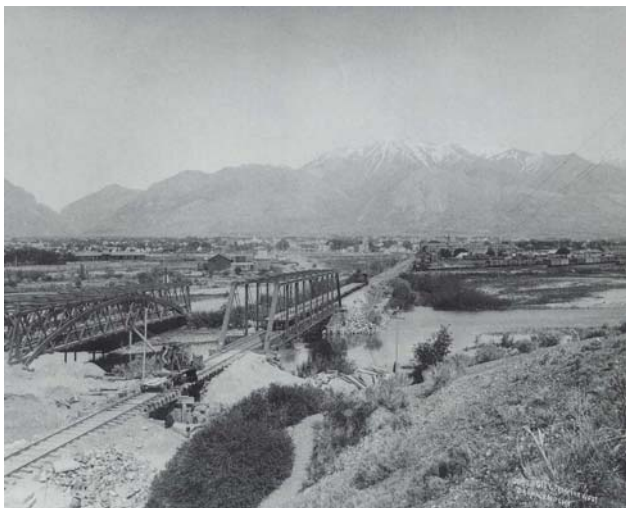


A. Background

The 24th Street corridor plan includes both 24th Street and 2550 South from 1900 West to Washington Boulevard, as shown in Map 1.

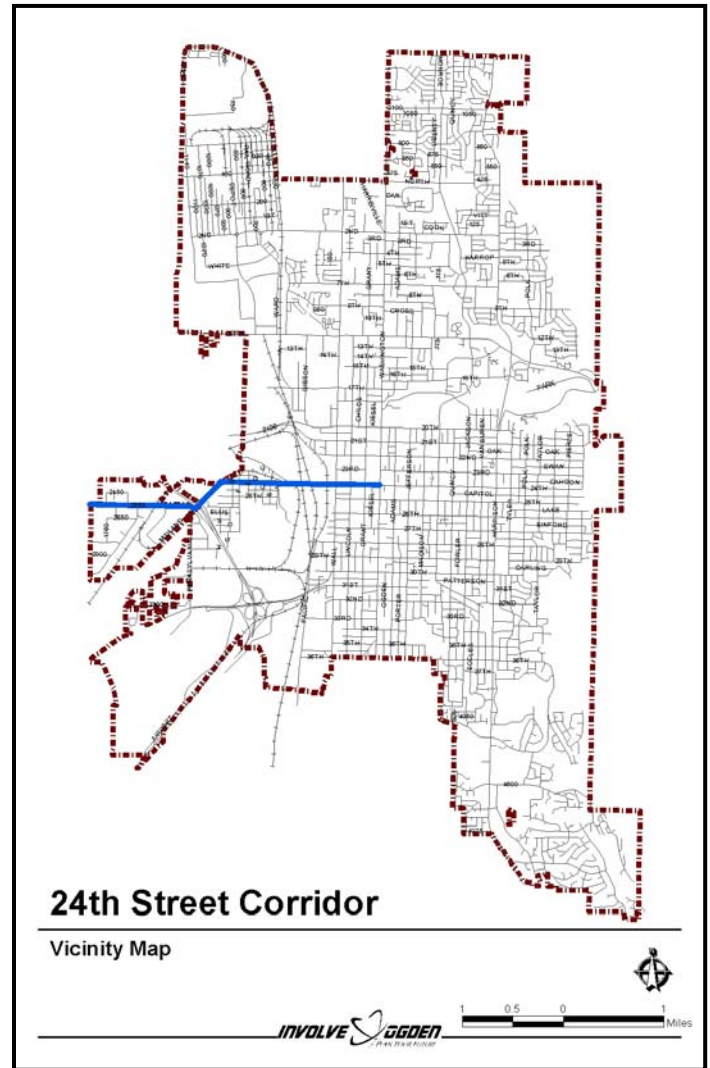
1. Development History

The 24th Street Corridor has been the traditional entrance to downtown Ogden City and the center spine of the West Ogden Community. The Weber and Ogden Rivers and Mt. Ogden created natural boundaries that were both a benefit in the location of Ogden and also a restriction in access to the community. One of the first tasks when the City was founded was connecting the City with the rest of the State. This was done by the construction of a wagon bridge that crossed the Weber River just north of the present 24th Street viaduct. Both the transcontinental railroad and local rail lines then followed that connection to the outside areas.



Picture 1 – An earlier view of Ogden’s Downtown from West Ogden

The 24th Street access was the key route for the western communities to access the services of Ogden. Exchange Road, which tied into 24th Street at B Avenue, served as access for the communities to the northwest and Midland Drive served as access for the southwestern communities. As Ogden built upon its role as “Junction City” it was no longer safe or advisable to have the main road into Ogden City



Map 1 - Vicinity map showing location of the Corridor in relation to Ogden City.

crossing the expanding rail yard that separated downtown from West Ogden. A viaduct was constructed to place the road above the tracks, thus making this main entry corridor into the City a safer road. The viaduct has gone through many changes over the years but still serves as the important link between the communities to the west and downtown Ogden.

In the late 1960’s, Interstate 15 was constructed on the west side of West Ogden. This created a new barrier. It removed part of the community and isolated some homes because a portion of the local road pattern was eliminated as the freeway went over that section of the

community. The downtown business community was also impacted when the Interstate designers made the decision that 24th Street would not have a full interchange constructed. The full interchange was crucial so that direct access to downtown could be assured. While the Midland Drive and 2550 South routes still provided the southwest connection, the freeway design made the Exchange Road/ Wilson Lane connection an inconvenient way to access the City from the northwest.

Both the West Ogden Community and downtown Ogden have suffered from the impacts of the half interchange at 24th Street. The West Ogden community has suffered in that there was a loss of neighborhood commercial uses since the commercial uses also depended upon the major corridor traffic to maintain their needed market. The downtown suffered, as there was no longer an access that brought people into downtown as part of their travel pattern.

The I-15 development did help to create the ability to develop land west of the freeway into a major industrial park, which began in the late 1970's. The elevated freeway made a good buffer between the industrial uses that developed west of the freeway and the existing residential areas of West Ogden.

Meetings began in 2002 with UDOT and project consultants to develop an Environmental Impact Statement for the project, which would widen I-15 from 31st Street to 2700 North. The initial draft document called as one option for the closing of the 24th Street ramp system, which received stiff opposition. Ogden City and many business leaders stressed that this would be the time to install the full interchange that was discussed when the freeway was first constructed. The final E.I.S document, which was prepared in June of 2004, indicated that the preferred alternative would be to retain the half interchange and not install the full interchange at this time. The EIS document and the freeway widening project's main focus was on moving traffic along the freeway and not all the other related neighborhood and City issues which the corridor plan addresses.

2. Land Use / Zoning

The 24th Street corridor consists of a grouping of the three main types of uses, manufacturing, commercial and residential.

The first section along 2550 South from 1900 West to I- 15 is zoned OCIP (Ogden City Industrial Park) which is a mixed commercial and industrial use and M-2 which is a manufacturing and industrial use zone. There is a portion on the north side of 2550 that is unincorporated Weber County and is zoned M-1 (light manufacturing). Most of the uses in this section have developed as manufacturing or commercial though there are a few single-family homes that remain from the time this was a farming area.

The area east of the Interstate where 2550 South intersects with Pennsylvania Avenue and north to 24th Street and G Avenue is a mixture of commercial uses and manufacturing uses. The zoning is M-2 (manufacturing and Industrial) and M-1 (limited manufacturing).

East of G Avenue on 24th Street the zoning is R-1-5 until B Avenue and then the zoning becomes CP-3 and CP-2. There are 38 homes along this section with a mixture of churches, a park and vacant ground.

The final section along 24th Street is from the viaduct east to Washington Boulevard. The Weber River is zoned O-1 (open space) and the rail yard is zoned M-2. The four block area from Wall to Washington is commercial uses and is zoned CBD (Central Business District).

B. Community Comment

An information-gathering meeting was held on August 11, 2004, at St. Mary's Church. Residents and business owners attending the meeting mentioned several issues affecting the corridor. Several participants of this meeting volunteered to be part of a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the first meeting and helped in discussing the issues and developing solutions. The following is a

list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. I-15 Interchange Options

While all were glad that the half interchange would remain, there was concern that the opportunity to have a full interchange still must be pursued as it is important not only as a key to development of the downtown area but would also be a great benefit to the industrial park and the other industrial areas. It was discussed that there are just as many trucks sent north as there are south from the various businesses in the industrial areas. A full freeway interchange at 24th Street would help reduce time and fuel costs, as the present truck route usually taken is to travel to 1900 West and then to 21st Street. Another advantage of a full interchange is that 2550 S. and Midland are the only roads that go to the western communities and offer them direct access to the interstate. Both 31st and 21st street interchanges only have direct access as far west as 1900 West. There was concern from those whose properties would be impacted by a full interchange that the I-15 study should be sufficient so people would have closure to the process and on what impacts to expect.

2. Street Development

Traffic volumes are only increasing on Midland and 2550 South as development to the west continues and as the industrial areas fill in. The local road patterns need to provide options for access to interconnecting roads instead of funneling the traffic to the point at Midland and 2550 South as that intersection is ineffective and a bottleneck. Another area of concern is the intersection of B Avenue and 24th Street. This is the only east west through road and crossing 24th Street is very difficult. The viaduct itself becomes a difficult road in terms of its width and the stacking that takes place at Lincoln and 24th Street. The limited turning movement is ignored or the stacking problem to turn north is extended to Grant Avenue and 24th Street.

3. Railroad Services

One of the major concerns is the increase of rail traffic which will take place at 2550 South and

Midland. This information was not included in the I-15 study, but was brought out at this meeting. Expanded service and more sidetracks are planned for the grain elevator. The new truss plant on Midland and other planned new expansions will be requiring more rail deliveries along the existing track that crosses the 2550 South and Pennsylvania intersection. This will mean longer and more frequent delays at the intersection. With the switching that takes place, the present access to the halfway house will also see their only access blocked. A hazard presently exists as those who are housed there often crawl underneath cars to get to and from the facility.



Picture 2 – Intersection view of 2550 South & Pennsylvania Avenue.

4. Mixed Commercial & Manufacturing

The potential exists for the 24th Street corridor to develop into a mixture of highway commercial uses. Some areas are underutilized and the existing land uses do not create a good impression for such an important corridor. The zoning along 2550 South has allowed flexible uses between commercial and manufacturing which does not detract from the character of the area, which would be desired for an entryway into the downtown. The zoning should be reviewed to allow more appropriate mixed uses to occur. The potential exists especially with a full interchange to see freeway commercial developed along the corridor. At the same time the development needs to take into account the residential areas on either side of 24th Street.

5. Landscaped Enhancement Features

Two areas of concern were raised in terms of landscaping enhancements. The first dealt with the treatment of the landscaping on the on and off ramps. This is an urban area and the landscaping should reflect that. Water conservation is important and there are many designs that can create a much better impression than those that presently exist of the broadcast spreading of native grasses and weeds to cover the slopes. Utah County and St George have examples of what should be taking place with these ramps. The second area is the actual improvements that have been made along 24th Street east of the freeway. The general concern is that they need to be extended the full length of 24th Street to Wall Avenue so the entire street is tied together. A uniform maintenance and replacement program of dead plants needs to be in place.

6. Neighborhood Center

The West Ogden neighborhood had services that met the needs of those who live there. There are no such services now and land uses need to address the ability to have a center that would provide some needed services to the community.

7. Viaduct Enhancements

The present viaduct configuration has several problems. The area devoted to pedestrians is narrow and not handicapped accessible on the east end. During the winter, pedestrians are constantly splashed on. The present design creates a bottleneck at the landing at Lincoln Avenue and the restricted turn lane, while solving a problem on the bridge, shifts the stacking for north bound turns up one street to Grant. The actual design and detail of the structure does not take into account any of the amenities that should exist for an entryway into the downtown.

8. Intersection Improvements

Four intersections were identified as areas that presently have problems that need to be corrected. The first and most difficult situation is the Midland Drive, 2550 South and

Pennsylvania intersection. No matter what happens with the interchange at 24th Street, this is an intersection that needs to be redesigned. The two sets of stoplights, crossing the rail track at the intersection and stacking at the light are all concerns and the problems will increase over the next several years. UDOT'S proposed solution of a new connecting street to 21st Street at the off ramp location will only compound the problems at the intersection. Especially since the Railroad is planning on expanding the current services in this area.



Picture 3 – Looking North at the Intersection of 2550 South & Pennsylvania Avenue

The second intersection is at B Avenue and 24th Street. B Avenue is on a hill and with no traffic light it is difficult to cross. Some controlled access is needed so pedestrians can cross from one side of 24th to the other. Future plans for Fort Buenaventure have its main access at B Avenue so this will become an important cross street that will need traffic control.

The third intersection is at 24th and Lincoln. Merging traffic from the viaduct with the surface street and the blind spot that the viaduct wall creates is a problem. Illegal left turns are made onto Lincoln from the viaduct because that is the natural desire. East bound stacking on the viaduct is a problem that needs to be resolved with longer signals or creating four lanes on the viaduct.

The northbound left turn lane at Grant and 24th is another concern. Cars can wait up to five signal

sequences at peak times before being able to turn because only one or two cars can make it through the light.

9. Central Business District

The main concern about the central business district is reestablishing the commercial land uses so the downtown is brought back to the activity that formerly existed there. Direct access from the freeway is a vital part of the re-establishment. 24th Street has always been a key to bring people downtown. I-15 shifted the main flow of traffic from Highway 89 to the freeway for circulation through the county. Re-establishing the 24th Street connection is important to provide direct access to downtown with the least amount of inconveniences.

C. 24th Street Corridor Vision Strategies

The 24th Street Corridor Vision Strategies establishes a guide to future physical land use patterns, transportation and desired attributes for the 24th Street corridor. These were developed through a series of meetings held with the public on August 11, 2004, and with the Steering Committee, which met on August 26, and September 8, 2004. Input was also received from the Utah Central Railroad on September 10, 2004.

The 24th Street Corridor Vision Strategies are expressed using text and a graphical map to illustrate the ideas that were developed to create

a vision for the 24th Street Corridor. The text and maps for the Corridor's vision strategies follow on page 16E.7.

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LAND USE

1. Continue Mixed Commercial and Manufacturing Uses on 2550 South

A strong industrial center has developed along 2550 South between 1900 West and I-15. The zoning in the area is a mixture of M-2, M-1 (Weber County) and OCIP. The zones need to allow a mixture of commercial and manufacturing uses along 2550 South, reserving the limit on manufacturing only uses to the other parts of the area that do not have direct frontage on 2550 South. 2550 S. serves more than the industrial area and together with Midland Drive they are major connective roads of Ogden to the residential areas to the southwest portion of Weber County. Land uses should be able to take advantage of the mixed types of traffic while at the same time be developed in such a way as to not impede large truck traffic which is important to the uses in this area.

Vision Strategies

- 1.A. Maintain the land use flexibility of commercial and manufacturing uses allowed in the OCIP zone along 2550 South.
- 1.B. Develop zoning provisions outside the OCIP zone that allow the mixed commercial and manufacturing uses as unincorporated county property is annexed into Ogden City along 2550 South.
- 1.C. Ensure that as the remaining homes transition into manufacturing uses that there is adequate room on site to support the needs of the use by requiring parking and maneuvering to be contained on the site.

LAND USE

2. Develop the Retail Potential of the Area between I-15 and G Avenue

The land uses between I-15 and G Avenue along the corridor have been under utilized, especially on the West Ogden side (east side) of the corridor. Part of the under utilization has been because of the physical barrier the freeway creates. The other factor of this barrier is the half interchange that caused the traditional through traffic that helped support previous commercial uses to seek other routes for access. A third factor was the manufacturing zoning designation of the land in this area next to the residential areas. Once outdoor storage areas began utilizing the land, both confidence in the homes and the commercial potential waned.

Potential exists to reverse this cycle. The first step would be to rezone the area on the east side of the railroad tracks to commercial. This would allow reuse of some of the vacant buildings that were designed for commercial uses.

The real potential for commercial development is possible in this area when a full interchange becomes part of the land use pattern. New property configurations created by the road system would allow freeway commercial activities to take place. Zoning of the area should then recognize this and the area rezoned to commercial. This type of commercial would be services that do not compete with downtown in terms of general retail and would be fast food, convenience stores and other such uses that are auto-related in land design.

Vision Strategies

- 2.A Rezone the area on the east side/ southeast side of the rail tracks along the corridor from I-15 to G Avenue from M-1 and M-2 to C-3
- 2.B. Consider future commercial rezoning west of the rail tracks as a full interchange is planned and developed.
- 2.C Recognize the value of manufacturing uses that may become nonconforming and which do not have visual impacts that hinder the improvement of surrounding properties.

LAND USE

3. Consider the Transition from Single Family to Mixed Residential and Commercial Uses on 24th Street west of B Avenue

The present land uses along this section of 24th are a mixture of single-family homes, related uses such as churches, a fire station and 24th Street Park. With increased pressure on 24th Street, the small lot single-family homes may not be desirable in the future and market forces would provide the need for a change. Higher residential densities that take their access from the side streets would become more appealing and practical in dealing with street congestion. Increased population would help generate some commercial need. Key areas along the street may also become commercial and the mixture of the two uses would not only create a more urban feel along the corridor but also offer better utilization of the land. This area would also offer better transition to the single-family neighborhoods on either side of 24th Street.

Vision Strategies

- 3.A. Consider rezoning the present R-1-5 which front's 24th Street to a zone, which would allow higher density residential, and a commercial mix (either free standing or on the main floor).
- 3.B. Develop an ordinance to support the mixed use along the corridor that would create urban design standards for architecture and site design issues such as parking behind or to the side of buildings.
- 3.C. Understand that transition will take place as market forces and property owners see the potential of development alternatives and the single-family homes lose their desirability.

LAND USE

4. Develop Neighborhood Center at “B” Avenue

The intersection of “B” Avenue and 24th Street had been the traditional center of the community. The local market was located on one corner and the historic travel motel across the street. The intersection was heavily used as it connected traffic from the northwest onto 24th Street, where a traffic semaphore once controlled the traffic flow.

Development of the River Parkway to the north and Fort Buenaventure to the south will reinstall this as an important intersection. Uses in this area should seek to take advantage of this and serve as a key neighborhood icon together with a gateway to downtown Ogden. Mixed uses are important so that this area is functional and serves the needs of the neighborhood and the center that is created.

A stoplight at this intersection would help with the current & future traffic problems as development within the community continues. A stoplight would create an area that pedestrians can cross and re-establish this intersection as the communities’ focal area.

Vision Strategies

- 4.A. Seek appropriate uses and encourage development of the vacant corner as the first step to the creation of a center.
- 4.B. Develop concepts to illustrate better utilization of properties so that as homes are no longer functional they can be replaced with development, which will create the neighborhood center.
- 4.C. Encourage the developments planned to the north and south ends of “B” Avenue so the importance of the intersection is reestablished.
- 4.D. Conduct a warrant studies for the re-establishment of a stoplight at the intersection of 24th and “B” Ave.
- 4.E. Develop zoning and ordinances that will end in the creation of neighborhood centers.

LAND USE

5. Use the 24th Street Corridor to Help Re-establish Downtown Uses

Washington Boulevard and 24th Street had been the traditional strength of downtown Ogden. Both streets had multi story buildings up to the sidewalk. The western access into the City was 24th Street and Washington Boulevard the north and south access. The most direct route to downtown parking areas, activity areas (Lindquist Field), hotels and other amenities of the downtown are from 24th Street. Emphasizing direct access to the freeway from 24th Street will increase the development potential in the CBD along 24th Street.

Development according to the approved master plans of the Mall block will help to restore the visual significance of this street, as buildings with more than one story will be constructed. Rehabilitation and retention of existing historic buildings will continue to emphasize the importance of this street to the downtown.

Vision Strategies

- 5.A. Encourage the development of buildings taller than one story in the CBD along 24th Street.
- 5.B. Preserve historic buildings and look for reuse of those structures to maintain the importance of the 24th Street Corridor.
- 5.C Encourage development to come up to the street setback to create an urban wall of a traditional downtown.

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CORRIDOR ENHANCEMENTS

6. Improve Landscape Treatments of I-15 and its Ramps

The growth along the Wasatch Front has changed much of the context of the areas that the Interstate runs through. A developed area with a variety of uses typical of the urban environment is found on 24th Street. The elevated Interstate is a very visible community feature. Past practices have recognized that the main feature of the interstate is traffic movement. More and more the context of the road and its visual impact is being recognized as playing an important part of setting the context of a community. If little attention is paid to the visual quality of the road as it passes through a specific area, the perception made is the community cares very little about itself. Partnerships need to be formed between highway departments and communities so that the context of the road is expressed correctly.

There are many examples of where freeway ramp enhancements have left positive impressions of the communities they lead to. Such enhancements need to address water conservation and restricted maintenance since these are realities, yet thoughtful designs can work with these factors and create a design that leaves a good impression of a community.



Picture 4 – An example of Landscape Enhancements using water conservation & low maintenance designs.

Vision Strategies

- 6.A. Partner with the Utah Department of Transportation to address urban landscape enhancements as a matter of practice for interstate work in urban areas.
- 6.B. Develop the 24th Street on and off ramps with landscaping treatments, which reflect a positive image of the community, address, limited water and maintenance conditions.
- 6.C. Pursue enhancement monies to meet any installation shortages, which may occur in installation of landscaping improvements.
- 6.D. Identify means to soften the visual impact of the interstate when viewed from the community.



Picture 5 – An example of both water wise landscaping and bridge enhancements.

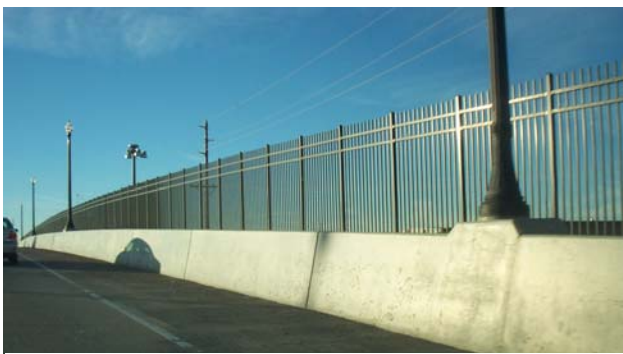
CORRIDOR ENHANCEMENTS

7. Continue 24th Street Enhancements to the CBD

Transportation enhancement monies have been spent in improving the visual appearance of the 24th Street corridor. Street lighting, landscaping and paving treatments have been installed which add much to the appearance of the road. The improvements, however, have not been extended the full length of the road. It is important to complete the project.

One area that is lacking in amenities is the viaduct. Pedestrian access is poor as the walk is narrow, subjects the pedestrians to being splashed on in the winter and is not accessible to the disabled. Lighting is a problem and there is no attention to any architectural detail that would enhance the viaduct. The improvements made to Salt Lake's viaducts of theme lighting, designs into the concrete walls, and black metal fencing are examples of improvements, which could be made. Additionally such things as banners may also make the traveling experience more enjoyable since there is a great view of the mountains and the city as one travels east on the viaduct.

The viaduct also acts as an entry feature to the downtown and can serve as a connection point from the downtown to the Weber River Parkway. The possibility exists of enhancing this experience though landscaping improvements.



Vision Strategies

- 7.A. Develop a landscaped entry feature on the west side of the viaduct, which will also develop a pathway connection from the viaduct to the Weber River Trail.
- 7.B. Extend the 24th Street right-of-way enhancements of theme lighting, trees and sidewalk improvements to the viaduct.
- 7.C. Improve the accessibility, pedestrian safety, and comfort in crossing the viaduct.
- 7.D. Design appropriate pedestrian features in any new viaduct design or enhancement.
- 7.E. Enhance the visual qualities of the viaduct by looking at appropriate fencing material that directs vision to the east, continuation of theme lighting across the viaduct, and allows enhancement features which will give the viaduct a visual connection between West Ogden and downtown.

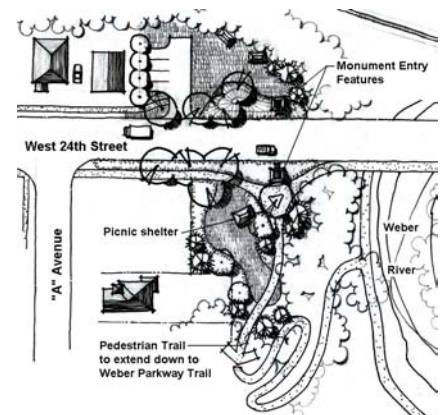


Illustration 1 – Create a landscaped entry feature that connects the Downtown to the River-parkway system

TRANSPORTATION

8. Seek the Development of a Full 24th Street Interchange

A strong concern in the development of the corridor plan is that without a full I-15 interchange at 24th Street; many of the circulation problems will not have an adequate solution. The circulation problems will only worsen and hamper existing developments in the industrial area and limit the ability of West Ogden and downtown Ogden to reach their potentials.

Besides the improvement to circulation to and from the north to the industrial park, western Weber County and downtown Ogden City, a full interchange is the only means which would adequately resolve the inadequate intersection of 2550 South and Pennsylvania. Solutions proposed to solve this problem with the half interchange will not work. Since the earlier solutions did not know of the increasing train services planned and longer switching times that will block this intersection. The signaled intersection, which also has to deal with the train tracks will only have more train traffic and vehicle traffic, and will not be a safe situation. Developing the full interchange and then extending 24th Street to be the connection would provide a safer situation. While there is still a train track to cross, it is not a track that is at the intersection nor is it a track that is used for switching cars. At the same time the change in streets provides a safer access to the half way house.

If a full interchange cannot be developed, revisions are necessary to the States proposed design to avoid creating additional circulation problems. Creating an extension road to 21st Street needs to take place as an extension of 24th Street and not at the end of the off ramp as the increased railroad track switching problems will occur and create even more of a bottle neck.

Vision Strategies

- 8.A. Pursue the needed support and funding to ensure the development of a full interchange so that development occurs with or before the I-15 widening project.
- 8.B. Ensure that roads are not dead end such as Midland and 2550 South as part of the road design.
- 8.C. Connect Midland Drive with Pennsylvania Avenue prior to crossing any railroad tracks so that direct connections to these two streets are possible.
- 8.D. Extend 24th Street as a connection to 21st Street due to the additional train traffic that is planned, if a full intersection is not possible.

TRANSPORTATION

9. Widen 24th Street Viaduct

The 24th Street viaduct is the only direct link between downtown Ogden and West Ogden. State transportation plans call for the widening of the viaduct in the next 20 to 30 years. Besides the pedestrian improvements that need to be made, the major correction is at the landing at Lincoln Avenue East bound traffic often stacks up waiting for the light at Lincoln Avenue. The intersection of the two lane viaduct with the four lanes at the landing create a problem as people try to turn right with limited visibility of traffic that may be coming from the west at the surface street. No left turn is allowed which also adds to the frustration of the intersection.

Some improvements may be possible at the Lincoln landing while waiting for the viaduct widening. These options may reduce stacking problems, which is a major concern. One possible option would be to widen the landing to four lanes at Lincoln so that there is a turn lane and a through lane with no merging surface traffic conflicts. Another option may be a traffic circle as the intersection.

Vision Strategies

- 9.A. Consider moving up the priority of the 24th Street viaduct in the State funding cycle to meet the needs when a full freeway interchange at 24th Street occurs.
- 9.B. Consider implementing design options in the next five years at or near Lincoln and 24th Street, which would reduce stacking on the viaduct.
- 9.C. Support viaduct widening at the same time insuring that adequate access to commuter rail and protection of historic buildings occurs.

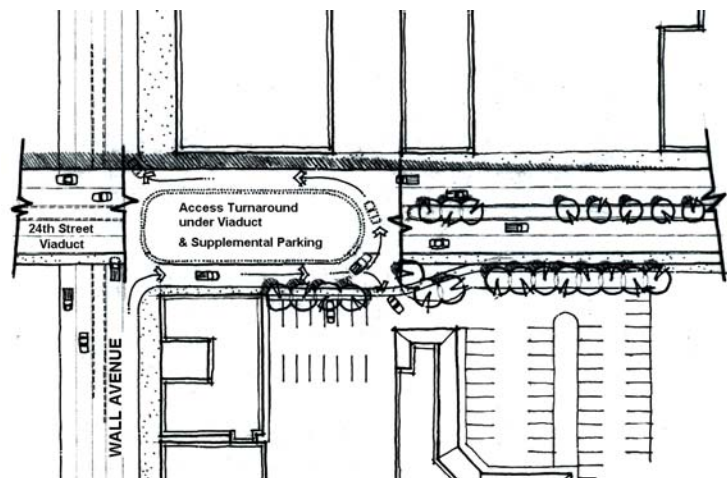


Illustration 2 – Access turnaround under the four-lane viaduct, with parking