



**NOTICE AND AGENDA  
SOUTH OGDEN CITY COUNCIL  
WORK SESSION**

**TUESDAY, JULY 18, 2023, 5PM**

Notice is hereby given that the South Ogden City Council will hold their regularly scheduled work session at 5 pm Tuesday, July 18, 2023. The meeting will be located at City Hall, 3950 Adams Ave., South Ogden, Utah, 84403, in the EOC. The meeting is open to the public; anyone interested is welcome to attend. No action will be taken on any items discussed during the pre-council work session. Discussion of agenda items is for clarification only. Some members of the council may be attending the meeting electronically.

## **WORK SESSION AGENDA**

**I. CALL TO ORDER** – Mayor Russell Porter

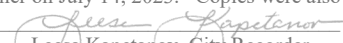
**II. REVIEW OF AGENDA**

**III. DISCUSSION ITEMS**

- A.** FY2024 Budget
- B.** Review Strategic Plan

**IV. ADJOURN**

The undersigned, duly appointed City Recorder, does hereby certify that a copy of the above notice and agenda was posted to the State of Utah Public Notice Website, on the City's website (southogdencity.gov) and emailed to the Standard Examiner on July 14, 2023. Copies were also delivered to each member of the governing body.

  
Leesa Kapetanov, City Recorder

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during the meeting should notify the City Recorder at 801-622-2709 at least 24 hours in advance.

*South Ogden City*

*FY 2024*

*Acting Work*

*Budget*

*July 18, 2023*

Resolution –



Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>GENERAL FUND</b>					
<b>TAX REVENUE</b>					
10-31-100	Property Tax Collections CY	3,724,351	4,177,707	3,890,251	4,365,704
10-31-105	Prop 1 Tax Increment	425,870	413,638	364,668	455,073
10-31-200	Property Tax - Delinquent	80,570	63,266	57,553	44,801
10-31-250	Motor Vehicle & Personal Prop.	222,671	222,671	219,163	219,951
10-31-300	General Sales and Use Taxes	5,318,956	5,264,846	4,605,135	5,846,029
10-31-400	Utility Franchise Fee	379,499	394,104	351,866	394,104
10-31-500	Franchise Tax	248,036	243,208	188,365	242,625
10-31-550	Municipal Energy Use Tax	935,210	942,854	1,047,795	1,020,093
Total TAX REVENUE:		11,335,163	11,722,294	10,724,796	12,588,380
<b>LICENSES &amp; PERMITS</b>					
10-32-100	Business Licenses	137,323	127,000	146,077	147,180
10-32-200	Building Permits	280,604	83,313	240,903	171,080
10-32-300	Animal Licenses	9,560	9,060	7,929	10,334
10-32-325	Micro-Chipping Fees	1,260	970	5,270	100
10-32-350	Animal Adoptions	16,325	16,540	26,450	26,123
10-32-375	Animal Shelter Fees	4,057	4,808	605	653
Total LICENSES & PERMITS:		449,129	241,691	427,233	355,470
<b>INTERGOVERNMENTAL REVENUE</b>					
10-33-150	State Liquor Fund Allotment	20,554	21,211	23,859	23,860
10-33-200	ARPA - American Rescue Plan	.00	80,000	.00	.00
10-33-600	State/Local Grants	57,352	1,045,936	690,508	465,073
10-33-610	Federal FEMA Awards	.00	.00	55,737	.00
10-33-900	Class "C" Road Fund Allotment	709,066	692,423	571,926	751,075
10-33-925	Resource Officer Contract	46,875	46,875	46,875	50,250
Total INTERGOVERNMENTAL REVENUE:		833,847	1,886,445	1,388,904	1,290,258
<b>RECREATION &amp; PLANNING FEES</b>					
10-34-200	Baseball Revenue	13,291	12,840	13,893	16,315
10-34-250	Soccer	5,308	4,722	6,320	7,400
10-34-300	Spike/Kickball Fees	315	.00	360	315
10-34-350	Basketball Fees	17,415	17,315	19,413	22,945
10-34-352	Comp Youth Basketball	91,580	91,580	98,800	95,000
10-34-354	Comp Adult Basketball	10,800	11,700	12,620	13,500
10-34-375	Flag Football	3,043	3,043	3,235	4,360
10-34-450	Volleyball Registration	4,537	4,537	5,615	4,537
10-34-500	Football	15,597	3,677	15,821	18,900
10-34-505	Football Apparel	3,100	3,100	960	3,100
10-34-550	Tennis / Pickleball	280	280	.00	280
10-34-700	Plan Check Fee	162,758	34,400	124,206	34,400
10-34-725	Engineering Review Fees	18,314	13,500	8,239	15,947
10-34-726	Zoning/Subdivision Fees	7,595	2,400	4,490	2,400
10-34-750	Street Cut Fee	4,593	4,400	5,592	4,400
10-34-850	Bowery Rental	3,275	1,800	3,100	1,800
10-34-875	Sex Offender Registration Fee	650	500	550	500
10-34-900	Public Safety Reports	19,197	14,100	21,235	14,100
Total RECREATION & PLANNING FEES:		381,646	223,894	343,728	260,199

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>FINES &amp; FORFEITURES</b>					
10-35-200	Fines- Regular	374,167	384,000	397,836	416,960
10-35-300	Alarm Fines/Permits	3,750	5,200	5,000	3,750
Total FINES & FORFEITURES:		377,917	389,200	402,836	420,710
<b>MISCELLANEOUS REVENUE</b>					
10-36-100	Interest	45,478	38,200	394,275	358,630
10-36-105	Cash Over/Short	94	.00	45-	.00
10-36-200	Sub 4 Santa	20	.00	.00	.00
10-36-400	Sales of Fixed Assets	19,853	.00	56,948	.00
10-36-500	75th Anniversary Sales	20	.00	40	.00
10-36-601	Donations to South Ogden City	6,620	14,487	14,728	.00
10-36-700	Contractual Agreement Reven	168,586	175,447	154,290	160,283
10-36-900	Misc. Revenue	90,051	65,169	190,156	25,000
Total MISCELLANEOUS REVENUE:		330,723	293,303	810,391	543,913
<b>CHARGE FOR SERVICE &amp; TRANSFERS</b>					
10-39-150	Lease Financing	524,694	331,275	.00	.00
10-39-242	Transfer in from Sewer Fund	11,043	11,595	5,798	12,059
10-39-244	Transfer in from Storm Drain	15,950	16,748	8,374	17,418
10-39-250	Transfer in from Water Fund	57,668	60,551	30,276	62,974
10-39-300	Transfer In From CPF	.00	125,000	.00	.00
10-39-350	Charge for Service - CDRA	5,615	3,730	3,420	22,375
10-39-400	Charge for Service - Water Fnd	268,668	270,256	247,736	359,912
10-39-410	Charge for Service - Sewer Fnd	230,820	261,388	239,608	244,764
10-39-420	Charge for Svc - Storm Drn Fnd	188,100	202,251	185,401	119,630
10-39-430	Charge for Service - Grbge Fnd	97,704	109,902	100,742	88,409
10-39-440	Charge for Service - Amb Fnd	66,564	70,742	64,847	74,761
10-39-700	Appropriated Fund Bal-Class C	.00	115,000	.00	50,000
10-39-800	Appropriated Fund Balance	.00	1,048,501	.00	.00
Total CHARGE FOR SERVICE & TRANSFERS:		1,466,827	2,626,939	886,201	1,052,302
Total Revenue:		15,175,251	17,383,766	14,984,090	16,511,232
<b>COUNCIL</b>					
10-41-110	Salaries and Wages	65,623	72,313	71,877	77,519
10-41-130	Employee Benefits	7,918	9,712	10,563	9,254
10-41-210	Books, Subscrip. & Memberships	11,298	12,484	12,483	12,484
10-41-230	Travel & Training	5,598	6,890	6,839	6,890
10-41-240	Supplies	.00	530	214	530
10-41-700	Small Equipment	.00	796	755	796
Total COUNCIL:		90,437	102,725	102,731	107,473
<b>LEGAL DEPARTMENT</b>					
10-42-110	Salaries and Wages	15,083	24,753	15,381	37,052
10-42-130	Employee Benefits	1,143	2,528	1,249	2,835
10-42-230	Travel & Training	.00	1,530	1,234	1,530
10-42-240	Supplies	.00	530	.00	530
10-42-310	Outside Legal Counsel	51,710	68,288	74,743	107,880
10-42-320	Prosecutorial Fees	30,000	30,000	27,500	30,000

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
Total LEGAL DEPARTMENT:		97,936	127,629	120,106	179,827
<b>Court Department</b>					
10-43-110	Salaries & Wages	171,388	202,885	201,826	235,456
10-43-130	Employee Benefits	55,898	64,193	67,369	81,974
10-43-210	Books, Subscriptions, & Mbrshp	349	530	216	530
10-43-230	Travel & Training	818	1,590	1,374	1,590
10-43-240	Office Supplies	4,009	7,152	7,212	3,152
10-43-275	State Surcharge	97,248	127,031	89,658	108,368
10-43-280	Telephone	300	319	275	319
10-43-300	Public Defender Fees	12,400	15,898	12,000	15,898
10-43-305	Wasatch Constable Contract	3,525	22,556	12,264	22,556
10-43-310	Professional & Technical	2,096	2,241	1,590	3,710
10-43-329	Computer Repairs	50	265	.00	265
10-43-330	Witness Fees	.00	1,100	.00	1,100
10-43-700	Small Equipment	230	319	188	319
10-43-750	Capital Outlay	.00	7,063	7,126	.00
Total Court Department:		348,311	453,142	401,098	475,237
<b>ADMINISTRATION</b>					
10-44-110	Salaries and Wages	587,119	711,030	685,482	811,448
10-44-112	Overtime	90	.00	.00	.00
10-44-130	Employee Benefits	224,619	259,230	263,845	309,409
10-44-210	Books, Subscriptions & Member	3,605	4,239	3,793	4,239
10-44-230	Travel & Training	16,227	19,608	15,768	19,608
10-44-240	Office Supplies & Miscell	4,077	6,890	3,404	6,890
10-44-247	Car Allowance	6,804	6,804	6,237	6,804
10-44-248	Vehicle Maintenance	.00	530	246	530
10-44-280	Telephone	4,661	5,279	4,626	5,279
10-44-300	Gas	531	796	206	796
10-44-310	Professional & Technical	11,636	21,775	15,755	23,500
10-44-329	Computer Repairs	.00	265	.00	265
10-44-600	Service Charges	49,174	50,514	53,473	50,514
10-44-700	Small Equipment	45	2,610	879	2,610
10-44-750	Capital Outlay	2,184	3,790	3,769	8,764
Total ADMINISTRATION:		910,773	1,093,360	1,057,070	1,250,656
<b>NON-DEPARTMENTAL</b>					
10-49-130	Retirement Benefits	48,697	62,013	62,192	86,306
10-49-220	Public Notices	1,710	3,000	2,309	3,000
10-49-250	Unemployment	2,423	5,728	5,728	2,120
10-49-255	Ogden Weber Chamber Fees	3,000	3,180	3,000	3,180
10-49-260	Workers Compensation	88,725	98,221	84,721	98,221
10-49-290	City Postage	45,000	46,392	10,000	50,000
10-49-291	Newsletter Printing	8,004	8,585	8,112	8,585
10-49-310	Auditors	11,830	16,373	13,275	16,373
10-49-320	Professional & Technical	84,790	97,936	67,916	104,036
10-49-321	I/T Supplies	485	3,180	114	3,180
10-49-322	Computer Contracts	66,804	76,912	76,891	74,612
10-49-323	City-wide Telephone	8,440	9,841	9,741	9,720
10-49-324	City-wide Internet	6,673	6,741	6,677	6,741
10-49-329	Server Repairs	.00	2,500	.00	2,500
10-49-400	Unreserved	.00	75,935	.00	80,000

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
10-49-430	Sales Tax Admin Fee	34,643	28,433	30,007	37,567
10-49-450	Homeless Shelter State Fee	36,979	41,478	35,560	45,469
10-49-500	City Safety/Wellness Program	4,092	7,100	3,689	6,500
10-49-510	Insurance	160,970	196,075	170,282	196,075
10-49-515	City Donations	4,153	71,955	4,100	71,955
10-49-520	Employee Assistance Plan	4,080	4,080	4,080	4,080
10-49-550	COVID - 19/ CARES ACT	4,633	.00	.00	.00
10-49-551	Covid - 19/ARPA Amer Resc Plan	.00	80,000	.00	.00
10-49-596	Holiday Dinner	5,269	5,525	5,525	5,830
10-49-597	Employee Recognition Prog	4,571	7,405	7,548	8,500
10-49-598	OFFH	4,057	6,516	4,022	6,516
10-49-599	Easter Egg Hunt	2,067	3,180	2,750	3,180
10-49-600	Community Programs	5,318	6,407	5,165	6,407
10-49-601	Community Brand	.00	2,000	2,000	.00
10-49-605	Continuing Education	6,000	7,000	4,180	7,000
10-49-610	Government Immunity	.00	6,000	2,975	6,000
10-49-700	Small Equipment	.00	2,120	.00	2,120
10-49-750	Capital Outlay	197,070	59,650	62,424	41,352
Total NON-DEPARTMENTAL:		850,482	1,051,461	694,982	997,125
<b>ELECTIONS</b>					
10-50-240	Supplies	8,197	.00	.00	19,276
Total ELECTIONS:		8,197	.00	.00	19,276
<b>BUILDING AND GROUNDS</b>					
10-51-263	Fire Station #82 Utilities	7,757	8,479	9,507	8,479
10-51-264	Station #82 Maintenance	1,930	7,320	7,005	2,120
10-51-265	Cleaning Contract	18,450	22,350	16,833	22,350
10-51-266	Elevator Maintenance	6,570	12,454	7,087	12,454
10-51-270	New City Hall Maintenance	52,434	104,800	98,072	88,796
10-51-275	New City Hall Utilities	115,943	121,231	92,121	122,235
10-51-280	City Building Upgrades	.00	.00	.00	196,000
10-51-750	Capital Outlay	236,058	60,081	61,743	60,081
Total BUILDING AND GROUNDS:		439,142	336,715	292,368	512,515
<b>PLANNING &amp; ZONING</b>					
10-52-120	Commission Allowance	6,050	6,300	4,775	6,300
10-52-210	Books, Subscrip, Memberships	18	265	15	265
10-52-230	Travel & Training	.00	530	89	530
10-52-310	Professional & Technical Servi	111,775	91,020	109,611	79,490
10-52-330	General Plan Revision	.00	39,100	41,463	4,200
Total PLANNING & ZONING:		117,843	137,215	155,952	90,785
<b>POLICE SERVICES</b>					
10-55-110	Full time wages - Police	1,849,475	2,106,337	2,041,135	2,304,708
10-55-111	Part time wages - Police	17,418	28,064	26,182	31,111
10-55-112	Overtime wages - Police	47,393	52,134	58,530	46,765
10-55-115	Animal Control Wages	51,102	56,491	56,408	61,999
10-55-116	Crossing Guards	12,608	24,330	12,865	29,031
10-55-130	Benefits - Police	1,081,857	1,251,924	1,251,769	1,305,744
10-55-131	WTC - A/C Contract	73,642	82,471	79,523	73,081
10-55-132	Liquor Funds Expenditures	23,054	21,211	22,586	23,860

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
10-55-150	Death Benefit Ins. - Police	310	400	311	400
10-55-151	Mental Health Services	.00	26,690	7,088	18,853
10-55-210	Mbrshps, Bks & Sub - Police	7,039	7,253	7,135	7,253
10-55-230	Travel & Training - Police	9,834	15,819	15,726	19,519
10-55-240	Office Supplies - Police	3,909	4,259	3,579	6,359
10-55-245	Clothing Contract - Police	11,965	12,050	10,303	13,050
10-55-246	Special Dept Supplies - Police	7,817	9,420	8,353	12,100
10-55-247	Animal Control Costs	28,169	67,687	58,631	15,938
10-55-248	Vehicle Maintenance - Police	16,245	42,582	41,179	20,137
10-55-250	Equipment Maintenance - Police	.00	20	.00	2,120
10-55-280	Telephone/Internet - Police	19,955	23,847	21,560	23,847
10-55-300	Gas	89,749	102,848	78,484	90,506
10-55-310	Professional & Tech - Police	18,218	23,362	21,263	29,862
10-55-323	MDT/Radio Repairs	1,039	1,769	2,135	3,269
10-55-329	Computer Repairs - Police	679	484	20	1,484
10-55-350	Crime Scene Investigations	35,373	37,935	37,935	43,560
10-55-400	Weber/Morgan Strike Force	17,063	17,488	17,488	18,172
10-55-450	K-9	589	620	396	2,120
10-55-470	Community Education/Programs	.00	600	199	600
10-55-649	Lease Interest/Taxes	8,477	6,099	6,099	.00
10-55-650	Lease Payments - Police	143,129	207,973	209,732	83,940
10-55-700	Small Equipment - Police	934	32,051	14,128	8,735
10-55-750	Capital Outlay - Police	93,026	49,900	72,773	124,330
Total POLICE SERVICES:		3,670,067	4,314,118	4,183,515	4,422,453
<b>FIRE PROTECTION</b>					
10-57-110	Salaries & Wages	1,288,022	1,512,352	1,390,521	1,657,393
10-57-111	Part Time Wages	186,017	199,276	167,783	219,403
10-57-112	Overtime	229,697	100,208	237,343	138,369
10-57-130	Employee Benefits	619,206	696,018	730,809	747,816
10-57-210	Memberships, Books & Subscrptn	1,555	2,846	2,846	2,598
10-57-230	Travel & Training	14,474	14,126	13,361	9,539
10-57-240	Office Supplies & Expense	846	1,872	1,402	2,120
10-57-245	Clothing Contract	25,006	29,130	29,225	24,377
10-57-246	Special Department Supplies	11,149	12,206	11,561	17,223
10-57-250	Vehicle Maintenance	38,598	108,501	72,355	40,000
10-57-255	Other Equipment Maintenance	7,862	7,218	6,442	10,599
10-57-280	Telephone/Internet	10,770	10,757	10,757	9,845
10-57-300	Gas	30,555	29,430	29,226	30,930
10-57-310	Professional & Technical	11,937	12,182	10,111	12,934
10-57-330	Fire Prevention/ Community Edu	1,235	2,902	2,873	1,590
10-57-400	Emergency Management Planning	5,847	5,945	5,314	6,359
10-57-649	Lease Interest/Taxes	18,568	12,936	1,549	7,695
10-57-650	Lease Payments	42,537	186,740	53,980	141,590
10-57-690	PPE - Personal Protection Equip	.00	.00	.00	26,000
10-57-700	Small Equipment	16,303	7,163	9,617	5,000
10-57-750	Capital Outlay	47,496	158,079	105,706	156,768
Total FIRE PROTECTION:		2,607,680	3,109,887	2,892,780	3,268,148
<b>INSPECTION SERVICES</b>					
10-58-110	Salaries and Wages	86,403	93,884	91,955	102,996
10-58-130	Employee Benefits	36,413	46,619	48,387	49,564
10-58-210	Books, Subscrip. & Memberships	694	689	2,073	689
10-58-230	Travel & Training	1,075	1,560	1,963	2,270

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
10-58-240	SUPPLIES	.00	530	317	530
10-58-245	Clothing Allowance	176	319	445	319
10-58-248	Vehicle Maintenance	1,373	530	50	530
10-58-280	CELLULAR PHONE	600	600	550	600
10-58-300	Gas	2,480	2,202	1,282	2,202
10-58-315	PROFESSIONAL & TECHNICAL	82,140	29,716	26,827	24,006
10-58-649	Lease Interest/Taxes	77	59	59	.00
10-58-650	Lease Payments	8,488	6,300	6,507	6,000
10-58-750	CAPITAL OUTLAY	.00	.00	2,086	.00
Total INSPECTION SERVICES:		219,918	183,008	182,502	189,706
<b>STREETS</b>					
10-60-110	Salaries and Wages	241,491	284,801	260,310	309,599
10-60-112	Overtime	1,449	5,626	2,338	6,195
10-60-130	Employee Benefits	88,490	122,224	108,232	124,855
10-60-210	Books, Subscrip. Memberships	298	1,590	496	1,590
10-60-230	Travel & Training	1,452	3,000	1,876	5,000
10-60-240	Office Supplies & Expense	1,613	1,060	901	1,060
10-60-245	Clothing/Uniform/Equip. Allow.	2,240	3,000	1,303	3,000
10-60-248	Vehicle Maintenance	22,422	26,497	26,819	26,497
10-60-260	Building & Grounds Maintenance	51,042	10,599	4,257	10,599
10-60-270	Utilities	39,857	46,000	46,547	46,000
10-60-280	Telephone	4,132	3,710	2,790	4,190
10-60-300	Gas	25,915	25,528	28,696	23,028
10-60-310	Professional	17,331	16,624	12,118	16,624
10-60-325	GIS - Service & Equipment	.00	.00	.00	6,000
10-60-329	Computer Repairs	.00	530	.00	530
10-60-400	Class C Maintenance	97,485	165,000	160,118	100,000
10-60-480	Special Department Supplies	14,928	23,317	14,260	23,317
10-60-600	Siemens Streetlight Lease	46,749	11,845	11,844	.00
10-60-649	Lease Interest/Taxes	20,909	17,087	17,086	.00
10-60-650	Lease Payments	193,620	491,687	492,654	20,000
10-60-700	Small Equipment	557	419	1,646	7,419
10-60-725	Sidewalk Replacements	2,604	50,000	7,916	50,000
10-60-730	Street Light Maintenance	12,730	26,784	7,324	26,784
10-60-750	Capital Outlay	127,951	327,000	127,721	7,600
Total STREETS:		1,015,267	1,663,928	1,337,252	819,887
<b>PARKS</b>					
10-70-110	Salaries and Wages	253,285	341,586	314,175	376,541
10-70-112	Overtime	6,351	5,581	9,267	6,145
10-70-120	Temporary - Parks	12,403	7,161	8,164	7,884
10-70-130	Employee Benefits	164,941	210,267	198,464	217,062
10-70-210	Books, Subscriptions & Mbrshps	750	1,272	770	1,272
10-70-230	Travel & Training	1,827	2,100	3,940	6,100
10-70-240	Special Dept. Supplies - Parks	43,950	43,985	35,572	49,000
10-70-244	Office Supplies Expense	223	1,060	20	1,060
10-70-245	Clothing/Uniform/Equip. Allow.	2,973	4,000	2,560	5,500
10-70-248	Vehicle Maintenance	16,495	12,718	10,528	12,718
10-70-260	Building Maintenance	2,547	4,000	2,669	14,000
10-70-270	Utilities	61,831	49,856	42,582	67,226
10-70-275	Off Leash Dog Area	1,206	3,310	1,138	2,300
10-70-280	Telephone/Internet	5,872	6,359	5,848	8,759
10-70-300	Gas	17,454	17,118	14,283	17,118

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
10-70-310	Professional & Technical	9,791	19,459	17,523	11,659
10-70-320	Urban Forestry Commssion	.00	250	189	250
10-70-329	2020 Wind Disaster	37-	.00	.00	.00
10-70-450	RAMP Grant Projects	.00	.00	.00	17,541
10-70-549	Constrctn Mgmt - Burch Creek	6,895	250	.00	.00
10-70-550	Burch Creek Park Constr	112,307	1,020	1,020	.00
10-70-551	Club Heights lights (AT&T)	.00	193,287	193,287	.00
10-70-552	Constrctn Mgmt - Club Heights	2,075	35,450	1,381	.00
10-70-553	Club Heights Park Constr	328,619	295,869	.00	.00
10-70-600	Secondary Water Fees	30,808	33,648	31,819	33,648
10-70-649	Lease Interest/Taxes	11,045	6,839	6,837	.00
10-70-650	Lease Payments	105,851	183,145	183,024	7,000
10-70-700	Small Equipment	5,108	28,299	736	28,299
10-70-750	Capital Outlay- Parks	.00	612,608	66,327	177,716
Total PARKS:		1,204,573	2,120,497	1,152,124	1,068,798
<b>RECREATION</b>					
10-71-110	Salaries & Wages	63,169	121,957	104,411	132,350
10-71-125	Temporary - Recreation	98,951	94,728	88,960	38,236
10-71-130	Employee Benefits	44,424	56,709	53,947	49,544
10-71-210	Books, Subscriptions & Mbrshps	803	1,100	475	1,100
10-71-230	Travel & Training	2,089	2,120	2,070	2,120
10-71-240	Office Supplies Expense	301	1,272	183	1,272
10-71-241	Comp League Expenses	13,204	13,196	14,035	7,308
10-71-242	Special Dept. Supplies	21,972	3,651	2,769	9,539
10-71-248	Vehicle Maintenance	.00	1,060	30	1,060
10-71-250	Gym Facility Utilities/Opertns	3,506	6,783	4,129	6,783
10-71-280	Telephone/Internet	1,037	2,000	1,000	2,000
10-71-300	Gas	569	1,060	470-	1,060
10-71-310	Professional & Technical	5,742	9,539	8,226	9,539
10-71-329	Computer Repairs	.00	530	.00	530
10-71-350	Officials Fees	42,738	30,160	26,229	30,160
10-71-649	Lease Interest/Taxes	.00	529	529	.00
10-71-650	Lease Payments	.00	7,034	7,034	.00
10-71-700	Small Equipment	.00	2,650	349	2,650
10-71-750	Capital Outlay	36,212	.00	.00	.00
Total RECREATION:		334,716	356,078	313,906	295,251
<b>TRANSFERS</b>					
10-80-080	Unreserved - Fund Balance	.00	.00	.00	223,134
10-80-160	Reserve for Fund Balance	.00	183	.00	176,054
10-80-170	Transfer Prop 1 to CPF	425,870	413,638	379,168	455,073
10-80-190	Trans Utility F/F to CPF	189,750	197,052	180,631	197,052
10-80-230	Trans to Capital Improv Fund	125,000	.00	.00	.00
10-80-235	Trans to CPF - Class 'C'	282,948	592,423	543,053	651,075
10-80-240	Transfer Class 'c' to Debt Ser	242,388	.00	.00	.00
10-80-250	Transfer to Debt Service Fund	1,047,948	1,047,707	960,399	1,050,707
10-80-275	Trnfr to South Ogden Days Fund	67,000	72,000	55,000	50,000
10-80-330	Transfer CDRA Sales Tax	47,073	11,000	9,051	11,000
Total TRANSFERS:		2,427,977	2,334,003	2,127,302	2,814,095
Total Expenditure:		14,343,317	17,383,766	15,013,689	16,511,232
GENERAL FUND Revenue Total:		15,175,251	17,383,766	14,984,090	16,511,232

Account Number	Account Title	2021-22	2022-23	2022-23	2023-24
		Prior year	Current year	Current year	Future year
		Actual	Budget	Actual	Budget
	GENERAL FUND Expenditure Total:	14,343,317	17,383,766	15,013,689	16,511,232
	Net Total GENERAL FUND:	831,934	.00	29,600-	.00



Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>South Ogden Days Fund</b>					
<b>Revenue</b>					
12-30-200	Sponsor Donations	18,950	41,000	25,750	.00
12-30-225	Vendor Booth Rentals	3,425	3,500	2,350	.00
12-30-260	Pickleball Registration Fees	670	1,500	910	.00
12-30-320	In-Kind Donations	.00	2,000	.00	.00
12-30-325	Miscellaneous Sales & Fees	.00	.00	15	.00
12-30-400	Transfer in from General Fund	67,000	72,000	55,000	50,000
Total Revenue:		90,045	120,000	84,025	50,000
Total Revenue:		90,045	120,000	84,025	50,000
<b>Expenditures</b>					
12-40-112	S/O Days Overtime	3,996	10,000	.00	.00
12-40-300	Entertainment	24,205	15,000	13,721	.00
12-40-325	Fireworks	10,000	10,000	10,000	.00
12-40-350	Printing & Banners	1,787	2,000	1,785	.00
12-40-375	Equipment Rentals	37,269	37,000	31,250	.00
12-40-400	T-shirt Printing	1,960	3,000	2,498	.00
12-40-410	Awards	1,153	1,500	1,365	.00
12-40-475	Miscellaneous Expenses	5,979	41,500	8,619	50,000
Total Expenditures:		86,349	120,000	69,238	50,000
Total Expenditure:		86,349	120,000	69,238	50,000
South Ogden Days Fund Revenue Total:		90,045	120,000	84,025	50,000
South Ogden Days Fund Expenditure Total:		86,349	120,000	69,238	50,000
Net Total South Ogden Days Fund:		3,696	.00	14,787	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>DEBT SERVICE FUND</b>					
<b>REVENUE</b>					
31-30-100	Transfer in - Park Impact Fees	200,000	500,000	.00	350,000
31-30-150	Transfer in from Class 'c'	242,388	.00	.00	.00
31-30-300	Transfer From General Fund	1,047,948	1,047,707	960,399	1,050,707
31-30-455	Interest Earned - Trustee Acct	469	.00	1,959	250
31-30-800	Appropriated Fund Balance	.00	2,000	.00	1,250
Total REVENUE:		1,490,805	1,549,707	962,358	1,402,207
Total Revenue:		1,490,805	1,549,707	962,358	1,402,207
<b>EXPENDITURES</b>					
31-40-100	Administrative & Professional	3,000	2,000	1,500	1,500
31-40-150	Bond Payment - Principal	941,000	740,000	740,000	780,000
31-40-200	Interest on Bond	347,853	307,707	307,706	270,707
31-40-980	Retained Earnings	.00	500,000	.00	350,000
Total EXPENDITURES:		1,291,853	1,549,707	1,049,206	1,402,207
Total Expenditure:		1,291,853	1,549,707	1,049,206	1,402,207
DEBT SERVICE FUND Revenue Total:		1,490,805	1,549,707	962,358	1,402,207
DEBT SERVICE FUND Expenditure Total:		1,291,853	1,549,707	1,049,206	1,402,207
Net Total DEBT SERVICE FUND:		198,952	.00	86,848-	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>CAPITAL IMPROVEMENTS</b>					
<b>REVENUE</b>					
40-30-100	WACOG/CDBG Grants	.00	.00	.00	487,816
40-30-110	Traffic Impact Fees	120,600	56,000	153,157	47,000
40-30-120	Park Impact Fees	554,676	275,000	219,200	400,000
40-30-200	Interest	9,995	2,600	101,155	17,000
40-30-205	Interest Earned - Traffic I/F	106	100	5,269	3,000
40-30-210	Interest Earned - Park I/Fees	660	400	6,413	4,000
40-30-300	Transfer In G/F - Prop 1	425,870	413,638	379,168	455,073
40-30-400	Transfer In From General Fund	125,000	.00	.00	.00
40-30-450	Trans From G/F- Class 'C' Rev	282,948	592,423	543,053	651,075
40-30-500	Transfer in Util F/F - G/F	189,750	197,052	180,631	197,052
40-30-600	Transfer in RIF	586,071	569,360	553,935	569,360
40-30-798	Appropriate Parks I/F F/B	.00	500,000	.00	350,000
40-30-800	Appropriate Fund Balance	.00	125,000	.00	30,250
Total REVENUE:		2,295,676	2,731,573	2,141,982	3,211,626
Total Revenue:		2,295,676	2,731,573	2,141,982	3,211,626
<b>EXPENDITURES</b>					
40-40-121	FY 2024 Road Projects	.00	.00	.00	1,777,780
40-40-122	40th St & Chimes View Dr.	62,245	.00	117,984	599,596
40-40-124	FY 2023 Road/Sidewalk Projects	.00	1,772,473	382,246	.00
40-40-125	FY 2022 Road/Sidewalk Proj	990,409	.00	.00	.00
40-40-475	Skatepark Seed Money	.00	2,600	6,228	30,250
40-40-480	Transfer to General Fund	.00	125,000	.00	.00
40-40-500	Transfer to DSF - Park Imp/Fee	200,000	500,000	.00	350,000
40-40-550	Park Impact Fee Projects	.00	275,400	.00	404,000
40-40-700	Traffic Impact Fee Projects	.00	56,100	.00	50,000
Total EXPENDITURES:		1,252,654	2,731,573	506,458	3,211,626
Total Expenditure:		1,252,654	2,731,573	506,458	3,211,626
CAPITAL IMPROVEMENTS Revenue Total:		2,295,676	2,731,573	2,141,982	3,211,626
CAPITAL IMPROVEMENTS Expenditure Total:		1,252,654	2,731,573	506,458	3,211,626
Net Total CAPITAL IMPROVEMENTS:		1,043,022	.00	1,635,524	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>WATER FUND</b>					
<b>REVENUE</b>					
51-30-100	Interest	23,224	11,000	95,519	32,000
51-30-105	Interest Earned I/Fees	270	300	6,319	2,500
51-30-150	Hydrant Rentals	1,100	800	700	800
51-30-200	Water Sales	1,909,086	1,988,848	1,907,555	1,988,848
51-30-210	Connection Fees Water	6,510	2,000	13,385	4,500
51-30-220	Water Impact Fees	118,187	120,000	39,828	42,000
51-30-225	Late Fees	22,630	22,500	25,215	22,500
51-30-850	Sale of Fixed Assets	21,120	.00	10,395	.00
51-30-860	Transfer In - City Center CRA	166,063	.00	.00	166,064
51-30-875	Transfer in from Storm Drain	.00	23,835	.00	8,521
51-30-890	Appropriation of Fund Balance	.00	1,307,457	.00	2,531,003
51-30-925	Misc. Revenue	11,349	82,915	935	82,915
Total REVENUE:		2,279,539	3,559,655	2,099,852	4,881,651
Total Revenue:		2,279,539	3,559,655	2,099,852	4,881,651
<b>EXPENDITURES</b>					
51-40-110	Salaries and Wages	243,316	267,481	256,778	278,538
51-40-112	Overtime	14,990	13,395	20,627	14,748
51-40-130	Employee Benefits	70,398	134,010	141,736	141,526
51-40-140	Franchise Fee	110,629	119,331	102,915	119,331
51-40-210	Books, Subscript. & Membership	3,778	11,180	3,734	9,180
51-40-230	Travel & Training	2,826	7,479	4,495	10,479
51-40-240	Office Supplies	1,231	2,650	1,092	2,650
51-40-245	Clothing/Uniform/Equip. Allow.	2,431	5,088	2,130	5,088
51-40-248	Vehicle Maintenance	9,346	13,099	8,701	10,599
51-40-280	Telephone	3,631	8,299	6,451	6,259
51-40-290	Building Maintenance	1,049	7,950	.00	7,950
51-40-300	Gas	11,281	12,030	12,898	12,030
51-40-310	Professional & Technical Servi	46,583	17,317	17,060	17,317
51-40-311	Bad Debts Expense	2,318	.00	.00	.00
51-40-320	Blue Stake Service	2,376	2,720	2,388	2,120
51-40-325	GIS - Service & Equipment	.00	.00	.00	6,000
51-40-329	Computer Repairs	.00	530	.00	530
51-40-330	Valve Repair	12,271	35,000	11,071	35,000
51-40-400	PRV Maintenance	14,750	19,400	1,553	20,000
51-40-480	Special Department Supplies	40,920	42,395	36,741	42,395
51-40-490	Water Sample Testing	4,744	8,479	8,586	13,479
51-40-550	Weber Basin Exchange Water	312,270	320,725	181,646	336,725
51-40-560	Power and Pumping	5,727	10,000	5,723	10,000
51-40-610	h2o Tank Inspection/Maint	10,462	.00	.00	10,000
51-40-649	Lease Interest/Taxes	2,855	5,047	4,662	3,822
51-40-650	Lease Payments	.00	72,206	73,464	56,797
51-40-657	PRV Replace @ Panarama	.00	207,924	266,602	.00
51-40-667	Radio Read Maintenance	37,481	25,000	12,680	44,000
51-40-680	Charge for Services - G/F	268,668	270,256	247,736	270,256
51-40-700	Doren Drive H2O-line	.00	.00	175	.00
51-40-705	42nd Reconnect - WBWCD	.00	13,314	.00	.00
51-40-706	Service line disconnect/recon	.00	50,000	.00	.00
51-40-707	PRV Scada instal - 40th & 900E	.00	50,000	.00	.00
51-40-708	Oak Dr. 875 E - 785 E	.00	588,363	588,357	.00
51-40-709	Ben Lomond & Sunset	.00	343,480	.00	1,120,000

Account Number	Account Title	2021-22	2022-23	2022-23	2023-24
		Prior year Actual	Current year Budget	Current year Actual	Future year Budget
51-40-710	40th & Chimes - FY 2023	.00	28,658	6,927-	.00
51-40-711	Brier Point Loop	.00	364,000	324,075	1,120,000
51-40-712	38th Grant & Kiesel Loop	.00	103,890	115,132	346,610
51-40-749	Small Equipment	183	4,108	489	8,108
51-40-750	Capital Outlay	.00	.00	9,418	.00
51-40-770	Water Impact Fee Projects	.00	120,300	24,447	44,500
51-40-790	Transfer to General Fund	57,668	60,551	30,276	60,551
51-40-970	Depreciation	276,796	194,000	177,826	194,000
51-40-980	Contingency	22,992	.00	.00	501,063
Total EXPENDITURES:		1,593,971	3,559,655	2,694,733	4,881,651
Total Expenditure:		1,593,971	3,559,655	2,694,733	4,881,651
WATER FUND Revenue Total:		2,279,539	3,559,655	2,099,852	4,881,651
WATER FUND Expenditure Total:		1,593,971	3,559,655	2,694,733	4,881,651
Net Total WATER FUND:		685,568	.00	594,882-	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>SANITARY SEWER</b>					
<b>REVENUE</b>					
52-30-100	Interest Earned	16,694	5,100	83,130	30,000
52-30-200	Sewer Sales	2,245,141	2,307,973	2,242,823	2,307,973
52-30-250	Connection Fees Sewer	2,400	300	7,400	2,000
52-30-880	Transfer In - City Center CRA	112,547	.00	.00	112,548
52-30-890	Appropriation of Fund Balance	.00	524,355	.00	647,782
52-30-925	Misc. Revenue	6,000	66,652	6,000	66,652
Total REVENUE:		2,382,782	2,904,380	2,339,353	3,166,955
Total Revenue:		2,382,782	2,904,380	2,339,353	3,166,955
<b>EXPENDITURES</b>					
52-40-110	Salaries and Wages	223,643	253,857	237,943	279,932
52-40-112	Overtime	4,989	13,953	13,779	15,363
52-40-130	Employee Benefits	54,184	160,867	144,641	147,990
52-40-140	Franchise Fee	133,847	138,478	123,142	138,478
52-40-210	Memberships	363	742	1,025	742
52-40-230	Traveling & Training	2,915	5,299	4,787	7,299
52-40-240	Office Supplies	1,060	3,839	782	4,239
52-40-245	Clothing/Uniform/Equip. Allow.	2,679	5,088	2,098	5,088
52-40-248	Vehicle Maintenance	4,152	5,299	2,971	5,299
52-40-280	Telephone	3,103	4,239	1,592	5,679
52-40-290	Building Maintenance	1,049	5,299	.00	5,299
52-40-300	Gas	4,818	4,398	2,412	4,398
52-40-310	Professional & Technical	20,027	18,399	10,514	10,599
52-40-311	Bad Debts Expense	1,107	.00	.00	.00
52-40-315	Sewer Lines Cleaning Service	22,730	50,000	54,210	50,000
52-40-320	Blue Stake Service	.00	848	.00	848
52-40-325	GIS - Service & Equipment	.00	.00	.00	6,000
52-40-400	Transfer to General Fund	11,043	11,595	5,798	11,595
52-40-480	Maintenance Supplies	3,209	16,004	4,356	16,004
52-40-550	Central Weber Sewer Pre-Trea	12,748	13,249	13,249	13,249
52-40-610	Central Weber Sewer Fees	1,073,580	1,171,792	1,171,792	1,265,536
52-40-650	Manhole Replacement	777	12,600	4,570	45,200
52-40-665	Video & Fix Trouble Spots	3,151	25,000	13,831	25,000
52-40-680	Charge for Services - G/F	230,820	261,388	239,608	261,388
52-40-700	Small Equipment	.00	5,299	1,074	5,299
52-40-704	Lining 40th to Country Club	.00	246,731	.00	246,731
52-40-705	Replace 700 E/H Guy Child	.00	342,117	2,274	461,700
52-40-750	Capital Outlay	.00	.00	300-	.00
52-40-970	Depreciation	120,058	128,000	117,326	128,000
Total EXPENDITURES:		1,936,050	2,904,380	2,173,471	3,166,955
Total Expenditure:		1,936,050	2,904,380	2,173,471	3,166,955
SANITARY SEWER Revenue Total:		2,382,782	2,904,380	2,339,353	3,166,955
SANITARY SEWER Expenditure Total:		1,936,050	2,904,380	2,173,471	3,166,955
Net Total SANITARY SEWER:		446,732	.00	165,882	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>STORM DRAIN FUND</b>					
<b>REVENUE</b>					
53-30-100	Interest	9,555	4,100	63,578	20,500
53-30-105	Interest Earned I/Fees	362	400	5,889	2,200
53-30-200	Storm Drain Revenue	1,263,010	1,258,675	1,258,520	1,258,675
53-30-220	Storm Drain Impact Fees	118,671	71,000	213,599	70,000
53-30-850	Sale of Fixed Assets	54,781	.00	.00	.00
53-30-880	Transfer In - City Center CRA	122,847	.00	.00	122,848
53-30-890	Appropriation of Fund Balance	.00	719,353	.00	828,873
53-30-925	Misc. Revenue	2,002	.00	48	.00
Total REVENUE:		1,571,228	2,053,528	1,541,634	2,303,096
Total Revenue:		1,571,228	2,053,528	1,541,634	2,303,096
<b>EXPENDITURES</b>					
53-40-110	Salaries and Wages	279,805	312,464	282,649	340,890
53-40-112	Overtime	15,507	12,279	14,978	13,519
53-40-120	Temporary Employees	.00	.00	288	.00
53-40-130	Employee Benefits	91,352	161,383	146,934	150,692
53-40-140	Franchise Fee	74,824	75,520	68,258	75,520
53-40-210	BOOKS,SUBSCRIPT. & MEMBERSHIP	2,813	4,239	5,434	6,000
53-40-230	Travel & Training	.00	5,830	6,575	7,830
53-40-240	Office Supplies	959	1,590	605	1,590
53-40-245	Clothing/Uniform/Equip. Allow.	3,449	6,359	1,862	6,359
53-40-248	Vehicle Maintenance	11,491	9,359	8,684	6,359
53-40-280	Telephone	570	2,650	1,087	3,610
53-40-290	Building Maintence	2,498	8,479	.00	8,479
53-40-300	Gas	9,490	7,728	8,635	6,228
53-40-310	Prof & Tech Services	31,406	26,043	4,509	26,043
53-40-311	Bad Debts Expense	1,283	.00	.00	.00
53-40-320	Blue Stake Serivce	.00	742	.00	742
53-40-325	GIS - Service & Equipment	.00	.00	.00	6,000
53-40-400	System Maintenance Program	30,020	40,000	34,706	40,000
53-40-480	Special Department Supplies	6,749	6,359	3,365	6,359
53-40-649	Lease Interest/Taxes	2,013	2,360	2,358	1,655
53-40-650	Lease Payments	.00	47,130	47,129	22,011
53-40-655	Transfer to Water Fund	.00	23,835	.00	8,521
53-40-660	42ns St - Liberty to Adams	.00	903,190	.00	.00
53-40-670	Transfer to General Fund	15,950	16,748	8,374	16,748
53-40-680	Charge for Services - G/F	188,100	202,251	185,401	202,251
53-40-700	Small Equipment	.00	1,590	873	1,590
53-40-701	Burch Creek Hollow Rel-line	.00	.00	.00	90,000
53-40-702	Replace 42nd St / Lib & Adams	.00	.00	.00	779,100
53-40-703	Replace 40th / Wash & Burch Cr	.00	.00	.00	298,800
53-40-970	Depreciation	105,280	104,000	95,326	104,000
53-40-980	Contingency	1,470	.00	.00	.00
53-40-981	Impact Fee Projects	26,060	71,400	.00	72,200
Total EXPENDITURES:		901,088	2,053,528	928,030	2,303,096
Total Expenditure:		901,088	2,053,528	928,030	2,303,096
STORM DRAIN FUND Revenue Total:		1,571,228	2,053,528	1,541,634	2,303,096
STORM DRAIN FUND Expenditure Total:		901,088	2,053,528	928,030	2,303,096

Account Number	Account Title	2021-22	2022-23	2022-23	2023-24
		Prior year Actual	Current year Budget	Current year Actual	Future year Budget
	Net Total STORM DRAIN FUND:	670,140	.00	613,604	.00



Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>GARBAGE FUND</b>					
<b>REVENUE</b>					
54-30-100	Interest Earned	1,554	750	8,955	3,500
54-30-200	Garbage Fees	769,874	772,526	805,082	772,526
54-30-205	Recycling Fees	233,438	240,383	242,182	240,383
54-30-850	Misc. Rental	2,045	1,400	1,395	1,000
54-30-885	Lease Financing	.00	28,000	.00	.00
54-30-890	Appropriate Fund Balance	.00	43,125	.00	72,071
54-30-925	Misc. Revenue	.00	.00	100	.00
Total REVENUE:		1,006,910	1,086,184	1,057,715	1,089,480
Total Revenue:		1,006,910	1,086,184	1,057,715	1,089,480
<b>EXPENDITURES</b>					
54-40-140	Franchise Fee	60,199	60,775	57,551	60,775
54-40-240	Office Supplies	939	2,650	591	2,650
54-40-248	Vehicle Maintenance	5,162	7,680	2,205	3,180
54-40-280	Telephone	.00	1,590	.00	1,590
54-40-290	Building Maintenance	1,049	5,299	.00	5,299
54-40-300	Gas	4,288	4,026	3,681	2,526
54-40-310	Prof & Teach Services	482	1,060	208	1,060
54-40-311	Bad Debts Expense	1,252	.00	.00	.00
54-40-420	Republic Services - Contract	520,226	520,628	519,093	541,454
54-40-425	Recycled Earth Contract	32,208	36,981	10,716	36,981
54-40-430	Tipping Fees	236,324	235,290	230,304	251,761
54-40-440	Additional Cleanups	13,374	9,843	9,365	7,843
54-40-450	Construction Materials Tipping	1,489	4,359	299	6,359
54-40-520	Tree Removal	13,930	15,898	.00	15,898
54-40-615	Junk Ordinance Enforcement	125-	7,950	.00	7,950
54-40-649	Lease Interest/Taxes	1,569	1,979	1,596	1,207
54-40-650	Lease Payments	.00	21,274	21,655	22,045
54-40-680	Charge for Services - G/F	97,704	109,902	100,742	109,902
54-40-750	Capital Outlay	.00	28,000	19,512	.00
54-40-970	Depreciation	16,424	11,000	10,087	11,000
Total EXPENDITURES:		1,006,494	1,086,184	987,605	1,089,480
Total Expenditure:		1,006,494	1,086,184	987,605	1,089,480
GARBAGE FUND Revenue Total:		1,006,910	1,086,184	1,057,715	1,089,480
GARBAGE FUND Expenditure Total:		1,006,494	1,086,184	987,605	1,089,480
Net Total GARBAGE FUND:		417	.00	70,110	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>ROAD IMPROVEMENT FEE FUND</b>					
<b>REVENUE</b>					
55-30-200	Road Improvement Fees	591,001	569,360	602,821	569,360
Total REVENUE:		591,001	569,360	602,821	569,360
Total Revenue:		591,001	569,360	602,821	569,360
<b>EXPENDITURES</b>					
55-40-311	Bad Debt Expense	142-	.00	.00	.00
55-40-550	Transfer RIF to CPF	586,071	569,360	553,935	569,360
Total EXPENDITURES:		585,929	569,360	553,935	569,360
Total Expenditure:		585,929	569,360	553,935	569,360
ROAD IMPROVEMENT FEE FUND Revenue Total:		591,001	569,360	602,821	569,360
ROAD IMPROVEMENT FEE FUND Expenditure Total:		585,929	569,360	553,935	569,360
Net Total ROAD IMPROVEMENT FEE FUND:		5,072	.00	48,886	.00

Account Number	Account Title	2021-22 Prior year Actual	2022-23 Current year Budget	2022-23 Current year Actual	2023-24 Future year Budget
<b>AMBULANCE FUND</b>					
<b>REVENUE</b>					
58-30-100	Interest Earned	10	11	75	25
58-30-201	Ambulance Fees - S/O - DPS	1,162,644	810,528	957,946	902,304
58-30-210	Miscellaneous Revenue	18,015	.00	.00	.00
58-30-850	State/Local Grants	.00	7,000	.00	7,000
58-30-925	Sale of Fixed Assets	10,450	.00	.00	.00
Total REVENUE:		1,191,118	817,539	958,021	909,329
Total Revenue:		1,191,118	817,539	958,021	909,329
<b>EXPENDITURES</b>					
58-40-110	Salaries and Wages	143,085	167,076	154,502	185,517
58-40-111	Part Time Wages	20,669	24,106	18,643	26,541
58-40-112	Overtime	25,541	12,627	26,372	13,903
58-40-130	Employee Benefits	49,384	77,600	81,248	83,555
58-40-210	Memberships	595	2,184	2,184	552
58-40-230	Travel & Training	1,756	.00	.00	1,590
58-40-240	Office Supplies	251	692	692	796
58-40-245	Uniform Allowance	3,954	2,538	2,538	4,081
58-40-248	Vehicle Maintenance	9,445	18,539	16,191	9,539
58-40-250	Equipment Maintenance	4,571	6,159	6,159	6,890
58-40-270	GoldCross Billing Fees	50,741	48,000	41,868	49,627
58-40-280	Telephone	90	158	38	796
58-40-300	Gas	5,591	5,460	5,811	5,538
58-40-310	Professional & Technical	58,592	71,101	62,392	26,987
58-40-311	SecurLyft Fees	.00	.00	13,600	16,320
58-40-312	PMA Fees	88,201	102,053	88,085	85,000
58-40-315	Bad Debts Expense	309,959	.00	.00	.00
58-40-320	State Assessment Fee	.00	.00	.00	35,400
58-40-330	EMS Education	808	1,364	1,363	1,060
58-40-480	Special Department Supplies	2,012	3,601	3,561	3,281
58-40-490	Disposable Medical Supplies	30,875	28,497	27,205	28,616
58-40-680	Charge for Services - G/F	66,564	70,742	64,847	70,742
58-40-700	Small Equipment	.00	449	449	4,371
58-40-750	Capital Outlay	.00	2,098	2,098	.00
58-40-970	Depreciation	32,629	28,000	25,663	28,000
58-40-980	Retained Earnings	.00	144,495	.00	220,627
Total EXPENDITURES:		905,313	817,539	645,506	909,329
Total Expenditure:		905,313	817,539	645,506	909,329
AMBULANCE FUND Revenue Total:		1,191,118	817,539	958,021	909,329
AMBULANCE FUND Expenditure Total:		905,313	817,539	645,506	909,329
Net Total AMBULANCE FUND:		285,805	.00	312,514	.00
Net Grand Totals:		4,171,337	.00	2,149,977	.00

# STAFF REPORT



**SUBJECT:** Animal Services Budget  
**AUTHOR:** Chief Parke  
**DEPARTMENT:** Police  
**DATE:** July 18, 2023

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## RECOMMENDATION

I recommend increasing the budget for animal services line items with the use of the General Fund.

## BACKGROUND

Historically funding for Animal Services (AS) came from the general fund. Over time the program evolved to having its own shelter, contracting for services with other cities, and an adoption program was started. Eventually Adoptions, Contracts, Donations, and Grants became the funding sources for AS.

At one time Adoptions were significant in providing funding. Animals from outside our jurisdiction were brought into our AS program, and several large adoption events were held. During that time animals would be brought in from as far away as Texas, Arizona, and New Mexico. We would also receive grant funding from the ASPCA to support the adoption events. Prior to 2020 revenues from Adoptions had declined significantly. Private businesses we had partnered with to host Adoption Events had declined to continue doing so.

During 2020 all adoption events were stopped due to state directives regarding the Covid Pandemic. Individuals previously fostering animals for us began fostering for other organizations, or quit fostering. Simultaneously, people began working from home, and individual adoptions continued. People who previously were uninterested or incapable of adopting an animal began adopting them. This led to creation of the term Virus Adoptions.

Several years ago our AS program was staffed with one full-time and two part-time employees. One employee quit to work for another organization. Recruiting began for the vacancy. Due to the inability to recruit for the position, it was decided to eliminate both part-time positions and make a second full-time position. The salary of the part-time positions was used to create the second full-time position. Since the funding was believed to be in place it was thought there would be no issue. Finance later directed and maintains the change should have come before the council for approval.

## ANALYSIS

Since 2020 AS calls for service have increased between 36% to 51% depending on the year compared. The focus of AS has shifted to addressing our locals service needs and away from operating a multi-state adoption program- contributing to the decline in Adoption Revenue and associated grant funding. Adoption revenue has declined from \$32,035 to \$13,395 since 2020. Similarly, grant funding has dropped from \$10,876 to \$6,626. The number of people willing to foster animals has also dropped considerably. People are now fostering animals for a period of time to evaluate adopting the animal themselves, not as part of a larger adoption program. Whether or not they adopt the animal, they do not foster another one. The animal fostering network which allowed us to foster 10s of dogs at a time no longer exists. Many of the Virus Adoptions noted above are being returned due to people no longer working from home. These factors have caused shelters across the state to exceed capacity frequently; including ours, which is designed to house 10 dogs.

In Utah, 78% of animal shelters, including South Ogden's, are "No Kill", meaning adoptable dogs are not put down. State law requires all animals adopted from a shelter be spayed or neutered first. Our intent is to recoupe that cost upon adoption, at a minimum. Discounts from that are given when an animal has been at the shelter for a month or more, or shelter capacity is an issue.

Animal Services Contracts with Riverdale and Washinton Terrace have been increased 26% since 2020, from \$55,262 to \$69,835.

The proposed 2024 budget for AS needs additonal General Fund monies. Line item 10-55-131 needs an additonal \$15,000, and 10-55-247 needs an additional \$54,000. This is due to the considerable decrease in adoption revenue previously used to fund this public service. In relation to what was actually expended FY 2023, 10-55-131 will see an increase of \$5,610, and 10-55-247 will see an increase of \$3,842. Total increase from FY 2023 actual expenditure is \$9,452.

## SIGNIFICANT IMPACTS

\$69,000 in General Fund monies to Animal Services

## ATTACHMENTS

Statistical comparisons from 2020 through 2024.

		2020	2021	2022	2023	2024	
Population					26,953		
Contract Amounts							
	RI	16,986	17,631	18,336	19,986	21,465	
	WT	38,276	39,730	41,319	45,037	48,370	
	<b>Total</b>	<b>55,262</b>	<b>57,361</b>	<b>59,655</b>	<b>65,023</b>	<b>69,835</b>	<b>26.37%</b>
	<b>% Increase</b>		<b>3.8</b>	<b>4.0</b>	<b>9.0</b>	<b>7.4</b>	
Adoption Revenues		32,035	17,225	16,325	13,395		These 3 are fiscal year
Adoption Numbers		460	235	394	204		
Donations & Grants		10,876	4,975	5,610	6,626		
Call Volume		1155	1743	1570	774		Calendar Year
Impounds		212	322	243	127		
Intakes		307	265	239	141		

	Actual 2022	Budgeted 2023	Actual 2023	2023 Difference	Budgeted 2024	2023 Actual vs 2024 Budgeted	2024 Requested G.F. Increases
10-55-131	71,615	65,471	82,471	17,000	73,081	-9,390	15,000
10-55-247	54,294	22,687	67,687	45,000	15,938	-51,749	54,000
Total	125,909	88,158	150,158	62,000	89,019	-61,139	69,000
Prior Year & Actual		-37,751	-62,000				



## Central Weber Sewer Improvement District

March 21, 2023

South Ogden City  
3950 S. Adams Ave.  
South Ogden, UT 84403

RE: Central Weber Sewer Improvement District  
2024 Proposed Budget Numbers

Dear Steve Liebersbach,

Central Weber Sewer Improvement District is required to upgrade facilities to meet water quality regulations by the Utah Department of Environmental Quality and the US Environmental Protection Agency. It is estimated that the upgrade projects will cost nearly \$100,000,000 and must be completed prior to 2026. The District is capable of paying for much of this required work without bonding. However, bonding is still required and the District is planning on bonding for \$35,000,000 during the 2024 Fiscal Year. It is necessary for the District to raise service fees in order to complete all of these projects.

The Central Weber Sewer Improvement District Board of Trustees will consider an increase to the service fees which will go into effect on July 1, 2023, if approved. The new fees include a 5% increase and adjustments have been made to individual cities based on population and assessed property values.

FY 2024 Proposed Quarterly Service Fee	\$303,533
FY 2024 Proposed Annual Pretreatment Fee	\$ 13,774

In addition, sewer impact fees will increase on July 1, 2023 to \$2,631.00.

If you have any questions on these billings, please feel free to contact Camille Cook at 801-731-3011.

Sincerely,

A handwritten signature in blue ink that reads "camille cook". The signature is written in a cursive, lowercase style.

Camille Cook, Finance Director  
Central Weber Sewer Improvement District

# Memo

**To:** Board of Trustees  
**From:** Kevin Hall & Camille Cook  
**Date:** June 21, 2023  
**Subject:** Legislative Reporting Criteria

On June 12, 2023, the Central Weber Sewer Improvement District (District) Board of Trustees declared an intent to increase property tax above the certified rate. During this discussion, a request was made of Trustees to report to their legislative bodies. This report is intended to comply with a recent addition to Utah Code (17B-1-1003). To be compliant, this report should be heard before July 31, 2023. The notice attached to this memo contains the required elements of this report.

In addition, some of you requested that we include supporting information that was shared with you during the meeting. This may be helpful in making your reports.

## Supporting Information

The District treats wastewater from 16 municipal entities, which collectively produced 30 million gallons per day (30 MGD) in 2023. There are 4 comparable District's along the Wasatch Front with a similar scope of responsibility. A recent comparison of the District to these peers is shown in Table 1. The District seeks to convey and treat wastewater from member entities in a cost efficient manner. The District has lower than average operating expenses when compared to these peer facilities.

The District went through the truth in taxation process in 2021, but due to increased property valuations, the District has not increased the property tax rate since 2012 and has sought to continue to operate efficiently but must respond to increasing operating expenses due to inflation in the cost of essential operating inputs such as chlorine which has increased 184% since June of 2021 and natural gas, which has increased 13.74% over the past year.

Table 1. Comparison to other Facilities

Facility	Miles of Collection Pipe	Average Flow, MGD	Number of FTEs	Employees per MG	Total Operating Expenses	\$ Per MG
Central Weber Sewer Improvement District	57	30.7	34	1.1	\$17,476,000	\$569,251
Average	36.7	27.4	54	2.0	\$21,878,797	\$896,422



## **NOTICE OF PROPOSED TAX INCREASE**

### **Central Weber Sewer Improvement District**

The Central Weber Sewer Improvement District is proposing to consider increasing its property tax revenue.

The Central Weber Sewer Improvement District tax on a \$477,000 residence would increase from \$126.19 to \$142.19, which is \$16.00 per year.

The Central Weber Sewer Improvement District tax on a \$477,000 business would increase from \$229.44 to \$258.53, which is \$29.09 per year.

If the proposed budget is approved, Central Weber Sewer Improvement District would increase its property tax budgeted revenue by 12.87% or \$1,355,000 above last year's property tax budgeted revenue excluding eligible new growth.

All concerned citizens or legislative entity representatives are invited to a public hearing on the tax increase.

### **PUBLIC HEARING**

Date/Time: 08/14/2023 at 6:00 p.m.

Location: Admin Building, District Offices  
2618 West Pioneer Road  
Marriott-Slaterville, UT.

To obtain more information regarding the tax increase, citizens may contact Central Weber Sewer Improvement District at 801-731-3011 or visit [www.centralweber.com](http://www.centralweber.com).

# SOUTH OGDEN CITY FY 2024 UTILITY RATES

	WATER USAGE PRICE RATE PER LEVEL		SEWER USAGE PRICE RATE PER LEVEL	WATER BASE FEE	SEWER BASE FEE	GARBAGE RATE PER CAN	RECYCLIN G RATE PER CAN	RESIDENTIAL STORM DRAIN FEE
WATER USAGE LEVELS	Rate per 1000 Gallons	SEWER USAGE LEVELS	Rate per 1000 Gallons	\$11.47	\$16.05	\$11.56	\$4.09	\$11.93
0- 3,999 GALLONS	\$1.43	0- 3,999 GALLONS	\$1.14					
4,000 - 7,999 GALLONS	\$3.15	4,000 - + GALLONS	\$4.77					
8,000 - 10,999 GALLONS	\$3.73							
11,000 - 15,999 GALLONS	\$4.29							
16,000 - + GALLONS	\$4.59							

No rate currently calculated

DUPLEX STORM DRAIN FEE	4- PLEX STORM DRAIN FEE	COMMERCIAL STORM DRAIN PER ERU
\$17.88	\$23.83	\$11.93

# Road Improvement Fee Schedule

	Monthly Fee
<b>Residential - Combined Residential</b>	<b>\$5.52</b>
Single Family Dwellings	\$5.70
Multi-Unit	\$3.50
<b>Non-Residential &lt; 2 (Comm 1)</b>	<b>\$6.31</b>
Dry cleaners - Laundry Mat	
Motel	
Theater - Live Stage	
Storage Warehouse, Mini Warehouse	
Lumber & Materials Storage, Storage	
Garage, Warehouse Food Storage and	
Showroom Store	
Group Care Home/ Home for Elderly	
Barber Shop/Hair Salon	
Office Bldg/Convention	
Center/Shell/Laboratory	
<b>Non-Residential 2 - 4 (Comm 2)</b>	<b>\$17.50</b>
Auto Dealership, Complete	
Retail Store, Nbhd Shopping Center	
Shell	
Mini-Lube Garage & Service Garage	
Dental Office/Clinic & Medical Center	
Health/Fitness Club	
<b>Non-Residential 4 - 12 (Comm 3)</b>	<b>\$30.48</b>
Veterinary Hospital	
Restaurant/Banquet Hall	
Bar/Tavern	
Car Wash - Automatic & Self Service	
<b>Non-Residential 12 - 20 (Comm 4)</b>	<b>\$59.00</b>
Day Care Center	
<b>Non-Residential &gt; 20 (Comm 5)</b>	<b>\$106.35</b>
Bank	
Fast Food Restaurant	
Conven. Market/Mini-Mart Conv.	
Store	
<b>Super Market/Discount Store (Comm 6)</b>	<b>\$319.13</b>
<b>Public Use</b>	<b>\$68.42</b>
Elementary School or Classroom	
Elementary School	
Jr. High, Cemetery, Churches	

# Water Capital Projects

May 31, 2023 F/S Cash on Hand Balance:

**\$2,712,579**

Y-T-D

**(\$458,645)**

	<b>FY 2024</b>	<b>FY 2024 Budgeted</b>	FY 2023 budget \$0.00 used
51-40-707 PRV Scada install - 40th & 900 E		\$0	\$50,000
51-40-709 Ben Lomond & Sunset		\$1,200,000	
51-40-711 Brier Point Loop		\$1,120,000	
51-40-712 38th Grant & Kiesel Loop		\$346,610	
	<b>FY 2025</b>		\$2,666,610
CAP PLAN 40th below Washington Blvd		\$514,329	
CAP PLAN Chimes View below Washington Blvd		\$514,329	
	<b>FY 2026</b>		\$1,028,658
CAP PLAN Porter Ave PRV (regular pit)		\$750,000	
CAP PLAN Ben Lomond & Sunset		\$209,728	
CAP PLAN Future planning studies		\$20,000	
	<b>FY 2027</b>		\$979,728
CAP PLAN Replace 4" line w/8" Adams (3800 S & Sylvia)		\$85,140	
CAP PLAN Replace 4" line w/8" Del Mar (Madison & 775 E)		\$89,700	
CAP PLAN Replace 4" line w/8" Maple St 7 Madison Ave		\$214,260	
CAP PLAN Replace 4" line w/8" Adams (Leona & 3700 S)		\$143,256	
42nd Reconnect - WBWCD		\$813,000	
Service Line Disconnect/Reconnect		\$50,000	
	<b>FY 2028</b>		\$1,395,356
CAP PLAN Replace 4" w/8" on Leona (Adams & 3800 S)		\$168,318	
CAP PLAN 5800 S (1125 E to 5850 S)		\$180,942	
CAP PLAN PRV (40th & Adams)		\$100,000	
CAP PLAN Replace 6" w/8" on 900 E 5375 S		\$181,140	
CAP PLAN Construct new PRV station 3850 S on Orchard		\$89,676	
CAP PLAN Replace 14" w/14"D.1 on Country Hills Dr		\$439,320	
900 E. (4200 S. to 4400 S.)		\$504,808	
800 E. (5300 to 5600)		\$433,850	
Briar Pointe (east and west roads)		\$489,000	
			\$2,587,054

5 year requirements

**\$8,657,406**

# Sewer Capital Projects

May 31, 2023 F/S Cash on Hand Balance:

**\$2,402,162**

Y-T-D

**\$107,837**

	<b>FY 2024</b>	<b>FY 2024 Budgeted</b>	FY 2023 budget carried over	
52-40-704	Lining 40th to Country Club	\$246,731	\$246,731	
52-40-705	Replace 700 E/H Guy Child	\$461,700	\$342,117	
52-40-650	1300 E Manhole Drop	\$25,200		\$27,537
CAP PLAN	CDBG project - various locations	\$686,500		\$750,157
	<b>FY 2025</b>		\$1,420,131	
CAP PLAN	Lining between Country Club & 40th St.	\$163,200		
CAP PLAN	Lining Riverdale Rd - 36th St to 3675	\$55,536		
	<b>FY 2026</b>		\$218,736	
CAP PLAN	Replace on Leona from Adams to Jefferson	\$207,210		
	40th Street Sewer lining	\$293,400		
	Chimes View Sewer lining	\$274,200		
	<b>FY 2027</b>		\$774,810	
CAP PLAN	Relocate Jefferson & Edgewood intersection	\$79,200		
	<b>FY 2028</b>		\$79,200	
CAP PLAN	Replace from 115 Country Club Dr to Yale Ave	\$95,652		
			\$95,652	
		5 year requirements		<b>\$2,588,529</b>

# Storm Drain Capital Projects

May 31, 2023 F/S Cash on Hand Balance:

**\$2,247,583**

Y-T-D

**\$496,575**

	<b>FY 2024</b>	<b>FY 2024 Budgeted</b>	FY 2023 budget not spent
53-40-660	42nd St - Liberty to Adams	\$0	\$903,190
53-40-701	Burch Creek Hollow reline	\$90,000	
53-40-702	Replace 42nd St between Liberty & Adams and Adams between 42nd & 4350 S w/ 30" & 36"	779100	
53-40-703	Replace on 40th between Wash. & Burch Creek	\$298,800	
	<b>FY 2025</b>		\$1,167,900
CAP PLAN	40th below Washington Blvd	\$346,391	
CAP PLAN	Chime View below Washington Blvd	\$717,922	
	<b>FY 2026</b>		\$1,064,313
CAP PLAN	Replace Combe Rd to 15"	\$231,228	
CAP PLAN	Construct 15" on Village Way	\$200,760	
	Ben Lomond (875 E. to Chambers)	\$375,000	
	42nd St. - Liberty to Adams (grant)	\$903,190	
	<b>FY 2027</b>		\$1,710,178
CAP PLAN	Replace on Glassman Way between Hwy 89 & Burch Creek (completed)	\$0	
	Relandscape detention pond 38th & Grant	\$64,800	
	<b>FY 2028</b>		\$64,800
CAP PLAN	Construct 15" Madison 4050 Edgewood	\$360,084	
CAP PLAN	Replace on 40th between Adams and Washington	\$190,436	
			\$550,520
	5 year requirements		<b>\$4,557,711</b>

# Garbage Fund Analysis

May 31, 2023 F/S Cash on Hand Balance:

\$253,653

Y-T-D

(\$9,388)

FY 2024

FY 2024  
Budgeted

54-30-200	Garbage Fees	\$772,526	
54-30-205	Recycling Fees	\$240,383	
	Other Revenues - combined	\$4,500	
54-30-925	Appropriation of Fund Balance	\$72,071	
			\$1,089,480
54-40-420	Republic Services Contract	\$541,454	
54-40-430	Tipping Fees (Weber Transfer Station)	\$251,761	
	Other Expenses - combined	\$296,265	
			\$1,089,480

# South Ogden City Property Tax Analysis 2023/2024

**FY 2024**

**FY 2023 Tax Rate Information:**

**County's  
FY 2024 Proposed Rate**

FY 2024  
4.50 % increase

Certified tax rate:	0.002408	0.002398	0.002506	value increase	0.9808%
Proposed tax rate value	\$1,734,927,996	\$1,751,943,544	\$4,390,371	maintain rate	\$4,218,680.05
Budgeted revenues:	\$4,177,707	\$4,201,161	\$189,210	increase	\$17,519.05

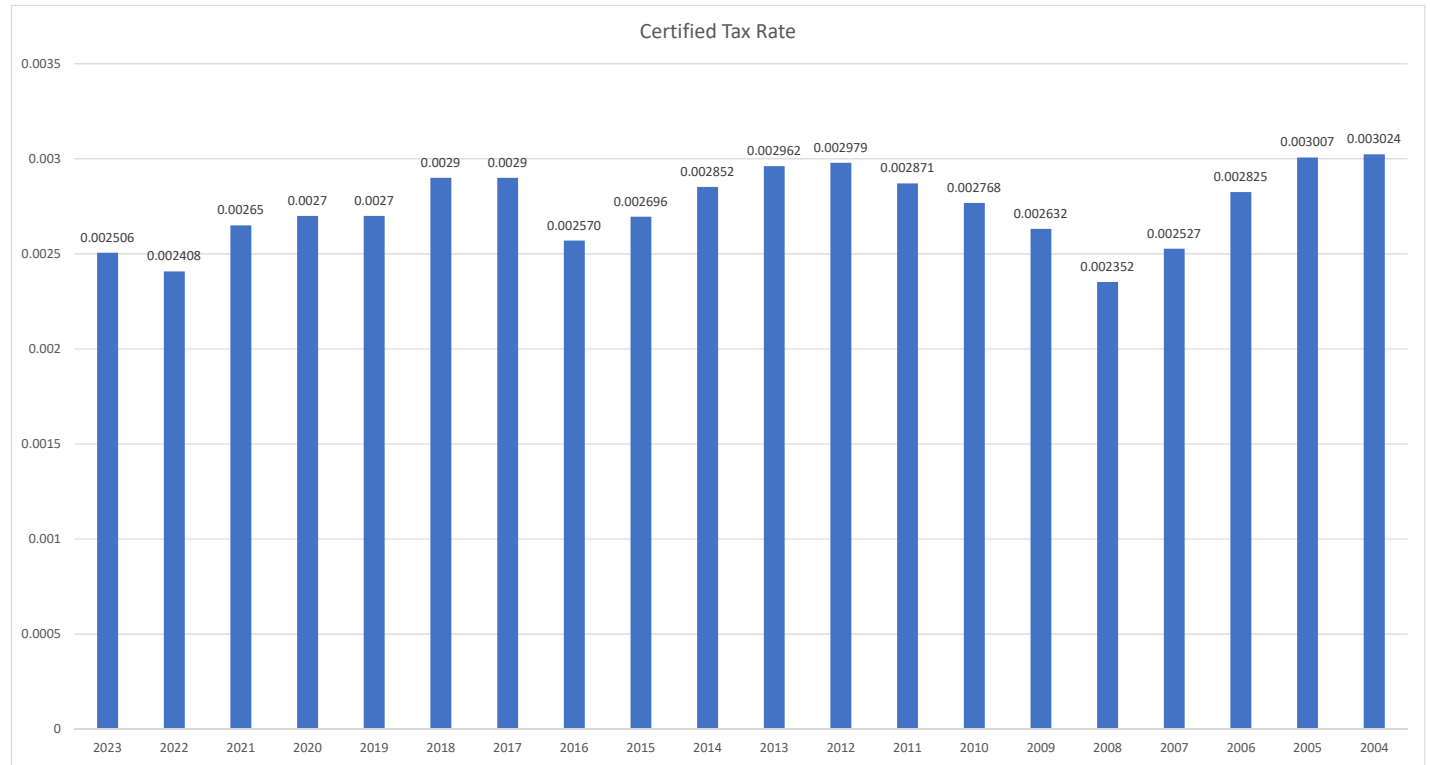
Avg in SOC = \$450,000

Taxes paid to the City on residential property:

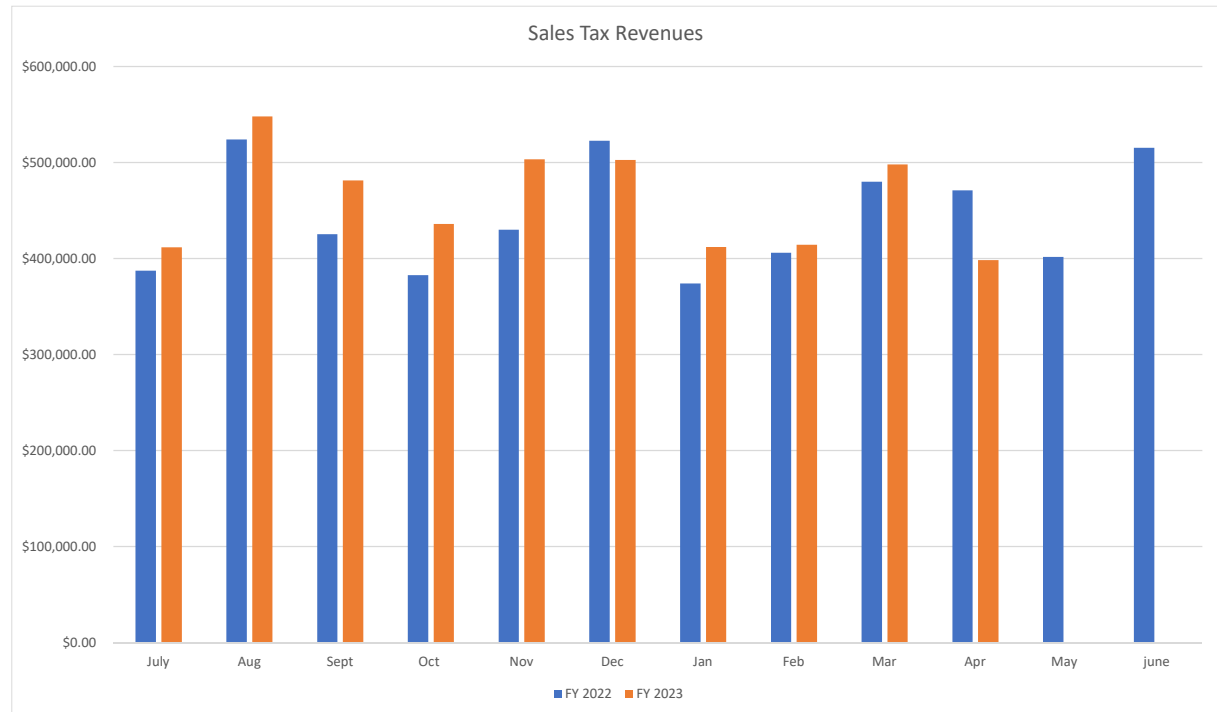
Value of home	55% Taxable value	FY 2023 Annual tax amount	Last Year Monthly tax amount	New Rate 0.002506 amount	Monthly amount	Annual increase	Monthly increase
\$450,000.00	\$247,500.00	\$595.98	\$49.67	\$620.24	51.69	\$24.26	\$2.02
\$350,000.00	\$192,500.00	\$463.54	\$38.63	\$482.41	40.20	\$18.87	\$1.57
\$400,000.00	\$220,000.00	\$529.76	\$44.15	\$551.32	45.94	\$21.56	\$1.80
\$500,000.00	\$275,000.00	\$662.20	\$55.18	\$689.15	57.43	\$26.95	\$2.25
\$600,000.00	\$330,000.00	\$794.64	\$66.22	\$826.98	68.92	\$32.34	\$2.70



Calendar Year	Certified Tax Rate
2023	0.002506
2022	0.002408
2021	0.00265
2020	0.0027
2019	0.0027
2018	0.0029
2017	0.0029
2016	0.002570
2015	0.002696
2014	0.002852
2013	0.002962
2012	0.002979
2011	0.002871
2010	0.002768
2009	0.002632
2008	0.002352
2007	0.002527
2006	0.002825
2005	0.003007
2004	0.003024



	FY 2022	FY 2023
July	\$387,145.20	\$411,494.01
Aug	\$523,868.30	\$547,996.38
Sept	\$425,188.28	\$481,094.63
Oct	\$382,635.53	\$436,053.89
Nov	\$430,043.48	\$503,254.20
Dec	\$522,685.03	\$502,528.13
Jan	\$373,895.45	\$411,978.44
Feb	\$406,055.31	\$414,410.23
Mar	\$479,817.85	\$497,898.91
Apr	\$470,863.54	\$398,425.82
May	\$401,636.86	
june	\$515,121.64	
	\$5,318,956.47	\$4,605,134.64



FY 2022 sales tax collected: \$5,318,956.47

FY 2023 Y-T-D sales tax collected:	\$4,605,134.64
** 10 months	
May 2022	\$401,636.86
June 2022	<u>\$515,121.64</u>
Projected FY 2023 Year - End amount:	<u>\$5,521,893.14</u>

Annual Increase = \$202,936.67

Percentage of growth = 3.82%

FY 2024 Budgeted Sales Tax Revenue = \$5,846,028.27

    \*\* 5.87% increase over FY 2023

Annual Increase = \$324,135.13



# STRATEGIC PLAN

**FISCAL SUSTAINABILITY: Ensure the ability of the City to provide quality public services through careful, long-range planning and evaluation of current decisions in context of future fiscal impacts.**

On Track	1.1	Improve Financial Planning	6/30/2024
On Track	1.1.1	Prioritize unencumbered projects against available funds.	8/30/2023
On Track	1.1.1.1	Complete a spending plan for Impact Fees	12/31/2022
On Track	1.1.1.2	Departments need to provide a detailed listing of vehicles/equipment & projects for the upcoming budget and beyond so they can be prioritized and funding availability determined	11/1/2022
Completed	1.1.2	Develop vehicle replacement plans	3/31/2023
	1.1.2.1	The analysis of the 2 year buy/sell back vs annual lease option has been done. The depts. need to plan accordingly to optimize the best move on the City's behalf.	
On Track	1.1.3	Update Sustainability Model to address inflation, population growth and new revenues/expenditures	7/1/2023
Attention	1.1.4	Hold regular work sessions to review and update the City's Sustainability Models	6/30/2024
	1.1.4.1	Schedule work session with Fred and CC to review/discuss updated models	11/30/2022
On Track	1.2	Increase Revenues through Grants	6/30/2024
On Track	1.2.1	AARP Community Challenge Grant	5/1/2023
Completed	1.2.1.1	Attend Feb. 8 Q&A Webinar	2/8/2023
On Track	1.2.1.2	Identify grant requirements and prepare a grant request for CC to approve.	2/21/2023
On Track	1.2.1.3	Prepare and submit grant request to AARP	3/14/2024
On Track	1.2.2	Federal grant submitted requesting \$44,000 for body warn cameras	10/1/2023
Completed	1.2.3	Jason W. Read Foundation grant awarded \$1,500 for ShotDot system. (applied for \$4,937.50).	5/31/2023
Completed	1.2.4	Safe Routes to School grant awarded for 850 East 5600 South Crosswalk in 2021 for 2024 budget cycle. Award was \$61,621. Information attached.	3/31/2023
Completed	1.2.5	CCJJ grant for ballistic shields for PD - awarded \$3,293.98	3/31/2023
Completed	1.2.6	Federal grant submitted for \$8,500 for body armor	5/31/2023
Completed	1.2.7	Outdoor Recreation Grant	5/1/2023
Completed	1.2.7.1	Review grants for Nature Park Trail improvements	3/15/2023

Completed	1.2.7.2	Application submitted for \$200,000 for construction of 40th Street skatepark project (see attached application).	3/17/2023
Completed	1.2.7.3	Grant award from UORG signed by city leader and state rep (see attached)	6/30/2023
Completed	1.2.8	Foundation grant awarded for Shotdot for \$4,937.50	4/30/2023
Completed	1.2.9	UCA grant submitted and awarded \$32,069.20 for PD and Fire radios	3/31/2023
Completed	1.2.10	State of Utah Public Safety grant for Shotdot - awarded \$4,937.50 (see award letter attached).	3/31/2023
Completed	1.2.11	2023 RAMP Grants	2/28/2023
Completed	1.2.12	Justice Court Technology Grant \$7,500	3/1/2023
Completed	1.2.13	State of Utah public safety grant for First Responders First mental health services \$26,900	2/1/2023
Completed	1.2.14	BCTC Prevention Prepared Communities Grant - \$9,000 (\$6k SOD, \$1k Winter Traditions, \$1k Movies in Parks)	5/4/2023

**EMPLOYEES: Recruit, develop and retain quality employees by maintaining competitiveness in pay and benefits and demonstrating a commitment to every employee's growth and development.**

On Track	2.1	Improve Employee Satisfaction	6/30/2024
On Track	2.1.1	Develop list of no-cost/low-cost benefit enhancements	6/30/2024
Completed	2.1.1.1	Conduct work session with the council to discuss Alternative work schedules (i.e. 5/4/9 & 4/10)	6/2/2023
On Track	2.1.1.2	Conduct analysis and make recommendations for retirement benefits	12/31/2023
On Track	2.1.2	Council to hold employee BBQ event	9/30/2023
On Track	2.2	Increase quality of organizational leadership & employee capacity.	6/30/2024
	2.2.1	Complete Arbinger Outward Leadership Training with all supervisors/managers	6/30/2023
On Track	2.2.2	SOLA	4/1/2024
Attention	2.2.3	Secession planning	
Attention	2.2.3.1	Meet with department heads to clarify organizational structure and optimize opportunities for promotional experience.	7/1/2023
Attention	2.2.4	Leadership Book Club	
Attention	2.2.5	Work with department heads to create out of class pay for employees temporarily assigned to a leadership position.	7/1/2023

**INFRASTRUCTURE: Invest in the maintenance of existing City infrastructure (i.e. utilities, parks, roads, etc.) and plan for new infrastructure needs necessary to support new growth and development within the City.**

On Track	3.1	Increase resident satisfaction rating of the City parks by 10 percent	6/30/2024
On Track	3.1.1	Conduct a Parks-specific survey as a follow-up to Community Survey	8/1/2023
On Track	3.1.2	Replace playground at Friendship Park (2022)	10/1/2023

Completed	3.1.2.1	Survey playground area	12/30/2022
Completed	3.1.2.2	Playground equipment to best use the area	12/31/2022
Completed	3.1.2.3	Utilize State procurement site to get playground equipment for the park	12/31/2022
On Track	3.1.2.4	Complete park installation	10/1/2023
On Track	3.1.3	Complete Phase I of the South Ogden Heritage Trail at Friendship Park	6/30/2022
Completed	3.1.3.1	Review plan for Heritage Trail with Jon and determine best location for the monument	9/14/2021
Completed	3.1.3.2	Meet with SUP Org. and discuss plans, budget, etc.	9/15/2021
Completed	3.1.3.3	Review the plans with City Council in work session to verify approval of location and project details	11/30/2021
Completed	3.1.3.4	Apply for RAMP funding to help with the project.	1/15/2022
Completed	3.1.3.5	Request of qualifications (RFQ) prepared to select monument company to help consult and construct this project.	6/1/2022
Completed	3.1.3.6	Firm up project scope with the Committee (i.e. are we focused on S. Ogden history or greater Weber County history?).	6/22/2022
Completed	3.1.3.7	Get representative from Weber Heritage Foundation (Katie Nelson)	4/1/2022
Completed	3.1.3.8	Invite Rich Sadler, Katie Nelson, Brent Strate, Mayor Porter, and SUP & DUP for next meeting (Phase I and Policy Creation)	4/5/2022
Completed	3.1.3.9	Physical Facilities Committee will finalize agreement with Botts and get three monuments ordered	9/30/2022
Completed	3.1.3.10	Historical Committee working on list of Top 30 (10 monuments) and will present recommendations to chronologically divide the trail.	8/1/2022
On Track	3.1.3.11	Gene Sessions and Richard Sadler to work on content for monuments	8/31/2023
Completed	3.1.3.12	City Council (Arts Council) to review and prioritize top monuments they want developed and install in the park	1/31/2023
Completed	3.1.3.13	Finance Committee will pick up check from Bank of Utah (Doug DeVries) for \$7,500 and request donation from Goldenwest Credit Union (Kerry Whalen) for \$5,000	9/30/2022
On Track	3.1.3.14	Secure funding from other Grants and Donations	6/30/2023
Completed	3.1.3.15	Provide Emma Eccles Foundation a project update	4/30/2023
Overdue	3.1.4	Review the Nature Park development and improvement plan (recreation, conservation, education) and discuss next steps	9/30/2021
Completed	3.1.4.1	Find the Nature Park development plans that were originally created	8/31/2021
Completed	3.1.4.2	Review the development plan, identify what has been completed, what remains and prepare presentation to review with the City Council	9/10/2021
Attention	3.1.4.3	Work with USU to see if there is a project they can help us with at the Nature Park.	10/31/2021
Completed	3.1.5	Complete a Park Master Plan for Meadows Park	6/30/2023
Completed	3.1.5.1	Request a proposal from Landmark Design for the site master plan	10/1/2022
Completed	3.1.5.2	Review amenities with city council and provide direction to Landmark Design	10/31/2022

Completed	3.1.5.3	Determine which concept the CC prefers and provide direction to Landmark for final Mater Plan	11/15/2022
Completed	3.1.5.4	Finalize and have council approve Master Plan Design	12/30/2022
Completed	3.1.6	Complete Phase I & II of Club Heights Park.	5/31/2022
Completed	3.1.6.1	Monitor drought to see when the sod can be installed	5/15/2022
Completed	3.1.6.2	Playgrounds & Pavilions installed fall of 2021	
Completed	3.1.6.3	Working on changing the water feature for improved functionality	
Completed	3.1.7	Complete Burch Creek Park.	2/28/2022
Completed	3.1.7.1	Need to address the warranty issues on landscaping, features, etc. Warranty period should be through June 1, 2022	2/28/2022
Completed	3.1.8	Compare results from 2020 Community Survey to 2021 Survey	12/31/2021
On Track	3.2	Increase resident satisfaction with the quality of the City's streets by 10 percent	6/30/2025
On Track	3.2.1	Complete a minimum of \$1.3M in road maintenance and improvement projects annually	11/15/2022
On Track	3.2.2	Increase beautification of Washington Blvd. between 36th and 40th Street.	6/30/2025
Completed	3.2.3	Review 2020 Community Survey results for base satisfaction score.	10/1/2021
Completed	3.2.4	Compare 2021 Survey Results with 2020	12/31/2021
On Track	3.3	Complete design and construction drawings for a Skatepark.	12/31/2022
Completed	3.3.1	Identify best locations for Skate Park	10/31/2021
Completed	3.3.2	Gather project options with Skate Park layouts and estimated costs	10/31/2021
Completed	3.3.3	Determine location	12/31/2021
Completed	3.3.4	Contract with qualified firm(s) for project design	8/31/2022
On Track	3.3.4.1	Solicit proposals from qualified firms for design work	9/30/2022
On Track	3.3.4.2	Review proposals and enter into a contract with the qualified firm	10/4/2022
Completed	3.3.5	Gather input from the public and Committee for design	11/30/2022
On Track	3.3.6	Apply for grants to help fund construction of the project	3/1/2023
On Track	3.3.6.1	Complete Outdoor Recreation Tier I Grant for \$200,000	3/15/2023
	3.3.6.2	Grant awarded for \$200k. Signed agreement attached.	5/30/2023
On Track	3.3.7	Committee review concepts and make recommendations for final concept.	12/15/2022
On Track	3.3.8	Council approve final concept plan	1/6/2023
On Track	3.3.9	Complete design and construction drawings	2/28/2023
On Track	3.4	Complete Construction of the 40th Street Skatepark	12/31/2024
Attention	3.5	Increase opportunities for resident utilization of sidewalks and trails by identifying gaps and making improvements in areas such as School Safe Routes.	9/30/2024
On Track	3.5.1	Prepare trails for winter maintenance and use by the public.	8/31/2023
Completed	3.5.1.1	Conduct walk thru and evaluation of current condition with Granite Construction and get estimates on cost to maintain status quo and cost to improve for winter plowing/maintenance.	8/10/2021

Completed	3.5.1.2	Have a discussion with Mayor & City Council to get direction	9/7/2021
On Track	3.5.1.3	Prepare budget estimates & timeline for the 2022 construction season to complete goal	5/1/2022
On Track	3.5.2	Improve sidewalk network/connections where there are gaps.	10/1/2022
On Track	3.5.2.1	Complete detailed inventory of areas throughout the city where there are gaps between existing sidewalks	1/28/2022
On Track	3.5.2.2	Prioritize sections based on safety, pedestrian demand and location	2/15/2022
On Track	3.5.2.3	Prepare a cost estimate for each section based on dollars per linear foot of sidewalk	4/15/2022
On Track	3.5.2.4	Present information to City Council for review, discussion and direction	5/3/2022
On Track	3.5.3	Improve sidewalk networks in Safe Routes for Schools areas.	6/30/2024
On Track	3.5.3.1	Coordinate with Weber School District to identify all Safe routes	1/28/2022
On Track	3.5.3.2	Evaluate all safe routes for safety and conditions of existing sidewalk	3/31/2022
On Track	3.5.3.3	Evaluate the safe routes for any need for new sidewalks	2/26/2022
On Track	3.5.3.4	Develop a a list of potential projects for budgeting and grant purposes	6/15/2022
On Track	3.6	Upgrade City Facilities	6/30/2025
Overdue	3.6.1	Complete remodel of the Public Works yard and facilities.	6/30/2022
Attention	3.6.1.1	Meet with School District on land swap plans and at Friendship Park	12/31/2021
Attention	3.6.1.2	Explore any other options for the relocation of the P.W. shop	12/17/2021
Overdue	3.6.1.3	Develop a plan to remodel current location	3/4/2022
On Track	3.6.2	Complete upgrades to City Hall (i.e. carpet, paint, Station 81 ramps, etc.)	6/30/2024
Attention	3.6.3	Make improvements to Station 82 Kitchen	8/31/2023
On Track	3.7	Improve quality of the city's infrastructure management	6/30/2025
	3.7.1	Prepare and launch GIS management system for Water, Sewer and Storm Drain utilities.	6/1/2023
<b>ECONOMIC DEVELOPMENT: Foster quality economic development by focusing on new development (i.e. businesses, housing, etc.) opportunities, zoning options, code enforcement, increased leveraging of development resources and effective branding.</b>			
On Track	4.1	Redevelop deteriorating commercial properties with low property values at key sites.	6/30/2028



Attention	4.1.1	Create and implement long-term plans to maximize highest-and-best use development at key intersections along Highway 89 extending between the northern and southern clusters in the City.	6/30/2024
On Track	4.1.2	Provide appropriate public assistance for demolition of key properties and improved infrastructure at key sites, particularly along the northern end of Highway 89. These sites have good access and visibility but present a poor visual appearance for the City.	6/30/2028
Attention	4.1.2.1	Identify parcels that, if assembled and prepared, would expedite the City's redevelopment within the City Center CRA.	6/30/2024
Attention	4.1.3	Explore partners with equity and interest in helping redevelop within the City Center CRA project area.	12/31/2027
On Track	4.2	Develop a community gathering place and other public improvements that will add to the image and reputation of the City and provide increased quality of life for residents.	6/30/2026
On Track	4.2.1	Identify potential key sites, properties and property owners that would provide an ideal site for a community gathering destination.	4/30/2023
On Track	4.2.2	Redevelopment of Big Lots/Savers to maximize "highest-and-best" use of the property	12/31/2025
On Track	4.2.2.1	Work with Benneson in helping them find the right JV partner	6/30/2023
Attention	4.2.2.2	Consider public assistance to create a public gathering place at an appropriate site that will attract the public through amenities such as plazas, fountains, pavilions, eating areas, etc.	6/30/2025
On Track	4.2.3	Create a Small Area Master Plan for the site.	9/1/2023
On Track	4.2.4	Consider the use of all available economic tools to assist with this project.	
Overdue	4.2.5	Schedule meeting with key staff to review possible projects within the City Center CRA that would help increase likelihood of attracting new development (i.e. raised medians, street lights, banners, etc.)	9/30/2021
Completed	4.2.5.1	Work with UDOT Region 1 Planner, Chris Chesnut to discuss mid-block crossings along Washington Blvd.	6/30/2022
Completed	4.2.6	Review estimated increment available for debt service within the Project area	9/30/2021
Attention	4.3	Retain and strengthen existing businesses.	6/20/2026
Attention	4.3.1	Provide sales tax leakage information to specific businesses which show the potential for business expansion opportunities within related industries.	6/30/2023
Attention	4.3.2	Work with existing businesses to adapt to changing retail trends including the need for drive-thru/pickup space, assistance with online retailing, etc.	12/31/2023

Completed	4.3.3	Continue to promote and highlight "Shop South Ogden" to encourage local residents to support the businesses located throughout South Ogden.	12/31/2022
Attention	4.3.3.1	Create social media posts to highlight businesses.	6/30/2023
Attention	4.3.3.2	Re-evaluate and make changes to SOBA.	3/1/2022
On Track	4.4	Recruit additional businesses to South Ogden	6/30/2026
On Track	4.4.1	Approach property owners of key sites, especially those providing connectivity with other retail sites in the northern business cluster, regarding retail opportunities (such as those identified in the sales leakage analysis - See 4.3.1).	12/31/2024
Attention	4.4.2	Approach businesses desired by the City, that are lacking in the surrounding area, (including Riverdale & Ogden) through avenues such as ICSC, local brokers and drop in visits.	12/31/2024
On Track	4.5	Recognize that residential redevelopment with increased density, in key locations, can provide fiscal benefits to the City through increased property, sales and municipal energy revenues.	6/30/2026
On Track	4.5.1	Consider assistance with podium parking needs for higher-density development.	6/30/2028
On Track	4.5.2	Consider creating a Community Reinvestment Area (CRA) to help offset the costs of redevelopment in defined areas and maximizing increment in existing areas.	6/30/2028
Attention	4.5.3	Use fiscal impacts modeling to guide areas of density and redevelopment efforts.	1/31/2023
On Track	4.6	Strengthen the City's brand.	6/30/2026
On Track	4.6.1	Construct Welcome to South Ogden signs at key locations in the City.	6/30/2025
On Track	4.6.1.1	Review sign designs and gather cost estimates	12/31/2021
Attention	4.6.1.2	Identify desired locations for Welcome signs	12/31/2021
On Track	4.6.1.3	Develop a project timeline that aligns with council desires and budget resources	12/31/2021
On Track	4.6.1.4	Construct signs at designated locations - according to plans	6/30/2025
Attention	4.6.2	Improve way-finding signage throughout the City (parks, city hall, public works, etc.).	1/1/2023
	4.6.2.1	Prepare project report identifying sign locations, types, design and cost estimates	3/30/2022
	4.6.2.2	Present report to City Council for review, discussion and direction	6/30/2022
On Track	4.6.3	Review and take steps to ensure the City has Brand Consistency	1/1/2023
On Track	4.6.3.1	Email Brand Consistency -Design -Approval -Implement	1/1/2023
On Track	4.6.3.2	Letterhead	1/1/2023
On Track	4.6.3.3	Vehicles	1/1/2023
Completed	4.6.3.4	Business Cards	3/1/2022

On Track	4.6.4	Create external/internal brand consistency	1/1/2023
	4.6.4.1	Website update	
	4.6.4.2	Social media content protocol	
	4.6.4.3	Press release, letterhead, email consistency	
	4.6.4.4		
<b>COMMUNITY ENGAGEMENT: Create opportunities for residents and businesses throughout the City to work and serve together while being connected to and valued by the City.</b>			
Attention	5.1	Improve communications with residents & businesses.	6/30/2023
On Track	5.1.1	Provide quarterly updates/education on street maintenance treatments, City projects and efforts made to improve City streets.	3/1/2022
On Track	5.1.1.1	Work with Jon to find out what projects are upcoming for the following quarter.	1/1/2023
On Track	5.1.1.2	Content creation for project-video	1/1/2023
On Track	5.1.1.3	Deliver content to all media platforms	1/1/2022
	5.1.2	Find a diverse social media platform that can communicate with all types of residents from various backgrounds.	3/31/2022
	5.1.2.1	Set up emergency communication tree with local religious organizations	2/25/2022
	5.1.2.2	Find a text message subscription service to help notify residents during emergencies.	2/25/2022
	5.1.2.3	Set up neighborhood specific social media via next-door that is able to reach areas in case of an emergency.	10/31/2021
On Track	5.1.3	Increase social media following to 10,000 and increase overall engagement by 25 percent.	6/30/2023
On Track	5.1.3.1	Department content creation plan. Work with each department to help educate residents on city events and other engaging content.	6/1/2022
On Track	5.1.3.2	30 day social media plans in place. 3-5 posts per week to up engagement.	6/1/2022
Overdue	5.1.4	Complete 2 Town Hall meetings at (1 off-site & 1 EOC) locations throughout the City.	6/30/2022
Overdue	5.1.4.1	Town Hall at Burch Creek Park or Elementary School	9/30/2021
Overdue	5.1.4.2	Town Hall at South Jr. High	3/31/2022
On Track	5.1.5	Improve Communication & Coordination with community groups (i.e. churches, NOG's, etc.) through Regroup & Qualtrics	6/30/2022
	5.1.6	Complete website redesign.	
On Track	5.2	Strengthen inclusion through improved communication with minority groups (e.g. youth, ethnic groups).	6/30/2023
Completed	5.2.1	Offer a printed community survey to gather input from those who are unable to access a computer.	10/1/2023

Completed	5.2.2	Provide information in the newsletter on how to translate the website into other languages.	11/30/2022
Completed	5.2.3	Evaluate costs and vendors that can provide a messaging service to be used in emergencies.	3/31/2022
Completed	5.2.3.1	contracted with Regroup to provide notification services to South Ogden City residents.	6/30/2022
On Track	5.2.4	Partner with minority groups to develop stronger minority communications.	10/1/2023
On Track	5.3	Strengthen engagement and sense of Community through Special Events.	6/30/2023
On Track	5.3.1	Evaluate special events to match the desires of the council and needs of the citizens.	6/30/2023
Completed	5.4	Increase community engagement through service opportunities	6/30/2022
Completed	5.4.1	Complete one neighborhood-specific Day of Service with minimum of 100 volunteer/residents.	5/15/2022
Completed	5.4.1.1	Identify the neighborhood for day of service	12/15/2021
Completed	5.4.1.2	Identify the number off staff to assist with the project and the 100 volunteers	
Completed	5.4.1.3	Identify any materials that are needed for the projects, any costs or any necessary equipment, etc.	
Completed	5.4.1.4	Promote/Advertise to get the 100 volunteers to assist with the neighborhood project	
Completed	5.4.2	Complete one city-wide Day of Service event (i.e. public parks, trails, etc.) with a minimum of 100 volunteers/residents.	6/30/2022
Completed	5.4.2.1	Identify Projects for City-wide service day event	8/2/2021
Completed	5.4.2.2	identify number of staff needed for project.	8/18/2021
Completed	5.4.2.3	Purchased materials for service event.	8/23/2021
Completed	5.4.3	Complete a city-wide Day of Service event	6/10/2023
Completed	5.4.3.1	Organize a clean-up day at two locations - Friendship & Club Heights Parks	5/20/2023
Completed	5.4.3.2	Contact Republic Services to provide dumpsters at the two locations.	5/20/2023
Completed	5.4.3.3	Assign necessary staffing and equipment needed to have a successful dump sites.	6/1/2023

**MODERATE INCOME HOUSING: In an effort to help provide a variety of housing options for current and future residents, South Ogden recognizes the importance of implementing strategies that will enable the preservation and creation of moderate income housing.**

On Track	6.1	Demonstrate utilization of moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing (Menu Item P).	2/2/2028
----------	-----	--	----------

On Track	6.1.1	Analyze property located at 40th and Evelyn to determine if it should be developed as a moderate-income housing project.	4/30/2023
On Track	6.1.1.1	Develop options for the council to discuss in order to help them decide what they'd like to do with this property.	3/1/2023
On Track	6.1.1.2	Complete design plans with basement and bonus room above the garage.	4/30/2023
On Track	6.1.1.3	Complete cost estimate for house plan	4/30/2023
On Track	6.1.1.4	Complete engineering of the plans	7/31/2023
On Track	6.1.1.5	City transfer land to the CDRA for development of an affordable housing project with promissory note directing the agency in what to do with any proceeds (e.g. rent, profit) from development of the project.	7/31/2023
On Track	6.1.1.6	Solicit interest from local construction companies to help with project construction.	8/31/2023
On Track	6.1.1.7	Explore likelihood of getting help from non-profit organizations to help with the construction of the home.	6/30/2023
	6.1.2	Seek LIHTC funding to help with construction. Deeply (30%) affordable or other AMI-restricted housing projects.	
	6.1.3	Childcare support with CDRA housing funds (or TIF) as revenue stream to support other housing needs	
On Track	6.2	Preserve existing and new moderate-income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or, notwithstanding Section 10-9a-535, establishing a housing loss mitigation fund (Menu Item K).	2/2/2028
On Track	6.2.1	Incorporate deed-restricted affordable housing units within new project when project includes a Development Agreement.	7/31/2023
Completed	6.2.1.1	Planning Commission to hold public hearing and make recommendation on deed-restricted housing units within the Waters Edge Apartment Project.	3/9/2023
Completed	6.2.1.2	City Council to review recommendations of the Planning Commission and the Development Agreement with Waters Edge Apartments, LLC which includes 5 deed-restricted affordable (80% AMI) housing units for workforce housing.	3/21/2023
Completed	6.2.1.3	City Council approved Development Agreement (attached) for Waters Edge Apartments, LLC with provision that an additional story would be allowed (from 3 to 4) conditioned upon developer provide 5 deed-restricted units to be rented to those with a household income of not more than 80% AMI. First option for renters of these units will go to "critical workforce," then to other qualifying families.	3/21/2023
On Track	6.2.2	Explore cost/benefits of establishing a Housing Preservation Fund	5/31/2023
On Track	6.2.3	Explore cost/benefits of creating a Housing Loss Mitigation Fund and how to effectively use the fund.	5/31/2023

On Track	6.2.4	Utilizing OWH funds from the CDRA to incent landlords to deed restrict units, fee waivers, etc.	
On Track	6.3	Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones (Menu Item E).	2/2/2028
On Track	6.3.1	Review ADU code with City Council and Planning Commission to determine the feasibility of expanding the policy to allow for both internal and external ADU's	6/30/2023
On Track	6.3.2	Adopt ADU ordinance and governing policies to allow ADU's in certain land use zones.	6/30/2023
On Track	6.3.2.1	Review strategy with the City Council and request that direction be given to have staff and the Planning Commission work on a draft ordinance and policy recommendations for and ADU ordinance.	4/18/2023
On Track	6.3.2.2	Staff prepare and deliver a report for Planning Commission and facilitate discussion on potential zoning where ADU's will be allowed and related policies that must be in place.	5/31/2023
On Track	6.3.2.3	Planning Commission finalize ordinance language and policy recommendations for the City Council.	5/11/2023
Attention	6.3.2.4	Track building permits and rental licenses related to ADU's.	8/31/2023
Attention	6.4	Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers (Menu Item F). [on-going]	2/2/2028
Attention	6.4.1	Gather data to help us demonstrate our "meaningful" progress and why we are leaving it in our plan as a strategy?	
Attention	6.4.2	Track the number of new housing units established from the City's form-based code districts to monitor the number of units that qualify as moderate-income housing units.	8/31/2023
Attention	6.4.3	4020 Jefferson Project, "Homes for Heros." Janece Summers 801.361.9150 (jaydee62009@yahoo.com), submitted preliminary ideas (attached).	
On Track	6.4.4	Ensure zoning allows for critical service-type businesses/services are allowed within our employment centers.	
On Track	6.5	Rezone for densities necessary to facilitate the production of moderate-income housing (Menu Item A) [on-going]	2/2/2028
Attention	6.5.1	Review and update the zoning code to allow for higher density in redeveloping residential areas.	
Attention	6.5.2	Modify zoning in anticipation for redevelopment efforts.	
Attention	6.5.3	Gather data to help us demonstrate our "meaningful" progress	



## NOTICE AND AGENDA SOUTH OGDEN CITY COUNCIL MEETING

TUESDAY, JULY 18, 2023, 6 PM

Notice is hereby given that the South Ogden City Council will hold their regularly scheduled council meeting at 6 pm Tuesday, July 18, 2023. The meeting will be located at City Hall, 3950 Adams Ave., South Ogden, Utah, 84403, in the city council chambers. The meeting is open to the public; anyone interested is welcome to attend. Some members of the council may be attending the meeting electronically. The meeting will also be streamed live over [www.facebook.com/southogdencity](https://www.facebook.com/southogdencity).

### CITY COUNCIL MEETING AGENDA

#### I. OPENING CEREMONY

- A. **Call to Order** – Mayor Russell Porter
- B. **Prayer/Moment of Silence** -
- C. **Pledge of Allegiance** – Council Member Stewart

#### II. RECOGNITION OF NEW EMPLOYEES

- III. **PUBLIC COMMENTS** – This is an opportunity to address the mayor and council with any concerns, suggestions, or praise. No action can or will be taken at this meeting on comments made.  
*Please limit your comments to three minutes.*

#### IV. RESPONSE TO PUBLIC COMMENT

#### V. CONSENT AGENDA

- A. Approval of June 20, 2023 Council Minutes
- B. Set Date for Public Hearing (August 1, 2023 at 6 pm) To Receive and Consider Comments on the Following Items:
  - 1. The Proposed Increase of South Ogden City's Portion of Property Taxes
  - 2. The FY2024 Budget



## VI. PUBLIC HEARINGS

To Receive and Consider Comments on the Following Items:

- A. City's Intent to Continue Not Charging Itself for Water, Sewer, and Storm Drain Used For Normal City Operations During FY2024
- B. Proposed Utility Franchise Fee Transfers from the Enterprise Funds to the General Fund

## VII. DISCUSSION / ACTION ITEMS

- A. Consideration of Previously Tabled **Ordinance 23-05** – Adopting the South Ogden City General Plan
- B. Consideration of **Ordinance 23-15** – Amending the Consolidated Fee Schedule for Ambulance Transport Fees
- C. Consideration of **Resolution 23-26** – Declaring South Ogden City's Intent to Adjust a Boundary With Ogden City
- D. Consideration of **Resolution 23-27** – Approving an Agreement with Staker and Parson for 2023 Street Maintenance Project
- E. Consideration of **Resolution 23-28** – Approving the Renewal of an Agreement With Craig Call for Hearing Officer Services
- F. Consideration of **Resolution 23-29** – Approving an Agreement With Overland Homes Inc. for Concrete/Sidewalk Replacement
- G. Consideration of **Resolution 23-30** – Approving an Agreement With Larose Paving Inc. for Asphalt Spot Repair

## VIII. REPORTS/DIRECTION TO CITY MANAGER

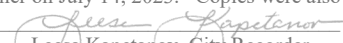
- A. City Council Members
- B. City Manager
- C. Mayor

## IX. RECESS INTO CLOSED EXECUTIVE SESSION

In Accordance With 52-4-205(1), to Discuss the Character, Professional Competence, or Physical or Mental Health of an Individual

## X. RECONVENE CITY COUNCIL MEETING AND ADJOURN

The undersigned, duly appointed City Recorder, does hereby certify that a copy of the above notice and agenda was posted to the State of Utah Public Notice Website, on the City's website (southogdencity.gov) and emailed to the Standard Examiner on July 14, 2023. Copies were also delivered to each member of the governing body.

  
Leesa Kapetanov, City Recorder

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during the meeting should notify the City Recorder at 801-622-2709 at least 24 hours in advance.





## MINUTES OF THE SOUTH OGDEN CITY COUNCIL WORK SESSION AND CITY COUNCIL MEETING

TUESDAY, JUNE 20, 2023

WORK SESSION – 5 PM IN COUNCIL ROOM

COUNCIL MEETING – 6 PM IN COUNCIL ROOM

### WORK SESSION MINUTES

#### COUNCIL MEMBERS PRESENT

Mayor Russell L. Porter, Council Members Sallee Orr, Brent Strate, Susan Stewart, Mike Howard, and Jeanette Smyth

#### STAFF MEMBERS PRESENT

City Manager Matt Dixon, Assistant City Manager Doug Gailey, Finance Director Steve Liebersbach, Parks and Public Works Director Jon Andersen, Deputy Fire Chief Brandon Storey, Police Chief Darin Parke, and Recorder Leesa Kapetanov

#### OTHERS PRESENT

No one else attended this meeting

**Note: The time stamps indicated in blue correspond to the audio recording of this meeting, which can be found by clicking the link:**

[https://files4.1.revize.com/southogden/document\\_center/Sound%20Files/2023/CC230620\\_1702.mp3](https://files4.1.revize.com/southogden/document_center/Sound%20Files/2023/CC230620_1702.mp3)

**or by requesting a copy from the office of the South Ogden City Recorder.**

#### I. CALL TO ORDER

- Mayor Porter called the work session to order at 5:03 pm and entertained a motion to begin the work session 00:00:00

**Council Member Howard so moved, followed by a second from Council Member Smyth. Council Members Strate, Stewart, Howard, and Smyth all voted aye.**

**Note: Council Member Orr was not present for this vote. She arrived at 5:05 pm.**

#### II. REVIEW OF AGENDA

- No one requested a review of any agenda items

36 **III. DISCUSSION ITEMS**

37 **A. FY2024 Budget**

- 38 • Finance Director Steve Liebersbach led discussion on two budget items; utility funds/rates  
39 and property taxes 00:00:45
- 40 • Mr. Liebersbach pointed out to the Council that the acting budget on the agenda for  
41 adoption that evening contained a cost of living wage increase for employees  
42 00:57:00
- 43 • During the course of the budget discussion, council members weighed in at different times  
44 as to what they thought the advertisement for the tax increase should be, knowing that  
45 they could increase taxes to any rate up to and including what was advertised, but not  
46 above what was advertised. A majority of council members were in favor of advertising  
47 for the 4.48% increase.  
48  
49  
50

51 **IV. ADJOURN**

- 52 • At 6:05 pm, Mayor Porter called for a motion to adjourn the work session  
53  
54

55 **Council Member Howard so moved, followed by a second from Council Member Strate. All**  
56 **present voted aye.** 01:02:50

## COUNCIL MEETING MINUTES

### COUNCIL MEMBERS PRESENT

Mayor Russell L. Porter, Council Members Sallee Orr, Brent Strate, Susan Stewart, Mike Howard, and Jeanette Smyth

### STAFF MEMBERS PRESENT

City Manager Matt Dixon, Assistant City Manager Doug Gailey, Finance Director Steve Liebersbach, Parks and Public Works Director Jon Andersen, Deputy Fire Chief Brandon Storey, Communications and Events Specialist Jamie Healy, and Recorder Leesa Kapetanov

### MEMBERS OF THE PUBLIC PRESENT

Sandy Booth, Lydia Booth, Courtney Flamm, Nate Perry

**Note: The time stamps indicated in blue correspond to the audio recording of this meeting, which can be found by clicking this link:**

[https://files4.1.revize.com/southogden/document\\_center/Sound%20Files/2023/CC230620\\_1811\(1\).mp3](https://files4.1.revize.com/southogden/document_center/Sound%20Files/2023/CC230620_1811(1).mp3)

**or by requesting a copy from the office of the South Ogden City Recorder.**

## I. OPENING CEREMONY

### A. Call To Order

- Mayor Porter called the meeting to order at 6:11 pm and asked for a motion to begin  
00:00:00

**Council Member Howard so moved. The motion was seconded by Council Member Orr. In a voice vote Council Members Orr, Strate, Stewart, Howard and Smyth all voted aye.**

### B. Prayer/Moment of Silence

- The mayor led those present in a moment of silence

### C. Pledge Of Allegiance

- Council Member Strate led everyone in the Pledge of Allegiance

97 **II. PRESENTATION**

98 **A. Weber County Future Farmers of America and 4H Youth**

- 99 • Teacher Kodi Salisbury, and students Courtney Flamm and Nate Perry told about the FFA  
100 and 4H programs and asked the Council for a \$1,000 donation

101 00:01:21

102  
103 **B. Bonneville Communities That Care - Presentation of Scholarship to Lydia Booth**

- 104 • Mayor Porter explained about the scholarship and presented Lydia with some flowers. Photos  
105 were also taken. He then presented flowers to Lydia's mother, Sandy Booth, for her volunteer  
106 service.

00:09:16

107  
108  
109 **III. PUBLIC COMMENTS**

- 110 • There were no comments from those present The mayor announced he would accept online  
111 comments until 6:30 pm

00:12:08

112  
113  
114 **IV. RESPONSE TO PUBLIC COMMENT**

- 115 • Not applicable at this time

116  
117  
118 **V. CONSENT AGENDA**

119 **A. Approval of June 6, 2023 Council Minutes**

120 **B. Advice and Consent to the Appointment of Brian Mitchell to the Planning Commission**

121 **C. Set Date for Public Hearings (July 18, 2023 at 6 pm or as soon as the agenda permits) to Receive**  
122 **and Consider Comments on the Following Items:**

- 123 1. City's Intent to Continue Not Charging Itself for Water, Sewer, and Storm Drain Used For  
124 Normal City Operations During FY2024
- 125 2. Proposed Utility Franchise Fee Transfers from the Enterprise Funds to the General Fund

- 126  
127 • Mayor Porter read through the items on the consent agenda and asked if there were any  
128 questions or comments. No one spoke. He then invited Brian Mitchell forward to  
129 introduce himself.

00:12:32

- 130 • The mayor called for a motion to approve the consent agenda

00:15:02

131  
132  
133 **Council Member Strate so moved, followed by a second from Council Member Smyth. The**  
134 **voice vote was unanimous in favor of the motion.**

135  
136  
137  
138 **VI. PUBLIC HEARINGS**

139 To Receive and Consider Comments on the Following Items:

140 A. Amendments to the FY2023 Budget

141 B. Proposed FY2024 Acting Budget

- 142 • Mayor Porter read the items for which the public hearings would be held and called for a  
143 motion to open the public hearings

144 00:15:28  
145

146 **Council Member Stewart so moved. The motion was seconded by Council Member Howard. All**  
147 **members of the Council voted aye in favor of the motion.**  
148

- 149 • The mayor invited anyone who wished to come forward so speak on either of the public  
150 hearing items. No one came forward. He gave those online until 6:35 to submit comments.  
151 The mayor then called for a motion to close the public hearing but allow online comments  
152 until 6:35 pm. 00:15:49  
153

154 **Council Member Smyth so moved. Council Member Strate seconded the motion. All present**  
155 **voted aye.**  
156  
157

158 **VII. DISCUSSION /ACTION ITEMS**

159 A. Consideration of **Resolution 23-22** – Approving an Interlocal Agreement for Automatic Fire  
160 Aid

- 161 • Staff overview 00:16:30  
162 • Discussion/questions by Council  
163 00:17:54  
164 • Mayor Porter called for a motion to approve Resolution 23-22  
165 00:18:34  
166

167 **Council Member Howard so moved. The motion was seconded by Council Member Smyth.**  
168 **Mayor Porter asked if there was further discussion; seeing none, he called the vote:**  
169

Council Member Orr-	Yes
Council Member Strate-	Yes
Council Member Stewart -	Yes
Council Member Howard-	Yes
Council Member Smyth-	Yes

175  
176 **Resolution 23-22 was adopted.**  
177

178 **B. Consideration of Resolution 23-23 – Amending the Purchasing Policy for Fixed Assets**  
179 **Capitalization**

- 180 • Staff overview 00:18:53
- 181 • Discussion 00:25:18
- 182 • Mayor Porter called for a motion to approved Resolution 23-23
- 183 00:33:44

184  
185 **Council Member Orr so moved. Council Member Stewart seconded the motion. After**  
186 **determining there was no further discussion, the mayor called the vote:**  
187

188 **Council Member Smyth - - Yes**  
189 **Council Member Howard - Yes**  
190 **Council Member Stewart - Yes**  
191 **Council Member Strate - Yes**  
192 **Council Member Orr- Yes**  
193

194 **The fixed assets policy was approved.**  
195

- 196 • The mayor announced that no online comments had been received for either the public
- 197 comments portion of the meeting or the public hearing
- 198 00:34:04

199  
200 **C. Consideration of Resolution 23-24 – Amending the FY2023 Budget**

- 201 • Staff overview 00:34:09
- 202 • Discussion 00:35:56
- 203 • The mayor called for a motion to approve Resolution 23-24
- 204 00:41:06

205  
206 **Council Member Strate so moved, followed by a second from Council Member Howard.**  
207 **The mayor made a roll call vote.**  
208

209 **Council Member Stewart - Yes**  
210 **Council Member Howard - Yes**  
211 **Council Member Orr - Yes**  
212 **Council Member Smyth - Yes**  
213 **Council Member Strate - Yes**  
214

215 **The resolution was approved.**  
216

217 **D. Consideration of Resolution 23-25 – Adopting the FY2024 Acting Budget**

- 218 • Staff overview 00:41:30
- 219 • Discussion 00:42:41

- The mayor called for a motion to approve Resolution 23-25

00:44:00

**Council Member Strate so moved, after which a second was offered by Council Member Howard. Mayor Porter asked if there was further discussion.** Council Member Strate asked Mr. Liebersbach to go over the timeline for the Truth in Taxation process. Mr. Liebersbach did so. City Manager Dixon also made sure the Council understood what wage increases they were approving in the Acting Budget. **The mayor called the vote (00:51:54):**

**Council Member Howard - Yes**

**Council Member Smyth - Yes**

Council Member Stewart said she understood they needed an active budget, but she would be voting no because she did not agree with the 4.5% wage increase.

**Council Member Stewart - No**

**Council Member Strate - Yes**

**Council Member Orr - Yes**

**The acting budget was approved.**

**E. Consideration of Ordinance 23-14 – Amending the Landscaping Chapter of the South Ogden City Code to Comply with State Requirements for Eligibility in Landscape Rebate Program**

- Staff overview 00:52:19
- Discussion 00:55:25
- The mayor called for a motion to adopt Ordinance 23-14

01:13:35

**Council Member Orr so moved. Council Member Strate seconded the motion. After asking for further comments and hearing none, the mayor made a roll call vote:**

**Council Member Stewart - No**

**Council Member Strate - Yes**

**Council Member Howard - Yes**

**Council Member Orr - Yes**

**Council Member Smyth - No**

**The motion stood. The changes to the Landscape Chapter were approved.**

**VII. DISCUSSION ITEMS**

**A. Form Based Code Compatibility With General Plan**

- 263                   • Staff overview                   01:14:06  
264                   • Discussion                   01:28:27  
265  
266

267 **VIII. DEPARTMENT REPORTS**

268 Finance Director Steve Liebersbach – Fraud Risk Assessment Report  
269   02:36:24  
270

271 **IX. RECESS INTO COMMUNITY DEVELOPMENT AND RENEWAL AGENCY BOARD MEETING**

272 Mayor Porter called for a motion to recess into a Community Development and Renewal Agency Board  
273 meeting   02:48:50  
274

275 **Council Member Smyth so moved, followed by a second from Council Member Howard. The**  
276 **voice vote was unanimous in favor of the motion.**  
277

278  
279 **X. RECONVENE CITY COUNCIL MEETING**

280 Motion from Community Development and Renewal Agency Board meeting:  
281

282 **Board Member Howard moved to adjourn the CDRA meeting and return to City Council meeting.**  
283 **Board Member Strate seconded the motion. All present voted aye.**  
284   02:56:23  
285

286 Mayor Porter asked if everyone was agreeable to postponing item XIII on the agenda to the next meeting.  
287 There was no opposition.                   02:56:34  
288

289 City Recorder Kapetanov then reminded the mayor he had not verified that there had been no public  
290 comments for the CDRA Budget public hearing. The mayor said there had been no comments made.  
291   02:56:48  
292  
293

294 **XI. REPORTS/DIRECTION TO CITY MANAGER**

- 295 **A. City Council Members**  
296                   • Council Member Smyth - Nothing to report  
297                   • Council Member Stewart - 02:57:23  
298                   • Council Member Strate - 02:57:46  
299                   • Council Member Orr - 02:58:16  
300                   • Council Member Howard - 03:01:00  
301 **B. City Manager Dixon**                   03:01:22  
302 **C. Mayor Porter**                   03:05:34  
303  
304  
305




306 **VI. ADJOURN**

- 307 • At 9:18 pm, the mayor called for a motion to adjourn  
308 03:06:40  
309

310 **Council Member Orr so moved, followed by a second from Council Member Strate. All**  
311 **members of the Council voted in favor of the motion.**  
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337 I hereby certify that the foregoing is a true, accurate and complete record of the South Ogden City Work Session  
338 and Council Meeting held Tuesday, June 20, 2023.  
339

340   
341 Leesa Kapetanov, City Recorder

\_\_\_\_\_  
Date Approved by the City Council



## NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the South Ogden City Council will hold public hearings to receive and consider comments on the following items:

- **The City's intent to continue the practice of not charging itself for water, sewer, and storm drain fees for FY2024.** The estimated amounts of the non-charged services are as follows - water fund up to \$62,974; sewer fund - up to \$12,059; storm drain fund - up to \$17,418. The percentage of total fund expenditures this represents for each fund is as follows: water – 1.42%; sewer – 0.40%; storm drain – 1.18%.
- **Proposed transfers from the City's Enterprise Funds to the City's General Fund in FY2024.** The City is proposing to transfer funds from the Water, Sewer, Storm Drain and Garbage Funds to the General Fund. South Ogden City accounts for these funds as Enterprise Funds which are operated and accounted for as a separate business. As with other businesses and non-city utilities, the City collects franchise and property taxes. The transfer from each of the City's Utility Funds to the General Fund acts as the City's collection of these franchise and property taxes.

Proposed transfer amounts:

	Water	Sewer	Storm Drain	Garbage
Franchise/Property tax to General Fund	\$127,684	\$148,172	\$80,807	\$65,029
Percentage of total Enterprise Fund	2.79%	4.66%	5.17%	5.60%

The public hearings will be at 6 pm, or as soon as the agenda permits, during the regularly scheduled City Council Meeting on Tuesday, July 18, 2023. The meeting will be located at City Hall, 3950 Adams Ave., in the city council chambers. Any interested person is invited to attend and offer comment or respond in writing. Anyone wishing to submit written comments may do so by emailing [lkapetanov@southogdencity.gov](mailto:lkapetanov@southogdencity.gov) any time before the meeting. The meeting will also be streamed via Facebook Live at [www.facebook.com/southogdencity](https://www.facebook.com/southogdencity). Written comments for the public hearings can also be submitted online using the chat feature on Facebook Live at the appropriate time.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during the meeting should notify the City Recorder at 801-622-2709 at least 24 hours in advance.

For a copy of this notice please contact Leesa Kapetanov at 801-622-2709, or visit the city recorder's office located at City Hall (address above). A copy of this notice can also be found at [www.southogdencity.gov](http://www.southogdencity.gov) and [www.utah.gov/pmn/index.html](http://www.utah.gov/pmn/index.html).

Posted this 11<sup>th</sup> day of July, 2023  
By Leesa Kapetanov,  
City Recorder

## **ORDINANCE NO. 23-05**

### **AN ORDINANCE OF SOUTH OGDEN CITY, UTAH, ADOPTING A COMPREHENSIVE GENERAL PLAN, INCLUDING ALL MAPS AND APPENDICES; AND ESTABLISHING AN EFFECTIVE DATE.**

#### **Section I - Recitals:**

**WHEREAS**, SOUTH OGDEN City ("City") is a municipal corporation duly organized and existing under the laws of the State of Utah; and,

**WHEREAS**, in conformance with Utah Code ("UC")§ 10-3-717, and UC§ 10-3- 701, the governing body of the city may exercise all administrative and legislative powers by resolution or ordinance; and,

**WHEREAS**, in conformance with UC §10-9a-401, the governing body of the city must adopt a Comprehensive General Plan; and,

**WHEREAS**, Utah Code Ann. § 10-9a-404 also provides that the Council may not adopt a Comprehensive General Plan unless it is first submitted to the Planning Commission for its recommendation; and

**WHEREAS**, the Planning Commission must provide notice as required by UCA 10-9a-204(1)(a) and hold a public hearing on the proposed Comprehensive General Plan; and

**WHEREAS**, the Planning Commission met all notification requirements and held a public hearing as set out in UCA 10-9a-204(1)(a), and that said public hearing was held on March 9, 2023; and

**WHEREAS**, the Planning Commission has made a recommendation to the City Council to adopt the 2023 Comprehensive General Plan, including all maps and appendices as laid out in Attachment A of this Ordinance; and

**WHEREAS**, the City Council finds that the public convenience, necessity, public safety, health and welfare is at issue and requires action by the City as noted above;

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF SOUTH OGDEN CITY, UTAH** that the 2023 South Ogden City Comprehensive General Plan be adopted as fully set out in Attachment "A", including all maps, charts, tables and other explanatory, regulatory, and advisory language and by this reference incorporated, and shall be effective from the effective date of this Ordinance forward, and shall be considered as the South Ogden City General Plan.

**Section II - Repealer of Conflicting Enactments:**

All orders, ordinances and resolutions regarding the changes enacted and adopted which have heretofore been adopted by the City, or parts thereof, which conflict with any of this Ordinance, are, for such conflict, repealed, except this repeal will not be construed to revive any act, order or resolution, or part thereof, heretofore repealed.

**Section III - Prior Ordinances and Resolutions:**

The body and substance of all prior Ordinances and Resolutions, with their specific provisions, where not otherwise in conflict with this Ordinance, are reaffirmed and readopted.

**Section IV - Savings Clause:**

If any provision of this Ordinance be held or deemed to be or shall, in fact, be invalid, inoperative or unenforceable for any reason, such reason will not render any other provisions invalid, inoperative or unenforceable to any extent whatever, this Ordinance being deemed to be the separate independent and severable act of the City Council of South Ogden City.

**Section V - Date of Effect**

This Ordinance will be effective on the 20<sup>th</sup> day of July, 2023, and after publication or posting as required by law.

**PASSED, ADOPTED AND ORDERED POSTED** by the City Council of South Ogden City, Utah this 20<sup>th</sup> day of July, 2023.

**SOUTH OGDEN CITY**, a municipal corporation

by: \_\_\_\_\_

Russell Porter, Mayor

Attested and recorded

\_\_\_\_\_  
Leesa Kapetanov, CMC  
City Recorder

# **ATTACHMENT A**

## **ORDINANCE NO. 23-05**

An Ordinance Of South Ogden City, Utah, Adopting A Comprehensive General  
Plan Update, Including All Maps And Appendices; And Establishing An  
Effective Date.

20 Jul 23





IMAGINE SOUTH OGDEN - 2023 GENERAL PLAN UPDATE

# SOUTH OGDEN

WHAT CAN YOU IMAGINE?

DRAFT  
7/5/23

SOUTH OGDEN CITY GENERAL PLAN 2023





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## ACKNOWLEDGMENTS

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Brent Strate, City Council Member  
Jeanette Smyth, City Council Member  
Mike Howard, City Council Member  
Sallee Orr, City Council Member  
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Nic Mills  
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## CHAPTER 1

# BACKGROUND & INTRODUCTION

- About the General Plan
- Context/ History
- Community Profile
- Community Engagement Summary
- Community Vision & Guiding Principles



## ABOUT THE GENERAL PLAN

### PURPOSE OF THE GENERAL PLAN

The purpose of the General Plan is to establish a unified long-term vision for the City as it moves forward through the next several decades. City officials and staff use the General Plan to guide their decisions and to make or update policies and regulations. The General Plan is used to prioritize budget-related decisions on capital improvements and evaluate whether development proposals are aligned with the community vision. It also serves as a reminder of the goals and ideas of South Ogden residents and business owners.

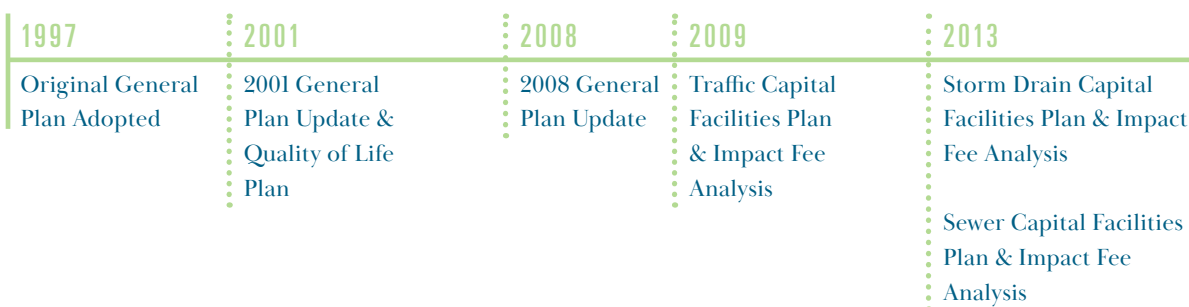
Residents can use the General Plan to stay informed on what is expected to happen in the community and how that relates to what is happening in their neighborhood, as well as in the broader Wasatch Front region. South Ogden City business and property owners can use the General Plan to understand the anticipated growth and trajectory of the City.

### WHY IS SOUTH OGDEN UPDATING ITS GENERAL PLAN?

Many cities update their General Plan every five to ten years, depending on how much and how quickly change is happening. As with most other communities located along the Wasatch Front, South Ogden has experienced accelerated growth and development pressure during the past few years, which is a direct departure from past decades of slow and metered growth. Providing affordable housing has emerged as one of our most critical challenges, and the City is taking a close look to ensure new housing opportunities are supported in order to meet and exceed state requirements (see Chapter 5 for details).

In addition to updating the general plan, updates to the zoning ordinance have been implemented in recent years. A form-based code was adopted to facilitate better development and redevelopment with a focus on improving land use compatibility and the form and relationships between buildings.

**FIGURE 1.1 - TIMELINE OF GENERAL PLAN & RELATED TECHNICAL PLANS/ STUDIES.**





## DO WE NEED A GENERAL PLAN?

Yes! The State of Utah recognizes the integrated relationship between land use, transportation, and housing and their important role in long-range planning within its counties and cities. Each City and Town is required by Utah Code to prepare and adopt a comprehensive, long-range general plan. **Figure 1.1** presents a timeline of South Ogden's General Plans and companion technical plans for the past quarter century.

## CONTEXT & HISTORY

### LOCAL CONTEXT

South Ogden City is primarily a bedroom community, but has emerged over time to include two robust business districts located on the north (City Center) and south (South Gateway) edges of the City.

South Ogden is a maturing City, with only small remnants of vacant, developable land to accommodate growth and development. As a result, the City is in the midst of a new era of targeted growth and change focused within those business districts as well as several smaller commercial nodes. These growth areas are generally connected by major roadways such as US-89, Washington Boulevard, Harrison Boulevard and 40th Street.

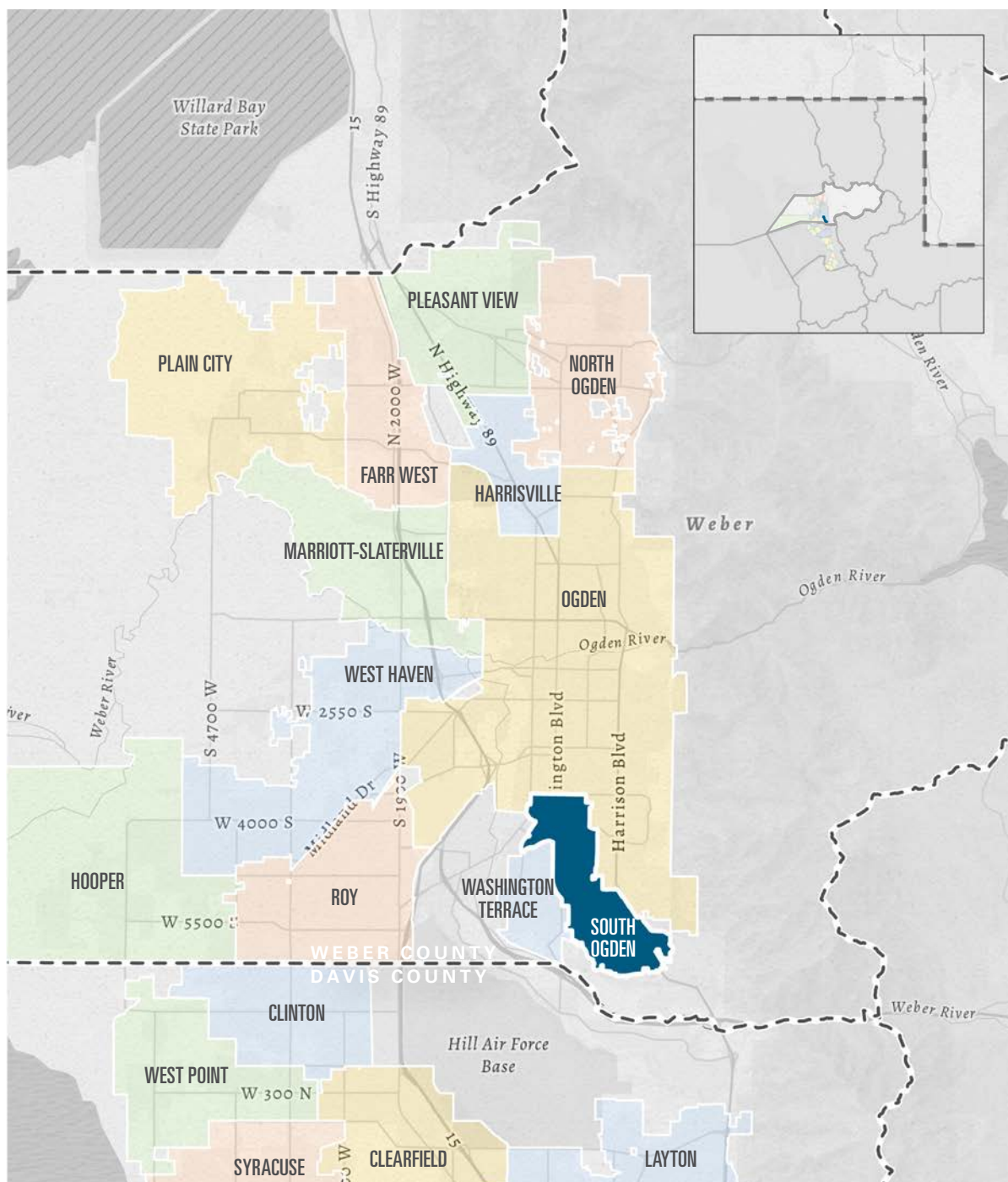
As is typical in built-out communities, redevelopment is typically more intense and diverse than the uses it replaced, bringing a new level of access and efficiency to the City. This means the City is likely to continue to see slightly higher growth rates than in recent decades, when growth was limited to new development at relatively low densities.

As illustrated in **Map 1.1**, South Ogden is bounded by several other communities, including Uintah Highlands/Weber County to the south, Washington Terrace and Riverdale to the west, and Ogden to the north and east.





MAP 1.1 - REGIONAL CONTEXT.





## ABOUT SOUTH OGDEN

Located in Weber County just over 30 miles north of Utah’s state capital, South Ogden City is framed by a backdrop of the Wasatch Mountains to the east and the Great Salt Lake to the west. From its early moniker as the “City of Homes,” South Ogden City has evolved into a community with a balanced mix of residential neighborhoods, shopping centers, business areas, parks, open space and entertainment. South Ogden’s geographic location is well-positioned in its regional setting. It is within close proximity to larger employers in Weber and Davis counties which are easily accessible through transportation options such as US-89, Interstate-15, and the FrontRunner commuter rail line.

Regional growth and a strong economy are attracting new development and triggering the revitalization of the City. The vision from previous planning efforts has guided growth and revitalization, focusing on establishing a discernible City center in the north and a steady business district in the south.

The accelerated pace of new growth is impacting the quantity and availability of smaller, historically affordable, workforce housing. As a result, the updated General Plan is structured around goals and policies that aim to strike the right balance between growth and preservation.

## SOUTH OGDEN: THE BEGINNINGS

The beginnings of South Ogden date to 1848 when the pioneer-era Burch family established roots near the base of a canyon and creek known today as Burch Creek. Two years later Weber County was established. The fledgling agricultural settlement became known as Burch Creek, supported by irrigation projects that distributed canyon stream water to fields and homes. At the end of the 19th century, Burch Creek slowly transformed into what would eventually become known as South Ogden with the development of vacant and agricultural land near the current location of City Hall into small-scale residential and commercial uses and neighborhoods.

Burch Creek Elementary and Junior High School was constructed shortly thereafter, and was considered “one of the most modern” schools in the state of Utah at the time. Early City growth focused in the area between 36th and 40th Streets, supporting nearby commercial uses. Ogden Golf and Country Club was established 1914, and by the 1930s the community of approximately 800 people found themselves in need of more water, a modern sewer system, and improved roads and sidewalks. A committee was formed to petition the Weber County Commissioners for incorporation after annexation into nearby Ogden failed. The petition was eventually granted and the Town of South Ogden was incorporated on July 6, 1936. This change stimulated more development, the population approaching 1,500 by the 1940 Census. Soon after the town was designated a City.





South Ogden absorbed a significant amount of a growth just before and during World War II, which was stimulated by the building of the Defense Depot Ogden, Naval Supply Depot, and Hill Air Force Base. Federal Housing Administration (FHA) housing policies spurred additional post-war growth beginning in 1949, establishing momentum through 1970. During this time period South Ogden was growing 2-3 times faster than Weber County as a whole.

## SOUTH WHO OR WHAT? THE CITY'S NAME

South Ogden's name is a derivative of its northern neighbor Ogden which, along with the river flowing through it and the canyon through which it flows, was named for the early fur trader, trapper and explorer Peter Skene Ogden. Explorer Ogden traversed the western United States and passed through Utah as part of his association with the Hudson Bay company. He first explored Northern Utah in 1824- 25, and the Weber River vicinity from 1828-29.

## INDIGENOUS LAND ACKNOWLEDGMENT

We acknowledge that this land, a gathering place for Indigenous peoples which is named for the Ute Tribe, is the traditional and ancestral homeland of the Shoshone, Paiute, Goshute, and Ute Tribes. South Ogden City recognizes and respects the enduring relationship that exists between many Indigenous peoples and their traditional homelands.

### IMAGE 1.1 - SHOSHONI VILLAGE



Caption: Shoshoni Village. Chief Washakie (standing center front, slightly blurred) and his band in front of tipis. By William H. Jackson, Wind River Mts., Wyoming, 1870. Credit: Smithsonian Institution Nat. Anthropological Archives, Bur. American Ethnology Col. Neg. No. 1666.



## EVOLUTION OF SOUTH OGDEN

### PRE & EARLY SETTLEMENT

Overlapping with early settlement, the Ogden & Weber Rivers and canyons are frequent gathering places for Indigenous people including the **Eastern Shoshone & Goshute Tribes**.



### 1820 - 1840

Fur trappers & traders explore the vicinity of the Weber & Ogden Rivers and form permanent settlements.

### 1848

Families settle in the area which becomes known as **Burch Creek**.

### 1850

Weber County is **established**.



### 1852

**Weber Canal built**; Daniel Burch builds a gristmill near what is now Riverdale.

### 1890S

**Development begins** with investments in the land on the North end of the City.

### 1897

Burch Creek Elementary & Junior High is the **first school** in the area.

### 1914

Establishment of the **Ogden Golf and Country Club**.

### 1934

Federal Drought Relief Agency finances a **water supply line** from Burch Creek Canyon.

### 1936

**South Ogden incorporates** on July 6th as the Town of South Ogden; population 800 people.



### 1940

Census **population of 1,407**.

### 1940S

**Housing boom** related to South Ogden's proximity to Hill Air Force Base and Defense Depot Ogden. Estimated population of 3,600 by 1946.

### 1950

Census **population of 3,763**.

### 1953

New **municipal building constructed** which also served as the fire station.





## EVOLUTION OF SOUTH OGDEN CONTINUED

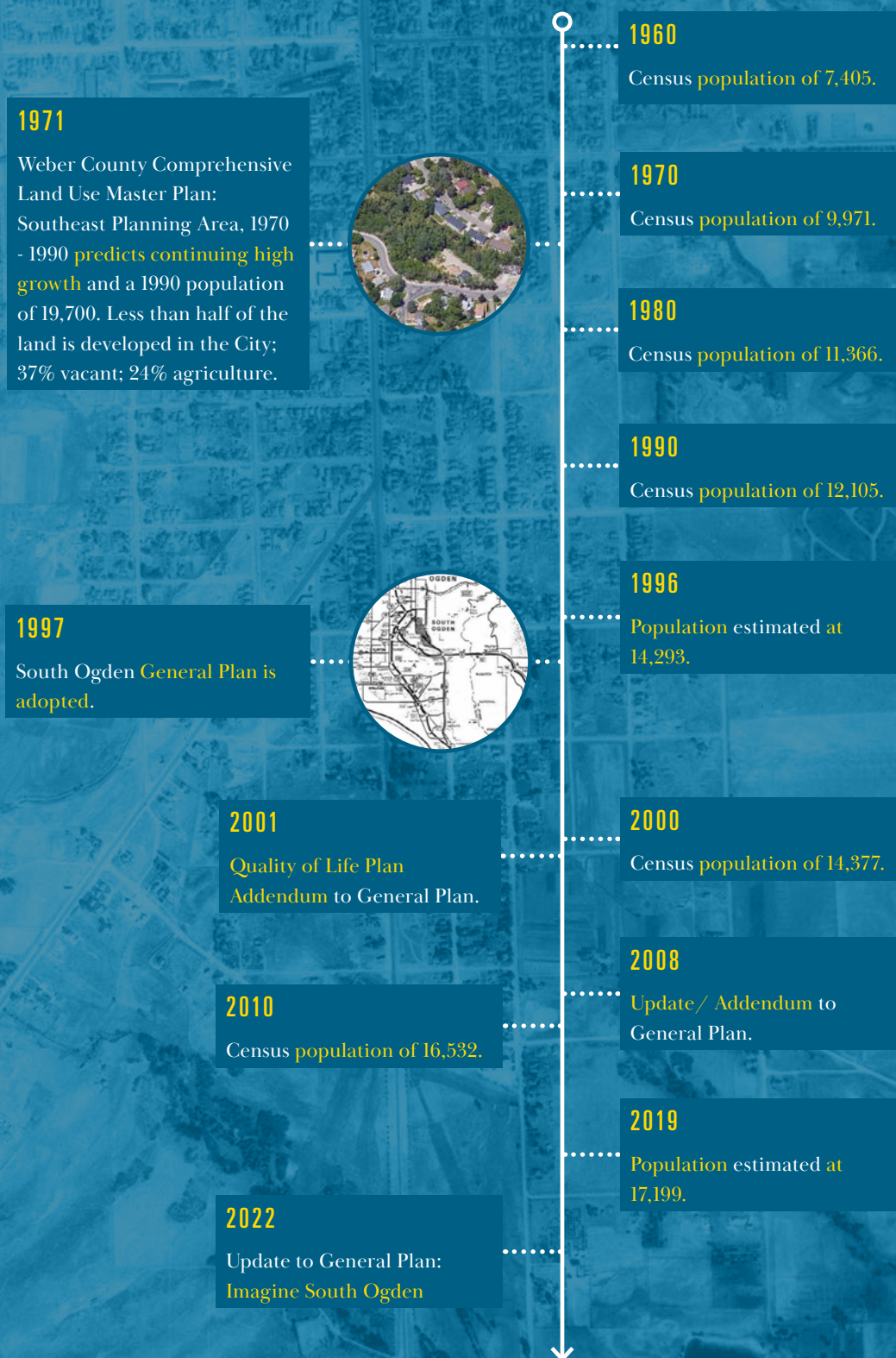


FIGURE 1.2 - KEY EVENTS IN SOUTH OGDEN'S HISTORY WHICH HAVE HAD AN IMPACT ON CITY PLANNING AND DEVELOPMENT.

## COMMUNITY PROFILE

In order to understand existing conditions and future needs, it is essential to have a clear understanding of the demographic makeup of South Ogden. The following is a summary of key demographic characteristics, including population, age and household composition.

### POPULATION CHARACTERISTICS

#### POPULATION CHANGE

South Ogden's 2020 population was 17,080, constituting 6.5% of Weber County's population. Table 1.1 shows a comparison of similarly sized and neighboring communities and their average annual growth rate (AAGR). The data was compiled from Redistricting Data, the American Community Survey (ACS) 5-year estimates and the Census Bureau's population estimate (PEP) for 2021.

As one of the slowest growing communities in Weber County, the local growth rate has continued to slow over the past decade with an average annual growth rate of just 0.67% between 2010-2020 (**Figure 1.3**). This growth trend is expected to continue over the next three decades. The Wasatch Front Regional Council forecasts South Ogden City will reach an estimated population of 23,446 residents by 2050 (**Figure 1.4**) –though the City anticipates to exceed this projection.

#### AGE

The City's demographics relative to age have shifted from 2010 to 2020. The 2020 data illustrates a younger population, with a concentration in the zero to 19 years of age and 25 to 39. Noticeable shifts also occurred in the age range of 20 to 24 and 50 to 64 years of age, with 2010 data showing a higher percent of total in these ranges (**Figure 1.5**). However, a comparison of the median age illustrates the City is still slightly younger than the County on average (**Figure 1.6**).

#### HOUSEHOLDS & BUILDING PERMIT ACTIVITY

The total number of households in South Ogden as of the 2020 American Community Survey was 6,434. Of the total housing units, 93% are occupied and 7% unoccupied. Weber County has approximately 91.5% housing occupancy rate, compared to the State at 90.4%. Estimates indicate there were 7,873 total households as of 2020 at (**Figure 1.7**).

The Kem C. Gardner Policy Institute tracks building permit activity across the State and according to research results, South Ogden showed a rebound from recessionary conditions with permit activity increasing through 2014. New permits, however, slumped again through 2015 with volatility from 2016 through 2021. New non-residential value was also volatile with spikes in 2007, 2011, and 2014 (**Figure 1.8**).



**TABLE 1.1 - COMPARISON OF CITY POPULATION & AVERAGE ANNUAL GROWTH RATES (AAGR)**

	2010	2011	2012	2013	2014	2015
Clinton	19,031	19,717	20,201	20,574	20,796	21,036
North Ogden	16,779	17,075	17,354	17,570	17,743	18,006
Ogden	81,054	82,118	82,749	83,363	83,767	84,273
Pleasant Grove	31,457	32,565	33,330	34,010	34,858	35,771
Riverdale	8,189	8,323	8,415	8,476	8,532	8,610
Riverton	35,991	37,307	38,480	39,458	40,274	40,912
Roy	35,843	36,416	36,854	37,194	37,472	37,670
South Ogden	15,970	16,251	16,447	16,612	16,702	16,805
Spanish Fork	31,851	33,293	34,547	35,525	36,337	36,916
Sunset	5,129	5,167	5,137	5,139	5,145	5,163
Washington Terrace	8,917	9,001	9,058	9,108	9,140	9,119
West Haven	9,058	9,611	10,230	10,642	10,996	11,323

## INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. As of 2020, the Utah State Tax Commission reports the South Ogden MAGI was \$55,900, which was slightly higher than the Weber County MAGI of \$54,200. The State MAGI according to the US Census Bureau was slightly lower than South Ogden at \$51,562 (Figure 1.9).

## EDUCATIONAL ATTAINMENT

Educational attainment statistics provide insights into other data such as average household income. Areas that have higher levels of education generally have higher average household incomes, lower unemployment rates, and higher literacy rates than those with lower levels of education. According to the 2020 ACS five-year estimates, approximately 39% of South Ogden's population 25 years and over has an associate's degree or higher, compared to Weber County with 34% and the State of Utah at 45 % (Figure 1.10).

## EMPLOYMENT

The Utah Department of Workforce Services' 2020 Annual Report indicates the unemployment rate in Weber County was 4.8% which is lower than the national average of 8.1%. The State of Utah's unemployment rate is slightly more favorable at 4.7%. As of July 2022, the unemployment rate in Weber County was 2.1% as compared to Utah at 2.0% and the United States at 3.6% (Figure 1.11).

2016	2017	2018	2019	2020	2010-2020 (AAGR)
21,210	21,353	21,618	21,890	22,191	1.55%
18,289	18,525	18,943	19,392	19,930	1.74%
84,900	85,497	86,126	86,833	87,175	0.73%
36,678	37,439	38,066	38,380	38,474	2.03%
8,636	8,685	8,727	8,752	8,826	0.75%
41,521	41,997	42,680	43,250	43,793	1.98%
37,853	38,013	38,238	39,040	39,243	0.91%
16,893	16,918	17,010	17,063	17,080	0.67%
37,565	38,171	38,673	39,371	40,069	2.32%
5,176	5,207	5,229	5,278	5,309	0.35%
9,150	9,122	9,138	9,162	9,181	0.29%
11,639	12,109	12,916	13,782	15,003	5.18%

## SUMMARY

South Ogden City is projected to continue to grow slowly but steadily during the next thirty years, consistent with the previous two decades. While population growth is anticipated to be relatively slow in comparison to many of the adjacent communities, job and workplace development, and growth will continue to be strong, surpassing residential growth and bringing with it a separate set of needs and requirements.

South Ogden grew at less than half the pace of Weber County between 2010 and 2020, with growth anticipated to continue to slow and level off by 2050. Household income in South Ogden is similar to levels for Weber County.

As the City continues to grow, develop and fill-in, it will be important to maximize the opportunities that exist for a City approaching buildout, including securing property and sites to meet the service needs of the City. A particularly critical goal for a maturing South Ogden is to apply a balanced approach for meeting the needs and expectations of existing and future residents of the City.



## DEMOGRAPHICS SNAPSHOT

FIGURE 1.3 - AVERAGE ANNUAL GROWTH RATE 2010- 2020

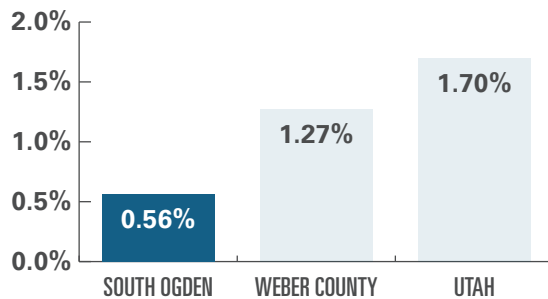


FIGURE 1.4 - PROJECTED GROWTH 2020-2050 (TAZ DATA)

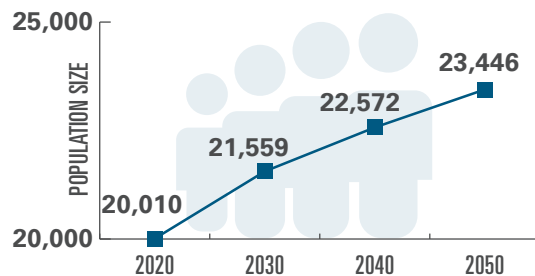


FIGURE 1.6 - 2020 MEDIAN AGE

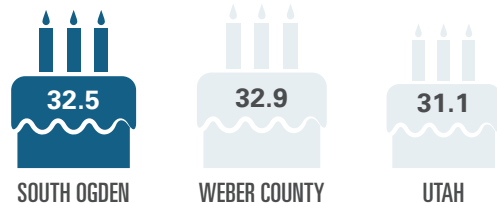


FIGURE 1.7 - OCCUPANCY RATE & TOTAL HOUSEHOLDS

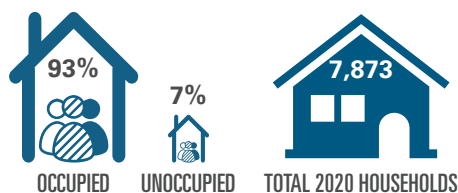
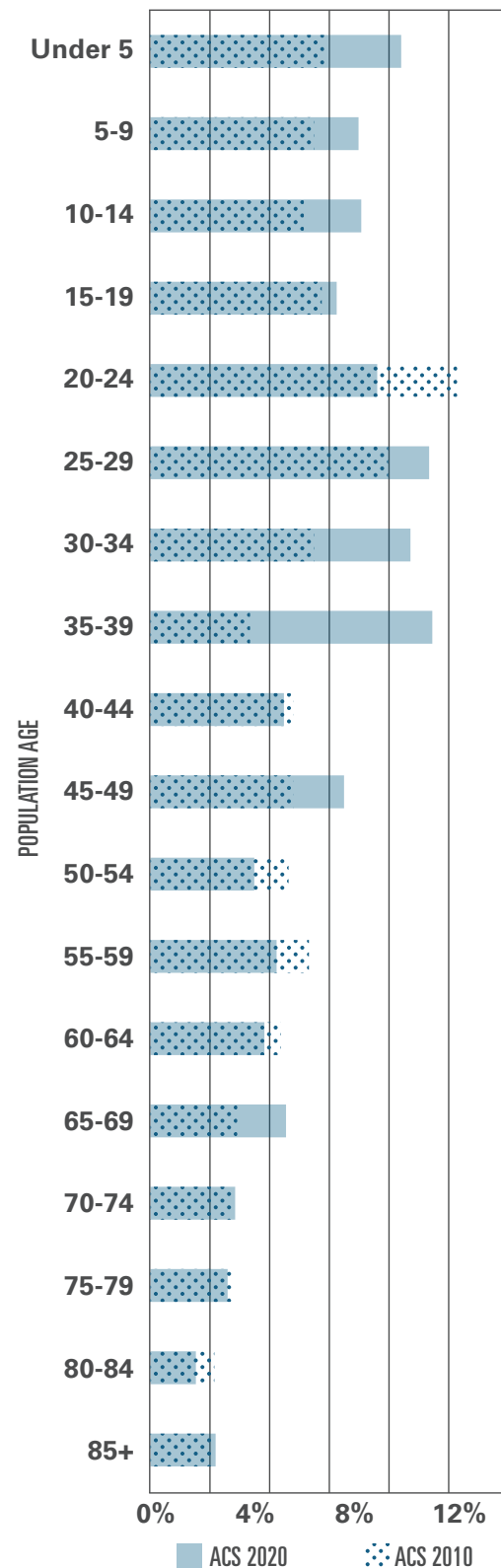
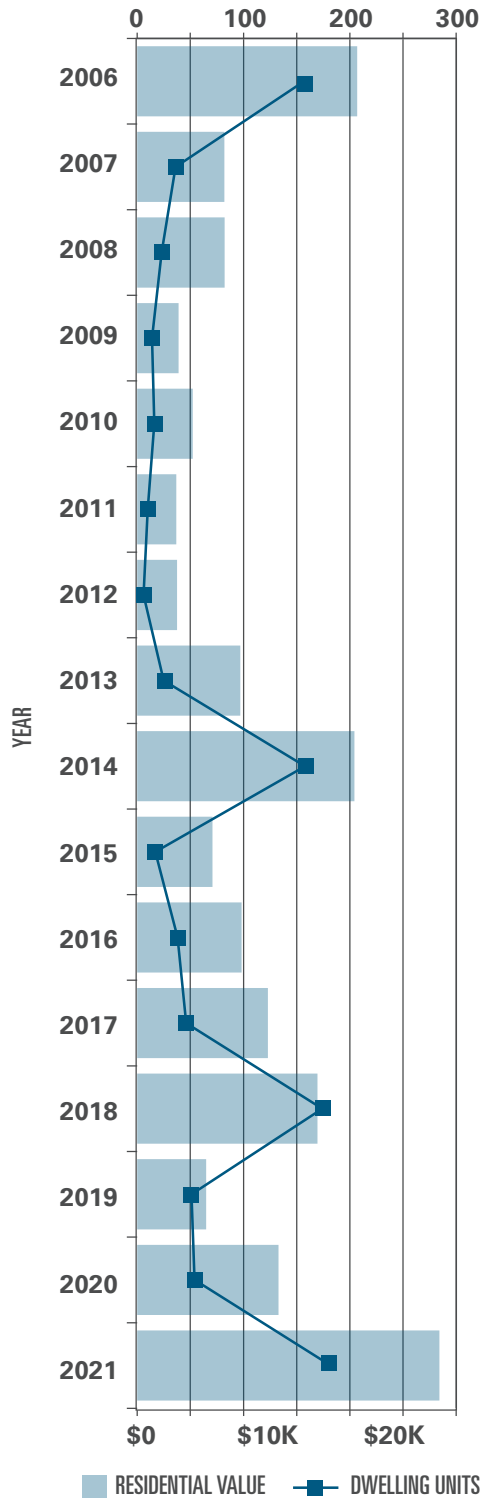


FIGURE 1.5 - AGE DISTRIBUTION AS % OF TOTAL

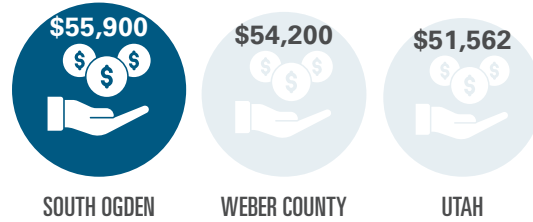




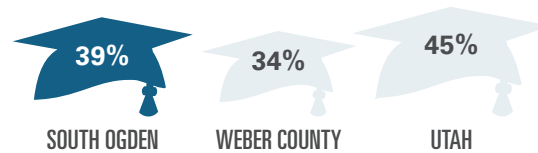
**FIGURE 1.8 - RESIDENTIAL VALUE & PERMITS**



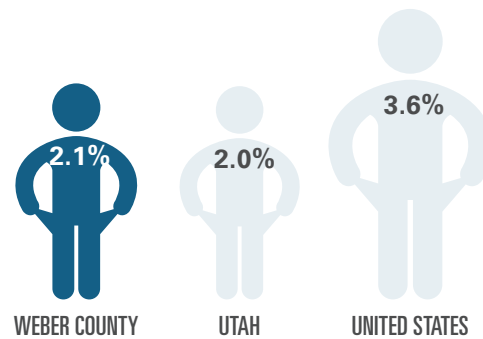
**FIGURE 1.9 - 2020 MEDIAN ADJUSTED GROSS INCOME (MAGI)**



**FIGURE 1.10 - 2020 POPULATION 25+ WITH AN ASSOCIATE'S DEGREE OR HIGHER**



**FIGURE 1.11 - 2022 UNEMPLOYMENT RATE**







## COMMUNITY ENGAGEMENT SUMMARY

The planning process for the South Ogden General Plan update included a comprehensive public engagement effort to help understand the needs and desires of South Ogden residents and stakeholders. The process commenced in June 2022 and concluded in October 2022. It encompassed five public surveys, an interactive booth at the 2022 South Ogden Days, online map engagement utilizing a location-based tool called Social Pinpoint, and a project website used primarily to disseminate information and facilitate questions (Appendix A).

### PUBLIC SURVEYS

A series of five short surveys addressing different planning topics were released weekly over the course of August 2022. These surveys were open-access and were advertised via the project website and the City's social media accounts, monthly newsletter, and survey email list (comprised of residents and stakeholders who have subscribed to take City surveys). Each survey received between 215-388 responses. The topics of the five surveys follow:

- Survey 1: General Visioning
- Survey 2: Housing
- Survey 3: Transportation
- Survey 4: Parks & Recreation
- Survey 5: Water Use & Preservation

### SOUTH OGDEN DAYS

The planning team hosted a booth at South Ogden Days on Friday, June 17, 2022, where residents and visitors were invited to respond to a variety of questions and prompts regarding South Ogden's future. Over 70 comments were received.

### SOCIAL PINPOINT

Social Pinpoint is a web-based platform that allows residents and stakeholders to leave location-based comments on an interactive map. Thirty-four comments were received by six unique stakeholders, and the page was viewed 326 times by 92 unique users.

### PROJECT WEBSITE

A project website, [imaginesouthogden.org](https://imaginesouthogden.org), was established during the early stages of the planning process, providing an avenue for the public to participate and provide comments and for the planning team to disseminate information and provide project updates. Key input tools include comment and email sign-up forms and links to the public surveys and Social Pinpoint. The website was linked to the South Ogden City website and social media accounts in order to encourage the broadest participation possible.



## FIVE FOUNDATIONAL THEMES

The following five trends emerged as the key themes from the public engagement process. Moving forward, the following findings will lay the foundation for the South Ogden General Plan.

### 1. AFFORDABLE HOUSING IS IMPORTANT

Affordable housing was ranked as the number one issue facing the City, with over 90% of respondents indicating they were concerned about housing affordability. Conversely, participants also indicated that they are concerned about higher density development, which is generally considered the primary type of housing that will help bring affordability to the City. It should also be noted that renters and low/moderate income households were underrepresented throughout all engagement efforts, which may contribute to the prevalence of these contrasting findings.

### 2. PRESERVING & ENHANCING EXISTING NEIGHBORHOODS

In the survey, preserving existing neighborhoods was the highest-ranked objective for South Ogden's future and the City's biggest housing challenge. Other highly-ranked objectives included preserving open space, limiting traffic impacts, and maintaining infrastructure capabilities – all of which are heavily related to preserving existing neighborhoods.

### 3. MORE ALTERNATIVE MODES OF TRANSPORTATION

Survey participants indicated that South Ogden's infrastructure is currently most conducive to driving. The results, however, indicate a desire for more infrastructure that supports safe and comfortable travel by foot, bike and transit. The most desired transportation improvements included additional or upgraded sidewalks and trails, better road maintenance, and safer pedestrian crossings. More destinations within walking distance was also popular.

### 4. ACCESSIBLE PARKS & TRAILS

Having parks and trails within walking distance (1/4 mile) of home was very important to survey participants, who gave it a score of 8.8 out of 10 (10 being extremely important). Additionally, trails and walking paths were indicated as being the most used and desired facilities in the City, with the South Ogden Nature Park being the most frequented park in the City.

### 5. WATER CONSERVATION IS A CONCERN

97% of survey respondents were at least somewhat concerned about water use and preservation, with 54% being very concerned. The most popular conservation strategies among participants included: incentivizing water-conserving landscapes, planting water-conserving trees, and converting underutilized lawn areas in South Ogden public parks to water conserving landscapes.



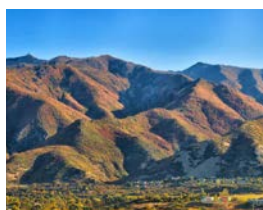
## COMMUNITY VISION

**Vision Statement:** “South Ogden City will stand out as a friendly, safe, and inviting place to live, work, and visit; where residents feel at home and enjoy a high quality of life in a vibrant community.”

### GUIDING PRINCIPLES

#### A SUSTAINABLE AND RESILIENT COMMUNITY

- Ensure South Ogden meets changing environmental conditions.
- Protect existing open spaces, steep slopes and sensitive lands.
- Conserve and protect water resources to ensure future needs are met.
- Enhance existing programs and policies to ensure water is conserved.
- Implement water-conserving practices on a City-wide basis.



#### A COMPLETE AND INTERCONNECTED COMMUNITY

- Improve regional linkages and transportation connections.
- Provide safe and connected pedestrian and cycling linkages between local parks, open spaces and destinations.
- Focus new growth and development in mixed-use centers and along multi-modal corridors.
- Provide access to a park, trail or open space within walking distance of every home.
- Establish South Ogden as a multi-modal transportation community.
- Improve traffic safety throughout the City.
- Establish new parks and trails in areas of the City where growth is anticipated.



## A SAFE AND HEALTHY COMMUNITY

- Proactively plan for future public infrastructure needs.
- Transform major roadways and intersections into distinctive corridors and nodes.
- Enhance existing and establish new parks and trails to maintain high quality recreational experiences.



## A FORWARD-THINKING COMMUNITY WITH STRONG CONNECTIONS TO IT'S PAST

- Leverage the positive characteristics of a built-out City through focused redevelopment, revitalization and infill.
- Preserve and protect existing neighborhoods.
- Improve and upgrade the City's well-loved and distinct neighborhoods through targeted streetscape, gateway and public realm improvements.



## A DIVERSE AND MULTI-LAYERED COMMUNITY

- Provide a full range of housing options to meet the needs of existing and future residents at all stages of life.
- Enhance the local economic base and support local businesses.









## CHAPTER 2

# LAND USE

- Existing Conditions
- Future Land Use
- Major Corridors
- Green Structure
- Centers, Gateways, & Urban Design
- Neighborhoods
- Composite Placemaking Plan



## INTRODUCTION

A clear land use and placemaking vision is essential for guiding future growth and ensuring infrastructure investments are well-utilized. Since South Ogden is nearly built out, this plan promotes targeted redevelopment and infill development as the primary methods for meeting future needs. The ideas presented in this chapter clarify community desires and aspirations, building upon the guiding principles established in Chapter 1. They include broad concepts followed by specific planning actions and unified policies to help guide future growth and change in South Ogden.



### PLACEMAKING DEFINED

Placemaking is the process of creating quality places where people want to live, work, play, and learn. Quality places are marked by the following conditions:

- They have a mix of human-scale uses
- They are walkable and bikeable
- They include a variety of transportation options
- They provide a range of housing options
- They incorporate existing historic structures and landscapes
- They respect community heritage and values
- They incorporate the creative arts and provide cultural opportunities
- They include green space connected by robust trail systems

## PUBLIC INPUT SUMMARY: LAND USE

The following are key takeaways from the public engagement process regarding land use. Further details can be found in **Appendix A**.

- Preserving existing neighborhoods is a key objective for the future.
- Affordable housing is the number one issue facing the City.
- South Ogden does not have an obvious or attractive City center.
- Having parks and trails within walking distance of home is very important.



## EXISTING LAND USE

South Ogden is a small and almost completely built-out City, encompassing an area slightly less than four square miles or 2,500 acres. **Map 2.1** and **Table 2.1** illustrate existing land use patterns in South Ogden. They also provide an overview of past growth and development trends and help pinpoint future growth and development opportunities.

The bulk of developed land in the City consists of lower-density, detached residential neighborhoods interspersed with civic uses such as City Hall, schools, churches, and various parks and open spaces. Pockets of multi-family and similar uses are located along the edges of some single-family neighborhoods, serving as transitions with adjacent commercial uses.

The City is home to two commercial districts. The first - City Center - marks the north entrance to the City and the second - South Gateway - encompasses the southern commercial zone of the City. Both districts are linked by US-89, which is a primary north-south roadway that extends through the City. City Center is the oldest commercial area and is laid out as a series of sprawling strip developments. City Center has a similar development pattern to many of the commercial districts in Ogden to the north. The newer South Gateway is a newer commercial district that is composed of larger, isolated commercial developments with more controlled access from US-89, typical of development from the era.

Other key land uses include Ogden Golf and Country Club (which straddles both sides of US-89 near 40th Street), Washington Heights Memorial Park (a cemetery located on the east side of US-89), and a series of smaller commercial/mixed-use nodes and destinations located along the edges of major roadways. The large role that roads and infrastructure play is notable, with one-fifth of the total land area occupied by roads and utilities.

## SUMMARY

There is very little vacant or undeveloped land left in South Ogden, and most of the land that is available is significantly constrained by challenging environmental conditions. As a result, future growth and development are most likely to take place as part of redevelopment, infill, and selective densification strategies.

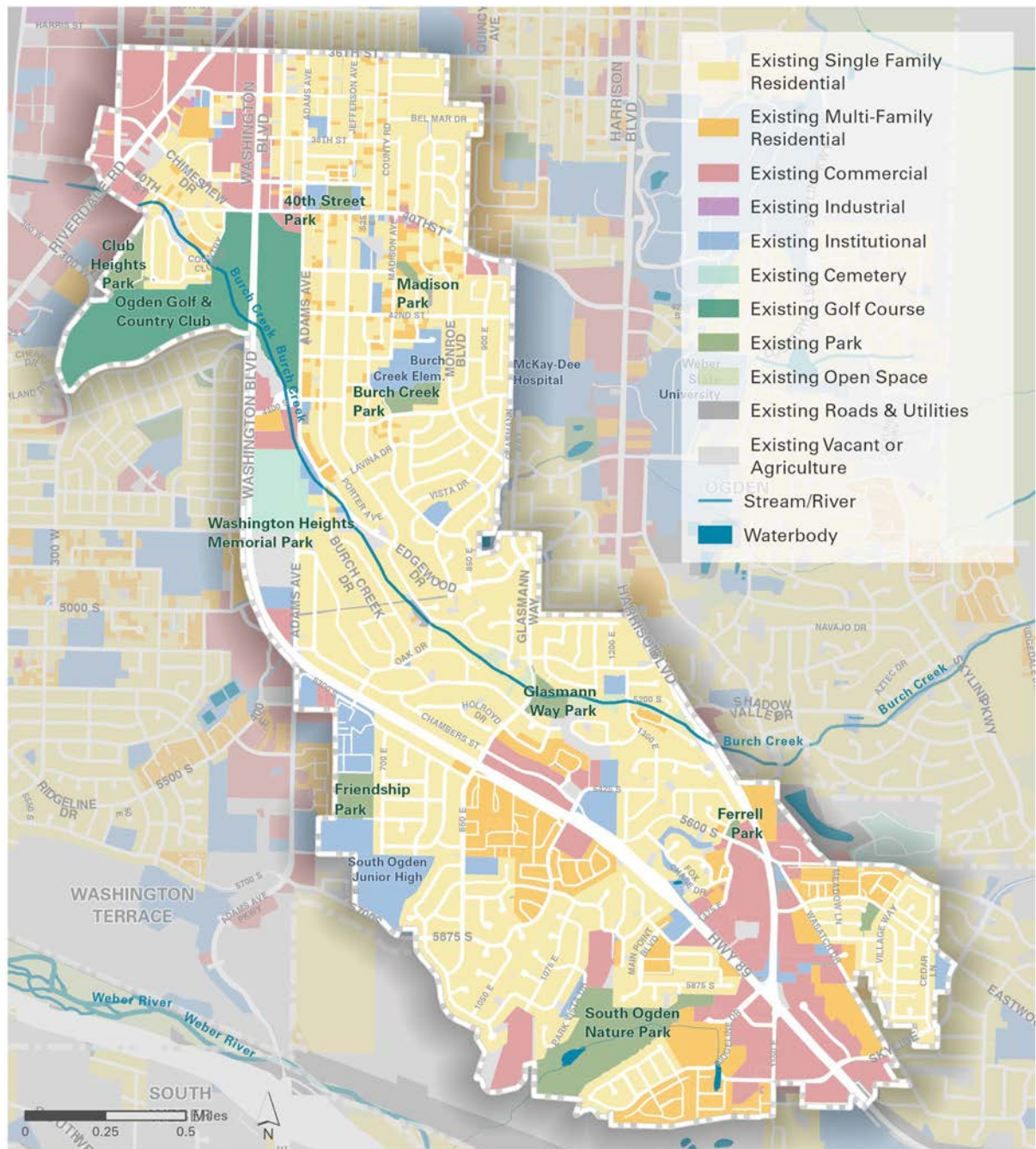
**TABLE 2.1 - EXISTING LAND USE**

NAME	ACRES	PERCENT
Single-Family Residential	1,002	40%
Multi-Family Residential	231	9%
Commercial	286	11%
Industrial	0.4	0%
Institutional	142	6%
Cemetery	29	1%
Golf Course	122	5%
Park	97	4%
Open Space	12	0%
Roads & Utilities	513	20%
Vacant or Agriculture	74	3%
<b>Total</b>	<b>2,508</b>	<b>100%</b>





MAP 2.1 - EXISTING LAND USE



## ENVIRONMENTAL CONDITIONS AND CONSIDERATIONS

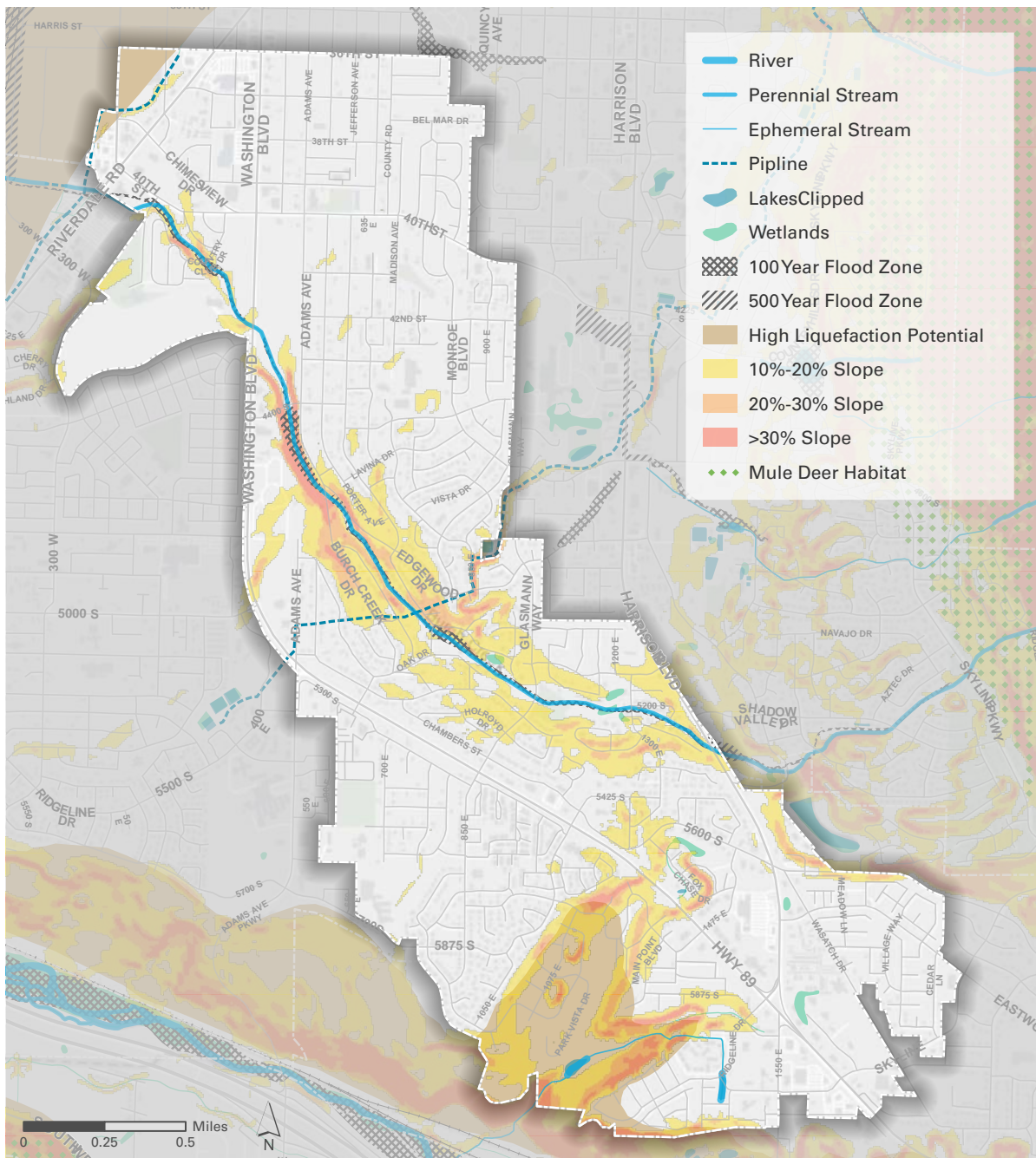
South Ogden's land uses and development patterns reflect cultural development trends and natural conditions that underlay the City. Slope and topography, steep drainages such as Burch Creek, and historic agricultural uses have had significant bearing on the placement of roads and buildings over time, resulting in the establishment of the various neighborhoods, subdivisions, housing projects, and commercial developments that are now in place.

As illustrated in Map 2.2, the limited amount of vacant land tends to be challenging for



development and is often encumbered by steep slopes and deeply-incised stream corridors. For example, the undeveloped land around South Ogden Nature Park is dominated by steep slopes and land with high liquefaction potential, making it challenging and impractical to develop. Proactive planning over the years has resulted in the establishment of environmental overlays for many of these areas, restraining growth and development in acknowledgment of the sensitive nature of these sites. In contrast, most of the land associated with the Burch Creek corridor has been preserved within private yards or small parcels of public open space, making it difficult to access or utilize the corridor as a public amenity.

**MAP 2.2 - ENVIRONMENTAL CONDITIONS**





## FUTURE LAND USE & PLACEMAKING

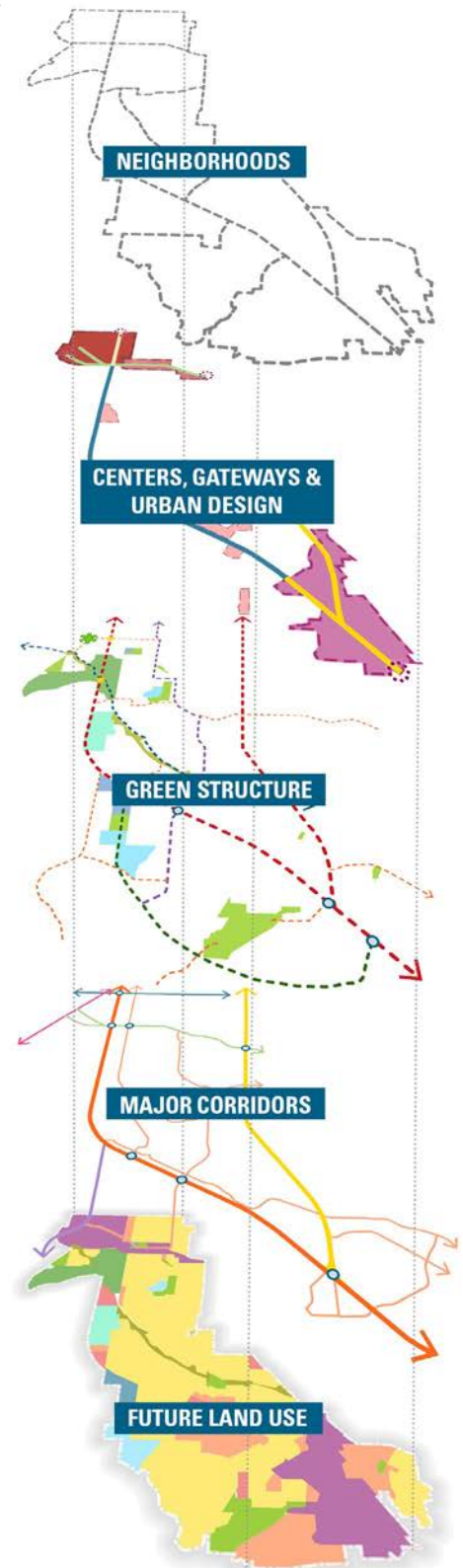
### ESTABLISHING A VISION

Conventional planning often places land use as a separate and distinctive element from the other aspects of the general plan. However, the reality is that the other aspects are directly connected to land use and are equal players in forming the City and establishing the local “sense of place.”

This section attempts to bring land use together with other important aspects that contribute to the physical structure of the City, as part of a Placemaking Plan. The relationship between land use and transportation (major corridors) is particularly critical, as one has influence on the other and vice-versa.

While the ideas in this section paint a vision of the future of South Ogden as a whole, they are multi-faceted and are most likely to be implemented a single project at a time rather than collectively. The Placemaking Plan has therefore been “deconstructed” into five layers or aspects which are individually analyzed and detailed throughout this chapter (Figure 2.1). The chapter concludes with a Composite Placemaking map, which resembles the deconstructed layers and presents a holistic picture of the future City.

**FIGURE 2.1 - DECONSTRUCTED CITY DIAGRAM**



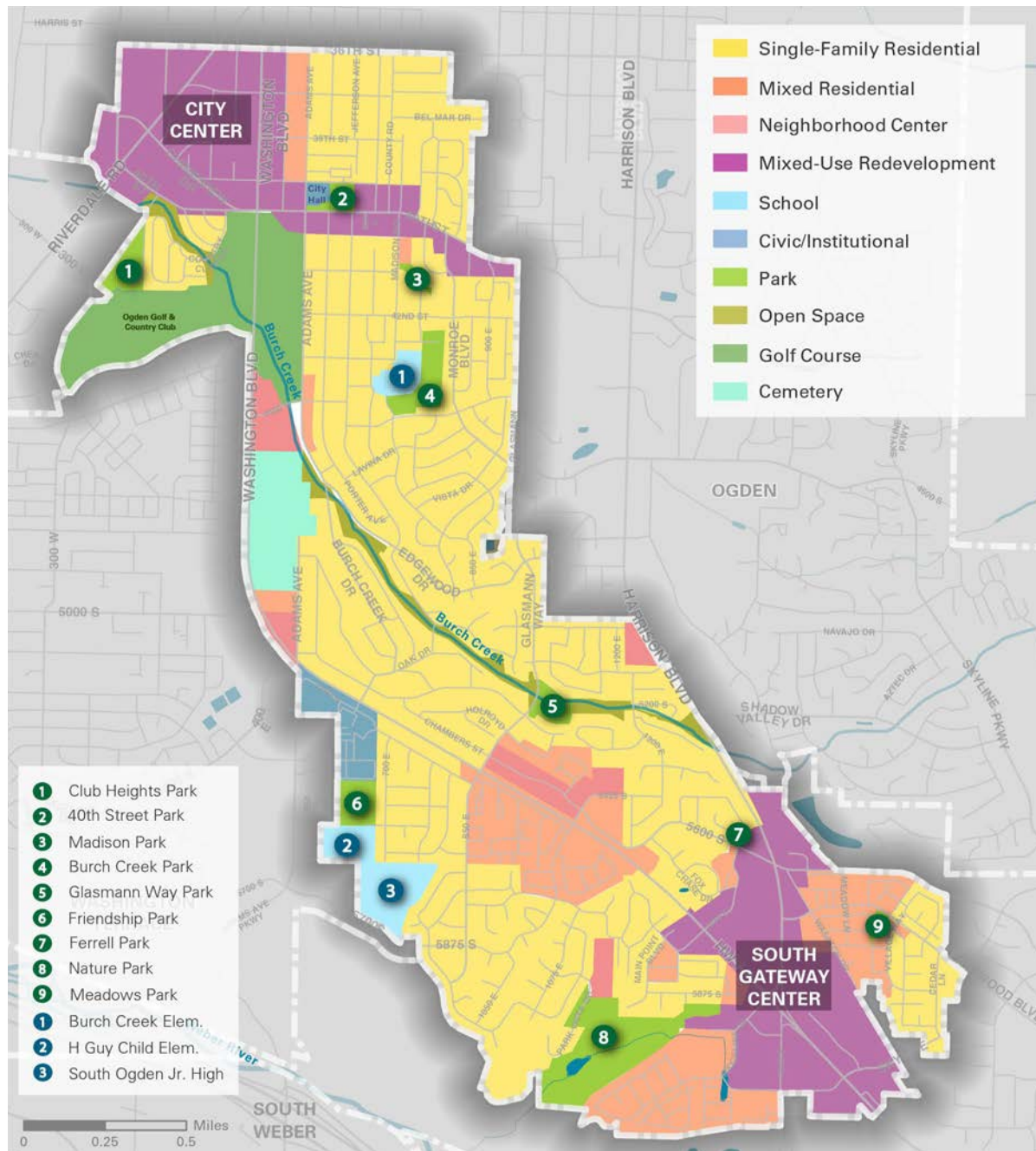


## LAYER 1: FUTURE LAND USE

One of the primary functions of this plan is to establish a clear yet realistic land use vision to guide future growth and development. **Map 2.3** illustrates the Future Land Use Plan for South Ogden for the next 20+ years. This map is accompanied by **Table 2.2**, which details the acreages and percentages of anticipated land uses in the future.

A key feature of the future land use concept is the attempt to strike a balance between meeting future growth needs while safeguarding the established land use patterns and the special

**MAP 2.3 - FUTURE LAND USE**



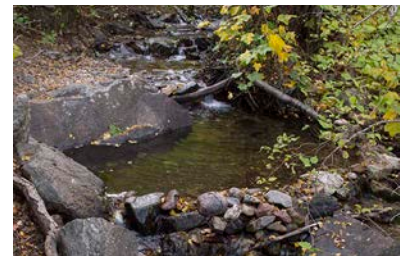
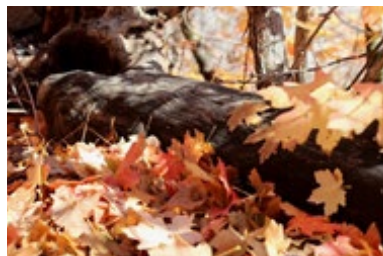


qualities that South Ogden is known for. It envisions the preservation of established single-family residential neighborhoods and supports the application of transitional uses and buffers that will help minimize the impact of redevelopment on established residential districts in particular.

Another key land use concept supports the preservation and enhancement of the park and open space system. Key actions to ensure the investment and care that has been placed in the City’s “green structure” is continued with a new focus on establishing a robust trail and trailhead system, and the long-term transformation of Burch Creek corridor into a “green link” trail and bikeway system that will connect the City from southeast-to-northwest.

**TABLE 2.2 - FUTURE LAND USE**

NAME	ACRES	PERCENT
Single-Family Residential	1,286	51%
Mixed Residential	291	12%
Neighborhood Center	73	3%
Mixed-Use Redevelopment Area	441	18%
School	47	2%
Civic/Institutional	32	1%
Park	109	4%
Open Space	43	2%
Golf Course	137	5%
Cemetery	50	2%
<b>Total</b>	<b>2,508</b>	<b>100%</b>



Imagine what it would be to explore Burch Creek up close.

City Center and South Gateway districts are projected to be redeveloped into mixed-use destinations over time, providing new housing, commercial, civic, and cultural services to help meet the needs and demands of the City. The transformation of City Center is anticipated to happen faster than South Gateway, creating the downtown destination that has been missing for so many years (see Centers, Gateways, & Urban Design section on page 48 for details).

## FUTURE LAND USE TYPES

The following pages describe the proposed future land uses in greater detail. The general vision protects existing land use patterns and neighborhoods while introducing a wider variety of residential and commercial uses. The majority of single-family neighborhoods are preserved and protected, with higher-density residential and mixed uses encouraged at existing and new centers. Transitional uses should be used to buffer existing low-density neighborhoods from higher-density areas.





## SINGLE-FAMILY+ RESIDENTIAL

Existing single-family neighborhoods are preserved according to current zoning. Consisting primarily of detached single-family homes, this category also includes existing, duplex, triplex and four-unit residences. The few vacant sites that remain which are suitable for development should be infilled in a manner that is consistent with the character of the surrounding neighborhood. New types of residential uses such as Accessory Dwelling Units (ADUs) are encouraged to introduce easy-to-achieve housing affordability to these areas and the City as a whole.



Examples of Single-Family+ Residential

## MIXED-RESIDENTIAL

These are transitional residential areas that serve as buffers between mixed-use and higher-density areas and existing single-family neighborhoods. Typical uses might include smaller lot single-family and “Missing Middle” housing types, including patio homes, townhomes, multiplexes, assisted living, and similar uses with maximum heights up to three or four stories. ADUs should also be encouraged in these areas to increase the supply of affordable housing in established neighborhoods.



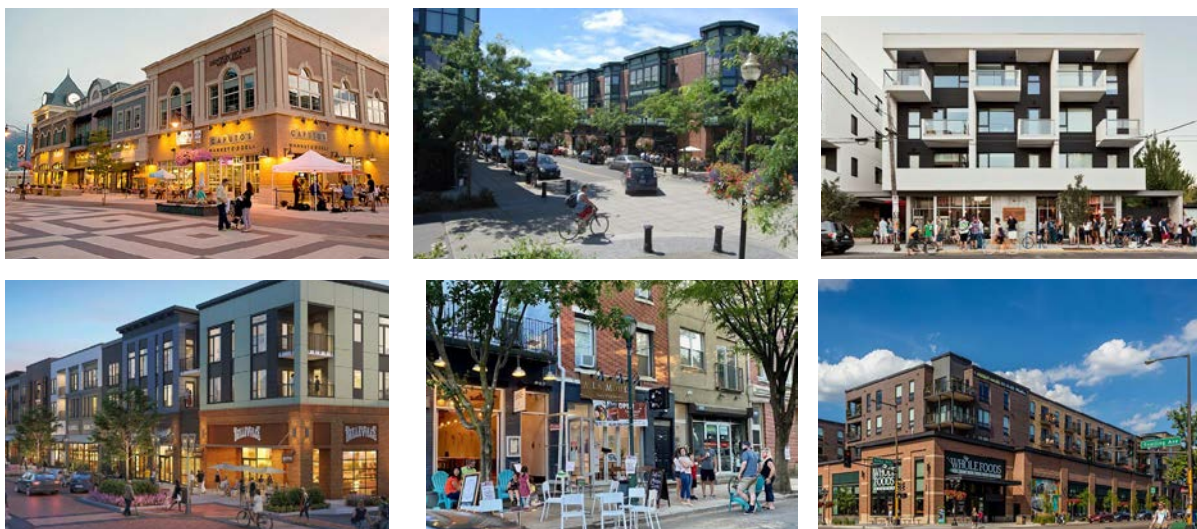
Examples of Mixed Residential



## MIXED-USE REDEVELOPMENT AREAS

These areas provide the greatest potential for targeted growth in the City, typically as part of redevelopment efforts. They offer the highest density and are intended to bring energy and vitality to the City. Mixed-use redevelopment areas are not only places to live but places where people can access goods and services, recreate, gather, and celebrate together. These areas typically include a community destination, a retreat, or a place to hang out. They provide both economic and social vitality to the City and enhance the local “sense of place” when carefully designed and implemented.

Mixed-use land uses typically bring commercial and residential uses together in a single area. Retail-oriented centers, for example, feature small-scale retail businesses that provide goods and services to both local residents and pass-through traffic on US-89 and Washington Boulevard. These centers may include businesses such as grocery stores, convenience stores, pharmacies, and specialty boutique retailers, but should also include a mix of residential uses. Restaurants and other food service businesses are also encouraged in these pedestrian-friendly places (see Centers, Gateways, & Urban Design section on page 48 for details).



Examples of Mixed-Use Redevelopment Areas

## NEIGHBORHOOD CENTERS

Neighborhood centers are intended to provide meaningful destinations for residents of adjacent neighborhoods, usually within walking distance from home. They should be small and intimate in nature, with an emphasis on meeting the daily living and service needs of residents through the inclusion of local businesses such as eateries and boutique retail operations. However, they may also include offices, civic use, parks and plazas (see Centers, Gateways, & Urban Design section on page 48 for details).





Examples of Neighborhood Centers

## CIVIC, INSTITUTIONAL, & SCHOOLS

The key existing civic use is City Hall, which is located in City Center/40th Street district and serves as a transition between well-established residences and newer higher-intensity commercial and mixed-use areas. City Hall is envisioned to be maintained as the primary civic destination for the long term, with additional park and recreation amenities added to enhance its role as a key public destination. South Ogden's schools are also key institutions in the community and should be well incorporated and supported indefinitely.



South Ogden City Hall and examples of other Civic, Institutional, & School uses

## PARKS & OPEN SPACES IN SOUTH OGDEN

South Ogden is home to a robust and wide range of parks and open spaces. As highlighted in Chapter 6, existing facilities should be maintained and enhanced, and new parks and public spaces established in the emerging City Center to help meet needs and maintain existing levels of service. Natural open space, including the critical environment along Burch Creek, should be maintained and preserved as natural preserves and to remind future generations of the natural setting upon which the City was built. (See Layer 3: Green Structure on page 35 for more detail).



Examples of Parks & Open Space

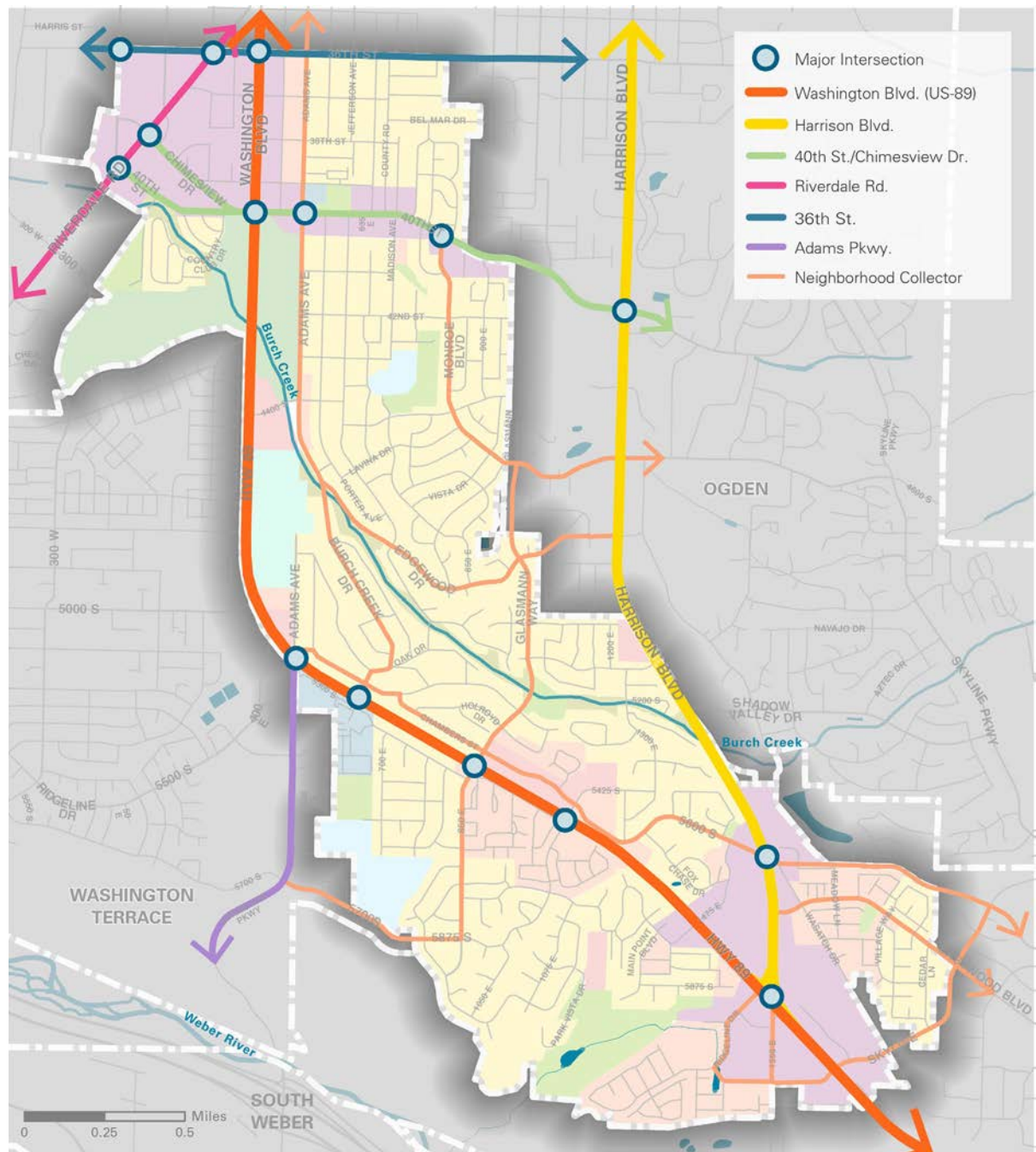




## LAYER 2: MAJOR CORRIDORS

As one of several cities within the greater Ogden region, South Ogden is crossed by several major corridors, providing both opportunities and challenges for the community. These corridors are illustrated in **Map 2.4** and followed by descriptions and enhancement ideas focused on the accommodation of all types of traffic, including pedestrians and cyclists as well as vehicles (See Chapter 3: Transportation for additional detail).

**MAP 2.4 - MAJOR CORRIDORS**





## MAJOR CORRIDORS

### US-89/WASHINGTON BOULEVARD

US-89 runs in a north-to-southeast direction, linking South Ogden to Ogden in the north and to I-84/Davis County to the south. It is the primary north/south connector in the City, linking City Center and South Gateway districts together. As the key roadway in the City, it is essential that it is a safe environment for all users.

For analysis purposes, Washington Boulevard has been divided into north, central and south segments. The **north segment** extends from 36th to 40th street, passing through City Center and the “heart” of the community. It is in this area that the highway becomes a distinct urban corridor, and where the name of US-89 changes to Washington Boulevard. This segment of Washington Boulevard is the “main street” of the City.

The **central segment** provides a direct connection between City Center and South Gateway while also providing limited access to local neighborhoods. In contrast to the north segment, this portion of the roadway functions primarily as a high-speed highway.

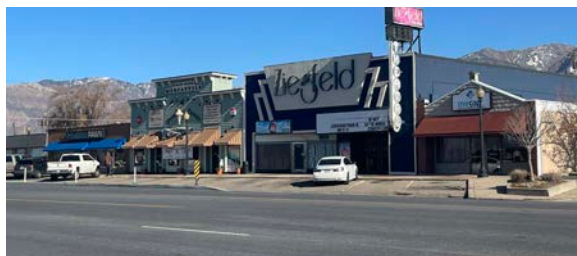
The **south segment** traverses South Gateway, extending from Crestwood Drive in the north to the southern boundary of the City. This segment has been upgraded over the years and has better access control than the other segments, with clear but limited access points to adjacent commercial uses.



US-89, North Segment



US-89, Central Segment



US-89, Historic Main Street Section



US-89, South Segment



## HARRISON BOULEVARD

Harrison Boulevard is a north-to-southwest roadway that connects with US-89 in the heart of South Gateway area. The corridor is an alternative to Washington Boulevard and serves as a regional connection between US-89, McKay-Dee Hospital, and Weber State University. Similar to US-89, the size and speed of the road and two major intersections within the South Gateway area make it difficult for pedestrians to cross.



Harrison Boulevard near the City Boundary



Harrison Boulevard near US-89

## 40TH STREET

40th Street is an important east-west connection. Located in the northern portion of the City, the roadway has sidewalks on both sides of the street but lacks cycling infrastructure. The roadway connects nearby residents to various community locations, such as South Ogden's City Center, 40th Street Park, and McKay-Dee Hospital. The City recently added three new pedestrian crossings with rectangular rapid flashing beacons on 40th Street east of Washington Boulevard, which are intended to make access across 40th Street safer and easier. The City also investigated the feasibility of implementing bicycle infrastructure on 40th Street but determined it prohibitively challenging due to the limited width of the road right-of-way. Recent and planned housing developments along 40th Street will increase the number of people who walk, cycle, and drive in the area, making it important that additional access improvements are undertaken in the future.



40th Street looking East



40th Street looking East



## 36TH STREET

36th Street serves as the northern boundary of South Ogden and is also an important east-west connection. A short buffered bike lane segment is located on the eastern end of the roadway, which turns into a parking shoulder.



36th Street looking east



36th Street looking west

## RIVERDALE ROAD

Riverdale Road is located in the northwestern corner of South Ogden. It is a principal arterial roadway that provides a direct connection between I-15 and US-89. The roadway environment is unwelcoming to cyclists and pedestrians due to high traffic volumes and speeds, numerous curb cuts, and shoulders that transition into turning lanes at intersections. The Riverdale Road and 40th Street intersection experiences particularly high traffic volumes and is a primary route to McKay Dee Hospital and Weber State University to the east.



Riverdale Road looking south



Riverdale Road/40th Street Intersection

## OPPORTUNITIES FOR IMPROVEMENT

The following enhancements are suggested to make South Ogden's major corridors more safe, functional and accessible to local residents and visitors.

### US-89/WASHINGTON BOULEVARD

- Incorporate an off-street multi-use path along the roadway edges. This should be a safe, fully-separated, and comfortable pedestrian and cycling facility.
- Add enhanced street crossings typical for downtown areas such as those found in Ogden. These could include pedestrian underpasses, HAWK beacon signaled crosswalks, and additional automatic signalized intersections.



- Improve the street's side treatments with improved sidewalks, a multi-use trail, street trees, and other landscape enhancements as illustrated in **Figure 2.4** and **Figure 2.5** on page 58.
- Introduce a new transit route or shuttle service linking City Center with South Gateway to enhance access to the various activity centers and neighborhoods along US-89.

#### HARRISON BOULEVARD

- Provide easily-accessible and safe pedestrian infrastructure within the Harrison Boulevard and US-89 intersection, including safe and efficient crosswalks.
- Improve the street's side treatment with improved sidewalks, a multi-use trail, street trees, and other landscape enhancements as illustrated in **Figure 2.7** on page 60.

#### 40TH STREET

- Improve pedestrian access to the corridor, particularly from adjacent neighborhoods. Improvements could include adding sidewalks on Porter Avenue and Jefferson Avenue.

#### 36TH STREET

- Extend this buffered bike lane west to Wall Avenue to provide a safer cycling connection with existing bicycle routes, such as Wall Avenue, Lincoln Avenue, and Riverdale Road

#### RIVERDALE ROAD

- Reduce the curb corner radii and increase crosswalk timing at the 40th Street/ Riverdale Road intersection to improve the overall pedestrian crossing experience.
- Add a multi-use path or protected bike lanes along Riverdale Road.



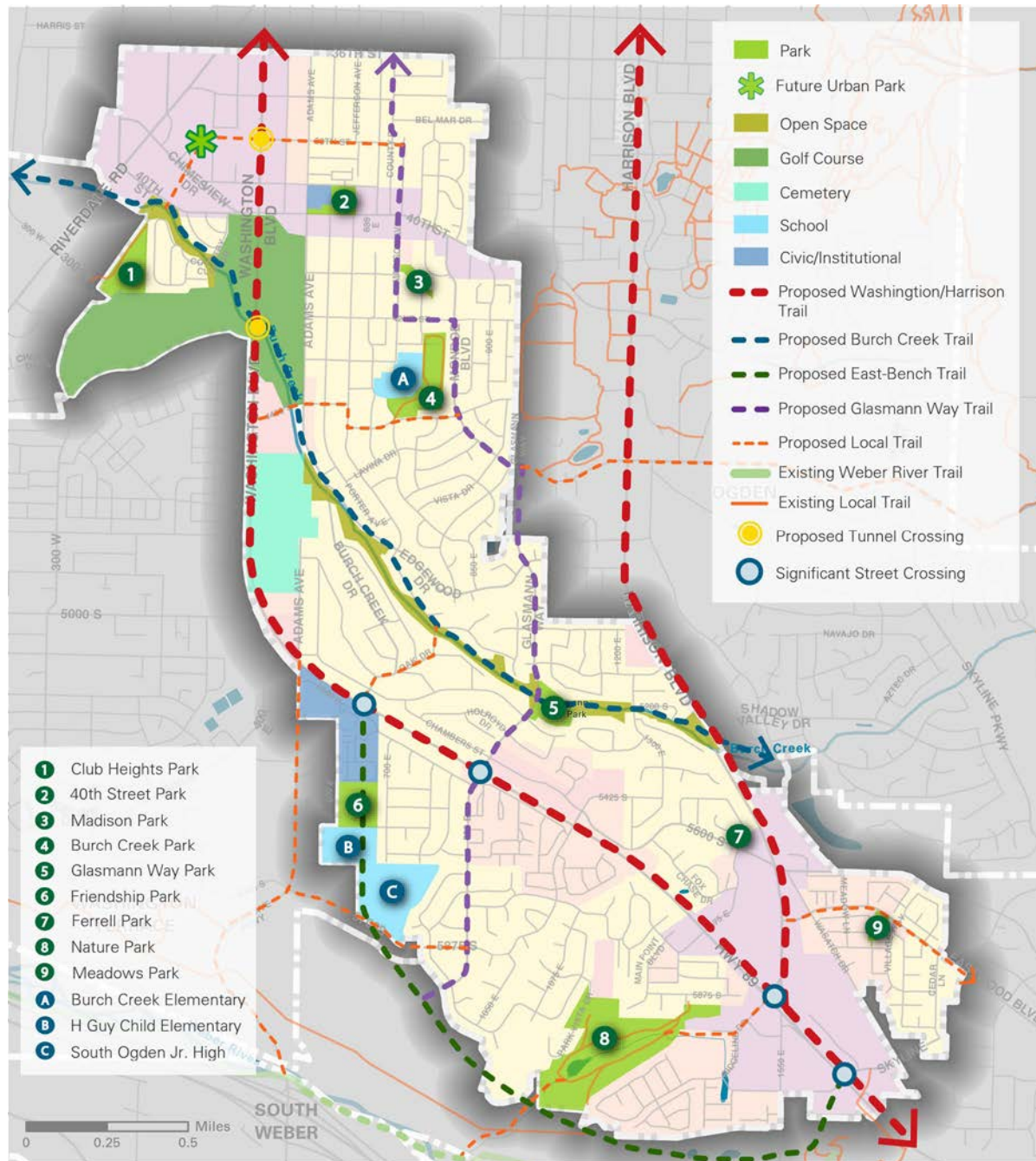
Examples of Major Corridor Improvements



## LAYER 3: GREEN STRUCTURE

As illustrated in Map 2.5, this section solidifies the vision for parks, open spaces, trails, and other recreational facilities. It also addresses the number, size, distribution, features, and condition of existing recreational facilities, and indicates how current recreation needs are being met and what is needed to improve access and equity.

MAP 2.5 - GREEN STRUCTURE







## EXISTING CONDITIONS

### EXISTING PARKS

South Ogden is fortunate to have nine public parks that comprise a total of 109 acres of land. **Map 2.5** illustrates the location of existing parks, open spaces, and trails in the City. Each park provides a variety of recreational opportunities and amenities, which taken together help meet the recreational and open space needs of the community. **Table 2.3** provides a detailed inventory of each park and the amenities they contain.

**TABLE 2.3 - PARK AMENITY MATRIX**

NAME	ACRES	RESTROOM	PAVILION	MULTIPURPOSE FIELD	BASEBALL/SOFTBALL	TENNIS	PICKLEBALL	VOLLEYBALL	BASKETBALL	PLAYGROUND	WALKING PATH	WATER ACCESS	OTHER
<b>Community Parks (10+ acres)</b>													
Nature Park	54.7	1	1	0	0	0	0	0	0	2	Y	Y	*
Friendship Park	10.7	1	1	1	3	1	0	0	0	1	Y	N	-
Burch Creek Park	14.4	1	1	1	0	0	8	0	2	4	Y	N	-
Club Heights Park	10.9	1	1	1	1	0	0	0	0	1	N	N	-
Subtotal	90.7	5	4	3	4	1	8	0	2	8	-	-	-
<b>Neighborhood Parks (3-10 acres)</b>													
40th Street Park	5.5	1	1	1	0	2	0	0	1	2	N	N	-
Glasmann Way Park	7.6	1	3	1	0	0	0	0	0	0	Y	Y	-
Subtotal	13.1	2	4	2	0	2	0	0	1	2	-	-	-
<b>Local Parks (&lt;3 acres)</b>													
Ferrell Park	1.1	0	1	1	0	0	0	0	0	1	N	N	-
Madison Park	2.0	1	1	1	0	0	0	0	0	0	N	N	-
Meadows Park	2.4	0	0	1	0	0	0	0	0	1	N	N	-
Subtotal	5.5	1	2	3	0	0	0	0	0	2	-	-	-
<b>TOTAL</b>	<b>109</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>-</b>	<b>-</b>	<b>-</b>

\* Nature Park also has a splashpad and amphitheater



Burch Creek Park



Friendship Park



Nature Park



To determine whether South Ogden's existing parks, open space, and trails meet community needs, two different analyses were undertaken. The first is a Level-of-Service (LOS) Analysis, which examines park acreage in relation to population. The second is a Distribution Analysis, which evaluates the geographic distribution and influence of parks and trails within the City, which helps identify areas where service gaps exist.

## EXISTING LEVEL-OF-SERVICE ANALYSIS

Level-of-Service (LOS) Analysis is a method that was developed by the National Recreation and Parks Association (NRPA) several decades ago to assist communities in evaluating whether their park resources are sufficient for meeting anticipated needs. LOS is calculated as a ratio, which is derived by dividing the total acres of parkland by the population and multiplying by 1,000. The resulting ratio represents the number of park acres available for every thousand residents.



According to this method, South Ogden has an existing park LOS of 6.3 acres for every 1,000 residents. This was determined by dividing the total park acreage (109.3) by the 2020 population (17,488) and multiplying by 1,000. Civic building sites, local school fields and grounds, private parks, and similar public properties such as retention basins were excluded from the calculations since they are either owned/managed by others, are not freely available to the general public, or do not meet traditional park needs.

LOS Analysis is a useful tool that can help South Ogden gauge the existing supply of parks and determine whether additional parkland is required to meet the future vision of the City as it continues to grow and mature. Based on a review of comparable communities in the region, South Ogden significantly surpasses the level of service provided in other cities approaching buildout, which is a testament to the proactive planning that has taken place here over time.

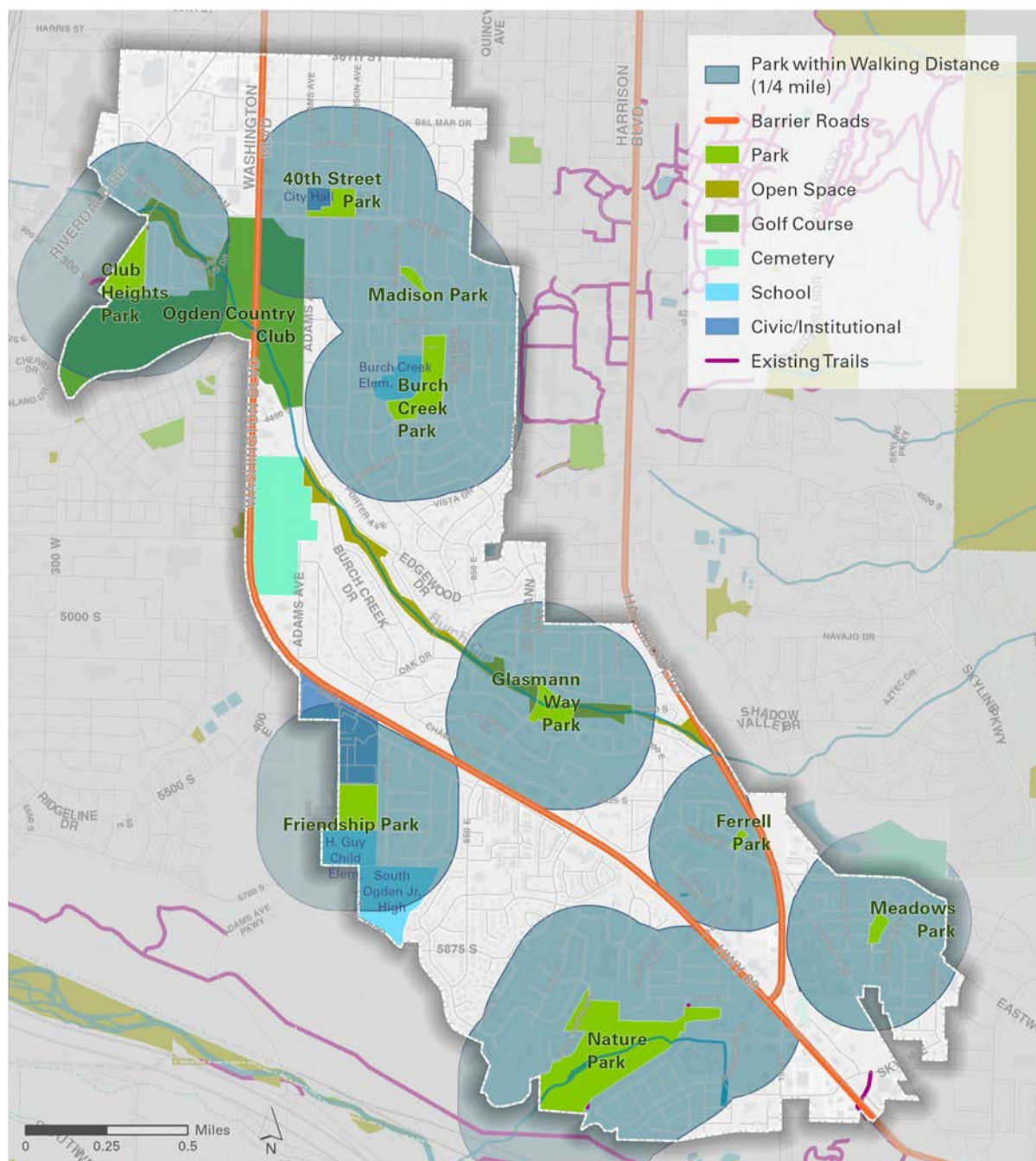
## EXISTING DISTRIBUTION ANALYSIS

During the public engagement process, residents indicated that it is extremely important to have trails and parks within walking distance of homes (**Appendix A**). **Map 2.6** illustrates the areas within the City that are within a quarter-mile of a park or trail, which roughly equates to a 15-minute walk. Overall, the City has a generally good distribution of parks, although the lack of trails and trailheads makes it difficult for neighborhoods that lack direct access to a nearby park to easily and safely access them along a dedicated trail. Since there is little vacant land remaining to develop new parks, the provision of additional trails to facilitate park access should be a recreational priority for the future. It is also recommended that a new park be located within City Center to help meet the needs of a growing downtown district (see for page 46 details).





MAP 2.6 - EXISTING PARKS & TRAILS WITHIN WALKING DISTANCE OF HOME



### PARK AMENITIES & CONDITIONS

Another assessment tool considers the quality and defining characteristics of existing parks, including their setting, design, condition, and amenities. South Ogden has been making progressive and substantial enhancements to the park system in recent years, increasing both the number and quality of parks systemwide. Within the past five years alone, the City has added two new parks to the system — Burch Creek Park and upper Club Heights Park — and is currently preparing to upgrade Meadows Park. The City is also in the process of designing



a new skate park at 40th Street Park near City Hall. As indicated by the high marks provided by survey participants, the local park system and the high level of service are key contributing factors to the high quality of life in South Ogden.

EXISTING OPEN SPACE

Natural and undeveloped open space is an essential component of a comprehensive and balanced parks and recreation system. This is particularly true in South Ogden, where Burch Creek runs through several of its neighborhoods before extending into Ogden Golf and Country Club. Public input indicates strong support for access to open space, particularly near Burch Creek and other natural features. The South Ogden Nature Park is the most popular park, further highlighting the importance of natural lands to City residents.

Natural open space provides a host of ecological benefits which are equally important. For example, natural open space can help purify soil, water, and air, and can even help absorb and deflect noise, wind, and visual disturbances. Natural lands can also help store stormwater, absorb carbon and reduce urban heat. They can also provide wildlife habitat, cool hot winds, and provide a pleasing psychological connection to nature within the City.

In contrast to parks, Level of Service (LOS) and similar analyses are not typically used to assess open space, since such lands and sites are naturally occurring and not sited or developed to meet specific needs. Instead, open spaces are typically acquired on a case-by-case basis as opportunities arise. Priority should be placed on acquiring additional open spaces that expand the existing public open space system or preserve natural drainages and other sensitive lands. In contrast, small and disconnected open spaces should be avoided as they provide limited positive impact and can be difficult to access and maintain.



South Ogden Nature Park



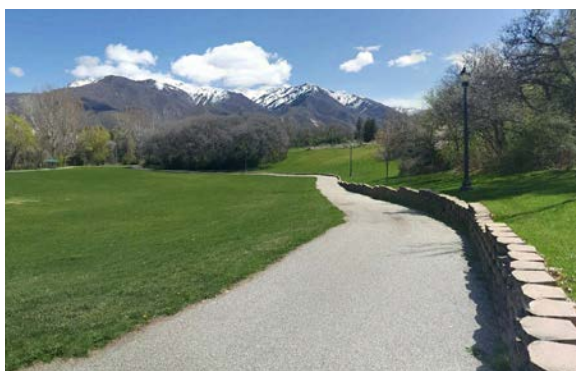
Burch Creek



## EXISTING TRAILS

Trails are essential transportation and recreational amenities that provide connections between home, work, and play. They also serve a wide range of users (walkers, runners, and cyclists, for example) and user groups (individuals, families, athletes, youth, seniors, commuters, and casual recreationists).

According to the results of the public engagement process, trails are the most desired and used type of recreational facility in South Ogden, which is somewhat of a surprise when considering that the South Ogden trail system is small, with designated trails limited to locations in existing parks. For example, South Ogden Nature Park is the City's most used park and encapsulates the majority of the City's trail system. Since the City is almost entirely built-out, trail construction will be challenging, but should nevertheless be among the City's highest long-term priorities.



Glasmann Way Park Perimeter Trail



South Ogden Nature Park Trail

## FUTURE PARK AND TRAIL IMPROVEMENTS

With an existing level-of-service that exceeds six acres per 1,000 residents, access to quality parkland is relatively high. It is therefore recommended that the City focus on the following enhancements as the City continues to grow and evolve:

- Provide a comprehensive and robust network of multi-use trails throughout the City;
- Continue to update and enhance existing South Ogden Parks to meet changing resident needs; and
- Develop a new “urban park” within the heart of City Center to serve the needs of new residents in the area and to accommodate special events and activities.





## A COMPREHENSIVE NETWORK OF TRAILS

As already indicated, there is strong public support for additional trails in South Ogden. The provision of additional trails and related amenities was the most requested recreational amenity by residents in the community survey. South Ogden currently has a very limited trail system that only exists within its public parks. As a result, trail development should be a key focus as the City continues to grow.

**Map 2.5** illustrates a proposed system of interconnected trails and trail corridors. The suggested routes are conceptual in nature, with detailed alignments to be determined with the acquisition and development of each route. The proposed network consists of four major trail corridors that connect and serve local neighborhoods with parks and key destinations in the City and beyond. These corridors include Washington and Harrison Trails, Burch Creek Trail, East-Bench Trail, and the Glasmann Way Trail. Additionally, secondary connector trails are proposed, providing connections between major trails and key parks and destinations in the City. Each trail corridor is described in greater detail below. This plan acknowledges that implementation of the trail vision may take generations to realize, and that interim solutions may be necessary in the short term before fully-separated trail corridor easements can be acquired.

### WASHINGTON & HARRISON TRAILS SYSTEM

Washington and Harrison Trails run adjacent to South Ogden's two major highways: Washington Boulevard (US-89) and Harrison Boulevard (SR-203). These trails serve as the spine of the South Ogden trail system, providing a direct connection from City Center to South Gateway Center, and linking with all other existing and envisioned trails.

Washington and Harrison Trails are intended to serve as regional routes, extending into adjacent communities and beyond. They should be wide enough to accommodate pedestrian and bicycle traffic in both directions and be offset from the road as much as possible to mitigate traffic noise and safety concerns. Street Trees and other landscape enhancements should be used to buffer the trails from the high-speed traffic traversing the adjacent roadways and for providing shade to trail users. Special design considerations will be needed at major intersections to ensure users are able to cross intersections safely, comfortably, and efficiently.



Inspirational examples for the Washington & Harrison Trails

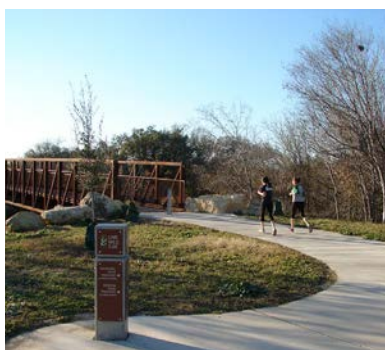
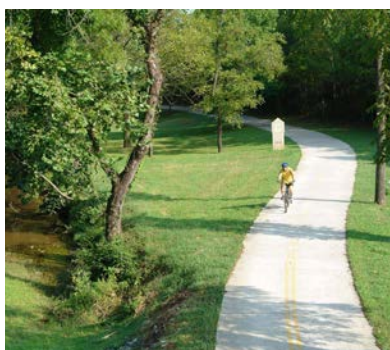


## BURCH CREEK TRAIL

Burch Creek is one of the greatest natural assets found in South Ogden. It is a major drainage conveying water westward from the steep Wasatch slopes in the east toward the Weber Valley, Weber River, and eventually the Great Salt Lake far to the west. Despite the important role the creek plays, public access is limited due to challenging topography and a location that extends through private property. The establishment of a complete Burch Creek Trail would be beneficial to the community, as it would serve as a significant trail corridor while also providing public access to a unique natural waterway and open space feature. Implementing a trail along the creek would allow people to access Burch Creek and experience the beauty offered along the route. The trail would also provide an important connection to the well-loved Burch Creek Trail in Wasatch Mountains to the East, Weber River to the west, and City Center in between.

Since establishing a trail along Burch Creek will be challenging, it should be viewed as a long-term goal that may take several decades to fulfill. The City should work to obtain access and trail easements to Burch Creek as opportunities arise, and consider negotiating public access agreements along the edges of the creek where it passes through Ogden Golf and Country Club.

In some areas, trail development along Burch Creek may be challenging due to site conditions and access restrictions on private property. In such cases, the trail may need to be diverted to adjacent streets to ensure the corridor is complete and intact. Such solutions should only be undertaken once other options prove unworkable, as the intrinsic value of the trail will be significantly diminished once street-side.



Inspirational examples for the Burch Creek Trail



Example design solutions for street-adjacent trail segments where a creekside trail is not feasible





## EAST BENCH TRAIL

East Bench Trail runs along the City's Southwest boundary, adjacent to the South Ogden Nature Park and continuing past South Ogden Jr. High, H. Guy Child Elementary and Friendship Park. While the majority of the trail is likely to be located within unincorporated Weber County, the trail would be highly beneficial to the South Ogden community, providing access to natural open space and sweeping views across the valley and beyond.

Depending on the results of detailed assessments yet to come, the East Bench Trail may be best suited as an unpaved trail, similar to the Bonneville Shoreline Trail. A trail connection from the East Bench Trail down to the Weber River Regional Trail would be a major asset, and should be pursued.



Inspirational examples for the East Bench Trail

## GLASMANN WAY TRAIL

Glasmann Way Trail is a street-adjacent trail that would provide a mid-City connection, linking the Washington, Burch Creek, and East Bench Trails and three South Ogden public parks (Glasmann Way Park, Burch Creek Park, and Madison Park). This is an important neighborhood connection, as it runs through seven of South Ogden's eleven neighborhoods.

The trail runs along 850 East, Glasmann Way, Monroe Boulevard, and Madison Avenue - all of which have wide street right-of-ways that could accommodate a street-adjacent trail. The inclusion of street trees, trail lighting, and enhanced intersection crossings should be considered as the trail is designed and implemented.

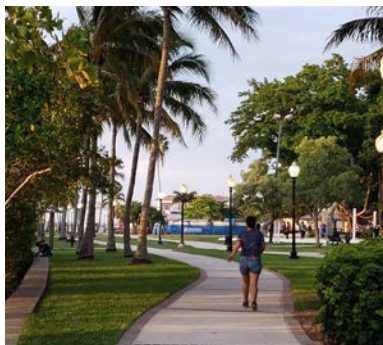


Inspirational examples for the Glasmann Way Trail



## CONNECTOR TRAILS

Connector trails provide necessary links between major trail corridors and community destinations. These trails tend to be shorter trail segments that will likely see less foot traffic. However, they are necessary for a well-connected and functioning trail system. Special priority and treatment should be given to the north-most segment connecting the Glasmann Way, Washington, and Burch Creek trails to the future City Center Park.



Inspirational examples for the Connector Trails

## TRAIL STREET CROSSINGS

Appropriately designed street crossings are essential for a functional and safe trail network. Generally speaking, trail crossings are best located on local streets, which have much lower speeds and fewer lanes than larger street types. Collector Streets have more lanes, more traffic, and faster speeds, conditions that require enhanced crossing solutions such as the installation of warning lights or crossing signals and HAWK (High-Intensity Activated crossWALK) Beacons, a traffic control device used to stop road traffic and allow pedestrians and cyclists to cross safely.



Example of a HAWK Beacon

Arterial Streets include high traffic levels and fast-moving vehicles, which require the most restrictive crossing tools and facilities including traffic signals and grade-separated crossings such as tunnels and bridges. Research indicates that the most highly-utilized trail systems utilize grade-separated road crossings, as they support a safer, uninterrupted experience.

## TUNNELS

Two tunnels are proposed under Washington Boulevard (US-89) as the City grows and evolves. The first is located south of 40th Street where Burch Creek links the east and west portions of Ogden Golf and Country Club. A tunnel already exists in this location for golf course users and could be adapted to provide a public trail connection, thereby reducing implementation costs. Access will need to be negotiated with Ogden Golf and Country Club, Weber County, and other stakeholders, which is likely to take time and perseverance.



A second tunnel is proposed at approximately 38th Street and Washington Boulevard to safely connect the bustling City Center on the west side of Washington Boulevard with the smaller-scale “Old Town” portion of downtown to the east. Since the slope drops steeply to the west on the west side of the roadway, a tunnel is probably better than a bridge at this location, although detailed analysis and design will need to be undertaken to determine the optimal solution.



Inspirational examples for pedestrian tunnels

## AT-GRADE CROSSINGS

When grade-separated crossings are not feasible, at-grade crossing enhancements should be considered. Examples of such improvements include curb bulb-outs, raised crosswalks, and pedestrian refuges to decrease crossing distances, increase pedestrian visibility, slow traffic, and support trail continuity. If traffic is particularly fast or heavy, a HAWK (High-Intensity Activated Crosswalk) beacon may be installed, allowing pedestrians to activate a traffic stop to facilitate a safe crossing.



Inspirational examples for at-grade pedestrian crossings

## REINVEST IN EXISTING PARKS

As previously indicated, South Ogden City has made a significant effort to improve the quality of its park system and it is recommended that it continue in that direction in the future. Some parks are currently underutilized, due in part to the lack of amenities and aging infrastructure.

Replacing old playground equipment, re-surfacing parking lots, and replacing worn-out play equipment and amenities are normal for maturing cities and are essential if the parks,





recreation, trails, and open space system is to continue to thrive. It is recommended that the City conduct a Park System Inventory and Conditions Assessment, detailing individual park amenities and their current condition which can serve as the basis upon which future improvements and upgrades can be prioritized and phased. When improving parks, the City should remember to engage with the surrounding neighborhood and the community at large to ensure investments meet the needs and desires of residents.

## DEVELOP A NEW URBAN PARK IN CITY CENTER

City Center west of Washington Boulevard is anticipated to become an active, vibrant neighborhood — a place where people come to gather and meet, and where residents and visitors converge for special events and festivals. At present, the area lacks any meaningful open space or parks, which is essential for ensuring the area becomes the community destination and draw that is anticipated.

A new “urban park” is proposed to help meet this need. The new park does not need to be large, but should instead provide features and be designed in a manner that supports the anticipated events and activities of the center. City Center Park should be a flexible place, supporting a range of activities and uses. It should also be an active place, that is actively programmed with frequent community events and programs, large and small. It should also be an engaging and comfortable place where users want to linger and return frequently. Finally, City Center Park should be linked to the rest of the community through a comprehensive system of sidewalks, plazas, and street crossings trails that are connected to community and regional destinations near and far.

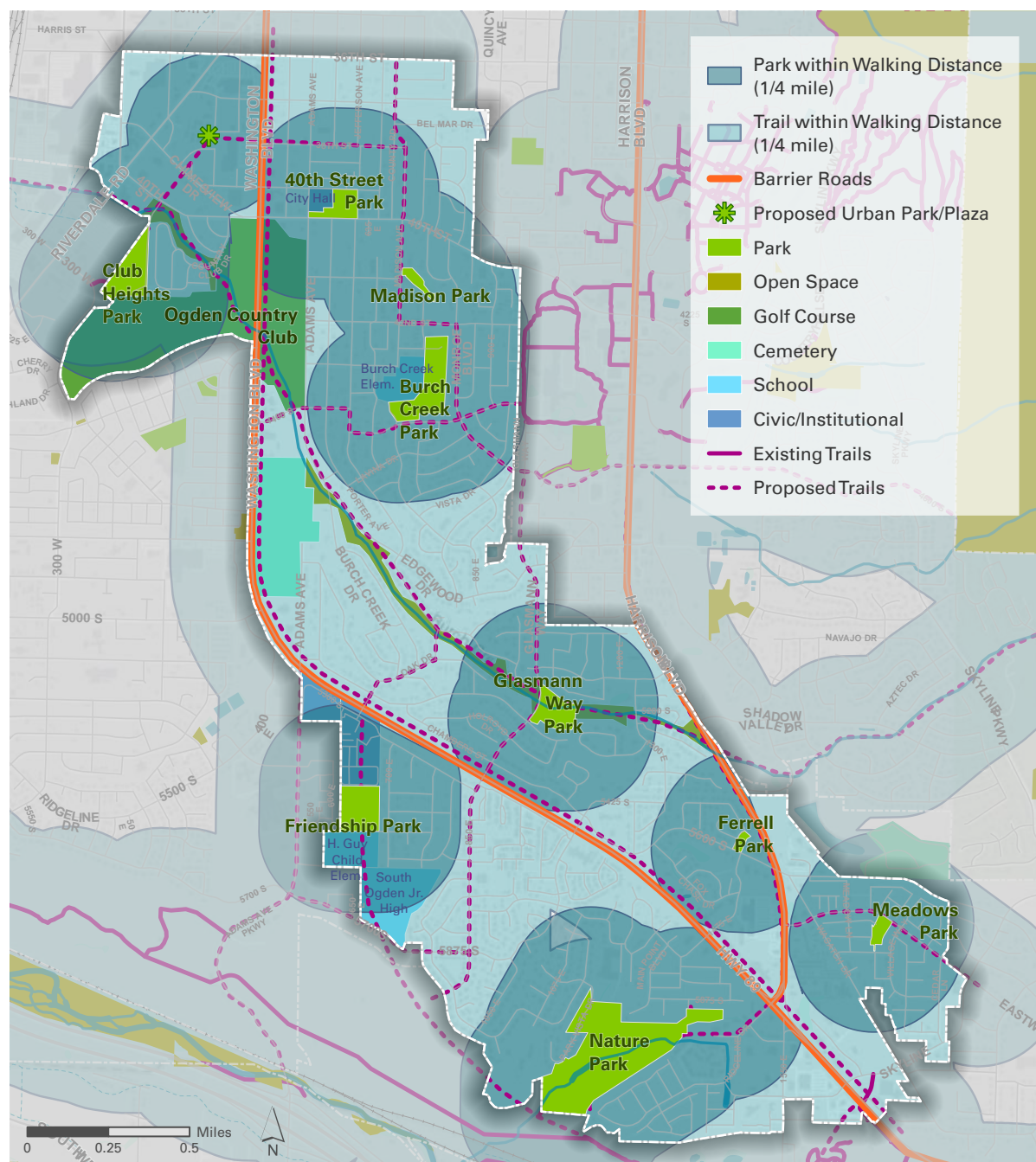


Inspirational examples for a urban City Center Park

## IMPROVED PARK AND TRAIL ACCESS

Map 2.7 illustrates the watershed of both existing and proposed park and trail facilities. With the addition of the proposed urban park/plaza at City Center and the future trail system (described in the next section), all South Ogden residents would theoretically have a trail or park within walking distance (1/4 mile) from their homes. However, the circuitous street layout and extensive use of cul-de-sac and dead-end streets in some neighborhoods reduce pedestrian connectivity and result in longer walking distances. Nevertheless, the proposed park and trail enhancements will result in better access to parks and trail by foot or bike.

**MAP 2.7 - PROPOSED PARKS & TRAILS WITHIN WALKING DISTANCE OF HOME**

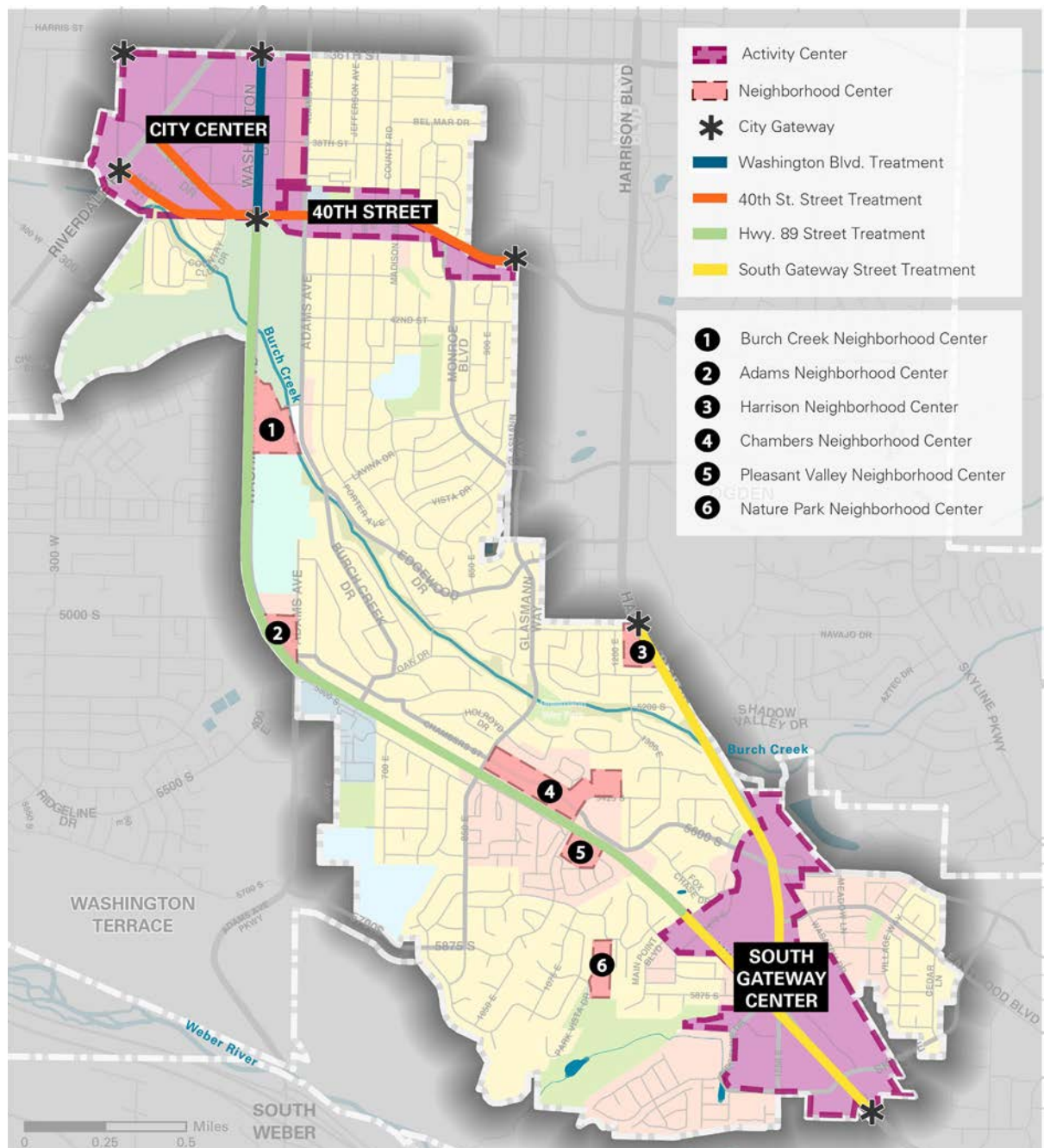




## LAYER 4. CENTERS, GATEWAYS & URBAN DESIGN

The interface between South Ogden and adjacent communities is somewhat blurred, with few indicators that one is entering or leaving the City. Once here, it is not always clear where key destinations and centers are located, or how to get to them. Diverse City centers, quality urban design, attractive streetscapes, and strong gateways are needed to provide a stronger identity and clarity to visitors in particular. **Map 2.8** indicates the location of the City's centers that are supported by gateway and corridor treatments to ensure future growth and infrastructure improvements further strengthen the urban form of the City.

**MAP 2.8 - CENTERS, GATEWAYS, & URBAN DESIGN ENHANCEMENTS**





## CENTERS

As a community approaching build-out, future growth will occur almost exclusively through infill and redevelopment of vacant, undeveloped, and under-utilized sites. A limited amount of smaller-scale residential is anticipated in established neighborhoods, focusing on uses similar in scale to established uses. In contrast, larger-scale redevelopment and densification efforts are supported at City Center and South Gateway Center, and to a lesser degree at six Neighborhood Centers located along key corridors and neighborhood junctions.

This section provides a vision for how these places should be developed and transformed into discernible centers to meet the needs of the City. To summarize, they should include sustainable economic development that transforms the community into a more attractive place to live, work, and play. Form-based codes have been developed for each of these sites, which will help ensure future growth is coordinated and beneficial to the community as a whole.

### CITY CENTER

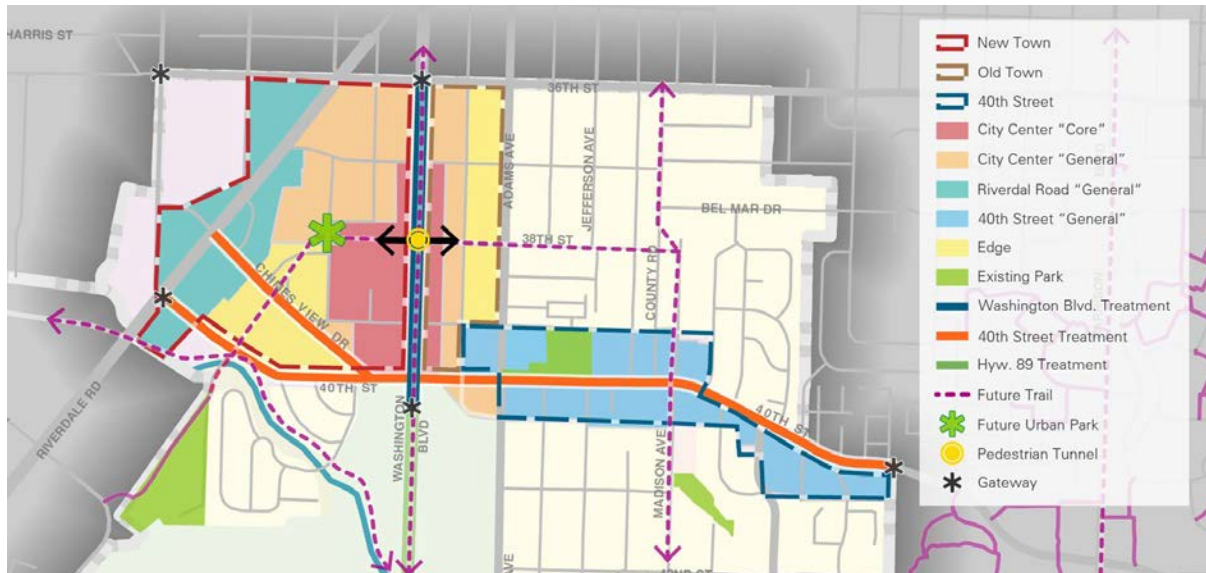
City Center is anticipated to become a thriving downtown and the “heart of the City” – a mixed-use destination, comprising a wide mix of commercial, residential and support uses. According to the form-based code adopted in 2016 for this area, City Center should be a thriving destination that is diverse in use, visually appealing, and pedestrian-friendly. However, there are still several urban design challenges that stand in the way of a successful City center:

- City Center is bisected by Washington Boulevard (US-89) - a high-speed, five-lane, highway with inadequate sidewalks and bike/pedestrian facilities. The roadway is a significant barrier between the east and west sides of City Center, and as a result, is a challenging barrier to overcome.
- City Center streets and intersections lack adequate pedestrian/cyclist infrastructure and amenities to facilitate safe and efficient travel by foot or bike.
- There are no community gathering and recreational spaces.
- The topography is steep on the west side of Washington Boulevard, making it difficult to establish a strong roadside presence along the highway. However, this situation has a positive side, as it supports the development of a pedestrian tunnel around 38th Street, which could help link the two sides of City Center.
- City Center lacks attractive streetscapes and gateways. There is no obvious sense of arrival as one arrives.



Figure 2.2 illustrates an urban design concept for the downtown area, which aims to address the above challenges while building upon City's existing form-based code. A description of the five subdistricts follows.

**FIGURE 2.2 - CITY CENTER URBAN DESIGN DIAGRAM**



Inspirational examples for South Ogden's City Center





## CITY CENTER “CORE”

This is the “heart” of City Center, where most of its shops, businesses, and workplaces will be located. This is the densest and tallest part of the area, with storefronts envisioned at street level and the upper stories earmarked for living and working.

## CITY CENTER “GENERAL”

This subdistrict provides a transition from the “core” to the edges, incorporating a variety of office, retail and residential uses at a variety of scales.

## EDGE

This part of City Center comprises smaller-scale residential buildings, which provide a buffer between existing single-family residential neighborhoods and the “Core” and “General” areas.

## 40TH STREET “GENERAL”

A corridor district that supports higher-density mixed use-development along 40th Street. Development here is envisioned to be smaller scale and finer grain than the rest of City Center, helping to provide a good fit with adjacent lower-density residences.

## RIVERDALE ROAD “GENERAL”

This subdistrict is dominated by car-centric uses, which are buffered to ensure a seamless transition exists with adjacent City Center uses. Typical uses include office, retail, and limited residential uses at a variety of scales, although existing uses such as big box retailers, outdoor sales lots, drive-thrus, and similar auto-oriented uses are likely to be maintained in the future.



Example of a thriving, walkable City center with high-quality streetscapes



### CITY CENTER URBAN DESIGN ENHANCEMENTS

Consistent building setbacks and unified street treatments, such as street trees and furnishings, should be used to unify downtown visually. Street trees provide an attractive and unified setting, as well as a canopy of shade and protection from other climatic elements. Wide sidewalks (at least 6 feet in width) facilitate ease of pedestrian access to commercial venues. Even wider sidewalks should be used in the commercial core to accommodate higher pedestrian traffic and encourage flexible uses, such as outdoor eating areas. Traffic calming tools such as bulb-outs, raised crosswalks, narrowed streets, and on-street parking should be used to slow traffic and create a safer and more comfortable pedestrian environment. Street furniture and amenities should also be included, such as benches, trash receptacles, signage and wayfinding, bike racks, and more.

As the major arterial roads bisecting City Center, special design consideration is necessary for both Washington Boulevard (US-89) and 40th Street. Proposed side treatments are illustrated in **Figure 2.4** on page 58 and **Figure 2.6** on page 59. Additionally, more frequent and safer pedestrian crossings are needed to minimize the barrier these roads present to pedestrians. As a UDOT-managed highway, at-grade crosswalks are likely to be difficult to implement on Washington Boulevard. As mentioned previously, a pedestrian tunnel is proposed under Washington Boulevard at 38th street to ensure a safe, and efficient connection between Old Town and New Town without disrupting Washington Boulevard traffic. Additional crossings will be necessary on both roads to maintain adequate pedestrian connectivity.



Examples of quality urban design in walkable City centers



An urban park is proposed in the core of City Center along with a trail, connecting City Center to the rest of the community. The urban park and trails are detailed in the Green Structure section on page 35. Public art should also be included to help establish a clear and unified identity for City Center.

## SOUTH GATEWAY CENTER

South Gateway Center is largely built-out. It is dominated by road-dominant uses. The area includes a mix of big-box and strip-mall commercial and higher-density residential uses. There is potential for the area to evolve into a more pedestrian-friendly center as individual parcels redevelop over time. However, it is anticipated that such transformations will take place much slower in this area in comparison to City Center. The future vision for this area emphasizes commercial uses, although mixed uses are permitted. Walkable site design and pedestrian uses are envisioned in the future, replacing the parking and automobile-oriented layouts that currently exist.

Similar to City Center, a form-based code has been developed for this area which is helping to align growth and development with the future vision. Careful urban design will be necessary to support new pedestrian-oriented development as it occurs. South Gateway Center has a very limited street network, comprised mostly of high-traffic arterial roads. A well-connected street system encompassing a finer grain of local, lower-speed streets with frequent pedestrian crossings and high-quality streetscape enhancements is anticipated as the area transforms.



Inspirational examples for South Ogden's South Gateway Center





## NEIGHBORHOOD CENTERS

Six neighborhood centers are proposed throughout the community along key corridors and at neighborhood junctions. These sites are currently dominated by suburban-type commercial and retail developments and are envisioned to be transformed into better-integrated community nodes over time. Neighborhood centers are specifically intended to provide a meaningful destination within walking distance of adjacent neighborhoods. They should be small and local with an emphasis on local eateries or boutique retail, but may also include civic and park uses as well.



Inspirational examples for South Ogden's Neighborhood Centers

## BRANDING, NODES, GATEWAY & CORRIDOR ENHANCEMENTS

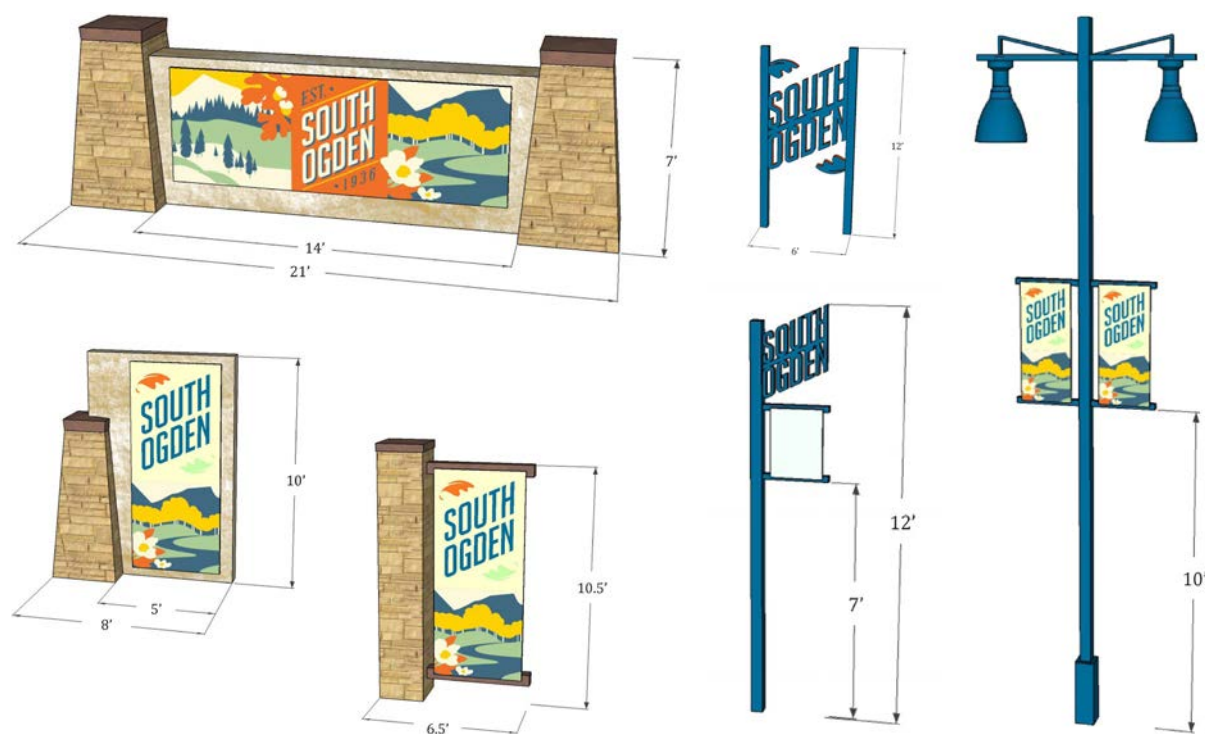
Special urban design treatments should be established at each South Ogden center and along major corridors, trails, and public spaces. Each center should be treated as a special place, which will help residents and visitors understand the function of the place. Gateways should be established to clarify arrival into the City, which should go beyond wayfinding and signage and instead focus on the creation of the City's gateways into great public spaces that are beautiful through the use of engaging landscape treatments and special design details.

### REINFORCING THE SOUTH OGDEN BRAND

South Ogden City underwent a rebranding effort in 2016 that resulted in new brand for the City. As illustrated in Figure 2.3, the South Ogden brand should be extended into the City landscape, helping to unify signage, furnishings, gateway features, and infrastructure Citywide, reinforcing the brand, and helping to distinguish South Ogden from neighboring communities. Efforts should continue to be made to reinforce the brand in the everyday settings of the City, most particularly at centers and along City streets.



**FIGURE 2.3 - EXAMPLE SIGNAGE, FURNISHINGS, & INFRASTRUCTURE THAT REINFORCE SOUTH OGDEN CITY'S BRAND**







## NODE & GATEWAY TREATMENTS

Clear indications that one has arrived in South Ogden should be established at key entrances into the City. A variety of methods and forms can be used, including enhanced landscaping, coordinated signage, unique landforms, and landscape art. The images below illustrate the range of gateway enhancements that will improve wayfinding in the City helping to delineate the community and its neighborhoods. As indicated in **Map 2.8** and detailed below, South Ogden should develop gateway features at key entrances, intersections, and corridors within the City to provide clear indications when one has arrived. As illustrated in the accompanying images, a variety of gateway methods and forms can be used, depending on site and roadway conditions, including a range of enhanced landscape treatments, coordinated signage, special gateway features and landmarks, unique landforms and landscape art.



Inspirational examples of nodes & gateways



## CORRIDOR TREATMENTS

Public road rights-of-way are the largest and farthest-reaching public spaces in the City. Historically, streets and roads have been designated as facilities for automobile traffic and public utilities. As the City continues to mature, actions should be undertaken that transform the street corridor into multi-dimensional infrastructure investments, providing space to accommodate alternative transportation modes and help establish community identity.

Typical corridor treatments with detailed streetscape improvements are illustrated on the following pages for four key roadways. These corridors are highlighted in **Map 2.8** and include the following:

- Washington Boulevard (US-89 as it passes through City Center)
- US-89 connecting City Center and South Town Center
- 40th Street
- South Gateway Center Corridors (US-89 and Harrison Boulevard)

Since these roads are primarily managed by UDOT and would be difficult to alter, the proposed enhancements are focused on street-edge changes associated with the sidewalk and park strip zone. Considered holistically, the enhancements are intended to make South Ogden more bike / pedestrian-friendly and aesthetically pleasing while also helping to clarify the South Ogden brand and establish a clear sense of arrival

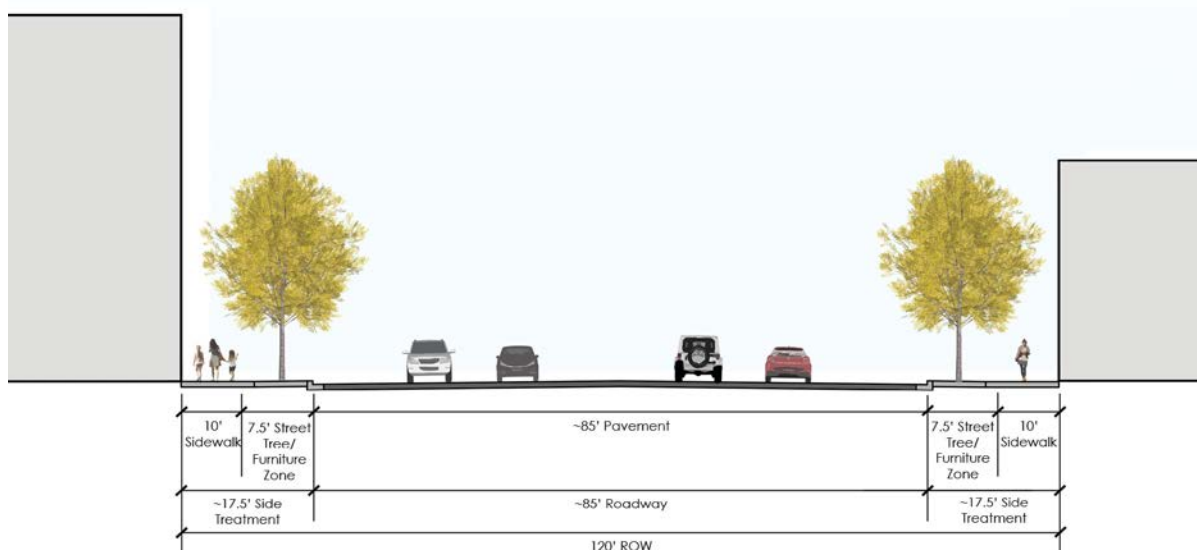
### WASHINGTON BOULEVARD

From 36th Street to 40th Street, Washington Boulevard is an 85'-wide highway that bisects the future City Center. As previously indicated, the roadway is fast and wide, creating a significant barrier for pedestrians and cyclists and an unpleasant environment that transmits traffic, noise, and air pollution to the adjacent sidewalks and properties.

As a UDOT-managed road, the City likely has little control over the design of the roadway itself. However, it is recommended that South Ogden should work with UDOT to improve the roadway side treatments as part of making downtown South Ogden a more comfortable pedestrian environment. Traffic calming measures within the roadways such as bulb-outs, islands, signaled, pedestrian crossing, on-street parking, additional street signals, and reduced speed limits should also be discussed with UDOT as part of making this segment of the roadway supportive of the envisioned future of downtown South Ogden.

The street edge is currently dominated by narrow sidewalks with no park strips or street trees. **Figure 2.4** illustrates proposed improvements that widen the sidewalks and add an urban street tree/furniture zone. As shown in the photo below, a similar design has been achieved along Washington Boulevard in downtown Ogden.

**FIGURE 2.4 - WASHINGTON BOULEVARD SIDE TREATMENT CROSS-SECTION**



Washington Boulevard, Downtown Ogden, Utah

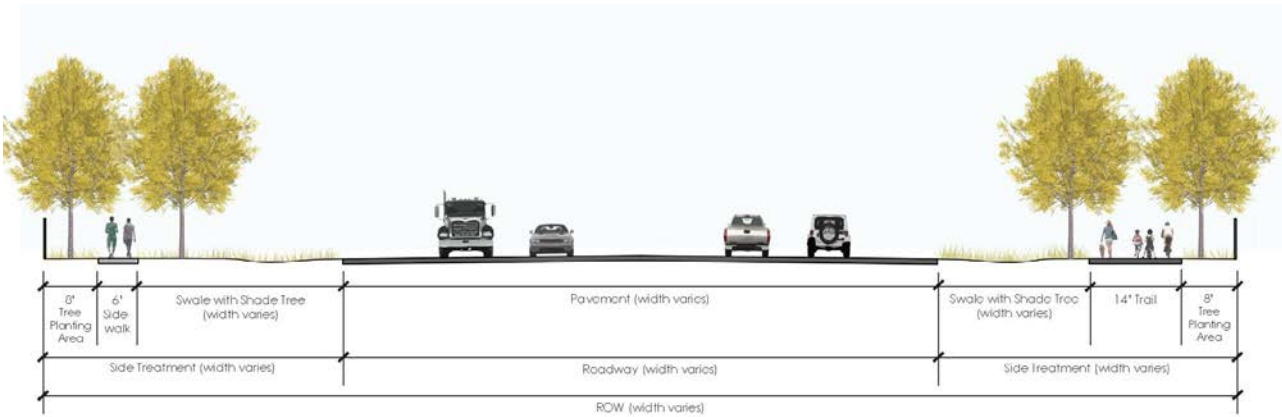
#### **HIGHWAY 89**

Special consideration should be given to beautifying sections of US-89 as it passes through the City, transforming the segment that links City Center with South Gateway Center into a green and lush parkway. Such improvements would provide a positive impression to those traveling through the City, help to reinforce South Ogden's "sense of place," direct views and provide visual buffers, and reduce highway noise in residential neighborhoods.

Figure 2.5 illustrates a potential design solution that includes a wide, multi-use trail on one side of the roads and a wide sidewalk on the other – both flanked by trees, buffering the roadway and providing shade. Both the trail and sidewalk should be offset from the roadway as much as possible to increase pedestrian and cyclist comfort and safety. Additional waterwise plantings or public art within the ROW area would beautify the City and can showcase the artistic expression of the community.



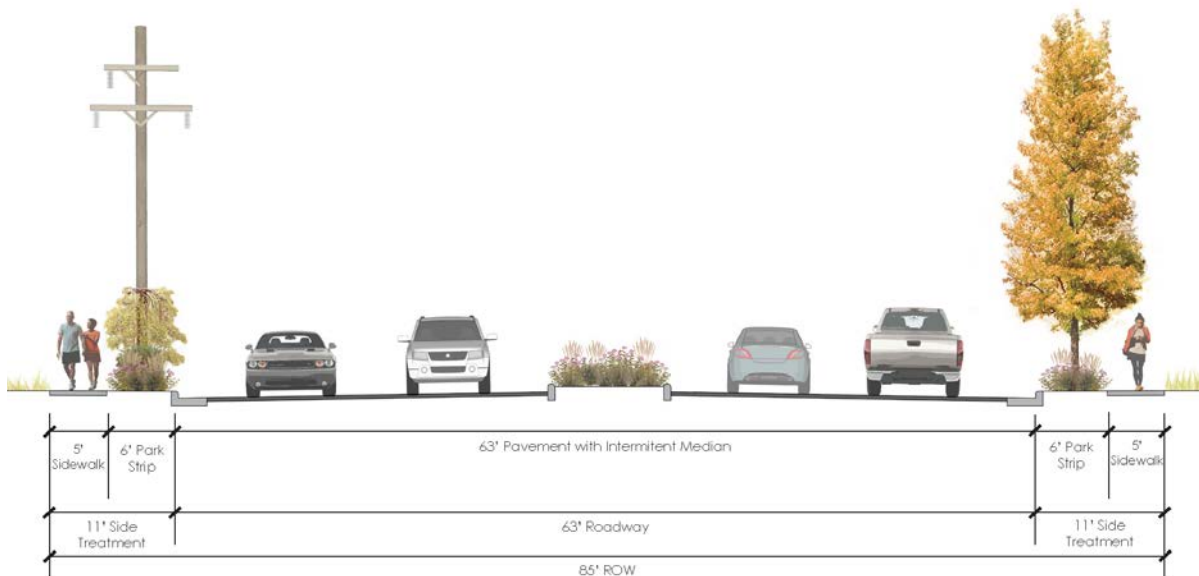
**FIGURE 2.5 - US-89 SIDE TREATMENT CROSS-SECTION**



#### 40TH STREET

40th Street functions as one of the key east-west connectors in South Ogden, linking City Center to adjacent neighborhoods and communities, and providing access to I-15 to the west and McKay Dee Hospital and Weber State University along Harrison Boulevard to the east. As illustrated in Figure 2.6, the corridor was recently re-constructed to serve increased traffic demand, incorporating aesthetic and pedestrian side treatments as part of the final design.

**FIGURE 2.6 - 40TH STREET SIDE TREATMENT CROSS-SECTION**



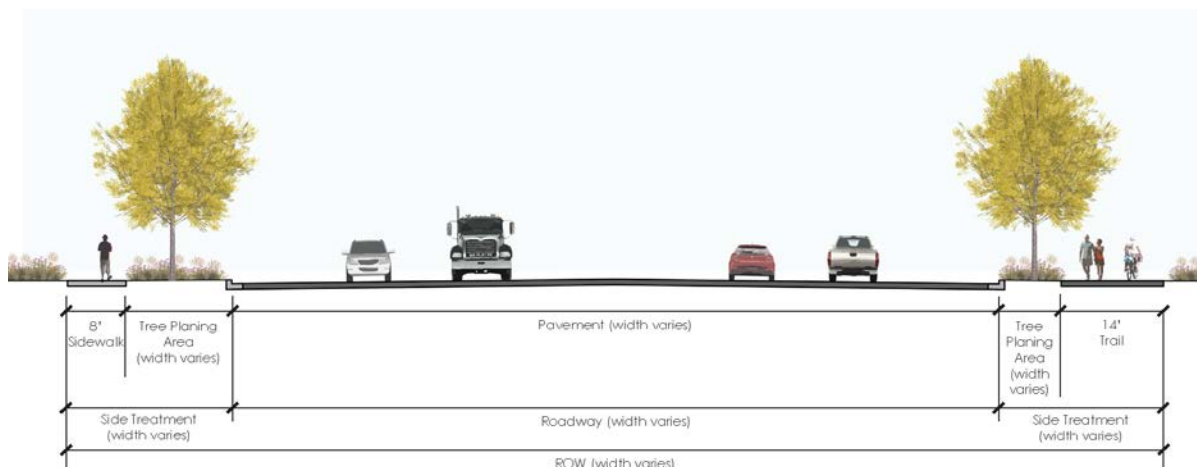
#### SOUTH GATEWAY CORRIDORS

US-89 and Harrison Boulevard converge in South Ogden's South Gateway Center. These major roadways experience high traffic volumes traveling at high speeds, resulting in an unremarkable and open-feeling gateway area where it is difficult to perceive that one is in



South Ogden rather than one of the adjacent communities. As illustrated in **Figure 2.7**, an improved streetscape with consistent trees and water-wise plantings is proposed to be implemented in this area over time, which will help create a distinct sense of arrival in the City and establish South Gateway Center as a distinct destination. Other enhancements include a multi-use path and consistent sidewalk that also provide an important transportation connection for pedestrians and cyclists as they travel through the City toward adjacent municipalities.

**FIGURE 2.7 - SOUTH GATEWAY SIDE TREATMENT CROSS-SECTION**



## PUBLIC ART

Public art brings an air of imagination and creativity to public spaces, encouraging curiosity and at times, interaction. Public art can also provide a visual relief and lively energy to otherwise indistinct places. The application of public art can help create a unified urban design expression for the City, particularly when implemented along roadways and street corridors that pass within the City's center nodes, near public plazas, at key intersections and gateways, adjacent to street corners, and near significant public building entrances as part of enhancing way-finding. In more active areas, pairing public art with food and seating can be particularly effective, especially in locations that attract large gatherings. Other impactful destinations for public art include public schools, parks, and similar gathering places.



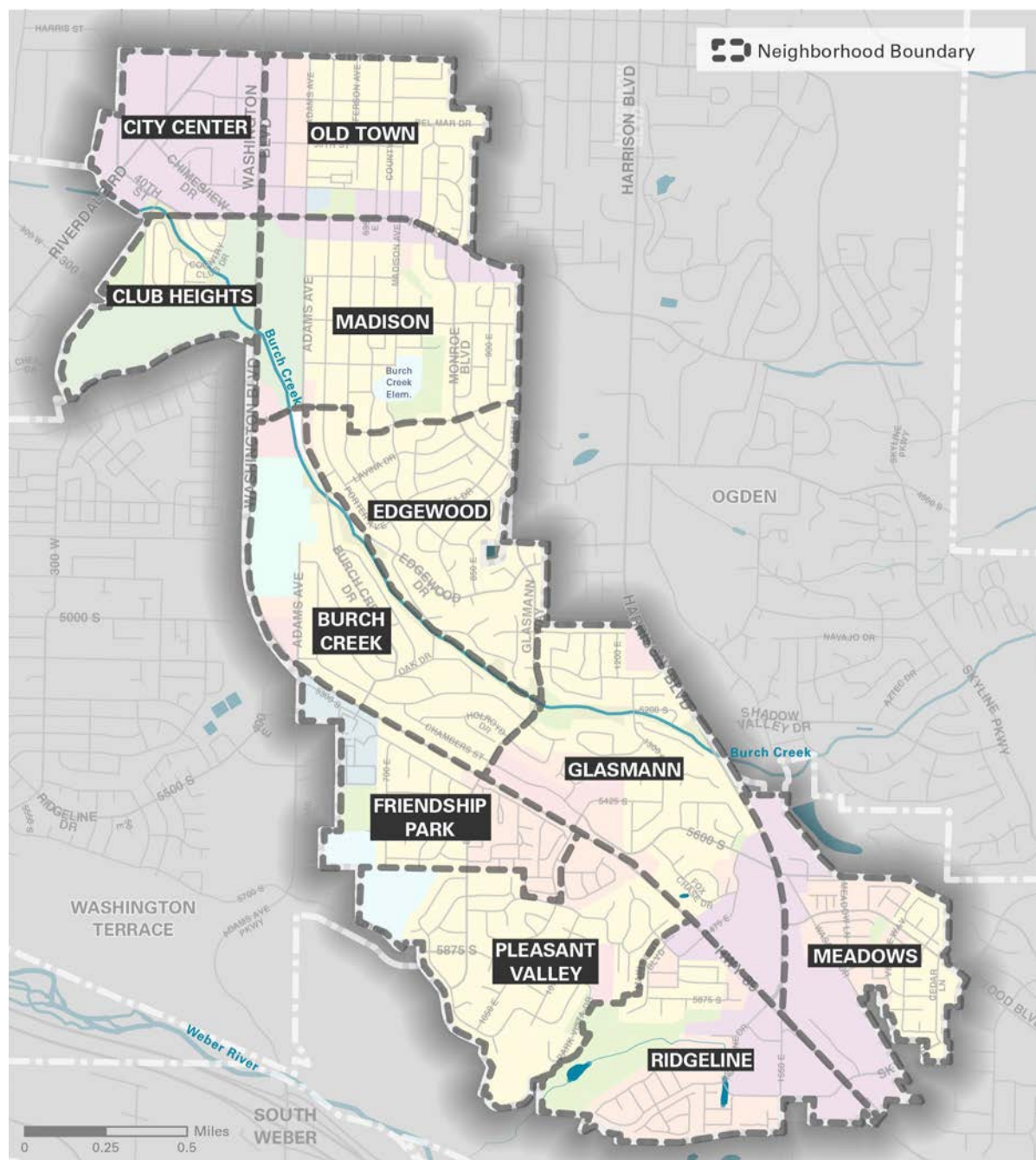
Inspirational examples of public art



## LAYER 5: NEIGHBORHOODS

Preserving existing neighborhoods was a top priority for residents in the public engagement process. Map 2.9 indicates South Ogden's various neighborhoods. Based on public feedback, the following four priorities are proposed to preserve and enhance South Ogden's neighborhoods as the City continues to grow and evolve: enhance neighborhood identity, improve walkability, maintain and plan infrastructure, and grow the City's urban forest.

**MAP 2.9 - NEIGHBORHOODS**







## ENHANCING NEIGHBORHOOD IDENTITY

Currently many of South Ogden's neighborhoods have few defining features, making them at times indistinguishable from one another. Having strong neighborhood identities creates a more interesting and diverse City and helps with community wayfinding, allowing both residents and visitors to be able to easily determine where they are and where they are going throughout the City. Neighborhood identities can be strengthened through a number of simple strategies aimed at creating distinctive features in each neighborhood.

One strategy is to create or enhance unique landmarks in each neighborhood. Landmarks can come in many forms including atypical buildings, public art forms, landforms, public infrastructure (i.e. roundabouts, street side treatments, etc.), and more. The City should identify key landmarks within each neighborhood and determine ways to further enhance them. If landmarks do not exist within some neighborhoods, the City can work with the community to construct one that enhances their neighborhood identity.

Additionally, creating a unique neighborhood brand that is compatible with South Ogden City's brand can be used to signify neighborhood identities throughout the City. These brands can be expressed through unique signage, street furnishings, public infrastructure/facilities, and more. These brands should be carefully crafted to not detract from South Ogden City's brand but should be designed in a way that signifies the neighborhood's unique characteristics while still enforcing its identity as a South Ogden community.



Inspirational examples of neighborhood branding and landmarks



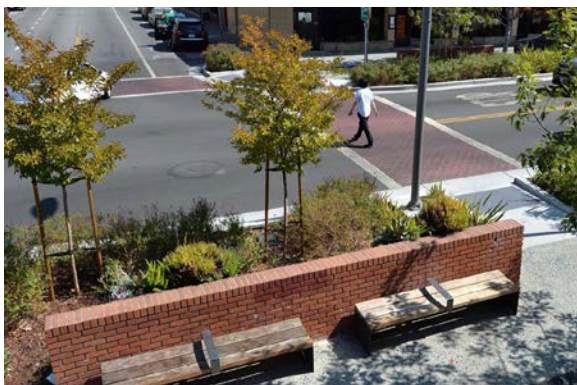
## IMPROVING WALKABILITY

Additional trails, bike lanes, and sidewalks were cited as the most needed transportation improvements in South Ogden during the public engagement process. Improving the active transportation system will help stabilize local neighborhoods, increasing the quality of life for current residents in particular.

Traffic calming is another important enhancement that can help South Ogden mitigate the impacts of increased traffic in established neighborhoods and establish the City's centers as pedestrian-friendly and walkable environments. Traffic calming typically consists of a set of physical mitigations to roadways to slow vehicle speed, reduce traffic and collisions, limit the severity of injuries from collisions, and, most importantly, enhance the livability of neighborhoods.

To preserve the neighborhoods and enhance community access in South Ogden, walkability can be enhanced by:

- Implementing the proposed trail system (Map 2.5);
- Implementing proposed bike lanes, bicycle boulevards, and enhanced crossings identified in South Ogden Active Transportation Plan;
- Completing existing sidewalk gaps identified in the Active Transportation Plan and ensuring all future development provides adequate pedestrian and cyclist infrastructure;
- Implementing traffic calming measures to slow traffic within residential neighborhoods, centers, and on key pedestrian routes.



Inspirational examples of walkable communities





## MAINTAINING & IMPROVING PUBLIC INFRASTRUCTURE

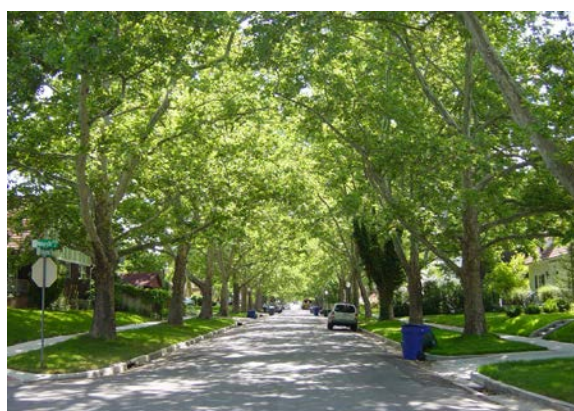
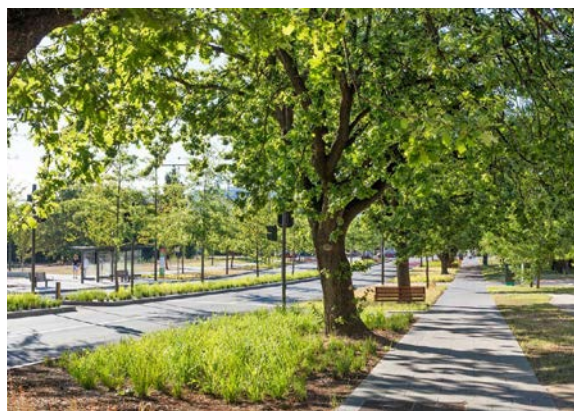
Limiting traffic impacts and maintaining utility infrastructure capacities were indicated as important priorities by residents during the public engagement process. Public infrastructure, roadways, and utilities are essential elements of the community and must be maintained and improved to keep pace with existing and future needs. When applicable, the City should also coordinate with transportation and utility partners to ensure potential local issues and needs are understood and addressed as part of a unified and comprehensive planning and implementation process.

## GROWING THE CITY'S URBAN FOREST

A healthy urban forest is an integral infrastructure feature. Large trees not only provide shade, they beautify the City, help clean the air, and, if well-designed, can help enhance wayfinding. Other benefits of a robust and healthy urban forest include:

- Control and cleansing of stormwater
- Reducing the urban heat island effect by providing shade
- Saving energy consumed in air conditioning costs
- Providing wildlife habitat
- Enhancing mental health
- Increasing property values

South Ogden has a robust and mature urban forest. Still, many areas of South Ogden lack trees, particularly along the edges of major roadways. A variety of street trees should be used to transform bare and uninviting roadways into lush corridors and parkways. In general, shade and street trees should be selected that are large at maturity, since this will reinforce the formation of a pleasant and unified district character. Trees and other vegetation located in park strips should be



Inspirational examples of a robust urban forest



selected to meet the specific design and environmental intent of each specific area, reflecting regionally-appropriate water-wise design and implementation concepts. They should have a broad canopy that helps mitigate wind and summer heat.

The urban forest must also be regularly assessed and managed to control disease/ pest outbreaks, promote species diversity, remove hazardous trees, and plant new trees for future generations. As such, it is recommended that the City continue to invest in and expand its urban forestry program to meet these needs. Some ideas that may be particularly applicable in South Ogden include:

- Re-establishing the South Ogden Urban Forestry Commission to implement policy, programs, and procedures related to a healthy urban forest;
- Creating a voluntary street tree program in which homeowners may apply to have a tree planted in their park strip;
- Creating a hazard tree removal program to assist homeowners with hazardous large trees that require removal that would otherwise be cost prohibitive;
- Establishing partnerships with non-profits such as TreeUtah or Utah State University Extension Services to provide education and information to residents on species selection, planting, pruning, and other tree care guidelines.



Urban Forestry enhancement ideas

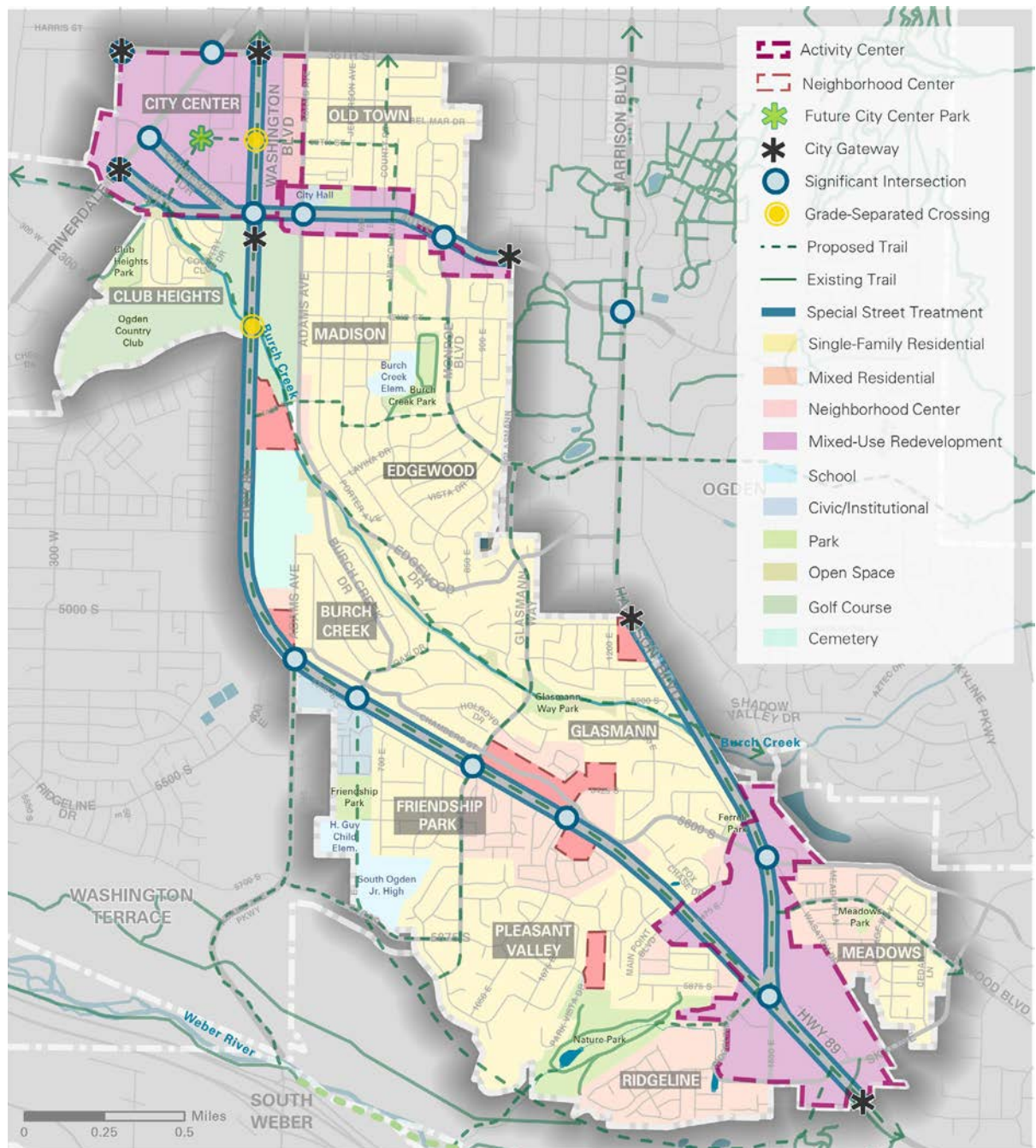




## COMPOSITE PLACEMAKING PLAN

Map 2.10 illustrates the Composite Placemaking plan, illustrating a holistic land use and design vision for South Ogden. The drawing “reassembles” the six layers, providing a clear vision of where the City should be maintained and enhanced and where it should grow and change to meet future needs.

MAP 2.10 - COMPOSITE PLACEMAKING PLAN





To summarize, the Composite Placemaking Plan supports a future South Ogden that:

- Continues to have great neighborhoods people are proud to call home.
- Provides a range of high-quality and affordable housing options to meet the needs of all residents at all stages of life.
- Anticipates growth, focusing it into distinct and thriving centers.
- Accommodates all modes of transportation on its streets and corridors including safe and efficient travel by foot, bike, and vehicle.
- Has a positive appearance and identity that is reinforced through the establishment of unified community gateways, corridors and node enhancements, other urban design improvements, and a strong sense of arrival into the City.
- Provides access to a high-quality, interconnected park and trail system that is available within a fifteen-minute walk of all homes and neighborhoods.

## GOALS, POLICIES & IMPLEMENTATION MEASURES

### Goal 1: Ensure existing neighborhoods are preserved, protected and well-maintained.

- **Policy 1.1:** Carefully integrate new development with existing uses in established neighborhoods.
  - **Implementation Measure 1.1.1:** Protect existing housing stock to the greatest degree possible.
  - **Implementation Measure 1.1.2:** Maintain neighborhood stability and encourage infill and redevelopment that is consistent with existing uses and scales of development.
- **Policy 1.2:** Preserve and protect established neighborhoods and residential land uses by implementing land use transitions and buffers between uses.
  - **Implementation Measure 1.2.1:** Continue to implement mixed-use development as transition between distinctly different uses.
  - **Implementation Measure 1.2.2:** Support targeted infill and redevelopment to ensure a wider range of housing types are provided.
- **Policy 1.3:** Consider existing development patterns, environmental conditions, infrastructure needs, transportation goals and fiscal impacts when planning future land uses.
  - **Implementation Measure 1.3.1:** Encourage and support land uses that provide adequate off-street parking, reduce travel distances for employment and essential services, reduce pollution, support alternative modes of transportation, and conserve energy.



- **Implementation Measure 1.3.2:** Ensure new development complements the scale and intensity of nearby uses.

## **Goal 2: Create places for the community to gather and events to draw residents to these places.**

- **Policy 2.1:** Establish a new City Center in the northern extents of South Ogden.
  - **Implementation Measure 2.1.1:** Transform the area around City hall into “old town” cultural hub of the City.
  - **Implementation Measure 2.1.2:** Redevelop the portion of City Center west of Washington Boulevard into a thriving and vibrant mixed used center.
- **Policy 2.2:** Support the transformation of South Gateway into a thriving business and service district.
  - **Implementation Measure 2.2.1:** Link City Center and South Gateway Center with a multi-modal Washington Boulevard vehicular, trail and transit circulator system.
  - **Implementation Measure 2.2.2:** Encourage the transformation of identified neighborhood centers into high-quality service centers.
  - **Implementation Measure 2.2.3:** Establish an off-street multi-use trail along the edges of US-89/Washington Boulevard as an active transportation link between City Center and South Gateway Center.
- **Policy 2.3:** Transform identified neighborhood centers and nodes into thriving commercial and service centers.
  - **Implementation Measure 2.3.1:** Transform emerging neighborhood centers and community nodes into neighborhood-focused commercial and service centers.

## **Goal 3: Coordinate land use and transportation needs to ensure a unified South Ogden vision is achieved.**

- **Policy 3.1:** Transform Major Corridors into safe and attractive multi-modal boulevards suitable for pedestrian, cycle and vehicular circulation.
  - **Implementation Measure 3.1.1:** Transform US-89/Washington Boulevard, Harrison Boulevard, 40th Street and other major corridors into easy-to-use and safe pedestrian/cycle routes.
  - **Implementation Measure 3.1.2:** Implement a unified system of pedestrian and cycle enhancements along the edges of the all major corridors, with special emphasis on US-89/Washington Boulevard and Harrison Boulevard. Key enhancements may include HAWK beacon crossings, grade-separated crossings, signalized intersections, and planted park strips with street trees.
  - **Implementation Measure 3.1.3:** Connect 40th Street to adjacent neighborhoods by adding sidewalks on Porter and Jefferson Avenues.





- **Implementation Measure 3.1.4:** Extend the buffered bike lane west to Wall Avenue to provide a safer cycling with established bicycle routes on Wall Avenue, Lincoln Avenue and Riverdale Road.
- **Implementation Measure 3.1.5:** Develop a multi-modal transit circulator between City Center and South Gateway Center.
- **Implementation Measure 3.1.6:** Reduce curb corner radii, increase crosswalk timing and add a multi-use path or protected bike lanes along Riverdale Road to enhance the pedestrian crossing and cycling experience
- **Implementation Measure 3.1.7:** Improve pedestrian and cyclist safety across US-89/ Washington Boulevard by implementing proposed grade-separated or at-grade street crossings.
- **Implementation Measure 3.1.8:** Implement a unified system of South Ogden branded signage, furnishing and gateways Citywide

**Goal 4: Ensure civic, school, park, open space, utility, infrastructure and other non-residential uses reflect the South Ogden future vision.**

- **Policy 4.1:** Ensure community facility and infrastructure needs are met.
  - **Implementation Measure 4.1.1:** Continue to cooperate with Weber School District to ensure future needs for schools are understood and planned.
  - **Implementation Measure 4.1.2:** Verify that infrastructure and utility capacities are adequate before approving major development projects in the City.
  - **Implementation Measure 4.1.3:** Tie development approval to extension and upgrades to primary culinary and secondary water, sewer, storm drainage, circulation systems.
  - **Implementation Measure 4.1.4:** Ensure utility systems are in general conformance with adopted utility master Plans.

**Goal 5: Utilize an inclusive approach to parks, recreation, trails and open space that supports improved health and well-being for residents of all abilities.**

- **Policy 5.1:** Ensure that existing and new parks and open space continue to provide high quality recreation opportunities for the community.
  - **Implementation Measure 5.1.1:** Incorporate adult, youth and all-inclusive amenities in South Ogden parks.
  - **Implementation Measure 5.1.2:** Incorporate community participation into the design process for parks, trails and open space amenities to ensure the full range of user needs are considered.
- **Policy 5.2:** Utilize a comprehensive urban forestry approach to manage the planting and maintenance of trees on public land.



- **Implementation Measure 5.2.1:** Reactivate the South Ogden Urban Forestry Commission to implement policy, programs, and procedures related to a healthy urban forest.
- **Implementation Measure 5.2.2:** Add trees to under-forested areas, particularly along the edges of major roadways.
- **Implementation Measure 5.2.3:** Utilize a broad palette of street trees to help ensure the forest is health and diverse.
- **Implementation Measure 5.2.4:** Create a street tree program that promotes the planting of street trees in park strips.
- **Implementation Measure 5.2.5:** Create a hazard tree removal program to assist homeowners with the removal of hazardous trees that might otherwise be cost prohibitive.
- **Implementation Measure 5.2.6:** Establish partnerships with non-profits such as TreeUtah and Utah State University Extension Services to help provide education and disseminate information to residents regarding tree species selection, planting, pruning, and similar needs.
- **Policy 5.3:** Develop a comprehensive, interconnected park, open space, and trail network that meets the needs of a wide variety of users.
  - **Implementation Measure 5.3.1:** Continue to refine and apply established form-based codes to ensure the vision for the City's centers is achieved.
  - **Implementation Measure 5.3.2:** Develop a new park on the west side of Washington Boulevard as part of creating a premier entertainment destination in South Ogden.
  - **Implementation Measure 5.3.3:** Provide easy and close access from every home to an interconnected system of well distributed parks, open space, trails, and active transportation.
  - **Implementation Measure 5.3.4:** Develop trail crossings that allow for the safe crossing of streets by all trail users.
  - **Implementation Measure 5.3.5:** Provide safe and convenient trail connections between neighborhoods and parks, trails and open space amenities.
  - **Implementation Measure 5.3.6:** Link the South Ogden trail system with regional trails and destinations.

**Goal 6: Ensure the prudent use of community resources when implementing the visions for parks, facilities, recreation, trails and open space in South Ogden.**

- **Policy 6.1:** Consider all funding and management options to ensure a high-quality park, trail and open space system is achieved.
  - **Implementation Measure 6.1.1:** In addition to RAMP taxes, grants and other well-established sources of funding, the City should explore creative funding options to



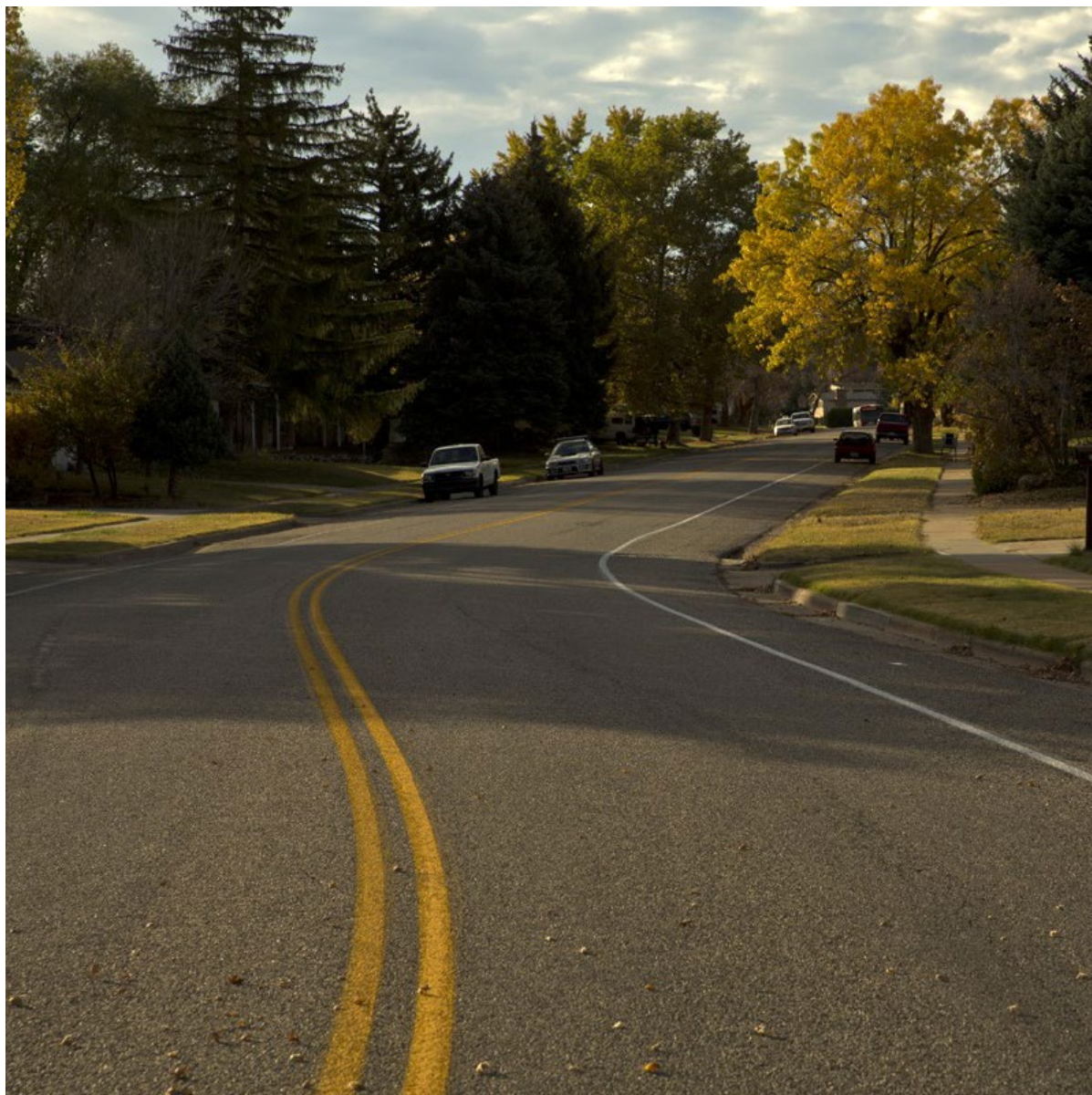
implement and maintain the park, trail and open space system.

- **Implementation Measure 6.1.2:** Conduct a Park System Inventory and Conditions Assessment to ensure playground equipment, parking lots and park amenities are maintained and replaced as part of a scheduled operations and management program.
- **Policy 6.2:** Support public and private partnerships to help ensure the park, trail and open space system is well maintained.
  - **Implementation Measure 6.2.1:** Partner with local public schools, Weber School District, Weber State University, public agencies, community groups, volunteer organizations, and local businesses to help meet park, trail and open space needs.
- **Policy 6.3:** Coordinate efforts between City departments and regional partners to ensure the proposed trail network is fully coordinated and implemented as envisioned.
  - **Implementation Measure 6.3.1:** Development reviews should consider the proposed trail network and neighborhood access points to ensure access to recreational amenities and trails is maintained as the community grows and changes.
  - **Implementation Measure 6.3.2:** Continue to work with Wasatch Front Regional Council for trail system funding and planning assistance.
- **Policy 6.4:** Require developer participation in the provision of park, recreation, trails and open space.
  - **Implementation Measure 6.4.1:** Strengthen City ordinances to ensure major development projects participate in the enhancement of park and trail development.
- **Policy 6.5:** Promote thoughtful design and maintenance practices to help ensure that the South Ogden parks and recreation system is sustainable and resilient.
  - **Implementation Measure 6.5.1:** Continue to incorporate up-to-date technologies and practices to conserve water and other resources in the City's parks and recreation system and on other public landscapes.

## **Goal 7: Make South Ogden distinct and identifiable from surrounding communities.**

- **Policy 7.1:** Develop City entrances, nodes and key intersections into a unified system of distinct community gateways, nodes and landmarks.
  - **Implementation Measure 7.1.1:** Carefully design South Ogden's gateways, nodes and landmarks, incorporating features such as enhanced landscaping, coordinated signage, unique landforms and landscape art.
  - **Implementation Measure 7.1.2:** Apply special design treatments along the edges of US-89/Washington Boulevard, Harrison Boulevard, 40th Street and other major corridors as part of transforming utilitarian roadways into attractive boulevards.





## CHAPTER 3

# TRANSPORTATION

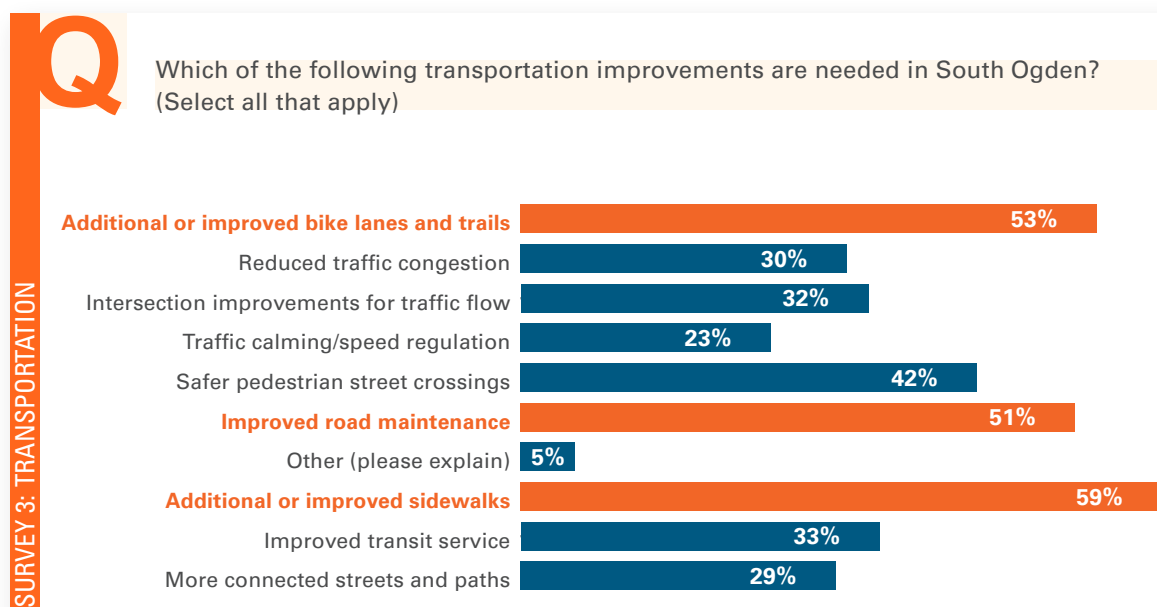
- Activity Centers
- Trail & Bike Network
- Key Connections
- Intersections & Crossings
- Sidewalk Gaps



Understanding the existing and future transportation needs of South Ogden is essential to ensure transportation systems are aligned with community desires, reflect regional change, and match projected growth, land use, and infrastructure needs. **Appendix B** details existing transportation conditions in South Ogden. The ideas presented in the following pages also align local transportation needs and desires with those of the region ensuring the future transportation system meets the needs of both.

Surveys conducted as part of this planning effort indicate that existing streets are most conducive to driving. As illustrated in **Figure 3.1** below, survey respondents indicate a desire for transportation improvements that result in safe and comfortable travel by foot, bicycle, and transit in addition to vehicles. The most desired transportation improvements that were expressed include additional and improved sidewalks and trails, better road maintenance, and safer pedestrian crossings. Making sure more destinations are accessible within walking distance was also supported (**Appendix A** for further details).

### FIGURE 3.1 - TRANSPORTATION SURVEY RESULTS



## SIDEWALKS, BIKE LANES, TRAILS, & ROAD IMPROVEMENTS ARE NEEDED

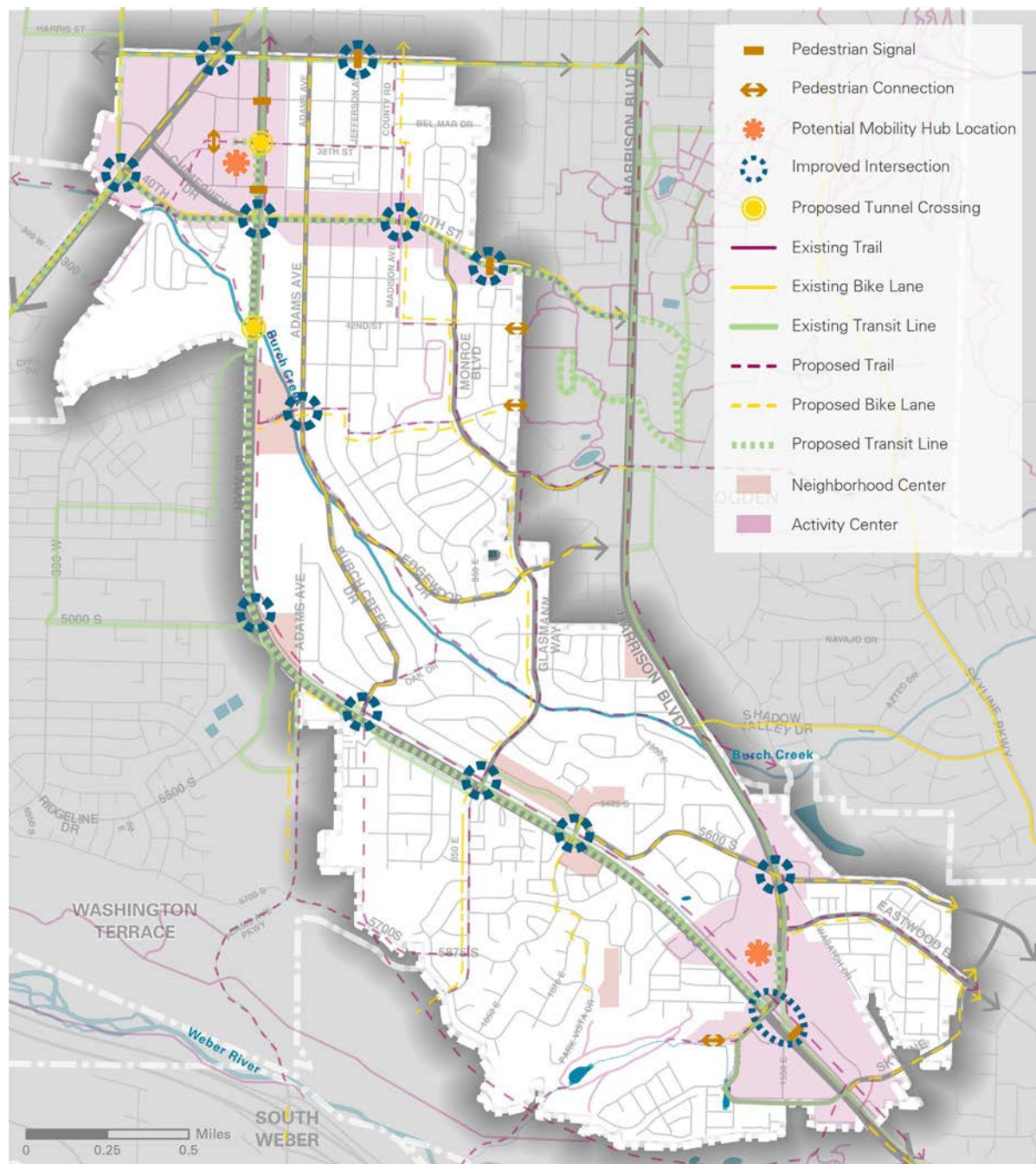
Respondents also supported safer pedestrian crossings, improved transit, and intersection enhancements.



## TRANSPORTATION NETWORK VISION

As illustrated in **Map 3.1** and described below, the South Ogden Transportation Network reflects a series of comprehensive improvements that improve local circulation and access to existing and future activity centers, pedestrian and cyclist networks, connectivity, intersections/nodes, and sidewalks. The vision is fully aligned with ideas and concepts presented in Chapter 2: Land Use & Placemaking, and is intended to be implemented Citywide as part of a coordinated series of network improvements and enhancements over time.

**MAP 3.1 - TRANSPORTATION NETWORK IMPROVEMENTS**





## ACTIVITY CENTERS

There are two general activity centers in South Ogden. City Center lies around Washington Boulevard between 36th and 40th Street, and South Gateway Center is located around US-89 and Harrison Boulevard in the southern reaches of the City.

### CITY CENTER

City Center straddles Washington Boulevard between 36th and 40th Streets, with areas on the west side of the street targeted for intensive commercial, residential and mixed-use development in the City (Figure 3.2). The areas to the east support similar land uses, but are intended to be lower-scale, lower intensity and more residential in form to provide an easy transition with established residential neighborhoods to the east. 40th Street is also part of this center, and is envisioned to be transformed into a new type of corridor lined with a range of mixed-use commercial uses and higher-density housing uses.

The commercial area west of Washington Boulevard is currently highly car-oriented, with large stores and parking lots facing the street. The eastern side of the street features smaller-scale buildings and businesses and is considered South Ogden's historic Main Street. 40th Street has a distinct pedestrian scale, with existing single-family homes and recent housing developments directly facing the street. The area between Washington Boulevard and Riverdale Road is intended to be maintained as the commercial generator of the Center.

Additional streets and pathways and additional grade-separated or signaled crosswalks across Washington Boulevard are necessary to provide better connectivity, especially at 39th Street. There are two lots at the intersection of 40th Street and Washington Blvd that might serve as a location for a future mobility hub where residents can access a variety of transportation modes, including transit, bikeshare, and e-scooters (Figure 3.2).



Washington Boulevard & 39th Street, looking north



Washington Boulevard & 39th Street, looking south







## SOUTH GATEWAY CENTER

South Gateway Center includes clusters of commercial and mixed-use activity centered around US-89 and Harrison Boulevard (Figure 3.3). Both areas are important transportation nodes, but are not pedestrian friendly at present due to the volume and speed of traffic, the width of the road and traffic lanes, the layout of the streets focused almost exclusively on vehicular movement, and the lack of sidewalks, pathways, and pedestrian infrastructure.

While there are multiple existing and planned higher-density housing developments within the South Gateway Center, they are disconnected from one another due in part to the barrier formed by US-89 and Harrison Boulevard. As a result, this activity center feels very disconnected and less active even though it provides important services to local neighbors and City residents overall.



Harrison Blvd. at 5700 South, looking southwest



US-89/Harrison Blvd intersection, looking Southwest

### FIGURE 3.3 - SOUTH GATEWAY CENTER SATELLITE VIEW







Creating safe and convenient pedestrian connections across Highway 89, Harrison Boulevard, and 5600 South/Combe Road is essential for transforming the area into a more vibrant and accessible activity center. This could include the development of a southern mobility hub west of Harrison Boulevard between 5600 South and Highway 89. Here residents would be able to access a variety of transportation services, including micro-mobility and a potential new shuttle that connects residents between South Gateway and City Center. Since many of the buildings and uses are relatively new in this area, the sequence of such significant changes is likely to follow those proposed in City Center.

## TRAIL AND BIKE NETWORK

### OFF-STREET TRAILS

Off-street trails in South Ogden are currently limited to a few segments in South Ogden Nature Park. A new connection on the east side of the park at 6000 South would provide additional trail access, especially for the residents within the south activity center. There is also a real opportunity to create a multi-use path along Highway 89 that stretches along the entirety of the corridor within South Ogden, connecting City and South Gateway Centers together.

### ON-STREET TRAILS

South Ogden has a handful of on-street bikeways. Unfortunately, the bike facilities are poorly connected, making it difficult to provide a safe and contiguous biking experience. The [Wasatch Choice 2050 Vision](#) was developed by Wasatch Front Regional Council (WFRC) and many partners, including South Ogden. It guides future transportation investments, development patterns, and economic opportunities in order to promote an enhanced quality of life for the region. In South Ogden, the vision identifies a variety of on-street bike facilities, including a bike boulevard and on-street bike lanes. In order to better connect residents to community locations within South Ogden, the addition of additional bike boulevards on Monroe Street is a particularly important step toward meeting the regional vision, since Monroe Street has multiple four-way stops along its length and high-visibility crosswalks.

## KEY CONNECTIONS

Key street and path connections are predominantly composed of pedestrian connections through and toward the north and south activity centers. In order to make both City Center and South Gateway Center successful destinations, it is vital to ensure easy and safe access exists at both of these important locations. This might take the form of a pedestrian walkway between 38th Street and the north end of Grant Avenue just



Pedestrian connection opportunity to hospital grounds on 44th Street



behind the Big Lots store, a mid-block north-south pedestrian connection from 39th Street to Chimes View Drive, and a walkway along the driveway north of the VA Clinic.

Other opportunities for pathway connections include a pedestrian walkthrough at the City's eastern end where multiple dead ends prohibit pedestrians or cyclists from accessing the hospital trail system or existing active transportation infrastructure that provides connections to Weber State University.

## INTERSECTIONS AND CROSSINGS

The various major street intersections in South Ogden are all potentially important transportation nodes. However, they also act as significant barriers to active transportation options, (walking and biking in particular). Providing safe and accessible crossings at these locations will help pedestrians move through South Ogden more easily.

Other significant barriers include the major roadway corridors, including Washington Boulevard, Riverdale Road, and Harrison Boulevard. Adding additional pedestrian crossings across each of these roads can reduce the impact of these barriers and promote better connectivity throughout the City. Where possible, upgrade crosswalks with grade-separated crossings (pedestrian tunnels or bridges), or a HAWK beacon or signalized intersection where grade-separated solutions are not feasible. Particularly, enhanced crossing should be provided in locations where pedestrians are required to cross more than three travel lanes (e.g. the intersection of Washington Boulevard and 37th Street). Finally, where possible, retrofit existing curbs to reduce their radii, and provide directional curb ramps and increase the crossing time at a signalized intersections, so individuals of all ages and abilities have adequate time to safely cross the road.



Example of a HAWK Beacon crossing



Example of reduced curb radii

## SIDEWALK GAPS

Some streets in South Ogden currently lack sidewalks, forcing pedestrians to walk in the roadway. Implementation of a program to eliminate all gaps in the sidewalk network Citywide will greatly enhance walkability and connectivity of non-vehicular movement. Important pedestrian routes that currently lack complete sidewalks include Porter Avenue, Jefferson Avenue, Orchard Avenue, 38th Street, 37th Street, Burch Creek Drive, Ben Lomond Avenue, and Sunset Drive.



## GOALS, POLICIES & IMPLEMENTATION MEASURE

As a city amid other jurisdictions in the greater Ogden area, South Ogden is crossed by regional travelers and major corridors, creating safety challenges for the community. The General Plan seeks to increase safety for all modes, including safer traffic patterns, reduced conflicts, reduced crashes, and greater pedestrian and bicycle comfort.

### Goal 1: Increase traffic safety for all users.

- **Policy 1.1:** Create a safe transportation system for all users.
  - **Implementation Measure 1.1.1:** Ensure all infrastructure is accessible and easy to use by all, including young and old residents and those with disabilities. Bring infrastructure to Americans with Disabilities (ADA) standards, and consider adding features such as directional curb cuts and longer crossing times at major intersections.
- **Policy 1.2:** Address crash hot spots on major roads, especially Washington Boulevard/ US-89, Harrison Boulevard, and 40th Street.
  - **Implementation Measure 1.2.1:** Manage access on major roads by considering tools such as reduced and shared vehicle accesses and medians.
  - **Implementation Measure 1.2.2:** Slow traffic in the north and south activity centers through design interventions such as narrower lanes, bulb-outs, and median pedestrian refuge islands.
- **Policy 1.3:** Improve pedestrian safety.
  - **Implementation Measure 1.3.1:** Ensure pedestrians are more visible to other users.
  - **Implementation Measure 1.3.2:** Address traffic speed through design interventions that also increase pedestrian safety such as curb extensions or median pedestrian refuges.
  - **Implementation Measure 1.3.3:** Identify priority pedestrian crossings within the transportation network that show higher demand for improved pedestrian safety improvements.
  - **Implementation Measure 1.3.4:** Add missing sidewalks, especially on roads that lead to community locations or existing high-quality pedestrian infrastructure. Important roads lacking sidewalks include Porter Avenue, Jefferson Avenue, and Orchard Avenue
- **Policy 1.4:** Improve and expand bicyclist safety.
  - **Implementation Measure 1.4.1:** Implement the identified active transportation and bicycle network improvement projects of the South Ogden Active Transportation Plan.
  - **Implementation Measure 1.4.2:** Ensure safe crossings and access points to bicycle facilities.
- **Policy 1.5:** Evaluate the feasibility of grade-separated crossings in priority locations
  - **Implementation Measure 1.5.1:** Where safe at-grade crossings are not feasible, evaluate the potential for creating grade-separated crossing of major barriers to



provide safer crossing opportunities for pedestrians and cyclists. These can include both bridges and tunnels/underpasses, as well as crossings over geographical barriers. See Transportation Network Concept for potential locations.

- **Policy 1.6:** Mitigate visibility and awareness issues.
  - **Implementation Measure 1.6.1:** Address visibility issues among street users, especially where topography and road design limit visibility of other traffic participants like pedestrians or cyclists. Strategies such as advance warnings and restricting parking in areas with limited visibility can help improve visibility and awareness.
- **Policy 1.7:** Calm traffic on neighborhood streets.
  - **Implementation Measure 1.7.1:** Calm traffic on neighborhood streets that have potential to experience higher amounts of cut-through traffic.
  - **Implementation Measure 1.7.2:** Add elements such as traffic circles or making “hot spot” treatments can discourage non-local traffic from using neighborhood roads as alternative routes.

## Goal 2: Shape walkable and accessible activity centers.

The General Plan guides the evolution of City Center and South Gateway Center into destinations that provide high-quality pedestrian environments, excellent transit ridership opportunities, and improved community accessibility by all modes of transportation.

- **Policy 2.1:** Transform both centers into places with superlative pedestrian environments.
  - **Implementation Measure 2.1.1:** Create street environments in both centers that are scaled to people rather than automobiles. Dedicate a higher percentage of street space to pedestrian and public space uses, orient buildings to the sidewalk, and provide amenities that increase the comfort of people, such as shade and high quality street furnishings.
  - **Implementation Measure 2.1.2:** Ensure a well-connected street network with safe pedestrian crossings and safe connections to trails.
- **Policy 2.2:** Encourage new development to be walkable and pedestrian-friendly.
  - **Implementation Measure 2.2.1:** Where appropriate, require all new development in the centers to include design elements that support walking, including wider sidewalks with direction curb ramps, buildings aligned along the streets, ground floor architecture that is highly transparent, and parking located to the rear of buildings.
- **Policy 2.3:** Improve transit service, access, and supportive land use in activity centers.
  - **Implementation Measure 2.3.1:** Work with Utah Transit Authority (UTA) to increase current and future transit service and strengthen ridership.
  - **Implementation Measure 2.3.2:** Encourage transit-supportive developments and urban design standards in both centers. Examples might include the introduction of high-quality waiting environments of transit stops located in the activity centers, which could be achieved by adding shelters with benches, wayfinding signs, and public art, for example.



- **Implementation Measure 2.3.3:** Create direct and safe pedestrian access to transit stops by improving and/or adding safe crossings and walking paths.
- **Policy 2.4:** Establish Community mobility hubs in City Center and South Gateway Center.
  - **Implementation Measure 2.4.1:** Plan and build a community mobility hub in City Center, where South Ogden residents and visitors can access a variety of transportation services including transit that builds off the 470 Bus Route, new park and ride facilities, a new shuttle system, and micro-mobility facilities such as e-scooters and bikeshare stations.
  - **Implementation Measure 2.4.2:** Consider the establishment of a mobility hub at South Gateway as a long-term enhancement, building on the Harrison Boulevard corridor, Weber State University connections, and the 455 Bus Route.
- **Policy 2.5:** Create community gathering spaces.
  - **Implementation Measure 2.5.1:** Identify locations at each center for designated community gathering spaces such as plazas and parks. These should be combined with the design of the mobility hubs, potentially increasing usage of the services provided.
  - **Implementation Measure 2.5.2:** Ensure the community is part of the decision-making process when selecting sites and designing facilities so they maximize community opportunities and meet a range of needs.
- **Policy 2.6:** Create quality bike infrastructure and environments
  - **Implementation Measure 2.5.3:** Design the City's centers as active transit nodes that include pedestrian and bicycle paths, mobility hubs, and transit stops that are integrated, safe, convenient, and easy-to-use.

### **Goal 3: Connect the community internally and to the greater region.**

The General Plan seeks to improve and create multi-modal connections within South Ogden. Examples include the planned bike and pedestrian network that will link residents to neighborhoods, trails, transit services, and other local and regional destinations, such as Hill Air Force Base, Weber State University, and adjacent communities.

- **Policy 3.1:** Improve access to community destinations.
  - **Implementation Measure 3.1.1:** Ensure that road infrastructure is safe for all users, and create good street connectivity by adding pedestrian and cycling pathways and walkthroughs where possible.
- **Policy 3.2:** Retrofit key transportation connections.
  - **Implementation Measure 3.2.1:** Identify key street and/or pathway connections within South Ogden and retrofit the network to add them to provide better access for residents and visitors. Ensure that these retrofitted street connections are safe for all modes by including active transportation infrastructure where space allows, and ensure the system is linked with regional systems.
- **Policy 3.3:** Integrate new developments.





- **Implementation Measure 3.3.1:** Leverage new developments to improve connectivity with surrounding areas. Ensure all new projects have good street connectivity, are well-integrated into the existing transportation network, and include high-level pedestrian infrastructure.
- **Policy 3.4:** Ensure transportation infrastructure is accessible.
  - **Implementation Measure 3.4.1:** Retrofit existing infrastructure and design new infrastructure from the outset to be easily accessible, especially for individuals with disabilities. Work with UTA to add or include accessible and comfortable waiting areas to existing and future transit stops.
- **Policy 3.5:** Connect transit to regional destinations.
  - **Implementation Measure 3.5.1:** Work with UTA to explore the realignment of existing transit routes (such as Route 455 and Route 470) and add additional stops in South Ogden to promote better transit connections to regional destinations. Consider adding a new circulator route along Washington Boulevard between the north and south activity centers to provide an easy connection to a variety of destinations for South Ogden residents.
- **Policy 3.6:** Implement a low-stress bicycle network.
  - **Implementation Measure 3.6.1:** Establish a low-stress bicycle network within South Ogden that is integrated with the active transportation network of surrounding communities where possible. Create designated routes on low-stress neighborhood roads to help improve connections and provide a more enjoyable cycling experience. Provide physically separated cycling facilities on all major transportation corridors where possible.
- **Policy 3.7:** Link neighborhoods to the regional trail network
  - **Implementation Measure 3.7.1:** Identify gaps in the South Ogden trail and bicycling network in all neighborhoods. Work with neighboring jurisdictions to connect South Ogden's trails to the regional trail network, with particular emphasis on locations in the eastern foothills and west toward the Weber River.
- **Policy 3.8:** Maintain quality traffic access to regional destinations.
  - **Implementation Measure 3.8.1:** Ensure traffic movement and access to regional destinations, including the McKay-Dee Hospital, Weber State University, and Hill Air Force Base is seamless and high-quality. Work closely with UDOT to ensure vehicular traffic is moved efficiently while also ensuring the safety of active transportation movements.
- **Policy 3.9:** Fill in sidewalk gaps.
  - **Implementation Measure 3.9.1:** Identify gaps in the South Ogden network and fill in missing links to provide a complete and safe sidewalk network for pedestrians. All new sidewalks should have directional curb ramps that are accessible for all users.



## CHAPTER 4

# ECONOMIC DEVELOPMENT

- Background & Summary of Major Findings
- Economic Snapshot
- Sales Gap (“Leakage”) Analysis
- Retail Opportunities
- Redevelopment Potential & Property Values



## BACKGROUND & SUMMARY OF MAJOR FINDINGS

### BACKGROUND

Chapter 4 is a summary of the South Ogden Economic Analysis Summary performed by Zions Bank Public Finance in April 2022. The purpose of the analysis was to evaluate current economic conditions and future development potential from a data-driven approach. The report contains major findings, strategies and recommendations, and a discussion of key data points that led to the proposed strategies. Find the full report in **Appendix C**.

### BUSINESS & ECONOMIC DIVERSITY DESIRED BY THE PUBLIC

When the general public was asked to comment on what facilities, services, businesses, or amenities they would like to see in South Ogden, 36% of comments were focused on business and economic diversity (**Appendix C**). The most popular requests included: dining and retail options, grocery stores, entertainment options, and an attractive downtown area.

### ECONOMIC ANALYSIS MAJOR FINDINGS

#### SOCIO-ECONOMICS

- Approximately 2,300 more people enter South Ogden to work each day than leave to work outside the City.
- The largest employment industry is healthcare.
- The City is largely built out with future population growth coming from redevelopment and increased densities.
- Homes are relatively affordable in South Ogden when compared to housing in other similarly sized communities along the Wasatch Front.

#### BUSINESS ENVIRONMENT

- Most existing businesses are currently clustered at the northern and southern ends of the City.
- Businesses in the northern part of the City account for 74% of all retail sales.
- Market values per acre are higher at the southern end of the City as compared to the northern end of the City; in contrast, sales per acre are higher at the northern part of the City compared to the southern part of the City.
- The northern part of the City shows several aging properties with low market values that are ripe for redevelopment.
- The City is located geographically in the midst of significant population and employment, has numerous sites with good visibility, access and traffic counts, and has the ability to attract most large national retailers.
- Riverdale Road provides a significant competitive alternative to businesses locating in South Ogden.



## RETAIL ANALYSIS

- South Ogden has a retail sales capture rate of nearly 160%.
- South Ogden has a particularly strong capture rate of nearly 600% in the General Merchandise category; the City shows significant leakage in building materials which are readily available in Riverdale.
- Retail trends, accelerated by COVID-19, are changing, and thereby resulting in the need for less retail space per capita due to more online shopping.
- More online shopping originating from residential units has resulted in a shift of retail sales tax revenues away from regional retail centers to bedroom communities.

## OFFICE ANALYSIS

- The office market in Davis and Weber counties is supply restricted, with only 10,000 square feet of space currently under construction and only four spaces with over 25,000 square feet available across both counties.
- According to Newmark: “The demand for health services was felt strongly in Davis and Weber counties, with health services tenants such as therapy and counseling, home health services and general community outreach and care accounting for over 20% of new leasing activity during the first half of 2021.” South Ogden is well situated to capitalize on healthcare related services.

## MARKET CONDITIONS

- At the present time, multifamily housing and flex office space provide the greatest returns to developers.
- The office market is showing some uncertainty with many businesses now offering work-at-home or hybrid/sharing office arrangements, thereby reducing the need for office space overall and making rents in existing buildings somewhat more competitive.
- Most brokers agree that we are “over-retailed” in terms of overall retail space.
- Successful retail establishments are those that have pivoted with the changing trends by doing such things as: adding interactive/entertainment space (something that can’t be obtained online), curbside pickup, delivery options, hygiene enhancements to products, modest fees charged for online events such as cooking classes that showcase products, or lifestyle platforms.

## ECONOMIC SNAPSHOT

FIGURE 4.1 - WORKFORCE COMMUTE

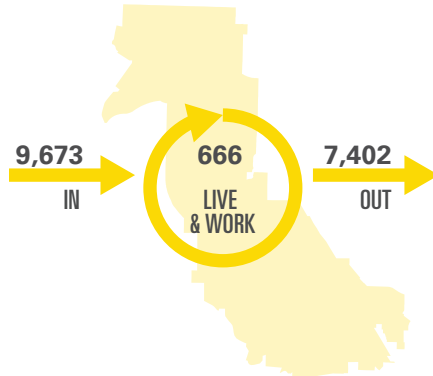


FIGURE 4.3 - EMPLOYMENT INDUSTRIES

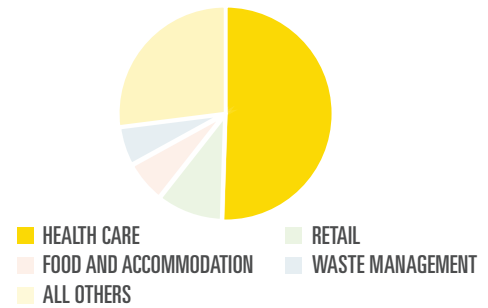
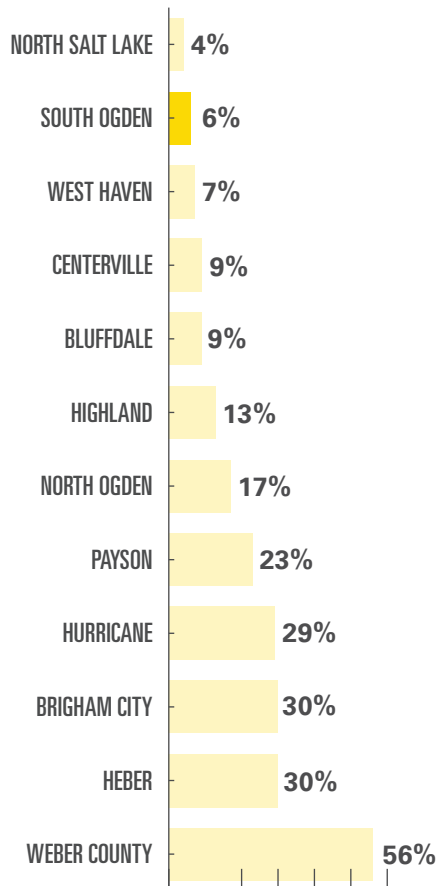
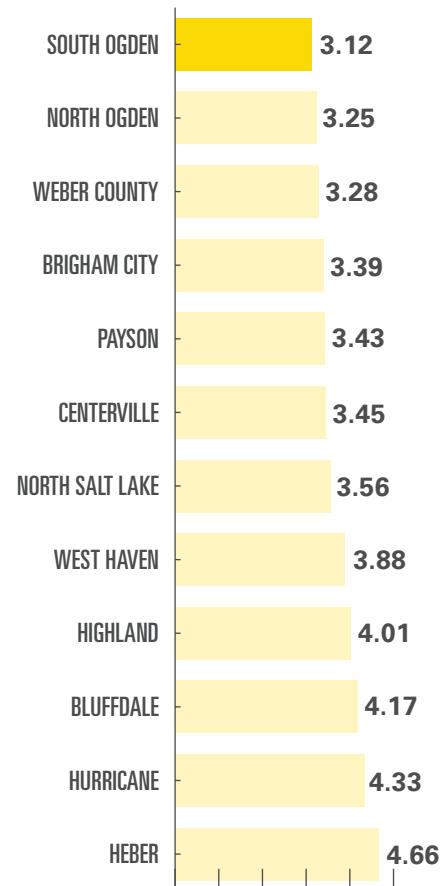


FIGURE 4.2 - % OF EMPLOYEES THAT LIVE AND WORK IN CITY



Residents are mainly employed outside of the City boundaries with less than 700 residents both living and working within the City. However, more workers enter the City each day for work than leave the City, thereby establishing South Ogden as an employment center. The largest employment industry is in health care.

FIGURE 4.4 - AFFORDABILITY INDEX

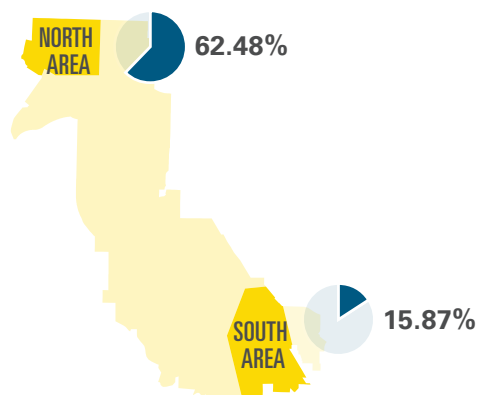


South Ogden is a relatively affordable place in relation to comparable communities along the Wasatch Front, including Weber County on average.

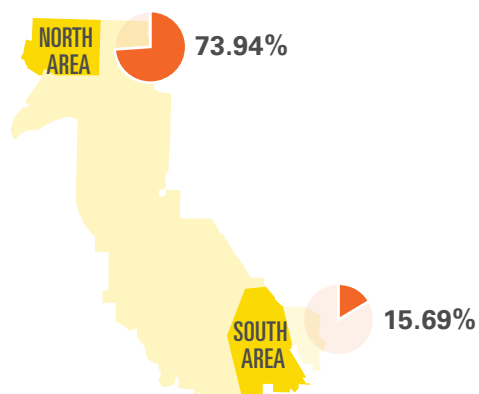




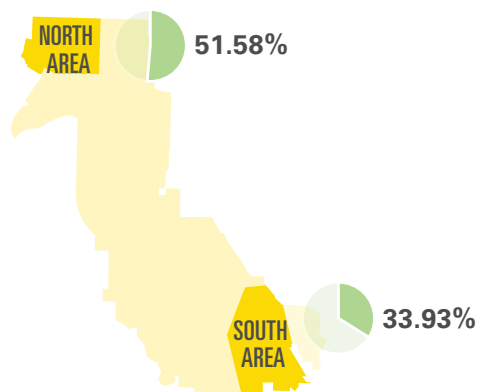
**FIGURE 4.5 - TOTAL % OF SALES BY AREA**



**FIGURE 4.6 - % OF SOUTH OGDEN'S RETAIL SALES BY AREA**

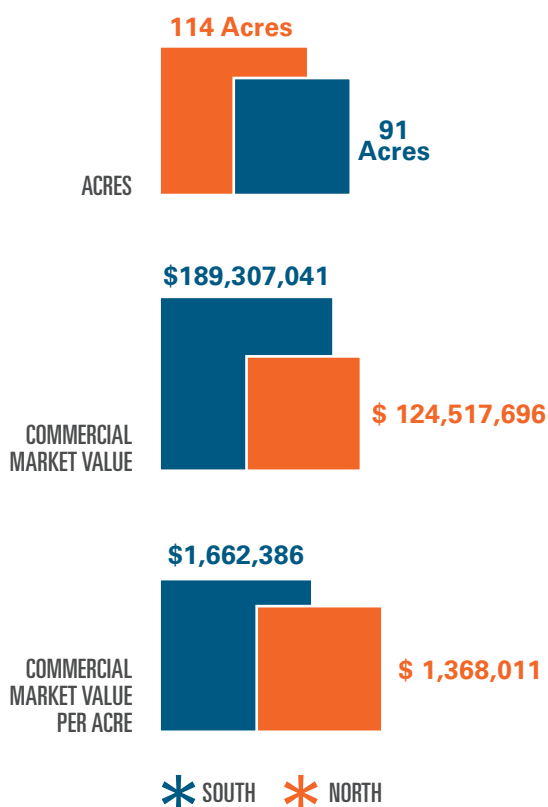


**FIGURE 4.7 - % OF SOUTH OGDEN'S SERVICE RELATED SALES BY AREA**

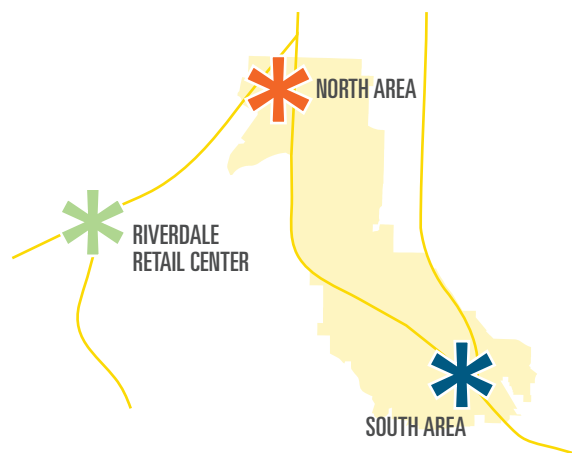


The majority of retail sales occur in the north area of the City.

**TABLE 4.1 - COMMERCIAL PROPERTY VALUES NORTH/ SOUTH COMPARISON**



**FIGURE 4.8 - SOUTH OGDEN & RIVERDALE COMMERCIAL CENTERS**



Among the three commercial centers, Riverdale has the highest concentrations of both population and employment, although both sites in South Ogden are sufficiently strong to attract most national retailers.



## SALES GAP (“LEAKAGE”) ANALYSIS

A sales gap analysis shows the estimated amount of retail purchases made by residents of South Ogden<sup>1</sup> and the percentage of those purchases being made within City boundaries (as reflected by the “Capture Rate”). Where the capture rate is less than 100%, this indicates that residents are leaving the City to make purchases elsewhere. Where the capture rate is greater than 100%, such as for General Merchandise Stores, this indicates that consumers from outside of the City are traveling to South Ogden and making purchases within City boundaries.

Corresponding to the capture rate is the leakage amount in each category. Since South Ogden has high capture rates in most categories, the overall leakage is actually positive (\$155 million in annual sales and a capture rate of 160%) indicating the City is capturing more than its “fair share” of retail sales as compared to other communities. Categories where the capture rate is less than 100% and City residents are making purchases in other cities show a negative leakage amount. This is the amount South Ogden is losing in sales annually for that category. For example, South Ogden has a lower capture rate for building materials, which translates into a loss of about \$24.6 million per year in potential sales in the City (Table 4.2).

<sup>1</sup> Estimated consumer purchases are based on average annual consumer purchases in the State of Utah.

**TABLE 4.2 - SALES LEAKAGE**

	CATEGORY	2020 LEAKAGE	2020 CAPTURE RATE
Retail	Motor Vehicle and Parts Dealers	\$30,888,696	171.90%
	Furniture and Home Furnishings Stores	(\$4,415,351)	29.09%
	Electronics and Appliance Stores	(\$5,188,482)	19.79%
	Building Material and Garden Equipment and Supplies Dealers	(\$24,599,014)	2.15%
	Food and Beverage Stores	\$2,553,142	108.49%
	Health and Personal Care Stores	(\$1,059,898)	66.82%
	Gasoline Stations	(\$2,862,010)	62.25%
	Clothing and Clothing Accessories Stores	(\$5,276,053)	42.37%
	Sporting Goods, Hobby, Book, and Music Stores	(\$2,423,255)	65.67%
	General Merchandise Stores	\$179,620,344	599.11%
	Miscellaneous Store Retailers	\$1,252,524	112.52%
	Nonstore Retailers	(\$5,797,969)	80.08%
	Performing Arts, Spectator Sports, and Related Industries	(\$235,794)	0.43%
Services	Museums, Historical Sites, and Similar Institutions	(\$232,702)	0.09%
	Amusement and Recreation Industries	(\$725,396)	77.88%
	Accommodation	(\$8,210,300)	1.62%
	Food Services and Drinking Places	\$4,354,084	116.98%
	Repair and Maintenance	(\$3,509,926)	51.45%
	Personal and Laundry Services	\$816,520	147.33%
	<b>Total</b>	<b>\$154,949,161</b>	<b>159.68%</b>



## RETAIL OPPORTUNITIES

Generally, retail opportunities exist either where:

- There are areas of strength and the community can add complementary development near its strongest retail clusters, such as near Costco (Table 4.3) in South Ogden; and
- There is significant leakage (unmet needs) such as in building materials. In the case of South Ogden, however, many building material stores are located on Riverdale Road and there is likely not sufficient demand in the regional area for additional development of this type in South Ogden at the present time.

South Ogden is currently “bookended” with two retail clusters at its north (City Center) and south (South Gateway Center) ends with over 62% of the City’s retail sales take place in the northern center and 16% occurring in the southern end (Figure 4.5 and Map 2.8).

**TABLE 4.3 - FISCAL IMPACTS OF VARIOUS RETAILERS**

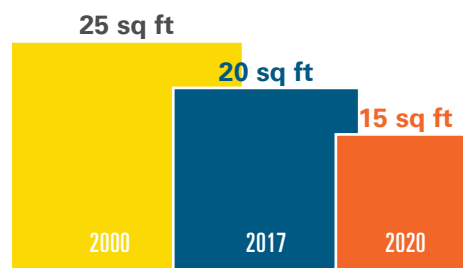
TENANT	AVG. SALES PER SQUARE FEET	AVERAGE STORE SIZE (SF FT)	FISCAL IMPACT TO CITY*
Olive Garden	\$540	8,000	\$21,600
Denny’s	\$330	4,200	\$6,930
Costco	\$1,050	145,000	\$761,250
Burger King	\$140	3,200	\$2,240
Wendy’s	\$280	3,200	\$4,480
Walgreen’s	\$760	14,100	\$53,580
Black Bear Diner	\$480	5,300	\$12,720
Outback Steakhouse	\$540	6,200	\$16,740
Chili’s	\$420	5,200	\$10,920
Papa John’s	\$200	1,300	\$1,300

\*Sales tax revenue only (does not include other taxes)

## CHANGING RETAIL TRENDS

Retail trends were changing long before the COVID-19 pandemic but have been accelerated by it. The amount of brick-and-mortar space for retail outlets has been declining from approximately 25 square feet per capita in 2000 to approximately 16 square feet per capita in 2020 (Figure 4.9). At the same time there has been a significant increase in online sales. This has resulted in a shift in sales tax revenues from retail stores to residential units as more point-of-sale tax revenues are now originating from home.

**FIGURE 4.9 - RETAIL SPACE NEEDS TRENDS (SQ FT PER CAPITA)**



As retail trends continue to change and adjust due to COVID, less space is needed in the market today.



## REDEVELOPMENT POTENTIAL AND PROPERTY VALUES

The north end of the City has many older properties with lower property values that are ripe for redevelopment (Table 4.4). These properties have good access, visibility and traffic counts and have significant potential for improvement. The north area of the City also shows residential redevelopment potential due to a lower residential value per acre than the south area. As the housing market continues to surge in Utah, demand for all product types in nearly all markets is projected to continue.

**TABLE 4.4 - FISCAL IMPACTS FROM COMMERCIAL PER ACRE BY AREA**

AREA	PROPERTY	SALES	TOTAL
North Area	\$3,625.23	\$17,112.11	\$20,737.34
South Area	\$4,405.32	\$3,474.73	\$7,880.05

The City's main revenue sources are property and sales taxes. Due to the large national retailers in the north area, sales tax revenues are substantial. Property taxes are somewhat higher in the south area due to the large number of office buildings located there.

## MARKET CONDITIONS

The office market is current supply restricted in Davis and Weber counties, meaning that there is insufficient space available to meet current demand. This will serve to drive up lease rates which currently average \$21.78 per square foot.<sup>2</sup> This represents an increase of 29.3% over year-end 2020. Health services tenants accounted for 20% of new leasing in Davis and Weber counties and represent a prime opportunity for South Ogden to capitalize on the nearby hospitals and medical services.

While retail is bouncing back somewhat from the pandemic, trends that were already in place for a shift to more e-commerce, remain strong. There is a current lack of demand for retail investment opportunities with investors being extremely cautious and willing to take less risks when it comes to placing capital in retail properties. On the other hand, essential retailers that experienced success throughout the pandemic have continued that growth with the addition of new locations and expansions.

## HIGHEST AND BEST USE OF PROPERTIES

It is important to understand how highest and best use works, and, more importantly, how desired development can be achieved. Historically, highest and best use has only been considered by cities in terms of what creates the greatest return to the land. This is a developer-centric model use and relies upon an understanding of developer figures and intentions.

<sup>2</sup> Newmark, 2021 Midyear Utah Market Report



A WIDER IMPLEMENTATION OF HIGHEST AND BEST USE SHOULD CONSIDER THE FOLLOWING:



**HIGHEST AND BEST USE TO THE DEVELOPER**

This scenario considers the greatest return to the land and has historically been the only consideration for most municipalities.



**HIGHEST AND BEST USE TO THE CITY (FISCAL)**

This consideration addresses the proposed fiscal impacts of development and what revenue and expenses are generated for the City. The impacts may include, but are not limited to, property taxes, sales taxes, municipal energy fees, Class B/C road funds, retail buying power, and costs of services to be provided (Table 4.5).



**HIGHEST AND BEST USE TO THE CITIZENS**

This scenario is often less quantitative and relies upon feedback from citizens of what amenities are lacking in the area. This process also requires notable education, as residents will oft resort to desires that are not market feasible. Data is necessary to show, for example, that a certain retailer will not occupy a site until surrounding demographics hit specific metrics. Or residents may be unaware that their transportation costs are higher than those of other communities due to a lack of employment centers, and that adding jobs at a site (instead of an alternative, publicly desired use) may result in notable community benefits.

**TABLE 4.5 - FISCAL IMPACTS TO CITY FROM VARIOUS DEVELOPMENT TYPES**

TYPE	OFFICE	RETAIL	MULTI-FAMILY 20 UNITS PER ACRE	MULTI-FAMILY 8 UNITS PER ACRE
Property Taxes	\$10,966	\$5,627	\$6,637	\$3,710
Sales Taxes	-	\$21,780	\$7,200	\$2,880
Municipal Energy	\$2,086	\$1,372	\$1,177	\$471
Class B/C Road Funds	-	-	\$1,676	\$670
Total Annual Revenue per Acre	\$13,052	\$28,780	\$16,690	\$7,732





## CONCLUSION

Economic studies of this nature are intended to provide a framework for the municipality to understand the full implications of development. They illustrate what the market can build, the impact the City should expect, and property types that are currently not feasible. If the non-feasible (in the market) uses are still desired by the City, various economic development tools may be considered to help reach desired goals.

From the municipal perspective, South Ogden would receive the highest fiscal benefit from retail development at the north commercial hub (City Center). However, the City currently has a strong sales tax base, with a 160% capture rate, and may be better served by focusing on community needs for the site. South Ogden lacks a central community gathering place with activities and entertainment and a facility that is both visible and accessible from Washington Boulevard would help fulfill this need through redevelopment.



## GOALS, POLICIES & IMPLEMENTATION MEASURES

### **GOAL 1: Pursue redevelopment of deteriorating commercial properties with low property values at key sites.**

- **Policy 1.1:** Provide public assistance for demolition of key properties and improved infrastructure at key sites, particularly along the northern end of Highway 89. These sites have good access and visibility but present a poor visual appearance for the City.
  - **Implementation Measure 1.1.1:** Consider public assistance to create a public gathering place at an appropriate site that will attract the public through amenities such as plazas, fountains, pavilions, and eating areas.
- **Policy 1.2:** Create and implement long-term plans to maximize highest-and-best use development at key intersections along Highway 89 extending between the northern and southern clusters in the City.

### **GOAL 2: Retain and strengthen existing businesses.**

- **Policy 2.1:** Provide sales tax leakage information to specific businesses which demonstrate the potential for business expansion opportunities within related industries.
  - **Implementation Measure 2.1.1:** Work with existing businesses to adapt to changing retail trends including the need for drive-thru/pickup space, and assistance with online retailing.
  - **Implementation Measure 2.1.2:** Continue to promote and highlight “Shop South Ogden” to encourage local residents to support the businesses located throughout South Ogden.

### **GOAL 3: Retain existing businesses and recruit new businesses to South Ogden.**

- **Policy 3.1:** Encourage new businesses to open shop in South Ogden, focusing on the benefits of the local market.
  - **Implementation Measure 3.1.1:** Approach property owners of key undeveloped and underutilized sites and express the commercial and retail opportunities available in South Ogden.
  - **Implementation Measure 3.1.2:** Approach businesses that are currently lacking in South Ogden and the surrounding area and explain the opportunities available in the City.



## **GOAL 4: Develop a community gathering place in City Center that will enhance the image and reputation of the City, create a new sense of urban vibrancy, and increase the quality of life for residents and visitors to the City.**

- **Policy 4.1:** Leverage the development of a community gathering space to attract desired and missing business to City Center, which in turn will create more engagement and vibrancy to the downtown area.
  - **Implementation Measure 4.1.1:** Create a Small Area Master Plan for the portion of City Center that is west of Washington Boulevard, clarify the design and relationship with surrounding buildings and uses, and establish specific site design details and programming functions of the space. Consider actively programming this new public amenity to attract consistent business activity and enhance the economic benefits from the investment of public funds.
  - **Implementation Measure 4.1.2:** Utilize the full range of economic development tools to ensure this new urban amenity is the shining jewel of a re-imagined City core.

## **GOAL 5: Support residential redevelopment with increased density in key locations as part of a mixed-use program focused on enhancing fiscal benefits to the City as a result of increased property, sales and similar tax revenues.**

- **Policy 5.1:** Support private investment through the select assistance of building and construction that will benefit the economic development and land use visions of the City.
  - **Implementation Measure 5.1.1:** Consider providing assistance with podium parking needs for higher-density development.<sup>1</sup>
  - **Implementation Measure 5.1.2:** Provide assistance with urban infrastructure to help entice the right mix of businesses to City Center.
- **Policy 5.2:** Consider the creation of a new Community Reinvestment Area (CRA) to help offset the costs of redevelopment while maximizing increment in existing areas.
- **Policy 5.3:** Use fiscal impacts modeling<sup>2</sup> to guide areas of density and redevelopment efforts.

<sup>1</sup> Podium parking provides notable value to developers and communities in that it more fully utilizes land and maximizes development potential. Financial returns for podium and covered parking are typically limited in suburban environments, due to significant costs as compared to surface lot parking and the lack of rental premiums. Costs of podium parking are typically prohibitive unless financial incentives and/or density flexibility are provided. The ability to achieve higher apartment rents for covered parking is documented for urban locations, but the rent premium has not proliferated to suburban communities enough to justify the increased expense. If cities are looking to increase density and remove the prospect of large surface parking lots, consideration needs to be made for incentives to bridge the funding gap that is created with covered parking amenities.

<sup>2</sup> Fiscal impacts modeling is used to show the projected revenues (property, sales, energy, etc.) from the proposed development in comparison to the associated costs to the General Fund. Fiscal impacts modeling is also useful in showing relative impacts on a per acre basis and methods to maximize the value of the fiscal impacts to the City.





## CHAPTER 5

# HOUSING

- Introduction
- State Moderate Income Housing Requirements
- Existing Housing Data & Housing Snapshot
- Moderate Income Housing Plan & Additional Recommendations
- Housing Programs

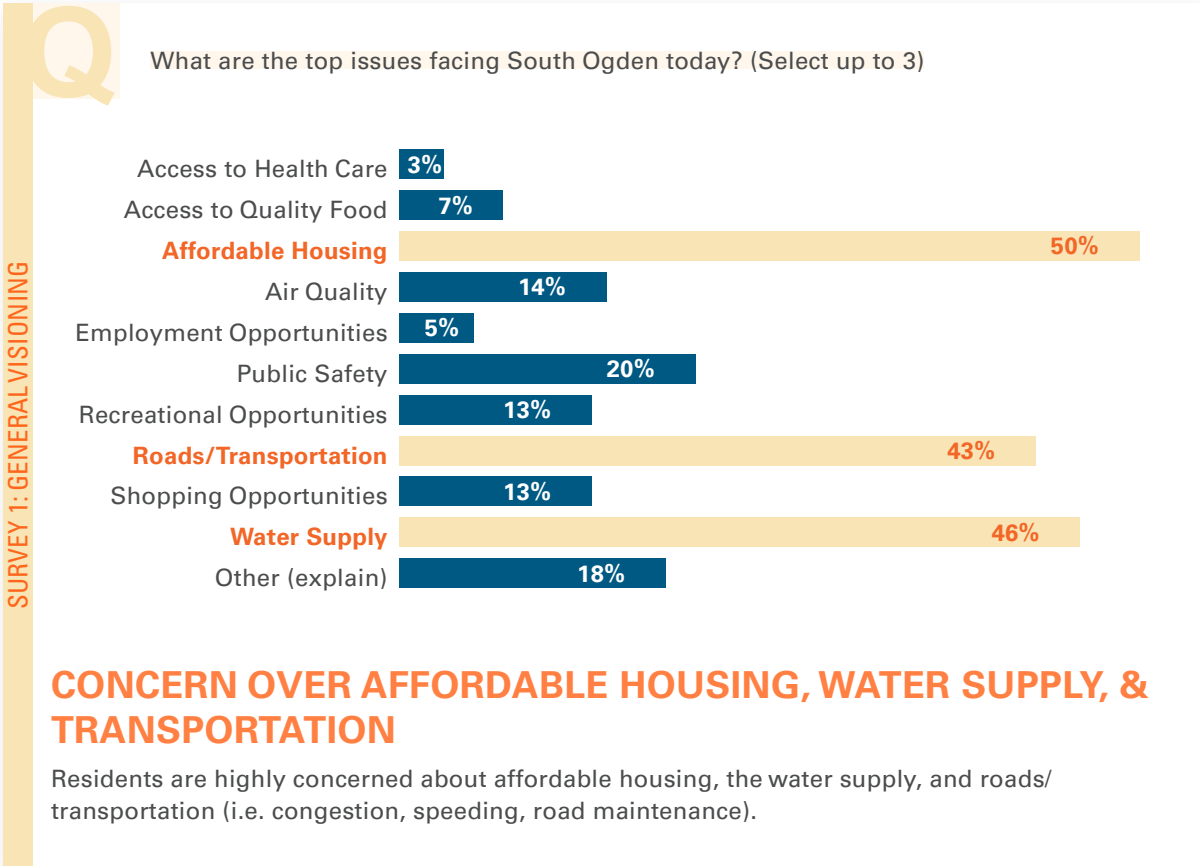


# INTRODUCTION

## HOUSING AFFORDABILITY IS A MAJOR PUBLIC CONCERN

Public survey results ranked affordable housing as the number one issue facing the City, with over 90% of respondents indicating they were concerned about housing affordability (Figure 5.1). Conversely, participants also indicated that they are concerned about higher density development, which is generally considered the primary type of housing that will help bring affordability to the City. It should also be noted that renters and low/moderate income households were underrepresented throughout all engagement efforts, which may account for the prevalence of these contrasting findings (See Appendix A for details).

**FIGURE 5.1 - HOUSING AFFORDABILITY IS RANKED AS THE NUMBER ONE ISSUE FACING SOUTH OGDEN BY THE PUBLIC.**



## SUMMARY OF KEY HOUSING SURVEY FINDINGS:

### CONCERN FOR FUTURE GENERATIONS

92% of respondents were concerned about housing affordability, with the vast majority feeling that their housing is affordable but are concerned for future generations. 22% of respondents also worry that their current housing will be unaffordable in the near future.





## NEIGHBORHOOD PRESERVATION & LACK OF AFFORDABLE HOMES FOR SALE ARE TOP CHALLENGES

Residents rated preserving existing neighborhoods, lack of affordable homes for sale, and rapid growth/ high-density housing as top challenges.

## SUBSIDIZED HOUSING & INCENTIVES TO BUILD NEW AFFORDABLE HOUSING ARE TOP STRATEGIES

Respondents were less supportive of efforts to preserve existing affordable housing and more supportive of directly subsidizing the housing costs for moderate income households.

## DIFFERENT HOUSING TYPES ON THE TABLE

Over a quarter of respondents see small-lot, singly-family homes as the best option for providing affordable housing options but other housing types are on the table. ADUs, Townhomes, and 55+ communities were equally popular options.

## MOST PEOPLE LIVE IN A SINGLE-FAMILY HOME ON LESS THAN 1/2 ACRE

Only 2.9% of respondents lived in apartments or condos, with 90% of respondents living in single-family homes.

## RENTERS & OTHERS WERE UNDER REPRESENTED

According to the 2020 census, approximately 25% of South Ogden households are renters. However, only 4.6% of survey respondents were renters, indicating renter opinions were significantly underrepresented in the results.

## STATE MODERATE INCOME HOUSING REQUIREMENTS

Utah Code 10-9a-403 requires that municipalities include within their General Plan a Moderate-Income Housing element. The moderate-income housing element should include the following:

1. Provide for a realistic opportunity to meet the need for additional moderate-income housing within the next five years.
2. Three or more moderate income housing strategies (as defined in Utah Code) for implementation.
3. An implementation plan.



### MODERATE-INCOME HOUSING DEFINED

“Moderate-income housing” is defined in Section 10-9a-103 as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the City is located.”



The requirements related to moderate-income housing are further defined in Utah Code 10-9a-408. This section of Utah Code requires the development of a Moderate-Income Housing Plan (MIHP) that provides a description of each housing strategy selected by the municipality and the implementation plan related to these strategies. In order to achieve the objectives of Utah Code related to the moderate-income housing element of the general plan and the MIHR, this report considers the following elements:

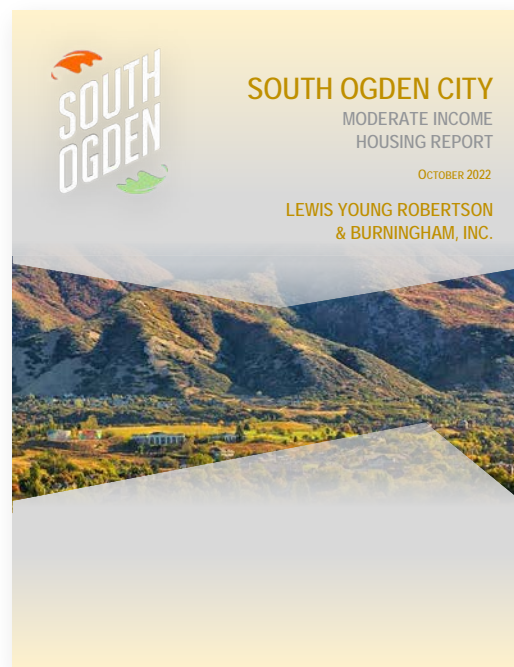
- An estimate of the existing supply of moderate-income housing located within the municipality.
- An estimate of the need for moderate income housing in the municipality for the next five years.
- A survey of total residential land use.
- An evaluation of how existing land uses and zones affect opportunities for moderate income housing.
- A description of the municipality's program to encourage an adequate supply of moderate-income housing.
- A selection of strategies from a menu list outlined in state code.
- An implementation plan with timelines and benchmarks for the selected strategies.

## MODERATE INCOME HOUSING PLAN

The City's General Plan (adopted 1997 and updated 2001, 2008, and 2016) did not include a Moderate-Income Housing element. The purpose of the Moderate-Income Housing Plan (MIHP) is to serve as the moderate-income housing element of the general plan and establish South Ogden's strategies and policies to implement moderate-income housing in accordance with the Utah Code.

## ANNUAL REPORT

The annual reports submitted to the Department of Workforce Services, due August 1, are tied to the City's fiscal year and should outline each MIHP strategy selected by the municipality along with an implementation timeline.



The 2022 South Ogden City Moderate Income Housing Report can be found in **Appendix D**.



## EXISTING HOUSING DATA

As of the 2021 U.S. Census Bureau Population Estimates, South Ogden City is home to 17,541 residents. The 2020 U.S. Census Bureau American Community Survey reports that South Ogden has 6,434 housing units in total, of which 5,984 are occupied units (**Figure 5.2**).<sup>1</sup> There are many more homeowners than renters in South Ogden, with 74.4% of homes owner-occupied. This is due to the large number of single-family homes in the City, and very few multi-family housing units. The City has 4,453 owner occupied units and 1,531 renter occupied units (**Figure 5.3**). Occupied housing has decreased at an average annual growth rate (“AAGR”) of 0.45% from 2010 through 2020, with owner occupied housing units growing at 0.23% and renter occupied units decreasing at 2.17%.

As shown in **Table 5.1**, 79.5% of South Ogden’s housing stock is single family with 20.5% multi-family, mobile home, and other housing types. By comparison, Weber County’s housing stock is comprised of 78.2% single family and 21.8% multi-family, mobile home, and other housing types.

<sup>1</sup> Most current ACS data available.

**TABLE 5.1 - HOUSING STOCK**

TYPE	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	% OF TOTAL
Single Family	4,333	97.3%	423	27.6%	4,756	79.5%
2 to 4 Units	71	1.6%	430	28.1%	501	8.4%
5 to 9 Units	20	0.4%	233	15.2%	253	4.2%
10 or more Units	29	0.7%	432	28.2%	461	7.7%
Mobile Home & Other	-	0.0%	13	0.8%	13	0.2%
<b>Total Units</b>	<b>4,453</b>	<b>74.4%</b>	<b>1,531</b>	<b>25.6%</b>	<b>5,984</b>	<b>100.0%</b>

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Table(s) B25001, B25032.

## HOUSING COST BURDEN

### MEDIAN HOUSEHOLD INCOME

The median household income in South Ogden is \$70,552. The median household income has grown at an AAGR of 2.92% from 2010 through 2020. The South Ogden owner-occupied income in 2020 was \$78,304 while renter-occupied income was \$48,590. The renter-occupied median income grew at an AAGR of 2.27% compared to a 3.9% growth rate in median gross rent.



## MONTHLY HOUSING COSTS

The monthly housing costs for all owner-occupied housing in South Ogden is \$1,763. Monthly costs for owner-occupied housing units with a mortgage is \$1,336 while those without a mortgage is \$427. The median gross rent in the City is \$1,042 (Table 5.2). The ratio of the City's median rent to renter income is 25.7%. The ratio of the City's owner-occupied median income to median mortgage is 20.5%. Ratios greater than 30% indicate the average renter or household owner is burdened by housing costs. Ratios greater than 50% suggest a severe burden. Currently, the overall renter income to rent ratio is not considered a burden. However, the ratio is nearing the burden threshold (Figure 5.4).

**TABLE 5.2 - HOUSEHOLD INCOME & HOUSING COST BURDEN RATIO**

	2010	2020	AAGR
South Ogden Median Adjusted Gross Income	\$46,364	\$55,900	1.89%
South Ogden Median Income	\$52,893	\$70,552	2.92%
South Ogden Owner-occupied Median Income	\$62,327	\$78,304	2.31%
South Ogden Renter-occupied Median Income	\$38,817	\$48,590	2.27%
South Ogden Median Gross Rent	\$711	\$1,042	3.90%
South Ogden Owner-occupied w/ Mortgage Cost	\$1,231	\$1,336	0.82%
South Ogden Owner-occupied w/o Mortgage Cost	\$374	\$427	1.33%
South Ogden Median Rent to Renter Income	22.0%	25.7%	-
South Ogden Median Mortgage to Owner Income	23.7%	20.5%	-

Source: US Census Bureau, American Community Survey 2016-2020; Table B25119, B25088, \*Utah State Tax Commission, 2020 Statistics of Income; Table 17.

## AREA MEDIAN INCOME

The area median income ("AMI") for Weber County for 2020 was \$71,275. The median family income for a family of four in Weber County is \$90,950. Table 5.3 represents the ratio of median rent in South Ogden at 100% of the AMI income for a family of four in Weber County. Ratios greater than 30% indicate a burden based on typical housing costs within the County. Ratios greater than 50% suggest a severe burden. At 30% of AMI, a family of four is burdened and nearing the severe burden threshold (Figure 5.5).

**TABLE 5.3 - WEBER COUNTY AREA COST BURDEN RATIO**

	2010	2020	AAGR
Weber County AMI Family of Four	\$66,002	\$90,950	3.26%
South Ogden Median Rent	\$711	\$1,042	3.90%
100% of AMI Family of Four	12.93%	13.75%	-
80% of AMI Family of Four	16.16%	17.19%	-
50% of AMI Family of Four	25.85%	27.50%	-
30% of AMI Family of Four	43.09%	45.83%	-

Source: US Census Bureau, American Community Survey 2016-2020; Table B19019, B19119.



## FAIR MARKET RENTS

The U.S. Department of Housing and Urban Development annually reviews fair market rents to determine a standard for various housing programs to publish HOME Investment Partnership Program (“HOME”) rent limits. The rent limits for the Ogden-Clearfield HUD Metro FMR Area for 2022 is found in Table 5.4.

**TABLE 5.4 - OGDEN-CLEARFIELD RENT LIMITS**

PROGRAM	EFFICIENCY	1 BED	2 BED	3 BED	4 BED
Low HOME Rent Limit	\$811	\$891	\$1,105	\$1,306	\$1,457
High HOME Rent Limit	\$811	\$891	\$1,105	\$1,535	\$1,839
Fair Market Rent	\$811	\$891	\$1,105	\$1,535	\$1,864
50% Rent Limit	\$880	\$942	\$1,131	\$1,306	\$1,457
65% Rent Limit	\$1,124	\$1,206	\$1,449	\$1,665	\$1,839

Source: U.S. Department of Housing and Urban Development, 2022 HOME Rent Limits; Utah.

## HISTORIC BUILDING PERMITS

The City has issued building permits for 644 units from 2011 to 2021 (Figure 5.6). These include 556 multi-family units and 86 single family units (Figure 5.7). Multi-family units have been more prevalent in the last seven years and will continue to be an important tool to address moderate income housing needs within the City.

**TABLE 5.5 - BUILDING PERMITS**

YEAR	SINGLE-FAMILY UNITS	DUPLEX DWELLINGS	MULTI-FAMILY UNITS	MOBILE/ MANUFACTURED	TOTAL CONSTRUCTED UNITS
2011	6	0	0	0	6
2012	6	0	0	0	6
2013	21	0	0	0	21
2014	11	0	143	0	154
2015	15	0	0	0	15
2016	8	2	14	0	24
2017	6	0	0	0	6
2018	6	0	168	0	174
2019	3	0	48	0	51
2020	1	0	4	0	5
2021	3	0	179	0	182
<b>Total</b>	<b>86</b>	<b>2</b>	<b>556</b>	<b>0</b>	<b>644</b>

Source: Kem C. Gardner Ivory-Boyer Construction Report and Database.





## HOUSING SNAPSHOT

FIGURE 5.2 - 2020 OCCUPIED UNITS

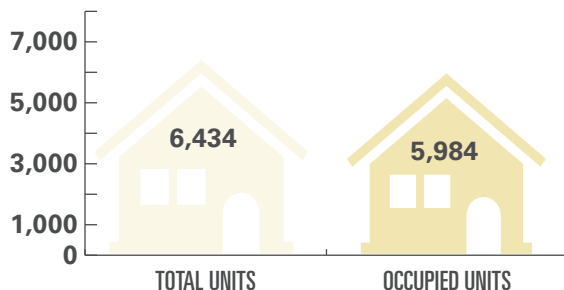


FIGURE 5.3 - 2020 OWNER & RENTER OCCUPIED UNITS

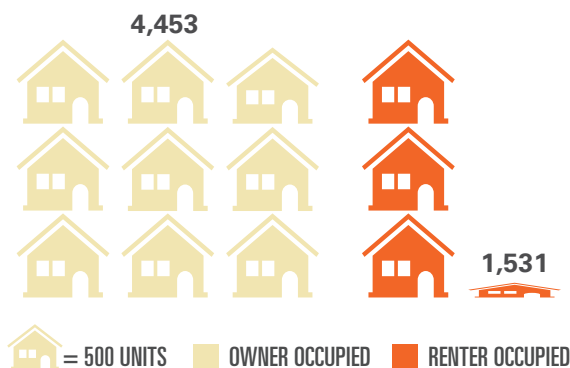
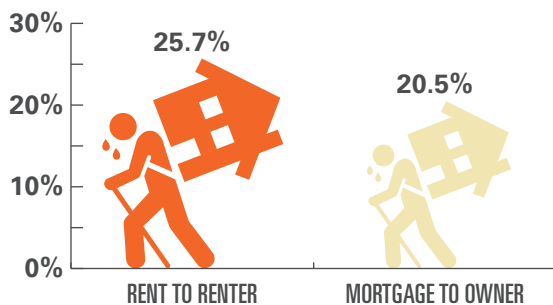
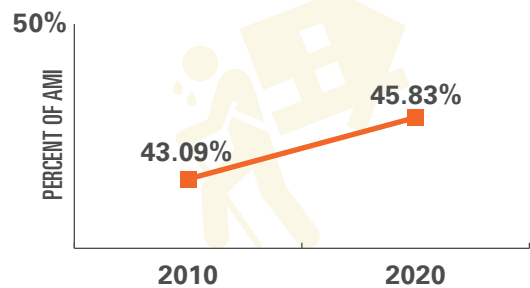


FIGURE 5.4 - HOUSING COST BURDEN RATIO



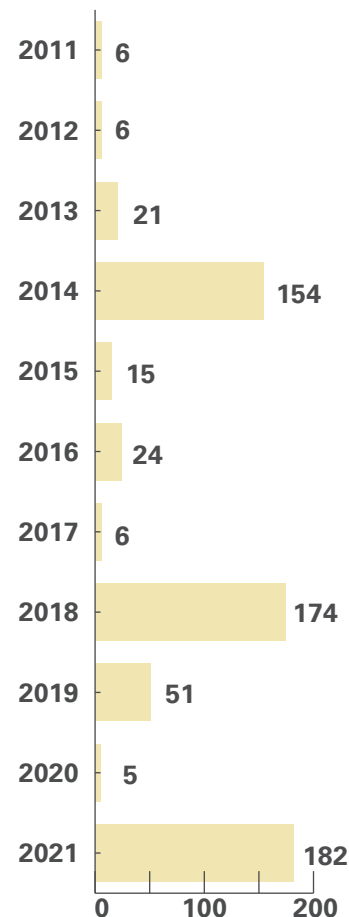
The overall renter income to rent ratio is not considered a burden, however, the ratio is nearing the burden threshold (30%).

FIGURE 5.5 - WEBER COUNTY AREA COST BURDEN RATIO FOR A FAMILY OF FOUR (2010 & 2020)



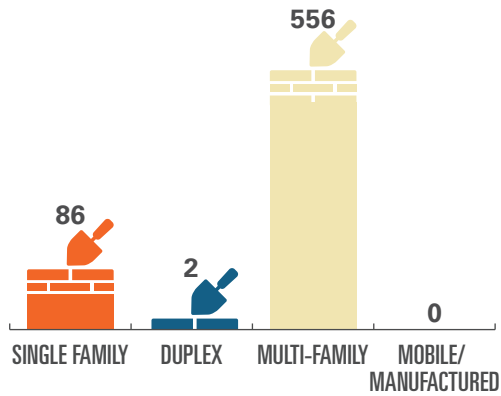
Ratios greater than 50% suggest a severe burden. At 30% of AMI, a family of four is burdened and nearing the severe burden threshold.

FIGURE 5.6 - TOTAL CONSTRUCTED UNITS PER YEAR (2011-2021)

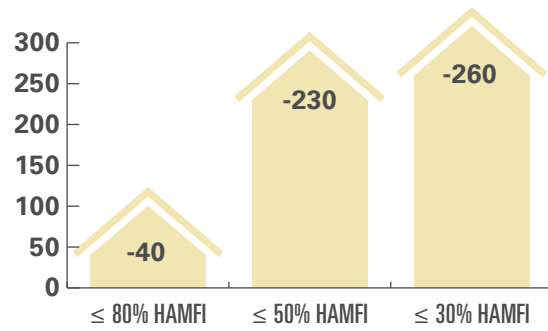




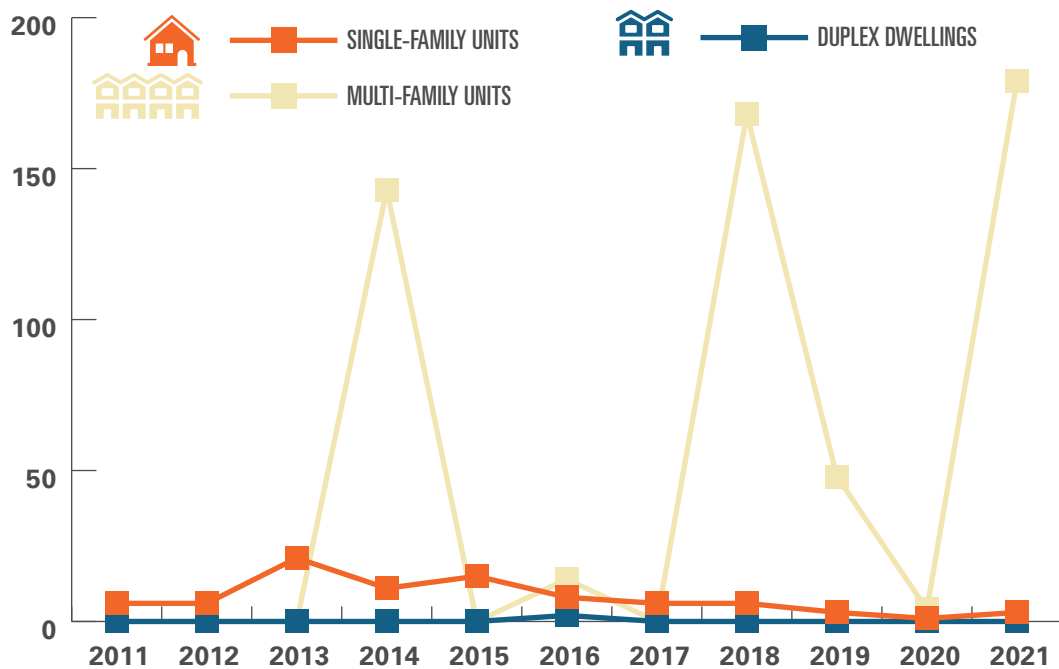
**FIGURE 5.7 - TOTAL BUILDING PERMITS ISSUED BY UNIT TYPE (2011-2021)**



**FIGURE 5.9 - DEFICIT IN AVAILABLE UNITS (RENTER HOUSEHOLDS) BY HAMFI INCOME LEVEL**



**FIGURE 5.8 - UNITS CONSTRUCTED PER YEAR BY TYPE (2011-2021)**





## HOUSING GAP ANALYSIS

The Utah Housing and Community Development Division within the Utah Department of Workforce Services (DWS) utilizes American Community Survey<sup>2</sup> data and the U.S. Housing and Urban Development Comprehensive Housing Affordability Strategy<sup>3</sup> (CHAS) to identify the current number of rental households, as well as project the number of units needed over the next five years, by percentage of household area median family income (HAMFI<sup>4</sup>). The total number of renter households according to CHAS is 1,925, with 42.9% or 825 units considered non-low income.<sup>4</sup>

At  $\leq 80\%$  HAMFI, there are 1,100 renter households with 1,060 units currently available. This suggests a shortage of 40 rental units at the  $\leq 80\%$  of HAMFI income level. However, the City has a total of 1,855 affordable units suggesting a surplus of affordable units for this income bracket. This mismatch in available and affordable housing suggest 795 households are living in affordable housing despite their median income being above the  $\leq 80\%$  HAMFI threshold. The mismatch is more severe in the  $\leq 30\%$  HAMFI category as a 135 affordable unit deficit exists, as well as a mismatch in renters with incomes higher than the  $\leq 30\%$  threshold occupying 125 units. At  $\leq 30\%$  HAMFI, there is a deficit of 260 rental units (Table 5.6 and Figure 5.9).

The current ACS and CHAS data indicate the number of rental units lags behind the number of rental households. The Kem C. Gardner Institute identified this lag citing the period from 2010-2015 where the number of households were increasing at a faster pace than housing units.<sup>5</sup> Historically, the housing units outpaced households. The current inverse relationship is evidence of the housing shortage in the State of Utah. The South Ogden gap analysis further identifies a need to provide affordable housing with an emphasis on households at 50% and 80% of HAMFI.

<sup>2</sup> U.S. Census Bureau American Community Survey 2013-2017, most current available.

<sup>3</sup> U.S Department of Housing and Urban Development 2015, most current available.

<sup>4</sup> Due to the time lag in data availability for the ACS and CHAS data, variations exist between the ACS rental households reported in 2017 as 2,179 and the CHAS rental households reported in 2015 as 1,925.

<sup>5</sup> Wood, James (2016, November). Does Utah Have a Housing Shortage? Retrieved from <https://gardner.utah.edu/utah-housing-shortage/>

**TABLE 5.6 - HOUSING GAP**

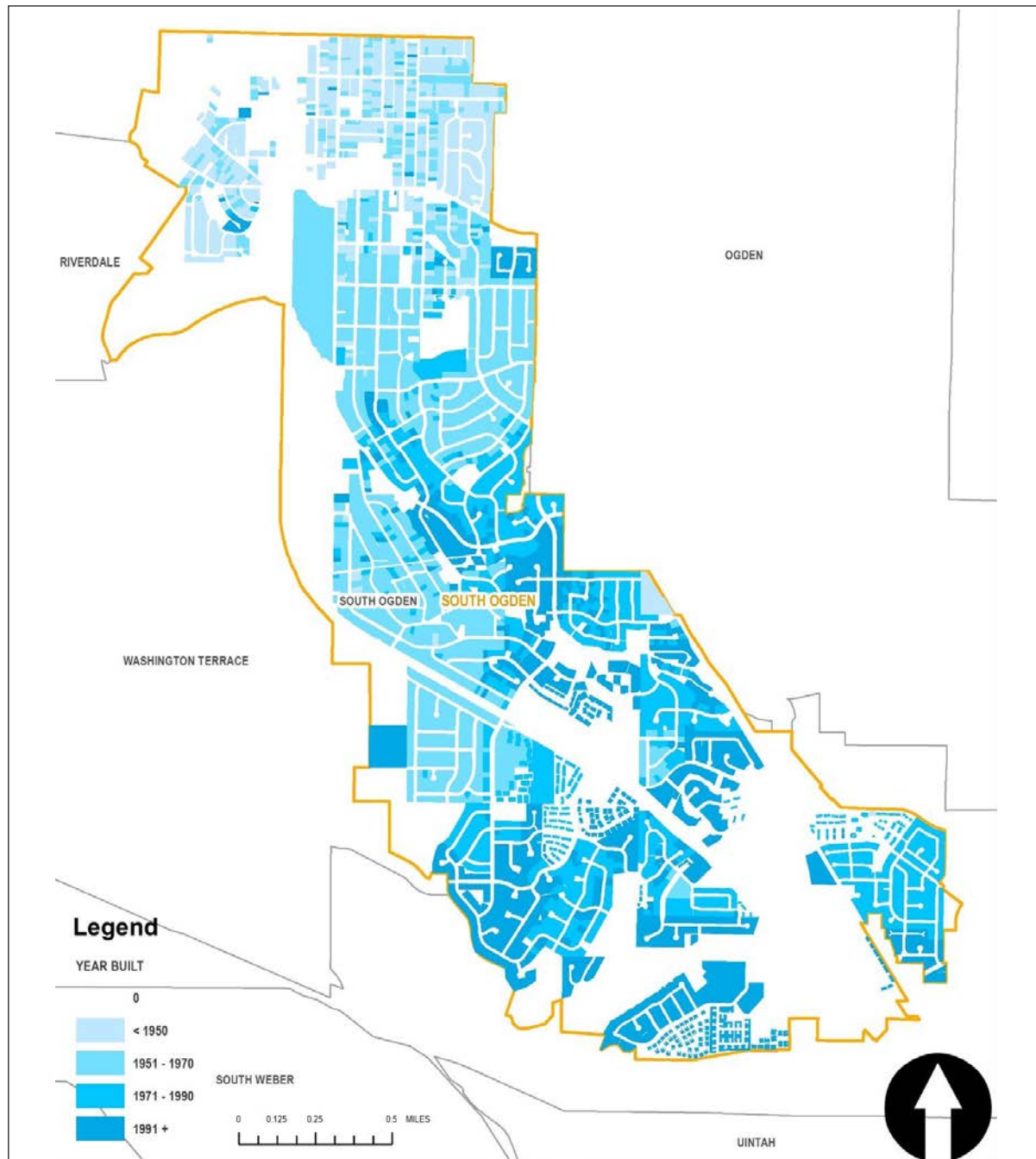
2018 SHORTAGE	RENTER HOUSEHOLDS	RENTAL UNITS		RENTER HOUSEHOLDS		HOUSING MISMATCH
		AFFORDABLE UNITS	AVAILABLE UNITS	AFFORDABLE UNITS	AVAILABLE UNITS	
$\leq 80\%$ HAMFI	1,100	1,855	1,060	755	(40)	795
$\leq 50\%$ HAMFI	665	950	435	285	(230)	515
$\leq 30\%$ HAMFI	365	230	105	(135)	(260)	125



## HOUSING STOCK

Map 5.1 depicts the age of the housing stock within the City. The southern portion of the City contains newer development. The majority of residential construction prior to 1970's is to the north and west in the City, while a heavy concentration of home building occurred on the northern boundary prior to 1950. By age, the central and north housing stock will be more vulnerable and may be prime areas to focus rehabilitation efforts.

**MAP 5.1 - RESIDENTIAL YEAR BUILT**





## ACCESSORY DWELLING UNITS

In 2021, South Ogden amended City code to allow for the interior ADUs as permitted uses in single-family residential, two-family residential, and multiple-family residential zones. In addition, the City created an “Accessory Dwelling Unit” section in their municipal code (Adopted 9/21/2021) to provide reasonable regulations for supplementary living accommodations in internal ADUs located in residential areas of the City. The City has not had any accessory dwelling units located within the municipality issued a business license or construction permit.



### MORE ABOUT ACCESSORY DWELLING UNITS

Accessory dwelling units (ADUs) are habitable living units added to, created within, or detached from a primary single-family dwelling and contained on one lot. (Utah Code § 10-9a-103 (1)). They represent one effective solution to housing affordability due to their low cost and immediate feasibility, the smaller size of the units that are built, and the range of options that are available for facilitating their development on established and new housing sites.

The Utah State Legislature, through Senate Bill 34 (2019), encouraged communities to implement ADU ordinances that make sense for the local jurisdiction. The bill also requested that if municipalities do adopt an ADU ordinance, they make sure the ordinance incentivizes ADU use and does not create barriers, such as difficult or expensive permitting processes<sup>1</sup>. In 2022, the legislature went one step further, passing a law making Accessory Dwelling Units (ADUs) that are internal or attached to a single family dwelling permitted uses in all municipalities and counties. South Ogden has since adopted a zoning ordinance that embraces this law.

<sup>1</sup> Utah League of Cities and Towns (2019), One Key to Housing Accessory Dwelling Units A Resource Guide for Municipal Officials and Staff.

## BARRIERS RELATED TO AFFORDABLE HOUSING

South Ogden has proactively sought to encourage affordable housing within the community. During this process, community concerns surfaced regarding the location of redevelopment which could potentially eliminate the availability of affordable housing products. Residents and council members express concern that redevelopment could replace older, smaller lot residential, which would be replaced by higher cost, new housing products. While this isn't necessarily a direct barrier, the City will continue to evaluate housing options relative to community preference and affordability according to the strategies of this chapter.





## MODERATE INCOME HOUSING PLAN

### HOUSING STRATEGIES AND RECOMMENDATIONS

To qualify for State transportation funding, the State requires municipalities to select three housing affordability strategies to implement in their community. In addition, the legislature is giving priority funding designation to those communities that adopt two additional strategies. South Ogden City has selected the following strategies for implementing moderate-income housing in the community.

The following strategies were selected for 2023. However, since the State requires the City to reevaluate these strategies annually, the City's most current Moderate-Income Housing Report should be referenced for the City's most current strategies.

**STRATEGY 1:** Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing (Menu Item P).

**STRATEGY 2:** Preserve existing and new moderate income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or establishing a housing loss mitigation fund (Menu Item K).

**STRATEGY 3:** Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones (Menu Item E).

**STRATEGY 4:** Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers (Menu Item F).

**STRATEGY 5:** Rezone for densities necessary to facilitate the production of moderate-income housing (Menu Item A).

#### TRACKING & IMPLEMENTATION

To track and prioritize implementation measures for each strategy, the City will incorporate the five housing strategies into the South Ogden Strategic Plan. The Strategic Plan, annually adopted by the South Ogden City Council, outlines and prioritizes directives to guide policy decisions and prioritize community needs. The Strategic Plan identifies the required resources, the department personnel involved, a tentative due date, and the City's overall progress relative to each directive.



## STRATEGY 1

### DEMONSTRATE UTILIZATION OF A MODERATE INCOME HOUSING SET ASIDE FROM A COMMUNITY REINVESTMENT AGENCY, REDEVELOPMENT AGENCY, OR COMMUNITY DEVELOPMENT AND RENEWAL AGENCY TO CREATE OR SUBSIDIZE MODERATE INCOME HOUSING

South Ogden City has created the City Center Community Reinvestment Project Area and will utilize funds from the tax increment generated by the project area to aid in the development and/or subsidization of moderate-income housing (Menu Item P).

In 2019 the South Ogden City Community Development and Renewal Agency (CDRA) created the City Center Community Reinvestment Area (CRA). With support and participation from Weber County and Central Weber Sewer Improvement District, the City Center CRA was created to aid in the redevelopment of properties along Riverdale Road, Washington Blvd., Harrison Blvd. and 40th Street. The long-range vision, as demonstrated within the City's general plan, is for these properties to be redeveloped with a variety of mixed uses, at much higher densities, and with a more urbanized look and feel.

It is estimated the City Center CRA will generate approximately \$964,673 of incremental value over the next 20 years. These funds will be restricted for the Agency's use to help with the development/subsidization of moderate-income housing. The first year of tax increment was 2022, providing the Agency some housing monies through the project area through 2042.

#### IMPLEMENTATION

- Analyze the feasibility to develop moderate-income housing on the city-owned property at 40th and Evelyn.
- Seek LIHTC funding to help with construction of deeply affordable housing (30% AMI) or other income-restricted housing projects.



## STRATEGY 2

### **PRESERVE EXISTING AND NEW MODERATE INCOME HOUSING AND SUBSIDIZED UNITS BY UTILIZING A LANDLORD INCENTIVE PROGRAM, PROVIDING FOR DEED RESTRICTED UNITS THROUGH A GRANT PROGRAM, OR ESTABLISHING A HOUSING LOSS MITIGATION FUND**

South Ogden City desires to preserve existing and develop new moderate-income housing and subsidized housing units by utilization of a landlord incentive program, providing for deed restricted units through a grant program, or, notwithstanding Section 10-9a-535m establishing a housing loss mitigation fund (Menu Item K).

Utilizing tax increment generated through the City Center Community Reinvestment Project Area, South Ogden City will explore and implement program(s) to aid in the preservation and/or development of moderate-income housing, as well as ways the city can work with developers to incorporate moderate-income housing into new, market-rate projects through deed restrictions of a certain number of units. This would increase the number of moderate-income units throughout the city and would inter-mix these units with market-rate units within the same development/project.

#### **IMPLEMENTATION**

- Explore policies that would incorporate/require deed-restricted moderate-income housing units to be incorporated into new projects whenever a development agreement is utilized as a part of the projects' approval.
- Explore the cost/benefits of establishing a Housing Preservation Fund.
- Explore cost/benefits of creating a Housing Loss Mitigation Fund for the development or preservation of moderate-income housing.
- Explore ways to utilize housing funds from the City Center CRA to incentivize landlords to deed-restrict units, subsidize development-related fees, etc.



## STRATEGY 3

### CREATE OR ALLOW FOR AND REDUCE REGULATIONS RELATED TO INTERNAL ADUS

South Ogden has created regulations related to internal accessory dwelling units (ADUs) in residential zones (Menu Item E).

In 2021, South Ogden amended City code to allow for the interior ADUs as permitted uses in single-family residential, two-family residential, and multiple-family residential zones. In addition, the City created an “Accessory Dwelling Unit” section in their municipal code (Adopted 9/21/2021) to provide reasonable regulations for supplementary living accommodations in internal ADUs located in residential areas of the City.

#### IMPLEMENTATION

- Begin to track building permits and rental licenses related to ADUs (Spring 2023).
- Review “Accessory Dwelling Unit” code with City Council and Planning Commission to determine the feasibility of extending policy to allow for attached and detached ADUs (Winter 2023).
- Work with the Planning Commission and City Council on drafting and adopting ADU code amendment (Spring 2024).



## STRATEGY 4

### ZONE OR REZONE FOR HIGHER DENSITY OR MODERATE-INCOME RESIDENTIAL DEVELOPMENT

South Ogden has zoned or rezoned for higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers (Menu Item F).

The City's form-based code creates three districts:

1. **Neighborhood Commercial:** a number of smaller areas that provide convenient local commercial services for residents.
2. **Wall Avenue:** flexible mixed-use district that allows for a broad range of commercial uses and building types
3. **South Gateway:** flexible mixed-use district that allows for a broad range of commercial uses and building types.

The major districts are further broken down into subdistricts:

- **Gateway Core:** The Gateway Core Subdistrict is intended to be the City's most flexible and inclusive subdistrict, ensuring a place for all of South Ogden's commercial needs. It includes a range of building types that will allow for a vibrant, mixed-use commercial area.
- **Gateway General:** The Gateway General Subdistrict provides the same function as the Gateway Core Subdistrict, but with a lower intensity of building to provide a buffer between residential neighborhoods and commercial areas.
- **Neighborhood Commercial:** The Neighborhood Subdistrict allows for smaller nodes of commercial uses, the purpose of which is to provide residents with easy access to businesses which provide local services and goods.
- **Gateway Edge:** The Edge Subdistricts are made up of smaller scale residential buildings, which provide a buffer between existing single family residential neighborhoods and the Commercial Subdistricts. (Ord. 17-21, 11-21-2017, eff. 11-21-2017)

The rezone districts allow for density variations based on permitted uses.

#### IMPLEMENTATION

- Track the number of new housing units established from the City's form-based code districts (Neighborhood Commercial, Wall Avenue, and South Gateway) to monitor the number of units that qualify as moderate income housings units (Spring 2023 – Winter 2023).





## STRATEGY 5

### REZONE FOR DENSITIES NECESSARY TO FACILITATE THE PRODUCTION OF MODERATE-INCOME HOUSING

South Ogden has rezoned for densities to facilitate the production of moderate-income housing (Menu Item A).

The City has rezoned for mixed use and high density as part of the form-based code initiative. The rezone process was a complete review of existing zoning and the establishment of form-based code in order to promote redevelopment of commercial areas to mixed use zones suitable for higher density housing. This initiative included a steering committee, public review process, planning commission review, public hearing, and adoption by City Council and was completed over two-year period. The City will continue to update zoning to meet current demands.

The City created nine additional zones to facilitate the production of moderate-income housing:

1. 40th Street General
2. City Center General
3. City Center Core
4. Riverdale Road General
5. Edge
6. Gateway Core
7. Gateway General
8. Neighborhood Commercial
9. Gateway Edge Subdistricts

### IMPLEMENTATION

- Review and update the zoning code to allow for higher density in redeveloping residential areas (Winter 2023 – Spring 2024).
- Work with Planning Commission, Community Development and Renewal Agency (CDRA), and the City Council to modify zoning in anticipation for redevelopment efforts (Spring 2024).



## ADDITIONAL STATE SUPPORT

The City could benefit from additional training related to MIHR requirements and data collection. In addition, training related to the 24 identified strategies and how to implement these strategies could be beneficial.

## ADDITIONAL RECOMMENDATIONS

Numerous programs are available to encourage the development and preservation of affordable housing at all income levels. Homeownership programs are well established, and support should continue and expand. The Home Program and HOME Investment Partnership Act are important resources for moderate and low-income homeowners, and CDBG funds can also be used to assist homeowners. In addition, the Utah Housing Corporation provides homeownership assistance through below market loans (FirstHome), down payment and closing cost assistance, and lease to-own housing supported by Low Income Housing Tax Credits (CROWN). Further, HUD has special loans for the construction of rental and cooperative housing for the elderly and handicapped. In addition, funds are available under the Olene Walker Loan Fund and the McKinney Fund (with emphasis on transitional housing).

## HOUSING PROGRAMS

### FINANCIAL RESOURCES FOR AFFORDABLE HOUSING DEVELOPMENT

Potential funding sources for housing include revenue from the general fund, CDBG grants and RDA affordable housing pass through. The general fund is essentially drawing upon the existing resources of the community and reallocating some of these resources to promote affordable housing. This could include earmarked sales tax or other revenue to provide development subsidies for deed-restricted affordable housing. The CDBG funds may require some reallocation of funds from infrastructure needs to housing, although both are valid projects.

### COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

This is a well-established federal entitlement grant program for urban communities seeking to revitalize neighborhoods, improve community facilities, prevent and eliminate slums, aid low to moderate-income families, and promote economic development. Between 2015 and 2019, \$4.9M was spent on CDBG projects within the Wasatch Front Regional Council region.

### PRESERVATION OF HOUSING STOCK

The preservation and rehabilitation of the current housing stock (rental and owner-occupied) will also be an important way to help keep housing affordable. The City should set a goal to rehabilitate a number of housing units before the year 2028. There are various programs available to the City to assist with home rehabilitation efforts. The HOME consortium and the



Home Programs will be important to help people under 80% of HAMFI preserve the quality of their home investments. Additionally, CDBG funds can be obtained to manage and invest into low- and moderate-income areas. While infrastructure is important for community building, some portion of the CDBG budget should be targeted toward housing programs.

## COMMUNITY REINVESTMENT AREAS

Additional Redevelopment Agency (RDA) funds could become available to the community with the establishment of additional Community Reinvestment Areas and the redevelopment of selected sites. Under Community Reinvestment Areas (CRAs), the redevelopment agency is required to allocate at least 10% of total tax increment revenues it receives (from CRAs) to affordable housing.

## INCLUSIONARY ZONING

Inclusionary zoning involves local governments utilizing zoning ordinances to require a certain percentage of units developed to be affordable. Inclusionary zoning programs may be mandatory (requiring all new developments to provide affordable units) or voluntary (requiring affordable units only for those taking advantage of development incentives, such as density bonuses or reduced requirements). Some programs also provide alternative means to meet requirements, such as paying an in-lieu fee or dedicating land elsewhere for affordable housing.

## HOME INVESTMENT PARTNERSHIP ACTS

The HOME act was established to develop and support affordable rental housing and home ownership mainly through the rehabilitation of existing units rather than new construction. The program targets low and very low-income households. The grant program is flexible in allowing participating jurisdictions to decide the most appropriate use of money in their communities. The program requires that at least 90% of the rental assistance be targeted toward households with incomes no higher than 60% of the area median. Participating jurisdictions are required to match 25% of the federal funds used.

## SECTION 8 HOUSING CHOICE VOUCHER PROGRAM

The Section 8 program provides rental payments and assistance to very low income and elderly persons. Rental assistance payments are made directly to private owners who lease their units to assisted families. The tenant is only required to pay 30% of his or her monthly-adjusted gross income for rent and the federal government pays the balance of the contract rent to the owner of the rental unit. The contract rent is based on Fair Market Rent established by HUD for the area. The certificates and vouchers are issued by local housing authorities and have a five-year term, which is renewable. Program participants may rent units whose rents exceed the FMR, but the recipient must pay the balance. Applications for this program can be completed through both the Weber Housing Authority (WHA) and the Ogden Housing Authority.



## HOMEOWNERSHIP ASSISTANCE PROGRAM

The Homeownership Assistance Program is designed to increase home ownership throughout Weber County. The program is offered to qualified moderate income households on a first come, first served basis and as funding is available. First time homebuyers purchasing their primary residence in Weber County can receive a \$5,000 zero interest, deferred payment loan. These loans can only be used at the time of closing for down payment, closing costs, or principal reduction toward the first mortgage loan balance. The WHA has not received funding for this program in recent years, however, there are carry over funds available for limited grants.

## SUPPORTIVE HOUSING PROGRAM

The Supportive Housing Program provides voucher-based rental assistance linked with case management services. This program is offered to high barrier, homeless, disabled, unaccompanied households who do not hold the lease in their own name. WHA holds the master lease on the unit. The program pulls households from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

## SHELTER PLUS CARE

The Shelter Plus Care Program provides voucher based rental assistance linked with case management services. This program is offered to homeless, disabled, unaccompanied individuals who hold the lease in their own name. The program, administered by WHA, pulls individuals from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

## LOW INCOME HOUSING TAX CREDITS (LIHTC)

The federal government has developed a program to encourage the construction, rehabilitation and preservation of rental housing for very low, low and moderate-income households. The LIHTC program is administered by the Utah Housing Corporation (UHC), which determines the amount of tax credit available to applicant projects and operations and on the percentage of the project, which will be restricted to low income tenants. The UHC establishes maximum rents in accordance with HUD standards and future rental increases will be based on increases in the cost of living as reflected in HUD income guidelines. A minimum of 20% of the project's units must be set aside for tenants with income less than 50% of the median income for the area or a minimum of 40% of the units must be reserved for tenants with incomes less than 60% of the area median income. Projects receiving LIHTC must maintain the status as a low-income project for a minimum of 15 years.

The LIHTC program provides a credit equal to nine percent of the construction cost for new construction or substantial rehabilitation for projects which do not use other federal assistance and a four percent credit for acquisition of existing projects and for those projects



which use other federal subsidies (CDBG excluded). Credits are claimed annually for ten years. The credits may be used by the owner of the property or sold through syndication.

## **SECTION 202 LOANS FOR HOUSING THE ELDERLY**

The HUD Section 202 program offers capital advances to finance the construction and the rehabilitation of structures to serve as supportive housing for very low-income elderly persons. It also provides rent subsidies to help make the projects affordable. If the project serves very low-income elderly persons for 40 or more years, the capital advance does not need to be repaid.

## **OLENE WALKER TRUST FUND**

The fund is comprised of State appropriations and federal funds to provide loans at below-market interest rates for the construction of affordable housing. The majority of projects built using this fund are multi-family. While the majority of the fund is used for loans, a small amount (five percent) of the fund is available for grants.

## **MCKINNEY-VENTO FUND**

This fund is administered by HUD and provides assistance for transitional housing. This includes advances or grants for acquisition, rehabilitation of existing structures, annual payments to help cover operating expenses, and technical assistance in establishing and operating transitional housing. Rental assistance for homeless people with disabilities is also offered.

## **FIRSTHOME**

FIRSTHOME is a mortgage program offered by the Utah Housing Corporation. It is geared towards families of modest income with a credit score of 660 or higher who are first time homebuyers. This program offers competitive interest rates that keep the monthly house payments affordable, allowing families with smaller incomes to purchase a home.

## **UHC'S SUBORDINATE LOAN**

This program is an offer from the Utah Housing Corporation that can be combined with any of their loan programs to help families with funds needed to purchase a home. This program is for borrowers who have not been able to save enough money for their down payment and closing costs. This loan provides an additional option to limited income working families who have insufficient funds to purchase a home.

## **HOMEAGAIN**

HomeAgain is a Utah Housing Corporation mortgage program which targets families of modest income with a credit score of 660 or higher who have previously owned a home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.





## SCORE

Score is a Utah Housing Corporation mortgage program designed to assist families of modest income with a credit score of 620 or higher. This program offers families who have recovered from previous credit challenges, a loan that can assist them with the purchase of their home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

## NOML

NoMI is a Utah Housing Corporation mortgage program for families of modest income with a credit score of 700 or higher. Of all their homeownership programs, this mortgage typically has the lowest mortgage payment because it offers a loan without mortgage insurance. This program, when combined with a Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

## STREAMLINE REFINANCE LOAN PROGRAM

Streamline Refinance Loan Program is a Utah Housing Corporation program geared toward families wanting to reduce their current mortgage payment with a refinance but do not have the funds to pay off their current UHC Subordinate Loan. For qualified borrowers, UHC will subordinate their existing Subordinate Loan to a new UHC Streamline Refinance.

## CROWN

CROWN is a lease-to-own program developed by the Utah Housing Corporation (UHC) to bring home ownership within reach of very low-income households that are willing to make a long-term commitment to the community. CROWN creates permanent home ownership opportunities by utilizing Low Income Housing Tax Credits to construct new, single-family detached homes that are both durable and affordable. Lease payments last until the fifteen-year tax credit period expires. At this point, residents have the option of purchasing the home at a very attractive price through a low-interest UHC mortgage loan. The qualified low-income residents who become homeowners through the CROWN program are also eligible to receive training in the areas of housekeeping, home maintenance, and basic budgeting.







## CHAPTER 6

# WATER USE & PRESERVATION

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- South Ogden City Water Profile
- Water Use
- Water Conservation Plan
- Regional Collaboration Goals & Practices



IMAGE 6.1 - THE SOUTH OGDEN WATER TANKS BEING PAINTED



Caption: The South Ogden water tanks being painted as viewed from Harrison Boulevard on Wednesday, October 10, 2012. Credit: Dennis Montgomery/Special to the Standard-Examiner.

## INTRODUCTION

Utah is among the fastest growing and driest states in the nation. By 2065 the population is expected to double, increasing demand for and stretching finite water resources even further. The drought has been at or near historic levels – though as of 2023, conditions may be improving.

Water conservation is an issue that touches everyone, and ensuring we continue to have enough water for the future is a major concern for local and state leaders, water providers, and the public. The use and preservation of water resources has emerged as a major concern on the state level. S.B. 110: Water as Part of General Plan, a law that was adopted in 2022, requires municipalities and counties to amend their general plan to address how land use planning impacts water use. Water use and preservation also emerged as key concerns of local residents who recently participated in a Citywide community survey, further highlighting the importance of the topic.

As a community nearing build-out, South Ogden City's water use challenges have less to do with population growth and more to do with satisfying anticipated demands, delivering required emergency flows to all areas within the City, maintaining and improving the current distribution system, and achieving the City's water conservation goals.<sup>1</sup> This chapter describes water system basics and the City's current and future water use. It also outlines existing and proposed water planning goals and strategies and recommends additional goals and policies that will reduce water demands as part of current and future developments.

<sup>1</sup> South Ogden City. (2019, January). Culinary Water Capital Facilities Plan and Impact Fee Analysis.





## SOUTH OGDEN CITY WATER PROFILE

### WATER SYSTEM BASICS

By law, water in Utah belongs to the public and the right to divert water and decide how it is used is determined by the state. Each year, more than five million acre-feet of water is diverted from Utah's natural water systems and delivered to agricultural, residential, commercial, institutional, and industrial customers. Of that, an estimated 82% goes to agricultural uses with the remaining amount distributed to other uses through water delivery systems.<sup>2</sup>

A community water delivery system typically consists of one or more water sources, storage facilities, and a distribution system within a service area. In order to operate efficiently and effectively, each system component must be planned and designed to operate under the wide range of demands placed on the system by users. Responding to daily and seasonal variations in demand and providing sufficient capacity for fire protection and other emergency situations are critical system requirements. Map 6.1 shows the intricate web of water sources, waterlines, valves, and meters that form South Ogden City's Existing Culinary Water System.<sup>3</sup>

### WHERE DOES THE CITY GET ITS WATER FROM?

A water right is permission from the state to divert and beneficially use a certain amount of water. South Ogden City has water rights to surface water from Burch Creek, Strong Canyon and Waterfall Canyon, and wholesale water purchases from Weber Basin Water Conservancy District (WBWCD). In an emergency situation, an inactive well located in Washington Terrace is also available. Through a long-term contract, WBWCD treats the water and delivers it in exchange for water from the City's surface water sources.

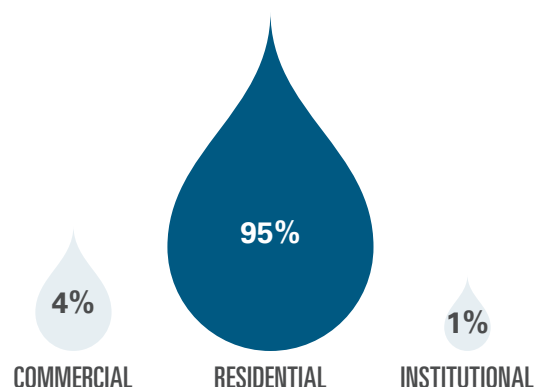
<sup>2</sup> Prepared 60 Securing Utah's Economic Future. (2018). Understanding Utah's Water Municipal Manual 1st Edition. Retrieved on 12/15/2022 from <http://prepare60.com/>.

<sup>3</sup> South Ogden City. (2019, January). Culinary Water Capital Facilities Plan and Impact Fee Analysis.

### DRINKING WATER

Water is primarily delivered to cities through a culinary water system (drinking water) and a secondary water system (irrigation water). All of South Ogden City's culinary water supply is delivered through metered connections to WBWCD which supplies approximately 17,800 people with drinking water. Of the 5,291 total service connections, 5,036 (95%) are residential, 232 (4%) are commercial, and 23 (1%) are institutional (Figure 6.1).

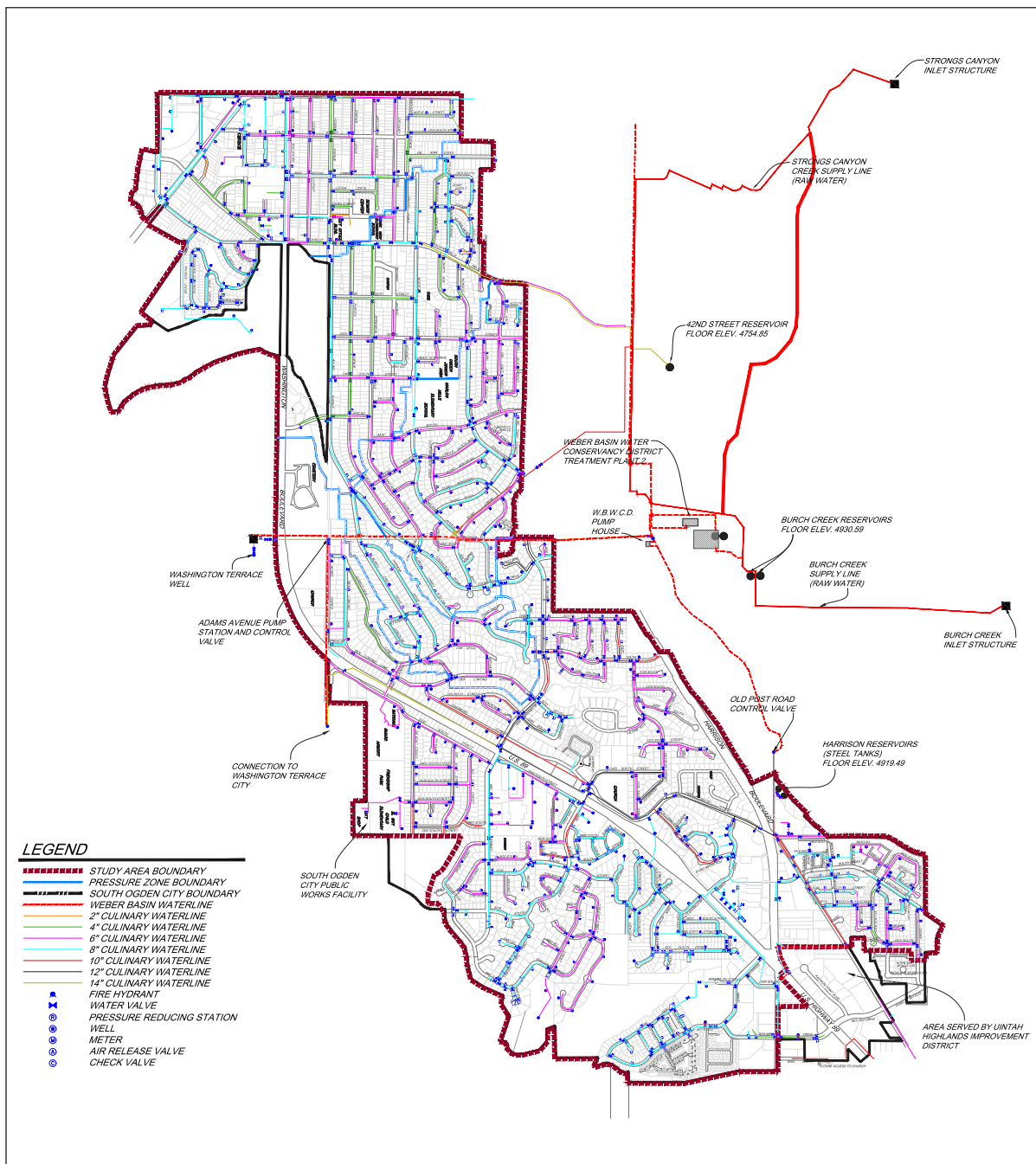
**FIGURE 6.1 - BREAKDOWN OF CULINARY WATER SERVICE CONNECTIONS**







MAP 6.1 - SOUTH OGDEN EXISTING CULINARY WATER SYSTEM



## IRRIGATION WATER

South Ogden City is served by two physically and operationally independent secondary water (irrigation) systems: Weber Basin Water Conservancy District (WBWCD) and the South Ogden Conservation District which is an entity of Pineview Water. These two providers supply secondary water for outside irrigation to nearly all residential, commercial, and institutional connections in the City.



In 2010, WBWCD began installing water meters on secondary connections in an effort to eliminate waste, inform homeowners on their outdoor water use, and educate them about how much is actually needed for their landscape.<sup>4</sup> Water conservation goals, information, resources, programs, and strategies can be found on the respective websites of both water providers.

## WATER USE

People use water for their homes and workplaces, manufacturing, and recreation. Gallons per capita per day (GPCD) is a standard measurement for water use among water professionals.<sup>5</sup> GPCD, which includes residential water use, commercial water use, institutional water use, and system losses, is calculated by dividing total annual water use by the resident population. Water supply and use numbers are often reported in Acre Feet Per Year (ACFT).

## PRESENT REQUIREMENTS

The City's present water requirements were estimated using records from master meters located at water sources. According to the *South Ogden Water Conservation Plan 2022*, the daily readings history is not yet sufficient to provide a reliable measurement for peak day demand, therefore, peak day use was estimated based upon monthly totals.<sup>6</sup> Monthly records show an expected seasonal water use pattern that reflects the fact that most of the outside irrigation is supplied by a secondary water system. Maximum seasonal demand still occurs in the summer months, but the peak summer water usage is much lower than it would be without a secondary water system (**Figure 6.2**).

The average annual growth rate in GPCD between 2016 and 2021 was 5% with a 1% decrease occurring between 2018 and 2019, and a 17% increase occurring between 2019 and 2020. The outlying 17% increase is likely a result of the unique circumstances surrounding the COVID-19 pandemic and the implementation of stay-at-home orders and remote work. The result of these societal changes resulted in more people being in their homes for more hours each day, cooking, washing dishes, flushing toilets, and showering, which resulted in the substantial increase in residential water use (**Figure 6.3**).<sup>7</sup>

4 South Ogden City. (2022, July). South Ogden City Water Conservation Plan.

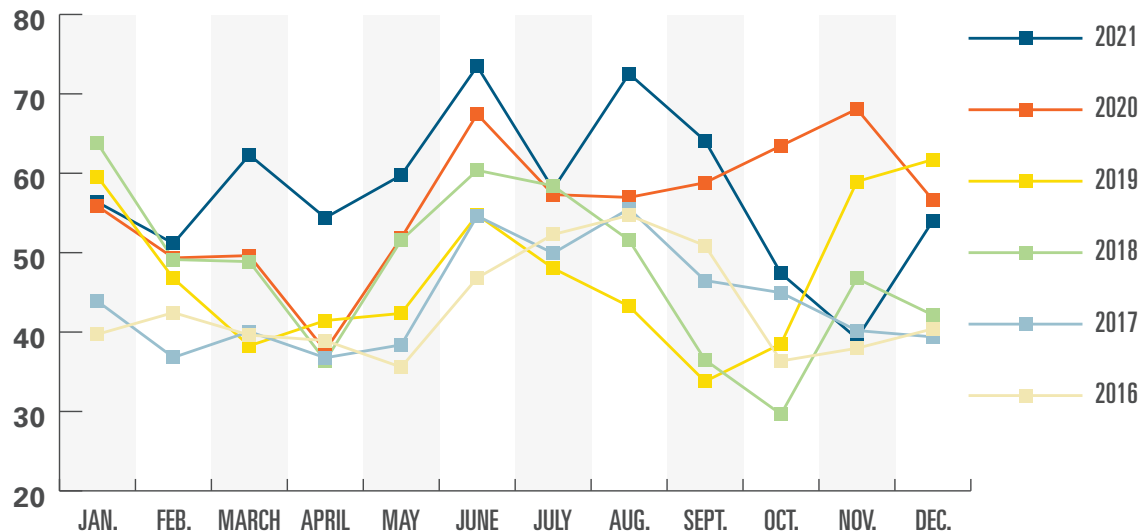
5 Utah Department of Natural Resources. About GPCD Population Estimates. Retrieved on 12/08/2022 from: <https://dwre-utahdnr.opendata.arcgis.com/pages/population-data>

6 Weber Basin Water Conservancy District. Retrieved on 12/15/2020 from: <https://weberbasin.com/Conservation/About>

7 Irwin NB, McCoy SJ, McDonough IK. Water in the time of corona(virus): The effect of stay-at-home orders on water demand in the desert. *J Environ Econ Manage*. 2021 Sep;109:102491. doi: 10.1016/j.jjeem.2021.102491. Epub 2021 Jun 18. PMID: 34176994; PMCID: PMC8220444.

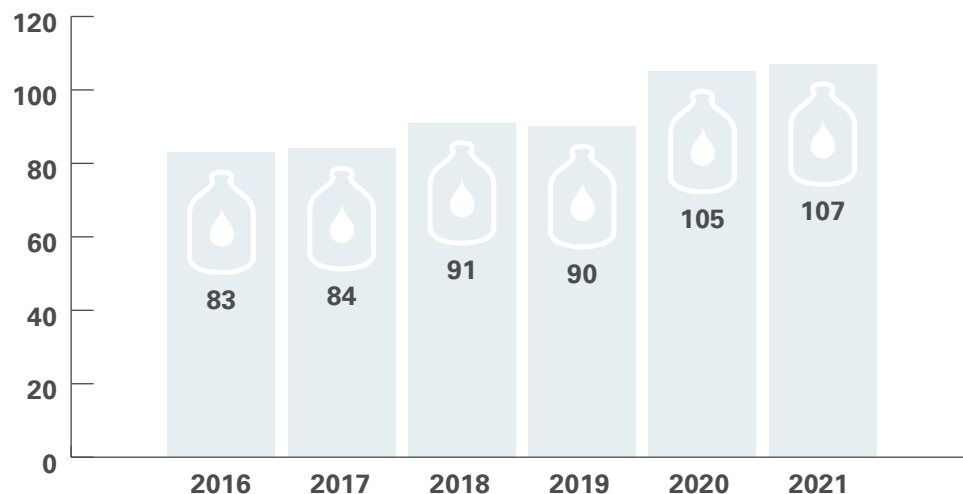


FIGURE 6.2 - MONTHLY WATER DEMAND IN MILLIONS OF GALLONS



Water sources, storage, and distribution systems must be adequate to meet varying demand for water which fluctuates not only with the time of year, but also with the time of day. For residential communities, daily water demand typically peaks in the morning between 7 and 11am and again in the evening between 5 and 9pm with the highest demand generally occurring on hot summer evenings.

FIGURE 6.3 - YEARLY WATER DEMAND (GPCD<sup>2</sup>)



The average annual growth rate in GPCD between 2016 and 2021 was 5% with a 1% decrease occurring between 2018 and 2019, and a 17% increase occurring between 2019 and 2020.



## OUTDOOR WATER USE & SUSTAINABLE LANDSCAPING

In Utah, outdoor residential water use is the largest single category of municipal water use, averaging 45% of statewide municipal use. Of our culinary water use, approximately 65% is applied, often inefficiently, to landscapes.<sup>8</sup> For this reason, many communities are focused on promoting water-efficient landscaping — including South Ogden City. This is best reflected in the current landscape regulations in South Ogden, which were developed and recently updated to “protect the community’s environmental, economic, recreational, and aesthetic resources by promoting efficient use of water in the community’s landscapes, to reduce water waste, and to establish a structure for the designing, installing and maintaining of water efficient landscapes throughout the City.”<sup>9</sup>

The landscape design standards outlined in the South Ogden City code are structured around principles of sustainable landscaping and while single-family and twin home sites are not required to adhere to these standards, water efficient landscapes are encouraged. Educational brochures regarding a variety of water-related topics can also be found on the City’s website.

### PRINCIPLES OF SUSTAINABLE LANDSCAPING:<sup>10</sup>



#### 1. START WITH A PLAN

For a landscape design to be water-conserving, it needs to use water efficiently. The planning stage is the optimal time to decide which water efficiency strategies will be used.



#### 2. PRACTICAL TURF-AREAS REDUCE OVER-IRRIGATION

Water-efficient landscaping does not require the elimination of all turfgrass. In fact, turfgrass can be a practical and beneficial component of a water-wise landscape if best practices are followed. The use of turfgrass becomes problematic when it is over-irrigated, used in areas that are challenging to irrigate such as steep slopes or odd-shaped and narrow spaces, and when it is placed in areas where it isn’t useful.

<sup>8</sup> “Principles of Water Wise Landscaping.” Utah State University Extension Center for Water-Efficient Landscaping. Retrieved September 20, 2022, from <https://extension.usu.edu/cwel/principles>

<sup>9</sup> South Ogden City, UT, City Code Title 10 Chapter 23 (2022) .

<sup>10</sup> “Principles of Water Wise Landscaping.” Utah State University Extension Center for Water-Efficient Landscaping. Retrieved September 20, 2022, from <https://extension.usu.edu/cwel/principles>



### 3. SOIL PREPARATION IS THE FOUNDATION OF A QUALITY LANDSCAPE

Soil is the most basic component of a quality landscape and will have an impact on the growth rate, health, and appearance of plants.



### 4. PROPER PLANT SELECTION AND PLACEMENT SAVES WATER

Selecting the right plant for the right place is critical to creating a water-efficient landscape. Proper placement provides shade, privacy, beauty, efficiency, and can even decrease yard maintenance.



### 5. RETAIN MOISTURE WITH MULCH

Mulch covers the soil and prevents crusting, compaction, and moisture loss. Mulching around trees, shrubs, and flower beds can result in a ten-fold reduction in evaporative water loss from soil.



### 6. EFFICIENT IRRIGATION IS CRITICAL FOR CONSERVING WATER

Grouping plants with similar water needs (hydrozoning) is the first step in developing an efficient irrigation plan. Once plants are properly zoned, develop an irrigation schedule that will apply the appropriate amount of water based on the unique needs of each zone.



### 7. PROPER LANDSCAPE MAINTENANCE KEEPS PLANTS HEALTHY AND HELPS TO CONSERVE WATER

Landscape maintenance is one of the most important components of a beautiful and lasting landscape. The main activities required to maintain a water-wise landscape are irrigation and irrigation system maintenance, weed control, fertilization, pruning, and pest and disease control.





## FUTURE REQUIREMENTS

Future water requirements in South Ogden City's are calculated assuming water use patterns and per capita water use both remain relatively constant. Accordingly to this measurement, the total yearly demand in 2032 conditions is projected to be approximately 2,010 acre-feet, which can be met over the next decade with continued wholesale purchases and the current exchange agreement through BWCD.

Since the City is estimated to be more than 90% fully developed at present, South Ogden City should consider land-use policies and practices that best complement established local water conservation goals and built-out status.<sup>1</sup> Quality land use policies and practices informed by variables such as lot size, development density, landscape composition, and irrigation efficiency will greatly influence future water requirements and consumption rates.

### HOW DOES THE PUBLIC FEEL ABOUT WATER USE?

A public survey that was conducted as part of the 2022/2023 general plan update process found that 97% of respondents are at least somewhat concerned about water use and preservation, with 54% being very concerned. When asked to choose conservation strategies they find favorable, the public selected incentivizing water-conserving landscapes, planting water-conserving trees, and converting underutilized lawn areas in South Ogden public parks to water conserving landscapes. 52% of respondents indicated they were interested in installing a water-conserving landscape at home (Appendix A).

## WATER CONSERVATION PLAN

In 1998 the Utah Legislature passed the Water Conservation Act, which was amended again in 2022, requiring water agencies with more than 500 culinary water connections to submit water conservation plans to the Utah Division of Water Resources and update the plans every five years. The purpose of a water conservation plan is to provide information regarding existing and proposed water conservation measures that will help conserve water in the state so that adequate supplies of water are available for future needs. Water conservation plans include water use reduction goals as well as implementation strategies. The following is a description of local and regional conservation measures and goals from South Ogden City's current plan.

### LOCAL EFFORTS

Examples of measures that encourage water conservation at the municipal-level include education, incentives for appliance and landscape retrofits, secondary water meters, smart irrigation timers, water rates and pricing, fines and penalties for excessive water use, and restrictions to water only on specific days.

<sup>1</sup> Jennie C. Nolon Blanchard, Integrating Water Efficiency into Land Use Planning in the Interior West: A Guidebook for Local Planners. Prepared by Land Use Law Center for Western Resource Advocates. (2018)



## SOUTH OGDEN CITY'S CURRENT WATER CONSERVATION MEASURES INCLUDE:

1. **Public Education:** Several times a year water conservation articles are included in the City's monthly newsletter. South Ogden City will also include information about rebates offered by Weber Basin Water Conservancy District for water saving products.
2. **Water rates based upon metered water use at service connections:** South Ogden City's water rates are structured to generate sufficient income and to discourage water waste by charging for the amount of water used. While the effectiveness of the South Ogden City rate structure as a water conservation measure is unknown, literature suggests that comparable water rates are somewhat effective in reducing peak period demand associated with outside watering but have limited impact on indoor water use.
3. **Water meter replacement program:** South Ogden City has recently completed a program of upgrading all meters to radio read meters, which has reduced overall meter reading costs. The City will continue evaluating metering data for potential water conservation opportunities and will check meters if accuracy problems are suspected.
4. **Pipeline replacements:** Aging waterlines with repeated leaks are identified and scheduled for replacement.
5. **Leak detection and repair for reservoirs, pipelines, and service connections:** Timely identification and repair of water leaks and other issues reduces water loss.

## ADDITIONAL WATER CONSERVATION MEASURES

Additional water conservation measures that could be implemented by South Ogden City include:

1. **Additional Public Education:** The City can expand its public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and other water-saving practices. Public education about efficient outside irrigation may help reduce culinary water used for irrigation even with secondary water systems providing service to nearly all of South Ogden City.
2. **Water Conservation Committee:** A water conservation committee consisting of community leaders, City staff, and residents could assist with the public education program, identify water use concerns, and recommend water conservation measures.
3. **Additional Metering at City Facilities:** Metering water use at City parks and facilities may help identify potential water use concerns and opportunities for water conservation.
4. **Analysis of Metered Use Individual Connections:** When sufficient data is available, water use metered at service connections can be analyzed and compared to water use metered at the water sources. Analysis of metered use at individual connections can help determine if water loss is occurring through non-metered connections, faulty meters, or undetected leaks. This analysis can also help homeowners understand and evaluate their own water use for water-saving opportunities.



## 10 YEAR CONSERVATION GOAL

South Ogden City's water conservation goal amount for the next ten years was established based upon the reduction of outdoor use by 20% and indoor use by five-percent. It is anticipated that this goal can be achieved by continuing existing water conservation measures and additional public education efforts. Ultimately, the goal should be to reduce future water use while maintaining a financially viable water delivery system.

## REGIONAL COLLABORATION, GOALS, & PRACTICES

Local water suppliers have the best information regarding their own systems, challenges, and opportunities. Since water exists and flows freely across political boundaries, joint planning efforts between local, regional, and state entities is also important. South Ogden City can work with other suppliers and other entities to establish policies and partnerships that allow for a comprehensive regional approach to water-supply management that will promote water-use efficiency programs, ensure that plans provide for adequate water supplies and maximize water conservation and reuse, and communicate with the public the importance of water conservation as it relates to quality of life.<sup>1</sup>

Utah's Regional M&I Water Conservation Goals Report<sup>2</sup> presents a suite of regional goals and practices for residential, commercial, institutional, and industrial water use. The report's purpose is not to provide a detailed water conservation plan for all regions in the state, but to guide the state's water industry in planning future infrastructure, policies, and programs consistent with Utah's semiarid climate and growing demand for water. Local water suppliers, communities, and businesses are encouraged to adapt and refine these recommendations, as well as implement others, in their own water conservation efforts and in pursuit of the regional goals.

## REGIONAL EFFORTS

The Utah Regional Municipal and Industrial (M&I) Water Conservation Goals Report proposes nine water conservation regions including a timeline and projected GPCD reductions for each. South Ogden City falls within the Weber River Region, which has a goal to reduce GPCD by 20% by 2030, 26% by 2040, and by 30% by 2065 (Table 6.1).

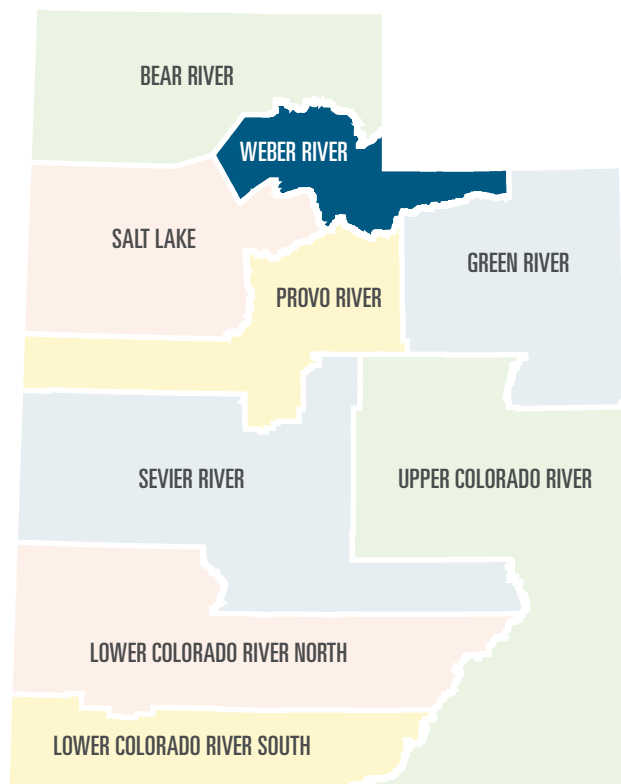
When considering all regional efforts together, the resulting water use for the entire state is projected to be 202 GPCD by 2030 (a 16% reduction from 2015), 188 GPCD by 2040 (a 22% reduction from 2015), and 179 GPCD by 2065 (a 26% reduction from 2015). Meeting the initial 2030 goal will save nearly 165,000 acre-feet of water annually across the state (Map 6.2 and Table 6.1).

<sup>1</sup> Integrating Water Efficiency into Land Use Planning

<sup>2</sup> Utah Division of Water Resources. (2019, November). Utah's Regional M&I Water Conservation Goals. Retrieved December 8, 2022, from <https://conservewater.utah.gov/regional-water-conservation-goals/>.



## MAP 6.2 - WATER CONSERVATION REGIONS



## TABLE 6.1 - REGIONAL WATER CONSERVATION GOALS & PROJECTIONS

REGION	BASELINE GPCD				REDUCTION FROM BASELINE		
	2015	2030	2040	2065	2030	2040	2065
Bear River	304	249	232	219	18%	24%	28%
Green River	284	234	225	225	18%	21%	21%
Lower Colorado River North	284	231	216	205	19%	24%	28%
Lower Colorado River South	305	262	247	237	14%	19%	22%
Provo River	222	179	162	152	20%	27%	32%
Salt Lake	210	187	178	169	11%	15%	19%
Sevier River	400	321	301	302	20%	25%	25%
Upper Colorado River	333	267	251	248	20%	25%	25%
Weber River	250	200	184	175	20%	26%	30%
Statewide	240	202	188	179	16%	22%	26%



## RECOMMENDED REGIONAL PRACTICES

In addition to regional water conservation goals, the Regional M&I Water Conservation Goals Report also recommends a variety of water conservation practices. Some of these South Ogden has already adopted and others should be considered for future implementation or partnering efforts.

### GENERAL PRACTICES

- **Water conservation education:** Continued emphasis and funding of education and outreach must be fundamental components of any water conservation plan, and these efforts must evolve and innovate to be more effective than in the past.
- **Conservation pricing:** While most Utahns have a desire to save water, efforts to do so will be limited unless financial incentives exist to help motivate action. It is recommended that water suppliers examine and update their existing water rate structures to identify ways of encouraging continued conservation.

### INDOOR PRACTICES

- **Fixture and appliance conversion or new installation:** Conversion of toilets, faucets, and shower heads to high efficiency options has been shown to be one of the most cost-effective conservation practices available. In addition to reducing water volume with each use, new fixtures also reduce leakage.
- **Indoor Leak repair and changing indoor water use habits:** To achieve long-term water conservation, all regions will need to make at least some progress in reducing indoor leaks and changing indoor water use habits.

### OUTDOOR

- **Improved irrigation efficiency:** While significant improvement has been made in irrigation efficiency over the last few decades, additional potential still exists. Examples include secondary meters, controllers that increase efficiency by adjusting irrigation schedules based on weather and landscaping needs, and drip irrigation systems.
- **Water-wise landscaping:** Efficient use of water in community landscapes reduces water waste and enhances the community's environmental, economic, recreational, and aesthetic resources (see principles of sustainable landscaping on pages 127-128).
- **Lot size and density:** It is recommended that water suppliers work with entities regulating development to implement guidelines that encourage and respond to market demand for smaller lot sizes.





## GOALS, POLICIES & IMPLEMENTATION MEASURES

### **GOAL 1: Establish a clear and realistic vision for existing and future water resources, rights, and systems in South Ogden.**

- **Policy 1.1:** Protect and conserve the South Ogden culinary drinking water system to meet future needs.
  - **Implementation Measure 1.1.1:** Ensure access to the culinary water system is available for anticipated growth and development in the City.
- **Policy 1.2:** Protect and conserve the South Ogden irrigation water to meet future needs.
  - **Implementation Measure 1.2.1:** Support South Ogden's secondary water providers in installing water meters on secondary connections to eliminate waste and inform homeowners on how much water they use for outdoor irrigation.
  - **Implementation Measure 1.2.2:** Educate the public on how much water is needed for their landscapes.
- **Policy 1.3:** Maintain strong relationships with water providers to ensure future water needs are met.
  - **Implementation Measure 1.3.1:** Coordinate and discuss changes and needs with water providers on a regular basis.

### **GOAL 2: Adopt Water Use Targets that meet local needs while reducing unnecessary consumption of water resources.**

- **Policy 2.1:** Promote sustainable water use and sustainable landscaping principles and methods
  - **Implementation Measure 2.1.1:** Continue to adopt land-use policies and practices that best complement established local water conservation efforts.
  - **Implementation Measure 2.1.2:** Continue to implement and improve established landscape codes and design standards with a goal of reducing water use.
  - **Implementation Measure 2.1.3:** Consider requiring single-family and similar uses to apply measurable water-conservation targets.
  - **Implementation Measure 2.1.4:** Develop additional educational brochures regarding a variety of water-related topics.



## GOAL 3: Support Concepts and ideas Contained in the South Ogden Water Conservation Plan (2022).

- **Policy 3.1:** Review and update the South Ogden City Water Conservation Plan (2022) on a regular basis.
- **Policy 3.2:** Implement Water Conservation Measures that encourage water conservation.
  - **Implementation Measure 3.2.1:** In partnership with secondary water providers, expand public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and other water-saving practices.
  - **Implementation Measure 3.2.2:** Consider providing incentives for appliance and landscape retrofits, secondary water meters, smart irrigation timers, water rates and pricing, fines and penalties for excessive water use, and restrictions to water only on specific days.
  - **Implementation Measure 3.2.3:** Continue to disseminate educational materials to the community, including information about rebates and incentives.
  - **Implementation Measure 3.2.4:** Work closely with water providers to ensure water rates are an effective tool for reducing indoor and outdoor water use.
  - **Implementation Measure 3.2.5:** Continue established efforts to install and upgrade meters to further water conservation efforts in the future.
  - **Implementation Measure 3.2.6:** Replace and upgrade leaky and aging waterlines as part of a scheduled process.
  - **Implementation Measure 3.2.7:** Establish a system for the timely identification and repair of water leaks.
  - **Implementation Measure 3.2.8:** Establish a Water Conservation Committee consisting of community leaders, City staff, and residents to assist with public education programs, identify water use concerns, and recommend water conservation measures.
  - **Implementation Measure 3.2.9:** Metering water use at City parks and facilities to help identify potential water use concerns and opportunities for water conservation.
  - **Implementation Measure 3.2.10:** Analyze and compare metered water use at individual connections to help determine if water loss is occurring through non-metered connections, faulty meters, or undetected leaks. This analysis can also help homeowners understand and evaluate their own water use for water-saving opportunities.



- **Policy 3.3:** Meet existing conservation goals and targets.
  - **Implementation Measure 3.3.1:** Maintain the ten-year South Ogden water conservation goal through 2032 to reduce future water use while maintaining a financially viable water delivery system. This includes reducing outdoor use by 20% and indoor use by five-percent.
  - **Implementation Measure 3.3.2:** Support meeting these targets by maintaining existing water conservation measures and introducing additional public education efforts.

## **GOAL 4: Support Collaborative Regional Water Use and Preservation Practices**

- **Policy 4.1:** Implement the concepts and practices for residential, commercial, institutional, and industrial water use contained in the Utah Regional Municipal and Industrial (M&I) Water Conservation Goals Report.
  - **Implementation Measure 4.1.1:** Emphasize and fund education related to the M&I report.
  - **Implementation Measure 4.1.2:** Ensure the (M&I) Water Conservation Goals Report evolves and innovate to promote better effectiveness.
  - **Implementation Measure 4.1.3:** Support ongoing review and improvements to local water rate structures to identify ways of encouraging continued conservation.
  - **Implementation Measure 4.1.4:** Consider programs to convert toilets, faucets, and shower heads to high efficiency.
  - **Implementation Measure 4.1.5:** Implement improved secondary meter systems for city-owned facilities that increase efficiency by adjusting irrigation schedules based on weather, landscaping needs, and drip irrigation systems.
  - **Implementation Measure 4.1.6:** Update and enhance established codes and guidelines to ensure the use of water in landscapes reflects state-of-the art methods.
  - **Implementation Measure 4.4.7:** Create guidelines that encourage and respond to market demand for smaller lot sizes.



## CHAPTER 7

# IMPLEMENTATION

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### ■ CATALYTIC PROJECTS



The established goals and policies in the preceding chapters are only the first step toward realizing the vision for South Ogden’s future. To ensure success, this chapter provides and prioritizes a list of “catalytic projects,” which are tangible, project-oriented actions that will help realize the vision outlined in this plan.

## CATALYTIC PROJECT ASSESSMENT

Key catalytic projects were extracted from the implementation measures in each chapter. These projects are recommended for prioritized implementation to ensure the City grows and develops as envisioned. The catalytic projects are classified into three categories: Plans & Studies, Programs & Monitoring, and Design & Construction, and presented in order of priority in Tables 7.1 - 7.3. A project’s Priority Score determines its recommended phasing, with a score higher than 15 indicating high-priority (completion within five years), a score between 13 and 15 indicating medium-priority (completion within 5-10 years), and a score lower than 13 indicating low-priority (completion within 10+ years). The relevant chapters for each item are indicated by the symbols below:



**Chapter 2:**  
Land Use &  
Placemaking



**Chapter 3:**  
Transportation



**Chapter 4:**  
Economic  
Development



**Chapter 5:**  
Housing



**Chapter 6:**  
Water Use &  
Preservation

## METRICS

The following three metrics were used to calculate the Priority Scores for each catalytic projects. Each metric was scored with different weights to account for the varying level of importance of each in community development.

### COST

Assesses the overall public costs required to implement each project. Cost categories are divided into Low (<\$500,000, 9 points), Medium (\$500,000-\$5,000,000, 6 points), and High (>\$5,000,000, 3 points) categories.

### POSITIVE COMMUNITY IMPACT

Assesses the potential positive impact on the community, using the overarching community goals and objectives as the basis. Categories are divided into High (6 points), Medium (4 points), and Low (2 points) levels of positive impact.

### EASE OF IMPLEMENTATION

Assesses the relative ease or difficulty of implementing the various catalytic projects, which is a relatively subjective assessment. Categories are divided into easy (3 points), moderate (2 points), and difficult (1 point) to implement.





## USING THE MATRICES



The matrices are intended to assist with setting funding and implementation priorities, provide direction on future decisions, and assist with documenting implementation progress for the achievements recommended in this plan. It is a “living” assessment tool that can be easily modified and adjusted to meet the City’s changing needs. As such it should be reviewed and revised on a regular basis. Ultimately, the matrices serve as checklists to monitor progress over time.

## HOUSING STRATEGIES

It should be noted that the actions required to implement the housing strategies established in the City’s Moderate-Income Housing Report are not included in the following matrices since the strategies are evaluated and modified annually according to state code. Regardless, actions addressing these strategies should be top priority for the City, as they are fundamental to obtaining transportation funding from the State.

## CATALYTIC PLANS & STUDIES

**TABLE 7.1 - CATALYTIC PLANS & STUDIES**

ACTION ITEMS	SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 1								
Create a Small Area Master Plan for a community gathering place, establishing the site, details and function of the space. Consider actively programming this new public amenity to attract business activity and enhance the economic benefits from the investment of public funds. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 2								
Conduct a study to determine feasibility of implementing two grade-separated or at-grade street crossings along Washington Boulevard. Implement results. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

Relevant Chapters:





TABLE 7.1 - CATALYTIC PLANS &amp; STUDIES CONTINUED

ACTION ITEMS		SCORING CRITERIA				PRIORITY SCORE	PHASING	
ITEM 3								
Develop a traffic calming plan and secure funding to implement. <div>   </div>	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 4								
Conduct feasibility studies for the trail corridors outlined in this plan and apply for funding to design and construct them. Ensure trail amenities such as enhanced street crossings, shade trees, lighting, trailheads, trash receptacles, and benches are incorporated. <div>   </div>	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 5								
Conduct a Park System Inventory and Conditions Assessment to ensure playground equipment, parking lots and park amenities are maintained and replaced as part of a scheduled operations and management program. <div>  </div>	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 6								
Create Streetscape Standards for South Ogden's Centers that include street and sidewalk widths, pedestrians crossings, bicycle infrastructure, street furniture, street trees, lighting, etc. <div>   </div>	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

## Relevant Chapters:



Chapter 2



Chapter 3



Chapter 4



Chapter 5



Chapter 6



TABLE 7.1 - CATALYTIC PLANS &amp; STUDIES CONTINUED

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING
ITEM 7								
Determine the feasibility of implementing a multi-modal circulator system to connect City Center and South Gateway Center along US-89/ Washington Boulevard 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	15	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 8								
Analyze and compare metered water use at individual connections to help determine how water loss is occurring and to help homeowners understand and evaluate their own water use for water-saving opportunities. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	13	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 9								
Plan and design the City Center west of Washington Boulevard as a thriving and vibrant mixed used center.   	Cost	\$ 9	Impact	High 6	Ease	Easy 3	10	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 10								
Investigate transforming existing park fields to artificial turf. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	7	10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

## Relevant Chapters:





## PROGRAMS &amp; MONITORING

TABLE 7.2 - CATALYTIC PROGRAMS &amp; MONITORING

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING
ITEM 1								
Maintain the ten-year South Ogden water conservation goal through 2032 to reduce future water use while maintaining a financially viable water delivery system. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	17	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 2								
Modify zoning in anticipation for redevelopment efforts 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 3								
Create an annual budget item for public art and create an arts committee to help selects sites and art pieces and apply for funding. Incorporate Public Art throughout the City, particularly throughout the City’s centers, major corridors, and parks and trail system. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 4								
Establish a Water Conservation Committee 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 5								
Implement and improve established landscape codes and design standards with a goal of reducing water use. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

Relevant Chapters:



Chapter 2



Chapter 3



Chapter 4



Chapter 5



Chapter 6



TABLE 7.2 - CATALYTIC PROGRAMS & MONITORING CONTINUED

ACTION ITEMS		SCORING CRITERIA				PRIORITY SCORE	PHASING	
ITEM 6								
<p>Create a street tree program that promotes the planting of street trees in park strips.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 7								
<p>Incentivize appliance and landscape retrofits, secondary water meters, smart irrigation timers, water rates and pricing, fines.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	15	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 8								
<p>Update and enhance established codes and guidelines to ensure the use of water in landscapes reflects state-of-the-art methods.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	15	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 9								
<p>Work closely with water providers to ensure water rates are an effective tool for reducing indoor and outdoor water use.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 10								
<p>Continue to promote and highlight “Shop South Ogden” to encourage local residents to support the businesses located throughout South Ogden.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

Relevant Chapters:





TABLE 7.2 - CATALYTIC PROGRAMS &amp; MONITORING CONTINUED

ACTION ITEMS	SCORING CRITERIA						PRIORITY SCORE	PHASING
ITEM 11								
Approach property owners of key undeveloped and underutilized sites as well as business owners and express the commercial and retail opportunities available in South Ogden.  	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 12								
Recruit businesses that are currently lacking in South Ogden and the surrounding area and express the opportunities available in South Ogden and the warm support they will receive when locating here.  	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 13								
Grow South Ogden’s Urban Forest: particularly along its major corridors. Establish partnerships with non-profits to help provide education and disseminate information to residents regarding tree species selection, planting, pruning, and similar needs. Establish a hazard tree removal program to assist homeowners with the removal of hazardous trees that might otherwise be cost prohibitive.  	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 14								
Amend development code to require robust pedestrian and cyclist infrastructure for all future developments.  	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

## Relevant Chapters:



Chapter 2 Chapter 3 Chapter 4 Chapter 5 Chapter 6



TABLE 7.2 - CATALYTIC PROGRAMS &amp; MONITORING CONTINUED

ACTION ITEMS		SCORING CRITERIA					PRIORITY SCORE	PHASING	
ITEM 15									
<div> </div>	Provide assistance with podium parking needs for higher-density development.	Cost	\$ 9	Impact	High 6	Ease	Easy 3	13	0-10 Years
			\$\$ 6		Medium 4		Moderate 2		
			\$\$\$ 3		Low 2		Difficult 1		
ITEM 16									
<div> </div>	Expand public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and other water-saving practices.	Cost	\$ 9	Impact	High 6	Ease	Easy 3	13	0-10 Years
			\$\$ 6		Medium 4		Moderate 2		
			\$\$\$ 3		Low 2		Difficult 1		
ITEM 17									
<div> </div>	Provide assistance with urban infrastructure to help entice the right mix of businesses to City Center.	Cost	\$ 9	Impact	High 6	Ease	Easy 3	12	0-10+ Years
			\$\$ 6		Medium 4		Moderate 2		
			\$\$\$ 3		Low 2		Difficult 1		
ITEM 18									
<div> </div>	Replace leaky and aging waterlines as part of a scheduled upgrading process.	Cost	\$ 9	Impact	High 6	Ease	Easy 3	10	0-10+ Years
			\$\$ 6		Medium 4		Moderate 2		
			\$\$\$ 3		Low 2		Difficult 1		
ITEM 19									
<div> </div>	Meter water use at City parks and facilities to help identify potential water use concerns and opportunities for water conservation.	Cost	\$ 9	Impact	High 6	Ease	Easy 3	10	0-10+ Years
			\$\$ 6		Medium 4		Moderate 2		
			\$\$\$ 3		Low 2		Difficult 1		
ITEM 20									
<div> </div>	Transform the area around City hall into “old town” cultural hub of the City.	Cost	\$ 9	Impact	High 6	Ease	Easy 3	9	0-10+ Years
			\$\$ 6		Medium 4		Moderate 2		
			\$\$\$ 3		Low 2		Difficult 1		



## DESIGN &amp; CONSTRUCTION

TABLE 7.3 - CATALYTIC DESIGN &amp; CONSTRUCTION

ACTION ITEMS		SCORING CRITERIA				PRIORITY SCORE	PHASING	
ITEM 1								
<p>Design and implement a unified system of South Ogden City branded signs, furnishings and gateways.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	16	0-5 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 2								
<p>Design and construct a new park on the west side of Washington Boulevard as part of creating a premier entertainment destination in South Ogden.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 3								
<p>Design and construct the proposed bicycle and pedestrian facilities outlined in the Active Transportation Plan, including bike boulevards/lanes and street crossings.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	14	0-10 Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 4								
<p>Design and implement identified South Ogden gateways, nodes and landmarks.</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	12	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 5								
<p>Convert City Hall into a exemplary water-wise landscape and demonstration area</p> 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	12	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

## Relevant Chapters:





**TABLE 7.3 - CATALYTIC DESIGN & CONSTRUCTION CONTINUED**

ACTION ITEMS		SCORING CRITERIA				PRIORITY SCORE	PHASING	
ITEM 6								
Construct an off-street multi-use trail along the edges of US-89/Washington Boulevard as an active transportation link between City Center and South Gateway Center.  	Cost	\$ 9	Impact	High 6	Ease	Easy 3	11	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 7								
Implement streetscape improvements such as wider sidewalks, consistent street trees, and enhanced pedestrian crossings along Washington Boulevard between 36th and 40th Street.  	Cost	\$ 9	Impact	High 6	Ease	Easy 3	11	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 8								
Upgrade existing parks to meet the levels of service and expectations of the community. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	10	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		
ITEM 9								
Transform US-89/Washington Boulevard, Harrison Boulevard, 40th Street and other major corridors into easy-to-use and safe pedestrian/cycle routes. Connect 40th Street to adjacent neighborhoods by adding sidewalks on Porter and Jefferson Avenues. 	Cost	\$ 9	Impact	High 6	Ease	Easy 3	10	0-10+ Years
		\$\$ 6		Medium 4		Moderate 2		
		\$\$\$ 3		Low 2		Difficult 1		

**Relevant Chapters:**





# IMAGINE SOUTH OGDEN - 2022 GENERAL PLAN UPDATE

# SOUTH OGDEN

## APPENDICES

DRAFT

SOUTH OGDEN CITY GENERAL PLAN 2022





# APPENDIX A

## PUBLIC ENGAGEMENT REPORT



## PUBLIC ENGAGEMENT SUMMARY REPORT

OCTOBER 18, 2022



## SUMMARY

# PUBLIC ENGAGEMENT

The planning process for the South Ogden General Plan Update included a comprehensive public engagement effort in order to better understand the needs and desires of South Ogden residents and stakeholders. The process commenced in June 2022 and concluded in October 2022 and included the following four main avenues of input:

### PUBLIC SURVEYS

A series of five short surveys addressing different planning topics were released weekly over the course of August 2022. These surveys were open-access and were advertised via the project website and the City's social media accounts, monthly newsletter, and survey email list (comprised of residents and stakeholders who have subscribed to take City surveys). Each survey received between 215-388 responses. The topics of each survey follow:

- Survey 1: General Visioning
- Survey 2: Housing
- Survey 3: Transportation
- Survey 4: Parks & Recreation
- Survey 5: Water Use & Preservation

### SOUTH OGDEN DAYS

The planning team hosted a booth at South Ogden Days on Friday, June 17, 2022, where residents and visitors were invited to respond to a variety of questions and prompts regarding South Ogden's future. Over 70 comments were received.

### SOCIAL PINPOINT

Social Pinpoint is a web-based platform that allows residents and stakeholders to leave location-based comments on an interactive map. Thirty-four comments were received by six unique stakeholders, and the page was viewed 326 times by 92 unique users.

### PROJECT WEBSITE

A project website ([www.imaginesouthogden.org](http://www.imaginesouthogden.org)) was established during the early stages of the planing process, providing an avenue for the public to participate and provide comments and for the planning team to disseminate information and provide project updates. Key input tools include comment and email sign-up forms and links to the public surveys and Social Pinpoint. The website was linked to the South Ogden City website and social media accounts in order to encourage the broadest possible participation as possible.



## PUBLIC ENGAGEMENT RESULTS

# KEY TAKE-AWAYS

The following five trends emerged as themes of the public engagement process. Moving forward, the following findings will lay a foundation for the South Ogden General Plan.

## 1. AFFORDABLE HOUSING IS IMPORTANT

Affordable housing was ranked as the number one issue facing the city, with over 90% of respondents indicating they were concerned about housing affordability. Conversely, participants also indicated that they are concerned about higher density development, which is generally considered the primary type of housing that will help bring affordability to the City. It should also be noted that renters and low/moderate income households were underrepresented throughout all engagement efforts, which may account for the prevalence of these contrasting findings.

## 2. PRESERVING & ENHANCING EXISTING NEIGHBORHOODS

In the survey, preserving existing neighborhoods was the highest-ranked objective for South Ogden's future and the City's biggest housing challenge. Other highly-ranked objectives included preserving open space, limiting traffic impacts, and maintaining infrastructure capabilities – all of which are heavily related to preserving existing neighborhoods.

## 3. MORE ALTERNATIVE MODES OF TRANSPORTATION

Survey participants indicated that South Ogden's infrastructure is currently most conducive to driving. However, the results indicate a desire for more infrastructure that supports safe and comfortable travel by foot, bike and transit. The most desired transportation improvements included additional or improved sidewalks and trails, improved road maintenance, and safer pedestrian crossings. More destinations within walking distance was also popular.

## 4. ACCESSIBLE PARKS & TRAILS

Having parks and trails within walking distance (1/4 mile) of home was very important to survey participants, who gave it a score of 8.8 out of 10 (10 being extremely important). Additionally, trails and walking paths were indicated as being the most used and desired facilities in the city, with the South Ogden Nature Park being the most frequented park in the City.

## 5. WATER CONSERVATION IS A CONCERN

97% of survey respondents were at least somewhat concerned about water use and preservation, with 54% being very concerned. The most popular conservation strategies among participants included: incentivizing water-conserving landscapes, planting water-conserving trees, and converting underutilized lawn areas in South Ogden public parks to water conserving landscapes.

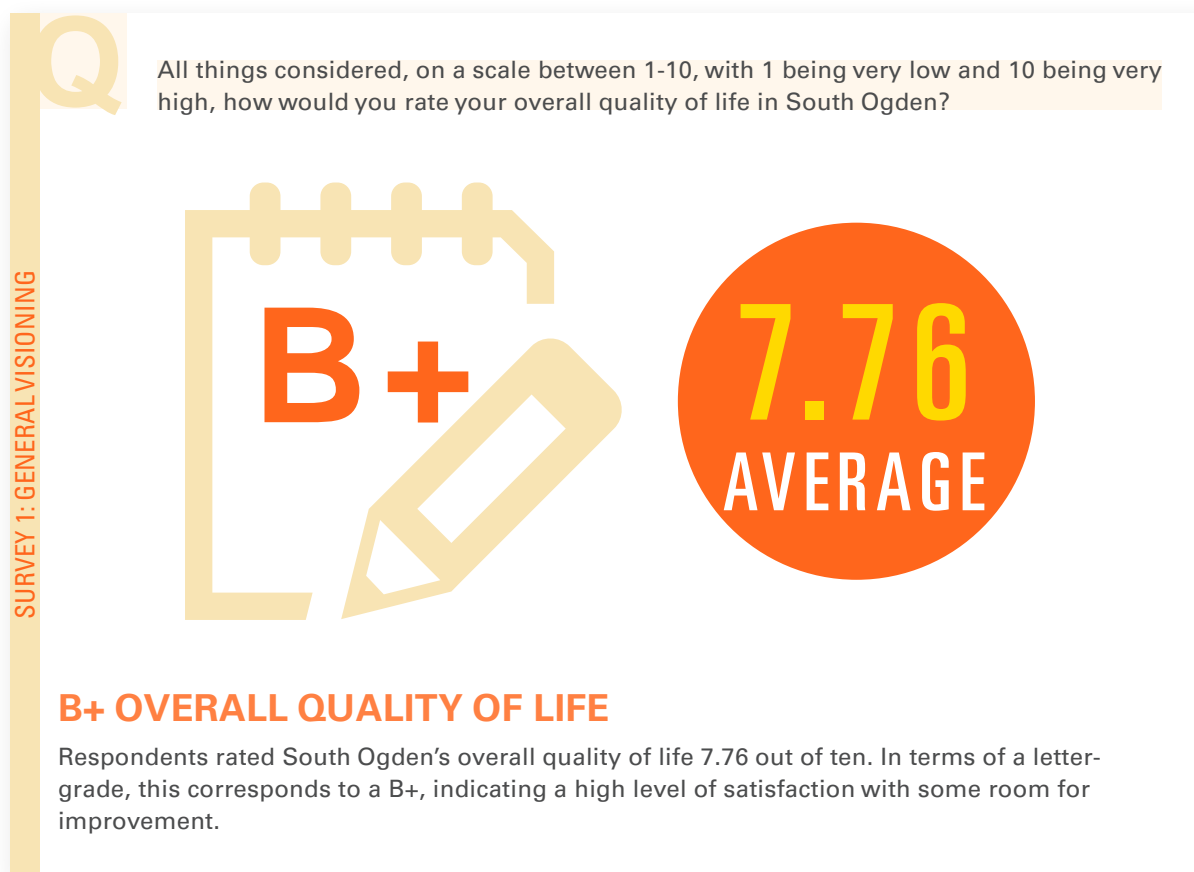


The following pages describe and illustrate the results from each of the engagement tools described on page two.

## PUBLIC ENGAGEMENT

# SURVEY 1: GENERAL VISIONING

Survey 1: General Visioning focused on broad planning topics such as quality of life, areas of concern, desired objectives, and general sentiment about South Ogden's land use and economic development. This survey received 388 responses.

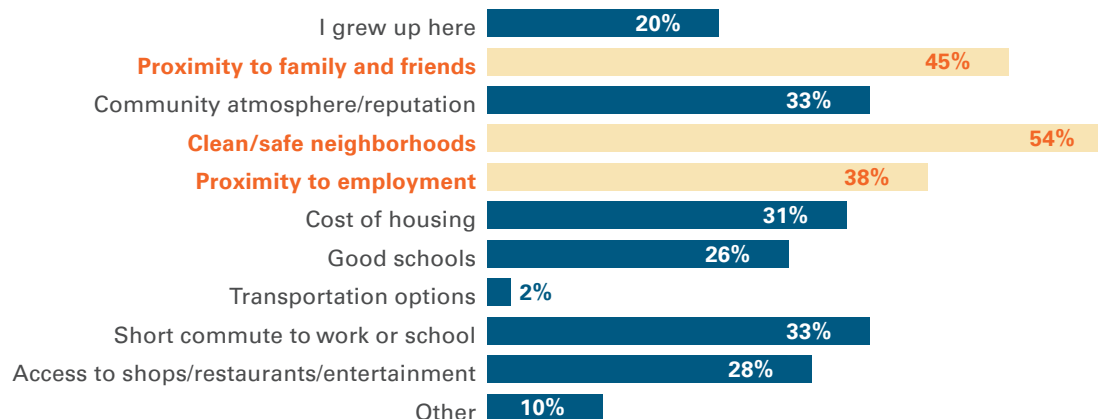






Q

Select the following factors that were important in your decision to live in South Ogden? (Select all that apply)



### RESIDENTS VALUE CLEAN/ SAFE NEIGHBORHOODS, PROXIMITY TO FAMILY, FRIENDS, & EMPLOYMENT

Clean/safe neighborhoods, proximity to family and friends, and proximity to employment were the most important factors in resident's decision to live in South Ogden.

Q

What facilities, services, businesses, or amenities would you like to see that are currently not in South Ogden?

#### Top 5 Topic Areas

	% of Total Comments
<b>#1. Business/Economic Diversity:</b> dining options, retail, grocery stores, entertainment options, and an attractive downtown area.	36%
<b>#2. Parks &amp; Recreation Facilities:</b> community rec. center, pool, trails/ walking paths, parks, green space, sports courts, bike paths and dog parks.	28%
<b>#3. Public Services &amp; Utilities:</b> services and facilities for senior citizens, fiber internet, and green waste/compost/recycling options.	13%
<b>#4. Transportation:</b> walkability, connectivity, public transportation options, and better pedestrian and bike infrastructure.	5%
<b>#5. Community Character/Culture:</b> performing arts, community programs, amphitheater, movie theater, and city beautification.	5%

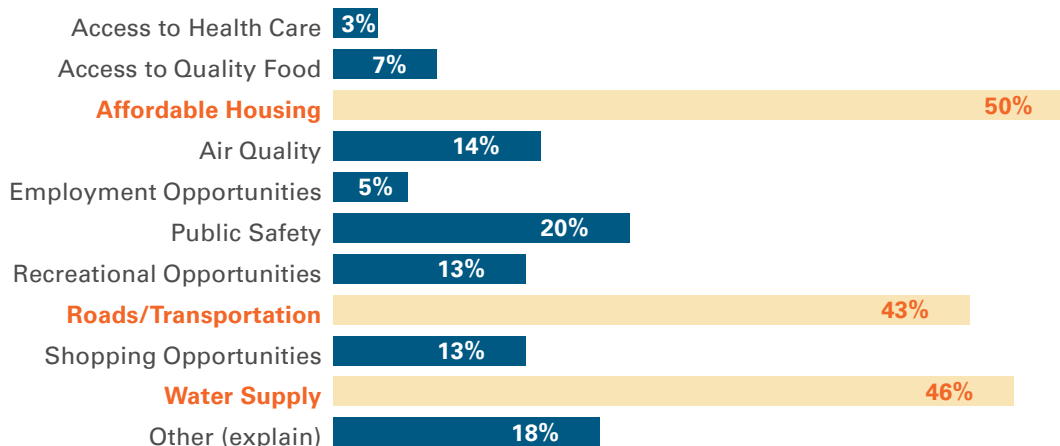
### BUSINESS & ECONOMIC DIVERSITY DESIRED

Respondents want more restaurants, retail, grocery stores, entertainment options, parks and recreation facilities, spaces for senior citizens, fiber internet, city connectivity/ walkability, and cultural amenities.



Q

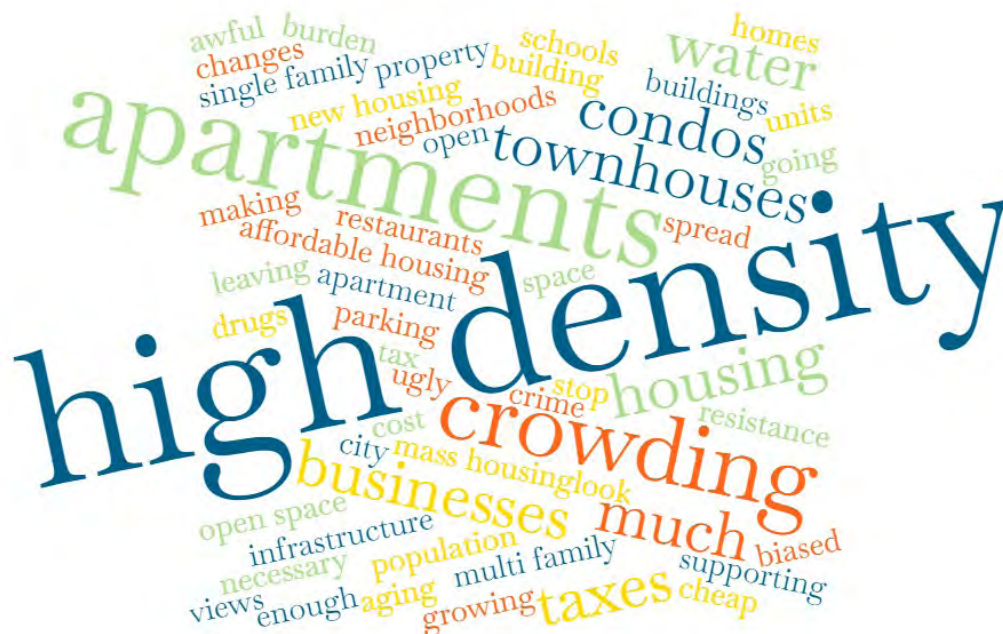
What are the top issues facing South Ogden today? (Select up to 3)



## CONCERN OVER AFFORDABLE HOUSING, WATER SUPPLY, & TRANSPORTATION

Residents are highly concerned about affordable housing, the water supply, and roads/transportation (i.e. congestion, speeding, road maintenance).

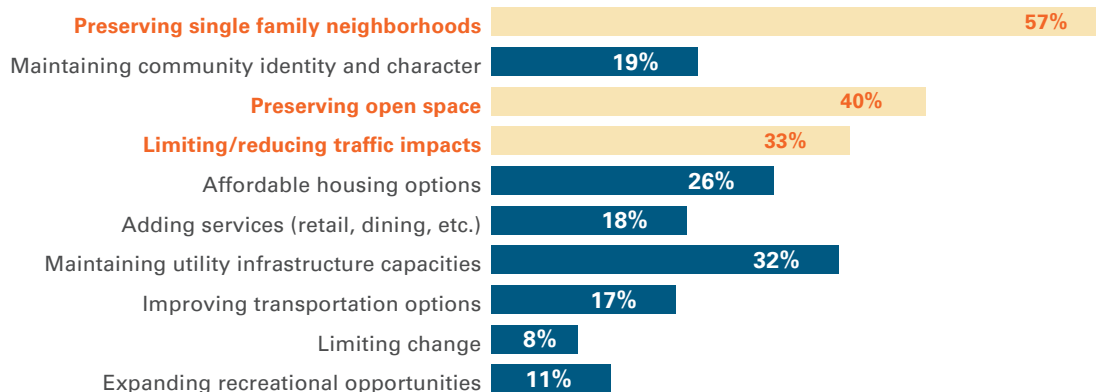
### "OTHER" RESPONSES:





Q

Which of the following objectives are most important for South Ogden's future?  
(Select up to 3)

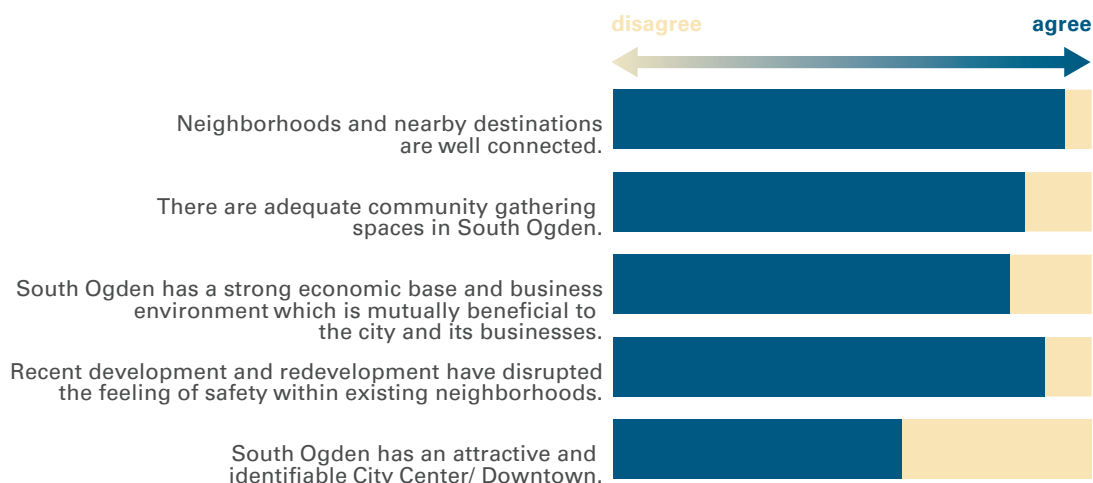


## PRESERVING SINGLE FAMILY NEIGHBORHOODS & OPEN SPACE IS IMPORTANT FOR THE FUTURE

Respondents also want reduced traffic impacts, maintained infrastructure capacities, and affordable housing options in the future.

Q

To what extent do you agree or disagree with the following statements about South Ogden?



## NEIGHBORHOODS ARE WELL CONNECTED BUT DOWNTOWN HAS ROOM TO IMPROVE

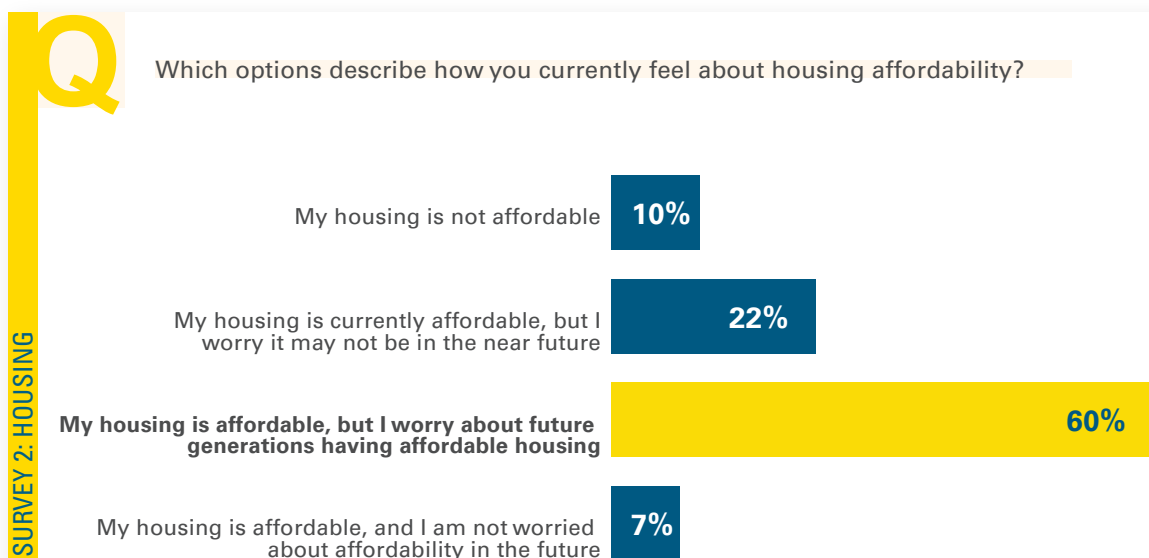
Respondents also feel that recent development and redevelopment have disrupted the feeling of safety within existing neighborhoods.



PUBLIC ENGAGEMENT

## SURVEY 2: HOUSING

Survey 2: Housing gauged respondents housing needs and aspirations, including their feelings toward housing affordability and future housing development. It should be noted that renters were poorly represented in this survey, with over 96% of respondents being homeowners despite approximately 25% of South Ogden households being renters. This survey received 273 responses.



### CONCERN FOR FUTURE GENERATIONS

92% of respondents were concerned about housing affordability, with the vast majority feeling that their housing is affordable but are concerned for future generations. 22% of respondents also worry that their current housing will be unaffordable in the near future.

## SURVEY 2: HOUSING

Statement	Agree (%)	Disagree (%)
Lack of affordable homes for rent	35%	
Lack of affordable homes for sale		52%
Lack of housing with good accessibility to goods and services	5%	
Lack of housing options for every stage of life	26%	
Low quality housing stock	11%	
Rapid growth/high-density housing		40%
Preservation of existing neighborhoods		54%
Other	9%	

Residents rate preserving existing neighborhoods, lack of affordable homes for sale, and rapid growth/ high-density housing as top challenges.

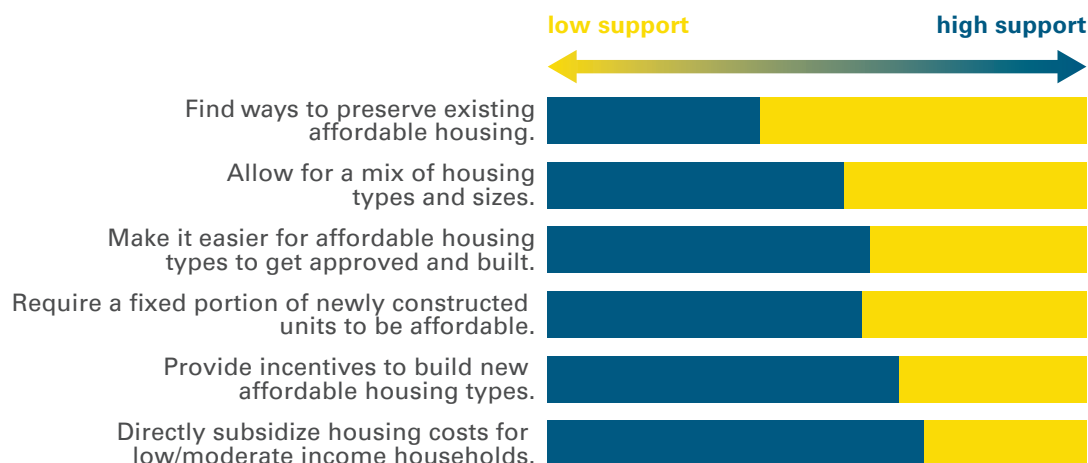
[illegible]





Q

How supportive are you of the following potential strategies to help provide affordable housing?

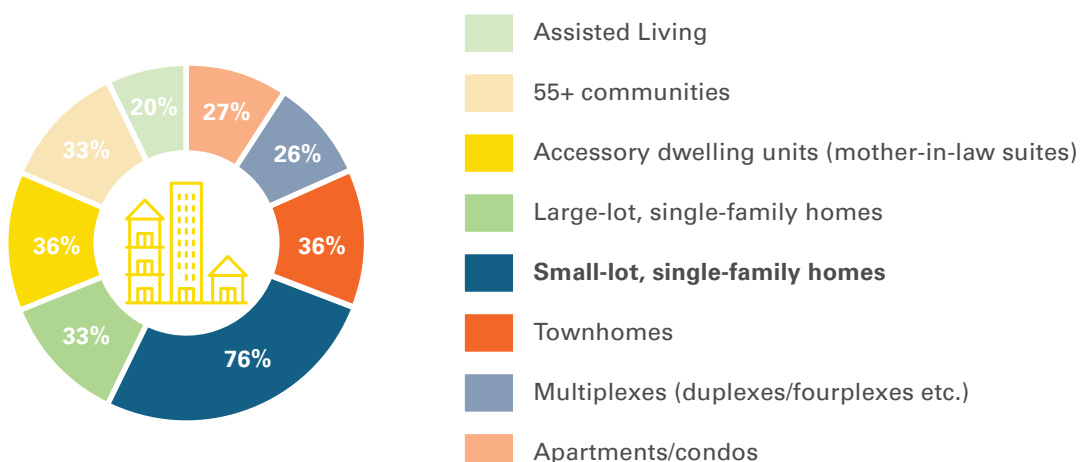


## SUBSIDIZED HOUSING & INCENTIVES TO BUILD NEW AFFORDABLE HOUSING ARE TOP STRATEGIES

Respondents are less supportive of preserving existing affordable housing and are more supportive of directly subsidizing housing costs for moderate income households.

Q

What housing types are needed to provide City residents with affordable housing options in various life stages? (Select all that apply)



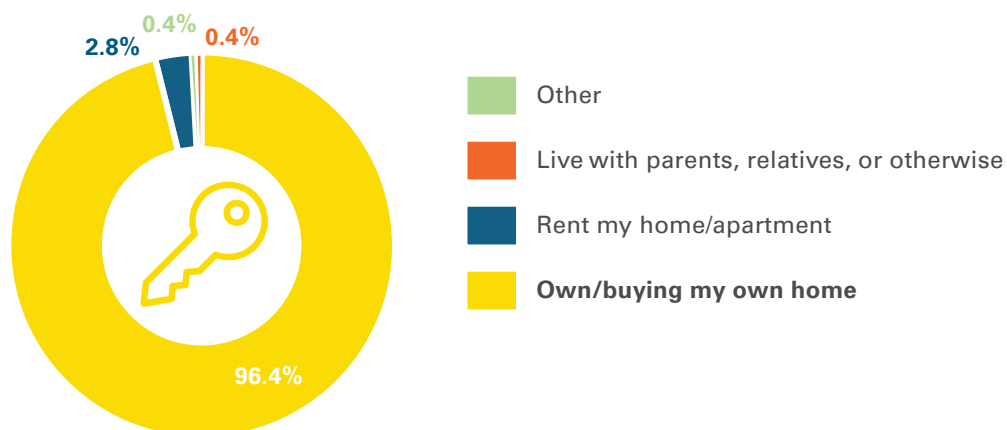
## DIFFERENT HOUSING TYPES ON THE TABLE

Over a quarter of respondents see small-lot, singly-family homes as the best option for providing affordable housing options but other housing types are on the table. ADUs, Townhomes, and 55+ communities were equally popular options.



## Q

Which of the following best describes your current living situation?

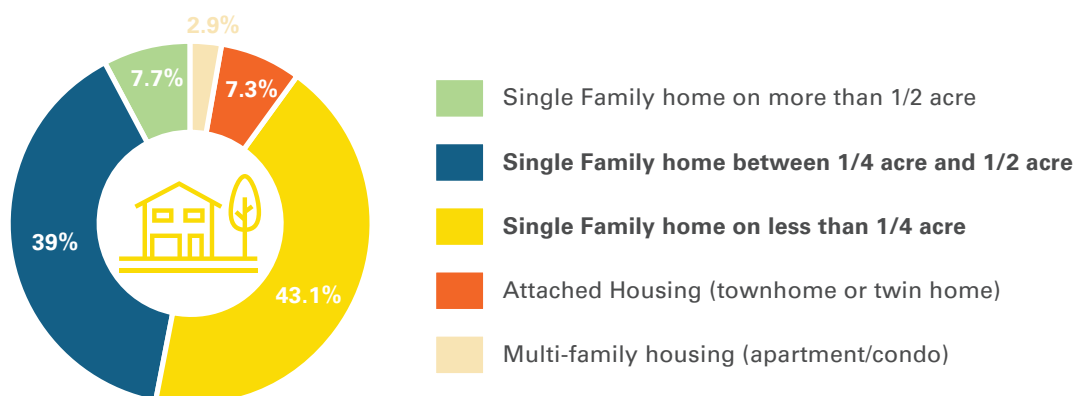


### RENTERS & OTHERS UNDER REPRESENTED?

96.4% of respondents own or are buying their own home. According to the 2020 census, approximately 25% of South Ogden households are renters. This indicates that the survey may not accurately reflect the desires and needs of renters.

## Q

Which of the following best describes your current home?



### MOST PEOPLE LIVE IN A SINGLE FAMILY HOME ON LESS THAN 1/2 ACRE

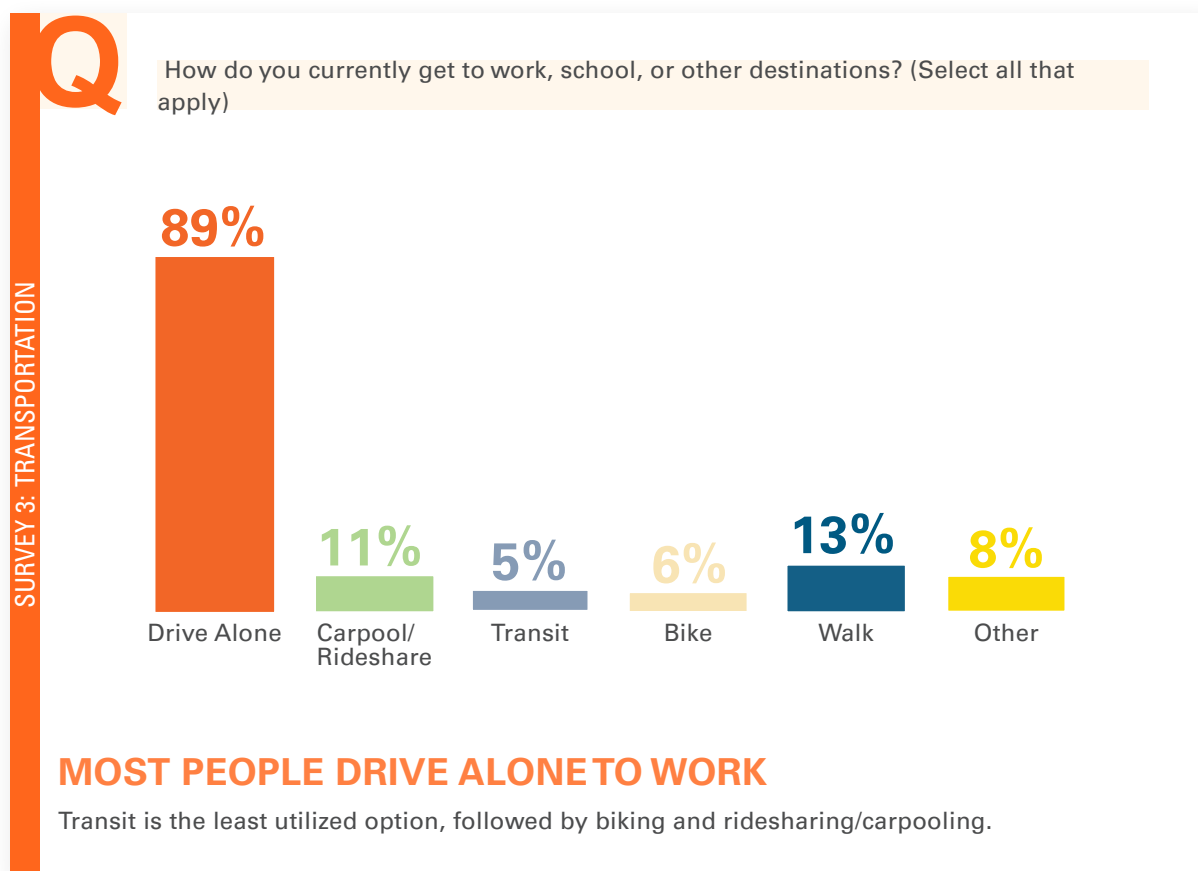
Only 2.9% of respondents live in apartments or condos, with 90% of respondents living in single-family homes.



PUBLIC ENGAGEMENT

## SURVEY 3: TRANSPORTATION

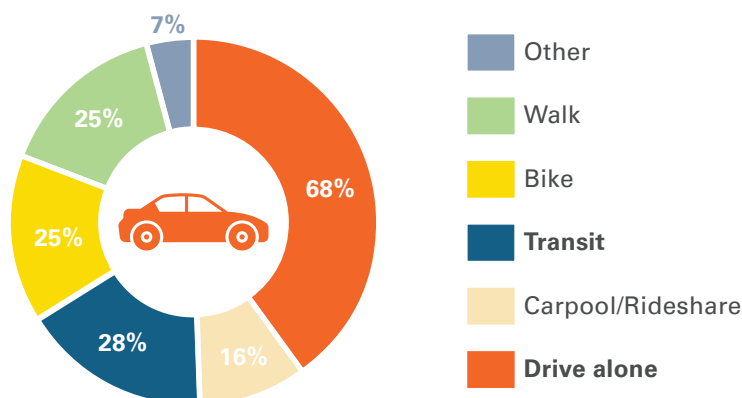
Survey 3: Transportation identified transportation needs, concerns and objectives for the future, considering all modes of transportation (driving, transit, biking, walking, and microtransit). This survey received 288 responses.





## Q

How would you like to get to work, school, or other destinations in the future? (Select all that apply)

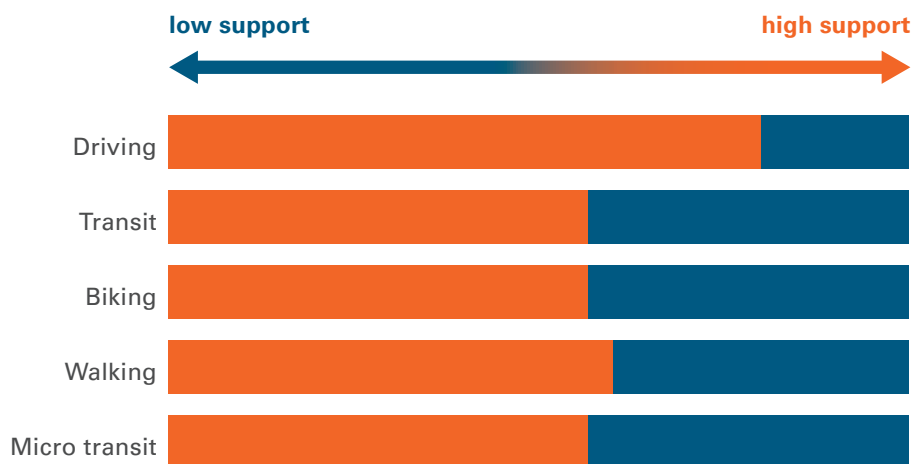


### DRIVING ALONE FOLLOWED BY TRANSIT MOST POPULAR OPTIONS

Respondents want to drive at a much lower rate than at present, desiring more transit, walking, biking, and carpooling. This indicates that improvements and changes to facilitate different modes of transportation are supported.

## Q

How well do you feel South Ogden's public infrastructure supports the following modes of transportation?

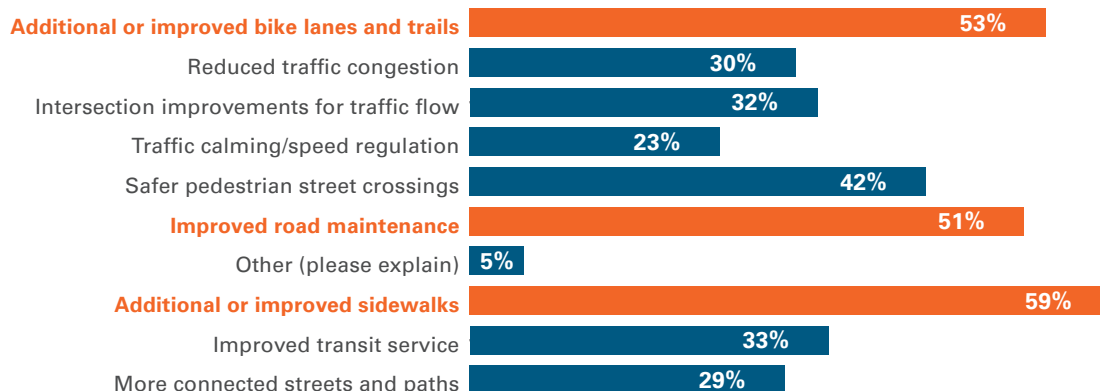


### DRIVING RATED HIGHEST IN TERMS OF PUBLIC INFRASTRUCTURE SUPPORT

Respondents perceive support for transit, biking, walking, and micro-transit similarly, with all significantly less supported than driving.



Which of the following transportation improvements are needed in South Ogden?  
(Select all that apply)



## SIDEWALKS, BIKE LANES, TRAILS, & ROAD IMPROVEMENTS ARE NEEDED

Respondents also supported safer pedestrian crossings, improved transit, and intersection enhancements.



What are your specific transportation concerns, thoughts or ideas?

### Top 5 Topic Areas

	% of Total Comments
<b>#1. Improvements that make South Ogden more safe and friendly towards pedestrians and cyclists:</b> more sidewalks, trails, and bike lanes, separation of conflicting uses, walkability, etc.	29%
<b>#2. Safety concerns:</b> speeding cars, driver-pedestrian and/or cyclist conflicts, poor visibility, and other road design issues.	27%
<b>#3. Public transportation improvements:</b> greater efficiency, better connectivity, and options for everyone (including ADA).	17%
<b>#4. Traffic congestion:</b> concerns related to population growth, development, and more cars on the road.	15%
<b>#5. Road maintenance:</b> better operations and maintenance for roads, sidewalks, and other infrastructure.	12%

## RESPONDENTS WANT SOUTH OGDEN TO BE SAFER FOR EVERYONE – NOT JUST DRIVERS

Respondents want more sidewalks and bike lanes, better roads, efficient public transit, walkability and connectivity, and less traffic congestion. They also desired better road and infrastructure maintenance.



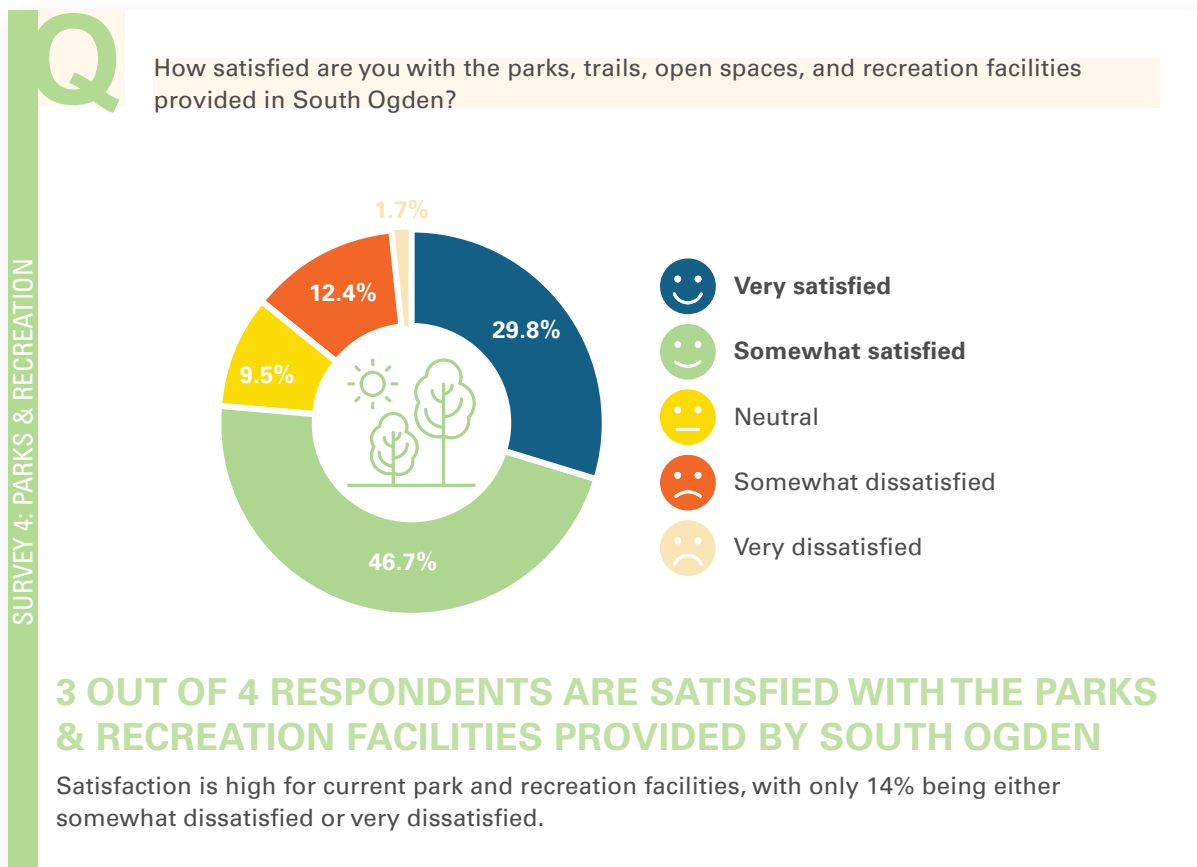




PUBLIC ENGAGEMENT

## SURVEY 4: PARKS & RECREATION

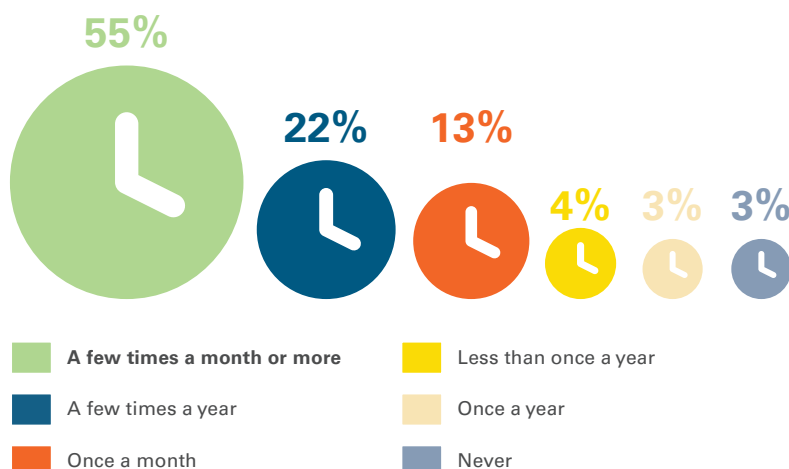
Survey 4: Parks & Recreation focused on the overall satisfaction, use, and desires for the City's parks, trails, open space, and recreation system. This survey received 245 responses.





Q

How often do you visit South Ogden Parks, trails, open spaces and recreational facilities?



## TWO-THIRDS VISIT SOUTH OGDEN PARKS & RECREATION FACILITIES AT LEAST ONCE A MONTH

More than half of respondents frequent parks, trails, opens spaces, and recreational facilities a few times a month ore more, and 90% of respondents visit at least a few times a year.

Q

Which South Ogden Park do you frequent the most?

### Most Popular Parks (% of total)

1. South Ogden Nature Park (34%)
2. Burch Creek Park (22%)
3. Glasmann Way Park (15%)
4. 40th Street Park (13%)
5. Friendship Park (9%)

### Least Popular Parks (% of total)

1. Club Heights Park (3%)
2. Madison Park (1%)
3. Meadows Park (1%)
4. Club Heights Park Dog Park (1%)
5. Ferrell Park (<1%)

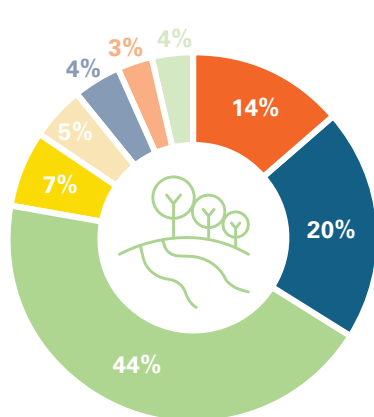
## SOUTH OGDEN NATURE PARK & BURCH CREEK PARK ARE THE MOST POPULAR

Meadows Park, Club Heights Dog Park, and Ferrell Park are the least popular parks.



What type of South Ogden recreation facility do you use the most?

SURVEY 4: PARKS & RECREATION



- Trails/Walking Paths
- Playgrounds
- Natural Open Spaces
- Sports Fields/Courts
- Picnic Facilities (Pavilions, tables, barbeques, etc.)
- Splash pad
- Dog Park
- Other

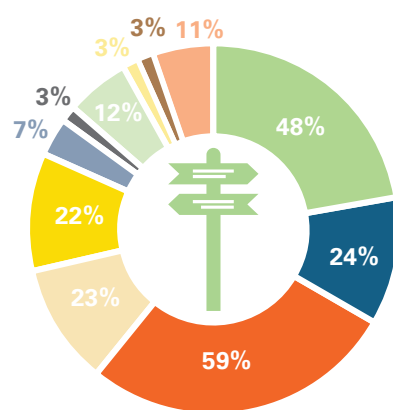
### TRAILS & WALKING PATHS ARE USED THE MOST

Trails and walking paths are by far the most used facilities, followed by playgrounds, and natural open spaces.



Which of the following facilities has your household visited outside of South Ogden in the past month?

SURVEY 4: PARKS & RECREATION



- Bike Park
- Skate Park
- All-Abilities Park
- Splash Pad
- Other
- Dog Park
- Picnic Facilities (Pavilions, tables, barbeques, etc.)
- Sports Fields/Courts
- Trails/Walking Paths
- Playgrounds
- Natural Open Spaces

### RESIDENTS VISIT SIMILAR FACILITIES OUTSIDE OF SOUTH OGDEN

Residents look outside of South Ogden for trails/ walking paths, natural open spaces, playgrounds, sports fields/ courts, and picnic facilities.



## Q

How important is it to have public parks and trails within walking distance (1/4 mile) of your home?

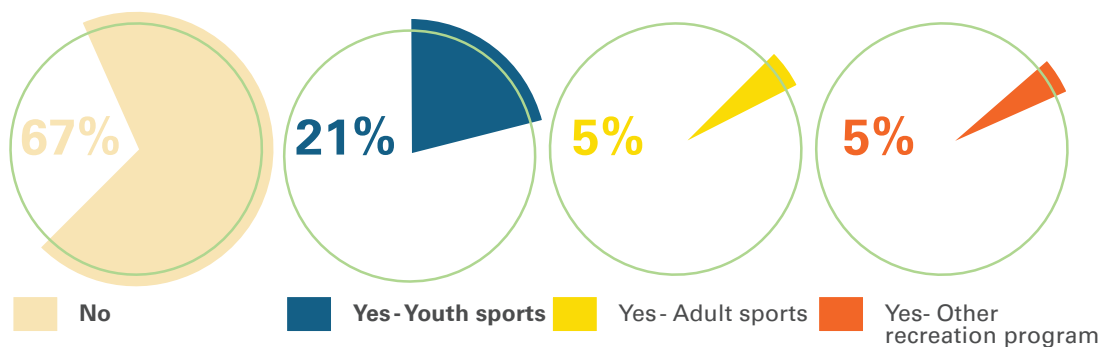


### PEOPLE WANT TO BE ABLE TO WALK TO PUBLIC PARKS & TRAILS

Nearly nine out of ten respondents indicate it is important to have a public park or trail within 1/4 mile walking distance of their home.

## Q

Do you or your family participate in any City Recreation Programs? (Select all that apply)



### 21% OF RESPONDENTS PARTICIPATE IN YOUTH SPORTS

Most respondents do not participate in any City Recreation Programs. Of those who do, most are participating in youth programs.





## SURVEY 4: PARKS & RECREATION

Q





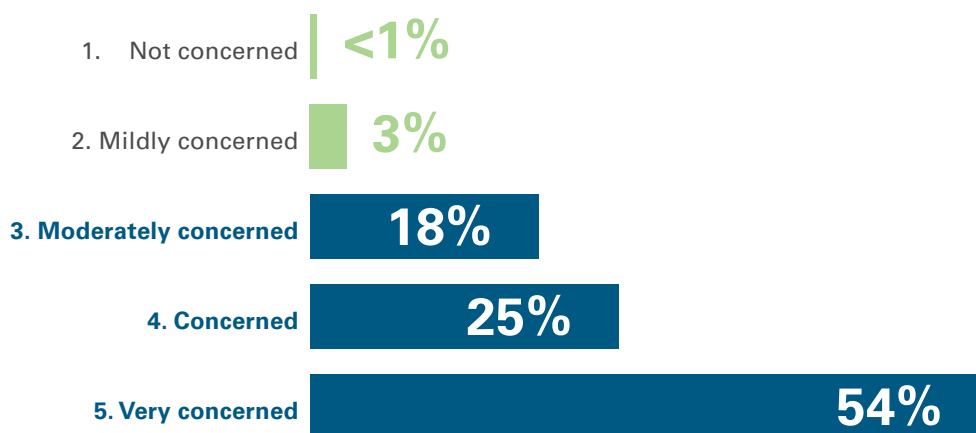
PUBLIC ENGAGEMENT

## SURVEY 5: WATER USE & PRESERVATION

Survey 5: Water Use & Preservation focused on how residents and business-owners perceived Utah's drought and water crisis and gauged support for different water conservation strategies. This survey received 215 responses.

Q

How concerned are you about water use and preservation in South Ogden? (1: not concerned, 5: very concerned)



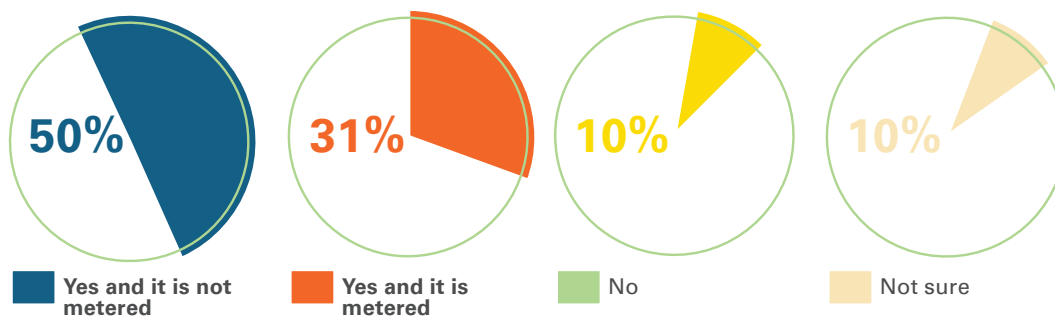
### OVER 50% OF RESPONDENTS ARE VERY CONCERNED ABOUT WATER USE & PRESERVATION

Over 95% of respondents are at least moderately concerned about water use in South Ogden.



Q

Do you have access to irrigation water for your landscape? If so, is it metered?

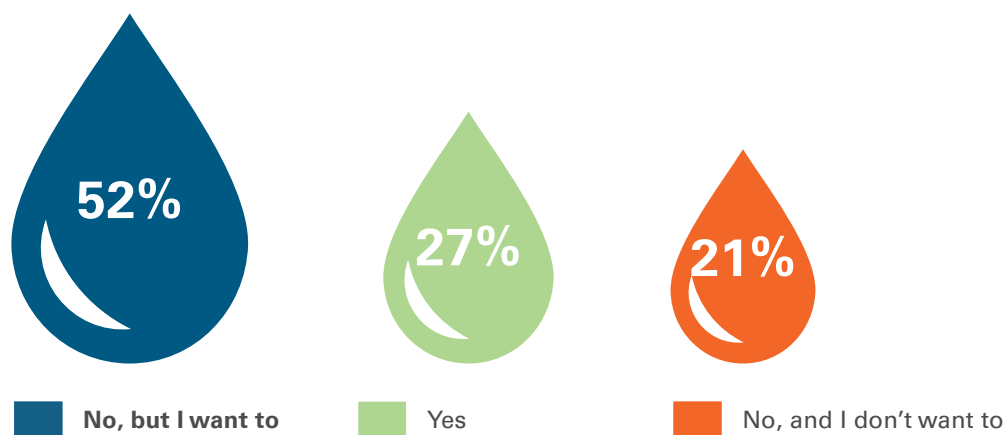


### MOST RESPONDENTS HAVE ACCESS TO IRRIGATION WATER BUT ONLY 31% IS METERED

50% of respondents have access to unmetered irrigation water. Ten-percent only have access to culinary water.

Q

Have you installed a water-conserving landscape ?



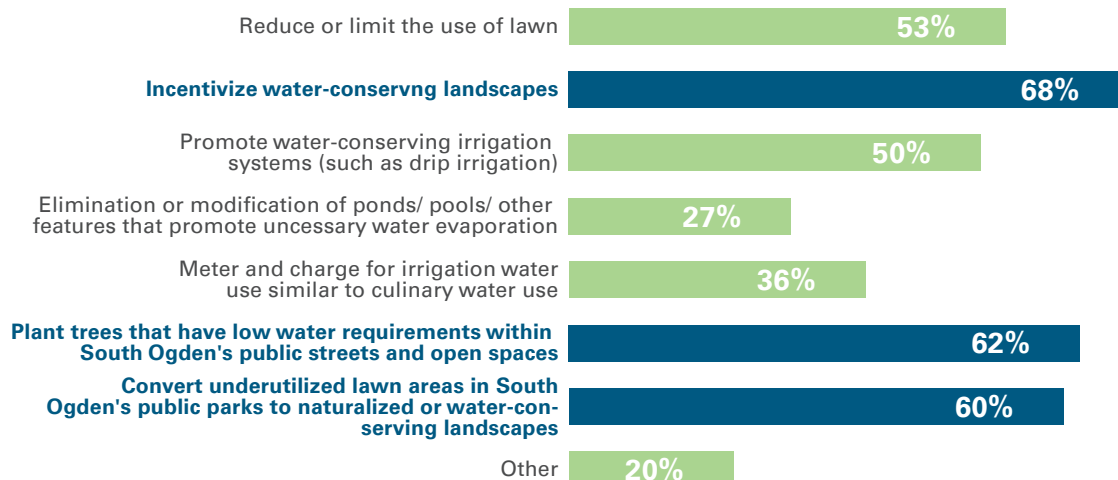
### ONE-QUARTER HAVE INSTALLED A WATER-CONSERVING LANDSCAPE AND HALF WOULD LIKE TO

There is a strong desire from respondents to convert their landscapes to water-conserving.



Q

Which water preservation measures would you be willing to support? (Select all that apply)

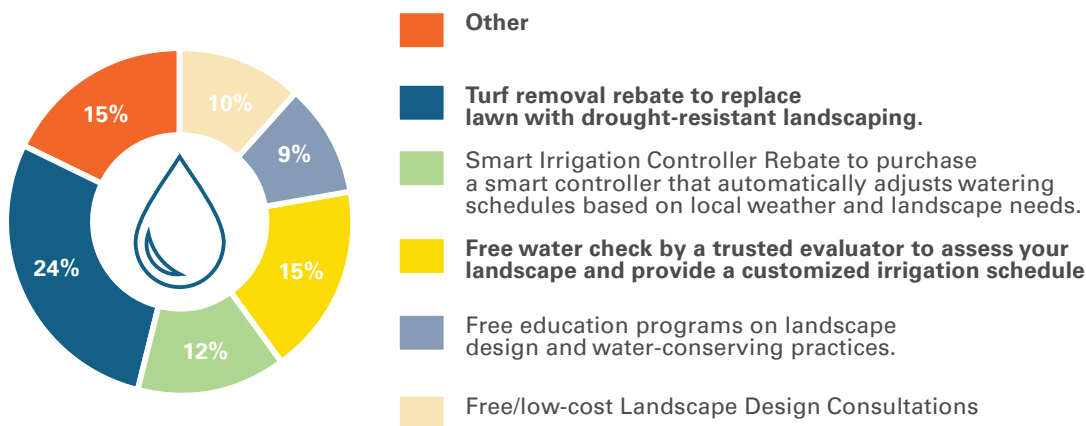


## RESPONDENTS ARE MOST SUPPORTIVE OF INCENTIVIZING WATER-CONSERVING LANDSCAPES

Planting trees with low-water requirements and converting underutilized lawn areas to water-conserving landscapes within South Ogden's public streets and open spaces were among the measures with highest support.

Q

Would you be interested in any of the following programs if they were available?



## RESPONDENTS ARE MOST INTERESTED IN TURF REMOVAL REBATES TO REPLACE LAWN

Free water checks were also supported. Respondents may also support other programs as suggested by 15% indicating "Other."



PUBLIC ENGAGEMENT

# SOUTH OGDEN DAYS

The planning team hosted a booth at South Ogden Days on Saturday, June 17, 2022. Over 70 residents and visitors respond to a variety of questions and prompts. The following is a summary of their responses.

## SUMMARY

### People like living in South Ogden because...

- The people are friendly
- Family and friends live here
- South Ogden Days celebration
- The beauty/views
- The location
- It is not super busy
- Great place to live
- Safe community

### People like visiting South Ogden because...

- South Ogden Days/other fun events like concerts, the Easter egg hunt, car shows, etc.
- Nice people
- Friends and family live here
- The mountains
- Sports/recreation opportunities
- Quiet community
- Shopping
- Beautiful parks
- They like riding their bike here
- It is better than Salt Lake City

### People wish South Ogden had more...

- Local stores/small businesses
- Bike lanes
- Less restrictions on properties
- Permanent food truck location
- More public pools
- More golf courses
- More up-to-date buildings
- Bigger South Ogden Days
- Soccer fields
- Affordable housing
- Parks

### South Ogden's biggest strength is...

- Weber State and the community it provides
- The community
- Its businesses
- Its mountains

### South Ogden's biggest weakness is...

- High taxes
- Spending money on things we don't need

### South Ogden's biggest opportunity is...

- More parks and splash pads





- Decrease in overpriced large apartment buildings

- This is important to me

- ## This isn't working





PUBLIC ENGAGEMENT

## SOCIAL PINPOINT

Social Pinpoint is a web-based platform that allows residents and stakeholders to leave location based comments on an interactive map. Users simply “dropped a pin” where they wished to provide a comment. They were also able to “like” and “dislike” other people’s comments. The comment pins included three different prompts, including “an idea for the future,” this is important to me,” and “this isn’t working.” Social Pinpoint received 34 comments by 6 unique users, and the page was viewed 326 times by 92 unique users. The comments received are as follows with the location for each comment illustrate on Map 1.

### “AN IDEA FOR THE FUTURE”

1. This area should have a more town center feel. Consistent architecture. More pedestrian focused. Less parking. Public space. Mixed use.  
*Likes: 1*  
*Dislikes: 0*
2. Lots of money was spent on a shade feature that provides very little shade. At the same time lolipop ornamental trees were planted that provide no shade. Parks should have real trees that are functional and provide actual shade. The benches for parents to sit on should be shaded by these trees as well. The amphitheater looks nice, but has no programming and is never used. Bring in some sheep or goats to eat through the invasive species and mow down the nature center every few years.  
*Likes: 3*  
*Dislikes: 1*
3. Focus on consistent architecture and parking reductions. Give this area identity.  
*Likes: 1*  
*Dislikes: 0*
4. Create a natural public area near the water or trails along the water.  
*Likes: 0*  
*Dislikes: 0*
5. Let’s cultivate a butterfly habitat and accompanying education stations would be great here  
*Likes: 1*  
*Dislikes: 0*

### “THIS IS IMPORTANT TO ME”

6. This location next to the park is a disgrace. This needs to be cleaned up and used as added parking



*Likes: 0*

*Dislikes: 0*

7. This gas station and entire corner have been an eyesore for 20+ years and it seems like no one cares. Even so much that within the past year it has been “tagged” by multiple graffiti hits and nothing is being done about it. This is stupid. Fine the owners for lack of care over and over again until they do something or buy is, tear it down and figure out something better there.

*Likes: 5*

*Dislikes: 0*

8. Getting rid of this cross walk was a bad idea. I get the reason but when something is established and works, then you take it away, people act like they are grandfathered into the old rule. This should have been looked into further before making this choice.

*Likes: 1*

*Dislikes: 0*

9. I would assume the sidewalk on the west side of Adam’s from 40th street to 4500 is the responsibility of south Ogden but who is responsible for the trees, and bushes that grow over it and block it. This is the only sidewalk from 41st over but it has never been maintained. This causes KIDS TO WALK IN THE ROAD on school mornings that are trying to get to Burch creek. Future thought, if you get it cleaned up then for safety, you will need to add a crosswalk and signs on Adam’s.

*Likes: 1*

*Dislikes: 0*

10. Park is using water nightly (against city guidelines) and is still not completed more than a year behind schedule.

*Likes: 1*

*Dislikes: 0*

11. Road needs to be repaved.

*Likes: 1*

*Dislikes: 0*

12. Please, no more apartments. You widened 40th because the traffic was so congested. Now there are 2 apartment complexes being built that have been started and two more coming. They are 3 and 4 story complexes so we now have no privacy in our backyards because tenants can see the whole neighborhood. How would you like someone staring down on you? We have been here a long time. We did not choose this. Why couldn’t we bring businesses in instead of making long term residents wanting to leave.

*Likes: 5*

*Dislikes: 0*



13. When will this ever be done? They've spent the last two years hauling the hillside away. It should never been approved in the first place. Is South Ogden trying to get rid of all its green space?

*Likes: 4*

*Dislikes: 0*

14. I worry about the housing project that is about to happen here, traffic access, added traffic to neighborhood roads

*Likes: 1*

*Dislikes: 0*

15. Even though this is an HOA managed, private are, would love to see the city work with areas such as this to provide more and better internet/high-speed access

*Likes: 0*

*Dislikes: 0*

### **"THIS ISN'T WORKING"**

16. This area has no identity. It is a hodge-podge of architecture and styles. It is 100% car-oriented and is mostly parking. It is a poor use of commercial land.

*Likes: 1*

*Dislikes: 0*

17. Friendship park becomes the go-to park for community events due to its size, but the location and access are terrible. They need improvement from many directions or community events should be held elsewhere.

*Likes: 1*

*Dislikes: 0*

18. The giant apartment complexes do not work. They ruin any sense of community, are a challenge for schools, wards, and other groups. Smaller, neighborhood scale multi-family buildings work much better and should be integrated into single-family neighborhoods and in commercial areas so to promote diversity and aging in place. Also, this apartment complex puts out a tremendous amount of light pollution and has never been enforced on.

*Likes: 2*

*Dislikes: 2*

19. This intersection isn't working. The island looks like trash, all the time, the signs are constantly being broken and ran into. Traffic backs up causing the turn lanes on both sides going from south to east to not be accessible. Rams automotive seems successful but the outside looks like garbage.

*Likes: 0*

*Dislikes: 1*



20. This divider has caused so much confusion and added traffic to other sections of the community for no reason. I have lived in the area for my whole life and have seen maybe 2 accidents here. So, what is the purpose?

*Likes: 1*

*Dislikes: 0*

21. I was at the gym portion of South for sports for 3 kids last year and spent a lot of time talking to the rec coordinators. They all had things to say about the maintenance of the gyms and the access capabilities. They talked about the broken havoc system, broken tiles, warped floors, etc and the fact that nobody wants to own the responsibility of fixing it. Bottom line, with the growth of the city, there should be nicer facilities and they should be closer to the city center encouraging growth

*Likes: 0*

*Dislikes: 0*

22. Poorly used space. Please review my other feedback for ideas.

*Likes: 0*

*Dislikes: 0*

23. The rear side of savers is always a mess and attracts the wrong crowds. The litter here has been bad my whole life and I have never seen or heard a proposed fix for this.

*Likes: 0*

*Dislikes: 0*

24. Continuation on the wrong crowds comment. People who live here are constantly speeding, doing and selling drugs. Although the property does constantly get painted, it constantly seems like it is in disrepair. I don't even like my kids riding the school bus in this area.

*Likes: 1*

*Dislikes: 0*

25. There needs to be a crosswalk here. This is a city park that is used by residents from the Fox Chase area. There are no crosswalks at all on 5600 S from Harrison Blvd to the Catholic Church. There are two elementary school bus stops on this road.

*Likes: 4*

*Dislikes: 0*

26. Constant issues with people begging for money at the entrance of the store and by the road (36th and Riverdale)

*Likes: 0*

*Dislikes: 0*

27. Pan handlers

*Likes: 1*





*Dislikes: 0*

28. Pan handlers

*Likes: 0*

*Dislikes: 0*

29. Traffic needs to slow down/decrease on this road. It is used as a shortcut from 89 to Harrison and people treat it like a highway. It's a neighborhood street. Stop signs, crosswalks, or digital speed signs need to be installed.

*Likes: 2*

*Dislikes: 0*

30. With the changes happening further downstream on highway 89, the traffic burden is just going to move up the hill to choke points, which this intersection will and has become already

*Likes: 3*

*Dislikes: 0*

31. Why is the parking lot never open, better access to this park would be nice especially in the winter when its used for sledding

*Likes: 2*

*Dislikes: 0*

32. This is not a road. And yet hundreds of vehicles speed through here trying to create a shortcut between Harrison and the 89. Making it difficult and dangerous for trucks and delivery vehicles and employees of business. A safe and efficient "short cut" is needed

*Likes: 0*

*Dislikes: 0*

33. Increasing problems with homeless becoming aggressive, creating fear and intimidation. with customers and employees. Lots of beer bottles and trash littering area in front of and behind building.

*Likes: 1*

*Dislikes: 0*

34. Way too much density! Try getting in something smaller instead of all the apartments!

*Likes: 0*

*Dislikes: 0*



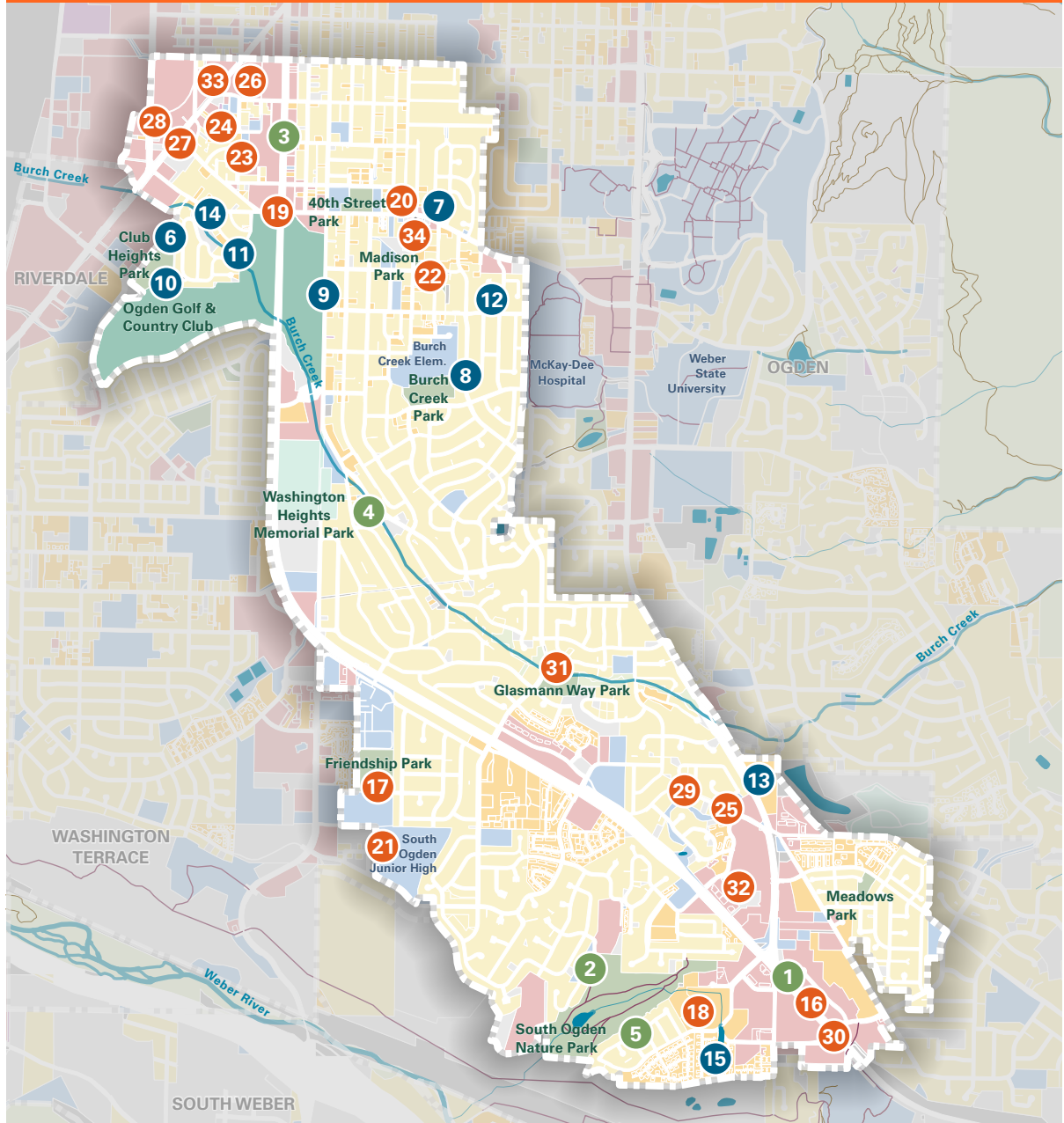
## A word cloud of terms related to urban planning and transportation. The most prominent words are 'parking' and 'neighborhood' in large, bold, orange letters. Other significant words include 'community' in large orange letters, 'traffic' in large blue letters, 'access' in large green letters, and 'center' in large yellow letters. Smaller words scattered around include 'location', 'complexes', 'architecture', 'sidewalk', 'reason', 'spent', 'public', 'money', 'shade', 'intersection', 'apartment', 'crosswalk', 'identity', 'cleaned', 'broken', 'seems', 'added', 'years', 'school', 'signs', 'space', 'trying', 'whole', 'ogden', 'going', 'bring', 'people', 'place', 'needs', 'adams', 'water', 'commercial', 'looks', 'events', 'provide', 'consistent', 'trees', 'areas', and 'street'. The words are arranged in a dense, overlapping manner, with colors ranging from blue to yellow.



# IMAGINE SOUTH OGDEN

2022 General Plan Update

## MAP 1: SOCIAL PINPOINT RESULTS



### LEGEND

- |                                    |                        |                                |
|------------------------------------|------------------------|--------------------------------|
| Existing Single Family Residential | Existing Institutional | Existing Roads & Utilities     |
| Existing Multi-Family Residential  | Existing Cemetery      | Existing Vacant or Agriculture |
| Existing Commercial                | Existing Golf Course   | Existing Paved Trail           |
| Existing Industrial                | Existing Park          | Existing Unpaved Trail         |
|                                    | Existing Open Space    |                                |

0 0.25 0.5 Miles





PUBLIC ENGAGEMENT

# PROJECT WEBSITE

Two comments were submitted via the project website's comment form:

## JULY 13, 2022

What was the drive behind building over 1000 family units in the space of 2 years and what are the benefits to our city? All I can think of are the drawbacks (added traffic, drain on city resources, icy roads, etc). Who was the driving force behind this? Why were city residents not given a voice in the matter?

## AUGUST 3, 2022

With all of the new multi-family developments in South Ogden, I would like to see (better) infrastructure planning.

1. The roads are already congested (particularly where Hwy 89, Harrison Blvd., and Washington Blvd. intersect).
2. There is only one high school and two junior high schools that serve the city. Additionally, there are boundary exceptions being approved, allowing students to attend these schools (to include Uintah Elementary); are these exceptions already causing crowding? If so, why are boundary exceptions still being permitted?
3. There are not enough school buses to transport the students currently residing in the city. What is the plan moving forward?
4. There does not appear to be enough parking for the developments (Individuals are parking on Wasatch Drive and Harrison Blvd.).
5. What about fire services, law enforcement, and other emergency services?
6. What about water, electricity, internet, and other utilities?

Further, because there is so much residential development and not much (if any) commercial development, how are all the necessary improvements to the infrastructure going to be paid for? Continuing to increase property taxes is not feasible.

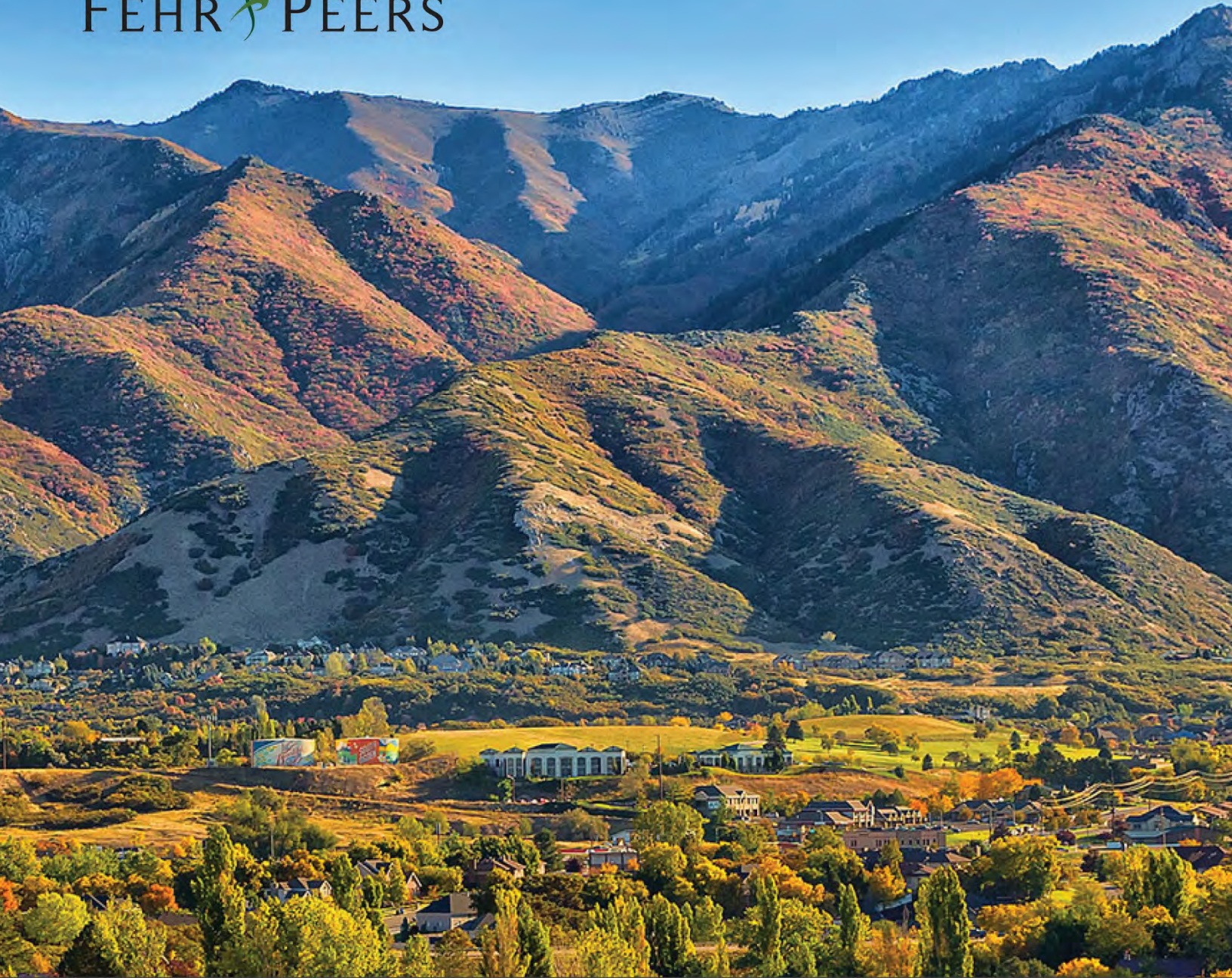
Moreover, the argument is being made that the city needs more affordable housing to justify the ridiculous number of residential developments, but what qualifies as affordable? Is the new housing affordable to local residents?



# APPENDIX B

## 2020 TRANSPORTATION EXISTING CONDITIONS REPORT





# South Ogden General Plan

## Transportation Existing Conditions Report



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# Transportation Existing Conditions

The City of South Ogden is updating its general plan to help guide the city in planning decisions. To understand the City's existing transportation conditions, the Fehr & Peers project team reviewed relevant existing plans and collected data on current and planned transportation projects throughout South Ogden.

**Note on Situational Impacts:** *Travel patterns and transit ridership in Utah have been temporarily affected by the COVID-19 pandemic and subsequent shelter-in-place orders were issued in early March 2020. As of the date of this report, it remains to be seen how long these temporary effects will remain in place, and the extent to which changes may persist in the long term.*

## Roadway Functional Classifications

The Federal Highway Administration (FHWA) organizes roads into groups called functional classifications based on a road's capacity and purpose. Roadway functional classifications reflect the role played by each piece of the roadway network in serving a wide variety of different travel needs. In addition to acting as a framework, roadway functional classifications also connote conventions about roadway design, including speed, volumes, and connection to current and future land use development. To better illustrate this, some of the more common characteristics for these roadway types are illustrated in the table below.

**Table 1. Roadway Functional Classifications, Typical Characteristics**

	AADT	SPEEDS	TRIP LENGTH	LANE #	DRIVEWAYS	ACCESS
<b>Principal Arterial</b>	>20,000	>45 MPH	Longer (6+ miles)	4+	None	Intersections (½-mile spacing) & Interchanges (one-mile spacing)
<b>Minor Arterial</b>	5,000-40,000	35-45 MPH	Medium-length trips (2-6 miles)	3, 4, or 5 lanes	Major only	Intersections (¼-mile spacing)
<b>Major &amp; Minor Collector</b>	1,000-8,000	30-35 MPH	Shorter trips (1-2 miles)	2-3 lanes	Frequent	Intersections (1/8-mile spacing)
<b>Local Roads</b>	<2,000	Low (<30 MPH)	Short trips (<1 mile)	2 lanes	Many	unlimited

Source: FHWA, Fehr & Peers

The Utah Department of Transportation (UDOT) assigns these classifications to roadways across the region. A description of each as well as local examples in and around South Ogden is provided below.

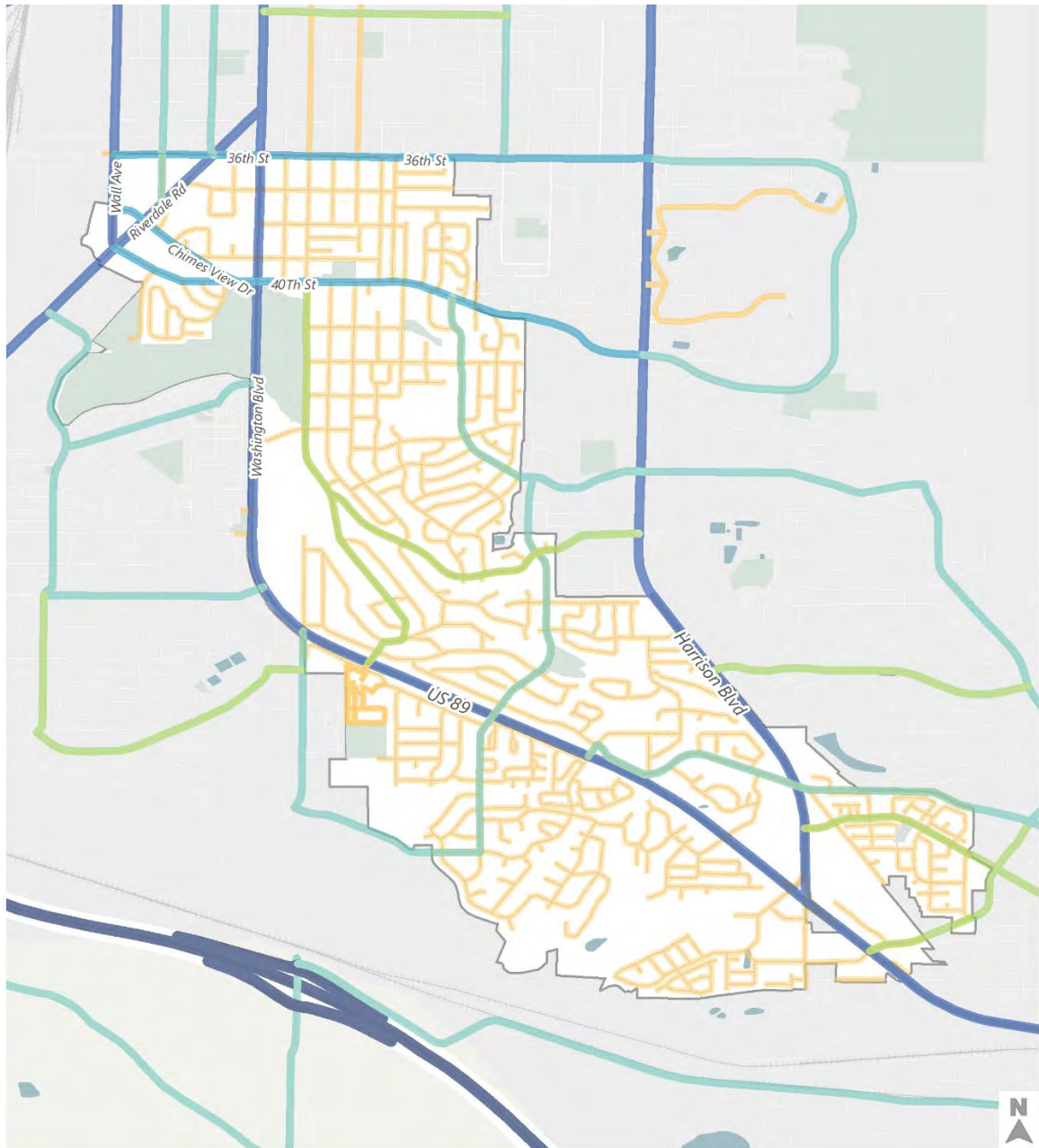
**Interstates** are the highest classification of arterials. Designed and constructed for mobility and long-distance travel, examples of Interstates near South Ogden include I-84 and I-15.

**Other Principal Arterials** serve to connect between communities and major employment centers, providing high mobility but with lower speed limits and traffic volumes than interstates. Instances of this classification in South Ogden include U.S. 89 and Harrison Boulevard.

**Minor Arterials** serve medium length trips and provide mobility and connectivity while also providing a degree of local access. Examples of Minor Arterials in South Ogden include 36<sup>th</sup> Street and 40<sup>th</sup> Street.

**Major & Minor Collectors.** These street types “collect” traffic from local roads and channel them to larger arterials, providing a balance between mobility and local access. The distinctions between Major Collectors and Minor Collectors are often slight. Generally, Major Collectors are longer in length, with higher speed limits and AADT, and fewer driveways, and have more travel lanes than their Minor Collector counterparts. Examples of Major Collectors in South Ogden include Monroe Boulevard and Glasmann Way. Examples of Minor Collectors in South Ogden include Adams Avenue, Edgewood Drive, and Birch Creek Drive.

**Local Roads** are the most common types roadways in terms of mileage, as they are often classified by default. Any road that does not fit any of the above are often classified as a Local Road. Speed limits and traffic volumes are low, and density of local accesses is high. Examples in South Ogden include many residential roads, including 5300 South, and 700 East, near the Drivers License Division office.



**LEGEND**

- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



South Ogden General Plan Update  
**Roadway Functional Classifications**

Figure 1: Current Roadway Functional Classification map



# Existing & Forecasted Future Traffic Volumes

## Present Day

UDOT measures Average Annual Daily Traffic (AADT) on both UDOT facilities as well as local roads of regional importance. AADT reflects the number of vehicle trips made along a given roadway on a typical day and provides a starting point for assessing the relative importance and utilization of major roadways in South Ogden. Beyond I-15 and I-84, the highest AADT facilities in South Ogden are SR 89 Washington Boulevard, via SR 203 Harrison Blvd, and 5600 S., via SR 201 Harrison Boulevard

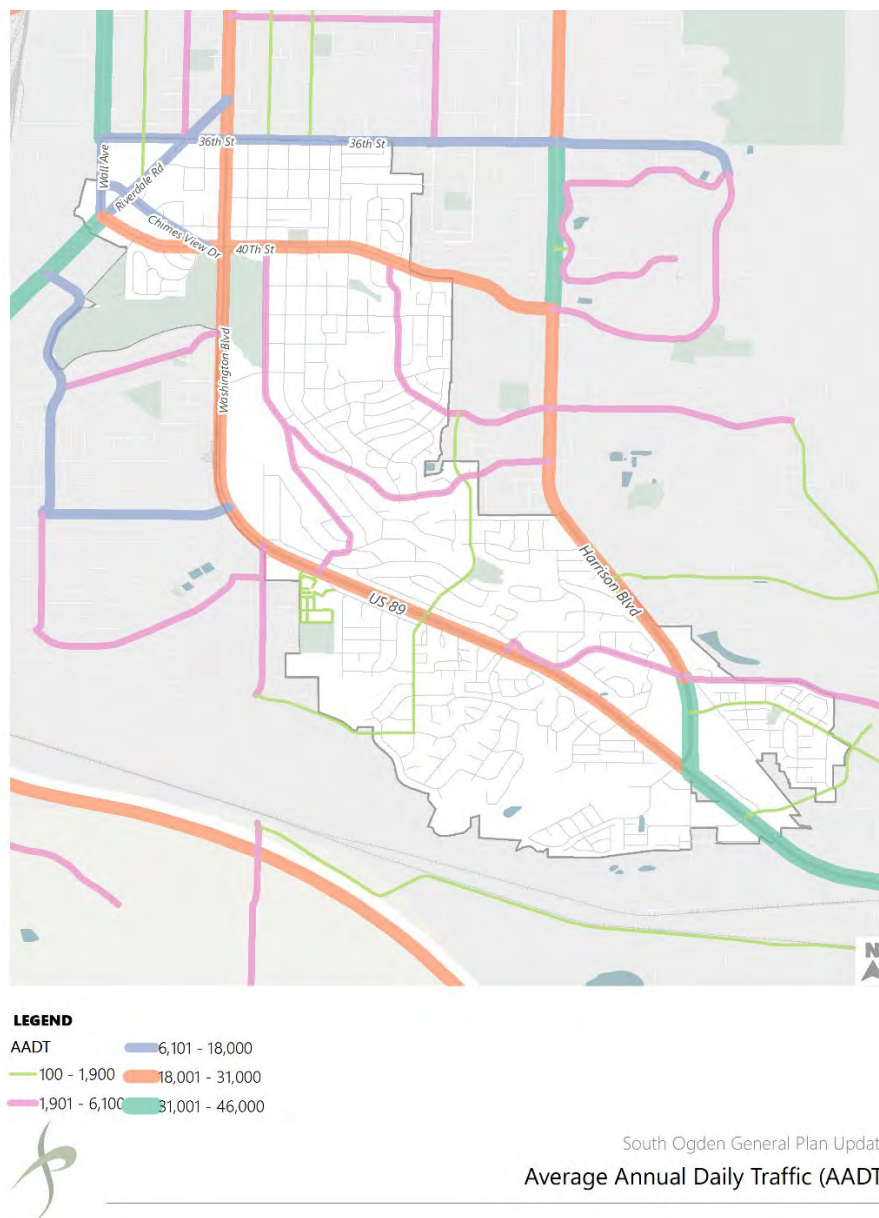


Figure 2: 2017 Annual Average Daily Traffic (AADT) map

## Projected Future Year Conditions

Projected future year conditions (such as daily roadway volumes) were collected from version 8.3 of the Wasatch Front Travel Demand Model (TDM), which was used in the development of the 2019-2050 RTP.

According to the model, and illustrated on the map in figure 3, the City is projected to experience an average increase in traffic volume of 34.5% across the city. One segment of Edgewood Drive is projected to see a marginal decline in traffic volumes, while a few roads are projected to see increases in traffic as high as 250% due to new roadway connections and/or anticipated development in neighboring Ogden.

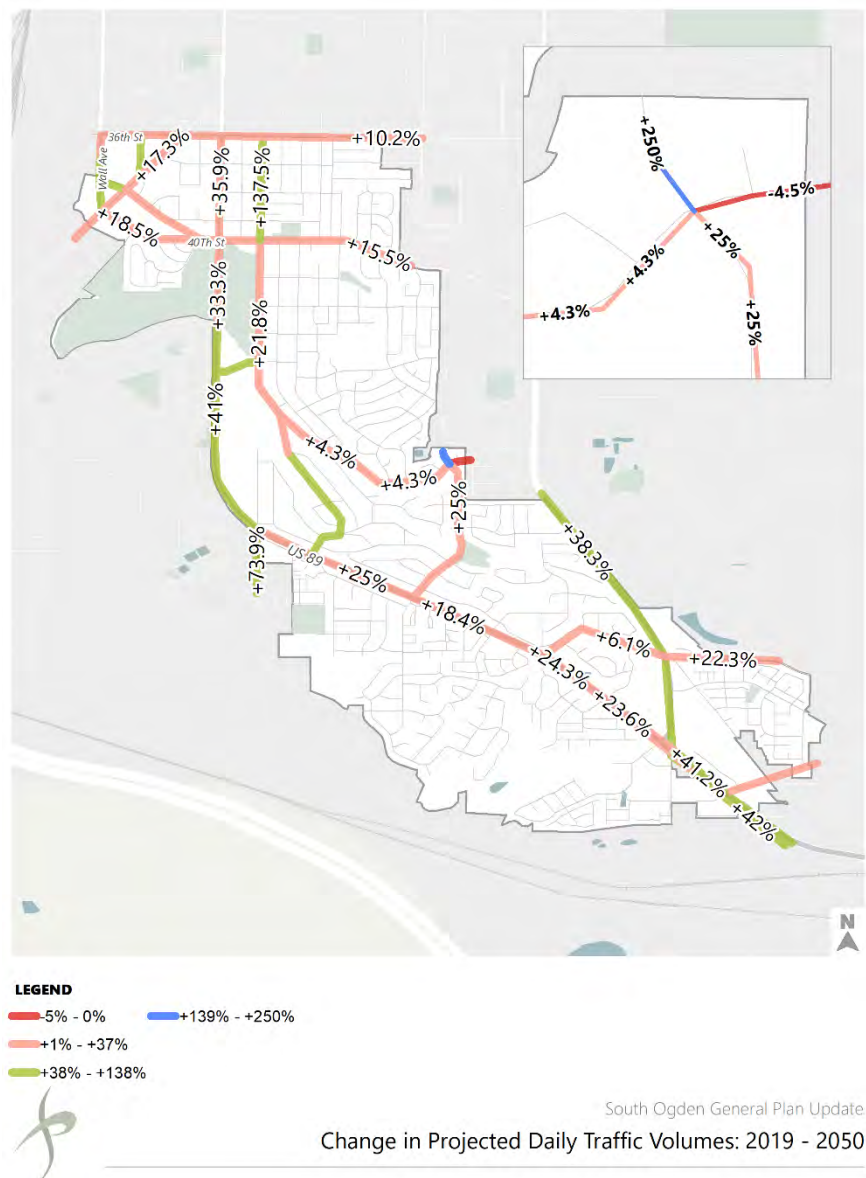


Figure 3: Projected Change in Daily Traffic Volumes: 2019 to 2050

# Crash Data & Collisions Evaluation

Collision data is an important statistic in tracking and analyzing safety. UDOT Numetrics collision data was retrieved between January 2016 and May 2019. During this time period, there were 920 reported collisions in South Ogden. Of those collisions, two were fatal, 33 were severe, 294 resulted in minor or possible injuries, and 591 resulted in no reported injuries. Eight of the collisions involved pedestrians and six involved bicyclists.

More than a third of crashes occurred on Washington Boulevard/Highway 89. Other crash hotspots included Harrison Boulevard and 40<sup>th</sup> Street.

More than 700 crashes involved two or more moving vehicles, were angle or front to rear crashes, and occurred during daytime hours without adverse weather conditions. The prevalence of this category of collision may indicate that opportunities exist to enhance safety and reduce collision rates through targeted design interventions.

# Existing Transit Service

The study area is typically served by eight UTA bus fixed routes. As of April 2020, two of those routes (the 456 and 650 lines) have been temporarily suspended due to ridership declines resulting from the COVID-19 pandemic.

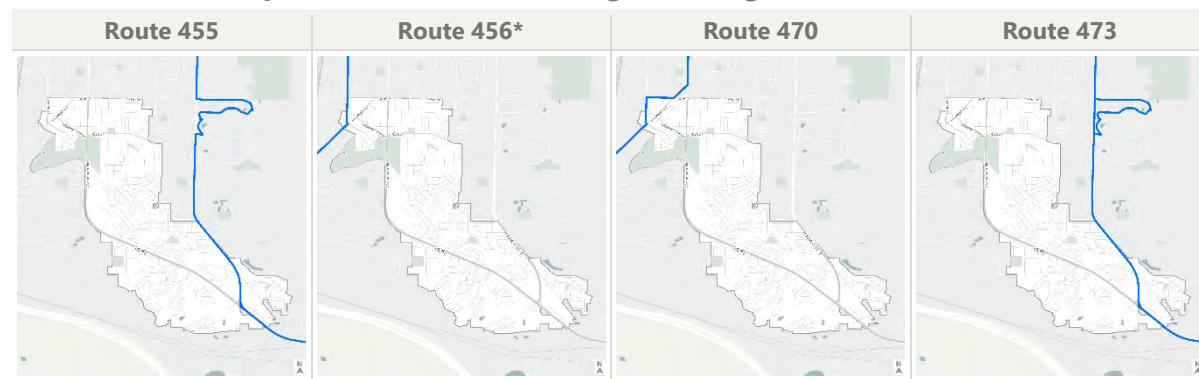
**Table 2. Transit Lines Serving South Ogden (December 2019)**

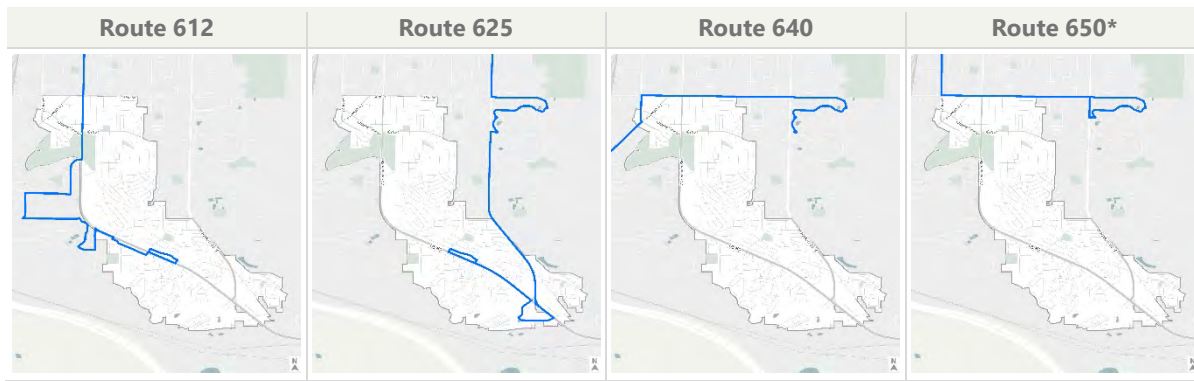
Line #	Line Name	Frequency	Counties Served	Avg Daily Boardings (2019)
455	U of U / Davis County / WSU	30 min	Weber, Davis, Salt Lake	1,493
456*	Ogden / Unisys / Rocky Mtn. Express*	2 trips	Weber, Davis, Salt Lake	31
470	Ogden - Salt Lake Intercity	30 min	Weber, Davis, Salt Lake	3,045
473	SLC - Ogden Hwy 89 Express	30 min (peak only)	Weber, Davis, Salt Lake	478
612	Washington Blvd	30 min	Weber	1,897
625	ATC / Harrison Blvd / WSU	30 min	Weber	389
640	Layton Hills Mall / WSU Ogden Campus	30 min	Weber, Davis	853
650*	Ogden Frontrunner / WSU Fast Bus*	30 min (peak only)	Weber	192

\* Indicates routes that were completely suspended in April 2020, due to the COVID-19 situation.

Sources: UTA, Fehr & Peers.

**Table 3. Route Maps of Transit Lines Serving South Ogden (December 2019)**





\* Indicates routes that were completely suspended starting April 5, 2020, due to the COVID-19 situation.

Source: UTA, Fehr & Peers.

Due to the COVID-19 situation, service has changed to some extent, and ridership has decreased<sup>1</sup>. As of April 5, 2020, all routes have been impacted and are operating on reduced schedules or have been suspended completely until further notice. In South Ogden, only six routes are still active as of this report's date.

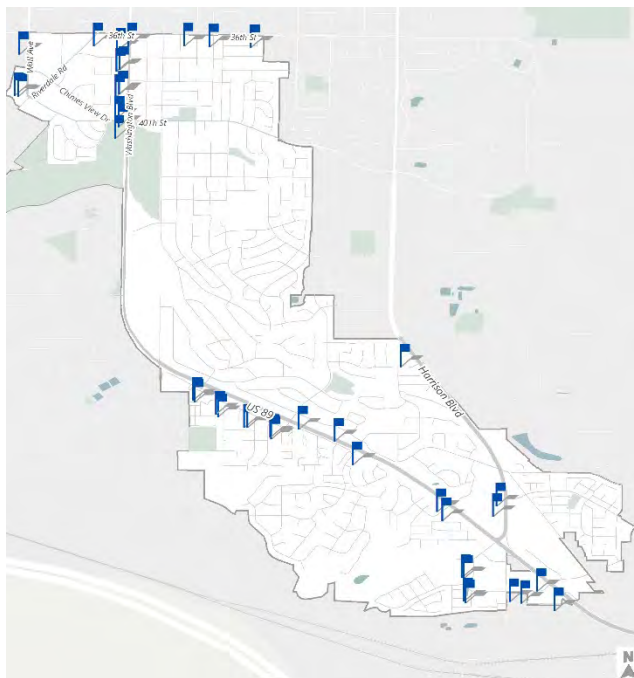


Figure 4: Existing UTA Bus Stop Location map

Based on 2019 ridership data, route 470 experienced the highest ridership of the routes that service South Ogden. Route 470 is a main commuter bus for people travelling to and from Salt Lake City. Other high-ridership routes include Routes 455 and 612. Route 455 connects two universities, the University of Utah and Weber State University, and many of the route's riders are higher education students and employees. Route 612 connects the cities of North Ogden, Ogden, and South Ogden, including key destinations such as downtown Ogden, the Ogden Temple, the Five Points Shopping Center, and the Ogden-Weber Applied Technical College.

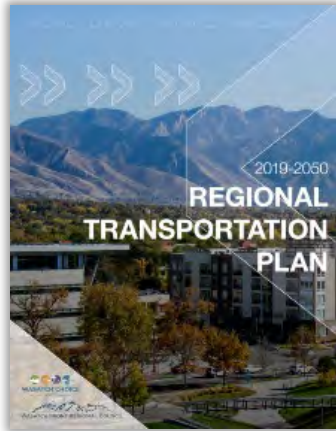
There are 40 bus stops in South Ogden that serve these eight routes, which are shown in Figure 4 above.

<sup>1</sup> Utah Transit Authority <https://www.rideuta.com/news/2020/03/Temporary-Service-Reduction>



# Planned Projects

## WFRC 2019 – 2050 Regional Transportation Plan

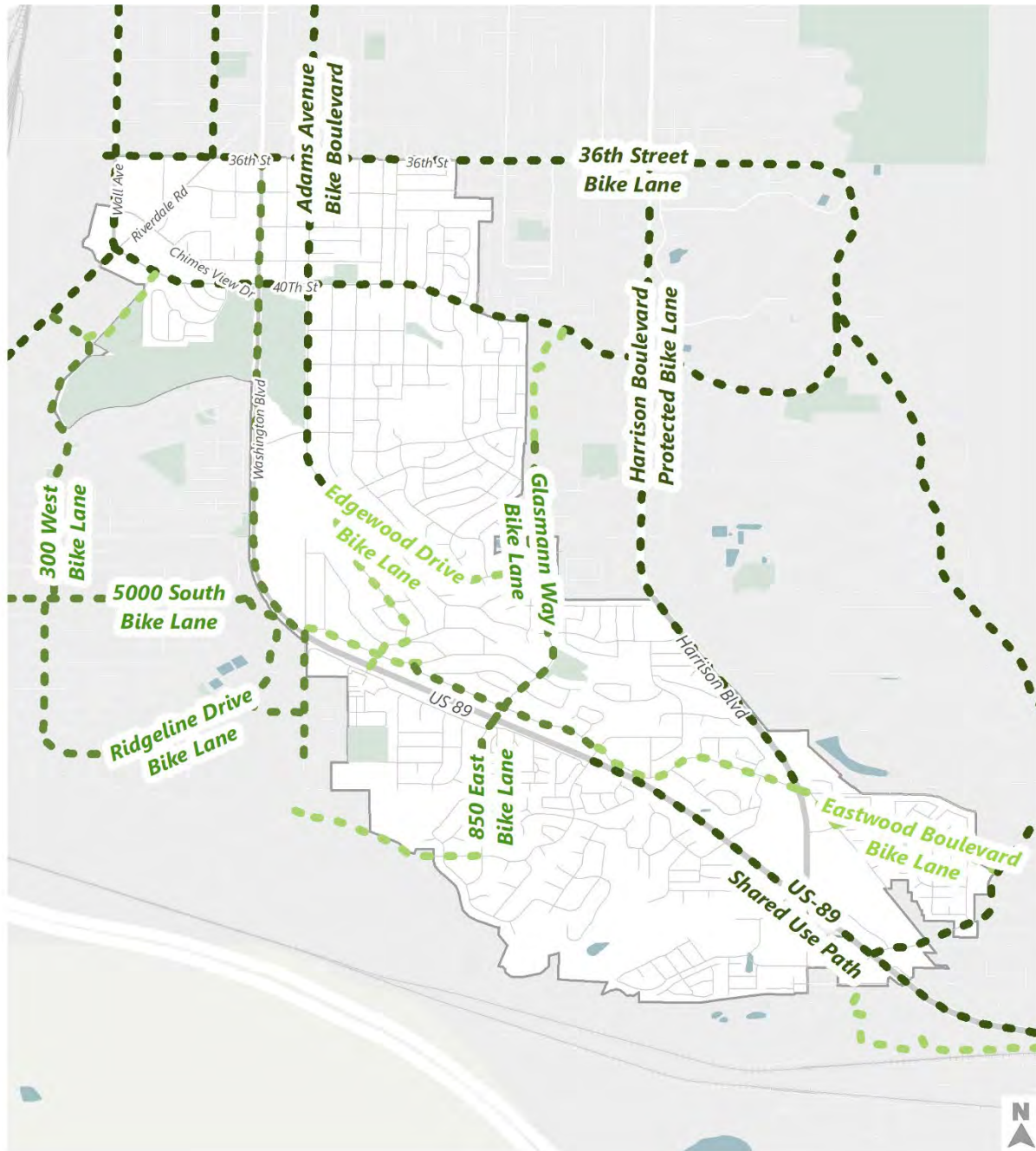


The WFRC 2019 – 2050 Regional Transportation Plan (RTP) is the regional transportation planning vision created by the Wasatch Front Regional Council (WFRC) with direct input from local governments, transportation agencies, community organizations, local stakeholders, and residents. Updated every four years, this plan is intended to set forth a strategy for regional transportation investments for automotive, transit, and active transportation modes according to the collective vision of increasing the quality of life in the region.

The Wasatch Choice 2050 Vision is built upon four key strategies:

1. Provide transportation choices: offering better access to transit, trails, on-street bicycle facilities, and safe and connected sidewalks.
2. Support housing options: responding to market demands and meeting the needs of a variety of household sizes, types, and budgets.
3. Preserve open space: providing unparalleled access to the outdoors, which is key to our quality of life and our state's competitive advantage.
4. Link economic development with transportation and housing decisions: thinking about the interplay between them and the outcomes

The plan also details investment recommendations in order to achieve the plan in a phased approach (Phase 1: 2019 – 2030, Phase 2: 2031 – 2040, Phase 3: 2041 – 2050). The RTP calls for 38 new projects within the study area, including 30 active transportation projects, five roadway projects, and three transit projects. These projects represent a total of approximately 80 miles of new facilities, including 44 miles of facilities recommended in Phase 1, nearly 20 miles of facilities recommended in Phase 2, and 16 miles recommended in Phase 3. These projects are displayed in the maps and tables below by mode.



**LEGEND**

- Phase 1: 2019 – 2030
- Phase 2: 2031 – 2040
- Phase 3: 2041 – 2050



South Ogden General Plan Update

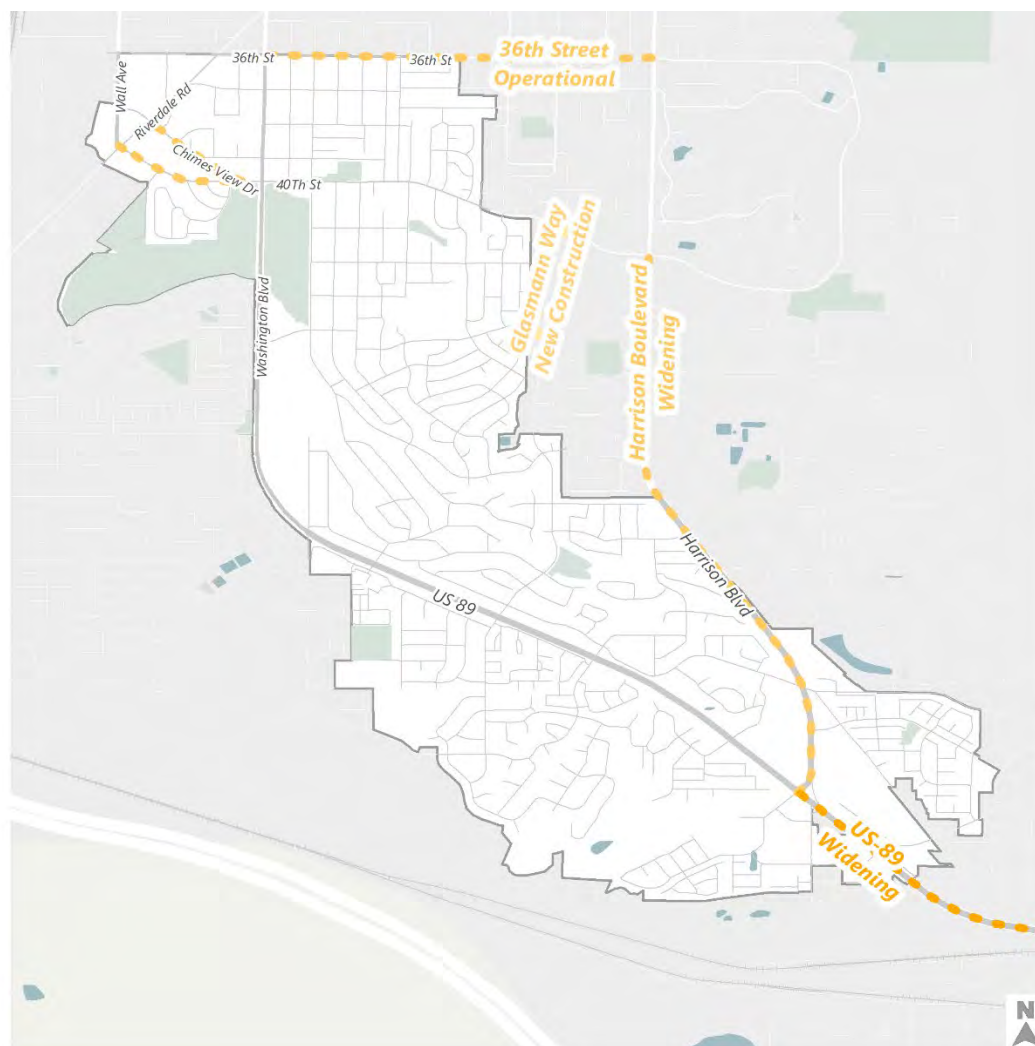
**WFRC 2050 RTP Active Transportation Projects**

Figure 6: WFRC 2019 – 2050 RTP Active Transportation Projects map

**Table 4. WFRC 2019 – 2050 RTP Active Transportation Projects in South Ogden**

Project Name	Phase	Length (Miles)	Project Type	Project ID
<b>Active Transportation Projects</b>				
300 West	2	1.8	Bike Lane	A-W-110
Wall Avenue	1	5.4	Protected Bike Lane	A-W-111
Club Heights Park Trail / Palmer Drive	3	0.4	Bike Lane	A-W-112
Grant Avenue	1	2.1	Buffered Bike Lane	A-W-114
Washington Boulevard	2	1.9	Buffered Bike Lane	A-W-117
South Pointe Drive	2	0.3	Bike Lane	A-W-118
Adams Avenue	2	0.2	Bike Lane	A-W-119
Adams Avenue Parkway	2	0.3	Shared Use Path	A-W-120
Adams Avenue	1	3.4	Bike Boulevard	A-W-122
Burch Creek Drive to Sunset Drive	3	0.8	Bike Lane	A-W-123
850 East	2	0.5	Bike Lane	A-W-126
Hospital Access Trail	3	0.5	Trail	A-W-133
Glasmann Way	2	1.2	Bike Lane	A-W-134
Harrison Boulevard	1	2.6	Protected Bike Lane	A-W-140
US-89	1	3.7	Shared Use Path	A-W-141
Combe Road to Wasatch Drive	3	0.2	Bike Lane	A-W-144
Skyline Parkway / Skyline Drive	1	3.7	Bike Lane	A-W-149
36th Street	1	2.3	Bike Lane	A-W-50
40th Street / Country Hills Drive	1	2.5	Bike Lane	A-W-51
Riverdale Road	1	1.2	Shared Use Path	A-W-52
Edgewood Drive	3	0.8	Bike Lane	A-W-55
5000 South	2	0.8	Bike Lane	A-W-57
Spring Street to Ben Lomond Avenue	3	0.4	Bike Lane	A-W-59
Chambers Street	2	0.7	Bike Lane	A-W-61
Ridgeline Drive	2	0.8	Bike Lane	A-W-62
5350 South	2	0.2	Shared Use Path	A-W-63
Chambers Street to 5600 South	3	0.7	Bike Lane	A-W-65
Eastwood Boulevard	3	0.6	Bike Lane	A-W-67
5700 South /5875 South	3	0.6	Bike Lane	A-W-68
Bonneville Shoreline Trail	3	1.3	Trail	A-W-71

Source: WFRC, Fehr & Peers.



#### LEGEND

- Phase 1: 2019 – 2030
- Phase 2: 2031 – 2040
- Phase 3: 2041 – 2050



South Ogden General Plan Update  
WFR 2050 RTP Transit Projects

Figure 6: WFR 2019 – 2050 RTP Roadway Projects map

**Table 5. WFR 2019 – 2050 RTP Roadway Projects in South Ogden**

Project Name	Phase	Length (Miles)	Project Type	Project ID
<b>Roadway Projects</b>				
36th Street	2	1.2	Operational	R-W-30
40th Street / Chimes View Drive	2	0.8	Operational	R-W-34
Glasmann Way	3	0.5	New Construction	R-W-69
Harrison Boulevard	2	2.3	Widening	R-W-72
US-89	1	1.7	Widening	R-W-73

Source: WFRC, Fehr & Peers.

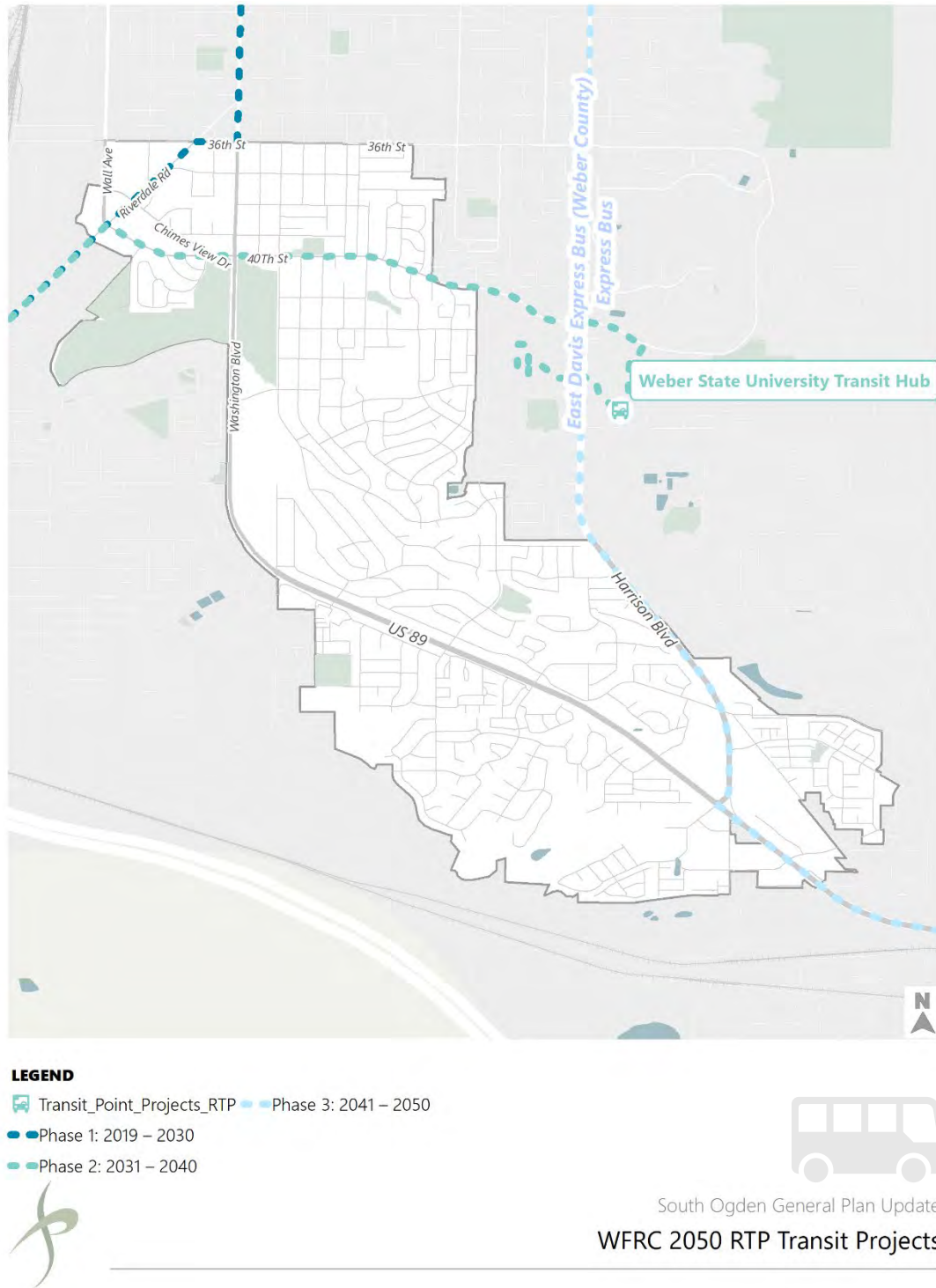


Figure 7: WFRC 2019 – 2050 RTP Transit Projects map



**Table 6. WFRC 2019 – 2050 RTP Transit Projects in South Ogden**

Project Name	Phase	Length (Miles)	Project Type	Project ID
<b>Transit Projects</b>				
Roy Station to Weber State University	2	7.3	Core Service 15	T-W-10
East Davis Express Bus (Weber County)	3	8.8	Express Bus	T-W-5
Pleasant View to Clearfield (Weber County)	1	15.2	Core Service 15	T-W-6

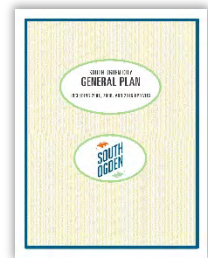
Source: WFRC, Fehr & Peers.

## Existing Local Plans

From the onset of the South Ogden General Plan Update, the project team reviewed and evaluated existing transportation-relevant plans to establish a baseline of understanding on which to build this report and recommendations as the project progresses.

### South Ogden City General Plan

The South Ogden City General Plan, updated in 2016, serves as a living document to help guide change and growth in the City. Its intent is to enable a straightforward, fair, efficient, and consistent planning process. Every update is included as part of this plan. The overall objective of all these plans is to promote the public health, safety, and welfare. Goals and relevant recommendations resulting from General Plan updates and related efforts are shown in Table 7 (below).

**Table 7. Overview of Previous Transportation Planning Efforts**

Name	Focus/Vision/Goals	Transportation Recommendations
<b>2001 Update - Quality of Life</b> 	Primary areas of emphasis: <ul style="list-style-type: none"> <li>• Pedestrian &amp; Vehicular Safety,</li> <li>• Beautification of Streets, Gateways &amp; Neighborhoods,</li> <li>• Parks, Recreation, Open Space, &amp; Trails.</li> </ul>	<ul style="list-style-type: none"> <li>• Redesign intersections for pedestrian use</li> <li>• Maintain roads</li> <li>• Reduce dependence on automobiles</li> <li>• Bike paths along wider rights-of-way</li> <li>• Support/promote bicycle use</li> <li>• Designation &amp; expansion of bike routes</li> <li>• Work with UTA to promote city bus usage</li> <li>• Incorporate transit guidelines into major employment centers.</li> </ul>
<b>2008 General Plan Update</b> 	Goals: <ul style="list-style-type: none"> <li>• Minimize vehicle access points from Washington Boulevard</li> <li>• Provide pedestrian access points &amp; linkages</li> <li>• Safe, pedestrian space with sidewalks, trees, lighting, &amp; other amenities.</li> <li>• Alleviate "bottlenecks" along 40th St. without widening road.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider pedestrian &amp; parking connections</li> <li>• Traffic light at Washington Boulevard &amp; 38th Street</li> <li>• Discuss changing access category of Washington Boulevard, with UDOT.</li> <li>• Incorporate streetscape amenities to make Washington Boulevard, pedestrian-oriented.</li> </ul>

## Traffic Capital Facilities Plan & Impact Fee Analysis



Adopted in December 2009 as a revised approach to impact fees

Proposed 2009 Impact fees:

- For residential between \$33.75 to \$48.86 per Dwelling Unit (DU) for overall system fees, and \$383.19 to \$551.52 DU for development only.
- For commercial, proposed impact fees were \$5.06 per trip in overall system fees and \$57.45 per trip in development only fees.

## Commercial Areas Form Based Code



Goals

- To achieve mixed use development of appropriate scale & intensity proximate to transit.
- To establish a relationship between buildings, streets, & open spaces that is pedestrian-, bicycle-, & transit-oriented.
- To preserve & enhance natural resources, energy, water, & open spaces
- To ensure variety of housing types & sizes.
- To promote a variety of transportation options for residents & visitors.

- Create complete streets addressing all modes.
- Address all features of the street right-of-way, including sidewalks, parkways, traffic lanes, bicycle lanes, and medians.
- Provide adequate access to all vehicles and pedestrians.
- Create streets appropriate for their contexts in residential, commercial, or mixed-use subdistricts.
- Create streets and public rights-of-way that improve stormwater runoff quality

## 2016 Bicycle Lane Plan

Adopted in December 2016 to depict current and future bicycle routes and facilities.

See map below.

## 2016 Bike Plan

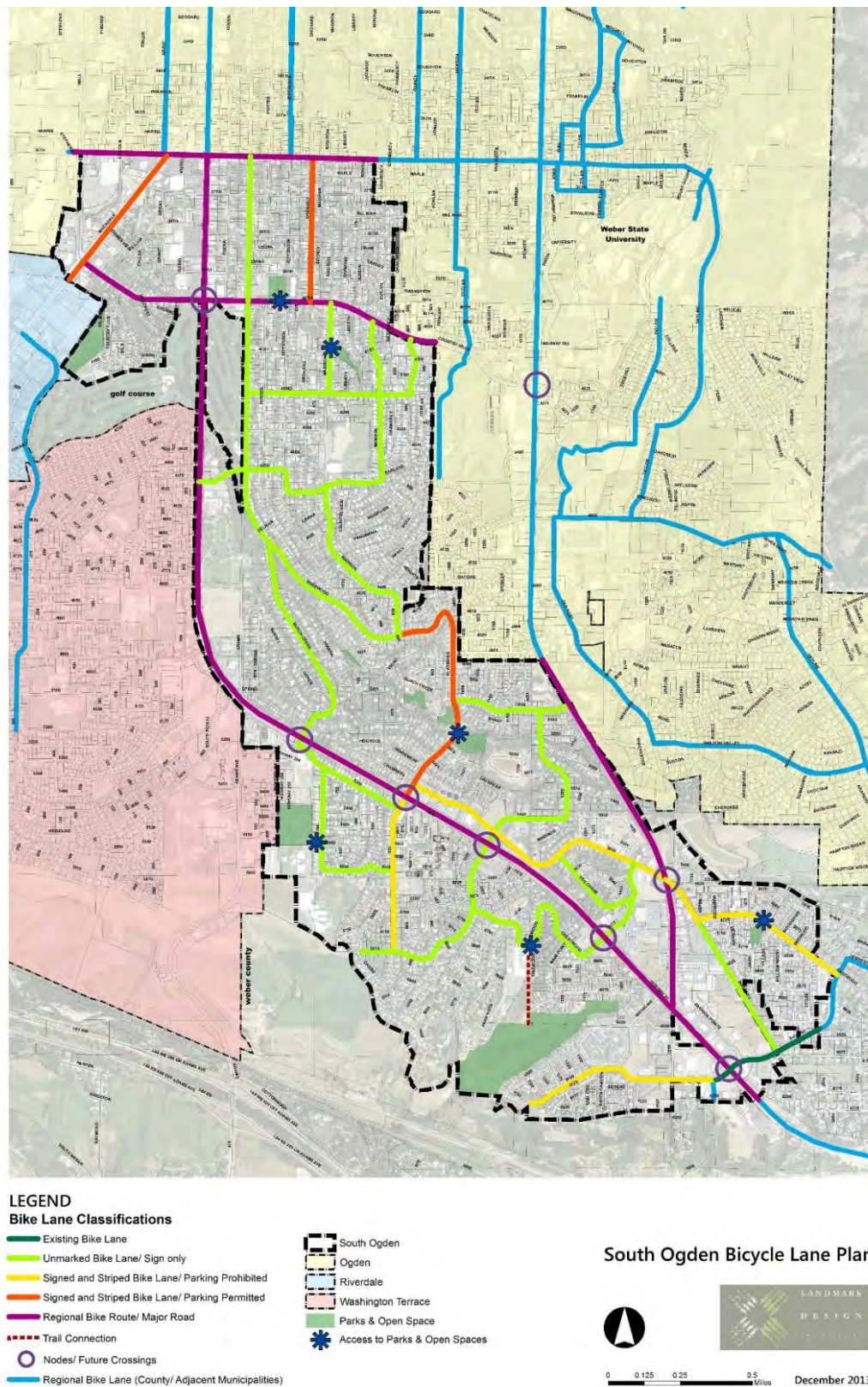


Figure 8. The South Ogden Bicycle Lane Plan. Source: Landmark Design

# High-level Assessment of Current Major Transportation Issues

The existing conditions overview provides key insight to the transportation network and its operating conditions in South Ogden.

There exists bottlenecks and peak hour congestion issues at a variety of places in South Ogden. Many of the prior plans mentioned these issues occurring frequently on Harrison Boulevard, as well as at key hotspots such as 40<sup>th</sup> Street and Washington Boulevard (US-89), and 36<sup>th</sup> Street at Riverdale Road. Looking at projected future trends, the WFRC travel demand model depicts significant PM peak hour congestion (volume/capacity ratios above 90%) occurring by 2050 at areas including:

- Southbound US-89
- 40<sup>th</sup> Street and Chimes View Drive west of US-89
- 36<sup>th</sup> Street east of US-89
- Wall Avenue south of 36<sup>th</sup> Street

South Ogden is situated in a challenging geographic position with respect to connectivity to neighboring communities. US 89 runs the length of South Ogden; while this facility provides a strong regional north-south connection for vehicular traffic, it is also a barrier to east-west connectivity through much of the community. Further to the south, residential development patterns also create east-west connectivity issues. It is not only within the City of South Ogden that these issues exist. Limited connections exist between South Ogden to adjacent communities, especially those to the west and south. I-15, I-84, existing rail corridors, steep slopes, and Hill Air Force Base are all significant barriers to connectivity with nearby Weber County and Davis County communities.

Vehicle collisions and transportation safety are another area of concern. Between 2016 and 2019, there were nearly a thousand crashes reported in South Ogden, with Washington Boulevard being a major crash hotspot. Due to the prevalence of crashes during daytime hours without adverse weather conditions, opportunities may exist to enhance safety along major corridors and intersections.

Pedestrian and bicycling facilities exist in South Ogden, but based on the recommendations of earlier plans, improvements will be necessary to continue to help foster their use. Limited connectivity between existing trails and other paths to the larger network is a common theme throughout existing local plans. Upgrading and improving these facilities can enhance opportunities for South Ogden residents to bike and walk safely for both recreational and practical trips.

UTA transit service and infrastructure exist in South Ogden but are currently being impacted by the COVID-19 pandemic. It is unknown at this time what impacts the pandemic will have on transit service and ridership in the longer term. Ridership is highest on routes 470, 455, and 612, which serve as commuter routes to major destinations, including schools and employment areas. Existing local plans recommend supporting and enhancing the transit network within the City as a way to provide a greater range of mobility options to residents and reduce vehicular congestion.





# APPENDIX C

## 2022 ECONOMIC ANALYSIS SUMMARY

# SOUTH OGDEN



## Economic Analysis Summary



## Background

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The purpose of this study is to evaluate current economic conditions, as well as future development potential, in South Ogden from a very data-driven approach. Because of the large amount of data collected for this project, most of the data is included in the Appendix to this report. The body of the report contains a summary of major findings, strategies and recommendations, and a discussion of key data points that led to the strategies described herein.

## Major Findings

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### Socio-Economics

- Approximately 2,300 more people enter South Ogden to work each day than leave to work outside the City
- The largest employment industry is healthcare
- The City is largely built out with future population growth coming from redevelopment and increased densities
- Homes are relatively affordable in South Ogden when compared to housing in other similarly sized communities along the Wasatch Front

### Business Environment

- Most existing businesses are currently clustered at the northern and southern ends of the City
- Businesses in the northern part of the City account for 74 percent of all retail sales
- Market values per acre are higher at the southern end of the City as compared to the northern end of the City; in contrast, sales per acre are higher at the northern part of the City compared to the southern part of the City
- The northern part of the City shows several aging properties with low market values that are ripe for redevelopment
- The City is located geographically in the midst of significant population and employment, has numerous sites with good visibility, access and traffic counts, and has the ability to attract most large national retailers
- Riverdale Road provides a significant competitive alternative to businesses locating in South Ogden

### Retail Analysis

- South Ogden has a retail sales capture rate of nearly 160 percent
- South Ogden has a particularly strong capture rate of nearly 600 percent in the General Merchandise category; the City shows significant leakage in building materials which are readily available in Riverdale
- Retail trends, accelerated by COVID-19, are changing, and thereby resulting in the need for less retail space per capita due to more online shopping
- More online shopping originating from residential units has resulted in a shift of retail sales tax revenues away from regional retail centers to bedroom communities

### Office Analysis

- The office market in Davis and Weber counties is supply restricted, with only 10,000 square feet of space currently under construction and only four spaces with over 25,000 square feet available across both counties

- According to Newmark, “the demand for health services was felt strongly in Davis and Weber counties, with health services tenants such as therapy and counseling, home health services and general community outreach and care accounting for over 20 percent of new leasing activity during the first half of 2021.” South Ogden is well situated to capitalize on healthcare related services

### Market Conditions

- At the present time, multifamily housing and flex office space provide the greatest returns to developers
- The office market is showing some uncertainty with many businesses now offering work-at-home or hybrid/sharing office arrangements, thereby reducing the need for office space overall and making rents in existing buildings somewhat more competitive
- Most brokers agree that we are “over-retailed” in terms of overall retail space
- Successful retail establishments are those that have pivoted with the changing trends by doing such things as: adding interactive/entertainment space (something that can’t be obtained online), curbside pickup, delivery options, hygiene enhancements to products, modest fees charged for online events such as cooking classes that showcase products, lifestyle platforms, etc.



### Strategies and Recommendations

#### Strategy 1: Pursue redevelopment of deteriorating commercial properties with low property values at key sites

**Action Item 1:** Provide appropriate public assistance for demolition of key properties and improved infrastructure at key sites, particularly along the northern end of Highway 89. These sites have good access and visibility but present a poor visual appearance for the City

**Action Item 2:** Consider public assistance to create a public gathering place at an appropriate site that will attract the public through amenities such as plazas, fountains, pavilions, eating areas, etc.

**Action Item 3:** Create and implement long-term plans to maximize highest-and-best use development at key intersections along Highway 89 extending between the northern and southern clusters in the City

### **Strategy 2: Retain and strengthen existing businesses**

**Action Item 1:** Provide sales tax leakage information to specific businesses which show the potential for business expansion opportunities within related industries

**Action Item 2:** Work with existing businesses to adapt to changing retail trends including the need for drive-thru/pickup space, assistance with online retailing, etc.

**Action Item 3:** Continue to promote and highlight “Shop South Ogden” to encourage local residents to support the businesses located throughout South Ogden

### **Strategy 3: Recruit additional businesses to South Ogden**

**Action Item 1:** Approach property owners of key sites, especially those providing connectivity with other retail sites in the northern business cluster, regarding retail opportunities (such as those identified in the sales leakage analysis)

**Action Item 2:** Approach businesses desired by the City, that are lacking in the surrounding area, (including Riverdale and Ogden) through avenues such as ICSC, local brokers and drop in visits

### **Strategy 4: Develop a community gathering place that will add to the image and reputation of the City and provide increased quality of life for residents**

**Action Item 1:** Identify potential key sites, properties and property owners that would provide an ideal site for a community gathering destination

**Action Item 2:** Create a Small Area Master Plan for the site

**Action Item 3:** Consider the use of all available economic tools to assist with this project

### **Strategy 5: Recognize that residential redevelopment with increased density, in key locations, can provide fiscal benefits to the City through increased property, sales and municipal energy revenues**

**Action Item 1:** Consider assistance with podium parking needs for higher-density development<sup>1</sup>

---

<sup>1</sup> Podium parking provides notable value to developers and communities in that it more fully utilizes land and maximizes development potential. Financial returns for podium and covered parking are typically limited in suburban environments, due to significant costs as compared to surface lot parking and the lack of rental premiums. Costs of podium parking are typically prohibitive unless financial incentives and/or density flexibility are provided. The ability to achieve higher apartment rents for covered parking is documented for urban locations, but the rent premium has not proliferated to suburban communities enough to justify the increased expense. If cities are looking to increase density



**Action Item 2:** Consider creating a Community Reinvestment Area (CRA) to help offset the costs of redevelopment in defined areas and maximizing increment in existing areas

**Action Item 3:** Use fiscal impacts modeling<sup>2</sup> to guide areas of density and redevelopment efforts

### Sales Gap (“Leakage”) Analysis

A sales gap analysis shows the estimated amount of retail purchases made by residents of South Ogden<sup>3</sup> and the percentage of those purchases being made within City boundaries (as reflected by the “Capture Rate”). Where the capture rate is less than 100 percent, this indicates that residents are leaving the City to make purchases elsewhere. Where the capture rate is greater than 100 percent, such as for General Merchandise Stores, this indicates that consumers from outside of the City are traveling to South Ogden and making purchases within City boundaries.

Corresponding to the capture rate is the leakage amount in each category. Since South Ogden has high capture rates in most categories, the overall leakage is actually positive (\$155 million in annual sales and a capture rate of 160 percent) indicating the City is capturing more than its “fair share” of retail sales as compared to other communities. Categories where the capture rate is less than 100 percent and City residents are making purchases in other cities show a negative leakage amount. This is the amount South Ogden is losing in sales annually for that category. For example, South Ogden has a lower capture rate for building materials, which translates into a loss of about \$24.6 million per year in potential sales in the City.

TABLE 1: SALES LEAKAGE

Category		2020 Leakage	2020 Capture Rate
Retail	Motor Vehicle and Parts Dealers	\$30,888,696	171.90%
	Furniture and Home Furnishings Stores	(\$4,415,351)	29.09%
	Electronics and Appliance Stores	(\$5,188,482)	19.79%
	Building Material and Garden Equipment and Supplies Dealers	(\$24,599,014)	2.15%
	Food and Beverage Stores	\$2,553,142	108.49%
	Health and Personal Care Stores	(\$1,059,898)	66.82%
	Gasoline Stations	(\$2,862,010)	62.25%
	Clothing and Clothing Accessories Stores	(\$5,276,053)	42.37%
	Sporting Goods, Hobby, Book, and Music Stores	(\$2,423,255)	65.67%
	General Merchandise Stores	\$179,620,344	599.11%
	Miscellaneous Store Retailers	\$1,252,524	112.52%

and remove the prospect of large surface parking lots, consideration needs to be made for incentives to bridge the funding gap that is created with covered parking amenities.

<sup>2</sup> Fiscal impacts modeling is used to show the projected revenues (property, sales, energy, etc.) from the proposed development in comparison to the associated costs to the General Fund. Fiscal impacts modeling is also useful in showing relative impacts on a per acre basis and methods to maximize the value of the fiscal impacts to the City.

<sup>3</sup> Estimated consumer purchases are based on average annual consumer purchases in the State of Utah.

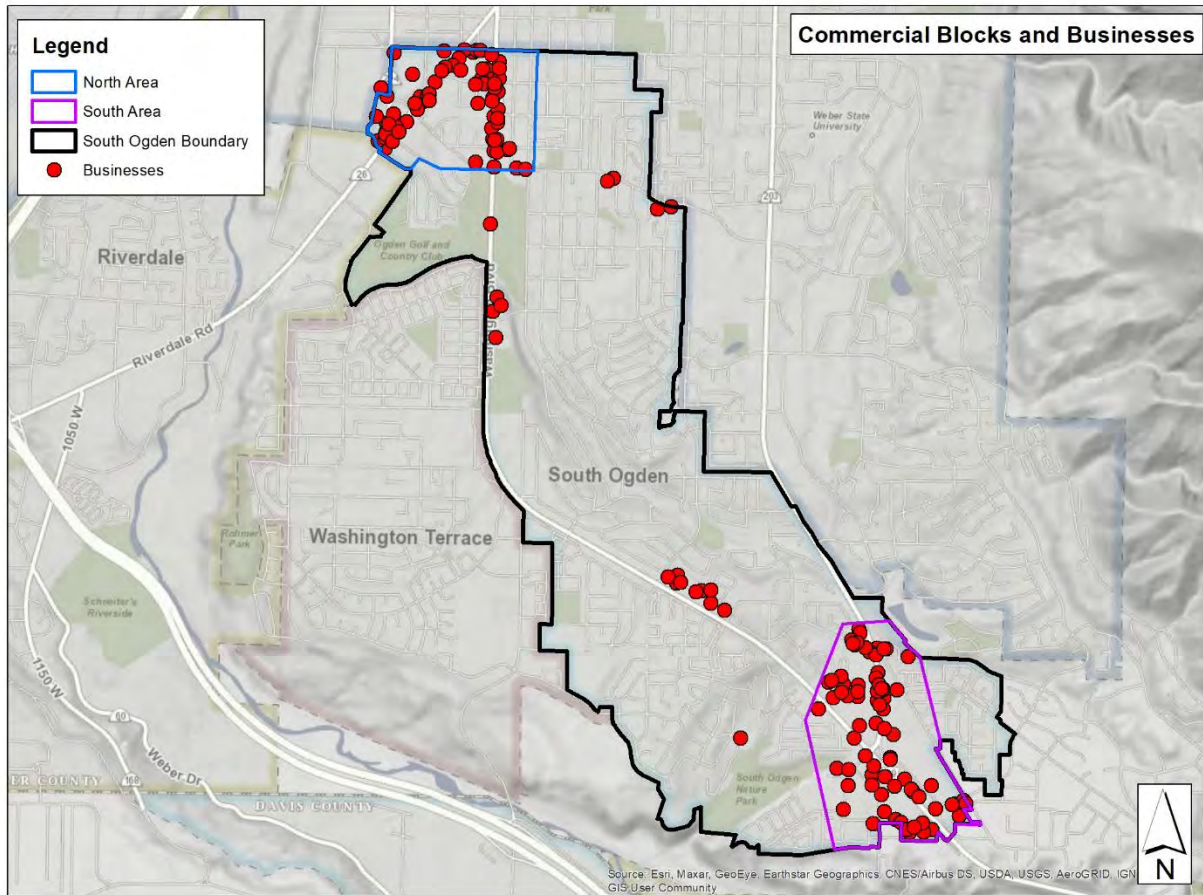
Category		2020 Leakage	2020 Capture Rate
Services	Nonstore Retailers	(\$5,797,969)	80.08%
	Performing Arts, Spectator Sports, and Related Industries	(\$235,794)	0.43%
	Museums, Historical Sites, and Similar Institutions	(\$232,702)	0.09%
	Amusement, Gambling, and Recreation Industries	(\$725,396)	77.88%
	Accommodation	(\$8,210,300)	1.62%
	Food Services and Drinking Places	\$4,354,084	116.98%
	Repair and Maintenance	(\$3,509,926)	51.45%
	Personal and Laundry Services	\$816,520	147.33%
<b>TOTAL</b>		<b>\$154,949,161</b>	<b>159.68%</b>

### Retail Opportunities

Generally, retail opportunities exist either where:

- There are areas of strength and the community can add complementary development near its strongest retail clusters, such as near Costco in South Ogden; and
- There is significant leakage (i.e., unmet needs) such as in building materials. In the case of South Ogden, however, many building material stores are located on Riverdale Road and there is likely not sufficient demand in the regional area for additional development of this type in South Ogden at the present time.

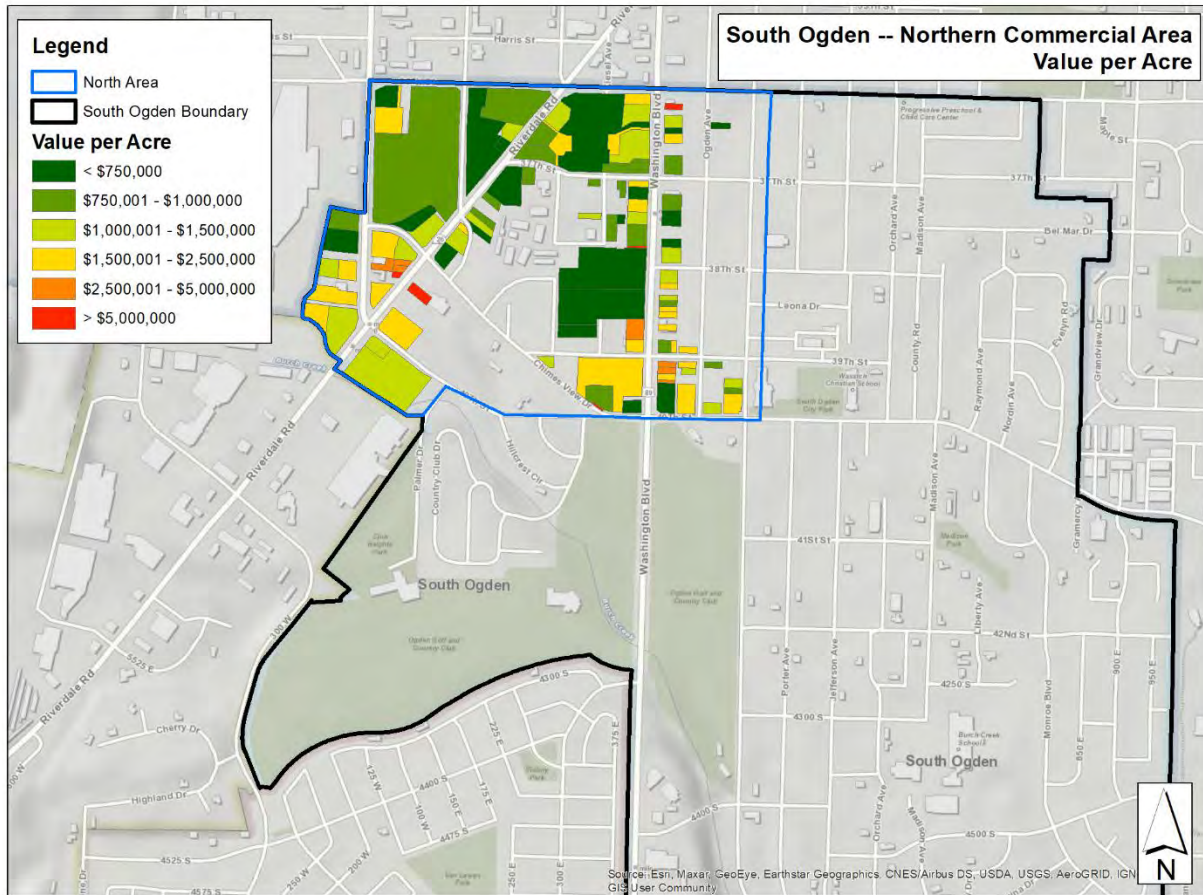
South Ogden is currently “bookended” with two retail clusters at its north and south ends.



Over 62 percent of the City's retail sales take place in the northern part of the City with another 16 percent occurring in the southern end.

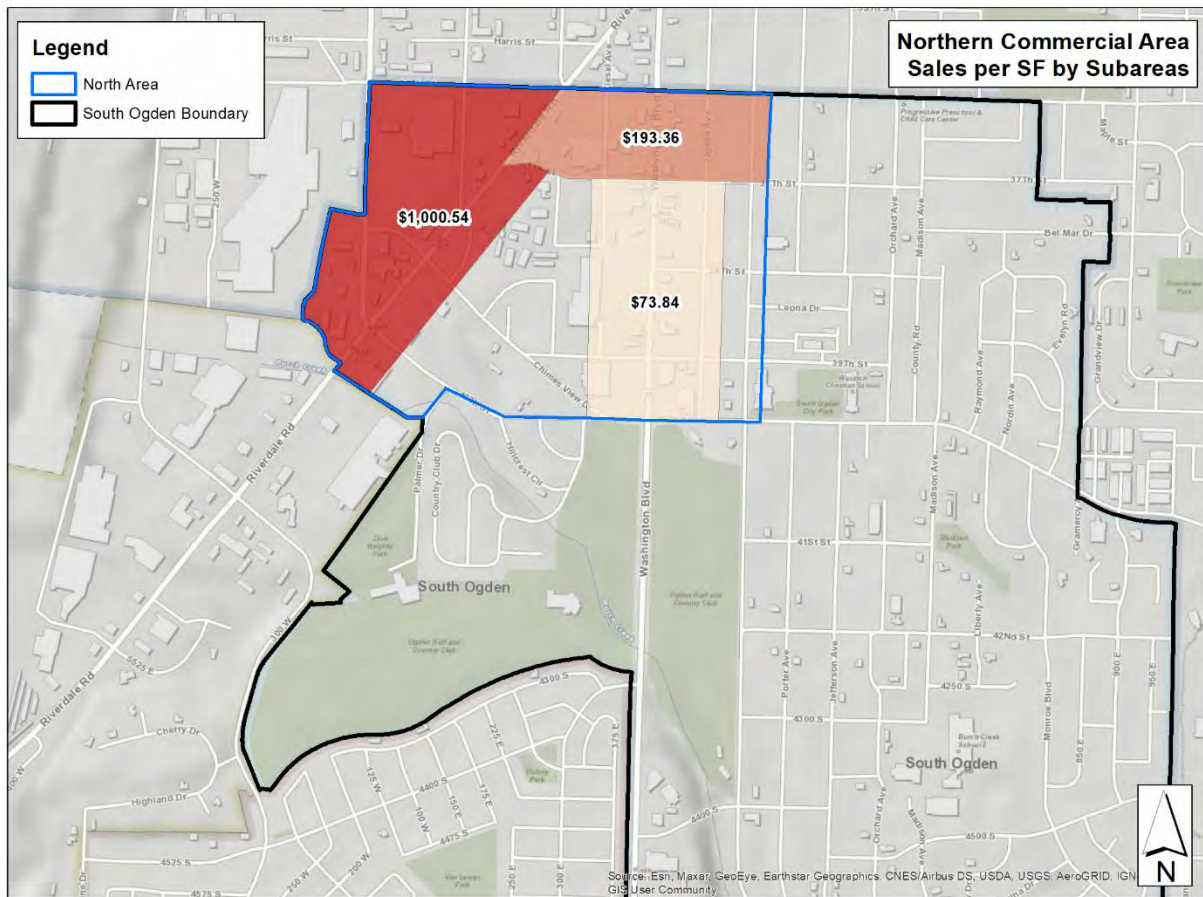
### Redevelopment Potential and Property Values

The north end of the City, however, has many older properties with lower property values that are ripe for redevelopment. These properties have good access, visibility and traffic counts and have significant potential for improvement.



Several properties on the west side of Highway 89 show low property values, as well as low sales per square foot, and are prime areas for redevelopment in South Ogden.





## Highest and Best Use of Properties

It is important to understand how highest and best use works, and, more importantly, how desired development can be achieved. Historically, highest and best use has only been considered by cities as to what creates the greatest return to the land. This is a developer-centric model for highest and best use and relies upon an understanding of developer figures and intentions. A wider implementation of highest and best use should consider the following:

- Highest and best use to the developer. This scenario considers the greatest return to the land, and has historically been all that has been considered by most municipalities;
- Highest and best use to the City (fiscal). This consideration addresses the proposed fiscal impacts of development and what revenue and expenses are generated for the City. The impacts may include, but are not limited to, property taxes, sales taxes, municipal energy fees, Class B/C road funds, retail buying power, and costs of services to be provided; and
- Highest and best use to the citizens. This scenario is often less quantitative and relies upon feedback from citizens of what amenities are lacking in the area. This process also requires notable education, as residents will oft resort to desires that are not market feasible. Data is



necessary to show, for example, that a certain retailer will not occupy a site until surrounding demographics hit specific metrics. Or residents may be unaware that their transportation costs are higher than those of other communities due to a lack of employment centers, and that adding jobs at a site (instead of an alternative, publicly desired use) may result in notable community benefits.

Ultimately, highest and best use studies will provide the framework for a municipality to understand the full implications of development. These studies will show what the market can build, what impacts the City should expect, and what property types are currently not feasible. If the non-feasible (in the market) uses are still desired by the City, various economic development tools may need to be implemented to see that use to fruition.

From the City's point of view, the City would receive the highest fiscal impacts from retail development at the site. However, the City currently has a strong sales tax base, with a 160 percent capture rate, and may be better served by focusing on community needs for the site. South Ogden lacks a community gathering place with activities and entertainment. Parcels on Highway 89 have good access and visibility and could therefore help fulfill this need with proper redevelopment.

### **Market Conditions – Broker Reports and Interviews**

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The office market is current supply restricted in Davis and Weber counties, meaning that there is insufficient space available to meet current demand. This will serve to drive up lease rates which currently average \$21.78 per square foot.<sup>4</sup> This represents an increase of 29.3 percent over year-end 2020. Health services tenants accounted for 20 percent of new leasing in Davis and Weber counties and represent a prime opportunity for South Ogden to capitalize on the nearby hospitals and medical services.

While retail is bouncing back somewhat from the pandemic, trends that were already in place for a shift to more e-commerce, remain strong. Newmark feels that “heading into the second half of 2021, interest from investors will likely remain dampened compared to activity prior to the onset of COVID-19, and uncertainty regarding consumer confidence remains.” There is a current lack of demand for retail investment opportunities with investors being extremely cautious and willing to take less risks when it comes to placing capital in retail properties. On the other hand, essential retailers that experienced success throughout the pandemic have continued that growth with the addition of new locations and expansions.

### **Changing Retail Trends**

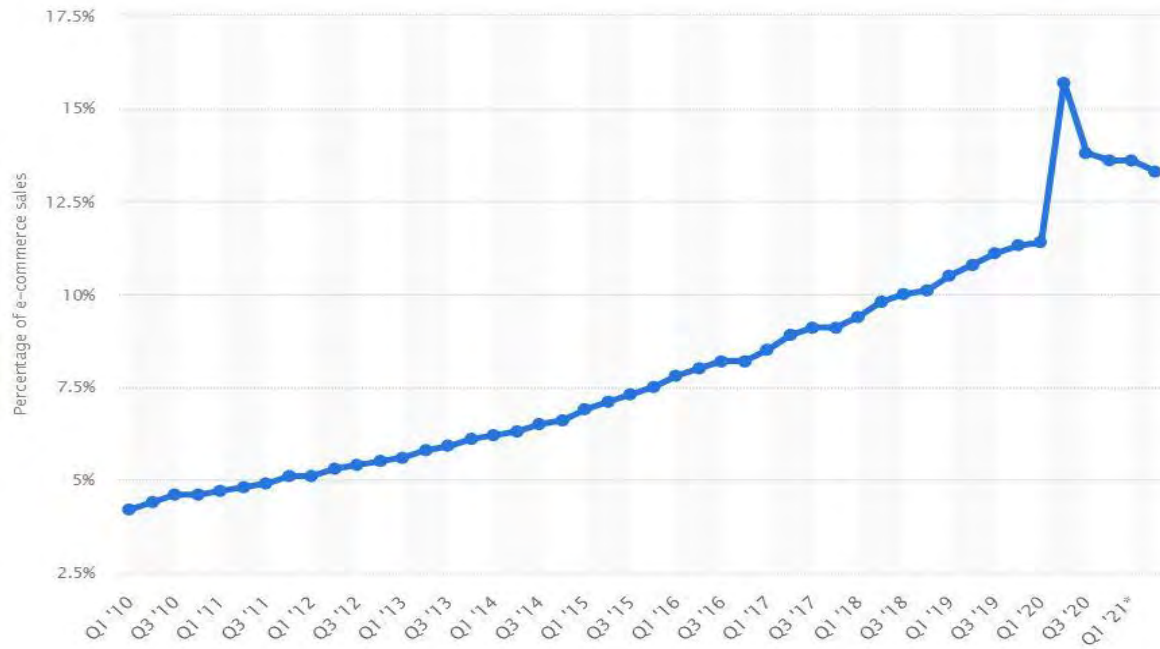
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Retail trends were changing long before the COVID-19 pandemic but have been accelerated by it. The amount of brick-and-mortar space for retail outlets has been declining from approximately 25 square feet per capita in 2000 to closer to 16 square feet per capita in 2020.<sup>5</sup> At the same time there has been a significant increase in online sales.

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<sup>4</sup> Newmark, 2021 Midyear Utah Market Report

<sup>5</sup> Price Waterhouse Coopers



Source: Statista

This has resulted in a shift in sales tax revenues from retail stores to residential units as more point-of-sale tax revenues are now originating from residential development.

### Fiscal Impacts

The City's main revenue sources are property and sales taxes. Due to the large national retailers in the north area, sales tax revenues are substantial. Property taxes are somewhat higher in the south area due to the large number of office buildings located there.

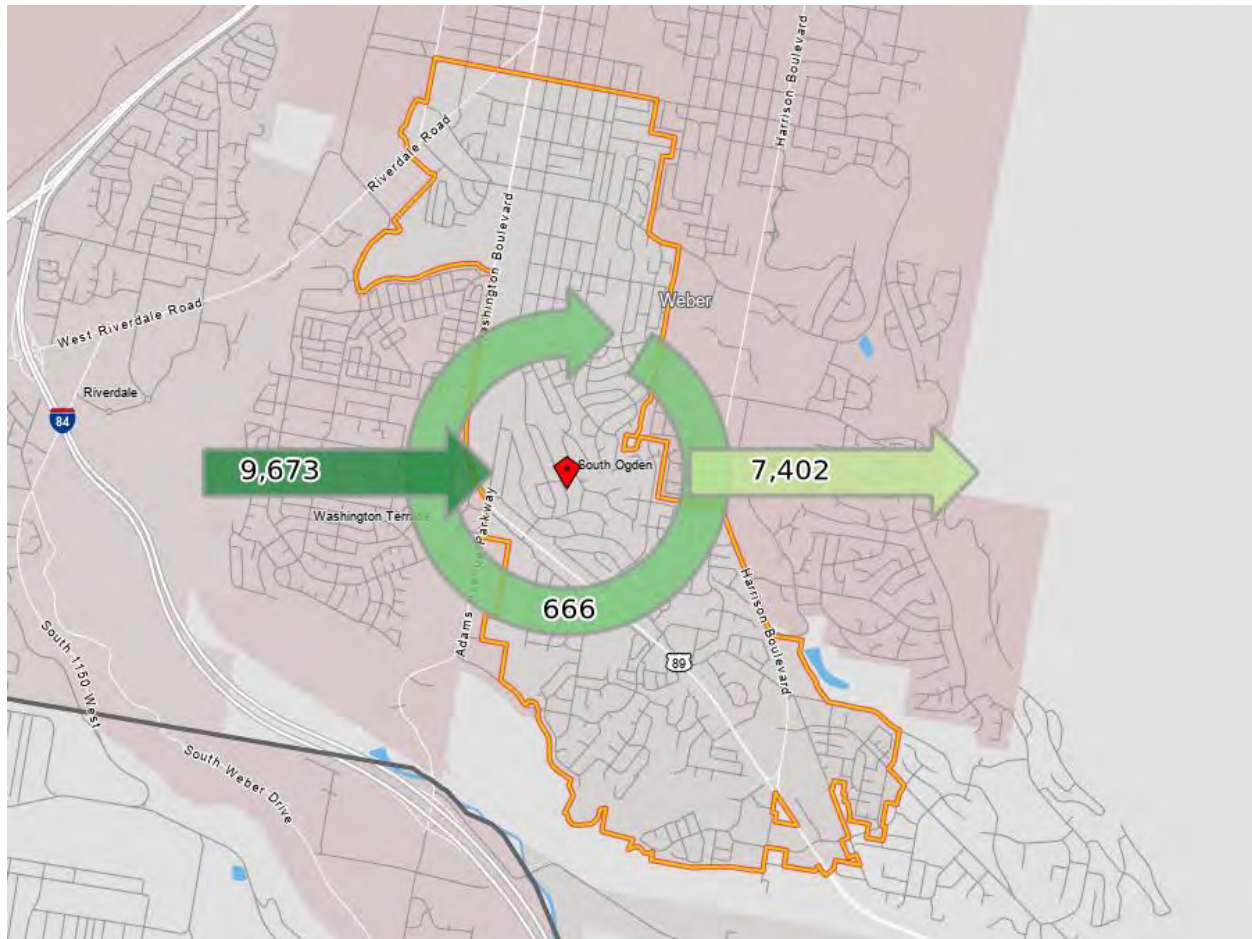
TABLE 2: FISCAL IMPACTS FROM COMMERCIAL PER ACRE

	Property	Sales	Total
North Area	\$3,625.23	\$17,112.11	\$20,737.34
South Area	\$4,405.32	\$3,474.73	\$7,880.05

## APPENDIX A

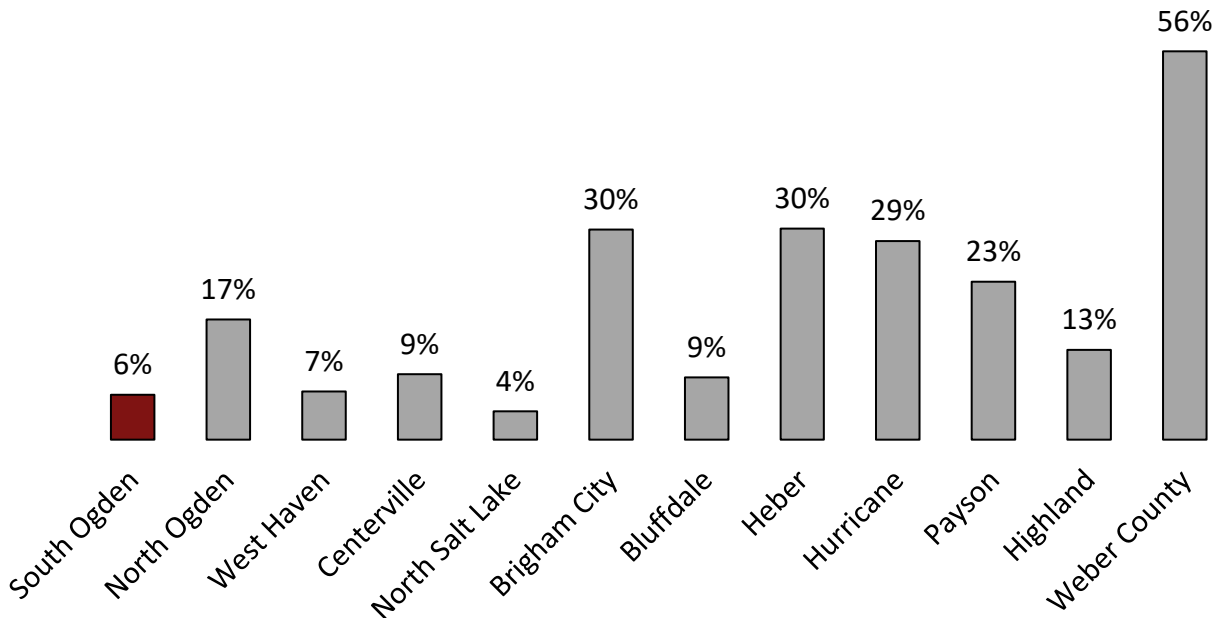
### Socio-Economic

**Employment:** The maps below show that South Ogden residents are mainly employed outside of the City boundaries with less than 700 residents both living and working within the City. However, more workers enter the City each day for work than leave the City, thereby establishing South Ogden as an employment center. The largest employment industry is in health care.

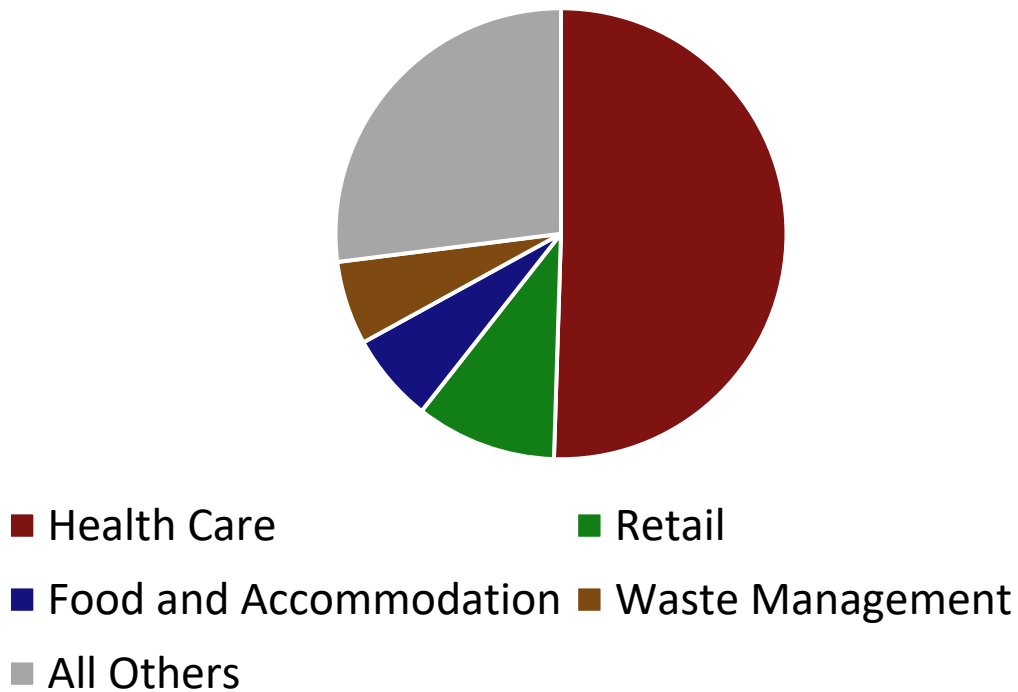


Source: U.S. Census, On the Map

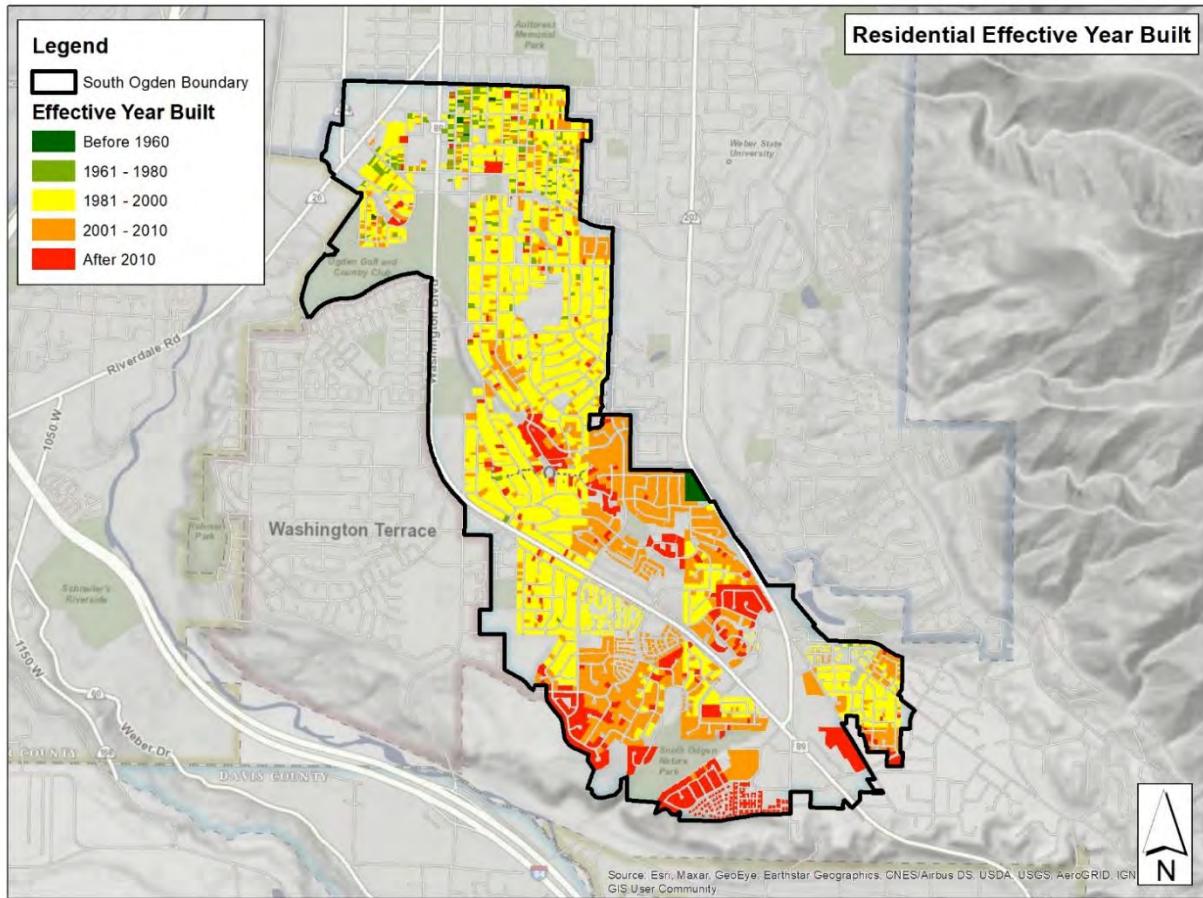
## PERCENTAGE OF EMPLOYEES THAT LIVE AND WORK IN CITY



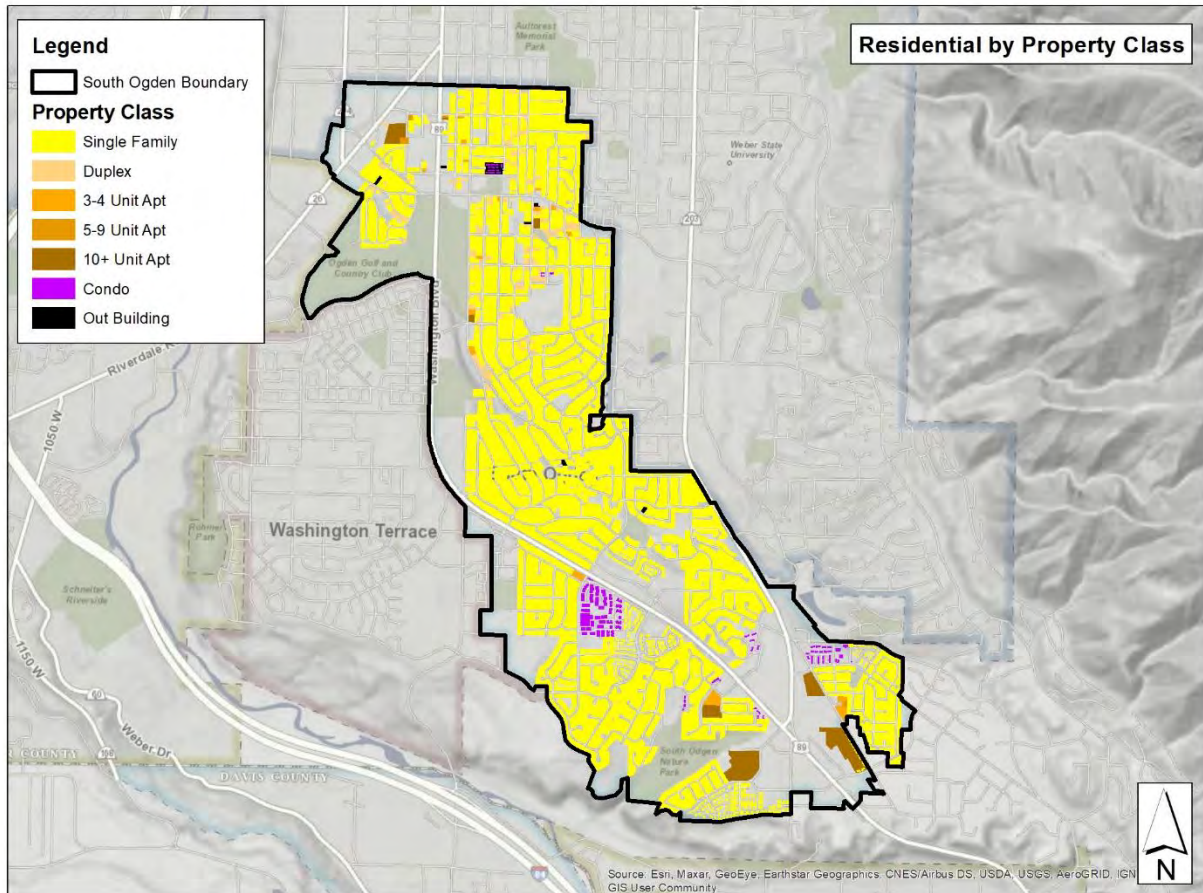
## EMPLOYMENT INDUSTRIES



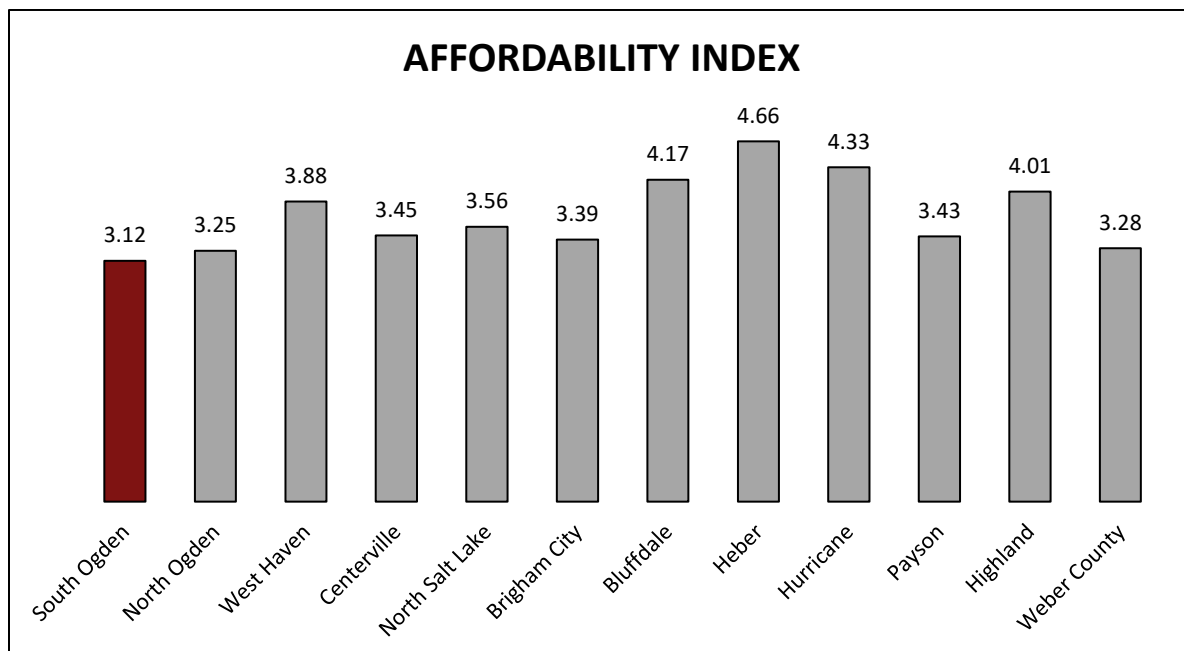
**Residential Growth:** The maps below shows the majority of South Ogden is built out, with some redevelopment and infill occurring after 2010. In addition, unit types are largely single-family homes.





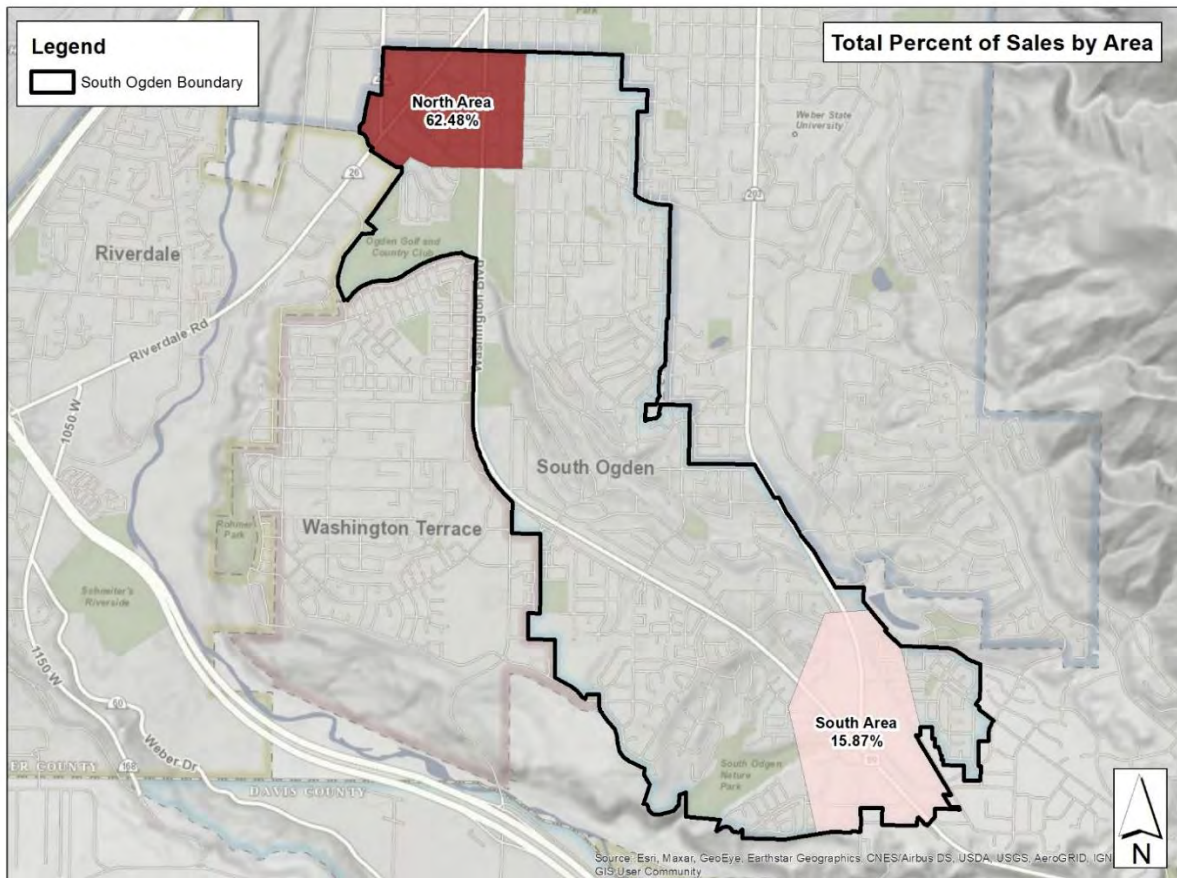


**Affordability Index:** As shown in the chart below, South Ogden is a relatively affordable place to live compared to other communities along the Wasatch Front.

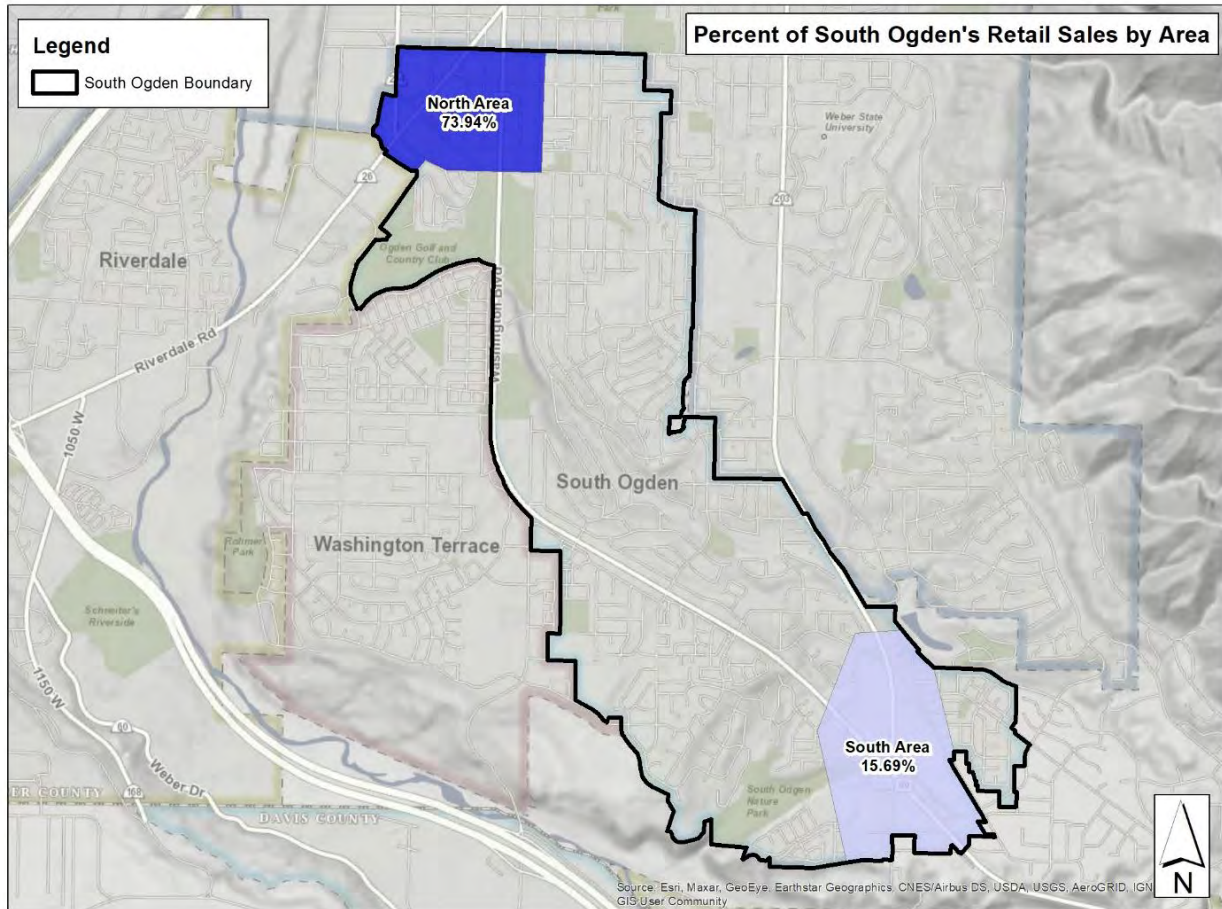


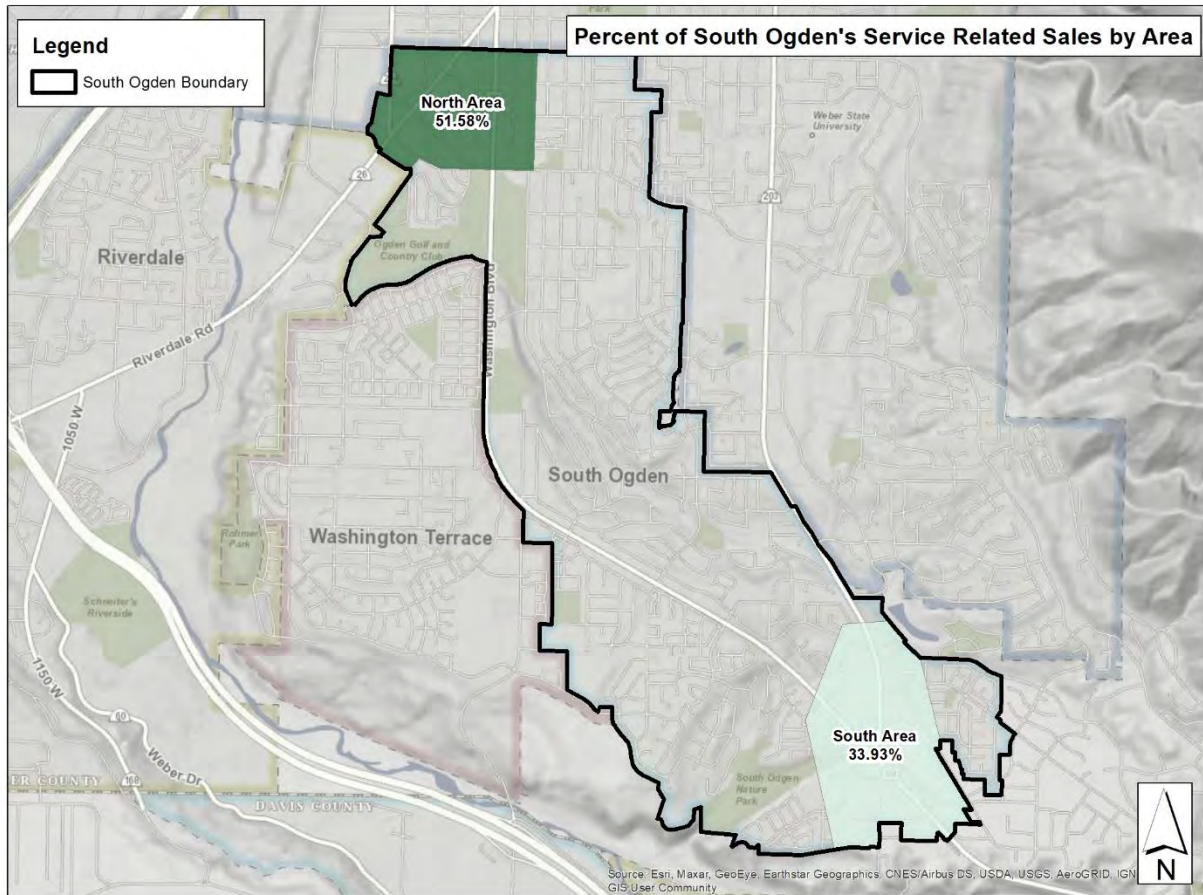
## Business Environment

**Sales by Area:** The majority of retail sales occur in the north area of the City. The maps below show the percentages of sales by area, based on total sales, retail sales and service-related sales.







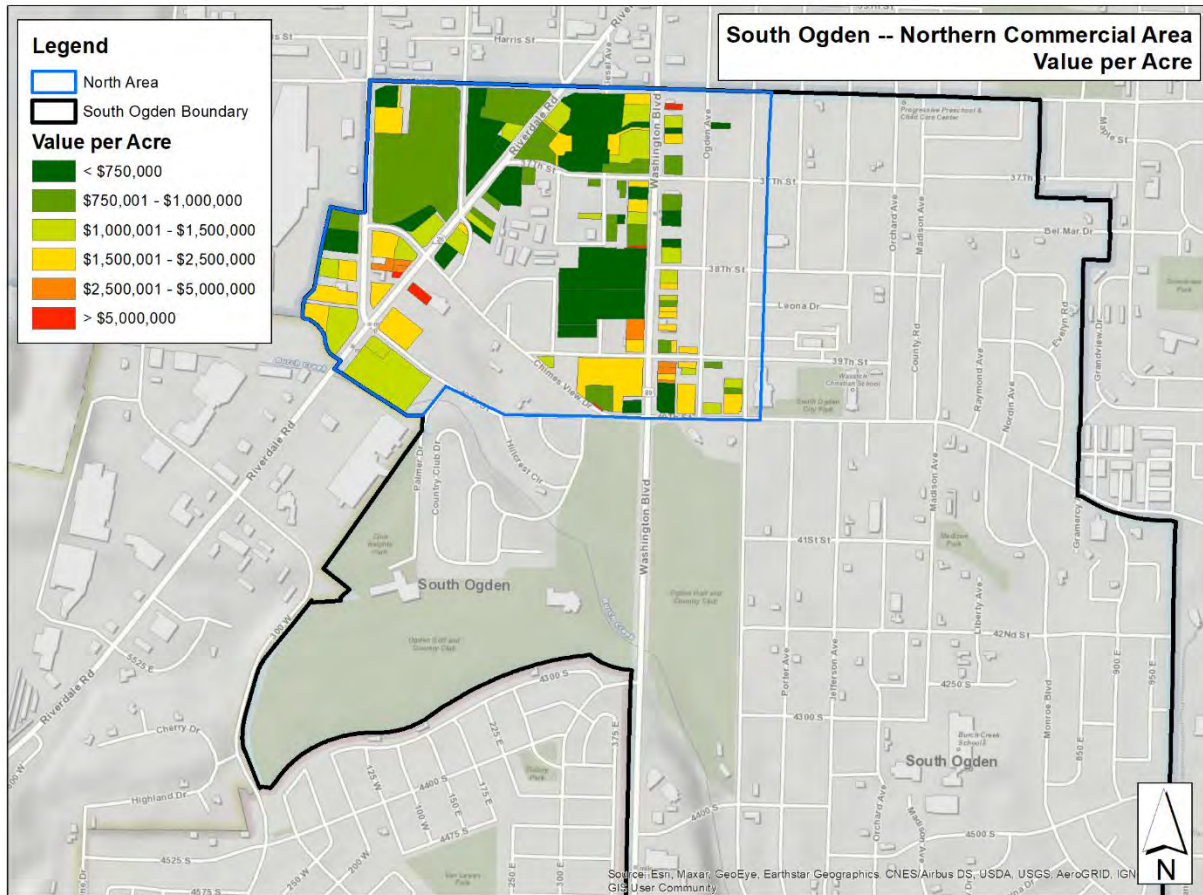


**Market Value:** As shown in the table below, market values are higher in the south area of the City. In addition, the following maps depict commercial value per acre in both the north and south areas of the City and building values in both locations.

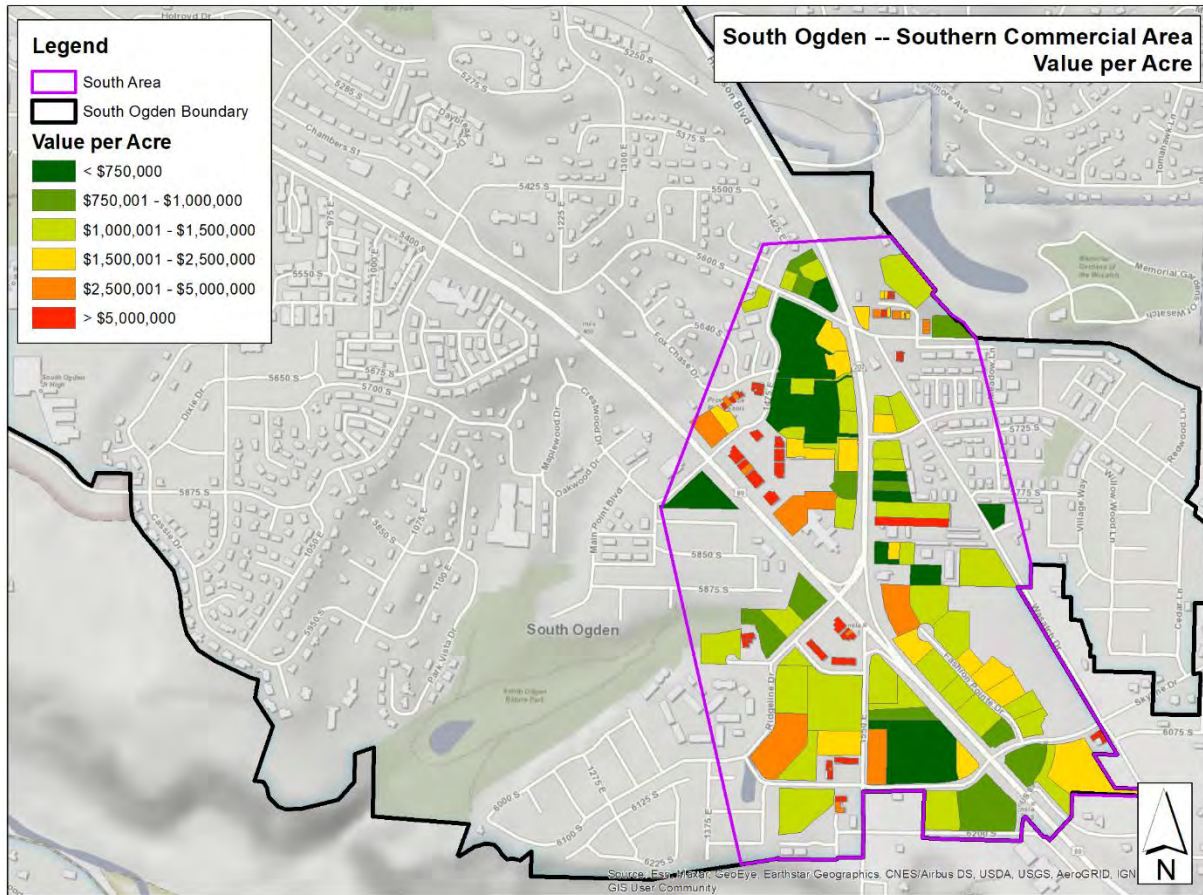
**TABLE A-1: COMMERCIAL PROPERTY VALUES**

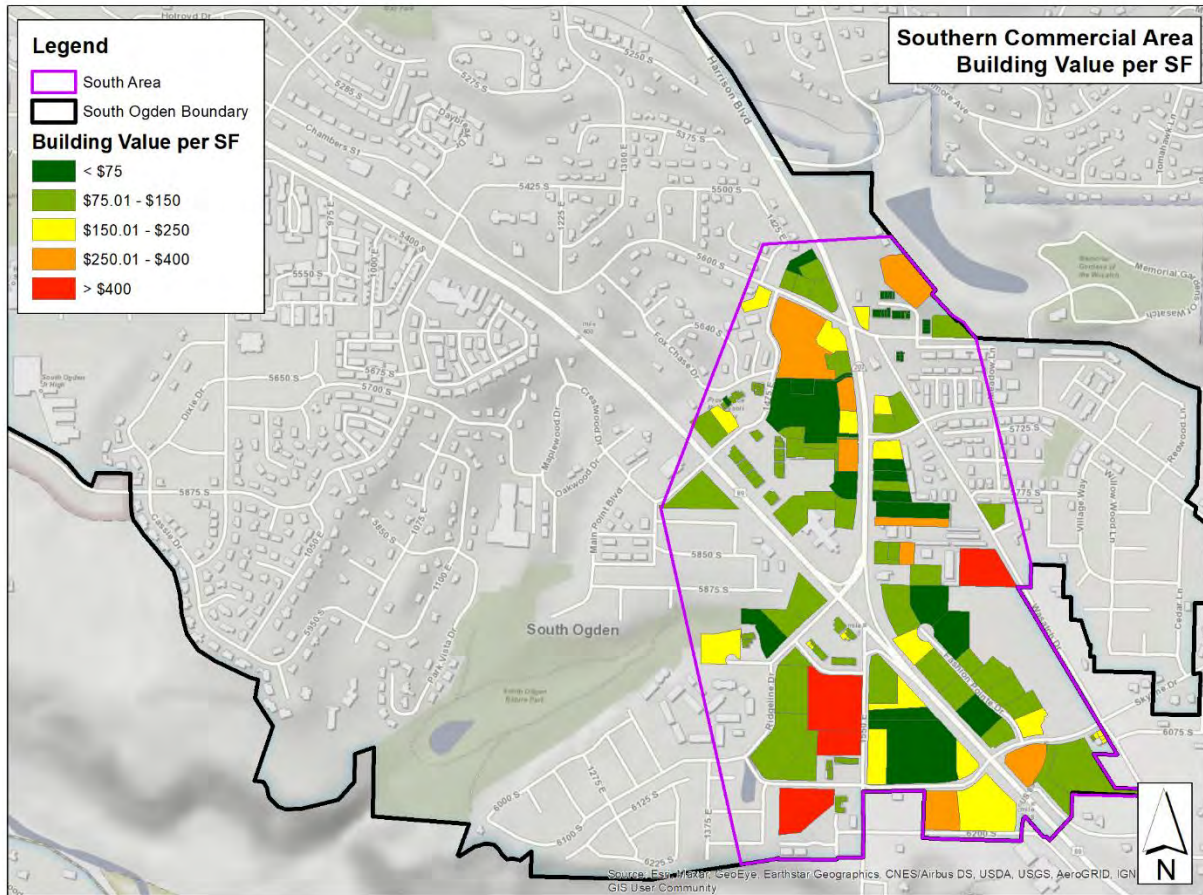
Area	Commercial Acres	Commercial Market Value	Commercial Market Value per Acre
North	91	\$124,517,696	\$1,368,011
South	114	\$189,307,041	\$1,662,386



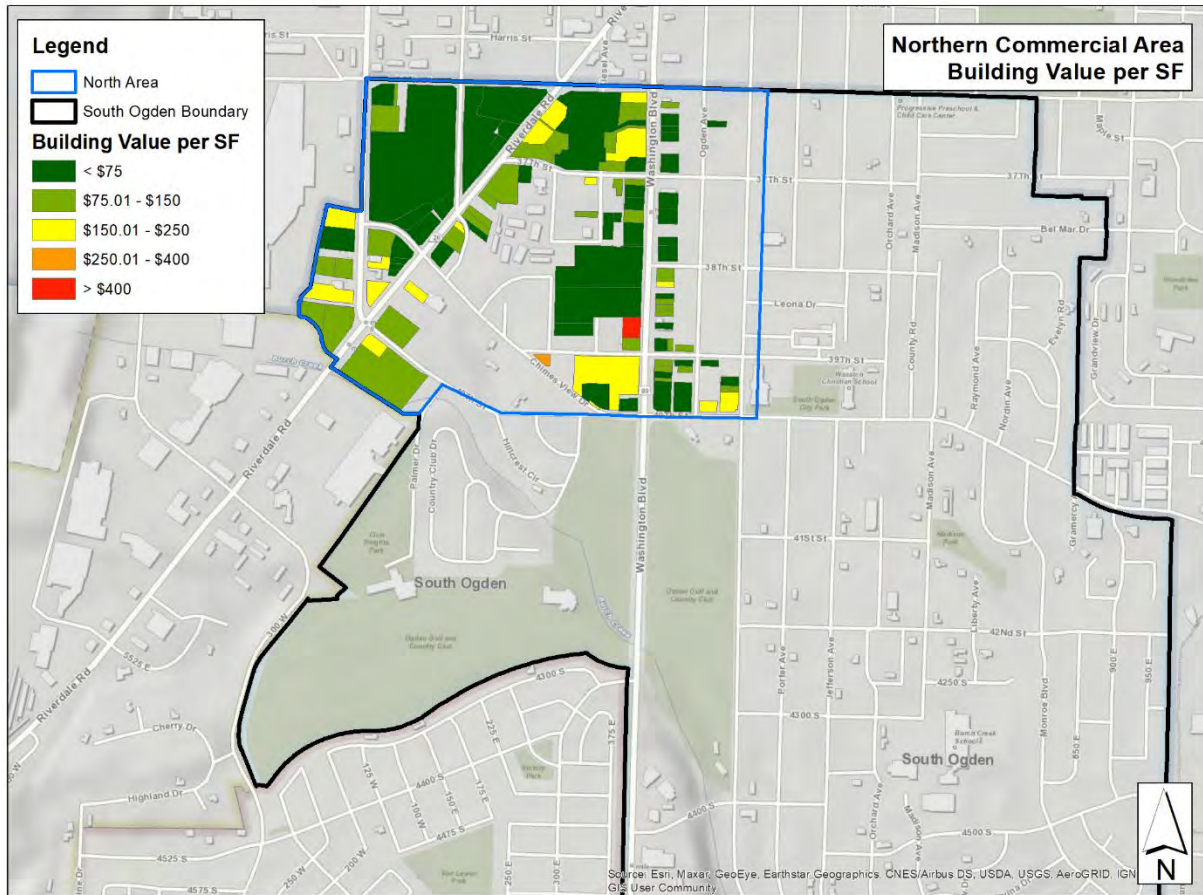




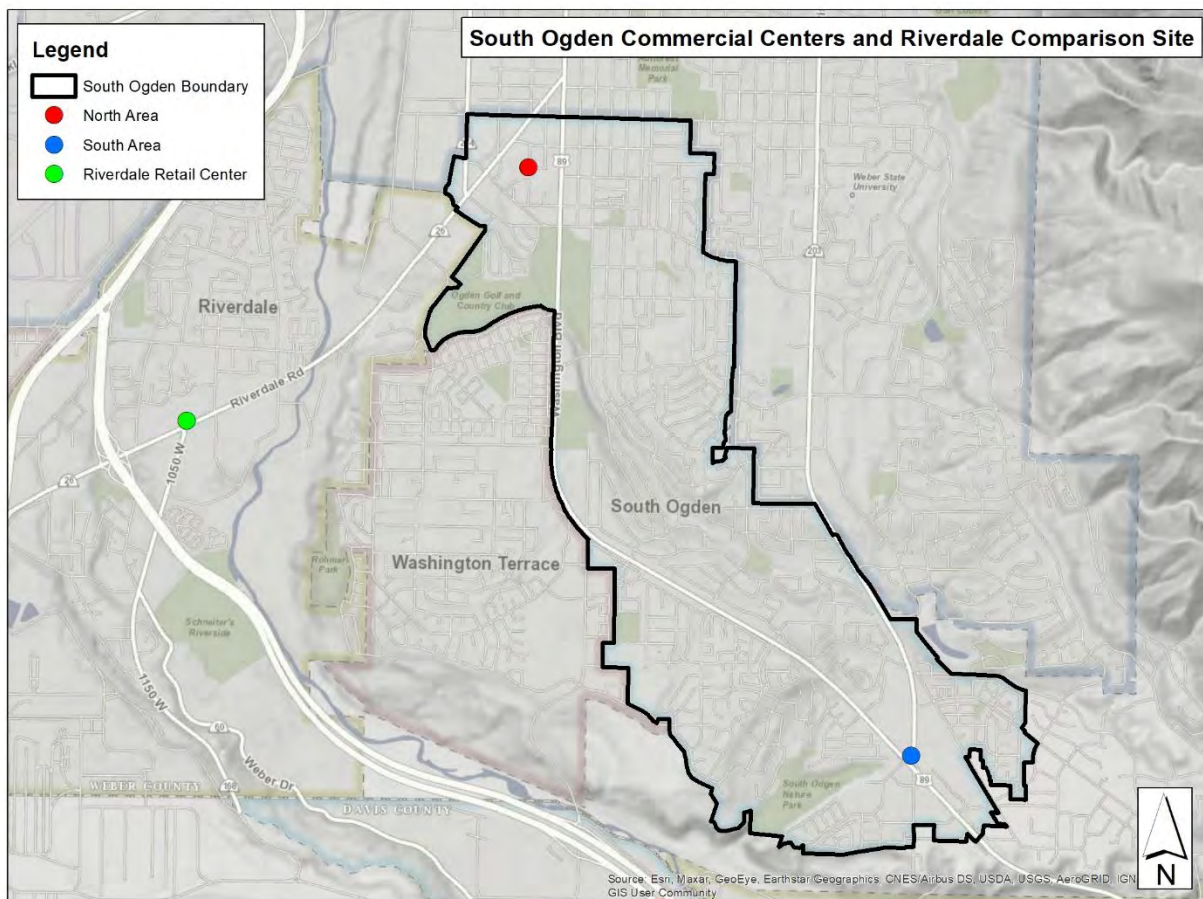






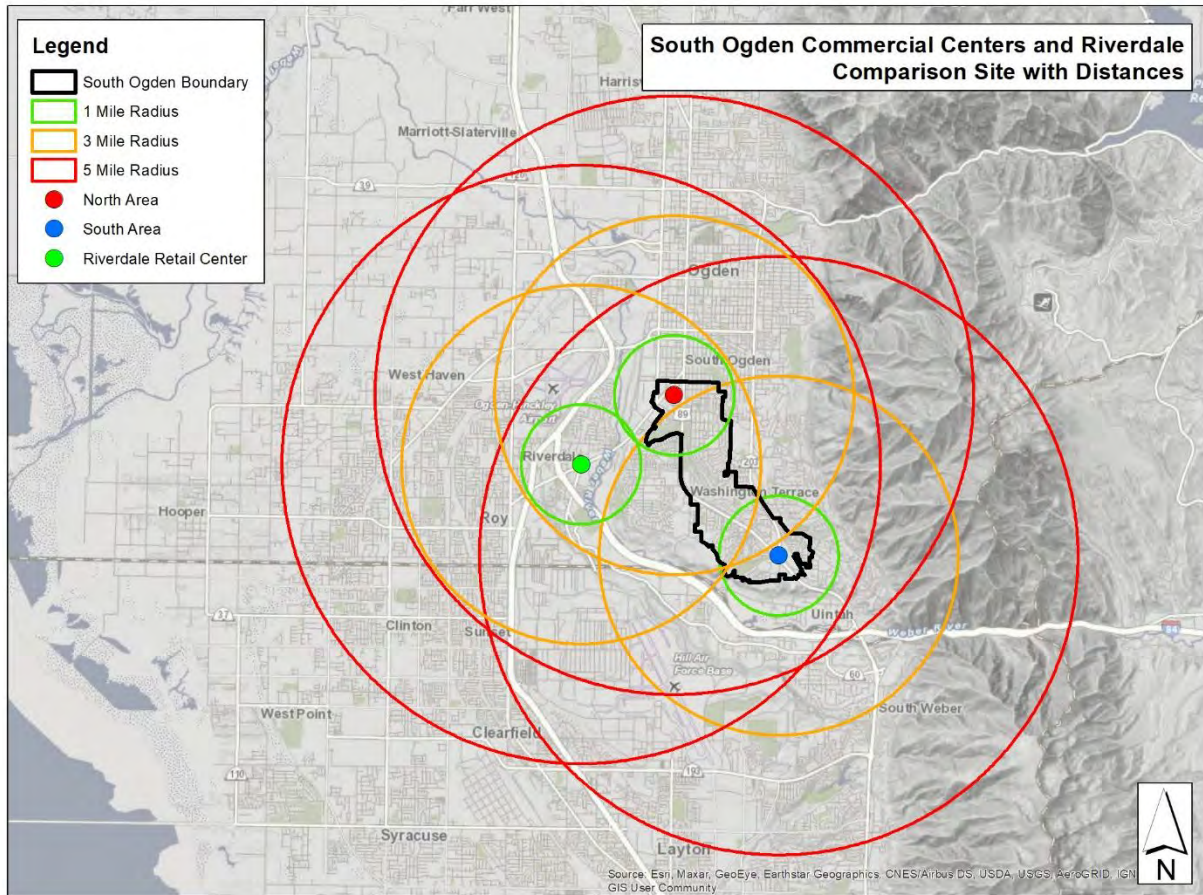


**Commercial Centers:** The maps below show Riverdale Retail Center in comparison to the north and south areas in South Ogden.



The following map shows the 1, 3 and 5-mile geographic radiuses from the North and South commercial centers in South Ogden, as well as from Riverdale Road in Riverdale. Population and employment densities were pulled for these three areas in order to show the relative competitiveness of the three sites. While Riverdale has the highest concentrations of both population and employment, both sites in South Ogden are sufficiently strong to attract most national retailers.





*Competitive Analysis:* The tables below show the population and employment analysis in comparison to the Riverdale Retail center.

**TABLE A-2: NORTH AREA POPULATION ANALYSIS**

North Area – Population Analysis					
Distance	2021	2030	2040	Growth by 2030	Growth by 2040
1 Mile	13,207	15,630	17,944	2,423	4,737
3 Mile	90,575	101,768	111,930	11,193	21,354
5 Mile	173,724	192,666	210,095	18,942	36,372

**TABLE A-3: SOUTH AREA POPULATION ANALYSIS**

South Area – Population Analysis					
Distance	2021	2030	2040	Growth by 2030	Growth by 2040
1 Mile	10,198	10,855	11,426	658	1,229
3 Mile	50,176	52,190	54,610	2,014	4,434
5 Mile	135,468	146,488	160,280	11,019	24,812



TABLE A-4: RIVERDALE POPULATION ANALYSIS

Riverdale – Population Analysis					
Distance	2021	2030	2040	Growth by 2030	Growth by 2040
1 Mile	9,518	11,468	13,830	1,950	4,313
3 Mile	81,794	90,041	97,997	8,246	16,203
5 Mile	198,216	216,917	234,778	18,701	36,562

TABLE A-5: NORTH AREA EMPLOYMENT ANALYSIS

North Area – Employment Analysis					
Distance	2021	2030	2040	Growth by 2030	Growth by 2040
1 Mile	13,566	15,873	16,539	2,307	2,973
3 Mile	82,940	92,881	96,599	9,941	13,659
5 Mile	129,547	146,804	153,852	17,257	24,305

TABLE A-6: SOUTH AREA EMPLOYMENT ANALYSIS

South Area – Employment Analysis					
Distance	2021	2030	2040	Growth by 2030	Growth by 2040
1 Mile	6,482	6,842	7,082	361	600
3 Mile	30,375	33,122	34,555	2,748	4,181
5 Mile	111,144	124,876	132,912	13,732	21,768

TABLE A-7: RIVERDALE EMPLOYMENT ANALYSIS

Riverdale – Employment Analysis					
Distance	2021	2030	2040	Growth by 2030	Growth by 2040
1 Mile	9,441	10,804	11,328	1,363	1,887
3 Mile	63,915	72,271	75,741	8,356	11,826
5 Mile	144,817	163,364	171,799	18,547	26,983

### Retail Analysis

*Retail Space:* As retail trends continue to change and adjust due to COVID, less space is needed in the market today.

TABLE A-8: RETAIL SPACE NEEDS TRENDS

Year	Space Needs Per Capita – Square Feet
2000	25
2017	20
2020	15

**Impacts:** As shown in the table below, various retailers generate different revenue impacts to the City.

**TABLE A-9: FISCAL IMPACTS OF VARIOUS RETAILERS**

Tenant	Avg. Sales Per Sq. Ft.	Average Store Size (square feet)	Fiscal Impact to City*
Olive Garden	\$540	8,000	\$21,600
Denny's	\$330	4,200	\$6,930
Costco	\$1,050	145,000	\$761,250
Burger King	\$140	3,200	\$2,240
Wendy's	\$280	3,200	\$4,480
Walgreen's	\$760	14,100	\$53,580
Black Bear Diner	\$480	5,300	\$12,720
Outback Steakhouse	\$540	6,200	\$16,740
Chili's	\$420	5,200	\$10,920
Papa John's	\$200	1,300	\$1,300

\* Sales tax revenue only (does not include other taxes)

### Market Conditions

**Developer:** Multi-family housing and flex office are providing the greatest return for developers in the current market.

**City:** Conversely, retail uses provide the most revenue to cities in today's market, however fiscal impacts from residences have improved with online retail purchases.

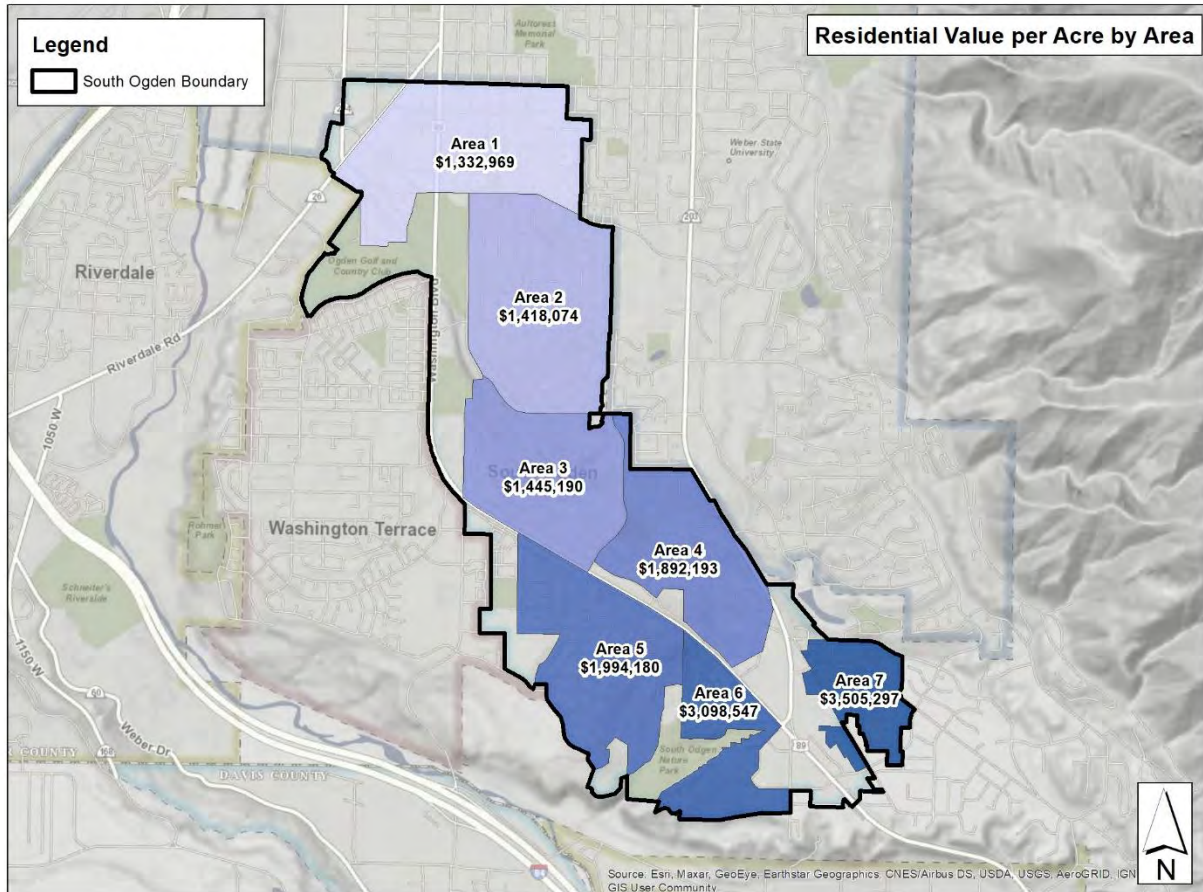
**TABLE A-10: DEVELOPER RETURNS**

Type	Likely CAP Rates	Profit Percentage
Office	7.0%	10%
	7.5%	3%
Multi-Family - 20 units per acre	5.0%	21%
	5.5%	10%
Retail	7.0%	12%
	7.5%	5%

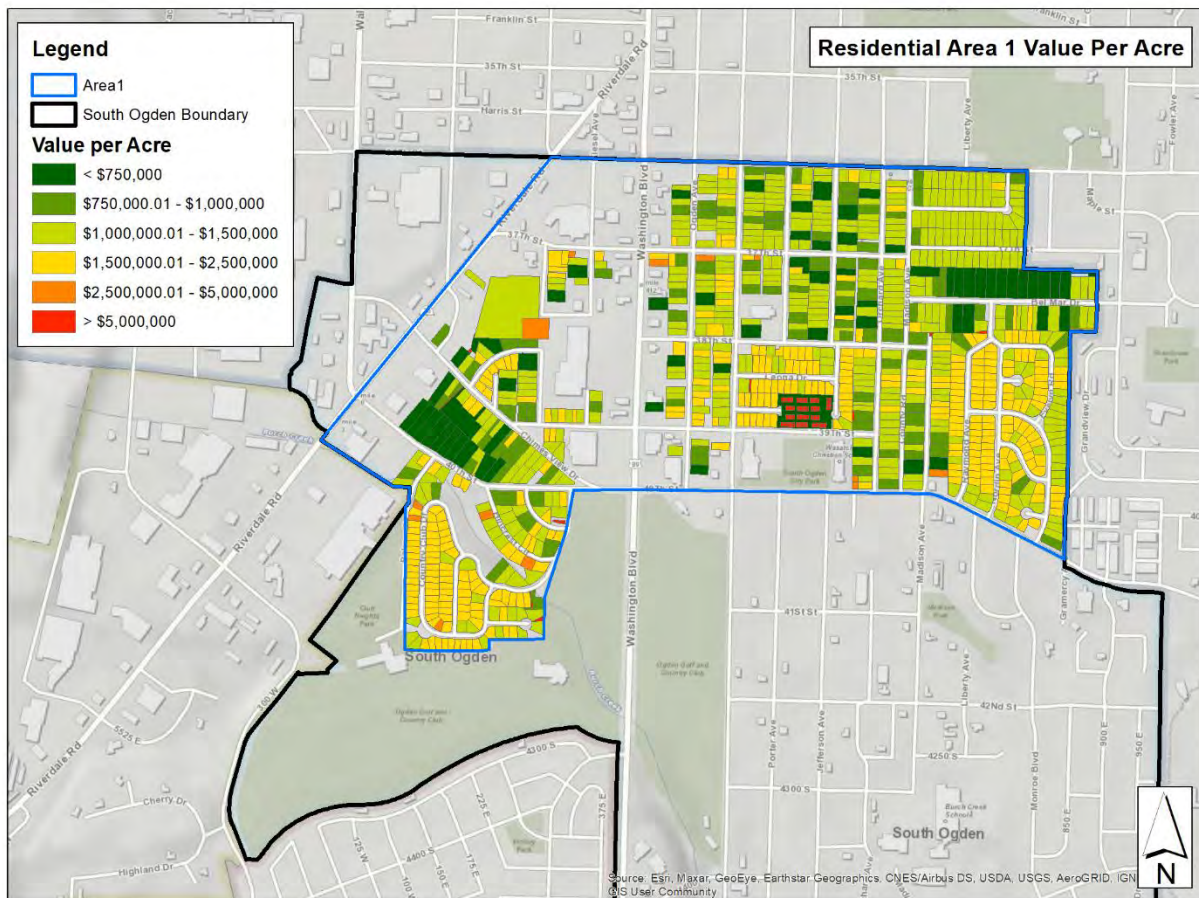
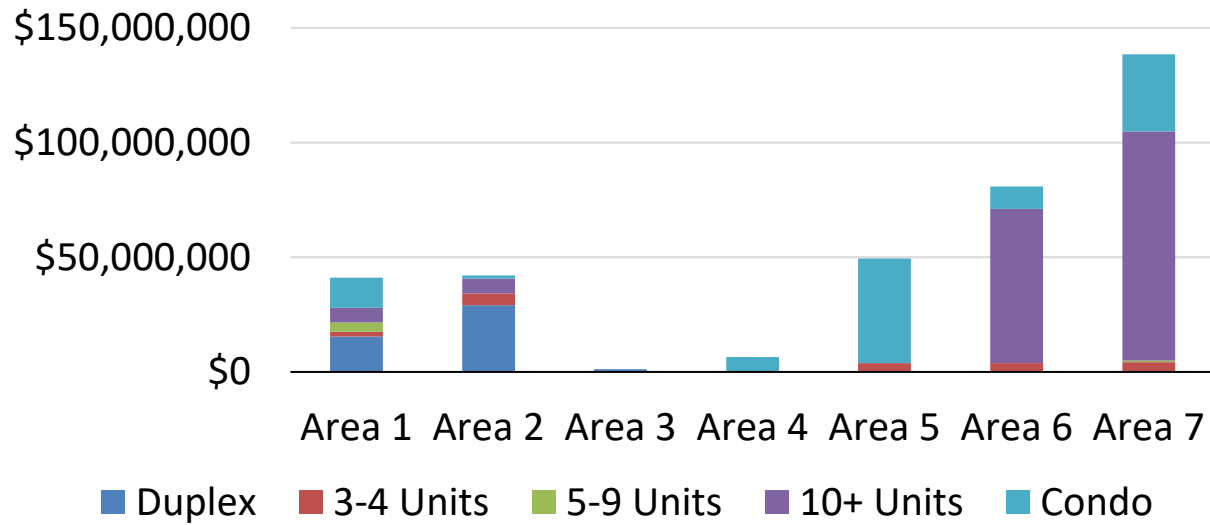
**TABLE A-11: FISCAL IMPACTS TO CITY FROM VARIOUS DEVELOPMENT TYPES**

	Office	Retail	Multi-Family - 20 units per acre	Multi-Family - 8 units per acre
Property Taxes	\$10,966	\$5,627	\$6,637	\$3,710
Sales Taxes		\$21,780	\$7,200	\$2,880
Municipal Energy	\$2,086	\$1,372	\$1,177	\$471
Class B/C Road Funds			\$1,676	\$670
<b>Total Annual Revenue per Acre</b>	<b>\$13,052</b>	<b>\$28,780</b>	<b>\$16,690</b>	<b>\$7,732</b>

**Residential Values:** The maps and chart below show the south area with a higher residential value per acre than the north area. This demonstrates residential redevelopment potential in the north area of the City. As the housing market continues to surge in Utah, demand for all product types in nearly all markets look to continue in 2022.



## Market Value by Multi-Family Parcels



## APPENDIX B

### Retail Site Criteria

**Michael's** – population minimum of 200,000 in a 10-mile area, required to have near access to a major traffic arterial, desire for areas of high income and high percentage of female population  
Average 15,000 to 30,000 square feet, minimum parking of 5.0 spaces per thousand

**Bed Bath & Beyond** – population minimum of 150,000 in 6-mile area, minimum of 15,000 households in area with over \$55,000 incomes, high home ownership ratios, areas of solid planned population growth  
Average 20,000 to 40,000 square feet, parking at a minimum of 5.0 spaces per thousand  
Reject locations that are near theaters, gyms, and restaurants

**TJ Maxx** – population minimum of 100,000 in a 3-mile area, with close proximity to high-traffic tenants, grocery stores, clothing stores, bath and home stores; require mid-to-upper incomes, higher percentage of female population  
Average size of 30,000 square feet, parking at a minimum of 5.0 spaces per thousand

**Wal-Mart** – minimum population of 100,000 in three miles, major arterials in immediate area (40,000 ADT), avoid high or extra low-income areas  
Average 140,000 to 200,000 square feet (Super Centers), parking at 4.5 to 6.0 per thousand

**Sprouts** – minimum population of 100,000 within a 10-minute drive time, median incomes that are above average in the draw area, and easy access from a main thoroughfare  
Average store size of 30,000 square feet, desirable to have minimum of 150-feet of storefront, parking at a minimum of 4.5 per thousand

**Staples** – minimum population of 150,000 within a five-mile radius, plus a minimum of 5,000 small businesses  
Focus on high-income areas and small business activity  
Average store size of 25,000 square feet, parking required at 5.0 per thousand

**Olive Garden** – 125,000 population in 15-minute drive time  
Average 8,000 square feet, 1.0-2.5 acres, parking at more than 10.0 per thousand

**Family Dollar** – median incomes *below* \$60,000 in 1-mile radius, desire grocery-anchored centers  
Average 8,500 square feet, parking in excess of 3.5 per thousand

**Costco** – suburb locations with minimum of 75,000 population within five miles  
Will look at growing demographics within a 20-mile radius, near access to a major arterial required  
Average store sizes of 145,000 square feet, parking typically required at 6.0 per thousand

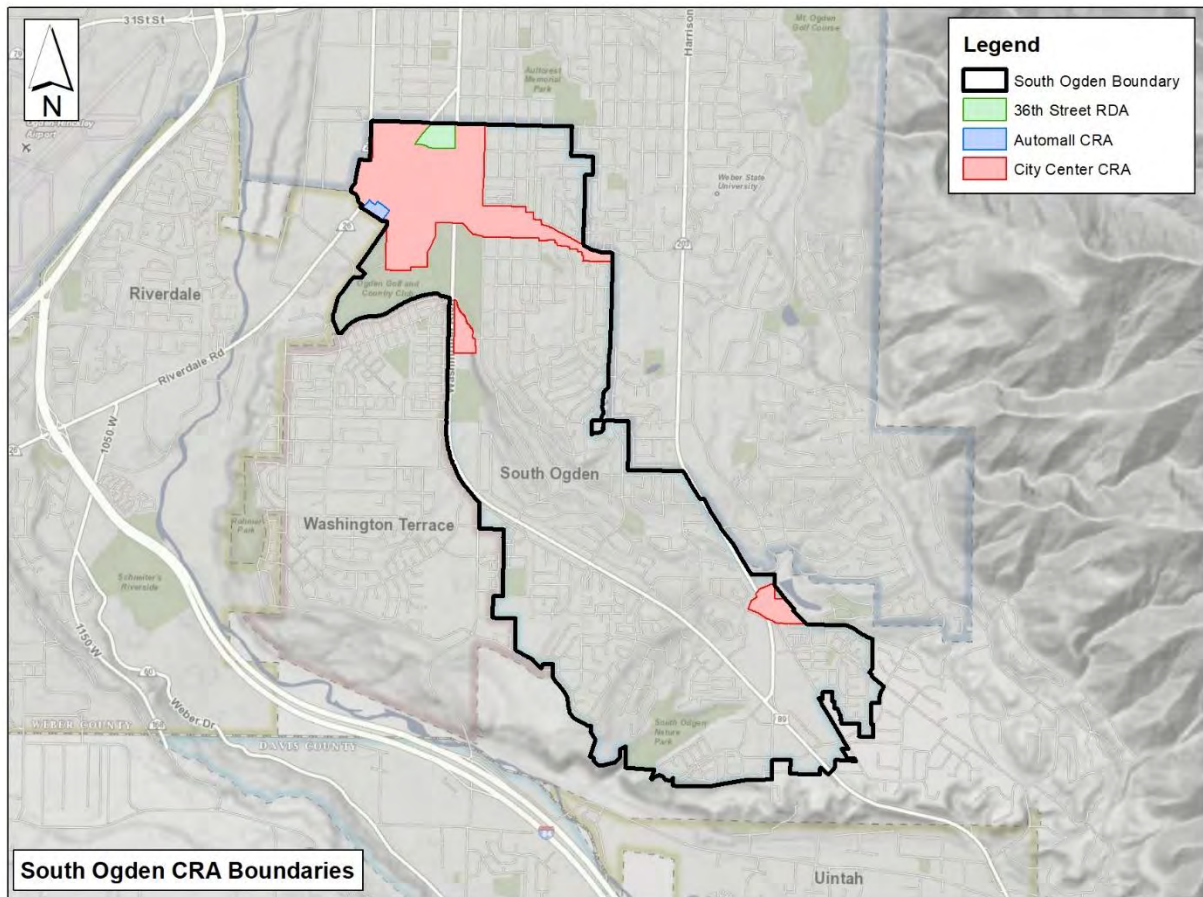
**Whole Foods** – minimum population of 200,000 within a 20-minute drive time, higher percentage of college-educated residents than most areas, median incomes above average, visibility characteristics are emphasized  
Average store sizes of 25,000 to 50,000 square feet, parking at 5.5 to 6.0 per thousand



**Jamba Juice** – population more than 45,000 within 2.0 miles – daytime employment greater than 15,000 within 2.0 miles – average age less than 38 within 2.0 miles  
Average 1,200 square feet, parking in excess of 5.5 per thousand, end cap, pad, or corner

**Cabela's** – population minimum of 250,000 in 30-mile radius, minimum 75,000 daily traffic  
Minimum of 5.0 acres, parking of 6.0 spaces per thousand

## APPENDIX C





# APPENDIX D

## 2022 MODERATE INCOME HOUSING REPORT



# SOUTH OGDEN CITY

## MODERATE INCOME HOUSING REPORT

OCTOBER 2022

LEWIS YOUNG ROBERTSON  
& BURNINGHAM, INC.





## SECTION I: INTRODUCTION

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Utah Code 10-9a-403 requires that municipalities include within their General Plan a Moderate-Income Housing element. The moderate-income housing element should include the following:

1. Provide for a realistic opportunity to meet the need for additional moderate-income housing within the next five years.
2. Three or more moderate income housing strategies (as defined in Utah Code) for implementation.
3. An implementation plan.

The requirements related to moderate-income housing are further defined in Utah Code 10-9a-408. This section of Utah Code requires the development of a Moderate-Income Housing Plan ("MIHP") that provides a description of each housing strategy selected by the municipality and the implementation plan related to these strategies. In order to achieve the objectives of Utah Code related to the moderate-income housing element of the general plan and the MIHP, this report considers the following elements:

- An estimate of the existing supply of moderate-income housing located within the municipality.
- An estimate of the need for moderate income housing in the municipality for the next five years.
- A survey of total residential land use.
- An evaluation of how existing land uses and zones affect opportunities for moderate income housing.
- A description of the municipality's program to encourage an adequate supply of moderate-income housing.
- A selection of strategies from a menu list outlined in state code.
- An implementation plan with timelines and benchmarks for the selected strategies.

The City's General Plan (adopted 1997 and updated 2001, 2008, and 2016) did not include a Moderate-Income Housing element. The purpose of this Moderate-Income Housing Plan ("MIHP") is to serve as the moderate-income housing element of the general plan and establish South Ogden's strategies and policies to implement moderate-income housing in accordance with the Utah Code.

"Moderate-income housing" is defined in Section 10-9a-103 as "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the city is located."

The annual reports submitted to the Department of Workforce Services, due October 1, is tied to the City's fiscal year and should outline each MIHP strategy selected by the municipality along with an implementation timeline.

This plan is further expanded to include the following elements:

- MIHP strategies and implementation plans.
- A description of each action, one time or ongoing, taken by the municipality during the previous fiscal year (or past years if applicable) to implement the MIHP strategies.
- A description of each land use regulation or decision made by the municipality during the previous fiscal year (or past years if applicable) to support their MIHP strategies.
- A description of any barriers encountered by the municipality during the previous fiscal year (or past years if applicable) in implementing MIHP strategies.
- A description of how the private sector and market have responded to the selected MIHP strategies, including the number of entitled residential units and other relevant data.
- Information regarding the number of accessory dwelling units located within the municipality issued a business license or construction permit.
- Recommendations on how the state can support the municipality in implementing MIHP strategies.



## SECTION II: EXISTING DEMOGRAPHIC DATA

### HISTORIC POPULATION

The US Census Bureau's Decennial Redistricting Data ("DEC") report South Ogden City ("City") has experienced an average annual growth rate ("AAGR") in population of 0.56 percent from 2010 through 2020. This growth is lower than Weber County at 1.27 percent and the State of Utah at 1.70 percent. The City has grown by approximately 956 persons which represents 3.09 percent of the total growth within Weber County. Using 2010 through 2020 American Community Survey ("ACS") 5-year estimates and the Census Bureau's population estimate ("PEP") for 2021 in addition to Redistricting Data, the table below shows a comparison of similarly sized and neighboring communities.

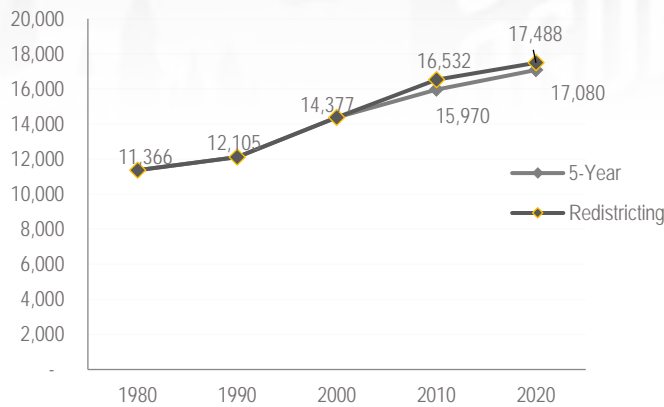
TABLE 2.1: COMPARISON CITY POPULATION & AAGR

	2010	2011	2012	2013	2014	2015	2016	2017
Clinton	19,031	19,717	20,201	20,574	20,796	21,036	21,210	21,353
North Ogden	16,779	17,075	17,354	17,570	17,743	18,006	18,289	18,525
Ogden	81,054	82,118	82,749	83,363	83,767	84,273	84,900	85,497
Pleasant Grove	31,457	32,565	33,330	34,010	34,858	35,771	36,678	37,439
Riverdale	8,189	8,323	8,415	8,476	8,532	8,610	8,636	8,685
Riverton	35,991	37,307	38,480	39,458	40,274	40,912	41,521	41,997
Roy	35,843	36,416	36,854	37,194	37,472	37,670	37,853	38,013
<b>South Ogden</b>	<b>15,970</b>	<b>16,251</b>	<b>16,447</b>	<b>16,612</b>	<b>16,702</b>	<b>16,805</b>	<b>16,893</b>	<b>16,918</b>
Spanish Fork	31,851	33,293	34,547	35,525	36,337	36,916	37,565	38,171
Sunset	5,129	5,167	5,137	5,139	5,145	5,163	5,176	5,207
Washington Terrace	8,917	9,001	9,058	9,108	9,140	9,119	9,150	9,122
West Haven	9,058	9,611	10,230	10,642	10,996	11,323	11,639	12,109

(TABLE 2.1: CONT.)

	2018	2019	2020	2010–2020 AAGR (ACS)	2010 (DEC)	2020 (DEC)	2010–2020 AAGR (DEC)	2021 (PEP)
Clinton	21,618	21,890	22,191	1.55%	20,426	23,386	1.36%	23,597
North Ogden	18,943	19,392	19,930	1.74%	17,357	20,916	1.88%	21,528
Ogden	86,126	86,833	87,175	0.73%	82,825	87,321	0.53%	86,798
Pleasant Grove	38,066	38,380	38,474	2.03%	33,509	37,726	1.19%	37,949
Riverdale	8,727	8,752	8,826	0.75%	8,426	9,343	1.04%	9,409
Riverton	42,680	43,250	43,793	1.98%	38,753	45,285	1.57%	45,148
Roy	38,238	39,040	39,243	0.91%	36,884	39,306	0.64%	39,358
<b>South Ogden</b>	<b>17,010</b>	<b>17,063</b>	<b>17,080</b>	<b>0.67%</b>	<b>16,532</b>	<b>17,488</b>	<b>0.56%</b>	<b>17,541</b>
Spanish Fork	38,673	39,371	40,069	2.32%	34,691	42,602	2.08%	43,870
Sunset	5,229	5,278	5,309	0.35%	5,122	5,475	0.67%	5,515
Washington Terrace	9,138	9,162	9,181	0.29%	9,067	9,267	0.22%	9,276
West Haven	12,916	13,782	15,003	5.18%	10,272	16,739	5.00%	19,880

FIGURE 2.1: HISTORIC POPULATION



POPULATION STATISTICS 2010-2020

**SOUTH OGDEN**

AVERAGE ANNUAL GROWTH = 0.56%  
TOTAL INCREASE = 956  
% OF COUNTY INCREASE = 3.09%

**WEBER COUNTY**

AVERAGE ANNUAL GROWTH = 1.27%  
TOTAL INCREASE = 30,987  
% OF STATE INCREASE = 6.10%

**STATE OF UTAH**

AVERAGE ANNUAL GROWTH = 1.70%  
TOTAL INCREASE = 507,731

Based on the Redistricting Census Bureau AAGR, the 2022 population estimate is 17,640. An analysis of 2019 Traffic Area Zone ("TAZ") data compiled and updated by the Wasatch Front Regional Council in April 2021 results in a 2022 population estimate of 20,412.

While the TAZ projections start higher than the census estimate of 17,640 in 2022, the AAGR utilized in the TAZ data from 2020 to 2050 is 0.53 percent whereas the Census Bureau AAGR is 0.56 percent. In 2030, the population estimates from the Census Bureau and the TAZ data diverge by 2,772 residents as shown in Table 2.2 and 2.3.

TABLE 2.2: POPULATION PROJECTIONS

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	AAGR
Census Bureau	17,488	17,541	17,640	17,739	17,839	17,940	18,041	18,143	18,245	18,348	18,451	0.56%
TAZ	20,010	20,207	20,412	20,634	20,792	20,977	21,133	21,225	21,324	21,463	21,559	0.29%
Variance	(2,522)	(2,666)	(2,772)	(2,895)	(2,953)	(3,037)	(3,092)	(3,082)	(3,079)	(3,115)	(3,108)	

TABLE 2.3: TAZ POPULATION PROJECTIONS

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
TAZ	20,010	20,207	20,412	20,634	20,792	20,977	21,133	21,225	21,324	21,463	21,559

TABLE 2.3: TAZ POPULATION PROJECTIONS (CONT.)

	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
TAZ	21,654	21,762	21,834	21,957	22,070	22,187	22,303	22,411	22,488	22,572

TABLE 2.3: TAZ POPULATION PROJECTIONS (CONT.)

	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	AAGR
TAZ	22,667	22,774	22,860	22,955	23,027	23,139	23,217	23,298	23,361	23,446	0.53%

The City's demographics relative to age have shifted from 2010 to 2020. 2020 data illustrates a younger population, with a concentration in the zero to 19 years of age and 25 to 39. Noticeable shifts also occurred in the age range of 20 to 24 and 50 to 64 years of age, with 2010 data showing a higher percent of total in these ranges as illustrated in Figure 2.4. However, a comparison of the median age illustrates the City is still slightly younger than the County on average.

FIGURE 2.2: AGE DISTRIBUTION AS % OF TOTAL

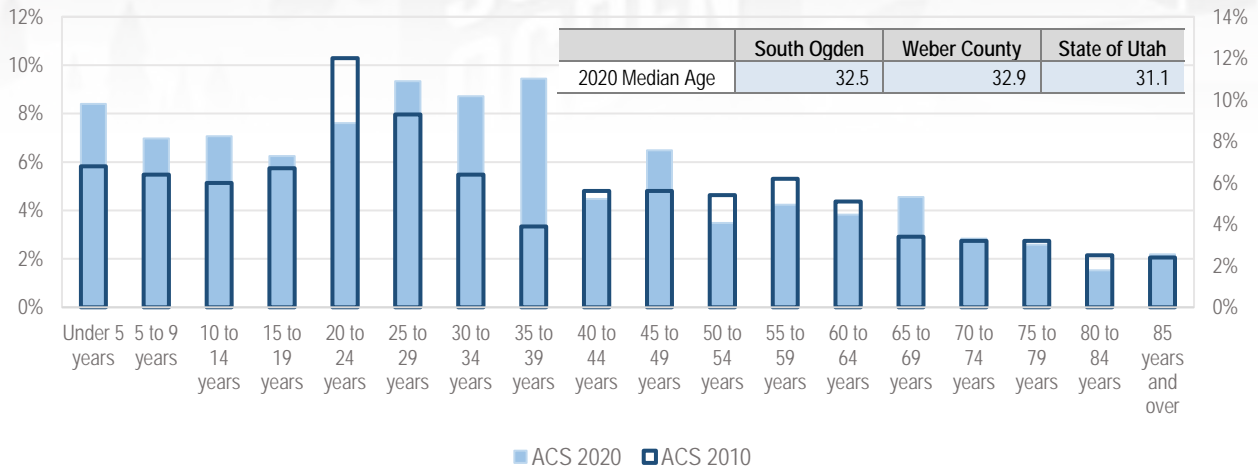


FIGURE 2.3: AGE DISTRIBUTION BY GENDER 2020

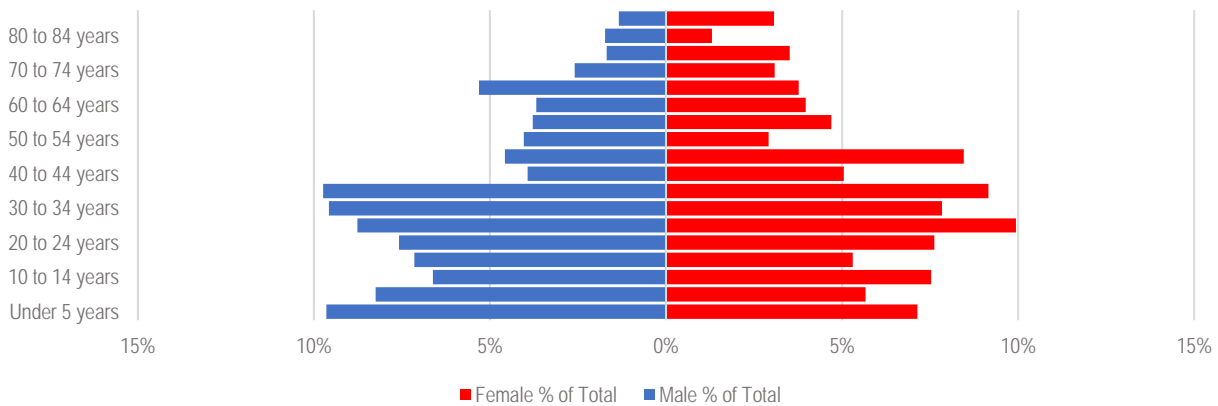
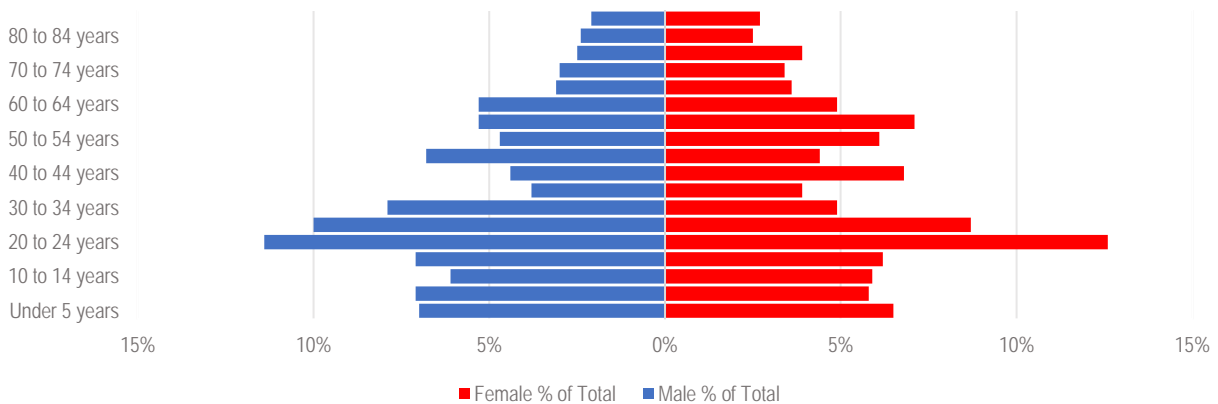


FIGURE 2.4: AGE DISTRIBUTION BY GENDER 2010



## HOUSEHOLDS

The total number of households in South Ogden as of the 2020 American Community Survey is 6,434. Of the total housing units, 93 percent are occupied with seven percent unoccupied. Weber County has approximately 91.5 percent housing occupancy rate, compared to the State at 90.4 percent. The TAZ estimates the total number of households as of 2020 as 7,873.



## RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. South Ogden showed a rebound from recessionary conditions, with permit activity increasing through 2014. However, permits slumped again through 2015 with volatility from 2016 through 2021. New non-residential value was also volatile with spikes in 2007, 2011, and 2014 as shown in **Figure 2.6**.

FIGURE 2.5: RESIDENTIAL VALUE AND PERMITS

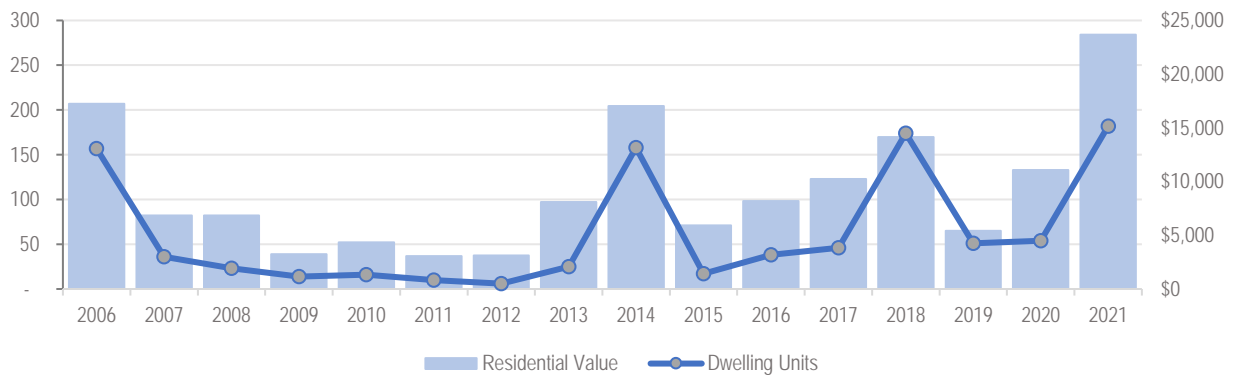
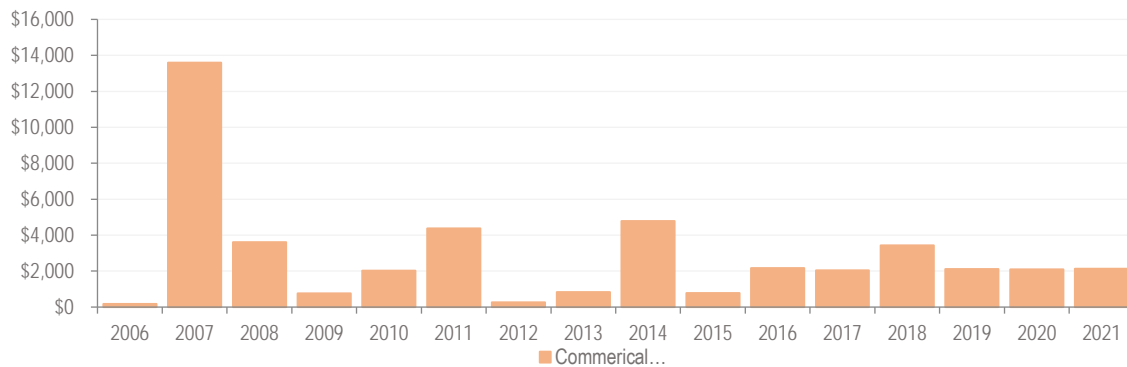


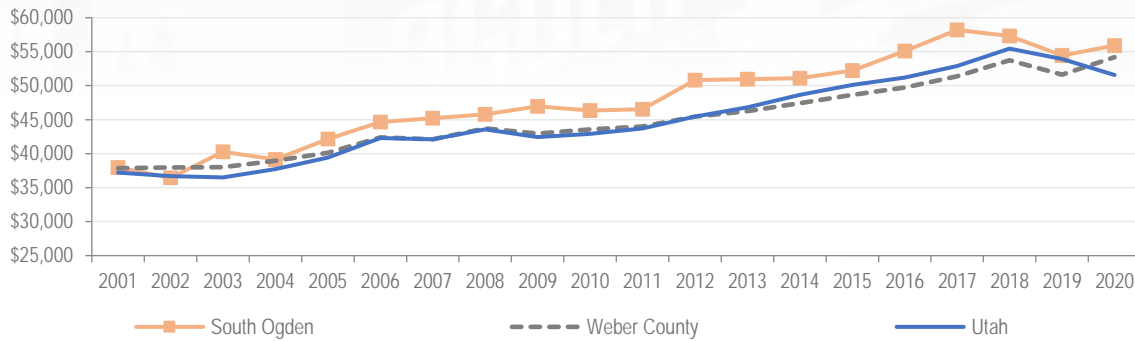
FIGURE 2.6: RESIDENTIAL VALUE AND PERMITS



## INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. **Figure 2.7** illustrates the historic MAGI and corresponding increase. As of 2020, the Utah State Tax Commission reports the South Ogden MAGI was \$55,900. The South Ogden MAGI was slightly higher than Weber County's \$54,200. The State MAGI according to the US Census Bureau was slightly lower than South Ogden at \$51,562.

FIGURE 2.7: SOUTH OGDEN MEDIAN ADJUSTED GROSS INCOME ("MAGI")

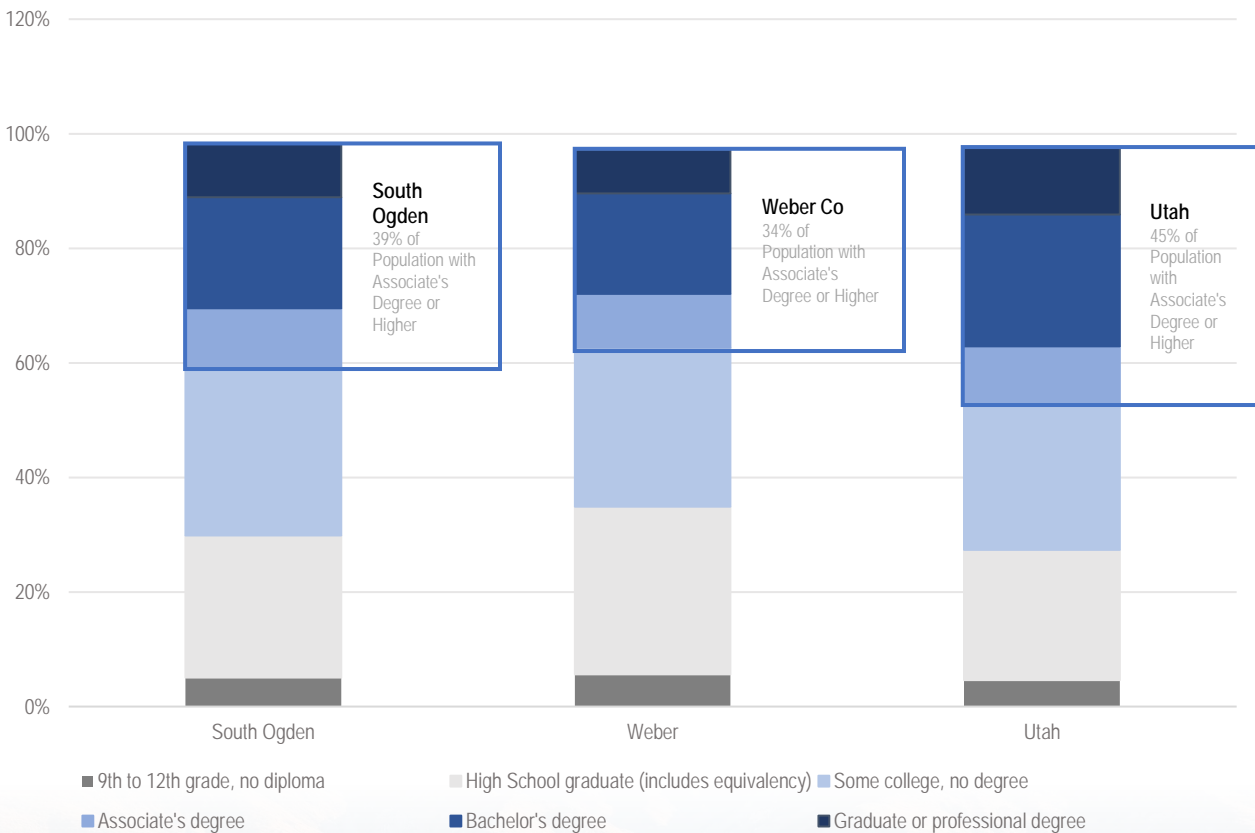


## EDUCATION

According to the 2020 ACS five-year estimates, approximately 39 percent of South Ogden's population 25 years and over has an associate degree or higher, compared to Weber County with 34 percent and the State of Utah at 45 percent.

FIGURE 2.8: EDUCATION ATTAINMENT

### Educational Attainment as % of Total

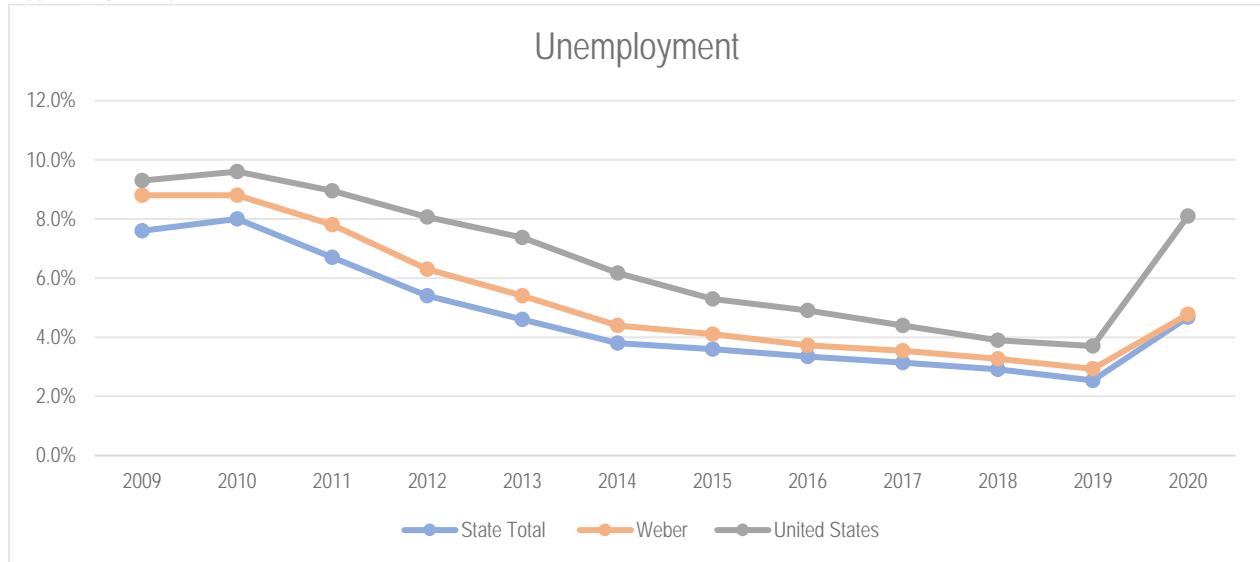




## EMPLOYMENT

The Utah Department of Workforce Services' 2020 Annual Report indicates the unemployment rate in Weber County was 4.8 percent as shown in Figure 2.9. This is lower than the national average unemployment rate of 8.1 percent. The State of Utah's unemployment rate is more favorable at 4.7 percent. As of July 2022, the unemployment rate in Weber County was 2.1 percent as compared to Utah at 2.0 percent and the United States at 3.6 percent.

FIGURE 2.9: UNEMPLOYMENT



## SECTION III: EXISTING HOUSING DATA

As of the 2021 U.S. Census Bureau Population Estimates, South Ogden ("City") is home to 17,541 residents. The 2020 U.S. Census Bureau American Community Survey reports that South Ogden has 6,434 housing units in total, of which 5,984 are occupied units.<sup>1</sup> There are many more homeowners than renters in South Ogden, with 74.4 percent of homes owner-occupied. This is due to the large number of single-family homes in the City, and very few multi-family housing units. The City has 4,453 owner occupied units and 1,531 renter occupied units. Occupied housing has decreased at an annual average growth rate ("AAGR") of 0.45 percent from 2010 through 2020, with owner occupied housing units growing at 0.23 percent and renter occupied units decreasing at 2.17 percent.

TABLE 3.1: SOUTH OGDEN HOUSING UNITS

	2010	2020	AAGR
Total Housing Units	6,423	6,434	0.02%
Occupied Housing Units	6,259	5,984	-0.45%
Owner-occupied Units	4,353	4,453	0.23%
Renter-occupied Units	1,906	1,531	-2.17%

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Table(s) B25001, B25032

As shown in Table 3.2, 79.5 percent of South Ogden's housing stock is single family with 20.5 percent multi-family, mobile home, and other housing types. By comparison, Weber County's housing stock is comprised of 78.2 percent single family and 21.8 percent multi-family, mobile home, and other housing types.

TABLE 3.2: SOUTH OGDEN HOUSING COST BURDEN RATIO

TYPE	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	% OF TOTAL
Single Family	4,333	97.3%	423	27.6%	4,756	79.5%
2 to 4 Units	71	1.6%	430	28.1%	501	8.4%
5 to 9 Units	20	0.4%	233	15.2%	253	4.2%
10 or more Units	29	0.7%	432	28.2%	461	7.7%
Mobile Home & Other	-	0.0%	13	0.8%	13	0.2%
<b>Total Units</b>	<b>4,453</b>	<b>74.4%</b>	<b>1,531</b>	<b>25.6%</b>	<b>5,984</b>	<b>100.0%</b>

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Table(s) B25001, B25032

### HOUSING COST BURDEN

The median household income in South Ogden is \$70,552. The median household income has grown at an AAGR of 2.92 percent from 2010 through 2020. The South Ogden owner-occupied income in 2020 was \$78,304 while renter-owned income was \$48,590. The renter-occupied median income grew at an AAGR of 2.27 percent compared to a 3.9 percent growth rate in median gross rent.

The monthly housing costs for all owner-occupied housing in South Ogden is \$1,763. Monthly costs for owner-occupied housing units with a mortgage is \$1,336 while those without a mortgage is \$427. The median gross rent in the City is \$1042. The ratio of the City's median rent to renter income is 25.7 percent. The ratio of the City's owner-occupied median income to median mortgage is 20.5 percent. Ratios greater than 30 percent indicate the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden. Currently, the overall renter income to rent ratio is not considered a burden. However, the ratio is nearing the burden threshold.

TABLE 3.3: SOUTH OGDEN HOUSING COST BURDEN RATIO

	2010	2020	AAGR
South Ogden Median Adjusted Gross Income*	\$46,364	\$55,900	1.89%
South Ogden Median Income	\$52,893	\$70,552	2.92%
South Ogden Owner-occupied Median Income	\$62,327	\$78,304	2.31%

<sup>1</sup> Most current ACS data available.



	2010	2020	AAGR
South Ogden Renter-occupied Median Income	\$38,817	\$48,590	2.27%
South Ogden Median Gross Rent	\$711	\$1,042	3.90%
South Ogden Owner-occupied w/ Mortgage Cost	\$1,231	\$1,336	0.82%
South Ogden Owner-occupied w/o Mortgage Cost	\$374	\$427	1.33%
South Ogden Median Rent to Renter Income	22.0%	25.7%	
South Ogden Median Mortgage to Owner Income	23.7%	20.5%	

Source: US Census Bureau, American Community Survey 2016-2020: Table B25119, B25088, \*Utah State Tax Commission, 2020 Statistics of Income; Table 17

The area median income (“AMI”) for Weber County for 2020 was \$71,275. The median family income for a family of four in Weber County (“County”) is \$90,950. Table 3.4 represents the ratio of median rent in South Ogden at 100 percent of the AMI income for a family of four in Weber County. Ratios greater than 30 percent indicate a burden based on typical housing costs within the County. Ratios greater than 50 percent suggest a severe burden. At 30 percent of AMI, a family of four is burdened and nearing the severe burden threshold.

TABLE 3.4: WEBER COUNTY AREA COST BURDEN RATIO

	2010	2020	AAGR
Weber County AMI Family of Four	\$66,002	\$90,950	3.26%
South Ogden Median Rent	\$711	\$1,042	3.90%
100% of AMI Family of Four	12.93%	13.75%	
80% of AMI Family of Four	16.16%	17.19%	
50% of AMI Family of Four	25.85%	27.50%	
30% of AMI Family of Four	43.09%	45.83%	

Source: US Census Bureau, American Community Survey 2016-2020: Table B19019, B19119

The U.S. Department of Housing and Urban Development annually reviews fair market rents to determine a standard for various housing programs to publish HOME Investment Partnership Program (“HOME”) rent limits. The rent limits for the Ogden-Clearfield HUD Metro FMR Area for 2022 is found in Table 3.5.

TABLE 3.5: OGDEN-CLEARFIELD RENT LIMITS

PROGRAM	EFFICIENCY	1 BED	2 BED	3 BED	4 BED
Low HOME Rent Limit	\$811	\$891	\$1,105	\$1,306	\$1,457
High HOME Rent Limit	\$811	\$891	\$1,105	\$1,535	\$1,839
Fair Market Rent	\$811	\$891	\$1,105	\$1,535	\$1,864
50% Rent Limit	\$880	\$942	\$1,131	\$1,306	\$1,457
65% Rent Limit	\$1,124	\$1,206	\$1,449	\$1,665	\$1,839

Source: U.S. Department of Housing and Urban Development, 2022 HOME Rent Limits; Utah

## HISTORIC BUILDING PERMITS

The City has issued building permits for 644 units from 2011 to 2021. These include 556 multi-family units and 86 single family units. Multi-family units have been more prevalent in the last seven years and will continue to be an important tool to address moderate income housing needs within the City.

TABLE 3.6: SOUTH OGDEN CITY BUILDING PERMITS

YEAR	SINGLE FAMILY UNITS	DUPLEX DWELLINGS	MULTI-FAMILY UNITS	MOBILE/ MANUFACTURED	TOTAL CONSTRUCTED UNITS
2011	6	0	0	0	6
2012	6	0	0	0	6
2013	21	0	0	0	21
2014	11	0	143	0	154
2015	15	0	0	0	15
2016	8	2	14	0	24
2017	6	0	0	0	6
2018	6	0	168	0	174
2019	3	0	48	0	51

YEAR	SINGLE FAMILY UNITS	DUPLEX DWELLINGS	MULTI-FAMILY UNITS	MOBILE/ MANUFACTURED	TOTAL CONSTRUCTED UNITS
2020	1	0	4	0	5
2021	3	0	179	0	182
<b>Total</b>	<b>86</b>	<b>2</b>	<b>556</b>	<b>0</b>	<b>644</b>

Source: Kem C. Gardner Ivory-Boyer Construction Report and Database

## HOUSING GAP ANALYSIS

The Utah Housing and Community Development Division within the Utah Department of Workforce Services (“DWS”) utilizes American Community Survey<sup>2</sup> data and the U.S. Housing and Urban Development Comprehensive Housing Affordability Strategy<sup>3</sup> (“CHAS”) to identify the current number of rental households, as well as project the number of units needed over the next five years, by percentage of household area median family income (“HAMFI”). The total number of renter households according to CHAS is 1,925, with 42.9 percent or 825 units considered non-low income.<sup>4</sup>

At ≤80 percent HAMFI, there are 1,100 renter households with 1,060 units currently available. This suggests a shortage of 40 rental units at the ≤80 percent of HAMFI income level. However, the City has a total of 1,855 affordable units suggesting a surplus of affordable units for this income bracket. This mismatch in available and affordable housing suggest 795 households are living in affordable housing despite their median income being above the ≤80 percent HAMFI threshold. The mismatch is more severe in the ≤30 percent HAMFI category as a 135 affordable unit deficit exists, as well as a mismatch in renters with incomes higher than the ≤30 percent threshold occupying 125 units. At ≤30 percent HAMFI, there is a deficit of 260 rental units.

TABLE 3.7: SOUTH OGDEN HOUSING GAP

2018 SHORTAGE	RENTER HOUSEHOLDS	AFFORDABLE RENTAL UNITS	AVAILABLE RENTAL UNITS	AFFORDABLE UNITS - RENTER HOUSEHOLDS	AVAILABLE UNITS - RENTER HOUSEHOLDS	HOUSING MISMATCH
≤ 80% HAMFI	1,100	1,855	1,060	755	(40)	795
≤ 50% HAMFI	665	950	435	285	(230)	515
≤ 30% HAMFI	365	230	105	(135)	(260)	125

The current ACS and CHAS data indicate the number of rental units lags behind the number of rental households. The Kem C. Gardner Institute identified this lag citing the period from 2010-2015 where the number of households were increasing at a faster pace than housing units.<sup>5</sup> Historically, the housing units outpaced households. The current inverse relationship is evidence of the housing shortage in the State of Utah. The South Ogden gap analysis further identifies a need to provide affordable housing with an emphasis on households at 50 percent and 80 percent of HAMFI.

## HOUSING STOCK

**Illustration 3.1** depicts the age of the housing stock within the City. The southern portion of the city contains newer development. The majority of residential construction prior to 1970’s is to the north and west in the City, while a heavy concentration of home building occurred on the northern boundary prior to 1950. By age, the central and north housing stock will be more vulnerable and may be prime areas to focus rehabilitation efforts.

<sup>2</sup> U.S. Census Bureau American Community Survey 2013-2017, most current available.

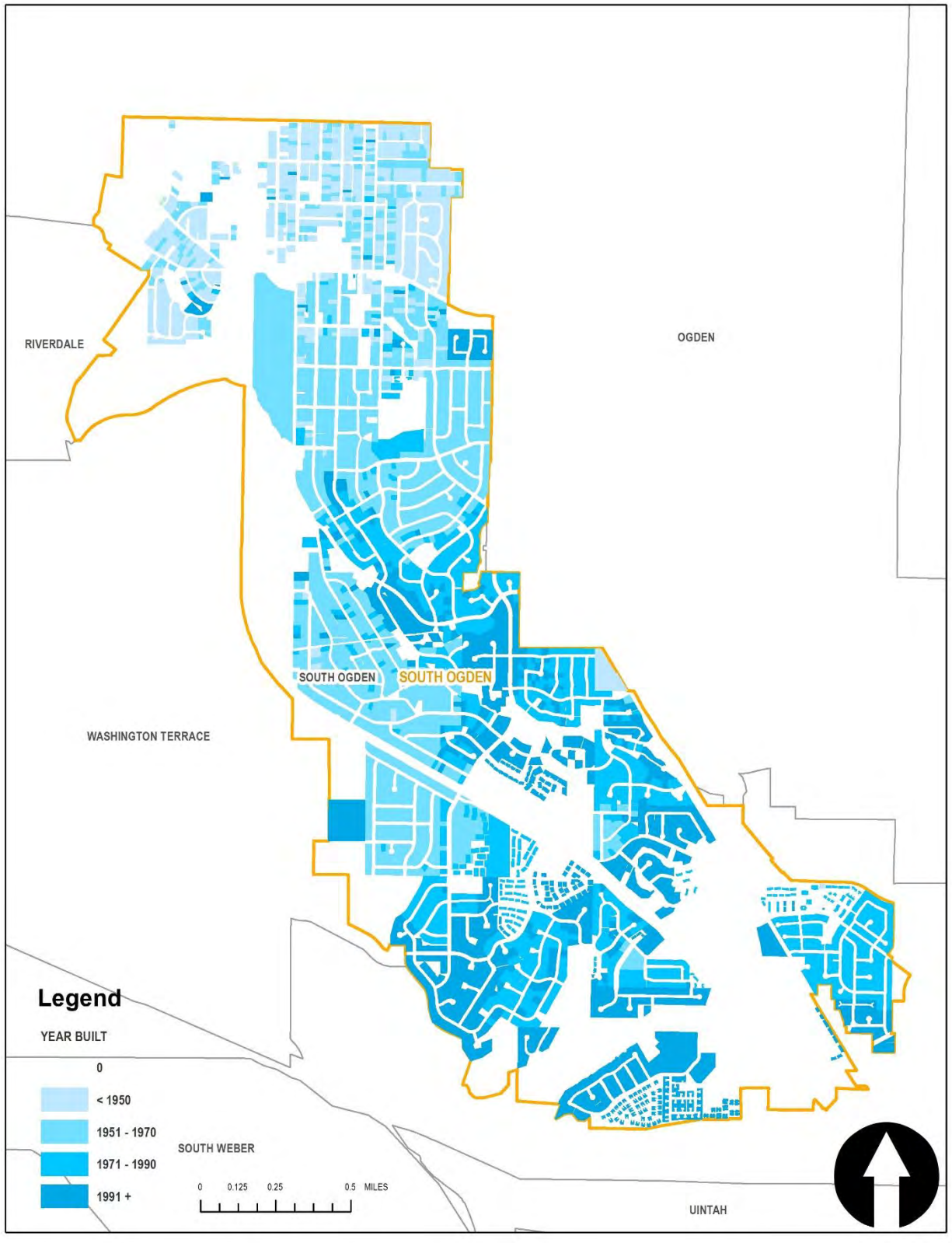
<sup>3</sup> U.S. Department of Housing and Urban Development 2015, most current available.

<sup>4</sup> Due to the time lag in data availability for the ACS and CHAS data, variations exist between the ACS rental households reported in 2017 as 2,179 and the CHAS rental households reported in 2015 as 1,925.

<sup>5</sup> Wood, James (2016, November). Does Utah Have a Housing Shortage? Retrieved from <https://gardner.utah.edu/utah-housing-shortage/>



ILLUSTRATION 3.1: SOUTH OGDEN RESIDENTIAL YEAR BUILT





### ACCESSORY DWELLING UNITS

The City has not had any accessory dwelling units located within the municipality issued a business license or construction permit.

### AVAILABLE HOUSING PROGRAMS

There are a variety of housing programs available to help maintain and support affordability, which will be increasingly critical as increasing housing costs erode the City's affordability. Municipalities are encouraged to utilize the programs offered by the Utah Housing Corporation and the Department of Community and Economic Development to assist in establishing and maintaining the requirements set forth for affordable housing by Section 10-9a-4.

*Community Development Block Grant (CDBG) Program* – This is a well-established federal entitlement grant program for urban communities seeking to revitalize neighborhoods, improve community facilities, prevent and eliminate slums, aid low to moderate-income families, and promote economic development. Between 2015 and 2019, \$4.9M was spent on CDBG projects within the Wasatch Front Regional Council region.

*HOME INVESTMENT PARTNERSHIP ACTS* – The HOME act was established to develop and support affordable rental housing and home ownership mainly through the rehabilitation of existing units rather than new construction. The program targets low and very low-income households. The grant program is flexible in allowing participating jurisdictions to decide the most appropriate use of money in their communities. The program requires that at least 90 percent of the rental assistance be targeted toward households with incomes no higher than 60 percent of the area median. Participating jurisdictions are required to match 25 percent of the federal funds used.

*Section 8 Housing Choice Voucher Program* - The Section 8 program provides rental payments and assistance to very low income and elderly persons. Rental assistance payments are made directly to private owners who lease their units to assisted families. The tenant is only required to pay 30 percent of his or her monthly-adjusted gross income for rent and the federal government pays the balance of the contract rent to the owner of the rental unit. The contract rent is based on Fair Market Rent established by HUD for the area. The certificates and vouchers are issued by local housing authorities and have a five-year term, which is renewable. Program participants may rent units whose rents exceed the FMR, but the recipient must pay the balance. Applications for this program can be completed through both the Weber Housing Authority ("WHA") and the Ogden Housing Authority.

The following table lists the Fair Market Rents applicable in South Ogden for the Ogden-Clearfield metropolitan statistical area. These represent the maximum rents for apartments rented under the Section 8 Voucher program; HUD will reimburse the landlord for up to 70 percent of these amounts.

TABLE 4.8: HUD FAIR MARKET RENTS FOR OGDEN-CLEARFIELD UTAH

	EFFICIENCY	1 BED	2 BED	3 BED	4 BED
2022	\$594	\$713	\$910	\$1,290	\$1,514
2021	\$571	\$690	\$882	\$1,258	\$1,471

Source: U.S. Department of Housing and Urban Development, 2022 HOME Rent Limits, Utah

*Homeownership Assistance Program* - The Homeownership Assistance Program is designed to increase home ownership throughout Weber County. The program is offered to qualified moderate income households on a first come, first served basis and as funding is available. First time homebuyers purchasing their primary residence in Weber County can receive a \$5,000 zero interest, deferred payment loan. These loans can only be used at the time of closing for down payment, closing costs, or principal reduction toward the first mortgage loan balance. The WHA has not received funding for this program in recent years, however, there are carry over funds available for limited grants.

*Supportive Housing Program* - The Supportive Housing Program provides voucher-based rental assistance linked with case management services. This program is offered to high barrier, homeless, disabled, unaccompanied households who do not hold the lease in their own name. WHA holds the master lease on the unit. The program pulls households

from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

*Shelter Plus Care* - The Shelter Plus Care Program provides voucher based rental assistance linked with case management services. This program is offered to homeless, disabled, unaccompanied individuals who hold the lease in their own name. The program, administered by WHA, pulls individuals from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

*Low Income Housing Tax Credits ("LIHTC")* - The federal government has developed a program to encourage the construction, rehabilitation and preservation of rental housing for very low, low and moderate-income households. The LIHTC program is administered by the Utah Housing Corporation ("UHC"), which determines the amount of tax credit available to applicant projects and operations and on the percentage of the project, which will be restricted to low income tenants. The UHC establishes maximum rents in accordance with HUD standards and future rental increases will be based on increases in the cost of living as reflected in HUD income guidelines. A minimum of 20 percent of the project's units must be set aside for tenants with income less than 50 percent of the median income for the area or a minimum of 40 percent of the units must be reserved for tenants with incomes less than 60 percent of the area median income. Projects receiving LIHTC must maintain the status as a low-income project for a minimum of 15 years.

The LIHTC program provides a credit equal to nine percent of the construction cost for new construction or substantial rehabilitation for projects which do not use other federal assistance and a four percent credit for acquisition of existing projects and for those projects which use other federal subsidies (CDBG excluded). Credits are claimed annually for ten years. The credits may be used by the owner of the property or sold through syndication.

*Section 202 Loans for Housing the Elderly* - The HUD Section 202 program offers capital advances to finance the construction and the rehabilitation of structures to serve as supportive housing for very low-income elderly persons. It also provides rent subsidies to help make the projects affordable. If the project serves very low-income elderly persons for 40 or more years, the capital advance does not need to be repaid.

*Olene Walker Trust Fund* – The fund is comprised of State appropriations and federal funds to provide loans at below-market interest rates for the construction of affordable housing. The majority of projects built using this fund are multi-family. While the majority of the fund is used for loans, a small amount (five percent) of the fund is available for grants.

*McKinney-Vento Fund* – This fund is administered by HUD and provides assistance for transitional housing. This includes advances or grants for acquisition, rehabilitation of existing structures, annual payments to help cover operating expenses, and technical assistance in establishing and operating transitional housing. Rental assistance for homeless people with disabilities is also offered.

*FirstHome* – FIRSTHOME is a mortgage program offered by the Utah Housing Corporation. It is geared towards families of modest income with a credit score of 660 or higher who are first time homebuyers. This program offers competitive interest rates that keep the monthly house payments affordable, allowing families with smaller incomes to purchase a home.

*UHC's Subordinate Loan* - is an offer from the Utah Housing Corporation that can be combined with any of their loan programs to help families with funds needed to purchase a home. This program is for borrowers who have not been able to save enough money for their down payment and closing costs. This loan provides an additional option to limited income working families who have insufficient funds to purchase a home.

*HomeAgain* - is a Utah Housing Corporation mortgage program which targets families of modest income with a credit score of 660 or higher who have previously owned a home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.



**Score** - is a Utah Housing Corporation mortgage program designed to assist families of modest income with a credit score of 620 or higher. This program offers families who have recovered from previous credit challenges, a loan that can assist them with the purchase of their home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

**NoMI** - is a Utah Housing Corporation mortgage program for families of modest income with a credit score of 700 or higher. Of all their homeownership programs, this mortgage typically has the lowest mortgage payment because it offers a loan without mortgage insurance. This program, when combined with a Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

**Streamline Refinance Loan Program** - is a Utah Housing Corporation program geared toward families wanting to reduce their current mortgage payment with a refinance but do not have the funds to pay off their current UHC Subordinate Loan. For qualified borrowers, UHC will subordinate their existing Subordinate Loan to a new UHC Streamline Refinance.

**CROWN** - is a lease-to-own program developed by the Utah Housing Corporation (UHC) to bring home ownership within reach of very low-income households that are willing to make a long-term commitment to the community. CROWN creates permanent home ownership opportunities by utilizing Low Income Housing Tax Credits to construct new, single-family detached homes that are both durable and affordable. Lease payments last until the fifteen-year tax credit period expires. At this point, residents have the option of purchasing the home at a very attractive price through a low-interest UHC mortgage loan. The qualified low-income residents who become homeowners through the CROWN program are also eligible to receive training in the areas of housekeeping, home maintenance, and basic budgeting.

## SECTION IV: REGULATORY ENVIRONMENT

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### CITY ZONING

The City is divided into the following zones. Classification will be determined on the basis of location, topographic features and other reasonable considerations to guide the orderly physical growth, neighborhood compatibility and overall stability of the City.

#### Major Districts

- Open Space Zone, O-1
- Single-Family Residential Zone, R-1-10
- Single-Family Residential Zone, R-1-8
- Single-Family Residential Zone, R-1-6
- Two-Family Residential Zone, R-2
- Multiple-Family Residential Zone, R-3
- Multiple-Family Residential Zone, R-3A
- Floodplain Overlay Zone, FP
- Sensitive Area Overlay Zone, SA

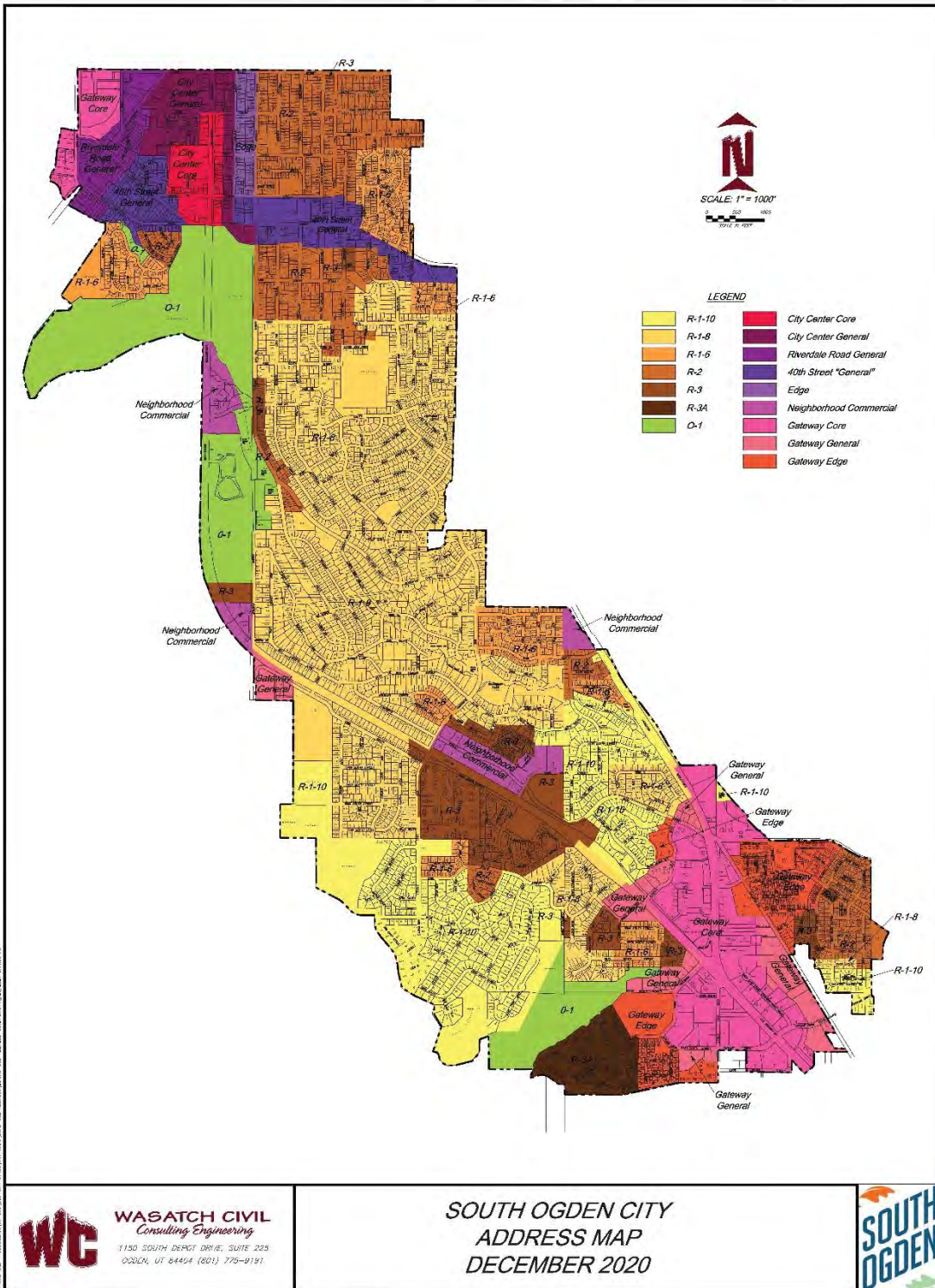
#### Subdistricts (Refer to chapter 5.1 of South Ogden City Code - Ord. 17-23, 11-21-2017, eff. 11-21-2017)

- 40th Street General
- City Center General
- City Center Core
- Riverdale Road General
- Edge
- Gateway Core
- Gateway General
- Neighborhood Commercial
- Gateway Edge Subdistricts

Figure 4.1 represents the City's current zoning districts.



FIGURE 4.1: SOUTH OGDEN ZONING MAP





### ANALYSIS OF CURRENT ZONING REGULATIONS

New ordinances and development guidelines have been implemented by the City and continue to be modified in anticipation of future redevelopment needs. New form-based have been developed specifically to encourage a greater range of housing types as part of mixed-use redevelopment in the city core and other targeted areas of the city. See Commercial Form-based Code adopted in 2017 (Title 10, Chapter 5.1, Article B) and City Center & 40th Street Corridor Form-based Code adopted in 2016 (Title 10, Chapter 5.1, Article A):

[https://codelibrary.amlegal.com/codes/southogdenut/latest/southogden\\_ut/0-0-0-4754](https://codelibrary.amlegal.com/codes/southogdenut/latest/southogden_ut/0-0-0-4754)

Since the adoption of these codes several multi-family housing projects have been adopted or are currently being finalized, each having potential for helping to meet the city's moderate-income needs.

In 2021, South Ogden also amended City code to allow for the interior ADUs as permitted uses in single-family residential, two-family residential, and multiple-family residential zones.

In addition, the City created an "Accessory Dwelling Unit" section in their municipal code (Adopted 9/21/2021) to provide reasonable regulations for supplementary living accommodations in internal ADUs located in residential areas of the city.

### BARRIERS RELATED TO AFFORDABLE HOUSING

South Ogden has proactively sought to encourage affordable housing within the community. During this process, community concerns surfaced regarding the location of redevelopment which could potentially eliminate the availability of affordable housing products. Residents and council members express concern that redevelopment could replace older, smaller lot residential, which would be replaced by higher cost, new housing products. While this isn't necessarily a direct barrier, the City will continue to evaluate housing options relative to community preference and affordability according to the strategies of this document.

## SECTION V: HOUSING STRATEGIES AND RECOMMENDATIONS

To qualify for State transportation funding, the State requires municipalities to select three housing affordability strategies to implement in their community. In addition, the legislature is giving priority funding designation to those communities that adopt two additional strategies. South Ogden City has selected the following strategies for implementing moderate-income housing in the community.

- Rezone for densities necessary to facilitate the production of moderate-income housing (Strategy A).
- Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers (Strategy F).
- Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the residence's own vehicle, such as residential development near major transit investment corridors or senior living facilities (Strategy H).
- Create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones (Strategy W).
- Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones (Strategy E).

To track and prioritize implementation measures for each strategy, the City will incorporate the five housing strategies into the South Ogden Strategic Plan. The Strategic Plan, annually adopted by the South Ogden City Council, outlines and prioritizes directives to guide policy decisions and prioritize community needs. The Strategic Plan identifies the required resources, the department personnel involved, a tentative due date, and the City's overall progress relative to each directive.

See: [https://www.southogdencity.com/government/mayor\\_&\\_city\\_council/index.php](https://www.southogdencity.com/government/mayor_&_city_council/index.php)

### STRATEGY 1: REZONE FOR DENSITIES

South Ogden has rezoned for densities to facilitate the production of moderate-income housing (Strategy A)

The City has rezoned for mixed use and high density as part of their form-based code initiative. The rezone process was a complete review of existing zoning and the establishment of form-based code in order to promote redevelopment of commercial areas to mixed use zones suitable for higher density housing. This initiative included a steering committee, public review process, planning commission review, public hearing, and adoption by City Council and was completed over 2-years period. The City will continue to update zoning to meet current demands.

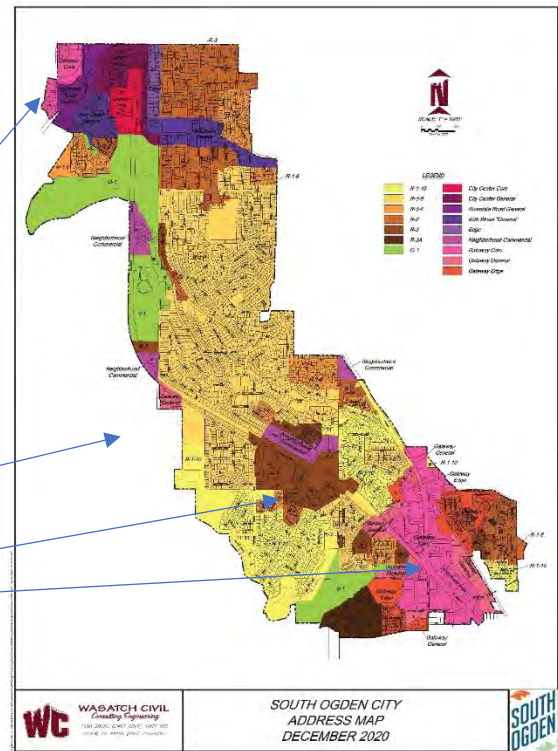
#### IMPLEMENTATION:

- Review and update the zoning code to allow for higher density in redeveloping residential areas (Winter 2023 – Spring 2024)
- Work with Planning Commission, Community Development and Renewal Agency (CDR), and the City Council to modify zoning in anticipation for redevelopment efforts (Spring 2024)



The City created nine additional zones to facilitate the production of moderate-income housing:

- 40th Street General
- City Center General
- City Center Core
- Riverdale Road General
- Edge
- Gateway Core
- Gateway General
- Neighborhood Commercial
- Gateway Edge Subdistricts



**STRATEGY 2: ZONE OR REZONE FOR HIGHER DENSITY OR MODERATE-INCOME RESIDENTIAL DEVELOPMENT**

South Ogden has zoned or rezoned for higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers (Strategy F).

The City's form-based code creates three (3) districts:

- **Neighborhood Commercial:** a number of smaller areas that provide convenient local commercial services for residents.
- **Wall Avenue:** flexible mixed-use district that allows for a broad range of commercial uses and building types
- **South Gateway:** flexible mixed-use district that allows for a broad range of commercial uses and building types.

The major districts are further broken down into subdistricts:

- **Gateway Core:** The Gateway Core Subdistrict is intended to be the City's most flexible and inclusive subdistrict, ensuring a place for all of South Ogden's commercial needs. It includes a range of building types that will allow for a vibrant, mixed-use commercial area.
- **Gateway General:** The Gateway General Subdistrict provides the same function as the Gateway Core Subdistrict, but with a lower intensity of building to provide a buffer between residential neighborhoods and commercial areas.
- **Neighborhood Commercial:** The Neighborhood Subdistrict allows for smaller nodes of commercial uses, the purpose of which is to provide residents with easy access to businesses which provide local services and goods.
- **Gateway Edge:** The Edge Subdistricts are made up of smaller scale residential buildings, which provide a buffer between existing single family residential neighborhoods and the Commercial Subdistricts. (Ord. 17-21, 11-21-2017, eff. 11-21-2017)

The rezone districts allow for density variations based on permitted uses.

**IMPLEMENTATION:**

- Track the number of new housing units established from the City's form-based code districts (Neighborhood Commercial, Wall Avenue, and South Gateway) to monitor the number of units that qualify as moderate income housings units (Spring 2023 – Winter 2023).

**STRATEGY 3: AMEND LAND USE REGULATIONS TO ELIMINATE OR REDUCE PARKING REQUIREMENTS**

South Ogden has amended land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the residence's own vehicle, such as residential development near major transit investment corridors or senior living facilities (Strategy H).

The City has created definitions related to group living arrangements with the City's municipal code. A group living or congregate living arrangement where groups of more than four (4) unrelated persons live together in a single dwelling or housekeeping unit, including, but not limited to, assisted living unit, boarding house, lodging house, nursing home, senior housing, assisted living facility, nursing care facility, residential facility for disabled persons, dormitory, student housing, fraternity, club, institutional group, half-way house, convent, monastery, or other similar group living or congregate living arrangement of unrelated persons. A group living arrangement does not include clinics, medical or dental; hospital(s) or hospital/clinic. In the subdistricts where a group living arrangement facility is permitted with development standards ("P2"), the facility is limited to twelve (12) rooms.

The City also allows a wide-range of parking alternatives, ranging from shared-use parking, car-share credits, transit credits (proximity to transit), etc.



See: <https://southogden.municipalcodeonline.com/book?type=ordinances#name=10-5.1A-8: Parking>.

**IMPLEMENTATION:**

- Identify areas of the City that could be suitable for further parking reductions (Summer 2023).
- Work with Planning Commission and City Council to draft a Code Amendment that reduces the requirement for the identified areas (Summer 2023 – Spring 2024).

**STRATEGY 4: CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO MULTIFAMILY RESIDENTIAL**

South Ogden has created or allowed for, and reduced regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones (Strategy W).

The City has achieved this goal primarily through the adoption and modification of the City's form-based codes. Prior to adoption, there were few areas in the City where multi-family residential development was permitted, and the areas where it was permitted was limited to a small range of options (8-plex units, 12-plex units, etc.). With the adoption of the form-based code, multi-family and missing-middle residential options are now allowed in nearly all form-based code subdistricts, with the exception of the Riverdale Road General district, which is dedicated for big-box-type commercial.

The new codes have no maximum densities as density is now a function of meeting form-based building and site parameters (height limits, parking, etc.). In addition, all reviews are now conducted by a Design Review committee composed of City staff. The Planning Commission was involved in the development of the codes but does not participate in the review committee or administration. This has streamlined the application process and shortened the review and approval process. Finally, creative parking codes such as shared parking, reduced parking in proximity to transit, etc. has reduced the impact those regulations previously had on project bottom lines, as discussed in Strategy 3.

**IMPLEMENTATION:**

- Consider amendments to the City's form-based codes to attract more moderate income housing units developed within the form-based code districts (Summer 2023 – Winter 2023)
- Monitor development of future projects within the form-based code districts to measure new housing growth and track development trends (Winter 2023).

**STRATEGY 5: CREATE OR ALLOW FOR AND REDUCE REGULATIONS RELATED TO INTERNAL ADUS**

South Ogden has created regulations related to internal accessory dwelling units (ADUs) in residential zones (Strategy E).

In 2021, South Ogden amended City code to allow for the interior ADUs as permitted uses in single-family residential, two-family residential, and multiple-family residential zones. In addition, the City created an "Accessory Dwelling Unit" section in their municipal code (Adopted 9/21/2021) to provide reasonable regulations for supplementary living accommodations in internal ADUs located in residential areas of the city.

See: [https://southogden.municipalcodeonline.com/book?type=ordinances#name=10-14-23: Accessory Dwelling Units \(ADU\)](https://southogden.municipalcodeonline.com/book?type=ordinances#name=10-14-23: Accessory Dwelling Units (ADU)).

**IMPLEMENTATION:**

- Begin to track building permits and rental licenses related to ADUs (Spring 2023).
- Review "Accessory Dwelling Unit" code with City Council and Planning Commission to determine the feasibility of extending policy to allow for attached and detached ADUs (Winter 2023).



- Work with the Planning Commission and City Council on drafting and adopting ADU code amendment (Spring 2024).

#### ADDITIONAL STATE SUPPORT

The City could benefit from additional training related to MIHR requirements and data collection. In addition, training related to the 24 identified strategies and how to implement these strategies could be beneficial.

#### ADDITIONAL RECOMMENDATIONS

Numerous programs are available to encourage the development and preservation of affordable housing at all income levels. Homeownership programs are well established, and support should continue and expand. The Home Program and HOME Investment Partnership Act are important resources for moderate and low-income homeowners, and CDBG funds can also be used to assist homeowners. In addition, the Utah Housing Corporation provides homeownership assistance through below market loans (FirstHome), down payment and closing cost assistance, and lease to-own housing supported by Low Income Housing Tax Credits (CROWN). Further, HUD has special loans for the construction of rental and cooperative housing for the elderly and handicapped. In addition, funds are available under the Olene Walker Loan Fund and the McKinney Fund (with emphasis on transitional housing).

#### FINANCIAL RESOURCES FOR AFFORDABLE HOUSING DEVELOPMENT

Potential funding sources for housing include revenue from the general fund, CDBG grants and RDA affordable housing pass through. The general fund is essentially drawing upon the existing resources of the community and reallocating some of these resources to promote affordable housing. This could include earmarked sales tax or other revenue to provide development subsidies for deed-restricted affordable housing. The CDBG funds may require some reallocation of funds from infrastructure needs to housing, although both are valid projects.

#### PRESERVATION OF HOUSING STOCK

The preservation and rehabilitation of the current housing stock (rental and owner-occupied) will also be an important way to help keep housing affordable. The City should set a goal to rehabilitate a number of housing units before the year 2025. There are various programs available to the City to assist with home rehabilitation efforts. The HOME consortium and the Home Programs will be important to help people under 80 percent of HAMFI preserve the quality of their home investments. Additionally, CDBG funds can be obtained to manage and invest into low- and moderate-income areas. While infrastructure is important for community building, some portion of the CDBG budget should be targeted toward housing programs.

#### COMMUNITY REINVESTMENT AREAS

Additional Redevelopment Agency (RDA) funds could become available to the community with the establishment of Community Reinvestment Areas and the redevelopment of selected sites. Under Community Reinvestment Areas (CRAs), the redevelopment agency is required to allocate 10 to 20 percent of total tax increment revenues it receives (from CRAs) to affordable housing. In the event the City creates a new CRA, tax increment would be set aside for affordable housing.



## MIHR RESOURCES

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<https://www.ulct.org/advocacy/senate-bill-34-housing-general-plan-resources>

<https://jobs.utah.gov/housing/affordable/moderate/index.html>

<https://jobs.utah.gov/housing/affordable/moderate/reporting/>

<https://jobs.utah.gov/housing/affordable/moderate/moderateoutline.pdf>

<https://jobs.utah.gov/housing/affordable/moderate/moderatewrite.pdf>

# STAFF REPORT



**SUBJECT:** South Ogden Consolidated Fee for Ambulance  
**AUTHOR:** Cameron West  
**DEPARTMENT:** Fire  
**DATE:** July 18, 2023

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## RECOMMENDATION

City Staff is recommending that the Mayor and City Council approve the updated consolidated fee schedule specific to ambulance services.

## BACKGROUND

The State of Utah updates ambulance rates every July. These fees are adjusted based on data collected by the state.

## ANALYSIS

Base Rates:

Advanced EMT ground ambulance from \$1,320 to \$1,439

Paramedic on-board from \$1,930 to \$2,104

In the event we move to paramedics as the paramedic study suggests, a Paramedic ground ambulance is \$2,104

Mileage Rates:

From \$38.75 to \$42.24

## SIGNIFICANT IMPACTS

South Ogden will have an increase in the amount collected for ambulance transportation.

## ATTACHMENTS

Letter from Utah Department of Health and Human Services.



State of Utah

SPENCER J. COX  
Governor

DEIDRE M. HENDERSON  
Lieutenant Governor

Utah Department of Health and Human Services  
Executive Director's Office

Tracy S. Gruber  
Executive Director

Heather R. Borski, M.P.H., M.C.H.E.S.  
Assistant Deputy Director

Michelle G. Hofmann M.D., M.P.H., M.H.C.D.S., F.A.A.P.  
Deputy Director

**Effective Date: July 1, 2023**

A ground ambulance or paramedic provider is only allowed to charge a fee for transporting a patient when the patient is actually transported. However, this does not apply to licensed ambulance providers, licensed paramedic providers, or designated quick response providers responding to a medical assessment in a geographic service area which contains a town as defined in Utah Code Annotated Title 10-2-301(2)(f).

Pursuant to Utah Code Annotated Title 26B-4-152 and Administrative Rule R426-8-200 the allowable ambulance rates beginning July 1, 2023 are as follows:

**Base Rates**

EMT Ground ambulance: \$1,090.00 per transport.

Advanced EMT ground ambulance: \$1,439.00 per transport.

Advanced ground ambulance (licensed as an EMT-IA ambulance provider prior to June 30, 2016): \$1,771.00 per transport.

Paramedic ground ambulance: \$2,104.00 per transport.

Paramedic on-board (paramedic not employed by the licensed ambulance provider): \$2,104.00.

**Mileage Rates**

The standard mileage rate is \$42.24 per mile or a fraction thereof. In all cases, mileage shall be computed from the point of pick-up to the point of patient delivery.

Fuel fluctuation rate changes may be granted when diesel fuel exceeds \$5.10 per gallon or when gasoline exceeds \$4.25 per gallon as invoiced; a surcharge of \$0.25 per mile traveled may be assessed.

An off-road rate may be charged when an ambulance is required to travel for two miles or more on unpaved roads. A surcharge of \$1.50 per mile may be assessed.

**Supplies and Medications**

A licensed ambulance provider may charge for supplies and for providing supplies, medications, and administering medications used on any response if (1) supplies and medications are priced fairly and competitively, (2) the individual does not refuse service, and (3) the licensed personnel for the licensed ambulance provider assess or treats the individual.

## **ORDINANCE NO. 23-15**

### **ORDINANCE OF SOUTH OGDEN CITY AMENDING THE CITY'S CONSOLIDATED FEE SCHEDULE FOR AMBULANCE FEES; MAKING NECESSARY CLERICAL AND ADMINISTRATIVE CHANGES; AND PROVIDING AN EFFECTIVE DATE**

#### **SECTION I - RECITALS**

**WHEREAS**, the City of South Ogden ("City") is a municipal corporation duly organized and existing under the laws of Utah; and,

**WHEREAS**, the City Council finds that in conformance with UC §10-3-702, the governing body of the city may pass any ordinance to regulate, require, prohibit, govern, control or supervise any activity, business, conduct or condition authorized by State law or any other provision of law; and,

**WHEREAS**, the City Council finds that pursuant to UC §26B-4-152 the Utah Department of Health and Human Services establishes maximum rates for ground ambulance and paramedic providers that are just and reasonable; and,

**WHEREAS**, the City Council finds that it is necessary to amend the City's ambulance fees to be in compliance with the just and reasonable rates found in R426-8-200 of the Utah Administrative Code; and,

**WHEREAS**, the City Council finds that providing this information in the City's Consolidated Fee Schedule is an effective way to make this information available to the public; and,

**WHEREAS**, the City Council finds that the public convenience and necessity requires the administrative action now taken by the City,

**THEREFORE, BE IT ORDAINED** by the City of South Ogden that:

#### **SECTION II - AMENDMENT OF THE CITY'S CONSOLIDATED FEE ORDINANCE & FEE SCHEDULE**

Based upon the recommendation the Utah Department of Health and Human Services, and the findings of the City Council, the City's Consolidated Fee Schedule is amended to incorporate those changes as discussed above and the same are adopted as a part of, and will constitute their respective part of, the official fee schedule for South Ogden City shown as **Attachment "A"**, made a part by this reference and as then set out in the full Consolidated Fee Schedule.



### **SECTION III - PRIOR ORDINANCES AND RESOLUTIONS**

That the above fees, where they may have been taken from prior City Ordinances and Resolutions, are listed here for centralization and convenience; and that the body and substance of those prior Ordinances and Resolutions, with their specific provisions, where not otherwise in conflict with this Ordinance, are reaffirmed and readopted.

### **SECTION IV - REPEALER OF CONFLICTING ENACTMENTS**

All orders, ordinances and resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which conflict with this Ordinance, are, for such conflict, repealed, except this repeal will not be construed to revive any act, order or resolution, or part, repealed.

### **SECTION V - SAVINGS CLAUSE**

If any provision of this Ordinance be held or deemed, or shall be invalid, inoperative or unenforceable such will not render any other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Ordinance being deemed the separate independent and severable act of the City Council of South Ogden City.

### **SECTION VI - DATE OF EFFECT**

This Ordinance will be effective on the 18<sup>th</sup> day of July, 2023, and after publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH OGDEN CITY,  
STATE OF UTAH,** on this 18<sup>th</sup> day of July, 2023.

**SOUTH OGDEN**, a municipal corporation

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Mayor Russell Porter

ATTESTED:

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Leesa Kapetanov, MMC  
City Recorder

# **ATTACHMENT "A"**

## **ORDINANCE NO. 23-15**

**Ordinance of South Ogden City Amending the City's Consolidated Fee Schedule For  
Ambulance Fees; Making Necessary Clerical And Administrative Changes; And  
Providing An Effective Date**

18 Jul 23

## Ambulance Enterprise Fund Fees\*

Last Amended ~~07-18~~ Jul 23~~2~~

Description	Amount
<del>Advanced</del> EMT Ground <del>Transport</del> <u>Ambulance</u>	\$1, <del>320</del> <u>090</u>
Advanced <u>EMT</u> Ground <del>Transport</del> <u>Ambulance</u> with <del>Paramedic On-Board</del>	\$1, <del>930</del> <u>439</u>
<u>Advanced Ground Ambulance</u> (licensed as an EMT-IA ambulance provider prior to June 30, 2016)	<u>\$1,771</u>
<u>Paramedic Ground Ambulance:</u>	<u>\$2,104</u>
<u>Paramedic on-board</u> (paramedic not employed by the licensed ambulance provider)	<u>\$2,104</u>
Mileage Rate (see note 1 below)	<del>\$38.75</del> <u>42.24</u> per mile or fraction thereof
Fuel Fluctuation Rate (see note 2 below)	\$.25 per mile
Off-Road Rate (see note 3 below)	\$1.50 per mile
Emergency Response / Transport surcharge	\$39.75
Ambulance Waiting Time surcharge (per every 15 min.)	\$22.05
Ambulance Stand-by Fee (per hour, 2 hour minimum)	\$35
Scene Services                      Level 3	\$331.05
Level 2	\$165.53
Level 1	\$82.77
Consumable Supplies	See notes <del>4 &amp; 5</del> below)

\*These Fees will be in effect as set herein or as may otherwise be established by the State of Utah:

- In all cases, mileage shall be computed from the point of pick-up to the point of patient delivery.
- When diesel fuel exceeds \$5.10 per gallon or gasoline exceeds \$4.25 per gallon as invoiced, a surcharge of \$.25 per mile ~~of transport may be added to the mileage rate~~traveled may be assessed.
- Where an ambulance is required to travel for ~~10~~two miles or more on unpaved roads, a surcharge of \$1.50 per mile traveled may be assessed.
- ~~3.4. A licensed ambulance provider may charge for supplies and for providing supplies, medications, and administering medications used on any response if (1) supplies and medications are priced fairly and competitively, (2) the individual does not refuse service, and (3) the licensed personnel for the licensed ambulance provider assess or treats the individual.~~
- ~~4.5.~~ Allowable base ~~a~~ Ambulance rates are set pursuant to Utah Code §26~~B-8a4-403-152~~ (as may be amended from time to time) and Utah Administrative Code Rule R426-~~168-200~~, effective annually 1 July through 30 June following.
- ~~5.6.~~ As set by the Fire Operations Chief subject to Utah State BEMS and City Council review and approvals.

**Resolution No. 23-26**

**A RESOLUTION OF THE SOUTH OGDEN CITY COUNCIL  
DECLARING ITS INTENT TO ADJUST THE CURRENT  
BOUNDARIES OF SOUTH OGDEN CITY WITH OGDEN CITY BY  
RELOCATING THEIR MUTUAL BOUNDARY**

**WHEREAS**, South Ogden City ("City") is a municipal corporation duly organized and existing under the laws of the State of Utah; and,

**WHEREAS**, Weber County ("County") is a county corporation duly organized and existing under the laws of the State of Utah; and,

**WHEREAS**, the City Council finds certain properties currently within the boundaries of South Ogden City exist on a road completely within the boundaries of Ogden City; and,

**WHEREAS**, the City Council finds that accesses to these certain South Ogden properties are controlled and regulated by the rules and regulations Ogden City; and,

**WHEREAS**, the City Council desires that these certain properties be under the same controls and regulations as other properties within South Ogden City; and,

**WHEREAS**, the City Council finds that to accomplish this desire a boundary adjustment with Ogden City must occur;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of South Ogden City, Utah, that the City Council hereby declares its intent to adjust its mutual boundary with Ogden City, in accordance with the provisions of §10-2-419, Utah Code Annotated, in order to provide for the withdrawal of portions of Country Hills Drive, described in *Attachment A*, and by this reference fully incorporated herein, from the boundaries of Ogden City. Pursuant to such intent, the City Council hereby directs that a public hearing be set, at the earliest opportunity, but no less than sixty (60) days after passage of this resolution, to consider the proposed boundary adjustment, and that notice be provided as required by State law.

**BE IT FURTHER RESOLVED** this Resolution shall become effective immediately upon its passage.

**SECTION 2 - REPEALER OF CONFLICTING ENACTMENTS:**

All orders and resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which are in conflict with this Resolution, are, to the extent of such conflict, repealed, except this repeal shall not be construed to revive any act, order or resolution, or part repealed.

**SECTION 3 - PRIOR RESOLUTIONS:**

The body and substance of any and all prior Resolutions, with their specific provisions, where not otherwise in conflict with this Resolution, are reaffirmed and readopted.

**SECTION 4 - SAVINGS CLAUSE:**

If any provision of this Resolution shall be held or deemed or shall be invalid, inoperative or unenforceable such reason shall not have the effect of rendering any other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Resolution and this Resolution being deemed the separate independent and severable act of the City Council of South Ogden City.

**SECTION 5- DATE OF EFFECT:**

This Resolution shall be effective on the 18<sup>th</sup> day of July, 2023, and after publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH OGDEN CITY, STATE OF UTAH, on this 18<sup>th</sup> day of July, 2023.**

**SOUTH OGDEN CITY**

---

Russell L. Porter, Mayor

**ATTEST:**

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Leesa Kapetanov, MMC  
City Recorder



## **ATTACHMENT “A”**

### **Resolution No. 23-26**

A Resolution Of The South Ogden City Council Declaring Its Intent To Adjust  
The Current Boundaries Of South Ogden City With Ogden City By Relocating  
Their Mutual Boundary

18 Jul 23



# STAFF REPORT



**SUBJECT:** Street Maintenance Project FY2024  
**AUTHOR:** Jon Andersen  
**DEPARTMENT:** Public Works  
**DATE:** July 18, 2023

## RECOMMENDATION

City staff recommends an agreement for FY2024 Street Maintenance Project be approved with Staker Parsons Compaines. Staker Parsons has completed many projects for the City in past years at a very high quality of work.

## BACKGROUND

The Mayor & City Council's strategic plan for the current year has a goal 3.2.1 to complete \$1,300,000.00 of road maintenance and improvement projects. The 2024 Street Maintenance project will accomplish most of that goal. This project will restore different sections of roadway, using approximately 10,000 tons os asphalt installed on City roads. This includes edgemilling and installing a 2" asphalt overlay with fabric. This type of treatment will significantly improve these roads as well as extend the life of these roads. The work will be completed during the fall of 2023.

## ANALYSIS

Bids were requested for a 2024 Street Maintenance project for South Ogden City. During the bid process four qualified contractors submittd bids to South Ogden City. the results are as follows:

1- Granite Construction	\$1,326,206.00
2- Staker & Parsons Companies	\$1,221,000.00

## SIGNIFICANT IMPACTS

Impact of \$1,221,000.00.00 to the 2024/2025 Road/Sidewalk project. It has been included in the budget.

## ATTACHMENTS

Recommendation Letter



## 2023 Street Maintenance Project

### South Ogden City Corporation

Bid Opening Date: July 13, 2023 Time: 2:00 p.m. Place: South Ogden City, 3950 South Adams Ave.

				Engineer's Estimate		Staker & Parson Companies		Granite	
	Description	Quantity	Units	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
<b>Roads</b>									
1	Mobilization, Traffic Control, Paint:	1	L.S.	\$48,000.00	\$ 48,000.00	\$22,145.55	\$ 22,145.55	\$52,170.00	\$ 52,170.00
2	Edge Mill a 7-foot Width (min.) Along Existing Curb. Taper from 0" Depth to 1-1/2" Depth. Remove and Dispose of Cutting:	20485	S.Y.	\$2.80	\$ 57,358.00	\$3.20	\$ 65,552.00	\$3.50	\$ 71,697.50
3	Asphalt Removal:	4641	S.Y.	\$3.70	\$ 17,171.70	\$5.45	\$ 25,293.45	\$3.50	\$ 16,243.50
4	Pre-Lower Existing Manhole Ring and Cover:	41	Each	\$405.00	\$ 16,605.00	\$370.00	\$ 15,170.00	\$360.00	\$ 14,760.00
5	Pre-lower Existing Valve Box:	43	Each	\$240.00	\$ 10,320.00	\$310.00	\$ 13,330.00	\$300.00	\$ 12,900.00
6	Pre-Lower Existing Storm Drain Rectangular Frame and Cover:	5	Each	\$750.00	\$ 3,750.00	\$520.00	\$ 2,600.00	\$525.00	\$ 2,625.00
7	Raise Existing Manhole Ring, Cover and Construct Concrete Collar:	79	Each	\$605.00	\$ 47,795.00	\$630.00	\$ 49,770.00	\$625.00	\$ 49,375.00
8	Raise Existing Valve Box and Construct Concrete Collar:	64	Each	\$405.00	\$ 25,920.00	\$475.00	\$ 30,400.00	\$470.00	\$ 30,080.00
9	Raise Existing Survey Monument Box and Construct Concrete Collar:	18	Each	\$425.00	\$ 7,650.00	\$580.00	\$ 10,440.00	\$555.00	\$ 9,990.00
10	Raise Existing Storm Drain Rectangular Frame, Cover and Construct Concrete Collar:	5	Each	\$1,300.00	\$ 6,500.00	\$1,575.00	\$ 7,875.00	\$1,550.00	\$ 7,750.00
11	4" Hot Mix Asphalt:	1045	Tons	\$100.00	\$ 104,500.00	\$91.00	\$ 95,095.00	\$95.00	\$ 99,275.00
12	Untreated Base Course:	288	Tons	\$25.00	\$ 7,200.00	\$38.25	\$ 11,016.00	\$47.00	\$ 13,536.00
13	Construct a 2" Thickness Bituminous Surface Course Overlay w/ Fabric:	6994	Tons	\$105.00	\$ 734,370.00	\$102.00	\$ 713,388.00	\$116.00	\$ 811,304.00
<b>Repair Items</b>									
14	Asphalt Leveling Course:	500	Tons	\$100.00	\$ 50,000.00	\$102.00	\$ 51,000.00	\$115.00	\$ 57,500.00



## 2023 Street Maintenance Project

### South Ogden City Corporation

Bid Opening Date: July 13, 2023 Time: 2:00 p.m. Place: South Ogden City, 3950 South Adams Ave.

				Engineer's Estimate		Staker & Parson Companies		Granite	
	Description	Quantity	Units	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
15	Repair "Break Through" Areas (4"HMA / 8" UTBC):	1000	S.Y.	\$25.00	\$ 25,000.00	\$50.40	\$ 50,400.00	\$35.00	\$ 35,000.00
16	Asphalt Removal and Replacement (4" H.M.A.):	1500	S.Y.	\$32.00	\$ 48,000.00	\$38.35	\$ 57,525.00	\$28.00	\$ 42,000.00
Total					\$ 1,210,139.70		\$ 1,221,000.00		\$ 1,326,206.00

Project Engineer  
Jory Wahlen





## Memorandum

**To:** Jon Anderson  
South Ogden City

**From:** Jory Wahlen  
Wasatch Civil Consulting Engineering

**Date:** July 14th, 2023

**Subject:** **2023 Street Maintenance Project**

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In response to our advertisement for 2023 Street Maintenance Project posted on June 16th, 2023, we received two bids. Staker & Parson Companies bid of \$1,221,000.00 and Granite Construction Company bid of \$1,326,206.00. We recommend awarding the project to **Staker & Parson Companies** for the amount of **\$1,221,000.00**.

**Resolution No. 23-27**

**A RESOLUTION OF SOUTH OGDEN CITY APPROVING AN  
AGREEMENT WITH STAKER & PARSONS COMPANY FOR THE 2023  
STREET MAINTENANCE PROJECT, AND PROVIDING THAT THIS  
RESOLUTION SHALL BECOME EFFECTIVE IMMEDIATELY UPON  
POSTING AND FINAL PASSAGE**

**WHEREAS**, the City Council finds that the City of South Ogden ("City") is a municipal corporation duly organized and existing under the laws of Utah; and,

**WHEREAS**, the City Council finds that in conformance with Utah Code ("UC") § 10-3-717 the governing body of the city may exercise all administrative powers by resolution including, but not limited to regulating the use and operation of municipal property and programs; and,

**WHEREAS**, the City Council finds it necessary to address certain 2023 Street Maintenance Project needs within the city; and,

**WHEREAS**, the City Council finds that the city staff recommends that the city contract with Staker & Parsons Companies for the completion of 2023 Street Maintenance Project; and,

**WHEREAS**, the City Council finds that Staker & Parsons Company has the professional ability to provide for these services to meet the city's needs; and,

**WHEREAS**, the City Council finds that City now desires to further those ends by contracting with Staker & Parsons Companies to provide such services; and,

**WHEREAS**, the City Council finds that the public convenience and necessity requires the actions contemplated,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF  
SOUTH OGDEN AS FOLLOWS:**

**SECTION 2 - CONTRACT AUTHORIZED**

That The "**Contract Agreement**" For The 2023 Street Maintenance Project, Attached Hereto As **Attachment "A"** And By This Reference Fully Incorporated Herein, Is Hereby Approved And Adopted; And That The City Manager Is Authorized To More Fully Negotiate Any Remaining Details Under The Agreement On Behalf Of The City And Then To Sign, And The City Recorder

Authorized To Attest, Any And All Documents Necessary To Effect This Authorization And Approval.

The foregoing Recitals are fully incorporated herein.

### **SECTION 3 - PRIOR ORDINANCES AND RESOLUTIONS**

The body and substance of all prior Resolutions, with their provisions, where not otherwise in conflict with this Resolution, are reaffirmed and readopted.

### **SECTION 4 - REPEALER OF CONFLICTING ENACTMENTS**

All orders, and Resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which conflict with this Resolution, are, for such conflict, repealed, except this repeal shall not be construed to revive any act, order or resolution, or part repealed.

### **SECTION 5 - SAVINGS CLAUSE**

If any provision of this Resolution shall be held or deemed or shall be invalid, inoperative or unenforceable such shall not have the effect of rendering any other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Resolution being deemed the separate independent and severable act of the City Council of South Ogden City.

### **SECTION 6 - DATE OF EFFECT**

This Resolution shall be effective on the 18<sup>th</sup> day of July, 2023, and after publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH OGDEN CITY, STATE OF UTAH,** on this 18<sup>th</sup> day of July, 2023.

### **SOUTH OGDEN CITY**

---

Russell Porter  
Mayor

### **ATTEST:**

---

Leesa Kapetanov, CMC  
City Recorder

## **ATTACHMENT "A"**

### **Resolution No. 23-27**

A Resolution Of South Ogden City Approving An Agreement With Staker & Parsons Company For The 2023 Street Maintenance Project, And Providing That This Resolution Shall Become Effective Immediately Upon Posting And Final Passage

18 Jul 23

# CONTRACT AGREEMENT

**THIS AGREEMENT** is by and between **SOUTH OGDEN CITY CORPORATION** (hereinafter called OWNER) and **Staker & Parson Companies** (hereinafter called CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

## ARTICLE 1- WORK

1.01 CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

The work consists of the following work in existing City Streets: Asphalt overlay and leveling course for 62,166 S.Y. of the existing pavement. The work also includes edge milling, pre-lowering, and raising existing manholes and valves and all other related appurtenances and associated work as indicated in the Contract Document.

## ARTICLE 2-THE PROJECT

2.01 The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows:

### **2023 Street Maintenance Project**

## ARTICLE 3- ENGINEER

3.01 The Project has been designed by Wasatch Civil Consulting Engineering, who is hereinafter called ENGINEER and who is to act as OWNER's representative, assume all duties and responsibilities, and have the rights and authority assigned to ENGINEER in the Contract Documents in connection with the completion of the Work in accordance with the Contract Documents.

## ARTICLE 4- CONTRACT TIMES

4.01 *Time of the Essence:* All time limits for completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

4.02 *Dates for Completion and Final Payment:* The Work specified in the Contract Documents shall be completed prior to November 1<sup>st</sup>, 2023.

4.03 *Liquidated Damages:* CONTRACTOR and OWNER recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not completed within the times specified in paragraph 4.02 above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by OWNER if the Work is not completed on time. Accordingly, instead of requiring any such proof,

OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty), CONTRACTOR shall pay OWNER \$200.00 for each day that expires after the time specified in paragraph 4.02 for Completion until the Work is accepted.



## ARTICLE 5- CONTRACT PRICE

5.01 OWNER shall pay CONTRACTOR for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the amounts determined pursuant to the paragraph below:

For all Unit Price Work, an amount equal to the sum of the established unit price for each separately identified item of Unit Price Work times the actual quantity of that item as measured in the field.

### UNIT PRICE WORK

<u>No.</u>	<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Amount</u>
1	Mobilization, Traffic Control, Paint:	1	L.S.	\$22,145.55	\$22,145.55
2	Edge Mill a 7-foot Width (min.) Along Existing Curb. Taper from 0" Depth to 1-1/2" Depth. Remove and Dispose of Cutting:	20485	S.Y.	\$3.20	\$65,552.00
3	Asphalt Removal:	4641	S.Y.	\$5.45	\$25,293.45
4	Pre-Lower Existing Manhole Ring and Cover:	41	Each	\$370.00	\$15,170.00
5	Pre-lower Existing Valve Box:	43	Each	\$310.00	\$13,330.00
6	Pre-Lower Existing Storm Drain Rectangular Frame and Cover:	5	Each	\$520.00	\$2,600.00
7	Raise Existing Manhole Ring, Cover and Construct Concrete Collar:	79	Each	\$630.00	\$49,770.00
8	Raise Existing Valve Box and Construct Concrete Collar:	64	Each	\$475.00	\$30,400.00
9	Raise Existing Survey Monument Box and Construct Concrete Collar:	18	Each	\$580.00	\$10,440.00
10	Raise Existing Storm Drain Rectangular Frame, Cover and Construct Concrete Collar:	5	Each	\$1,575.00	\$7,875.00
11	4" Hot Mix Asphalt:	1045	Tons	\$91.00	\$95,095.00
12	Untreated Base Course:	288	Tons	\$38.25	\$11,016.00
13	Construct a 2" Thickness Bituminous Surface Course Overlay w/ Fabric:	6994	Tons	\$102.00	\$713,388.00

### **Repair Items**

<u>No.</u>	<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Amount</u>
14	Asphalt Leveling Course:	500	Tons	\$102.00	\$51,000.00
15	Repair "Break Through" Areas (4"HMA / 8" UTBC):	1000	S.Y.	\$50.40	\$50,400.00
16	Asphalt Removal and Replacement (4" H.M.A.):	1500	S.Y.	\$38.35	\$57,525.00

TOTAL OF ALL UNIT: **One Million Two Hundred Twenty-One Thousand Dollars 00/100 (\$1,221,000.00).**

As provided in paragraph 11.03 of the General Conditions, estimated quantities are not guaranteed, and determinations of actual quantities and classifications are to be made by ENGINEER as provided in paragraph 9.08 of the General Conditions. Unit prices have been computed as provided in paragraph 11.03 of the General Conditions.

## **ARTICLE 6- PAYMENT PROCEDURES**

6.01 *Submittal and Processing of Payments:* CONTRACTOR shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by ENGINEER as provided in the General Conditions.

6.02 *Progress Payments; Retainage:* OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR's Applications for Payment on or about the 15th day of each month during performance of the Work as provided in paragraphs 6.02.A. 1 and 6.02.A.2 below. All such payments will be measured by the schedule of values established in paragraph 2.07.A of the General Conditions (and in the case of Unit Price Work, based on the number of units completed) or, in the event there is no schedule of values, as provided in the General Requirements:

1. Prior to Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as ENGINEER may determine or OWNER may withhold, in accordance with paragraph 14.02 of the General Conditions:

A. 95% of Work completed (with the balance being retained). If the Work has been 50% completed as determined by ENGINEER, and if the character and progress of the Work have been satisfactory to OWNER and ENGINEER, OWNER, on recommendation of ENGINEER, may determine that as long as the character and progress of the Work remain satisfactory to them, there will be no retainage on account of Work subsequently completed, in which case the remaining progress payments prior to Substantial Completion will be in an amount equal to 100% of the Work completed less the aggregate of payments previously made; and

B. 25% of cost of materials and equipment not incorporated in the Work (with the balance being retained).

2. Upon Completion, OWNER shall pay an amount sufficient to increase total payments to CONTRACTOR to 100% of the Work completed, less such amounts as ENGINEER shall determine in accordance with paragraph 14.02.B.5 of the General Conditions.

6.03 *Final Payment:* Upon final completion and acceptance of the Work in accordance with paragraph 14.07 of the General Conditions, OWNER shall pay the remainder of the Contract Price as recommended by ENGINEER as provided in said paragraph 14.07

## **ARTICLE 7- INTEREST**

7.01 All moneys not paid when due as provided in Article 14 of the General Conditions shall bear interest at the rate of 1% per annum.

## **ARTICLE 8- CONTRACTOR'S REPRESENTATIONS**

8.01 In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

A. CONTRACTOR has examined and carefully studied the Contract Documents and the other related data identified in the Bidding Documents.

B. CONTRACTOR has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

C. CONTRACTOR is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.

D. CONTRACTOR has carefully studied all: (1) reports of explorations and tests of subsurface conditions at or contiguous to the Site and all drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site (except Underground Facilities) which have been identified in the Supplementary Conditions as provided in paragraph 4.02 of the General Conditions and (2) reports and drawings of a Hazardous Environmental Condition, if any, at the Site which has been identified in the Supplementary Conditions as provided in paragraph 4.06 of the General Conditions.

E. CONTRACTOR has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by CONTRACTOR, including applying the specific means, methods, techniques, sequences, and procedures of construction, if any, expressly required by the Contract Documents to be employed by CONTRACTOR, and safety precautions and programs incident thereto

F. CONTRACTOR does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.

G. CONTRACTOR is aware of the general nature of Work to be performed by OWNER and others at the Site that relates to the Work as indicated in the Contract Documents.

H. CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the Site, reports and drawings identified in the Contract Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Contract Documents.

I. CONTRACTOR has given ENGINEER written notice of all conflicts, errors, ambiguities, or discrepancies that CONTRACTOR has discovered in the Contract Documents, and the written resolution thereof by ENGINEER is acceptable to CONTRACTOR.

J. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

## **ARTICLE 9- CONTRACT DOCUMENTS**

### **9.01 Contents:**

A. The Contract Documents consist of the following:

1. This Agreement;
2. Performance Bond;
3. Payment Bond;
4. General Conditions;
5. Supplementary Conditions;
6. Specifications as listed in the table of contents of the Project Manual;
7. Drawings as listed in the table of contents of the Project Manual;
8. Exhibits this Agreements;
  1. Notice to Proceed;

2. CONTRACTOR's Bid;
3. Documentation submitted by CONTRACTOR prior to Notice of Award;

9. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:

Written Amendments;  
Work Change Directives;  
Change Order(s).

- B. The documents listed in paragraph 9.01 A are attached to this Agreement (except as expressly noted otherwise above).
- C. There are no Contract Documents other than those listed above in this Article 9.
- D. The Contract Documents may only be amended, modified, or supplemented as provided in paragraph 3.05 of the General Conditions.

## **ARTICLE 10- MISCELLANEOUS**

10.01 *Terms*: Terms used in this Agreement will have the meanings indicated in the General Conditions.

10.02 *Assignment of Contract*: Assignment by a party hereto of any rights under or interests in the Contract will not be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

10.03 *Successors and Assigns*: OWNER and CONTRACTOR each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

10.04 *Severability*: Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon OWNER and CONTRACTOR, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.



IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each has been delivered to OWNER and CONTRACTOR. All portions of the Contract Documents have been signed or identified by OWNER and CONTRACTOR or on their behalf.

This Agreement will be effective on \_\_\_\_\_, 2023, (which is the Effective Date of the Agreement).

**OWNER:**

**CONTRACTOR:**

**SOUTH OGDEN CITY CORPORATION**

**Staker & Parson Companies**

By: \_\_\_\_\_

By: \_\_\_\_\_

[CORPORATE SEAL]

[CORPORATE SEAL]

Attest: \_\_\_\_\_

Attest: \_\_\_\_\_

Address for giving notices:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Address for giving notices:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(If CONTRACTOR is a corporation or a partnership, attach evidence of authority to sign)

Designated Representative:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

**Resolution No. 23-28**

**RESOLUTION OF SOUTH OGDEN CITY RENEWING AN AGREEMENT WITH CRAIG CALL FOR HEARING OFFICER SERVICES, AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE IMMEDIATELY UPON FINAL PASSAGE.**

**WHEREAS**, the City Council finds that the City of South Ogden ("City") is a municipal corporation duly organized and existing under the laws of Utah; and,

**WHEREAS**, the City Council finds that in conformance with Utah Code ("UC")§ 10-3-717 the governing body of the city may exercise all administrative powers by resolution including, but not limited to regulating the use and operation of municipal property and programs; and,

**WHEREAS**, the City Council finds that in conformance with UC §10-1-401, et. seq., the governing body of the city may enter into agreements with various service providers; and,

**WHEREAS**, the City Council finds that in conformance with UC §10-9a-701 the City must designate an appeal authority; and,

**WHEREAS**, the City Council finds that in 2013 it designated Attorney Craig Call as the South Ogden City Appeal Hearing Officer; and,

**WHEREAS**, the City Council finds that Mr. Call has faithfully and efficiently served the City of South Ogden as its Appeal Hearing Officer; and,

**WHEREAS**, the City Council desires to renew its contract with Mr. Call to continue his service as Appeal Hearing Officer; and,

**WHEREAS**, the City Council finds that the public convenience and necessity requires the actions contemplated,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF SOUTH OGDEN AS FOLLOWS:**

**SECTION 2 - RENEWAL AUTHORIZED**

The "**Extension and Renewal of Administrative Hearing Officer Agreement**" Attached Hereto As **Attachment "A"** And By This Reference Fully Incorporated Herein, Is Approved And Adopted, And The City Manager Is Authorized To Sign,

And The City Recorder Authorized To Attest, Any And All Documents Necessary To Effect This Authorization And Approval.

### **SECTION 3 - PRIOR ORDINANCES AND RESOLUTIONS**

The body and substance of all prior Resolutions, with their provisions, where not otherwise in conflict with this Resolution, are reaffirmed and readopted.

### **SECTION 4 - REPEALER OF CONFLICTING ENACTMENTS**

All orders, and Resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which conflict with this Resolution, are, for such conflict, repealed, except this repeal shall not be construed to revive any act, order or resolution, or part repealed.

### **SECTION 5 - SAVINGS CLAUSE**

If any provision of this Resolution shall be held or deemed or shall be invalid, inoperative or unenforceable such shall not have the effect of rendering any other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Resolution being deemed the separate independent and severable act of the City Council of South Ogden City.

### **SECTION 6 - DATE OF EFFECT**

This Resolution shall be effective on the 18<sup>th</sup> day of July, 2023, and after publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH OGDEN CITY, STATE OF UTAH**, on this 18<sup>th</sup> day of July, 2023.

**SOUTH OGDEN CITY**

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Russell Porter, Mayor

**ATTEST:**

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Leesa Kapetanov, MMC  
City Recorder

## **ATTACHMENT "A"**

### **Resolution No. 23-28**

Resolution Of South Ogden City Renewing An Agreement With Craig Call For  
Hearing Officer Services, And Providing That This Resolution Shall Become  
Effective Immediately Upon Final Passage.

18 Jul 23

## **EXTENSION AND RENEWAL OF ADMINISTRATIVE HEARING OFFICER AGREEMENT**

On or about June 24, 2013, the City of South Ogden, Utah (“the City”) and Craig Call (the “AHO”) entered into an Administrative Hearing Officer Agreement, a copy of which is attached hereto and incorporated herein by this reference.

The parties wish to renew and extend the agreement for an additional year from the date of this Extension and Renewal. This agreement will automatically renew each year going forward until either the City or the AHO cancel the agreement in writing in the manner provided in the original agreement.

This represents a modification of the original agreement and all conflicting provisions shall be superseded by this modification. All other provisions of the original agreement shall continue as provided therein.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

---

Craig Call

THE CITY OF SOUTH OGDEN, UTAH

---

Matthew J. Dixon, City Manager

Attest:

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Leesa Kapetanov, City Recorder

Approved as to form:

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City Attorney





## ADMINISTRATIVE HEARINGS OFFICER AGREEMENT

THIS AGREEMENT is entered into this 24<sup>th</sup> day of June, 2013, by and between the City of South Ogden ("the City") and Craig Call, for the purpose of retaining Mr. Call's service as an appointed Administrative Hearings Officer ("AHO").

The City and Mr. Call agree as follows:

1. Mr. Call will provide to the City the AHO services necessary to comply with the City's obligations under various titles of the "City of South Ogden Municipal Code" including but not limited to, Title 10, Chapter 4 of the City Code.
2. The City will compensate Mr. Call at the rate of \$100.00 per hour for his AHO services which will include time spent preparing for hearings, conducting hearings and preparing orders.
3. Mr. Call will be available on an "as needed" basis to conduct administrative hearings. The parties shall schedule hearings as soon as reasonably practicable in order to provide efficient hearing services to the public. In order to accommodate hearings which are expected to be unusually lengthy, additional calendars may be required, and the parties shall work to schedule hearings which will provide sufficient time to hear the evidence.
4. The City will notify Mr. Call upon receiving notice of an application for a hearing.
5. The City will provide support services to Mr. Call reasonably necessary to fulfill his responsibilities and including preparation of notices, files, dockets, clerical support during hearings, transcribing dictated notes, audio recording of hearings and collection of fees and fines.
6. The relationship of Mr. Call to the City under this Agreement is that of "independent contractor." No relationship of employee, agent or servant of the City is created by this agreement. Accordingly, no benefits will be paid and no Internal Revenue Service's withholdings will be made by City from payments made for Mr. Call's services.
7. This agreement shall be for three (3) years and will automatically renew for two (2) consecutive two (2) year terms, unless terminated by either party. Termination of this agreement shall occur on the renewal date with written notice of either City's or AHO's desire to terminate within 90 days of renewal date OR at anytime upon written, mutual consent by both City and AHO.

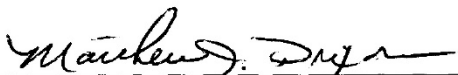
8. Mr. Call will invoice the City for AHO services provided. Payment by the City shall be due within 30 days of receiving an invoice.

9. This is the entire agreement of the parties. It may not be modified except in writing signed by both parties.


IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

  
\_\_\_\_\_  
Craig Call

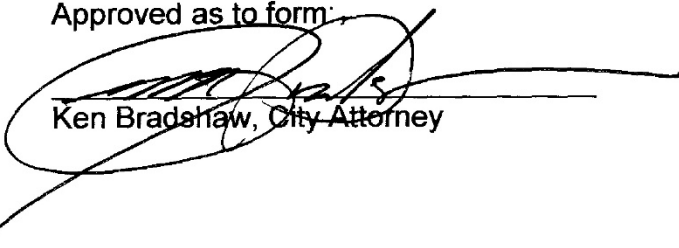
THE CITY OF SOUTH OGDEN

  
\_\_\_\_\_  
Matthew J. Dixon, City Manager

Attest:

  
\_\_\_\_\_  
Leesa Kapetanov, City Recorder

Approved as to form:

  
\_\_\_\_\_  
Ken Bradshaw, City Attorney

# STAFF REPORT



**SUBJECT:** Sidewalk/Concrete Repair/Replacement -2023-24  
**AUTHOR:** Jon Andersen  
**DEPARTMENT:** Public Works  
**DATE:** 7-18-23

---

## RECOMMENDATION

City staff recommends the approval of the Sidewalk/Concrete repair/replacement contract with Overland Homes, Inc..

## BACKGROUND

City staff has been doing sidewalk repairs with current staff when time permits due to the difficulty in getting contractors to do the work. The last contract that was approved, the contractor never showed up to complete any of the work. City staff has been diligently trying to get responsible contractors to bid. City staff was able to get four contractors that were interested in submitting bids. Three of the contractors submitted bids for the city to review. This contract will be in place for a year with the possibility of an annual extension. In the bid, it was quoted that the City would provide \$35,000 worth of concrete work. There is a line item in the Streets budget for sidewalk replacements for \$50,000 that we use on an annual basis if possible. The bid did ask for the best unit prices and is not a lump sum bid. The repairs in this contract will consist of complete removal and replacement of sidewalk that is raised, sunken, and cracked, etc. Minor curb & gutter and some waterway will also be done if needed.

## ANALYSIS

City staff gave the four contractors two weeks for the bid to be reviewed and submitted back to the City. After reviewing the three bids, Overland Homes, Inc. has the best unit prices overall the following companies submitted bids:

Overland Homes, Inc.

Triple J Concrete

Heckert Concrete (submitted after the dead line)

## SIGNIFICANT IMPACTS

A impact to Streets budget of \$35,000.00. \$50,000.00 is budgeted. If all goes well we hope to use all to get as much concrete repaired as possible.

## ATTACHMENTS

Bid Information

## **South Ogden City**

### **Sidewalk Replacement Project Bid Sheet**

South Ogden City is seeking bids for a contractor to furnish all equipment, labor, materials, and appurtenances for concrete replacement at various locations throughout the city.

To receive consideration, all bids must be returned via email to [jsully@southogdencity.gov](mailto:jsully@southogdencity.gov) or delivered to South Ogden City 5590 S. 600 E. on or before **3:00 pm June 15, 2023**. All Bids must meet or exceed bid expectations. South Ogden City reserves the right to accept or reject any and all bids. All prices to be quoted F.O.B. South Ogden, Utah.

### **Bid Specifications**

Concrete sidewalk to be prepped, formed, poured and finished by contractor.

Subgrade material used must be provided by contractor.

Subgrade material must be adequate per City specifications and properly compacted by contractor before pouring concrete.

All sidewalk to be replaced will be forty-eight inches wide and four inches thick, unless it is between approach and driveway. In this case concrete will be six inches thick.

Water way street crossings (cross drain) may be included in this bid. (Cross drain 8" thick approx.. 60" wide with #4 rebar 36" on center)

ADA ramps may be included in this bid.

Job to be completed within 60 days of date on notice to proceed.

Concrete to be sawcut by contractor where needed.

Existing concrete to be removed and disposed of by contractor.

Landscaping to be restored.

Contractor responsible for clean up after completion of job.

Sidewalk replacements will be at various locations throughout the city, not to exceed 2 miles between sites.

Total funding for quantity of all concrete replacement to be a minimum amount of \$35,000.

This yearly contract may be extended annually for up to three years.



## **Bid Items**

1. 4" thick by 48" wide sidewalk \_\_\_\_\_ per linear foot.
2. 6" thick by 48" wide sidewalk \_\_\_\_\_ per linear foot
3. ADA ramp with truncated dome pad \_\_\_\_\_ per each.
4. 8" thick by 60" wide with rebar \_\_\_\_\_ per sq. ft.

**Company Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_

### Bid Items

1. 4" thick by 48" wide sidewalk 80.<sup>00</sup> LF per linear foot.
2. 6" thick by 48" wide sidewalk 80.<sup>00</sup> LF per linear foot
3. ADA ramp with truncated dome pad 4,500.<sup>00</sup> EA per each.  
*With up to 20' curb gutter*  
*Does not Include Asphalt Patch*
4. 8" thick by 60" wide with rebar 45.<sup>00</sup> SF per sq. ft.  
*Waterway*  
*Does not Include Asphalt Patch*

Company Name: Triple J Concrete LLC Date: 6-14-2023

Bid Items

1. 4" thick by 48" wide sidewalk \$ 43.50 per linear foot.
2. 6" thick by 48" wide sidewalk \$ 52.00 per linear foot
3. ADA ramp with truncated dome pad \$ 1900.00 per each.
4. 8" thick by 60" wide with rebar \$ 26.50 per sq. ft.

Company Name: Overland Homes In Date: 6-13-2023

**Resolution No. 23-29**

**RESOLUTION OF SOUTH OGDEN CITY APPROVING AN AGREEMENT WITH OVERLAND HOMES INC. FOR SIDEWALK REPAIRS, AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE IMMEDIATELY UPON FINAL PASSAGE.**

**WHEREAS**, the City Council finds that the City of South Ogden ("City") is a municipal corporation duly organized and existing under the laws of Utah; and,

**WHEREAS**, the City Council finds that in conformance with Utah Code ("UC") § 10-3-717 the governing body of the city may exercise all administrative powers by resolution including, but not limited to regulating the use and operation of municipal property and programs; and,

**WHEREAS**, the City Council finds it necessary to address certain Concrete/Sidewalk Repairs needs within the city; and,

**WHEREAS**, the City Council finds that the city staff recommends that the city contract with Overland Homes Inc. for the installation and completion of Concrete/Sidewalk Repairs; and,

**WHEREAS**, the City Council finds that Overland Homes Inc. has the professional ability to provide for these services to meet the City's needs; and,

**WHEREAS**, the City Council finds that City now desires to further those ends by contracting with Overland Homes Inc. to provide such services; and,

**WHEREAS**, the City Council finds that the public convenience and necessity requires the actions contemplated,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF SOUTH OGDEN AS FOLLOWS:**

**SECTION 2 - CONTRACT AUTHORIZED**

That The "**Contract Agreement**" For The Concrete/Sidewalk Repairs, Attached Hereto As **Attachment "A"** And By This Reference Fully Incorporated Herein, Is Hereby Approved And Adopted; And That The City Manager Is Authorized

To More Fully Negotiate Any Remaining Details Under The Agreement On Behalf Of The City And Then To Sign, And The City Recorder Authorized To Attest, Any And All Documents Necessary To Effect This Authorization And Approval.

The foregoing Recitals are incorporated herein.

### **SECTION 3 - PRIOR ORDINANCES AND RESOLUTIONS**

The body and substance of all prior Resolutions, with their provisions, where not otherwise in conflict with this Resolution, are reaffirmed and readopted.

### **SECTION 4 - REPEALER OF CONFLICTING ENACTMENTS**

All orders, and Resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which conflict with this Resolution, are, for such conflict, repealed, except this repeal shall not be construed to revive any act, order or resolution, or part repealed.

### **SECTION 5 - SAVINGS CLAUSE**

If any provision of this Resolution shall be held or deemed or shall be invalid, inoperative or unenforceable such shall not render any other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Resolution being deemed the separate independent and severable act of the City Council of South Ogden City.

### **SECTION 6 - DATE OF EFFECT**

This Resolution shall be effective on the 18th day of July, 2023, and after publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH OGDEN CITY, STATE OF UTAH**, on this 18<sup>th</sup> day of July, 2023.

**SOUTH OGDEN CITY**

---

Russell Porter, Mayor

**ATTEST:**

---

Leesa Kapetanov, MMC  
City Recorder



## **ATTACHMENT "A"**

### **Resolution No. 23-29**

Resolution Of South Ogden City Approving An Agreement With Overland Homes Inc. For Sidewalk Repairs, And Providing That This Resolution Shall Become Effective Immediately Upon Final Passage.

18 Jul 23

# CONTRACT AGREEMENT

THIS AGREEMENT is by and between SOUTH OGDEN CITY CORPORATION (hereinafter called OWNER) and Overland Homes Inc. (hereinafter called CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

## ARTICLE 1- WORK

1.01 CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

DESCRIPTION OF WORK: The work consists of contractor providing the labor, materials and equipment to sawcut, remove and replace asphalt at various locations throughout the city.

## ARTICLE 2-THE PROJECT

2.01 The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows:

**Concrete/Sidewalk Replacement (Various Locations)**

## ARTICLE 3- CONTRACT TIMES

3.01 *Time of the Essence:* All time limits for completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

3.02 *Dates for Completion and Final Payment:* The Work will be completed within **60** working days following Notice to Proceed.

3.03 *Liquidated Damages:* CONTRACTOR and OWNER recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not completed within the times specified in paragraph 3.02 above, plus any extensions thereof allowed. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by OWNER if the Work is not completed on time. Accordingly, instead of requiring any such proof,

OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty), CONTRACTOR shall pay OWNER \$200.00 for each day that expires after the time specified in paragraph 3.02 for Completion until the Work is accepted.

OWNER and CONTRACTOR may negotiate a one year extension for a possibility of up to 3 years.

## ARTICLE 4- CONTRACT PRICE

4.01 OWNER shall pay CONTRACTOR for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the amounts determined pursuant to the paragraph below:

For all Unit Price Work, an amount equal to the sum of the established unit price for each separately identified item of Unit Price Work times the actual quantity of that item as measured in the field.

## UNIT PRICE WORK

<u>No.</u>	<u>Item</u>	<u>Unit</u>	<u>Unit Price</u>
1	Remove and replace 4 inch thick sidewalk	lineal foot	\$43.50
2	Remove and replace 6 inch thick sidewalk	lineal foot	\$52.00
3	ADA Ramp with truncated dome	Each	\$1,900.00
4	8 inch thick waterway street crossing	Square Foot	\$26.50

## **ARTICLE 5- PAYMENT PROCEDURES**

*5.01 Submittal and Processing of Payments:* CONTRACTOR shall submit Applications for Payment to OWNER no more than one time per each month.

*5.02 Progress Payments; Retainage:* OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR's Applications for Payment on or about the 15th day of each month during performance of the Work as provided in paragraphs 5.02(1)(A) and 5.02(1)(B). All such payments will be measured by the schedule of values indicated:

1. Prior to Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as OWNER may determine or OWNER may withhold, in accordance with the following:

A. 95% of Work completed (with the balance being retained). If the Work has been 50% completed as determined by the OWNER, and if the character and progress of the Work have been satisfactory, OWNER, may determine that as long as the character and progress of the Work remain satisfactory to them, there will be no retainage on account of Work subsequently completed, in which case the remaining progress payments prior to Substantial Completion will be in an amount equal to 100% of the Work completed less the aggregate of payments previously made; and

B. 25% of cost of materials and equipment not incorporated in the Work (with the balance being retained).

2. Upon Completion, OWNER shall pay an amount sufficient to increase total payments to CONTRACTOR to 100% of the Work completed.

*5.03 Final Payment:* Upon final completion and acceptance of the Work, OWNER shall pay the remainder of the Contract Price.

## **ARTICLE 6- INTEREST**

6.01 All moneys not paid when due shall bear interest at the rate of 1% per annum.

## **ARTICLE 7- CONTRACTOR'S REPRESENTATIONS**

7.01 In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

A. CONTRACTOR has examined and carefully studied the Contract Documents and the other related data identified in the Bidding Documents.

B. CONTRACTOR has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

C. CONTRACTOR is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.

D. CONTRACTOR has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions at, or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by CONTRACTOR, including applying the specific means, methods, techniques, sequences, and procedures of construction, if any, expressly required by the Contract Documents to be employed by CONTRACTOR, and safety precautions and programs incident thereto

F. CONTRACTOR does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.

G. CONTRACTOR is aware of the general nature of work to be performed by OWNER and others at the Site that relates to the Work as indicated in the Contract Documents.

H. CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the Site, reports and drawings identified in the Contract Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Contract Documents.

I. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

## **ARTICLE 8- CONTRACT DOCUMENTS**

8.01 *Contents:*

A. The Contract Documents consist of the following:

1. This Agreement;
2. Performance Bond;
3. Payment Bond;
4. Addendum;
5. Exhibits these Agreements;

1. Notice to Proceed;
2. CONTRACTOR's Bid;
3. Documentation submitted by CONTRACTOR prior to Notice of Award;

11. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:

Written Amendments;  
Work Change Directives;  
Change Order(s).

The documents listed in paragraph 8.01

- A. Are attached to this Agreement (except as expressly noted otherwise above).
- B. There are no Contract Documents other than those listed above in this Article 8.
- C. The Contract Documents may only be amended, modified, or supplemented by OWNER through work change orders or quantity modifications.



## ARTICLE 9- MISCELLANEOUS

9.02 *Assignment of Contract:* Assignment by a party hereto of any rights under or interests in the Contract will not be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

9.03 *Successors and Assigns:* OWNER and CONTRACTOR each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

9.04 *Severability:* Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon OWNER and CONTRACTOR, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

9.05 *Termination Due To Non-Appropriation:* Owner may terminate this Agreement if any of the following events shall have occurred and Contractor has received, not less than 30 days prior to the end of Owner's then current fiscal year, a written opinion from Owner's counsel verifying the occurrence of these events:

- a) If funds are not budgeted and appropriated in any fiscal year for payments due under this Agreement for the succeeding fiscal year, or for acquiring services, equipment or functions, which in whole or in part are essentially the same as those being obtained, this Agreement shall not obligate the Owner as to such succeeding fiscal year and shall become null and void except as to the payments herein agreed upon for which funds will have been appropriated and budgeted, and no right of action or damage shall accrue to the benefit of Contractor, its successors and assigns, for any further payments;
- b) If the provisions of Section (a) are utilized by Owner, Owner agrees to immediately notify the Contractor or its assignee of this Agreement that funds were not budgeted and appropriated, and to peacefully surrender possession of the Equipment to Contractor or its assignee.
- c) Owner made all payments due during the fiscal period immediately preceding the fiscal period for which sufficient funds were not appropriated.

Any early termination due to non-appropriation must be at the end of Owners then-current fiscal year.

9.06 *Voluntary Termination* Either party may, without cause, and upon written notice to the other party, terminate the agreement. The Owner shall pay the Contractor for all services rendered prior to the termination date.

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each has been delivered to OWNER and CONTRACTOR. All portions of the Contract Documents have been signed or identified by OWNER and CONTRACTOR or on their behalf.

This Agreement will be effective on \_\_\_\_\_ (which is the Effective Date of the Agreement).

**OWNER:**

**CONTRACTOR:**

SOUTH OGDEN CITY CORPORATION

Overland Homes Inc.

By: \_\_\_\_\_

By: \_\_\_\_\_

[CORPORATE SEAL]

[CORPORATE SEAL]

Attest \_\_\_\_\_

Attest \_\_\_\_\_

Address for giving notices:

Address for giving notices:

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(If CONTRACTOR is a corporation or a partnership, attach evidence of authority to sign)

Designated Representative:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# STAFF REPORT



**SUBJECT:** Spot Asphalt Repair FY2024  
**AUTHOR:** Jon Andersen  
**DEPARTMENT:** Public Works  
**DATE:** July 18, 2023

## RECOMMENDATION

City Staff is recommending the approval of the Spot Repair bid be awarded to LaRose Paving Inc.. The bid process was completed by contacting local qualified vendors that have completed work of this type for South Ogden City in the past, LaRose Paving was the lowest qualified bidder. LaRose Paving has completed work for South Ogden in the past and has done a good job.

## BACKGROUND

The amount that was used to get the bids out was approximately \$50,000 repairing approximately 12,000 square feet, and it is to be completed this spring. The price that City staff used to figure what a repair would cost was \$3.07 per sq ft .

## ANALYSIS

After doing some research, City staff found that it was best to bid it out per square foot with City staff identified 10-12 areas on various roads to be repaired. Doing spot repair will consist of cutting the asphalt, removal of the asphalt, compaction of the area and replacing the new asphalt back into the cut out area. The areas are bigger than 4' x4' to complete this process and to be effective. City staff estimated that the 10-12 roads with various spots repaired would reach the goal of spending \$50,000.00 on spot repair this year. City staff contacted 4 qualified companies to give a bid and all three submitted bids.

## SIGNIFICANT IMPACTS

Contractor	Unit Price	Total
LaRose Paving	\$3.65 sq ft	\$43,800.00
Consolidated Paving	no bid submitted	
Post	\$4.25 sq ft	\$51,000.00
Eckles Paving	\$9.20 sq ft	\$110,000.00

## ATTACHMENTS

Bid Documents

## **South Ogden City**

### **Asphalt Spot Repair Project Bid Sheet**

South Ogden City is seeking bids for a contractor to furnish all equipment, labor, materials, and appurtenances for asphalt patching at various locations throughout the city.

To receive consideration, all bids must be returned via email to [jsully@southogdencity.gov](mailto:jsully@southogdencity.gov) or delivered to South Ogden City 5590 S. 600 E. on or before **3:00 pm June 7, 2023**. All Bids must meet or exceed bid expectations. South Ogden City reserves the right to accept or reject any and all bids. All prices to be quoted F.O.B. South Ogden, Utah.

### **Bid Specifications**

Job to be completed within 45 days of date on notice to proceed.

Asphalt patches to be sawcut by contractor.

Existing asphalt to be removed and disposed of by contractor.

All asphalt patches are to be placed 4 inches thick.

Contractor responsible for clean up after completion of job.

Patches will be in various locations throughout the city, not to exceed 2 miles between patches.

Total quantity of all asphalt patches to be approximately 12,000 square feet.

City will provide any road base that is needed.

### **Bid Items**

Sawcut, remove and replace existing asphalt at various locations \$ \_\_\_\_\_ per square foot.

**Company Name:** \_\_\_\_\_

## South Ogden City

### Asphalt Spot Repair Project Bid Sheet

South Ogden City is seeking bids for a contractor to furnish all equipment, labor, materials, and appurtenances for asphalt patching at various locations throughout the city.

To receive consideration, all bids must be returned via email to [jsully@southogdencity.gov](mailto:jsully@southogdencity.gov) or delivered to South Ogden City 5590 S. 600 E. on or before **3:00 pm June 7, 2023**. All Bids must meet or exceed bid expectations. South Ogden City reserves the right to accept or reject any and all bids. All prices to be quoted F.O.B. South Ogden, Utah.

### Bid Specifications

Job to be completed within 45 days of date on notice to proceed.

Asphalt patches to be sawcut by contractor.

Existing asphalt to be removed and disposed of by contractor.

All asphalt patches are to be placed 4 inches thick.

Contractor responsible for clean up after completion of job.

Patches will be in various locations throughout the city, not to exceed 2 miles between patches.

Total quantity of all asphalt patches to be approximately 12,000 square feet.

City will provide any road base that is needed.

### Bid Items

Sawcut, remove and replace existing asphalt at various locations \$ 3.65 per square foot.

*Min Traffic control included - \* Flagger and setup add \$ 750 = day*

Company Name: \_\_\_\_\_

**Mike LaRose  
Vice President  
LaRose Paving Inc.**





# ASPHALT PAVING & CONSTRUCTION

<b>To:</b> General Contractor	<b>Contact:</b>
<b>Address:</b> Utah, UT USA	<b>Phone:</b>
	<b>Fax:</b>
<b>Project Name:</b> South Ogden City Patch Repair 2023	<b>Bid Number:</b>
<b>Project Location:</b> Various Locations, S. Ogden, UT	<b>Bid Date:</b> 5/31/2023

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	Saw Cut And Remove Asphalt 4" Thick. Furnish Place And Compact 4" Of APWA 15% Rap Spec Asphalt Price Does Not Include Traffic Control Or Compaction Testing	12,000.00	SF	\$4.25	\$51,000.00

**Total Bid Price: \$51,000.00**

#### Notes:

- **Prior to work beginning, this estimate must be signed by the customer and returned to Post Asphalt.**
- **Due to Volatile oil pricing, Without a signed Proposal, Post Construction Can only Hold Pricing for 4 Weeks from bid date.**
- **Surcharge is Included in Proposal, Unless Rocky Mountain Fuel index Diesel Average goes over \$5.00 Per Gallon, At that point Additional Fuel Surcharge May be Applied**
- Price does not include Striping, Traffic Control, Saw Cutting, Soft Spot Repair, Compaction Testing or Material Testing **unless noted above**
- Price does not include permits or survey fees for quoted items **unless noted above**
- Post Construction Company will not guarantee drainage on grades with 1% or less slope
- Price to be billed based on measurements following job completion.

#### Payment Terms:

Payment terms are net **(15)** days from the date of each original Invoice. If payment is not received within such fifteen days, interest shall be charged on the outstanding principal amount at the rate of two percent per month (twenty-four percent annually), until paid in full. Where legal proceedings are instituted for recovery of all balance's due, Post Asphalt Paving & Construction shall be entitled to recover additional costs incurred, including reasonable attorney's fee. Post Asphalt Paving & Construction is hereby authorized to file a preliminary notice describing the aforesaid Customer Address pursuant to UTAH CODE ANN. 38-1a-501,1953 (as amended).

<b>ACCEPTED:</b> The above prices, specifications and conditions are satisfactory and are hereby accepted.  <b>Buyer:</b> _____ <b>Signature:</b> _____ <b>Date of Acceptance:</b> _____	<b>CONFIRMED:</b> <b>Post Construction Company</b>  <b>Authorized Signature:</b> _____ <b>Estimator:</b> Jerrod Flink 801-821-3462 jerrod@postasphalt.com
---	--

COMPLETELY FILL IN ALL BLANK AREAS OF THIS CONTRACT BEFORE RETURNING FOR ACCEPTANCE



Sumsion Construction L.C.  
 DBA Eckles Paving  
 P.O. Box 68  
 Springville, Utah 84663  
**Ryan's Cell Phone 385-315-8681**  
 Phone 801-225-3715

Buyer/ Rep. South Ogden City  
 Billing Address 5590 South 600 East  
 City, State, Zip South Ogden  
 Phone Number (801) 622-2905  
 E-MAIL [jsully@southogdencity.gov](mailto:jsully@southogdencity.gov)

Bid Proposal Date: 6.1.2023

Project Address 5590 South 600 East  
 City, State, Zip South Ogden  
 Name Of Owner South Ogden City  
 Job # RI23054

### Bid Proposal

Sumsion Construction L.C., a Utah limited liability company d/b/a Eckles Paving (the "**Company**"), will furnish the materials and services described herein (collectively, the "**Services**") to the person indicated above ("**Buyer**") at the job site designated above in a commercially reasonable manner, subject to the terms and conditions set forth below and under the heading "**Terms and Conditions**." The Company will use commercially reasonable efforts to meet reasonable performance dates specified herein, if any; provided that any such dates shall be estimates only and the Company shall have no liability for failing to meet any such dates.

THE COMPANY MAY WITHDRAW THIS BID PROPOSAL, UNLESS WRITTEN ACCEPTANCE IS RECEIVED FROM BUYER WITHIN 15 DAYS OF THE BID PROPOSAL DATE SET FORTH ABOVE. TO ASSURE THAT THE SERVICES ARE SCHEDULED IN A TIMELY MANNER, PLEASE REMIT THIS SIGNED BID PROPOSAL AS SOON AS POSSIBLE.

<u>Description of Work</u>	<u>Quantity</u>	<u>Units</u>		<u>Unit Price</u>	<u>Estimated Totals</u>
Sawcut / Remove and haul off 4" thick asphalt / Recompact roadbase / Patch 4" thick new asphalt (1/2" AC20 30% RAP content 5% oil 4% Air Voids)	12,000	SF	@	\$ 9.20	\$ 110,400.00
<b>GRAND TOTAL</b>				<b>\$</b>	<b>110,400.00</b>

**NOTE: Price includes all discounts from 10% off flyer promotion. Pricing does not include subgrade repair unless specifically noted.  
 Bid to be done during business hours.**

In consideration for the Services, Buyer agrees to pay all amounts set forth above, subject to adjustment as described herein, plus any additional costs and charges that arise in the course of performing the Company's obligations hereunder; provided that the Company will use commercially reasonable efforts to give Buyer notice of such costs and charges (to the extent material) prior to the incurrence thereof.

In addition, Buyer agrees as follows: (a) to the extent any amount herein is specified as a per-unit or square foot price, Buyer acknowledges and agrees that such amount is an approximation only that that Buyer will be responsible to pay for the actual completed amount thereof (as determined by field measurement); (b) if subgrade/roadbase preparation work is done by third parties and actual depth of asphalt is greater than the depth specified above, Buyer will be billed for all overrun of roadbase/asphalt materials on a per-ton basis in accordance with the Company's going rates; (c) the contract price is based on the estimated price of materials as of the date hereof; Buyer acknowledges and agrees that such amount is an estimate only that that Buyer will be responsible to pay for the actual cost of such materials; (d) the contract price assumes that all concrete is without rebar, and if any rebar is found, then the contract price will be increased accordingly; (e) the Services expressly exclude all dewatering and hard rock digging; provided that, if encountered, the Company may agree to perform such services on a time and materials basis; (f) no cost for bonds, permits, licenses, fees, engineering, survey, traffic control, saw cutting, sterilant, striping, asphalt removal with petromat fabric, or prime coat are included in this Bid Proposal unless specifically indicated; and (g) unless explicitly set forth above, the contract price set forth herein contemplates a single mobilization; Buyer will incur a \$1000 fee for each additional mobilization.

All invoiced amounts are due and payable, without retention or setoff, on the date of the applicable invoice (regardless of whether the Services have been completed). Payment shall be made at the Company's principal office in Mapleton, Utah in cash or check – CREDIT AND DEBIT CARDS ARE NOT ACCEPTED. Buyer is responsible for all sales, use and excise taxes, and any similar taxes, duties, and charges of any kind imposed by any governmental

## **Resolution No. 23-30**

### **RESOLUTION OF SOUTH OGDEN CITY APPROVING AN AGREEMENT WITH LAROSE PAVING LLC FOR ROAD SPOT REPAIRS, AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE IMMEDIATELY UPON FINAL PASSAGE.**

**WHEREAS**, the City Council finds that the City of South Ogden ("City") is a municipal corporation duly organized and existing under the laws of Utah; and,

**WHEREAS**, the City Council finds that in conformance with Utah Code ("UC") §10-3-717 the governing body of the city may exercise all administrative powers by resolution including, but not limited to regulating the use and operation of municipal property and programs; and,

**WHEREAS**, the City Council finds it necessary to address certain road spot repair needs within the city; and,

**WHEREAS**, the City Council finds that the city staff recommends that the city contract with LaRose Paving LLC for the completion of road spot repairs; and,

**WHEREAS**, the City Council finds that LaRose Paving LLC. has the professional ability to provide for these services to meet the city's needs; and,

**WHEREAS**, the City Council finds that the City now desires to further those ends by contracting with LaRose Paving LLC to provide such services; and,

**WHEREAS**, the City Council finds that the public convenience and necessity requires the actions contemplated,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF SOUTH OGDEN AS FOLLOWS:**

#### **SECTION 2 - CONTRACT AUTHORIZED**

That The "**Contract Agreement**" For Spot Repairs, Attached Hereto As **Attachment "A"** And By This Reference Fully Incorporated Herein, Is Hereby Approved And Adopted; And That The City Manager Is Authorized To More Fully Negotiate Any Remaining Details Under The Agreement On Behalf Of The City And Then To Sign, And The City Recorder Authorized To Attest, Any And All Documents Necessary To Effect This Authorization And Approval.

The foregoing Recitals are incorporated herein.

#### **SECTION 3 - PRIOR ORDINANCES AND RESOLUTIONS**

The body and substance of all prior Resolutions, with their provisions, where not otherwise in conflict with this Resolution, are reaffirmed and readopted.

#### **SECTION 4 - REPEALER OF CONFLICTING ENACTMENTS**

All orders, and Resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which conflict with this Resolution, are, for such conflict, repealed, except this repeal shall not be construed to revive any act, order or resolution, or part repealed.

#### **SECTION 5 - SAVINGS CLAUSE**

If any provision of this Resolution shall be held or deemed or shall be invalid, inoperative or unenforceable such shall not render any other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Resolution being deemed the separate independent and severable act of the City Council of South Ogden City.

#### **SECTION 6 - DATE OF EFFECT**

This Resolution shall be effective on the 19<sup>th</sup> day of October, 2021, and after publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH OGDEN CITY,  
STATE OF UTAH**, on this 18<sup>th</sup> day of July, 2023.

**SOUTH OGDEN CITY**

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Russell Porter, Mayor

**ATTEST:**

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Leesa Kapetanov, MMC  
City Recorder

## **ATTACHMENT "A"**

### **Resolution No. 23-30**

Resolution Of South Ogden City Approving An Agreement With Larose Paving  
Llc For Road Spot Repairs, And Providing That This Resolution Shall Become  
Effective Immediately Upon Final Passage.

18 Jul 23



# CONTRACT AGREEMENT

THIS AGREEMENT is by and between SOUTH OGDEN CITY CORPORATION (hereinafter called OWNER) and LaRose Paving LLC. (hereinafter called CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

## ARTICLE 1- WORK

1.01 CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

DESCRIPTION OF WORK: The work consists of contractor providing the labor, materials and equipment to sawcut, remove and replace asphalt at various locations throughout the city.

## ARTICLE 2-THE PROJECT

2.01 The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows:

**Spot Repair/ Patching (Various Roads)**

## ARTICLE 3- CONTRACT TIMES

3.01 *Time of the Essence:* All time limits for completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

3.02 *Dates for Completion and Final Payment:* The Work will be completed within **60** working days following Notice to Proceed.

3.03 *Liquidated Damages:* CONTRACTOR and OWNER recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not completed within the times specified in paragraph 3.02 above, plus any extensions thereof allowed. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by OWNER if the Work is not completed on time. Accordingly, instead of requiring any such proof,

OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty), CONTRACTOR shall pay OWNER \$200.00 for each day that expires after the time specified in paragraph 3.02 for Completion until the Work is accepted.

OWNER and CONTRACTOR may negotiate a one year extension for a possibility of up to 3 years.

## ARTICLE 4- CONTRACT PRICE

4.01 OWNER shall pay CONTRACTOR for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the amounts determined pursuant to the paragraph below:

For all Unit Price Work, an amount equal to the sum of the established unit price for each separately identified item of Unit Price Work times the actual quantity of that item as measured in the field.

## UNIT PRICE WORK

<u>No.</u>	<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Amount</u>
1	Remove and replace damaged asphalt.	12,000	Sq. ft	\$3.65	\$43,800.00
		approx.			

TOTAL OF ALL UNIT PRICES Forty-Three Thousand-Eight-Hundred Dollars and no cents (\$43,800.00).

## **ARTICLE 5- PAYMENT PROCEDURES**

*5.01 Submittal and Processing of Payments:* CONTRACTOR shall submit Applications for Payment to OWNER no more than one time per each month.

*5.02 Progress Payments; Retainage:* OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR's Applications for Payment on or about the 15th day of each month during performance of the Work as provided in paragraphs 5.02(1)(A) and 5.02(1)(B). All such payments will be measured by the schedule of values indicated:

1. Prior to Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as OWNER may determine or OWNER may withhold, in accordance with the following:

A. 95% of Work completed (with the balance being retained). If the Work has been 50% completed as determined by the OWNER, and if the character and progress of the Work have been satisfactory, OWNER, may determine that as long as the character and progress of the Work remain satisfactory to them, there will be no retainage on account of Work subsequently completed, in which case the remaining progress payments prior to Substantial Completion will be in an amount equal to 100% of the Work completed less the aggregate of payments previously made; and

B. 25% of cost of materials and equipment not incorporated in the Work (with the balance being retained).

2. Upon Completion, OWNER shall pay an amount sufficient to increase total payments to CONTRACTOR to 100% of the Work completed.

*5.03 Final Payment:* Upon final completion and acceptance of the Work, OWNER shall pay the remainder of the Contract Price.

## **ARTICLE 6- INTEREST**

6.01 All moneys not paid when due shall bear interest at the rate of     1%     per annum.

## **ARTICLE 7- CONTRACTOR'S REPRESENTATIONS**

7.01 In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

A. CONTRACTOR has examined and carefully studied the Contract Documents and the other related data identified in the Bidding Documents.

B. CONTRACTOR has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

C. CONTRACTOR is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.

D. CONTRACTOR has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions at, or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by CONTRACTOR, including applying the specific means, methods, techniques, sequences, and procedures of construction, if any, expressly required by the Contract Documents to be employed by CONTRACTOR, and safety precautions and programs incident thereto

F. CONTRACTOR does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.

G. CONTRACTOR is aware of the general nature of work to be performed by OWNER and others at the Site that relates to the Work as indicated in the Contract Documents.

H. CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the Site, reports and drawings identified in the Contract Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Contract Documents.

I. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

## **ARTICLE 8- CONTRACT DOCUMENTS**

8.01 *Contents:*

A. The Contract Documents consist of the following:

1. This Agreement;
2. Performance Bond;
3. Payment Bond;
4. Addendum;
5. Exhibits these Agreements;
  1. Notice to Proceed;
  2. CONTRACTOR's Bid;
  3. Documentation submitted by CONTRACTOR prior to Notice of Award;
11. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:

Written Amendments;  
Work Change Directives;  
Change Order(s).

The documents listed in paragraph 8.01

- A. Are attached to this Agreement (except as expressly noted otherwise above).
- B. There are no Contract Documents other than those listed above in this Article 8.
- C. The Contract Documents may only be amended, modified, or supplemented by OWNER through work change orders or quantity modifications.

## **ARTICLE 9- MISCELLANEOUS**

9.02 *Assignment of Contract:* Assignment by a party hereto of any rights under or interests in the Contract will not be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

9.03 *Successors and Assigns:* OWNER and CONTRACTOR each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

9.04 *Severability:* Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon OWNER and CONTRACTOR, who agree that the Contract Documents shall be

reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

*9.05 Termination Due To Non-Appropriation:* Owner may terminate this Agreement if any of the following events shall have occurred and Contractor has received, not less than 30 days prior to the end of Owner's then current fiscal year, a written opinion from Owner's counsel verifying the occurrence of these events:

- a) If funds are not budgeted and appropriated in any fiscal year for payments due under this Agreement for the succeeding fiscal year, or for acquiring services, equipment or functions, which in whole or in part are essentially the same as those being obtained, this Agreement shall not obligate the Owner as to such succeeding fiscal year and shall become null and void except as to the payments herein agreed upon for which funds will have been appropriated and budgeted, and no right of action or damage shall accrue to the benefit of Contractor, its successors and assigns, for any further payments;
- b) If the provisions of Section (a) are utilized by Owner, Owner agrees to immediately notify the Contractor or its assignee of this Agreement that funds were not budgeted and appropriated, and to peacefully surrender possession of the Equipment to Contractor or its assignee.
- c) Owner made all payments due during the fiscal period immediately preceding the fiscal period for which sufficient funds were not appropriated.

Any early termination due to non-appropriation must be at the end of Owner's then-current fiscal year.

*9.06 Voluntary Termination* Either party may, without cause, and upon written notice to the other party, terminate the agreement. The Owner shall pay the Contractor for all services rendered prior to the termination date.

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each has been delivered to OWNER and CONTRACTOR. All portions of the Contract Documents have been signed or identified by OWNER and CONTRACTOR or on their behalf.



This Agreement will be effective on \_\_\_\_\_ (which is the Effective Date of the Agreement).

**OWNER:**

**CONTRACTOR:**

SOUTH OGDEN CITY CORPORATION

LaRose Paving Llc.

By: \_\_\_\_\_

By: \_\_\_\_\_

[CORPORATE SEAL]

[CORPORATE SEAL]

Attest \_\_\_\_\_

Attest \_\_\_\_\_

Address for giving notices:

Address for giving notices:

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(If CONTRACTOR is a corporation or a partnership, attach evidence of authority to sign)

Designated Representative:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_