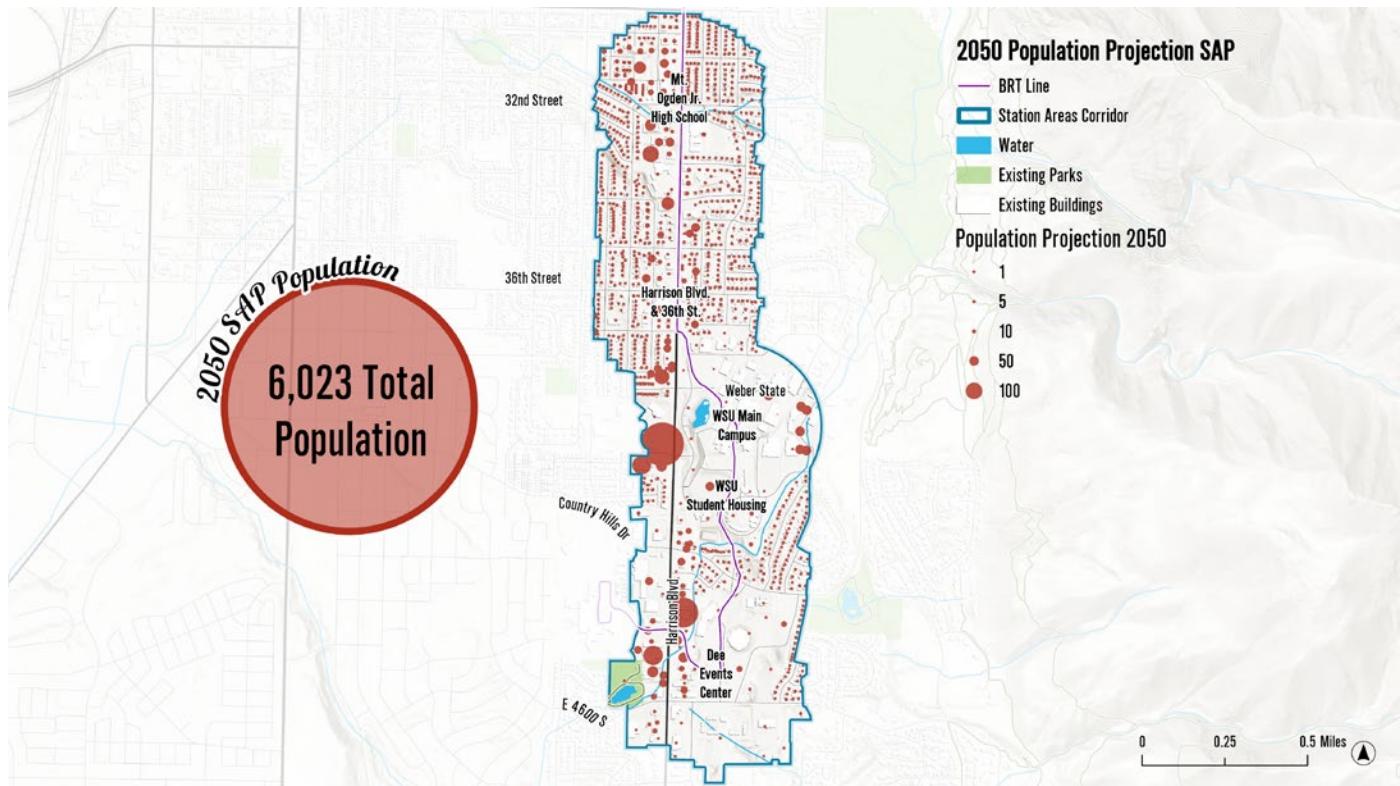


Figure 24. Future Household Projections

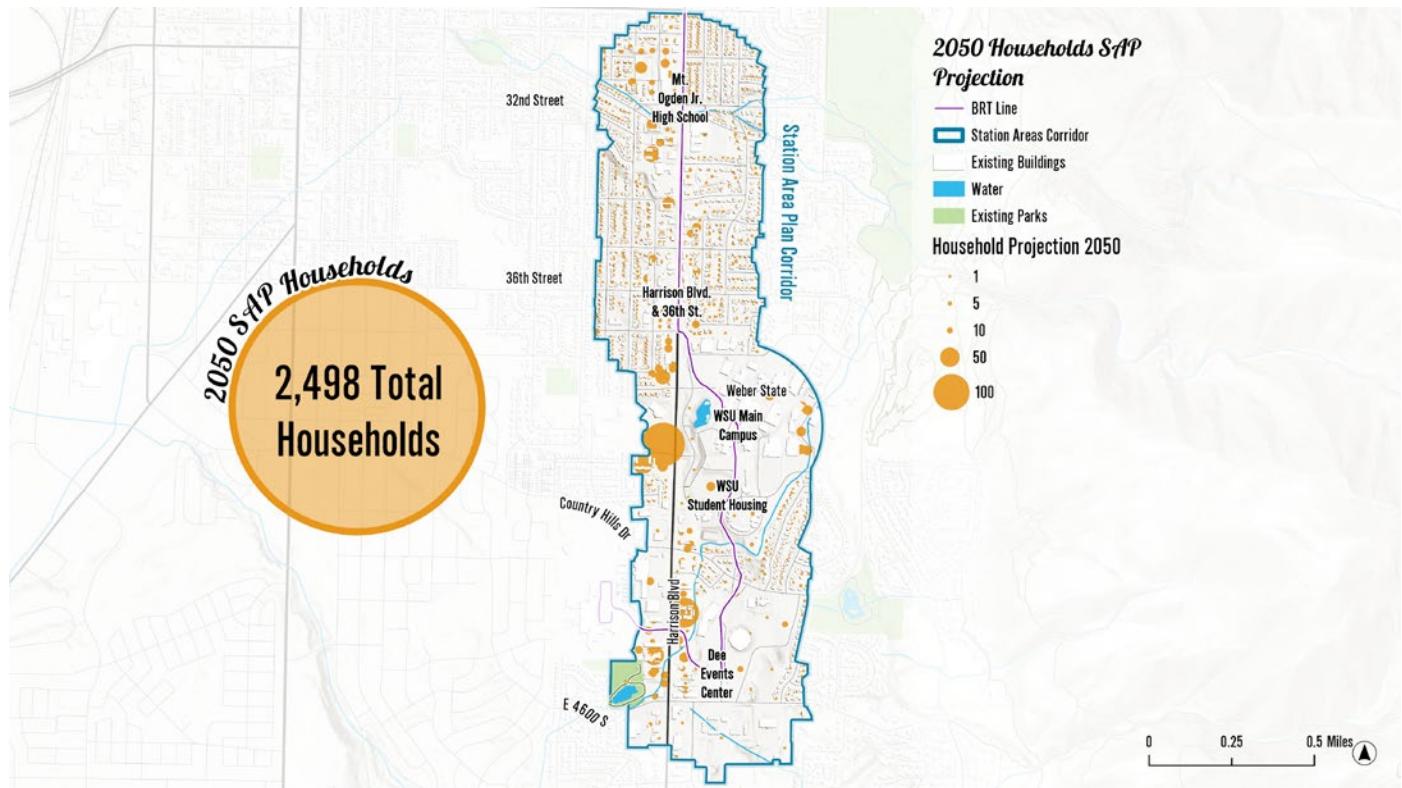
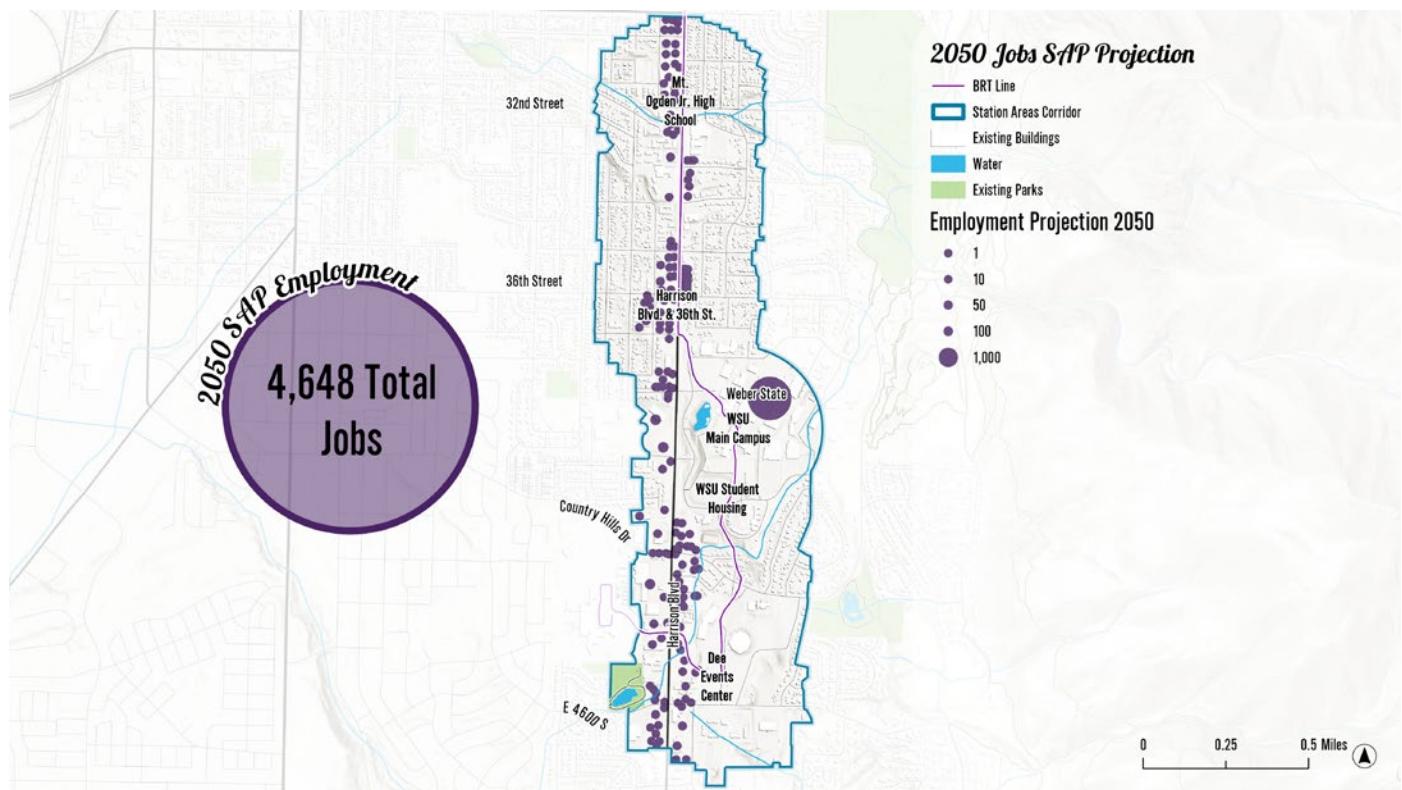


Figure 25. Future Jobs Projections



MARKET FEASIBILITY AND OPPORTUNITIES

Feasibility

The following section highlights the feasibility of multi-family, office, and retail development with the SAP study area.

Multi-Family

In recent years, the market has supported four-story surface-parked multi-family development without incentives across the Ogden-Clearfield metro area. As multi-family capitalization ("cap") rates now exceed five percent, market-driven development of multi-family residential with structured parking is likely infeasible in the current environment. Even for surface-parked projects, profit margins have decreased amidst rising cap rates, leading to more stringent site selection. High employment growth at WSU and McKay-Dee Hospital, as well as proximity to transit, makes the corridor relatively more attractive for multi-family development. A gap still exists between the vision for new residential development along the corridor and what the market currently supports.

Realizing the vision for higher-density residential development around transit centers likely necessitates podium or wrapped parking. While such development is unlikely in the current market, tax increment tools, such as Housing and Transit Reinvestment Zones (HTRZs) can improve feasibility for multi-family complexes and mixed-use developments over six stories, structured parking, and/or affordable (<80% AMI) units to be developed

within the corridor. Additionally, incentives towards more intense (taller) residential development and structured parking can support mixed uses that complement transit usage, the establishment of neighborhood centers, and supportive retail. For example, if higher density residential development is built within a quarter-mile of a BRT station, the City could offer incentives, such as reduced parking requirements.

Office

Office development is likely not feasible based on the current market. High office vacancies in Ogden have resulted in rent rates that have not kept up with rising construction costs, complicating office development. Driven by demand from Hill Air Force Base and medical tenants, the greater Davis-Weber region has seen relatively low office vacancy at 3.7 percent for Q4 2024; However, the Ogden submarket is comparatively less competitive with a vacancy rate of 8.1 percent as of Q2 2024. Even build-to-suit developments with a tenant in line may face limited feasibility due to high cap rates, with averages exceeding seven percent in Ogden as of Q1 2025. With no new office completions scheduled in Ogden for the remainder of 2025, any market-driven office development is unlikely to occur in the current market. That said, WSU could potentially drive future demand for office development for university uses in and near the campus.

Retail

With low vacancy and strong recent construction figures, the Davis-Weber region's retail market is competitive. Retail vacancy in Davis and Weber Counties held steady at 3.8 percent through Q2 2023, maintaining a "record low" below historical averages. Recently, the market has supported high levels of new retail development without incentives. Following steady increases in lease rates since 2020, retail construction in Davis and Weber Counties surged in 2023 to reach 199,124 square feet—more than four times the construction levels reported in 2022. This new inventory led to a \$1.58 drop in market retail asking rent per square foot, bringing the average to \$16.93. New retail development is likely feasible but will need to drive rents that support increased construction costs.

While many types of retail developments may be feasible without incentives, tenants continue to emphasize the importance of transportation access and programming that supports consistent demand. Even if not directed at retail development, retail tenants may benefit from incentives put towards improvements that increase transit access, parking availability, and daytime population.

Opportunities for Land Development

The strongest employment growth in Ogden is projected to occur at or near WSU and McKay-Dee Hospital. These employment centers within and adjacent to the corridor provide demand for nearby goods, services and workforce housing; the University also provides demand for student housing.

Denser housing options, such as townhomes, duplexes, triplexes, quadplexes, apartments, condominiums, and mixed uses are particularly helpful to students and other users of transit. Adding more housing options can also help to support population densities that drive transit ridership. Additional housing is the most significant demand and opportunity in the station areas due to the proximity of the University, access to Ogden Downtown, and a solid growing economy and population.

Wildcat Village station area provides an opportunity for on-campus student housing development.

The mix of high and low relative improvement values indicate both opportunity and demand along the corridor.

Given the land use patterns and demand, there is significant opportunity for mixed-use centers, both neighborhood centers and larger mixed centers, to fully develop over time, providing gathering space, retail, commercial, and townhomes and multi-family housing to support nearby the job centers, area residents, and students.

Apartments that are four-stories or more in height are feasible, but they do present challenges due to cost and the difficulty of building structured parking on hillsides. The City may consider allowing less parking if students and others are willing to use transit, micro-modal (like e-bikes), and other multi-modal transportation options. Parking requirements should be carefully reviewed and lower parking standards implemented for housing developments.



Constraints on Land Development

Existing single-household residential development comprises significant acreage in the corridor. Rather than redeveloping these areas, the City can support improvements to existing housing and compatible infill. These options may include internal and detached ADUs, and infill options like cottage lots, flag lots, and lots on a private right of way that make the most of existing residential lots and add single-household units to the area.

WSU comprises the majority of the land surrounding the Weber State Central, Wildcat Village, and Dee Events Center stops. Further development on university lands is envisioned as on-campus student housing and other institutional uses. The land consumed by large surface parking areas throughout the campus, especially around BRT stations could be utilized by other uses, such as buildings and university facilities that serve students and the University. There may be areas that could be suitable for structured parking.

IHC Health Services, also known as Intermountain Health or Hospital, owns significant land across from WSU. IHC has a specific focus for their landholdings and properties on health care. The health care sector can be a good supporting fit for a university providing health services, jobs, and contributing to the vitality of the area. Intermountain Health should consider collaborating with WSU as it develops its property adjacent to the WSU Campus.

The topography can be challenging for some of the properties in the SAP study area. The entire study area is on a significant bench and some of the properties have significant slopes for smaller properties; however, these can be overcome with engineering, using buildings as retaining walls, and having entrances at different elevations. Parking structures may be designed to take advantage of the topography.

IDENTIFIED NEEDS

The following priorities reflect existing conditions along the corridor and community feedback to enhance livability, safety, and accessibility across the City. These points highlight key needs related to transportation, housing, and public space:

- Improve active transportation connections, particularly by adding or upgrading bike facilities throughout the SAP corridor.
- Enhance safety at intersections that have been identified as accident hot spots.
- Expand diverse housing options through compatible infill development in existing single-family neighborhoods and by creating new homeownership opportunities.
- Encourage the development of more mixed-use centers to support projected housing and job growth.
- Provide safer pedestrian paths and trails to improve walkability. Build out planned trails, fill sidewalk gaps, and link foothill recreation areas, campus trails, and residential neighborhoods through a

cohesive pedestrian and bicycle system to strengthen active transportation as a preferred mode of transportation..

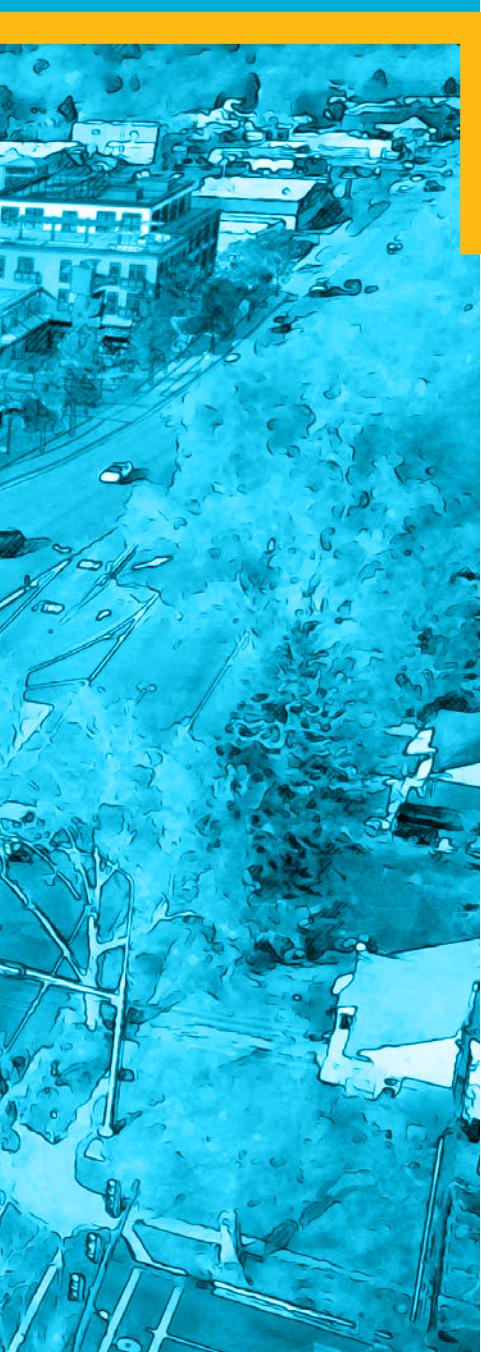
- Reduce pedestrian and bicyclist injuries through targeted improvements at known accident hot spots, traffic calming strategies, and improved signalization at key intersections.
- Create additional public gathering spaces to support community interaction.



03

VISION





The citywide vision applies to the Harrison Boulevard/Weber State OGX Corridor, while the Pillars for Progress are tailored to the SAP study area's unique needs and opportunities.

VISION AND PRINCIPLES

Vision Statement

Ogden, with its stunning mountain backdrop, beautiful rivers, and a downtown renowned as an authentic cultural and entertainment destination, is at heart a community committed to caring for one another, the City that we love, and the natural world all around us. We are a varied group, but we share a common purpose. Together, Ogden...

- **Celebrates our differences, progress, and opportunity today, creating an environment for individuals to be valued, connected, and empowered to reach their fullest potential**
- **Plans so that our children and grandchildren will thrive as they grow, connect, and succeed here in the future**

Our Vision Principles

- Ogden nurtures, grows, and strengthens our neighborhoods for the well-being of all residents through safe and quality neighborhoods that foster meaningful connections.
- Ogden supports downtown, cultivating local cultural, entertainment, business, and residential opportunities for a vibrant economy.
- Ogden enhances centers of business and education for household-sustaining jobs and life-long learning.
- Ogden preserves and improves our recreational and natural lands for all to enjoy a healthy lifestyle.
- Ogden provides access to opportunities, prioritizing active transportation and transportation choices.
- Ogden grows responsibly with mindful use of resources, including water, air, energy, and strong public infrastructure.

Together, we will create a community of opportunity, the Ogden Way!

PILLARS FOR PROGRESS

The Harrison Boulevard/Weber State OGX Corridor will...

- **Nurture, grow, and strengthen existing neighborhoods** in the corridor by supporting improvements to existing housing and by encouraging more housing options through compatible infill development.
- **Nurture, grow, and strengthen emerging and planned neighborhood centers and mixed centers** to provide the workforce, residents, and the diverse student body at WSU with convenient access to gathering places, goods, services, and a wider range of housing options, particularly options that suit the workforce and the nearly 50% of non-traditional students attending WSU.
- **Support local active transportation** by improving pedestrian and bike routes along the corridor and providing safer east/west connections across Harrison Boulevard, students and residents will be able to travel between WSU, planned centers, residential areas, and the nearby foothills using active transportation.
- **Embrace options for mindful use of resources**, including water, air, energy, and infrastructure, as new development happens along the corridor and as existing buildings and lands are improved.

PROMOTION OF KEY OBJECTIVES

The SAP for the Harrison Boulevard/Weber State OGX Corridor meets the requirements under HB 462 by addressing the four state objectives in ways that reflect the local context of each of the station areas.

Objectives

A. Objectives for the transportation system within the SAP Corridor and the future transportation system that meets those needs.

- Implement complete street features (e.g. multi-use pathway, street trees) on Harrison Boulevard and on adjacent north/south corridors to make biking and walking along the corridor comfortable and safe. Areas along Harrison Boulevard that are not conducive for bike lanes should be improved to provide a safe and comfortable space for pedestrians. Slower neighborhood streets may be better for cyclists to travel north and south through the corridor.
- Improve active pedestrian crossings on Harrison Boulevard, particularly along the Weber State campus, where a pedestrian walkway beneath the street could connect a new mixed center to the University.
- Improve and build planned east/west trails and pathways that run through the corridor, connecting it to the rest of the city, the municipal recreation system, and nearby foothills.

B. Objectives for the land uses within the SAP Corridor and the future land uses that meet those needs.

- In existing residential areas, support improvements to existing housing and encourage more housing options through compatible infill development.





- Support growth and redevelopment in emerging and planned neighborhood centers and mixed centers to provide access to gathering places, goods, services, and a wider range of housing options, particularly options that suit the workforce and students attending the University.

C. Objectives for public and open spaces within the SAP Corridor and the future public open spaces that meet those objectives.

- Develop gathering spaces as a key component of growth and redevelopment in emerging and planned centers. These spaces should connect the area to active transportation pathways and routes and connect to nearby municipal open space resources (e.g. Forest Green Park, Glasmann Pond, WSU Discovery Loop Trailhead). A pedestrian-only corridor on the west side of Harrison between 32nd Street and 36th Street should also be considered.

D. Objectives for the development of land within the SAP Corridor and the future development standards that meet those objectives.

- The land uses found on the corridor vision map will be reflected in the City's Future Land Use Map found in the general plan and adopted by the City. The future land uses will be tied to specific development standards per City code. These standards will enable 1) compatible infill development in existing residential areas, and 2) development and redevelopment of emerging and planned centers, with uses including housing, retail, commercial, and gathering space. Institutional lands will proceed with development plans and standards outlined in pertinent master plans.

The SAP also...

- Increases the availability and affordability of housing, including moderate income housing.
- Aligns with the moderate-income housing plan element of Plan Ogden.
- Aligns with Plan Ogden Future Land Use Map (FLUM) and encourages increased residential and mixed-use densities in key areas along the corridor that would facilitate the creation of moderate-income housing through compatible infill development.
- Identifies locations for future residential development that would suit the workforce and students attending WSU.
- Promotes sustainable environmental conditions through the wise use of resources.
- Emphasizes active transportation connections and calls for enhancing bicycle and pedestrian safety improvements. These measures will improve air quality by reducing fuel consumption and motor vehicle trips.
- Calls for additional parks, gathering spaces, and recreational opportunities with the creation of mixed-use neighborhood centers and urban pathways to existing parks and trails such as Forest Green Park, Glasmann Pond, and the WSU Discovery Trail.
- Encourages compatible infill development in vacant and underutilized land, which will lead to water resource conservation through efficient land use.
- Enhance access to opportunities.
- Responds to Ogden residents' desire voiced throughout the engagement process for a more walkable, accessible city by implementing complete street features, safe pedestrian crossings, and improved east/west trails and pathways that run through the corridor and connect the rest of the City.
- Encourages mixed-use development, particularly in key opportunity areas along Harrison Boulevard, that will enhance access to housing, employment, and educational opportunities for both WSU students and the broader community.
- Increases transportation choices and connections.
- Supports investment in active transportation and transit infrastructure, especially near the 36th and Harrison and Dee Events Center stations.
- Aligns with the Ogden City Transportation Master Plan (TMP) to enhance pedestrian safety, create an intermodal hub on the WSU campus, fill in missing sidewalk gaps along arterials and collectors, near schools, and neighborhood centers.
- Aligns with the WFRC Regional Transportation Plan vision to enhance transportation choices, housing options, parks and public spaces, and city and town centers.



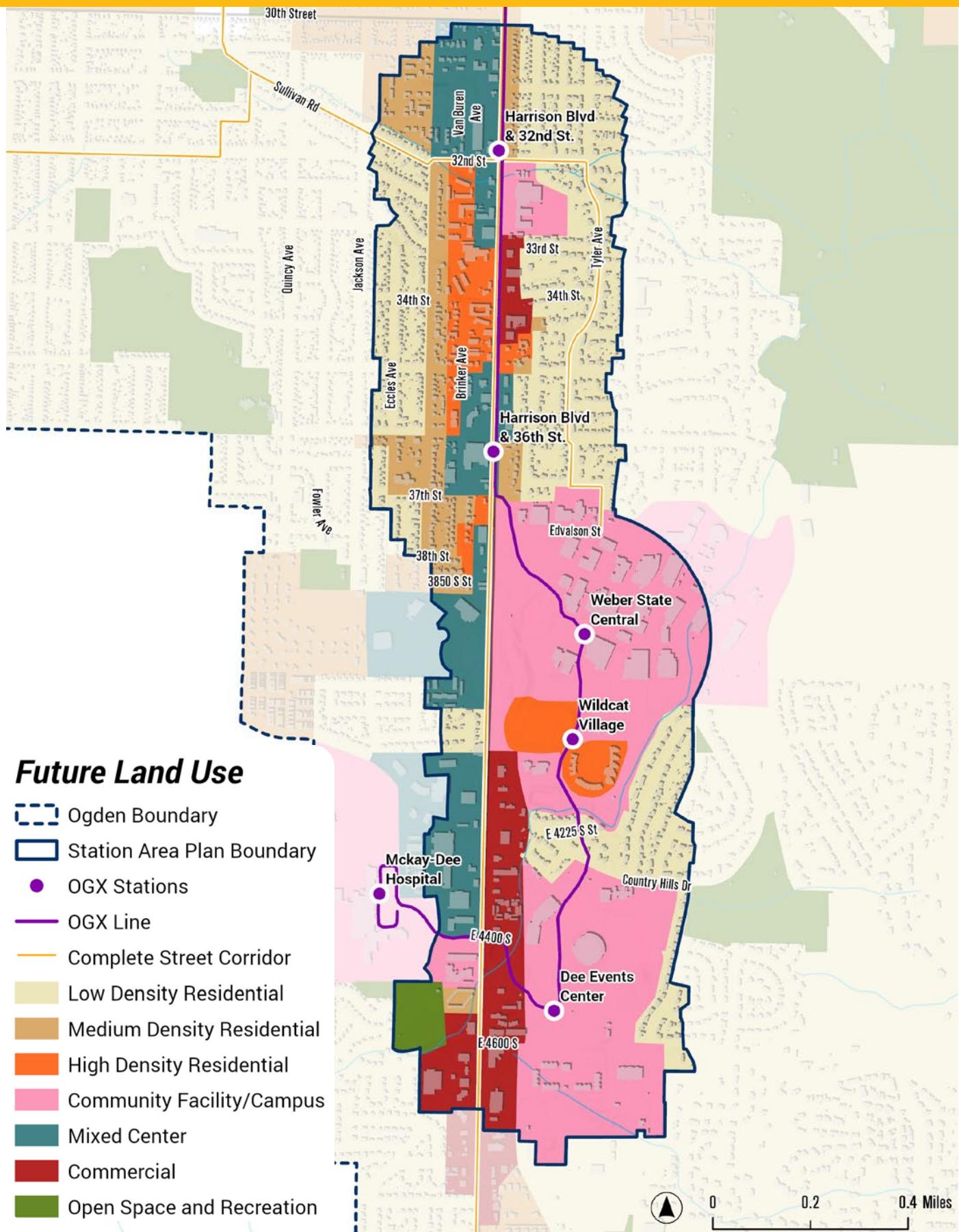
VISION AND FUTURE LAND USE

The Future Land Use Plan for the SAP serves as a locally tailored, strategic blueprint for guiding future development and reinvestment in the area. Rooted in the City's broader Plan Ogden visioning, this Future Land Use Plan offers a shared framework for City officials, staff, developers, and residents to shape the future of the SAP study area. By outlining general density ranges, primary and secondary land uses, and corresponding zoning considerations, the Future Land Use Plan helps anticipate infrastructure and utility needs, ensuring well-coordinated and sustainable growth.

The Future Land Use Plan provides a reference for the types and character of development envisioned within the OGX Corridor.

As illustrated in Figure 26, these designations are strategically placed to guide future development patterns. The map also highlights key hubs and transportation corridors where higher-intensity or mixed-use development may be concentrated, fostering connectivity and economic vitality for the area. The land use designations and their boundaries were shaped through extensive discussions with the community, City staff, elected officials, and other engaged stakeholders, ensuring a plan that reflects local values and priorities.

Figure 26. Future Land Use Map



Land Use Category Descriptions

Low Density Residential

Density Range: 4 to 9 dwelling units per acre

Uses (Primary): Single-household residential, Accessory Dwelling Units (ADUs), planned developments, residential infill*

Uses (Secondary): Recreation facilities, parks, schools, assembly (including places of worship), live-work, small retail or restaurants within a historic building

Applicable Zoning: R-1-10, R-1-6, R-1-8, R-1-5

Description: This category accommodates single-household residential primarily and allows some flexibility for neighborhood retail and services in historic buildings and home occupations with limits. These areas have different connectivity characteristics but are generally located off of major roadways on narrower local streets. Other civic or recreation uses are an integral part of these neighborhoods and provide meeting places for the nearby community members.

***Residential Infill.** The City has recently introduced options for residential infill in the Unified Development Code. These options focus on adding smaller single-household units to existing lots, filling in gaps in existing neighborhoods. Residential infill may provide housing variety and ownership opportunities without significantly changing the scale of development.

Medium Density Residential

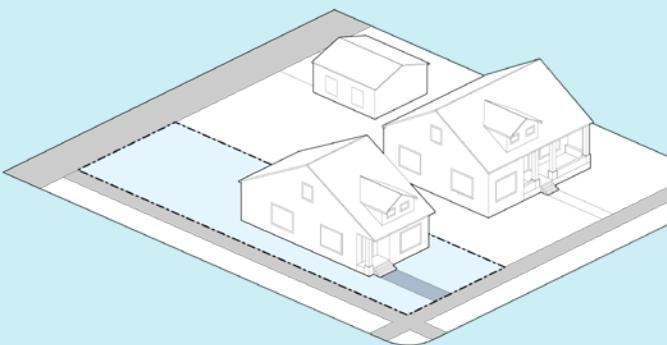
Density Range: 10 to 20 dwelling units per acre

Uses (Primary): Single-household residential, ADUs, planned developments, multi-household residential, residential infill*

Uses (Secondary): Recreation facilities, parks, schools, assembly (including places of worship), live-work, small retail or restaurants within a historic building

Applicable Zoning: R-1-2.5, R-2, R-2S, R3

Description: This category accommodates traditionally small lot sizes that are characteristic of Ogden's historic neighborhoods. Infill development is an important tool for providing ownership style housing in existing neighborhoods and will encourage smaller residential lots sizes. Medium density residential neighborhoods are not intended to support a broad mix of uses, but can support goods, services, and other small scale uses in historic buildings.



High Density Residential

Density Range: 22 to 58 dwelling units per acre

Uses (Primary): Multi-household residential, townhouses, student housing

Uses (Secondary): Recreation facilities, community retail, restaurants, or services within a historic building

Applicable Zoning: R4, R5

Description: This category accommodates a mix of high-density residential uses. High-density residential development must address public streets and sidewalks to ensure that residents in apartments or other higher density developments can access goods and services with alternative transportation methods. There are several parking configurations that may be appropriate, including off-street surface parking and parking garages.

Community Facility/Campus

Density Range: Not applicable

Uses (Primary): Student housing, schools, universities, group homes, medical facilities, hospitals, places of worship

Uses (Secondary): Supportive retail, office, and restaurants

Applicable Zoning: CF, PO, CC

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 WSU, 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 WSU may have their own campus master plans which include transportation and land use direction.

Mixed Center

Density Range: 15 to 30 dwelling units per acre

Uses (Primary): Multi-household residential, townhouses, office, retail, restaurants, plazas, parks

Uses (Secondary): Recreation facilities, institutional uses, assembly (including places of worship)

Applicable Zoning: MU, CC

Description: Mixed centers allow for a broad range of uses from commercial to residential and are intended to serve the residents within the center as well as the entire city. These centers have internal street connections, with buildings addressing internal and external public streets. The height of these centers is generally taller than surrounding commercial and residential areas, but transitions appropriately at the periphery. As traditional shopping centers age, redevelopment should integrate residential uses to activate and revitalize the center. Residential uses are typically upper floor uses in mixed-use buildings, though a limited amount of ground floor residential uses may be allowed in a campus setting with predominantly nonresidential buildings.

Commercial

Density Range: Not applicable

Uses (Primary): Retail, sales, service, office, restaurants, hospitality

Uses (Secondary): Medical offices, institutional uses, assembly (including places of worship)

Applicable Zoning: C-2, C-3

Description: These commercial areas are generally located along primary arterial corridors and are more auto-oriented than the mixed-use centers and do not allow for residential development. Pedestrian infrastructure connects these uses to parking areas, while the buildings are encouraged to front on public streets, parking may be in front of or behind commercial buildings.

Open Space and Recreation

Density Range: Not applicable

Uses (Primary): Parks, plazas, recreation centers, sports facilities, open space, trails, and trailheads

Applicable Zoning: OS, CF

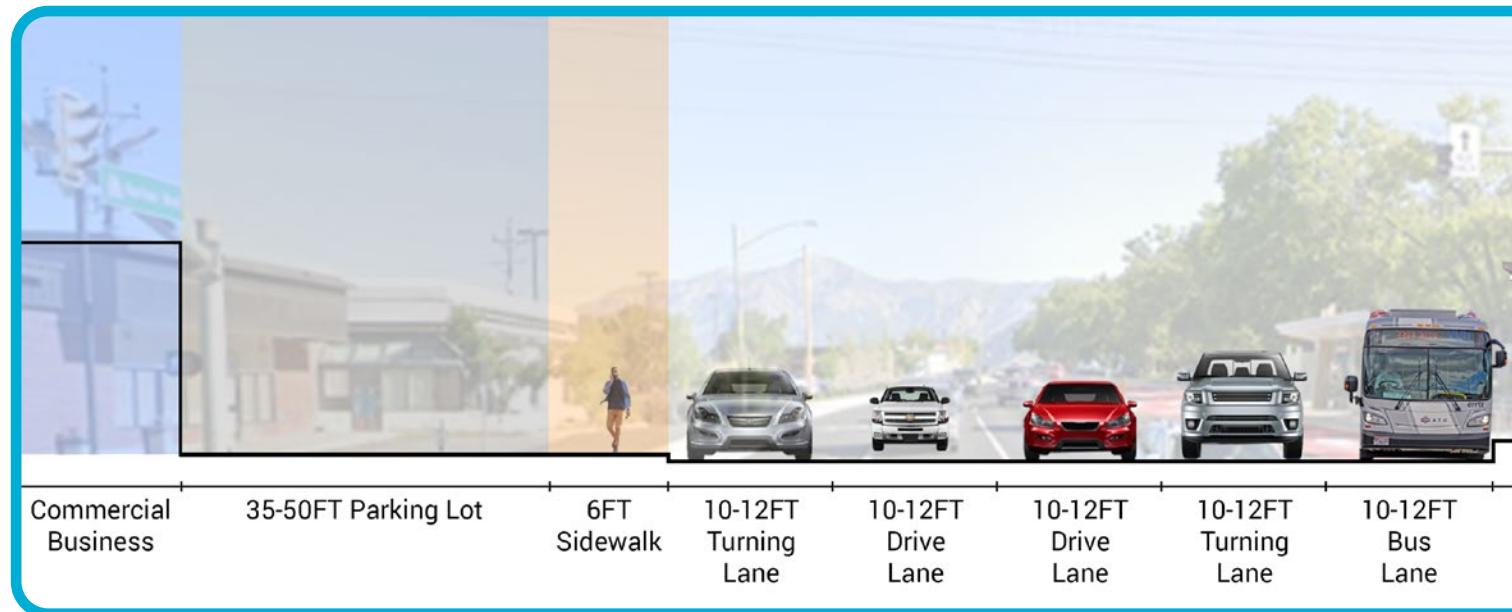
Description: Open Space and Recreation areas provide a variety of public recreational opportunities throughout the city, offering essential greenspace and natural areas for residents and visitors. These areas include municipal parks, sports facilities, plazas, golf courses, and open spaces, as well as non-developable land near the foothills of the Wasatch Range. The goal of these 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.

Figure 27. Map of Actions to Implement the SAP

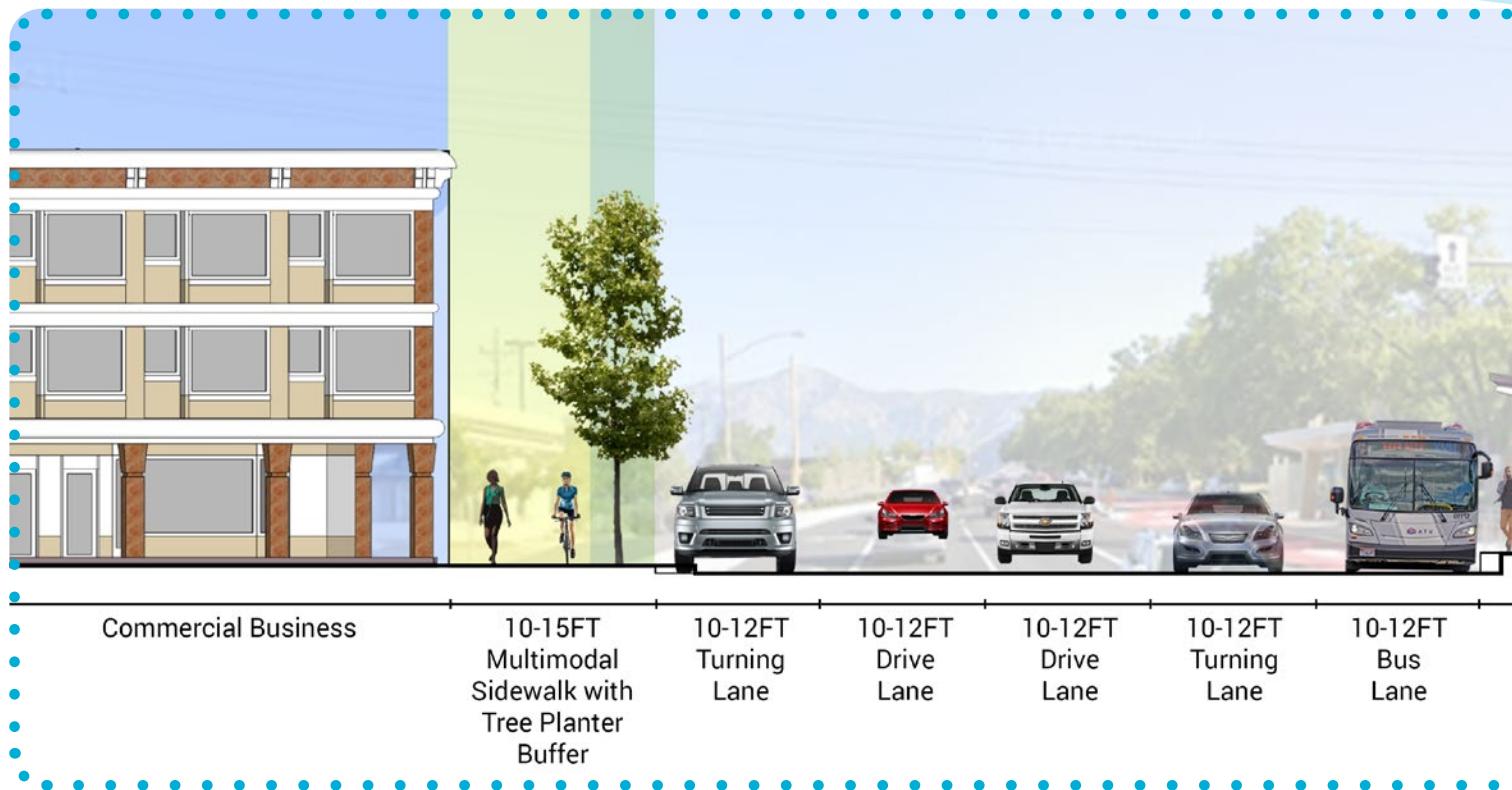


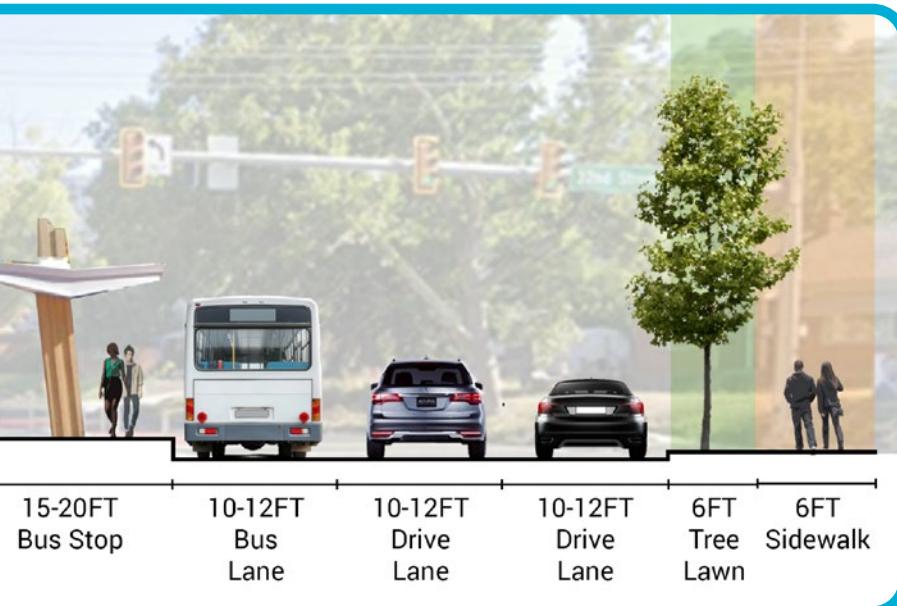
Understanding the SAP Direction

Harrison Boulevard and 32nd Street - Existing Cross-Section

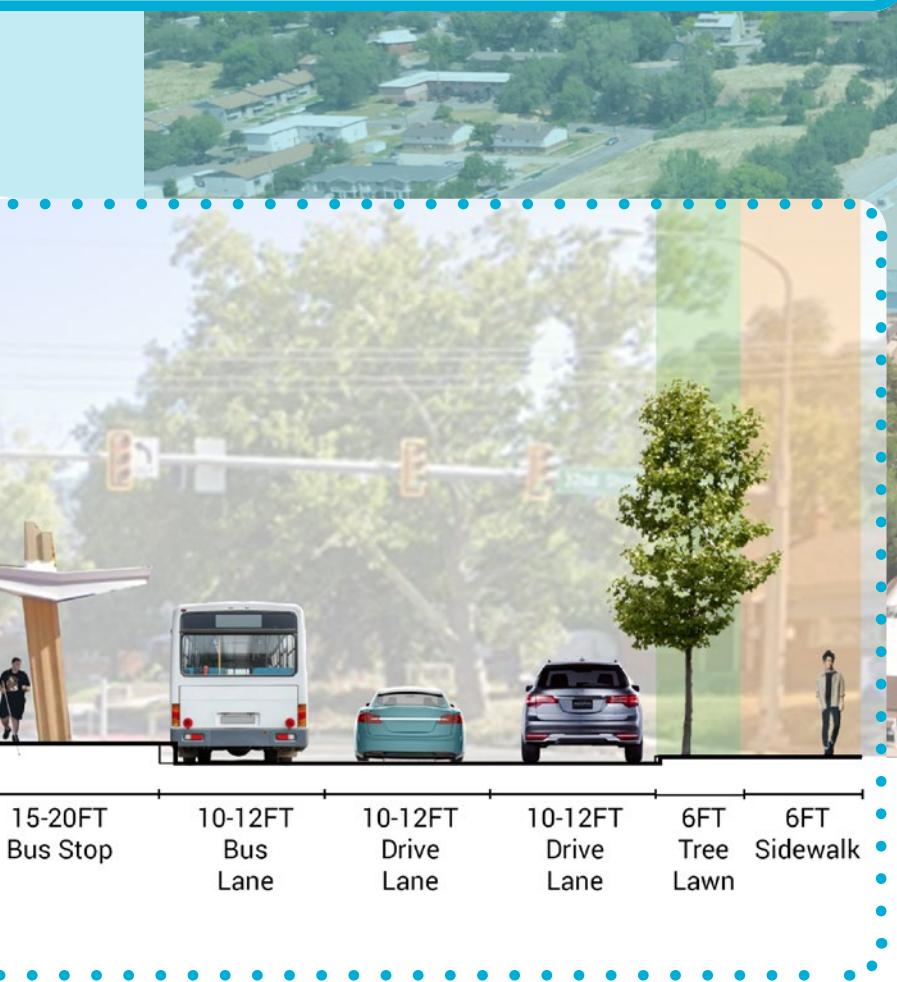


Harrison Boulevard and 32nd Street - Proposed Cross-Section





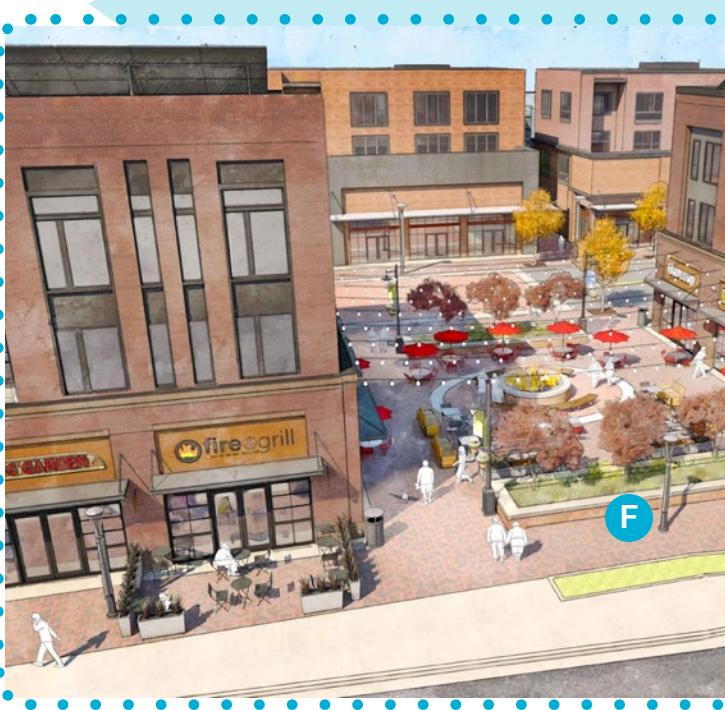
Takeaways. These cross-section graphics present an example of how the Harrison Boulevard and 32nd station could feel from the street view after improving pedestrian safety and replacing an underutilized parking lot with a new commercial building.



Understanding the SAP Direction: 32nd Street and Harrison Boulevard

These renderings help visualize how the urban design, transportation, economic development, housing, and open space actions recommended in this SAP will shape the built environment and overall feel in this section of the corridor.

- A** Redevelopment of underutilized parking areas to include mixed-use, three-story commercial buildings with retail on the ground level and housing or office spaces above
- B** Wider sidewalks
- C** New tree lawn and stormwater infrastructure features
- D** Dedicated protected bike lane (if feasible)
- E** New ADUs in backyards
- F** New public gathering space with seating and shade within walking distance of housing and employment centers



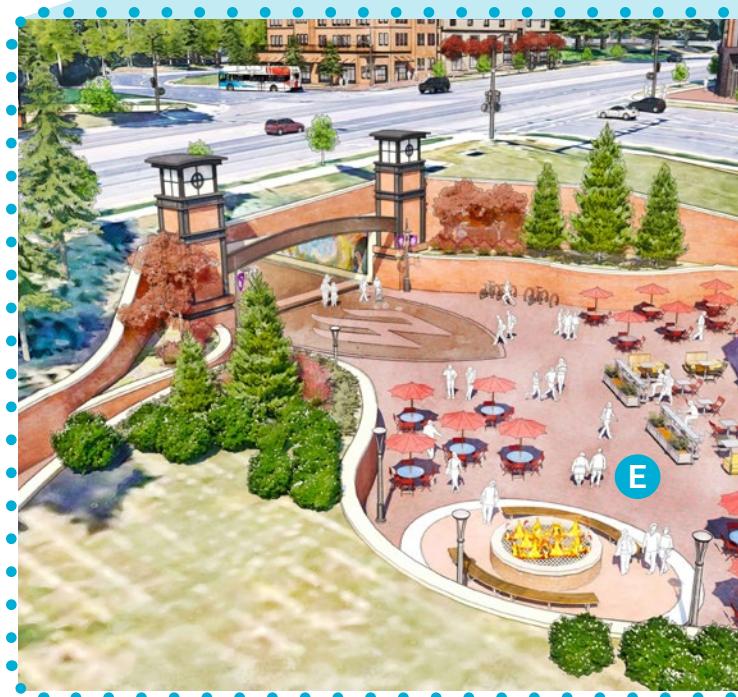
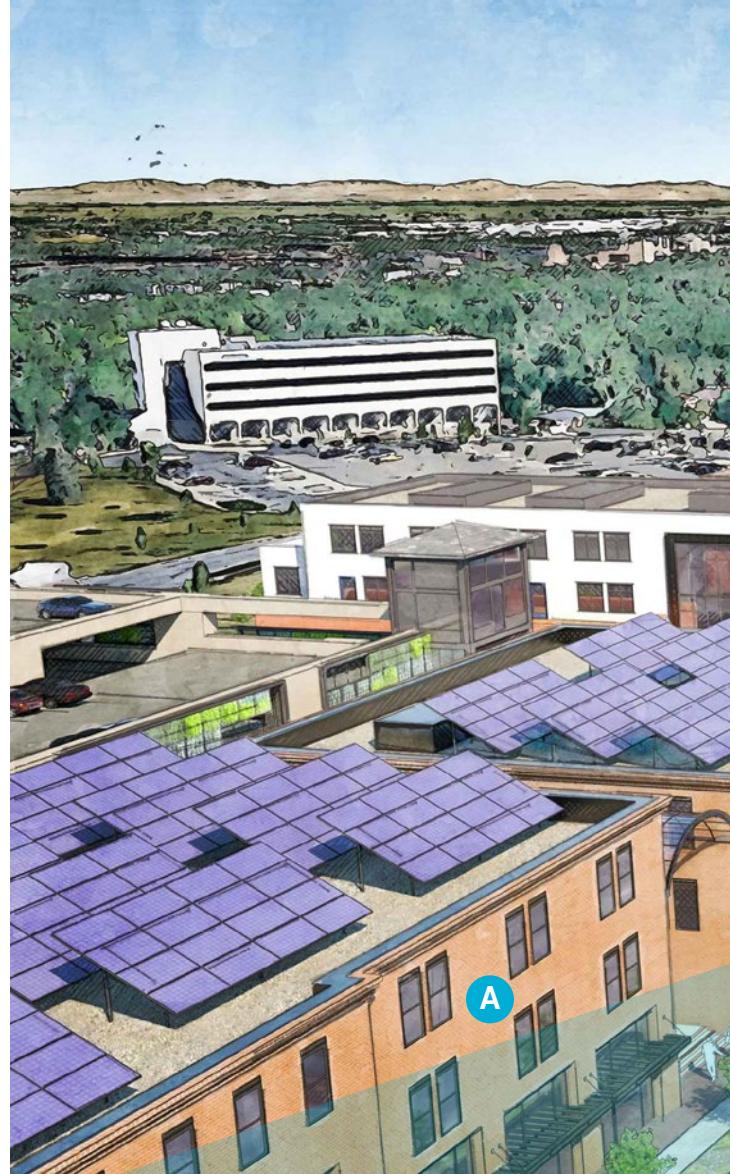


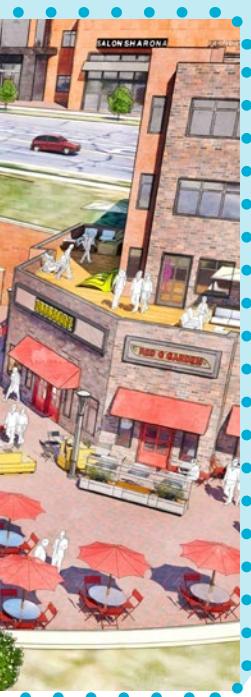
Existing Conditions on 32nd Street and Harrison Boulevard

Understanding the SAP Direction: 3950 South and Harrison Boulevard

These renderings help visualize how the urban design, transportation, economic development, housing, and open space actions recommended in this SAP will shape the built environment and overall feel in this section of the corridor.

- A** Development of vacant land to include mixed-use, three-story buildings with retail on the ground level and housing above
- B** Wider sidewalks
- C** New tree lawn and stormwater infrastructure features
- D** Pedestrian safety improvements at intersection
- E** New public gathering space with seating and shade within walking distance of housing and employment centers





Existing Conditions on 3950 South and Harrison Boulevard



Urban Design Direction

The urban design vision for the Harrison Boulevard/Weber State OGX Corridor emphasizes creating vibrant, people-oriented places that foster community identity and livability. Central to this vision are public gathering spaces—plazas, visual landmarks, and mixed-use neighborhood centers—that integrate where people live with local retail, grocery, and entertainment venues to support daily needs and social interaction. Streetscape enhancements will prioritize walkability, safety, and sustainability through pollinator-friendly native plants, tree-lined corridors, and drought-tolerant, low-water landscaping. Infrastructure improvements will be designed with pedestrian

and cyclist safety at the forefront. Urban form will evolve through zoning changes that allow higher-density infill development near station areas, with building heights transitioning appropriately to respect adjacent single-family neighborhoods. New development will orient toward the corridor to reinforce a cohesive and active public realm and active street front.

To help Ogden residents imagine what these changes to the urban form might feel like, the following conceptual graphics show how redeveloping parcels with underutilized commercial to mixed-use and neighborhood centers can create more dynamic, livable neighborhoods.

Transportation Direction

The Harrison Boulevard/Weber State OGX Corridor represents a vital backbone of Ogden's growing transportation network, linking Downtown, WSU, and surrounding neighborhoods with regional FrontRunner service and a robust local BRT line. As one of Utah's designated SAP corridors, this area presents a critical opportunity to enhance transportation options, expand safe multimodal access, and improve community connections for all residents.

The transportation vision centers on improving connectivity, comfort, and choice. Residents consistently voiced a desire for a more walkable, accessible city. This was noted more specifically around WSU and Harrison Boulevard. Achieving this means reimagining this corridor not just as a roadway but as a community connector where sidewalks, bike lanes, crossings, and transit stops serve people of all ages and abilities.

Ogden's role as a regional employment center and college town creates natural connections between the City and Weber State. The OGX BRT line supports this relationship by providing convenient, car-alternative access between educational, residential, and cultural destinations. However, current gaps in

infrastructure, particularly for walking and biking, present barriers to achieving the full potential of the corridor.

Population and employment growth within and around the corridor calls for forward-thinking investment in transit and active transportation infrastructure, especially near the 36th and Harrison and Dee Events Center stations. Investments such as pairing greenways with bike routes and improving wayfinding and signage that enhance connections to key areas in the City would both improve the user experience and overall safety for pedestrians, cyclists, and others not using a vehicle.

As households with limited vehicle access increase, prioritizing transportation equity becomes essential. The corridor must serve residents who walk, bike, and ride transit not out of convenience, but necessity.

To fulfill the community's vision and align with the citywide goals for resilience, connectivity, and quality of life, implementation efforts over the next five years will focus on achieving these shared outcomes through capital projects, policy updates, and coordinated development that supports compact, walkable growth.





Economic Development Direction

Greater access to economic and educational opportunities, essential goods and everyday services, and alternative transportation options through the expansion and revitalization of neighborhood and mixed-use centers defines the economic development direction for the OGX Corridor.

Infill and redevelopment proximate to fixed-route transit stations, dense population centers, and high-traffic areas increase accessibility to employment opportunities, goods, and services. Transportation enhancements among and between existing neighborhoods, institutional uses, and commercial centers can catalyze new investments in neighborhood and mixed-use centers that provide space for local business growth. This multi-centric approach can create distinct but connected nodes of economic activity, increasing trip-chaining and overall sales capture. Placemaking efforts that facilitate cultural, and community activities aim to increase visitation among complementary businesses. Meanwhile, enhanced connectivity encourages longer visits between and among economic nodes along the corridor.

Facilitating new commercial and residential growth along the corridor can begin a virtuous cycle of investment. Enabling catalytic developments can increase the momentum of investment by creating new agglomerations of complementary businesses and services. Improved zoning, infrastructural enhancements, as well as incentives such as Housing and Transit Reinvestment Zones (HTRZs) or other tax increment tools, improve feasibility of infill and redevelopment that, in turn, create synergy with other land uses (such as new higher-density residential and existing institutional uses) by providing new opportunities for residents, workers, students, and visitors to live, work, learn, and recreate along the corridor.

Leveraging this growth as an opportunity to develop City branding and incorporate wayfinding and public art within the corridor would also enhance the visitor experience, celebrate local culture, and signal to both residents and investors that the corridor is a vibrant, forward-looking destination.

Housing Direction

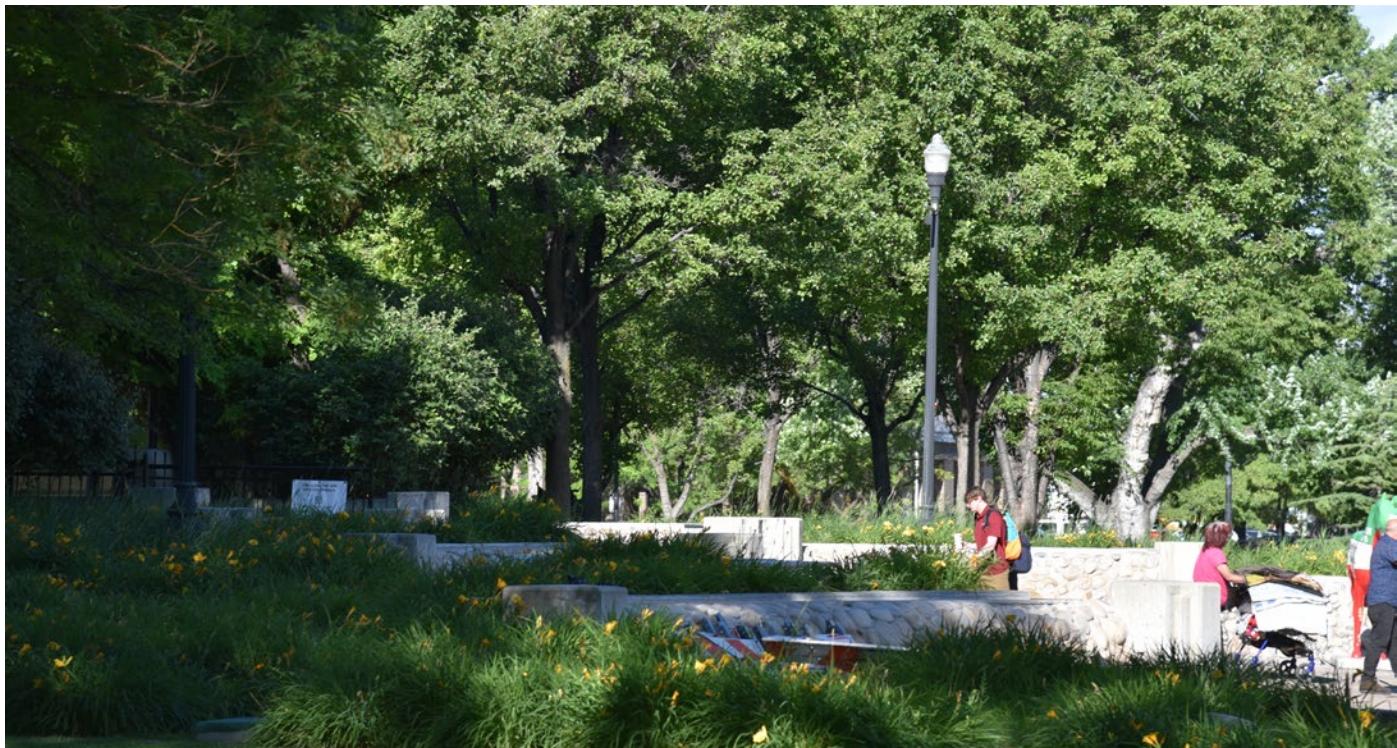
The overall housing direction for the Harrison Boulevard/Weber State OGX Corridor is to nurture, grow, and strengthen existing neighborhoods by supporting improvements to current housing and encouraging a broader range of housing options through compatible infill development. In established residential areas, this means investing in existing homes while enabling smaller-scale additions such as accessory dwelling units (ADUs), duplexes, and townhomes that fit the neighborhood context. In emerging and planned neighborhood and mixed-use centers, new housing—particularly options suited to the workforce and university students—will be integrated with access to gathering places, amenities, and services, fostering vibrant, walkable communities.

This vision is consistent with the community's choice of "Livable Neighborhoods" as the future growth scenario in Plan Ogden by promoting housing diversity through context-sensitive infill, expanded ownership opportunities, and improved access to walkable centers. Ogden residents that contributed to the vision of this SAP want to prioritize the highest residential density near station areas along the OGX Corridor, where multi-family and campus housing are best supported by existing and planned infrastructure.

The Future Land Use Map (FLUM) envisions increased medium-density residential development (9 to 22 dwelling units per acre) and high-density residential (22 to 58 dwelling units per acre) along the OGX Corridor and in adjacent western neighborhoods north of Country Hills Drive. Redevelopment opportunities in and near the WSU campus can be leveraged to accommodate higher-density housing, including student apartments. Mixed-use centers will offer multi-household development alongside retail, office, and institutional uses, expanding access to affordable rental and homeownership opportunities near where people work. While preserving the character of largely built-out single-family neighborhoods, the SAP encourages ADU creation—particularly in the Northeast part of the corridor where they have previously been prohibited—to provide flexible housing for students, employees, and older adults as well as offering supplemental income opportunities to existing homeowners.

Overall, implementing tools that help meet both current and future housing needs of the community, including for WSU's diverse student body, will ensure that the corridor evolves in a way that supports economic mobility, educational access, and neighborhood resilience.





Open Space Direction

The overall direction for open space and trails in the Harrison Boulevard/Weber State OGX Corridor is to support a network of gathering spaces that enhance quality of life, promote walkability, and strengthen community connections. Integrating small-scale parks and public spaces into infill redevelopment in new neighborhood and mixed-use centers can help address the gap in park access for people living near Harrison Boulevard from 32nd Street to East 3850 South as well as along 36th Street east of Harrison Boulevard. Providing safe pedestrian and bicyclist access to nearby parks such as Forest Green Park and Glasmann Pond Park with active transportation routes and regional trail system connections through the WSU Discovery Loop Trailhead will also be a priority.

Improved sidewalk connections, dedicated bicycle lanes, and safe pedestrian infrastructure will enhance access to both new and existing parks and trails. Strengthening urban trail links, including connections to the WSU Discovery Trail and broader regional amenities like Ogden Canyon and the Bonneville Shoreline Trail, is a priority. Both new and existing parks can offer more shaded areas, places to relax, and a greater sense of safety and upkeep. This overall direction will build upon Ogden's success to preserve, expand, and improve parks, open spaces, and recreational facilities around the SAP corridor through future land use decisions that support a thriving and active community.

DEVELOPMENT OF LAND

Fixed transit projects, such as light rail, heavy rail, and BRT lead to investment in land development. The process typically begins with transit investment, such as the OGX, and then leads to changes over time in the land use patterns and the intensity of development. Ogden City, residents, and landowners can expect investment, new development, and changes in the land uses and intensity over the next few decades.

The OGX stations and surrounding properties are the ideal situation for growth. This area has all the essential elements, including access to jobs (healthcare, educational, professional and industrial in the region), learning and educational opportunities with WSU and other institutions, and existing housing.

Land development most likely will take a dual approach in the future. Close to the University and stations larger mixed-use projects or attached housing such as apartments and condominiums are highly probable.

The Ogden General Plan visioning process, as supported and developed by the public and stakeholders, has the areas close to the OGX stations becoming more intense with:

- Student housing (near the University).
- Mixed center across from the University and near 36th and Harrison, which could include retail, restaurants, hotel, entertainment, apartments, public spaces, and jobs.
- Neighborhood centers near Harrison and 32nd, which would include retail, restaurants, townhomes, apartments and public spaces.

The transportation vision is centered on the existing OGX, which had high ridership from the beginning and is expected to increase over time. This vision includes Harrison becoming a complete street corridor, which will balance travel options, such as transit, bike lanes, pathways, sidewalks, street trees, and lighting with the existing automobile lanes. Moving further into the single-family neighborhoods, the changes and development will be more subtle and smaller in scale. The single-family neighborhood changes could include ADUs (of all types), home additions, and modifications of some single-family homes into neighborhood-scale missing middle homes.

04

IMPLEMENTATION





OVERVIEW

The SAP sets forth a transformative vision for a vibrant, walkable, mixed-use corridor anchored by a modern BRT line. As part of the City's broader Plan Ogden effort, and in compliance with Utah HB 462, this plan not only outlines long-range land use and transportation goals, but also identifies the actionable steps needed to achieve them. Implementation is the bridge between vision and reality.

As shown on the Areas of Change Map (Figure 8), implementation will have the most significant impact on Harrison Boulevard and especially near the BRT Stations at 32nd and 36th Streets. These areas of change include vacant properties and some that are suitable for redevelopment.

This chapter defines a strategic path forward over the next five years and beyond. It identifies responsible parties, timelines, and focus areas for key improvements in zoning, infrastructure, housing, economic development, public space, and transportation. The implementation framework is designed to be flexible yet focused, providing enough structure for accountability while accommodating evolving funding sources, partnership opportunities, and market conditions.



SAP ACTION PLAN AREAS OF FOCUS

The SAP Action Plan translates policy objectives into specific, measurable action items. These are categorized into eight implementation domains: land use and zoning, housing, transportation and mobility, open space, economic development, infrastructure and sustainability, safety, and governance. Each category addresses identified needs, builds on public feedback, and supports the vision for a transit-oriented district that serves students, residents, workers, and visitors alike.

Land Use and Zoning

Key zoning updates will enable the shift from an auto-oriented corridor to compact, mixed-use neighborhoods and regional centers. The SAP calls for adopting new zones (e.g., Mixed-Use, Community Facility/Campus), revising overlays, and supporting infill housing types, such as ADUs and cottage lots. These reforms aim to balance density with neighborhood compatibility, laying the foundation for context-sensitive growth near transit.

Housing and Affordability

Addressing the City's housing needs—especially for students, young professionals, and moderate-income households—is a top priority. The SAP promotes a broader mix of housing types and encourages development near high-ridership stations. Targeted support for ADUs, duplexes, and student housing is paired with incentives for affordable housing. These efforts also advance Ogden's compliance with the state's moderate-income housing requirements.

Transportation and Mobility

Mobility improvements emphasize safety, connectivity, and multimodal access. Action items include enhancing pedestrian crossings and assessing feasibility of bicycle infrastructure in key locations along Harrison Boulevard, expanding sidewalk coverage, and improving access to and from OGX stations. A complete streets approach to Harrison Boulevard is central, reframing it as a civic spine that supports all users, not just vehicles. Implementing bike facilities on slower, adjacent neighborhood streets will also provide safe north-south connectivity and as an alternative to bike lanes on Harrison Boulevard.

Open Space and Public Realm

New gathering spaces and better trail connections are envisioned to serve the growing population. Gaps in park access, especially around 32nd and 36th Streets, will be addressed through new pocket parks or plazas integrated into redevelopment. The SAP also supports stronger pedestrian connections to regional trails, like the WSU Discovery Loop and Bonneville Shoreline Trail.

Economic Development

There is economic development potential in aging commercial parcels and underutilized lots. Incentives and zoning changes will support redevelopment of these sites into active mixed-use centers with retail, services, and residential uses. Emphasis is placed on increasing commercial vitality near high-employment anchors, such as WSU and McKay-Dee Hospital.

Infrastructure and Sustainability

Aging infrastructure presents a constraint and an opportunity. Upgrades to water, sewer, and stormwater systems are planned in tandem with anticipated growth. Sustainable development is promoted through drought-tolerant landscaping, street trees, compact building patterns, and reduced parking minimums in walkable centers. Feasibility studies will guide infrastructure investment in areas with topographic or cost barriers.

Safety and Crash Mitigation

The plan identifies key crash hot spots—such as the intersection of 36th and Harrison—and proposes targeted interventions. These include pedestrian signals, traffic calming, and better design for turning movements. Safety is a foundational principle, especially where pedestrian and bicycle routes intersect high-speed corridors.

Coordination, Partnerships, and Funding

The success of the SAP hinges on interagency collaboration and resource alignment. Key actions include:

- Certifying the SAP with WFRC and the DWS.
- Coordinating with WSU, UTA, and Intermountain Health.
- Securing funding through tools such as Housing and Transit Reinvestment Zones (HTRZs) and Safe Streets grants.

ANNUAL REPORTING

An annual progress report is recommended to keep the Ogden City Council and community informed about implementation of the SAP. The report should align with the City's budgeting cycle to support funding decisions for key actions. In addition to tracking completed initiatives, it should outline priority steps for the upcoming year to help maintain momentum and ensure transparency throughout the plan's five-year implementation period. This reporting structure may also serve as a foundation for meeting the newly-required five-year report to the Metropolitan Planning Organization (MPO), as outlined in Utah state legislation Section 10-9a-403.1(11).

AMENDMENTS

Future amendments to the SAP should follow Ogden City's established procedures for general plan updates, including public notice and review by the Planning Commission and City Council. Coordination with regional and state agencies is encouraged to ensure ongoing alignment with state objectives and certification requirements. Amendments should be documented through the City's annual reporting process to maintain transparency and track progress over time.

ACTION TABLE

Action Item	Responsible Entity	Timeframe	Cost (\$, \$\$, \$\$\$)	Funding Sources	Notes
Planning (Land Use, Zoning, and Housing)					
Adopt the SAP land use designations.	Planning	0 - 1 Year	\$	City Funds	Incorporate FLU designations from the SAP into the Plan Ogden General Plan.
Update zoning ordinances.	Planning	0 - 2 Years	\$	City Funds	Develop and adopt Community Campus (CC), Mixed Use (MU), and High-Density Residential (HDR) zones.
	Planning	1 - 2 Years	\$	City Funds	Expand allowed infill options: ADUs, cottage lots, flag lots, lots on a private right of way and planned developments.
	Planning	1 - 2 Years	\$	City Funds	Update Overlay Zones to apply an Established Neighborhood Overlay and remove ADU restrictions.

Action Item	Responsible Entity	Timeframe	Cost (\$, \$\$, \$\$\$)	Funding Sources	Notes
Planning (Land Use, Zoning, and Housing) (continued)					
Update parking strategies.	Planning, Engineering	1 - 2 Years	\$\$	TLC	Develop and update parking strategies to reduce parking demand, shared parking approaches, and other strategies.
Update the Moderate-Income Housing Plan.	Planning, Community Development	0 - 2 Years	\$\$\$	State	Coordinate/collaborate with local developers to create affordable dwelling units below 80% AMI and develop incentives for affordable housing development.
Promote residential neighborhood development.	Planning	Year 1	\$	Planning Division	Promote citywide ADU (attached and detached) standards.
	Planning	Year 1	\$	Community Development	Educate homeowners on infill options and ADU permitting and benefits.
Certify the SAP.	Planning, Legal	Year 1	\$	TLC	Submit the SAP for certification per HB 462 requirements.
Transportation, Mobility, and Safety					
Improve pedestrian and bicycle access.	Engineering, Streets and Sidewalks	2 - 5 Years	\$\$\$	TAP	Install new or enhance existing pedestrian crossings on Harrison Blvd., such as at 33rd, with a pedestrian refuge, pedestrian hybrid beacon, or rectangular rapid flashing beacon.
	Engineering, Streets and Sidewalks, UDOT	2 - 5 Years	\$\$\$	TAP	Widen sidewalks on narrow segments south of 36th.
	Engineering, Streets and Sidewalks, UDOT	2 - 5 Years	\$\$\$	TAP, CIP	Work with UDOT and private landowners to identify feasibility of protected bike lanes in key locations along Harrison Blvd.
	Engineering, Streets and Sidewalks, UDOT	2 - 5 Years	\$\$\$	TAP, CIP	Work with UDOT to implement safe bicycle and pedestrian infrastructure at OGX station intersections along with safe connections to slower, adjacent neighborhood streets.
	Engineering, Streets and Sidewalks, UDOT	2 - 5 Years	\$\$\$	TAP, CIP	Plan and develop adjacent street routes, such as neighborhood greenways, for safe bicycle connectivity.

Action Item	Responsible Entity	Timeframe	Cost (\$, \$\$, \$\$\$)	Funding Sources	Notes
Transportation, Mobility, and Safety (continued)					
Enhance intermodal connections.	Engineering, UTA	2 - 3 Years	\$\$	UTA, WSU	Encourage and collaborate with UTA and WSU to improve pedestrian access between OGX and campus/parks.
	Engineering, UTA	0 - 2 Years	\$\$	CRP, CMAQ	Coordinate new micromobility options and first-mile/last-mile programs (including Green Bikes).
Advance complete streets implementation.	Engineering, Streets and Sidewalks	0 - 5 Years	\$\$\$	CRP, CMAQ, STP	Implement trees, street lighting, wide sidewalks, and stormwater features on Harrison Boulevard.
Address crash hot spots.	Engineering, Streets and Sidewalks	0 - 3 Years	\$\$	TAP	Install pedestrian safety upgrades at 36th and Harrison, Blvd. Country Hills Rd., and 4600 S.
Open Space and Public Realm					
Develop new parks or gathering spaces.	Parks and Recreation	0 - 5 Years	\$\$	Public/Private	Plan and develop new public space nodes near the 32nd and 36th station areas.
	Parks and Recreation	0 - 5 Years	\$	CIP	Include seating, shade, and ADA connections in park designs
Link park and trail systems together and to OGX.	Parks and Recreation, Planning	2 - 5 Years	\$\$	CIP	Connect the WSU Discovery Trail, Forest Green Park, and Glasmann Pond via trail improvements.
Economic Development					
Encourage retail and service infill.	Community and Economic Development	2 - 5 Years	\$	Private	Encourage corner stores, cafes, and small-scale services in mixed-use areas.
Support redevelopment of aging commercial parcels.	Community and Economic Development	0 - 3 Years	\$	Public/Private	Use HTRZ or TIF tools to redevelop strip malls and low-value commercial lots.
Infrastructure and Sustainability					
Upgrade aging infrastructure.	Engineering	Ongoing	\$\$	CIP	Upgrade water, sewer, and stormwater systems in tandem with anticipated growth.

Action Item	Responsible Entity	Timeframe	Cost (\$, \$\$, \$\$\$)	Funding Sources	Notes
Infrastructure and Sustainability (continued)					
Identify and promote sustainable development and design strategies.	Planning and Engineering	1 - 2 Years/ Ongoing	\$	Planning Division, CIP	Identify zoning code updates that prioritize sustainable development, such as promotion of water-wise landscaping, compact building patterns, and reduction of parking minimums in walkable centers.
Coordination, Partnerships, and Funding					
Coordinate with key partners.	City Administration	0 - 5 Years/ Ongoing	\$\$	Public/ Private, State	Work with WSU, Intermountain Health, UTA, UDOT on joint development and access planning. Work with landowners of properties to achieve common goals and share resources.
Seek funding for implementation.	Finance and Planning	0 - 5 Years	\$	STP, TAP, CMAQ, State	Pursue Safe Streets grants, TIF financing, and HTRZ designations.

Funding Sources

The funding sources listed below are programs funded through WFRC, which administers approximately \$40 to 50 million in federal transportation funding annually to local communities.

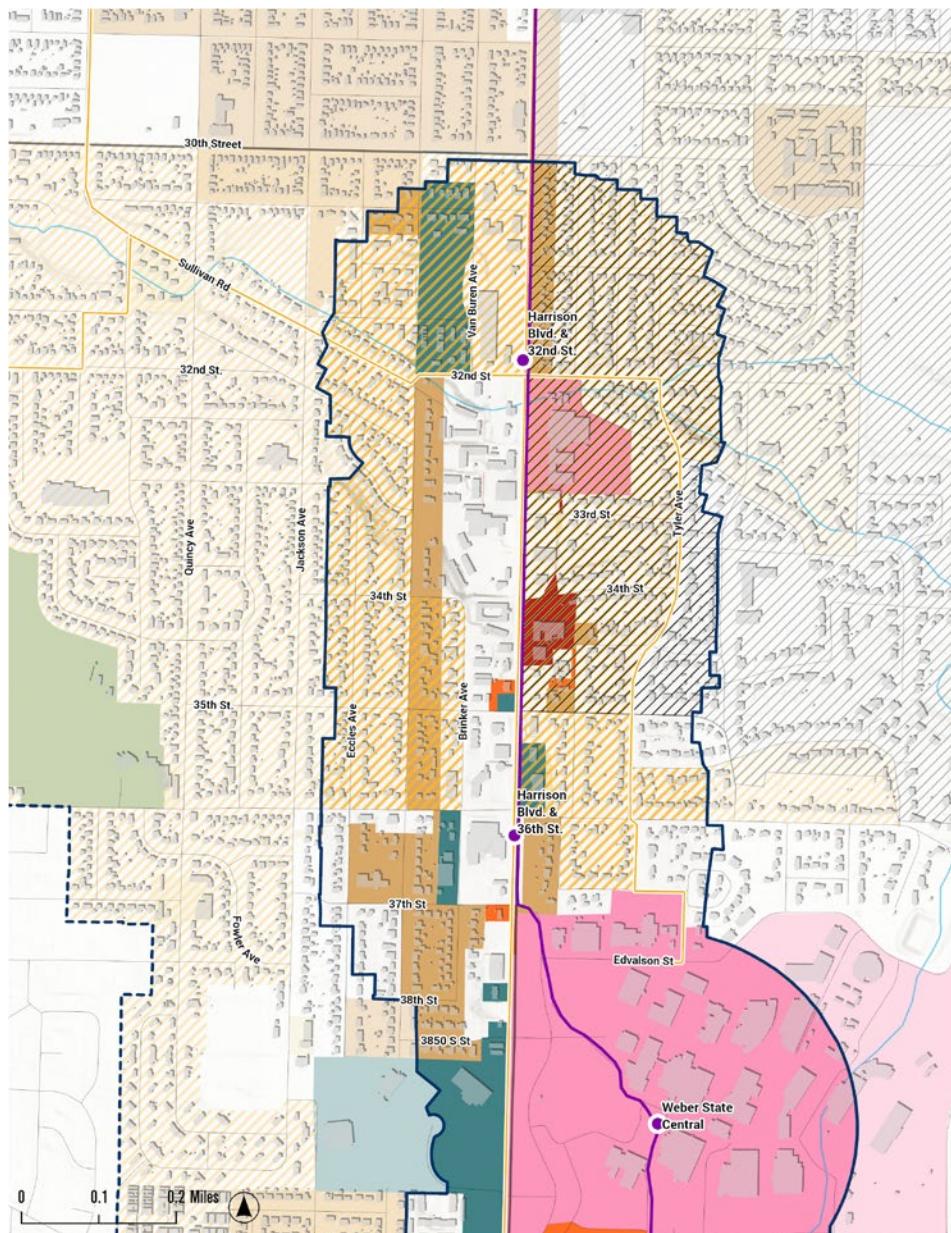
- **Carbon Reduction Program (CRP)** provides funding for transportation projects that reduce on-road carbon dioxide emissions
- **Congestion Mitigation and Air Quality Program (CMAQ)** provides funding for transportation projects that improve air quality
- **Surface Transportation Program (STP)** provides funding for highways and bridges, transit capital improvements and projects, and active transportation projects
- **Transportation Alternatives Program (TAP)** provides funding for the planning and construction of bicycle and pedestrian facilities
- **Transportation Land Use Connection Program (TLC)** provides funding to help communities plan for growth and implement changes to the built environment that reduce traffic on roads and promote transit and active transportation

ACTION MAPS AND DIAGRAMS

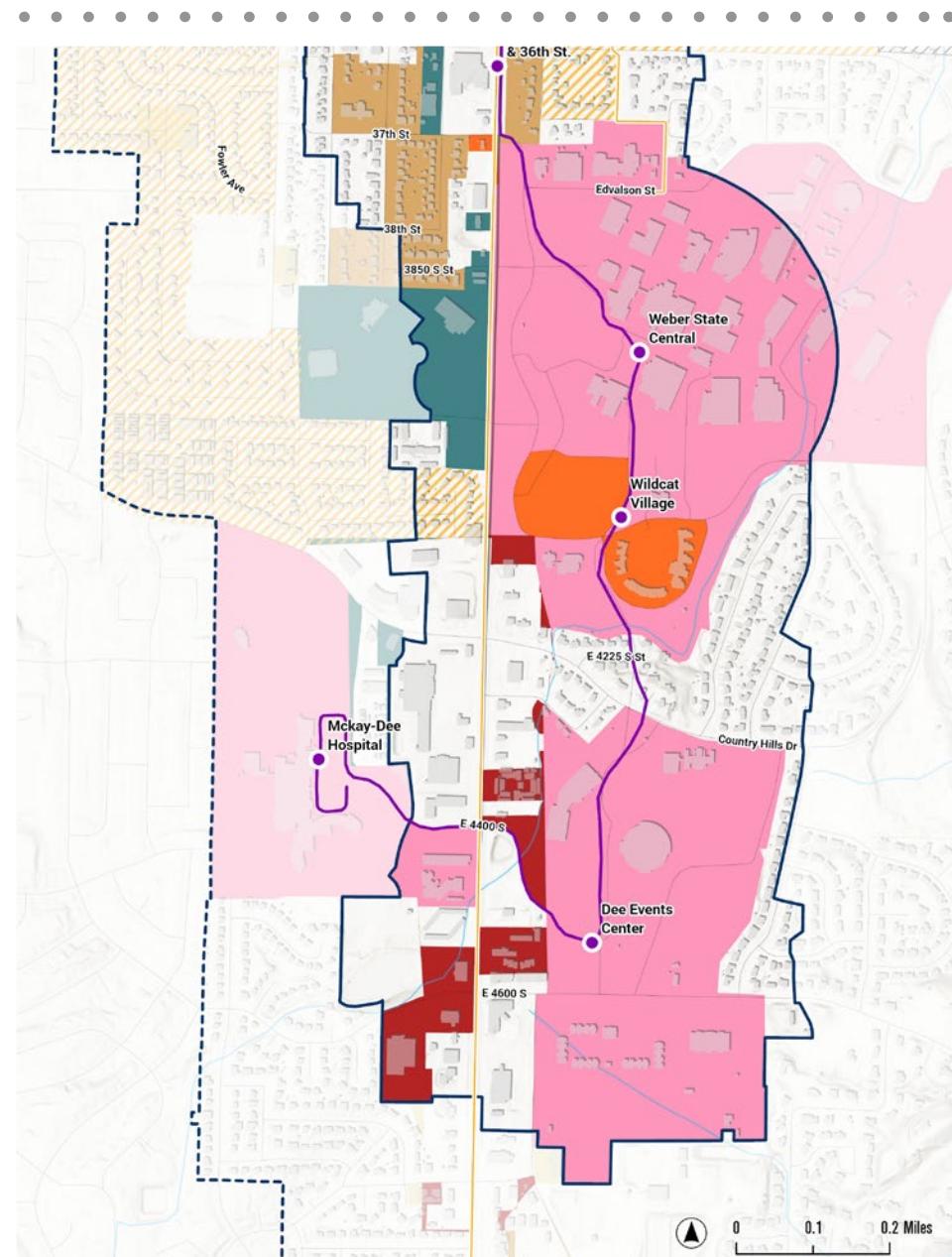
Key Planning Actions

The maps on the following pages represent where land will likely need to be rezoned to implement the Future Land Use designations along the corridor. Updating the zoning designations in these key areas and removing the ADU prohibited overlay in the northeast quadrant of the corridor will help facilitate infill development near transit, including cottage homes, workforce housing, and ADUs. Incorporating mixed-use centers will help encourage stores, cafes, and small-scale services as well as public gathering spaces.

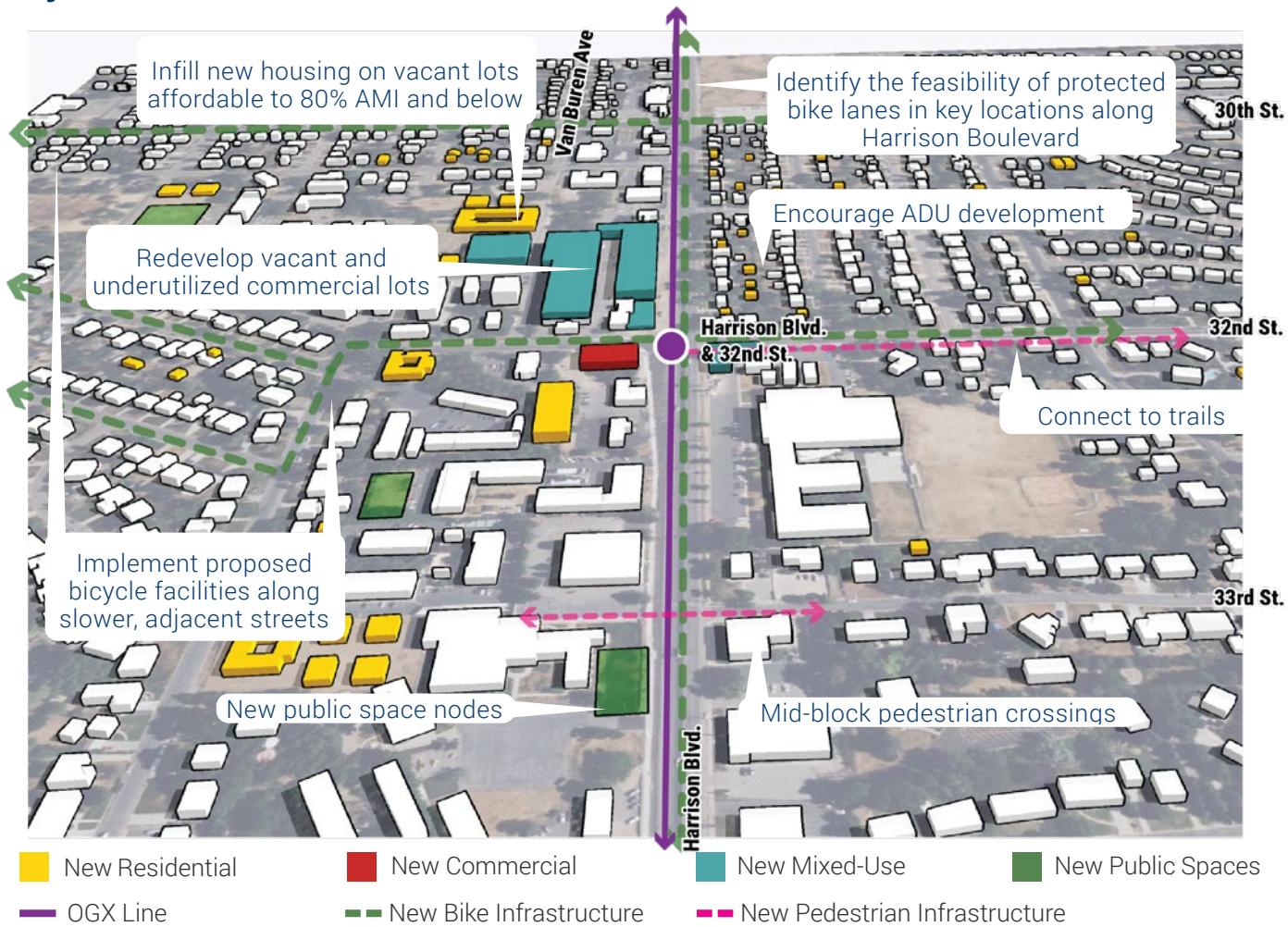
The areas with future land use colors will need to be rezoned. Areas depicted in white will not require zoning changes.



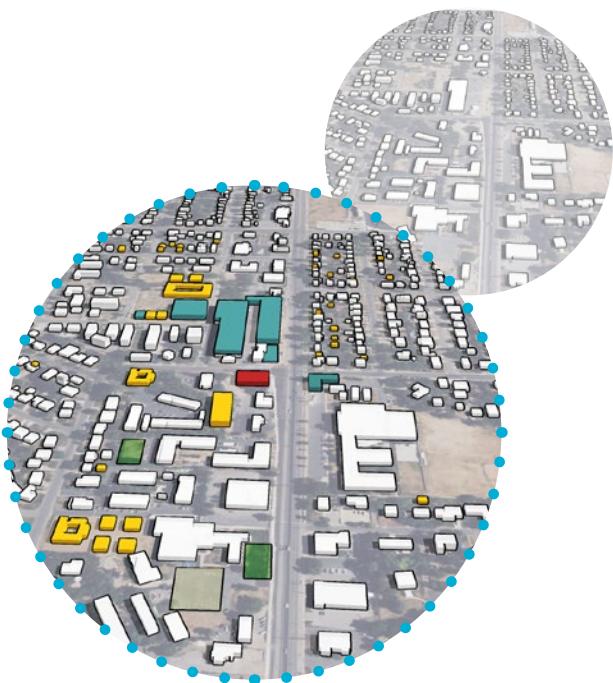
The following pages illustrate how this section of the OGX corridor could change as the SAP Action Plan is implemented with Future Land Use designations, new infill residential and commercial development, transportation and pedestrian/bicycle infrastructure improvements, new mixed-use centers, additional public nodes and gathering spaces, pedestrian connections to parks and trails, and safety improvements at key intersections.



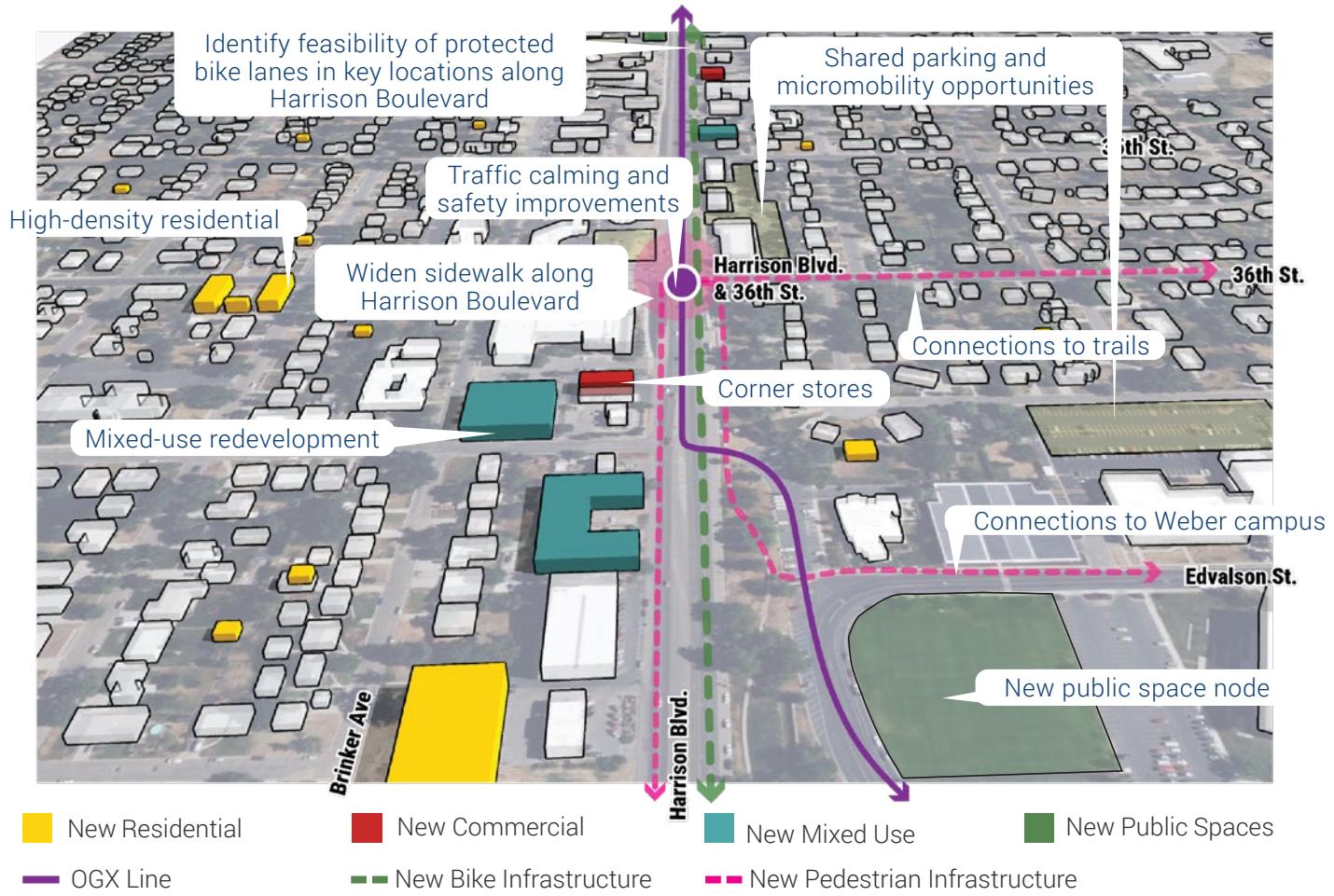
Key Actions at 32nd and Harrison Boulevard Station Area



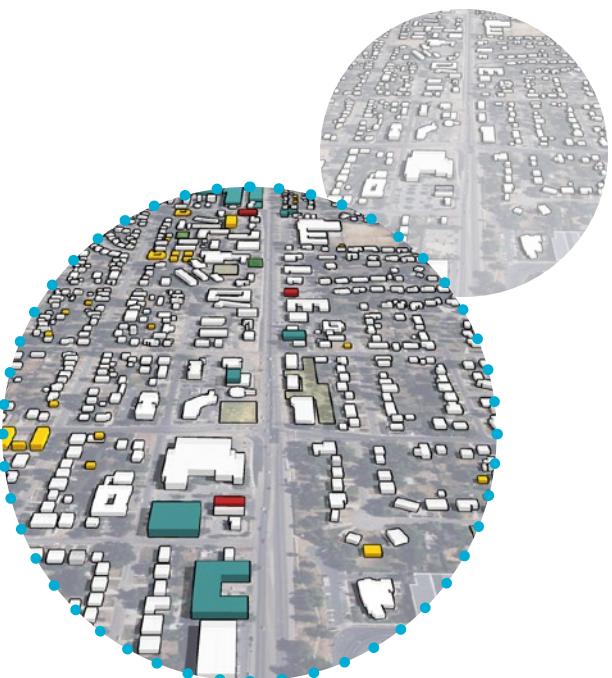
More compact and efficient development patterns in the 32nd and Harrison Boulevard station area will be possible by allowing ADUs east of Harrison Boulevard and encouraging higher density residential and mixed-use infill to the west. This Action Plan calls for assessing the feasibility of protected bike lanes, mid-block pedestrian crossings, identification of bicycle routes and facilities along streets adjacent to Harrison Boulevard, new public space nodes, and better connections between the OGX station and trailhead at 32nd Street. These changes would support more affordable and diverse housing types, enhance mobility, revitalize underutilized commercial areas, and improve safety and sustainability.



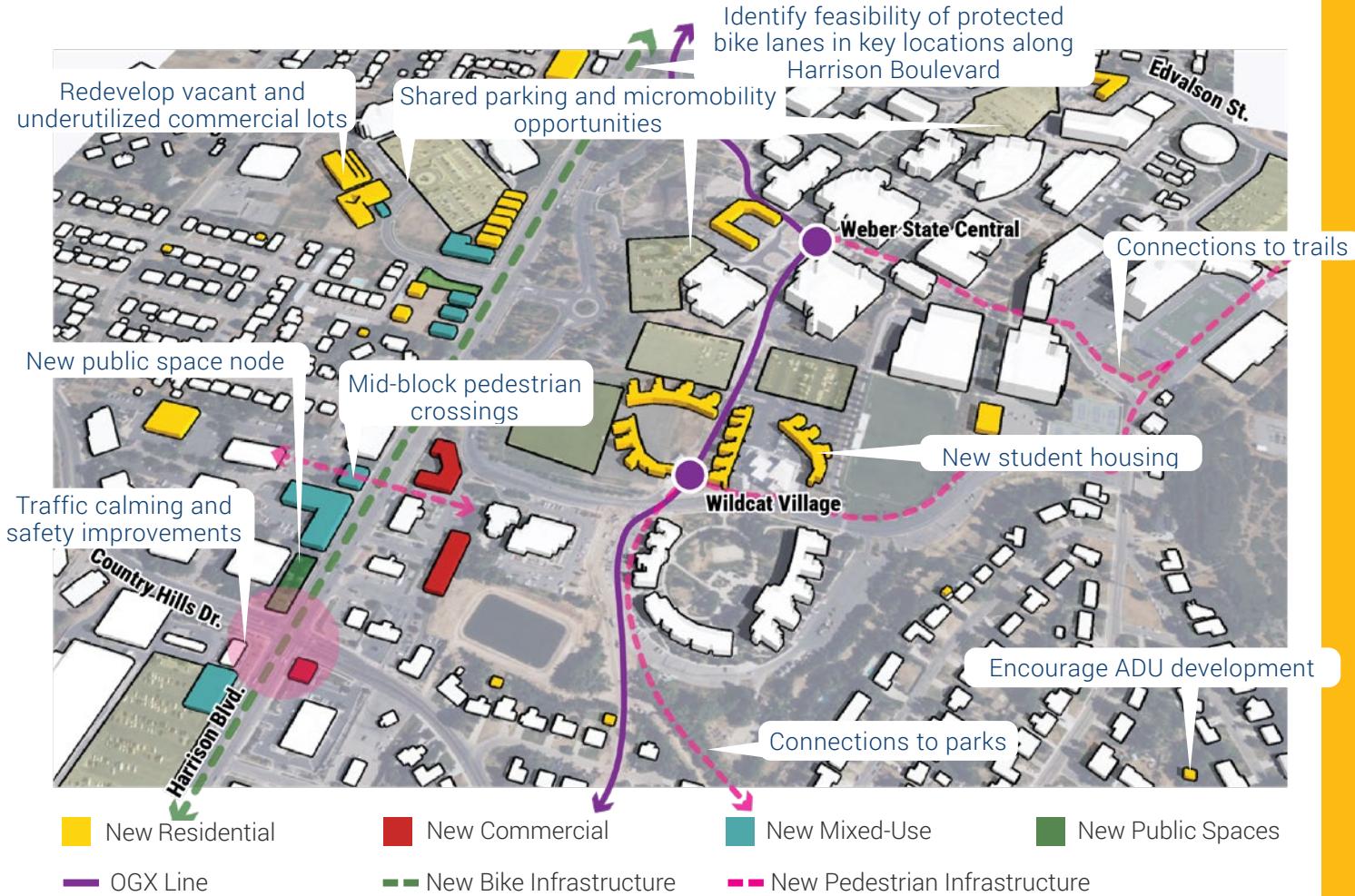
Key Actions at 36th and Harrison Boulevard Station Area



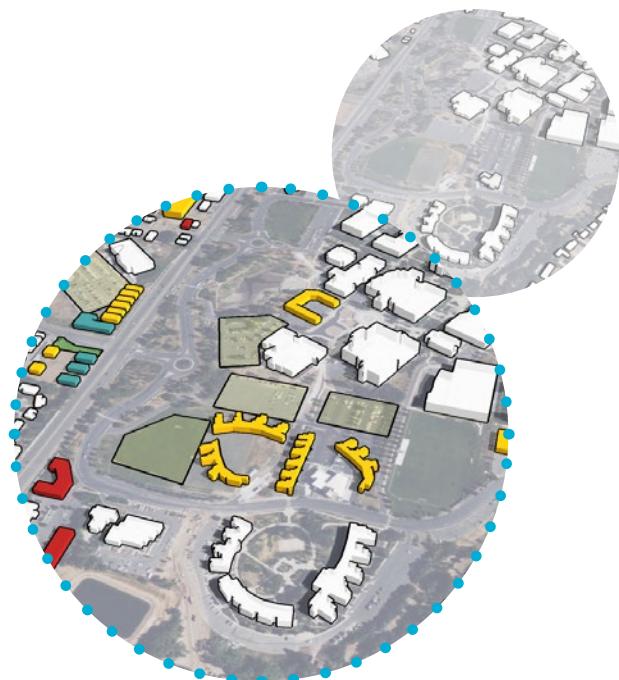
At the 36th Street and Harrison Boulevard station, a vibrant and walkable community can be facilitated by encouraging a wider range of housing types (especially west of Harrison Boulevard), along with updated parking strategies and mixed-use areas that support corner stores, cafes, and neighborhood services. The SAP Action Plan also calls for widening sidewalks south of 36th Street, pedestrian safety improvements at the Harrison Boulevard and 36th Street intersection, assessing feasibility of protected bike lanes in key locations along Harrison Boulevard, and stronger connections between the OGX station, WSU, and trailheads.



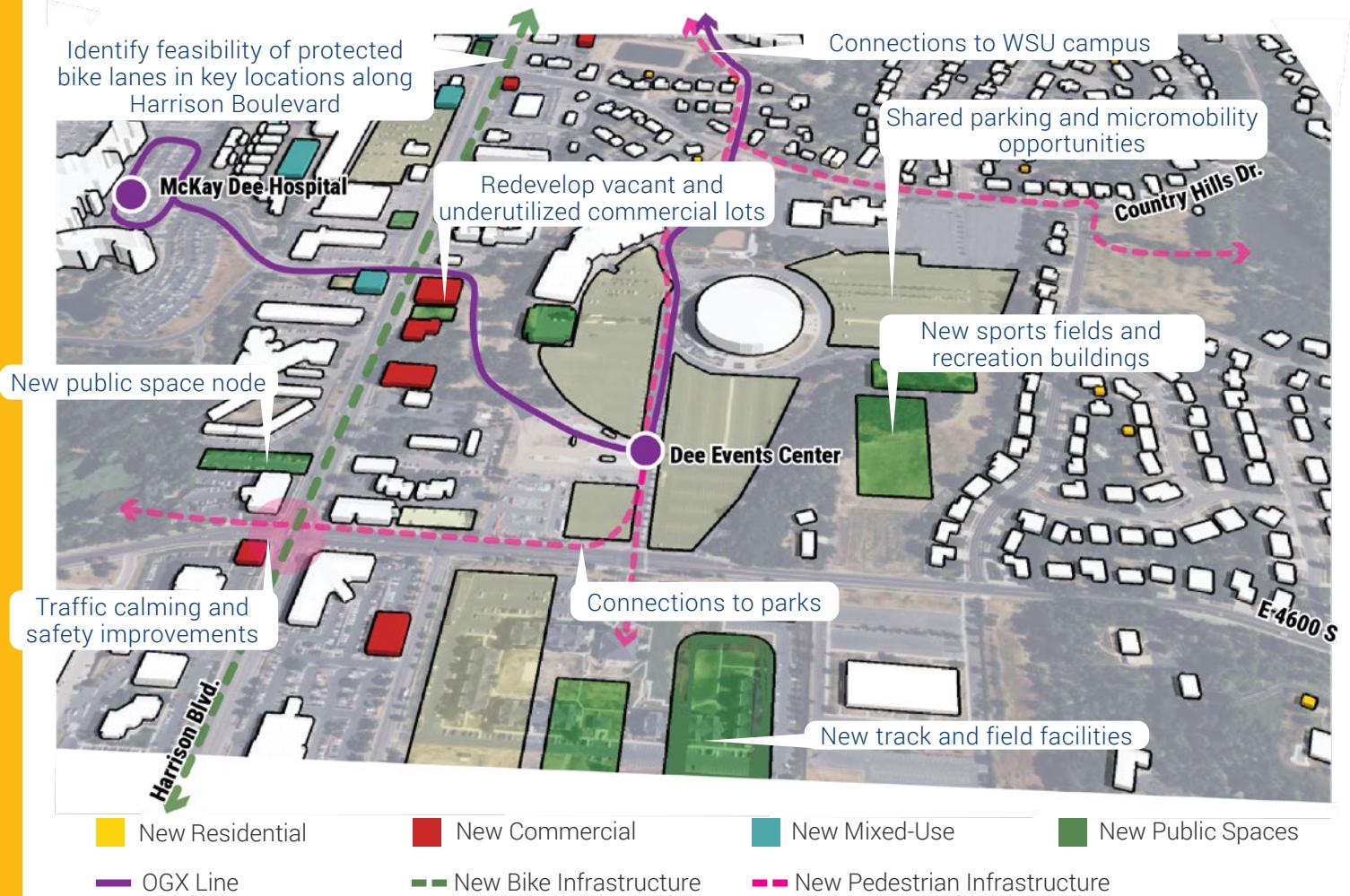
Key Actions at Weber State Central and Wildcat Village Station Areas



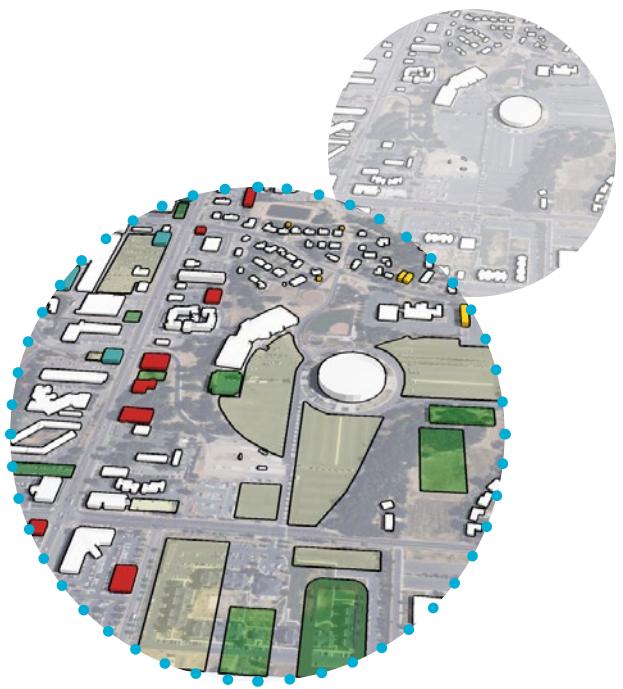
At the Weber State Central and Wildcat Village stations, improved pedestrian infrastructure and better access to parks and trails, and safety upgrades at Harrison and Country Hills Drive, will enhance the overall experience for non-car users in the corridor. Enhanced links to parks and trails, new student housing on campus, and shared parking and micromobility options at WSU and the IHC property would also support a more connected, livable neighborhood. Implementing the SAP Action Plan at these stations would create more opportunities for students and university employees to live close to where they study and work, with services and amenities nearby along Harrison.



Key Actions at Dee Events Center Station Area



At the Dee Events Center station, the parking area surrounding the events center is a key opportunity for shared parking strategies and micromobility options. Vacant land southeast of the center has been identified for new sports fields and recreation facilities, with a new public space node between Harrison and Glasmann Pond as well as traffic calming and safety upgrades at Harrison and E 4600 S. Assessing the feasibility of protected bike lanes in key locations along Harrison and redevelopment of vacant or underutilized lots will help create pedestrian-oriented commercial frontage and support a mix of uses that enhance the area's vibrancy and accessibility.





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