

**PLANNING COMMISSION
MEETING MINUTES**

May 20, 2026

The North Ogden Planning Commission convened on May 20, 2026, 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 Public Notice Website on May 14, 2026.

Notice of the annual meeting schedule was posted on the bulletin board at the municipal office and posted to the Utah State Public Notice Website on December 10, 2025.

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:

Cody Watson	Chair	
Nissa Green	Vice Chair	
Chad Bailey	Commissioner	Excused
Lorin Gardner	Commissioner	
Phil Swanson	Commissioner	
Cass Settlemeyre	Commissioner	
Craig Jorgensen	Commissioner	

STAFF:

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

VISITORS:

Chris Pulver	Cecil Satterthwaite	Kevin Burns
Mindy Albee	Kate Przybycien	Michael Dabb

0:00:00 Chair Watson called the meeting to order and Vice Chair Green shared ideas from Urban Planner Jan Gehl about how cities have historically prioritized cars over people, leading to larger, less pedestrian-friendly environments and emphasized that transportation planning influences how people use a city, noting that investing in walking, biking, and public spaces can create more active and vibrant communities. She presented this as a perspective to consider as North Ogden discusses future transportation planning within the General Plan. Commissioner Swanson then led the Pledge of Allegiance.

CONSENT AGENDA

1. ROLL CALL

0:02:57 Chair Watson excused Commissioner Bailey and noted that all other Planning Commission members were in attendance.

2. APPROVAL OF MEETING MINUTES – MAY 6, 2026

0:03:02 Commissioner Swanson motioned to approve the May 6, 2026, Planning Commission Meeting minutes. Commissioner Settlemyre seconded the motion.

Voting on the motion:

Chair Watson	aye
Vice Chair Green	aye
Commissioner Bailey	excused
Commissioner Gardner	aye
Commissioner Swanson	aye
Commissioner Settlemyre	aye
Commissioner Jorgensen	aye

The motion carried.

3. EX PARTE COMMUNICATIONS OR CONFLICTS OF INTEREST TO DISCLOSE

0:03:45 No conflict of interest was disclosed.

ADMINISTRATIVE ITEMS

4. PUBLIC COMMENTS

No public comment was made.

5. **PRELIMINARY PLAT APPROVAL – WASATCH HILLS SUBDIVISION (ONE LOT) – 3750 NORTH 150 EAST**
CONSIDERATION AND ACTION FOR PRELIMINARY PLAT APPROVAL OF THE WASATCH HILLS SUBDIVISION

0:04:27 Scott Hess, Community and Economic Development Director, presented a proposed single-lot subdivision consisting of approximately 25.41 acres located east of the canal off Michele Lane and north of the Jordan Park subdivision. He explained that although it is a simple one-lot subdivision, the project is complicated by the infrastructure required to provide pressurized water service to the future home site. Scott noted that the property lies near the area impacted by the fire line, which wrapped around the property. He explained that the subdivision is before the Planning Commission due to a small amount of public roadway dedication and to finalize a property adjustment between the Knudsons and Atkinsons involving a triangular piece of land needed for frontage and access. The proposal would create a one-lot subdivision and dedicate a small cul-de-sac turnaround at the end of Michele Lane. Scott stated that the Planning Commission's role as the land use authority is primarily to accept the public infrastructure dedication as part of the formal administrative process. He further explained that the cul-de-sac turnaround would include a transition from a public to private water system extending to the future home on the Atkinson property through a long water lateral that would also include fire infrastructure. Staff has coordinated with culinary water, secondary water, storm sewer, sewer, and fire departments regarding the system design and operation. Scott noted that recording the subdivision would allow the building permit process to proceed and mentioned that additional subdivision of the property could occur in the future through an administrative subdivision process if under ten lots, likely without further public dedication. Applicant representative Cecil Satterthwaite was present to answer questions.

0:07:19 Commissioner Gardner asked about the intent of the proposed 60-foot right-of-way easement along the south property boundary. Scott Hess explained that the easement was intended to preserve future access for landlocked properties to the east, including property owned by Hannah Thomas and another long parcel extending south toward the subdivision basin. He stated that the easement would not dedicate or require construction of a roadway at this time but would allow future property owners the opportunity to purchase and improve access if development occurs. Scott also discussed conversations with nearby property owners regarding existing informal trail networks crossing private property in the area. He explained that some trails may qualify as prescriptive access routes due to long-term public use and that staff had requested the developer provide a formal trail connection from Michele Lane along the south and east sides of the property to connect with the Bonneville Shoreline Trail system.

Scott noted that a condition of approval would require at minimum a 20-foot-wide trail easement prior to final plat recording, though the revised trail alignment would not need to return to the Planning Commission for review.

Commissioner Settlemire asked whether the proposed trail easement would overlap with the 60-foot future roadway easement, and Scott confirmed that it currently would, noting that future development feasibility in the area is uncertain due to difficult geologic conditions. Commissioner Swanson asked how approval of the subdivision could affect future subdivision potential on the property and whether approving the application would effectively open the door to additional development without Planning Commission review. Scott explained that the underlying HP-3 zoning already permits additional subdivision rights and that up to ten lots could potentially be created administratively if served by a private roadway with privately maintained infrastructure and no public dedication. He clarified that the proposed cul-de-sac would mark the end of public infrastructure, with any future roadway beyond that point intended to remain private. Commissioner Swanson expressed concern that approving the application effectively acknowledged the possibility of up to ten future homes on the property without further Planning Commission review. Scott responded that those development rights already exist under the zoning regulations and that the current proposal complies with frontage, setback, lot size, and fire access requirements without requesting any code exceptions or development agreement amendments.

0:14:22 Cecil Satterthwaite, representing Justin and Aaron Atkinson, stated that Scott Hess had addressed most aspects of the proposal. He noted that a conceptual future subdivision layout had been drawn showing approximately eight lots, though no immediate plans were in place and any future subdivision would likely be for family members and occur much later. Cecil explained that the current priority is to complete the plat approval process so the applicant can obtain a building permit and begin construction on the home during the summer.

0:15:00 Commissioner Settlemire asked for clarification about the proposed trail rerouting and confirmed that it would be relocated from crossing the property to a designated route connecting to the Bonneville Shoreline Trail. He also raised a concern that the public cul-de-sac could become a parking or access point for trail users and asked how that would be managed given it would function as the end of a residential driveway. Cecil Satterthwaite responded that the home site is set back significantly from the cul-de-sac area and suggested that mailboxes and possibly a controlled access gate or emergency access lock system would be installed. He noted that such a system would still allow necessary access for emergency services and the City if needed.

0:16:07 Planning Commissioners discussed how future minor subdivisions could be handled administratively by City staff when fewer than 10 lots are involved and no public land or infrastructure is dedicated, with review still based on standard development requirements. Staff clarified that Planning Commission approval is only required when public dedications are included.

The Commission also discussed the proposed trail easement and whether it should be conditioned to ensure long-term connectivity to the Bonneville Shoreline Trail. Scott Hess confirmed the trail requirement is already included as a condition of approval and explained that while coordination with nearby developments is intended to create eventual trail connectivity, this project alone would not directly connect to the official trail system and would require future collaboration or acquisitions to complete the connection.

0:21:31 **Vice Chair Green made a motion to recommend Preliminary Plat approval of Wasatch Hills Subdivision (one lot), subject to the conditions listed in the Staff report. Commissioner Settlemyre seconded the motion.**

Voting on the motion:

Chair Watson	aye
Vice Chair Green	aye
Commissioner Bailey	excused
Commissioner Gardner	aye
Commissioner Swanson	aye
Commissioner Settlemyre	aye
Commissioner Jorgensen	aye

The motion carried.

6. **GENERAL PLAN DISCUSSION AND REVIEW OF HOUSING AND TRANSPORTATION ELEMENTS**

0:22:59 Scott Hess, Community and Economic Development Director, introduced a discussion on the General Plan's housing and transportation sections, noting that they are intentionally linked because housing affordability is closely tied to transportation costs (housing plus transportation, or "H+T"). He explained that in planning practice, households often trade off housing costs against transportation costs, such as living farther from employment centers to afford cheaper housing, which can increase commuting expenses. He noted that this relationship has shifted over time due to changes in housing costs, vehicle expenses, and fuel prices.

Scott shared that North Ogden's combined housing and transportation costs vary by area but generally fall around the mid-range of affordability, influenced in part by higher area median incomes. He emphasized that while the City is relatively well-positioned, rising costs in either housing or transportation could push affordability beyond sustainable levels. Scott raised broader questions about whether the current General Plan provides a sufficient mix of housing to support a diverse workforce, including teachers, firefighters, and service workers who may want to live and work within the community. He also asked the Planning Commission to consider whether the City is inadvertently increasing transportation burdens by its housing and land use patterns, and what updates may be needed to the transportation component of the plan. Scott clarified that no decisions were being made, and that the discussion was intended as a reflective review of the 11-year-old plan to prepare for a broader public process. He concluded by inviting informal feedback from the Commission on housing diversity, transportation alignment, and potential areas for improvement in the General Plan.

The following is a summary of the discussion on Housing and Transportation Elements within the General Plan:

Housing & Transportation Alignment in the General Plan

Commissioners and staff discussed how the current General Plan reflects housing and transportation goals that were largely written over a decade ago, and whether those goals still align with current development patterns, infrastructure needs, and fiscal realities. A central theme of the discussion was the disconnect between long-term aspirational goals (walkability, complete streets, balanced housing) and the practical constraints of funding, construction costs, and political feasibility.

Pedestrian Safety, Sidewalk Gaps, and Connectivity

A significant portion of the discussion focused on pedestrian infrastructure. Commissioners described ongoing safety concerns, particularly in residential areas and near schools, where sidewalks are missing or incomplete and pedestrians are often forced to walk in the roadway. Crosswalk visibility and driver compliance at intersections were also identified as recurring issues.

Members emphasized that collector and arterial streets identified in the General Plan are intended to support pedestrian access, yet many of these corridors still lack continuous sidewalks. This has resulted in fragmented connectivity between neighborhoods, parks, schools, and commercial areas. Commissioners expressed a desire to prioritize sidewalk completion, crosswalk striping, and traffic calming improvements, including potential design interventions such as narrowed lanes or raised crossings.

Cost, Feasibility, and Long-Term Maintenance Challenges

The Commission acknowledged that sidewalk and transportation infrastructure improvements have historically been deferred due to high costs and limited City funding. Several Commissioners noted that earlier development patterns included exemptions or delayed requirements for sidewalks, which has resulted in large gaps in the network that are now difficult to fund retroactively.

There was concern that if the General Plan continues to require full buildout standards without realistic funding mechanisms, it may set expectations the City cannot meet. Some Commissioners argued that this creates a long-term liability where infrastructure goals accumulate without a clear path to completion.

Aspirational Planning vs. Enforceable Policy

The discussion highlighted an ongoing tension between aspirational planning and enforceable policy. Some Commissioners supported strong General Plan language to guide future development and ensure long-term consistency, while others cautioned that overly ambitious standards can undermine credibility if they are not achievable.

This included a broader reflection on how General Plan policies are applied in practice during development review, and whether the City should more explicitly align its goals with realistic funding, construction capacity, and political support.

Governance Structure and Decision-Making Roles

Staff clarified the roles of the Planning Commission and City Council in the General Plan process. The Planning Commission is responsible for reviewing, shaping, and refining the Plan through discussion and public input, while the City Council ultimately adopts the final document and determines policy direction.

The process was described as iterative, including public engagement, Planning Commission deliberation, and Council work sessions. Commissioners discussed the importance of maintaining collaboration between bodies while respecting their distinct responsibilities.

Transportation Funding and Implementation Capacity

Staff noted that recent policy and funding changes have created additional transportation revenue capacity that could support infrastructure improvements such as sidewalks, road maintenance, and other right-of-way upgrades. However, Commissioners emphasized that funding availability alone does not resolve prioritization challenges, particularly given the scale of existing infrastructure gaps.

The Commission discussed the need to better connect General Plan goals with identifiable funding sources and phased implementation strategies, rather than relying solely on long-term aspirational commitments.

Conclusion: Need for Realistic Priorities and Updated Planning Framework

The discussion concluded with a shared recognition that the General Plan may require updates to better define priorities, clarify implementation expectations, and reflect current development realities. Commissioners emphasized the importance of balancing long-term vision with practical constraints, ensuring that transportation and housing goals are both meaningful and achievable, and that infrastructure planning is aligned with how the City is actually growing.

7. PUBLIC COMMENTS

1:26:21 Mindy Albee, a North Ogden resident, urged the Commission to reaffirm the existing General Plan land use map and maintain low-density single-family zoning, stating that recent public input strongly opposes increased density or mixed-use changes in residential areas. She argued the City already has enough higher-density housing capacity and that the General Plan should not be revised to accommodate exceptions or development pressures. She emphasized that the General Plan should remain a clear, stable standard for evaluating development proposals and warned against flexible language that could weaken its intent. Mindy also requested that the review process be shortened, stating the community has already expressed its views and that extending the process places unnecessary burden on residents.

1:31:54 Kevin Burns, a North Ogden resident, commented that the discussion highlighted ongoing long-term challenges in addressing infrastructure and transportation issues, particularly sidewalks, which he noted have been a concern for many years without clear improvement. He questioned whether the City has any way to measure progress on these issues and suggested they may not be solvable solely through zoning or regulation. He also asked for clarification on the Transportation Utility Fee and whether those funds can be used for sidewalk construction. Jon Call responded that the fee can technically be used for any right-of-way improvements, including sidewalks, but is primarily intended for roadway maintenance and asphalt-related needs.

1:33:54 Kate Przybycien, a North Ogden resident, expressed support for affordable single-family housing and clarified that the community is not opposed to smaller or more affordable homes, including modest lot sizes and single-story options. She stated that the concern is primarily with developers who argue that such housing is not financially viable unless higher-density development is allowed. She emphasized that residents are being unfairly portrayed as opposing affordability, when in reality they support it, but feel constrained by developer-driven claims about what is economically feasible.

1:34:53 Chris Pulver, a North Ogden resident and City Council Member, expressed concern about the proposed trail easements and existing informal trails on the mountainside, noting that they have been heavily used by the public for many years. He cautioned against creating trail connections that do not ultimately link to meaningful destinations, such as the Bonneville Shoreline Trail, and emphasized the importance of either formalizing or properly addressing long-used trails. He urged the City to ensure that trail planning does not leave residents with disconnected “trails to nowhere” and to clarify legal and access responsibilities for existing pathways.

8. **REMARKS - PLANNING COMMISSIONERS**

1:36:05 Vice Chair Green noted that she would not be able to attend the next Planning Commission meeting on June 3rd.

1:36:25 Commissioner Swanson emphasized that North Ogden’s current definitions of “low,” “medium,” and “high” density are unclear and potentially misleading, noting that under existing code even R-5 zoning is classified as low density, which contributes to confusion when applying the General Plan’s land use map. He argued that this definition is inconsistent with public perception and likely does not reflect what residents consider “low density,” and that clarifying these categories would improve consistency in planning decisions and rezonings. He suggested that the City should formally redefine density categories based on local expectations—potentially through public engagement methods like meetings, charrettes, or polling—and then use those definitions to provide clearer guidance and stronger policy “teeth” for both staff and elected officials when evaluating development proposals.

9. **REPORT – COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR**

1:39:08 Scott Hess and Ryan Nunn shared updated building permit data, noting a recent decline in single-family residential permits compared to previous years. The discussion suggested the lower activity may be influenced by seasonal factors and broader economic conditions, with participants generally agreeing the slowdown likely reflects current market uncertainty rather than zoning or policy changes.

Scott informed the Commissioners that the City Council will be considering a proposal next Tuesday regarding whether the southwest corner of 3100 North and 450 East should be designated as neighborhood commercial, based on a potential one- to two-acre parcel configuration and prior Planning Commission discussions. He noted staff has prepared a report and encouraged further review and input ahead of the Council decision, as the outcome may be referred back for additional staff work.

Jon Call added that the timing of the decision is driven largely by infrastructure planning considerations, particularly utility and water meter placement, to avoid costly road and utility disruptions later if the land use designation changes.

10. REMARKS – CITY MANAGER/ATTORNEY

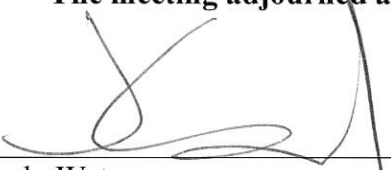
1:40:36 Jon Call provided reminders about upcoming City Council budget hearings scheduled for June 2, June 9, and June 16, noting that the June 16 meeting will cover the full budget and include the formal public hearing required under new State code. He explained that the current staff recommendation includes a 5% property tax increase for the North Ogden portion of the tax rate, which would have a relatively small impact on individual households. He also noted that the proposed budget includes approximately \$1.4 million in transportation funding, which will be allocated across roadway maintenance tiers: about 25% for roads in poor condition needing reconstruction, 50% for mid-life roads needing overlays, and 25% for preventative maintenance on good roads. He added that rising asphalt costs have significantly reduced the amount of work that can be completed compared to previous years.

Jon also gave an update that the ongoing road widening project on 450 East is progressing on schedule with closures and detours expected to continue for several more weeks, with major underground work nearing completion and paving and traffic restoration expected to follow.

11. ADJOURNMENT

Commissioner Swanson motioned to adjourn the meeting.

The meeting adjourned at 7:48 p.m.



Cody Watson
Planning Commission Chair



Joyce Pierson
Deputy City Recorder



Date Approved