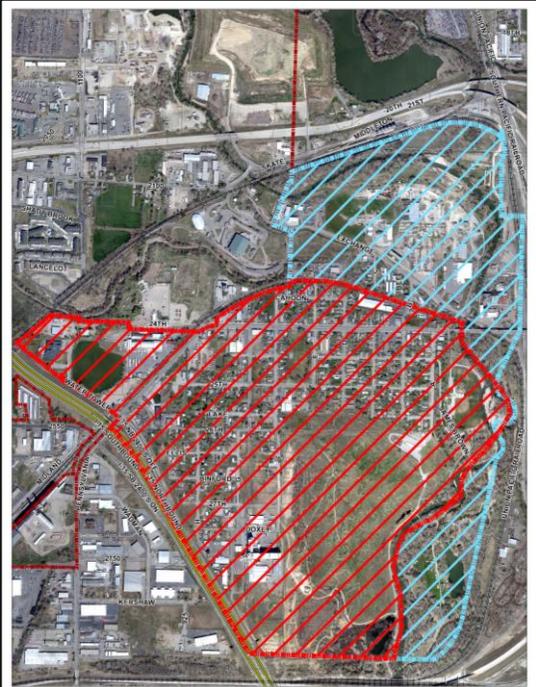
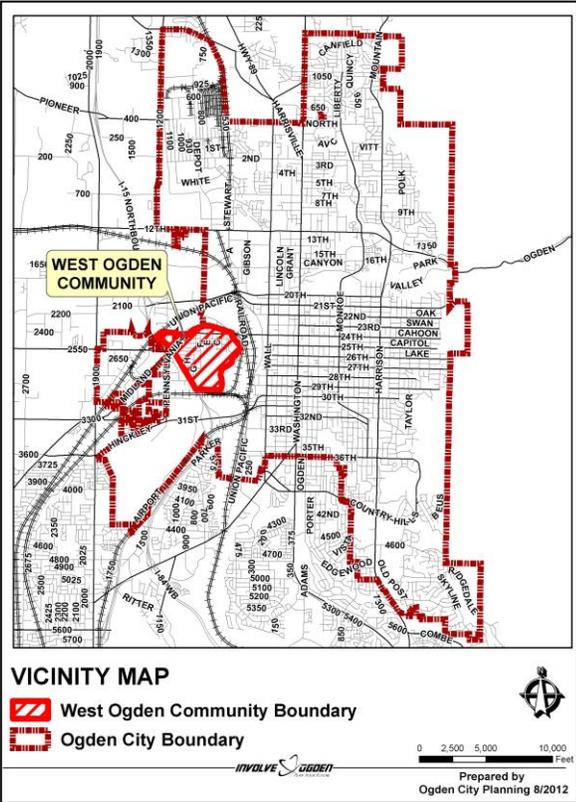


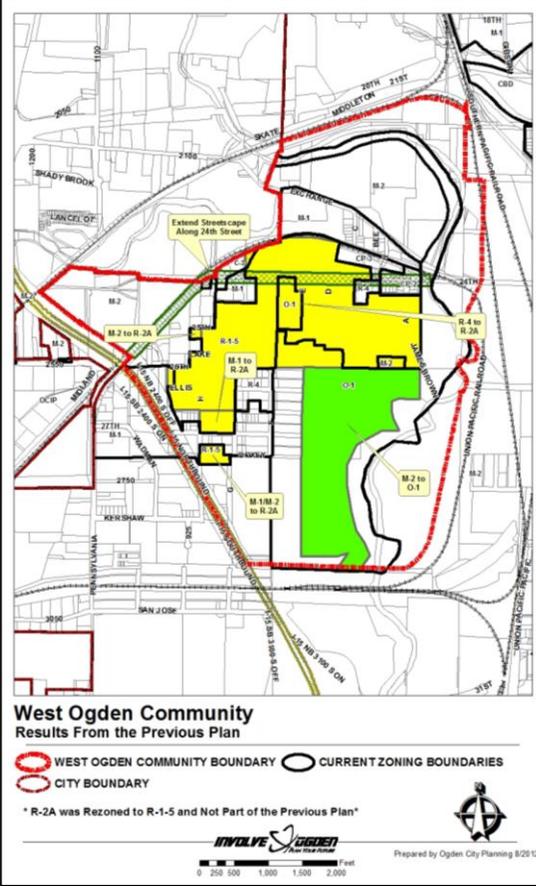
A. Background

The West Ogden Planning Community is named after its location in the City, being west of the downtown area and rail yard. The original 1984 community plan was the first to be adopted in the City. The community plan boundary was originally located between Interstate 15, the Weber River & the rail line south of Exchange Road and the railroad property south of the old landfill. The new plan proposes to expand the boundary east to the rail yard boundary and north to the rail line that is south of 21st Street, as shown in the boundary map.



The previously adopted West Ogden Community Plan focused on downzoning various manufacturing and multiple-family areas. R-2A zoning replaced the R-4 zoning in many areas. In 2001 the R-2A zoning was replaced with R-1-5 zoning to reflect the single-family nature of most of the residential area.

The previous plan also emphasized the importance of extending the streetscape along 24th Street to emphasize it as a major entrance. These enhancements were installed, and the expansion and maintenance of these features have been re-



emphasized in the 24th Street Corridor Plan, which was adopted in 2005.

Other changes that have occurred since the adoption of the previous plan include the development of several parks and trails. These include Fort Buenaventura, Dog Park, Kayak Park, and the development of the River Parkway.

Another change which has taken place was the closure of the Weber County Landfill in 1998. The landfill was a major concern for the residents when the previous plan was adopted.

The previously adopted plan identified several concerns in the community. Those concerns included:

1. The bussing of the area school children to three (3) different elementary schools.
2. Eliminating crime in the community beyond the Neighborhood Watch Program.
3. Truck traffic on F and H Avenues.
4. No curbs, gutters, or sidewalks west of F Avenue.
5. Negative impact of I-15 on the neighborhood in regards to pollution, noise, and the effects on property values.

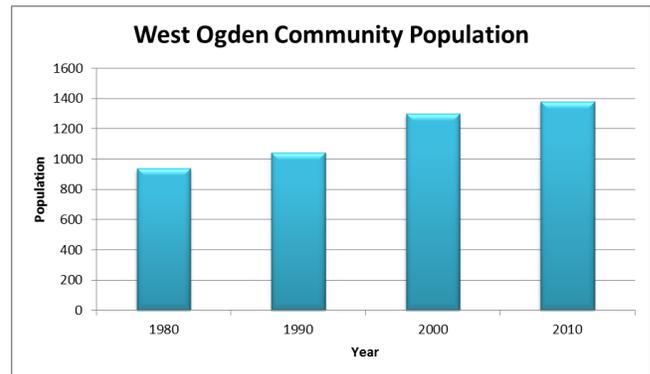
The previously adopted plan also provided “Guidelines for the Future” and “Directions to the Staff” to address the concerns and issues that arose during the plan development process. Those included:

1. If Pillsbury “Cargill” expands, a landscaped buffer be required from Doxey to G Avenue and from Binford to F Avenue.
2. Work with Cargill “Pillsbury” to address the truck problem in the area and develop a routing plan to lessen the impact on the neighborhood.
3. Discourage any single lot development of commercial/industrial land within the neighborhood.
4. Transition rezoning of the southwest area to MP-1.
5. Have the neighborhood and leadership involved in the maintenance, buffering strip and getting the word out about housing and rehab money.

6. Work with Pillsbury to limit truck traffic to one main thoroughfare.
7. Work with the School District for all elementary school children from the area to be bussed to the same elementary school rather than three (3) different ones.
8. Vacate existing street rights-of-way in the Weber County Landfill site.
9. The Staff should work with the State to determine the degree of pollution resulting from the landfill and seek to correct the problem.

1. Population Characteristics

The 2013 West Ogden Community is located in Census Tract 2019. The 2010 population in this community is 1,382 which accounts for 1.7% of the entire City population. The population changes between 1980 to the present are shown in the following graph, which shows some growth over time.



The City population is nearly equal with the male population 0.8% higher than the female population. The West Ogden Community however has a higher male population (55%) compared to the female population (45%). The occupancy rates in 2010 in West Ogden were at 87.9 % which has dropped from 2000 (90.7%). The average household size in 2010 was 2.98 individuals which is an increase from 2000 (2.96) and 1990 (2.91). The biggest change in demographics surfaced when looking at whether homes were owner or renter occupied. In 1990 57.5% of the housing stock was owner occupied and 42.5% of the housing stock was renter occupied. Owner occupation increased in 2000

to 59.2% (renter occupation was 40.8%). However, in 2010 the number changed drastically with 52.7% of the housing stock being owner occupied and 47.3% of the housing stock being renter occupied.

2. Land Use / Zoning

The West Ogden Community has a mixture of uses. The new community boundary makes up approximately 3.4% of the entire City. The largest single land use not including the roads is government/institution (28.69% of the total land area is used for government/institution), and consists mostly of the old landfill site, which is owned by Weber County. The next largest land use is the manufacturing uses in the community, which consists of 21.89% of the land area. After manufacturing, residential uses are the next largest land use at 14.03% with 12.63% of that amount used as single-family homes. Though the community has frontage along I-15 and has 24th Street, a major corridor running through it, commercial land use only makes up 0.05% of the land area in the community.

Unlike the land use, which is based on individual properties, zoning is a mixture of

districts that usually makes up several properties. The largest is manufacture zoning in the community which comprises 49.45% of the area (40.58% M-2 & 8.87% M-1). The next largest is the open space zoning which comprises 28.03% of the community. The residential zoning comprises 20.18% of the community (18.55% R-1-5 & 1.63% R-4). The smallest zoning in the community is the commercial zoning comprising of 2.34% of the area (0.85% CP-2 & 1.49% C-3/CP-3).

3. Development History

The West Ogden Community is really the oldest community in the entire City, where the earliest settlement began with Fort Buenaventura at the east side of the community. Once the fort was vacated the West Ogden area was left a vacant sand hill. The area served as the main entrance to the developing Ogden community. The first subdivision developments in West Ogden took place with land speculation. Subdivisions named Brooklyn Addition and River Park Addition were recorded in 1890. The main housing developments started several years later and continued through the 1950’s. The single-family dwellings lots were attractive to the working class, which allowed them to leave the core of the City and be closer to their employment, which was in the developing rail yards and stock yards. A few small commercial buildings (now currently used for auto repair) that served as neighborhood stores still stand that reflect this development pattern. These early commercial stores also developed on the key location of 24th Street. 24th Street was the only entrance into downtown for nearly 100 years.

The residential neighborhood was meant to expand further west, but the development of I-15 cut off a large portion of the platted residential neighborhood. With the rail yard to the east and the rail lines to the north and south of the community, the development of the freeway to the west caused the community to be completely enclosed. This eliminated the ability for the community to expand. The development of the surrounding rail lines and the freeway also hindered connections. No longer was 24th Street

West Ogden Community Land Use Information			
Land Use	Square Feet	Acres	Community Percentage
Single-Family	2,657,160.00	61.00	12.63%
Duplex	135,471.60	3.11	0.64%
Multiple-Family 3-4 Units	57,063.60	1.31	0.27%
Multiple-Family 5+ Units	103,672.80	2.38	0.49%
Government/Institution	6,036,544.80	138.58	28.69%
Commercial - Sales	10,890.00	0.25	0.05%
Commercial - Service	565,408.80	12.98	2.69%
Transportation/Utility	1,275,001.20	29.27	6.06%
Manufacturing	4,605,598.80	105.73	21.89%
Park	2,805,699.60	64.41	13.33%
Vacant	2,787,840.00	64.00	13.25%
Total	21,040,351.20	483.02	100.00%

the only western entrance to Ogden for the commercial traffic to use. In fact, limited one directional freeway access at 24th Street plus the other transportation barriers limited connections to other areas for both traffic and pedestrians. The connection of Exchange Road and 24th Street as the main street shifted solely to 24th Street being a main road to surrounding areas. This new main road caused the smaller northern residential area to be segregated from the rest of the neighborhood.

The community has had since its early development large manufacturing/industrial uses surrounding the residential neighborhood. These uses include the stock yards and the Swift Meat Packing Plant at the northeast end of the community, the Globe Flour Mill at the south end of the community, and the California Packing Cannery at the northwest end of the community. Both uses expanded and created defined edges with a manufacturing and residential mix. The most detrimental of these mixes was the landfill at the south end of A Avenue. The landfill was capped and closed in 1998.

With the development of the community, consideration was given to provide a park, the first being the West Ogden Park. In 1999 Affleck ball field was relocated off of Wall Avenue to become the Miles Goodyear Complex, just south of 24th Street on the west side of the Weber River. The Fort Buenaventura site was developed as a State Park to honor the mountain man. This facility later became a County Park. Recent park developments include the Dog Park, just north of the Miles Goodyear Complex and the Kayak Park on the west side of the Weber River, north of Exchange Road. The community has also been fortunate to have the Centennial Trail developed along the Weber River. After the capping of the old landfill site, the King Fisher Loop and Wetlands were developed on the south end of the old landfill.



An earlier view of Ogden's Downtown from West Ogden

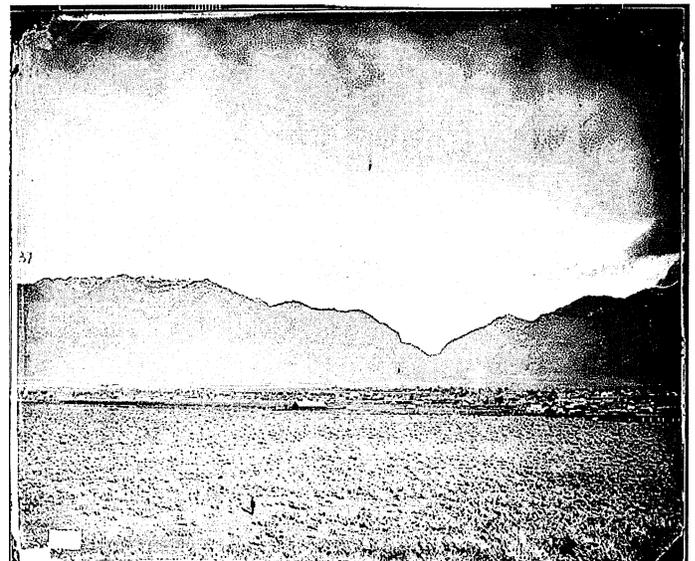


Photo taken circa.1900 from West Ogden looking east

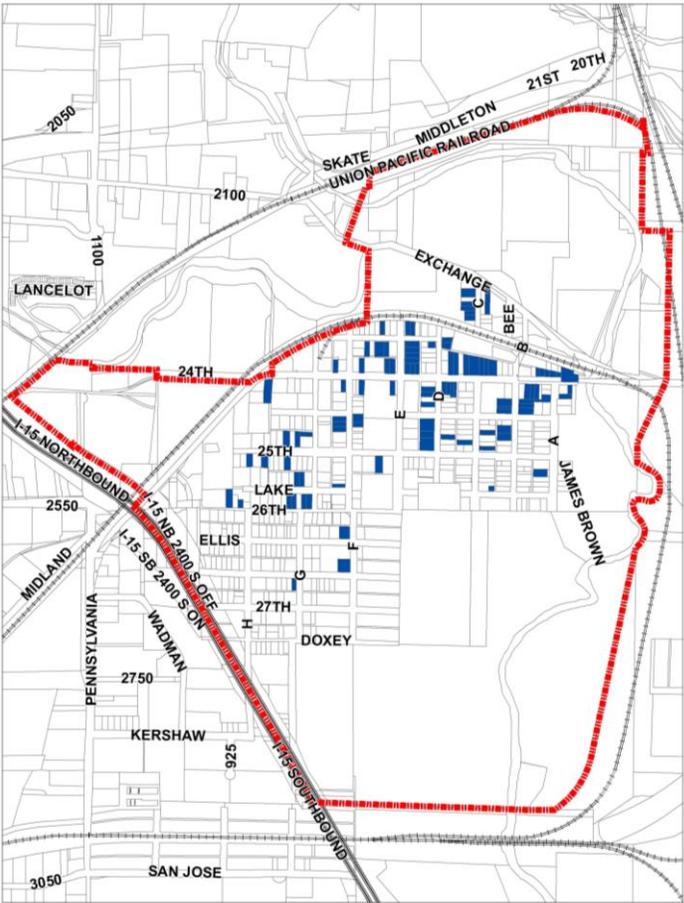
4. Residential Housing Styles

The housing stock in the West Ogden Community is mostly older, and while sparse in its number of housing units, it has a large variety of housing types and styles. These types span from the early 1900’s to present day. The vast majority are single-story, single-family homes.

a. Styles 1- 1900 to 1929

The style of these homes were typically Victorian single-story in nature that focused more on architectural detail. The typical material that was used for construction was brick and wood-lap. Many have porches.

Examples of housing styles from the early late 1900 to early 1929



West Ogden Community Residential Buildings

- BUILT BETWEEN 1887-1929
- WEST OGDEN COMMUNITY BOUNDARY

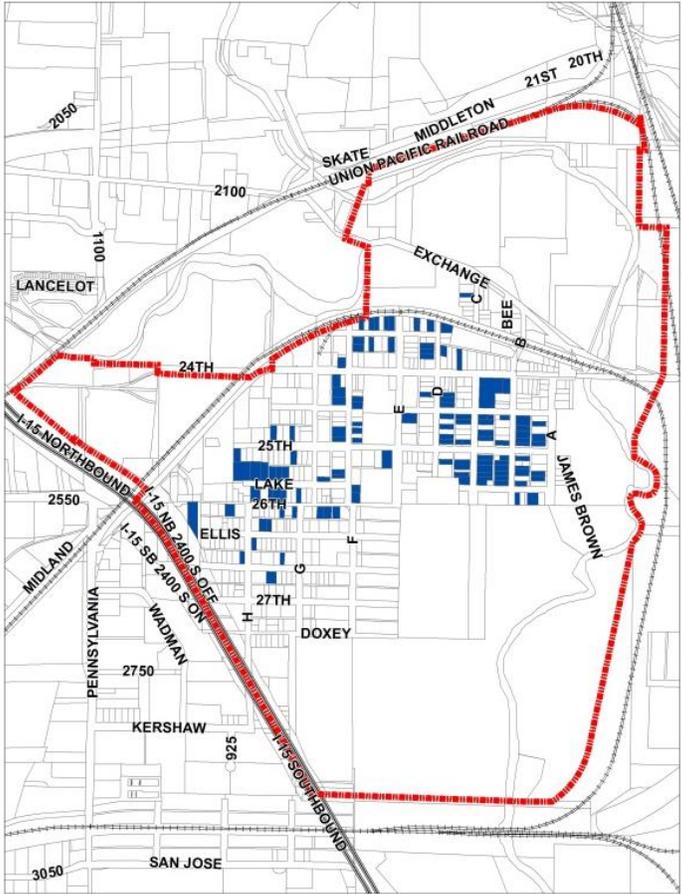


Prepared by Ogden City Planning 7/2013

b. Style 2- 1930 to 1949

The homes are relatively small with a detached garage found in the rear of the lot. These homes are very simple in their design and varied between bungalow designs and post war cottages. There are even a few “basement homes” that resulted from material shortages during World War II.

Examples of housing styles in 1930 to 1949



West Ogden Community
Residential Buildings

- BUILT BETWEEN 1930-1949
- WEST OGDEN COMMUNITY BOUNDARY

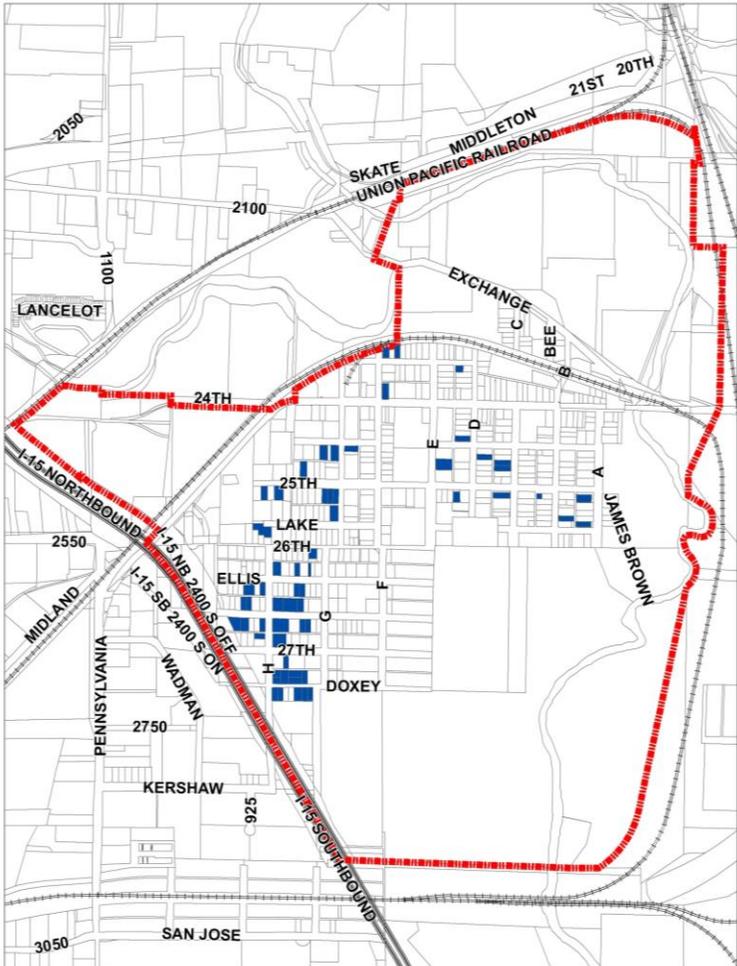


Prepared by Ogden City Planning 7/2013

c. Style 3- 1950 to 1969

The homes of this time period started to be a bit larger than the ones constructed previously. Some early ranch styles that incorporated attached garages and carports were built in the area. The porch and covered entrances became less common.

Examples of housing styles in 1950 to 1969



West Ogden Community
Residential Buildings

- BUILT BETWEEN 1950-1969
- WEST OGDEN COMMUNITY BOUNDARY



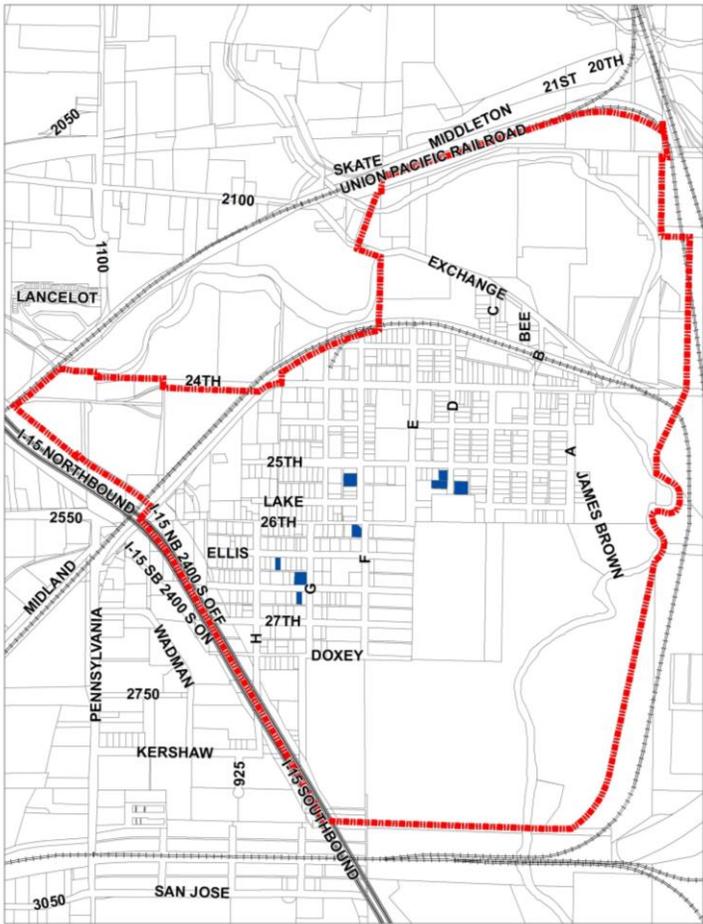
Prepared by Ogden City Planning 7/2013

d. Style 4- 1970 to 1989

Very little construction occurred in the community during this time period. Most of the residential developments were multiple-family apartment buildings, which incorporated very little architectural design. These structures also implemented mostly vinyl siding on their exteriors. This time period is where pre-manufactured homes on permanent foundations began to be introduced into the community.



Examples of housing styles in 1970 to 1989



West Ogden Community Residential Buildings

- BUILT BETWEEN 1970-1989
- WEST OGDEN COMMUNITY BOUNDARY



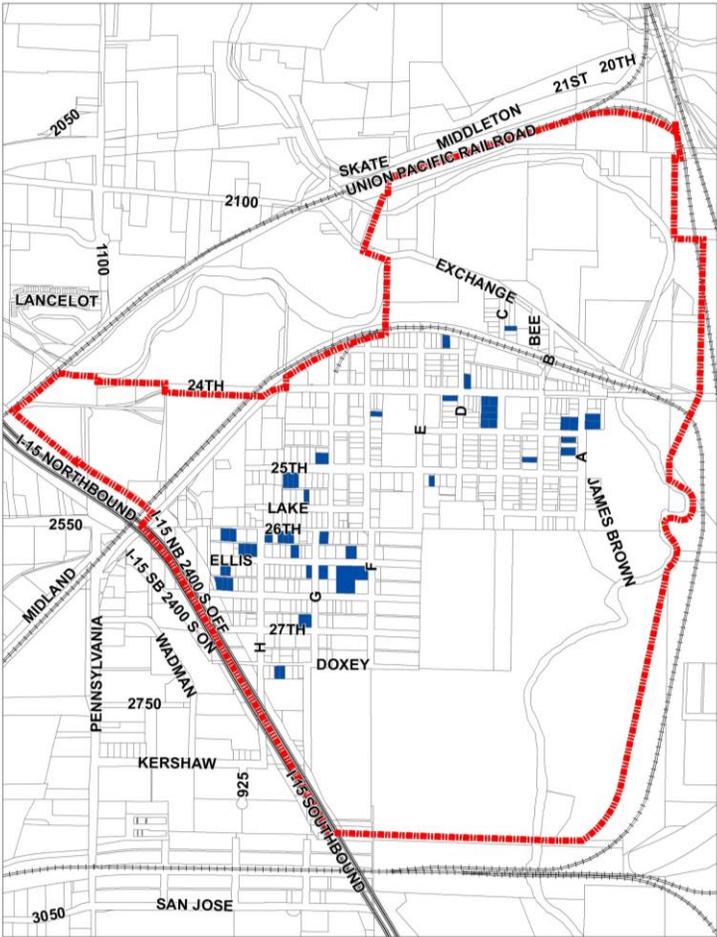
Prepared by Ogden City Planning 7/2013

e. Style 5- 1990 to 2013

During this time period, the majority of the residential buildings being constructed are pre-manufactured homes installed on permanent foundations. The few homes built from the ground up are modest homes with attached garages. These structures incorporate mostly vinyl siding in their exterior design.



Examples of housing styles in 1990 to 2013



West Ogden Community Residential Buildings

● BUILT BETWEEN 1990-2013
 ○ WEST OGDEN COMMUNITY BOUNDARY



Prepared by Ogden City Planning 7/2013

B. Community Comment

During the information-gathering meeting, which was held on September 13, 2012 at the Catholic Community Service building (2504 F Avenue), the residents attending the meetings mentioned several issues affecting the community. Participants of this meeting were invited to form a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. Information was brought back to the community in another open house meeting at the Catholic Community Service building on May 15, 2013. The following is a list, by topic, of the primary issues identified from the public meetings and by the Steering Committee.

1. Local School

With the loss of the Hopkins Elementary School in 1975 (which is now the Catholic Community Service building) the children in the community were "farmed-out" to different schools outside of the community for several years. While the children still attend school outside of their community, they all currently go to the same school, Odyssey Elementary, which is located in the Jefferson Community. The community understands that the current population of the community does not merit an elementary school being developed in the community. However, special consideration should be given to increasing the residential population in the community so that an elementary school can be established back inside the community, even a small charter school.

2. Quality Residential Development

The participants commented that the quality of housing has diminished over the years. The latest trend of construction has been the development of manufactured homes on permanent foundations. There has also been an increase in low-income housing and poor quality multiple-family homes. Efforts need to be made to encourage better housing developments in the community that incorporates design and architecture that improves the community.

3. Urban Agriculture Options

The community has expressed that they see themselves as more of a "rural environment." There is a desire to have the option of keeping of small

farm animals and fowl in the community. The community acknowledges that there needs to be regulations established that promotes humane treatment of the animals, and also minimizes impacts on surrounding properties. The community also recognizes that regulations need to be such that enforcement can be realistically accomplished. This can be accomplished by restricting agriculture animals to single-family uses that have an approved "agriculture overlay zone" and developed community small farm animal lots.

4. Landscaping and Code Enforcement

Where there is no secondary-water in the community, there needs to be educational efforts provided to the community on how to design, install, and maintain a drought tolerant type of landscaping. Code Enforcement is very active in the community, but seems to address small mundane issues, and avoid the properties that have the bigger issues. Direction needs to be provided to the Code Enforcement to look at correcting issues on these problem properties, which tend to have excessive junk and debris and unmaintained landscaping. Code Enforcement should not always rely on reports from neighbors, but take initiative in seeking-out the problem properties, as reporting often causes contention between neighbors and leads to the reporting of petty issues.

5. Increase Commercial Development

Currently commercial retail only makes up 0.05% of useable land in the community. The community lacks any real substantial commercial uses. Services such as laundromats, pharmacies, post office, and general retail are not available in the community but are desirable to residents in the community.

With the potential development of the full freeway interchange at 24th Street, the amount of traffic will increase through the West Ogden Community. This increase in traffic would accommodate commercial development along the interstate and in-turn provides desired services to the residence in the community. A full freeway interchange and the increased traffic would then justify commercial zoning of C-1 on the south side of 24th Street, which would allow for small retail, restaurants, and convenience stores and also provide a good buffer between residents and the busy interstate and 24th Street interchange. Larger and more intensive

commercial developments would be able to develop on the north side of 24th Street as this would be away from residential uses, with a rezoning option of C-2. There is also land north of Grant Trucking that is located in unincorporated Weber County. This land is included in the Ogden City Annexation Plan. The land to the south side of the Hooper Canal should be zoned C-2 to allow for even more commercial development.

6. Decrease Heavy Manufacturing Impacts

There are issues with the heavy manufacturing uses throughout the community. Some of these issues are associated with noise, large truck traffic, and dust, which particularly impact the residents that live close by them. There are eyesore industrial uses throughout the community, which are too intensive for the community. These uses have unscreened outdoor storage that impacts the image of the community.

Solutions are to provide a better access for trucks away from the residential neighborhood in a commercial area created along the interstate. Reducing the amount of manufacture zoning in the community would provide a more desirable residential neighborhood and also accommodate for more commercial retail type uses. Looking at downzoning the industrial areas at the north end of the community from M-2 to M-1, to eliminate junk and salvage yard options for the future would be desirable. City limits should extend to the transfer station, which is included in the Ogden City Annexation Plan, and be zoned M-1 as well. Also look at downzoning the area south of Lake Street, between A & B Avenues. These rezonings would prevent the development of industrial and manufacturing uses that would be too intense for the community.

7. Develop Old Landfill as a Park

The closure plan of the landfill required an approved master plan to reuse of the site as a nature park and for the management of the area. This was due to the very restrictive activities that can be done on the site. These restrictions are in place so there is no disruption of the cap on the landfill. The restrictions prohibit the construction of buildings and use of motorized vehicles on the cap. Plantings that would require irrigation are also prohibited, as they may

cause leaching under the cap. Weber County has left the security fencing around the site to keep ATV's out and discourage dumping. As a result, the site looks very uninviting and restricted for the intended reuse plan. The County would like the site to be used for bicycling and walking trails, and is even open to recreation activities such as horseback riding, archery, and Frisbee Golf. The community is excited at the prospect of having such amenities, but feels action needs to be taken to implement the plans. The area needs to be more inviting and provide bicycle and pedestrian access from the residential neighborhood to the site. The park should also be named something other than referring to the area as "the old landfill." The name, "Observatory Park" seems appropriate after the old astronomical observatory that was once on the site. The community would like to see the security barbed-wire removed off the top of the fence, and vehicle restricted access gates installed to provide a connection to the neighborhood, possibly at D or E Avenues. Signage should also be included to outline the rules of the park, but at the same time be inviting. A minimum trail connection should be from the new neighborhood access gate to the established trails at the southeast end of the site. "Official" paths and signage should be created so there are not random ghost trails all over the site. The existing parking lot should be opened so that people from outside the community can have access to the park. There should be consideration for moving the fence at the south end of A Avenue so that it is located on the south and west edges of the paved area that could be made into a parking lot for the park. This would maintain the security of the park, but also allow vehicles access to the parking lot. Consideration should also be given to installing a small parking lot at the trail entrance at either D or E Avenues. A parking lot in this area could supply parking for the trails and also for the West Ogden Park to the north. Restrooms should be installed near the parking lot of the sites. City sponsored events, like Winter Fest would add attractions to the site as well. The City should look at some recreational events that could be done on the site.

8. Enhance and Expand Parks and Trails

As the manufacturing area develops at the north end of the community, trails should be implemented throughout the industrial park. The trails should also

continue along the Hooper Canal to the west to provide access across the interstate. Much of this area is in unincorporated Weber County and is included in the Ogden City Annexation Plan. As the property is annexed into the City, the canal and the property along the canal should be zoned open space (O-1) to protect the trail system through the area. There are areas in the community that are currently used for trails and open space, but have an intensive manufacturing zoning. The community would like to see these areas rezoned O-1 to reflect their open space uses. These areas include the land south and west of the King-Fisher Loop Trail, and the land encompassing Fort Buenaventura and the Weber River on the east side of the community. There is also a piece of land east of the Weber River and south of 24th Street that is owned by Weber County that should be zoned O-1. Both the County and the community support developing foot-bridges over the river to this piece of property to develop a picnic area. The O-1 zone at the north end of the community only encompasses the trail and not the Weber River. The community feels that the O-1 zone should be expanded to include the river and its floodway to preserve and protect this important natural resource.

The Denver Rio Grande Rail Trail in Roy City should be connected to the Centennial Trail. This would provide a valuable connection to other cities and generate more pedestrian and bicycle traffic on the trails.

There needs to be a connection from 24th Street to the Centennial Trail, which crosses beneath the 24th Street rail-yard overpass.

The community has expressed that all the trails (especially being in close proximity to the Weber River) in the community could provide educational opportunities for trail users. The use of interpretive signs would enhance the trail users experience in the community. Features such as benches should also be installed on the trails to enhance the users experience as well.

The restrooms in the parks in the community are always locked. The reasons for this are they are often vandalized, and host criminal activities. One

solution the City should consider is installing “pay-restrooms” or registered user access cards.

9. Redirect Commercial & Industrial Traffic

There is an issue with large truck traffic generated from the manufacturing uses at the south end of the community. The trucks have to pass through the residential neighborhood as they maneuver to and from 24th Street. The large trucks break up the edges of the narrow residential roads and create deep ruts since the roads are not wide enough and designed for the trucks. The trucks also back up traffic as they try to access 24th Street. As the commercial area develops along the interstate, a new commercial/manufacturing road should be developed connecting the manufacturing uses at the south end of the community to Pennsylvania Avenue, without going through the neighborhood.

10. Pedestrian Access

In all meetings the community has stressed the need for safe pedestrian crossings on 24th Street. The development of the full interchange on 24th Street would require the installation of traffic lights at the on and off ramps. A signaled crosswalk should be installed at this traffic light to accommodate the pedestrian traffic generated from the correctional facility on Water Tower Way. A traffic light is also needed on B Avenue, where vehicles access 24th Street from Exchange Road. Improvements to this intersection are needed to accommodate the light industrial uses that would develop at the north end of the community. This traffic light could also accommodate a pedestrian signal and crosswalk. The community would also like to see some safer pedestrian crossings installed on 24th Street, such as an underground connection beneath 24th Street at the West Ogden City Park. A connection should also be installed from the 24th Street sidewalk to the Centennial Trail that provides a connection beneath 24th Street at the west end of the rail yard bridge. There is also a need to provide safe, ADA compliant pedestrian and bicycle access across the rail-yard bridge so there is a good connection between the community and downtown.

11. Brand Community Towards a “Green Lifestyle”

The community sees itself as more of a rural-urban type of environment, and could really brand itself

towards a “green lifestyle” type of community. This type of branding is also supported by the fact that the community has access to several parks, trails, open spaces, and the Weber River, which accommodates several outdoor recreation activities. The community has a vision where the community could support simple-living with community gardens, the keeping of small farm animals, poultry, beehives, and have areas that support wind and solar energy production. The community supports the idea of having the option for an “agriculture overlay zone” that could be applied for single-family residential zones. This overlay zone concept could require individual properties to apply for permits and meet certain regulations for keeping agriculture animals. The community also supports the idea of having community gardens and community small farm animal lots, which would allow residents in multiple-family units to participate in agriculture activities as well. There has been interest in establishing some of these community agriculture uses near the already existing community garden just southeast of the Catholic Community Center.

making process. The Vision Strategies are the ideas that were generated by the participants of the community plan process and are then employed to develop “implementation strategies.” These can take the form of new or changes to ordinances, programs, capital improvements, or other City policy implementation mechanisms. It is possible that some of these strategies may not be realized within the next planning cycle. Budget constraints, deferred priorities, or political preferences may alter or replace these strategies. It is also possible that other methods or ideas could surface that in the minds of the community are preferable to the items listed in this document.

C. West Ogden Community Vision

The West Ogden Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through community meetings held at the Catholic Community Service building on September 13, 2012 and May 15, 2013, and also the Steering Committee, which met on October 23, 2012, November 29, 2012, January 17, 2013, February 6, 2013, and March 13, 2013.

Through these meetings and the subsequent meetings(s) with the Planning Commission, four major topic areas emerged as part of this Plan. They were: **Community Identity, Land Use, Open Space & Pathways, and Transportation.** These topics were addressed using text and graphical maps to express the ideas that were developed to create a vision for the West Ogden Community.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-

COMMUNITY IDENTITY

1. Brand Community Toward a “Green Lifestyle”

The community sees itself as more of a rural-urban type of environment and focused branding of the community that would guide development and improvements in that manner should be pursued. The community felt that their “rural environment” could support businesses and residents geared towards “green lifestyles.”

This “green lifestyle” branding should draw businesses and residents that have interests in outdoor recreation and support environmentally friendly construction and renewable energy projects in the community. This branding is supported by the fact that the community has several parks, open spaces, trail heads, and the Weber River located in its boundaries, which supports outdoor recreational activities.

The community feels that in-line with this “green lifestyle” a simple-living environment should be encouraged that promotes the development of community gardens, and the keeping of select, small farm animals, poultry, and beehives.

Vision Strategies

- 1.A. Develop an “Agriculture Overlay Zone” ordinance. **High Priority**
- 1.B. Promote the development of community small farm animal lots and gardens in the community.
- 1.C. Promote developments and master plans that implement environmentally friendly construction.



Promote Community Gardens



Encourage Environmentally Friendly Construction



Accommodate Small Farm Animals

COMMUNITY IDENTITY

2. Improve Perception of the West Ogden Community by Land Use Consistency

The isolation of the West Ogden Community developed past zoning which added manufacturing uses with outdoor storage next to existing residential uses. This has resulted in a hodgepodge of uses that have negatively impacted the image of the community. The lack of standards in the past has created an environment that discourages homeownership and contributes to the negative perception of the community. There is particular concern with the outdoor storage and poorly maintained properties along the interstate and 24th Street, which have the largest volumes of traffic in the community. New commercial and industrial uses developing in the community need to give special consideration in buffering the impacts caused by unsightly views, odors, noise, and traffic generated from these uses to the general public and adjacent residential uses. Action should also be taken to improve the image of existing commercial and industrial uses in the community.

Other uses such as the correctional facility on Water Tower Way and the low-income housing developed in the old Mountain View Motel have contributed to the negative image of the community, which generates people classified by the community as “scary” loitering along 24th Street to use the bus system. Solutions should be explored to improve the character on 24th Street.

Though crime is low in the community, there are issues with transients lingering throughout the community. One area of particular concern is transients gathering and camping along the trails, especially near the 24th Street rail-yard bridge. Efforts need to be made to discourage transients in these areas without making the trails seem uninviting.

Vision Strategies

- 2.A. Preform studies and develop methods to have existing outdoor storage sites come into compliance with current screening requirements.
- 2.B. Require new commercial and industrial/manufacturing uses that develop in the community to strictly meet screening and landscaping buffering requirements. **High Priority**
- 2.C. Discourage commercial and industrial/manufacturing uses that generate excessive outdoor storage, odors, and noise from being established inside the community.
- 2.D. Work with the Ogden Trails Committee and Ogden Police Department to develop lighting and patrols on the trails near the 24th Street rail-yard bridge in order to reduce transient gathering and criminal activities. **High Priority**



View from the Interstate of Outdoor Storage

COMMUNITY IDENTITY

3. Promote Community Unity

Currently there are no schools in the community and all the children in the community are bussed outside of the community. Most communities have at least an elementary school located in their boundaries that identifies the community and creates reasons for the community to gather together. Ideally, the community would like to have an elementary school located back in the community, but they also realize there would need to be an increase in the residential population to make this happen.

One way to bring the community together is through youth programs in the community. The community would like to see the development of activities such as sports events and lunch in the park promoted inside the community. The community also desires to partner with existing facilities in the community to create a community center to have after school programs for youth and senior center events.



Establish Sports Activities in the Community

Vision Strategies

- 3.A. Encourage “family friendly” developments that contribute to increasing the family population in the community.
- 3.B. Develop a community center with established facilities and agencies in the community. **High Priority**
- 3.C. Work with City Recreation Division and local arts and activity groups to organize community programs and sporting activities that accommodate gathering opportunities for the community.



Establish a Community Center



Work towards Having an Elementary School

COMMUNITY IDENTITY

4. Landscaping and Maintenance

There are several parkstrips in the community that are not well maintained. The community has expressed that much of the lack of maintenance is due to the expense of watering landscaping in these areas. There is no access to secondary water in the community, much like other areas in the City. The community is open to installing drought tolerant landscaping in the parkstrips and on their properties, but is not sure how to do it.

The 1999 ISTEA beautification of the 24th Street corridor has been a valuable improvement to the community. The community feels that there has been a lack of maintenance of these improvements. There are street light poles that have been knocked-down by cars and not been replaced. There are missing trees and flowers along the corridor. Many of the tree and storm water grates have become weed infested. Maintenance efforts need to be made to help the image of the corridor and the community.

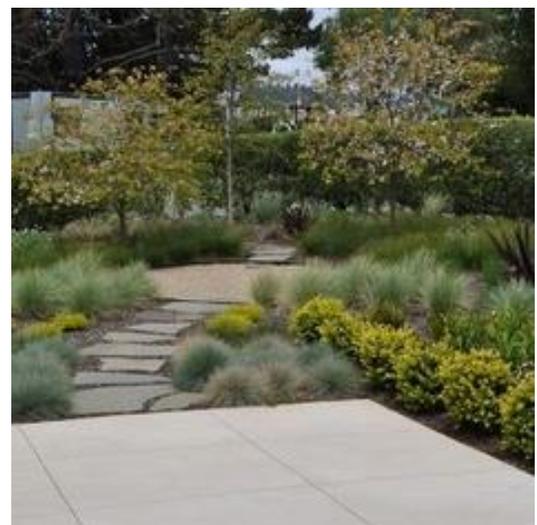
There are very few street trees in the community. There is a desire to see an increase in the number of trees. Most of the community was unaware that street trees are provided annually on Arbor Day by the City, and are available at no cost to residents. There is a need to provide instruction regarding the installation and maintenance of trees and landscaping in general.

Many areas in the community have maintenance issues regarding the accumulation of junk and debris. There are areas along the trails in the community where this is a problem as well. The promotion of clean-up efforts can help resolve these issues.

Vision Strategies

- 4.A. Develop a drought tolerant landscaping design guide to help the community. **High Priority**
- 4.B. Develop better promotion of the street trees given away on Arbor Day. **High Priority**

Promote Street Trees



Promote Drought Tolerant Landscaping

4. Landscaping and Maintenance (cont.)

Repair and Replace Damage Features along 24th Street



Vision Strategies (cont.)

- 4.C. Establish “clean-up” days in the community to remove junk and debris. Coordinate with the City to set up dumpsters, or pickup areas where junk and debris can be collected to coincide the efforts with the City’s “Make a Difference Day.”
- 4.D. Promote active maintenance of right-of-way amenities along the 24th Street corridor. When plantings die, or lighting features are damaged they should not just be removed from the corridor, but should be replaced.
- 4.E. Work with property owners fronting 24th Street and hold them accountable for maintaining plantings along their frontages.



Promote Property Maintenance

COMMUNITY IDENTITY

5. Preserve Historic Sites and Structures

There is one site in the community that is presently on the National Register, which is the Mountain View Apartments (originally the Mountain View Auto Court). There are other suggested properties with potential historic significance, which include the old church at 796 West 24th Street, the homes at 2355 E Avenue and 684 West 24th Street, the Exchange Building at 600 West Exchange Road, the 24th Street Water Tower near the 24th Street and Pennsylvania Avenue connection, the metal truss bridge at the east end of Exchange Road, and the old air-raid siren in the West Ogden Park at the southwest end.

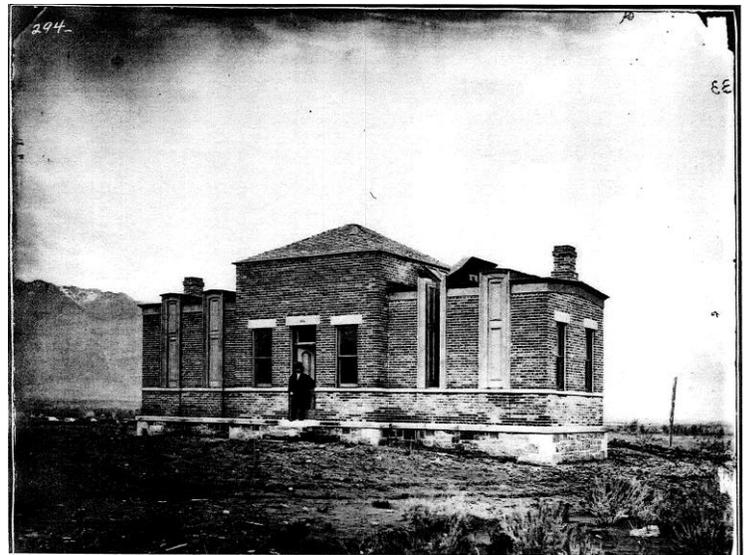


West Ogden Park Air-Raid Siren

There are also sites in the community that had uses of historical significance to the community and region. The most memorable of these is the site of Fort Buenaventura where settlers were first established in the area. This site is developed with recreational activities that pay homage to the early mountain men and settlers. Another site of historical significance is the Ogden Observatory site located at the south end of D Avenue. The Federal Government built an observatory in 1873 on the site to be used as a primary astronomical station to survey the western United States. Though the original structures no longer exist, these sites are historically significant for the community and for the entire region and should be preserved by having their story told.

Vision Strategies

- 5.A. Identify and place historically significant properties and structures on the National and/or Local Register of Historic Places. **High Priority**
- 5.B. Install interpretive markers on historically significant sites (such as Fort Buenaventura and the Ogden Observatory site) to tell the rich history that occurred in the West Ogden Community.



U.S. Observatory at South End of D Avenue



Railroad Bridge Off of Exchange Road

LAND USE

6. Increase and Improve Design of Residential Development

There is a concerning trend with the residential neighborhood in West Ogden. There has been some increase in the residential population over the years, but a decline in the number of owner-occupied housing units. Many of these properties are now poorly maintained. In the 1980's there was an increase in the development of multiple-family homes, including the conversion of the Mountain View Motel into low-income apartments. Many of the new residential units developed near the manufacturing areas are manufactured homes. These homes alter the character of the community architecture and lower the general property values in the community.

The desire is to strengthen the residential neighborhood by requiring better architectural standards, which accommodates both single-family and multiple-family uses. The single-family core of the neighborhood needs to be strengthened. There are also opportunities for multiple-family developments along 24th Street in the form of townhouses and mixed-use/live-work options. Mixed-use (MU) zoning options should be provided along 24th Street. Multiple-family (R-3/CO) or mixed-use (MU) zoning options (under a development agreement) should also be provided along A Avenue and north side of the old landfill site to take advantage of views and the developing open space.



Focus Enforcement on "Problem Properties"

Vision Strategies

- 6.A. Promote the Own in Ogden down-payment incentive program available in the community.
- 6.B. Focus enforcement on the "problem properties" to improve maintenance of residential properties. **High Priority**
- 6.C. Encourage residential developments that improve architecture and site design. **High Priority**
- 6.D. Establish mixed-use zoning options along 24th Street.
- 6.E. Establish multiple-family (R-3/CO) or mixed-use (MU) zoning options along A Avenue and the north side of the old landfill site.
- 6.F. Support the vacation of portions of A Avenue to allow for residential developments.

Promote Mixed-Use Developments



LAND USE

7. Increase and Properly Locate Commercial Uses

Nearly all the commercial services have left the West Ogden Community due to shifting traffic patterns and markets. The potential development of the full freeway interchange at 24th Street, would increase traffic in the community and accommodate commercial development along the interstate. The land south of the interchange and along the interstate would be ideal for commercial development when the interchange develops. Commercial uses in this area would be better suited for small-box type uses so the impact to the residential neighborhood to the east is minimal. A C-1 zoning designation for this area would accomplish this purpose and would also serve as a buffer between residents and the interstate.

It is important that large, more intensive commercial uses be located so they are buffered from the residential portions of the community. The rail tracks and topography acts as a natural buffer between residential uses and large commercial uses that could be located north of 24th Street interchange when it develops. This area sets at a lower elevation from the residential uses located to the east and south. This lower area could support more intensive, big-box type uses associated with C-2 zones. There is also land north of Grant Trucking that is in unincorporated Weber County that could accommodate C-2 uses. This land is included in the City Annexation Plan to accommodate future development. This land is isolated from obtaining access or utilities from West Haven City to the north due to an existing rail-line and the Hooper Canal. Ogden City could accommodate utilities and access to this area.

Along with increasing the residential population in the community, accommodating mixed-use options in the community will also allow for commercial uses to increase. These mixed-uses are appropriate along the periphery of the single-family core of the community. Appropriate locations have been identified along 24th Street, A Avenue, and north of the old landfill site.

Vision Strategies

- 7.A. Consider rezoning the properties along the interstate once the full interchange is completed; south of the interchange from M-1 and R-1-5 to C-1 to allow the development of small-box commercial retail businesses.
- 7.B. Consider rezoning the properties along the interstate once the full interchange is completed; north of the interchange from M-2 to C-2 to allow for large-box commercial retail development.
- 7.C. Designate the properties north of the Grant Trucking facility, and south of the Hooper Canal with C-2 zoning to allow for large-box commercial retail development as they are annexed into the City.
- 7.D. Support commercial residential mixed-use rezoning options along 24th Street, A Avenue, and north of the old landfill site.



Promote Commercial along the Interstate

LAND USE

8. Reduce the Amount and Intensity of Manufacturing/ Industrial Zoning

The community recognizes that the manufacturing businesses in the area are good for the economy and provide jobs. Some uses are near residential homes and have negative impacts on the residential neighborhood. Issues of noise and dust particularly impact the residents that live close to the manufacturing uses. Some of the larger manufacturing uses existed in the community before many of the homes were constructed. These include the flour mill, cannery (where Grant Trucking is located), and the stockyards. As the homes began to develop in the community, the number of manufacturing buildings also increased around the already existing manufacturing businesses, placing manufacturing and residential uses closer together.

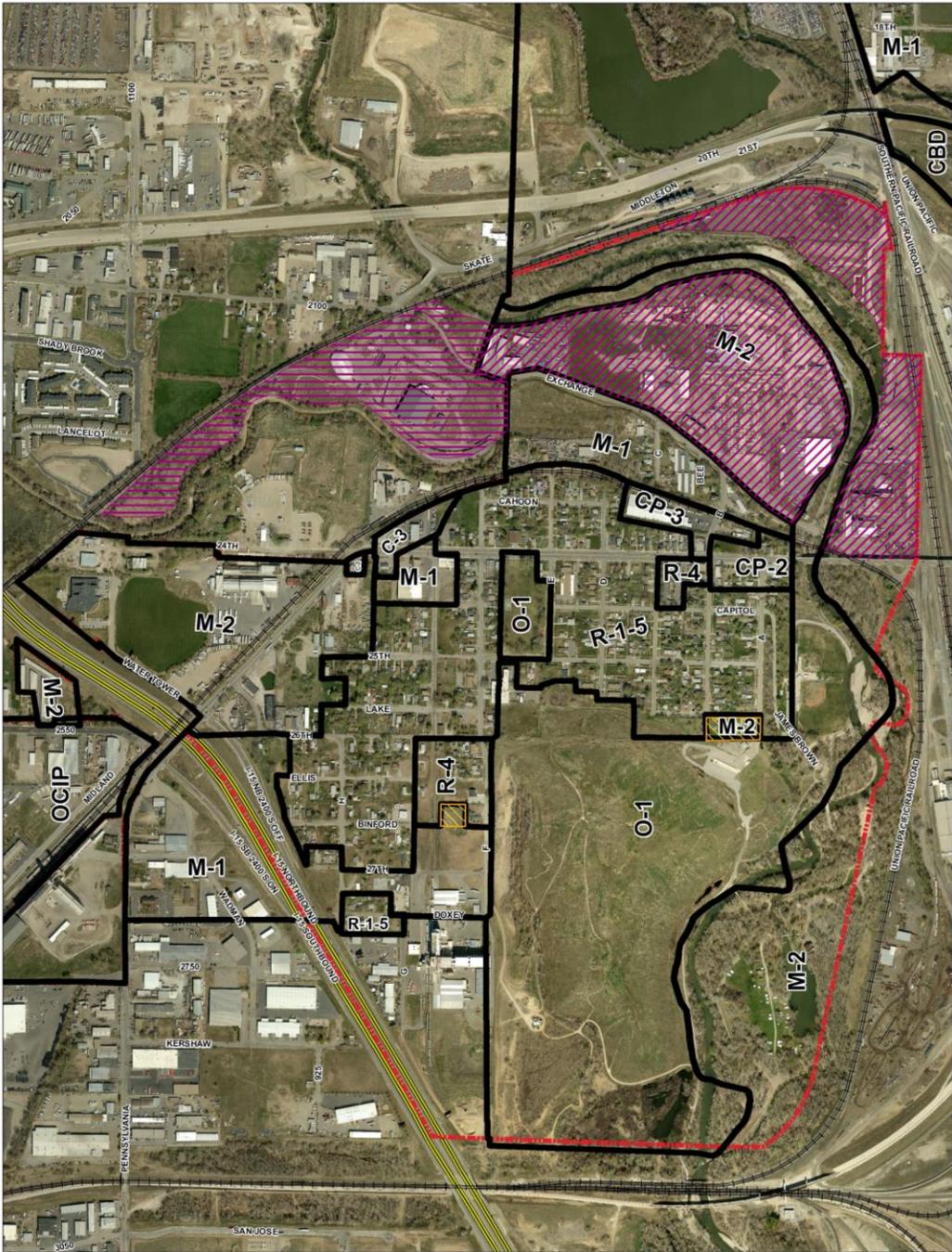
There is a strong desire to reduce the amount and intensity of manufacturing/industrial zoning in the community. Doing this will allow opportunities to strengthen the residential neighborhood and increase commercial/retail uses in the community. There are some manufacturing/industrial uses that are too intense for the community, some already existing and some that could be developed in the M-2 zones. The areas at the north end of the community zoned M-2 should be downzoned to M-1 to prevent additional salvage and junk operations from developing in the community. There are plans for the City to develop this area with an industrial park, which should be done with a master plan emphasizing improved design. The unincorporated area at the northeast end of Exchange Road should also be annexed into the City and be given a zoning designation of M-1. The area north of the Hooper Canal is already included in the City Annexation Plan and is to be designated with an M-1 zoning. The area zoned M-2 south of Lake Street, between A and B Avenues should be downzoned to R-1-5 to reflect the single-family uses in the area. The area zoned M-1 north of Binford Street, between F and G Avenues should be downzoned to R-1-5 to reflect the surrounding single-family homes.

Vision Strategies

- 8.A. Downzone the area south of Lake Street, between A and B Avenues from M-2 to R-1-5. **High Priority**
- 8.B. Downzone the area north of Binford Street, between F and G Avenues from M-1 to R-1-5.
- 8.C. Downzone the properties north of Exchange Road from M-2 to M-1 so future developments or expansions are more compatible with the community. **High Priority**
- 8.D. Develop a master plan for the potential industrial park adjacent to Exchange Road.
- 8.E. Annex the unincorporated area at the northeast end of Exchange Road with a zoning designation of M-1 to tie with the developing industrial park to the east.



Residential Next to Industrial

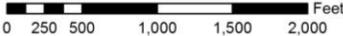


WEST OGDEN COMMUNITY MANUFACTURING ZONING
Community Vision

-  Annex and Zone to M-1
-  Rezone to M-1
-  Rezone to R-1-5
-  Existing Zoning Boundaries
-  West Ogden Community Boundary
-  Ogden City Boundary



Prepared by Ogden City Planning 04/2013



LAND USE

9. Expand and Protect Open Spaces

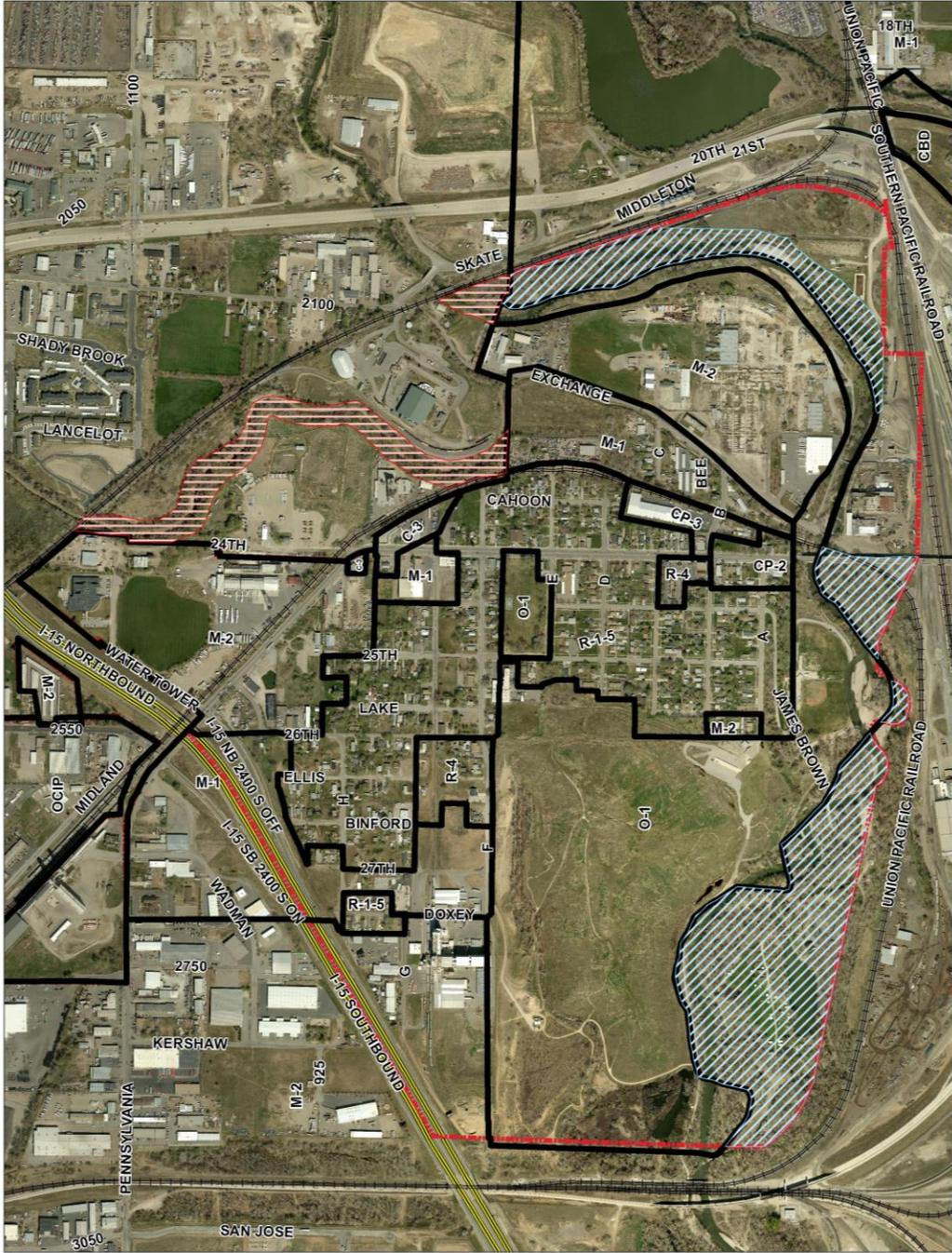
There are two areas at the north and northwest end of the community that are unincorporated property and cannot be developed due to access restrictions and no utilities. These areas include the Hooper Canal and the area located northwest of where the Weber River exits the current Ogden City boundary. This area includes the Weber River and a small piece of land to the north, which contains a portion of the Centennial Trail and is between the Weber River and rail-tracks. These areas should be assigned an open space (O-1) zoning designation when annexed into the City. The O-1 zoning will protect the existing riparian area and trails in the community. It will also ensure and allow trail and park developments.

There are areas in the community that are currently used for trails and open space, but have an intensive (M-2) manufacturing zoning. The community would like to see these areas rezoned O-1 to reflect their open space uses. These areas include the land encompassing Fort Buenaventura and the Weber River on the east and north edges of the community.

Weber County owns a piece of property on the East side of the Weber River, just south of the 24th Street rail-yard bridge. This property is isolated and cannot be accessed by vehicles. Foot-bridges over the Weber River is an option and could tie this area with the surrounding parks. Rezoning this property from manufacturing (M-2) to open space (O-1) zoning will be more fitting with this intended use.

Vision Strategies

- 9.A. The property encompassing the Hooper Canal be designated as an O-1 zone for the development of a trail connection to the west when annexed into the City.
- 9.B. Rezone the areas that make up the trails in the community to open space (O-1) zoning to preserve the trails. **High Priority**
- 9.C. Rezone the areas along the Weber River flood plains from M-2 to O-1 to protect this natural water feature. **High Priority**



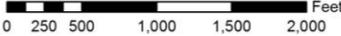
WEST OGDEN COMMUNITY OPEN SPACE REZONING

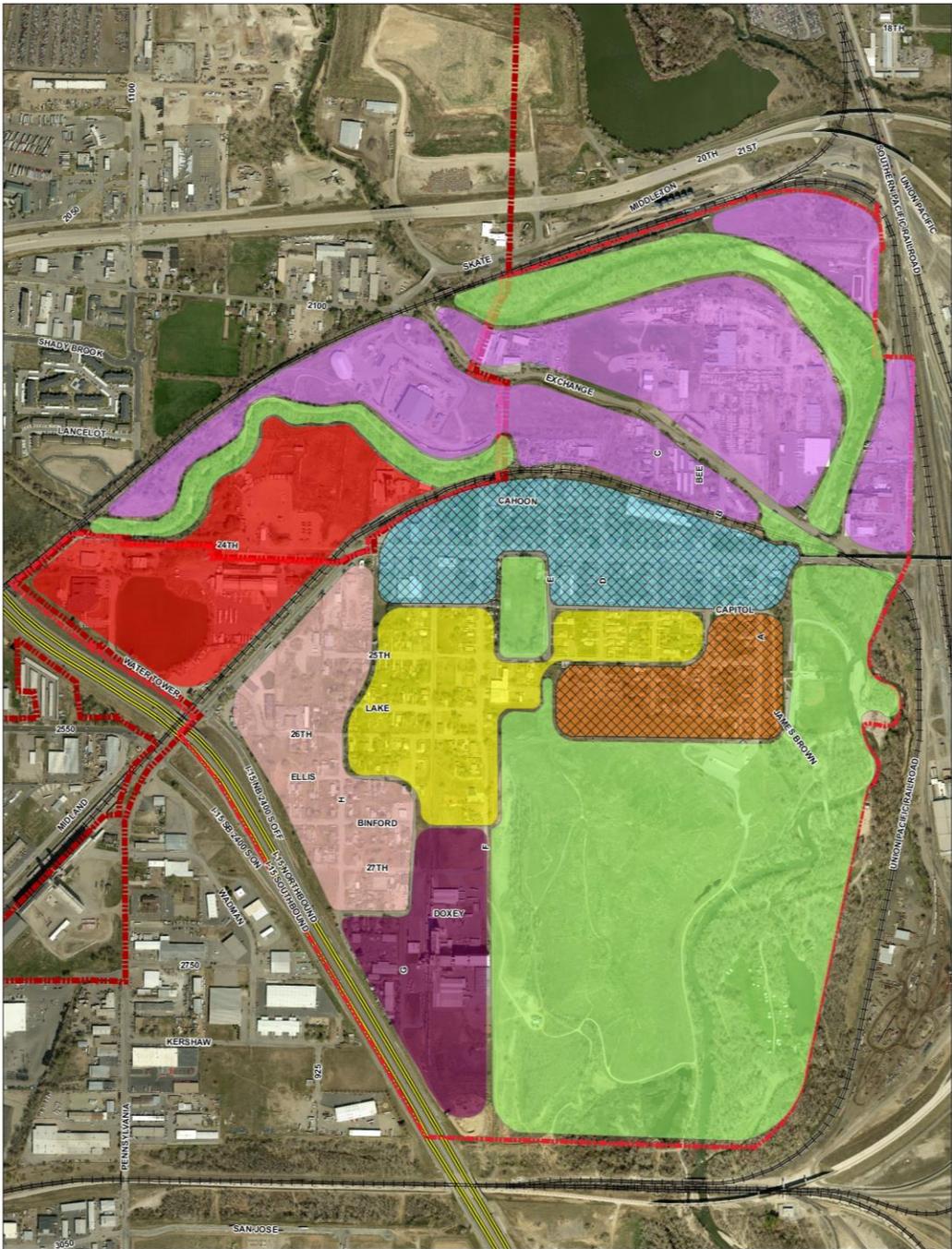
Community Vision

-  Annex and Zone to O-1
-  Rezone to O-1
-  Existing Zoning Boundaries
-  West Ogden Community Boundary
-  Ogden City Boundary



Prepared by Ogden City Planning 04/2013





WEST OGDEN COMMUNITY LAND USE OPTIONS

Community Vision

- Big Box Commercial
- Mixed-Use
- Ogden City Boundary
- Small Box Neighborhood Commercial
- Multiple-Family or Mixed-Use
- West Ogden Community Boundary
- Manufacturing
- Single-Family
- Open Space
- Industrial Park



Prepared by Ogden City Planning 03/2013



OPEN SPACE & PATHWAYS

10. Improve Park Maintenance and Restroom Access

West Ogden has a large concentration of park land and open space given its small population. The oldest park in the community is the West Ogden Park, which was planned in the early 1900's as the community was platted for residential development. This park was developed as a typical neighborhood park.

Another park is the Miles Goodyear Complex which at one time was the West Ogden River Park. When the Affleck ball fields were removed from Wall Avenue and 33rd Street, improvements were made to the West Ogden River Park to accommodate minor-league baseball games and it was renamed the Miles Goodyear Complex.

The community is also home to the Fort Buenaventura Park that pays homage to the early settlement in the area. This park provides camping and mountain man activities, which draws people from the entire region. The newest parks to develop in the community are the Dog Park just north of Miles Goodyear Complex and Kayak Park near the Weber River, just off of Exchange Road. These parks are regional parks.

The community feels that the parks are a wonderful asset to the community and wish to see them retained for future use. The Dog Park has wonderful features and amenities for dog lovers. However, the community has concerns regarding its maintenance. There have been reports of puncture-weeds in the park, which injures dogs and discourages use. As additional parks are created in the City, there has not been an addition of Park Staff to keep up the increase of areas to maintain. Efforts need to be made to ensure that there is adequate staffing for the additional parks so they can be used and remain assets to the community.

The biggest concern regarding the established parks in the community is the lack of access to the public restrooms. These restrooms are locked-up because of the extensive vandalism

Vision Strategies

- 10.A. Improve Dog Park maintenance. **High Priority**
- 10.B. Explore ways to install systems on the existing parks restrooms to allow access and discourage vandalism. These systems could include pay access or registered user access card systems.
- 10.C. Consider appropriate restroom designs that discourages vandalism and misuse as park improvements are made and new park restrooms are installed.



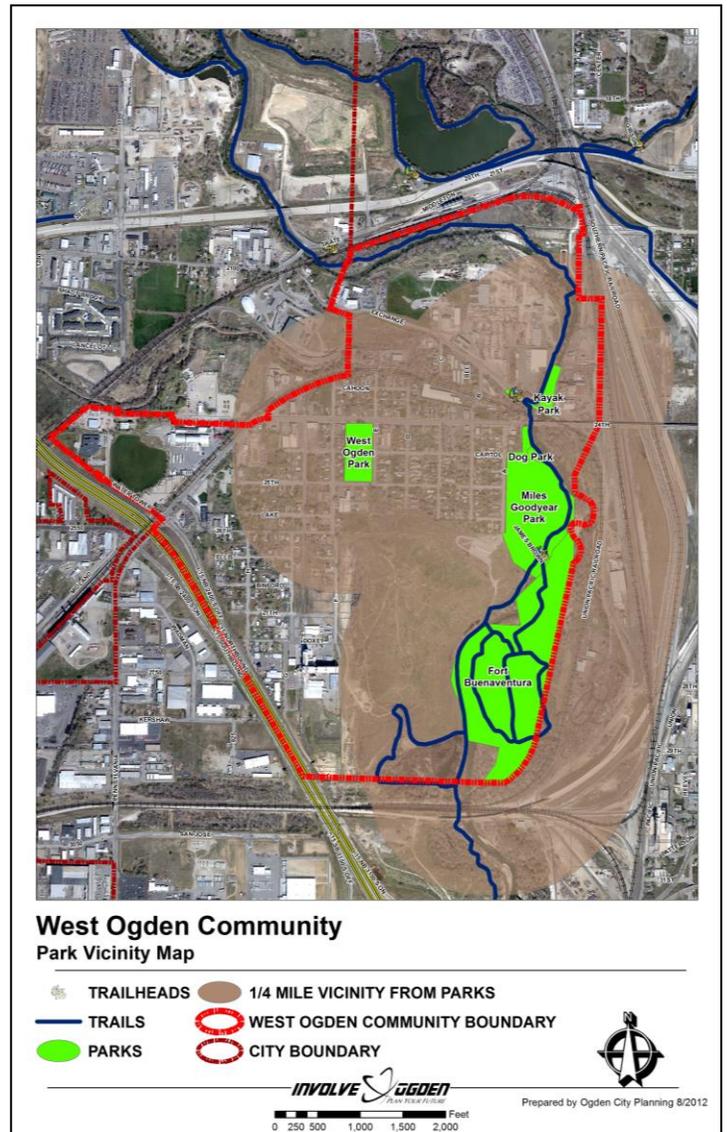
Maintain Dog Park and Keep Puncture Weeds Out

10. Improve Park Maintenance and Restroom Access (cont.)

that has occurred inside of them. The community raises the question, “if they are going to be locked all of the time, then what is the point of even having them?” Solutions should be explored to allow access to the restrooms, but at the same time discourage vandalism and misuse. Consideration should be given to restroom design, pay access, and registered user access card systems.



Improve Access to Park Restrooms



OPEN SPACE & PATHWAYS

11. Expand and Enhance Trails and Trailheads

The West Ogden Community has a regional trail that ties it to other areas. The Centennial Trail follows the Weber River along the eastern and northern edge of the community. Local trails are also established through the Fort Buenaventura Park and King Fisher Wetlands at the south end of the community. These established trails in the community provide various recreational opportunities.

Residents in the community see an opportunity to provide additional connections to these trails from the residential neighborhood. The landfill reuse plan calls for trails over the old landfill site, but they have not been developed. Having a trailhead at the south end of E Avenue would provide parking for trail users and also the West Ogden Park to the north. The pavement left behind at the south end of A Avenue from the old landfill transfer station could easily be converted into parking for another trailhead. There are several ghost trails on the cap of the old landfill created by the need for more direct trail access. Official trails should be established making connections from the neighborhood to the Centennial Trail and King Fisher Loop Trail.

Trail connections should also be pursued from the regional systems in the community to other regional systems. One such connection considered important for the City and the community is the connection to the Denver Rio Grande Rail Trail near Hinckley Drive and 1900 West. This connection could be made by following the Frontrunner Line, where it could connect to the King Fisher Loop Trail.

Trail connections are being considered throughout the industrial park that is being proposed by the City at the north end of the community. Trail connections should be emphasized in the industrial parks master plan. A trail connection should be developed from the industrial park along the Hooper Canal to provide trail access into West Haven City and across the interstate. West

Vision Strategies

- 11.A. Develop a trail head at the south end of E Avenue, providing parking and restrooms for trail users.
- 11.B. Develop the existing paved area at the south end of A Avenue into a trail head, creating a parking lot and restroom facility.
- 11.C. Develop “official” trails on the cap of the old landfill site, connecting the new trailhead at E Avenue with the King Fisher Loop Trail and Centennial Trail near the Fort Buenaventura Trail connection.
- 11.D. Develop a trail connection between the end of the Denver Rio Grande Rail Trail in Roy City to the King Fisher Loop/Centennial Trail junction. **High Priority**
- 11.E. Develop a trail plan as part of a master plan for the future industrial park around Exchange Road for connecting the Centennial Trail with the businesses in the park and also developing a trail along the Hooper Canal to West Haven City.
- 11.F. Develop a direct trail connection between the Centennial Trail and the 24th Street rail-yard bridge. **High Priority**
- 11.G. Provide interpretive signs along the trails and bench features to enhance the trail users experience.



Install Interpretive Signs along the Trails

OPEN SPACE & PATHWAYS

12. Development and Preservation of Open Spaces

The old landfill site is the largest open space in the community. Weber County’s closure plan approved in the mid 1990’s, calls for the development of the site as an urban nature park. The site is very restricted as to what activities can be done on the site so there is no disruption of the cap on the landfill. Weber County has left the security fencing around the site to keep ATV’s out and discourage dumping. As a result, the site looks very uninviting and restricted. The County plan shows bicycling and walking trails and is open to recreation activities such as horseback riding, archery, and Frisbee Golf. The community is excited at the prospect of having such amenities, but feels the site needs to be more inviting.

Past attempts to install a gun range on the site were denied. There have been discussions of the County having a gun range on the site, which has generated mixed feelings. People recognize the recreational benefits it would bring to the community, but there are valid concerns as to how the noise and image of a gun range would impact the surrounding community, wetlands, and existing and future trail developments. Any consideration to develop a gun range should respect these existing and established uses. A gun range should not limit trail connection options and designs. If a gun range is to be located at this site it will need to consider the options that will be needed for a trail development to the west rail-trail.

The community would like to see the security barbed-wire removed off the top of the fence, and vehicle restricted access gates installed to provide inviting bicycle and pedestrian access. Signage should also be included to outline the rules of the park, but at the same time be inviting. One way to make the park more inviting is to name the park instead of just referring to it as “the old landfill site.” One name that would be appropriate is “Observatory Park”, which references the old 1870’s federal observation station built on the site.

Vision Strategies

- 12.A. Adopt a positive name for the nature park, instead of referring to it as “the old landfill site.” “Observatory Park” or “River Park” are suggested names.

- 12.B. Encourage the County to complete the landfill restoration plan by doing the following:
 - a. Make improvements to the perimeter of the County nature park to make it more inviting. Remove the security barbed wire from the existing fence and install pedestrian/bicycle access gates at developed trailheads. Remove the gates at the end of A Avenue and install fencing around the perimeter of the parking lot. Install signage to be inviting, but also outline the park rules. **High Priority**

 - b. Encourage the County to complete the development of recreational activities on the old landfill site; including Frisbee Golf, archery, horseback riding, bicycling, and hiking. If a gun range is to be developed its design and location will need to respect and work with the existing trails and not hinder future trails. It will also need to respect the wetland development and residential community that exists in order to be a permitted use. Gun range regulations must be adopted in the Zoning Ordinance before a gun range can be considered in the community. **High Priority**

 - c. Develop parking lots and restrooms at the old landfill site near the south ends of A Avenue and E Avenue.

12. Development and Preservation of Open Spaces (cont.)

City sponsored events, like Winterfest would add attractions to the site as well. The City should look at some recreational events that could be done on the site.

Weber County owns property on the east side of the Weber River and just south of 24th Street. The property is isolated and is prone to transient camps and dumping. Both the community and the County feel that there is potential for the public to use this property so it will enhance the surrounding parks, trails, and community. There is strong support to develop foot-bridges over the river to this piece of property and develop a picnic area. This development would make a good connection with the adjacent Centennial Trail, Dog Park, and the Miles Goodyear Complex.

Develop Recreation Activities on the Capped Landfill Site



*Northwest End of King Fisher Trail
And Potential Gun Range Site*



Vision Strategies (cont.)

12.C. Encourage annual events on the old landfill site like Winterfest to draw attention to the park.

12.D. Facilitate approvals for the County to develop the vacant piece of property owned by Weber County just east of the Weber River and south of the 24th Street rail-yard bridge into a picnic park. Access should be provided via footbridges off of the Centennial Trail.



WEST OGDEN COMMUNITY LANDFILL IMPROVEMENT OPTIONS

Community Vision

- Install Foot Bridges
- Install Fence
- New Trails
- Remove Fence
- Install Parking Lots
- Develop Picnic Park
- Install Restrooms
- West Ogden Community Boundary



Prepared by Ogden City Planning 04/2013



TRANSPORTATION

13. Accommodate Full 24th Street Interchange

The desire for a full freeway interchange at 24th Street has existed since the development of I-15. The possibility for a full interchange development has become promising in recent years. The community feels that it is important to provide guidance in this community plan so that the interchange can be implemented the best possible way into the community.

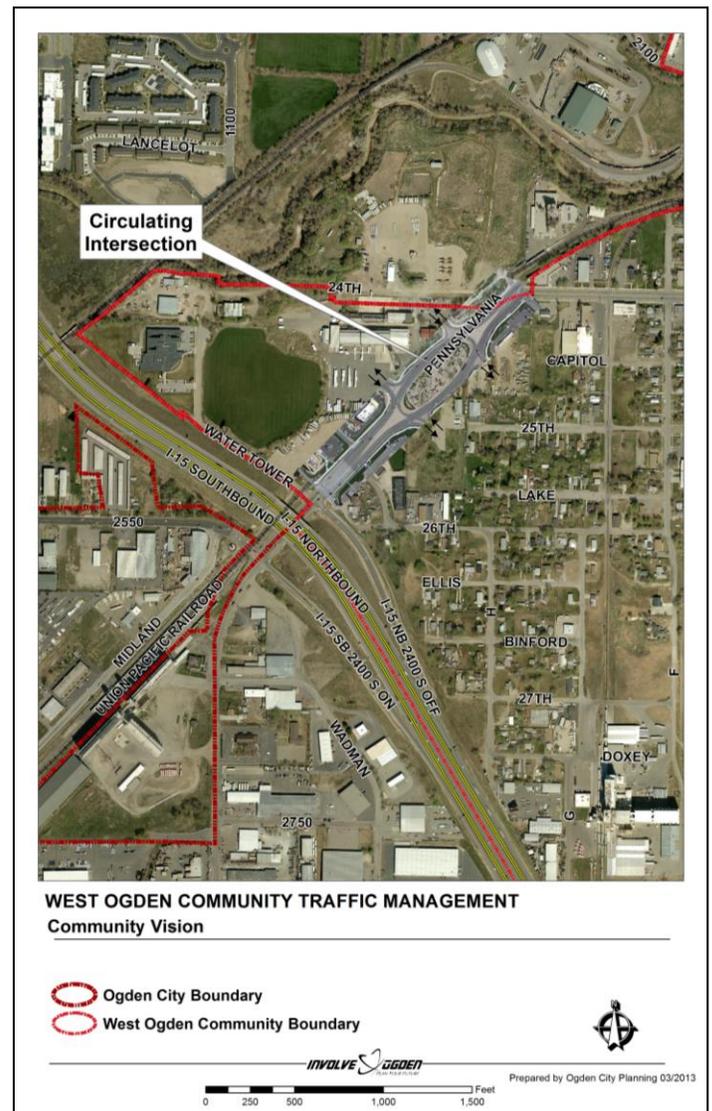
Only with the full interchange can commercial development in West Ogden be considered feasible. The redesign of the street system for the interchange will create an increase of commercial traffic on and off the freeway.

This increase in traffic will require road improvements on 24th Street that will provide efficient access on and off of 24th Street.

Traffic management techniques need to be developed that will allow access to properties without creating congestion from the interchange. There is strong support from the community to look for more creative solutions such as a circulating intersection. This type of intersection would allow traffic to flow more freely to both commercial and residential uses in the community. The center of this type of intersection would also provide a space where gateway features could be installed, welcoming motorists to Ogden City. These features could include fountains, signage, and landscaping. The space would be large enough for other features that could be telling Ogden’s history and could include railroad equipment and machinery.

Vision Strategies

- 13.A. Work with State and Federal agencies to develop a full interchange at the 24th Street exit. **High Priority**
- 13.B. Develop efficient access for traffic moving on and off of 24th Street, like a circulating intersection with the development of the full interchange.
- 13.C. Develop gateway features to enhance the entrance into the City from the new interchange.



TRANSPORTATION

14. Provide Better Commercial and Industrial Truck Traffic Management

There are two areas in the community that are impacted by large truck traffic. One area is between the flour mill at 2780 G Avenue and 24th Street. The trucks generally maneuver along F and G Avenues, which is through a residential neighborhood. The roads are not designed for trucks and they impact the residents with noise, dust, and create safety concerns with children and pedestrians. The trucks also damage the narrow residential roads and back up traffic as they try to maneuver on to 24th Street. The development of a frontage road along the interstate would accommodate the existing truck traffic by shifting it away from the residential neighborhood and place it on a road designed for such vehicles. The development of a circulating intersection with the full interchange would also improve the truck accessibility onto 24th Street. This new commercial frontage road and connection would not only help the existing truck traffic problems, but would also provide access to commercial developments along the interstate.

The other area impacted by large truck traffic is the B Avenue connection between Exchange Road and 24th Street. When Exchange Road was the main gateway into the City there was a traffic light at the intersection of B Avenue and 24th Street. The traffic light has since been removed and vehicles often back up traffic on B Avenue as they try to maneuver onto 24th Street. There is also concern that this problem will increase as the industrial park around the old stockyard site develops. The installation of a traffic light at this intersection would alleviate this problem. There is also a greater opportunity to accommodate truck traffic from Exchange Road to 21st Street by redesigning Exchange Road and improving access connections.

Vision Strategies

- 14.A. Develop a commercial frontage road along the interstate to eliminate large truck traffic in the residential neighborhood as the area redevelops.
- 14.B. Install a circulating intersection on 24th Street near the interstate to allow better truck access when a full interchange is developed.
- 14.C. Study and work towards a traffic light at B Avenue and 24th Street to allow better access. **High Priority**
- 14.D. Explore redesigns and improvements to Exchange Road to accommodate industrial traffic to 21st Street. **High Priority**



TRANSPORTATION

Vision Strategies

15. Pedestrian Crossings on 24th Street

24th Street has become a major corridor in the community. There are not any accommodations for pedestrian crossings along this busy street. The people who ride public transportation do not have a safe way to get to the other side of 24th Street when they are dropped-off. Additionally, an increase of traffic along the corridor is likely to occur when the full interchange is established and the need for pedestrian crossings becomes even greater. Traffic lights at the new on and off ramps and at B Avenue should also include crosswalks and pedestrian signals to accommodate pedestrian traffic.

Safer pedestrian crossings should also be installed on 24th Street, such as an underground connection at the West Ogden City Park, which is at the center of the corridor and community. A connection could also be developed from the 24th Street sidewalk to the Centennial Trail, which provides an existing connection beneath 24th Street at the west end of the rail yard bridge.

- 15.A. Install signaled pedestrian crosswalks at B Avenue and the interstate on and off ramps on 24th Street when traffic signals are installed.
- 15.B. Develop pedestrian access from the Centennial Trail to both sides of 24th Street.
- 15.C. Explore means of a safe pedestrian crossing at 24th Street and the West Ogden City Park. **High Priority**
- 15.D. Work with UTA to ensure that pedestrian crossings coordinate with the bus stops along 24th Street.



Pedestrians Attempting to Cross 24th Street

TRANSPORTATION

16. Accommodate Alternative Modes of Transportation

Walking and bicycling are other modes of transportation that could be developed in the community. These forms of transportation in the community have very limited accommodations, especially when looking at pedestrian usage from West Ogden to the downtown. The present pedestrian access terminates on the east end of the rail-yard bridge with stairs, so wheelchairs or baby carriages are forced to the street if they want to get downtown. The pedestrian walk along the rail-yard bridge is also narrow and walkers are subject to splashing from cars when they walk during bad weather. Bike travel is also hazardous as the east end of the rail-yard bridge narrows to just a car lane.

Bicycle lanes are needed along 24th Street and in the residential neighborhood that connects with new and existing trail systems. Improvements need to be made to the 24th Street rail-yard bridge so that both bicycles and pedestrians can have safe, accommodating access into the downtown area. These improvements should include providing wider paths and accommodating ADA access. There is also concern with the impacts caused by widening 24th Street. Focus should be placed on widening the rail-yard bridge rather than the road between the interstate and rail-yard bridge which is already wide enough.



24th Street Rail-Yard Bridge Sidewalk

Vision Strategies

- 16.A. Develop bicycle lanes along 24th Street.
- 16.B. Develop bicycle lanes from the E Avenue and A Avenue trailheads to 24th Street.
- 16.C. Develop safe and accommodating bicycle and pedestrian paths across the 24th Street rail-yard bridge that will also allow for ADA access. **High Priority**



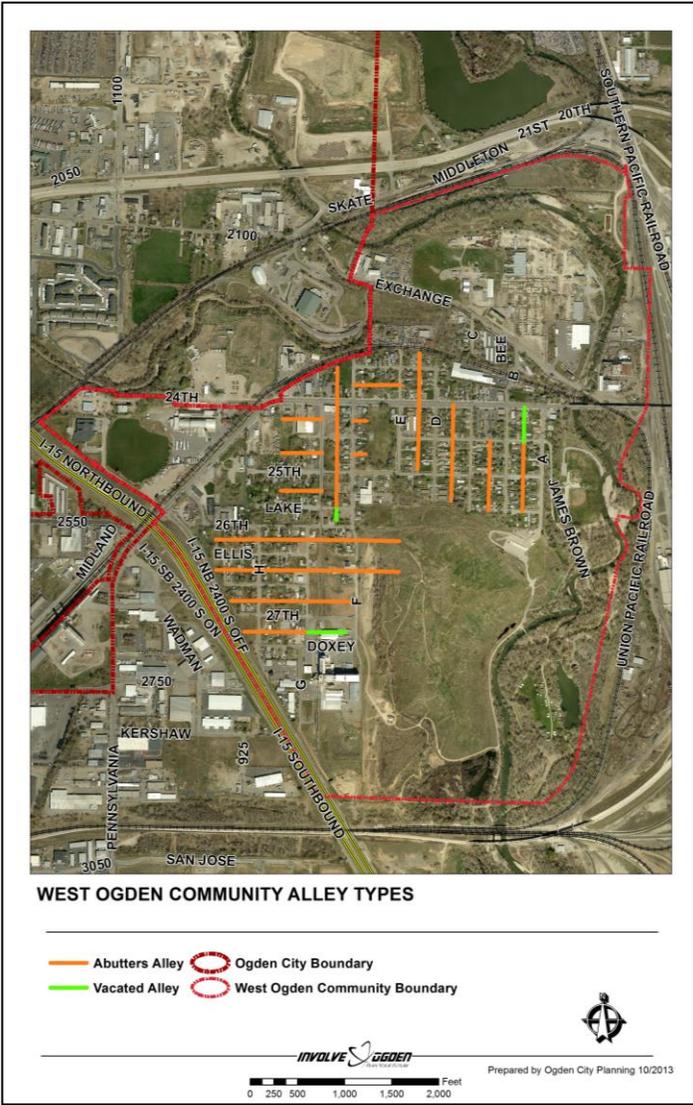
TRANSPORTATION

17. Abutters Alleys

There are several abutters alleys in the community, many of which are used to provide access to the rear of properties. These alleys are common in the City and usually have problems of maintenance, dumping, and crime associated with them. West Ogden feels that these issues are not associated with their community, but property owners should be aware that there is an option to vacate the alleys. The previous plan had direction given for the City to work with the County to vacate the alleys and streets platted on the old landfill site. The alleys and streets have yet to be vacated in this area and will never be developed, so it does not make sense to continue to have public roads and alleys cross portions of the property.

Vision Strategies

- 17.A. Notify property owners adjacent to abutters alleys of the options to do both partial and complete vacations of their adjoining alleys.
- 17.B. Work with the County to vacate the platted alleys and streets on the old landfill site.



TRANSPORTATION

18. Public Right-of-Way Improvements

In the 1970’s, grants were obtained to install curb, gutters, and sidewalks east of F Avenue. There are sections of sidewalks, curbing, and gutters that now need replacement. One area of concern is the cross-drain gutters along the intersections of 25th Street. They are extremely deep and cause damage to vehicles that drive over them. These sections need to be made shallower.

There are several areas west of F Avenue where there are no curbs, gutters, or sidewalks. There is also a concern regarding the lack of storm water management in this area. There have been some in the community that would like to see standard curb-and-gutters and also sidewalks installed in this area. Others feel that the “rural” element should be preserved in the area by only resolving the storm water issues through low-impact methods such as bio-swales.

The roads in the community for the most part are in good condition. The areas with the greatest road damage are F, G, and H Avenues between 24th Street and Doxey Street where the large trucks have damaged the asphalt, particularly along the edges of the roads. These roads need to be repaired to meet the demands of traffic on the streets. There also needs to be a more substantial ramp at the track crossing on G Avenue and 25th Street.

There are cobra-head style street lights in the community. The community is fine with this style of light fixture, but feels there could be more street lighting. Some of the street lights don’t stay on throughout the evening. Regular maintenance should be done on the street lighting in the community.

The bus system along 24th Street is heavily used by members of the community. There is a desire for bus shelters and amenities at each of the bus stops to facilitate riders in all types of weather.

Vision Strategies

- 18.A. Explore designs for an effective storm water management system for the properties located west of F Avenue.
- 18.B. Work with the community to address needed repairs to the sidewalks, streets, and curb & gutters in the community.
- 18.C. Pursue the installation of street lighting in areas to meet the standard mid-block and intersection lighting locations.
- 18.D. Provide regular maintenance so street lights remain illuminated throughout the evening hours.
- 18.E. Work with UTA for the installment of bus stop amenities, including shelters, benches, and garbage cans along 24th Street. **High Priority**

Damaged Street Edges



Damaged Curb and Gutter

TRANSPORTATION

Vision Strategies

19. Develop Streets to Access Vacant Areas

There are some areas, particularly south of 26th Street and east of G Avenue that have undeveloped streets. This area is ideal for being developed as single-family homes, which can strengthen the residential neighborhood. The streets are already designated on the old recorded plats, but were never developed. The community was concerned that no one could develop on the individual lots because they would have to install the entire street and infrastructure system. At the same time these are the developer's responsibility and the City is not obligated to install these types of improvements unless it becomes part of a redevelopment plan. The streets and utilities should be installed in these areas to encourage single-family home development.

19.A. Explore methods to develop the platted streets south of 26th Street and east of G Avenue.



D. Community Plan Objectives

The West Ogden Community Vision focuses primarily on four topics, Community Identity, Land Use, Open Space & Pathways, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish the purposes of the West Ogden Community Plan the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. Because funds are limited only **high priority** items which have been identified previously are listed below.

1. Community Identity Vision

Objective 1.A. Develop an “Agriculture Overlay Zone” ordinance.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division

Objective 2.B. Require new commercial and industrial/manufacturing uses that develop in the community to strictly meet screening and landscaping buffering requirements.

Implementation Responsibility:
Planning Commission and City Council

Resources:
Planning Division

Objective 2.D. Work with the Ogden Trails Committee and Ogden Police Department to develop lighting and patrols on the trails near the 24th Street rail-yard bridge in order to reduce transient gathering and criminal activities.

Implementation Responsibility
Planning Division, Ogden Trails Committee, and Ogden Police Department

Resources:
Ogden Trails Committee, Adopt-a-Trail participants, RAMP funds

Objective 3.B. Develop a community center with established facilities and agencies in the community.

Implementation Responsibility
Ogden City Recreation, Catholic Community Services, United Way, local churches

Resources:
Recreation , local institutions

Objective 4.A. Develop a drought tolerant landscaping design guide to help the community.

Implementation Responsibility
Planning Department

Resources:
Planning Division, Water Department, City Urban Forester, Water Conservancy Districts

Objective 4.B. Develop better promotion of the trees given away on Arbor Day.

Implementation Responsibility
Planning Division, Public Ways and Parks Division, and City Urban Forester

Resources:
Public Ways and Parks Division

Objective 5.A. Identify and place historically significant properties and structures on the National and/or Local Register of Historic Places.

Implementation Responsibility
Landmarks Commission and City Council

Resources:
Planning Division

2. Land Use Vision

Objective 6.B. Focus enforcement on the “problem properties” to improve maintenance of residential properties.

Implementation Responsibility:
Code Enforcement

Resources:
Planning Division

Objective 6.C. Encourage residential developments that improve architecture and site design.

Implementation Responsibility
Community and Economic Development, Planning Commission, and City Council

Resources:
Planning Division and Neighborhood Development

Objective 8.A. Downzone the area north of Lake Street, between A and B Avenues from M-2 to R-1-5

Implementation Responsibility
Planning Commission and City Council

Resources:
Planning Division

Objective 8.C. Downzone the properties north of Exchange Road from M-2 to M-1 so future developments or expansions are more compatible with the community.

Implementation Responsibility
Planning Commission and City Council

Resources:
Community and Economic Development, Planning Division

Objective 9.B. Rezone the areas that make up the trails in the community to open space (O-1) zoning to preserve the trails.

Implementation Responsibility
Planning Commission and City Council

Resources:

Planning Division

Objective 9.C. Rezone the areas along the Weber River flood plains from M-2 to O-1 to protect this natural water feature.

Implementation Responsibility
Planning Commission and City Council

Resources:
Planning Division and Engineering Division

3. Open Space & Pathways Vision

Objective 10.A. Improve Dog Park maintenance.

Implementation Responsibility
Public Ways and Parks Division, Mayor, and City Council

Resources:
General Fund, grants

Objective 11.D. Develop a trail connection between the end of the Denver Rio Grande Rail Trail in Roy City to the King Fisher Loop/Centennial Trail junction.

Implementation Responsibility
Ogden Trails Committee, Weber Pathways, Mayor, and City Council

Resources:
Capital Improvement Program, RAMP Grants, Multimodal enhancement funds

Objective 11.F. Develop a direct trail connection between the Centennial Trail and the 24th Street rail-yard bridge.

Implementation Responsibility
Public Ways and Parks, Ogden Trails Committee, UDOT, Engineering Division

Resources:
Capital Improvement Program, RAMP Grants

Objective 12.B. Encourage the County to complete the landfill restoration plan by doing the following:

- a. Make improvements to the parameter of the County nature park

to make it more inviting. Remove the security barbed wire from the existing fence and install pedestrian/bicycle access gates at developed trailheads. Remove the gates at the end of A Avenue and install fencing around the perimeter of the parking lot. Install signage to be inviting, but also outline the park rules.

- c. Encourage the County to complete the development of recreational activities on the old landfill site; including Frisbee Golf, archery, horseback riding, bicycling, and hiking. If a gun range is to be developed its design and location will need to respect and work with the existing trails and not hinder future trails. It will also need to respect the wetland development and residential community that exists in order to be a permitted use. Gun range regulations must be adopted in the Zoning Ordinance before a gun range can be considered in the community.

Implementation Responsibility
Weber County, Planning Commission

Resources:
Weber County Closure Funds, RAMP Grants.

4. Transportation Vision

Objective 13.A. Work with State and Federal agencies to develop a full interchange at the 24th Street exit.

Implementation Responsibility
UDOT, WFRC, and Engineering Department

Resources:
Federal Highways, State Transportation funds, General fund

Objective 14.C. Study and work towards a traffic light at B Avenue and 24th Street to allow better access.

Implementation Responsibility
UDOT, Engineering Division, Mayor, and City Council

Resources:
Capital Improvement Program, State Road Funds

Objective 14.D. Explore redesigns and improvements to Exchange Road to accommodate industrial traffic to 21st Street.

Implementation Responsibility
Engineering Department, Business Development

Resources:
Capital Improvement Program and TIF

Objective 15.C. Explore means of a safe pedestrian crossing at 24th Street and the West Ogden City Park.

Implementation Responsibility
Engineering Division, UDOT

Resources:
Capital Improvement Program State Highway funds

Objective 16.C. Develop safe and accommodating bicycle and pedestrian paths across the 24th Street rail-yard bridge that will also allow for ADA access.

Implementation Responsibility
Engineering Division, UDOT, Mayor, and City Council

Resources:
Capital Improvement Program and Ramp Grants, State highway funds.

Objective 18.E. Work with UTA for the installment of bus stop amenities, including shelters, benches, and garbage cans along 24th Street.

Implementation Responsibility
UTA, UDOT, and Engineering Division

Resources:
UTA funding, Capital Improvement Program, Multimodal funds.