

# South Ogden City Center Master Plan

3/12 PC/CC Joint Ideation Workshop



# Contents

---

- 1 INTRODUCING THE PROJECT
- 2 DEVELOPMENT OPPORTUNITY FRAMEWORK
- 3 MARKET AND FINANCIAL FRAMING
- 4 HEIGHT AND INTENSITY GUARDRAILS
- 5 THREE SCENARIOS
- 6 CONNECTIVITY EXERCISE
- 7 STREETScape DIRECTION
- 8 POLICY SUMMARY

# Welcome and Purpose

## **What is the Project?**

A small area plan defining land use and redevelopment direction for the South Ogden City Center.

## **What is the Purpose?**

Gather direction on height, intensity, connectivity, and streetscape before scenarios are prepared.



# Why This Matters?

The City Center is a General Plan top priority, making this a pivotal moment to shape its future and align expectations early.

## Key Highlights

- Identified as a General Plan priority for strategic investment.
- Opportunity to define the City Center's long-term direction.
- Early alignment reduces risk and redesign later.

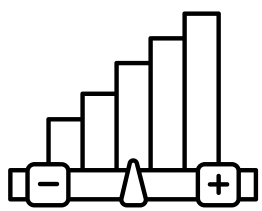


# What We Need From You

Tonight's direction will directly shape how the scenarios are refined and finalized. Clear guidance from you will establish the framework for that refinement, and we're seeking your feedback on the following:



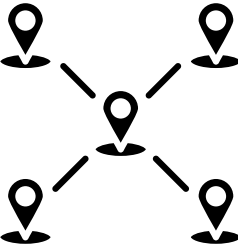
Maximum  
Comfortable  
Height



Redevelopment  
Intensity  
Direction



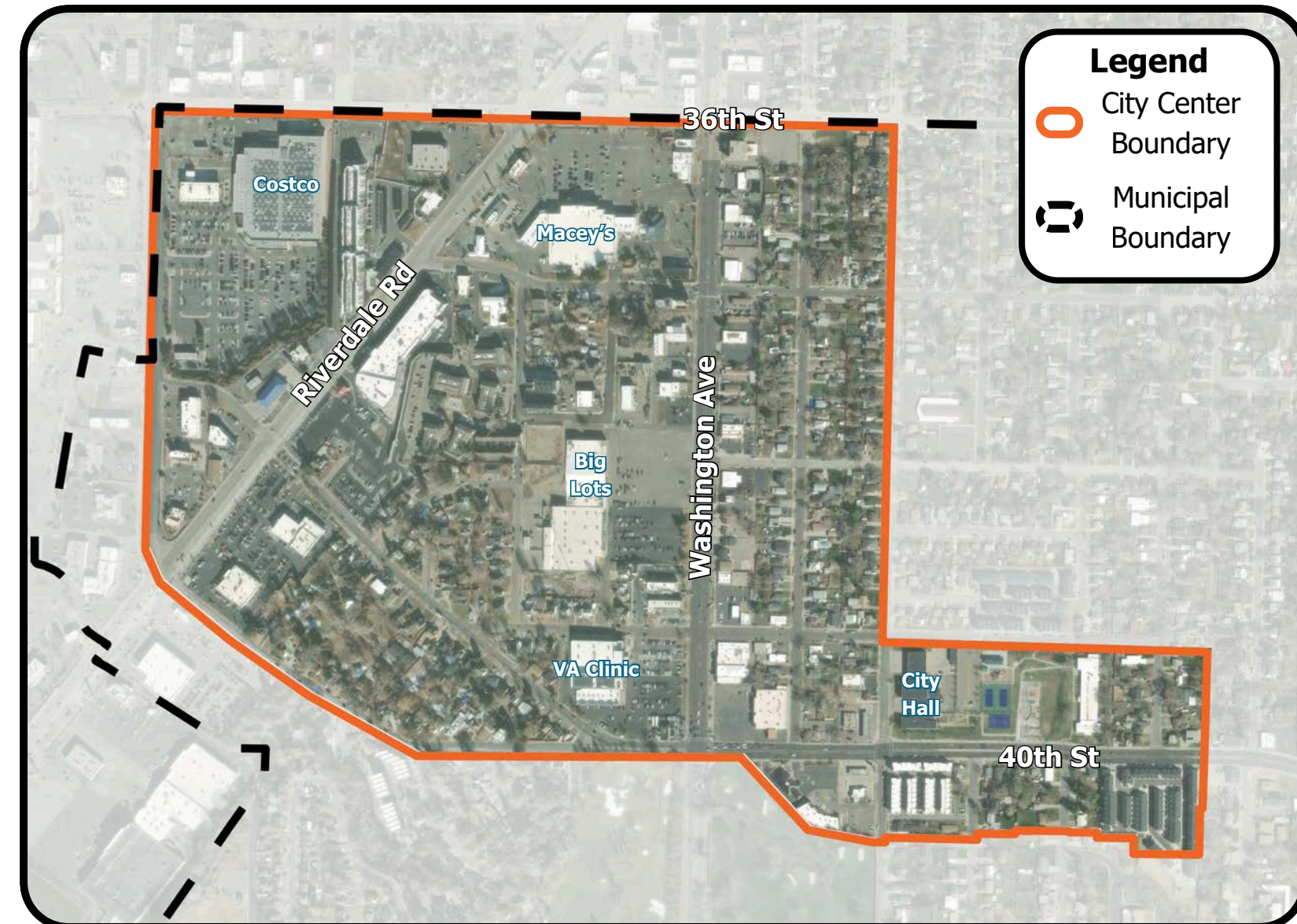
Hard  
Constraints



Connectivity  
Priorities



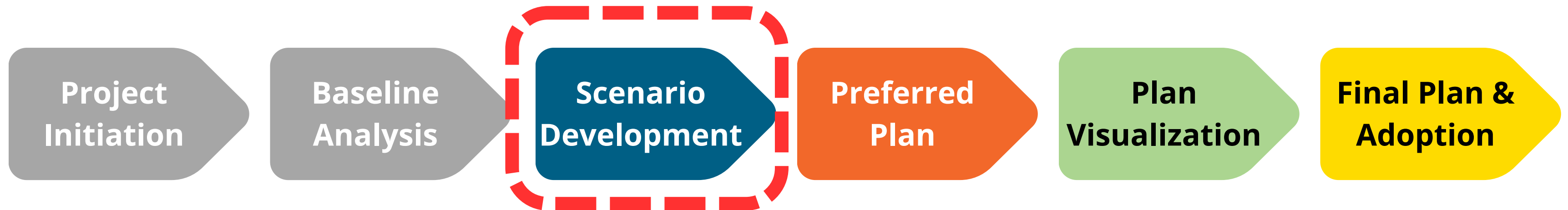
Streetscape  
Preferences



# Project Roadmap

---

- Existing Conditions completed
- Development Opportunities identified
- Scenario modeling underway
- Preferred Scenario + Implementation next



# Major Infill Areas (Scenarios A and B)

This map is also on Page 2 of the handout. Please review the parcels in this scenario and be ready to answer questions on Page 3.



# Expanded Areas (Scenario C)

Turn to Page 3 of the handout and answer targeted questions about the parcel selection in each scenario.





**Turn to Page 3 of the handout and answer targeted questions about the parcel selection in each Scenario.**

# Why Intensity Matters

Intensity determines housing capacity, fiscal performance, infrastructure feasibility, return on investment, and the level of amenities private development can reasonably deliver. **Turn to Page 4 of your handout, and we will review it.**

## Higher Intensity

- Accommodates more housing units
- Expands employment opportunities
- Lower individual tax burden
- Supports developer-provided amenities

## Lower Intensity

- Reduced housing capacity
- Less activity and traffic
- Higher individual tax burden
- Limits amenity expectations

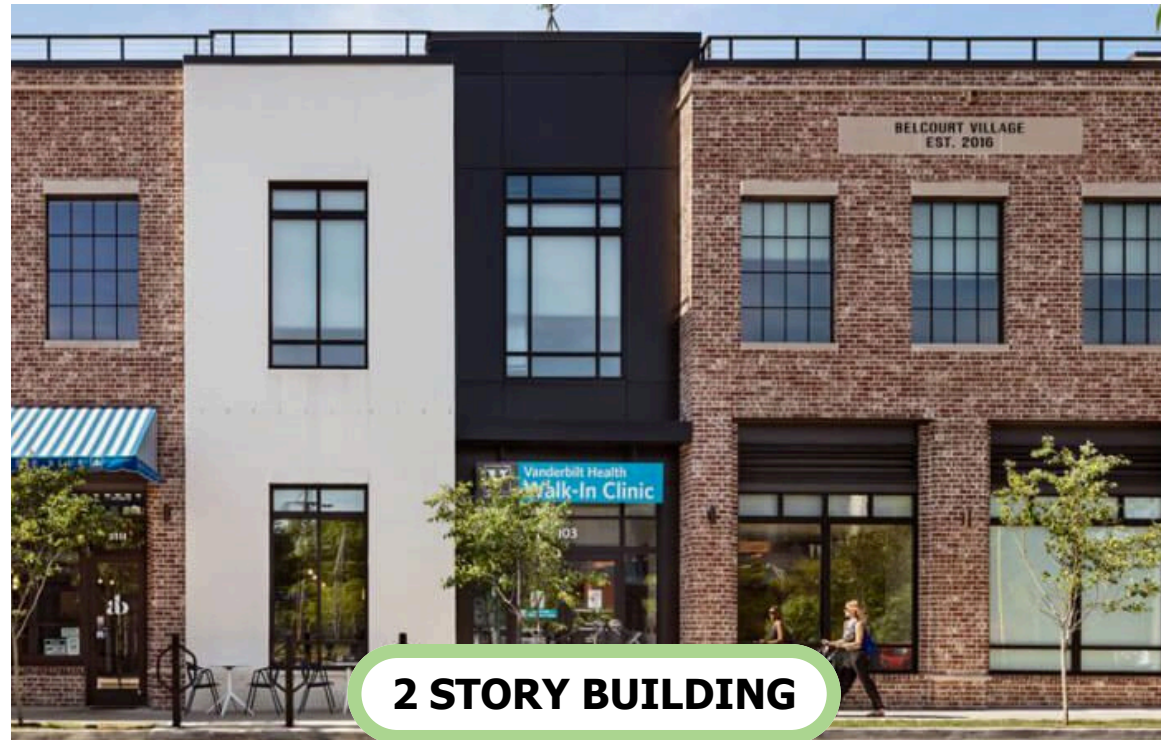
Lower Intensity



Higher Intensity



# Height Bands Under Consideration



## 2 Stories

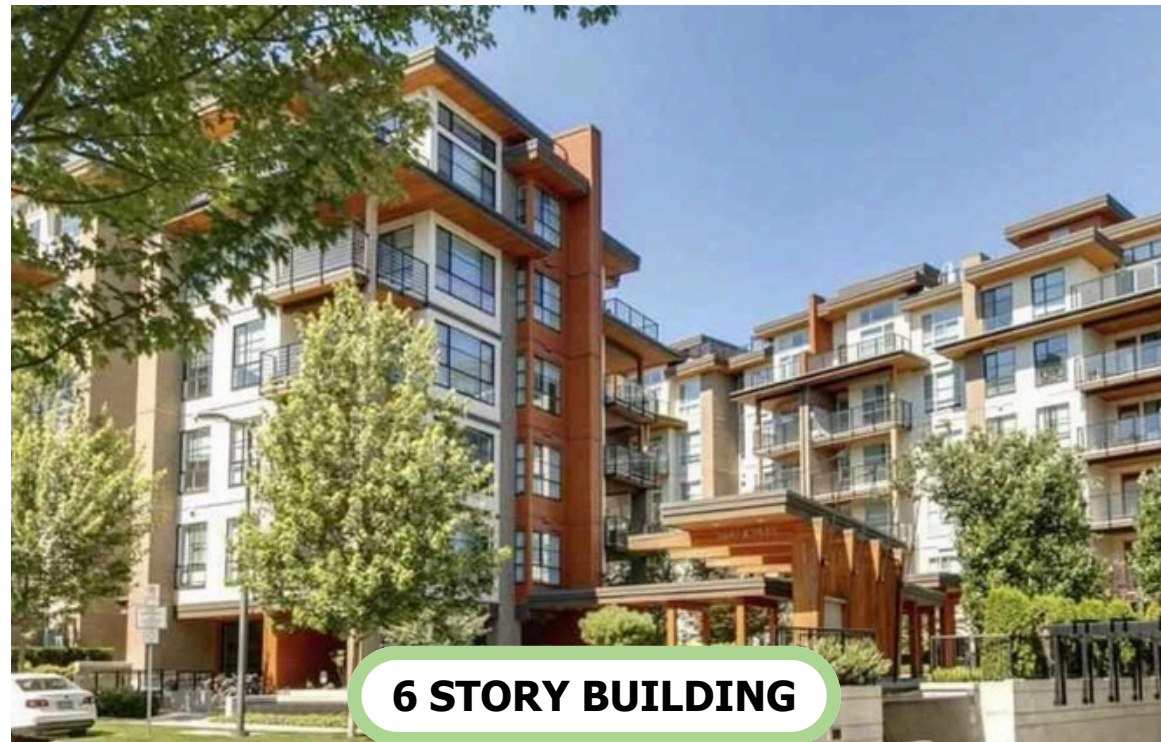
- Similar heights to existing small buildings in the project area
- Minimal visual and fiscal change
- Appropriate near neighborhoods



## 4 Stories

- Moderate increase in housing and activity
- Fits along main roads
- Transition between low and higher areas

# Height Bands Under Consideration



## 6 Stories

- Potentially confined to the City Center core
- Supports mixed-use redevelopment on key parcels
- Can use topography to reduce visibility



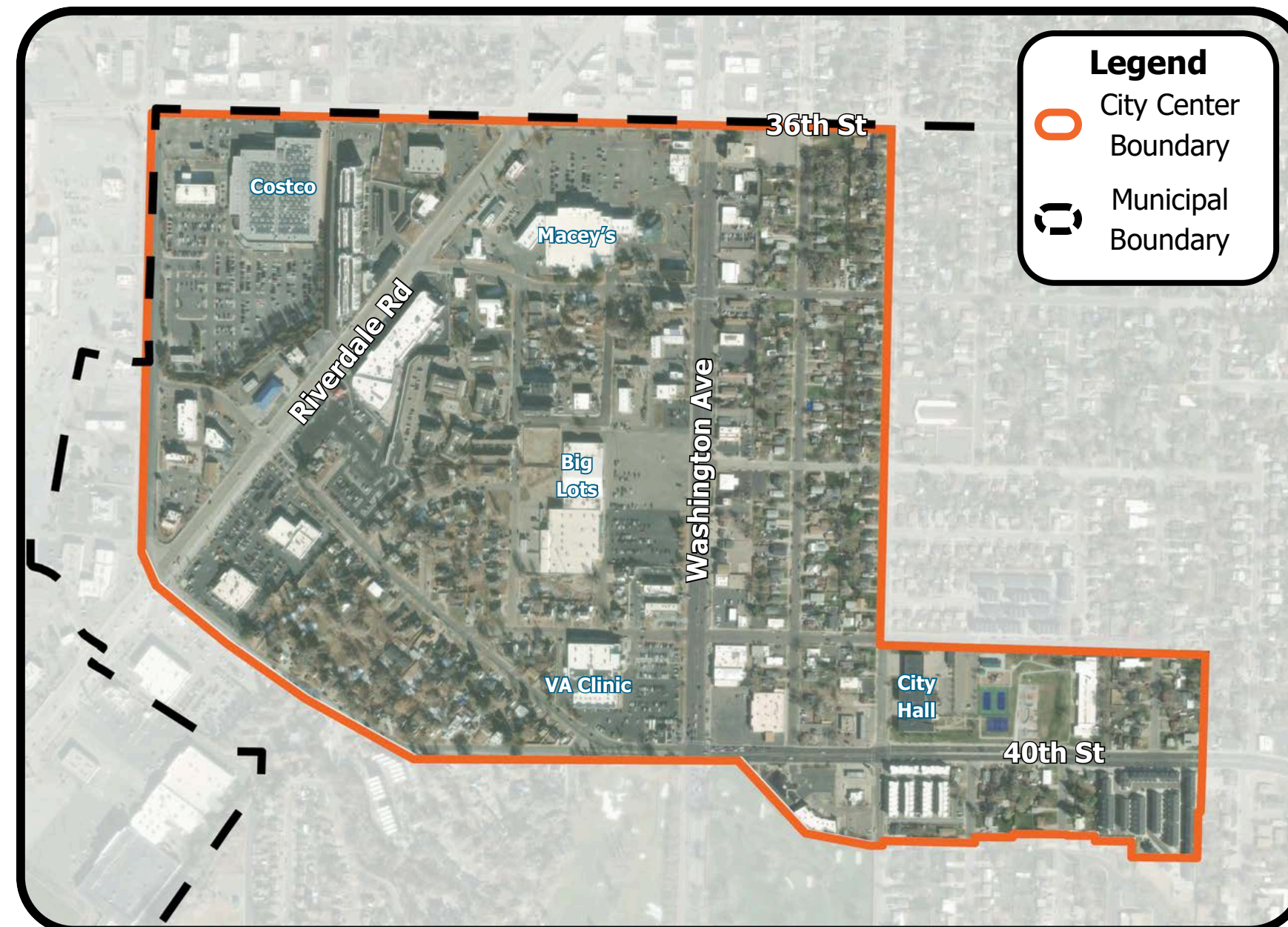
## 8 Stories

- Potentially limited to the central core only
- Maximizes housing and tax base
- Provides the most amenities
- Topography can help screen height from neighbors

# Distribution of Heights

**Discussion - Please reference Page 5 of your handout and respond to:**

- Where could taller buildings be appropriate?
- Should height step down toward single-family residential on the edges of the City Center area?



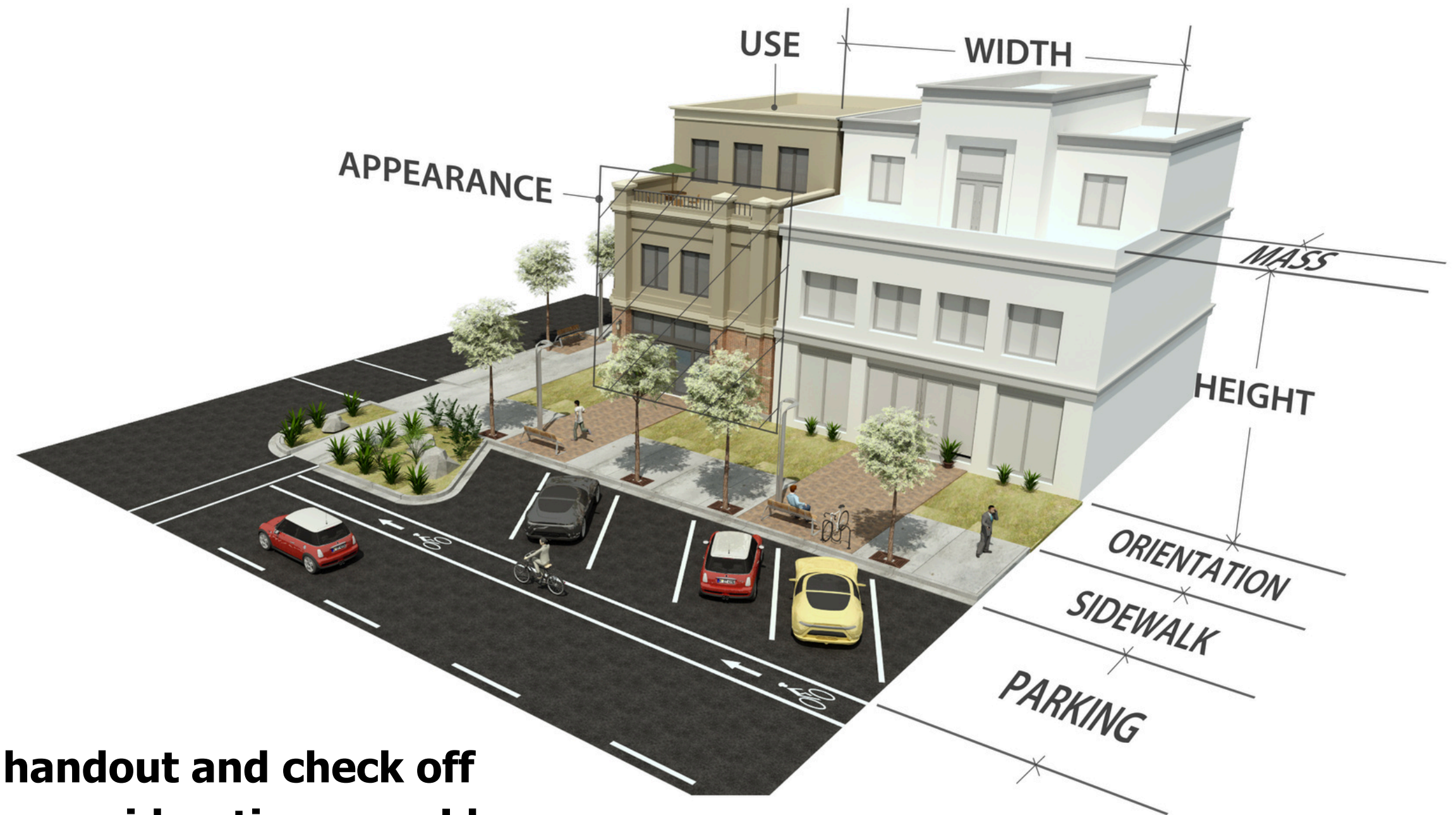
# Design Considerations in Height

## Setback: Distance between building and property line

- Larger setbacks allow landscaping, wider sidewalks, and plaza space

## Stepback: Upper floors pushed back from lower floors

- Stepbacks reduce how tall the building feels at street level



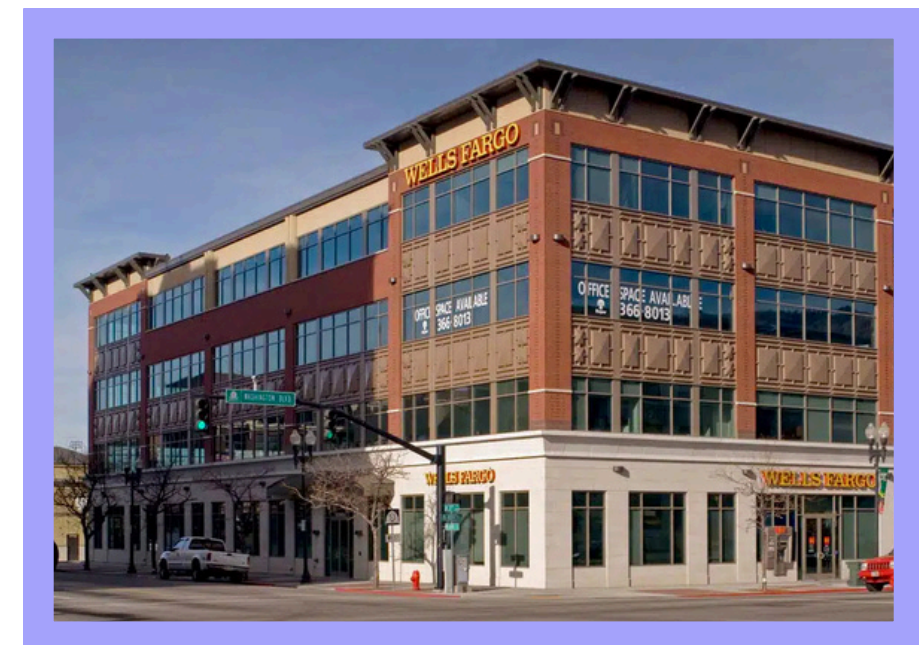
**Turn to Page 6 of your handout and check off the boxes which design considerations would make you feel comfortable with taller buildings.**

# Land Uses and Colors

- Townhouse (Yellow) - Exterior-oriented attached housing units with individual entrances.
- Multifamily (Orange) - Apartments or condos with multiple units in one building.
- Office (Light Purple) - Workspace for businesses, services, and professional firms.
- Commercial (Red) - Retail, dining, and service businesses serving residents and visitors.

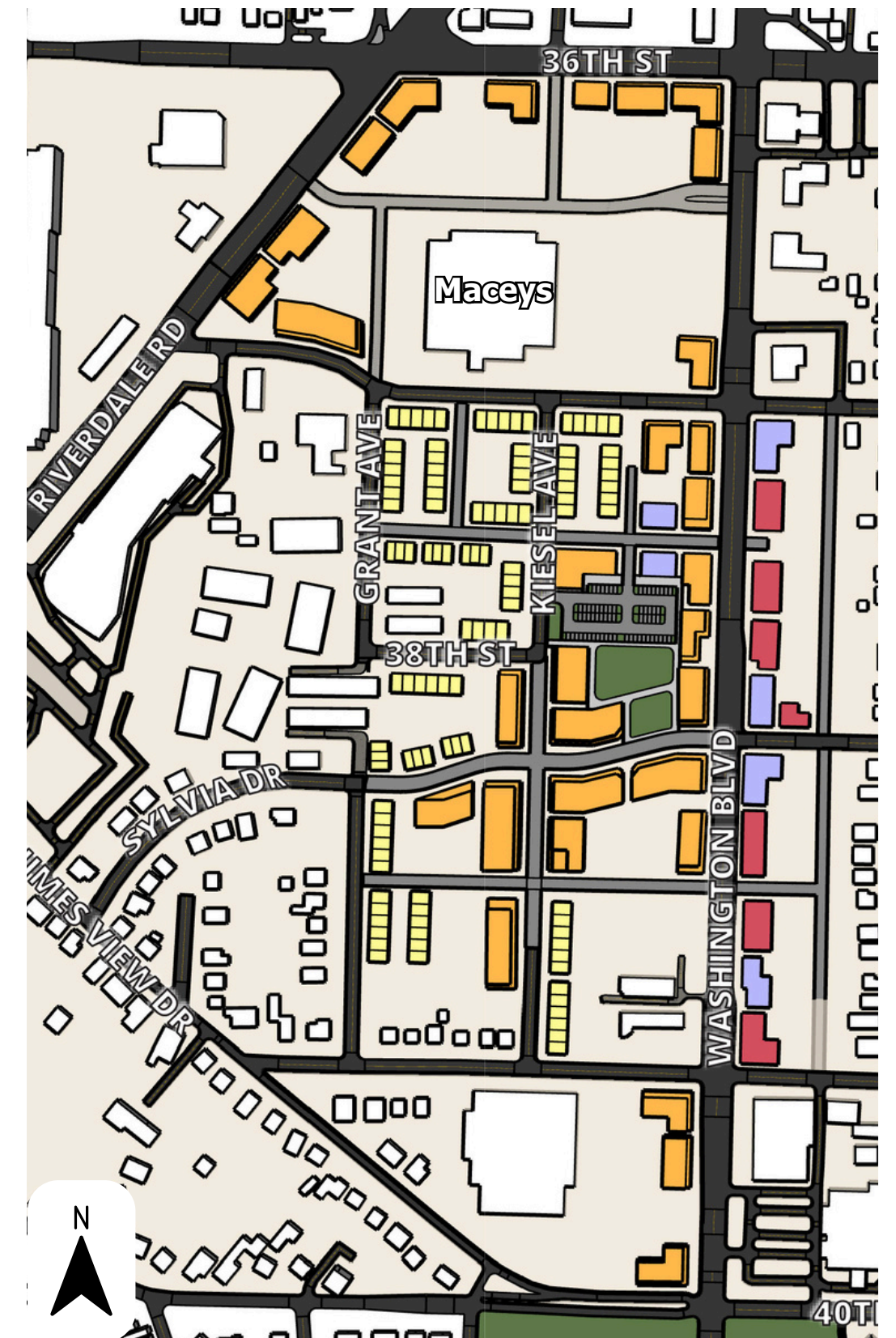
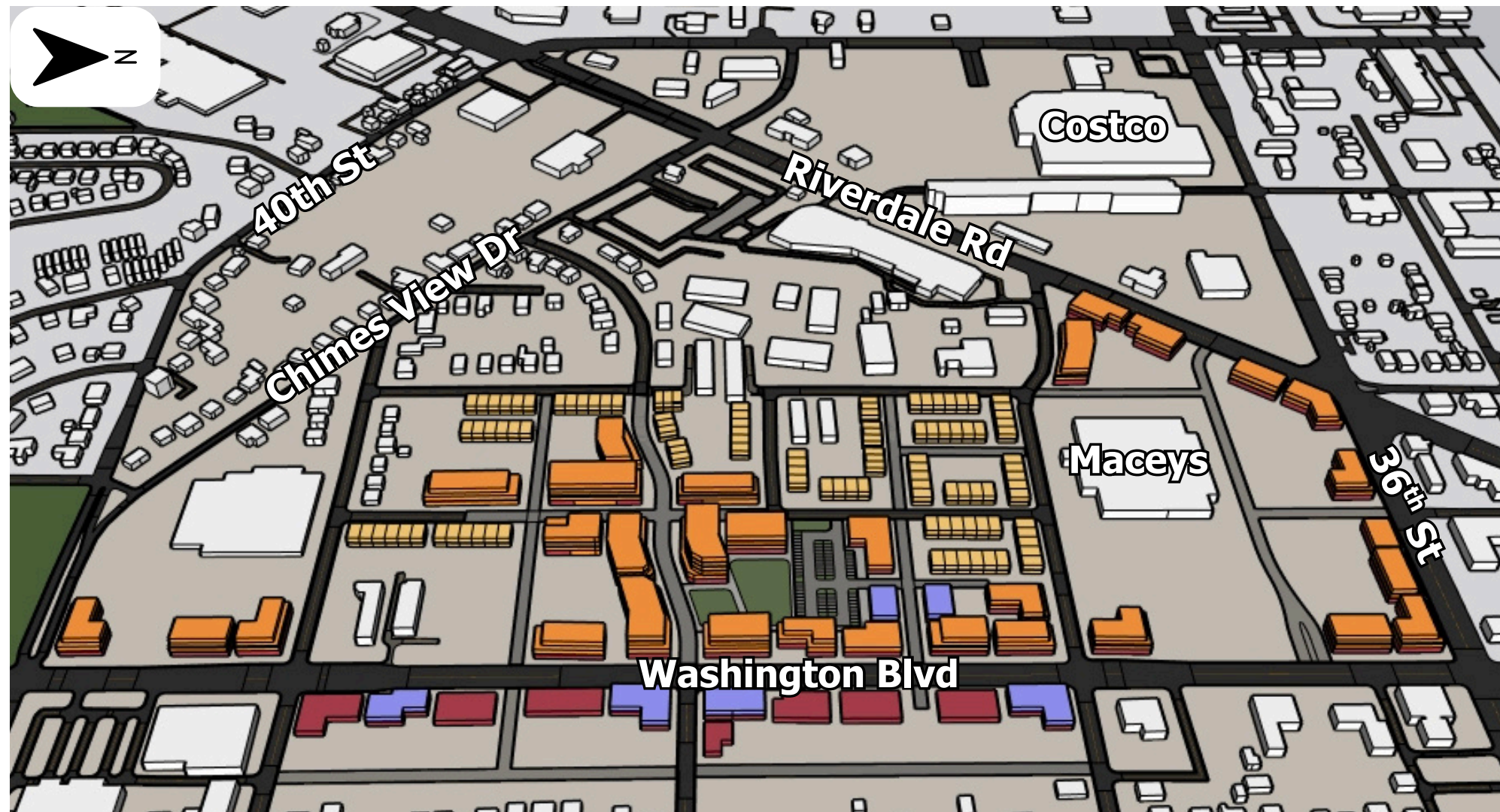
## LEGEND

-  Townhouse
-  Multifamily
-  Commercial
-  Office



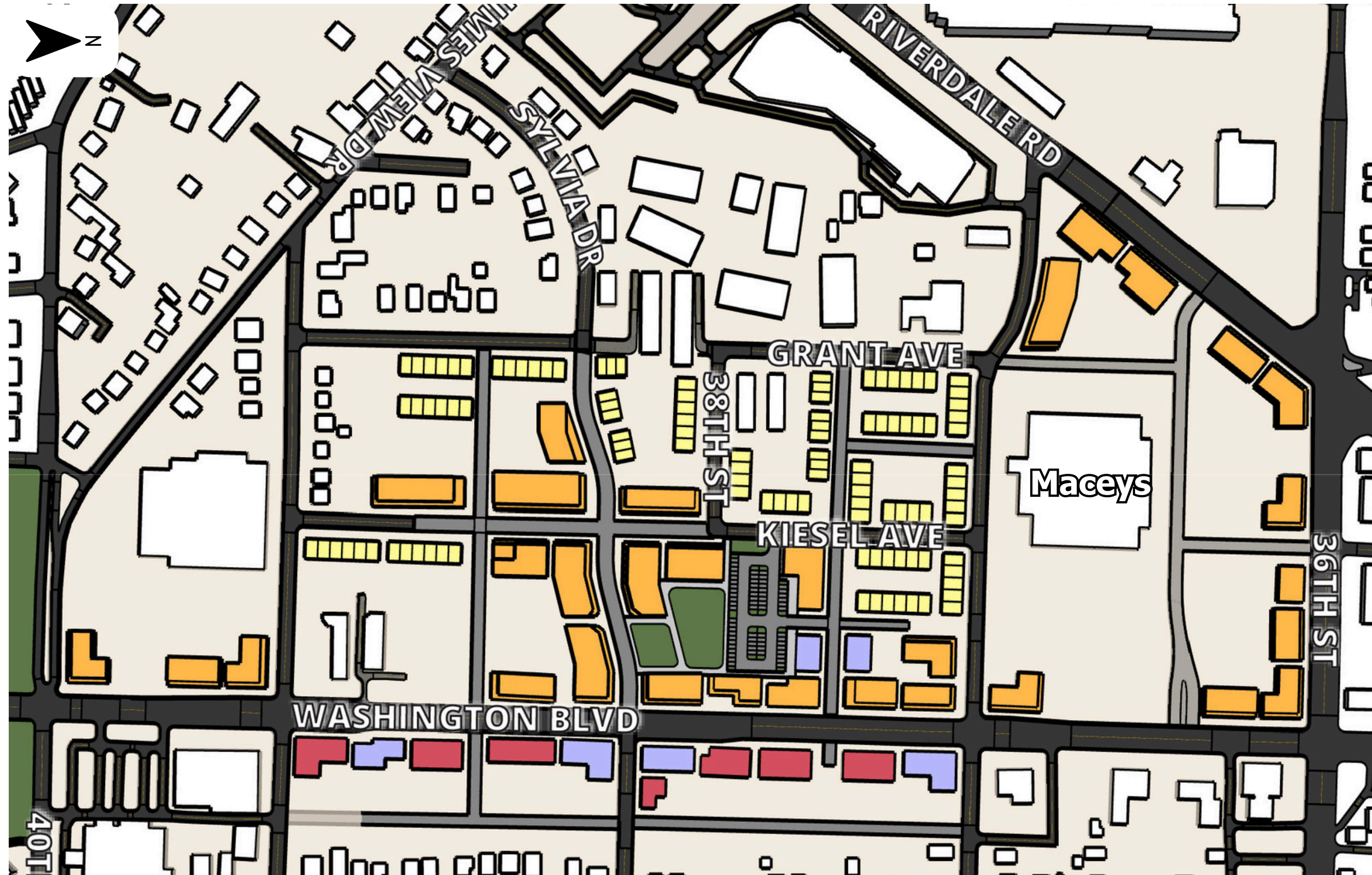
# Scen. A - Preservation Focused Infill

- 3–6 stories at key nodes
- Mixed-use buildings along Sylvia Dr/38th St and Kiesel Ave
- Preserves key existing uses outside of the core site
- Introduces mixed-use retail, office, and multifamily development
- 469 new multifamily units and 110 new townhomes

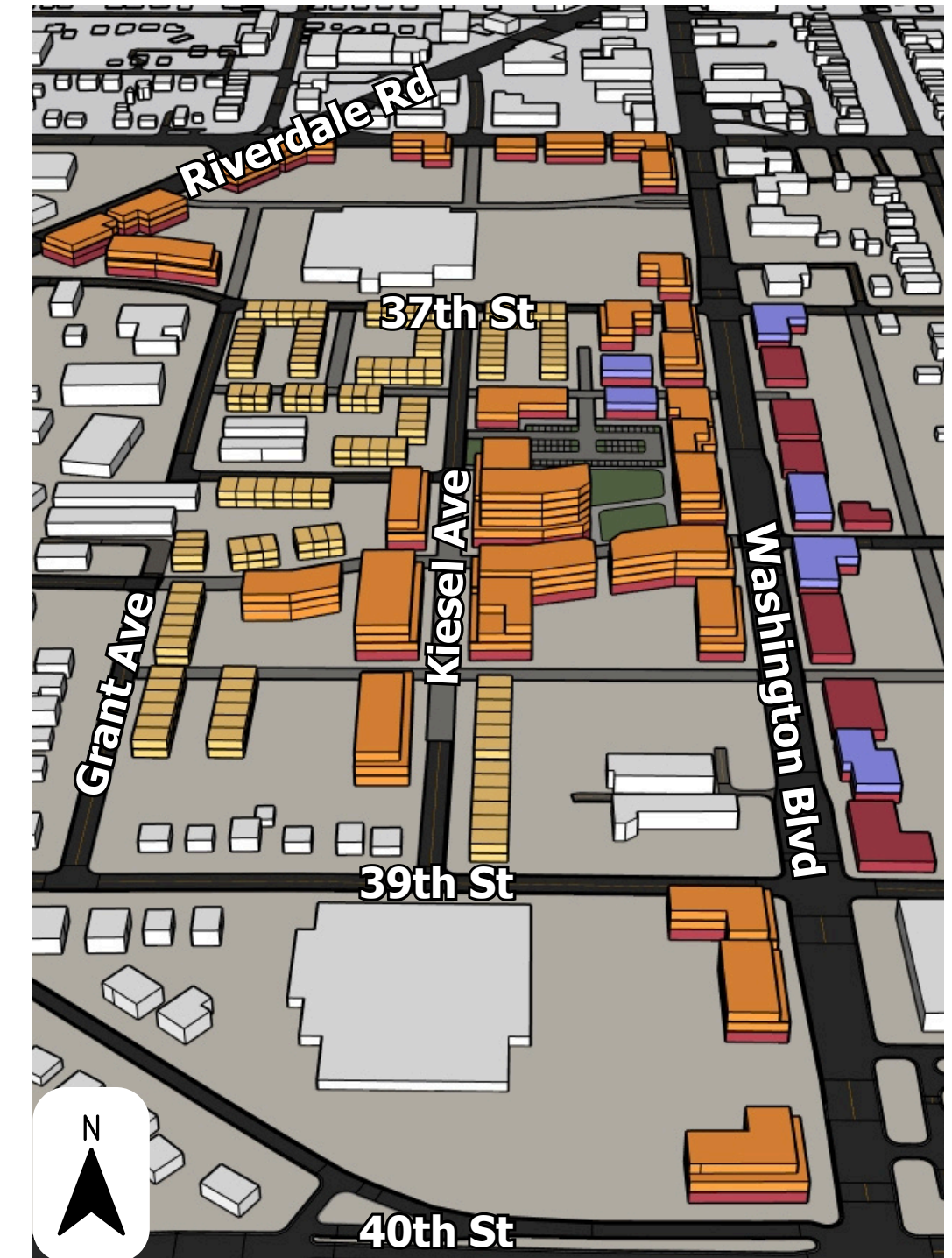
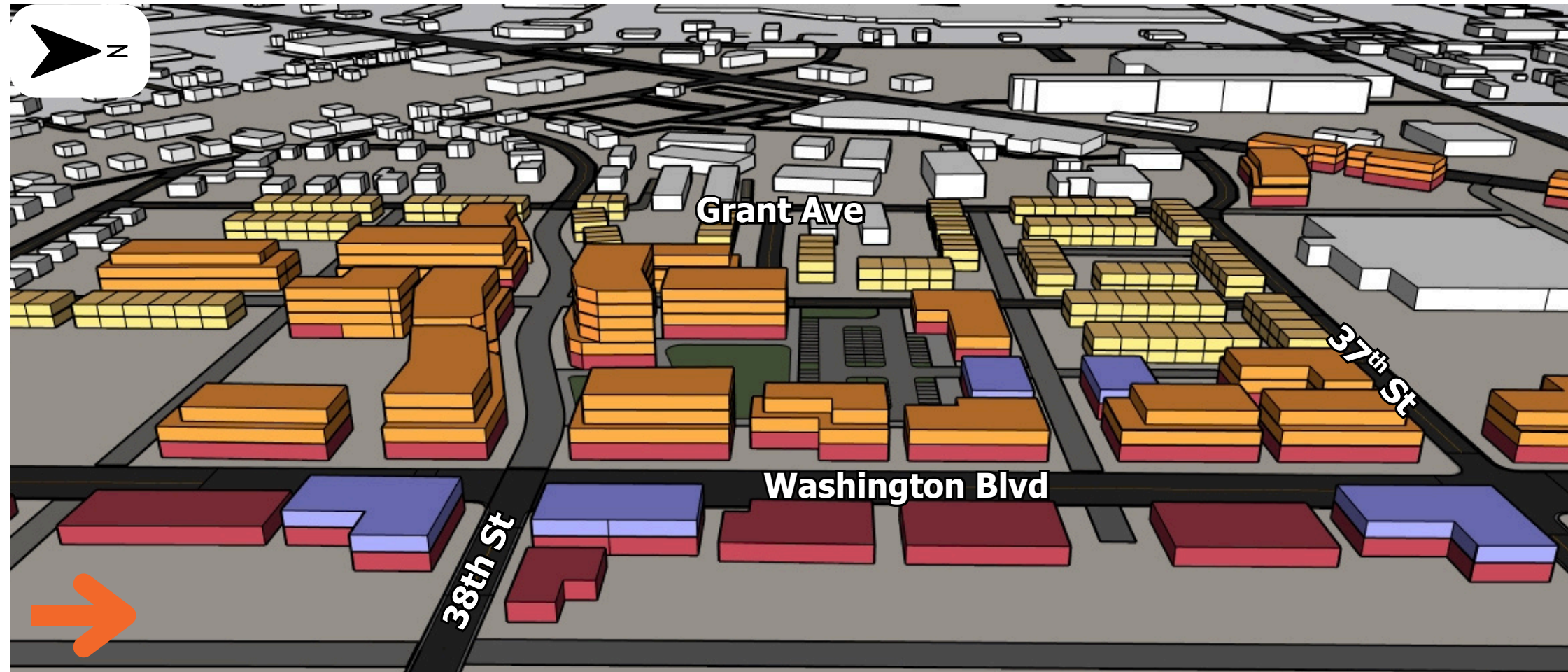


# Scen. A - Preservation Focused Infill

---

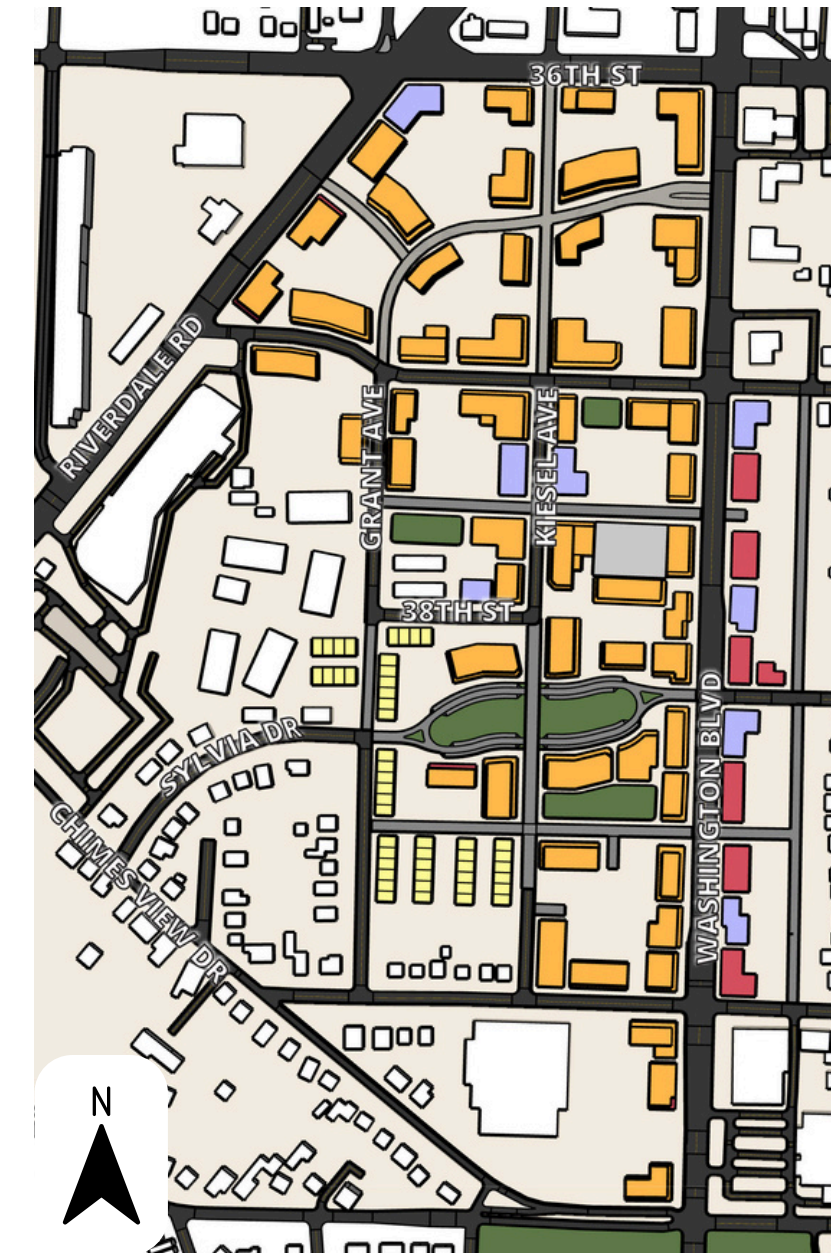
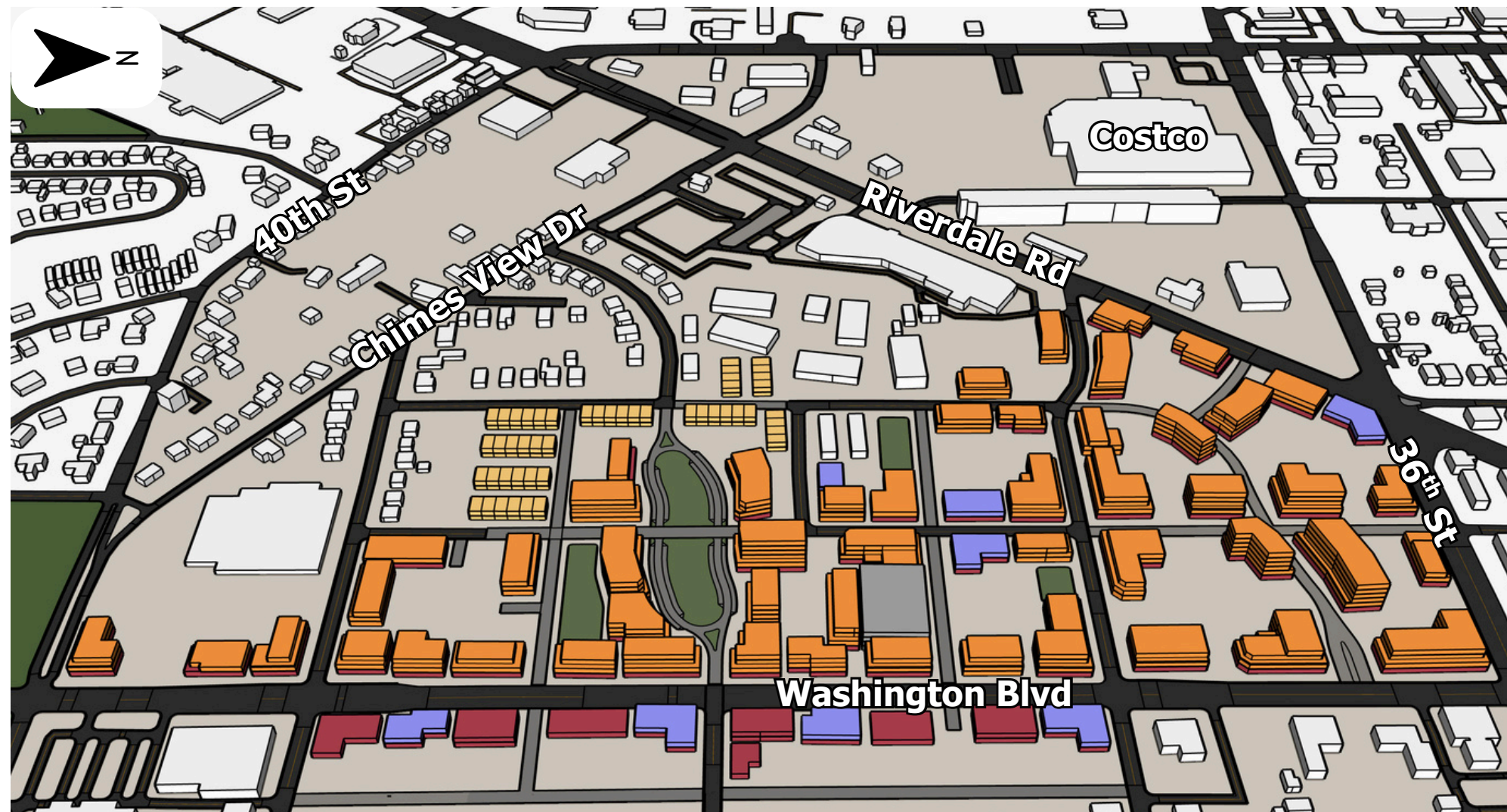


# Scen. A - Preservation Focused Infill

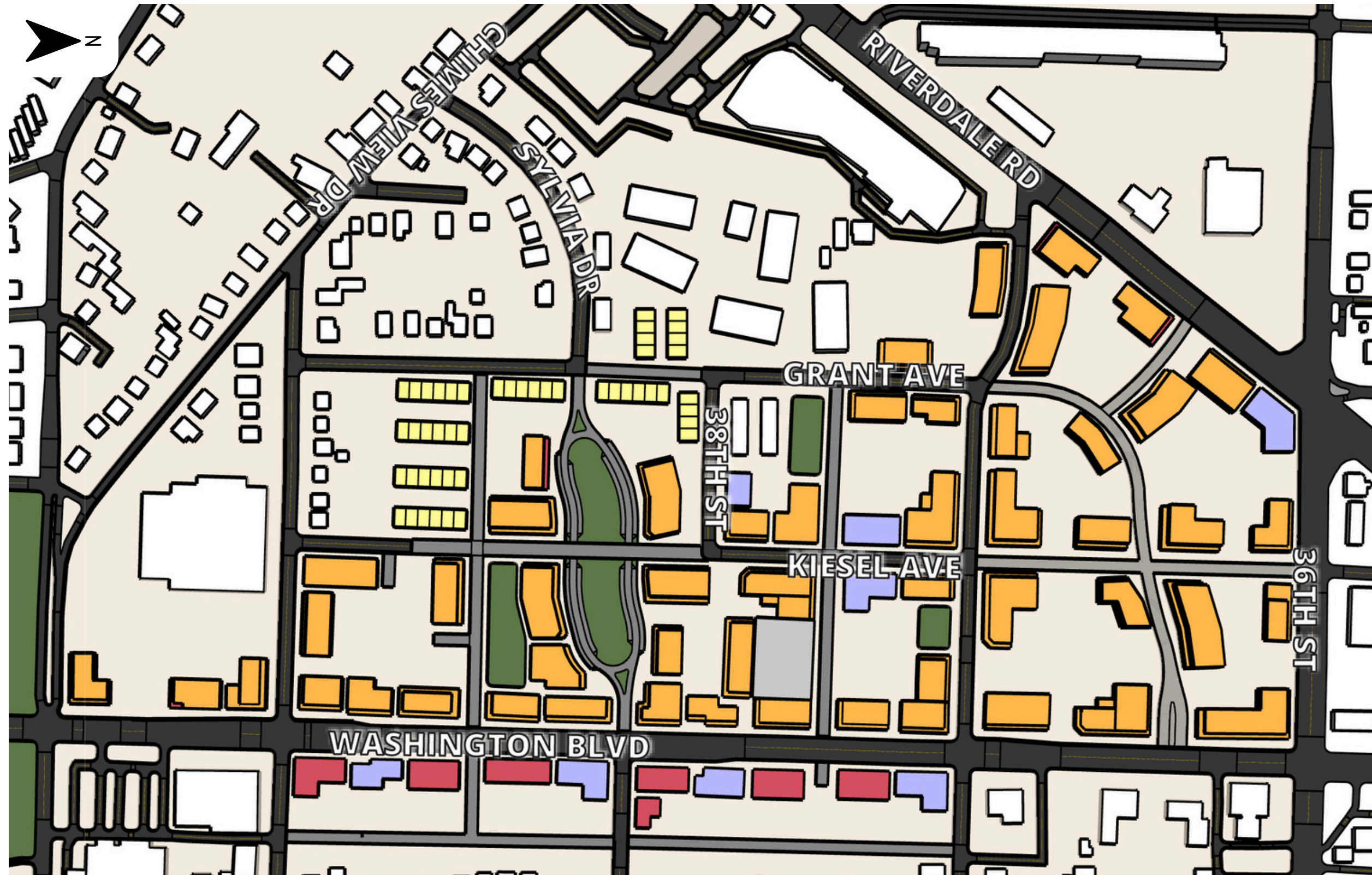


# Scenario B - Middle Redevelopment

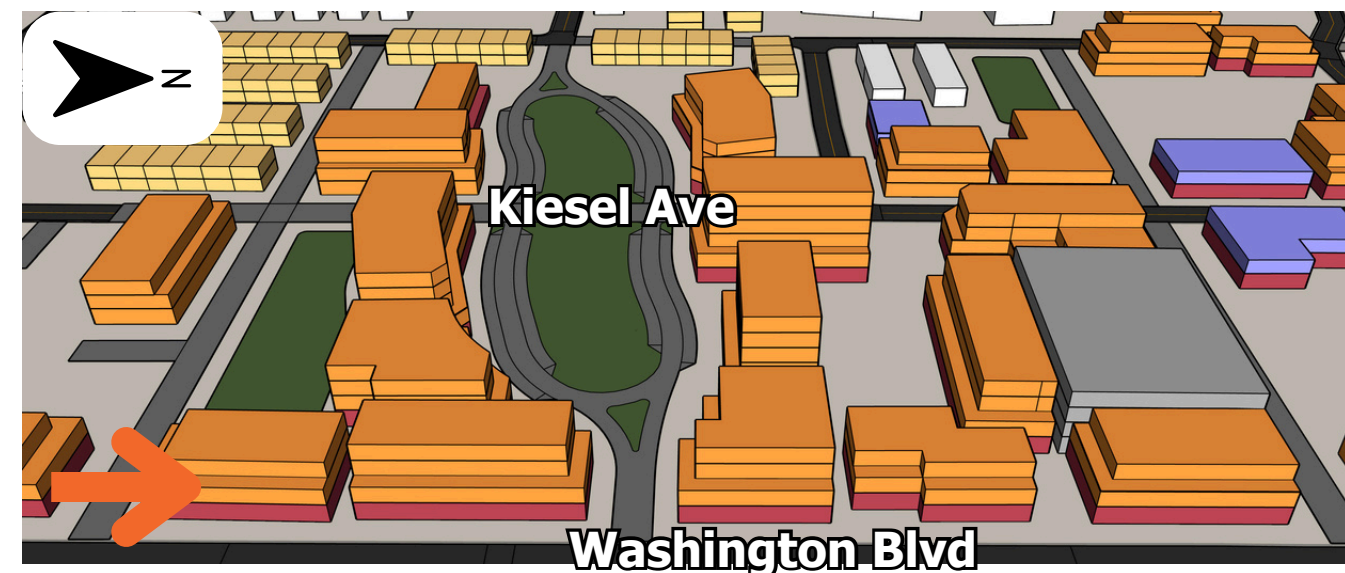
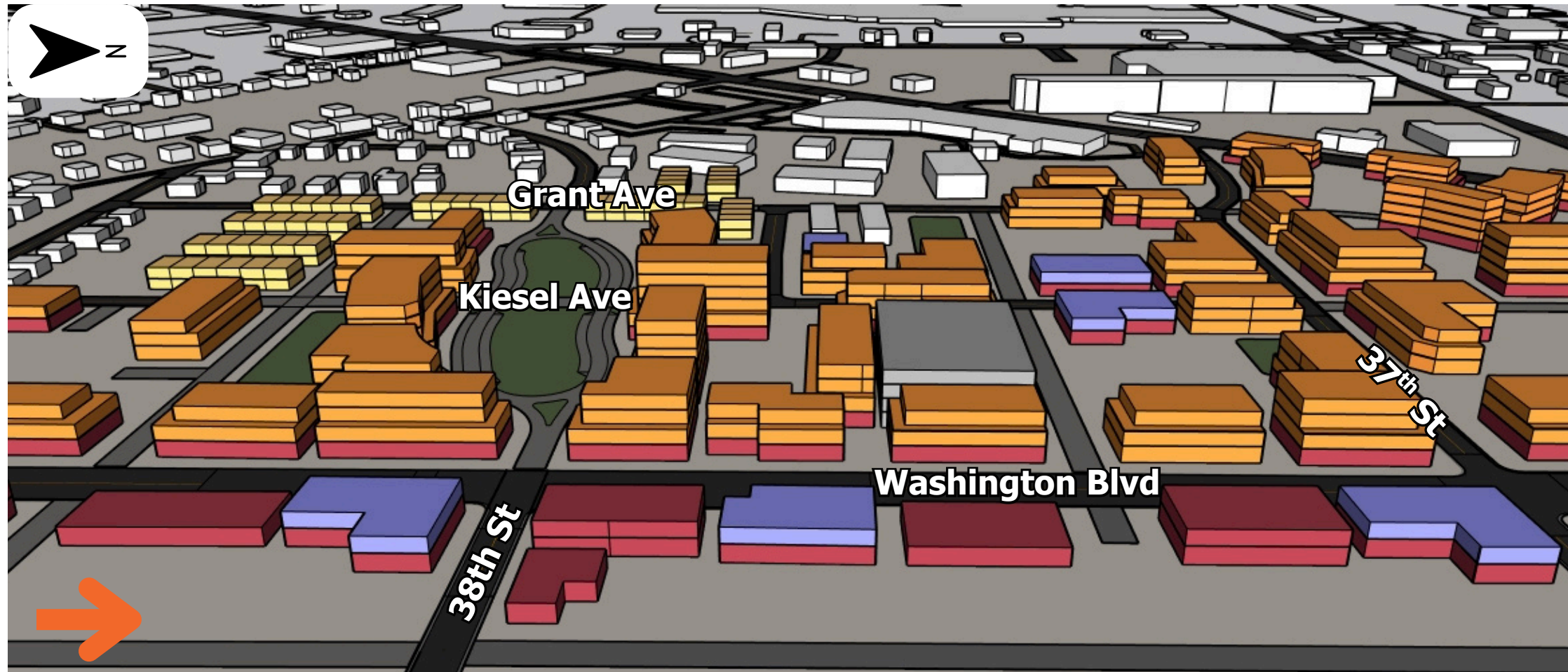
- 4–6 stories at key nodes, an increase in density with expanded retail
- Preserves existing apartments and townhomes
- New boulevard with 100-ft wide greenspace connecting Sylvania Dr to 38th St
- Establishes a defined City Center spine east of Washington Boulevard
- 880 new multifamily units and 48 new townhomes



# Scenario B - Middle Redevelopment

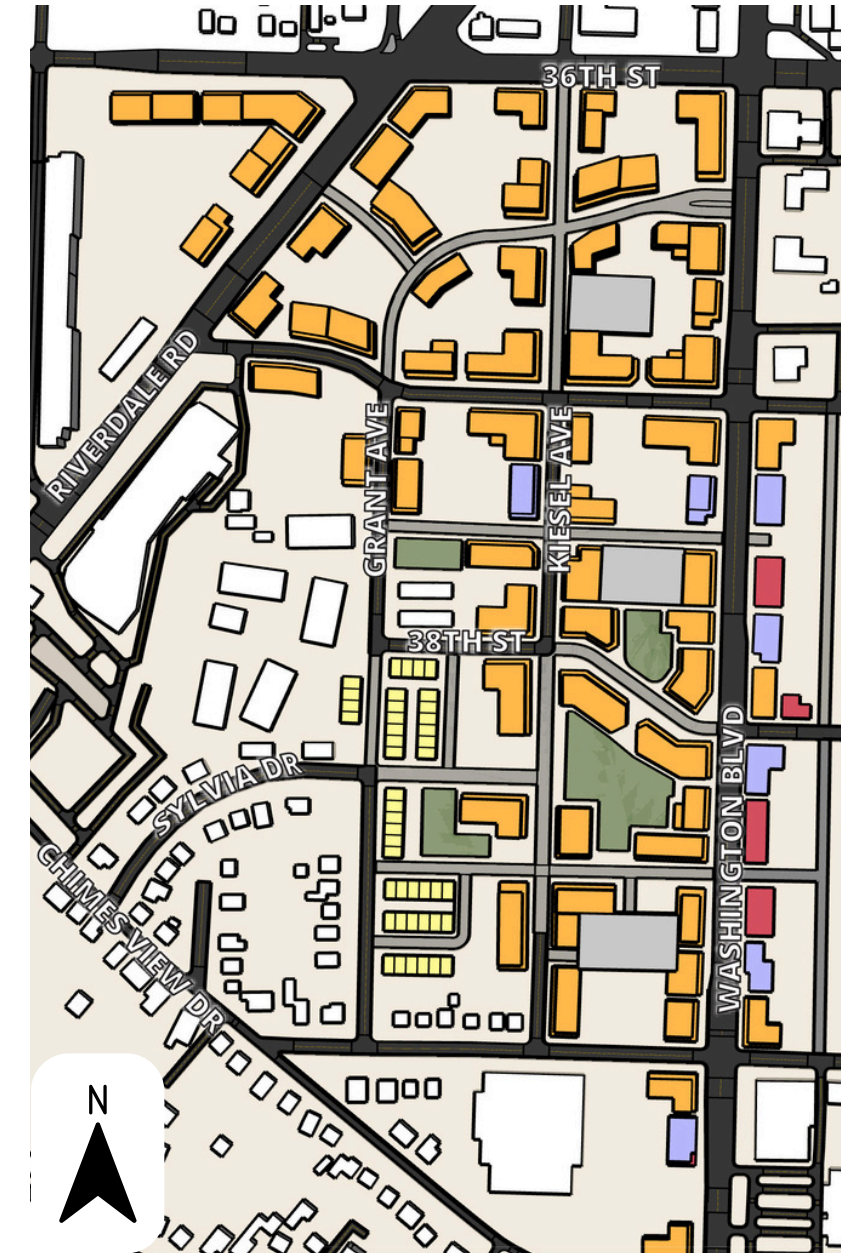
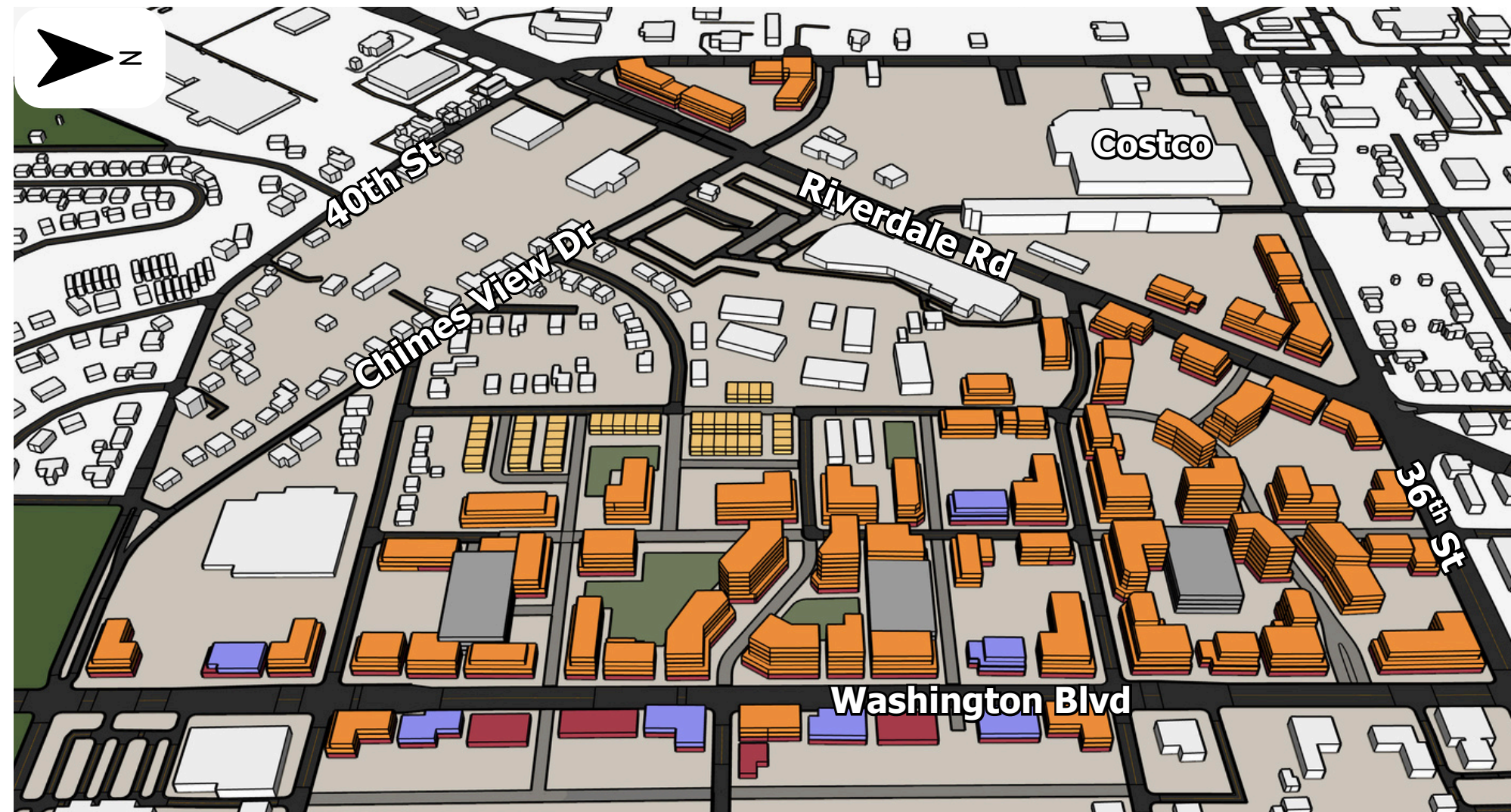


# Scenario B - Middle Redevelopment

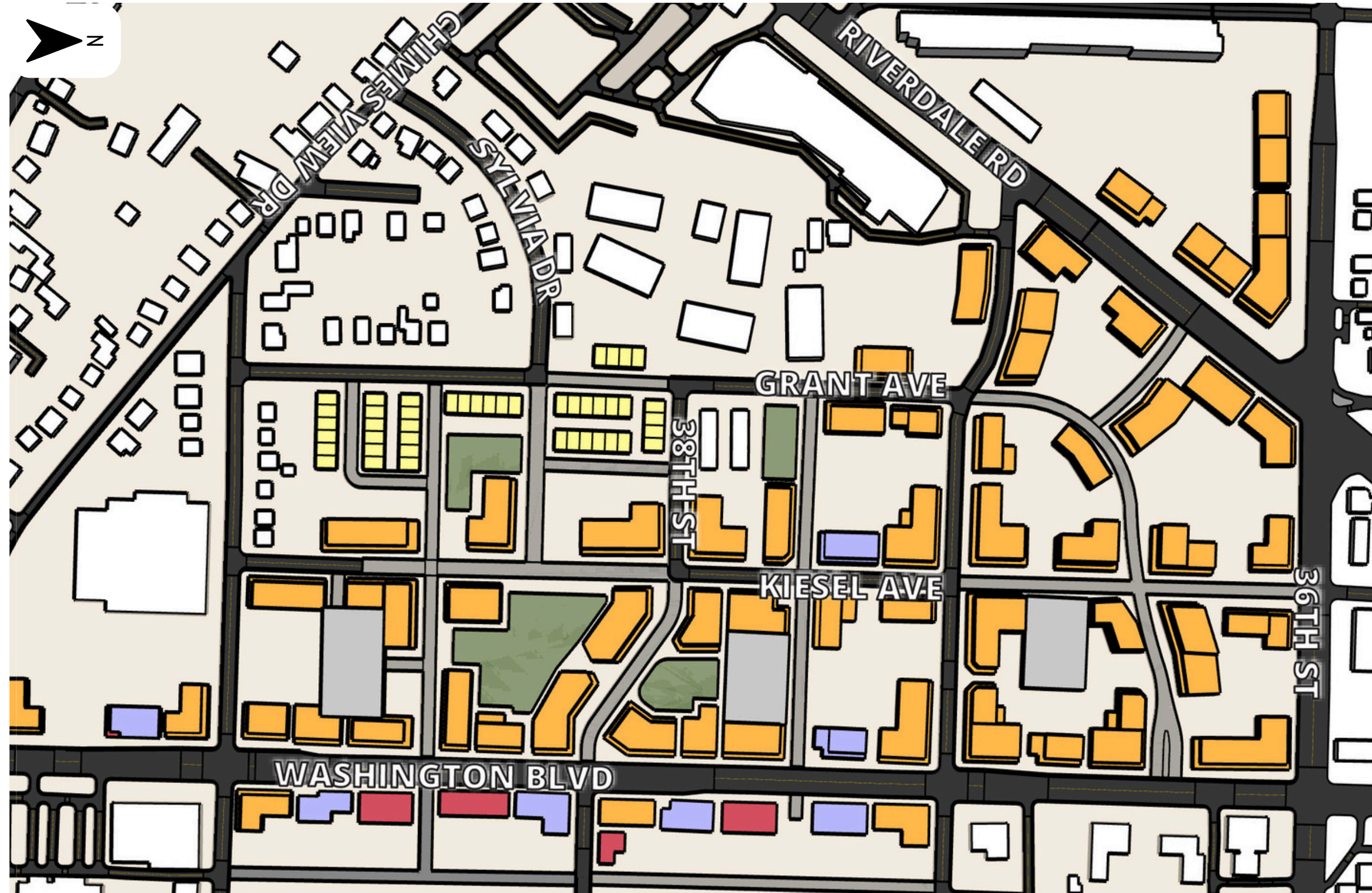


# Scenario C - Complete Redevelopment

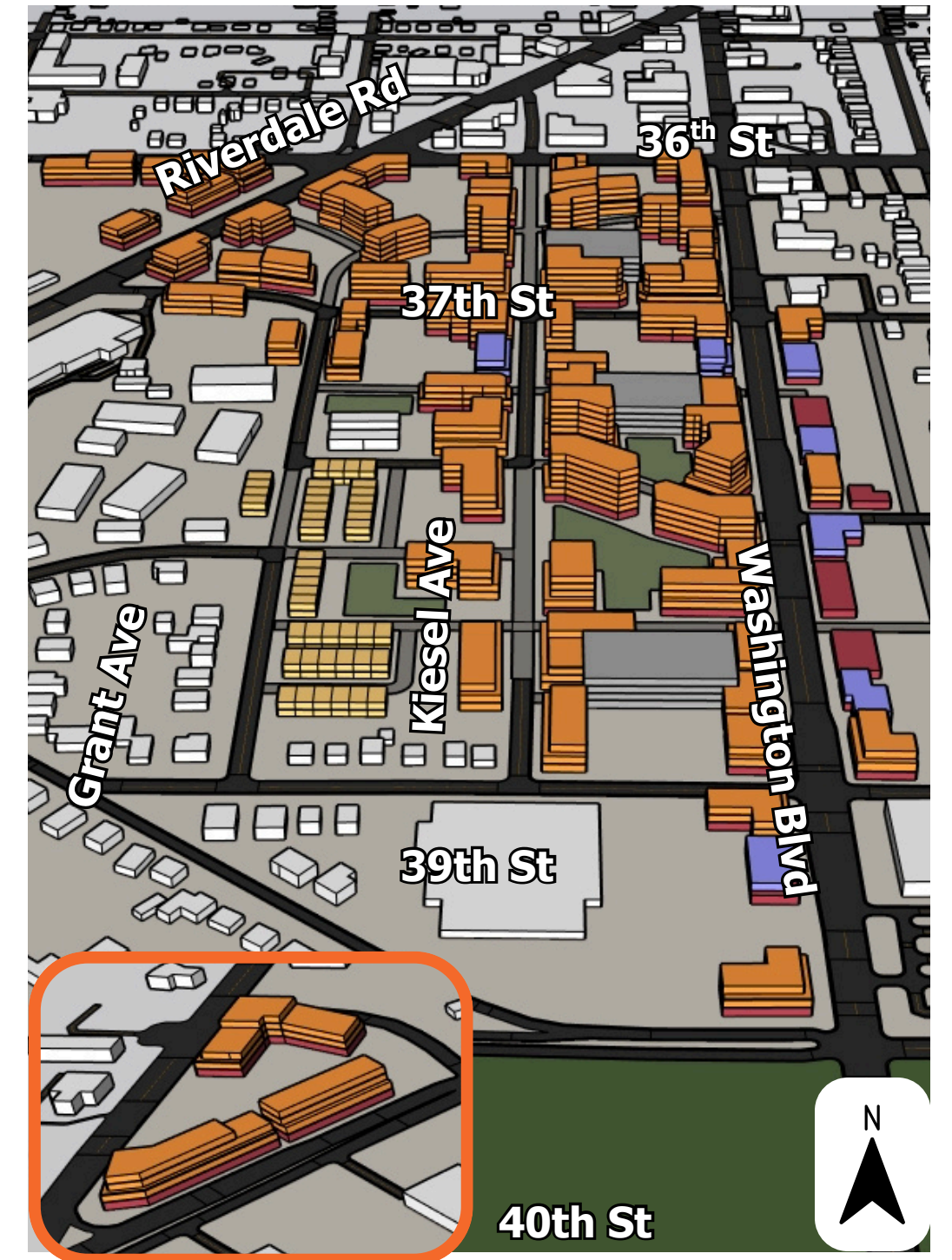
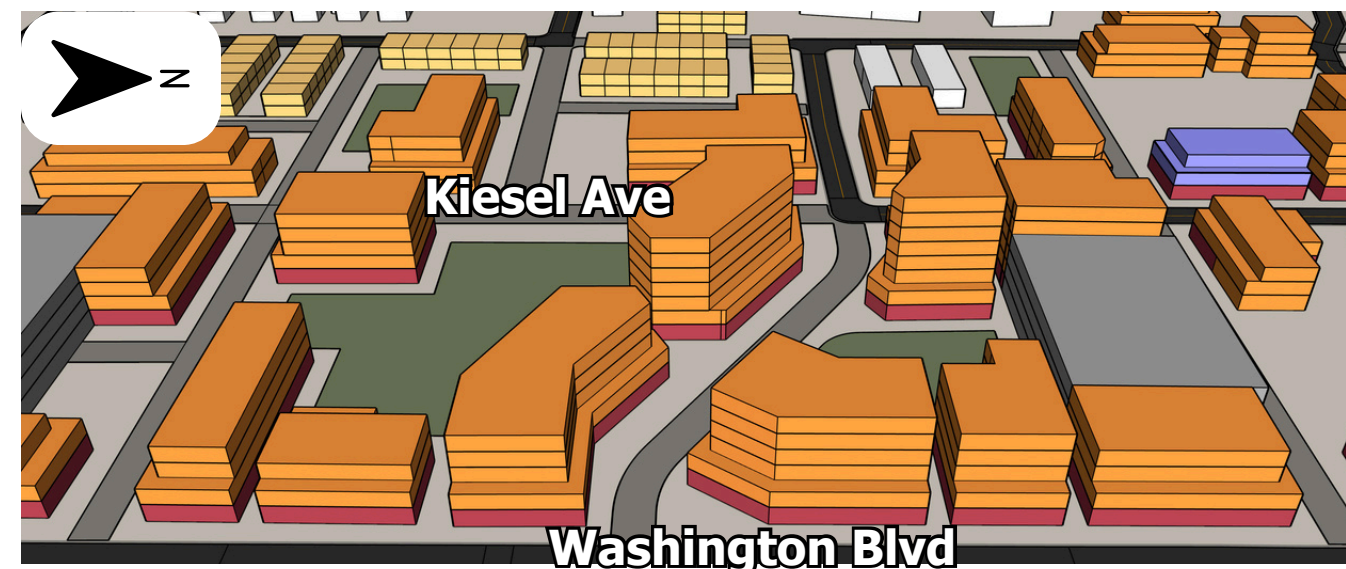
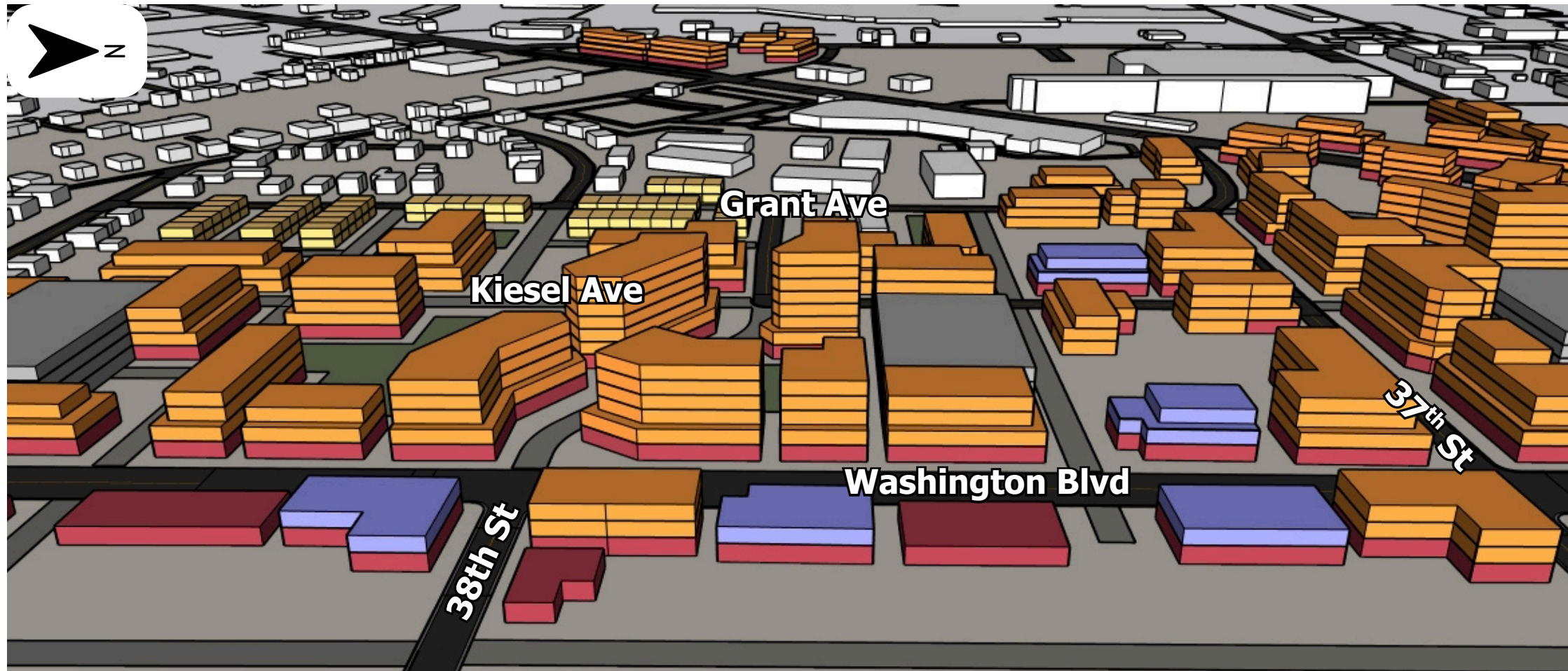
- 6–8 stories at key nodes, such as the Big Lots and Macey’s sites
- Expanded redevelopment footprint, including parcels NW of Riverdale Road
- Most expansive mixed-use buildout of the 3 scenarios
- Extends Kiesel and Grant Avenues as 38<sup>th</sup> Street through site
- 1,408 new multifamily units and 44 new townhomes



# Scenario C - Complete Redevelopment



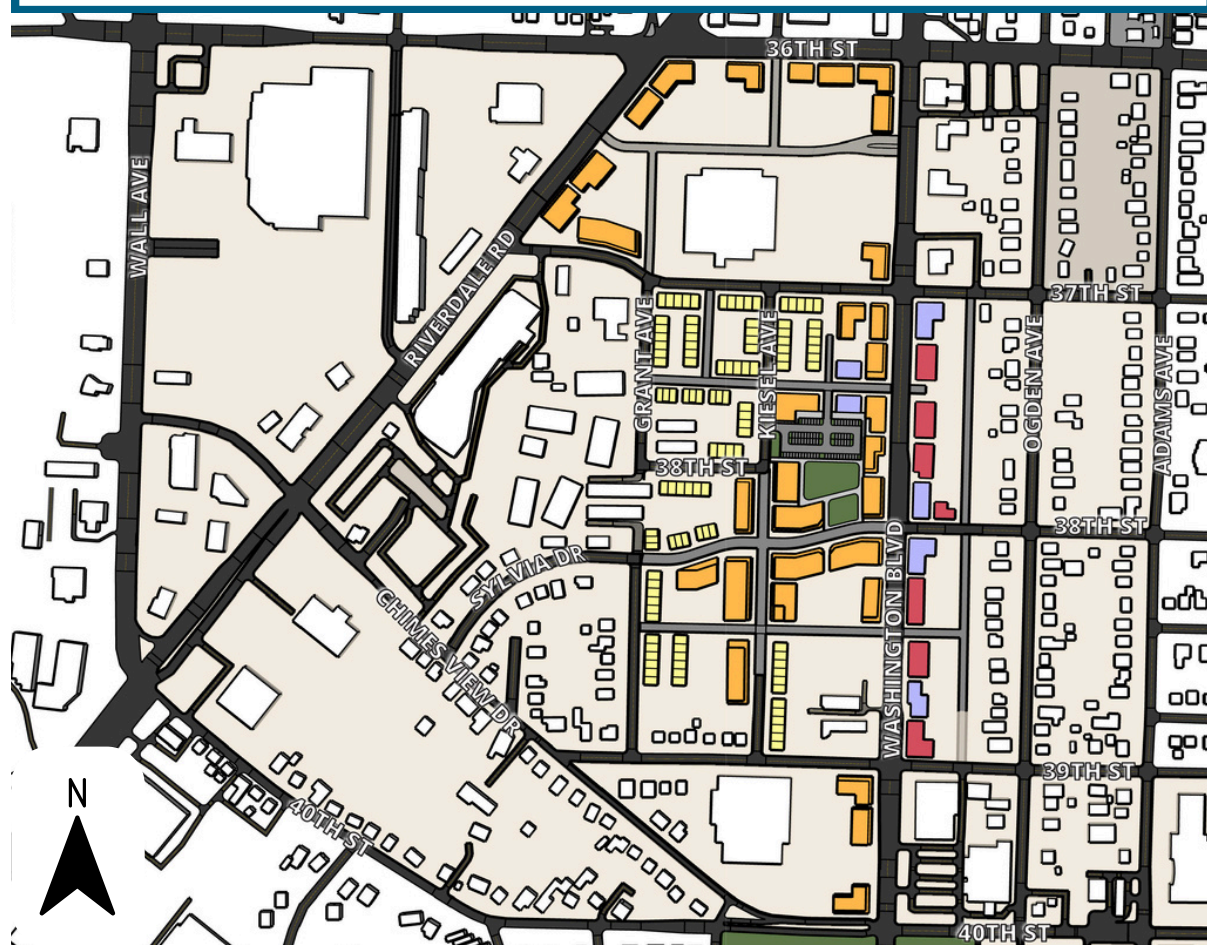
# Scenario C - Complete Redevelopment



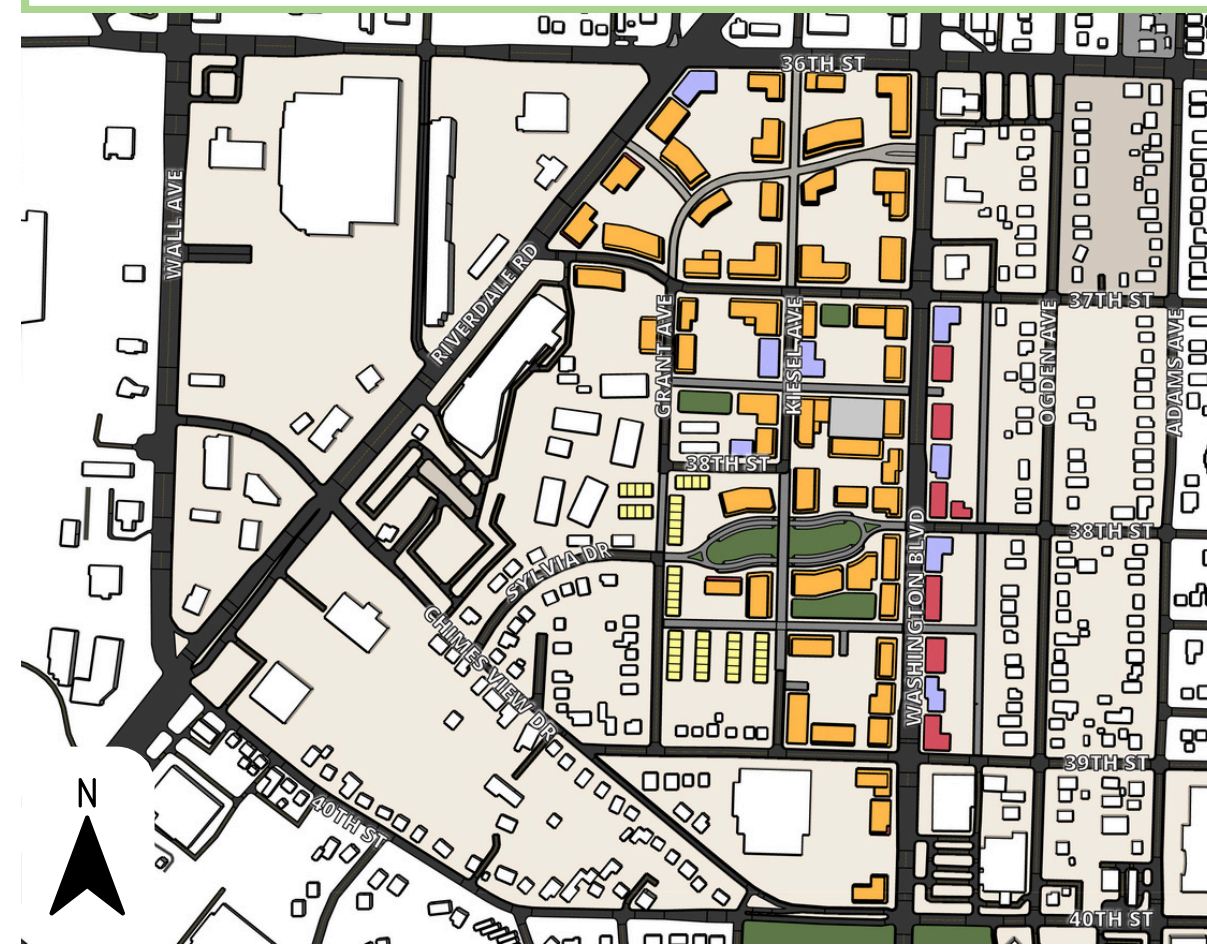
# Scenario Comparison

Which direction aligns with your comfort level?

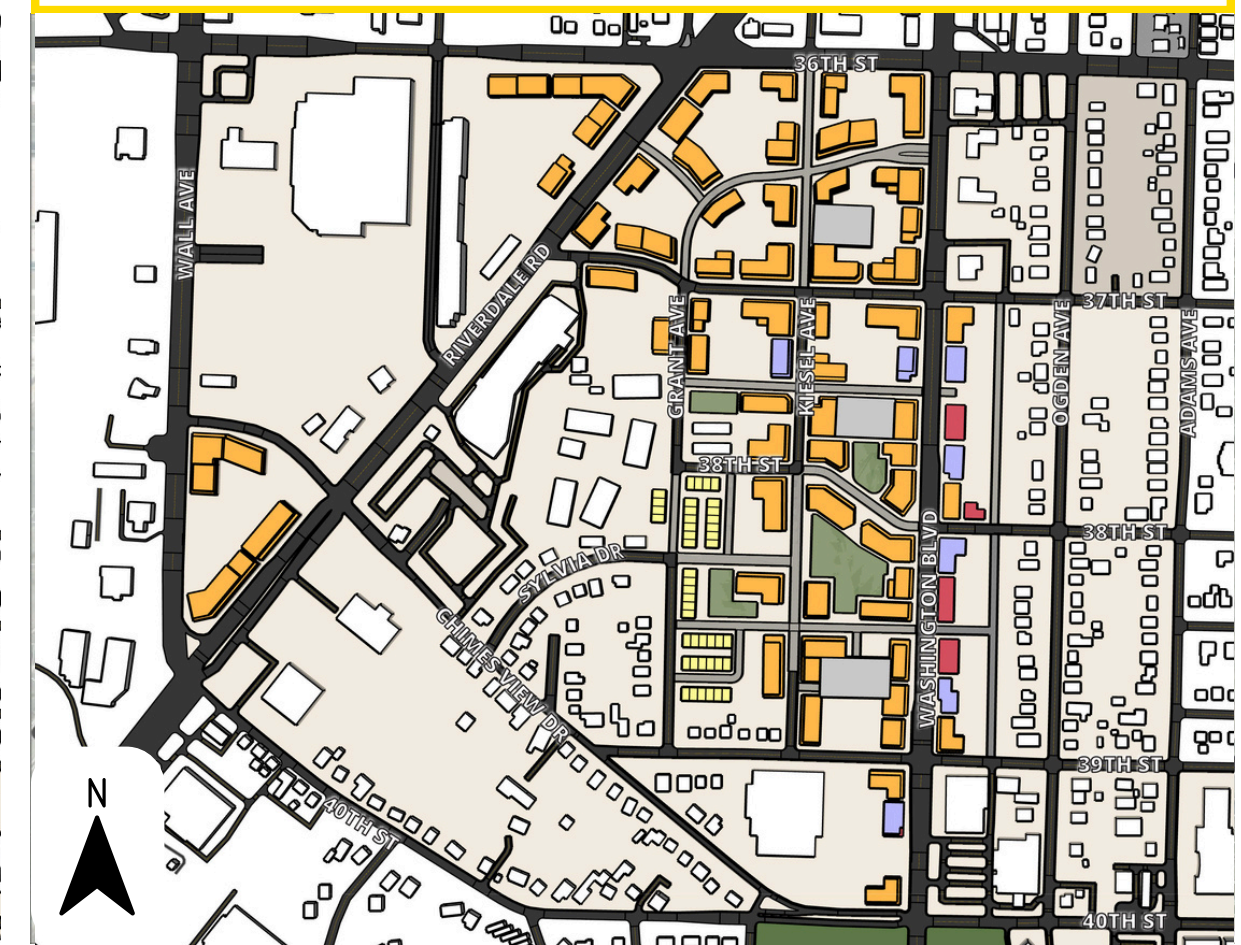
Scenario A



Scenario B



Scenario C



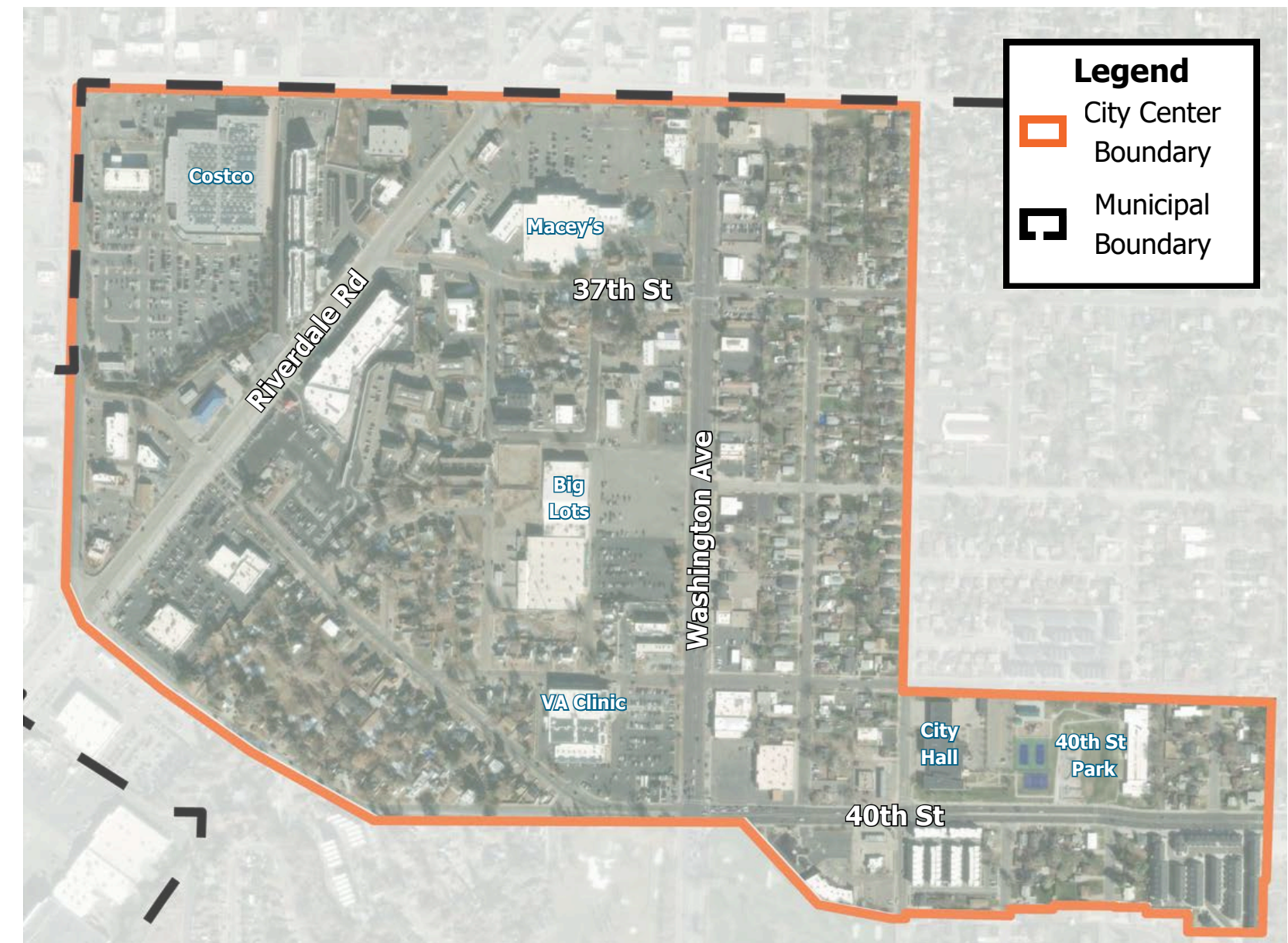
# Connectivity & Block Structure

Street and pathway connections will determine how the City Center functions over time. New links can break up large blocks, improve access, and support redevelopment while maintaining traffic flow.

## New roadway connections may:

- Break up oversized parcels to support redevelopment
- Improve circulation and reduce pressure on main roads
- Create safer, clearer intersections
- Improve access to parking and future development sites

**On Page 15: Draw where you would like to see new or extended roadway connections within the City Center.**

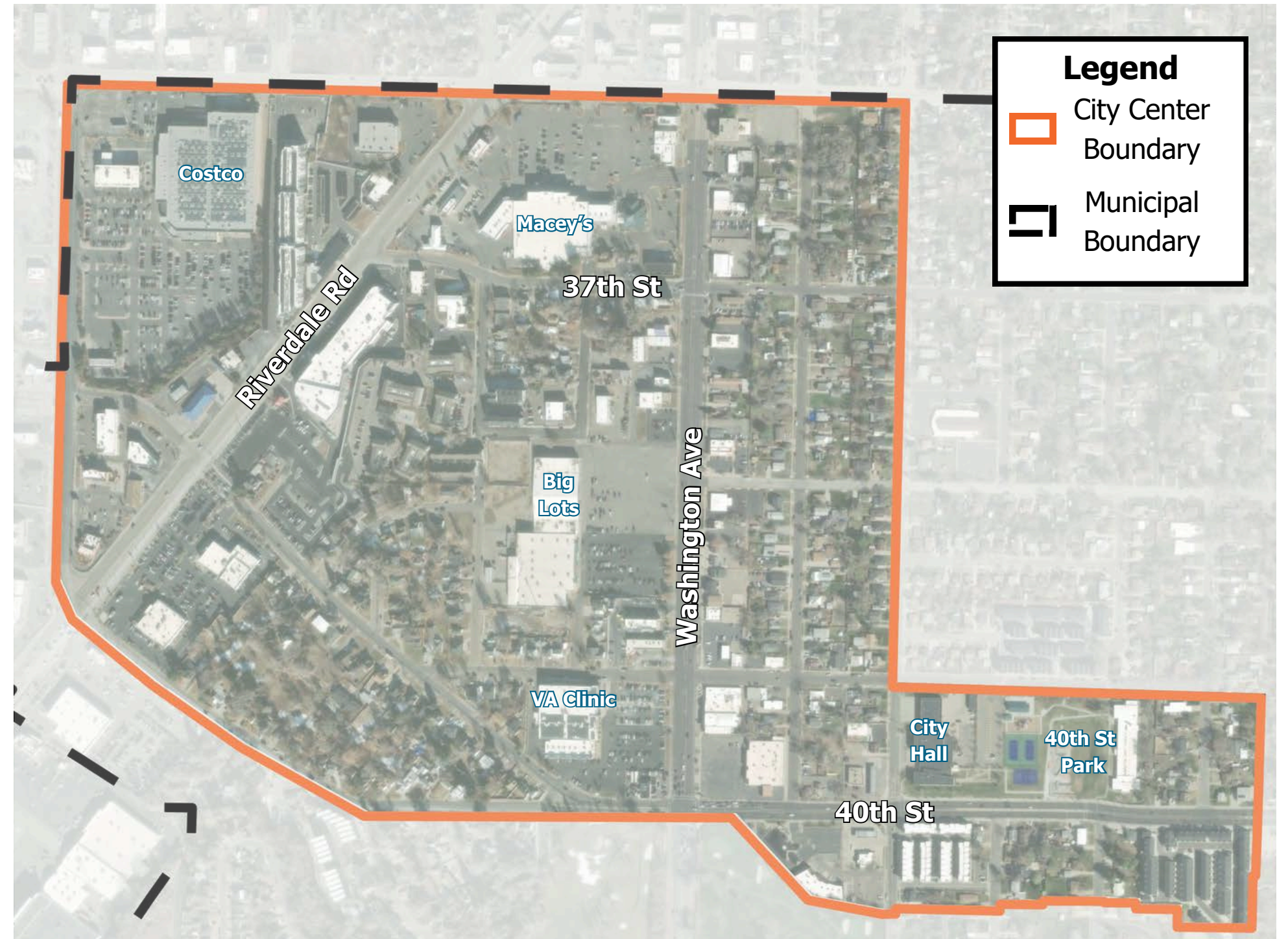


# Bike and Pedestrian Connections

Improved walking and biking routes may:

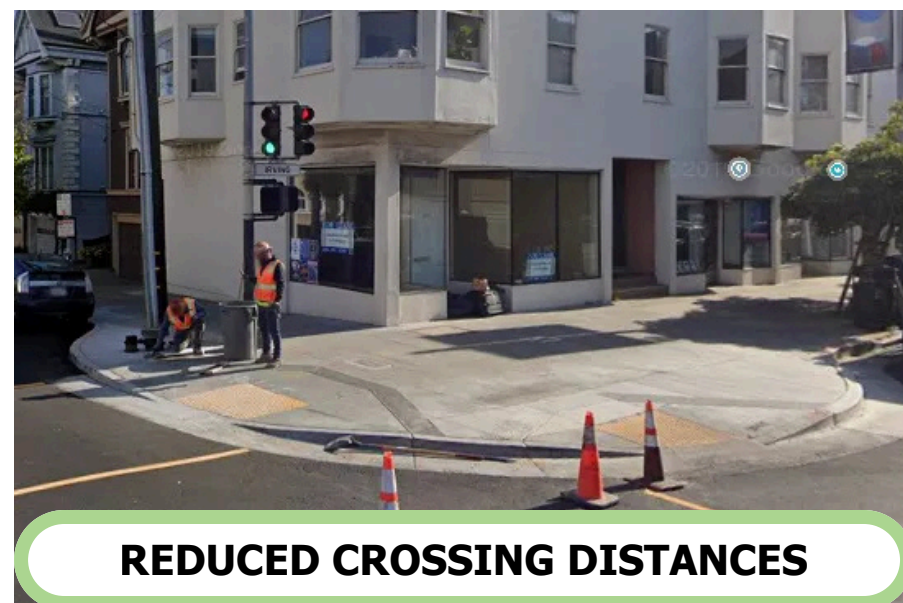
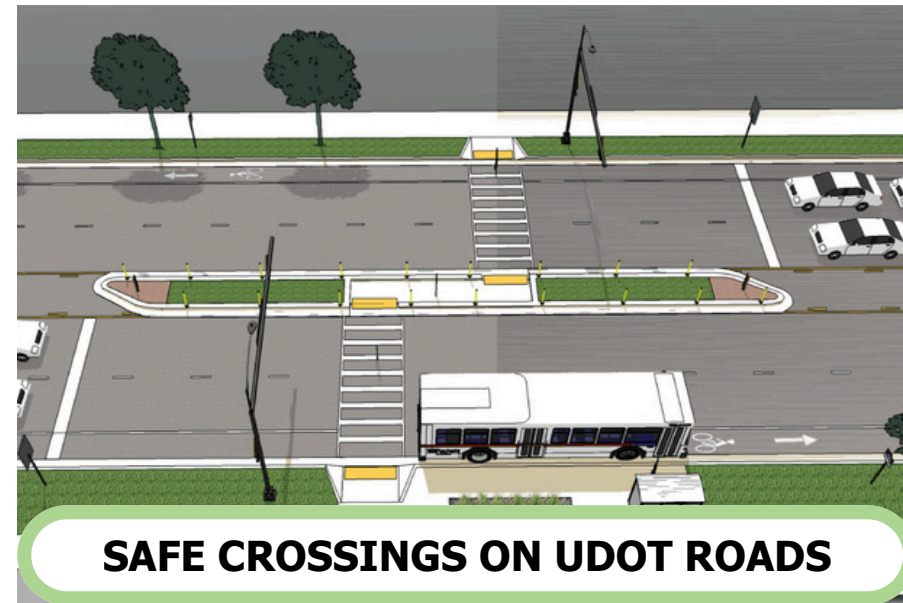
- Connect neighborhoods to the core
- Create safer crossings across Washington Blvd.(UDOT Road), Riverdale Rd. (UDOT Road), 36<sup>th</sup> St., and 40<sup>th</sup> St.
- Provide mid-block pedestrian links
- Support future trails, micromobility, and transit access

**On Page 16: Draw lines where you would like to see new pedestrian paths, bike routes, or safer crossings throughout the City Center.**



# Potential Pedestrian Improvements

On Page 17 of your handout, rank the following 1-7, with 1 being the most preferred.



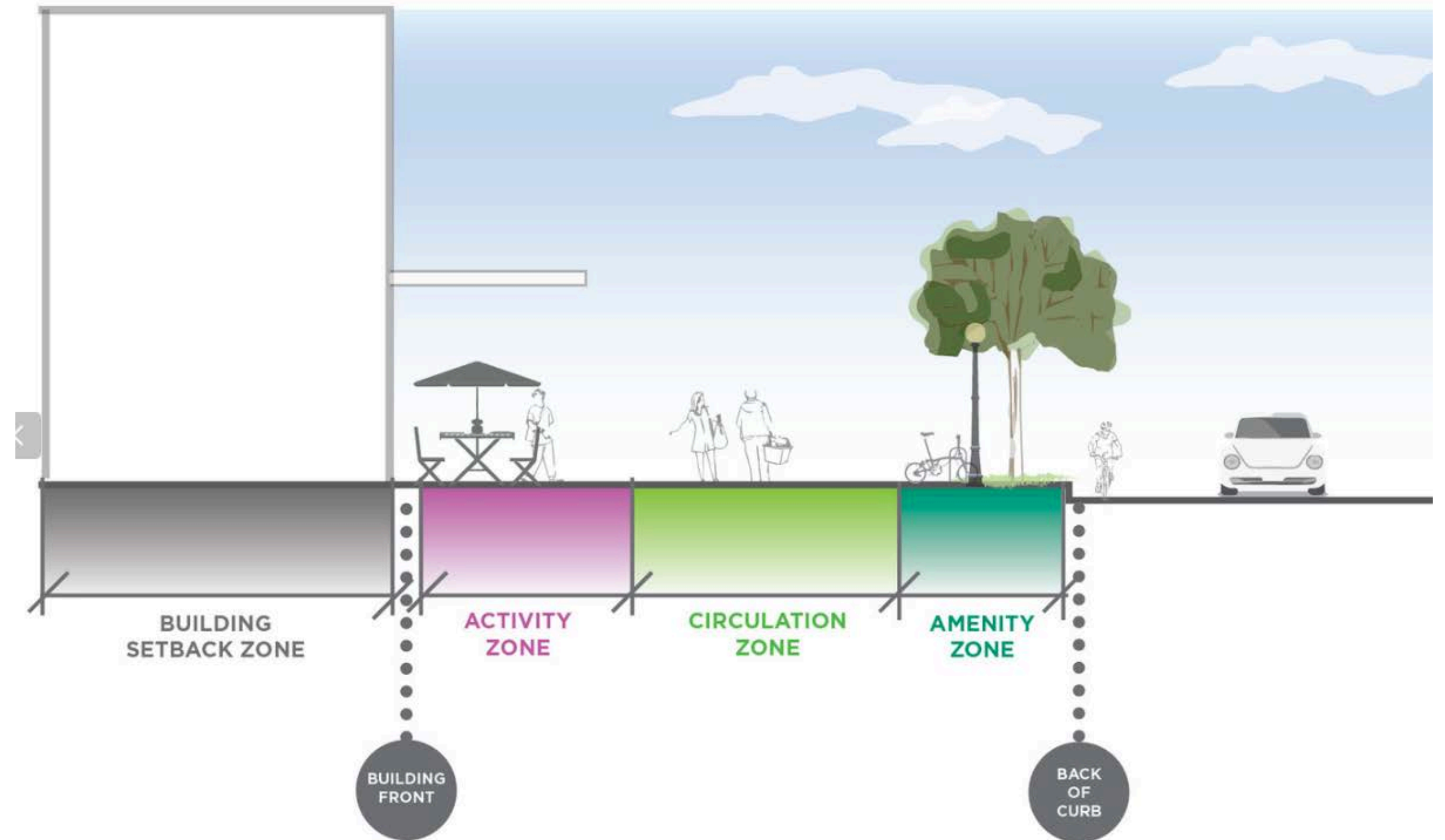
# Potential Bicycle Improvements

On Page 17 of your handout, rank the following 1-6, with 1 being the most preferred.



# Streetscape Overview

- Example street section shows zones between buildings and curb
- Each zone serves a specific circulation or activity function
- Some zones may take precedence depending on location and goals
- Design must balance pedestrians, cyclists, vehicles, and transit
- Objective is a functional and coordinated street environment



# Local Streets vs UDOT Roads

While UDOT operates within its own standards and manuals, the City can bring forward specific, targeted improvement requests.

## **Potential UDOT Requests:**

- Safer, shorter crossings
- Signal and speed adjustments
- Sidewalk widening where feasible

## **City-Controlled Elements (Local ROW):**

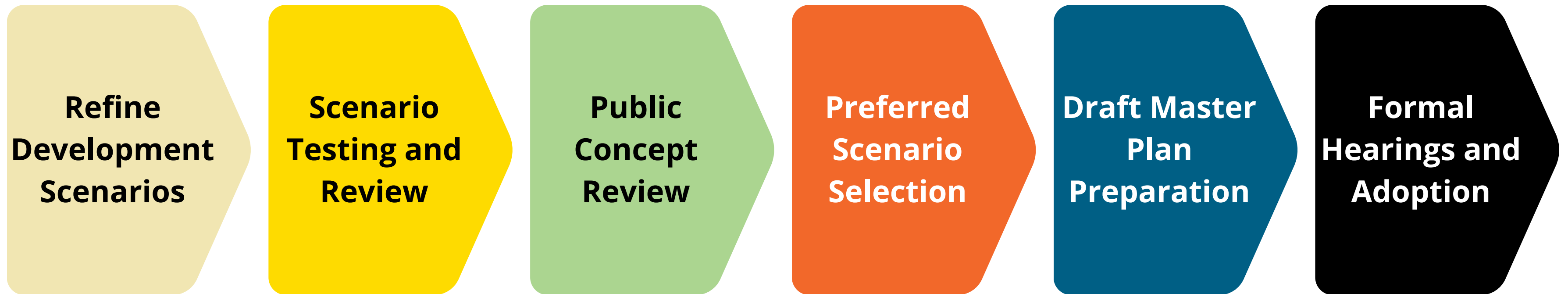
- Trees and streetscape character
- On-street parking and traffic calming
- Internal street connections

**What specific improvements should the City request from UDOT along their corridors (Riverdale Road and Washington Blvd)? (Page 17 of handout)**



# What Happens Next?

The Planning Commission and City Council workshop provides direction before formal scenario refinement begins.





**QUESTIONS?**