

IMPLEMENTATION STORIES:

NORTH OGDEN

North Ogden is a beautiful community located beneath the slopes of Ben Lomond peak. North Ogden wants to assure that it remains a great place to live, work, recreate, and raise a family, while also adapting to community needs by offering amenities such as a walkable downtown, diverse housing types, and connected transportation routes.



WASATCH CHOICE VISION MAP

Orange = growth center
Blue = major transit corridor
Green = bike route or trail

OVERVIEW OF LESSONS LEARNED

- **Prioritize People.** North Ogden's General Plan Steering Committee consisted, almost exclusively, of residents which fostered a great sense of community ownership and support.
- **Address Missing Middle Housing.** The area around 2550 North Washington includes multiple housing types and community amenities within walking distance.
- **Integrate Land Use and Transportation.** The intentional integration of land use, housing, and transportation has activated spaces throughout North Ogden and has led to exciting new projects for the future.

DETAILS

1. Population and population change.

- a. Current population: 21,201
- b. 21.29% ten year population growth rate

2. Date of last comprehensive General Plan update and other plans.

- Major General Plan update in 2015 (map revisions, including Active Transportation map, in 2016)
- Moderate Income Housing Plan Amendment in 2019



Proposed view north on Washington Boulevard approaching the intersection at 2600 North.

“Growth is vital, but we should maintain the values that have made this town such a great place to reside.”

3. Tell us about how your city has focused on or implemented active transportation.

Active transportation is one of North Ogden’s opportunities that could be capitalized on right now. There are a variety of resources available that have not yet been fully utilized. The first goal is to connect and improve existing trails in order to make active transportation more accessible and practical for community members. North Ogden is excited about partnering with other nearby communities to create an Active Transportation Plan that will help to guide this work.

4. What is the best example of a neighborhood/center/area within your city that has an integrated housing, land use, and transportation element?

The best example of this is our city center which is located around 2550 North and North Washington Road Boulevard. Currently, there is a good mix of community resources, such as an aquatic center, grocery stores, restaurants, and a Montessori school. Housing types include a blend of condos, townhomes, and duplexes as well as single family homes. Residents have access to everything they need within a half of a mile. Overall, this is an excellent place to live because there are lots of people walking around and being involved in community life. At the main intersection of the center, a device for sight disabilities was installed to accommodate residents’ needs, along with other pedestrian improvements.

5. What experiences have come from integrating your housing, transportation, and land use?

Successes:

- a. Intentionally integrating housing, transportation, and land use makes an area fun and interesting. The commercial core has done so well that there are now more opportunities for development on the land that is just to the north.
- b. The bus stops in the core are used quite frequently and are the most used stops in the city.
- c. The commercial core generates the most sales tax for the city and has drawn unique restaurants and retailers.
- d. Many potential challenges North Ogden may have faced with implementing this strategy were largely mitigated by the success of the General Plan Steering Committee, which was composed of residents and local business owners. This created a more “grass roots” group to work through planning issues alongside the planning commission. Though initially hesitant, the Steering Committee became the advocates for major housing projects with increased density, such as an approved development located between 2000N and 1700N.

Challenges:

As more people are clustered in an area, two things tend to happen. Sometimes there is an increase in public safety calls, which could have more to do with the perception of dense areas. Also, because not everyone can rely on public transportation, or there is a bias toward vehicles, sometimes parking becomes an issue. From North Ogden's perspective, the goal is to get people to rely on the bus system so that frequency can be increased.

6. Lessons Learned

After completing a Transportation and Land Use Connection Program project to develop a form-based code, the policy was not adopted. At the time, the concept seemed too complex for many members of the public as well as elected officials. North Ogden did adopt some principles from the form-based code suggestions and is now working to implement more elements in small areas throughout the city.