



NORTH OGDEN CITY

— SETTLED 1851 —



General Plan Update – 2015

ADOPTED SEPTEMBER 22ND 2015

North Ogden – Next

Your Vision, Our Future



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INTRODUCTION

Purpose

A General Plan is a multi-faceted community plan for the future, typically with a 10 to 20 year timeframe. It is not unlike what we do individually, as we each prepare for college, marriage, and family life. Often times we make a life plan and find that we need to adjust our course as unforeseen challenges and opportunities arise. For a community, determining what direction to head and when to deviate from that course is a continuous process that requires diligence and collaboration amongst many interested groups and individuals. As such, a general plan can never represent every opinion and desire within a community. However, it should represent a consensus based vision for the future that the community can rely on.

"Vision is the art of seeing the invisible."

— Jonathan Swift

General Plans are required by State Law in section 10-9a-403. Every community is required to create a General Plan and it is the role of the Planning Commission to make a recommendation on the content of the Plan to the governing body. State law requires that at least three topics or elements be addressed: land use, transportation, and housing. This General Plan update includes those topics/elements and many others. The focus of this planning process has been, balanced economic development and the goal of creating a downtown that the community define, and is not simply an unguided, haphazard result of generic zoning.

General Plans are advisory but have legal authority. The Planning Commission should reference the Plan in every decision. The City Council will use the Plan in their decisions and take into account the Planning Commission's recommendation, but they can override the Plan with good factual reasoning and when it is determined to be in the best interest of the Community. The Plan provides a long range point of view to address today's decisions. It helps to answer the question of, "Does today's decision detract or enhance the future vision of the community"? For each request to change the General Plan, a serious decision should be made by each governing body. Changing the General Plan should be initiated through a formal application process and if approved, result in written text amendments.

For the residents of the community, the General Plan is their point of reference to North Ogden's policies and future vision. It is the guide to the community's policies about what it wants to achieve.

The City on its own or through partnerships will implement many aspects of this future vision. However, it is the private development community that actually builds most of the Plan through the construction of homes, businesses, and shops that the Plan suggests. In the ideal scenario, the citizens create the General Plan, and the development community makes it happen. Developers build to the community vision found in the General Plan.

As part of an annual review of City progress in general, the goals, strategies, and accomplishments of the Plan should be evaluated. Citizens and City leaders should ask themselves: Have the priorities changed? Have some of the strategies been accomplished?

What should our priorities be for this next year? This sort of annual evaluation is an exercise that all cities should pursue. With a new General Plan that helps set the direction for North Ogden City, an annual evaluation of progress and a fine tuning of next year's emphases is a worthwhile endeavor. In addition, it keeps the Plan active and part of the ongoing means of achieving community improvement, which should be measured annually.

Public Participation Process

As part of the process of updating the North Ogden General Plan, a Steering Committee of residents, business owners, Planning Commission, and City Council members was assembled to provide guidance and feedback to the Civil Solutions Group throughout the "North Ogden Next!" process. The Steering Committee met at least monthly from the late fall of 2014 to the early summer of 2015 and went on a field trip as a group to 3 different town centers: West Valley City, Bountiful Main Street, and the Junction in Ogden.

Many techniques were employed to engage the public and create interest in the General Plan update. It was determined early in the process that there was a strong desire to create a plan for a more unique and sustainable downtown. Many had seen the results of standard reactive-type zoning in other locations and the Steering Committee hoped to be able to guide the downtown area toward a better future. This issue became the focus of much of the process and provided a means of raising interest in planning for the future.

The second major issue that emerged was the increasing cost of public services such as streets, water, sewer, storm sewer, lighting, parks, police, fire, etc. These services are typically insufficiently funded in communities that lack revenue balance. A balanced community is one where there is a diversity of land uses and the



North Ogden Steering Committee on Tour of Historic Downtown Bountiful



North Ogden Charrette (Public Workshop)

OPEN HOUSE
 NORTH OGDEN CITY'S GENERAL PLAN
 ALL RESIDENTS WELCOME
 The Senior Center 485 East 2550 North

<p>Provide your input on North Ogden's new General Plan!</p> <ul style="list-style-type: none"> • Take the General Plan survey • Meet city employees, committee members, and consultants • Provide feedback • Learn about the planning process 	<p>Tuesday March 17th 7-9 PM or Saturday March 21st 2-4 PM (same event)</p> <p>For more information visit: www.NorthOgdenCity.com</p> 	<p>Other ways to be involved:</p> <ul style="list-style-type: none"> • Learn about how development choices affect city finances with Mayor Taylor.   <ul style="list-style-type: none"> • Take the online General Plan survey available on the North Ogden City website or scan this QR code. 
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Grocery Store Poster Open House Invitation

sources of revenue are varied. Within the last twenty years, cities have become more reliant on sales tax revenue than property taxes and other forms of revenue. Sales tax collections fluctuate with the economy and are generally not consistent, and so it is in the best interest of a community to "diversify" its revenue sources, much like an investor diversifies a stock portfolio. The concept of becoming a more balanced community is incorporated throughout this General Plan update.

The techniques to obtain resident, property owner, and business input were as follows:

- Video from the Mayor inviting residents to participate in planning https://youtu.be/jMxiThKY_6s

- A contest to obtain a new City logo
- A survey seeking open downtown feedback that was part of the regular water bill
- A section of the City web page devoted to the General Plan update



*QR Code to Video of Mayor
Inviting Residents to
Participate in the General
Plan Process*

- An on-line visual preference survey with over 200 responses
- Newsletter invitations and articles
- Social media invitations
- An afternoon and evening workshop that engaged about 60+ people and resulted in 9 alternative downtown land use maps that were used to create a single alternative to carry through this process
- Flyers distributed through the elementary schools as fact sheets and invitations to an open house
- A second, General Plan survey attached to the utility bill and same survey online with over 700 responses
- An additional on-line survey to address larger City-wide General Plan issues and the big ideas for the downtown
- Steering Committee members delivering flyers
- Grocery store and sidewalk posters
- Two open houses for input
- A third open house for the Plan proposals
- Public Hearings with the Planning Commission and City Council
- A letter read from local churches inviting citizens to participate

All of the information from the various surveys, workshops, and open houses were compiled and utilized to provide input throughout the planning process.

“Thank you for allowing me to participate and voice my opinion as a resident of North Ogden. And not just making the decision for me.” - North Ogden Resident

Feedback from Residents

The following is a summary of the initial community survey (details in the appendix):

- Smaller stores received strong support

11. This section is about big box size commercial buildings in the future North Ogden downtown area. Please rate the following building type for the North Ogden downtown. Disregard actual business on picture. Big box size commercial building



Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Strongly in favor	Somewhat in favor	Not Sure/ Indifferent	Somewhat opposed	Strongly opposed
	18	33	39	52	61
	9%	16%	19%	26%	30%

Response from Online Survey Regarding Buildings

- Mid-box or medium-sized stores received strong support
- Big-box stores received strong opposition
- Smaller office buildings (2-3 stories) are preferred over large (4-5 stories) office buildings
- Multi-family residential (apartments, condos) received mixed results including opposition, indifference, and support

5. Please rate the following building type for a North Ogden downtown. Disregard actual business name on picture. Smaller commercial building with corner tower and street access



Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Strongly in favor	Somewhat in favor	Not Sure/ Indifferent	Somewhat opposed	Strongly opposed
	52	76	43	27	11
	25%	36%	21%	13%	5%

Response from Online Survey Regarding Buildings

- Townhouses received mixed support and opposition
- Plazas were popular - especially splash pads with a park
- Better streetscapes and wider sidewalks
- More Dining options
- Retail Shopping
- Festivals
- Outdoor Concerts
- Farmers Market
- Splash Pad
- Business/Jobs
- Entertainment



Utah Farmer's Market

From the second series of surveys and open houses the following major issues emerged:

- The need to address the community's ability to generate sufficient revenue to assure well maintained public infrastructure, facilities, and services.
- The interest in connecting trails within the community and to the mountains.
- Some acceptance of the need for more variety in housing, especially along the major corridors of Washington Boulevard and 2700 North.
- A need to preserve the community character; including some of the open space that brought many of the residents here.
- An interest in improved sidewalks and streetscapes.

Community Character

As part of this planning process an effort was made to assess the characteristics and values that make North Ogden great. Value statements were derived through a Steering Committee survey, using the following questions:

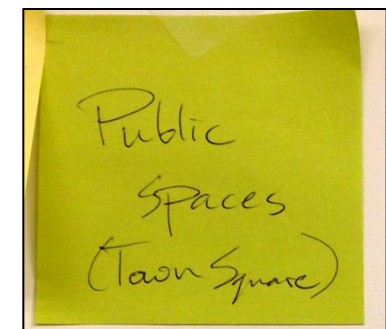
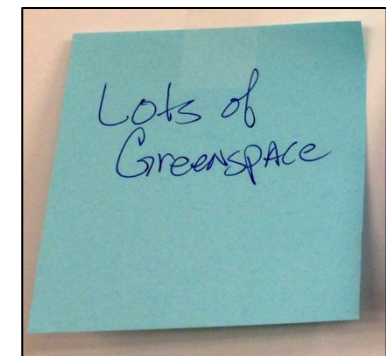
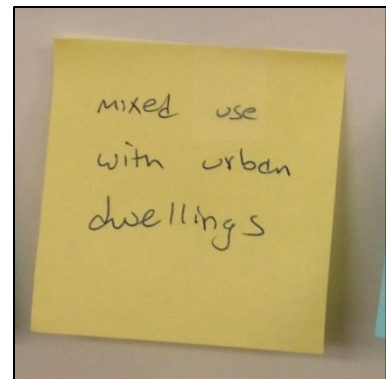
- What feature or aspect of North Ogden makes you want to stay forever?
- What makes North Ogden different from other small towns?
- How would you describe the character of the City to a long lost friend (in a text or tweet message)?
- What do you wish there was more of?
- What do you wish there could be less of?

The answers to these first three questions consistently resulted in:

- An appreciation of the open space, setting, and country feel.
- An appreciation of the friendly and supportive people.
- The safe nature of the community.
- Access to the mountains and trails.

The answers to the last two questions suggest:

- A need for more interesting restaurants and events that help bind the community.
- A desire for quality developments of all kinds from single family dwellings to businesses, with an emphasis on property maintenance.
- A desire to reduce vehicle congestion.



Feedback on Downtown



North Ogden Looking South

The Vision for North Ogden

North Ogden City will continue to be a community of beautiful homes and friendly people that capitalizes on the impressive setting beneath the slopes of Ben Lomond peak. North Ogden will strive to:

- Assure that North Ogden remains a beautiful place to live, work, and recreate;
- Create a unique downtown that complements the desires of the community with an improved appearance and public spaces;
- Promote housing variety with a broad spectrum of high quality housing options along Washington Boulevard, 2700 North, and especially within and adjacent to the Downtown and Southtown;
- Assure improved visual quality for all types of development;
- Improve current and future streets in terms of appearance, connectivity, and by providing additional city wide choices for travel in addition to Washington Boulevard and 2700 North;
- Continue to provide a variety of parks, trails with connections to the mountains and within the community, and open spaces for the community to enjoy;
- Recognize that the proximity to the mountains also results in many environmental issues that need to be proactively addressed through community policies, incentives, and ordinances;
- Engage and connect with the community through active governmental transparency, public WIFI systems, and places for people to gather;
- Strive to create a more balanced community that results in a better, more sustainable tax base; which anticipates and reflects the diversity of housing and services necessitated by changing population life cycles, norms and preferences;
- Preserve the essential characteristics of a family friendly community that assures an enduring legacy, small town feel, and high quality of life in North Ogden.

“Growth is vital, but should maintain the values that has made this town such a great place to reside.” - North Ogden Resident

Top Priorities

Each chapter includes a series of Goals and Strategies intended to provide direction in terms of City policies, implementation ideas, and zoning implications. All of the Goals and Strategies are important. The following excerpts from those chapters are considered the highest priority Goals and Strategies. A general plan is typically implemented within a 10-20 year time frame; however, there are almost always some goals and strategies that should be implemented soon after the adoption of the plan. The following are excerpts of this plan that are a priority or should be accomplished within a three year time frame:

Land Use – the Future Land Use map is the priority - see map on page 20

Housing

Increase housing quality and variety

Encourage adequate housing types which accommodate lifecycle transitions and changing population norms.

Encourage housing that provides broad based support for a more stable and diversified tax base and a strong and diverse commercial sector.

Establish and adhere to high quality building and design standards for all housing types so that development enhances the community character.

Transportation

Maintain and improve existing infrastructure

Consider utilizing Transportation Asset Management Software (TAMS) to develop an effective asset management plan for the City's transportation infrastructure. The software is available free to Utah Cities. TAMS was developed by the Utah Local Technical assistance Program (Utah LTAP) to assist local agencies in Utah to maintain, preserve, and enhance their road and street facilities. The tool helps to more effectively preserve and improve their infrastructure network.

Seek additional funding for road maintenance through the Legislature, private donations, and other sources.

Actively engage the public in exercising the new transportation sales tax option in the fall of 2015.

Develop street ordinances and increase coordination between City Departments, Weber County, Developers, and utility companies to prevent road cuts from recurring within a 2 year timeframe after the construction of a new street or require complete street resurfacing.

Economic Development

Increase revenue at a rate that matches or exceeds population growth

Allow higher density development near Downtown and Southtown than currently exists in the City if it meets community goals and plans. (See *Housing and the Downtown* chapters for more detail.)

Encourage a wider variety of housing types than currently exist in the City.

Reduce the regulatory burden and processing time on retail development by amending zoning regulations and streamlining processes. Consider the suggestions made in this chapter.

Public Facilities and Services

Anticipate and build the necessary culinary water, sewer and storm water infrastructure to meet the future demands of population growth. Assess the need for additional public facilities, public services, and staffing for a growing City.

Assess potential demand through a comparative study of current capacities to future population projections and land use projections. Use the future land use map to help assess demand.

With an annual review, utilize the City's capital improvement plans and current status reports to prioritize and improve sewer, water, and storm water infrastructure.

Explore the possibility for reuse of grey water within the City for non-culinary purposes.

Parks, Trails, and Recreation

Provide reasonable parks access to every resident

Adopt a general standard of ½ mile walking distance to a City park and in more urban areas, a ¼ mile walking distance.

As population grows, maintain at least the current level of service of parks per person to North Ogden residents (9 acres per 1,000 people). This is approximately 20 additional acres of parks by 2040.

Develop a detailed "Needs Assessment" that describes field, sports, and recreation type needs to meet current and future recreation demands.

Obtain park land to meet the Park Master Plan map by 2030.

Provide incentives through City ordinances for developers to build and/or deed land for trails and parks as new development happens.

Work with non-city organizations (schools, churches, HOAs) that have recreation spaces to help meet the recreation needs of the City and connect trails.

Use park impact fee funds to construct new parks, complete park phases, and purchase park land.

"I am in my 50's and many of us in this community exercise, be it mountain biking, trails, jogging, swimming, etc." - North Ogden Resident

Consider specialty features such as Par Courses, Child Oriented Nature Trails (wheel chair accessible), Perception Trails for the Blind, etc. in an equitable pattern throughout the City. Work with volunteers and support groups to plan, fund, develop, construct, and maintain such features.

Include low maintenance natural parks as part of the mix of parks near the foothills and in environmentally sensitive areas.

Environment

Protect sensitive lands within the existing and future City boundaries

Continue to use the land use approach found in the Hillside Protection zones to incentivize developers to avoid sensitive lands.

Reduce and avoid impacts on sensitive lands. Sensitive lands include: wetlands, riparian corridors, steep slopes, land slide runway areas, avalanche paths, and others.

Establish preserved natural areas within the City and along the mountains.

Proactively reassess potential sensitive land impacts at least every 5 years.

Maintain existing landslide debris catchment basins.

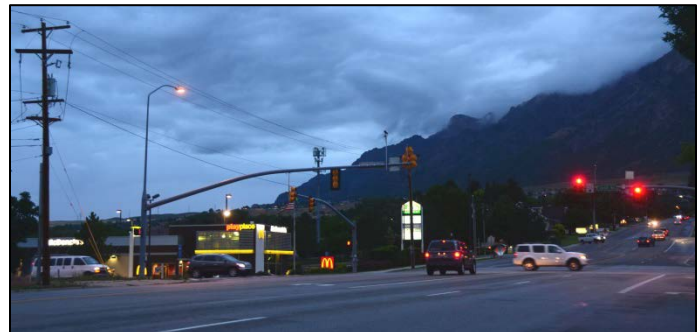
Create and reinforce use of rigorous disclosure statements for all property and home sales so buyers are aware of potential dangers. Add these to the Hillside Protection chapters of the zoning ordinance.

Work with developers to dedicate open space natural areas, especially those that are sensitive and not developable such as riparian areas, drainages, rock outcroppings, steep slopes, avalanche prone areas, mud slide prone areas, wetlands, etc.

Downtown and Southtown

Downtown

Create a unique, pedestrian friendly "Downtown" near the intersection of 2700 North and Washington Boulevard with amenities, resources, attractions and programming that makes this area function as the "heart of the community"



Washington Boulevard and 2700 North at Night - 2014

Strategies

Create design codes that encourage quality development through improved design and construction. Create incentives within the zoning ordinance to achieve the City's goals.

Develop a recognizable theme through consistent features and branding.

In an environmentally sensitive and water conservation minded effort, beautify and improve streetscapes and enhance visual appearance through themed lighting, wider sidewalks,

seasonal flower displays, bike lanes, signs, building location, street tree planting possibly to reflect the historic orchards of North Ogden, strategically located art, landscaping, on-street parking, a central amphitheater and gathering spot for movies and other productions and events, underground utilities, utility boxes used for rotating canvasses for art, etc.

Actively communicate and work with property owners, business owners, and developers to bring desirable businesses and housing into the community. Continue to support the Economic Development Committee and increase membership.

Create Redevelopment, Community Development, and/or Economic Development areas where appropriate, to generate revenues for road realignments, property aggregation, and public improvements. Consider special taxing districts for area maintenance, events, and/or infrastructure.

Achieve improved circulation through innovative street reconfiguration strategies.

Work with UTA to enhance existing transit and explore future opportunities, such as developing a bus hub and/or establishing a BRT (Bus Rapid Transit) system.

Southtown

Provide a support function to the Downtown

Promote mixed use housing concepts that add quality developments to the area and provide more rooftops to support business.

Determine a clear role through policies and practices that support Southtown, but do not compete with the Downtown, such as event programming that occurs in Downtown, but not in the Southtown area.

The Neighborhoods

Preserve the rural character of the neighborhood(s)

Strategies

Consider rezoning to larger lot agricultural zoning for the larger open space areas or other incentive based techniques to retain open spaces.

Consider creating a fund to purchase development rights. Consider crowd sourcing techniques as part of the funding strategy.

Consider adopting a Transfer of Development Rights (TDR) program with clear incentives to landowners for its use. TDR programs have been successful across the country, especially where willing property owners and developers can be incentivized through density bonuses to engage in transactions for mutual benefit. A logical place to promote the transfers of density would be Southtown (and Downtown).

Seek public non-profit organizations and individuals that may be willing to partner to preserve the open spaces and hold a conservation easement.

Consider promoting clustering techniques in the zoning ordinance to encourage open space preservation.

Consider providing resources to assist agricultural land owners in estate planning if they want to preserve the agricultural nature of their homesteads.

Create notification/disclosure requirements about adjacent agricultural area odors, noises, etc. as part of the subdivision process.

Annexation

Address the unincorporated islands within the City

Organize a meeting with the County to discuss the disposition of these properties. Discuss and include a comparison of standards.

Create a tax and services comparison analysis.

Organize an outreach campaign and committee to meet with the island property owners.

Design a pros and cons flyer.

Provide a no fee, "fill in the blank" annexation form.

Consider tying preservation program opportunities to the island property owners, as an incentive to annex into the City.

HISTORY

Among the first people to dwell in the North Ogden area were Native American Indians. Most of these people were Shoshone, belonging to tribes such as the Paiutes, Utes, Shoshones, Goshutes, and Bannocks. These bands led a nomadic lifestyle with their annual movements driven by the availability of water, edible vegetation, and wild game. The Shoshone called the area "Opecarry," which translated to "stick in the head." Their trails connected the North Ogden territory with areas now known as Liberty, Huntsville, Eden, Ogden, and Cache Valley, Utah.

European Americans first visited the North Ogden area in the early 1820's. They were primarily trappers who were more interested in the rich harvest of beaver furs than in establishing permanent settlements. The first record of a visit to "Ogden Hole" (now known as North Ogden) was in 1821 by a trapper named Etienne Provost, who farmed the area along with others until about 1844, when trapper Miles Goodyear purchased most of the land from Ogden Canyon to North Ogden Canyon. The Ogden name derived from Peter Skeen Ogden of the Hudson Bay Company, who was one of the first trappers in the area.

In 1848 Miles Goodyear sold his land to Captain James Brown of the Mormon Battalion. The purchase price was \$3,000 and the area acquired extended from the Wasatch Mountains on the east to the Great Salt Lake on the West, and from the Utah Hot Springs on the north extending 20 miles to the south.

Jonathan Campbell, Jr. and his nephew Samuel Campbell were among the first settlers in North Ogden, as well as John Riddle and his son Isaac. They moved north from Ogden in the fall of 1850, but retreated to Lorin Farr Fort when tension escalated with Native Americans. Returning in the spring of 1851, the Campbells and Riddles planted crops and established farms. They were followed by about 18 additional families by October 1851. In 1852 the Weber County Court established a civil government in North Ogden, with Jonathan Campbell as supervisor, Crandall Dunn as justice of the peace, and Franklin G. Clifford as constable.

As disputes with Native Americans continued, Brigham Young directed the Ogden residents to build a rock wall around the town for protection. Eventually, peace was made before the wall was completed. In 1856, the Utah territory was threatened by the U.S. Army, which was commanded to "take over the territory and wipe out the Mormons and their heathenistic practices." Brigham Young ordered the people to leave their homes to help protect the Salt Lake area. North Ogden residents traveled south to Spanish Fork until Brigham Young negotiated a peaceful settlement with the army.

During the fall of 1855, most of the crops were wiped out by a plague of crickets, leaving the settlers short of food. Winter set in early with unusual intensity, which killed most of the livestock. The livestock were fed tree branches and the straw from mattresses, but many perished. People resorted to gathering thistles and lily bulbs for their own survival.

Early settlers in this desert region were forced to construct irrigation systems to divert water to their agricultural lands. In the 1800's and early 1900's, many North Ogden residents grew crops for commercial resale as well as for personal consumption. They raised livestock, chickens, bees, fish, and planted large orchards and gardens. A processing and canning plant was built for the sugar beet industry. A spur from Ogden's railroad system (The "Dummy Line") was constructed to transport the beets, fruit, and crops to sell on the interstate market.

A grist mill was constructed on Cold Water Creek in 1854. The lumber industry started in 1856, a cane mill was constructed in 1863, and the mercantile industry began in 1863. Brick making and the freighting industries also started during the mid-1800's. A lime kiln operated near Cold Water Canyon. Many families worked mines during the winter months after crops were harvested. Other industries included well drilling, blacksmithing, and with the development of automobiles, service stations were common along 400 East.

After the Great Depression in the early 1930's, the area began to change as the population increased. Pioneer farmlands and orchards disappeared as residential and commercial properties developed. The first Cherry Days celebration was held on July 14, 1932, with the intention of expanding the cherry market throughout the states. The celebration became a yearly tradition afterwards, with dances, ball games, horse-pulling contests, parades, and free bags of cherries. North Ogden was incorporated as a town in 1934, electing David G. Randall as the first mayor.

North Ogden was officially proclaimed a city in 1950. During the following decades, City Council members and residents actively pursued the goals of encouraging family-oriented living. North Ogden was one of the first cities in Utah to appoint a Planning Commission and adopt a master plan. Municipal buildings and facilities have been constructed and improved throughout the years, with a library, swimming pool, parks, senior center, museum, and nature trails. Schools have been constructed, improved, and enlarged. "The Stump" has been reconstructed in Centennial Park, offering free, refreshing, artesian well water for all to enjoy.

Many businesses thrive in North Ogden, including restaurants, banks, supermarkets, convenience stores, exercise facilities, dry cleaners, hair dressers, health and dental clinics, and more. Roads have been developed for easy access to highways, freeways, and the FrontRunner. Many homes have been constructed over the years, some single-family homes and some condominiums and apartment buildings.

North Ogden has grown from meager beginnings with a handful of people to its present population of approximately 18,000.

[Historic Photos](#)



1863 – Emma Dean, married at age 13, was widowed at age 40 and raised 10 children alone. They survived by selling homemade cheese, butter, soap, and candles.



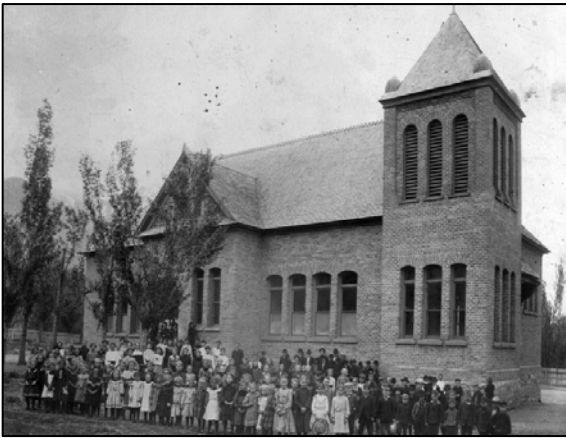
1882 – “The Push” was a horse-drawn school bus. Some say it earned its name because the kids had to get out and push when the wagon became stuck in the mud. During winter, the children rode in a sleigh pulled by horses with bells jingling merrily.



1860s to early 1900's – Dances were held, sometimes lasting all night long; children were put to bed in another room while the dancing went on, and a potluck meal was served at midnight. Ballrooms were added to the upper floors of many homes and businesses.

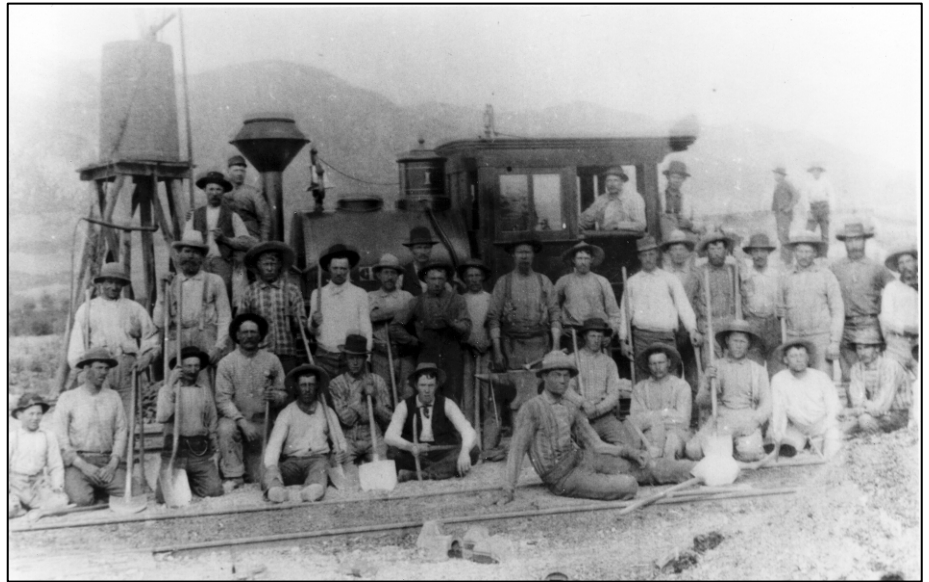


1907 – The cost of an hour-long ride on the electric streetcar was 7 cents. Young pranksters often greased the tracks to make the train slide past designated stops. They also played tunes on the signal cord, to the great annoyance of the conductor.

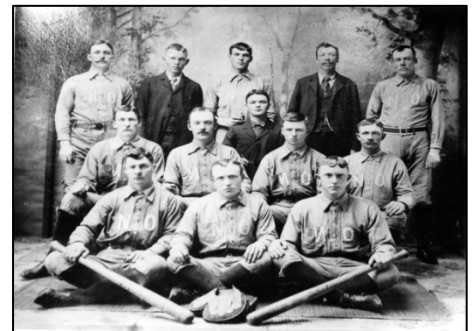


1890 – The first large school was constructed. The Red Brick School cost \$3,500 to build, and featured a bell tower, library, office, and three classrooms.

1887 – Track for the dummy line was completed from North Ogden to Hot Springs Resort. The train car was originally pulled along the tracks by mules before the steam engine became available. An electric streetcar replaced the dummy engine around 1907.

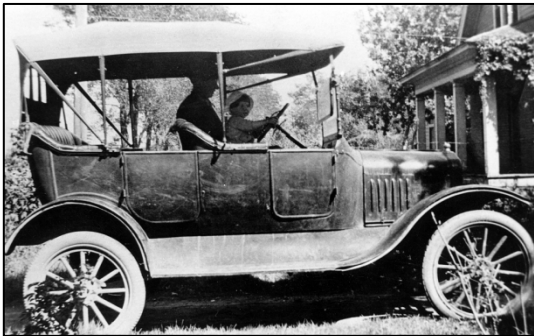
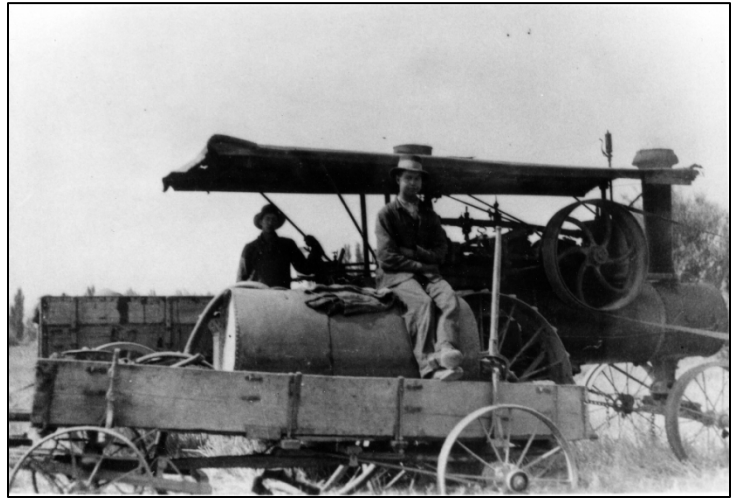


1905 – Telephone communication came to North Ogden. Switchboard operators connected each phone call manually by inserting a pair of phone plugs into the appropriate jacks on an exchange board.



1893 – North Ogden's first baseball team played in Weber, Cache, and Morgan Counties, and were transported to their games by horse and buggy.

1897 – William Hill and Milton Holmes purchased a Roaring Lion thresher and were hired to thresh grain for miles around. Sagebrush (often referred to as Mormon pine) was burned to produce steam for the engine.



1914 – There were only two automobiles in North Ogden in 1914. The nickname for the Model T was “Tin Lizzie.” Lizzie was a popular name for a horse at the time, and people thought of the automobile as a metal horse.

1920 – Children practiced penmanship with a pen dipped in inkwells. The ink bottles were placed in a hole on each desk. Often, mischievous boys would dip the girls' long braided hair into the ink.



1910 – Most covered wagons entering North Ogden carried a crate of chickens. Eggs were one of the first items pioneers used for bartering.



1912 – The North Ogden Band serenaded the residents from a horse-drawn wagon traveling through the town.

1913 – Horse-drawn delivery wagons transported milk, cream and butter to customers each day. Milk was measured out with a quart can to be poured into housewives' containers.

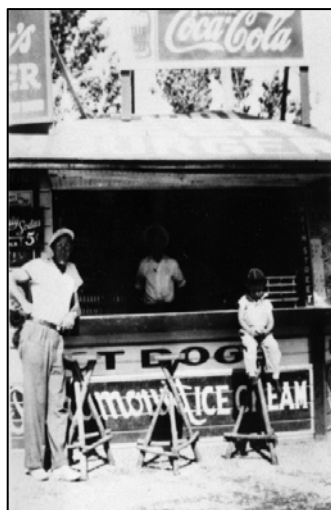


1921 – Harry Chandler's candy store was near the Yellow Brick School, tempting the school children to spend their lunch money on candy.

1924 – Barker's Cold Springs Trout Farm was developed where a spring bubbled out of the ground at a constant 50 degrees. The business was closed for about 10 years in 1935 because "depression-hungry folk stole the fish."



1930 – A hamburger, a hotdog, or a cup of coffee cost five cents at Joe Ballif's hamburger stand.



1936 – Admission to the Chick-Chick Inn (in the back of Wayne Barker's station) cost 60 cents, which included an evening of entertainment with a chicken dinner, a live band, and dancing.



LAND USE

The future land use pattern for North Ogden essentially maintains the past expectation of single family home development throughout the majority of the community with the exception of Washington Boulevard. Single family homes will continue to consume the most acreage of all the land uses in North Ogden. The Plan concentrates development in the area of Washington Boulevard and 2700 North to create a Downtown and promotes similar, but supportive development in the Southtown area near 1900 North. More intense land use options are suggested along Washington Boulevard especially between the two downtown nodes. Although limited, some areas in the Coldwater and Oldtown neighborhoods should be considered for preservation to retain the agricultural heritage of the City for future generations. This future land use map, shown on page 20, should be used as a guide for development proposals. It defines the preferred plan for the future growth in North Ogden City.

Definitions

Agricultural Lands – lands intended to be utilized for grazing, raising, crop production, and orchards.

Rural Residential – lands anticipated to remain in large lots, one half acre and larger, that can include limited agricultural activities.

Low Density Residential – typical single family development with homes built on lots with 8,000 square feet and larger. Densities will be in the range of 1 to 6 units per acre.

Medium Density Residential – encompasses smaller single family lots between 4,000 and 7,999 square feet as well as attached housing types and densities in the range of 6 to 18 units per acre.

High Density Residential – attached housing types in the range of 18 units per acre to 40 units per acre.

Hillside Residential – areas with significant slopes and associated issues with proximity to the mountains, where particular land use controls are necessary to assure appropriate development.

Neighborhood Oriented Commercial – commercial uses that cater to everyday shopping needs for a limited service area in the nearby neighborhood.

General Commercial – commercial uses that cater to a larger service area, and are located on Washington or 2700 North.

Offices – areas intended for office use only.

Mixed Use – development areas that combine residential, commercial and/or office uses.

Downtown Mixed Use – an area with mixed use characteristics that includes grid type blocks where walkability is a primary focus of the area. Currently such uses are proposed in the Northeast quadrant of the Downtown.

Main Street Commercial – commercial or mixed use commercial uses with a direct orientation to the street/sidewalk. These uses should have little or no setback from the public right of way.

Mid-Box Commercial – an area proposed for the variety of commercial uses associated with mid-size commercial uses generally in the 40,000 to 80,000 square foot range.

Master Planned Communities – areas that may be designated for higher densities and a mix of uses along Washington Boulevard and 2700 North that are primarily controlled through a development agreement.

Parks – public spaces designed and utilized for recreational purposes.

Civic – schools, libraries, senior centers, and governmental buildings.

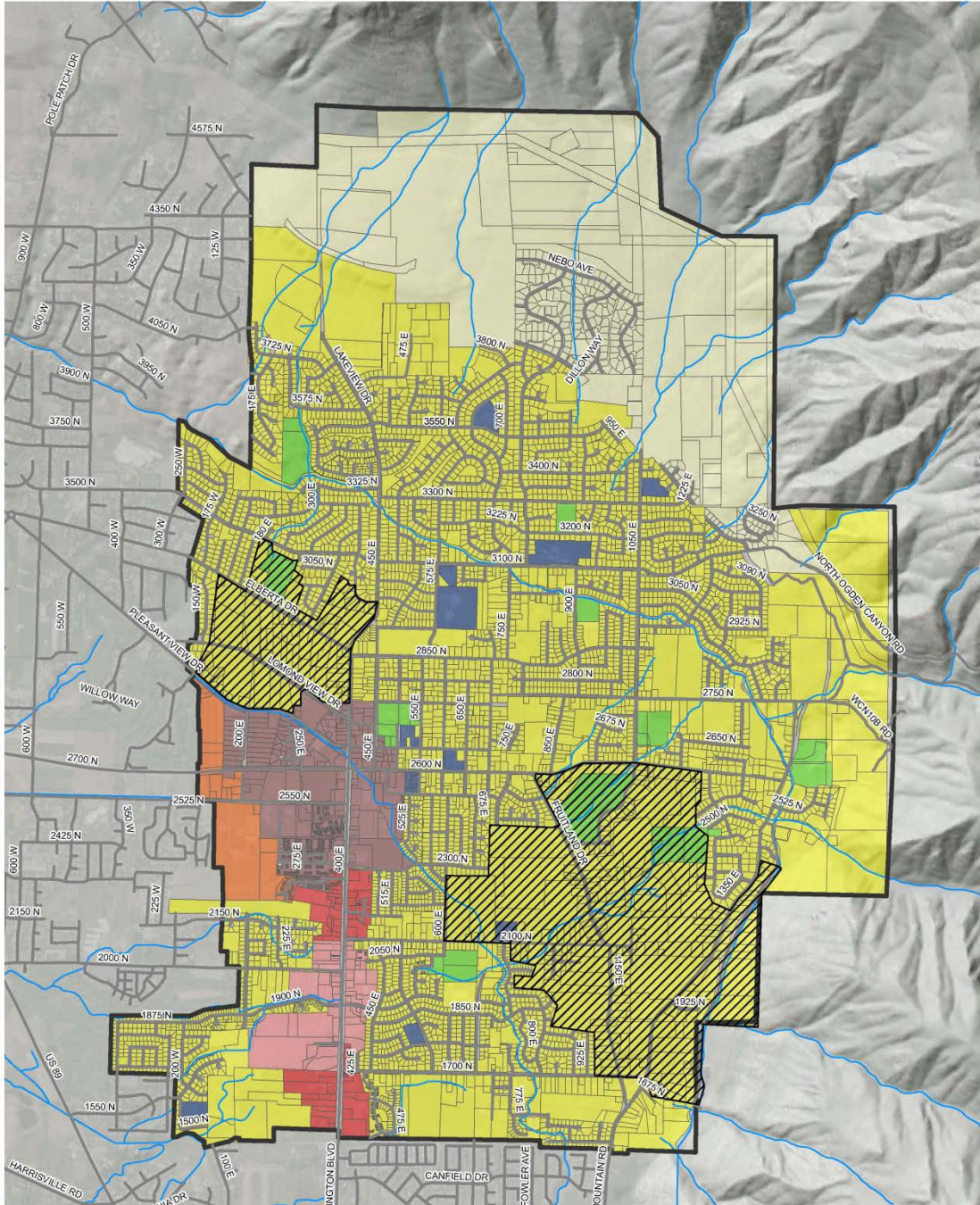
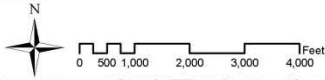
Conservation Areas – cross hatched areas with the potential for retaining the agricultural heritage of the Community.

FUTURE LAND USE MAP

-  Potential Conservation Areas
-  Residential Medium Density
-  Streets
-  Parks
-  North Ogden Potential Boundary
-  Down Town Mixed Use - See Downtown Map
-  Streams/Canals
-  South Town Mixed Use - See Southtown Map
- Future Land Use**
-  Residential Hillside
-  Mixed-Use/Multi-family/Commercial
-  Residential Low Density
-  Civic/Institutional



NORTH OGDEN CITY
 SETTLED 1851
GENERAL PLAN UPDATE
 Date: 9/30/2015



HOUSING

Everyone needs housing. It serves our basic need for shelter and safety. As you look around the North Ogden community you can see a number of different housing types that have been constructed throughout the history of the City. There are single family homes, duplexes, 4-plexes, and apartments. At one time or another we may have lived in each of these types of housing, depending on our circumstances in life, our preferences, or our income. Students, single people, or temporary residents may choose an apartment. An elderly person may choose an apartment rental or a condominium for convenience or affordability. A large family may need a large single-family home. Whatever the reason we choose a particular type of living structure, it fulfills a need at that time in a person or family's life.



North Ogden Neighborhood

Throughout this process, residents have stressed the need to improve quality. The goals and strategies of this section address that issue as well as others.

3. As the population of Utah continues to grow, property owners in North Ogden will continue to exercise their right to develop land. It is inevitable that the population will grow as it has since early pioneer days. Please prioritize the growth strategy options below (1 most desirable and 4 least desirable).

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	Most			
	1	2	3	4
New housing to be developed in vacant fields and agricultural lands within the City area	161 22%	189 26%	256 35%	116 16%
New housing in downtown areas/commercial (near Washington Blvd and 2700 North)	175 24%	229 32%	201 28%	117 16%
New housing developed within existing neighborhoods	337 47%	223 31%	121 17%	41 6%
New housing developed higher on the mountain side	94 12%	81 11%	144 19%	448 58%

This General Plan survey question asks the tough question of where North Ogden residents would like to see growth of the community (primarily residential) actually built. Residents responded by showing they would first like to see growth in 1) Existing Neighborhoods; 2) Commercial areas near Washington Boulevard. and 2700 North; 3) New housing to be developed in vacant fields and agricultural lands within the City area, and; 4) (last choice) New housing developed higher on the mountain side.

The State requires that every community address affordable housing through a Moderate Income Housing Plan. Understanding that a diverse stock of high quality and reasonably affordable housing means a better quality of life, a more stable and diversified tax base and an improved local economy, the following goals and strategies are recommended with specific strategies to consider for adoption:

Based on the new units constructed between the years of 2010-2014, North Ogden is growing at a rate of about 35 units per year. This reflects a decrease of 50% in new housing units compared to housing construction rates in the previous 5 years. This reduction is fairly consistent with housing markets throughout Utah and the rest of the United States during the same time period. Local real estate professionals predict increasing housing demand based upon trends in business and sales inquiries; which may herald a healthier housing market in the years to come. The estimated need for 100 moderate income units per year over the next 5 years suggests that the City should take action in determining how best to meet the needs of the community. It should be fairly clear that North Ogden will require new multi-family units to keep abreast of the demand for such units and to enhance its tax base. At this time it is recommended that North Ogden put in place improved design requirements, promote mixed use, and reevaluate its zoning to better support the downtown and other business nodes.

Goals

1. Increase housing quality and variety.
2. Promote water-wise landscaping, and innovative on-site storm water retention.
3. Create incentives to provide additional public and private parks as well as trails in the development process.

Goal #1 – Increase housing quality and variety

Encourage adequate housing types which accommodate lifecycle transitions and changing population norms.

Encourage housing that provides broad based support for a more stable and diversified tax base and a strong and diverse commercial sector.

Establish and adhere to high quality building and design standards for all housing types so that development enhances the community character.

Strategies

Implement the mixed-use plans for the North Ogden Downtown and Southtown centers.

Proactively evaluate current ordinances and policies to determine whether there are obstacles that can be removed or modified to achieve the community's housing goals.



Quality Utah Townhome

Consider density bonuses and incentives to reward developments with great design, environmental sensitivity, exceptional recreation amenities, and creative land-use mixes.

Create design standards to improve the overall quality of North Ogden's housing.

Create new ordinances to promote appropriate solar and wind installations.

Create new ordinances to encourage mixed-use in select areas that support community goals.

Locate higher density housing in or near the Downtown and Southtown downtown areas. This will strengthen the business corridor and improve walkability while reducing traffic impacts on existing neighborhoods.

Work with state and regional agencies to attract reliable, high quality projects that will address the needs of North Ogden.

Work with homeowners, landlords, and renters to maintain and improve existing properties. Incentivize landlords to participate through business license fee reductions and other methods and incentives.

Goal #2 - Promote water-wise landscaping, and innovative on-site storm water retention

Strategies

Develop an on-site water-wise water management ordinance to assure conservation of water use in all developments and for City owned properties.

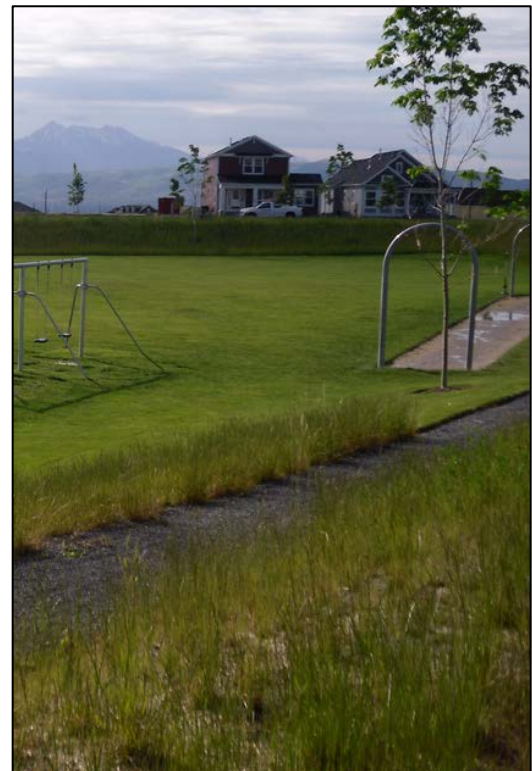
Promote xeriscape techniques and installations within all developments and City owned properties, especially park strips.

Goal #3 – Create incentives to provide additional public and private parks as well as trails in the development process

Strategies

Create incentives such as direct density increases, impact fee reduction, etc. for public parks and trail construction.

Reduce park impact fees for public park and trails donations.



Trails and Parks Connected to Utah Neighborhood

Moderate Income Housing Plan

The City is required by State Law to create a Moderate Income Housing Plan (10-9A-103-(36)). In the last several years this has become a coordinated County-wide effort that essentially adopts broad County-wide goals and relies to an extent on the communities to adopt and help implement those goals. These goals have been endorsed and recommended for adoption by Weber County communities through the Weber Area Council of Governments (WACOG). The

full Moderate Income Housing Plan will be provided in the appendix. The goals that relate to the entire Weber County area are:

County-wide Moderate Income Housing Goals:

Goal #1: Maintain the quality of existing single family housing stock and affordable homeownership opportunities.

Strategies: Facilitate the mix of new construction in keeping with neighborhood design standards and community sustainability; support the Weber Housing Authority emergency home repair program to assist in housing maintenance for moderate to low income home owners and encourage the development of urban housing development in established cities and towns in order to protect the agricultural lands and provide open space within the unincorporated areas of Weber County.

Goal #2: Maintain the quality of existing multi-family housing stock and affordable rental housing opportunities.

Strategies: Facilitate the mix of new construction in keeping with neighborhood design standards and community sustainability; encourage the development of urban housing development in established cities and towns in order to protect the agricultural lands and provide open space within the unincorporated areas of Weber County; develop cluster and node ordinances that will allow for mixed type of housing choices in compact areas consistent with the General Plan locations to preserve agricultural lands and open spaces and develop and adopt design standards for the nodes and mixed use communities.

Goal #3: Provide housing choices in neighborhoods that will allow residents to live in the same neighborhood for their entire life-cycle.

Strategies: Support the Weber Housing Authority's role in developing mixed use housing projects resulting in additional housing opportunities; where mixed use development occurs provide a variety of housing types; require resorts to comply with the Destination and Recreation Resort Zone provisions to establish a seasonal workforce housing plan and provide appropriate numbers of housing for employees and investigate the potential for adding accessory dwelling units as an allowed use in the zoning ordinance.

Goal #4: Update and/or put in place the necessary tools enabling the community to track the following:

1) Mix of existing housing stock; 2) the condition of existing housing stock; 3) delivery of existing housing education made available to the public; 4) the availability of local resources enabling single and multi-family rehabilitation and/or new construction which facilitates access and affordability for special needs populations.

Strategies: Maintain land use inventory maps and analysis to track land use and housing and the transitioning of various land uses; establish a mechanism to track housing condition of the existing housing stock, including multi-family and single family residences and conduct a survey of how other communities are tracking their housing stock in order to determine the most efficient and effective way to track housing stock and condition in unincorporated Weber County.

Goal #5: Seek to monitor market data and barriers overtime for all housing sectors to assure prioritization and implementation in keeping with moderate income housing plan compliance every 2 years.

Strategies: Conduct a housing barriers analysis as part of the 2 year update of the moderate income housing plan. Coordinate this effort with the Weber Housing Authority.

The Moderate Income Housing Plan Goals that are Specific to North Ogden are:

Goal #1: Continue to preserve areas within the City for a greater mix of housing types.

Strategies: Ensure that specific areas within the City remain zoned for a variety of housing types. Evaluate General Plan guidelines for land use regarding housing needs and ensure zoning ordinances are non-discriminatory.

Goal #2: Evaluate transportation plan and transportation systems for all citizens.

Strategies: Review existing public transit to determine how each sector of the population is being served; as growth occurs, encourage development of additional public transportation amenities; review public pedestrian access to the City commercial areas to determine adequacy or potential need for enhancements and encourage additional public transportation throughout the City.

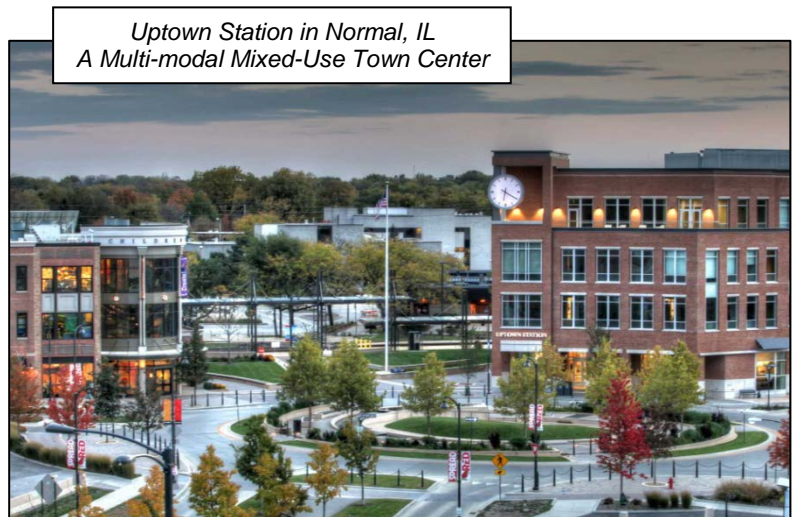
Goal #3: Survey existing housing assistance programs for City residents.

Strategies: Continue to work with the Weber Housing Authority to utilize Section 8 Vouchers; evaluate the feasibility of instituting new programs for home ownership repair for citizens meeting moderate income guidelines and evaluate senior citizen housing needs within the City.

TRANSPORTATION

The importance of understanding the relationship between transportation and land-use cannot be understated. Access to transportation facilities, whether local roads, regional routes, freeways, pedestrian trails or transit facilities, will largely determine where individuals or agencies locate their homes, businesses, and institutions. If land development occurs at rates that overload the existing transportation system, transportation upgrades will be required retroactively to meet travel demand. Unfortunately, the added transportation capacity provided by the construction of new roadways is often consumed at rates higher than expected due to a phenomenon known as latent demand, which can be summed up in the expression: “If you build it, they will come.” Once a new roadway has been completed and opened, travel times to adjacent land decrease, thus increasing the desirability or utility of the land, and accelerating its development. Soon the added travel capacity has been consumed and the previous congestion resumes. This feedback loop in the land-use and transportation relationship must be taken into consideration when changes to land-use and transportation plans are discussed.

Instead of solely pursuing reactive projects focused on relieving current congestion, projects which may not ultimately be able to accomplish their aim, a better practice involves developing a collective vision for the City’s future that looks at transportation as part of a greater whole. Such a vision would consider issues of travel demand management, or rather, how to reduce the need for citizens to travel as much. Effective strategies include: increasing land-use densities, bringing the daily needs of life closer to home by mixing land-uses, and broadening transportation mode choices to include walking, biking, and transit. Communities in Utah such as Ogden, Provo, South Jordan, West Valley City, and Salt Lake City that have employed this approach in recent years have seen great success. The creation of North Ogden’s new downtown will produce a fine-grained mix of housing, recreation, retail, services, and office space, thus serving as a catalyst in helping to reduce North Ogden’s current and future travel demand.



*Uptown Station in Normal, IL
A Multi-modal Mixed-Use Town Center*

Existing Facilities and Proposed Improvements

This section contains summaries of new proposed improvements to North Ogden’s transportation infrastructure and modifications to the 2008 Transportation Master Plan that were developed in connection with the Downtown Plan and General Plan update.

North Ogden's Existing Transportation network contains one major state route, along with two other arterials servicing the City, several major collectors of which some serve as regional routes, and minor collectors that serve local needs. A few of these projects, identified in their titles below, have been given priority one status by City officials. A summary of the existing facilities is as follows:

State Facilities

US-235 (2600 North and Washington Boulevard), Priority One Status:

Washington Boulevard, the north-south running leg of US-235 serves as the major route between North Ogden City and Ogden City to the south. 2600 North (which becomes 2700 North as it approaches I-15 to the west) is the major east-west route between North Ogden and Interstate 15. Currently commuters traveling almost anywhere outside of North Ogden utilize this route.

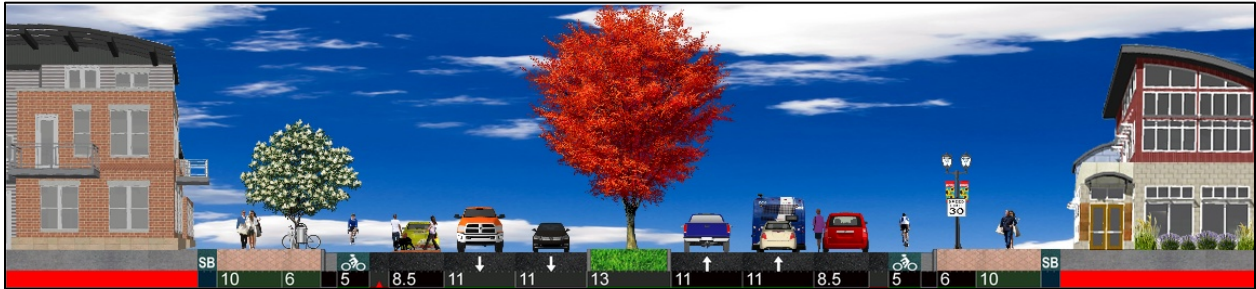


Current View North on Washington Boulevard Approaching 2600 North Intersection



Proposed Drawing North on Washington Boulevard Approaching 2600 North Intersection

In order to develop a more walkable, safe and attractive downtown area, cross-sectional improvements similar to those encountered in downtown Ogden are being proposed, including wide sidewalks, bike lanes, on-street parking, and a raised landscaped median with a representative example being found in the picture below.



Possible New Street Layout for Washington Boulevard

Improvements to major intersections bordering the proposed downtown (300 East and Washington Boulevard, 2600 North and Washington Boulevard, 2550 North and Washington Boulevard) include the addition of enhanced, colored or texturized crosswalks, pedestrian median refuges, curb bulb-outs, and signal programming that give priority to bikers and pedestrians.

It is recommended that bike lanes be installed on the curb-side of the roadway with parking to the left, and if possible with a buffer in between the bike lane and the parked vehicles. This inversion of the parking and bike lane serves to protect cyclists from high-speed vehicular traffic, while the buffer helps to avoid collisions between bikes and car doors.

Wasatch Front Regional Council (WFRC) has identified Washington Boulevard as a “boulevard community” and accordingly UDOT has expressed willingness to work with North Ogden to change the portion of Washington Boulevard passing through the proposed North Ogden downtown to be more accommodating of pedestrian and bicycle users. North Ogden City should engage in a process to designate these areas, specify changes, and work with UDOT to achieve them. With regard to 2700 North UDOT will continue to keep its focus as an expressway to move cars to I-15; however, UDOT is also willing to change the aesthetic appearance where 2700 North enters North Ogden. This change could be partially achieved through landscaping, monumentation, and signage.



Current View East on 2600 North Approaching Washington Boulevard Intersection

Local Arterials

Washington Boulevard (2600 North to 3100 North), Priority One Status: Washington Boulevard provides the only major north-south route to and from the Hillside Neighborhood to the north. WFRC has it on their regional master plan to widen this road between 2700 North to 3300 North from its current three-lane section to a section with 5 vehicular lanes and 2 bike lanes. At the time of writing this document the City has received funding to begin purchasing the right-of-way for the project, but construction funding has not yet been appropriated.

From 2700 North to Elberta Drive widening can occur equally on both sides of the road without the need for home relocations; however, north of Elberta Drive, given the narrow setbacks to the front of the homes, a row of residential relocations will be required either to the one side or the other. At the General Plan Public Open House many residents brought attention to the steep grade on the s-curves that are on Washington Boulevard just north of Elberta Drive. A fair number of vehicles either become stuck or slide on this section during slick and/or snowy winter conditions. Since there is more open space on the north side of the road in front of and just beyond the existing LDS Church, it is recommended that widening occur to the north side of the road so that the curves can be flattened and the road grade made more gradual.

While the existing signals at 2550 North, 2600 North and 3100 North would remain, it is anticipated that Pleasant View Drive and Lomond View Drive will be re-designed to terminate at the proposed northern extension of 300 East. The closure of these two access points will serve to remove many of the traffic conflicts that result from such close intersection spacing and will have the effect of relieving congestion on the north approach of the Washington Boulevard and 2600 North intersection.

At Washington Boulevard and Elberta Drive a roundabout is being proposed that would resolve the skew and offset nature of the east and west legs of the existing intersection. It is anticipated that this roundabout could be installed concurrently with the widening of Washington Boulevard, and that the purchase of the two needed residential properties could occur alongside the other residential acquisitions soon to be underway.

2600 North (450 East to Mountain Road), Priority One Status: This east leg of the intersection of Washington Boulevard and 2600 North forms the major connection between the state route and neighborhoods in the Oldtown and Coldwater neighborhoods to the East. Residents report significant traffic congestion along this leg as it serves as the primary means of dispersal for travelers bound for the eastern portion of North Ogden. Widening of the north side of the street may be the most promising. The long-range plan is to widen this portion of 2600 North to five lanes.

Given that it is continuously lined on both sides by residences, the fiscal and community costs of the widening would most likely be high. Alternatively, it is proposed that the road be re-stripped from a two-lane section with parking on both sides to a three-lane section featuring a two-way center turn lane and parking on one side. Key locations could also be selected for the installment of warranted right-turn pockets. By moving the turning vehicles into dedicated turning lanes, free-flowing traffic would be maintained in the through lanes. Data gathered on other projects suggests that the proposed turn lanes would provide most of the desired traffic flow benefit.

Although the roadway will not have sufficient room for the installation of bike lanes, needed improvements should be made to the sidewalk. The absent sidewalk on the south side of the road ought to be installed, while obstructions in the narrow north side sidewalk, such as road signs and mailboxes, ought to be relocated so as to not obstruct the free movement of cyclists and pedestrians.

Major Collectors

3100 North (Washington Boulevard to 1500 East): As Ogden Valley continues to experience substantial growth, 3100 North (which becomes North Ogden Canyon Road to the east) will continue to serve as the primary route for vehicles traveling over the North Ogden Divide. Given that the route provides direct access to Weber High School for a good deal of North Ogden residents and all Ogden Valley residents, the route's importance is not expected to diminish with time. It is proposed that the City take an active role in preserving corridor width and right-of-way where needed. It is proposed that the 80-ft wide right-of-way be configured to accommodate bicycle lanes along its entire length.

Monroe Boulevard (to 3100 North): This collector will serve as the first major north-south route east of the SR-235. Not yet fully functional, only about 30% of the road has been completed and right-of-way acquisition efforts are underway for purchase of the remainder of the corridor. Completion of the route will primarily be development-driven and is still several years out. Once the road has reached 80-90% completion, the City, in conjunction with WFRC, will most likely appropriate funds to acquire the last portions of needed right-of-way and complete the corridor. This eastside north-south route will provide a needed north-south alternative that will relieve traffic congestion on SR-235. It is proposed that the 80-ft wide right-of-way be configured to accommodate bicycle lanes along its entire length.

Pleasant View Drive, Priority One Status: Pleasant View Drive serves as a primary route for west-side North Ogden residents and Pleasant View City residents travelling through North Ogden on their way to downtown Ogden. As it stands, the road's intersection with Washington Boulevard is heavily congested due to the high traffic volumes on Washington Boulevard and the short distance between this intersection and 2700 North. Close intersections such as this suffer from myriad of safety concerns caused by dangerous turning conflicts and long vehicle-stacking distances. The performance of both intersections suffers.

It is proposed that Pleasant View Drive be terminated at 300 East. Vehicles will be able to turn north or south and subsequently reach Washington Boulevard via Elberta Drive or 2700 North. If warranted the new intersection at 300 East could be signalized. This re-alignment will also allow for the closure of the existing portion of Pleasant View Drive between 300 East and Washington Boulevard and the transformation of that land into open space, parks, plazas, and commercial properties. The timing of the Public Works building relocation makes this option even more viable opening up a large contiguous space in which such a re-design could occur.



View North at Elberta Drive and Washington Boulevard. Intersection. Proposed Roundabout Location.

Elberta Drive: As one of the major connections to Pleasant View, Elberta Drive functions as a supportive major collector for east-west travel. It is recommended that more north-south connections be established with Elberta Drive to decrease the reliance on Washington Boulevard for all north-south travel. Such connections are being proposed at 150 East and 300 East.

As previously discussed in the section on Washington Boulevard (2600 North to 3100 North), a roundabout is being proposed at its intersection with Elberta Drive that would serve to resolve the skew and offset nature of the east and west legs of the existing intersection. It is anticipated that this roundabout could be installed concurrently with the widening of Washington Boulevard, and that the purchase of the two needed residential properties could occur alongside the other residential acquisitions soon to be underway.

Washington Boulevard (3300 North to Mountain Road), Priority One Status:

Construction of the last leg of this facility from 3725 North to Mountain Road will serve to move expected traffic between 3100 North and the northernmost parts of the City. Based on travel demand in the area, it is recommended that the existing three-lane section found to the south from 3300 North to 3725 North be continued to the north intersection with Mountain Road and that bike lanes be added to the facility.



Walkable Roundabout with Skewed Approaches, Daybreak, South Jordan, UT

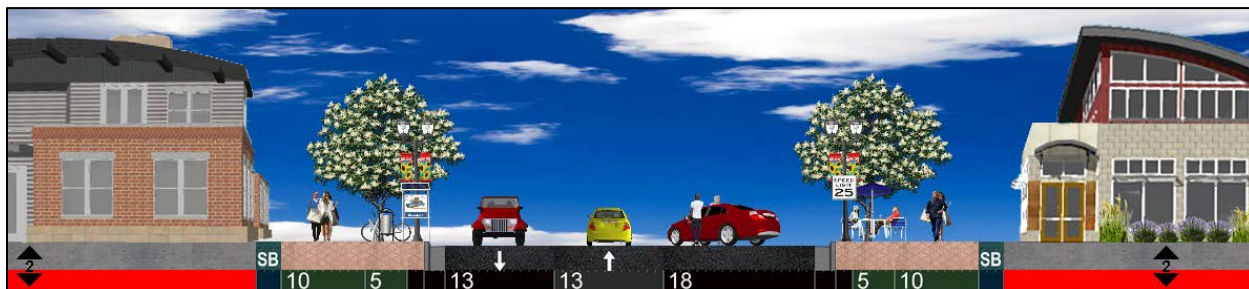
Collectors

150 East (South City Limit to 3100 North), Priority One Status:

This new route was previously identified on the City’s transportation master plan and on the WFRC master plan as extending from the City’s southern limits to 2600 North. In an effort to create a north-south alternative to SR-235 on the west side of North Ogden City analogous to Monroe Boulevard on the east, it is proposed that 150 East be extended to the north to 3100 North, thus connecting the entire west side of the city from North to South. The 80-foot right-of-way should be configured in such a way as to accommodate bike lanes. It is recommended that the city engage in efforts with WFRC to get the northern portion of the road on the regional master plan and begin right-of-way preservation efforts as soon as possible.

Construction of 150 East will require revisions to the SR-235 Corridor Agreement with UDOT. There are no signals currently planned between 300 East and 600 West. Securing this signal would be crucial in the creation of a western north/south access road through the City. Such a route would allow for the re-routing of commuter traffic from the 2600 North intersection with Washington Boulevard.

300 East (2550 North to 2600 North): This new proposed road would serve as a needed linkage in the proposed downtown network of roads. A suggested cross-section demonstrated below illustrates the intention for the road to be pedestrian-oriented and fully-walkable. A new signal will be installed at the intersection with 2600 North in coordination with UDOT when warrants are met, at which point UDOT has stated they will install median curbing between 300 East and Washington Boulevard. A recently conducted traffic study conducted in November 2014 by Hales Engineering suggests that the intersection would meet warrants when the block to the southeast of the intersection reaches 50% development. This road will help to flush out the pseudo-quadrant intersection concept envisioned in the Transportation Map that will allow traffic to flow smoothly through and around the intersection of 2600 North and Washington Boulevard.



Possible New Street Cross Section 300 East (Between 2550 North to 2600 North)

Further to the north, it is also proposed that 300 East be extended from its existing intersection with Pleasant View Drive until intersecting at some undetermined location with Elberta Drive, thus completing an important north-south linkage to the west of downtown. Lomond View Drive would be reconfigured to tee into this new 300 East extension.

1700 North (SR-235 to the West City limit): This road, as shown on the WFRC Master Plan, will most likely be constructed by developers. The last connection between the City limit and existing Harrisville roads will have to be led by regional authorities or representatives from the neighboring municipality. It is recommended that ongoing talks between the City, the developer, and Harrisville City ensure that this east-west comes to fruition.

2550 North (Washington Boulevard to 300 East): Upgrades to this roadway cross-section are proposed similar to those described for 300 East between 2550 North and 2600 North. The goal is to create an enticing downtown streetscape open to walking and other modes of transportation. As a less congested road than 2700 North, it is more conducive to pedestrian activity.

3100 North (1050 East to the West City Limit): This portion of 3100 North is a crucial bicycle corridor. Bike lanes ought to be included in the cross-section until reaching Mountain Road, a route which will then allow bicyclists to reach a myriad of other urban or recreational destinations.

Mountain Road (South City Limit to West City Limit): This road has already been constructed from the City's southern limit to 2600 North, but little between that point and the west limit, except for a small quarter-mile section, has yet been installed. It is expected that this road will be a key regional thoroughfare allowing traffic to bypass the core of North Ogden and continue unabated around the urban periphery so that users can reach desired destinations from US-89 on the west to downtown Ogden City on the south where the route eventually becomes SR-203. It is recommended that the City continue to work in tight coordination with land owners and developers in hopes of accelerating the project's regional appeal. Ongoing coordination may also be needed with Pleasant View City to the west.

Aside from use as a bypass, the road will also be a key linkage between many trails in an effort to make a cohesive and connected trail system for Weber County residents. It is proposed that bike lanes be installed along the length of the entire route, both existing and proposed portions.

Washington Boulevard (2550 North to 2600 North): This connection is currently being built by private developers connecting 2600 North to the private drive between the old and new Smith's stores. This elbow connection will provide one more route around the downtown completing a third leg of a partial quadrant intersection that will allow traffic to flow alternatively around the Washington Boulevard and 2600 North epicenter.

Other Collectors: Other collectors as identified in the transportation master plan, but for which no modifications are being recommended, include the following:

- 1500 East (2600 North to 3100 North)
- 1700 North (Washington Boulevard to Mountain Road)
- 2550 North (Washington Boulevard to the West)
- Fruitland Drive
- Monroe (3100 North to Mountain Road)

Transit Facilities

The Utah Transit Authority (UTA) is currently working on developing a new long-range plan for Weber County. This proves timely as North Ogden is able to provide key suggestions from the General Plan update process for incorporation into the UTA master plan update.

For some time UTA has been discussing incorporating into their master plan some sort of streetcar that would run up and down Washington Boulevard from North Ogden to downtown Ogden; however, such a facility may be many years in the future. A bus-rapid transit facility could come much sooner and at much less expense. It is recommended that efforts continue to develop plans for a dedicated-right-of-way transit facility along Washington Boulevard and that negotiation continue with UTA to extend the transit corridor from North Ogden to the west along 2600 North to the Pleasant View FrontRunner Station. Fortunately, Washington Boulevard's wide 132-foot right-of-way provides ample room to preserve a transit-dedicated corridor providing express service to and from the North Ogden community. The narrower 106-foot cross-section may be more challenging, but a dedicated right-of-way even under these constraints is still possible and should be explored.

UTA is also in the process of revising their North Ogden bus route that currently heads north on Washington Boulevard to 3100 North, then east to 1500 East, then south to 2600 North, and finally circling back to Washington Boulevard and 2600 North. Ridership on the route has been low in recent years, so it has been suggested that the loop be revised in the short-term to make a tighter loop around the old pioneer grid of the Old Town Neighborhood, running east along 2850 North and then south along 700 East. In the long-term the bus route should be reconsidered in its entirety to perhaps circulate around the new downtown core and capture as much ridership as possible before continuing on its way.

It is also proposed that North Ogden consider reserving a portion of the undeveloped block southwest of the intersection of Washington Boulevard and 2600 North for a transit hub that would connect this regional loop to local bus service. The hub could also serve as a starting point for express ski service connecting from there to the resorts on the other side of the North Ogden Divide. Northbound transit vehicles would be able to access the hub from Washington Boulevard by turning left at 2550 North and then right at 300 East, bypassing the major intersection of Washington Boulevard and 2600 North altogether.

Complete Streets Policy

A "complete street" design integrates diverse modes of transportation in a way that benefits the widest portion of a City's population as possible. A basic complete street would typically include bike lanes, comfortably-sized adjacent sidewalks, and



Walkable Roundabout with Skewed Approaches, Daybreak, South Jordan, UT

narrower traffic lanes for speed calming. Complete streets could also include a paved multi-use path, dedicated transit lanes, street furniture, other traffic calming devices, and transit stations. Curb bulb-outs and raised cross-walks are also ways to increase crossing safety.



The width and placement of these additional amenities will vary depending on the size and type of facility.

The residents of North Ogden represent a diversity of ages and incomes. Though the majority of trips taken within North Ogden are by automobile, many North Ogden residents are dependent on others for their transportation needs. As of 2010, 31.40% of the

population was under 18, and an additional 11.20% of the population is over 65, two age groups that tend to suffer mobility challenges. In other words, at least 42.60% of the North Ogden population would enjoy increased mobility options if offered transportation solutions beyond the automobile. Undoubtedly many who do have access to an automobile would still enjoy the option of getting around using other methods, whether for practical, health, or recreational reasons.

It is the policy of North Ogden on all new projects and retrofit projects to include facilities that will make travel use by all users possible, regardless of age, handicap or mode of transportation. Even though not every facility has to accommodate every type of user, the transportation network as a whole should provide thorough coverage to each type. Many major collectors, collectors and local roads within the community could be appropriately re-sized, re-striped, or re-designed in order to better accommodate other modes. The following planning project principles have been adapted for North Ogden’s use from the WFRC “Complete Streets Vision, Mission, and Principles” document and shall be considered during the planning and design phases of all public infrastructure improvement projects:

- **Regional Approach**

- Complete Streets means accommodating all users within the transportation network, but does not mean all modes are on all roads.
- Engage with WFRC in the regional planning and programming processes to encourage a balanced, multi-modal transportation system.
- The Wasatch Choice for 2040 provides additional educational information on Complete Streets.



<http://wasatchchoice2040.com/complete-streets>

- **Network Design**

- All modes and user needs should be considered when projects are designed and implemented in the public right-of-way. Standards should be developed and consistently applied to consider these needs. Development of standards should, among other things, consider the function and context of roadways.
- Consider multi-modal improvements with each street investment in the context of the built environment, existing standards, best practices, regional networks, community impacts, project type, and broad financial constraints.
- High speed, high volume roads should be evaluated and

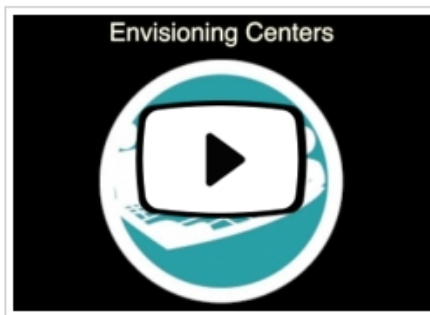


designed in conjunction with local street connections and with the bike and pedestrian network to provide as safe and as direct routes as is practicable.

- The bike and pedestrian network should focus on access to major destinations, transit access, and other transportation linkages; ADA access; safe and convenient road crossings; and easily implemented projects.
- Consider all projected future needs in right-of-way acquisitions and street construction in order to minimize expensive system retrofitting.
- Consider changes that make the network more safe, livable, understandable, and hospitable for all modes, users, and trip types including recreational and commuter bicycle riders, pedestrians of all ages and abilities, auto and transit users, and large freight haulers.

- **Integrate local land use and regional transportation systems**

- Promote safe and convenient street crossings and community auto, bike, and pedestrian connections to the regional transportation system, paying particular attention to major destinations and transit stations.
- Support the development of the Wasatch Choice for 2040 Vision Centers, Main Street Communities, and Boulevard Communities.
- Consider adjacent land use when planning multi-modal transportation systems.



<http://wasatchchoice2040.com/envisioning-centers>

- **Ensure public health and safety**

- Facilitate physical activity and support healthy lifestyle choices through enhanced street design, maintenance, and operations.
- Promote improved air quality and accident reduction by reducing the growth in vehicle cold starts and vehicle miles traveled.
- Calm traffic and reduce accident severity through context sensitive design of public rights-of-way.

- **Enhance the regional economy**

- Empower transit riders and non-drivers to broader workforce participation through more and better transportation options.
- Provide for freight trucks on designated routes and at critical network connections.
- Increase the economic value of business districts and neighborhoods through more transportation choices and community amenities; focus on cost savings through full utilization of existing infrastructure.
- Attract a highly skilled labor force to the City through transportation-related quality of life improvements.

- **Strengthen sense of community**
 - Facilitate more community participation by people who do not own a car through more transportation options.
 - Reflect and create a sense of place through context sensitive design.
 - Restore connectivity to communities divided by large roadways and intersections.
 - Provide children and the elderly with opportunities to safely walk, bike, and ride transit in their community.
 - Increase opportunity for human interaction within the community through multi-modal transportation enhancements.
 - Consider both the comfort of all users and aesthetics in planning, building, and operating streets.

Goals

- Maintain and improve existing infrastructure.
- Complete needed improvements to existing and planned collectors and arterials such as 2600 North and Washington Boulevard.
- Create multi-modal downtowns with improved transit service.
- Adopt a complete streets policy that will require future improvements to public rights-of-ways to accommodate all users (elderly, young, bikers, runners, etc.) and to increase walkability and bikeability.

Goal #1 – Maintain and improve existing infrastructure.

Strategies

Consider utilizing Transportation Asset Management Software (TAMS) to develop an effective asset management plan for the City's transportation infrastructure. The software is available free to Utah Cities. Transportation Asset Management Software (TAMS) was developed by the Utah Local Technical Assistance Program (Utah LTAP) to assist local agencies in Utah to maintain, preserve, and enhance their road and street facilities. The tool helps to more effectively preserve and improve their infrastructure network.

Seek additional funding for road maintenance through the Legislature, private donations and other sources.

Actively engage the public in exercising the new transportation sales tax option in the fall of 2015.

Develop street ordinances and increase coordination between City departments, County, developers, and utility companies to prevent road cuts from reoccurring within a 2 year timeframe after the construction of a new street or require complete street resurfacing.

Goal #2 – Complete needed improvements to existing and planned collectors and arterials such as 2600 North and Washington Boulevard.

Strategies

Continue to work closely with Weber County, UDOT, and Wasatch Front Regional Council to ensure that public monies are programmed for key arterial enhancements to 2600 North, Washington Boulevard, and other planned transportation facilities.

Adopt recommended revisions to the transportation master plan and work with developers to complete key collector linkages. Use developer incentives to attract quality development.

Develop new cross-section standards for improvements to all downtown roads that will require wide sidewalks, on-street parking, bike lanes, transit accommodations, quality trees and plantings which utilize xeriscape and other water conservation techniques, and attractive lighting which minimizes light pollution.

Complete City grid by constructing missing collector linkages, as funding becomes available through a street impact fee system or other sources.

UDOT has expressed willingness to work with North Ogden to change Washington Boulevard to be more like downtown Ogden in selected areas. North Ogden City should engage in a process to designate these areas, specify changes, and work with UDOT to achieve them.

UDOT has stated that 2700 North will continue to keep its focus as an expressway to move cars to I-15; however, UDOT is also willing to change the aesthetic appearance where 2700 North enters North Ogden. This change could be partially achieved through landscaping, aesthetics, and signage.

Work with UDOT and other entities to make 150 East the western North/South access road through the City with a signal on 2700/2600 North that would allow for the re-routing of commuter traffic from the 2700/2600 North and Washington Boulevard intersection.

Goal #3 - Create multi-modal downtowns with improved transit service.

Strategies

Begin discussions with Utah Transit Authority (UTA) about the possibility of creating a transit hub in the new downtown area to the southwest of the intersection of Washington Boulevard and 2600 North. This hub could service local bus routes, street car or bus rapid transit service (BRT) to and from Ogden and/or Pleasant View, and express ski service to Ogden Valley.

Continue to work with UTA to plan for a Washington Boulevard dedicated right-of-way transit line. Further investigate the possibility of extending this same line to the Pleasant View FrontRunner station.

Modify the existing UTA bus turnaround route to more closely address the North Ogden Downtown area.

Goal #4 - Adopt a complete streets policy that will require future improvements to public rights-of-way to accommodate all users (elderly, young, bikers, runners, etc.) and to increase walkability and bikeability.

Strategies

Modify City ordinances to require new development site plan review to include a review of the Complete Streets Policy.

Establish a public “sidewalk completion program” that matches resident dollars and/or provides other incentives to install adequate sidewalks where sidewalks don’t exist (i.e., 2600 North).

Adopt new cross sections and standards for streets to assure sufficient room for pedestrians, bikes, street trees, and “dark sky” approved lighting fixtures. Increase minimum sidewalk widths to 5 feet. Consider narrowing the asphalt width of local roads to reduce travel speeds and increase pedestrian safety.

Develop an approved street tree list and encourage tree plantings by block. Also create planting guidelines/ordinances to require street trees on new residential and commercial projects and find ways to plant trees on existing streets.

Consider drought friendly landscaped decorative medians on major collector and arterial streets.










Continue to front single family homes where appropriate on major collectors and minor arterials but require alley loading or circular drives or deeper front yards to increase safety and compatibility of such uses.

Adopt the recommended bike lane routes into the transportation master plan.

Engage in low cost “road diets” that preserve vehicular traffic capacity while re-striping the road to accommodate bike lanes. Connect and integrate bike lane routes with public trails. Prioritize key commuting and recreational routes.

TRANSPORTATION MAP

Legend

-  Transit Hub
-  Streets - Arterial
-  Streets - Major Collector
-  Streets - Collector
-  Streets - Local
-  Roads
-  North Ogden Potential Boundary
-  North Ogden Parcels
-  Streams

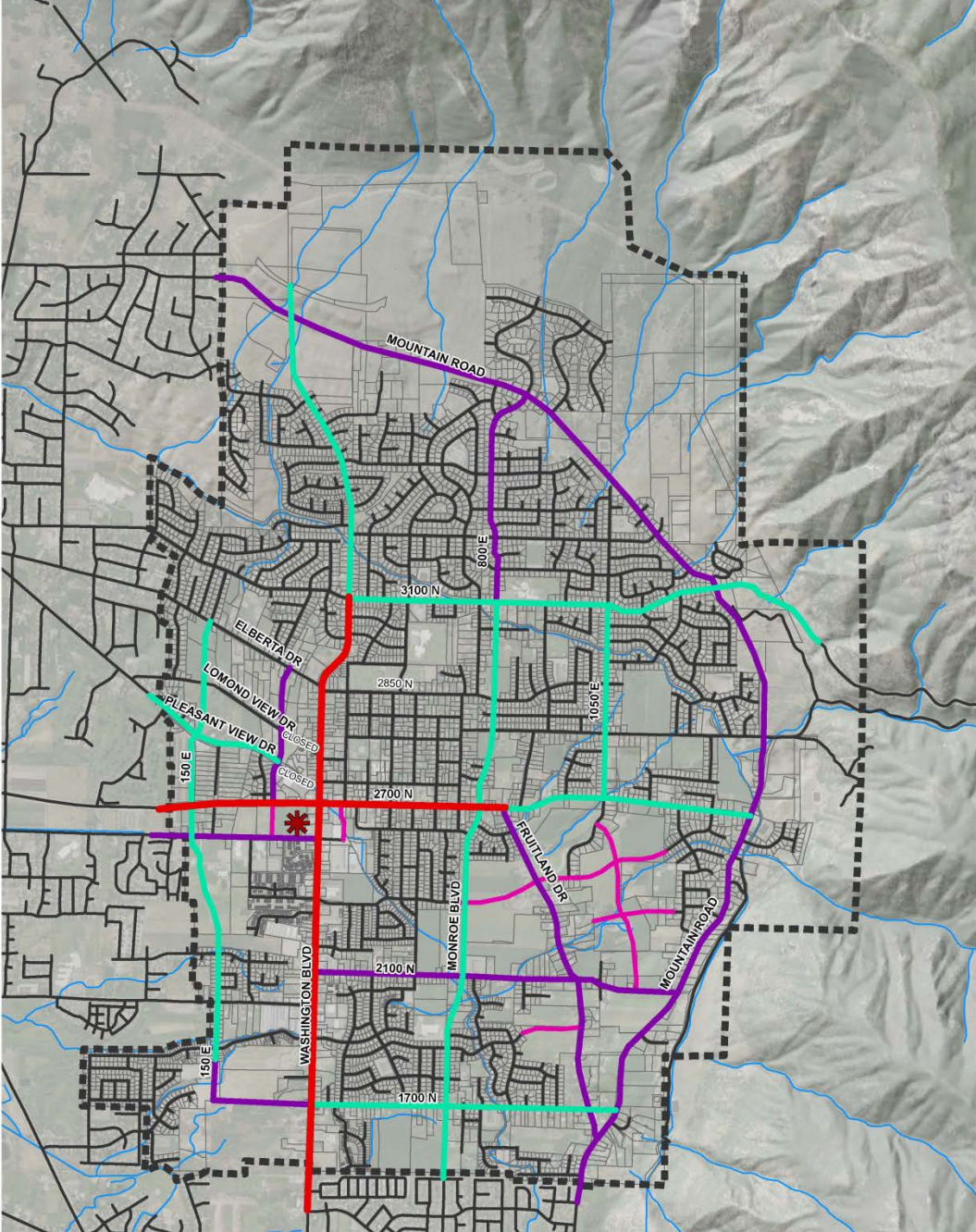
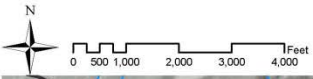


NORTH OGDEN CITY

— SETTLED 1851 —

GENERAL PLAN UPDATE

Date: 9/30/2015



TRANSPORTATION MAP - DOWNTOWN



NORTH OGDEN CITY

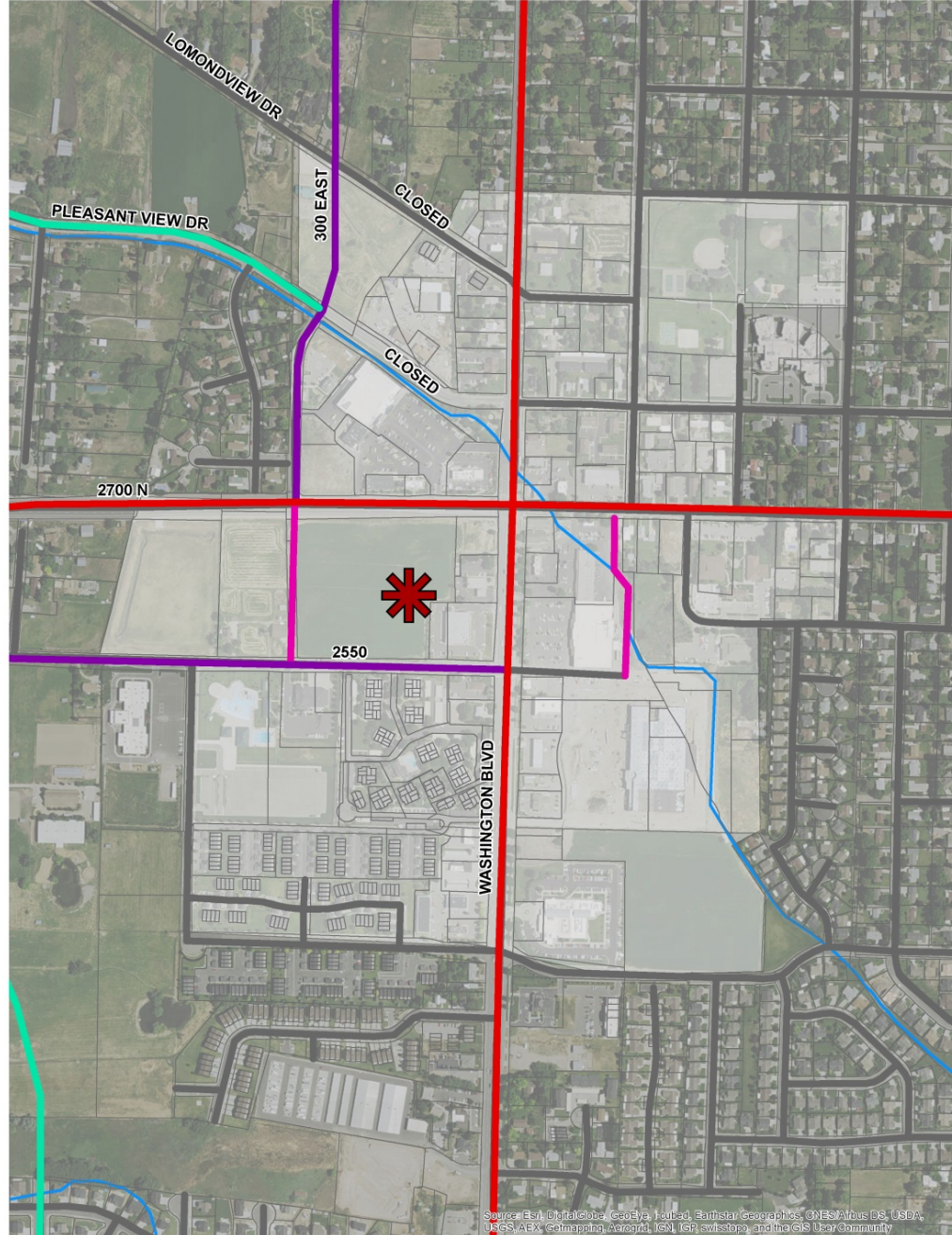
— SETTLED 1851 —

GENERAL PLAN UPDATE

Date: 8/24/2015

Legend

-  Transit Hub
-  Streets - Arterial
-  Streets - Major Collector
-  Streets Collector
-  Streets - Local
-  Streets
-  Downtown Area
-  North Ogden Parcels
-  Streams



Source: Esri, DeLorme, GeoEye, Irbid, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

ECONOMIC DEVELOPMENT

Depending on the community, Economic Development can mean many things. For North Ogden, two issues define the City’s Economic Development priorities; improving the fiscal health of the City and improving the quality of life of residents by diversifying the entertainment, restaurant, and retail offerings within North Ogden.

Why is Economic Development Important?

The long-term fiscal health of the City is critical to the provision of quality municipal services, including the development and maintenance of public infrastructure. For the purpose of this General Plan, fiscal health refers to revenue growth to support a growing population and aging infrastructure. The City is particularly concerned about new development generating sufficient revenue to support itself.

Diversifying entertainment, restaurant, and retail offerings within the City will reduce drive times for residents, create job opportunities, and generate revenue for the City.

One way to track the fiscal health of the City is to compare City revenue growth with population growth. Table 6 below shows how revenue, adjusted to 2014 dollars, has fared relative to population growth over the last nine fiscal years. Revenue per resident decreased during the Great Recession and has yet to rebound.

Table 6 Revenue/Resident in 2014 Dollars

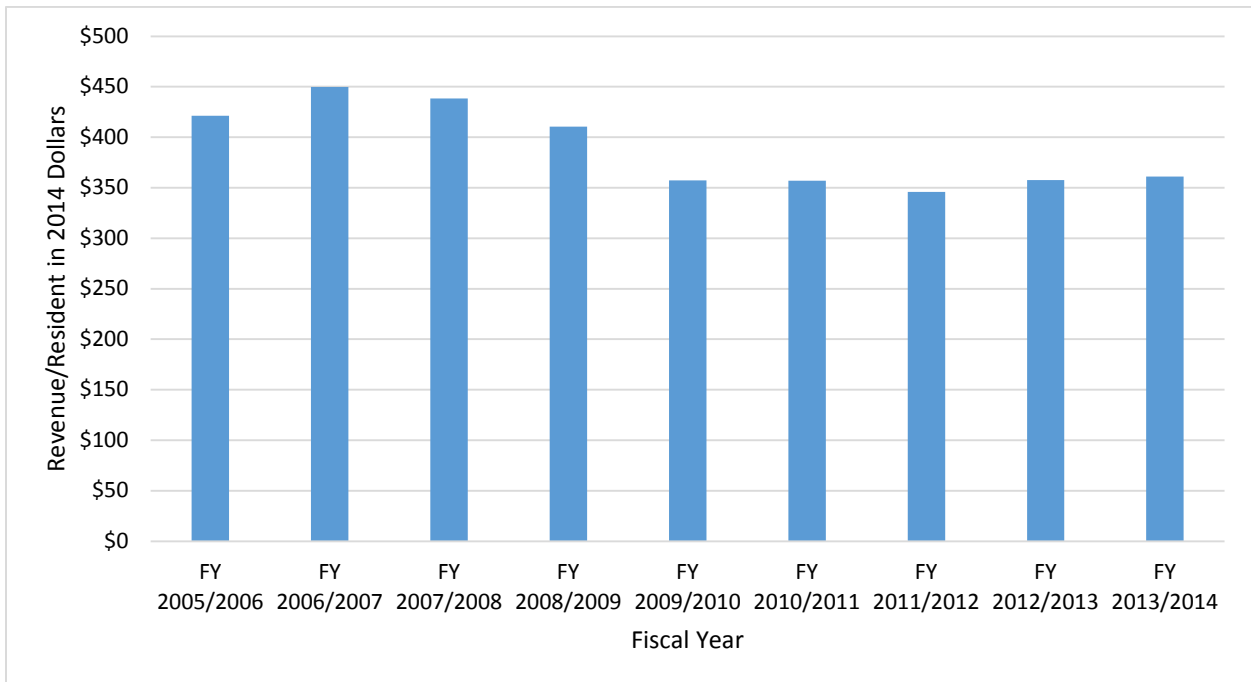


Table 6 Source: North Ogden City Final Adopted Budgets and U.S. Census Bureau Annual Population Estimates

Since fiscal year 2005/2006, property tax and sales tax together have averaged nearly half of all City revenue. Hence, growing these two revenue sources is critical to the City's fiscal health. Property tax growth is accomplished by new construction including redevelopment. Since residential development is taxed at only 55% of its value and commercial development is taxed at 100% of its value, commercial development yields more property tax per dollar of value. With sales tax, the State distributes these funds to cities based on population and point of sale. So, sales tax growth can occur as population grows and as retail sales within the City grow through new retail development and by existing retail businesses growing their sales. Hence, new retail development has the potential to generate significant new revenue through property and sales tax.

Part of the General Plan research was conducted by Zions Bank Public Finance. Their research of 2013 purchases made by City residents showed that the City is experiencing significant sales leakage, or purchases made by City residents outside the City, in all categories except food and beverage stores. Overall, only 27% of purchases made by North Ogden residents are occurring inside the City. New retail development within North Ogden has the potential to capture more of the purchases made by North Ogden residents.

Attracting New Retail Development

To attract new retail development, the City needs to understand what is important to retail developers. The book *Retail Development* from the Urban Land Institute (ULI) provides the following site selection criteria for developers to choose an appropriate location for a retail center:

- A central location for targeted markets
- Easy regional access and convenient local ingress and egress to the site
- High visibility
- Proper size and shape relative to the proposed concept and parking requirements
- Workable topography
- Good drainage
- Minimal complications in the subsoil
- Available utilities including Broadband
- Compatible surroundings
- Appropriate zoning
- Acceptable environmental impact
- Acceptable community impact



Quality Example of Retail

While some of the criteria above are outside the City's influence, the City can have significant influence, for good or bad, in attracting new retail development. Consider the following questions:

- Does the City allow sufficient housing density to support new retail development?
- Do City and/or UDOT access standards facilitate retail development?
- Does the City use its General Plan and zoning regulations to reserve enough land with sufficient depth along high traffic corridors for retail development other than shallow depth and strip style development?
- Can the community norms for parking and landscaping be adjusted to be more friendly toward retail development?
- Can the City help offset the cost to build new retail development by extending utilities, reducing fees, etc.?
- Are there enough rooftops?

Of the questions listed above, the first is the most important. New retail development follows new residential development. But how much residential development is needed to attract new retail? ULI provides guidelines for new retail centers listed below in Tables 7 and 8. Table 7 describes the basic characteristics of shopping centers. Table 8 provides the minimum population needed within a certain distance to support a new shopping center. Given North Ogden's relatively low population, low population density and distance from I-15, regional and super-regional shopping centers are not likely.

Type of Center	Leading Tenant	Typical GLA (Sq. Ft.)	General Range in GLA (Sq. Ft.)	Usual Minimum Site Area (Acres)
Neighborhood	Supermarket	60,000	30,000-100,000	3-10
Community	Supermarket, drugstore/pharmacy, discount department store, mixed apparel	180,000	100,000-400,000	10-30
Regional	One or two full-line department stores	600,000	300,000-900,000	10-60
Super-regional	Three or more full-line department stores	1,000,000	600,000-2,000,000	15-100 or more

*Table 7 Characteristics of Shopping Centers
Source: ULI Retail Development Handbook, Forth Edition*

Type of Center	Radius	Driving Time	Approximate Minimum Population Support Required
Neighborhood	1.5 miles	5-10 minutes	3,000-40,000
Community	3-5 miles	10-20 minutes	40,000-150,000
Regional	8 miles	20 minutes	150,000 or more
Super-regional	12 miles	30 minutes	300,000 or more

*Table 8 Characteristics of Shopping Centers
Source: ULI Retail Development Handbook, Forth Edition*

The amount of new retail development built within the City will be due in large part to the population growth in North Ogden and neighboring cities and the potential retail competition in neighboring cities. Since the amount of population growth in neighboring cities is outside of the control of North Ogden, the focus of this analysis is on potential population growth in North Ogden.

To estimate the potential population growth within the City, it is necessary to consider the amount of developable land remaining as well as the how much of the developable ground will be residential. In the summer of 2014, City staff conducted a land use survey that identified the amount of agricultural and vacant land within the City and in neighboring unincorporated areas. The total amount of developable ground from the survey was 2,811 acres. Table 9 below summarizes the amount of developed acres by land use.

Land Use	Developed Acres	Percent of Total Developed Acres
Commercial	89.70	2.8%
Institutional Uses	340.28	10.7%
Manufacturing/Industrial	1.61	0.1%
Parks and Recreation	96.82	3.1%
Single Family Residential	1,925.24	60.7%
Multi-Family Residential	93.75	3.0%
Roads	623.85	19.7%
Total	3,171.25	

*Table 9 Developed Acres by Land Use
Source: North Ogden City 2014 Land Use Survey*

Table 10 below shows the population impacts of three buildout scenarios. Each buildout scenario assumes the following:

- All vacant and agricultural land within the City will be developed.
- All unincorporated land addressed in the land use survey will be annexed and developed.
- All non-residential land use categories will retain the same percentage of total developed acres.
- The average household size will remain at 3.23 persons per household and the overall vacancy rate will remain at 6%.

Scenario 1 assumes that the City will be built-out at the same net densities (total units/land less roads) as current developed residential property, which are 2.5 units/acre for single family residential and 10.2 units/acre for multi-family residential. Scenario 2 assumes that the density of new single family residential development will increase to 4 units/acre and the density for new multi-family residential will increase to 12 units/acre. Finally, Scenario 3 assumes the same densities as Scenario 2 but increases the percent of new residential ground allocated for multi-family from 5% to 20%.

Table 10						
	Scenario 1 – Status Quo		Scenario 2 – Increase Density		Scenario 3 – Increase Density and Amount of Multi-Family	
	Housing Units	Population	Housing Units	Population	Housing Units	Population
Single Family Residential	9,217	27,984	11,712	35,560	10,613	32,222
Multi-Family Residential	1,803	5,475	1,953	5,930	5,251	15,943
Totals	11,020	33,460	13,665	41,490	15,864	48,166

Table 10 Buildout Scenarios

In summary, if the City allows the density and diversity of new residential development to increase from what exists today, the build-out population for the City will increase. Additional population will in turn generate more sales tax and attract more retail development. Not only will more population attract more retail development, it will also increase the likelihood of a more diverse mix of businesses because larger centers tend to have a broader mix of tenants.

While an increase in density will result in more population to attract retail development, the City also needs to consider the revenue and expenses from new residential development. Higher density developments like townhomes and apartments generate more property tax and sales tax per acre than single family detached developments. However, if higher density developments are poorly designed, improperly managed or allowed to deteriorate, they can create a drain on City resources through increased calls for service. Therefore, it is important for the City to conduct fiscal impact analysis to understand the true impact of different types of new development. For more information on fiscal impact analysis, refer to the 2010 American Planning Association report entitled *Fiscal Impact Analysis: Methodologies for Planners*.

In addition to making ordinance revisions, the City can also take other proactive steps to promote retail development. Recent trends in retail have gravitated toward smaller building footprints to respond to growing Internet sales. To respond effectively to this trend and other market changes like changing buyer preferences and growing retail opportunities outside the City, the City's economic development committee, City staff and, if needed, an economic consultant can work together to respond to retail market changes and implement strategies to capitalize on retail market opportunities.

To understand more on the City's budget and sources watch this video from Mayor Taylor. <https://youtu.be/hD82j04g-2c>



New North Ogden Smiths Grocery Store

Goals

- Increase revenue at a rate that matches or exceeds population growth.
- Diversify the entertainment, restaurant, and retail offerings within the City.
- Assure a quality commercial shopping environment.
- Require that new development generates sufficient revenue to cover the cost of public services.

Goal #1 - Increase revenue at a rate that matches or exceeds population growth.

Strategies

- Allow higher density development near Downtown and Southtown than currently exists in the City if it meets community goals and plans. (See Housing and the Downtowns chapters for more detail).
- Encourage a wider variety of housing types than currently exist in the City.

- Reduce the regulatory burden and processing time on retail development by amending zoning regulations and streamlining processes. Consider the suggestions made in this Chapter.

Goal #2 - Diversify the entertainment, restaurant, and retail offerings within the City.

Strategies

- Consider ways to reduce the cost of creating retail development. Examples include assembling land, waiving or reducing fees, municipal service credits, and providing incentives through the use of economic development tools like community development areas (CDA's).
- Promote new development and leasing opportunities through developer recruitment and chamber participation, to assist in recruitment and outreach to commercial real estate brokers, developers, and target business types.
- Meet regularly with existing businesses to learn what the City can do to provide support, help grow their sales, and attract other businesses and developers who can help achieve established economic development goals.

Goal #3 - Assure a quality commercial shopping environment.

Strategies

- Promote improvement in City appearance through ordinance changes that require enhanced streetscapes, well designed and located buildings, and interesting, environmentally appropriate, landscaping.
- Promote walkable commercial areas through City ordinances and incentives to achieve the vision for the Downtown and Southtown.

Goal #4 - Require that new development generates sufficient revenue to cover the cost of public services.

Strategies

- Follow the recommendations on the future land use and Downtown maps to reserve land for new retail development.
- Conduct fiscal impact analysis on existing development within the City to understand how different types of development impact City revenues and expenses. Use this information to help guide future land use decisions.
- Review the City's fee structures to determine whether fees are covering the costs to provide services. Consider fee increases where appropriate.
- As part of the City fee structure review, re-evaluate and add impact fees, where appropriate.

PUBLIC FACILITIES AND SERVICES

Public Facilities and Services which includes infrastructure is the life blood of the community. North Ogden Public Works provides the following services to the citizens of North Ogden:

- Street maintenance
- Fleet management of the City's vehicles
- Maintenance and operation of culinary water system
- Maintenance and operation of sanitary sewer system
- Maintenance and operation of the storm water system
- Snow removal
- Garbage and Recycling services
- Blue stakes
- Compost pit

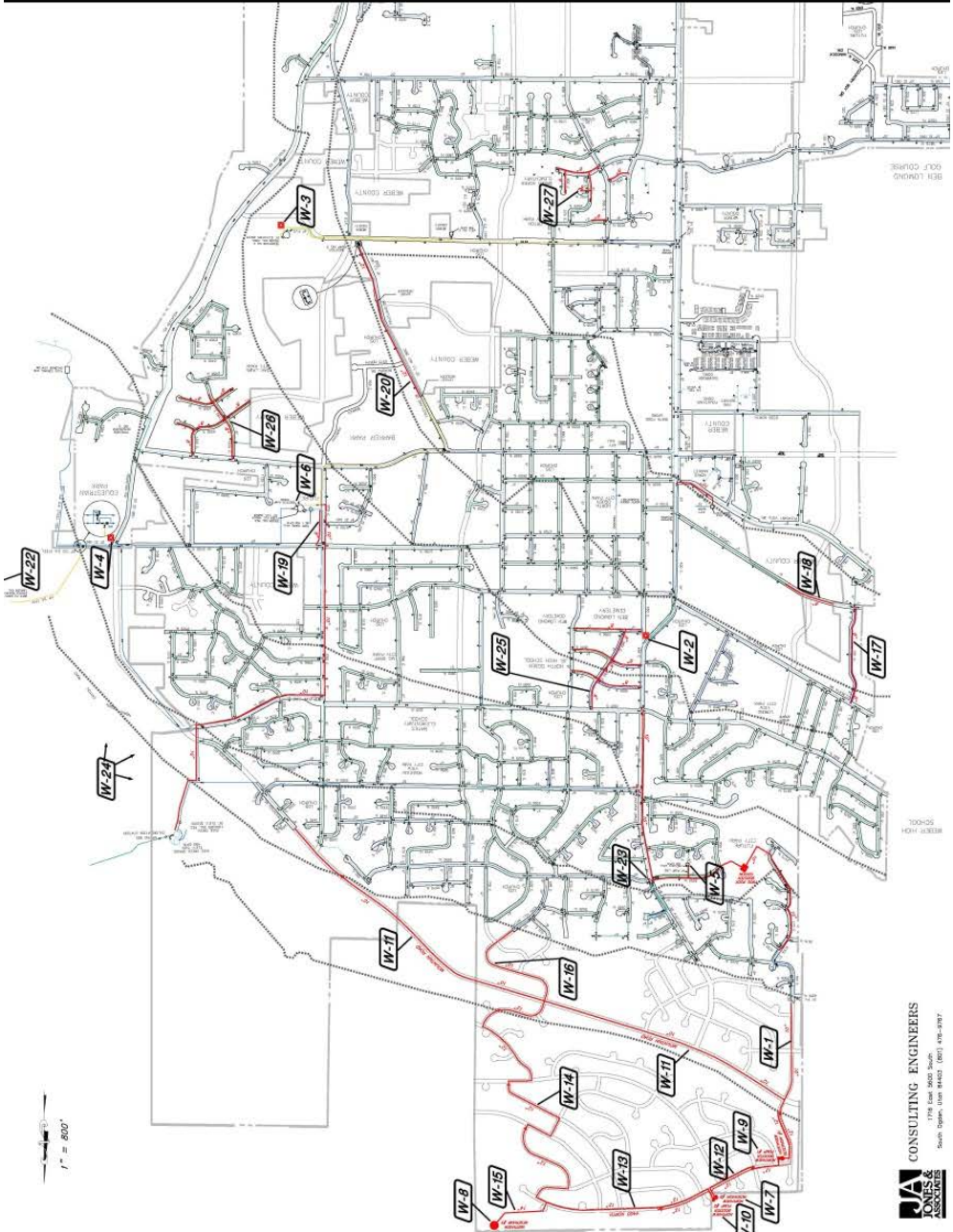
North Ogden has the following master plans shown in this chapter; City Water Plan, City Storm Water Plan, and City Sewer Plan. The roads are shown in the Transportation chapter.

According to the City Engineer, the sewer lines and water lines are adequately planned for additional growth including both the Downtown and the Southtown areas. The Storm Water Plan does need to be updated. Specifically the storm water basin that is on 2700 North and 200 East will be developed as part of the Downtown. It is recommended that this area maintain a smaller storm water basin to handle local needs and a regional basin be built near 2000 North and 300 East.



New North Ogden Public Works facility

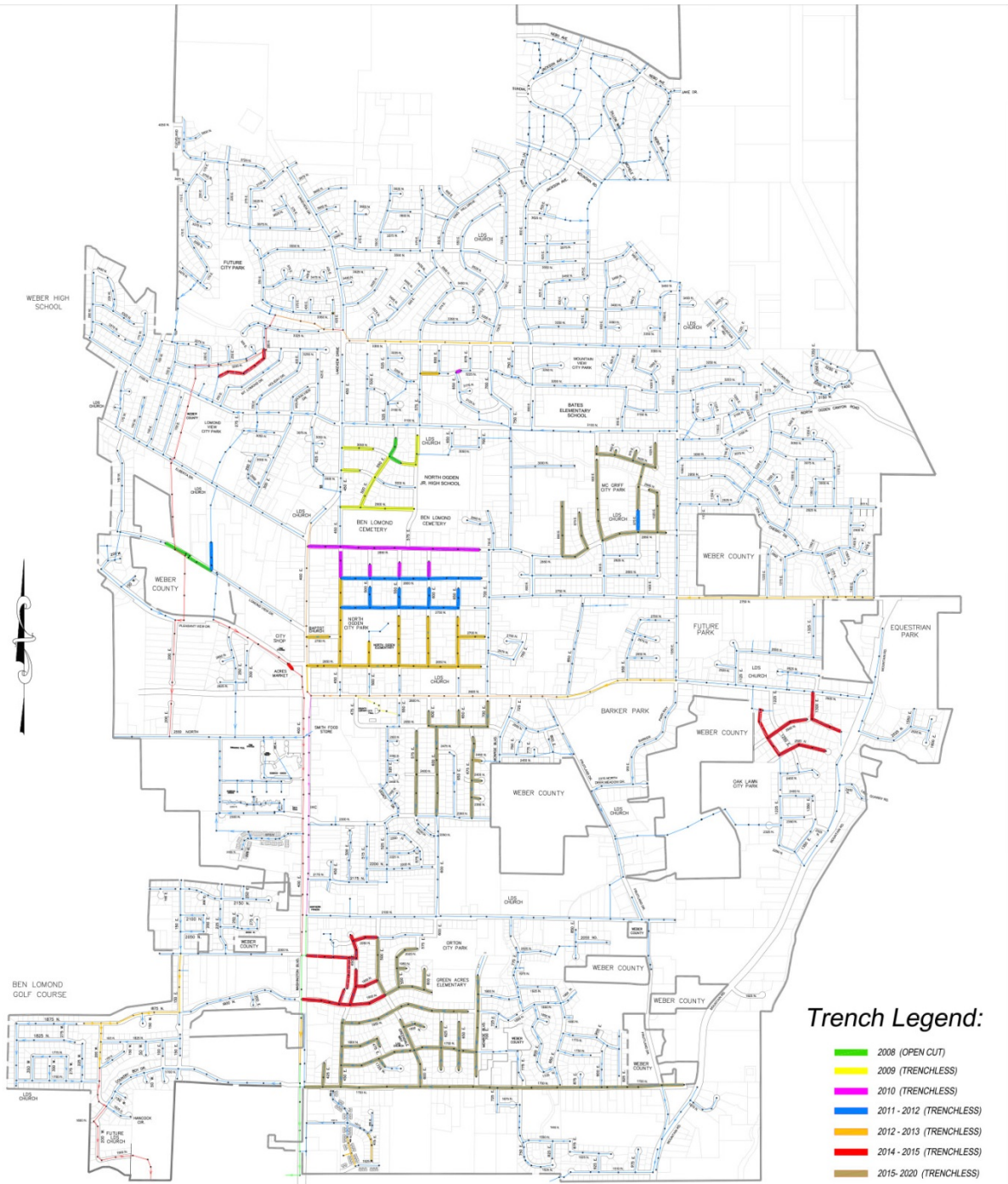
- EXISTING LEGEND -**
- 2" LINE
 - 4" LINE
 - 6" LINE
 - 8" LINE
 - 10" LINE
 - 12" LINE
 - 14" LINE
 - RESERVOIR
 - WELL
 - WELL PUMP
 - BOOSTER PUMP
- FUTURE LEGEND -**
- FUTURE WATER LINE
 - FUTURE RESERVOIR
 - FUTURE BOOSTER PUMPS
 - FUTURE WELLS
- FUTURE PROJECTS -**
- W-1 NORTH-REACH-PUMP-LINE-BOOSTER-PUMP
 - W-2 NEW WELL #4 @ 2000 NORTH 450 EAST
 - W-3 NEW NORTH OGDEN CANYON WELL
 - W-4 NEW WELL #5 @ RANDALL RESERVOIR
 - W-5 NEW WELL #6 @ RANDALL RESERVOIR
 - W-6 LARKIN WELLS UPGRADE (2500 N. 400 E.)
 - W-7 SHAWAN-POWER-TO-WELL #1-BOOSTER
 - W-8 SHAWAN-POWER-TO-WELL #2-BOOSTER
 - W-9 NORTH-REACH-BOOSTER-PUMP #1-DONE
 - W-10 NORTH-REACH-BOOSTER-PUMP #2-DONE
 - W-11 NORTH-REACH-BOOSTER-PUMP #3-DONE
 - W-12 PUMP-LINE (DONE) & DISTRIBUTION LINES FROM NORTHERN BOOSTER PUMP #1 TO (100 EAST TO 100 EAST)
 - W-13 PUMP-LINE FROM NORTH-REACH-BOOSTER-PUMP #2 TO 4400-NORTH-DONE
 - W-14 PUMP-LINE FROM 4400-NORTH-TO MOUNTAIN ROAD-DONE
 - W-15 PUMP-LINE FROM 4400-NORTH-TO NORTH-REACH-BOOSTER-PUMP #3-DONE
 - W-16 NORTH-REACH-BOOSTER-PUMP #3-DONE
 - W-17 150 WEST DISTRIBUTION LINE UP-GRADE FROM LONGHORN NEW DR. TO ELBERTA DR
 - W-18 UP-GRADE FROM 100 E. TO 250 E.
 - W-19 1050 EAST UP-SIZE EXISTING 6" TO 8" MAIN FROM RESERVOIR TO 2750 NORTH
 - W-20 PARALLEL DISTRIBUTION LINE FROM BOOSTER PUMP #2 TO 2450 NORTH
 - W-21 PARALLEL DISTRIBUTION LINE FROM RICE CREEK RESERVOIR (3100 N. & 1050 E.
 - W-22 8" TRANSMISSION LINE FROM SPRINGS (NORTH OGDEN CANYON)
 - W-23 NEW PIP & PIPING (INTERSECTION @ 3500 NORTH & 1000 EAST) FROM EXISTING PIPING TO LOCATION CITY-TRAIL
 - W-24 NEW PIP MONITORING EQUIPMENT (VARIOUS LOCATIONS CITY-TRAIL)
 - W-25 DISTRIBUTION-LINE UP-GRADE-NORTH OF
 - W-26 DISTRIBUTION LINE UP-GRADE (COLDWATER SUBDIVISION)
 - W-27 DISTRIBUTION-LINE UP-GRADE-(GREEN HILLS-Subdivison) DONE



City Water Master Plan

**NORTH OGDEN CITY WATER
CAPITAL FACILITIES PLAN**
APRIL 2006

JA CONSULTING ENGINEERS
1718 East 9000 South
South Ogden, Utah 84403 (801) 435-3937



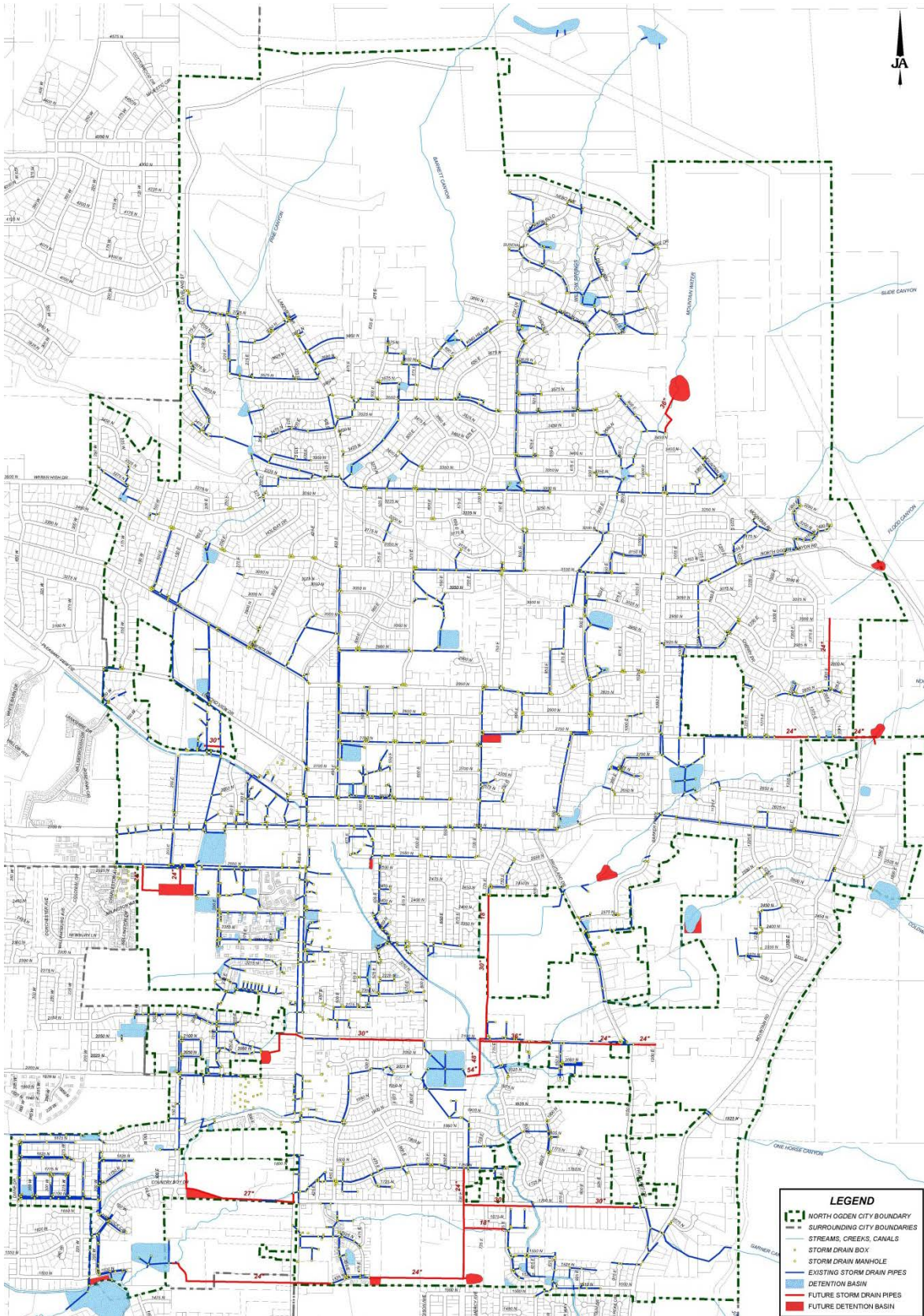
Trench Legend:

- █ 2008 (OPEN CUT)
- █ 2009 (TRENCHLESS)
- █ 2010 (TRENCHLESS)
- █ 2011 - 2012 (TRENCHLESS)
- █ 2012 - 2013 (TRENCHLESS)
- █ 2014 - 2015 (TRENCHLESS)
- █ 2015 - 2020 (TRENCHLESS)

City Sewer Master Plan

North Ogden City

NO SCALE REVISED FEB. 25, 2015



City Storm Water Master Plan

Goals

- Anticipate and build the necessary culinary water, sewer, and storm water infrastructure to meet the future demands of population growth. Assess the need for additional public facilities, public services, and staffing for a growing City.
- Promote significant water conservation practices, recycling, grey water usage and on-site retention philosophies.
- Expand Broadband availability to enhance homeowner access, education, and business opportunities, job creation, communication, and employment flexibility.

Goal #1 - Anticipate and build the necessary culinary water, sewer and storm water infrastructure to meet the future demands of population growth. Assess the need for additional public facilities, public services, and staffing for a growing City.

Strategies

- Assess potential demand through a comparative study of current capacities to future population projections and land use projections. Use the future land use map, on page 20, to help assess demand.
- With an annual review, utilize the City's capital improvement plans and current status reports to prioritize and improve sewer, water, and storm water infrastructure.
- Explore the possibility for reuse of grey water within the City for non-culinary purposes.

Goal #2 - Promote significant water conservation practices, recycling, grey water usage, and on-site retention philosophies.

Strategies

- Establish a Low Impact Development Policy (LID) where a majority of the water is retained and filtered on-site using bio-swales and green infrastructure techniques.
- Encourage the continued use of secondary water systems, including the use of grey water, for farming and landscaping.
- Continue to expand the public recycling system to include greater convenience.
- Continue, expand, and improve the current green waste and compost recycling program.
- Promote educational literature from existing Utah programs like "Slow the Flow" into the City newsletter during spring and summer months.
- Promote water conserving public landscapes through water-wise planting design, efficient irrigation systems regularly maintained to promote low water use, and on-site retention philosophies
- Develop neighborhood "Slow the Flow" competitions and events.
- Develop an awareness program so that residents know when they are becoming water inefficient.

Goal #3 - Expand Broadband availability to enhance homeowner access, education and business opportunities, job creation, communication, and employment flexibility.

Strategies

- Create an electronic contact list of local providers, districts, and utilities – use Utah Broadband Advisory Council resources.

- Hold a providers (wired and wireless) meeting to determine lead time needs for trench coordination and potential cost sharing policies. Consider inviting: blue stakes, trench and wire/fiber installation companies, wireless providers and any agencies/departments that build significant projects.
- Coordinate with City departments, developers, and districts on major projects. Set up a reporting schedule and project mapping system.
- Request fiber build schedules from providers. Consider cost sharing policies.
- Request project schedules for UDOT and/or County roads - responsibility Public Works.
- Review permitting processes to expedite Broadband deployment. Evaluate public structures for potential wireless service installations. Modify zoning laws. Require underground utilities in new development, including conduit for Broadband.
- Consider regular coordination meetings with providers to improve communication.
- Increase WIFI availability in public spaces and in the proposed downtown insuring safeguards that protect community standards, especially children.

PARKS, TRAILS, AND RECREATION

Parks

North Ogden City has a beautiful collection of parks. Currently there are a wide variety of park sizes and types ranging from the passive Bicentennial Park to the Skate Park and larger sports parks. North Ogden has the beginning of a great trail system including Cherry Way and plans to continue to grow a connected and destination-oriented trail system. The participation in recreation is robust and increases yearly.

The loss of open space was a major concern raised through the surveys and the open houses. A determination about the preservation of open space, currently only found in large lot zoning areas, should receive additional evaluation. A portion of the traditional character of North Ogden is based on the remaining agricultural/open spaces.

The following parks, recreation, and trails master plans have been completed in the past and have been utilized to develop this Chapter of the General Plan:

- 1997 – General Plan with Parks
- 2006 – North Ogden Pathways, Parks and Open Space Master Plan (Weber State University)
- 2015 Park Inventory



North Ogden Park



North Ogden Residents Exercising On Trail

According to the 2013 U.S. Census population estimate, North Ogden has 8.9 acres of park per 1,000 residents. The National Parks and Recreation Standard is 10 acres of park per 1,000 residents. North Ogden City is close to the standard and has plans for expanding their current park system. North Ogden's plan is to maintain its current level of service.

Current Park with Amenities

FP = Future Park

Park or Facility Name	Park Type	Acres	Restrooms (seats)	Drinking Fountain	BBQ	Benches	Bleacher Seating	Bike Rack	Shelters/ Pavilions	Picnic Tables	Playground	Storage Sheds	Connected To Trail System	Baseball Fields	Soccer Fields	On-site Trail	Tennis/Pickle	Basketball	Sand Volleyball	Amphitheater
Barker	Community	41.65	4	3	0	4	0	0	1	2	1	1	FP	0	0	N	0	0	0	1
Equestrian	Equestrian	25.57	4	1	0	0	3	0	1	1	0	1	Y	0	0	N	0	0	0	0
Lomond View	Neighborhood	10.85	4	2	1	3	0	0	1	9	1	2		1	1	N	0	0	0	0
McGriff	Neighborhood	5.26	4	1	0	3	0	0	1	9	1	0	Y	1	1	Y	0	0	0	0
Mountain View	Neighborhood	5.35	4	1	0	0	0	0	1	5	1	0		0	2	N	0	0	0	0
North Ogden	Neighborhood	11.54	10	3	0	9	4	0	2	11	2	3		2	0	N	2	3	2	0
Oaklawn	Neighborhood	19.75	10	3	0	4	4	0	0	13	1	2		3	1	N	0	0	0	0
Orton/Green Acres	Neighborhood	12.74	2	1	0	3	0	0	1	7	7	7		0	4	Y	0	0	0	0
Wadman	Neighborhood	10.44	6	1	0	0	0	0	1	6	1	1		0	3	N	0	0	0	0
Lakeview	Natural	15.54	0	0	0	1	0	0	0	0	0	0		0	0	Y	0	0	0	0
BiCentennial	Greenway	1.24	0	2	0	6	0	0	0	1	0	0		0	0	N	0	0	0	0
Skate Park	Skate	0.4	0	0	0	0	0	0	0	0	0	0		0	0	N	0	0	0	0
Totals		160.33	48	18	1	33	11	0	9	64	15	17		7	12		2	3	2	1
North Shore Aquatic	Aquatic	7.82	15	2	0			0	2	14	0	3		0	0	N	0	0	0	0

Common concerns or requests from the Open House held March 2015 included:

- Strong need or value for shady parks with large trees.
- Major request for paved (ADA accessible whenever possible) trails, especially connecting to parks and adjacent Forest Service Trails/adjacent City trails.
- New dog park.
- Request for Lacrosse field.
- Request for additional natural parks or conserved open space.
- Request for additional trails and connections.

14. As the North Ogden City population grows, please select the amount of park land you feel the city should provide for the residents

	Number of Response(s)	Response Ratio
Increase the amount of parks to maintain the current level park land per	441	60.5%
Increase in the current amount of park land per person	180	24.7%
No increase in park land even with population growth	108	14.8%

North Ogden General Plan Survey Question Regarding Level of Park Service

15. As the North Ogden City population grows please select the amount of trails you feel the City should provide for the residents.

	Number of Response(s)	Response Ratio
Increase the amount of trail miles to maintain the current level of trail miles	333	46.1%
Increase in the current amount trail miles per person	235	32.5%
No increase in trails even with population growth	154	21.3%

North Ogden General Plan Survey Question Regarding Level of Trail Service

North Ogden Parks and Recreation Department’s Current Upgrade Plans for City Parks:

- Divide Park – additional landscaping and benches.
- Bi-Centennial Park – stream bank improvement to prevent erosion.
- Lomond View Park addition of tennis/pickle ball courts, bleachers for Baseball field, ADA walk to bowery and complete trail on perimeter of park.
- McGriff Park – additional benches, 12-15 additional trees, and additional landscaping.
- Oaklawn Park – add twelve picnic tables, new bowery, and repave asphalt.
- North Ogden Park – New bleachers, repaint grandstand, and new bowery.
- Equestrian Park – new bathroom, improve arena and chutes, additional seating, improve parking lot, trail connection to Coldwater, and new Lacrosse field.
- Lake View Park – new pavilion, new tables, new restroom facility, additional irrigation for trees, new natural playground, additional native tree grove, drinking fountain, benches and natural plantings.
- Barker Park – Memorial Grove on stream, new pavilion, additional trails, additional restroom, and additional 100 trees for arboretum.
- Dog Park located along 2750 North.

Recreation

North Ogden has a robust recreation department offering sports, classes, and recreation in: baseball, basketball, flag football, tackle football, kick ball, races, snow shoes and winter sports, soccer (leagues and camps), softball, kids summer camps, t-ball, volleyball, and coaching. This is all made possible through quality facilities, fields, and a professional staff to run the programs and leagues. As North Ogden continues to grow, the City will need to continue to provide funding for these opportunities and facilities to continue to enrich the lives of its citizens.

Goals

- Provide reasonable parks access to every resident.
- Connect all City parks with trails and provide trail connections to nearby mountain/forest Service trails.
- Upgrade existing parks and trails with desired features to meet the wide variety of needs and interests of the citizens.

Goal #1 - Provide reasonable parks access to every resident.

Strategies

- Adopt a general standard of ½ mile walking distance to a City park and in more urban areas, a ¼ mile walking distance.
- As population grows, maintain at least the current level of service of parks per person to North Ogden residents (9 acres per 1,000 people). This is approximately 20 additional acres of parks by 2040.
- Develop a detailed “Needs Assessment” that describes field, sports, and recreation type needs to meet current and future recreation demands.
- Obtain park land to meet the Parks Master Plan Map, shown on page 60, by 2030.
- Provide incentives through City Ordinances for developers to build and/or deed land for trails and parks as new development happens.
- Work with non-city organizations (schools, churches, HOAs) that have recreation spaces to help meet the recreation needs of the City and connect trails.
- Use park impact fee funds to construct new parks, complete park phases, and purchase park land.
- Consider specialty features such as Par Courses, Child Oriented Nature Trails (wheel chair accessible), Perception Trails for the Blind, etc. in an equitable pattern throughout the City. Work with volunteers and support groups to plan, fund, develop, construct, and maintain such features.
- Include low maintenance natural parks as part of the mix of parks near the foothills and in environmentally sensitive areas.

Goal #2 - Connect all City parks with trails and provide trail connections to nearby mountain / Forest Service trails.

Strategies

- Establish an “Adopt a Trail or Park Program” to assist with maintenance, and small development/enhancement projects; which could be provided by service groups.
- Prioritize City trails such as the extension of the trail along Pleasant View Drive, Cherry Way, and needed trail connections between parks.
- Work with the Forest Service to create new trailheads along the mountains and improve existing ones in the Divide area.









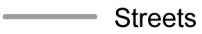

Barker Park

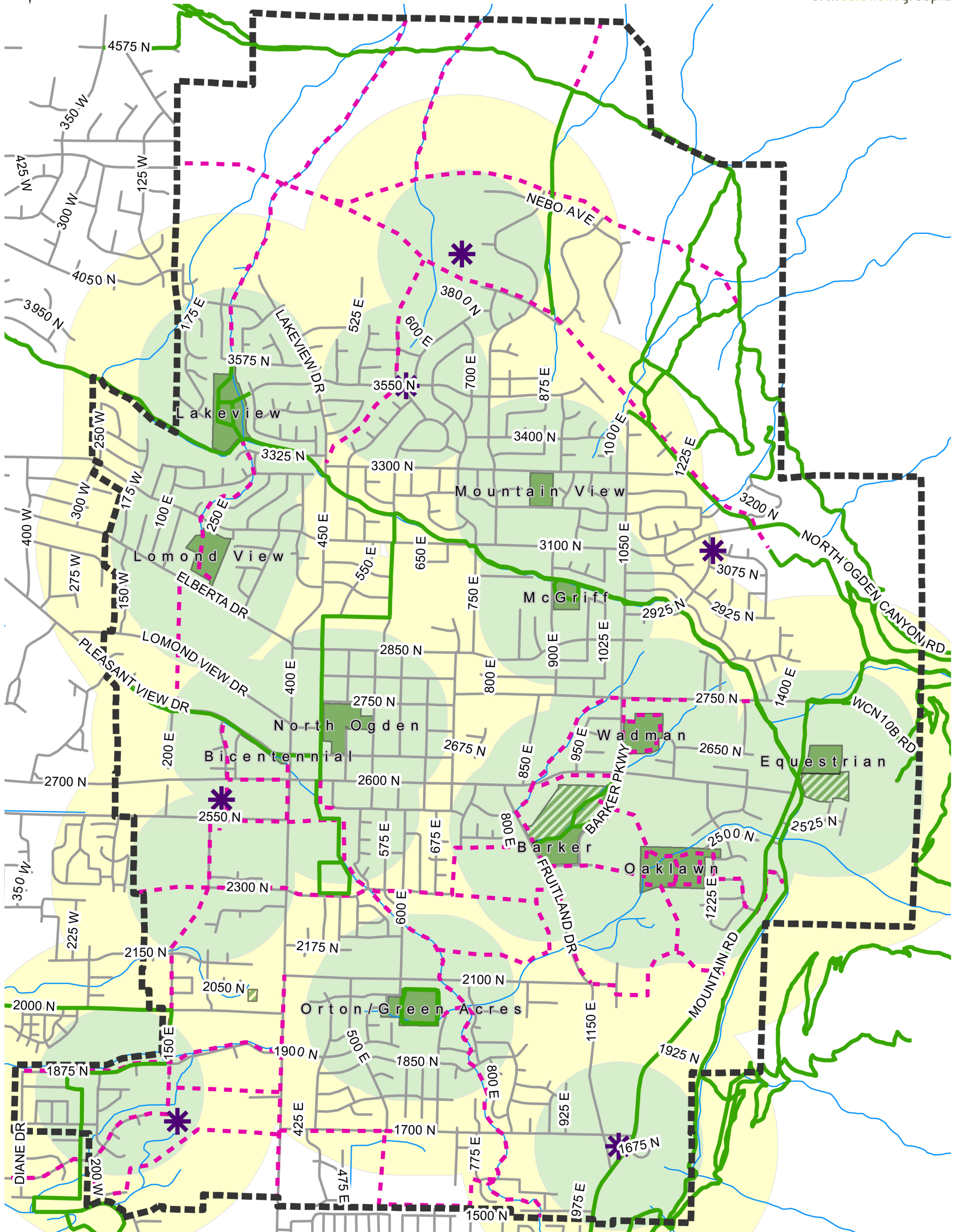
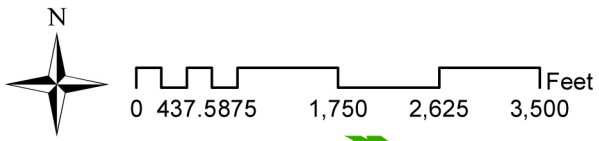
Goal #3 - Upgrade existing parks and trails with desired features to meet the wide variety of needs and interests of the citizenry.

Strategies

- Use RDA/CDA funds to purchase and improve park land or trails within RDA/CDA areas.
- Create an annual list of park feature upgrades and prioritize for construction.
- Promote water-wise landscaping and reclamation of hard surface water runoff.
- Consider integrated hiking and biking trails.
- Make certain access is provided for all handicapped citizens (mobility, blind, hearing impaired, etc.) to as many parks and features as possible.
- Develop additional park programming and features such as a “Programs in the Park” initiative; which goes beyond use of fields for sports through a variety of community interest groups from birdwatchers to star gazers.

PARKS AND TRAILS MAP WITH FUTURE PARK NEEDS

-  Future Park Needed
-  Streams
-  North Ogden Potential Boundary
-  Undeveloped Park
-  Trails
-  North Ogden Parks
-  Proposed Trails
-  Within 1/4 mile of park
-  Streets
-  Within 1/2 mile of park



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ENVIRONMENTAL

The terrain of the Ben Lomond Peak behind North Ogden City adds tremendous beauty to the City's backdrop. With the peak and other nearby geologic features come unique environmental systems that require City planning to be compatible with the environment. North Ogden's environmental opportunities and hazards are directly connected to the steep and rocky terrain directly north and east of the City. Slopes greater than 30 degrees are dangerous for rock slides, landslides, and avalanches. While most of the City does not have 30 degree or greater slopes there are a few areas within the City and much of the mountain directly north that do.

In 2015 North Ogden added a number of specific debris catchment basins at the mouth of the canyons on the north and east of the City. North Ogden should require developers to build additional debris catchment basins at the mouth of additional canyons as the residential development continues on the mountain side (see Geology Map on page 65).

Information has been provided by the Utah Geological Survey in the Geology Map. The major fault lines run east of the City with a second on the north. Landslide areas are shown in various colors representing the type of landslide and location. The catchment basins are also located on the map. In the future the pressure and desire by developers and residents to build higher up on the mountain side will increase. Future mountain side development should receive extreme scrutiny and stay away from geologically unsafe areas.

With the terrain also comes the unique hydrology; which has been molded by the terrain over thousands of years. North Ogden has a number of natural streams, ephemeral streams (only run part of the year), and man-made canals. The streams and canals dissect the City offering life in the desert to plants and people. It is extremely important that the streams and drainage channels on the hillsides and mountain sides be respected and have a non-buildable adjacent buffer. The benefits of the buffers include: protection of citizens, protections of property, wildlife habitat, trail corridors, preserved natural areas, and open space.

Goals

- Protect sensitive lands within the existing and future City boundaries.
- Protect the water quality of existing wetlands, springs, streams, ponds, and aquifers.

Goal #1 - Protect sensitive lands within the existing and future City boundaries

Strategies

- Continue to use the land use approach found in the Hillside Protection zones to incentivize developers to avoid sensitive lands.
- Reduce and avoid impacts on sensitive lands. Sensitive lands include: wetlands, riparian corridors, steep slopes, land slide runaway areas, avalanche paths, and others.
- Establish preserved natural areas within the City and along the mountains.
- Proactively reassess potential sensitive land impacts at least every 5 years.
- Maintain existing landslide debris catchment basins.

- Create and reinforce use of rigorous disclosure statements for all property and home sales so buyers are aware of potential dangers. Add these to the Hillside Protection chapters of the Zoning Ordinance.
- Work with developers to dedicate open space natural areas, especially those that are sensitive and not developable such as riparian areas, drainages, rock outcroppings, steep slopes, avalanche prone areas, mud slide prone areas, wetlands, etc.

Goal #2 – Protect the water quality of existing wetlands, springs, streams, ponds, and aquifers.





Strategies

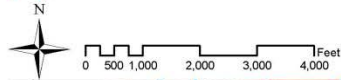
- Include educational outreach about proper use of landscape fertilizers (phosphorous and nitrates) into a water-wise program.
- Include educational outreach about not dumping improper materials in storm water drains, gutters, ditches, etc.
- Foster, encourage, create and reward “green” behavior and initiatives.
- Consider a part-time position to address water issues in the City, called a “Water Master.”

SLOPE MAP

-  Roads
-  North Ogden Potential Boundary
-  Streams/Canals

Slope

-  0 - 10%
-  10 - 20%
-  20 - 30%
-  30% +

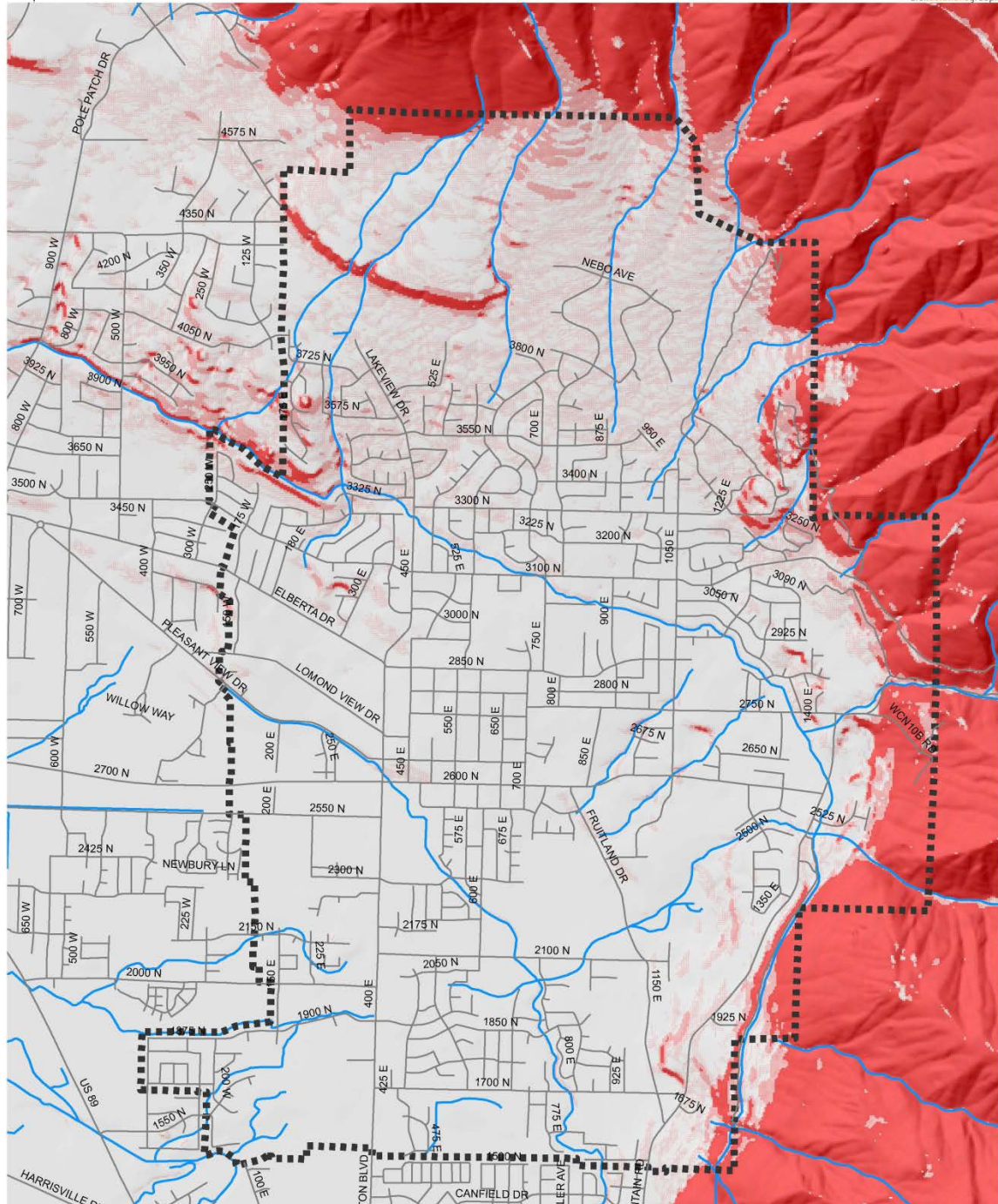


NORTH OGDEN CITY















— SETTLED 1851 —

GENERAL PLAN UPDATE

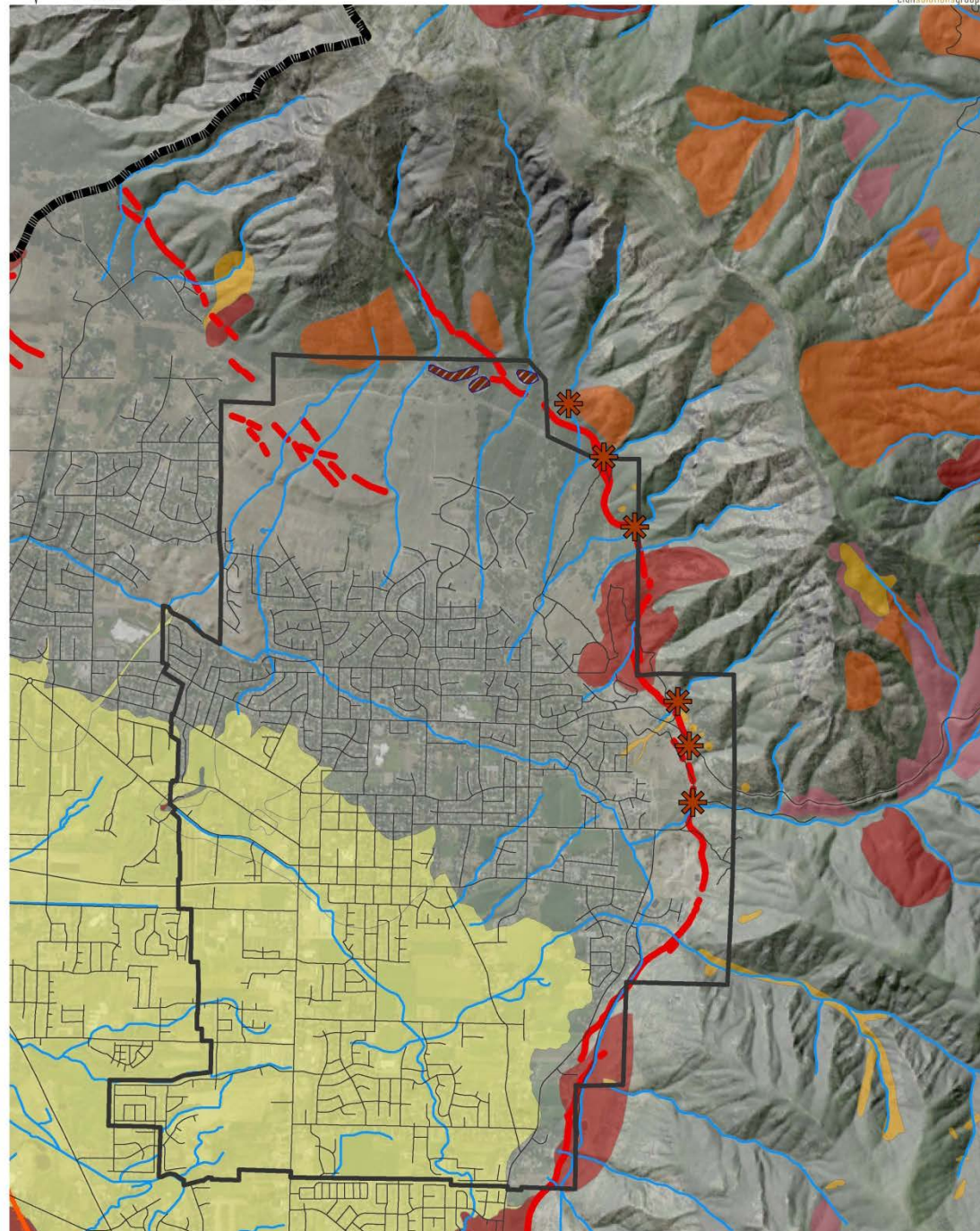
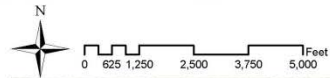
Date: 7/21/2015



GEOLOGY MAP

-  Proposed Debris Catchments
-  Fault Lines
-  Streets
- Landslide Polygons**
-  Commuter_rail_weber
-  deep or unclassified landslide
-  landslide and/or landslide undifferentiated from talus, colluvial, rock-fall, glacial, and soil-creep deposits
-  Rail_Weber
-  landslide undifferentiated from talus and/or colluvial deposits
-  Existing Catchment Basins
-  lateral spread and/or flow failure (Liquifaction)
-  Weber_County
-  shallow landslide
-  North Ogden Potential Boundary
-  Streams/Canals


NORTH OGDEN CITY
 SETTLED 1851
GENERAL PLAN UPDATE
 Date: 7/21/2015

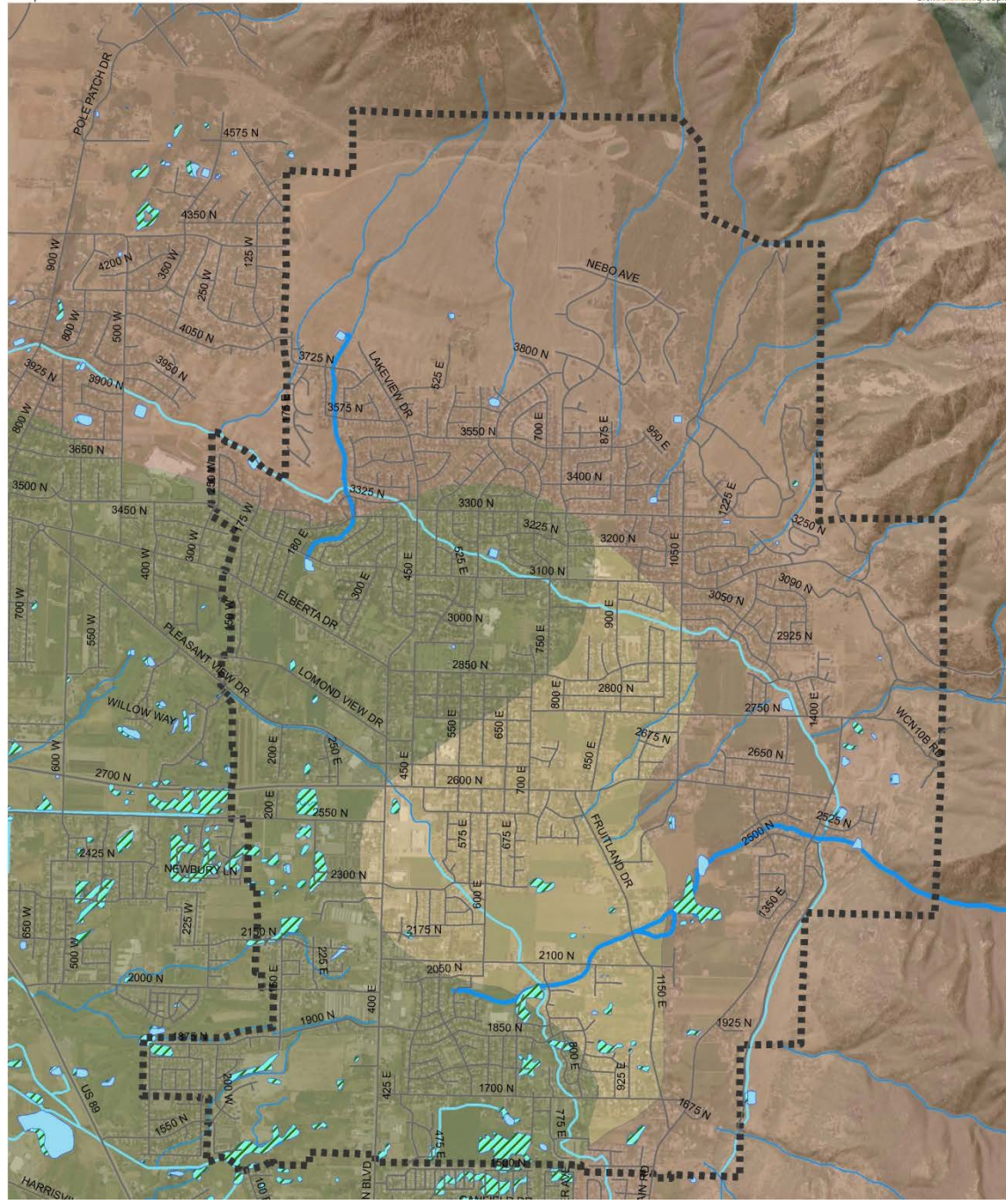
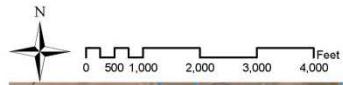


HYDROLOGY MAP

- Streets_Weber
- Streams
- ▣ North Ogden Potential Boundary
- ▣ Aquifer Recharge/Discharge
- ▣ Lakes
- ▣ Primary Recharge
- ▣ Wetlands
- ▣ Secondary Recharge
- ▣ Perennial Streams
- ▣ Discharge
- ▣ Canals



NORTH OGDEN CITY
 SETTLED 1851
GENERAL PLAN UPDATE
 Date: 7/21/2015



DOWNTOWN AND SOUTHTOWN

Downtown Development

A downtown can take many different forms and fulfill many different roles. However, most people will agree that a downtown should be "the heart of the community" and the place that establishes the community's identity.

Where should "Downtown North Ogden" be located?

The intersection of Washington Boulevard and 2600/2700 North represents the major crossroads connecting North Ogden with other communities and has the greatest concentration of commercial growth and the highest traffic counts. As such, it has become the defacto commercial center of the City, and when combined with other historical factors, merits becoming the City's "Downtown." A secondary node should be considered near Kirt's and the Old Cannery; that area is the gateway to North Ogden from the south and should be designed to evoke a sense of distinction and demarcation. Commercial development in between the two areas should be discouraged in order to create focused, viable activity centers at both nodes.



What components should the Downtown incorporate?

Main streets have been an essential, but less appreciated asset of communities for a long time. Their resurgence in importance has been due to the disappointment associated with suburban shopping malls and a reinvestment in Main street. The interest in living in a more walkable community and downtown continues to grow. Downtowns when done correctly, have been proven to be a resilient and valuable part of communities. Main streets have many different important characteristics which may include:

- Transit and excellent pedestrian connections
- A variety of stores
- Residences
- Offices
- Wide pedestrian friendly and attractive sidewalks
- Well lit streets with unique light fixtures
- A variety of restaurants
- Gathering places that include events and entertainment
- People of all ages



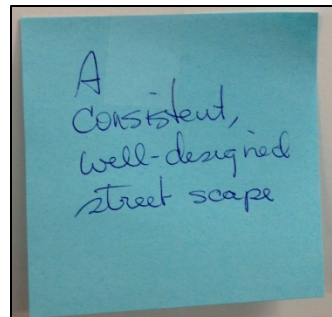
High Quality Utah Downtown

In the community workshops, online design preference survey,

and public open houses conducted in North Ogden, participants expressed a strong interest in creating a downtown that incorporated the previously mentioned characteristics plus an emphasis on community history.

The Importance of Streets

Great streets make for great downtowns and neighborhoods. Proper street design is probably the most important factor in creating a downtown as streets set the tone for future buildings and are the forum in which citizens interact with private development. In particular, most historic downtowns have a grid-like street pattern with relatively short blocks, narrow streets, and wide sidewalks. This configuration is comfortable and convenient for pedestrians and encourages primarily local vehicle traffic. Some areas of North Ogden were originally designed with a grid pattern which could be reintroduced and expanded into the future commercial and residential developments in the downtown area.



Downtown Input From a Resident on the Steering Committee

Traffic and Vehicle Circulation

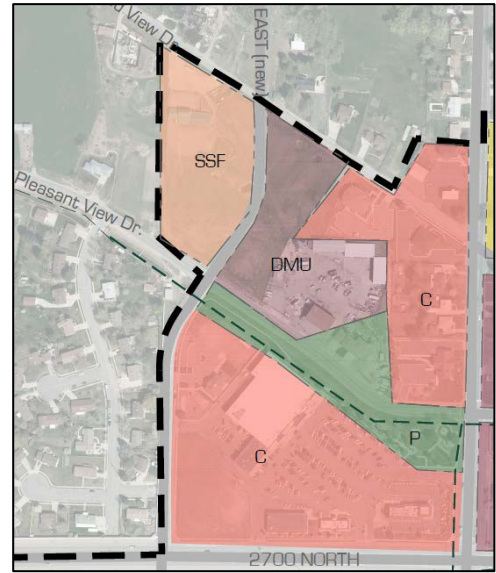
Vehicle traffic in a downtown is both a bane and a blessing - too much traffic and people will avoid the area, too little traffic and businesses won't locate there. The current intersection of Washington Boulevard and 2600 North has too much traffic to create the type of downtown North Ogden residents desire, while the balance of the community currently has too little traffic to create a downtown.

What land uses and design principles are appropriate for the Downtown?

In the community workshop mapping exercise, participants put down "chips" representing different types of land uses on a map of the area near the intersection of 2600 North and Washington Boulevard. While every map was different, there were readily identifiable trends, such as a need for more road connections and a desire for more residential and retail uses. The following section takes many of the suggestions from the workshops and then provides land use recommendations for sub-districts (or quadrants) within the downtowns.

2650 North Street on the West Side of Washington Boulevard (the Northwest quadrant).

The northwest corner of 2600 North and Washington Boulevard is a long established general commercial district. Extending the existing segment of 300 East Street to the north allowing additional easterly connections to Washington Boulevard, in conjunction with the proposed extension southward to 2550 North Street, would allow access to relatively undeveloped properties and reduce congestion at the intersection of 2600 North and Washington Boulevard. It also would allow for a bypass and alternate route to Washington Boulevard.



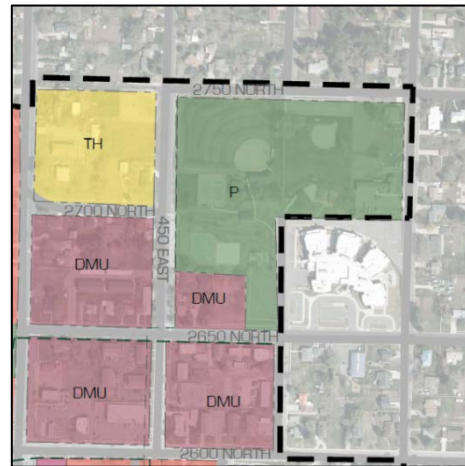
Residential uses are encouraged to the north and west to support existing commercial uses and generate additional commercial demand. Such uses include small lot residential and medium density concepts, but the immediate area around 300 East and Pleasant View Drive could support additional limited commercial growth. A potential expansion of the Bicentennial Park (which includes water features and the “Stump”) could be realized by closing Pleasant View Drive. Such a closure could direct traffic north and south along an improved and extended 300 East.

EXPANDED BICENTENIAL PARK CONCEPT
SCALE: 1"=40'

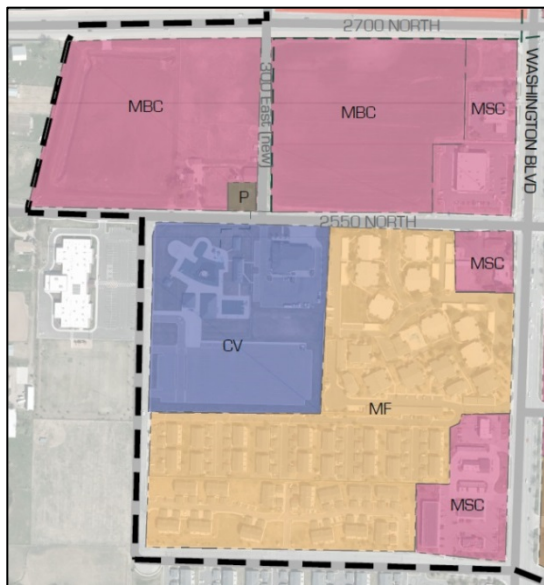


2650 North Street on the East Side of Washington Boulevard (the Northeast quadrant)

The original settlers of North Ogden initially lived along a creek located near Washington Boulevard and 2650 North Street. Many of the workshop maps indicated an interest in re-establishing this area as the historical center of the community. The area includes much of the original City plat whose street grid pattern provides the most potential for redevelopment into a walkable downtown area. Some areas of this quadrant do not represent the quality displayed within the rest of the City and should be considered for redevelopment. Near Washington Boulevard and in areas designated for downtown style development, building design should embrace the street with corner accents such as towers, additional floors, triangular setbacks, and other features to create prominence. It is anticipated that the area will be redeveloped with primarily two and three story, pedestrian-oriented buildings containing a mix of residential and small-scale commercial uses. The large park that adjoins the school could be used more creatively to enhance the area. Although the demand to travel west on 2600 North and then turning north on Washington Boulevard is low, the established grid system allows this movement to occur before the intersection so that the busy intersection can be bypassed.



300 East between 2600 North and 2550 North (the Southwest quadrant)

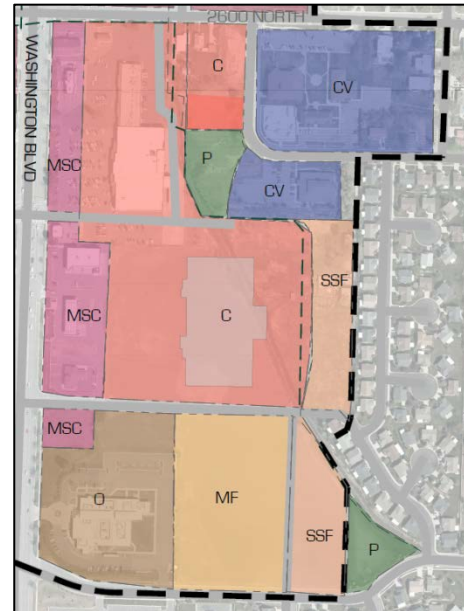


Almost all workshop maps showed some sort of bypass type roadway connecting 2700 North and 2550 North streets through the currently vacant property west of Washington Boulevard. 300 East Street is the logical location for such a road as it is sufficiently distant from Washington Boulevard to allow for a traffic signal, and it would lead directly to the City's Recreation Center and Fire Station. A demand for additional mid-box use has been determined through this process, and 300 East Street could easily be developed with two adjacent blocks of mid-size retail boxes. A small, urban type open space or plaza should be included in the design concept, possibly using a water theme. Due to the lower traffic volumes on 2550 North, efforts to improve walkability should be considered. Throughout the quadrant building design should

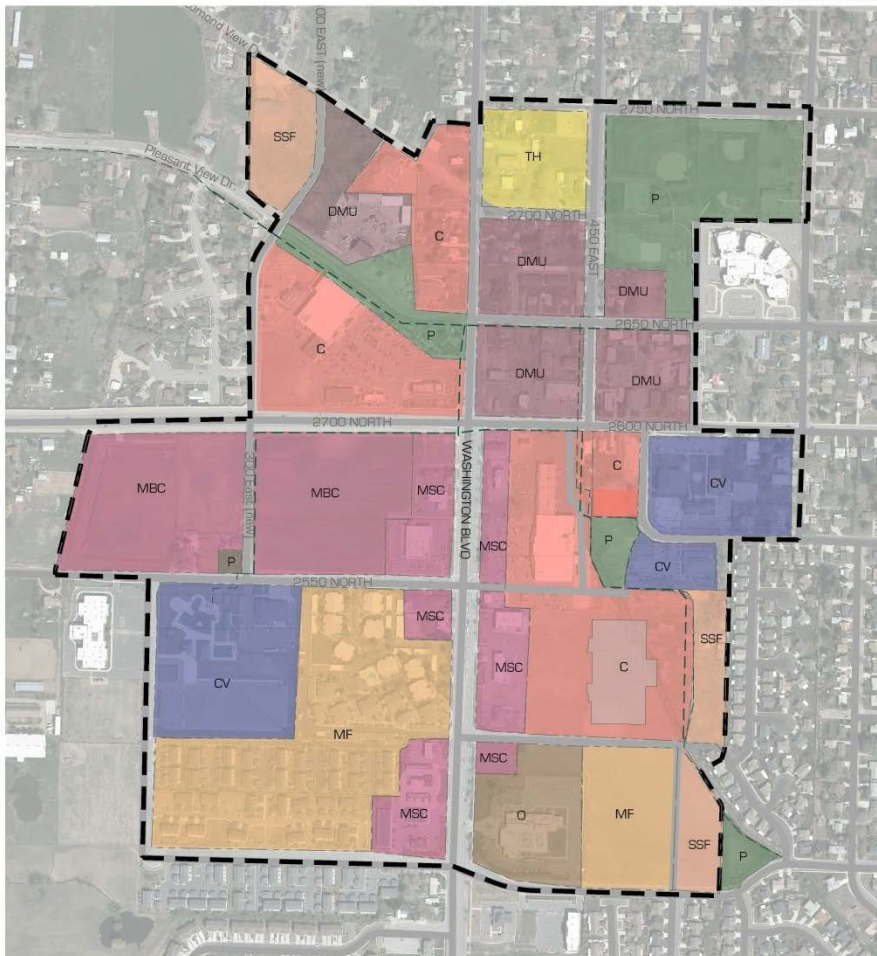
embrace the street with corner accents such as towers and/or plazas, and mixed commercial/residential developments are encouraged in strategic locations to provide more rooftops and small-scale commercial opportunities.

2650 North Street on the East Side of Washington Boulevard (the Southeast quadrant)

With the recent construction of the new Smith’s Market Place and the reuse of the former Smith’s Food and Drug building, auto-oriented commercial uses are contemplated in this area. Changing the site planning for new uses to bring the structures to the street should be reinforced through the zoning. The proposed expansion of the library in conjunction with the existing City Hall and Senior Center will create a pronounced civic environment. As part of the bypass/street circulation concept, a public roadway should be established connecting the civic area to Washington Boulevard along the east side of the former Smith’s Food and Drug. In addition, relocation of the wetland is recommended to provide more developable property and a possible green space. As the Library expands, the relocation of the Skateboard Park, which has considerable patronage, should be carefully thought through to assure easy access by its users.



NORTH OGDEN DOWNTOWN AREA
SCALE: 1"=200'

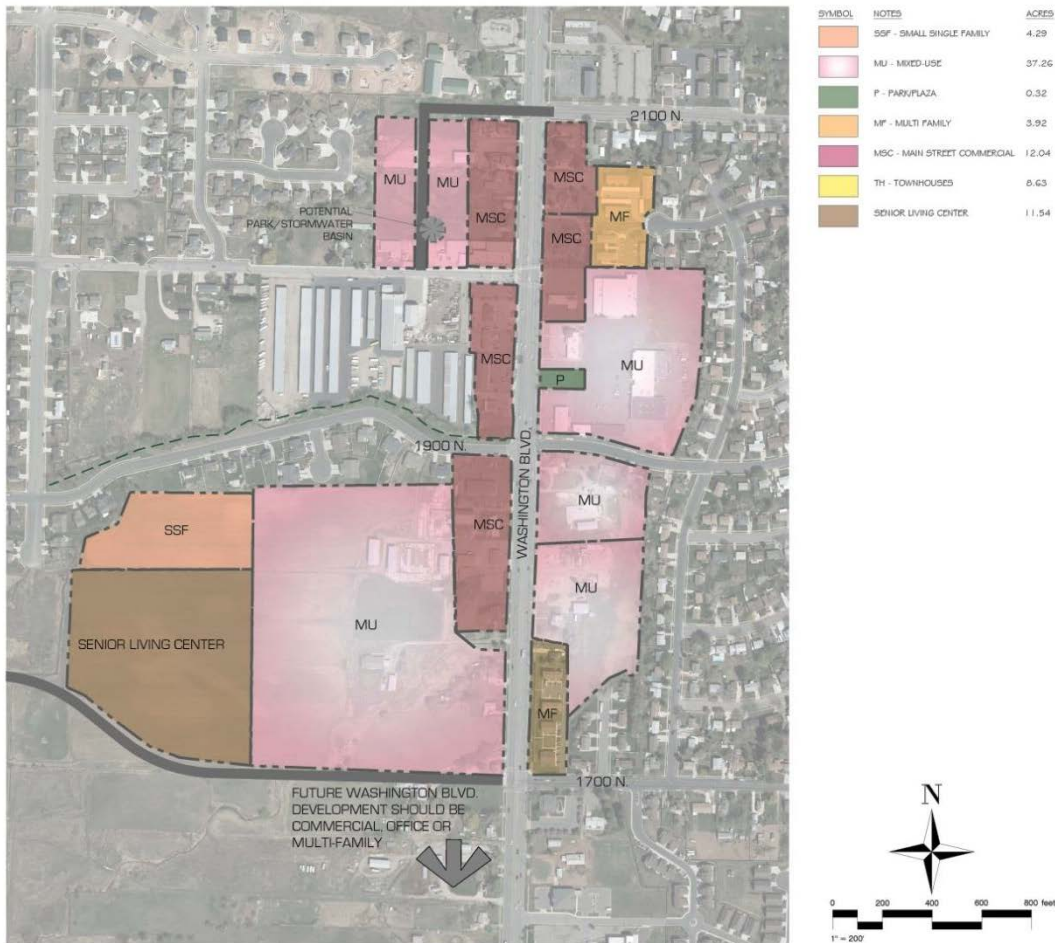


Southtown (Kirt's area)

The area around Kirt's Drive Inn is effectively the southern gateway to the City and was once an active commercial area. However, increased traffic volumes at the intersection of 2600 North and Washington Boulevard have driven commercial development to that location. To revitalize the area, the City should promote uses and development forms that are distinct, to create a sense of entry to the City. The North Ogden Cannery building on the northwest corner of 2000 North and Washington Boulevard is an excellent example of an eclectic, non-standard development that could form the nucleus for future development of the area. Such development should include a mix of residential and commercial uses with primarily commercial uses immediately adjacent to Washington Boulevard and residential uses facing side streets and on interior blocks. Multi-family uses that display repetitive designs and large scale commercial developments are not recommended, instead the area should be developed with buildings and developments that embrace the public realm rather than facing inward. Buildings located close to the sidewalk could help create part of that "gateway effect". Streetscape enhancements including wider sidewalks, public art, themed street lights, and public landscaping would announce one's "arrival" (and departure) from the City.

NORTH OGDEN SOUTHTOWN COMMERCIAL

SCALE: 1"=200'



North Ogden Plaza Concepts (by Think Architecture)



The Right Mix of Uses

A recent study by Zions Bank Public Finance suggests that a community must add approximately 1,000 residential units to support one block of new downtown-style mixed use development. While this may seem daunting, it doesn't mean that all of this residential development has to occur immediately or in a particular form. Rather, it acknowledges that if a community wants to increase commercial development, it must also increase the number of customers living within the trade area. As such, the question is not whether to build, but where to build, what to build, and when to build.

The Right Design Standards

Throughout the public participation process, North Ogden residents expressed a desire to be distinct from surrounding communities - especially the metropolitan center to the south. City officials need to work with business and property owners to adopt design standards that create distinction without stifling development.

What, Where, and When to Build

The Downtown Land Use Plan contained herein recommends certain land uses based on the results of the workshop exercise and accepted planning principals; however it doesn't address when to build. To some extent market forces will dictate when development should occur and to what extent. The City can encourage certain uses through zoning, development incentives, and infrastructure installation. For example, there are undeveloped areas west of Washington Boulevard that are essentially landlocked due to existing development. The City could work with property owners in the area to acquire future rights of way, aggregate land, and/or upgrade infrastructure to encourage development in the area. These activities are most commonly performed through a redevelopment agency or similar organization.

Vision

North Ogden's Downtowns will be primarily mixed use and become the place that residents identify with as the community addresses walkability, form, and function in the near future. The Downtowns should each seek an identity that can be reinforced through programs, policies, and zoning.



Mid-Box 3d Concept Looking East



Mid-Box Area 3d Concept Looking West



Mid-Box 3d Concept Looking Northwest

Downtown Goals

- Create a unique, pedestrian friendly "Downtown" near the intersection of 2700 North and Washington Boulevard with amenities, resources, attractions and programming that makes this area function as the "heart of the community."
- Create places, especially in the Northeast quadrant, where people can walk, shop, work, and recreate.
- Connect the four quadrants of the Washington Boulevard and 2700 North intersection through design enhancements
- Provide the type and quantity of housing necessary to support a downtown.

Goal #1 - Create a unique, pedestrian friendly "Downtown" near the intersection of Washington Boulevard and 2700 North with amenities, resources, attractions, and programming that makes this area function as the "heart of the community"

Strategies

- Create design codes that encourage quality development through improved design and construction. Create incentives within the Zoning Ordinance to achieve the City's goals.
- Develop a recognizable theme through consistent features and branding.
- In an environmentally sensitive and water conservation minded effort, beautify and improve streetscapes and enhance visual appearance through themed lighting, wider sidewalks, seasonal flower displays, bike lanes, signs, building location, street tree planting possibly to reflect the historic orchards of North Ogden, strategically located art, landscaping, on-street parking, a central amphitheater and gathering spot for movies and other productions and events, underground utilities, utility boxes used for rotating canvasses for art, etc.
- Actively communicate and work with property owners, business owners, and developers to bring desirable businesses and housing into the community. Continue to support the Economic Development Committee and increase membership.
- Create Redevelopment, Community Development, and/or Economic Development areas where appropriate, to generate revenues for road realignments, property aggregation, and public improvements. Consider special taxing districts for area maintenance, events, and/or infrastructure.
- Achieve improved circulation through innovative, street reconfiguration strategies.
- Work with UTA to enhance existing transit and explore future opportunities, such as developing a bus hub and/or establishing a BRT (Bus Rapid Transit) system.

Goal #2 - Create places, especially in the Northeast quadrant, where people can walk, shop, work, and recreate.

Strategies

- Promote multiple activities within the downtown to insure reasons for people to linger besides the traditional shopping experience, such as farmer's markets, art shows, concerts, history days, street performers, outdoor movies, and seasonal events.

- Create temporary and/or moving parks in the downtown through the concept of “tactical urbanism” to encourage the use of underutilized properties for recreational activities and other events.
- Consider “art for sale” programs within public spaces.
- Create a more active event program in various downtown spaces through volunteer groups, schools, and private entities.
- Carefully consider a new location for the skateboard park that could help energize a commercial area.
- Adopt a form based code or similar land use ordinance scheme that encourages the types and forms of development necessary to create a downtown. Include impact reducing transitions to adjacent uses.
- Capitalize on the established grid system in the Northeast quadrant as the most conducive area for mixed use and a walkable neighborhood. Promote similar principles in the other 3 quadrants.

Goal #3 – Connect the four quadrants of the Washington Boulevard and 2700 North intersection through design enhancements

Strategies

- Consider additional height requirements in strategic locations, such as the corners of Washington Boulevard and 2700 North. Corner towers could create a recognizable theme.
- Where appropriate, change building siting within the zoning ordinance to embrace the street, but consider additional corner setbacks that act as miniature plazas.
- Work with UDOT to explore enhanced crossing concepts, such as crosswalk paving systems, islands that serve as a pedestrian refuge and on street parking.
- Consider pedestrian overpasses and other innovative techniques to connect the 4 corners and to create unique identifying features.
- Provide alternate parallel routes to reduce downtown traffic by providing options to separate commuter functions from shopping functions.

Goal #4 - Provide the type and quantity of housing necessary to support a downtown

Strategies

- Determine the amount and types of housing necessary to support the desired scale of the downtown.
- Assure flexibility along major street frontages for mixed-use.
- Assure excellence in design through revisions and additions to the zoning ordinance.

Southtown Goals

- Create design features that announce you have arrived in North Ogden.
- Provide a support function to the Downtown.
- Revitalize the North Ogden plaza in the Kirt's area.

Goal # 1- Create design features that announce you have arrived in North Ogden

Strategies

- Consider additional height requirements in strategic locations, such as the corners that intersect Washington Boulevard.
- Corner towers could create a recognizable theme that ties in with the Downtown
- Larger corner plazas with distinctive features such as artistic signs could create a gateway effect for North Ogden.
- Work with UDOT to change the street cross section and improve pedestrian street crossings to include reduced speeds, traffic calming such as medians, on-street parking, and landscaped bulb outs.
- Change the streetscape with widened sidewalks, street trees, and specialty cut-off lighting.
- Address signage to improve appearance and create distinctiveness from standard suburban strip mall type development.
- Consider the Cannery architectural style as a possible theme to reinforce in the area.

Goal # 2 - Provide a support function to the Downtown

Strategies

- Promote mixed use housing concepts that add quality developments to the area and provide more rooftops to support business.
- Determine a clear role through policies and practices that support Southtown but do not compete with the Downtown, such as event programming that occurs in Downtown but not in the Southtown area.

Goal # 3 - Revitalize the North Ogden plaza in the Kirt's area

Strategies

- Work with the Economic Development Committee and consultant to devise marketable strategies for redevelopment.
- Consider a water theme by daylighting the creek, and using the water as a connecting thematic feature.
- Consider mixed-use housing to help support business in the area.
- Maintain existing landmark businesses.

THE NEIGHBORHOODS

The Hillside Neighborhood

Description – as the neighborhood generally defined as “the area further up the hill north of 3100 North,” the Hillside neighborhood overlooks the vast Weber County Valley and Wasatch Front and lies under the beautiful slopes of the Ben Lomond ridge and peak. This neighborhood contains considerable open land but is constrained by topographic and access related issues.

Neighborhood character – with beautiful views, this area generally has newer homes and pleasant streetscapes. Lot sizes range from about 10,000 square feet and up. The area is expected to be developed with mostly single family homes at low densities and may contain some areas of rural residential development where slope issues necessitate a larger lot. Depending on terrain, clustering concepts may also be logical to avoid certain terrain features or hazards and to increase open space. Storm water processes should emphasize cutting edge sustainable techniques that return the water to the site and recharge the underground aquifer.

Existing and future concerns:

Based on the input received in the open houses and other forums, the following issue categories were raised by residents:

- Transportation issues were prevalent with road condition, road maintenance, snow removal, lighting (dark sky issues), road signs, access, and slope being mentioned.
- Trail connections within the neighborhood and to the adjacent mountains.
- Underground water supplies seem to be dwindling.
- Trip length to purchase everyday goods and services.

Goals

Goal #1 – Improve road conditions

Strategies-

- Consider alternative revenue sources such as a road maintenance district to address maintenance issues in this area where slope impacts service demands.
- Utilize innovative storm water techniques to return street surface runoff to the underground aquifer and reduce piping costs.
- Promote through ordinances and public improvements dark sky philosophies through street light and yard light controls.

Goal #2 – Improve trail connections

Strategies

- Establish new trails through private property to access Forest Service lands.
- Work with the Forest Service to develop trailheads and trails to access the mountains.
- Increase trails within the urban area with an emphasis on biking/hiking and walking options to include handicapped accessibility.

Goal #3 – Increase the return of natural water into the ground

Strategies

- Adopt on-site water retention ordinances.
- Encourage water-wise landscaping ordinances and education.

Goal #4 – Address Hillside environmental issues

Strategies

- Avoid areas with potential instability or hazards through adoption of appropriate ordinances that allow for density retention and hazard avoidance.
- Consider natural parks to preserve open space and permanently preserve hazardous areas.
- Consider the clustering techniques and environmental avoidance options found in the Hillside Protection Zone.

The Old Town Neighborhood

Description – this neighborhood surrounds the intersection of Washington Boulevard and 2700 North, and encompasses the original plat for North Ogden, which is a grid system. These blocks are generally composed of streets with 60 foot right-of-ways and block widths of 475 feet. The views are up toward the surrounding mountains, but because of the rising slope toward Ben Lomond Peak, some areas have a considerable valley view too. There still exist open lands; mostly West of Washington Boulevard and North of Pleasant View Drive, but much of the area is already zoned for half acre lots.

Neighborhood character – there are a combination of newer homes and older housing combined with pleasant streetscapes. The most common lot size is approximately 8,000 square feet. The area is expected to be developed with mostly single family homes at low densities, but includes areas for the planned Downtown; which will contain higher densities and mixed uses. The daylighting of springs and streams to provide a water based neighborhood theme is suggested. Storm water processes should emphasize cutting edge sustainable techniques that return the water to the site and recharge the underground aquifer.

Existing and future concerns:

From the input received in the open houses the following issue categories were raised by residents:

- Transportation – people recognize there are problems with the reliance on Washington Boulevard and 2600 North. Access to these streets, as well as the need to improve the flow was mentioned many times.
- Sidewalks and pedestrian movement/trails – with typical issues being raised about discontinuous and/or uneven sidewalks, a lot of suggestions were to increase the sidewalks and connect trails in the community.

- Open space – some felt that preservation of agriculture was important as well as increasing the function and availability of parks in the area. A recreation center was also discussed.
- Higher densities –allowing limited multi-family in the Old Town neighborhood, especially to the West seemed to be logical.

Goals

Goal #1 - Improve circulation and flow as it pertains to Washington Boulevard

Strategies

- Consider innovative street designs such as roundabouts to address access, flow, and circulation issues – see Downtown Plan and overall Transportation Plan.
- Consider new parallel routes to Washington Boulevard that help to bypass the busy intersection with 2600 North but work diligently to avoid introducing significant new traffic into existing neighborhoods.
- Provide opportunities to separate commuter and Downtown shopper traffic.
- Consider closing Pleasant View Drive near Lee’s grocery store and continuing 300 East to the north and/or realigning Pleasant View Drive to connect to Washington Boulevard further north beyond Lomond View Drive.

Goal #2 – Increase pedestrian facilities including sidewalks and trails

Strategies

- Create sidewalk replacement and new installation programs, such as, a matching fund for local property owners, a City wide sidewalk district that requests an increase in property taxes to install sidewalks, or local Special Assessment Districts to find prioritized needs.
- Connect and expand the trail network, especially the connection to the existing trail on Pleasant View Drive, connections to the Downtown, and between parks.
- Adopt street standards that encourage well lit and more inviting streets. Increase the sidewalk standard to 5’, eliminate integral curb, gutter, and sidewalk cross sections except where right-of-way is limited (increase sidewalk widths where these are used).

Goal #3 – Increase the interest and function of parks, as well as create incentives to maintain the agricultural heritage in the Pleasant View Drive area.

Strategies

- Expand the variety of physical activities in existing parks. Consider a minimum of 10 things to do in each park, and encourage one activity leading to another.
- Consider rezoning to larger lot agricultural zoning for the Pleasant View/Lomond View/Elberta Drive area or other incentive based techniques to retain open spaces.
- Consider creating a fund to purchase development rights. Consider crowdsourcing techniques as part of the funding strategy.
- Consider adopting a transfer of development rights (TDR) program with clear incentives to landowners for its use. TDR programs have been successful across the country, especially where willing property owners and developers can be incentivized through

density bonuses to engage in transactions for mutual benefit. A logical place to promote the transfers of density would be the Downtown.

- Seek public non-profit organizations and committed individuals that may be willing to partner to preserve the open spaces and hold a conservation easement.
- Consider promoting clustering techniques in the Zoning Ordinance to encourage open space preservation.
- Consider providing resources to assist agricultural land owners in estate planning if they want to preserve the agricultural nature of their homesteads.
- Create notification and disclosure requirements about adjacent agricultural area odors, noises, etc. as part of the subdivision process.

Goal #4 – Encourage multi-family in the downtown and for areas to the west along 2700 North

Strategies

- Adopt the downtown plan and revise zoning ordinances accordingly.
- Consider small lot single family homes and modify the zoning ordinance to encourage such uses.
- Show higher densities on the future land use map to the west along 2700 North.

The Coldwater Neighborhood

Description – Covering the eastern side of the City and south of 2600 North, Coldwater is a much more agricultural area than most other areas in the community. There still remain old barns and a variety of crops being grown, in addition to some raising and grazing of animals. Streams and canals traverse the area. Much of the neighborhood is pocketed with unincorporated Weber County parcels, and they should be considered under the jurisdiction of North Ogden in the future.

Neighborhood character – With beautiful views, this area generally has older farmsteads and is mixed with newer homes. Lot sizes range from about 8000 square feet and up, with larger agricultural lots found throughout the area. The area is expected to be developed with mostly single family homes at low densities and may continue to contain some areas of rural residential development to help maintain the agricultural heritage. Higher density land use concepts are promoted near Washington Boulevard. Depending on terrain, clustering concepts may also be logical to avoid certain terrain features and to increase open space. Storm water processes should emphasize cutting edge sustainable techniques that return the water to the site and recharge the underground aquifer.

Existing and future concerns:

From the input received in the open houses the following issue categories were raised by residents:

- Parks and Trails – suggestions were given to connect Barker and Oaklawn park's with a trail and eradicate the poison ivy that appears to be prevalent in both parks. Trail connections to the mountains were considered important.

- Sidewalks – additional sidewalks were requested and connections to fill in gaps. Park strips are encouraged.
- The rural character is important.

Goals

Goal #1 – Improve park maintenance and trail connections

Strategies

- Institute a noxious weed eradication program for City parks.
- Create trail connections between parks.
- Connect City trails to mountain trails and develop easements and right-of-ways in conjunction with property owners for public access.
- Work with the Forest Service to create trailheads and better trails from the foothills to the mountains.

Goal #2 – Improve sidewalks where appropriate

Strategies

- Develop a sidewalk policy for when sidewalks are needed.
- Consider a sidewalk improvement fund.

Goal #3 – Preserve the rural character of the neighborhood

Strategies

- Consider rezoning to larger lot agricultural zoning for the larger open space areas or other incentive based techniques to retain open spaces.
- Consider creating a fund to purchase development rights. Consider crowdsourcing techniques as part of the funding strategy.
- Consider adopting a transfer of development rights (TDR) program with clear incentives to landowners for its use. TDR programs have been successful across the country, especially where willing property owners and developers can be incentivized through density bonuses to engage in transactions for mutual benefit. A logical place to promote the transfers of density would be Southtown (and Downtown).
- Seek public non-profit organizations and individuals that may be willing to partner to preserve the open spaces and hold a conservation easement.
- Consider promoting clustering techniques in the zoning ordinance to encourage open space preservation.
- Consider providing resources to assist agricultural land owners in estate planning if they want to preserve the agricultural nature of their homesteads.
- Create notification and disclosure requirements about adjacent agricultural area odors, noises, etc. as part of the subdivision process.

The Southtown Neighborhood

Description – located in the south end of North Ogden, this neighborhood includes the Kirt's Drive Inn and other commercial parcels along Washington Boulevard. This area is designated to include a second intensified node of downtown like development in the 1900 North area. The General Plan update process suggested for this area, the name of Southtown. Views are generally up toward the mountains. It also has several moderate sized unincorporated Weber County areas that should be targeted for future annexation, especially near 1500 North where the City boundary should be more uniform.

Neighborhood character – much of the land on the western side of Washington Boulevard is bounded by the Ben Lomond Golf Course in Harrisville. This area generally has newer homes and pleasant streetscapes. Lot sizes range from about 8,000 square feet and up. The area is expected to be developed with mostly single family homes at low densities but will contain some areas of higher density and mixed use near Washington Boulevard and the Southtown mixed use node. The area should take advantage of the stream that traverses the neighborhood and is anticipated to have a trail along it. Storm water processes should emphasize cutting edge sustainable techniques that return the water to the site and recharge the underground aquifer.

Existing and future concerns:

From the input received in the open houses the following issue categories were raised by residents:

- Commercial use along Washington Boulevard - residents are concerned with the appearance and function of the older North Ogden shopping center around Kirt's. Many feel it should be demolished and repurposed. Concerns were raised about older homes on Washington Boulevard that are in disrepair.
- Transportation - safety concerns were raised about Washington Boulevard and intersecting streets.
- Sidewalks - need attention including more ramps.
- Recreation - the potential for fishing was raised using Coldwater Creek.

Goals

Goal #1 – Improve the old North Ogden shopping plaza area

Strategies

- Adopt a redevelopment plan for the Southtown shopping area.
- Promote mixed uses through new or revised zoning techniques.
- Adopt as the Southtown Plan that includes substantial mixed use housing.

Goal #2 – Increase safety along Washington Boulevard

Strategies

- Evaluate existing crossings for pedestrian use and safety through a traffic study.
- Provide more handicap ramps, bulb outs, medians, and pedestrian activated signals.

Goal #3 – Utilize the streams from the mountains to a greater extent

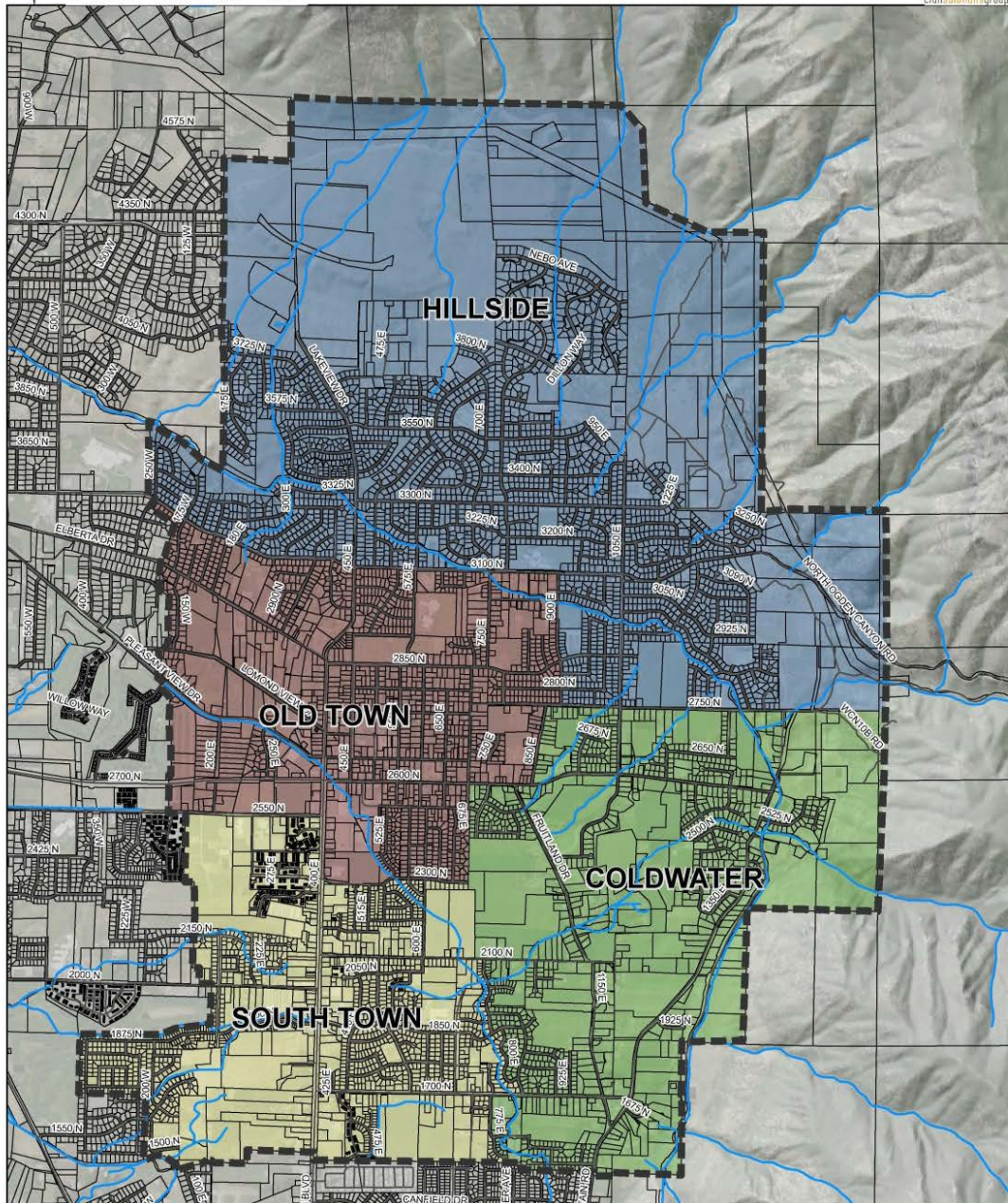
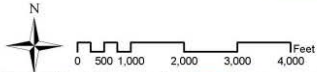
Strategy

- Study the feasibility of adding a fishing pond on Coldwater Creek and daylighting the stream that runs through the North Ogden Plaza.

NEIGHBORHOOD MAP




NORTH OGDEN CITY
 SETTLED 1851
GENERAL PLAN UPDATE
 Date: 7/28/2015



ANNEXATION

Annexation and Incorporation of Islands

North Ogden City has an annexation policy declaration that was incorporated into City policies in 2003. That process involved coordinating with the adjacent communities of Pleasant View and Harrisville. There are no unincorporated areas between Ogden City and North Ogden City, therefore no outreach was accomplished for the purposes of creating an annexation agreement with the larger City. The policy was developed essentially to create an agreement with the neighboring two communities to the west and south, which resolves the future annexation of unincorporated Weber County land located between the communities. This General Plan update does not suggest any changes to that established agreement.

The existing annexation policy document does not address the numerous islands within the community. Unincorporated islands are located in every neighborhood of the City, however, most prevalent islands are found in the area south of the Hillside neighborhood and especially in the Coldwater neighborhood. Islands, such as the ones found in North Ogden City, cause many issues, including:

- Which entity responds to service calls.
- Confusing, costly, and inefficient service provision, such as snow plowing and street repairs.
- Additional expenses for the County to serve the islands.
- Confusing future land use policies for the properties, and the potential for incompatible zoning districts.

In addition, the policy document does not seem to address the land between the current City boundaries and Forest Service lands.

Goals

- Maintain the agreement with Harrisville and Pleasant View.
- Engage the Forest Service in discussions about future growth, recreation opportunities, and the impacts of urban development on wild lands.
- Address the unincorporated islands within the City.

Goal #1 – Maintain the agreement with Harrisville and Pleasant View

Strategy

- Revisit the document with each adjoining community every 5 years.

Goal #2 – Engage the Forest Service in discussions about future growth, recreation opportunities, and the impacts of urban development on wild lands

Strategies

- Meet with the Forest Service to understand issues and establish common goals. Consider a formal agreement.





- Revisit this process with the Forest Service every 5 years.

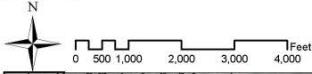
Goal #3 – Address the unincorporated islands within the City

Strategies

- Organize a meeting with the County to discuss the disposition of these properties. Discuss and include a comparison of standards.
- Create a tax and services comparison analysis.
- Organize an outreach campaign and committee to meet with the island property owners.
- Design a pros and cons flyer.
- Provide a no fee, “fill in the blank” annexation form.
- Consider tying preservation program opportunities to the island property owners, as an incentive to annex into the City.

ANNEXATION MAP

-  North Ogden Potential Boundary
-  Streets
-  Parcels
-  Areas to be Annexed



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