NORTH OGDEN CITY

SETTLED 1851

PLANNING COMMISSION MEETING

OCTOBER 02, 2024 AT 6:00 PM

515 E 2600 N | NORTH OGDEN, UT 84414

AGENDA

PUBLIC CAN ATTEND IN PERSON, OR:
Click the link to join the Webinar: https://us02web.zoom.us/j/87899770219
Webinar ID: 878 9977 0219
Telephone Dial: 1 669 900 9128 or 1 253 215 8782 or 1 346 248 7799 or +1 646 558 8656
YouTube: https://www.youtube.com/channel/UCriqbePBxTucXEzRr6fclhQ/videos

Welcome: Chairman Thomas
Invocation or Thought: Commissioner Bailey
Pledge of Allegiance: Commissioner Nancarrow

CONSENT AGENDA

1. Roll Call
2. Consideration and action to approve the September 4, 2024, Planning Commission Meeting minutes
3. Ex parte communications or conflicts of interest to disclose

LEGISLATIVE ITEMS

4. Public comments for items not on the agenda*
5. ZTA 2024-08 Discussion on a legislative application to consider regulations related to residential setbacks on Restricted "R" lots
   Presenter: Scott Hess, Community and Economic Development Director
6. GPTA 2024-01 Consideration and action on a legislative application to add a chapter titled "North Ogden South Town Commercial Area Plan". This plan focuses on the area of Washington Boulevard from 1900 North to 2050 North
   Presenter: Scott Hess, Community and Economic Development Director
7. GPTA 2024-02 Consideration and action on a legislative application to add a chapter titled "Active Transportation and Wayfinding System Plan". This plan focuses on the entire City to enhance pedestrian, bike, and active transportation facilities
   Presenter: Scott Hess, Community and Economic Development Director
8. Public Comments*
9. Remarks - Planning Commissioners
10. Report - Community and Economic Development Director
11. Remarks - City Manager/Attorney
12. Adjournment

CERTIFICATE OF POSTING
The undersigned, duly appointed City Recorder, does hereby certify that the above notice and agenda was posted within the North Ogden City limits on this 27th day of September, 2024 at North Ogden City Hall, on the City Hall Notice Board, on the Utah State Public Notice Website, and at http://www.northogdencity.com. The 2024 meeting schedule was also provided to the Standard Examiner on December 13, 2023. Rian Santoro, City Recorder
The Planning Commission at its discretion, may rearrange the order of any item(s) on the agenda. Final action may be taken on any item on the agenda. In compliance with the American with Disabilities Act, individuals needing special accommodation (including auxiliary communicative aids and service) during the meeting should notify the City Recorder at 801-782-7211 at least 48 hours prior to the meeting. In accordance with State Statute, City Ordinance and Council Policy, one or more Planning Commission Members may be connected via speakerphone.

Public Comments During Meeting

- Time is made available for anyone in the audience to address the Commission concerning matters pertaining to City business.
- Citizens will be asked to limit their remarks/questions to five (5) minutes each.
- Any materials that are displayed or referenced, e.g., pictures or written materials, are part of the record and must be left with the Commission.
- Speakers are required to have signed in at the door and will state their name and City residing before beginning their remarks. If you agree with a previous speaker, state your agreement to avoid repetitious remarks.
- Speakers shall address the Commission from the podium or microphone and shall address all comments to the Planning Commission.

NORTH OGDEN CITY
SETTLED 1851

NORTH OGDEN PLANNING COMMISSION
MEETING MINUTES

September 4, 2024

The North Ogden Planning Commission convened on September 4, 2024, at 6:00 p.m. at the North Ogden City Public Safety Building at 515 East 2600 North.
Notice of time, place, and agenda of the meeting was posted on the bulletin board at the municipal office and posted to the Utah State Website on August 30, 2024.
Notice of the annual meeting schedule was posted on the bulletin board at the municipal office and posted to the Utah State Website on December 13, 2023.

Note: The time stamps indicated in blue correspond with the recording of this meeting, which can be located on YouTube: https://www.youtube.com/channel/UCriqbePBxTucXEzRr6fclhQ/videos **or by requesting a copy of the audio file from the North Ogden City Recorder.**

COMMISSIONERS:

Eric Thomas	Chairman	
Brandon Mason	Vice-Chairman	
Nicole Nancarrow	Commissioner	
Johnson Webb	Commissioner	Excused
Cody Watson	Commissioner	
Nissa Green	Commissioner	
Chad Bailey	Commissioner	arrived at 6:04 pm

STAFF:

Jon Call	City Manager/Attorney
Scott Hess	Community and Economic Development Director
Ryan Nunn	Planner

VISITORS:

Travis Taylor
Colton Bryan
Chris Pulver
Phillip Swanson

Not approved

Chairman Thomas called the meeting to order at 6:00 p.m. Commissioner Watson offered the invocation and Vice Chairman Mason led the Pledge of Allegiance.

CONSENT AGENDA

1. ROLL CALL

0:01:17 Chairman Thomas excused Commissioner Bailey (who later arrived at 6:04 pm) and Commissioner Webb. All other Commission Members were in attendance.

2. CONSIDERATION AND ACTION TO APPROVE THE AUGUST 21, 2024, PLANNING COMMISSION MEETING MINUTES

0:01:48 **Vice Chairman Mason made a motion to approve the August 21, 2024, Planning Commission Meeting minutes. Commissioner Green seconded the motion.**

Voting on the motion:

Chairman Thomas	**aye**
Vice Chairman Mason	**aye**
Commissioner Nancarrow	**aye**
Commissioner Webb	**absent**
Commissioner Watson	**aye**
Commissioner Green	**aye**
Commissioner Bailey	**absent**

The motion carried.

3. EX PARTE COMMUNICATIONS OR CONFLICTS OF INTEREST TO DISCLOSE

0:01:56 Chairman Thomas asked if any Commissioners had ex parte communications or conflicts of interest to disclose. No disclosures were made.

LEGISLATIVE ITEMS

4. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

There were no public comments.

5. ANX 2024-01 CONSIDERATION AND ACTION ON A LEGISLATIVE APPLICATION TO ANNEX PROPERTY AT APPROXIMATELY 1661 NORTH WASHINGTON BOULEVARD AND ZONE THE PROPERTY MULTI-FAMILY RESIDENTIAL (R-4)

Not approved

0:03:19 Scott Hess, Community and Economic Development Director, provided an overview of the annexation process, emphasizing that it differs from a standard rezone due to State code requirements. The annexation petition is certified by the County and submitted to the City, with public notices handled by the City's Recorder's office. This process involves multiple steps, including recommendations from staff, service providers, and the Planning Commission before a public hearing is held at the City Council level. The Planning Commission's task is to consider whether the City should annex 20.5 acres of land and determine the appropriate land use designation. The land in question includes multiple parcels, with some not being included in the annexation process. The City's policy has been to let landowners request annexation at their own discretion.

Chairman Thomas asked about specific parcels, and Scott clarified the parcels not included in the annexation. He also noted that certifications have confirmed the City's ability to provide necessary services like culinary water, aided by recent infrastructure improvements.

Scott shared that the General Plan designates the area for multifamily use, potentially including mixed-use. He discussed road access concerns, future alignment considerations, and possible collaboration with UDOT. The concept plan under review aligns with R-4 zoning requirements but exceeds the 35-foot height limit for buildings, which could be addressed through an existing Planned Unit Development ordinance.

The process would still require subdivision approval and escrow for improvements before issuing building permits. Public open space considerations were mentioned, as the current concept plan does not include park space. The Planning Commission was advised to take this into account when making its recommendation to the City Council. Scott concluded by stating that Staff supports the annexation, recommending approval for multifamily R-4 zoning. He then opened it up for questions, noting that the applicant was present as well.

0:14:29 Commissioner Nancarrow initiated a discussion by asking about the future land use map, specifically about a green area on the map. Scott Hess clarified that the green area conceptually represents a need for open space, which is still flexible in its exact location. He explained the presence of some existing open spaces, including detention basins and trail spaces, though many are not traditional park spaces. Scott also mentioned Harrisville's Regional Park, located just outside the City's boundary, which serves some of the nearby residents. Commissioner Nancarrow noted that the blue area on the map represents a projected elementary school.

Commissioner Green inquired why the specific parcel was being considered for green space over other areas. Scott provided background on other nearby parcels and developments, including a piece of land annexed two years ago and the possible inclusion of an 18-acre parcel for a park. He highlighted that cities typically acquire open spaces either through impact fees or land dedications in exchange for increased development density.

Vice Chairman Mason added that when the General Plan was created, the community had a significant role in deciding where parks, businesses, and houses should be placed. He stressed the importance of having City-controlled open space rather than relying on parks outside North Ogden, such as Harrisville's park, since the City does not control its future use.

Not approved

Commissioner Nancarrow expressed concerns about the growing number of apartment complexes in the area and the lack of recreational space for families and children. Scott Hess mentioned that developers are required to provide 50% open space for their projects, although this is typically private open space for residents rather than public. Commissioner Bailey asked if there was a way to require public open space, to which Scott responded that the Planning Commission could make that recommendation, though the City Council ultimately makes the decision.

Chairman Thomas suggested that the City should work collaboratively with developers in the area to address the open space needs before the land is fully developed. He emphasized the importance of planning for public open space and ensuring it isn't overlooked as individual projects are approved. Scott added that the area, particularly near Mud Creek, has wetlands and high water tables, which could influence how the open space is used, potentially favoring more natural, marshy areas over traditional playing fields. The applicant was then invited to speak.

0:27:12 Travis Taylor, Westates Companies, on behalf of applicant Jim Hill with J. Hill Farms, expressed caution about the conceptual drawings presented, particularly with regard to the challenges posed by Mud Creek, which runs through the area. While the eastern part of the land is flat, the western part has more complex terrain. Travis highlighted the need for detention ponds in future planning and emphasized that the current layout is under the density limit for the zoning area. He mentioned that the plan includes a mixture of townhomes and amenities, though these details are not yet finalized. Travis is confident that the proposed development would be a livable, well-scaled community.

Chairman Thomas raised the possibility of a collaborative effort with other developers in the area to address the need for open space, such as turning existing land designated for a future school into a park that could benefit the entire neighborhood. Travis responded positively, noting his previous collaboration with nearby developers to align road infrastructure. While acknowledging that developers typically prefer minimal upfront contributions, Travis expressed a willingness to work together on shared community needs, including parks and stormwater management.

0:33:01 Discussion among Commissioners and Staff ensued with Scott Hess bringing up the potential collaboration between properties, particularly regarding the combination of detention areas for stormwater management in the southwest. He mentioned that the project's north-south connection would benefit neighboring developments. Chairman Thomas agreed, emphasizing the collaborative nature of the efforts. Commissioner Green raised concerns about concentrating high-density, multifamily housing in one area, suggesting that this could cause issues for the community in the long term. She acknowledged the complexity of the issue and the challenges of changing the General Plan but thought it was worth considering alternatives.

Vice Chairman Mason and Commissioner Nancarrow supported discussing zoning, with Vice Chairman Mason highlighting the odd shape of the parcel and its industrial surroundings. They considered whether alternative uses might fit the space better. Commissioner Bailey reflected on the limitations of zoning, suggesting that a mix of multifamily housing with commercial opportunities could better serve the growing population. Commissioner Green emphasized the importance of green space, particularly for youth sports, agreeing that recreational areas should be included in future plans.

Not approved

Chairman Thomas added that without adequate green space, there would be a strain on road systems as families would need to travel to other parts of the City for recreation. He proposed a proactive approach to building parks in the area, mentioning that soccer fields and other recreational amenities would be crucial given the growing population. Chairman Thomas also pointed out past development choices, like a storage unit wall, which limited future commercial opportunities along Washington.

Scott Hess elaborated on the open spaces in the current concept, noting that while the green spaces are small, there is room for improvement. He reflected on how the area's development had been shaped by limited input during the General Plan process. Chairman Thomas suggested that the Council should consider consolidating detention ponds to create larger, more functional parks, possibly negotiating with neighboring developers to achieve this. Scott proposed revisiting the General Plan in 2024 or 2025 to make gradual adjustments for better zoning equity across the City.

0:48:40 **Commissioner Nancarrow made a motion to approve annexation on property at approximately 1661 North Washington Boulevard and zone the property Multi-family Residential (R-4), with the conditions that public space be negotiated and that there is collaboration with neighboring developers to combine open space into a larger public space. Vice Chairman Mason seconded the motion.**

Voting on the motion:

Chairman Thomas	**aye**
Vice Chairman Mason	**aye**
Commissioner Nancarrow	**aye**
Commissioner Webb	**absent**
Commissioner Watson	**aye**
Commissioner Green	**aye**
Commissioner Bailey	**aye**

The motion carried.

6. PUBLIC COMMENTS

Council Member Chris Pulver briefly commented on the townhouses, mentioning that some issues related to parks and other interactions might require a Development Agreement, despite efforts to avoid one. He also noted that owner occupancy could become a factor, driven by State level initiatives, and suggested these considerations be kept in mind moving forward.

7. REMARKS - PLANNING COMMISSIONERS:

0:53:10 Commissioner Nancarrow emphasized the importance of considering a long-term vision for the remaining parcels of land along Washington Boulevard and the surrounding area and planning for commercial or rezoning needs.

Not approved

Commissioner Bailey highlighted the impact of increased residential development on the area's growth, noting how it drives further stages of development, such as parks and commercial spaces, while warning against overcrowding without proper planning.

Chairman Thomas reflected on past development proposals, mentioning how higher residential density can lead to more commercial activity, but also raised concerns about limited access along Washington Boulevard. He stressed the need to plan comprehensively rather than addressing developments one parcel at a time to avoid missing necessary infrastructure like parks and schools.

Commissioner Green added that a self-contained community should include local resources like schools, parks, and grocery stores to reduce traffic congestion.

Vice Chairman Mason offered a different perspective, suggesting that a park along Washington Boulevard could be a visible and attractive feature for the community, although concerns were raised about safety and practicality.

Commissioner Watson echoed the sentiment, suggesting a balance between open space and commercial development to create a cohesive community space, while acknowledging the challenges of dedicating prime real estate solely to parks.

8. REPORT – COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR

1:01:48 Scott Hess provided updates on several upcoming administrative items, including subdivisions. A Technical Review Committee was held for a subdivision on the east side, including a section of Mountain Road. He noted that many old legislative items are making their way to the Council, and it may be time to revisit and update the City's Land Use Code, particularly Title 11. There may soon be public hearings for zoning ordinance revisions.

Scott highlighted the completion of the trail along Cold Water Creek at Village of Prominence Pointe, which had been a challenging project due to its tight right-of-way. This trail was essential for obtaining certificates of occupancy for two apartment buildings. The project also involved improving retaining walls, fencing, and fixing a detention basin. Scott encouraged everyone to visit the trail and emphasized the successful coordination with property owners. Two additional buildings have been approved for construction, with completion expected within 14 months. The new group managing the project is progressing steadily.

Scott concluded by reminding Commission Members about the upcoming APA Utah Fall Conference on October 10 & 11 in Provo.

9. REMARKS – CITY MANAGER/ATTORNEY

1:05:09 Jon Call, City Manager/Attorney, highlighted an upcoming event, the "K9 Kerplunk" Saturday at North Shore Aquatic Center, where only dogs will be allowed to swim. He also mentioned other events, including Fright Night at the end of October, and encouraged everyone to watch for the "save the date" email for the holiday party.

Not approved

10. ADJOURNMENT

Commissioner Nancarrow motioned to adjourn the meeting.

The meeting adjourned at 7:07 p.m.

_____

Eric Thomas
Planning Commission Chair

_____

Joyce Pierson
Deputy City Recorder

_____

Date Approved

Not approved

NORTH OGDEN CITY
SETTLED 1851

Staff Report to the North Ogden Planning Commission

SYNOPSIS / APPLICATION INFORMATION

Application Request:	Discussion on a legislative application to consider regulations related to residential setbacks on Restricted "R" Lots.
Agenda Date:	October 2, 2024
Applicant:	Planning Department
File Number:	ZTA 2024-08

PUBLIC NOTICE:

Mailed Notice:	N/A
Newspaper:	N/A
City Website:	September 27, 2024

STAFF INFORMATION

Scott A. Hess
shess@nogden.org
801-737-9841

APPLICABLE ORDINANCES

North Ogden City Code: 11-9M-6: Setbacks on Lots 10% or Greater Slope

LEGISLATIVE DECISION

When the City is considering a legislative matter, the Planning Commission is acting as a recommending body to the City Council. The City has wide discretion in taking legislative action. Examples of legislative actions are general plan, zoning map, and land use text amendments. Legislative actions require that the Planning Commission give a recommendation to the City Council. Typically, the criteria for making a decision, related to a legislative matter, require compatibility with the general plan and existing codes.

BACKGROUND

North Ogden City has a series of diverse geologic conditions throughout the City. This includes, but is not limited to, steep hillsides, high water tables, unpredictable soils, utility easements, and other geologic hazards. When these geologic conditions are discovered during the subdivision process, lots are developed with a Restricted "R" designation. The "R" designation is typically

specified in the Notes section of the subdivision plat, and provides additional information for future home builders and homeowners.

Staff is currently working with a home builder on a unique lot that has a very wide Rocky Mountain Power easement. In an attempt to fit a reasonable sized home on the lot, Staff suggested to our City Attorney/City Manager that we apply the North Ogden City Code: 11-9M-6: Setbacks on Lots 10% or Greater Slope provision which allows a front yard setback reduction to 20 feet on lots impacted with steep slopes.

It was recommended that this Zoning Text Amendment be taken to the Planning Commission and City Council to consider whether or not Restricted "R" Lots should be given the same flexibility in setback reductions.

ANALYSIS

North Ogden City Code: 11-9M-6: Setbacks on Lots 10% or Greater Slope was developed in response to the White Rock Subdivision. Whiterock Subdivision was developed at the base of the North Ogden Divide Road and has several lots with extreme slopes. In order to avoid cutting into the hillside, the City developed a Code section to carve out an exception and allow the homes to be 20 feet from the street as opposed to the standard 30 foot setback. This Code change saved time, money, and frustration for home builders and homeowners who previously needed to go through a Variance process in order to have a setback reduction.

The City is currently working on a building permit review in the Hall Orchard Subdivision. A Rocky Mountain Power easement cuts diagonally through several lots. So far, the other home builders have been able to work within the restrictions, but this particular lot is highly impacted, and the home builder is looking for creative ways to fit the home on the lot. This lot would likely be eligible for a Variance, but that process is managed through the Administrative Hearing Officer, and those decisions are not able to be applied to any other lots.

Staff can see merit to this change in the Ordinance to provide flexibility for home builders and home owners who purchase Restricted "R" lots. Staff believes that the impact to the City and neighboring property owners would be minor, with most reduced setbacks going largely unnoticed once a subdivision is built out. Staff's recommendation for the Zoning Text Amendment Language is included below.

Zoning Text Amendment Recommendation:

11-9M-6: SETBACKS ON LOTS 10% OR GREATER SLOPE OR WITH A RESTRICTED "R" DESIGNATION

1. Purpose and Intent. The purpose of this section is to provide setback relief for lots with an overall slope greater than ten ~~fifteen~~ percent, or with a Restricted "R" designation.
2. Residential lots with an overall slope greater than ten percent may have the front setback reduced from 30 feet to 20 feet. Slopes shall be measured from the highest elevation on

either the front or rear lot line to the lowest elevation on the lot.

3. Residential lots with a Restricted "R" designation identified on the recorded subdivision plat.

RECOMMENDATION

Staff recommends that the Planning Commission consider the information, and make a recommendation to the City Council regarding the suggested Code Amendment.

EXHIBITS

None

NORTH OGDEN CITY
SETTLED 1851

Staff Report to the North Ogden City Planning Commission

SYNOPSIS/APPLICATION INFORMATION

Application Request:	Consideration and action on a legislative application to add a chapter titled North Ogden South Town Commercial Area Plan. This plan focuses on the area of Washington Blvd. from 1900 N. to 2050 N.
Agenda Date:	October 2, 2024
Applicant:	North Ogden Planning Department, Scott Hess
File Number:	GPTA 2024-01

PUBLIC NOTICE:

Mailed Notice:	None
Newspaper:	None
City Website:	September 20, 2024

PROPERTY INFORMATION

Address:	approx. 1900 N. to 2050 N. Washington Blvd.
Project Area:	17.87 Acres
Current Zoning:	Community Commercial South Town (CC-ST)
Proposed Land Use:	Community Commercial
Parcel ID:	Properties from 1900 N. to 2050 N. along Washington Blvd. are included in the study area.

ADJACENT LAND USE

North: Commercial and Multi-Family Residential
South: Commercial and Multi-Family Residential
East: Single-Family Residential
West: Manufacturing

STAFF INFORMATION

Scott A. Hess
shess@nogden.org
(801) 737-9841

APPLICABLE ORDINANCES

North Ogden Zoning Ordinance 11-2-18 (General Plan Amendment)

LEGISLATIVE DECISION

When the City is considering a legislative matter, the Planning Commission is acting as a recommending body to the City Council. The City has wide discretion in taking legislative action. Examples of legislative actions are general plan, zoning map, and land use text amendments. Legislative actions require that the Planning Commission give a recommendation to the City Council. Typically, the criteria for making a decision, related to a legislative matter, require compatibility with the general plan and existing codes.

BACKGROUND

North Ogden City received a grant from Wasatch Front Regional Council through the Transportation and

Land Use Connection program to analyze the South Town Commercial area for future redevelopment opportunities. This included a land use analysis, market study, and potential redevelopment ideas. The City contracted with MHTN Architects, Psomas, and Zion Public Finance as the consultant team. The study included a significant public outreach effort as well as discussions with property owners in the immediate area.

North Ogden City has limited land available for future Commercial development. Future residential development will bring additional buying power, but also additional costs for residential services. The City needs to be strategic while planning future commercial land in order to grow the much needed sales tax base that is used for Capital Improvements and to support the City's overall budget.

North Ogden City Code 11-2-18 General Plan Amendment outlines the questions for the Planning Commission and City Council's consideration.

ANALYSIS

11-2-18: GENERAL PLAN AMENDMENT

1. General Review Criteria. In consideration of a proposed General Plan Amendment, whether proposed by the City or a landowner/authorized agent, the City shall determine if:
    1. The proposed change reflects a new idea that is an improvement over the concepts detailed in the General Plan.

Staff Response: This is not the first time the South Town Commercial Area has been studied. In the past there have been ideas to daylight Cold Water Creek, and improve the area in general. This planning effort was an attempt to bring together ideas from the past as well as planning for the future to help guide the growth at this key commercial location.

    2. The proposed change reflects a positive trend that the General Plan did not consider.

Staff Response: The General Plan Future Land Use Map was updated in 2022, and at the time, this area was slated as mixed-use. This plan further enhances that idea by putting thoughts on paper and showing ideas for how the area could redevelop over time.

    3. The proposed change furthers many of the goals of the Plan but not necessarily the future land use plan.

Staff Response: The South Town Neighborhood has three goals:

1. *Improve the old North Ogden shopping plaza*
2. *Increase safety along Washington Boulevard*
3. *Utilize the streams from the mountains to a greater extent*

The South Town Commercial Area Plan as proposed hits goals 1 and 2 specifically. There is the idea to daylight a portion of Cold Water Creek which in effect hits goal 3, but is slightly less specific. Staff believes the goals of the plan and the final document meet the needs of the General Plan goals.

    4. The proposed change has little or no impact on the overall General Plan.

Staff Response: Minor changes to specific areas of the City impart little impact on the General Plan. However, specific planning efforts backed by goals and public support can go a long way toward helping the City reach its overall vision. While the City is not a property owner in the South Town Commercial Area, we can be a partner in the entitlement process to bring good ideas forward. Ultimately the plan will have little impact to the General Plan overall, but will help us guide future decision making in this specific area.

5. If any of the above criteria are met by the proposal, the Planning Commission and City Council may approve the change. Since this is a legislative decision, the Planning Commission and City Council have discretion as to its' final resolution. Such proposals may involve development agreements to assure the concept promoted is developed as presented.

Staff Response: It is up to the Planning Commission and City Council to determine the appropriateness of the request.

6. Add criteria for major changes vs minor changes.

Staff Response: This change would be considered a minor change as it is supportive of the overall goals of the South Town Area. This is more of an enhancement and deep dive into the goals as opposed to a change in the General Plan.

7. City will look at the General Plan on a periodic basis which does not preclude a private citizen from requesting a plan amendment per application through the Planning Department.

Staff Response: Staff is currently working on revisions to the General Plan text. The last update to the General Plan was 2015.

SUMMARY OF LAND USE AUTHORITY CONSIDERATIONS

- Is the request consistent with the Title 11 review criteria for amendments to the General Plan?

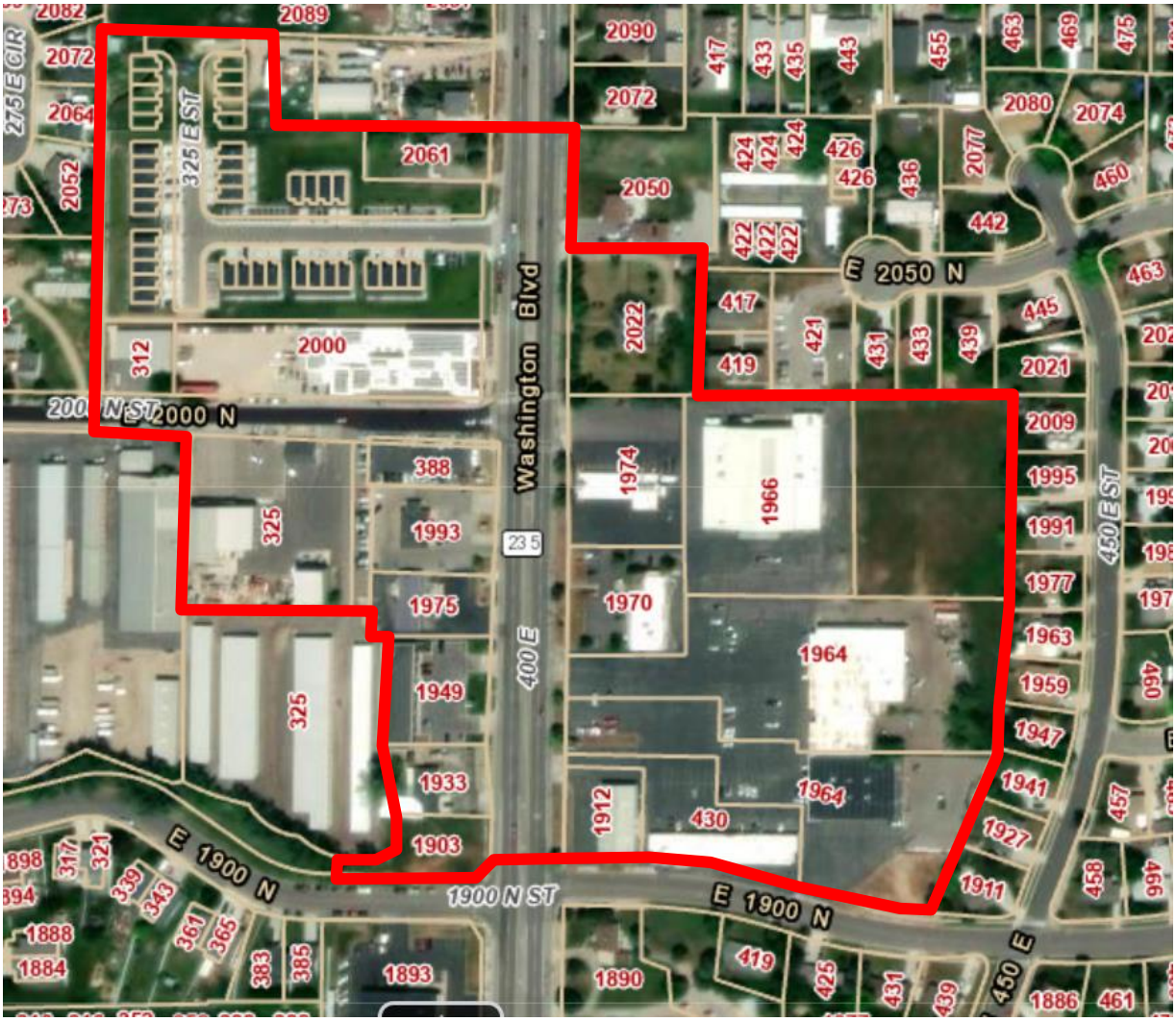
RECOMMENDATION

Planning Commission should hold a public hearing, consider the information, and present a recommendation to the City Council.

EXHIBITS

A. South Town Commercial Area Plan

AREA MAP



GENERAL PLAN FUTURE LAND USE MAP



NORTH OGDEN
SOUTH TOWN
COMMERCIAL AREA PLAN



NORTH OGDEN CITY
SETTLED 1851

JANUARY 2024



ACKNOWLEDGMENTS

The following contributed the North Ogden South Town Commercial Plan:

STEERING COMMITTEE

Jay D Dalpias, North Ogden City
Scott Hess, North Ogden City
Jon Call, North Ogden City
Eric Casperson, North Ogden City
Cody Watson, North Ogden City
Terry Bexell, North Ogden City
Christy Dahlberg, WFRC
Christopher Chesnut, UDOT

PLANNING TEAM

Ryan Wallace, MHTN
Logan Hunt, MHTN
Melissa Fryer, MHTN
Emily Seang, MHTN
Chris Hupp, PSOMAS
Dylan Cindrich, PSOMAS
Susan Becker, ZBPF
Phil Fancher, ZBPF

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GLOSSARY

North Ogden City (City): Incorporated municipal government with jurisdiction of the project area.

Redevelopment Agency (RDA): City department that manages and guides development projects and strategic investments and partnerships in a defined geographic area.

South Town Commercial Area (Project Area): The area of focus for this document including commercial parcels situated along Washington Boulevard near the intersections of 1900 North and 2000 North.

Wasatch Front Regional Council (WFRC): An Association of Governments (AOG) comprised of elected officials from Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber counties. WRFC builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

Utah Department of Transportation (UDOT): State agency overseeing the construction and maintenance of state highways in Utah, including Washington Boulevard (SR-235) in the project area.

Utah Transit Authority (UTA): Public agency providing public transportation throughout the Wasatch front. The project area includes one bus route (612).

Active Transportation (AT): All modes of human-powered transportation, such as walking and wheeling, cycling, or using scooters or skateboards.

Coldwater Creek: Urban waterway in North Ogden. The Creek once passed through the project area, but has been redirected in underground culverts, remerging near the 1900 North intersection.

Creek Daylighting: The restoration of urban waterways by removing underground culverts and returning them to their natural, open-air state to improve ecological health and urban aesthetics.

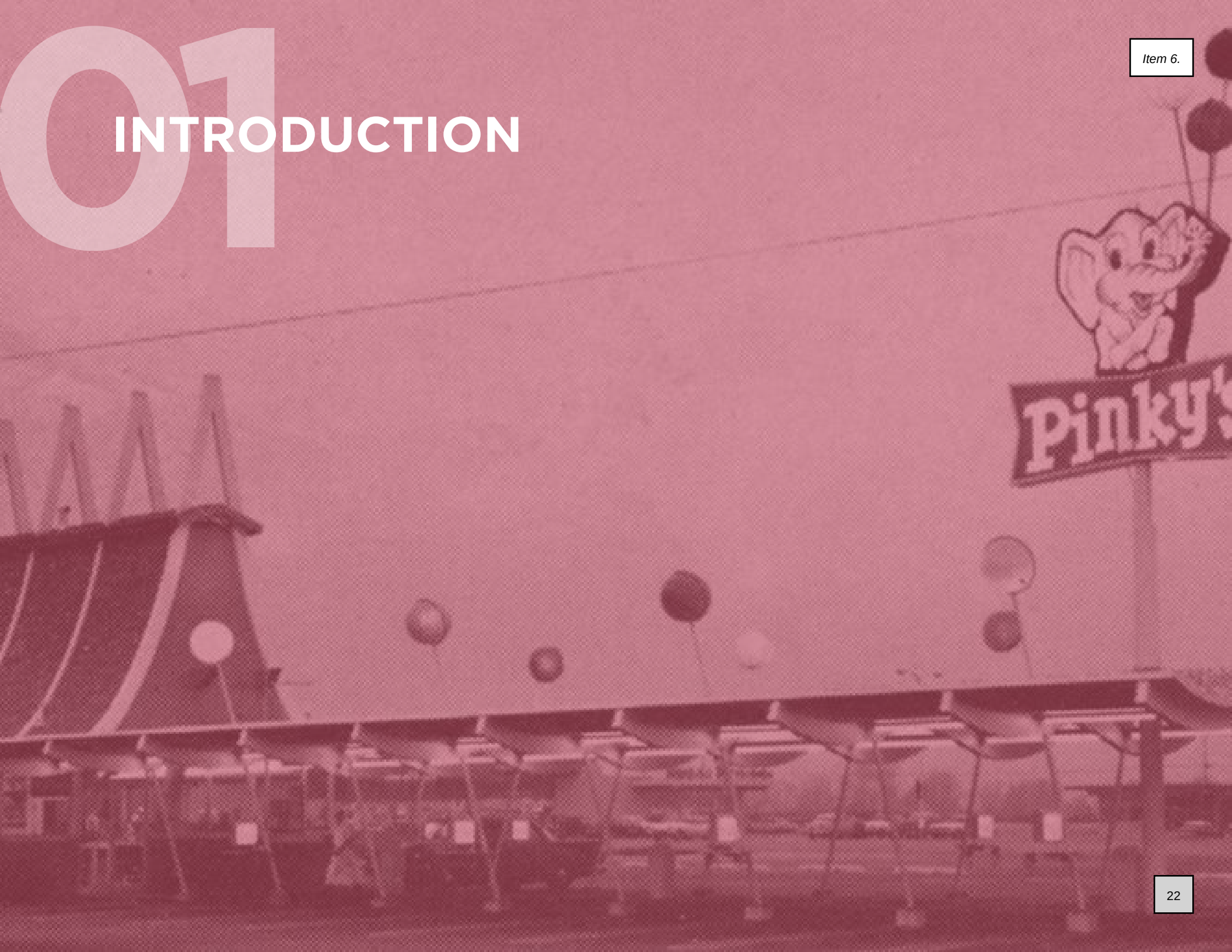
Coldwater Commons: Central gathering area proposed for the commercial area. The commons centers around the daylighted Coldwater Creek and features both naturalized and plaza spaces.

Festival Street: Access street proposed for the commercial area that allows for internal circulation, loading, and parking. All or portions of the street can be closed to vehicular traffic for special events.

Green Loop: A pedestrian pathway continuing around the project area that includes a continuous tree canopy, art, and amenities.

Shared-Use Path: Multi-purpose trail or pathway that is designed to accommodate pedestrians, cyclist, and other active transportation users comfortably. North Ogden City Zoning code includes a ten-foot shared use path along Washington Boulevard.

01 INTRODUCTION



EXECUTIVE SUMMARY

The South Town Commercial Area in North Ogden is a vital commercial gateway for the community, boasting iconic buildings and thriving local businesses. With these strengths this area has the potential to grow into an even more vibrant commercial and community hub.

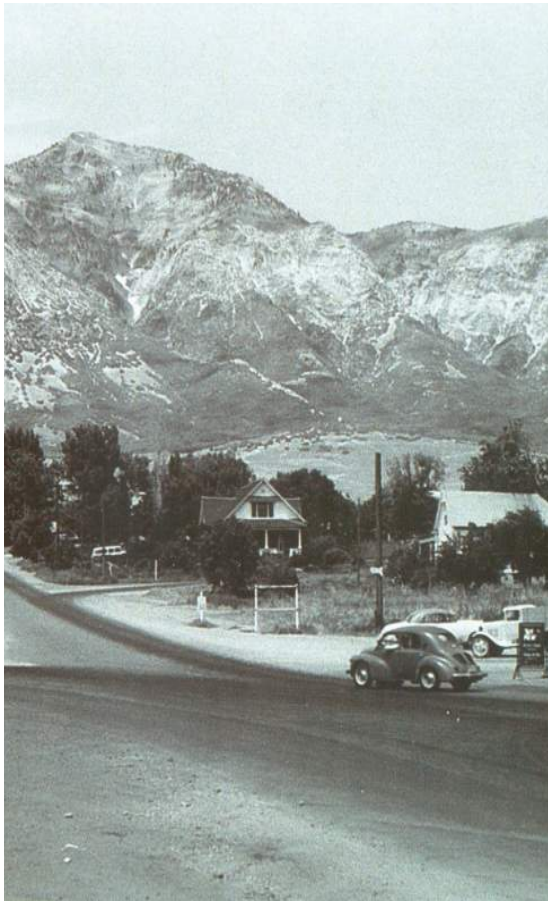
Careful analysis of the site, public engagement events, small group interviews, and an online survey guided the development of a vision for the future of the area. The vision focuses on four key pillars: economic development, mobility enhancement, distinctive identity creation, community-driven space, and the reintroduction of Coldwater Creek.

The mobility strategy is to create a comprehensive transportation network accommodating pedestrians, cyclists, transit riders, and vehicles. These strategies aim to improve connection, mobility choice, and functionality of the commercial area.

A highlight of this plan is the daylighting of Coldwater Creek, which will unveil a hidden waterway for a new recreation and gathering space at the heart of the commercial area.

The plan outlines market-driven strategies for the revitalization of the commercial area throughout a phased approach. This includes site activation ideas, placemaking, regulatory recommendations, funding mechanisms, and local business support strategies.

Forging strategic partnerships around a shared vision will create a vibrant and resilient commercial destination that brings North Ogden residents together and attracts visitors.



Washington Boulevard 1950s

Source: North Ogden Historical Museum


2050 NORTH
2050 NORTH
2000 NORTH
WASHINGTON BOULEVARD
450 EAST
PROJECT AREA
COLDWATER CREEK
1900 NORTH
N

GUIDING DOCUMENTS

The following documents help guide the planning process for the project area. Previous research, goals, and objectives outlined in these existing documents inform site analyses, and contribute to and will shape recommendations for the area. Additional in-progress plans and studies that relate to the North Ogden South Commercial Area are the North Ogden Active Transportation Plan and the North Ogden Downtown Plan. Both call attention to the significance of Washington Boulevard and the potential growth and connectivity it provides throughout North Ogden.

North Ogden City General Plan - 2015

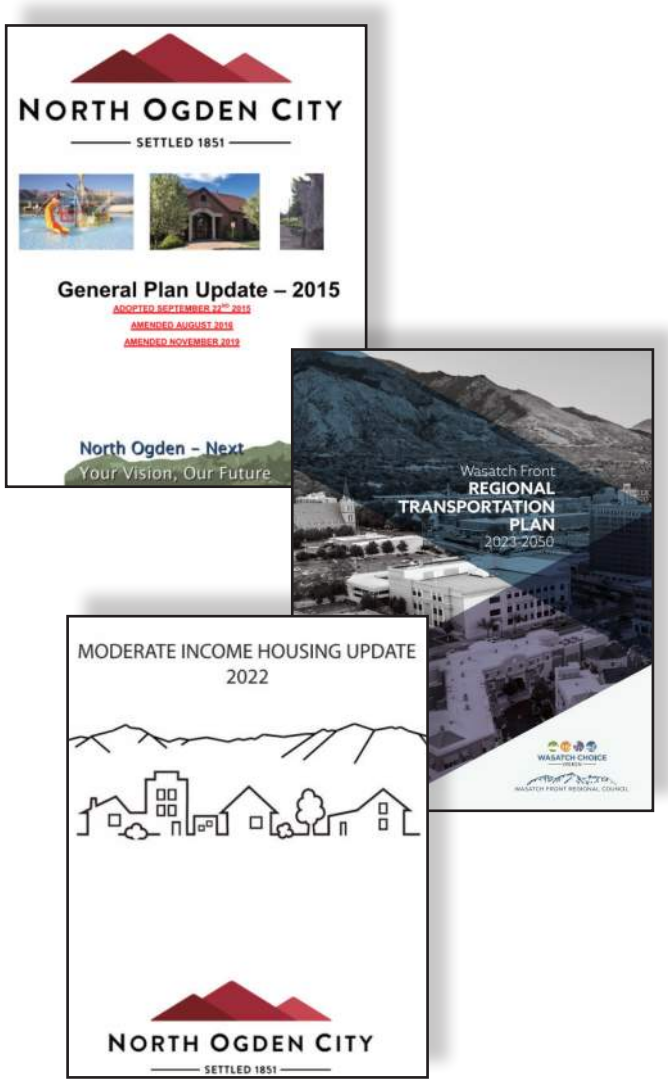
- Aims to increase housing quality and variety
- Diversify uses and assure quality commercial shopping environments
- Improve existing transportation infrastructure and increase walkability and bikeability

Moderate Income Housing Update - 2022

- Promotes a greater mix of housing types
- Maintain the quality of single and multi-family housing stock and affordable rental housing opportunities
- Evaluates transportation plan and transportation systems

WFRC Regional Transportation Plan

- Encourages livable and healthy communities
- Aims to increase access to economic and educational opportunities
- Increase quality transportation choices
- Increase housing choices and affordable living



PUBLIC ENGAGEMENT

The development of an effective commercial area plan is contingent upon robust community engagement. Diverse methods, both in-person and online, were used to gather insights, inform the community of the plan, and integrate community perspectives into the planning process. This feedback shaped the design concept, preferred plan, and recommendations. These approaches include two in-person workshops, an open house, tabling at the Chalk It Up event, a series of small group interviews, and an online survey, resulting in 799 responses.

Feedback from residents, stakeholders, the City Council, Planning Commission, and City staff guided the development of the preferred plan and concept. Common concerns included the traffic and safety along Washington Boulevard, the commercial area's visibility and aesthetics, providing adequate parking, funding and maintenance for improvements, impediments to existing local business and their functions, and retaining local businesses.

Interests and areas of exploration include placemaking, highlighting nature and Coldwater Creek, improving walking and biking conditions, providing services to the community, retaining local businesses, and further collaboration with businesses and property owners.

Continuous and persistent communication and engagement by North Ogden City is critical to the implementation of this plan to ensure a gradual transition and improvements support and enhance existing and local businesses, property owners, and residents.



CHALK IT UP EVENT
NORTH OGDEN PLAZA
August



WALKING TOUR/ ACTIVITY
NORTH OGDEN PLAZA
August



ONLINE SURVEY
CITY WEBSITE
November - December



CONCEPT WORKSHOPS
PLANNING COMMISSION
November



OPEN HOUSE
NORTH OGDEN BUILDING
November



SMALL GROUP INTERVIEWS
ONLINE
August - December



Chalk It Up Event



City Sandbox Activity with Chalk It Up Attendees



Walking Tour with the Planning Commission and City Staff



Concept Workshop with Planning Commission and City Staff



Open House Discussion



Open House Activities

PUBLIC ENGAGEMENT AT A GLANCE

ONLINE SURVEY

799
responses

OPEN HOUSE

40+
attendees

CHALK IT UP

30+
participants

SMALL GROUP INTERVIEWS

8
Group interviews

CHALLENGES MENTIONED ABOUT THE SITE:



Uncomfortable crossings, walking/biking conditions



Lack of signage and wayfinding



Aging infrastructure and buildings



Lack of services and dining options

INTERESTS MENTIONED ABOUT THE SITE:



Fulfilling multiple needs and services



Restoring and highlighting Coldwater Creek



Local business retention and attracting new business



Better utilization of parking



Creating a destination and community spaces

ABOUT THE CONCEPT

Most impactful recommendations:

374 votes Farmers Market Pavillion

334 votes Creek Daylighting

300 votes Festival Street

293 votes Green Loop

Top concerns about the concept:

- Cost and maintenance of the concept
- Local businesses retention and transitioning to developmentand changes in the area
- Traffic, congestion, and access
- Walkability and safety concerns near Washington Boulevard
- Changing neighborhood character

GUIDING PRINCIPLES

Through the small group interviews and workshops with the stakeholder group, the following guiding principles have been established. They act as a touchstone, ensuring that the decisions made throughout the project align with these goals. They are intended to reinforce the project vision and pave the way for its successful implementation.



02 EXISTING CONDITIONS





Project Area - Letters correspond to building photos on the following pages.

URBAN FRAMEWORK

The South Town Commercial Area contains a diverse array of existing structures, land uses, and design influences. From historic landmarks to more modern developments, the landscape is varied and reflective of different eras. Ownership is fragmented across multiple parcels, with some plots still undeveloped, hinting at both challenges and opportunities. Washington Boulevard is a key strength of the area, connecting the city and creating a commercial corridor. The existing car-oriented development, with significant parking areas, allows for quality infill and redevelopment to occur. The project area is surrounded largely by residential neighborhoods.

Defining the existing urban framework is crucial for the success of future development. It helps identify strengths and areas needing improvement, ensuring informed decisions and effective resource allocation. This understanding aids in preserving historical value, optimizing land use, and addressing infrastructural needs. By recognizing current challenges, proactive measures can be implemented for redevelopment.



A. Pizza Pie Cafe



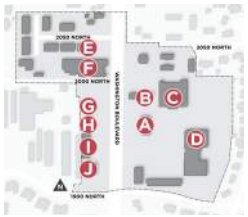
B. Kirt's Drive-In



C. United Futsal Center



D. 1960 N Strip Mall



Key Plan

EXISTING STRUCTURES

The project area is comprised of a range of building types, materials, conditions, and ages.

Kirt's Drive-In and The Cannery are historic and iconic structures to the area. Several of the structures are commercial strip-style developments, dating from twenty to sixty years in age. Warehouse, stand-alone retail and service stores, and multifamily development make up the rest of the site.

Only two of the parcels, one on the southwest corner of Washington Boulevard, and the other in the northeast corner of the project remain undeveloped. Navigating multiple ownerships and oddly-configured parcel boundaries will present potential challenges to future development, access, parking, and phasing.



E. Majestic View Townhomes



F. The Cannery Center



G. Mrs. Cavanaugh's Chocolates



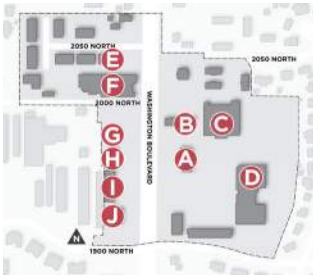
H. Clean Intentions



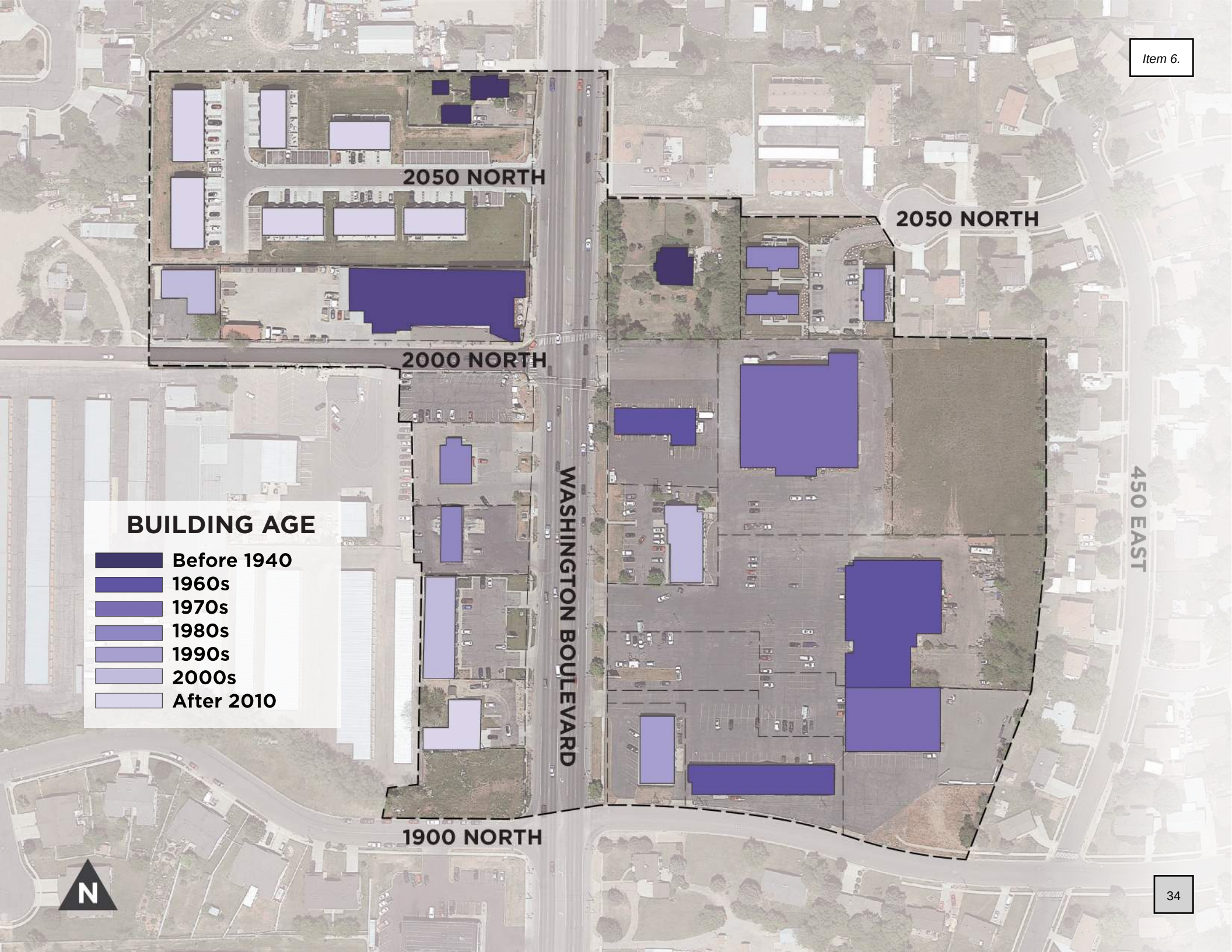
I. Ridgeview Plaza

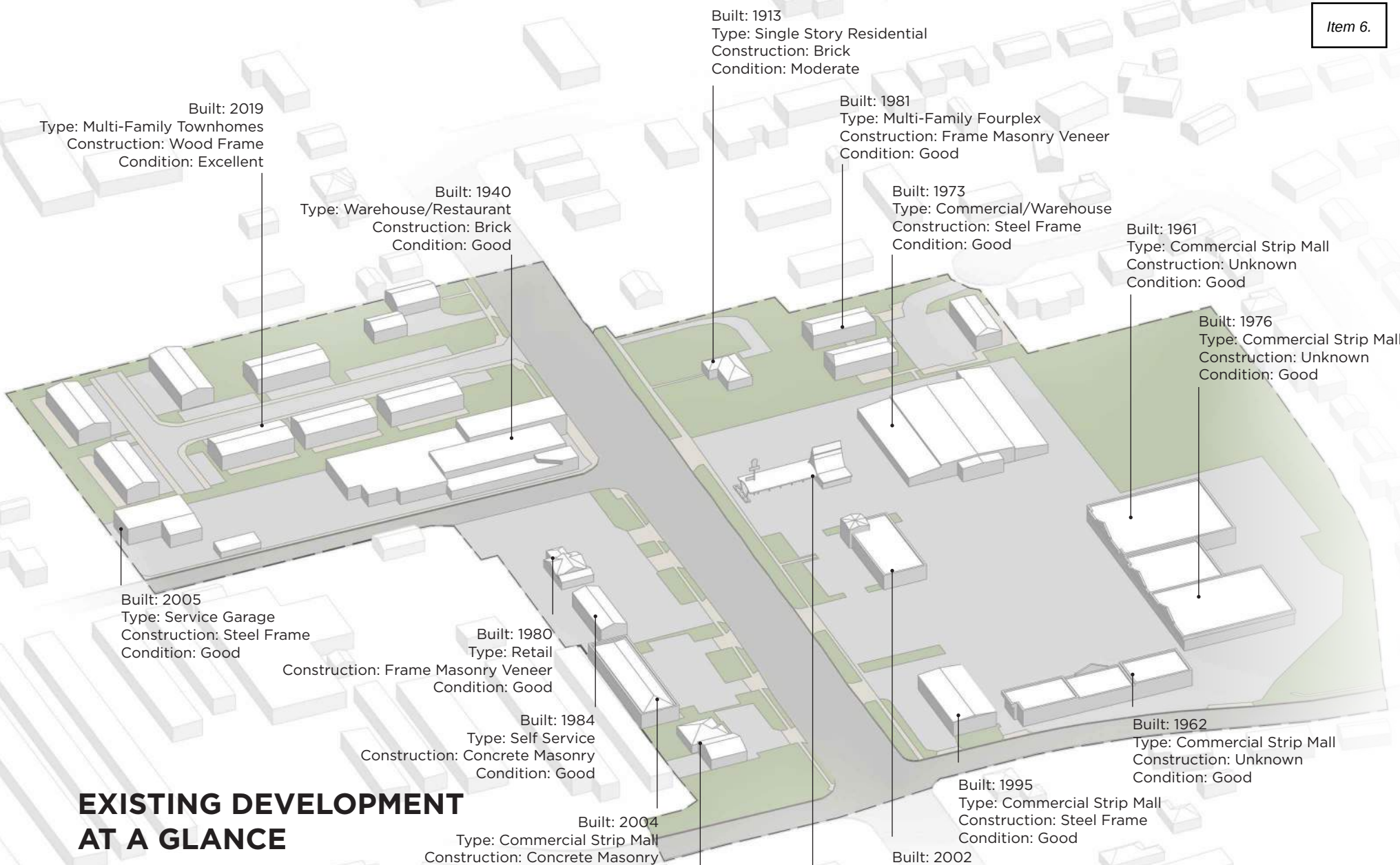


J. All Aflutter

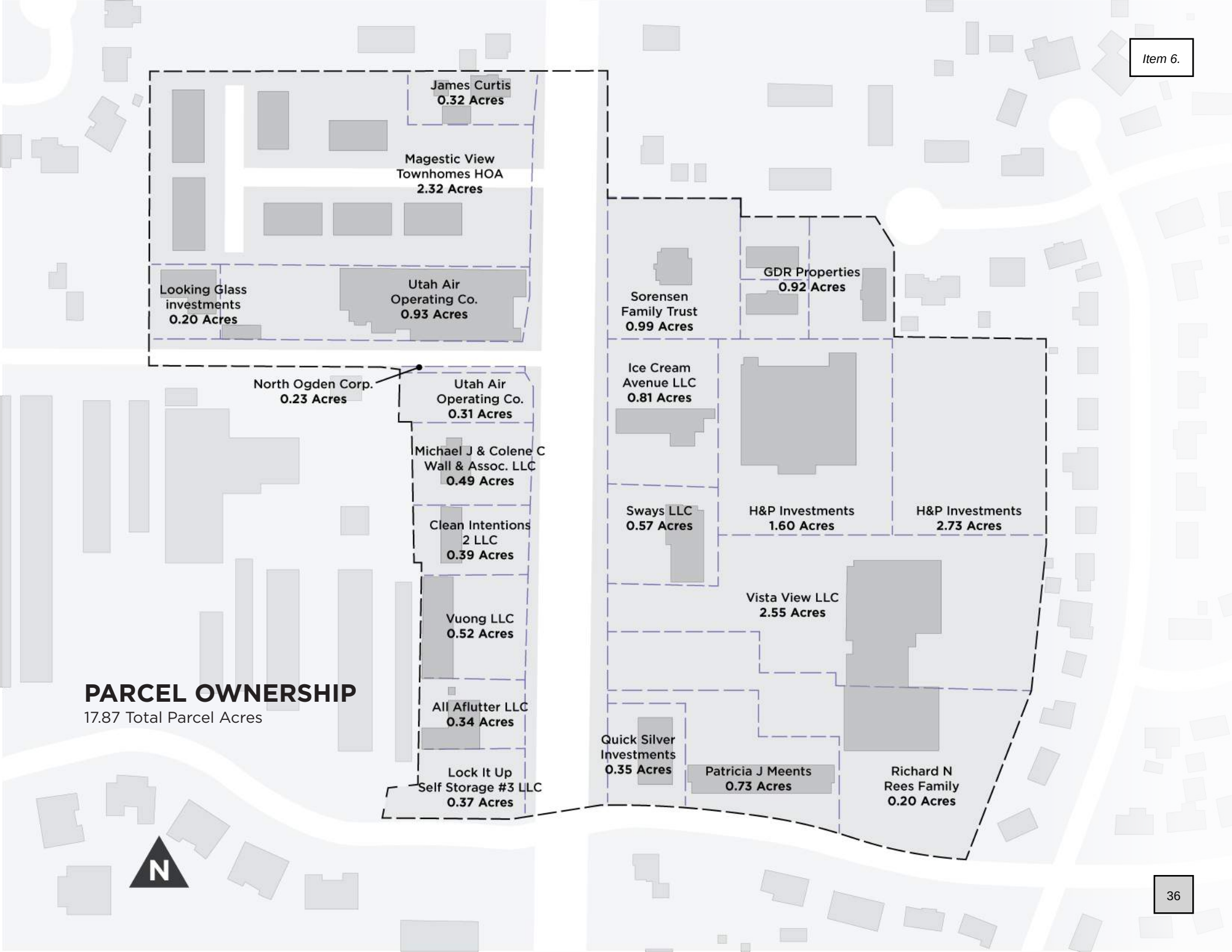


Key Plan


2050 NORTH
2050 NORTH
2000 NORTH
WASHINGTON BOULEVARD
450 EAST
1900 NORTH
BUILDING AGE
Before 1940
1960s
1970s
1980s
1990s
2000s
After 2010
N



EXISTING DEVELOPMENT AT A GLANCE



PARCEL OWNERSHIP

17.87 Total Parcel Acres

LAND USE

The backbone of the project area and city is Washington Boulevard, a major thoroughfare and commercial corridor. The predominant land use for the project area is commercial, particularly with food and dining, services, and retail. Many of the businesses operating within the project area are local, small businesses that have been in the area for several years.

Notably, two parcels within the project area are vacant, and parking occupies a large portion of the land use for the area.

At the north end of the project area are a few residential buildings, with the Majestic Views Townhomes being recently completed. The area is surrounded by established single-family residential neighborhoods to the east and self-storage to the west.

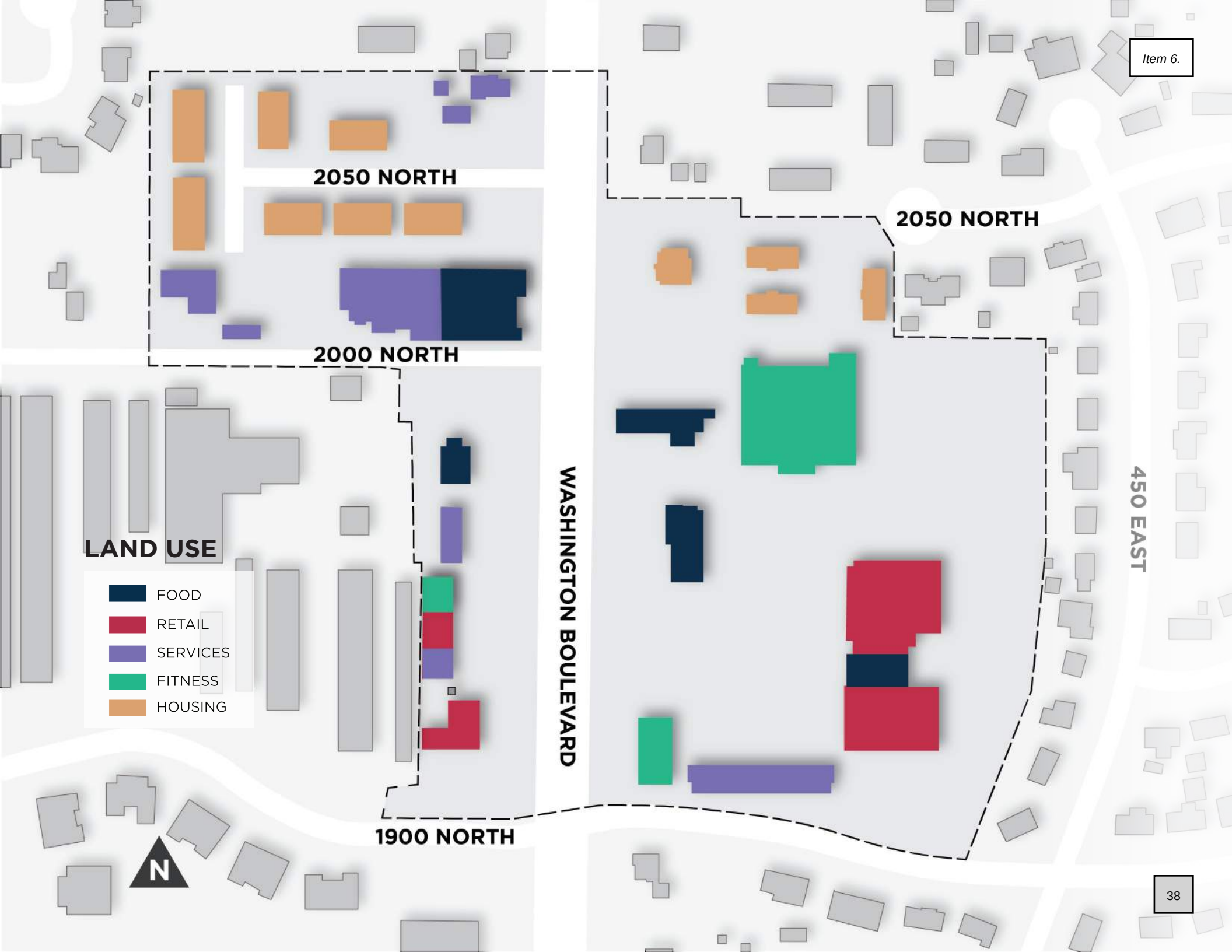
Two culturally and historically significant spaces are The Cannery and Kurt's Drive-In.

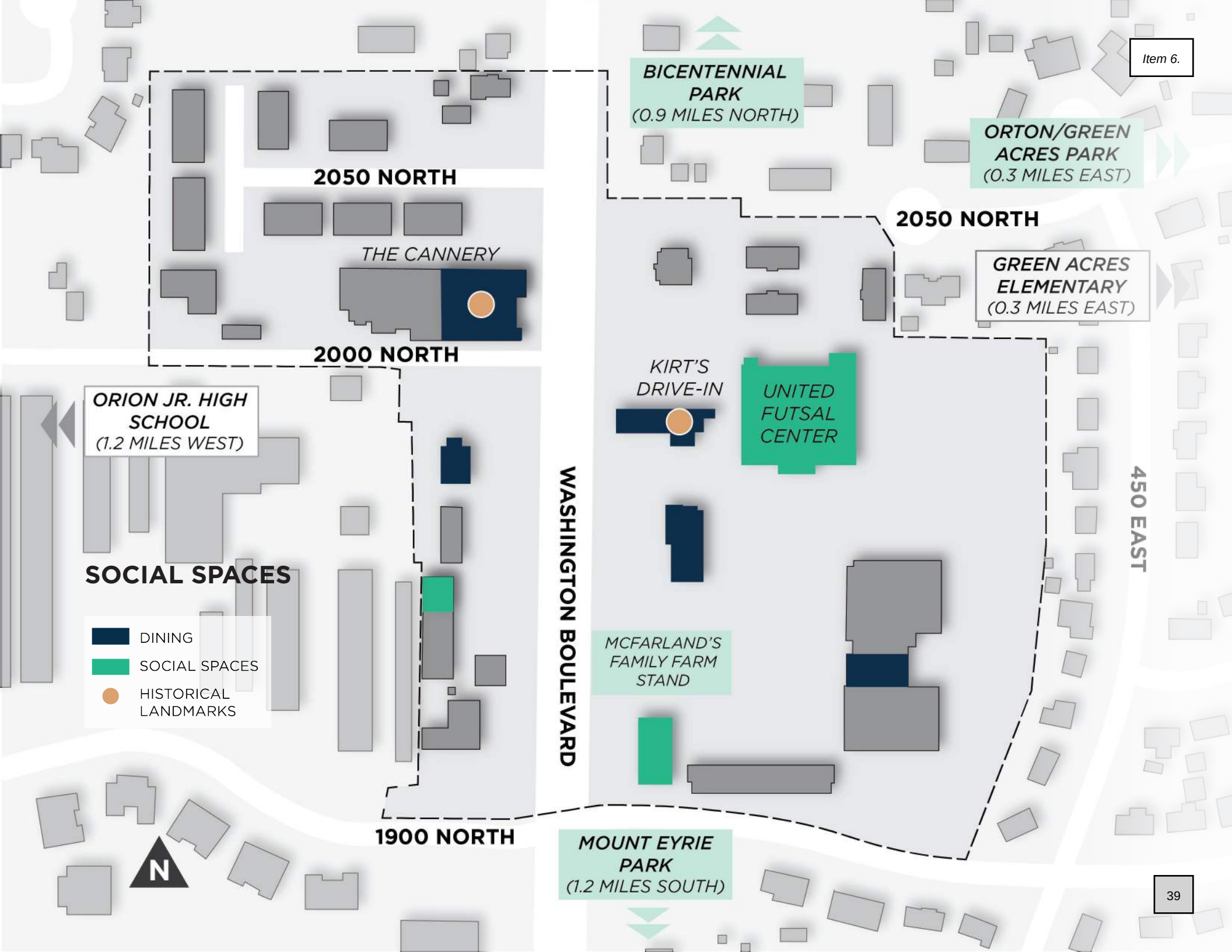
Most of the social gathering spaces are indoors and are mostly related to fitness groups, including the United Futsal Center.

The McFarland Family Farm Stand utilizes the southern parking lots and generates outdoor activity on the site. Annual local events, such as Chalk It Up bring large crowds. No parks or public spaces are located within the project area with the nearest park being located less than a half mile away.



McFarland Farm Stand


2050 NORTH
2000 NORTH
2050 NORTH
WASHINGTON BOULEVARD
450 EAST
1900 NORTH
LAND USE
FOOD
RETAIL
SERVICES
FITNESS
HOUSING
N


BICENTENNIAL PARK
(0.9 MILES NORTH)
ORTON/GREEN ACRES PARK
(0.3 MILES EAST)
2050 NORTH
2050 NORTH
THE CANNERY
GREEN ACRES ELEMENTARY
(0.3 MILES EAST)
2000 NORTH
KIRT'S DRIVE-IN
UNITED FUTSAL CENTER
ORION JR. HIGH SCHOOL
(1.2 MILES WEST)
WASHINGTON BOULEVARD
450 EAST
SOCIAL SPACES
DINING
SOCIAL SPACES
HISTORICAL LANDMARKS
MCFARLAND'S FAMILY FARM STAND
1900 NORTH
MOUNT EYRIE PARK
(1.2 MILES SOUTH)
N

ZONING

North Ogden zoning regulations have been established to ensure appropriate land use and guide development. Within the project area, the zoning is largely designated for commercial uses in alignment with the Washington Boulevard commercial core. A number of parcels in the area are designated for multi-family residential. The following is a brief summary of the intent of those zones.

Community Commercial South Town Zone (CC-ST)

Purpose: *"...well-designed complex of retail facilities for a neighborhood, community or region which will provide goods and services for the people to be served"*

- Use: Commercial and Residential
- Height: 38' Maximum
- Front Setback: 20' Minimum. 0' along Washington Blvd
- Side and Rear: 0' Minimum, 10' adjacent to residential
- Lot Coverage: 80% Maximum

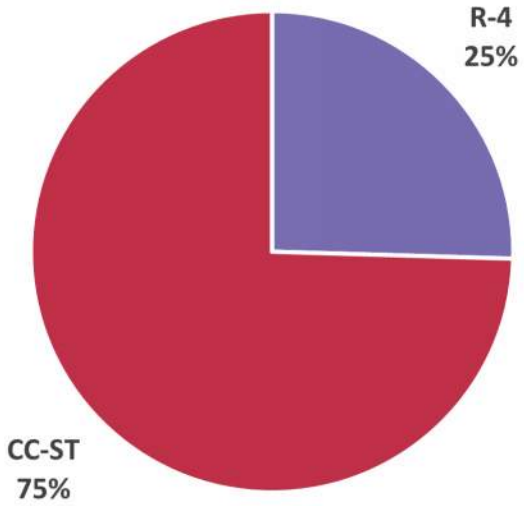
Multi-Family Residential Zone (R-4)

Purpose: *"higher density residential areas with associated necessary public services and activities"*

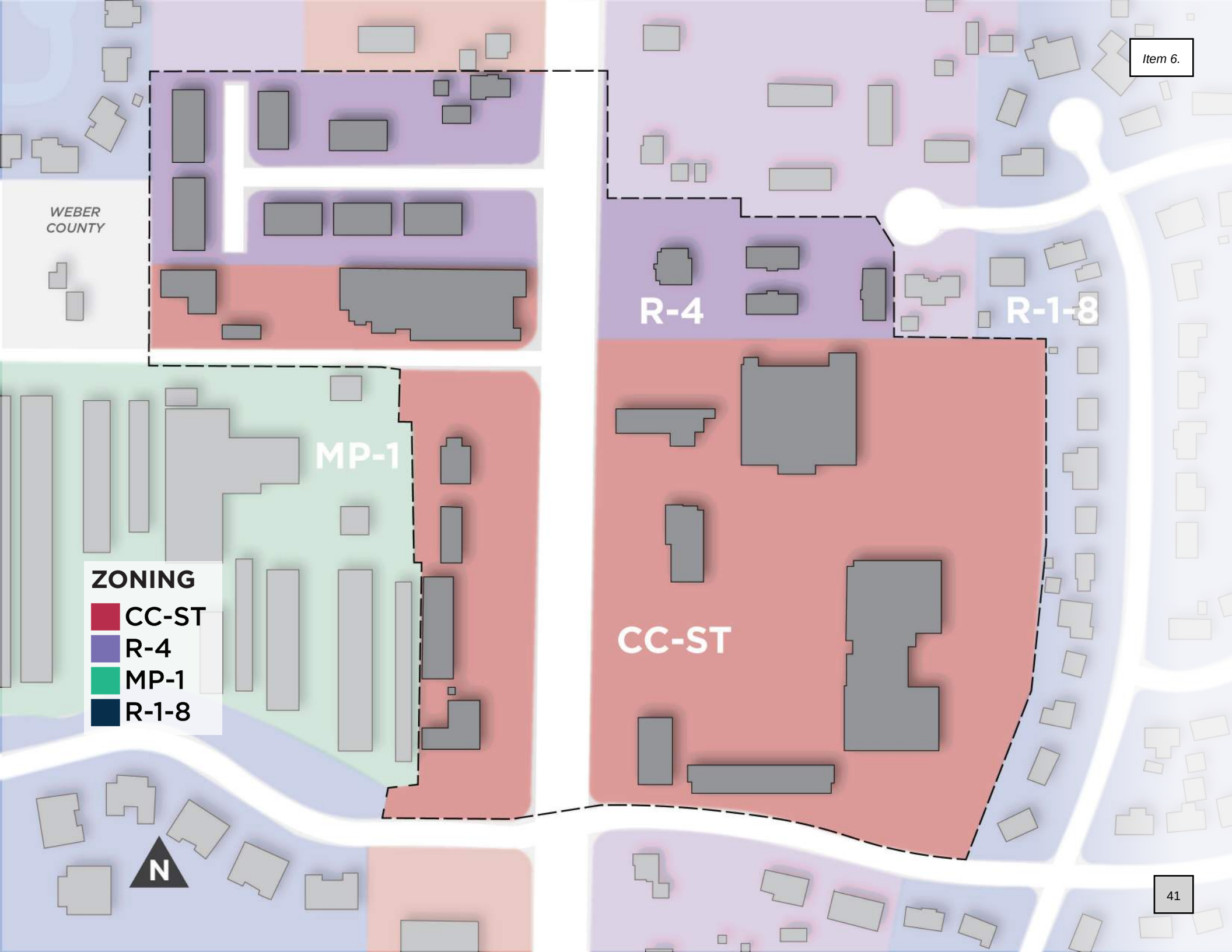
- Height: 35' Maximum
- Front Setback: 30' Minimum. 20' along Washington Blvd
- Side Setback: 8-20' minimum
- Rear Setback: 20' Minimum
- Lot Coverage: 8,000-9,500 SF

Design Standards

The design standards are applicable to both zones. Standards can be found in North Ogden City's Land Use Code. The standards include recommendations and requirements that enhance the public realm and ensure the aesthetic and functional quality of future buildings. Some of these recommendations and requirements include building façade articulation, color and materials, landscape, and public amenities.



Percentage of Zoning within Project Area


WEBER COUNTY
R-4
R-1-8
MP-1
CC-ST
ZONING
CC-ST
R-4
MP-1
R-1-8
N

UTILITIES

Eight-inch water lines run along residential streets to the east and west of the project area and lines run north-south along both sides of Washington Boulevard. Another line runs along the east side of the existing east commercial pad.

There are sewer lines along Washington Boulevard and along all side streets, as well as the perimeter of the main commercial pad on the eastern portion of the project area.

Fiber optic lines run north-south along Washington Boulevard

Overhead power lines cross the project area along the east side of Washington Boulevard and along the east side of the area between the commercial development and single-family homes.

The diagram on the next page depicts the utility conditions as known by the planning team.

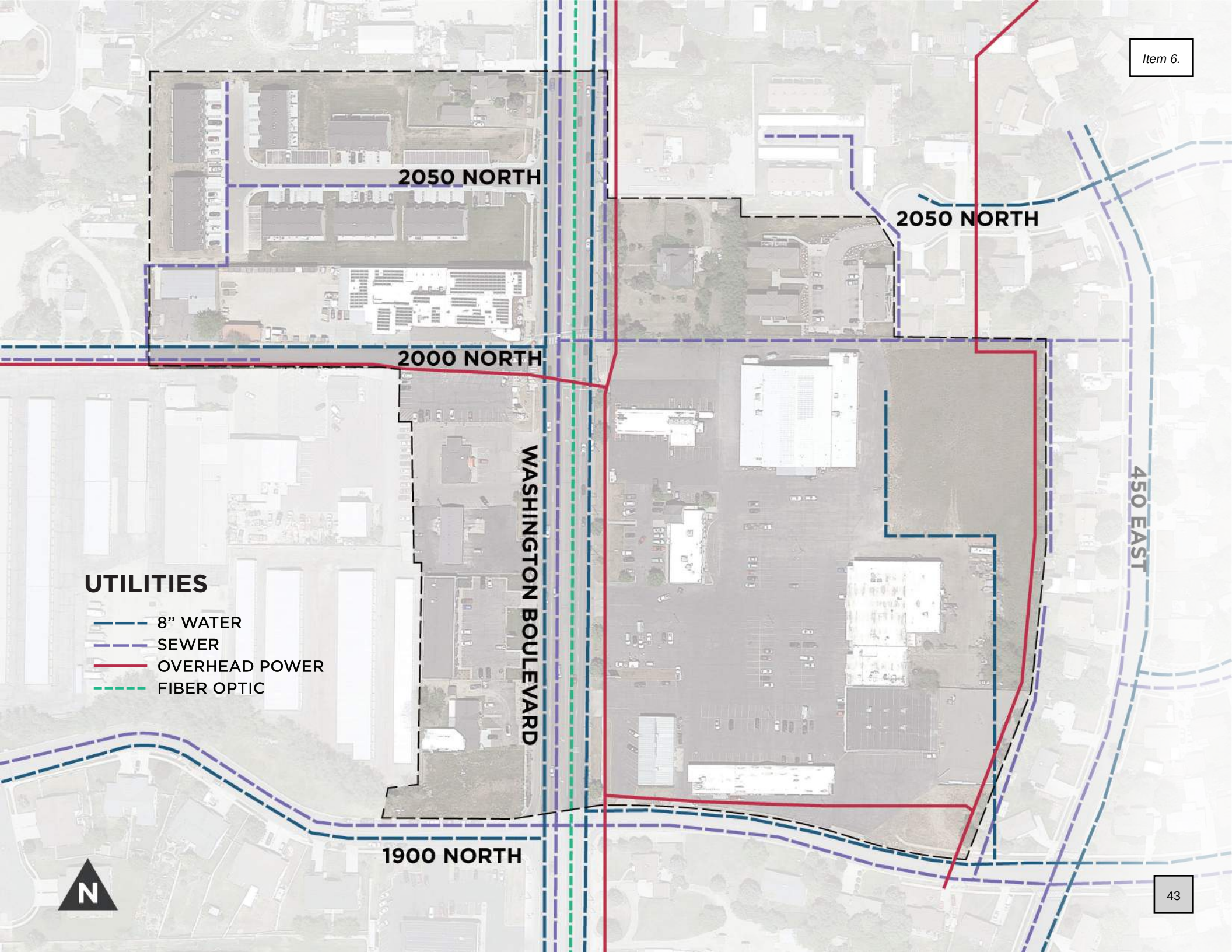
LIGHTING

Decorative streetlamps are placed consistently along each side of Washington Boulevard. The street frontage on Washington Boulevard is well-lit. The east-west streets, 1900 North and 2000 North, lack consistent street lighting.

On private land lighting is sparse and varies in design and quality by ownership. This lack of consistent lighting along minor streets and within the project area may contribute to discomfort for visitors at night and may discourage active transportation, and reduce commercial activity after dark.



Decorative lighting along Washington Boulevard


2050 NORTH
2050 NORTH
2000 NORTH
WASHINGTON BOULEVARD
450 EAST
1900 NORTH
UTILITIES
8” WATER
SEWER
OVERHEAD POWER
FIBER OPTIC
N



Project Site with North Ogden Canyon and Wasatch Mountain Views

NATURAL FEATURES
Overview

The project area is framed by mountains and canyons, creating distinct scenic views. Currently, the area does not emphasize these natural features.

Washington Boulevard is largely lacking a tree canopy and landscape. Hard surfaces, including asphalt, dominate much of the site, with occasional patches of undeveloped land. With limited shade, the urban heat island effect is significant, decreasing visitor comfort.

Coldwater Creek crosses through the site underground and daylights in the southwest corner of the site. The health of the creek has been neglected. There are community-led efforts to restore and maintain the health of the creek.

Creek daylighting and other nature improvements are a potential catalyst for the revitalization of the site.



Undeveloped Land Near Creek Daylighting

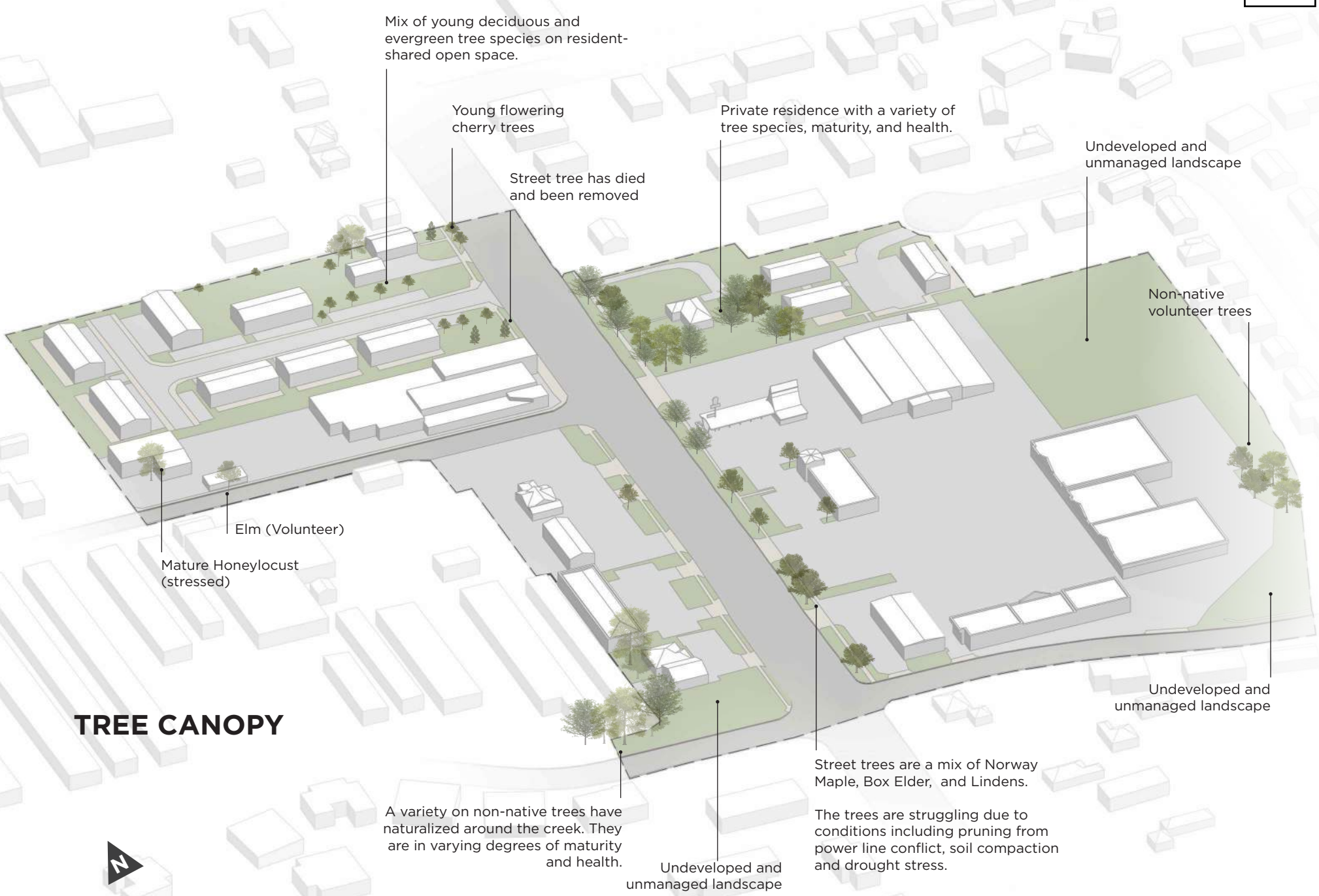
LANDSCAPE

Most of the mature landscape in the project area is located around the private residence on the northeast corner of the project area.

Washington Boulevard has a number of trees on the east side of the street, but lacks consistent canopy coverage. Most trees along the boulevard are struggling in health. There are few to no trees on the west side of Washington Boulevard, which may contribute to an uninviting pedestrian experience.

Aside from undeveloped parcels with volunteer herbaceous and shrub plant species, much of the site is hardscape consisting of either asphalt or concrete.

Volunteer tree species have developed where the creek daylights at the southwest corner of the project area, although it appears the majority are non-native species.


Mix of young deciduous and evergreen tree species on resident-shared open space.
Young flowering cherry trees
Street tree has died and been removed
Private residence with a variety of tree species, maturity, and health.
Undeveloped and unmanaged landscape
Non-native volunteer trees
Elm (Volunteer)
Mature Honeylocust (stressed)
Undeveloped and unmanaged landscape
Street trees are a mix of Norway Maple, Box Elder, and Lindens.
The trees are struggling due to conditions including pruning from power line conflict, soil compaction and drought stress.
A variety on non-native trees have naturalized around the creek. They are in varying degrees of maturity and health.
Undeveloped and unmanaged landscape
N

TREE CANOPY

COLDWATER CREEK

Coldwater Creek is a unique asset to North Ogden. The creek is one of the few urban waterways in the Wasatch Front that supports trout habitat. Urbanization has infringed on its riparian zone, introducing non-native vegetation, and forcing parts of the creek into underground culverts, notably near the project area. The creek which once passed diagonally on the site now follows city streets underground and daylights west of Washington Boulevard at 1900 North. The narrow land where the creek resurfaces contains most of the mature vegetation in the project area. Although much of this vegetation is non-native, suppressing native plants and diminishing stream health. Road runoff and trash collects here. Another concern is the creek's passage through 1900 North, with the road crossing there proving impassable for fish, a crucial setback for trout sustainability.

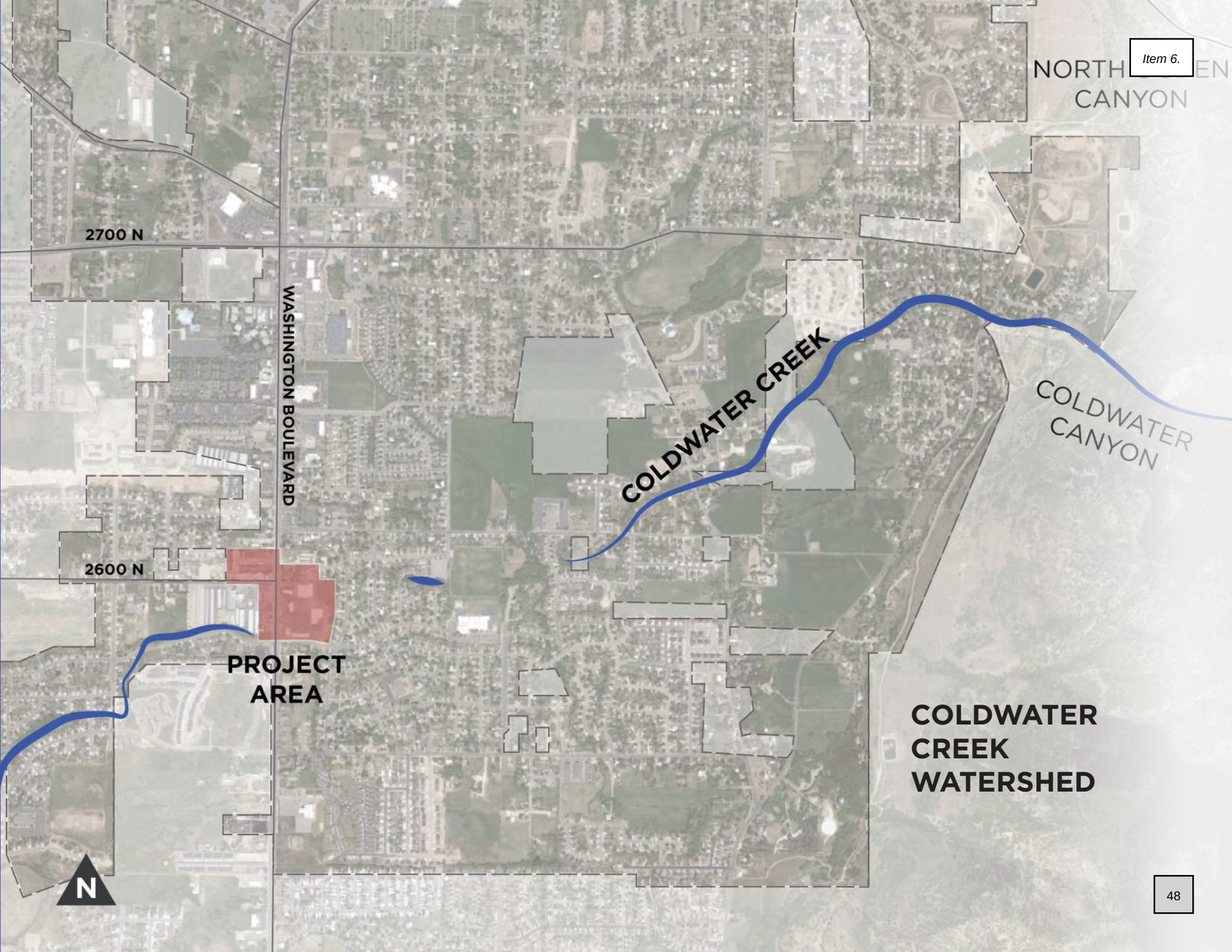
Even with these concerns the area around the creek creates a pleasant outdoor environment. Some local residents, recognizing the value and potential benefits of an urban creek have organized in support for its restoration, including improving the riparian zone and daylighting the creek.

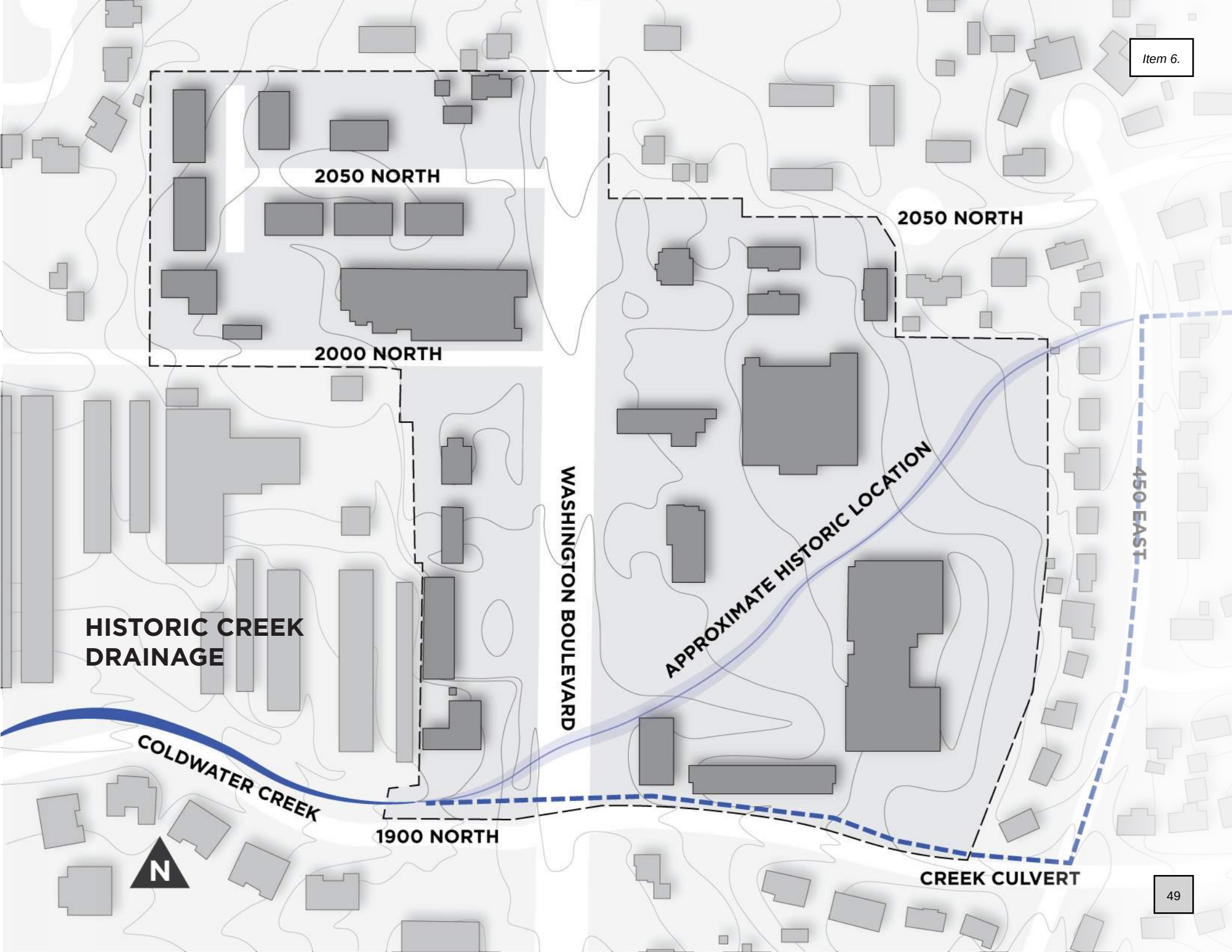
Urban creeks enhance biodiversity, water quality, and flood control while offering recreational, aesthetic, and educational benefits to communities. Their presence positively impacts mental well-being, property values, and fosters community engagement, making them invaluable assets in urban settings.

The project area is a promising candidate for daylighting a segment of the creek, unlocking its ecological and community benefits. By restoring this section to its natural state, we can enhance both the environmental health and the aesthetic appeal of the urban landscape and generate new life within the project area.



Creek Emerging at 1900 North


NORTH
CANYON
2700 N
WASHINGTON BOULEVARD
COLDWATER CREEK
COLDWATER
CANYON
2600 N
PROJECT
AREA
COLDWATER
CREEK
WATERSHED
N


2050 NORTH
2000 NORTH
2050 NORTH
WASHINGTON BOULEVARD
APPROXIMATE HISTORIC LOCATION
450 EAST
HISTORIC CREEK DRAINAGE
COLDWATER CREEK
1900 NORTH
CREEK CULVERT
N



Bus Stop and Sidewalk along Washington Boulevard

TRANSPORTATION

North Ogden South Town Commercial Area enjoys convenient vehicular connection with Washington Boulevard enabling swift travel throughout the region. While this is an asset to the site and its future, it also presents challenges. The road is designed for swift speeds and high traffic flow, which can limit visibility for businesses and create unsafe and unpleasant conditions for pedestrians and cyclist. Developmental patterns make internal navigation challenging for both vehicles and pedestrians. Parking is abundant and is underutilized.

There is a single UTA bus route that offers regular service, but amenities are needed. Cyclists navigate alongside high-speed traffic without protective barriers. The pedestrian landscape is fragmented, marked by gaps in pathways and vast building setbacks. Few pedestrian connections and crosswalks make getting to the site inconvenient. As the City evolves, refining these transportation dynamics will be key to ensuring a seamless movement for all residents.

VEHICULAR

Washington Boulevard is a vital arterial route for vehicles and freight in North Ogden. This creates quick vehicular access through North Ogden and to adjacent cities and commercial centers. The street is designed for high speeds and high volumes with minimal delays. Numerous curb cuts and a wide center turn lane allow for easy vehicular access to most areas on the project site.

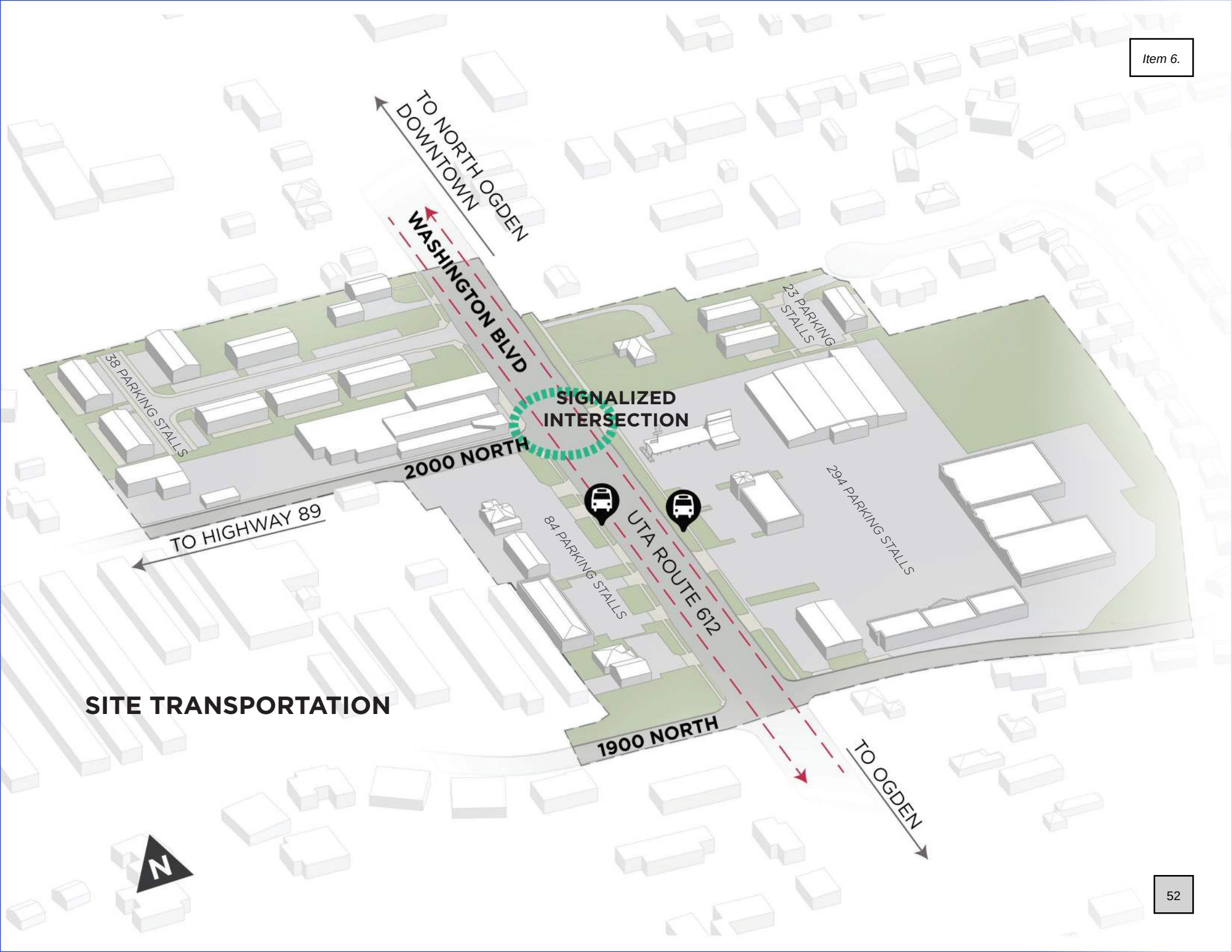
2000 North is the only signalized intersection in the project area and is a regional crossroads. Prioritizing traffic flow on Washington Boulevard, signal cycles can run long. This street, while having a lower traffic volume is a direct connection to Highway 89.

Due to oddly-shaped parcels and differing development eras, traffic internal to the site is not cohesive, making driving confusing and creating conflict with pedestrians.

Parking availability is substantial with approximately 418 parking stalls within the project area. This parking is underutilized for the current uses on the site. Street parking is not expressly prohibited along Washington Boulevard, but it is unused.



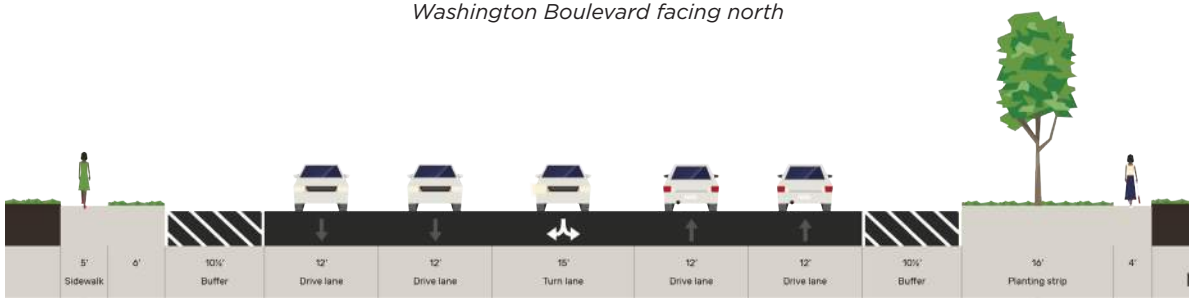
Intersection at Washington Boulevard and 2000 North



SITE TRANSPORTATION



Washington Boulevard facing north



Washington Boulevard cross-section



Key Plan

Washington Boulevard

Washington Boulevard is a critical arterial for vehicles and freight in North Ogden. The UDOT-controlled road has a speed limit of 45 MPH. The wide right-of-way encourages high speed.

Two 12' wide in each direction with a 15' center turn lane with 10' buffers to each side. The 115' right-of-way provides potential room for improvements without impacting private property or traffic volumes.

UDOT and associated municipalities have an agreement defining the number of signalized intersections and curb cuts along the road. Future developments will be required to limit direct access to Washington Boulevard with fewer curb cuts than exist today. No additional signalized intersections will be allowed near the project area.

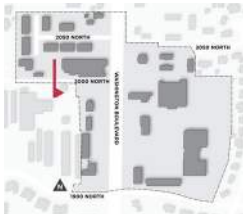
Washington Boulevard carries approximately 31,000 vehicles per day (2019) and is projected to carry 32,000 by 2050.



2000 North facing east



2000 North cross-section



Key Plan

2000 North

2000 North provides a vehicular connection from the project site to Highway 89.

The intersection at Washington Boulevard is the only signalized intersection near the project site and is a critical intersection.

The right-of-way width of 32', with a lane in each direction, varying in width as it approaches the intersection. It is likely sufficient for future demands.

The street lacks a sidewalk on the south side limiting pedestrian mobility. A right turn lane from Washington Boulevard onto 2000 North is designed to allow high speed turns, creating possible pedestrian conflicts.

2000 North carries 500 vehicles per day (2019) and is projected to carry 1,500 by 2050.



1900 North facing west



1900 North cross-section

1900 North

The right-of-way is 53', with a lane in each direction. The existing width is likely sufficient for current and future traffic demands, with ample room to accommodate on-street parking.

There is no sidewalk on either side of the street.

1900 North carries less than 1,000 vehicles per day (2019). The number of vehicles per day is not expected to rise between now and 2050.



Key Plan

BIKE

A wide shoulder along Washington Boulevard can be used as a bike lane, however it transitions to a turn lane at most intersections. The high road speeds and lack of a barrier to protect cyclist create unfavorable, low comfort, conditions.

The current City code requires a 10' multi-use path along Washington Boulevard, replacing the existing sidewalk, for all new construction. No multi-use path has been installed in the project area.

There are no bike racks within the project area.

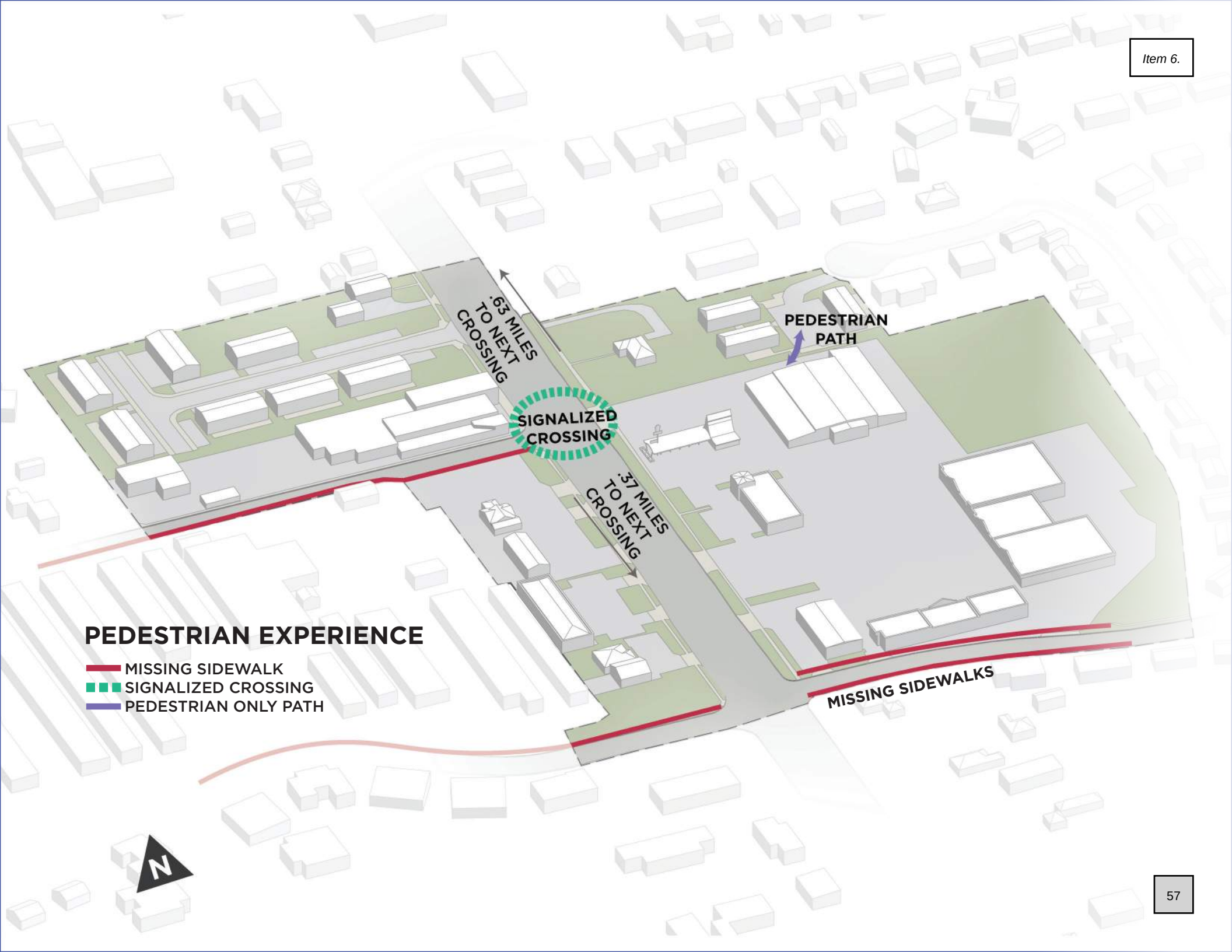
PUBLIC TRANSIT

The UTA bus route 612 serves the site with a 15-minute headway, running along Washington Boulevard. This route connects the North Ogden commercial core with the Ogden FrontRunner Station.

Existing bus stops lack amenities such as a bench or a shelter and lack paving to allow for the bus to deploy the accessibility ramp.



UTA Route 612
Source: UTA


.63 MILES TO NEXT CROSSING
SIGNALIZED CROSSING
.37 MILES TO NEXT CROSSING
PEDESTRIAN PATH
MISSING SIDEWALKS
PEDESTRIAN EXPERIENCE
MISSING SIDEWALK
SIGNALIZED CROSSING
PEDESTRIAN ONLY PATH
N

WALKABILITY

Lack of trees, street-facing buildings, narrow sidewalks, and high noise levels along Washington Boulevard make for a less inviting pedestrian environment. There are no pedestrian pathways internal to the site making it difficult and unpleasant to navigate from the parking lot or between buildings. Few pedestrian connections exist from existing neighborhoods into the site, and with a lack of consistent sidewalks walking from adjacent neighborhoods can be difficult.

Sidewalk

Four-foot sidewalks run north to south along Washington Boulevard and provide the best pedestrian connection through the site. 2000 North and 1900 North are missing sidewalks on either one or both sides of the roads. Current zoning requires a ten-foot multi-use path along Washington Boulevard for new construction.

Sidewalk Buffers

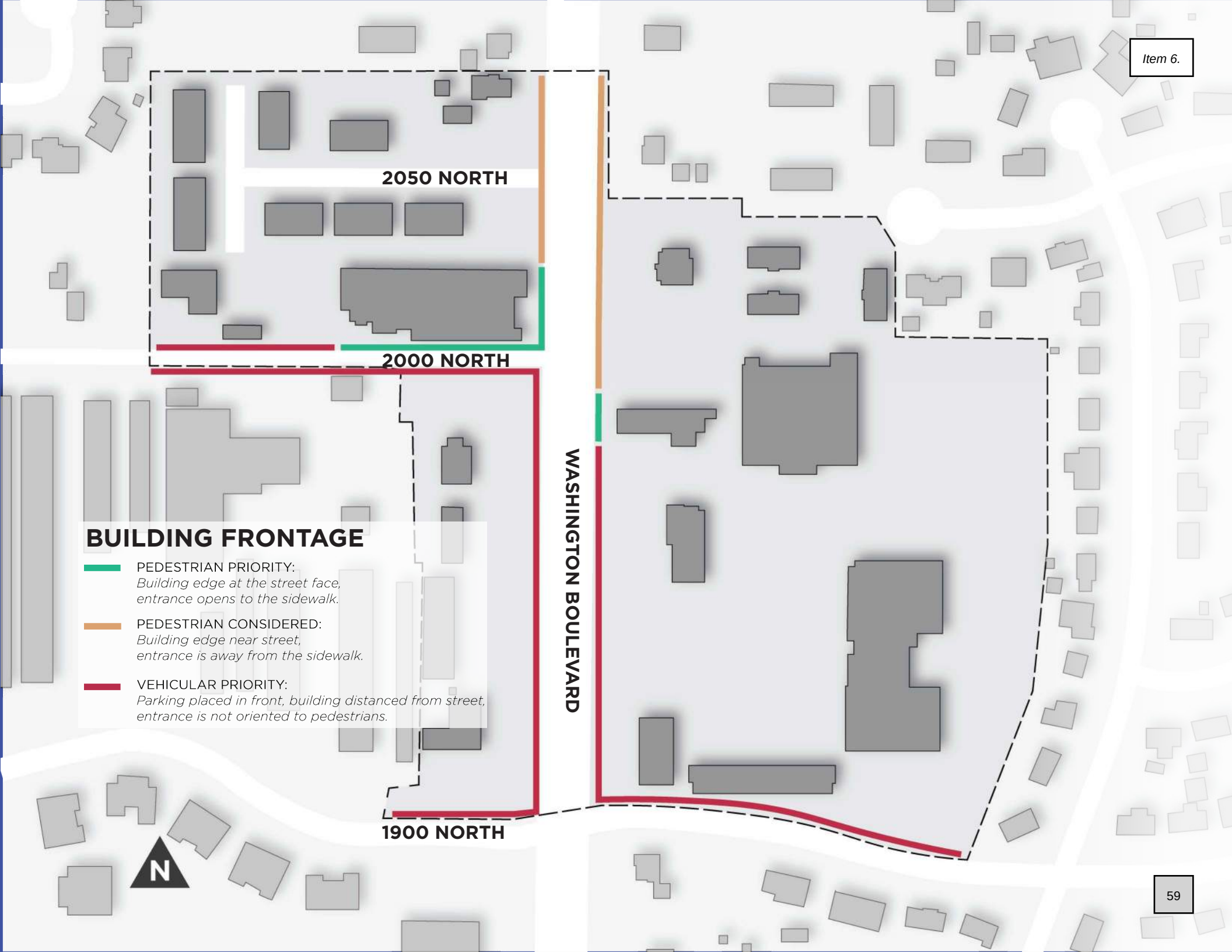
Along the east side of Washington Boulevard, there is a sixteen-foot park strip that provides a generous buffer for pedestrians and room for additional improvements within the existing right of way. The west side of the boulevard has a six-foot park strip. Inconsistent trees The park strip on other streets is five feet however along 2000 North there is no barrier between the sidewalk and vehicle lanes.

Crosswalks

The only marked crosswalks in the project area are at the intersection of Washington Boulevard and 2000 North. With 0.63 miles until the next crossing to the north, and 0.37 miles to the next crossing to the south. Crossing Washington Boulevard, pedestrians need to navigate 83 feet of pavement without any median or refuge area.

Building Frontage

Most buildings within the project site are set back fifty feet or more from the public right of way, with large parking lots between the sidewalk and the building. Many of these buildings have entrances that face away from the street. This layout prioritizes the personal vehicle and creates an unpleasant pedestrian experience. Notable exceptions include Kirt's Drive-In and The Cannery Building which are adjacent to the sidewalk.



BUILDING FRONTAGE

PEDESTRIAN PRIORITY:
Building edge at the street face, entrance opens to the sidewalk.

PEDESTRIAN CONSIDERED:
Building edge near street, entrance is away from the sidewalk.

VEHICULAR PRIORITY:
Parking placed in front, building distanced from street, entrance is not oriented to pedestrians.



North Ogden City bench outside The Cannery

ASSET, CHALLENGES, AND OPPORTUNITIES

Through the existing conditions analysis key elements emerged, including the area's foundational assets, the challenges that may be barriers to progress, and the latent opportunities ripe for harnessing. The assets, weaknesses, and opportunities have been distilled here to guide the planning and decision-making for the area.

Assets

The area has many features that continue to draw in the community. This includes culturally significant sites like **Kurt's Drive-In, The Cannery, and McFarland's Family Farm Stand**, often mentioned by residents as key landmarks. The site has a number of **local businesses** that are important to the community. Annual events like the Chalk It Up charity event help activate the underutilized parking spaces and allow people to gather. A prominent feature of the site is the **stunning views** of the nearby mountains. Recent investments by the City include streetlights along Washington Boulevard which help establish a sense of place.

Challenges

The project area has challenges that may discourage pedestrian activity and business opportunity on the site. A major consideration is the **car-oriented design** and space allocation within the project area, including large, underutilized parking, lack of outdoor gathering spaces, and distant building setbacks.

The area **lacks pedestrian comfort and connections** with narrower or inconsistent sidewalks, barriers to convenient pedestrian connections, and high traffic speeds near crossings. Transit to and from the site is limited, while a high frequency bus does pass through the area, the stops do not have seating, shelter, or other amenities which can be uncomfortable for transit users.

Site layout and parking in the front sets buildings too far and creates **low visibility for existing businesses.** In general, even with key destinations, the activity in the area is low.

Opportunities

There are major opportunities for the site. Some recurring ideas expressed from workshops and engagement efforts include ideas to enhance City identity and **placemaking, reviving the Coldwater Creek, maximizing underdeveloped land, incorporating more social spaces**, and creating better connections throughout the space.

The intersection at 2000 North and Washington Boulevard and other key nodes along the corridor can be **gateways into the City**. The wide right-of-way along Washington Boulevard can **enhance the walking and biking experience** to the commercial area. Pedestrian paths and connections to and from the neighborhoods can also help with access to the area. With much of the land underdeveloped, there are opportunities to create social spaces that are adjacent to buildings that generate activity in the area and enhance businesses.



BRANDED STREET LIGHTING

2050 NORTH



THE CANNERY

2000 NORTH



KURT'S DRIVE-IN

WASHINGTON BOULEVARD



ANNUAL EVENTS/
CHALK IT UP

450 EAST



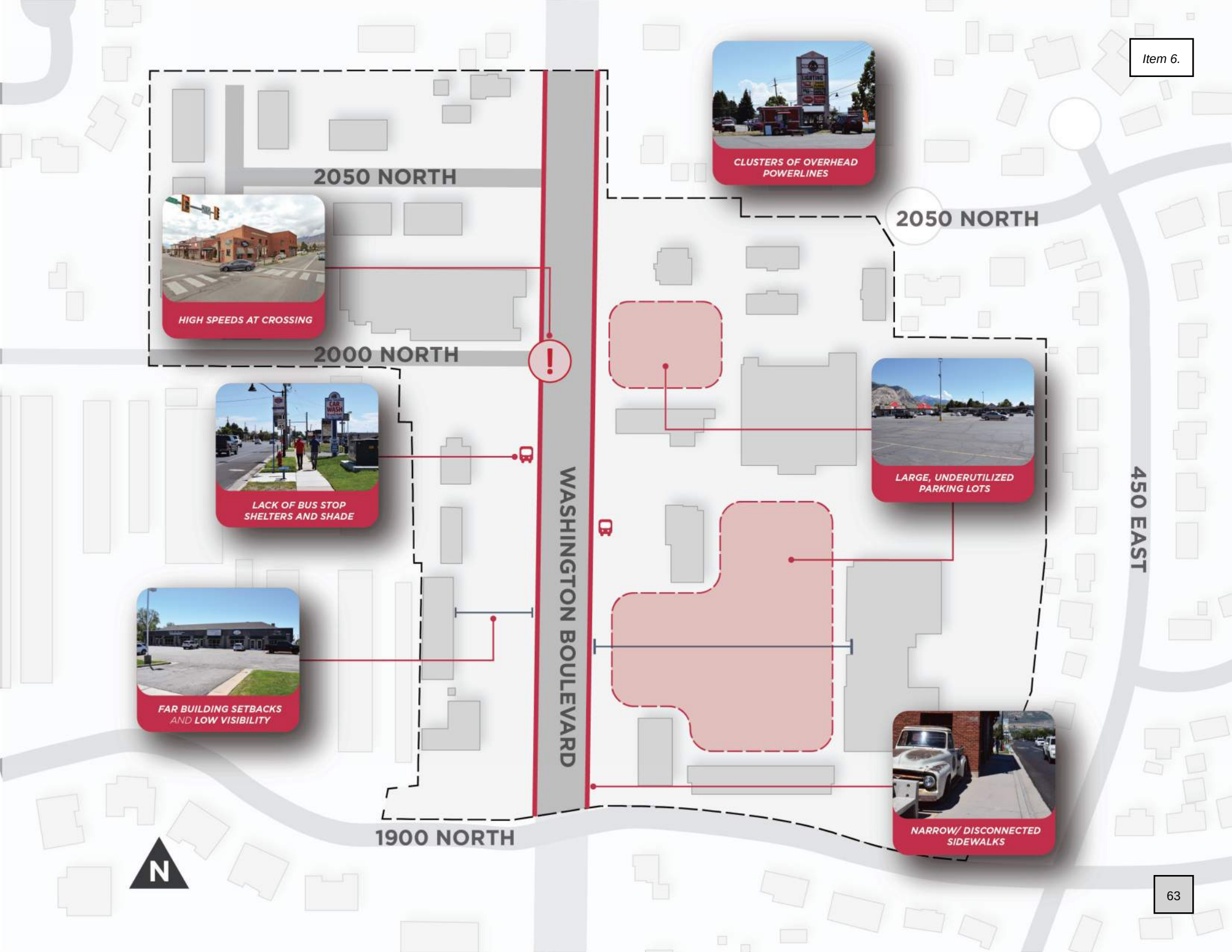
VIEWS TO THE MOUNTAINS

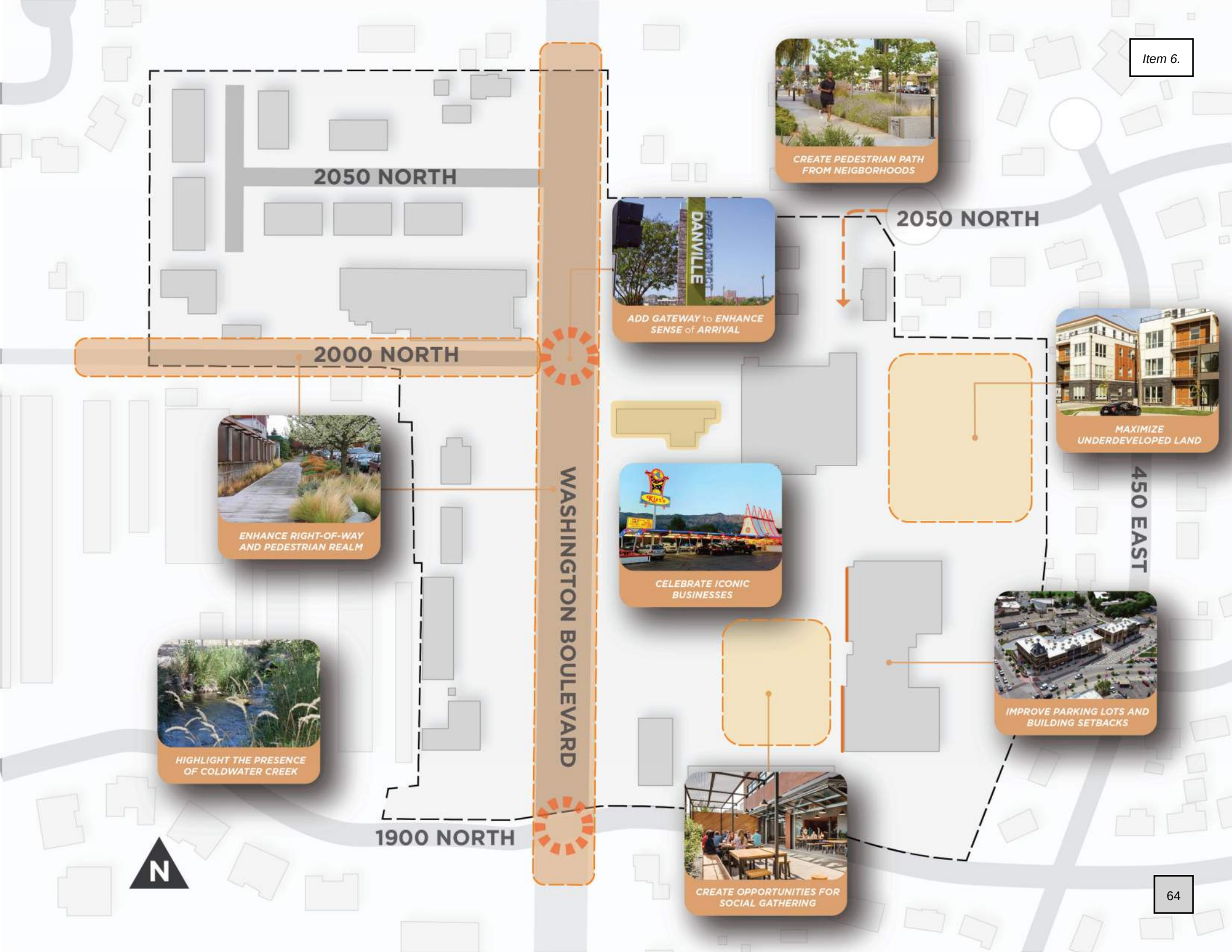


MCFARLAND'S FAMILY
FARM STAND

1900 NORTH

N


2050 NORTH
2000 NORTH
1900 NORTH
WASHINGTON BOULEVARD
450 EAST
HIGH SPEEDS AT CROSSING
CLUSTERS OF OVERHEAD POWERLINES
LACK OF BUS STOP SHELTERS AND SHADE
LARGE, UNDERUTILIZED PARKING LOTS
FAR BUILDING SETBACKS AND LOW VISIBILITY
NARROW/ DISCONNECTED SIDEWALKS
N


2050 NORTH
2000 NORTH
1900 NORTH
WASHINGTON BOULEVARD
450 EAST
2050 NORTH
DANVILLE
CREATE PEDESTRIAN PATH FROM NEIGBORHOODS
ADD GATEWAY to ENHANCE SENSE of ARRIVAL
MAXIMIZE UNDERDEVELOPED LAND
ENHANCE RIGHT-OF-WAY AND PEDESTRIAN REALM
CELEBRATE ICONIC BUSINESSES
IMPROVE PARKING LOTS AND BUILDING SETBACKS
HIGHLIGHT THE PRESENCE OF COLDWATER CREEK
CREATE OPPORTUNITIES FOR SOCIAL GATHERING
N

03 MARKET ANALYSIS



MARKET ANALYSIS
Overview

The study area has many advantages with good traffic counts, access, and visibility along Washington Boulevard. However, many of the buildings in the study area are aging and lack visual interest. They generally have lower improvement values and are older than other commercial sites in the North Ogden City ("City"). This makes many of them prime candidates for redevelopment.

The City only captures about half of the retail purchases that its residents make. While the City's grocery stores draw from the larger regional area, it is leaking sales in most other retail categories. This provides a variety of opportunities for the City to expand its current selection of retail goods and to attract residents from other communities such as Harrisville and Pleasant View.

Located north of the study area, along Washington Boulevard is the City's commercial core, which generates most of its sales tax revenues. The City has significant leakage and should consider whether it wants to focus on generating additional sales tax revenues at this southern commercial site or whether it wants to fill another gap in the City by creating a smaller-scale destination development with community amenities such as entertainment, water features, plaza, etc.

North Ogden has an attractive demographic for many retailers. Residents have good incomes, larger household sizes, higher educational levels and a lower median age than most other neighboring cities. Retail trends have shifted to more online shopping, experience-based stores, take-out food and drive-through establishments.

Therefore, a community center with a blend of smaller-scale retail and entertainment options might serve North Ogden's needs and build on some of the unique businesses, such as Kirt's Drive-In or The Cannery that are already located in the area.

Year	Residential Units	Population
2023	6,007	21,213
2024	6,116	21,595
2025	6,226	21,985
2026	6,338	22,381
2027	6,453	22,785
2028	6,569	23,196
2029	6,687	23,614
2030	6,808	24,040
2031	6,931	24,473
2032	7,056	24,914
2033	7,183	25,363
2034	7,312	25,821
2035	7,444	26,286
2036	7,578	26,760
2037	7,715	27,243
2038	7,854	27,734
2039	7,996	28,234
2040	8,140	28,743
2041	8,287	29,261
2042	8,436	29,789
2043	8,588	30,326
2044	8,743	30,873
2045	8,901	31,430

Source: North Ogden City

DEMOGRAPHICS
Projected Growth

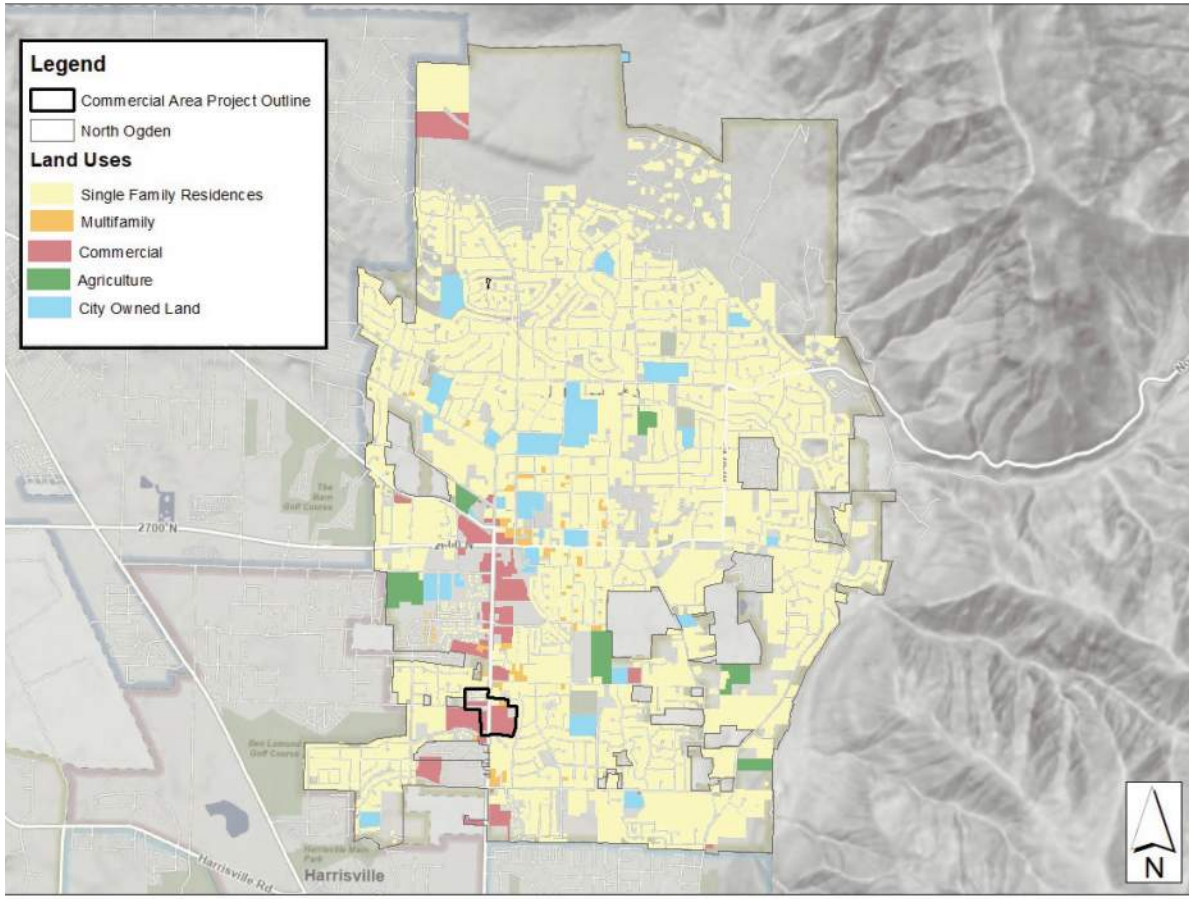
North Ogden is largely built out with growth projections of roughly 100 to 150 households per year and 400 – 500 persons. Much of this group will come with increased density and redevelopment as there is little vacant land available for new development in the City.

	North Ogden	Harrisville	Ogden	South Ogden	Pleasant View
Population	21,552	6,858	86,800	17,488	11,083
Median Age	31.7	28.5	33.2	32.7	34.6
Median Household Income	$93,490	$77,426	$56,501	$74,724	$110,687
Average Household Size	3.39	3.16	2.54	2.68	3.27
Bachelor's Degree or Higher	33.1%	17.8%	27.6%	32.4%	34.4%

Source: US Census Bureau 2021 American Community Survey, 2022 Annual Population Estimates

Population Comparison

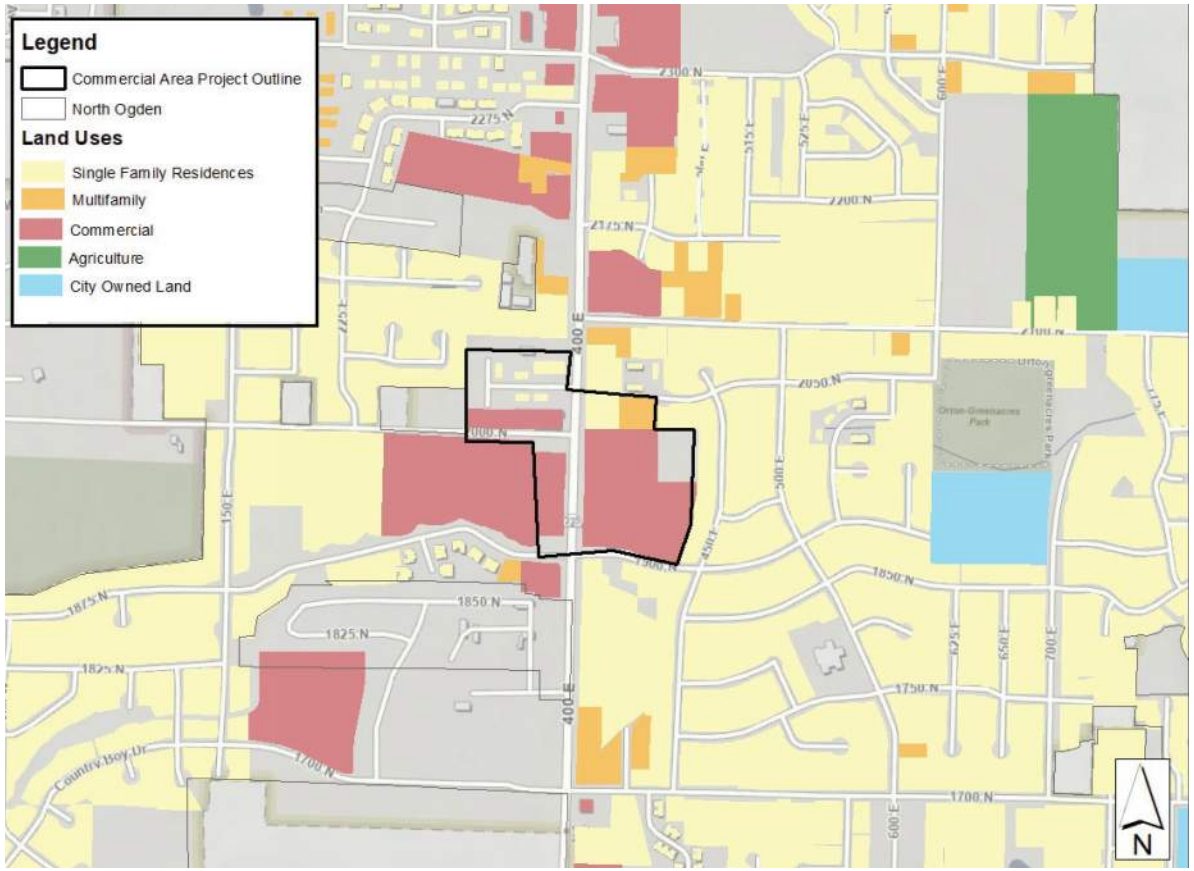
North Ogden's population has higher median household incomes than most surrounding cities, with the exception of Pleasant View. City residents are relatively young, well-educated and have larger than average household sizes.



Existing Land Uses

LAND USE
Citywide

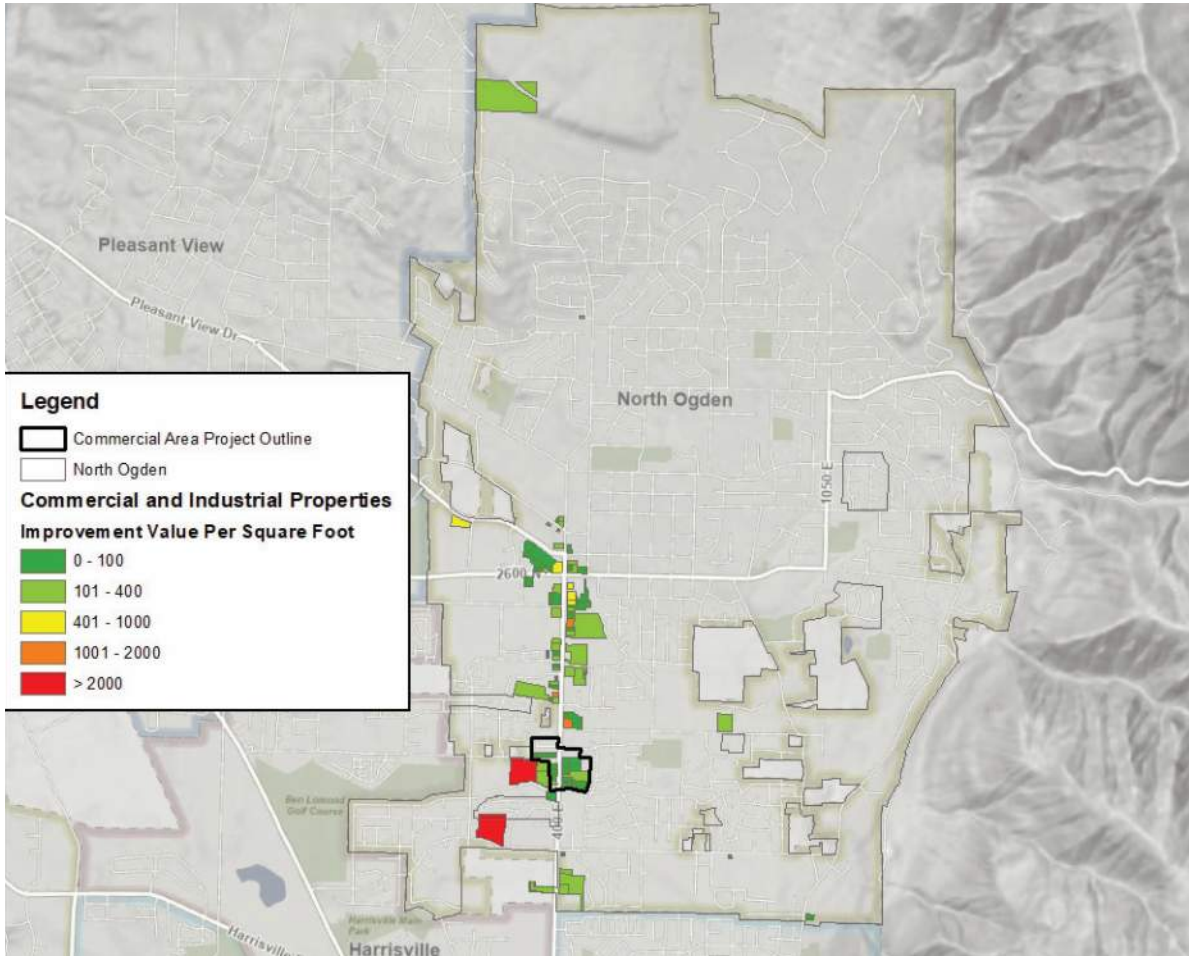
Commercial development in the City is largely found along Washington Boulevard which is a major transportation route through the area. Multi-family residential is generally located between commercial development and single-family homes, thereby serving as a buffer. As the map shows, the City is largely comprised of single-family residential.



Existing Land Uses in Study Area

Project Area

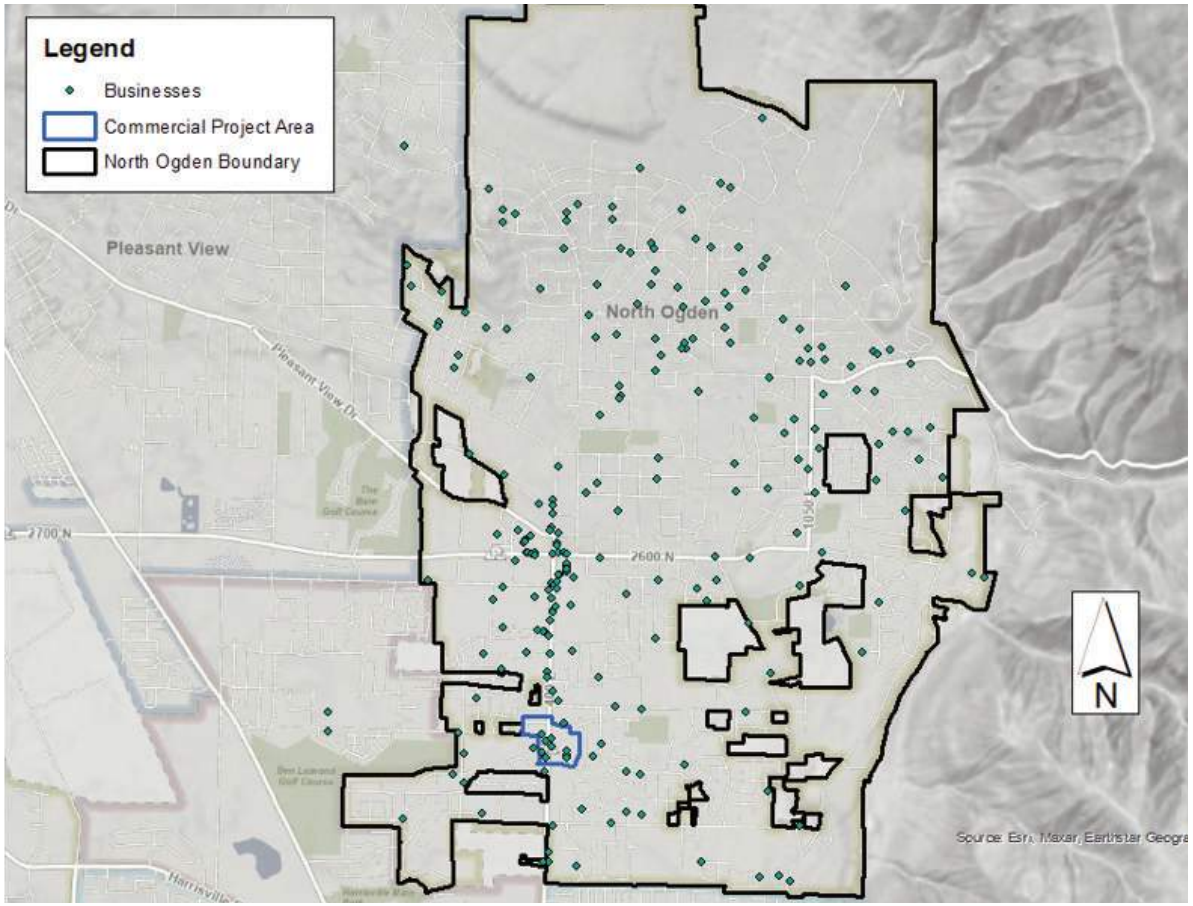
Land uses in the study area are largely commercial in nature, with some residential development, including new multi-family units, just north of the Cannery. The eastern edge of the study area has vacant acreage that could be used for new development.



Commercial Improvement Values per Square Foot

COMMERCIAL IMPROVEMENT

Commercial improvement (building) values have been compared on a square foot basis, and show that some of the lowest building values, per square foot, are located within the study area. This indicates that the area is a prime target for redevelopment.



Existing Businesses

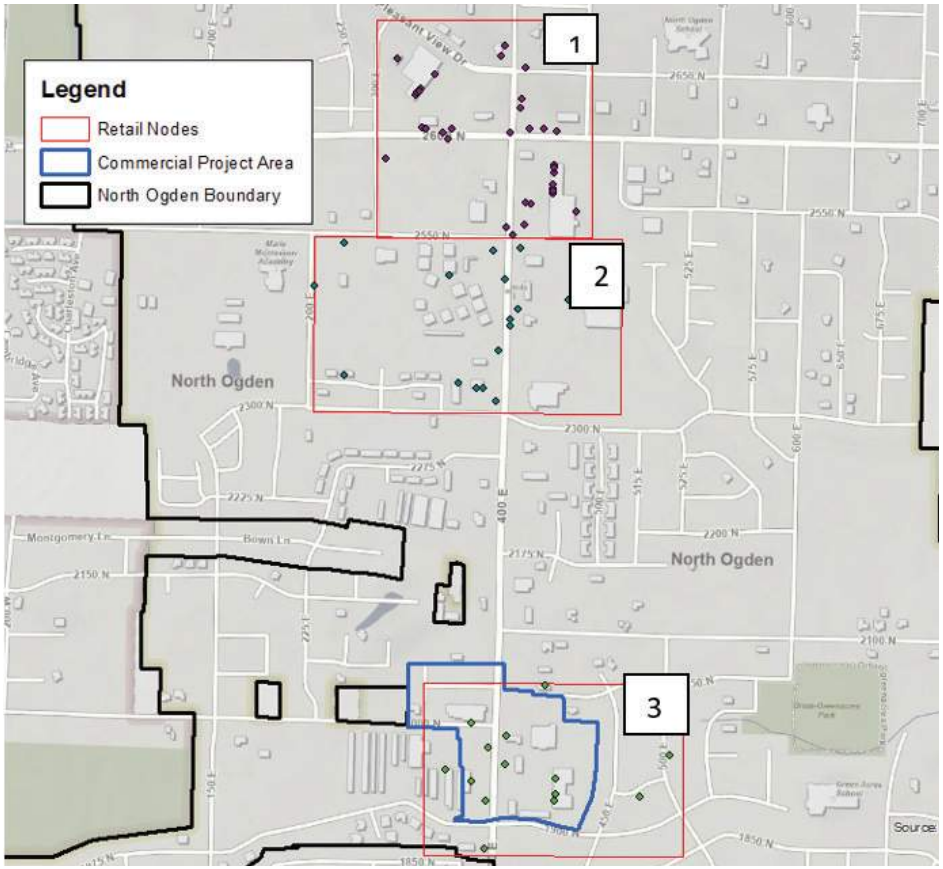
RETAIL ANALYSIS

While businesses are located throughout the entire City, the majority of businesses are found in the vicinity of Washington Boulevard. This prime arterial provides the strong sales tax base for the City.





The study area is home to some of the most iconic and well-known businesses in North Ogden – the Cannery Creamery and Kirt's Drive-In.



Retail Nodes

Retail Nodes

Area 2 generates the majority of the City's sales tax revenues, followed by Area 1. North of the study area, along Washington Boulevard, is the commercial base of the City which may be able to attract consumers from areas north of the City.

Area	Total Sales	% Sales	# Locations
Area 1: 2600 N 400 E	$50,368,362	31.59%	35
Area 2: 2300 N to 2550 N 400 E	$86,578,242	54.29%	14
Area 3: Project Area	$13,853,891	8.69%	16
Remaining North Ogden	$8,668,148	5.43%%	103
TOTAL	**$159,468,634**	**100%**	**168**

Source: Utah State Tax Commission, ZPFI

Category	2022 Leakage	2022 Capture Rate
Motor Vehicle and Parts Dealers	($55,635,063)	14.58%
General Merchandise Stores	($54,298,801)	6.54%
Building Material /Garden Equipment /Supplies Dealers	($39,243,261)	8.37%
Food Services and Drinking Places	($21,565,680)	53.01%
Accommodation	($19,065,550)	2.35%
Clothing and Clothing Accessories Stores	($10,164,559)	37.01%
Miscellaneous Store Retailers	($10,160,633)	40.97%
Repair and Maintenance	($9,857,227)	16.07%
Sporting Goods, Hobby, Book, and Music Stores	($8,541,622)	17.33%
Furniture and Home Furnishings Stores	($8,472,422)	10.86%
Electronics and Appliance Stores	($6,898,593)	28.60%
Amusement, Gambling, and Recreation Industries	($6,105,792)	6.75%
Gasoline Stations	($5,945,804)	48.38%
Non-store Retailers	($2,752,333)	94.34%
Health and Personal Care Stores	($2,121,014)	63.35%
Personal and Laundry Services	($1,665,851)	41.18%
Performing Arts, Spectator Sports, and Related Industries	($1,295,697)	2.42%
Museums, Historical Sites, and Similar Institutions	($511,382)	0.07%
Food and Beverage Stores	$52,868,237	228.88%
TOTAL	**($211,433,048)**	**50.17%**

SALES LEAKAGE
Citywide

The sales tax leakage analysis helps identify how well North Ogden is capturing sales compared to what would be expected in Utah. Taxable sales per capita in Utah for 2022 is used to establish a baseline that can be used for comparison. With that baseline, North Ogden City's 2022 per capita sales are compared to Utah per capita spending.

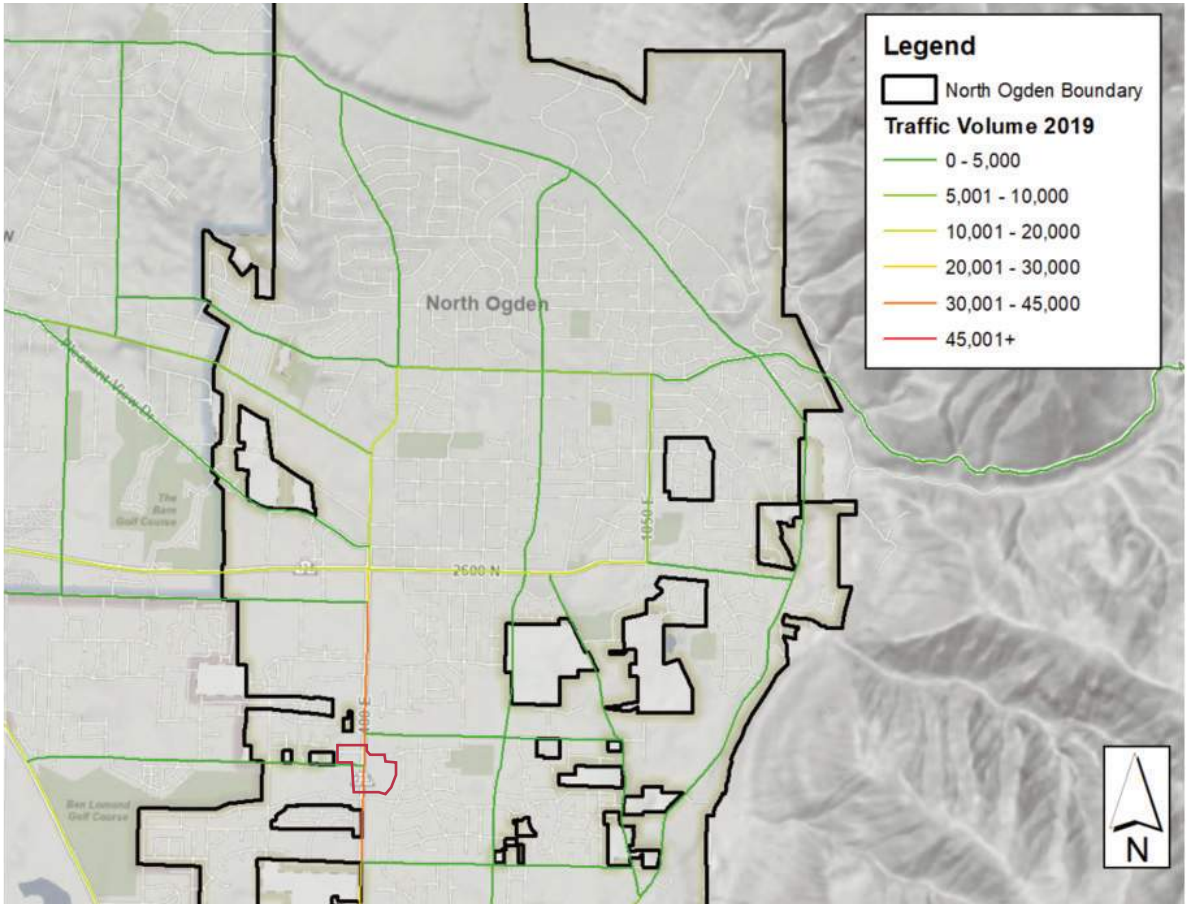
The results show if the City is capturing the expected amount of taxable sales or if sales are leaking to other communities. A capture rate of 100% means the City is capturing the expected amount of taxable sales. Meanwhile, a rate lower than 100% means sales are leaking to other communities and a rate over 100% means the City is capturing more than the expected number of taxable sales by attracting consumers from the larger regional area.

Category	North Ogden	Ogden	South Ogden	Riverdale	Brigham City
Motor Vehicle and Parts Dealers	15%	86%	143%	780%	115%
Furniture and Home Furnishings Stores	11%	85%	27%	1298%	25%
Electronics and Appliance Stores	29%	73%	30%	911%	49%
Building Material and Garden Equipment and Supplies Dealers	8%	207%	5%	655%	25%
Food and Beverage Stores	228%	120%	104%	44%	135%
Health and Personal Care Stores	63%	151%	117%	653%	36%
Gasoline Stations	48%	90%	55%	128%	187%
Clothing and Clothing Accessories Stores	37%	122%	40%	685%	21%
Sporting Goods, Hobby, Book, and Music Stores	17%	53%	72%	1103%	21%
General Merchandise Stores	7%	44%	534%	1039%	6%
Miscellaneous Store Retailers	41%	164%	99%	278%	33%
Non-store Retailers	94%	84%	82%	114%	77%
Arts, Entertainment, and Recreation	5%	37%	51%	54%	37%
Accommodation	2%	37%	4%	23%	37%
Food Services and Drinking Places	53%	118%	124%	463%	82%
Other Services - Except Public Administration	20%	179%	71%	48%	119%
Total	50%	103%	144%	526%	68%

SALES LEAKAGE
City Comparison

Overall, North Ogden is capturing only about half of purchases made by residents. The food and beverage stores category shows the greatest capture rate at 228%. Based on the sales leakage above, the greatest leakage is in motor vehicles, general merchandise, building materials and food services/restaurants. The subject site of this study is likely not suitable for motor vehicle sales which generally tend to cluster together and need large areas for development. But the site may be appropriate for other categories such as eating places, entertainment, sporting goods, general merchandise, furniture, and electronics stores.

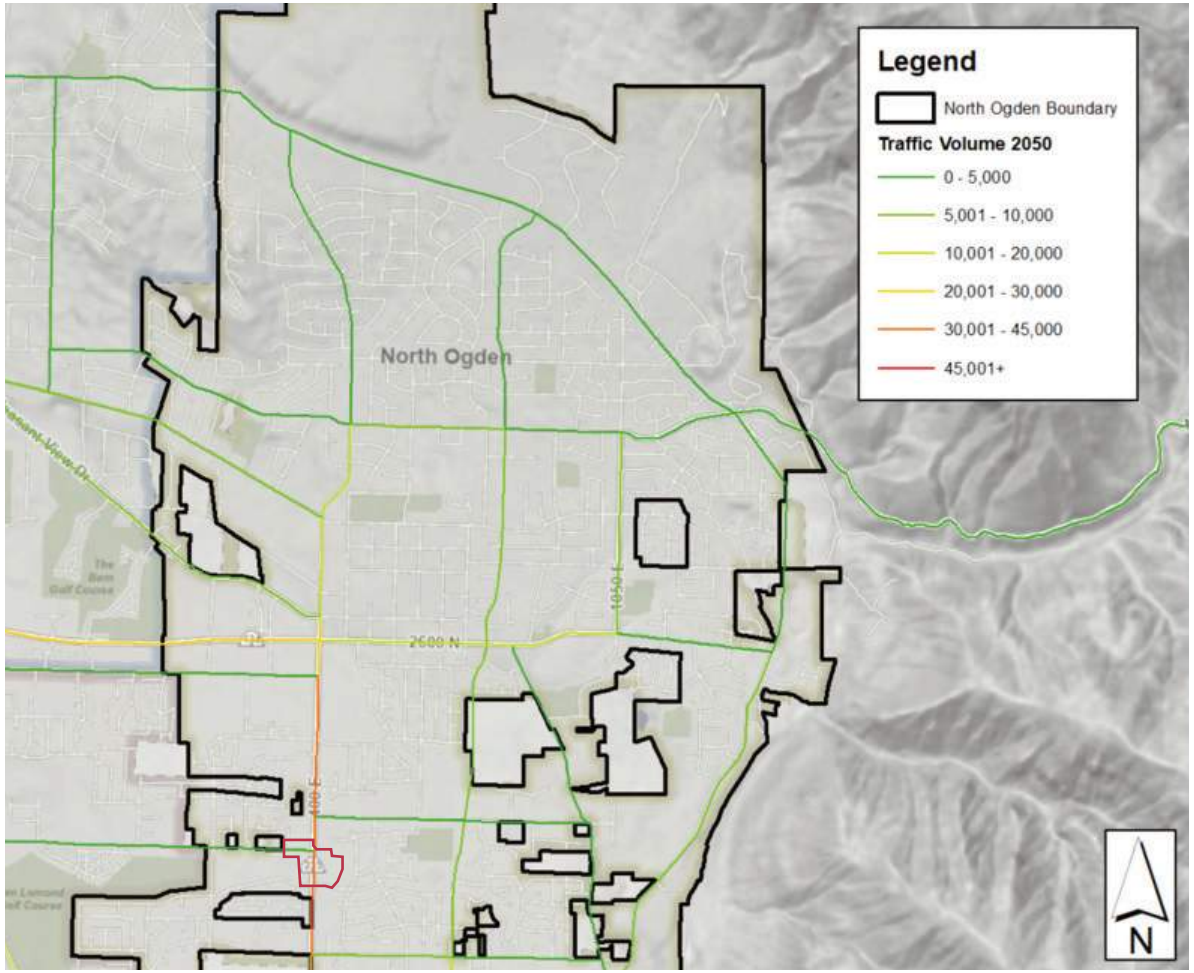
North Ogden has the lowest sales tax capture rate of the comparison group but may have the potential to capture more sales from smaller, surrounding cities such as Harrisville and Pleasant View. The State does not currently provide taxable sales data for Harrisville or Pleasant View, so it is unknown what current capture rates those two cities experience.



Traffic Counts 2019

TRAFFIC COUNTS
2019 Data

According to 2019 data, the most heavily traveled roads in North Ogden are Washington Boulevard and 2600 North. The busiest section of Washington Boulevard between 1700 North and 2600 North sees 31,079 vehicles per day while the busiest section of 2600 North sees 19,337 vehicles. Compared to these main roadways, most others are lightly trafficked seeing less than 10,000 vehicles per day. The subject site has sufficient traffic, access and visibility to attract most major retailers.



Traffic Counts 2050

2050 Projection

Nearly all the notable projected change in traffic levels for 2050 happens between 1500 North and 2600 North. Traffic along 400 East is projected to stay level around 31,000 trips while two other main roads leading into the City from the south, 700 East and Mountain Road, are expected to nearly double their traffic counts and have over 10,000 vehicles per day. This increase could be correlated with the expected increase in residential units and employment growth. Additionally, the busiest part of 2600 North is projected to see 21,500 vehicles per day by 2050, an increase of just over 2,000 from 2019 numbers.

Some roads shown with heavy increases in traffic are proposed roads that have not yet been built.



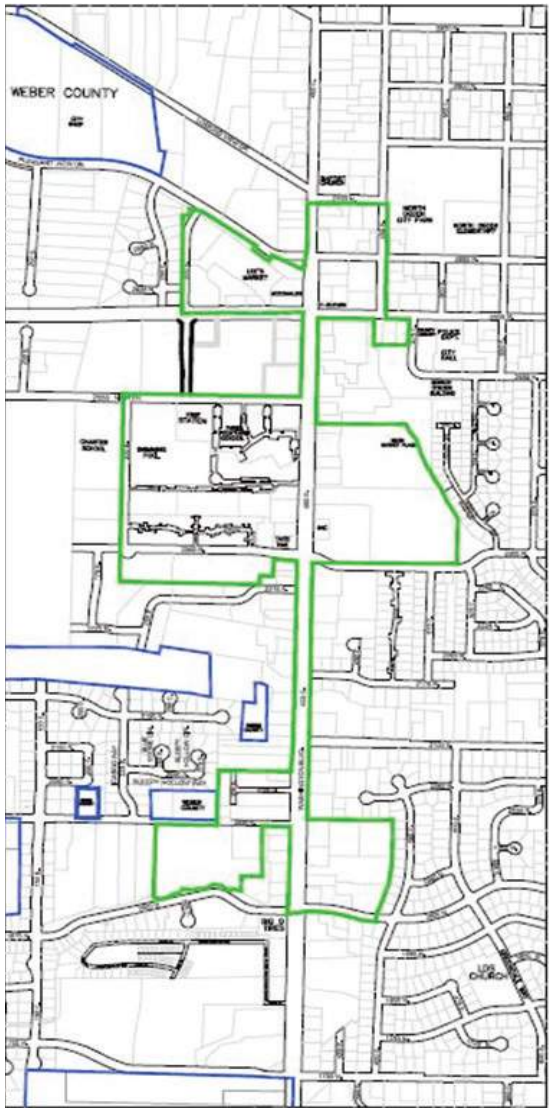
Employee Commuting Pattern

EMPLOYMENT COMMUTER PATTERNS

A large percentage of the City's labor force leaves the City each day. According to data from the Census Bureau, in 2020, the City had 7,002 individuals who commute to another city for work. The City may be missing taxable sales if these residents are shopping outside of the City commuting to or from work.

In 2020, there were approximately 2,000 jobs within the City. 360 of these jobs were held by residents of North Ogden. The remaining 1,639 jobs were held by individuals residing outside of the City boundaries. This is an opportunity for the City to capture additional taxable sales if there are shopping options along key corridors as outside workers come to the City for work.

The City may also benefit by creating new jobs within the City, specifically those that are aligned with the City's resident's experience. It is possible to increase the daytime population of key areas, which can attract additional commercial investment in these areas.



North Ogden CBD RDA Boundaries
Source: North Ogden City

REDEVELOPMENT AREA

The study area is in the North Ogden Central Business District (CBD) Redevelopment Agency (RDA) which expired in 2023. If the City has accumulated tax increment from this area that it has not spent, these funds could be used in the study area. Another option would be to extend the RDA so that tax increment could be collected and used to redevelop the study area.

04 PREFERRED PLAN





Coldwater Commons during a holiday event

PREFERRED PLAN

The preferred plan was developed through careful analysis of the project area and conversations with community members and key stakeholders. At the heart of the plan is the enhancement to Washington Boulevard. Improvements to the road and other transportation strategies will enhance the aesthetic appeal of the area and create safer and accessible ways to travel to and through the area by all modes of transportation.

Daylighting of Coldwater Creek will create recreation and gathering space for the community. Businesses adjacent to the creek utilize the plaza area for outdoor dining and events. Other key features of the plan include an urban orchard, food truck plaza, farmers market pavilion and a festival street, a pleasant street designed to be partially or fully closed to vehicular traffic for special events.

This vision centers around transforming the area, by incorporating a range of design features, strategies, and improvements, into an economically vibrant and inviting hub for the community.



PREFERRED PLAN

LAND USE

The goal for the revitalization of the South Town Commercial Area is to establish a robust range of commercial land uses. These uses should support existing businesses, and increase revenue and job growth.

While multifamily housing is a viable option within the project area, the area is envisioned to be composed entirely of commercial uses. With housing needs are already being met in nearby developments, this area provides an opportunity for a commercial and cultural hub, with a development pattern that is appropriate within the context of the city.

A thoughtful mix of land use that provides for residents shopping, entertainment, and service needs will enhance convenience for residents, reducing the need to travel elsewhere to meet their needs. This also contributes to the area's economic resilience, and creates a dynamic atmosphere, drawing in more visitors and boosting the local economy.

To allow for this vibrant mix, the types and sizes of commercial space will need to vary. This plan creates space for a larger destination tenant, located internal to the site, that heightens attention to the commercial area and bolsters other businesses.

Storefronts facing Washington Boulevard, Festival Street, and the Coldwater Creek entice people to stroll and shop at a mix of shops and boutiques and eat at an array of dining establishments from cafes and bakeries to sit-down restaurants.

Recreational sports, gyms, and social entertainment venues would create social destinations in the area. Additional uses may include professional offices, spanning industries such as legal, medical, financial, and consulting services. This would ensure a steady flow of visitors throughout the day.

This range of uses would create a vibrant, 24/7 destination where residents can fulfill their needs and build lasting memories within their own city.



Outdoor Dining | Eugene, OR
Source: Claim 52


Urban Orchard
Event Space
Farmers Market
Anchor Tenant
2000
NORTH
POTENTIAL LAND
USE MIX
RETAIL, DINING,
ENTERTAINMENT & SERVICES
PROFESSIONAL OFFICE
RESIDENTIAL
SPECIAL USE
N
1900
NORTH
WASHINGTON
BOULEVARD
Food Truck
Plaza

Community Opportunities

A feature of the robust commercial opportunities include strategic retail opportunities that enhance the appeal of the area, generate activity, and create community gatherings.



The Yard | Temple, TX
Source: The City of Temple

Food Truck Plaza
Located at the edge of Coldwater Commons, this hardscaped area allows for food trucks to park and connect to water and power. The plaza may have shade structures, movable seating, and patio heaters for an enjoyable outdoor dining experience.

A regularly scheduled and well-advertised Food Truck Plaza would support small local businesses and generate activity at the plaza, creating a desirable place for people to meet and dine.



Findlay Market | Cincinnati, OH
Source: Findlay Market

Market Pavilion
In a prominent location, the Farmers' Market Pavilion is a permanent all-season structure that can support a handful of local farm and vendor stands. This can increase demand for a Farmers' Market and bolster the local food system by supporting farmers and other small emerging businesses and artisans.

The building should be minimal but visually-effective to reduce overhead. The pavilion may be owned by a non-profit organization, coalition of farmers, or a public-private partnership. Operations and maintenance will be covered by stand rental fees.



Smales Farm | Auckland, NZ
Source: B:HIVE

Urban Orchard
The Urban Orchard is a vibrant and multi-functional space that serves both recreational and community-building purposes. It celebrates the agricultural heritage of the City and preserves its history for future generations. Strategic partnerships with the City, private businesses, and organizations would create the most successful outcome for the Urban Orchard and generate revenue. Features that might be considered when envisioning this space:



Conti Campus | Hannover, DE
Source: lad+

Orchard Area: A functional orchard and a beautiful green space, with cherry trees and other fruit trees, recalling the agricultural heritage of the area.

Event Spaces: Adaptable indoor and outdoor space for a wide range of purposes, including workshops, classes, meetings, performances, and community or private events.

Educational Programs: Related to the City's agricultural and horticulture heritage. This can include workshops on fruit growing, tree care and management.



Farmluxe | Bainbridge, WA
Source: Misha

Restaurant: Source ingredients directly from the orchard and local producers. Emphasize fresh, seasonal, and locally sourced produce.

Children's Play Area: Playground equipment and interactive elements that teach them about City history, nature, and agriculture.

Community Market: A regular event where farmers and artisans can sell their products, fostering a sense of community and supporting local businesses.



Concept plan facing southwest

URBAN FORM

Buildings within the commercial area are intended to have cohesive design elements, developed in collaboration with land and business owners, that establish strong branding and a sense of place. Potential elements shown in the preferred concept include high-quality materiality, building awnings, and stamped concrete or pavers.

Main entrances face Washington Boulevard, Festival Street, or Coldwater Commons. There are wide sidewalks throughout the site with space for outdoor displays or dining area.

The buildings on the site are largely one or two-stories but may be taller at key locations. Parking and loading are tucked behind buildings with landscape buffers between parking lots and adjacent residential neighborhoods.

This urban form creates a desirable walkable environment with high business visibility while also maintaining access and functionality.

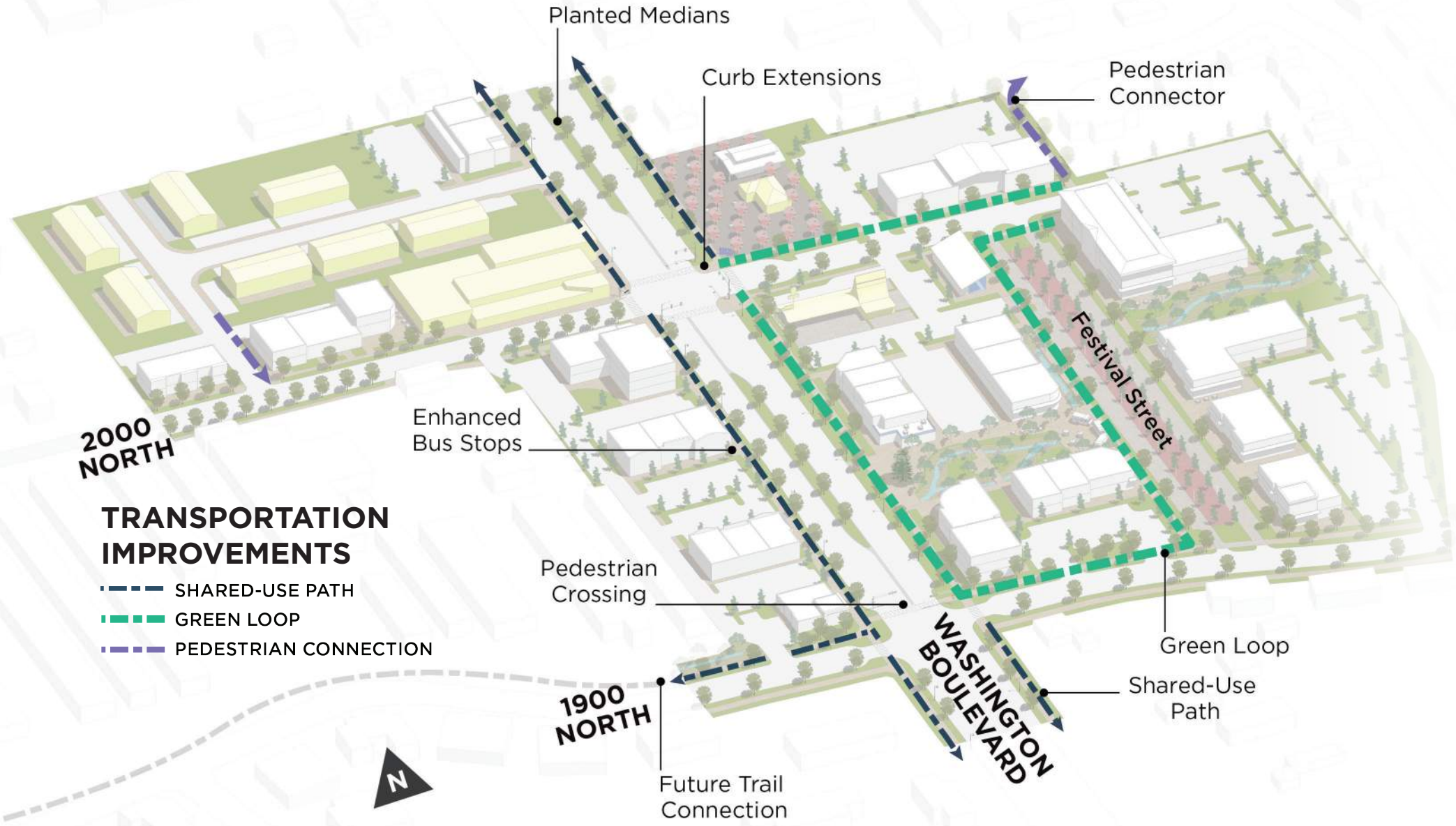


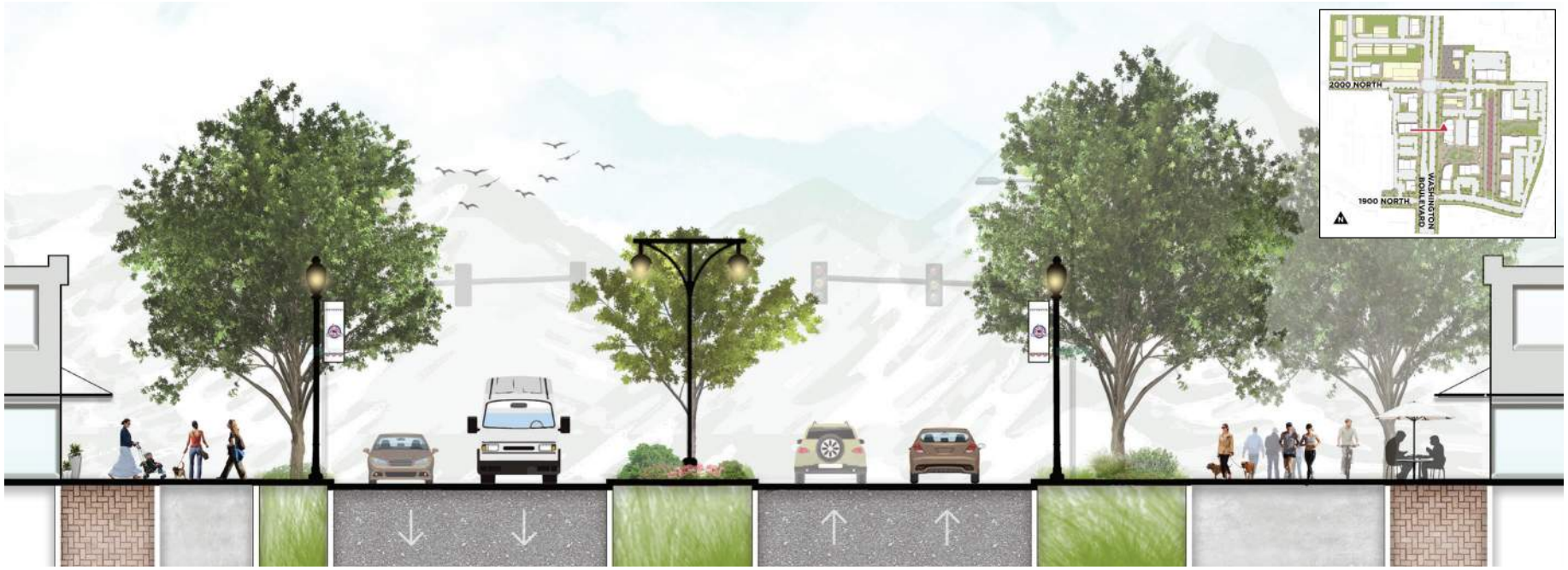
Monon Boulevard | Carmel Indiana
Source: John Bela

TRANSPORTATION

These transportation improvements are designed with the aim of increasing mobility options to and through the site. Included in this is increasing legibility and convenient vehicular access to meet the needs of businesses in the area, an enhanced pedestrian experience with new connections, safe and accessible bike infrastructure and amenities, and improved bus stops.

Two distinct streets create a critical transportation network for the commercial area, Washington Boulevard and the Festival Street. Washington Boulevard improvements are aimed at increasing the visual appeal of the area while ensuring that traffic capacity remains efficient. The Festival Street, serves as an internal thoroughfare, striking a balance by providing parking convenience while prioritizing the pedestrian experience. This pedestrian-friendly street is envisioned as a welcoming space for leisurely strolls and shopping that reflects the unique charm and character of the area.


Planted Medians
Curb Extensions
Pedestrian Connector
Festival Street
Enhanced Bus Stops
2000 NORTH
TRANSPORTATION IMPROVEMENTS
SHARED-USE PATH
GREEN LOOP
PEDESTRIAN CONNECTION
Pedestrian Crossing
WASHINGTON BOULEVARD
Green Loop
Shared-Use Path
1900 NORTH
N
Future Trail Connection



Washington Boulevard

Washington Boulevard

Washington Boulevard is critical to the appeal, functionality, safety, and success of the commercial area. This concept includes burying the power lines, an investment that reduces visual clutter and increases the aesthetics of the area.

The reimagined road includes a 10-foot shared-use path, for pedestrians and cyclists, along both sides of the road, with street trees at regular intervals. The right side makes up a leg of the commercial area's "Green Loop".

Buildings are strategically located near the path with an amenity zone in front creating opportunities for outdoor displays and dining.

While maintaining the existing two-lanes of traffic in each direction, the elimination of curb cuts along the boulevard allows for the introduction of a planted median. This enhances road safety and the identity of the area. These improvements collectively contribute to a more vibrant, accessible, and aesthetically pleasing Washington Boulevard.



The Festival Street

Festival Street

A vibrant and inviting internal thoroughfare that plays a pivotal role in promoting a pedestrian-friendly environment. With a travel lane in each direction, the Festival Street maintains connectivity while being intentionally designed for slower speeds, ensuring the safety of both pedestrians and motorists. The innovative use of curbside parking and angled parking in the center creates a unique streetscape that is highly functional.

What sets the Festival Street apart is its distinctive center area, which is paved and adorned with trees and catenary lighting. This area creates a pleasant streetscape and when closed to vehicular traffic it can be utilized for special events with tents or activities placed in the street.

Wide sidewalks flanking the street provide ample space for outdoor dining, public amenities, and a variety of activities. This concept aims to create a dynamic and adaptable urban space that can serve as a focal point for social engagement, entertainment, and commerce within the commercial district.

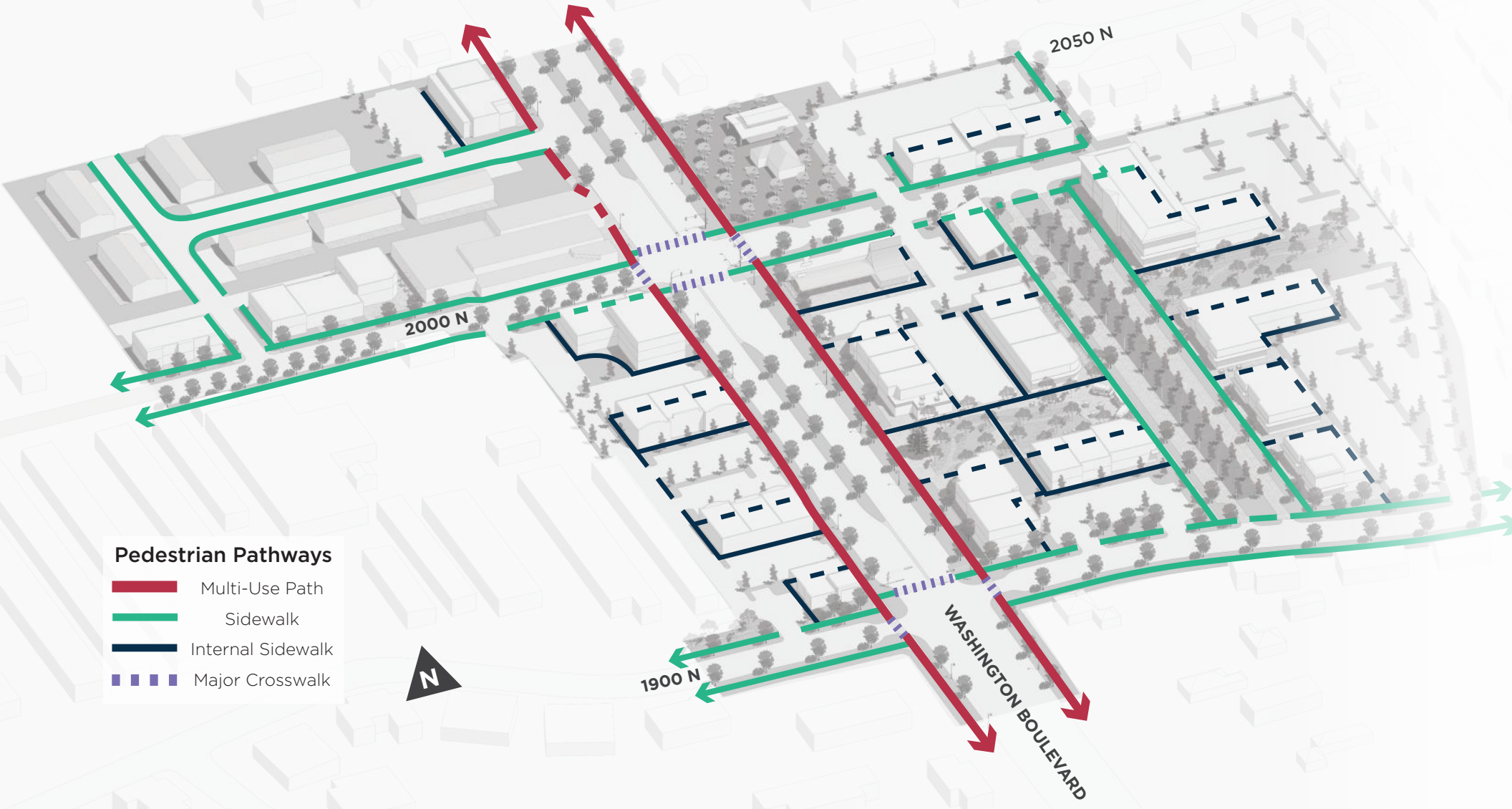


Main Street | Seneca Falls, NY.
Source: Lynn Richards

Pedestrian Connectivity

The South Town Commercial Area aims to provide a vibrant and attractive destination for nearby residents, visitors, and businesses. Implementing strategies that prioritize the needs and safety of pedestrians will ensure the success of the area. Increasing pedestrian accessibility to the area will create a more enjoyable experience and encourage activity in the area.

This plan includes a comprehensive network of pedestrian facilities, including multi-use paths, sidewalks, and safe crossings, that will cover the area and connect it to the surrounding neighborhoods. The pedestrian network aligns to a grid pattern offering pedestrians multiple options to reach their destinations.


2050 N
2000 N
1900 N
WASHINGTON BOULEVARD
N
Pedestrian Pathways
Multi-Use Path
Sidewalk
Internal Sidewalk
Major Crosswalk

Pedestrian Connectivity Strategies

Pedestrian improvement strategies that will enhance the safety, comfort, and accessibility of the site include shared-use paths, bulb-outs, HAWK signals, leading pedestrian intervals, and crosswalk visibility enhancements.



Grand Allee | Houston, TX
Source: Discovery Green

Shared-Use Path and "Green Loop"
Required by existing zoning along Washington Boulevard, the shared-use paths accommodate pedestrians, bicyclists, and other non-motorized users separate from the roadway. They can connect to existing and planned trails and paths. They offer recreational and health benefits and reduce the demand for driving and parking.

Located on the east side of the Washington Boulevard and continuing throughout the site, the "Green Loop" improves the pedestrian experience.



Old Towne | Orange, CA
Source: Chapman University

The loop creates a connected linear park around the commercial center that is beautiful, functional, and active.

Some key ideas that could be considered for the "Green Loop" could include benches, picnic tables, and other seating options at strategic points, continuous tree planting around the loop, and public art, sculptures, or signage around the loop that tells the story of the culture and history of the City.



Curb Extension | San Francisco, CA
Source: Google Maps

Pedestrian Bulb-outs
Located at the intersections with crosswalks and at the HAWK signal crossing, bulb-outs are curb extensions that shorten the pedestrian crossing distance and improve the sight lines between pedestrians and drivers. Bulb-outs also discourage speeding, illegal parking, and provide more space for landscaping, street furniture, and signage.



HAWK Signal | San Rafael, CA
Source: City of San Rafael

HAWK Signal Crossing
A new HAWK (High-intensity Activated crossWalK) signal crossing at 1900 North and Washington Boulevard would satisfy the high demand for pedestrian crossing, shorten distances between pedestrian crossings, and connect to planned trails.

Hawk Signals are pedestrian-activated traffic signals that stop traffic only when needed. They consist of a pedestrian push button, signal head, and a mast arm with two red lights above a single yellow light.



HAWK Signal | Bloomington, MN
Source: City of Bloomington

When a pedestrian pushes the button, the yellow light flashes, then turns solid, followed by the two red lights turning solid. This indicates that drivers must stop, and pedestrians can cross. The red lights then flash alternately, allowing drivers to proceed if the crosswalk is clear. HAWK signals improve pedestrian safety and compliance, and reduces delays and emissions for drivers.



LPI Intersection | Toronto, ON
Source: blogTO

Leading Pedestrian Intervals
Intersection signal timing adjustments that allow pedestrians a couple seconds head start crossing the intersection while all directions of traffic are stopped, before vehicles get a green light. They improve pedestrian visibility and reduce conflicts with turning vehicles. They also increase pedestrian comfort and confidence and encourage more walking trips.



High-Visibility Crosswalk
Source: Texas A&M Transportation Institute

Crosswalk Visibility Enhancements
Measures that improve the visibility and awareness of pedestrians and drivers at crosswalk locations. They include signs, markings, lighting, and geometric treatments that draw attention to the presence of pedestrians and the crossing location. These enhancements reduce the risk of crashes and increase pedestrian comfort and confidence.

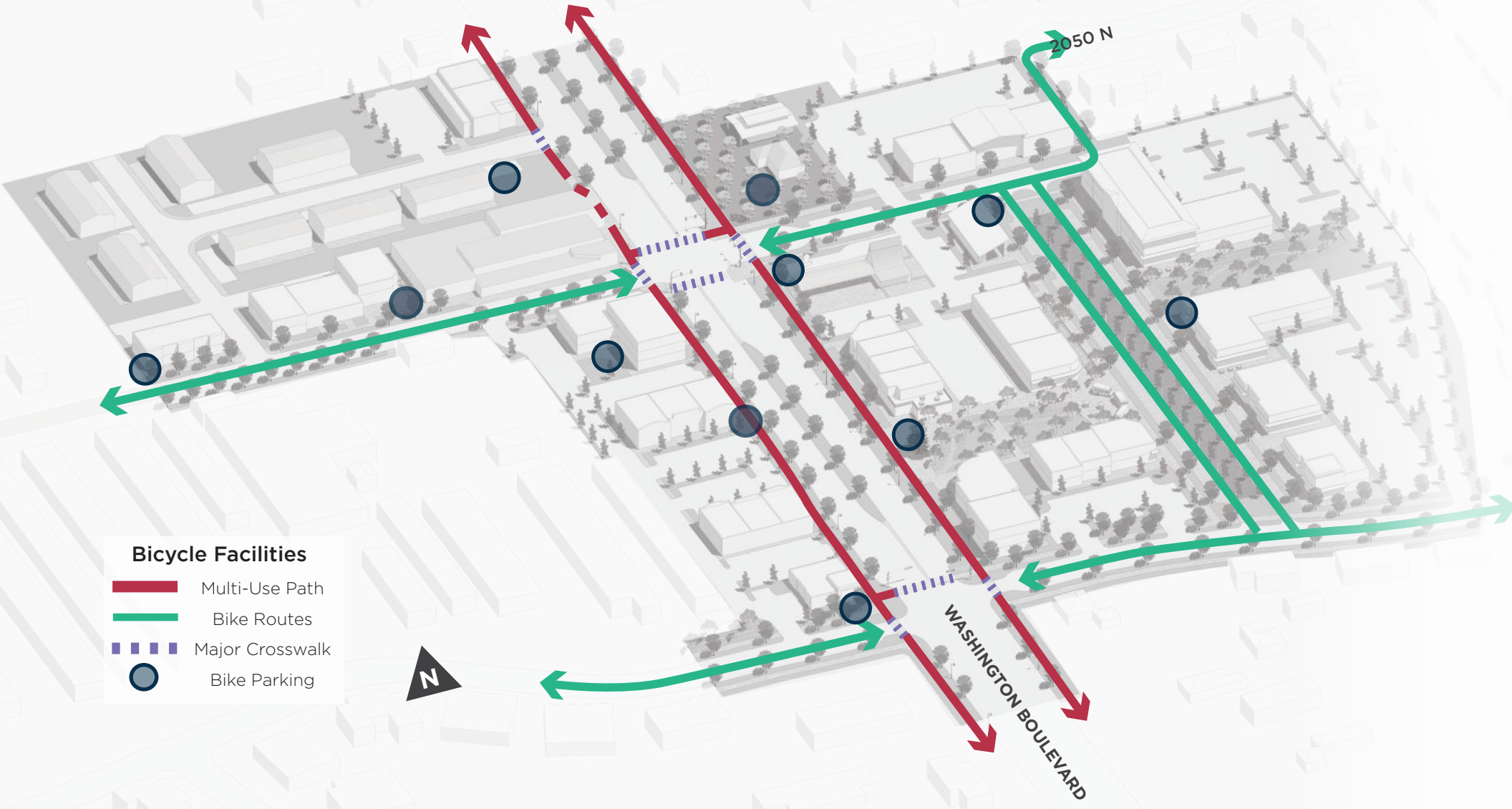


Indianapolis Cultural Trail, Indianapolis, IN
Source: Indianapolis Convention and Visitors Association

Bicycle Connectivity

The plan provides a network of shared-use paths and bike access through the area, enabling cyclists to access from any direction. Implementation of this plan should align with and support the upcoming North Ogden Active Transportation Plan.

Internal to the project area, roads are designed to operate at slow speeds allowing for easy and safe bicycle connections. Bicycle parking is provided at multiple locations, near the entrance of most buildings and public spaces and near bus stops, where cyclists can securely store their bikes and access repair equipment if needed.


2050 N
WASHINGTON BOULEVARD
N
Bicycle Facilities
Multi-Use Path
Bike Routes
Major Crosswalk
Bike Parking

Bicycle Connectivity Strategies

Bicycle improvement strategies that enhance the safety, convenience, and attractiveness of cycling within and to the area. These strategies include: bicycle paths, bicycle parking with repair stations, and bicycle wayfinding signs.



Bike Lane Markings | Chicago, IL
Source: CDOT

Shared Lane Markings
With lower speed limits and limited right-of-way these markings, provided along 2000 North and 1900 North, indicate that lane is shared by vehicles and bicyclist. This alerts vehicles to potential presence of biker, encourages safe passings, positions bicyclist in safe position, and provides wayfinding. These shared lane markings will connect to the existing and planned bicycle network in the surrounding areas.



Cycle Track | Atlanta, GA
Source: Greater Greater Washington

Shared-Use Path and Trail Connections
When completed, the shared-use path along Washington Boulevard will form a major bicycling backbone through North Ogden, connecting the commercial area with other locations in the City. This path extends to existing and planned trails, such as the future trail located along Coldwater Creek adjacent to 1900 North. To create easy bicycle access to the shared path and safe crossings at Washington Boulevard, bike ramps should be provided at 1900 North and 2000 North, connecting to the shared lane on these streets.



Bike Station
Source: Dero

Bicycle Parking and Repair Stations
Allow cyclists to securely store their bikes and access tools and equipment for minor repairs. They are located near destinations, such as shops, offices, public spaces, and transit stops. This improves the convenience and reliability of cycling.

Bicycle parking areas will be provided frequently throughout the site. Bike parking areas will be well-lit and have informational signage. The bicycle parking will accommodate different types of bikes and locks, and should be utilized to enhance branding and placemaking.



Bike Signage | Provincetown, MA
Source: Bike Provincetown

Bicycle Wayfinding
Signs along the bicycle lanes and paths, at key intersections, and at decision points within the area. These signs provide information and guidance for cyclists, such as directions, distances, destinations, and landmarks. They help cyclists navigate the site and the City, encouraging more people to explore and discover new places by bike. They also enhance the visibility of the cycling network.



Downtown Holladay | Holladay, UT
Source: City of Holladay

Vehicular Access

The project area will be accessible and convenient for drivers, while also minimizing impacts of traffic on the pedestrian and cycling environments. The plan implements a range of vehicular circulation strategies, such as access management, signalization, a festival street, and parking connectivity.

Washington Boulevard
Washington Boulevard (Utah State Route 235) is the primary route for most visitors to the site. Due to high traffic volumes and speeds, an agreement with UDOT limits the number of curb-cut accesses and signalized intersections along the UDOT road. This agreement requires curb cuts to be reduced with redevelopment. This will limit direct access to the site from Washington Boulevard, drivers will access the area by turning onto 1900 North or 2000 North. The main entrance to the South Town Commercial Area will be at the signalized intersection of 2000 North and Washington Boulevard.

Planted Median
With curb cuts eliminated, the center turn lane will no longer be utilized except for at intersections. A raised planted median would increase predictability and reduce vehicular crashes while maintaining the lanes and road capacity. The planted median will beautify and increase the visual identity of the area, providing space for placemaking and gateway signage for North Ogden City.

Internal Streets
Internal vehicular access is directed through the festival street. The festival street is a flexible and multi-purpose street that can accommodate vehicles and ample parking while maintaining slow speeds for safe pedestrian crossings. All or portions of the festival street can be closed off for special events.

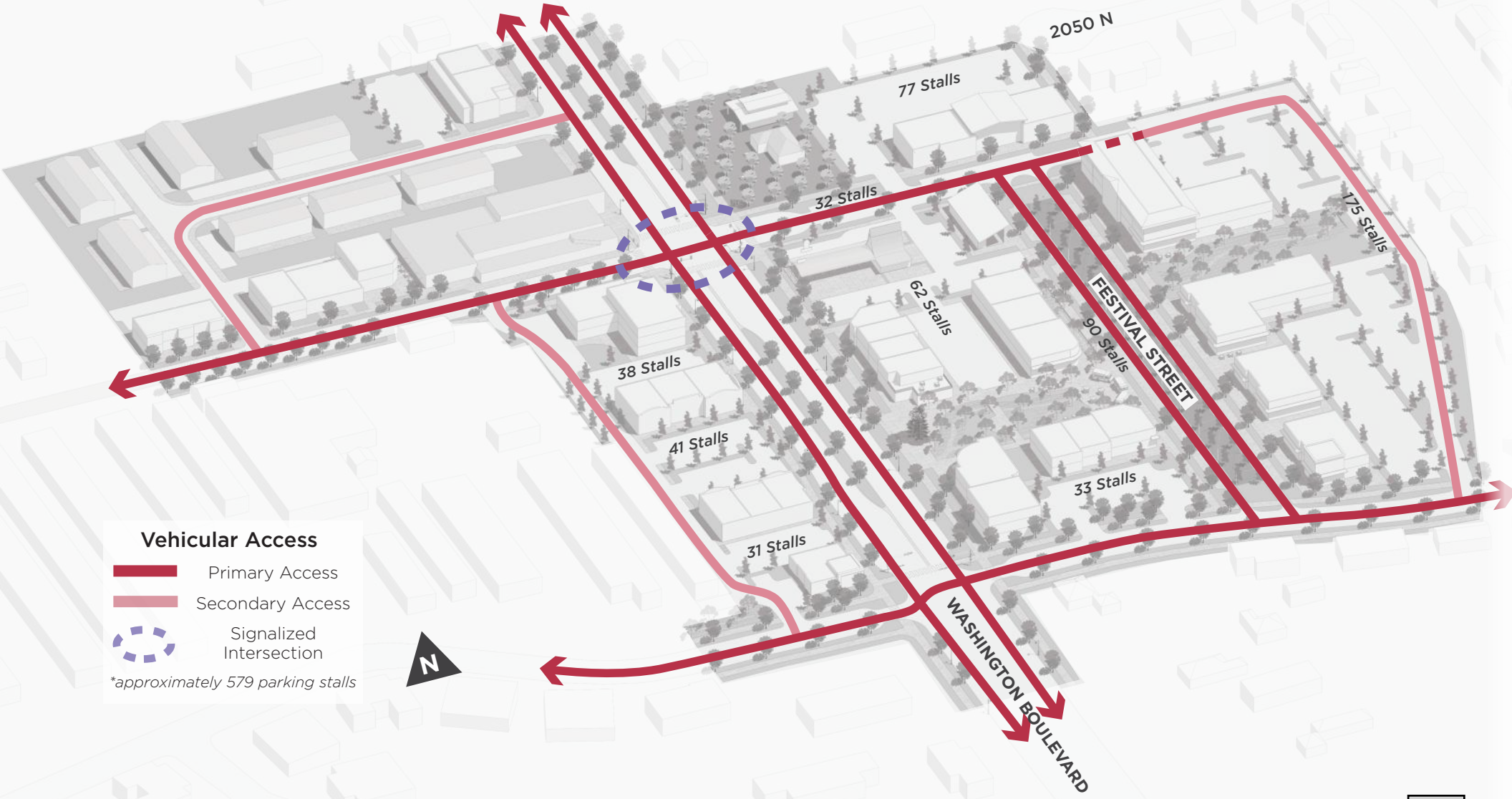
Site design and the internal street layout create fast and convenient access to surface parking. Locating the parking behind the buildings encourages visitors to park once and walk throughout the site, increasing business visibility and activity in the area.

Parking
Parking requirements will be determined by specific land use and sized appropriately to support business needs. A shared parking agreement in the South Town Commercial Area would allow for more efficient parking and allow for a more compact development. Different uses within the project area may have differing peak parking demands, by sharing parking the total number of parking can be reduced while still adequately providing for the parking needs of the site.

All parking lots will be connected and will have multiple entrance and exit points to maintain traffic flow. Parking lots are encouraged to have planted islands with trees to reduce urban heat island effect. Sidewalks and crosswalks are included in the parking lot design to allow for intuitive and safe pedestrian navigation.



Lancaster Boulevard | Lancaster, California
Source: City of Lancaster


2050 N
77 Stalls
32 Stalls
62 Stalls
90 Stalls
175 Stalls
FESTIVAL STREET
38 Stalls
41 Stalls
33 Stalls
31 Stalls
WASHINGTON BOULEVARD
N
Vehicular Access
Primary Access
Secondary Access
Signalized Intersection
*approximately 579 parking stalls



Full UTA Bus Stop
Source: UTA

Transit, Micromobility and Ride-Share Services

North Ogden is growing with the construction of many housing units near the South Town Commercial Area. As the commercial area grows and becomes a popular destination, strategies within the area should increase mobility choices for residents and visitors. Increased connections and comfort for active transportation, transit, ride-share, and micromobility can create a robust network that will increase the appeal of getting to and from the commercial area without using a personal vehicle.


Transit
UTA Bus Route
Enhanced Bus Stop
Micro-Mobility Staging
Ride Share Pick-up/Drop-off
N
WASHINGTON BOULEVARD

Transit
Route 612 runs along Washington Boulevard connecting North Ogden City Center with the South Town Commercial Area, and Ogden with connections to other routes and FrontRunner commuter rail. UTA's Five-Year Service Plan maintains frequent, 15-minute or less, all-day service.

UTA Bus Stop Standards recommend signage and an ADA pad for these stops at current ridership levels. A recomended strategy is a partnership with UTA, North Ogden City, and land and business owners to upgrade the bus stops within the project area. These upgrades include an ADA pad, lit bus shelter with bench, trash can, and bike racks. These improvements increase comfort for transit users and increase visibility of transit as an option to travel to and from the area.

Ride Share
Ride share services can reduce traffic congestion and demand on parking, increase accessibility for those with limited mobility, improve access to local businesses, reduce drunk or impaired driving, and increase transit use by providing first and last-mile connections to transit stops. Clearly marked ride share pick-up and drop-off zones are provided near main entrances and key destinations.

Micromobility
While the area is not currently serviced by on-demand shared micromobility options such as scooters and e-bikes. Lime scooters, with city collaboration, could extend their service areas. This would increase flexibility and convenience for short trips in the area and provide a first- and last-mile connection to transit.

There will be designated areas for picking up and dropping off these devices, to avoid interference with pedestrians and to maintain the order of the sidewalks and plazas.



E-scooter Rental
Source: GetYourGuide



Little Man Ice Cream | Denver, Colorado
Source: Colorado Homes and Lifestyle

PLACEMAKING

A key feature of a successful commercial area and community gathering space is that it uses placemaking to evoke a unique sense of place that distinguishes the area from other spaces. When combined with programming and events and establish a strong sense of place.

For placemaking, collaborative branding and theming are pivotal to reimagining the South Town Commercial Area. This joint effort involving the City, the business association, and community leaders aims to establish a unique identity and vision early in the revitalization process, creating a distinct and engaging destination. A carefully crafted name and brand will guide site elements and thematic concepts will guide architectural features infusing unique and memorable character into the area. A diverse events calendar, public art, and signage will further enhance the South Town Commercial Area, forging a lasting impression on residents and visitors alike.

Placemaking Elements

Collaborative Branding
In collaborations with the City, the South Town Commercial Area Business Association consisting of land and business owners and community leaders, would lead branding and theming efforts. This would be developed early to establish an identity and vision and activation of the commercial area prior to investments and construction.

A unique name and logo for the South Town Commercial Area should reflects its character and identity. The name and logo should be easily recognizable and memorable. This branding will help define design elements including landscape, lighting, outdoor furniture, signage and wayfinding. Consistent branding and theming elements throughout the commercial area will create a cohesive experience, creating an identifiable and highly desirable destination.



Town Green | Peachtree Corners, GA
Source: Peachtree Town Center

Events and Programming
A key element of having vibrant commercial area is programming and events, providing a wide range of experiences and activities for visitor's different interests, ages, and demographics. These events can be organized by the business association, individual business, nonprofit organizations, or the City. Some events could include the Chalk It Up charity event, Cherry Days events, tree lighting and Christmas market, farmers markets, movies in the park, live music, and festivals.



Mural | South Salt Lake, UT
Source: Ivana Martinez, KUER

Public Art
Public art can help the area stand out. This can include sculptures, murals, art installations, and interactive art. While art is encouraged throughout the site, particularly along Coldwater Creek, there are key areas with the potential for the most visual impact, particularly at Coldwater Commons near Washington Boulevard. Additionally, the intersections at 2000 North, 1900 North, and the median along Washington Boulevard would be highly visible locations for public art.



Downtown Sigage | Littleton, CO
Source: City of Littleton

Signage and Wayfinding
Install interpretive signage throughout the South Town Commercial Area that provides information about the art, the history of the area, and information about Coldwater Creek. Additionally, business and gateway signage can be leveraged to create a identifiable and memorable area. Using artful design can make the signage an integral part of the placemaking experience.



Red Butte Gardens | Salt Lake City, UT
Source: Red Butte Gardens

Landscape
Creating an appealing and functional landscape in the commercial center will require careful planning and consideration, including aesthetics, water use, and often difficult growing conditions. Investing in the landscape, and especially street trees will have an enormous impact on the beauty and quality of the area. Selection of the landscape material should complement the architecture of the commercial center. This can be accomplished with a mix of leaf colors, textures, heights, and deciduous and evergreen species.



Cherry Blossoms | Vancouver, BC
Source: Xinhua News

Selecting a single tree along Washington Boulevard will create a tremendous visual impact and enhance branding and identity. Investing in underground structural systems that allow for better root growth in sidewalk and plaza spaces will help to ensure better health and longevity of the trees for many years.



Torchy's Tacos | Austin, TX
Source: Architect's Newspaper



Adaptive-Reuse Building | Peoria , IL
Source: WCBU



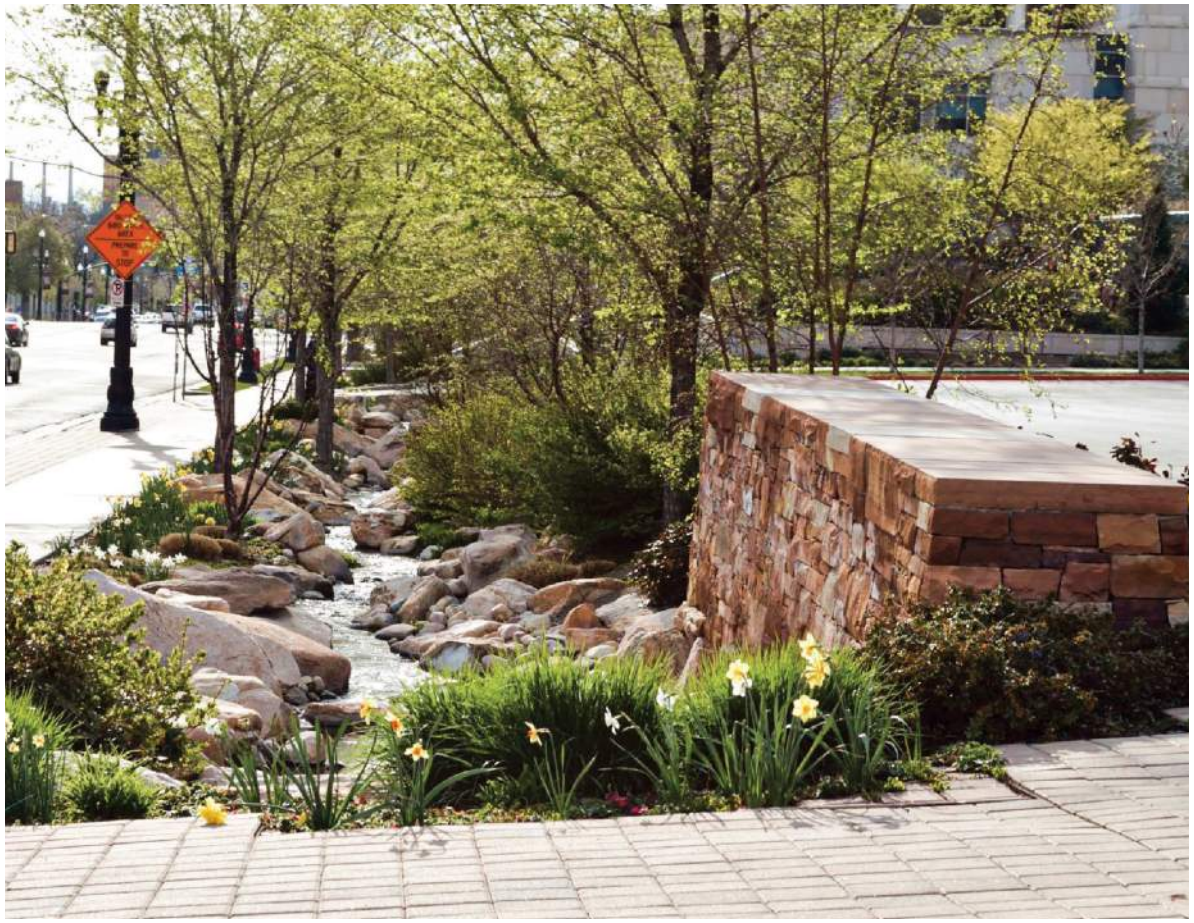
Park Meadows | Lone Tree, CO
Source: Studio J

Theming

Googie: A retro futuristic architecture style. Inspired by buildings like Kirt's Drive In. Design elements include bold contrasting colors, expressive shapes, a variety of material finishes, and signage with neon lighting, abstract shapes, and custom typography.

Historic Industrial: Embrace the area's history of industry and historic building style, such as The Cannery building. This style emphasizes the use of brick, particularly reclaimed brick, large multi-pane metal windows, and steel.

Mountain Modern: Emphasize the connection to nature by incorporating natural materials, such as wood and stone, into the design. Creating a contemporary yet rustic atmosphere that reflects the surrounding mountains and Coldwater Creek running through the site.

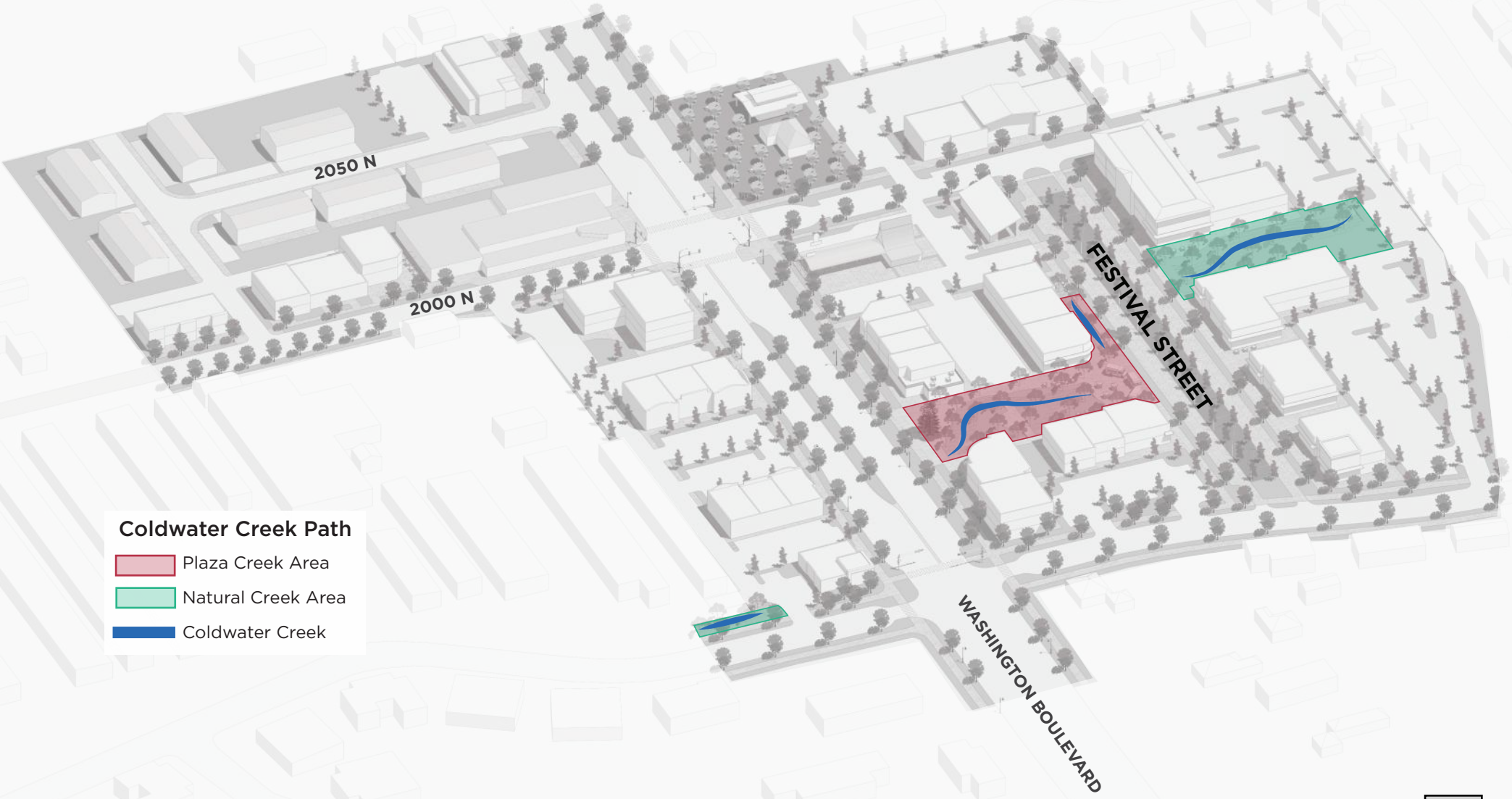


City Creek | Salt Lake City, Utah
Source: Seven Canyons Trust

CREEK DAYLIGHTING

The daylighting of the Coldwater Creek is a catalytic project for the South Town Commercial Area with a potential for a highly positive impact on the city. The daylit creek celebrates North Ogden's uniqueness and creates a key focal point and community asset. Benefits of daylighting creeks can include flood resiliency, improved water and air quality, wildlife habitat, recreation opportunities, and increased property values.

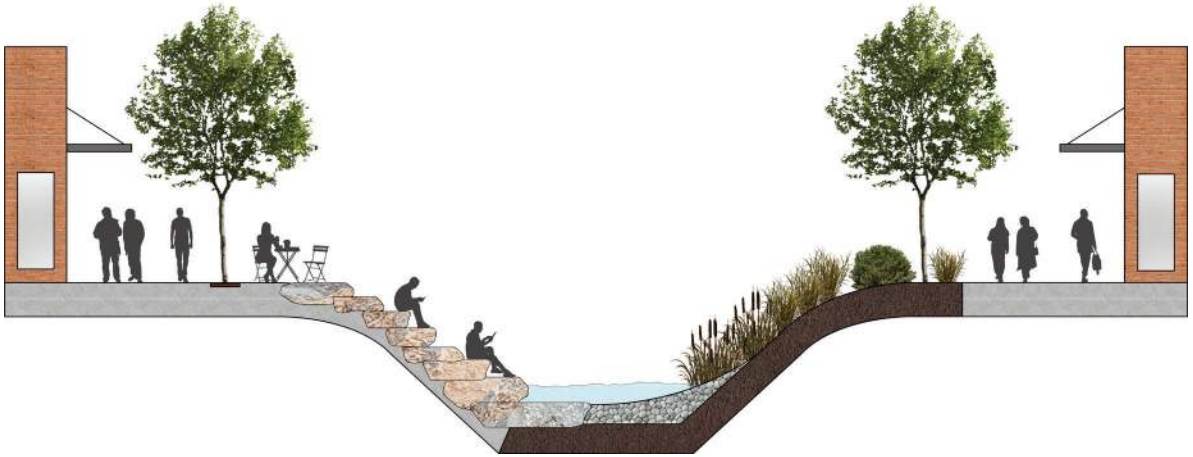
This concept creates two key sections of the reintroduced creek, an active shopping and gathering plaza and a more naturalized park-like area.


2050 N
2000 N
FESTIVAL STREET
WASHINGTON BOULEVARD
Coldwater Creek Path
Plaza Creek Area
Natural Creek Area
Coldwater Creek

Plaza Creek Area

As the creek travels through the heart of the commercial area, Coldwater Creek integrates with the Coldwater Commons, and provides opportunities for visitors to the commercial center to interact with the creek. Paved areas and decking line the edge of the creek. The design connects the creek with programming and events. Strategies for this section include, a children's wading area, seating near water level, landscaping that allows for creek visibility from plazas, walkways, and businesses





Plaza Creek Area Conceptual Cross-section



Cheonggyecheon Stream | Seoul, KR
Source: Trip.com



Park Meadows | Lone Tree, CO
Source: Park Meadows

Natural Creek Area

The eastern portion of Coldwater Creek is a natural riparian environment. This section of the creek should have a wider and deeper cross section and will be heavily landscaped with native plants to support creek health. This section of the creek can integrate with programming within the rest of the development but should also provide a more peaceful park-like recreational environment. Specific programming strategies for this area of Coldwater Creek could include educational signage, small seating areas and walking pathways, and habitat areas for insects, fish, and birds.





Natural Creek Area Conceptual Cross-section



Thornton Creek, | Seattle WA
Source: MIG



Saw Mill River, Yonkers, NY
Source: Jim Henderson



Daylit Creek through Coldwater Commons

Coldwater Commons

Coldwater Commons provides a vibrant and active center for residents and visitors. The multi-use spaces cater to diverse activities including events, eating and socializing, and passive recreation surrounded by the sounds and beauty of the daylit creek. The Commons combines natural elements of the creek with traditional plaza design that allows for many functions and uses.

This includes, bridges, seating areas, terraced edges, trees and other plants. Placemaking elements of the site can include decorative lighting, seasonal activities, public art display, and other features that highlight the distinctive character of the City and creek.



05 IMPLEMENTATION





Clemantis Street | Palm Beach, FL
Source: Kohl Dover

IMPLEMENTATION STRATEGY

The South Town Commercial Area is poised for a transformation that unfolds over two decades or more. Early activation of the commercial area is important to this vision, aimed at generating excitement, enhancing public perception, supporting local businesses, and crafting a unique identity for the area. Immediate action is crucial to engage residents and businesses as active participants in this exciting transformation.

The transformation of the commercial area unfolds in phases, with strategic partnerships, infrastructure improvements, and daylighting Coldwater Creek in the initial five years. Subsequent phases will harness the growth of activity and interest to increase development and economic growth. The following chapter defines key economic development, funding, and policy strategies for the creation of a vibrant commercial area.



Chalk It Up Event 2023

EARLY ACTIVATION

Implementing the full concept for the area will likely take twenty or more years, however, generating excitement, improving public perception, supporting businesses, and creating an identity for the South Town Commercial Area should start immediately.

Residents and business owners can see changes immediately and engage them as active participants in the creation of a new hub in North Ogden, ultimately strengthening the outcome of the plan.

The events can be hosted in collaboration with businesses in the area. Strategies should be combined to be most effective. These activation strategies should be frequent, low-cost, easy to implement, and largely temporary.

Naming and Branding
In collaboration with the community, creating a new identity that defines the area. These branding elements can be placed on streetlight banners, marketing materials, and used during events or in art installations. A website, newsletter, social media presence, and calendar would help promote these events and businesses.

Pop-Up Market
Providing regular events for local farmers, businesses, and artisans to showcase and sell their goods can create excitement around the commercial area. Business in the commercial area can set up activities outside of their storefront. This event may start small, but will grow larger as popularity increases.

Live Music and Performances
Local musicians, dancers, theatre groups, and other performance artist can bring entertainment to the site.

Business Spotlights
Highlighting business in City publication can help existing businesses thrive. All marketing materials for pop-up events should highlight businesses. Themed events offer an opportunity for businesses to actively participate, for example, during holiday celebrations businesses can decorate their storefronts or do window painting for an art stroll, drawing people to explore the area and fostering familiarity with the businesses in the area.

Art Installations and Murals,
Engaging with local artists, and businesses, and landowners to implement temporary art installation or murals on blank wall can help beautify the area and draw attention. Interactive or photo opportunities can enhance branding. Painting the creek where it might flow and chalk spray painting trout throughout the site will alert people to the presence of the creek and potential future improvements to the area.

Temporary Park
Providing shade and movable chairs and tables with other temporary elements can provide an area for people to gather outside or dine from nearby restaurants or food trucks.

Food Truck Night
Regular food truck nights that feature a wide array of cuisines can increase the perception of the area a place eat and enjoy company. Food trucks should be carefully selected to not directly compete with restaurants in the area. Groups of people can eat together while enjoying foods from different restaurants. Promotion materials should include restaurants in the area.



First phase of development and improvements (0-5 years)

PHASING AND CATALYST PROJECTS

0-5 Years

The first phase centers around building the strategic partnerships with landowners, businesses, and special interest groups that are necessary for the success of the project. Branding for the area is developed. Early activation strategies and pop-up events increase attention to the project area.

Design and engineering for right-of-way improvements and Coldwater Creek daylighting are completed. Zoning and regulatory adjustments are approved, and funding opportunities are pursued.

Improvements to Washington Boulevard commence, burying power lines, constructing shared use paths, pedestrian bulb outs, the median, and the hawk signal crossing. Street trees. and bus shelter are installed. Missing sidewalks are completed.

Coldwater Creek daylighting and Commons are the first major project in the area. New developments in this first phase are expected to be limited.



Second phase of development and improvements (5-10 years)

5-10 Years

Increased activity and aesthetic appeal to the site may spur economic growth and interest. Buildings are first constructed in the highly visible corner of 1900 North and Washington Boulevard, adjacent to Coldwater Commons. The construction of these buildings allows for existing businesses to transition locations in the commercial area. The relocation allows for the demolition of a few buildings, making room for the Festival Street, internal street networking, and eastern parking lot. A destination tenant opens in a new building on the Festival Street.

The Urban Orchard partnership is created and begins a phased implementation of their full program.

The pop-up Farmers' Market opens the new indoor pavilion.



Third phase of development and improvements (10-15 years)

10-15 Years

Festivals and regular events create make the commercial area a significant destination for residents and visitors.

More new buildings are constructed along the festival street. The activity east of Washington Boulevard has increased commercial appeal in the area, new buildings are approved along 2000 North.

The Urban Orchard's trees start producing fruit they host an annual harvest festival to celebrate.



Fourth phase of development and improvements (15-20 years)

15-20 Years

The remaining parcels along the Festival Street are built. Aging apartments transition to commercial. Kirt's Drive-in conducts a renovation to maintain its historic character.

With the eastern side of the commercial area largely built out, the remaining buildings west of Washington Boulevard are demolished, allowing for the interior drive to be constructed providing access to new commercial buildings.

Full build-out of the commercial area plan is expected at the end of this phase.



FULL IMPLEMENTATION

ZONING AND REGULATION

Existing zoning standards for the "CC-ST" zone are largely in alignment with the goals and design of this the site. These requirements are supportive of a thriving and walkable commercial area, including requirements like building entrances facing public streets, transparency along street facades, building articulation, parking located in the rear, and a residential buffer zone.

The buildings proposed in this concept are within the maximum building height. Some parcels in the plan would require rezoning from a residential zone (R-4) to the commercial zone (CC-ST).

A lot line adjustment would be necessary to allow for the proposed site layout. A partnership between landowners would be needed to make these adjustments. Zoning requires a master site plan for a commercial center with more than one commercial building, this would allow for joint access through the interior streets.

A few regulatory changes are suggested or need in order to implement this plan successfully, these can be implemented through zoning amendments or a specific overlay zone.

A Maximum Setback
A ten-foot maximum building setback from the lot line adjacent the street is suggested to enhance streetscape and walkability. With a zero-lot line allowed. Currently zoning requires a twenty-foot setback, with less allowed by Planning Commission approval. If the Festival Street remains private property and an undedicated street, allowances will be required to allow for buildings interior to the site to remain compliant.

Shared Parking Allowance
With the concepts unique layout, sharing parking capacity with multiple buildings and parcels. It is recommended to adjust zoning to allow for shared parking agreements.

This agreement could allow for a reduction of total parking stalls while still fulfilling the parking needs of the commercial area, by calculating differing peak demand times for each use. It is also recommended to allow for minor parking reduction through implementing transit-demand strategies.

Design Standards
Existing standards align with the urban design of the concept. Minor adjustments or additional standards that strengthen the identity in the area can be developed in collaboration with landowners, developers, and the community.

For example, zoning requires the zoning district to use "red brick that simulates the appearance of an older building, like the Cannery...on the first floor facing Washington Boulevard." This may reduce the opportunity to implement other architectural and design theme options, with other high quality materials.

ECONOMIC SUPPORT STRATEGIES

To support existing local businesses within the South Town Commercial Area, ensure that they thrive through redevelopment, and remain within the area, a multifaceted approach is required. This may include zoning and regulatory adjustments, support programs, incentives, and partnerships.

Incentives for Local Businesses: Offer financial incentives, such as tax breaks or grants, to local businesses that commit to remaining in the area during and after the redevelopment.

Business Transition Support: Develop a plan to support existing businesses during the transition period, which may include temporary relocation options and assistance with marketing during construction.

Local Business Associations: Provide support to local business associations that can collectively advocate for the interests of small businesses in the redevelopment.

Programming: Organize events, festivals, and programming that celebrate the community's heritage and encourage people to visit the area and patronize local businesses.

Diverse Commercial Space: Implementing zoning or incentive programs that encourage developers to create a variety of commercial spaces that varying in size and type can increase attainability for small businesses.

Local Procurement Commitments: Encourage larger businesses and developers to commit to sourcing products and services from local suppliers and service providers.



Lenexa Public Market | Lenexa, KS
Source: PGAV

GOAL 01: Maintain the economic viability of existing businesses in the area while improvements are being constructed.

Action Item #1: Designate a City staff member as a liaison between the business owners in the area and the City. This person should communicate regularly with the businesses regarding improvements taking place and the accompanying impacts.

Action Item #2: Ensure that access to existing businesses is maintained at all times through construction.

Action Item #3: Provide signage along Washington Boulevard indicating that businesses are still open and directing traffic to easily access these businesses.

Action Item #4: Provide a "hotline" of communication where business owners can quickly inform the City of any problems with construction and access.

GOAL 02: Communicate with the public regarding the improvements coming to the site and inform them that the businesses are still open.

Action Item #1: Use the City's website to show progress of improvements and show businesses that are in operation at the site.

Action Item #2: Use signage and maps to show access to businesses and parking areas. Maintain easy access, including boardwalks or other temporary pedestrian improvements where necessary to maintain safe and easy access in the area.

GOAL 03: Encourage the public to use the new gathering spaces and patronize businesses

Action Item #1: Hold a grand opening event in the central plaza to bring people into the site and see what businesses are locating there.

Action Item #2: Put pictures of the new site on the City's website; promote news releases of the new site.



Farmers Market | Santa Monica, CA
Source: Josie Schneider

FUNDING MECHANISM

The City has economic development tools available to incentivize development in this area, or to help offset infrastructure costs associated with redeveloping the area. Each tool (listed in the adjacent table) has advantages and disadvantages.

The most likely source of funding is tax increment. The City has an established CRA in this area, which expired in 2023. The City should consider extending the time period of this CRA so that tax increment funds can be used for infrastructure needs to revitalize this area.

An HTRZ is not possible at the present time due to the lack of a qualifying transit station within a quarter-mile radius of the site. However, it is listed in case additional transit options become available along Washington Boulevard.

FUNDING SOURCE	ADVANTAGES	DISADVANTAGES
Community Reinvestment Areas (CRA)	New taxes generated in an area are utilized for use in project area development. Potential participation by other taxing entities	Must get approval of other taxing entities – subject to political will; limited use for retail development
Housing and Transit Reinvestment Zones (HTRZ)	New taxes generated in an area are utilized for use in project area development; approved by special committee and not each taxing entity	Requires rail or BRT transit stop in area; project must include large percentage of housing & affordable housing; would only apply if a future BRT station is located within 1/4-mile of this area
Transportation Reinvestment Zones (TRZ)	New taxes generated in an area are utilized for use in transportation elements of project area development	Must be approved by other taxing entities – subject to political will
Bonding (General Obligation, Sales Tax)	GO bonds have the lowest rates; sales tax bonds do not require public approval/vote; funds are available immediately	GO bonds require public vote; limits based on funding capability of City
Utility Bond	Immediate funding; no public vote required	Rates may need to be raised to cover utility costs; used only for utilities
Public Infrastructure District	Off the City's books; those who benefit pay; cost is much lower than other development financing; used instead of impact fees and is a steady stream of revenue to support development costs	Willingness of all property owners to establish a PID; ongoing PID governance; competitiveness of site with additional taxes
Special Assessment Area	Those who benefit pay; could be used in conjunction with tax increment, thereby encouraging development and use of increment to pay assessments	Requires 60 percent or more of residents to agree (based on Requires 60 percent or more of residents to agree (based on assessment method); need to produce equitable assessment method
Grants	Additional money that does not come from the City; ability to enhance funds already committed to projects	Funds are subject to availability from the granting institution; often times require matches or other restrictions

Source: ZBPF

Land Use and Fiscal Impacts

The City could see additional revenues based on the type of land uses developed on the site. City revenues from types of development, on a per acre basis, are shown in the adjacent table.

The overall fiscal impacts would depend on the mix of uses and the proportion of each use. The highest revenues come from retail development followed by higher densities of mutifamily housing. The office market is currently in a slump and state of uncertainty. Revenues from office development are highly dependent on the type of construction and valuation of the buildings (i.e., Class A or Class B office space).

REVENUE TYPE	OFFICE	RETAIL	MULTIFAMILY *(20 UNITS PER ACRE)*	MULTIFAMILY *(8 UNITS PER ACRE)*
PROPERTY TAXES	$4,958	$3,262	$2,636	$1,160
SALES TAXES	$ -	$30,492	$6,690	$2,676
MUNICIPAL ENERGY	$2,086	$1,921	$1,177	$471
CLASS B/C ROAD FUNDS	$ -	$ -	$1,803	$721
TOTAL REVENUE PER ACRE	$7,043	$35,675	$12,306	$5,028

Source: ZBPF

RDA Funding Options

The current redevelopment project area, the North Ogden CBD, expired in 2023. No new tax increment funds would flow to this area unless the project area is extended or a new project area is created and development occurs. However, existing remaining funds from the CBD can be utilized in this area.

Infrastructure funds are needed up front to create an atmosphere that will attract good businesses to the area and tax increment will not be generated and received until a few years later. Therefore, RDA funds are often used in combination with other funding mechanisms such as making payments on bonds issued upfront to build infrastructure.

Development concept plans anticipate approximately 177,000 square feet of retail and commercial space.

Annual revenues to North Ogden from property and sales taxes generated at the site are anticipated to reach around $400,000 per year. Additional revenues would flow to the City from municipal energy taxes and business license fees.

If the City were to bond against this annual revenue, it could bond for about $5.5 million (assuming a 20-year bond at 4 percent interest). As infrastructure costs become available, priorities can be set as to which infrastructure improvements would have the most impact accelerating and encouraging development at the site.

If all of the taxing entities were to participate in the redevelopment of this key commercial site, the City would receive even greater revenues and would be able to bond for additional funds.

PROPERTY TAX REVENUES	
Values per Square Foot	$250
Property Value	$44,306,000
North Ogden Tax Rate	0.001198
Property Tax Revenue	$53,078

SALES TAX REVENUES	
Total Sales	$70,889,600
Local Option of Point of Sale Tax Revenues	$354,448

TOTAL PROPERTY AND SALES TAX REVENUES TO CITY	**$407,526**

Source: ZBPF

Bond Potential

If the City were to collect tax increment from this property from all taxing entities (rather than just from the City), the following annual increment and general estimate of bond amounts are shown in the table below, assuming two scenarios: 1) 50 percent of increment flows to the RDA for use in the project area; and 2) 75 percent of increment is available for use in the project area.

TAXING ENTITY	TAX RATE	100% OF ANNUAL INCREMENT	75% OF ANNUAL INCREMENT	50% OF ANNUAL INCREMENT
Weber County	0.001929	$85,466	$64,100	$42,733
North Ogden City	0.001198	$53,079	$39,809	$26,539
Weber County School District	0.005585	$247,449	$185,587	$123,725
Weber Basin Water Conservancy District	0.0002	$8,861	$6,646	$4,431
North View Fire District	0.001049	$46,477	$34,858	$23,238
TOTAL	**0.009961**	**$441,332**	**$330,999**	**$220,666**
Sale Tax Revenue Based on Percent		$354,448	$265,836	$177,224
Total Annual Revenues		**$795,780**	**$596,835**	**$397,890**
Estimated Bond Amount		**$10,500,000**	**$8,000,000**	**$5,000,000**

Source: ZBPF

06 APPENDIX



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01 Potential Funding Sources
02 Online Survey Results
03 Public Engagement Overview

POTENTIAL FUNDING SOURCES

SOURCE	DESCRIPTION	LOCAL MATCH		LINK
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	RAISE grants will fund active transportation projects with a regional focus on safety, connectivity, and equity in communities.	20% Local match can be a combination of local, county, and DOT funds (however, the federal contribution may increase above 80% if a project is in a rural area, a historically disadvantaged community, or an area of persistent poverty).	End of February	https://www.transportation.gov/RAISEgrants/about
Safe Streets and Roads for All (SS4A)	SS4A funds projects that reduce death and serious injury on roads and streets. WFRC is providing the SS4A Action Plan for all communities within the WFRC planning area. When this plan is ready, CitIES can apply for an implementation fund grant.	Varies based on the grant types; Capital Construction Grants the local match is 50%, Community Planning, Capital Construction, and Regional Partnership Challenge Grants the local match is 20%.	Mid-July	https://www.transportation.gov/grants/ss4a/how-to-apply

SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
Class B & C Road Funds	These funds are allocated to each city and county based on population, road mileage, and land area. Class B funds go to counties while Class C funds go to cities and towns. Funding can be spent on "enhancement of traffic and pedestrian safety" including sidewalks, curb and gutter, and the construction of bicycle facilities in the highway right-of-way.		N/A	https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/
Transportation Investments Funds, Transit Transportation Investment Funds (UDOT TIF & TTIF	Provide funding for nonmotorized paved first/last mile connections to transit and active transportation projects. Projects can include sidewalks, multi-use pathways, pedestrian bridges, bicycle lanes, and bus stops. Goals must be to mitigate congestion on a state highway, implement a part of an active transportation plan approved by UDOT, and projects that are prioritized by the Commission through the prioritization process. Project funding is often in the range of $15,000-$1,500,000 per application.	40% or in-kind match.	Open from June to August	https://projectprioritization.udot.utah.gov/
Utah Outdoor Recreation Grant (UORG- Tier 1)	For new outdoor recreation infrastructure projects and helps communities build recreation amenities that support local economic development and funds projects from $15,001-$200,000.	50%	Cycle is mid-January to mid-March	https://recreation.utah.gov/utah-outdoor-recreation-grant/
UORG Mini-Grant	Ideal for smaller projects. The grant awards funds between $500-$15,000.	50%	Cycle is mid-January to mid-March	https://drive.google.com/file/d/1ESwKK2jyskxpG5NMuyaC8rTSpYKiRmXx/view
UORG Recreation Restoration Infrastructure (RRI)	Awarded to restore high-use and high-priority trails or repair or replace other types of developed recreation infrastructure on public lands. RRI grants are offered from $5,000-$150,000.	50%	Cycle is mid-January to mid-March	https://drive.google.com/file/d/1ESwKK2jyskxpG5NMuyaC8rTSpYKiRmXx/view

SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
UDOT Safe Sidewalk Program	For the construction of new sidewalks, they need to be adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for 10 or more years.	25%	Varies	https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit
Surface Transportation Improvement Program (UDOT STIP)	The STIP is maintained daily and includes transportation projects on the state, city, and county highway systems as well as projects in the national parks, national forests, and Tribal lands. These projects use various federal and state funding programs, administered by UDOT.	N/A	Ongoing	https://www.udot.utah.gov/connect/about-us/commission/stip/
Highway Safety Improvement Program (HSIP)	Available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. Projects in high-crash locations are most likely to receive funding.	10%	N/A	https://highways.dot.gov/safety/hsip
Safe Routes to School (SRTS) Program	This program provides funding for both infrastructure improvements and educational programs to promote safe walking and bicycling to and from elementary, middle, and junior high schools. Project budgets typically range between $50,000 and $200,000.	Not required; Priority points may be assigned for providing matching funds	Mid-September to mid-October	https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/
UDOT Maintenance Program	UDOT can use routine street resurfacing as an opportunity to add bicycle lanes or buffers onto existing facilities. This option would not require additional funding.	N/A	N/A	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf

SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
WFRC Surface Transportation Program	For constructing new streets or widening, improving, or reconstructing existing streets classified as freeways, highways, arterials, or collectors. Also bridge replacement, intersection improvements, projects which reduce traffic demand, such as transit capital improvements and active transportation, and other projects. Funds are programmed over a six-year period and applicants currently will be competing for funds available in the federal fiscal year 2029.	6.67%	Letters of Intent are due in September.	https://wfrc.org/programs/transportation-improvement-program/surface-transportation-program/
WFRC Congestion Mitigation Air Quality (CMAQ)	Funds must be used for transportation projects which improve air quality. Examples of eligible projects include transportation control, construction/ purchase of new public transportation facilities and equipment; construction of bicycle or pedestrian facilities; promotion of alter-native travel modes, including ridesharing; Intelligent Transportation Systems (ITS); and certain traffic control measures, such as traffic signal coordination, inter-section improvements, and incident management. The funds may not be used for major road widening. Funds are programmed over a six-year period and applicants currently will be applying for funds available in federal fiscal year 2029.	6.67%	Letters of Intent are due in September.	https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/
WFRC Transportation Alternatives Program	Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non- drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Funding eligibility includes Safe Routes to School infrastructure projects. Applicants will be competing for funds available in the federal fiscal year 2025.	6.67%	Letters of Intent are due in September.	https://wfrc.org/programs/transportation-improvement-program/transportation-alternatives-program/

SURVEY OVERVIEW

The online survey was designed with eleven questions focused on gathering feedback on the preferred plan concept. Its primary aim was to gather insights on current patterns into the commercial area, the services or attractions that would entice residents to visit, and perceptions regarding the concept plan. Moreover, it strives to pinpoint the elements within the concept plan that resonated positively or drew concern among participants. A total of 799 responses were collected within a one month time period.

The survey preferences were used to refine the plan for the commercial area, ensuring it aligns with the desires and needs of the community and values expressed throughout the project. Many participants liked the draw to nature, greenery, and open space. Safe and easy access to the site for pedestrians and cyclists would allow visitors to feel more comfortable in the space. Uses that were mentioned most often throughout the survey are more options for restaurants/dining, shopping, places for entertainment, and parks/ gathering spaces. Key elements of the concept plan that resonated most with participants are the farmer's market pavilion, daylighting the creek, Festival Street, and the green loop pathways.

Overall, the majority of comments are aligned with the preferred plan. Consistent ideas of pedestrian-oriented spaces, safety, and enhancing the presence of nature and Coldwater Creek Concerns were shown throughout the concept. Concerns were raised about the amount of visible parking, keeping local businesses, impacts of planted medians on business access, increased traffic to the site, and general funding. Due to the limitation of the survey format, the online survey may not able to fully explain the function or details of some of the elements in the concept. Some proposed components like crossing improvements and medians on Washington Boulevard became a concern to participants and may need further study or information on the traffic and circulation impacts on those recommendations.

ONLINE SURVEY RESULTS

799 RESPONSES

The online survey aimed to gather insights on current patterns into the commercial area, the services or attractions that would entice residents to visit, and perceptions regarding the concept plan. Moreover, it strives to pinpoint the elements within the concept plan that resonated positively or drew concern among participants. The survey preferences were used to refine the concept plan, ensuring it aligns with the desires and needs of the community and values expressed throughout the project.

31% Visit a few times a year

29% Visit at least once a week

29% Visit at least once a month

9% Visit everyday

What currently brings people to the area:

Live in the area
436 mentions

Work in the area
33 mentions

Shop/dine in the area
407 mentions

Commute through the area
157 mentions

Top barriers to accessing the commercial area:

Uncomfortable intersection crossing conditions
275 mentions

Lack of signage/wayfinding
145 mentions

Uncomfortable walking and biking conditions
127 mentions

Lack of reason/interest to visit
90 mentions

Top uses that would fill unmet needs in the neighborhood:

Restaurants - *623 mentions*

Shopping - *434 mentions*

Entertainment - *395 mentions*

Fitness/Hobbies - *281 mentions*

Top improvements to see in the area:

Open space/ plazas
393 mentions

Better connectivity to the area
293 mentions

Safety and intersection crossing improvements
277 mentions

Placemaking elements (i.e. murals, art, signage)
227 mentions

Top elements from the concept that would make the area more enjoyable to walk, bike, and park-and-walk?:



Favorable of the creek
71 mentions



Favorable of the shared use paths/ improving walking and biking access
45 mentions



Favorable of the streetscape amenities
34 mentions



Concerns with impacts to vehicular traffic and access
24 mentions



Concerns with sufficient parking
19 mentions

Elements from the concept that would bring people to visit:

Restaurants/Dining - *181 mentions*

Shopping - *92 mentions*

Farmers Market - *89 mentions*

Access to the Creek- *64 mentions*

Greenery/ Open Space - *59 mentions*

Safe Pedestrian/Bike Access - *57 mentions*

Major responses for what is missing in the concept:

More Dining Options- *82 mentions*

Parking Visibility - *67 mentions*

More Open Park Space - *43 mentions*

Playgrounds/Kids Activities - *32 mentions*

Recreation Centers- *32 mentions*

Concerns with Congestion - *29 mentions*

Most impactful improvements:

374 votes **Farmers Market Pavillion**

334 votes **Creek Daylighting**

300 votes **Festival Street**

293 votes **Green Loop**

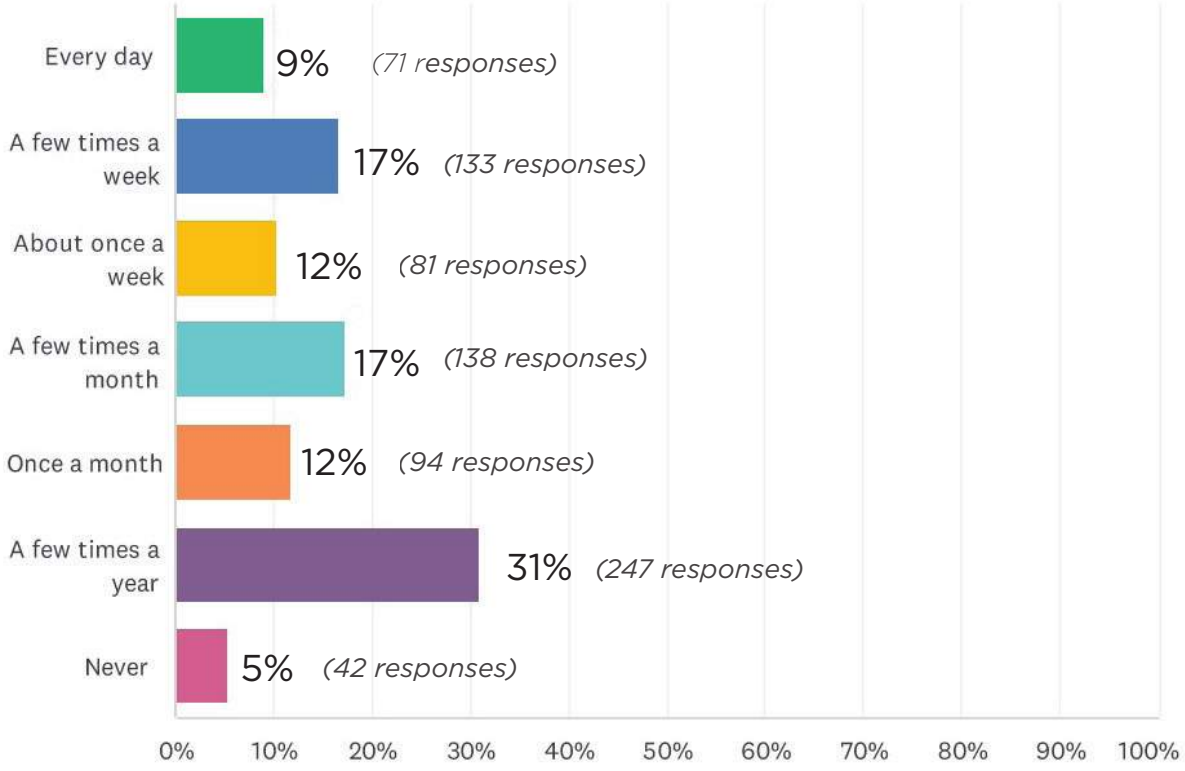
Recurring themes and comments about the concept:

- Concerns about cost and maintenance of the concept
- Concerns about businesses transitioning to these changes and keeping local businesses in the area
- Concerns about traffic/congestions
- Desire for more services within North Ogden City (for all ages)
- The concept should build character in the area

Answered: 797
Skipped: 2

Majority of responses (247 responses) are from individuals who visit the area a few times within the year. Another portion of respondents generally visit a few times a week or a few times within a month. Some respondents have never visited the North Ogden South Town Commercial Area. Based on the results, many respondents engage with the commercial area fairly often.

Q1: HOW OFTEN DO YOU VISIT THE NORTH OGDEN SOUTH TOWN COMMERCIAL AREA?



Question 1 Response Chart

Answered: 797
Skipped: 2

Respondents were able to choose multiple options that applied to them. Many live, shop, and dine in the commercial area. 14% of respondents commute through the area. Despite the seemingly low number of respondents, a significant portion of respondents also work in the commercial area (33 responses). Below are some of the other uses respondents mentioned.

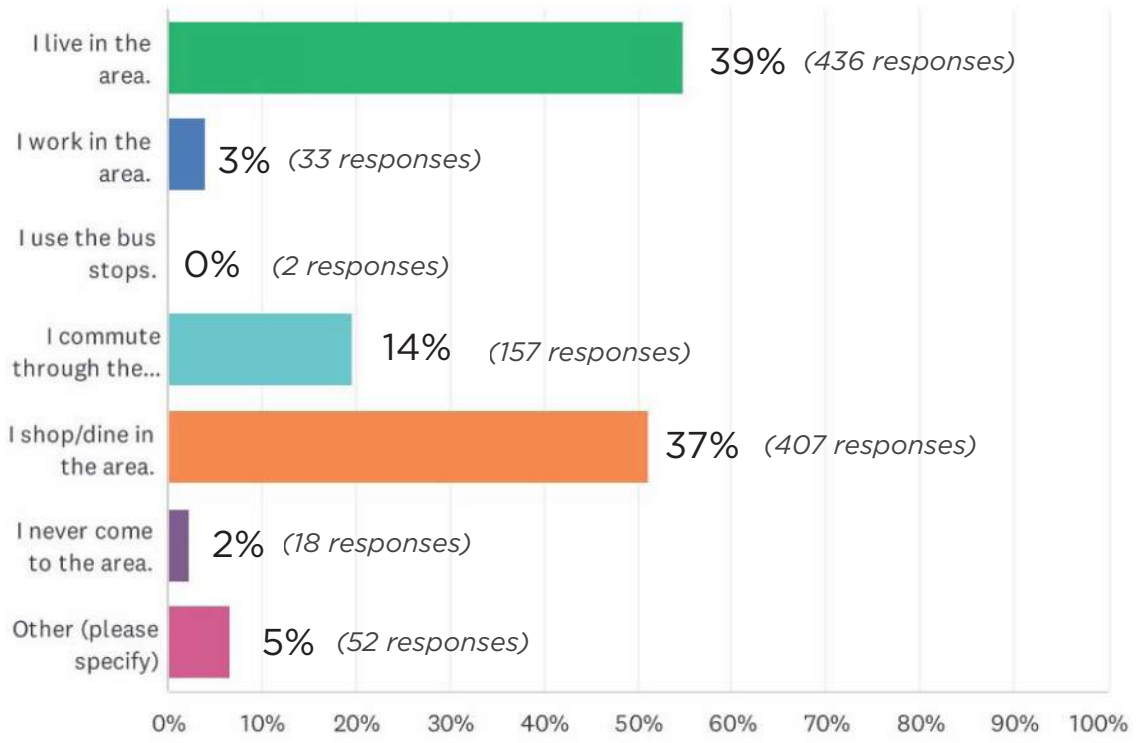
24 mentions — **Visit for Recreation/Fitness**

11 mentions — **Visit for Local Services/Events**

10 mentions — **Visit Food and Dining Services**

6 mentions — **Visit for Activities for Kids**

Q2: What brings you to the area? Choose all that apply.



Question 2 Responses Chart

Answered: 796
Skipped: 3

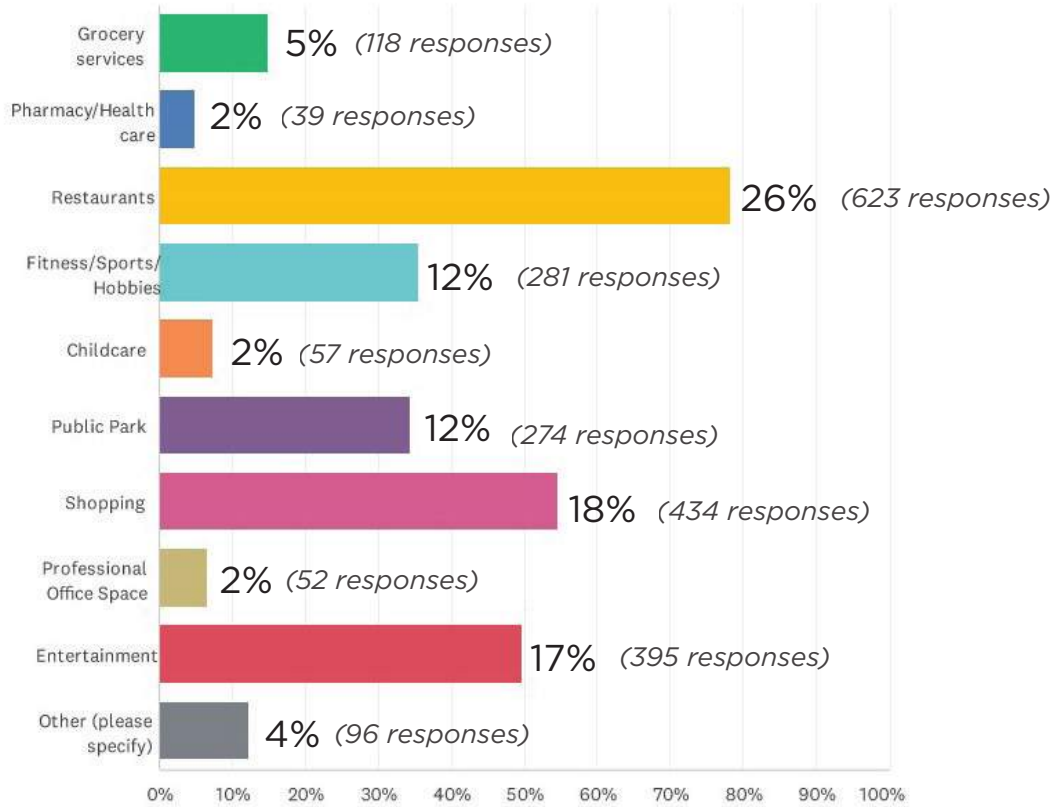
Main uses and amenities that were mentioned were places for restaurants, shoppings, entertainment, parks, and fitness and recreation centers. In addition, several responses wanted to see a variety of sit-down dining/ bars and shopping options, like craft stores, clothing stores, and grocery store options. 20% of comments were highlighted increasing types of recreation and community centers in the area. Respondents also expressed concerns with the displacement of existing local businesses.

"I don't like driving 20 minutes through traffic to enjoy higher quality shopping."

"Large community center with indoor courts and fitness opportunities during extreme hot and cold weather"

"Spaces for privately own small businesses. Not huge chains. Bring back local!!!"

Q3: Which of the following commercial uses or amenities do you think would fill unmet needs in the commercial area/neighborhood? Select all that apply.



Question 3 Responses Chart

Answered: 717
Skipped: 82

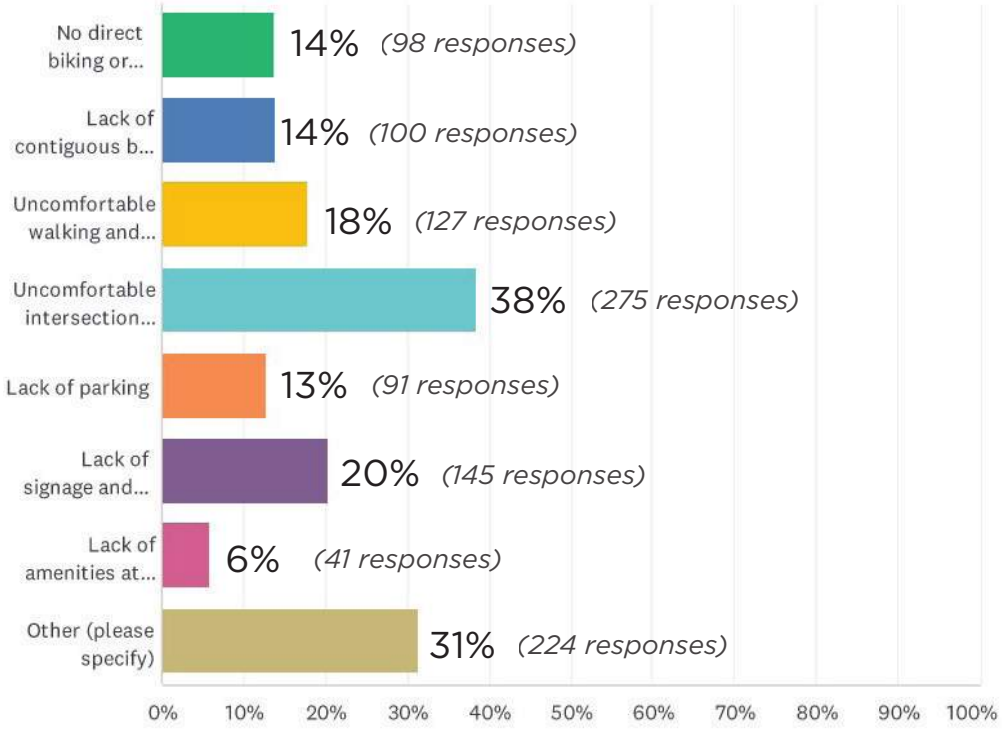
Respondents were able to choose multiple answers for this question. Major barriers to access are uncomfortable intersection crossings, uncomfortable walking and biking conditions, and lack of signage. Other barriers to access the commercial were lack of interesting places to visit (90 responses) and poor maintenance/infrastructure (25 responses). 85 responses mentioned that there are no barriers to how they currently access the commercial area.

"The businesses are set too far back from the road to really see what they offer, no signs advertising the businesses"

"Sidewalks are broken or nonexistent. It's so far to walk to get to the crosswalk across Washington."

"Lack of destinations worth visiting!"

Q4: What barriers currently exist for you in accessing the commercial area? Select all that apply.



Question 4 Response Breakdown

Answered: 756
Skipped: 43

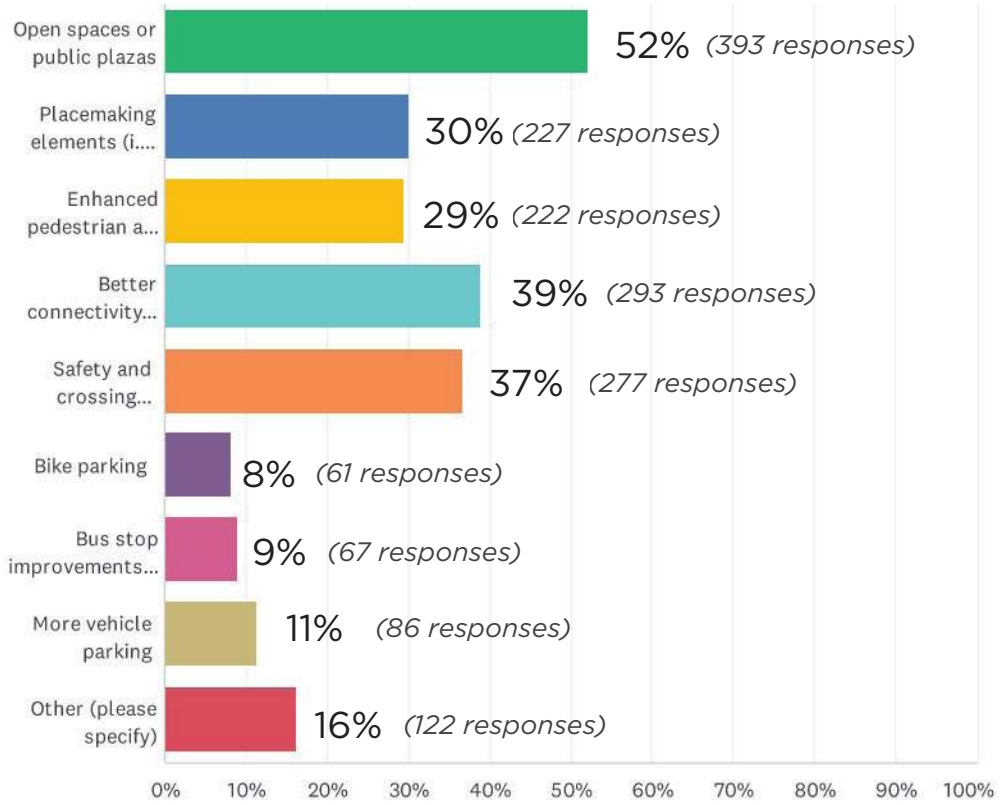
The most impactful changes that respondents would like to see are improvements to public spaces, pedestrian and bike safety, crossings connectivity, and general placemaking elements (i.e. murals, public art, lighting, signage). 23 responses mentioned in the "Other" category that they would like to see existing buildings updated or revitalized.

"The overall area looks run down, so the area being refreshed would make a big difference in its appeal. Brighter lighting would also be a significant improvement..."

"Rebuild the area to reflect a community that is clean, wholesome & desirable. Bring back the charm of North Ogden..."

The Cannery intersection is very dangerous. I live in the neighborhood west of the building and constantly fear we will have a pedestrian hit.

Q5: What improvements would you like to see at the commercial area? Select all that apply



Question 5 Responses Chart

Answered: 585
Skipped: 214

Top Responses:

71 votes — Favorable of the creek

45 votes — Favorable of the shared use paths and improving walking/ biking access

34 votes — Favorable to the streetscape amenities

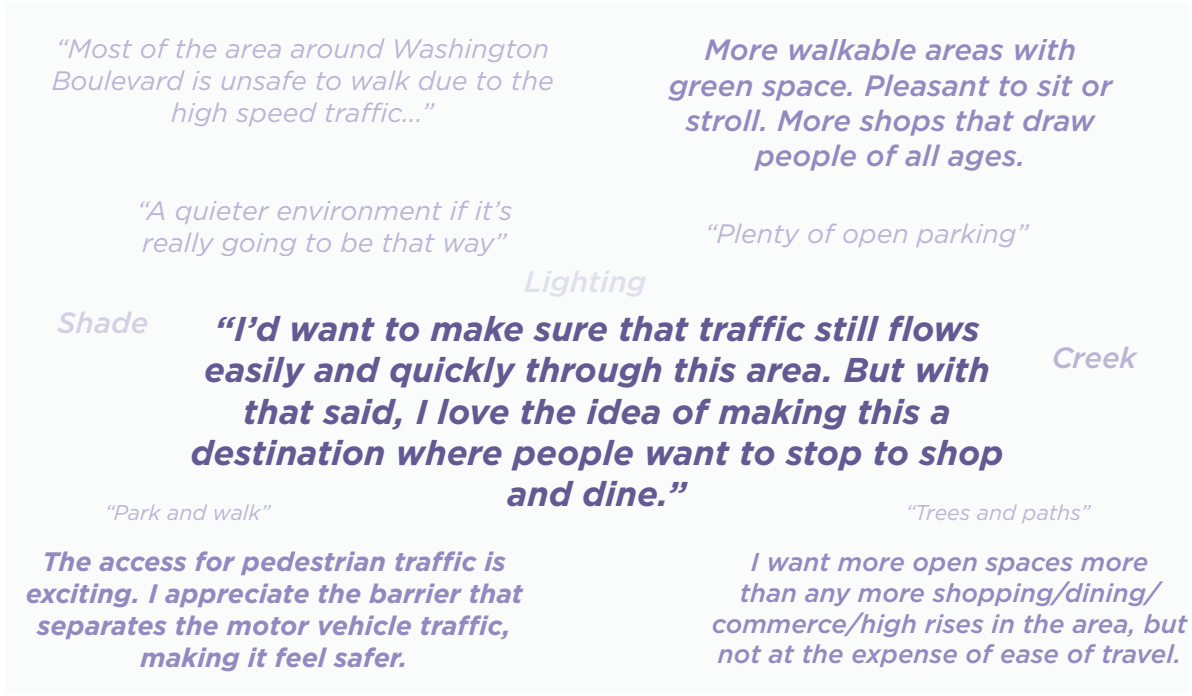
34 votes — Concerned with medians and potential impacts to vehicular traffic

19 votes — Concerned with sufficient parking

Concerns are about existing high speeds, potential traffic congestion, and the function of medians on Washington Boulevard. Comments also mentioned that providing safe paths and amenities such as benches, shade, lighting, and signage would increase the comfort along the streets.

Q6: What elements of this concept would make the area more enjoyable to walk, bike, and park-and-walk?





Question 6 Open Response Cloud

Answered: 626
Skipped: 173

Top Responses:

181 votes — Variety of dining options that are not quick eats

92 votes — More shopping options mixed with local shops and other retailers

64 votes — Favorable to access to the Creek

57 votes — Safe, Intuitive, and Accessible Pedestrian and Bike Friendly pathways

59 votes — Favorable of more greenery, trees, plants, parks for pleasant walking paths

Many voiced that they want something to do in the area such as having a variety of options to dine and shop. Comments frequently highlighted were the farmers market, green space, and outdoor recreational amenities.

Q7: What elements of this concept would bring you to visit?

"The ability to park and walk. I think it would be great to have an area like that in North Ogden for farmers markets and other events."

"The public spaces are great and will be fun to use while eating, shopping in the area."

"Kid and family friendly events and options"

"Depends. Our small town feel is turning rapidly to a busy city that has what every other city has and it isn't unique anymore. The apartments, certain businesses are almost pushing me to want to leave the area."

"Live music, entertainment, areas to hang out. Not anymore coffee shops or auto part stores. Fulfill a need that is not met in our area."

"Remodel old existing buildings so that they are more inviting."

"Unique local businesses for shopping and dining. A clean and well kept outdoor space."

"The trees and slow pace of the idea"

"The Coldwater Creek gathering space and festival street would both attract me to visit as a place to relax and a place to shop."

"A variety of free things to see and do outside. A large community center to gather for events that support wholesome common causes."

Question 7 Open Response Cloud

Q8: What about this concept most excites you?

Answered: 624
Skipped: 175

Top Responses:

90 votes — Favorable of Farmers Market

83 votes — Improvements to the area such as aesthetics, updated buildings, and businesses

69 votes — Favorable to Coldwater Commons, community spaces, gatherings, public events and amenities

61 votes — Favorable to the Festival Street

59 votes — Favorable for Food Trucks

Transforming from an underutilized parking space to a community-oriented space was exciting to most respondents. Updated building, the addition of public spaces, daylighting the creek, and landscaping allowed space for programming and comfortable walking and biking destinations. 42 respondents were not favorable of the concept.



Question 8 Open Response Cloud

Q9: What is missing from this concept?

Answered: 564
Skipped: 235

Top Responses:

67 votes — Parking options, sufficient parking spaces

33 votes — Areas for all ages, especially for young kids and teenagers

32 votes — Health and fitness such as a community recreational center or a gym

29 votes — Concerned with traffic congestion such as lights, planted medians, turning lanes

15 votes — Concerned with pedestrian crossings and access

Based on the concept image shown to respondents, several wondered if there are sufficient and easily accessible parking spaces, beside on-street parking. Specific uses called out were year-round recreational facilities, and engaging spaces for kids and people of ages.



Question 9 Open Response Cloud

Answered: 678
Skipped: 121

Top 5 Most Impactful Improvments From The Concept:

374 votes **Farmers Market Pavillion**

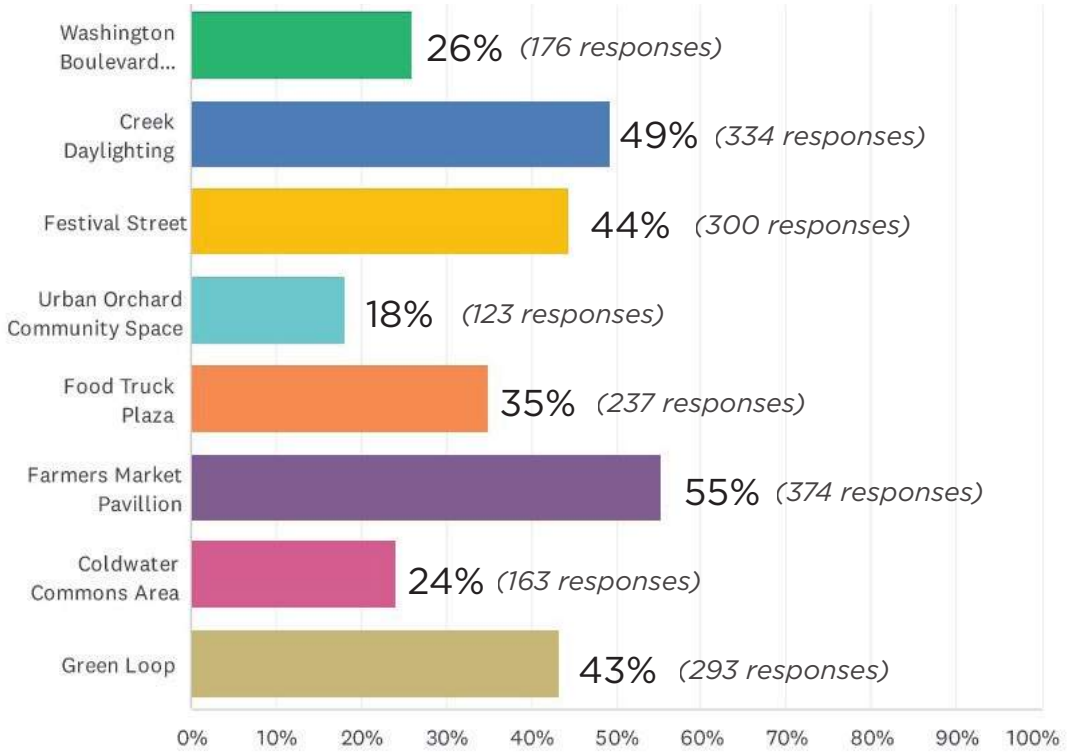
334 votes **Creek Daylighting**

300 votes **Festival Street**

293 votes **Green Loop**

237 votes **Food Truck Plaza**

Q10: Which improvement(s) would be most impactful? (Maximum: 3 votes)



Question 10 Response Breakdown

Q11: Any other thoughts?

Answered: 403
Skipped: 396

Top Responses:

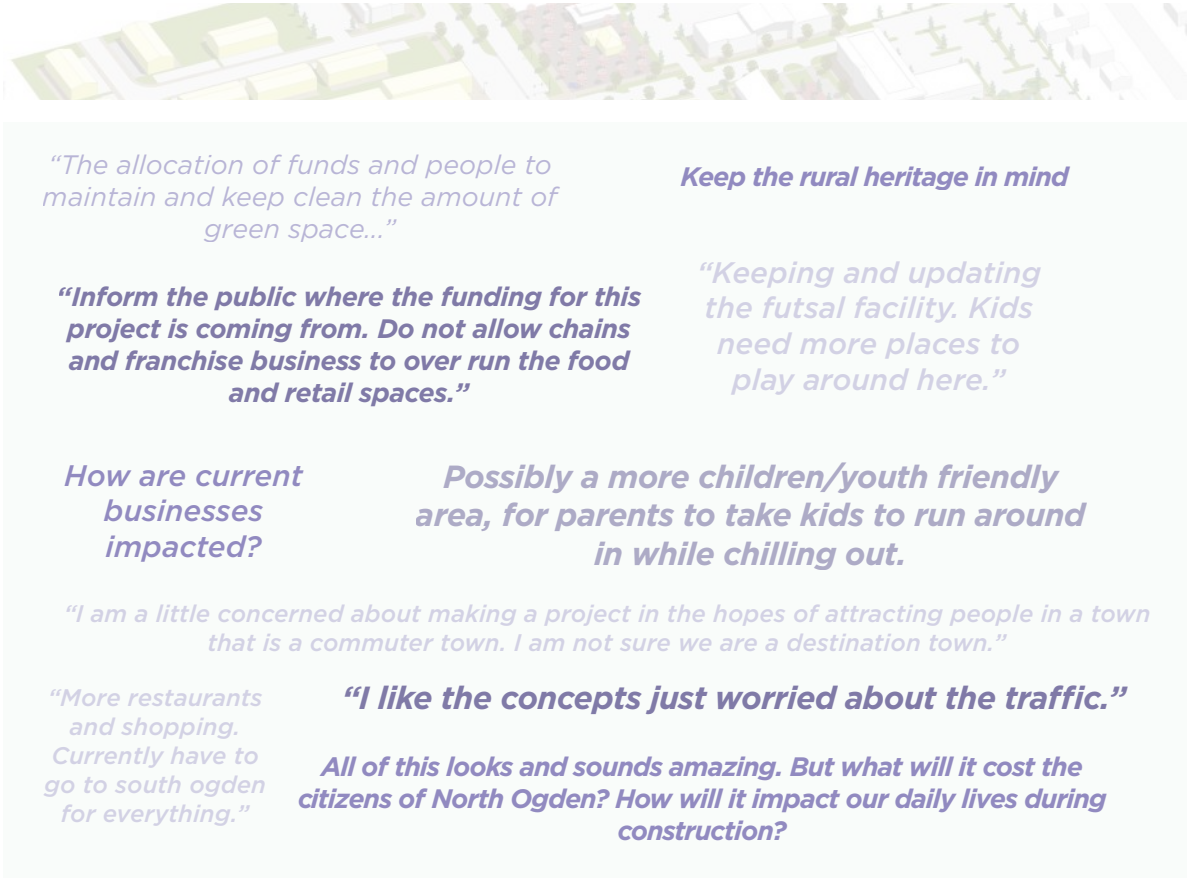
36 mentions — Related to cost and maintenance

32 mentions — Related to diversity in services/amenities year-round and for all ages

24 mentions — Related to changes in the neighborhood's character

23 mentions — Related to concerns for local businesses

Aside from physical infrastructure improvements, many respondents are concerned with funding methods to the project, maintaining the facilities, and potential traffic congestion impacting the daily lives of residents and existing businesses. Respondents also feel that North Ogden continues to grow while lacking a strong character and identity, residents voiced to maintain the small town feel while having community spaces with year-round events and services for locals and visitors to enjoy.



Question 9 Open Response Breakdown

Walking Tour and Urban Sandbox Activity

During the walking tour of the project site area, participants engaged in breakout group discussions providing insightful feedback on various aspects related to pedestrian, cyclist, and vehicular connectivity. As they traversed the corridor, participants shared their observations and perceptions about the site conditions, offering valuable comments on the overall experience and specific visual and sensory elements along the route.

The tour was followed by an interactive activity used to visually map prioritized areas and gaps/barriers in the project site. They highlighted areas of improvement, noting the challenging connectivity across Washington Boulevard, traffic flow, sidewalk conditions, far setbacks to the existing businesses, connectivity from neighborhoods, the need for a place that fits all ages, underutilized parking lots, and designing with Coldwater Creek in mind. Many of these comments informed the guiding principles and initial development of the preferred plan and concept alternatives. The consistent themes with highlighting nature, family-oriented community spaces, increasing visibility, and creating a unique gateway along Washington Boulevard. The guided the core components of the concepts with Festival Street, Coldwater Common, highlighting culturally-significant buildings (like Kirt's Drive In and The Cannery Center) and adjacent complimentary public amenities and walking paths near businesses to draw in visitors.



Chalk It Up Event

Our Design Team attended the annual Chalk It Up event at the North Ogden Plaza, the project site, where thirty participants were asked to share their perspectives on the project area and what they envision the space to be. Thirty participants engaged with the design team at the event and discussed ideas, feedback, and potential uses for the commercial area. Attendees articulated their values and desires, emphasizing the significance of preserving a small-town ambiance while infusing elements of nature, history, and family-friendly activities. Their suggestions encompassed various services/shopping needs and values important to North Ogden City. These values were then integrated into the guiding principles and programming shown in the preferred plan, like sufficient space for future Chalk It Up events, creating a network of activity and gathering spaces throughout the site, in addition to interactive water-features that enhance the presence of Coldwater Creek.



Concepts Workshop

The workshop aimed to narrow down the two concept alternatives with the Core Team and Planning Commission

Visual preference activity aimed to prioritize key programming in the concepts and the type of facilities that would work best in the site and fit the community values (preferences for moderate scale daylighting of creek, interactive water features, tree-lined walkways leading into future trail connections, Festival Street, flexible outdoor spaces and markets, urban orchard, and areas for food trucks.

Nature Reawakened: A welcoming commercial destination knit together by Coldwater Creek, mountain views, and interactions with the natural environment.

Town Square: An energetic commercial destination centered around a town square and festival street with community activities year-round.



Open House

The Public Open House, held at the city building to review the draft concept, was attended by over 35 residents, business, and landowners. This interactive event provided attendees to review and actively engage with the proposed concept, asking questions and offering valuable feedback. The planning team and city representatives were present to address questions and have conversations to define specific details.

The feedback gathered from this event played a pivotal role in refining the concepts and shaping the content of the plan. Changes to the concept include phasing approach, recommendations for local business support, providing a buffer to residential areas, and adjustments to vehicular loading and ease of access.

Overall preferences were ranked with the top results including the Green Loop, Festival Street, and Farmers Market



Small Group Interviews

The project team conducted small group interviews with stakeholders to better understand the perceptions of the site, assets and challenges, and vision for the area. These interviews included public officials, citizen-led committees, property owners, and business owners.

Stakeholders generally expressed concerns and suggestions related to placemaking, walkability, beautification, funding, business retention, and City communication.

The importance of supporting and coordinating with existing business and landowners within the project area is a key element guiding the concept and recommendations presented in this plan.

Stakeholders Groups

- Mayor and City Council
- Planning Commission
- Parks and Trails Committee
- Property Owners
- Business Owners

Stakeholder Interests:

Placemaking

- Creating a destination and community space in North Ogden
- Fulfilling multiple needs and service in the area
- Restoration and highlighting Coldwater Creek
- Better utilization of parking

Business Retention

- Keeping local businesses
- Attracting new businesses
- Increasing revenue
- Providing more services/businesses

Stakeholder Concerns:

Walkability:

- Walkability on Washington Boulevard
- Unsafe crossings

Beautification:

- Visibility of businesses
- Aging buildings and area infrastructure
- Low visual appeal and activity

Concerns Among Property and Business Owners:

Funding:

- Funding source and funding maintenance of improvements
- Business parking visibility

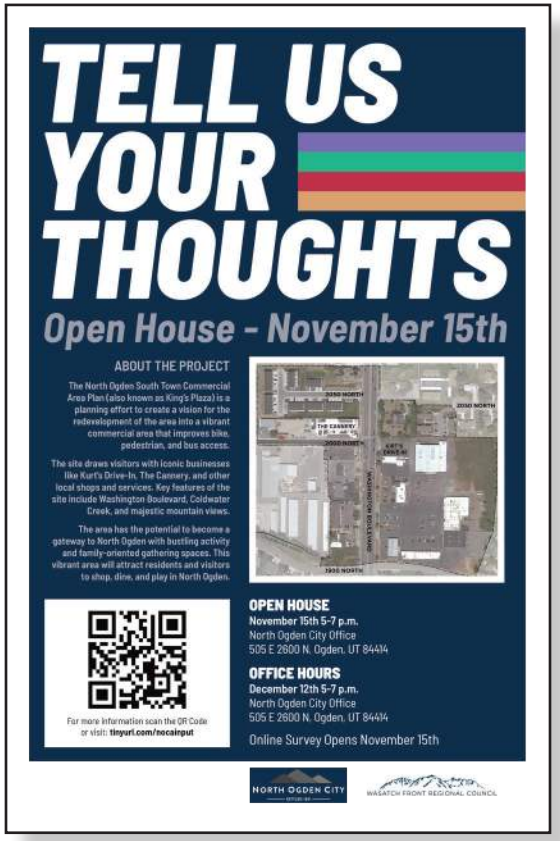
Business Retention

- Risk of rent increases and driving out long-term tenants
- Competition between businesses
- Disruptions to business operations

City Communications:

- Coordination with the City and property owners
- City assistance with improvements and support during transition

Open House and Survey Posters and Social Media Graphics











NORTH OGDEN CITY
SETTLED 1851

Staff Report to the North Ogden City Planning Commission

SYNOPSIS/APPLICATION INFORMATION

Application Request:	Consideration and action on a legislative application to add a chapter titled Active Transportation and Wayfinding System Plan. This plan focuses on the entire City to enhance pedestrian, bike, and active transportation facilities.
Agenda Date:	October 2, 2024
Applicant:	North Ogden Planning Department, Scott Hess
File Number:	GPTA 2024-02

PUBLIC NOTICE:

Mailed Notice:	None
Newspaper:	None
City Website:	September 20, 2024

PROPERTY INFORMATION

Address:	City wide
Project Area:	N/A
Current Zoning:	All Zones
Proposed Land Use:	Active Transportation Planning and Facilities
Parcel ID:	All Parcels and Public Rights of Way

ADJACENT LAND USE

North: N/A South: N/A
East: N/A West: N/A

STAFF INFORMATION

Scott A. Hess
shess@nogden.org
(801) 737-9841

APPLICABLE ORDINANCES

North Ogden Zoning Ordinance 11-2-18 (General Plan Amendment)

LEGISLATIVE DECISION

When the City is considering a legislative matter, the Planning Commission is acting as a recommending body to the City Council. The City has wide discretion in taking legislative action. Examples of legislative actions are general plan, zoning map, and land use text amendments. Legislative actions require that the Planning Commission give a recommendation to the City Council. Typically, the criteria for making a decision, related to a legislative matter, require compatibility with the general plan and existing codes.

BACKGROUND

North Ogden City received a grant from Wasatch Front Regional Council through the Transportation

Alternatives Program to develop an Active Transportation and Wayfinding System Plan. Active Transportation can be boiled down to any non-motorized form of transportation (walking, biking, rolling, and wheelchair). The wayfinding component is about creating a system-wide approach for how we sign and label our trails, pathways, and on-street bike network. The City contracted with Parametrix as the consultant team. The study included public outreach, surveys, and opportunities for open house discussions with the public.

As North Ogden grows, we need to consider alternative means of transportation and how we get our pedestrians, cyclists, and others around the City safely. This plan assists our future transportation planning efforts with ideas for current and future improvements.

North Ogden City Code 11-2-18 General Plan Amendment outlines the questions for the Planning Commission and City Council's consideration.

ANALYSIS

<u>11-2-18: GENERAL PLAN AMENDMENT</u>

1. General Review Criteria. In consideration of a proposed General Plan Amendment, whether proposed by the City or a landowner/authorized agent, the City shall determine if:
    1. The proposed change reflects a new idea that is an improvement over the concepts detailed in the General Plan.

Staff Response: The Active Transportation and Wayfinding Plan is essentially an update and replacement for the General Plan Trails Map. The information in the Trails Map has been updated and incorporated into the plan. The new plan updates the on street bicycle and pedestrian infrastructure in a meaningful way, and also proposes a comprehensive signage plan for the City.

    2. The proposed change reflects a positive trend that the General Plan did not consider.

Staff Response: The General Plan Trails Map worked for basic information. The move to a comprehensive Active Transportation and Wayfinding Plan represents a positive trend and direction for the City.

    3. The proposed change furthers many of the goals of the Plan but not necessarily the future land use plan.

Staff Response: The General Plan mentions trails, open space, and pedestrian/bike facilities in several sections of the General Plan as well as highlights trails and pedestrian connections in the various neighborhood areas across the City. Improving Active Transportation Planning and Wayfinding will directly further several goals.

Housing:

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

Transportation:

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.

Recreation:

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

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

4. The proposed change has little or no impact on the overall General Plan.

Staff Response: Minor changes to specific areas of the City impart little impact on the General Plan. However, specific planning efforts backed by goals and public support can go a long way toward helping the City reach its overall vision. With this plan, the City can strategically plan and spend public funds in areas that will have the most impact and benefit for the residents.

5. If any of the above criteria are met by the proposal, the Planning Commission and City Council may approve the change. Since this is a legislative decision, the Planning Commission and City Council have discretion as to its' final resolution. Such proposals may involve development agreements to assure the concept promoted is developed as presented.

Staff Response: It is up to the Planning Commission and City Council to determine the appropriateness of the request.

6. Add criteria for major changes vs minor changes.

Staff Response: This change would be considered a major change as it replaces the existing Trails Map and provides an entirely new section.

7. City will look at the General Plan on a periodic basis which does not preclude a private citizen from requesting a plan amendment per application through the Planning Department.

Staff Response: Staff is currently working on revisions to the General Plan text. The last update to the General Plan was 2015.

SUMMARY OF LAND USE AUTHORITY CONSIDERATIONS

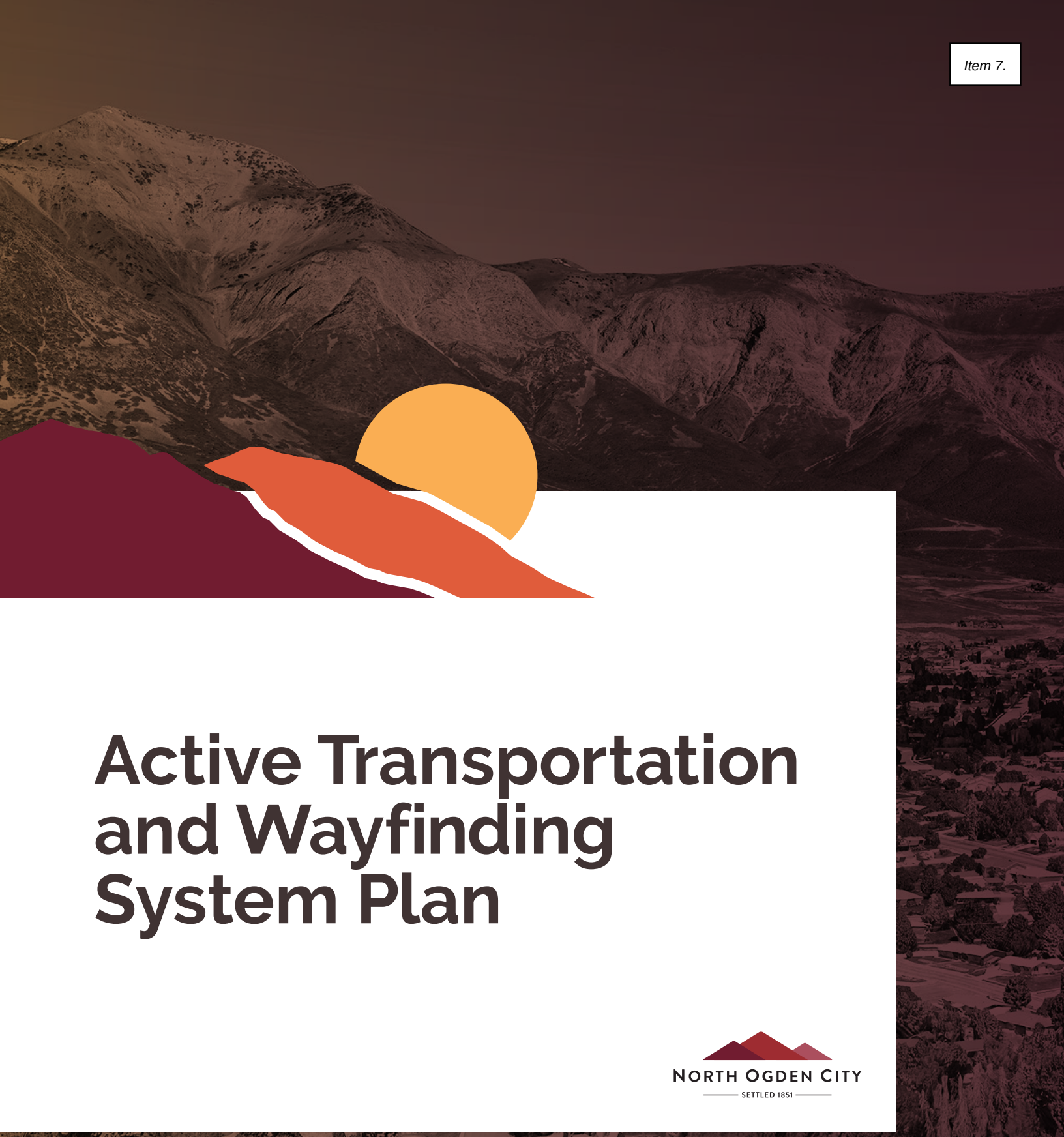
- Is the request consistent with the Title 11 review criteria for amendments to the General Plan?

RECOMMENDATION

Planning Commission should hold a public hearing, consider the information, and present a recommendation to the City Council.

EXHIBITS

A. Active Transportation and Wayfinding System Plan



Active Transportation and Wayfinding System Plan

NORTH OGDEN CITY
SETTLED 1851



Acknowledgments

Steering Committee Members

Tiffany Staheli | North Ogden
Eric Casperson | North Ogden
Scott Hess | North Ogden
Sarah Lansing | Parks and Trails Committee
Christy Dahlberg | Wasatch Front Regional Council
Hugh Van Wagenen | Wasatch Front Regional Council
Christopher Chestnut | UDOT
Lane Findlay | School District
Aric Manning | Trails Foundation of Northern Utah
Charlie Ewert | Weber County
Elizabeth Elsmore | Health Department
Jamie Gil | Parks and Recreation Department

City Mayor

Mayor S. Neal Berube

City Council Members

Ryan Barker
Blake Cevering
Jay D. Dalpias
Chris Pulver
Christina Watson

PREPARED FOR
North Ogden City

PREPARED BY
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Planning Process

The development of the North Ogden Active Transportation and Wayfinding System Plan was initiated in early 2023, beginning with an extensive analysis of existing conditions. Staffing changes at the City resulted in a in delay of the engagement process and a four month project hiatus beginning in April of 2023. The project resumed in the fall of 2023, with the initiation of the engagement process, including the convening of a steering committee and development of a project website.

Existing Conditions

To begin the planning process the project team carried out an extensive analysis of current active transportation conditions in North Ogden. This entailed documenting existing active transportation infrastructure such as sidewalks and bike lanes, looking at crash history and patterns, with a particular focus on crashes involving people walking and biking, analyzing level of traffic stress, and determining existing walking and biking activity along key corridors in the City. In addition, the project team mapped out key community destinations and designated safe routes to school. Finally, an analysis was conducted of planned projects in the WFRC's Regional Transportation Plan. Taken together, the existing conditions analysis provided a jumping off point for the rest of the project, enabling North Ogden to understand where opportunities exist for improving active transportation infrastructure in the City.

Engagement



Steering Committee Bike Tour

Steering Committee

A steering committee made up of key stakeholder agencies was formed to inform and help shape the project process. Committee members included City staff as well as representatives from UDOT, the WFRC, Weber School District, Weber County, the Weber County Health Department, the Parks and Recreation Department, Trails Foundation of Northern Utah, and the Parks and Trail Committee. During an initial steering committee meeting in September 2023, steering committee members participated in a bike tour of the City, which helped them to provide important feedback about places and routes in need of enhanced bicycle infrastructure. Additionally, committee members provided insight regarding key community destinations and as well as obstacles faced by community members interested in using more active transportation. An important outcome of this first meeting was the creation of a series of project goals which are laid out in the "Goals" section of the plan.

Project Website

A project website was created to give residents more opportunities to learn about and provide feedback on the project. In addition to having information about each project phase as it was completed, the website was also host to two different engagement opportunities in the form of surveys. One survey asked respondents about different wayfinding signage in order to gauge what kind of sign layouts and designs would be most helpful for people walking and biking while navigating the City. Meanwhile a comment map embedded on the website enabled residents to denote locations where they felt there were safety issues or other opportunities to improve active transportation infrastructure. As a result of this engagement process, the project was able to identify some key project opportunities.

Goals

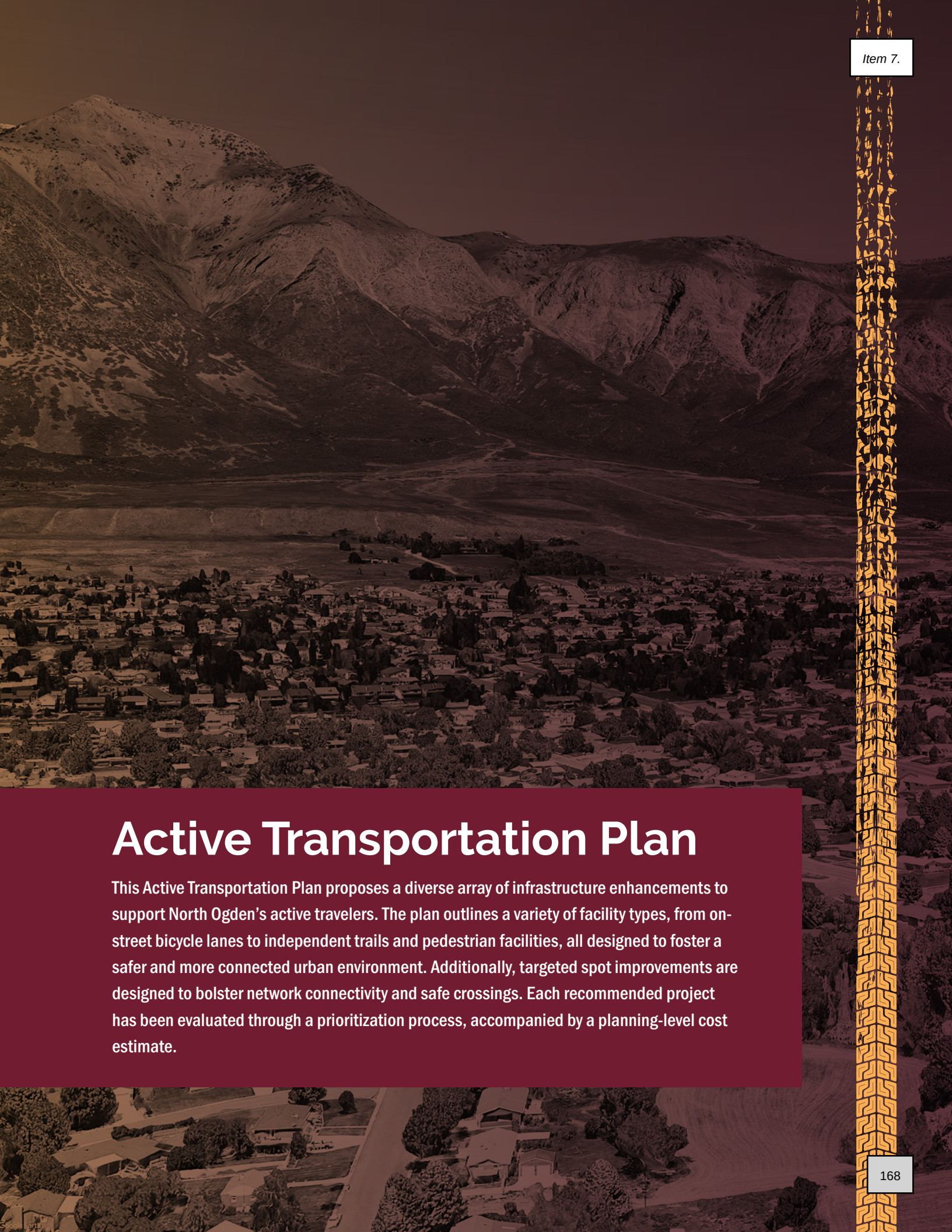
Working with the steering committee the project team produced the following project goals for the Active Transportation Plan and Wayfinding System Plan:

Active Transportation Plan

- Create an active transportation network that serves both utilitarian and recreational trips
- Create safe and comfortable walking/biking routes that are accessible for people of all ages and abilities identify and preserve existing trail corridors integrate with general plan growth and development goals and be consistent with regional and statewide plans

Wayfinding System Plan

- Establish civic identity
- Integrate sidewalks and the trail system
- Enable people to understand and experience the entire City
- Challenge notions of active transportation accessibility



Active Transportation Plan

This Active Transportation Plan proposes a diverse array of infrastructure enhancements to support North Ogden's active travelers. The plan outlines a variety of facility types, from on-street bicycle lanes to independent trails and pedestrian facilities, all designed to foster a safer and more connected urban environment. Additionally, targeted spot improvements are designed to bolster network connectivity and safe crossings. Each recommended project has been evaluated through a prioritization process, accompanied by a planning-level cost estimate.

Future plans for active transportation were developed in close collaboration with City staff, and were influenced by the existing conditions analysis, the engagement process, and were designed to meet established project goals. The future planned active transportation network is shown in Figure 1.

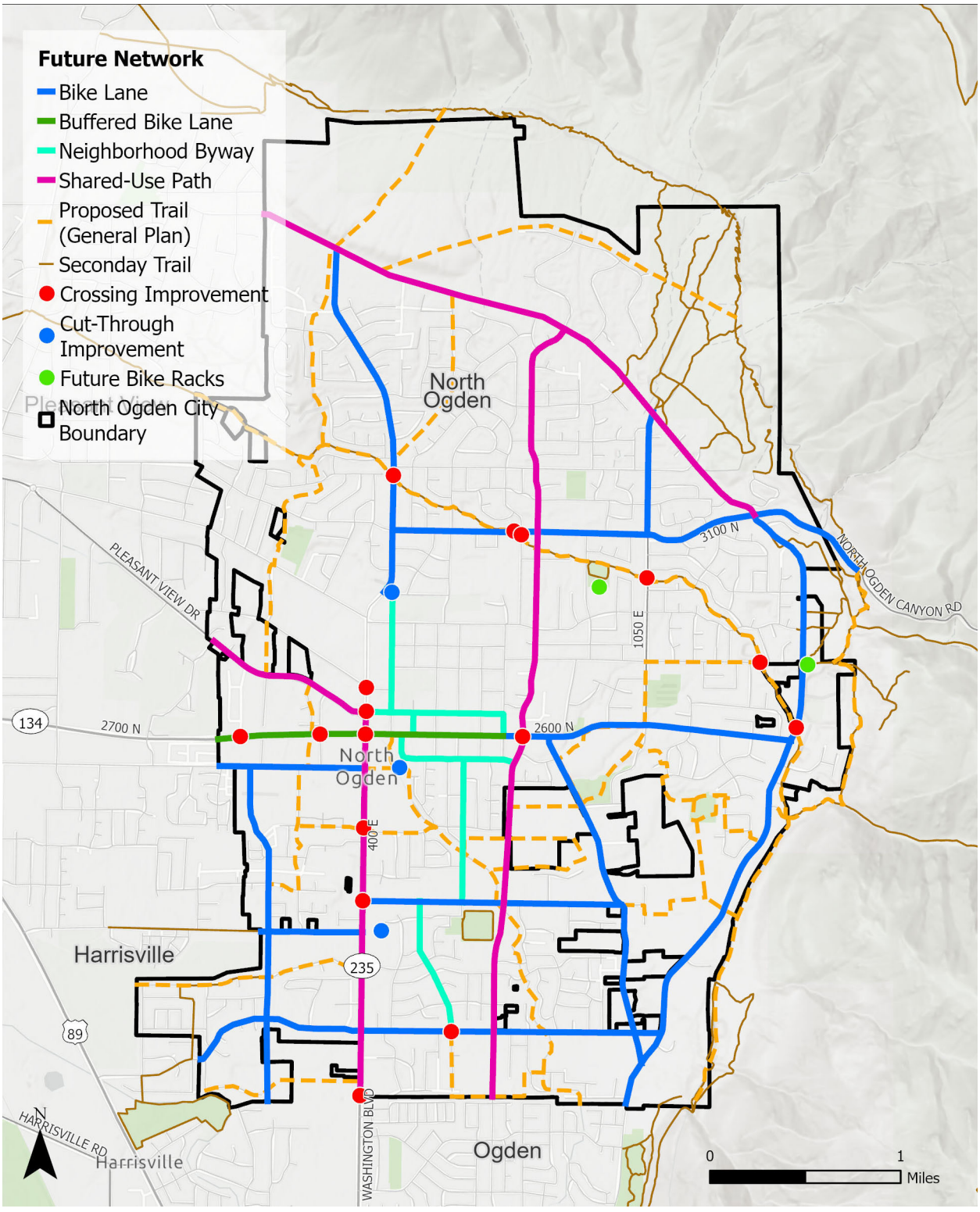
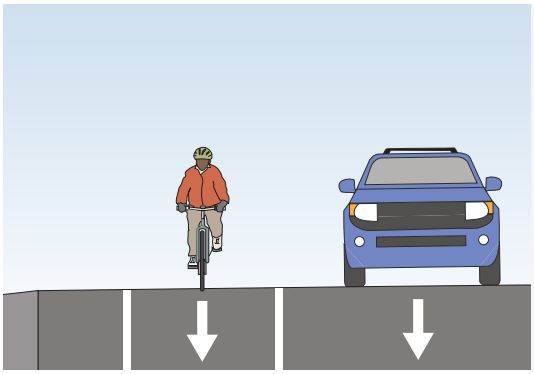


Figure 1: Future Active Transportation Network

Recommendations

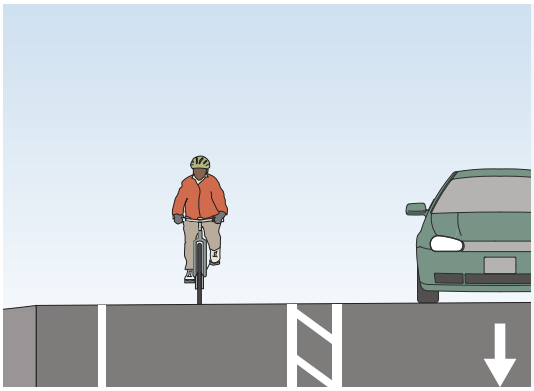
The following sections describe the different improvements recommended in the future active transportation network (Figure 1).



Bike Lane

Conventional bike lanes are recommended to be 6 feet wide with a minimum of 3 feet as measured from the street edge (longitudinal joint) to the painted bike lane. These lanes provide good connectivity and comfortable riding along lower volume collectors throughout the City. Planned bike lanes include 3100 North, Lakeview Drive, Mountain Road, Fruitland Drive, and 1700 North. Figure 2 shows a sample cross-section of this facility type.

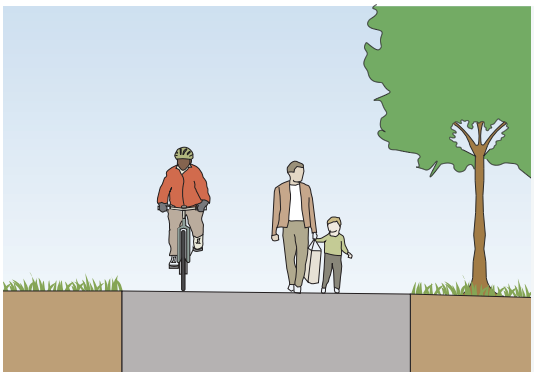
Figure 2: Section



Buffered Bike Lane

Buffered bike lanes are recommended to be 7 to 9 feet wide, including a 3-foot buffer area adjacent to the vehicle travel lane. Buffered bike lanes provide a good on-street option for high volume streets. Buffered bike lanes are planned on 2600 North west of 700 East. Buffered bike lanes are also planned continuing west in Pleasant View on 2600/2700 North. Figure 3 shows a sample cross-section of this facility type.

Figure 3: Section



Shared-Use Path

Paved multi-use pathways provide safe and low stress AT and recreational opportunities. At 10 to 12 feet wide, these facilities are physically separated from motor vehicle traffic and can be adjacent to a roadway, railroad, or canal right-of-way, or follow their own right-of-way. Figure 4 shows a sample cross-section of this facility type.

Figure 4: Section

Neighborhood Byway

Neighborhood byways, also known as bicycle boulevards, are located on streets with low motorized vehicle volumes. These facilities prioritize bicycle travel through pavement markings, wayfinding and signage, traffic calming measures, and safe and convenient crossings of major street crossings. Planned neighborhood byways include 450 East, 2650 North, 2550 North, 600 East, and 500 East.

Trails

The trails identified in the future network encompass a broad spectrum of facilities, from wide sidewalks through residential areas to an improved canal trail. The basis for the trail network is the Proposed Trail map from the 2015 North Ogden City General Plan Update. While the existing and planned trails are shown on the future network map, they are not included in the capital facilities plan.

Sidewalk Gaps

Based on an inventory of all sidewalks within the City completed for the existing conditions analysis, all known sidewalks gaps have been identified throughout the City. The sidewalk gaps include instances of one-side or both-sides of missing sidewalk. Sidewalk gaps were assigned priority based upon the functional classification of the roadway, proximity to schools and other destinations.

Crossing Improvements

Crossing improvements identified included controlled intersection locations and other mid-block locations where safe crossings are desired. These locations correlate to the planned AT network to facilitate safe passage along key barriers. Four primary types of crossing improvements have been proposed:

- **Crossing upgrade:** locations where a crossing exists but could use visibility or other improvements.
- **Minor crossing:** crossing locations along low to moderately sized roadways
- **Major crossing:** crossing locations across larger and heavily trafficked roadways
- **Intersection:** improvements at a stop controlled or signalized intersection



Bike Tour Destination: Cut-Through Location

Cut-Through Improvements

The City currently contains several locations which provide opportunities for active modes to 'cut through' network barriers, creating connections not permissible to vehicle traffic. These locations can help provide loss-stress and more direct routes for active users, but are often not very visible, unmaintained, or could use improvements to make them more comfortable multiple modes. Cut-through improvements would need to be considered on a case-by-case basis, but may include wayfinding and signage, curb-cuts and ped ramps, realignments, and widening of facilities.

Bike Parking

Introduction

Bike parking is essential for creating a multimodal transportation system that encourages cycling. By providing secure and convenient bike parking, we can support the plan's goals of reducing car dependency, improving air quality, and promoting public health.

Recommendations

- **Identify target locations:** Clearly outline the types of locations where bike parking should be prioritized (schools, parks, civic centers, trailheads, etc.).
- **Quantify bike parking needs:** Develop estimates for the number of bike parking spaces required at each location based on factors like population density, employment density, and anticipated bike usage. Identify short-term and long-term bicycle parking needs. Develop approved bike rack types per established guidance (APBP: Essentials of Bike Parking: Selecting and installing bicycle parking that works).[1]
- **Bike parking location:** Specify the optimal placement of bike racks (e.g., near building entrances, well-lit areas, sheltered locations).
- **Security:** Discuss the importance of bike security and recommend measures like secure bike storage facilities or bike registration programs.
- **Maintenance:** Emphasize the need for regular maintenance and cleaning of bike parking facilities
- **Funding:** Outline potential funding sources for bike parking infrastructure (e.g., grants, public-private partnerships, dedicated funding).

Implementation and Evaluation

To ensure successful bike parking implementation, a phased approach should be adopted, prioritizing areas with the highest demand. Continuously monitoring bike parking usage is crucial for making data-driven improvements. Effective public outreach is essential to educate the community about the benefits of bike parking and encourage bike use.

Capital Facilities

Planned projects were developed based on the planned future network and were prioritized into two tiers, priority projects and secondary projects. Projects were assigned priority in coordination with the City with the intention of developing an initial priority network, centered around the spine of Washington Boulevard and creating a functional loop throughout the City, and a secondary network of compliment facilities. For each project a planning-level cost estimate was developed based on recent bid-costs and comparable project estimates.

[1] https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf

Priority Projects

Figure 5 shows all the priority projects by improvement type. Table 1 shows the linear active transportation project, which total $7.2 million, Table 2 shows the priority spot projects, which total $1.1 million, and finally Table 3 shows the priority sidewalk gap projects, which total 11 million. In total the priority projects cost an estimated $20 million.

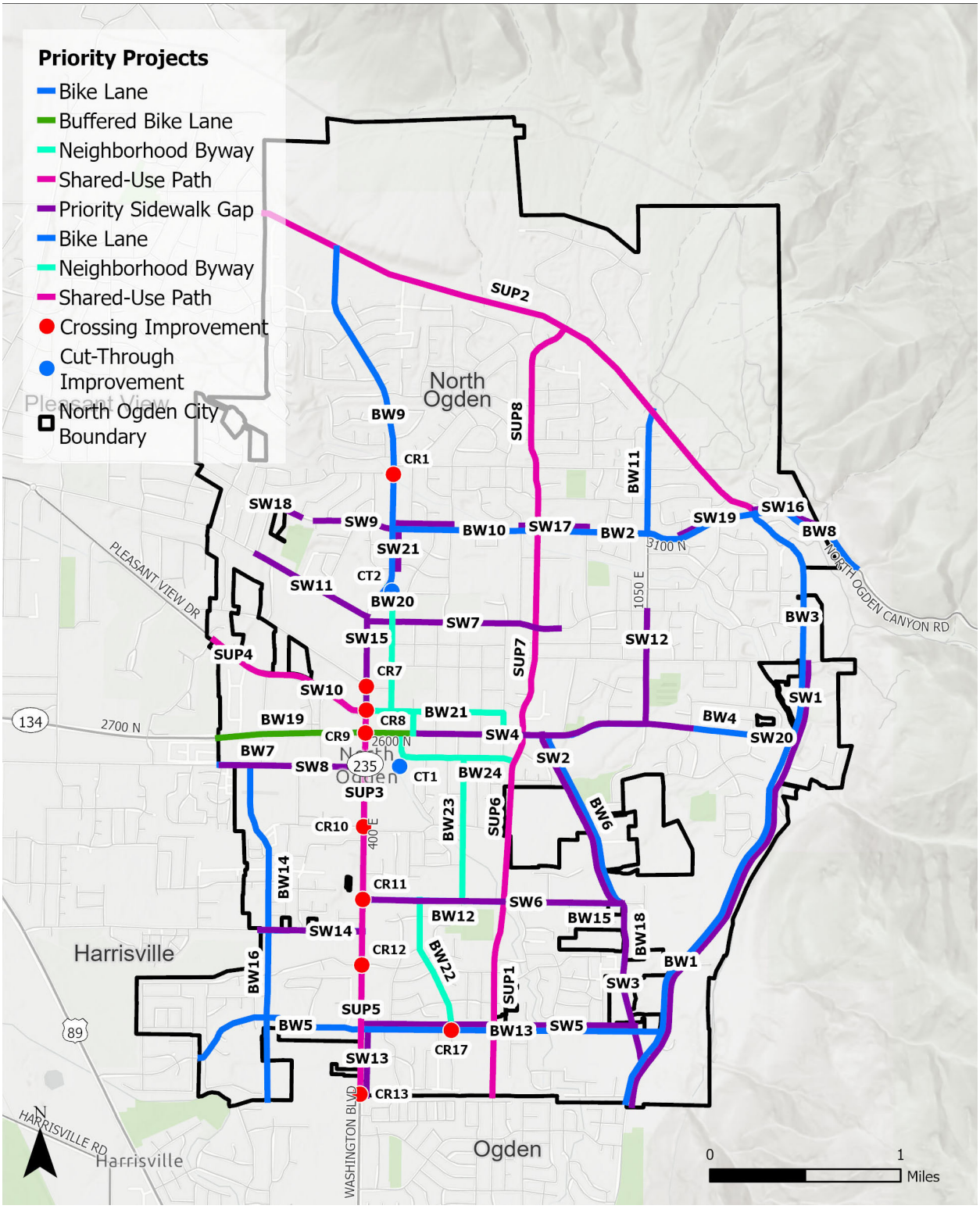


Figure 5: Priority Project Map

Table 1: Priority Linear Projects

Project Number	Improvement Type	Street Location	From	To	Length (Miles)	Cost
BW1	Bike Lane	Mountain Road	2600 North	South City Limit	2.15	$660,050
BW2	Bike Lane	3100 North	1225 East	Mountain Road	1.74	$534,180
BW3	Bike Lane	Mountain Road	3100 North	2500 South	1.3	$399,100
BW5	Bike Lane	Country Boy Drive	Washington Boulevard	West City Limit	0.95	$291,650
BW8	Bike Lane	North Ogden Canyon Road	Mountain Road	North Ogden Lookout Point	0.65	$199,550
BW9	Bike Lane	450 East	4200 North	2900 North	1.88	$577,160
BW10	Bike Lane	3100 North	800 East	450 East	0.76	$233,320
BW13	Bike Lane	1700 North	Mountain Road	Washington Boulevard	1.56	$478,920
BW20	Neighborhood Byway	450 East	2900 North	2650 North	0.67	$368,500
BW21	Neighborhood Byway	2650 North	Washington Boulevard	550 East	0.95	$522,500
SUP3	Shared-Use Path	Washington Boulevard	2650 North	2100 North	0.99	$990,000
SUP4	Shared-Use Path	Pleasant View Drive	Washington Boulevard	West City Limit	0.91	$910,000
SUP5	Shared-Use Path	Washington Boulevard	2100 North	South City Limit	1.01	$1,010,000
						TOTAL: $7,174,930

Table 2: Priority Spot Projects

Project Number	Improvement Type	Street Location	Cost
CR1	Crossing Upgrade	Washington Boulevard @ Canal Trail	$50,000
CR7	Major Crossing	Washington Boulevard @ 2700 North	$75,000
CR8	Crossing Upgrade	Washington Boulevard @2650 North	$50,000
CR9	Intersection Improvements	Washington Boulevard @ 2600 North	$350,000
CR10	Major Crossing with Refuge	Washington Boulevard @ 2300 North	$125,000
CR11	Major Crossing with Refuge	Washington Boulevard @ 2100 North	$125,000
CR12	Major Crossing with Refuge	Washington Boulevard @ 1900 North	$125,000
CR13	Major Crossing with Refuge	Washington Boulevard @ 1500 North	$125,000
CR17	Crossing Upgrade	600 East @ 1700 North	$50,000
CT1	Cut-Through Improvement	475 East @ 2550 North	$25,000
CT2	Cut-Through Improvement	450 East @ 2900 North	$25,000
			TOTAL: $1,125,000

Table 3: Priority Sidewalk Gap Projects

Project Number	Improvement Type	Street Location	From	To	Length (Miles)	Cost
SW1	Priority Sidewalk Gap	Mountain Road	2750 North	South City Limit	1.93	$2,443,380
SW2	Priority Sidewalk Gap	Fruitland Drive	2600 North	2100 North	0.73	$924,180
SW3	Priority Sidewalk Gap	Fruitland Drive	2100 North	Mountain Road	0.63	$810,240
SW4	Priority Sidewalk Gap	2600 North	1125 East	500 East	1.1	$696,300
SW5	Priority Sidewalk Gap	1700 North	Fruitland Drive	Washington Boulevard	1.08	$1,025,460
SW6	Priority Sidewalk Gap	2100 North	Fruitland Drive	Washington Boulevard	1.02	$968,490
SW7	Priority Sidewalk Gap	2850 North	850 East	Washington Boulevard	0.76	$962,160
SW8	Priority Sidewalk Gap	2550 North	Washington Boulevard	West City Limit	0.57	$541,215
SW9	Priority Sidewalk Gap	3100 North	575 East	275 East	0.54	$512,730
SW10	Priority Sidewalk Gap	Pleasant View Drive	Washington Boulevard	90 East	0.54	$512,730
SW11	Priority Sidewalk Gap	Elberta Drive	Washington Boulevard	150 East	0.5	$316,500
SW12	Priority Sidewalk Gap	1050 East	2850 North	2600 North	0.44	$278,520
SW13	Priority Sidewalk Gap	Washington Boulevard	1700 North	South City Limit	0.26	$329,160
SW14	Priority Sidewalk Gap	2000 North	Washington Boulevard	West City Limit	0.4	$253,200
SW15	Priority Sidewalk Gap	Washington Boulevard	2850 North	2650 North	0.35	$221,550
SW16	Priority Sidewalk Gap	3100 North	East City Limit	1350 East	0.3	$379,800
SW17	Priority Sidewalk Gap	3100 North	900 East	750 East	0.26	$164,580
SW18	Priority Sidewalk Gap	3100 North	250 East	100 East	0.17	$107,610
SW19	Priority Sidewalk Gap	3100 North	1225 East	1150 East	0.16	$101,280
SW20	Priority Sidewalk Gap	2600 North	Mountain Road	1300 East	0.15	$189,900
SW21	Priority Sidewalk Gap	450 East	3100 North	3000 North	0.16	$101,280
						TOTAL: $11,840,265

Secondary Projects

Figure 6 shows all the secondary projects by improvement type. Table 4 shows the secondary linear active transportation projects, which total $11 million, Table 5 shows the secondary spot projects, which total $575,000, and finally Table 6 shows the secondary sidewalk gap projects, which total 6.3 million. In total the secondary projects cost an estimated $18 million.

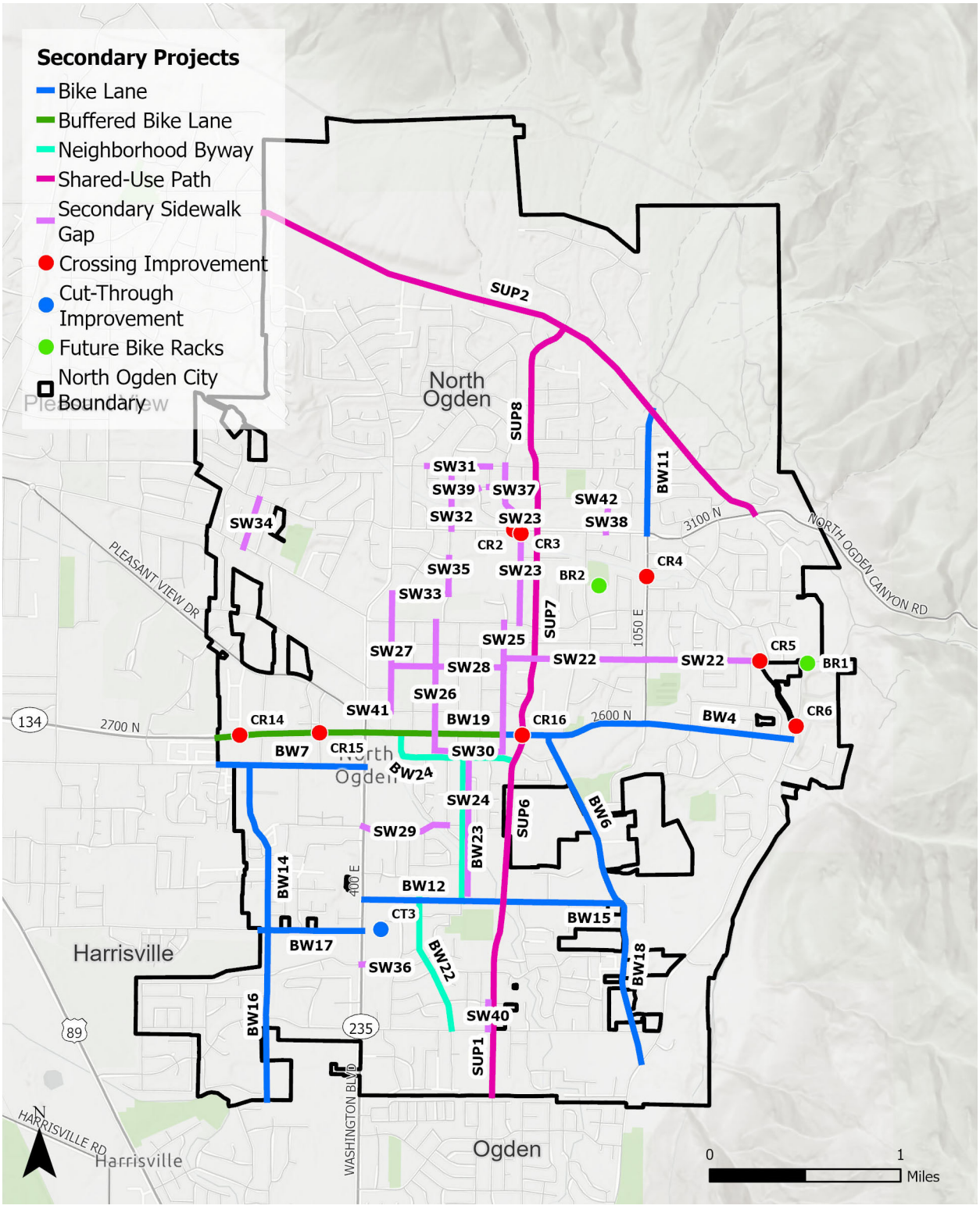


Figure 6: Secondary Projects

Table 4: Secondary Linear Projects

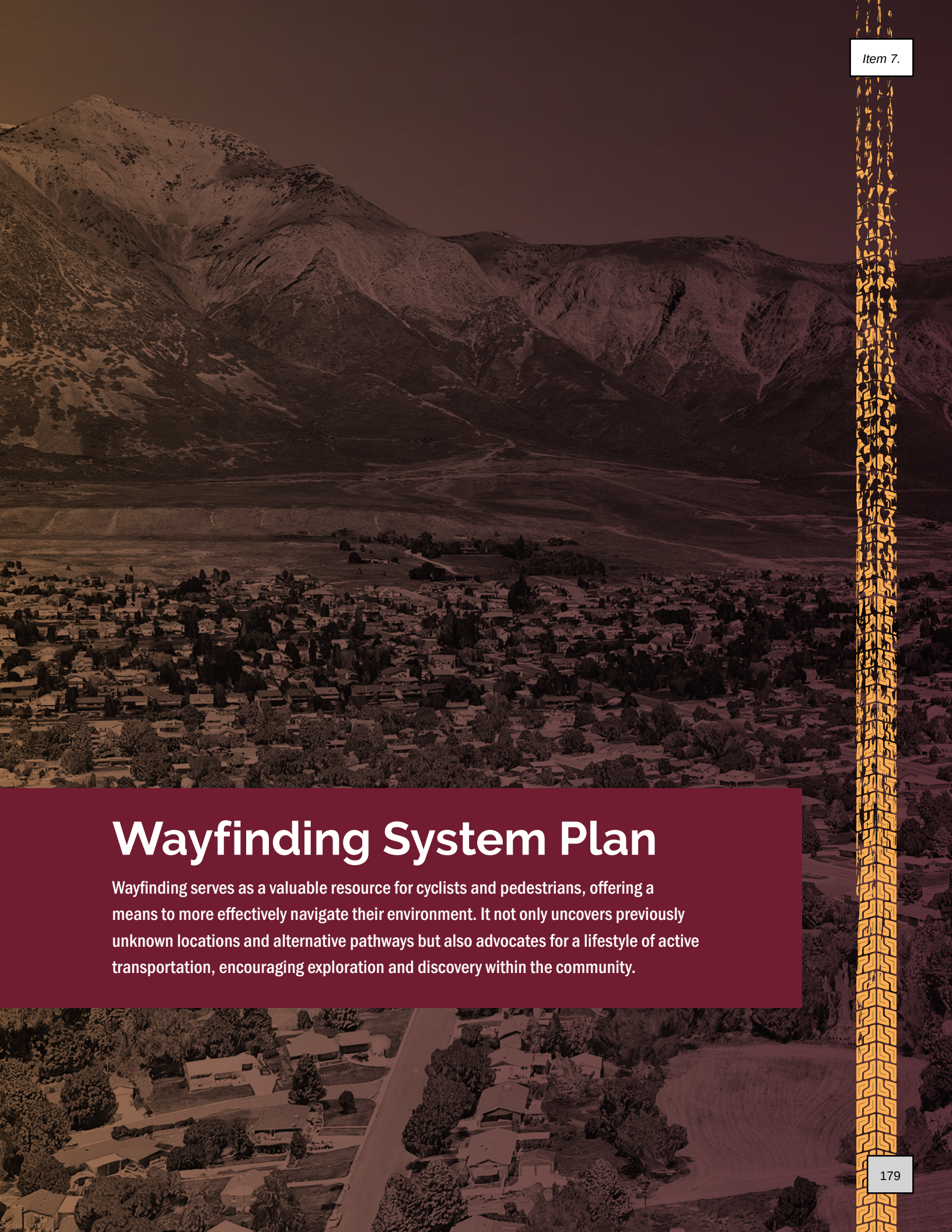
Project Number	Improvement Type	Street Location	From	To	Length (Miles)	Cost
BW4	Bike Lane	2600 North	Mountain Road	700 East	1.53	$469,710
BW6	Bike Lane	Fruitland Drive	2600 North	2100 North	0.97	$297,790
BW7	Bike Lane	2550 North	Washington Boulevard	West City Limit	0.76	$233,320
BW11	Bike Lane	1050 East	Mountain Road	3100 North	0.65	$199,550
BW12	Bike Lane	2100 North	775 East	Washington Boulevard	0.81	$248,670
BW14	Bike Lane	150 East	2550 North	2000 North	0.88	$270,160
BW15	Bike Lane	2100 North	Fruitland Drive	775 East	0.53	$162,710
BW16	Bike Lane	150 East	2000 North	South City Limit	0.51	$156,570
BW17	Bike Lane	2000 North	West City Limit	Washington Boulevard	0.53	$162,710
BW18	Bike Lane	Fruitland Drive	2100 North	Mountain Road	0.85	$260,950
BW19	Buffered Bike Lane	2600 North	700 East	Washington Blvd	0.72	$324,000
BW22	Neighborhood Byway	500 East	2100 North	1700 North	0.71	$390,500
BW23	Neighborhood Byway	600 East	2550 North	2100 North	0.75	$412,500
BW24	Neighborhood Byway	2550 North	725 East	475 East	0.7	$385,000
SUP1	Shared-Use Path	700 East	2100 North	South City Limit	1.02	$1,020,000
SUP2	Shared-Use Path	Mountain Road	3100 North	West City Limit	3.11	$3,110,000
SUP6	Shared-Use Path	725 East	2600 North	2100 North	0.89	$890,000
SUP7	Shared-Use Path	750 East	3100 North	2600 North	1.09	$1,090,000
SUP8	Shared-Use Path	800 East	Mountain Road	3100 North	1.14	$1,140,000
						TOTAL: $11,224,140

Table 5: Secondary Spot Projects

Project Number	Improvement Type	Street Location	Cost
CR2	Major Crossing	Canal Trail @ 3100 North	$75,000
CR3	Minor Crossing	Canal Trail @ 750 East	$30,000
CR4	Crossing Upgrade	Canal Trail @ 1050 East	$50,000
CR5	Minor Crossing	Canal Trail @ 2750 North	$30,000
CR6	Minor Crossing	Canal Trail @ Mountain Road	$30,000
CR14	Major Crossing with Refuge	2600 North @ 100 East	$125,000
CR15	Major Crossing with Refuge	2600 North @ 300 East	$125,000
CR16	Major Crossing	2600 North @ Monroe Boulevard	$75,000
CT3	Cut-Through Improvement	2600 North @ 450 East	$25,000
BR1	Bike Rack	Bonneville Shoreline Trail	$5,000
BR2	Bike Rack	McGriff Park	$5,000
			TOTAL: $575,000

Table 6: Secondary Sidewalk Gap Projects

Project Number	Improvement Type	Street Location	From	To	Length (Miles)	Cost
SW22	Sidewalk Gap	2750 North	Canal Trail	700 East	1.01	$639,330
SW23	Sidewalk Gap	750 East	3300 North	2850 North	0.65	$822,900
SW24	Sidewalk Gap	600 East	2550 North	2100 North	0.56	$531,720
SW25	Sidewalk Gap	700 East	2850 North	2550 North	0.53	$503,235
SW26	Sidewalk Gap	550 East	2850 North	2550 North	0.53	$503,235
SW27	Sidewalk Gap	450 East	2900 North	2650 North	0.46	$436,770
SW28	Sidewalk Gap	2750 North	700 East	450 East	0.44	$417,780
SW29	Sidewalk Gap	2300 North	525 East	Washington Boulevard	0.34	$215,220
SW30	Sidewalk Gap	2550 North	700 East	550 East	0.27	$341,820
SW31	Sidewalk Gap	3300 North	675 East	525 East	0.25	$158,250
SW32	Sidewalk Gap	575 East	3300 North	3100 North	0.25	$316,500
SW33	Sidewalk Gap	2900 North	575 East	450 East	0.22	$278,520
SW34	Sidewalk Gap	100 East	3100 North	Elberta Drive	0.2	$253,200
SW35	Sidewalk Gap	575 East	3050 North	2900 North	0.14	$88,620
SW36	Sidewalk Gap	1900 North	450 East	400 East	0.14	$88,620
SW37	Sidewalk Gap	3200 North	750 East	675 East	0.14	$177,240
SW38	Sidewalk Gap	950 East	3200 North	3100 North	0.13	$164,580
SW39	Sidewalk Gap	3200 North	650 East	575 East	0.11	$139,260
SW40	Sidewalk Gap	700 East	1750 North	1700 North	0.11	$69,630
SW41	Sidewalk Gap	2650 North	450 East	Washington Boulevard	0.1	$63,300
SW42	Sidewalk Gap	3200 North	950 East	900 East	0.1	$63,300
						TOTAL: $6,273,030



Wayfinding System Plan

Wayfinding serves as a valuable resource for cyclists and pedestrians, offering a means to more effectively navigate their environment. It not only uncovers previously unknown locations and alternative pathways but also advocates for a lifestyle of active transportation, encouraging exploration and discovery within the community.

Sign Family

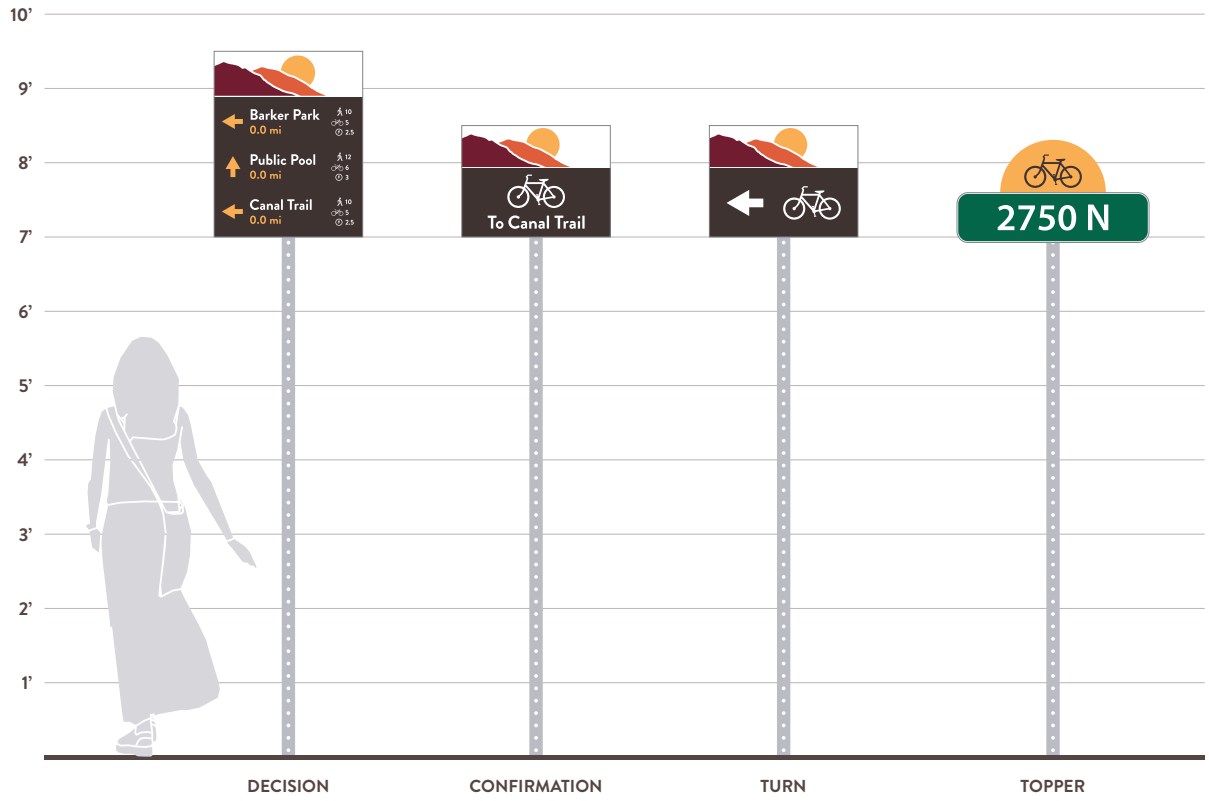


Figure 7: Wayfinding Sign Family

The project goals were to establish a civic identity, seamlessly integrate sidewalks and the trail system, enable a comprehensive understanding and experience of North Ogden, and challenge the current notions of accessibility in active transportation. This wayfinding sign family advocates for a cohesive urban design that not only enhances the City’s character but also promotes inclusivity and connectivity, ensuring that active transportation is accessible and inviting for all community members.

The feedback we received from the Steering Committee and community user groups was instrumental in selecting a vibrant color palette and robust graphic elements that capture the spirit of the North Ogden community.



Color Palette and Typography

The color palette was curated to ensure color accessibility and adhere to ADA standards. The design of an effective wayfinding signage system is crucial, as it must allow users to discern routes with ease and efficiency. Using color strategically in design can significantly enhance user navigation by making important elements stand out and guiding users more intuitively.

Color Palette

HEX **#403333**

HEX **#721f31**

HEX **#e05c3b**

HEX **#fbaf54**

Typography

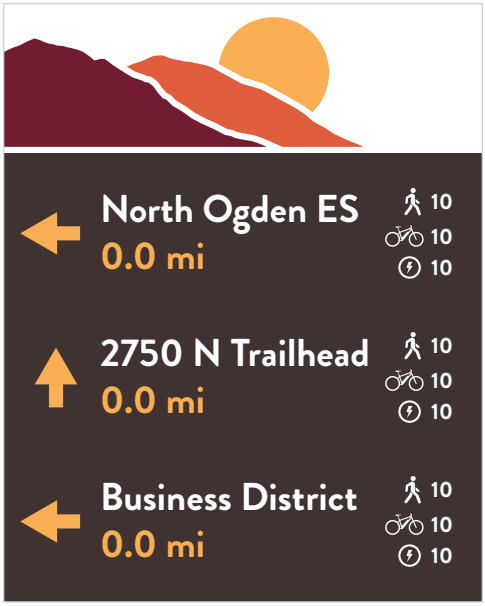
Font Name: Brandon Grotesque - Bold

This font is available through Adobe Fonts: https://fonts.adobe.com/fonts/brandon-grotesque

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

a b c d e f g h i j k l m n o p q r s t u v w x y z

Sign Recommendations



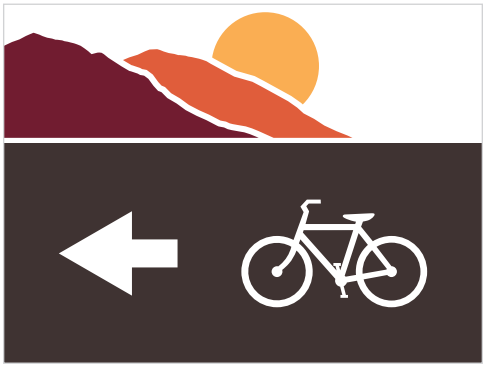
Decision Sign

- Size: 24” W x 30” H
- Directional arrows
- Destination and mileage font size: 140pt
  (this font ensures a font height of approx. 1.35”)
- Destination character limit: 17 characters
  (this includes spaces and it is recommended not go over this 17 character limit or the font height will decrease, making readability more difficult)
- Distance icons: keep as-is for consistency
- Distance font size: 80pt
  (this font ensures a font height of approx. 0.79”)



Confirmation Sign

- Size: 24” W x 18” H
- Keep the bike icon as-is for consistency
- Destination font size: 190pt
  (this font ensures a font height of approx. 1.85”)



Turn Sign

- Size: 24” W x 18” H
- Keep the bike icon and arrow as-is for consistency

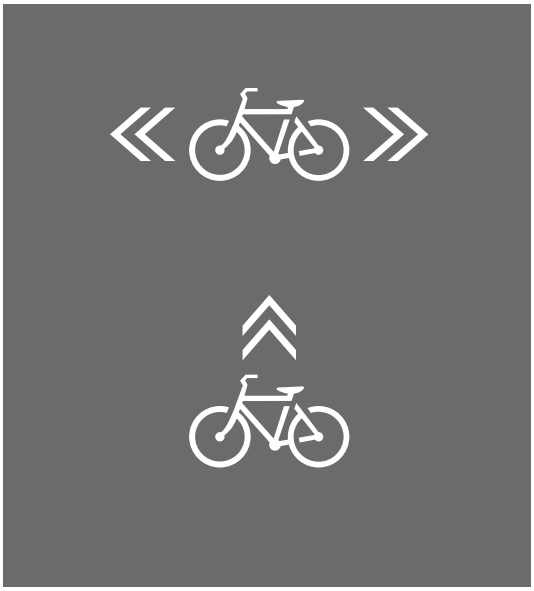


Sign Topper

- Size: 18” W x 9” H
- Keep the bike icon as-is for consistency

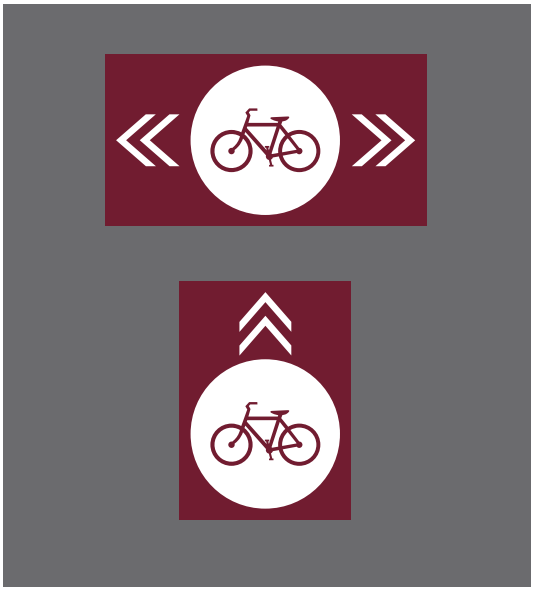
Pavement Markings

Below are two pavement marking options, and City engineers can choose the method they prefer based on specific needs and preferences.



Option 1: Methyl Methacrylate (MMA)

- 1-color
- Standard bike lane marking



Option 2: Thermoplastic

- 2-color
- Non-standard/more flexible design
- In-line with City-wide branded wayfinding signage

Pilot Route

Destinations Map

A preliminary route was established, which was then complemented by pinpointing local key destinations. This systematic and strategic approach not only aligns with, but also advances the overarching objectives of the wayfinding system project goals, ensuring a cohesive and well-orchestrated urban navigation experience for walkers, rollers and bikers.

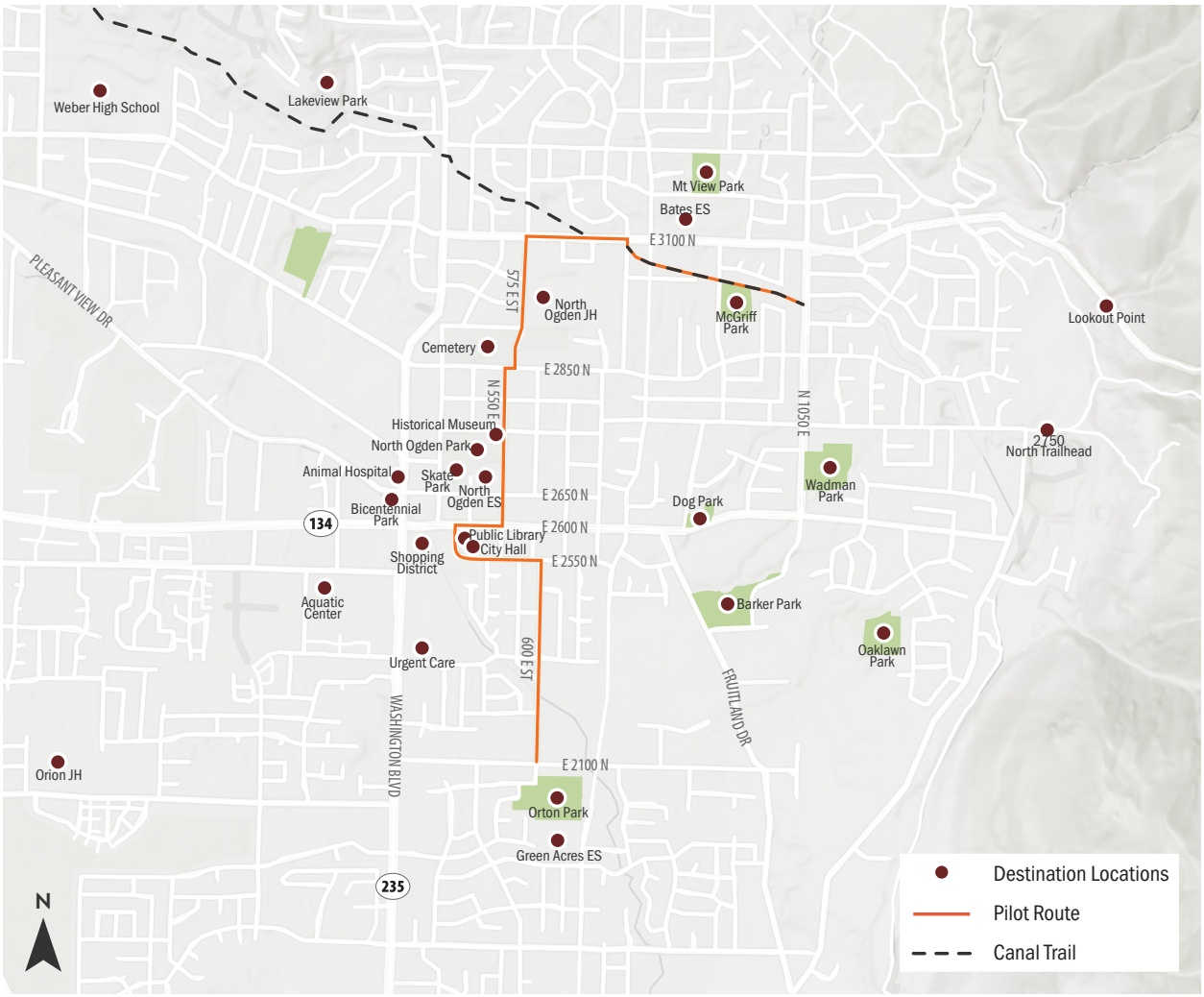


Figure 8: Pilot Route and Destinations Map

Table 7: Destinations List

Level	Destination	Measure To	Sign Name	Length
1	Weber High School	Point	Weber High School	17
1	Barker Park	Boundary	Barker Park	11
1	Bicentennial Park	Boundary	Bicentennial Park	17
1	Business District	Boundary	Business District	17
2	North Branch of Weber County Library	Point	Library	7
2	North Shore Aquatic Center	Point	Aquatic Center	14
2	North Ogden InstaCare	Point	Urgent Care	11
2	Coldwater Animal Hospital	Point	Animal Hospital	15
2	North Ogden City Office	Point	City Hall	9
2	North Ogden Historical Museum	Point	Historical Museum	17
3	Bates Elementary School	Point	Bates ES	8
3	North Ogden Junior High	Point	North Ogden JH	14
3	North Ogden Elementary School	Point	North Ogden ES	14
3	Green Acres Elementary School	Point	Green Acres ES	14
3	2750 North Trailhead	Point	2750 North Trail	16
3	North Ogden Lookout Point	Point	Lookout Point	13
3	Crossroads at North Ogden	Boundary	Shopping District	17
3	Orion Junior High	Point	Orion JH	8
3	Pleasant View Trailhead	Point	Pleasant VW Trail	17
3	Wadman Park	Boundary	Wadman Park	11
3	McGriff Park	Boundary	McGriff Park	12
3	Lakeview Park	Boundary	Lakeview Park	13
3	Mountain View Park	Boundary	Mt View Park	12
3	Oaklawn Park	Boundary	Oaklawn Park	12
3	Orton/Green Acres Park	Boundary	Orton Park	10
3	North Ogden Park	Boundary	North Ogden Park	16
3	North Ogden Skate Park	Boundary	Skate Park	10
3	Dog Park	Boundary	Dog Park	8
3	Ben Lomond Cemetery	Boundary	Cemetery	8
3	Canal Trail	Point	Canal Trail	11

Corridor Map – Direction 1

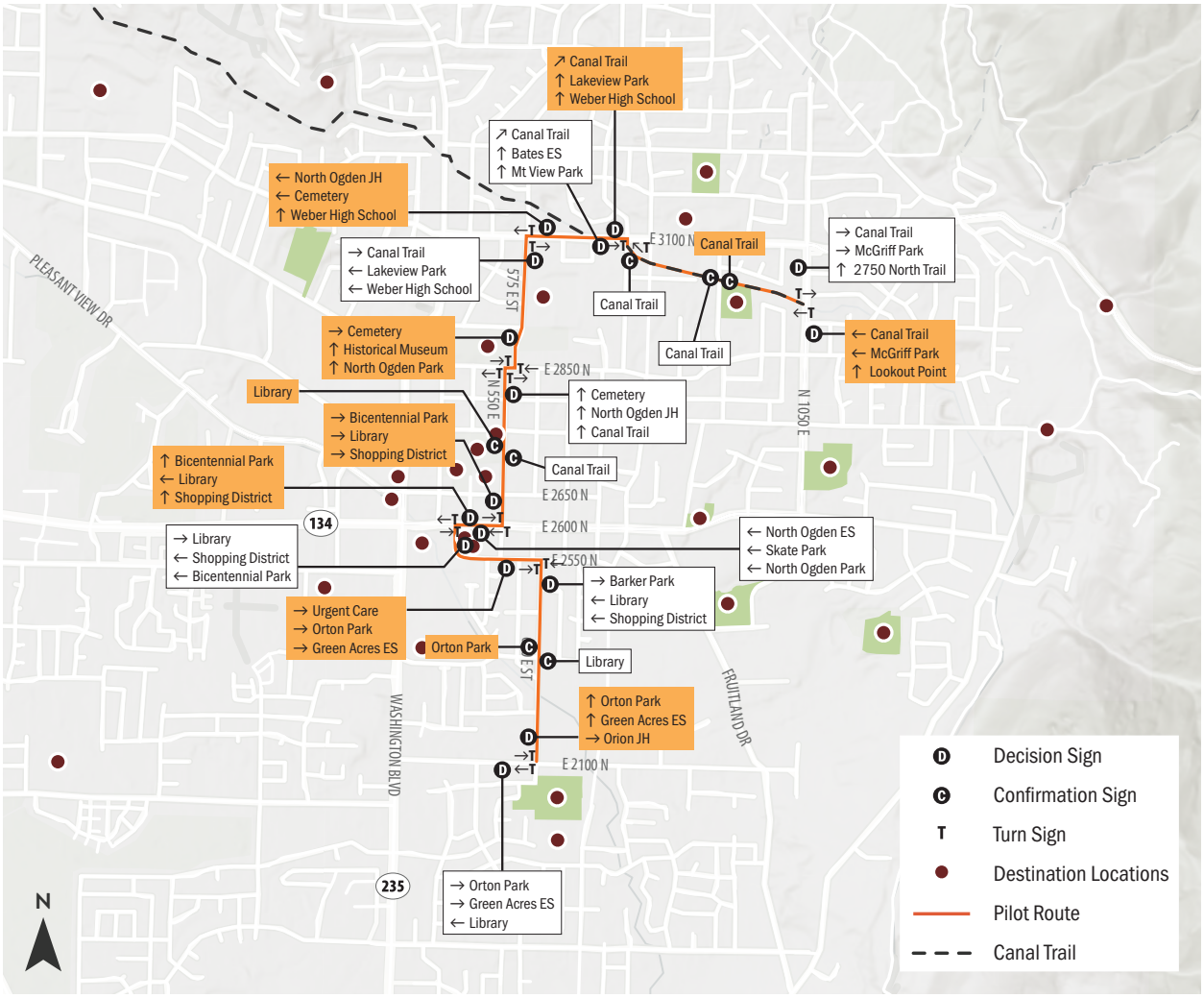


Figure 9: Wayfinding Sign Placement – Direction 1

Corridor Map – Direction 2

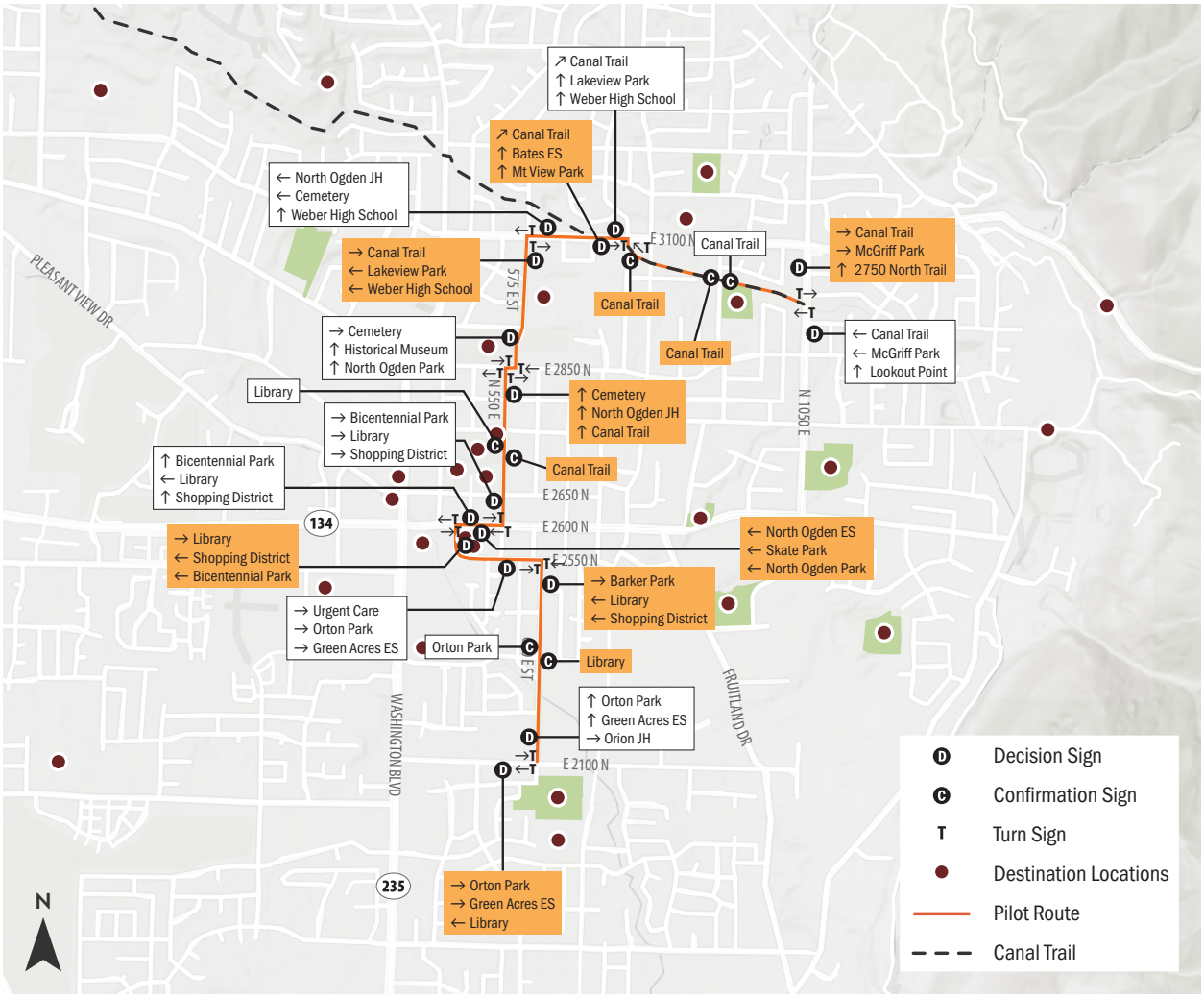


Figure 10: Wayfinding Sign Placement – Direction 2

Table 8: Sign Schedule – Direction 1

Sign Number	Sign Type	Arrows	Destinations	Distance	Time Walk	Time Bike	Time E-Bike
1	Decision	←	Canal Trail	.1	2	1	1
		←	McGriff Park	.2	4	1	1
		↑	Lookout Point	1.2	48	14	10
2	Turn	←	N/A	N/A	N/A	N/A	N/A
3	Confirmation	N/A	Canal Trail	N/A	N/A	N/A	N/A
4	Turn	↖	N/A	N/A	N/A	N/A	N/A
5	Decision	↗	Canal Trail	.1	2	1	1
		↑	Lakeview Park	.9	19	5	4
		↑	Weber High School	1.3	28	8	6
6	Decision	←	North Ogden JH	.2	4	1	1
		←	Cemetery	.3	6	2	1
		↑	Weber High School	1.2	26	7	5
7	Turn	←	N/A	N/A	N/A	N/A	N/A
8	Decision	→	Cemetery	0	0	0	0
		↑	Historical Museum	.3	7	2	1
		↑	North Ogden Park	.4	9	2	2
9	Turn	→	N/A	N/A	N/A	N/A	N/A
10	Turn	←	N/A	N/A	N/A	N/A	N/A
11	Confirmation	N/A	Library	N/A	N/A	N/A	N/A
12	Decision	→	Bicentennial Park	.3	7	2	1
		→	Library	.3	7	2	1
		→	Shopping District	.3	7	2	1
13	Turn	→	N/A	N/A	N/A	N/A	N/A
14	Decision	↑	Bicentennial Park	.2	4	1	1
		←	Library	.1	2	1	1
		↑	Shopping District	.1	2	1	1
15	Turn	←	N/A	N/A	N/A	N/A	N/A
16	Decision	→	Urgent Care	.6	13	4	3
		→	Orton Park	.7	15	4	3
		→	Green Acres ES	.9	19	5	4
17	Turn	→	N/A	N/A	N/A	N/A	N/A
18	Confirmation	N/A	Orton Park	N/A	N/A	N/A	N/A
19	Decision	↑	Orton Park	.1	2	1	1
		↑	Green Acres ES	.2	4	1	1
		→	Orion JH	1.5	33	9	7
20	Turn	→	N/A	N/A	N/A	N/A	N/A

Table 9: Sign Schedule – Direction 2

Sign Number	Sign Type	Arrows	Destinations	Distance	Time Walk	Time Bike	Time E-Bike
21	Decision	→	Orton Park	.2	4	1	1
		→	Green Acres ES	.3	7	2	1
		←	Library	1	22	6	5
22	Turn	←	N/A	N/A	N/A	N/A	N/A
23	Confirmation	N/A	Library	N/A	N/A	N/A	N/A
24	Decision	→	Barker Park	.7	15	4	3
		←	Library	.3	7	2	1
		←	Shopping District	.4	9	2	2
25	Turn	←	N/A	N/A	N/A	N/A	N/A
26	Decision	→	Library	.1	2	1	1
		←	Shopping District	.1	2	1	1
		←	Bicentennial Park	.3	7	2	1
27	Turn	→	N/A	N/A	N/A	N/A	N/A
28	Decision	←	North Ogden ES	.2	4	1	1
		←	Skate Park	.2	4	1	1
		←	North Ogden Park	.3	7	2	1
29	Turn	←	N/A	N/A	N/A	N/A	N/A
30	Confirmation	N/A	Canal Trail	N/A	N/A	N/A	N/A
31	Decision	↑	Cemetery	.1	2	1	1
		↑	North Ogden JH	.3	7	2	1
		↑	Canal Trail	.6	7	4	3
32	Turn	→	N/A	N/A	N/A	N/A	N/A
33	Turn	←	N/A	N/A	N/A	N/A	N/A
34	Decision	→	Canal Trail	.1	2	1	1
		←	Lakeview Park	.7	15	4	3
		←	Weber High School	1.2	26	7	5
35	Turn	→	N/A	N/A	N/A	N/A	N/A
36	Decision	↗	Canal Trail	.1	2	1	1
		↑	Bates ES	.2	4	1	1
		↑	Mt View Park	.4	9	2	2
37	Turn	→	N/A	N/A	N/A	N/A	N/A
38	Confirmation	N/A	Canal Trail	N/A	N/A	N/A	N/A
39	Confirmation	N/A	Canal Trail	N/A	N/A	N/A	N/A
40	Turn	→	N/A	N/A	N/A	N/A	N/A
41	Decision	→	Canal Trail	.1	2	1	1
		→	McGriff Park	.2	4	1	1
		↑	2750 North Trail	1.1	24	7	5