

A. Background

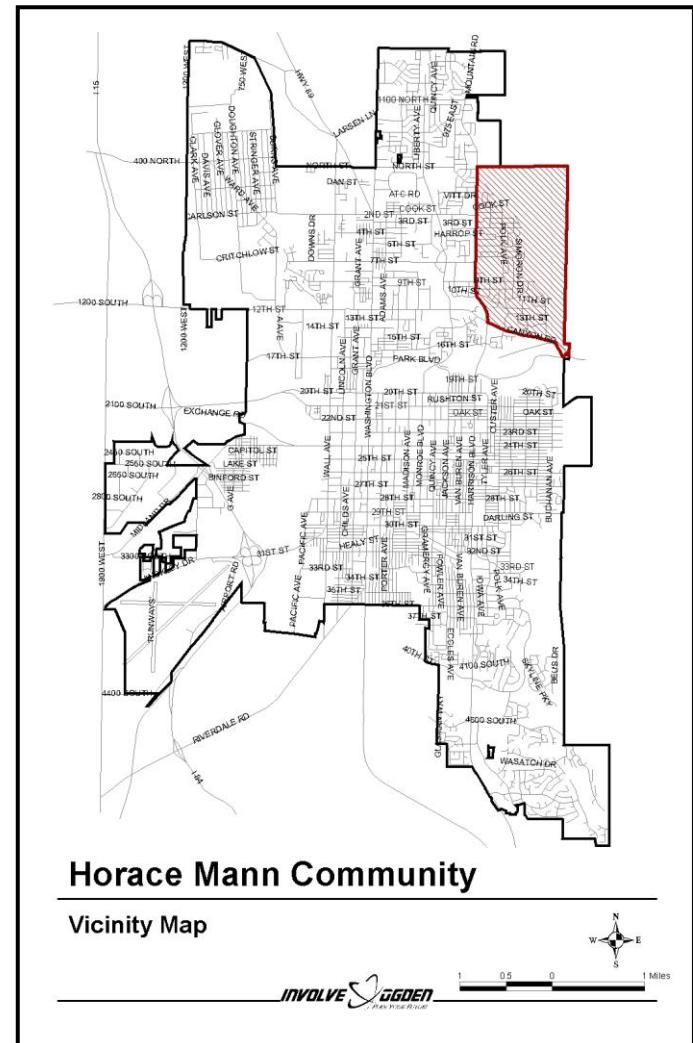
Located between North Street, Canyon Road, Harrison Boulevard and the mountain front, as shown in Map 1, the Horace Mann Community is the first community to have a plan prepared since the adoption of the "Involve Ogden" General Plan.

1. Population Characteristics

According to the 2000 Census, the Horace Mann Community is located in Census Tracts 2001 and 2006. The population of these tracts increased by 45 persons with a total combined population of 8,413 people. 49% of the population are male and 51% are female. With respect to race, 86% are White, 6% are of Hispanic Origin, and 2% are of other races. There are 3,062 dwelling units with 78% owner-occupied and 22% renter-occupied. Average Household size decreased from 2.87 to 2.77 persons. Educational Attainment of Persons 25+ years of age is 54% with a college or graduate degree, 30% high school graduates, and 16% without a diploma. The Median Income Level (MIL) rose by \$9,928 to \$41,876 per year, with 93% of the population above poverty, while 7% are below poverty level (poverty level is at or below 50% of MIL). Primary means of transportation to work are 83% drive alone, 11% carpool, and 6% other sources. Primary commute times are from 6:00 a.m. to 8:00 a.m. lasting from five minutes to 40 minutes. Working at home rose by 45% to 107 persons.

2. Land Use / Zoning

The Horace Mann Community consists primarily of single-family residential. Multi-family nodes are located at the southern end of the area. As shown in Table 1 below, total residential uses occupy 75 percent of the developed land in the community. The large vacant percentage is a result of the mountainous terrain east of the canal. These lands are generally publicly owned mountainside, which will generally remain undeveloped.



Map 1 - Vicinity map showing location of community in relation to Ogden City

Single family uses occupy 66 percent of developed land in the community. Duplex uses are scattered throughout the community and multi-family uses are primarily concentrated near Canyon Road.

The bulk of the government and institutional uses in the community are churches and schools. The Utah School for the Deaf and Blind is the largest single government/institutional use.

One commercial property exists within the community at the intersection of Polk Ave. and 9th St.

Horace Mann Community Land Use

note: not including road acreages

	Acres	Percentage of Community	Percentage of Developed Land
Total Community	1005.4		
Developed Acreage	470.9	46.8%	100.0%
Residential	351.7	35.0%	74.7%
Single Family	311.9	31.0%	66.2%
Duplex	14.5	1.4%	3.1%
Multi-family 3-4	0.7	0.1%	0.2%
Multi-family 5+	24.5	2.4%	5.2%
Governement/Institutional	62.9	6.3%	13.3%
Cultural/Recreational	2.5	0.2%	0.5%
Park	5.4	0.5%	1.1%
Sales	0.6	0.1%	0.1%
Transportation/Utility	35.6	3.5%	7.6%
Vacant	534.5	53.2%	
Non-identified Parcels	12.3	1.2%	

Table 1 –Area percentages of the various land uses in the community

3. Development History

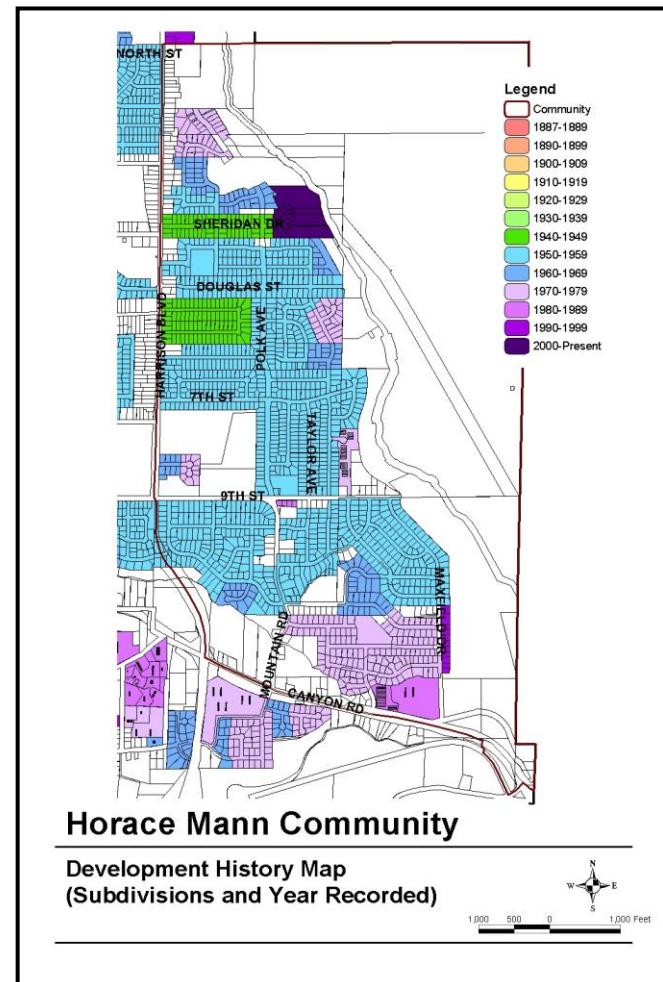
The community was primarily developed after 1940, with the bulk of development happening in the 1950s. The Map 2 identifies the decade in which the land was subdivided

4. Rental Occupancy

A concern of older neighborhoods is a change in single family homes from owner occupancy to rental occupancy. As is typical in many older communities, Horace Mann is transitioning from single family homeownership to higher rental occupancies. The reasons for this transition include among other things, age of occupant/owner, change in family needs, and cost of buying and upgrading an older home compared to a new home.

As the owners of these homes reach their senior years, they will likely move to some sort of retirement housing or situation, thus relinquishing their ties to a single-family home. As this happens, some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep to assist with needed retirement or investment income.

Most of the older homes in the area are small by today's standards. While this is perfect for an older couple without children or a family starting out, eventually family needs will change and the home will not be large enough. Without the ability to enlarge the living space to accommodate the larger family, the home is sold



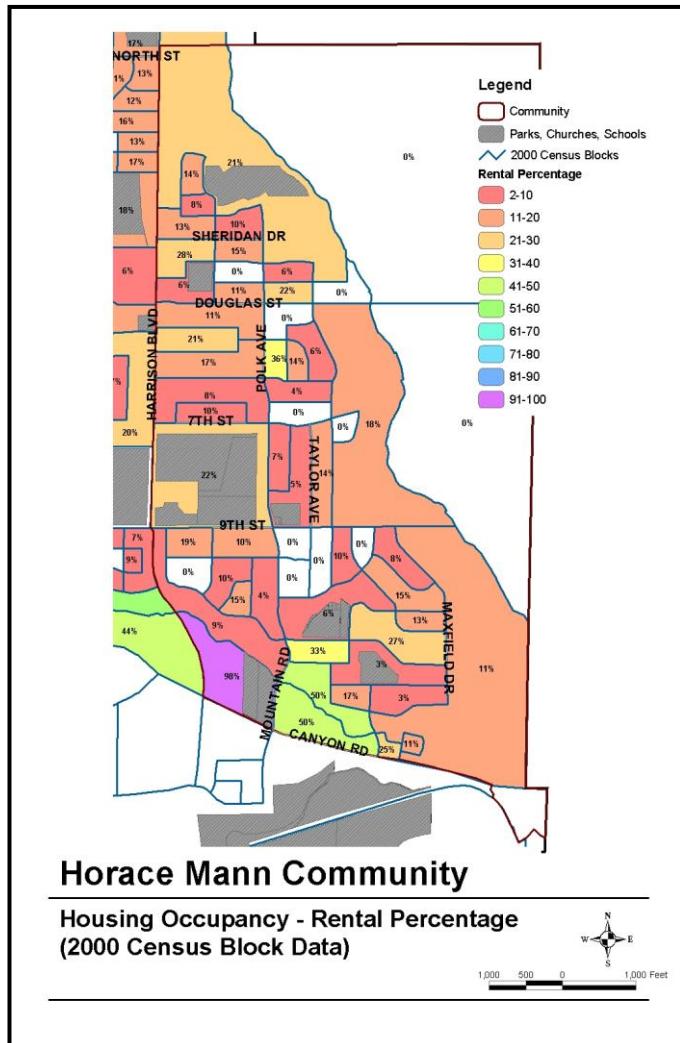
Map 2 - Development History Map showing subdivision of land by decade

14.E Horace Mann Community Plan

or rented to help the family move.

These changes contribute positively or negatively to the identity of the community. It is a generally accepted belief that homeowners have a higher vested interest in the maintenance and appearance of their properties than renters do. This difference in attitude is can be reflected in the property values of the area. Map 3 below shows the percentage of rentals for each block based on the 2000 Census. While high rental occupancies are expected near Canyon Road due to the amount of multi-family units, they are not expected in the predominantly single family areas of the community.

A comparison of the 1990 and 2000 Census



Map 3 - Rental Percentages for Census 2000 Blocks

1990 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	2	440	357	83	19%
2006	2	414	280	134	32%
2006	3	321	271	50	16%
2006	4	474	396	78	16%

1990 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	2	612	531	81	13%
2006	2	441	275	166	38%
2006	3	332	297	35	11%
2006	4	490	415	75	15%

Table 2 - A comparison of rental occupancies between the 1990 Census and the 2000 Census

figures for the block groups that make up the community shows that rental occupancies have changed only slightly since 1990 (see table 2). Map 3 shows several blocks with rental percentages higher than 20 percent. The change from homeowners to renters should be monitored in the future to protect the property values of the community and incentives to maintain an owner-occupied housing stock should be developed.

5. Residential Housing Styles

The development, architecture and building style of residential dwellings in the community has followed identifiable patterns and trends over time. These trends and patterns are generally associated with the decade in which the development occurred. An analysis of the various styles of residential structures found in the community identified five general residential housing styles existing within the community.

As new or infill development occurs within the community, or additions to existing homes are constructed, the housing style of the new construction should reflect the characteristics of the surrounding existing homes, particularly in the aspects of building height, building mass, roof pitch and exterior materials. However, new designs will need to be sensitive to modern behaviors that were not present with older construction practices, such as parking for an increased number of owned automobiles.

Each housing style is described on the following pages and photos and maps are provided to illustrate the particular housing styles of past decades.

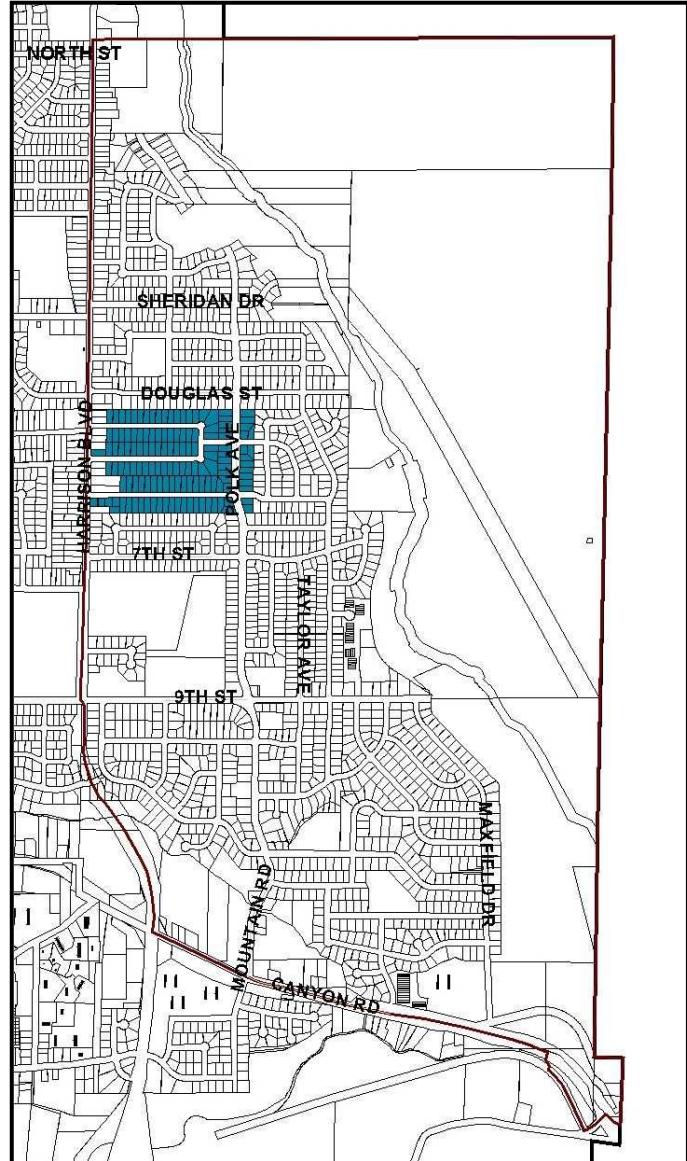
a. Style 1 - Late 1940s

This style of housing is characterized by one-story wood construction. The garages on approximately 1/2 of these homes have been converted to living space. This removal of the original parking area did not always coincide with the installation of new parking.

This style of home is primarily found near Hudson and Harrop Streets, between Harrison Boulevard and Polk Avenue.



Picture 1 - Late 1940s one-story housing style



Map 4 - General location of residential housing style 1

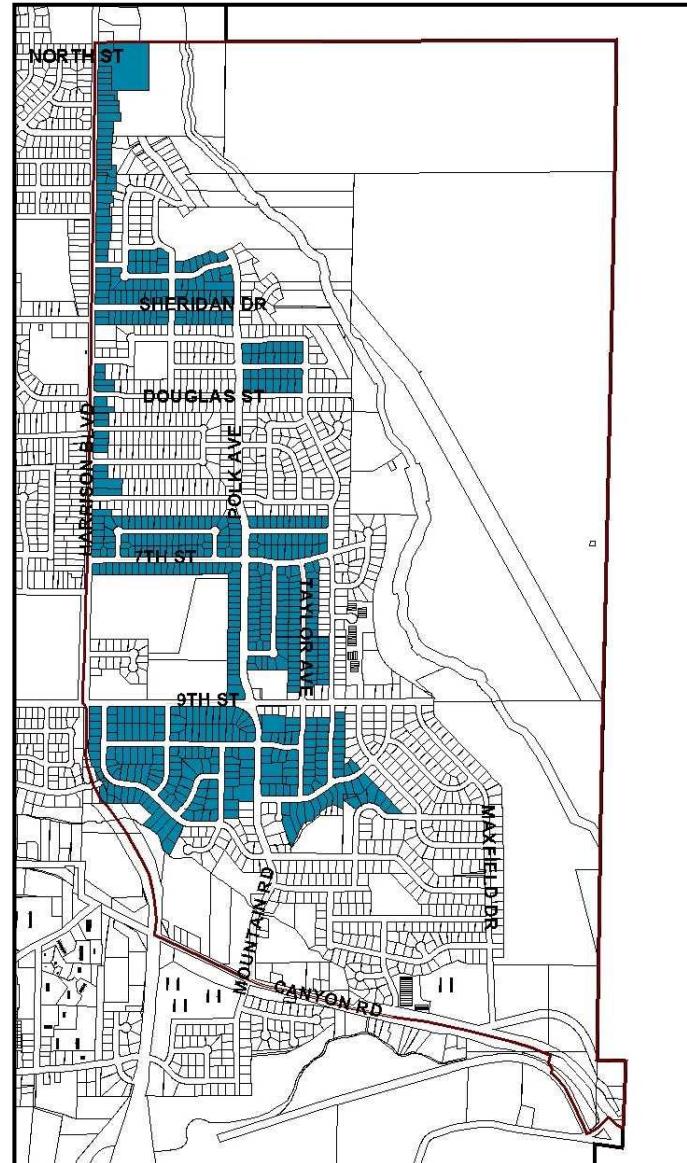
b. Style 2 - 1950s

This style of housing is characterized by one-story construction with a primarily brick exterior. A detached one or two-car garage also characterizes the style.

This style of home is primarily found in the center of the community between 6th Street and Sunview Drive and along Harrison Boulevard on the west-side of the community.



Picture 2 - 1950s detached garage housing style



Map 5 - General location of residential housing style 2

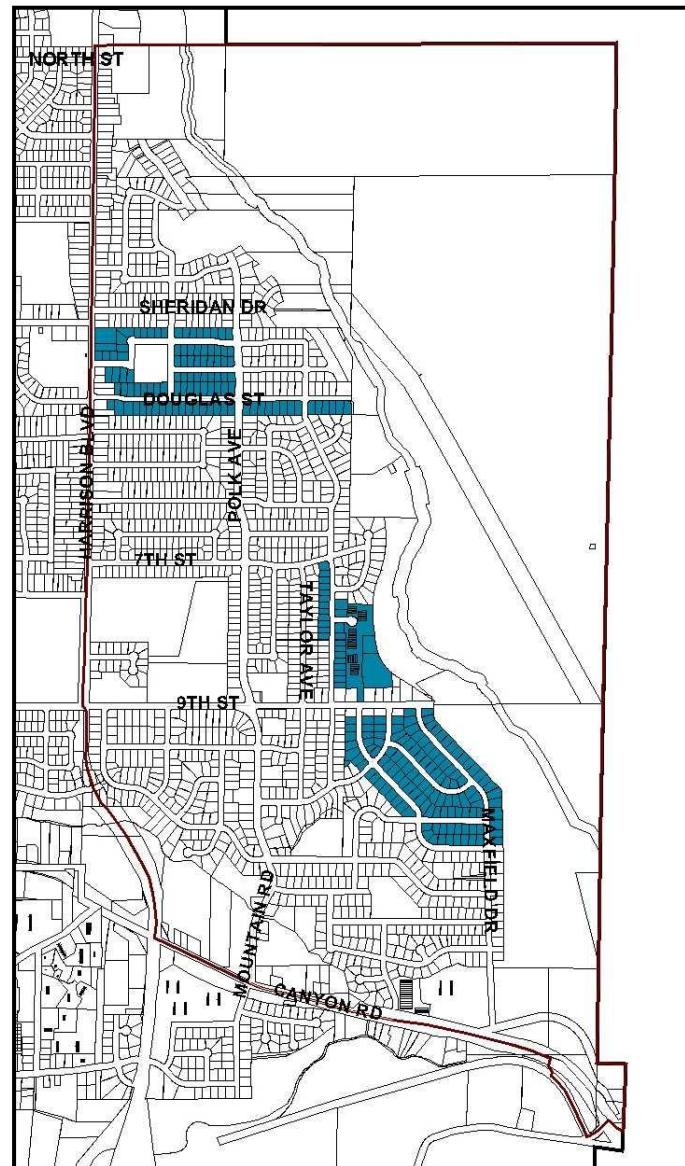
c. Style 3 - 1950s

This style of housing is characterized by one-story construction for the entertaining areas of the home and a split-level for the sleeping areas. The homes are generally brick with low-pitch roof lines and an attached carport rather than a detached garage.

This style of housing is primarily found in two areas, the first between Sheridan and Douglas Streets and the second between 9th and 11th, east of Hislop Drive.



Picture 3 - 1950s attached carport housing style



Map 6 - General location of residential housing style 3

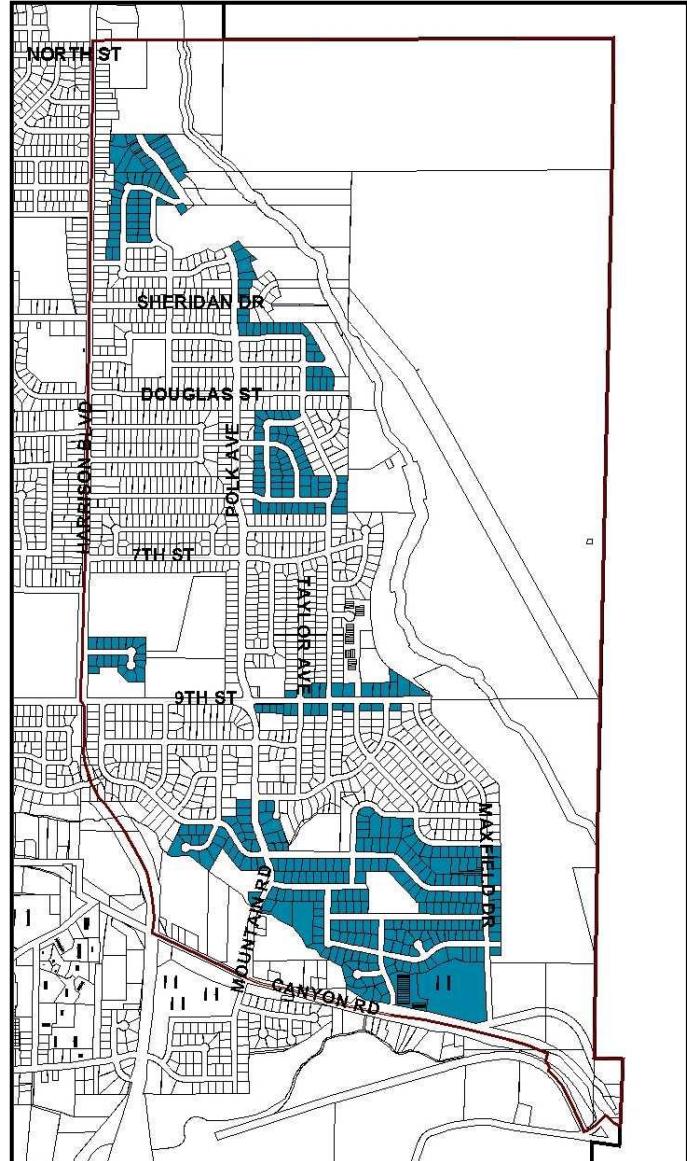
d. Style 4 - 1970s

This style of housing is characterized by two-story or full split level construction with an exterior mixture of brick or wood. The homes built in this style generally have an attached two-car garage. Most of the duplexes built in the community fall into this housing style.

This housing style is primarily found south of 12th Street, but pockets are found throughout the community.



Picture 4 - 1970s two-story/split level housing style



Map 7 - General location of residential housing style 4

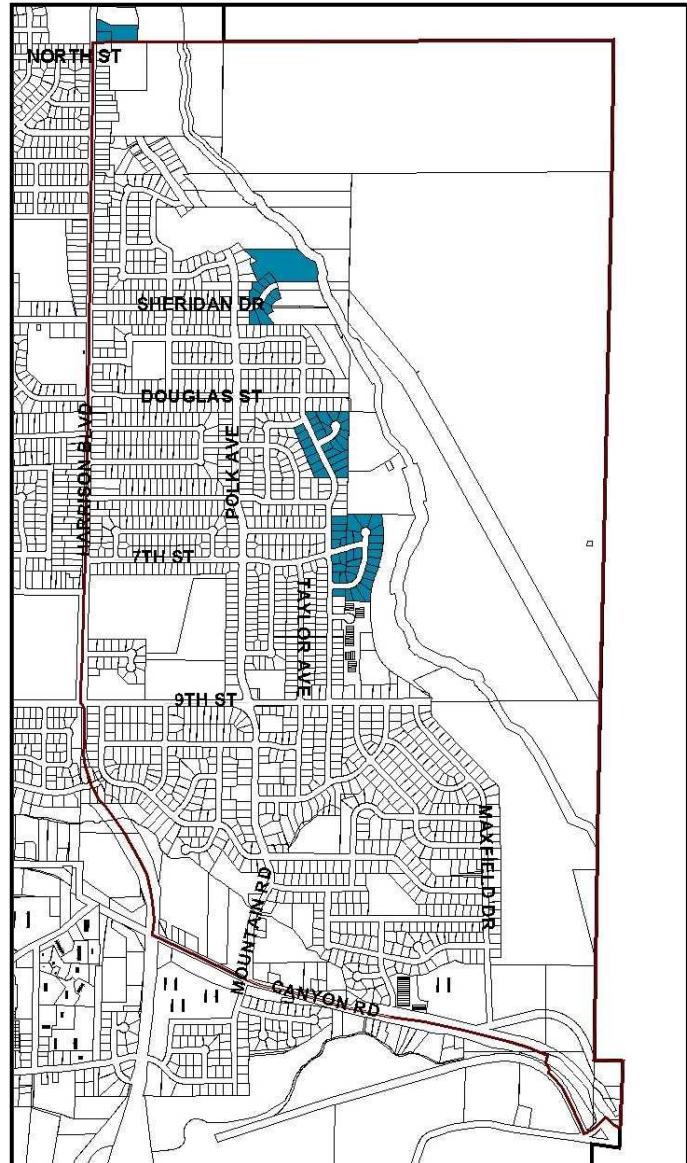
e. Style 5 - New Construction

This style of housing is characterized by two-story or split level construction with brick and stucco exteriors. A two-car attached garage that protrudes in front of the main part of the home also characterizes the style. Homes built in this style are generally post 1990 construction.

This housing style is generally found in the newly developed subdivisions along the east bench.



Picture 5 - Post 1990 two-story/split-level construction



Map 8 - General location of residential housing style 5

B. Community Comment

During the information gathering meeting held at Horace Mann Elementary, the residents attending the meeting mentioned several issues affecting the community. The Advisory Committee and the Planning Staff then examined these issues. The following is a list, by topic, of the primary issues identified from the public meeting and by the Advisory Committee.

1. Foothills

In both the public and advisory committee meetings, the foothills were a primary concern, both in terms of access to recreation (trails, public lands, etc.) and development constraints (building on the foothills). It was believed that development should be limited to protect sensitive lands (bench areas) and mountain views. Also, access to recreation uses should be enhanced by providing a gathering or social area at the trailheads (tables, play areas, etc.).

Additional trailheads were desired as well as possibly self-guided nature education program along a trail section explaining the habitat and geology of the area. Other trail programs such as an exercise route from 9th to Douglas Street trailheads should also be considered. The trail system should accommodate multiple uses such as walking, biking, and horses.

2. Rental Properties

The primary concerns with rental properties are the general upkeep and maintenance of the older homes, added vehicles with limited parking area, conditions of the landscaping, and accumulation of junk and debris. Information should be given to landlords and tenants regarding expected maintenance and use of the property.

3. Sidewalks

There are several areas within the community where critical segments of the sidewalk system are missing or damaged. Areas of critical concern are those streets that are used by children to walk to the schools. Also, there is a

safety concern with pedestrians crossing from the Deaf & Blind School to Ben Lomond High School.

4. Landscaping/Drought Tolerant Designs

The concerns expressed were the lack of front yard landscaping after the construction of new homes, which leads to dust and mud on the roadways. A minimum time frame to install front yard landscaping was suggested. Furthermore, it is difficult to maintain the landscaping in the park strips along Harrison Boulevard due to the use of roads salts and snowplow damage.

The use of alternative landscape designs utilizing drought tolerant vegetation would be appropriate, provided that front yard area appears organized and maintained.

5. Older Homes and Properties

Persons on fixed incomes may find it difficult to maintain their homes. Providing incentives and assistance with fixing up the basic infrastructure of a home may be needed. Consider a matching grant programs to check and fix items such as electrical wiring, water, or sewer laterals. Opportunities to expand an existing home, as a family's needs change should be explored. Also, providing incentives for resale of properties that will be owner-occupied should be considered. When new homes or additions are built, they should be compatible in terms of height and materials used with the surrounding homes. Because most of these homes developed 1950's, the area needed for the parking of cars is limited. Therefore, greater enforcement of parking regulations is needed.

6. Single Family vs. Multi-family

Any additional multi-family development should be located near the existing multi-family in the south part of the community. Any new development elsewhere should support and protect the single-family nature of the community. Inadequate area for parking

becomes apparent with rental and multi-family properties.

7. Schools

The school sites are important community icons as well as activity centers. Residents often use the track area at Ben Lomond for exercising. The community would like these facilities to be available for public use during weekends and in evenings. In the future, the school district will consider building new school facilities. The community prefers the district to reuse the existing sites rather than moving any school to a new location.

8. Water Resources

There are perceptions that water restrictions are applied differently for private water uses than for City facilities (watering the parks during the day rather than in the morning or at night). Furthermore, many times the public park areas are being watered during evening use periods. An option mentioned was to water late at night to conserve water. Also, late night watering would help to prevent vandalism. There are concerns about the age of the water and sewer system. It may be helpful to those on fixed incomes to create a 50/50 matching grant program to replace older laterals serving homes.

9. Storm Drain System

Storm drain grates are often clogged with debris at the following locations:

- a. Bottom of Sun View
- b. Bottom of Harrop and 7th St.
- c. Fillmore at Canyon Road
- d. 9th at Polk
- e. 12th at Mountain Road

10. Lighting

Streetlights are needed along the playground area of the Horace Mann School. Mid-block lights are needed between Simoron and Robbins Streets. Lights are needed at each trailhead and in the parks. Consider using a different or unique style of street lamp to define important areas of the community.

11. Dogs

Greater emphasis is needed to resolve animal control concerns. Loose dogs are creating conflicts with walkers, joggers, and bikers within the community and along trails. Consider building a “dog park” for owners to use for letting pets run free.

12. Dumping

Illegal dumping activity occurs in the foothill areas and at the power substation. Better access control is needed at the dead end streets leading to the east. City property is being used for excavation with trucks leaving behind dirt and mud on public streets.

13. Parks and Recreation

Consider a partnership with the schools to create a community recreation center or area (e.g., Sky View High in Logan model). Greater partnership may be needed with sharing school facilities to increase participation in the various recreation programs. Additional partnerships could be created with AYSO and Head Start to meet recreation needs of the community.

Consider the Sherwood Market site to locate a different type of recreation center or area that has play areas, duck ponds, gathering places, etc. Consider soccer fields and multi-use facilities for the site.

Keep the Rolling Hills Park and create a secondary park in the foothill area with covered tables, fire pits, gathering places or exercise course. Upgrade the parks with trees, lights and restrooms. The ball field is underutilized - consider 1/2 court basketball area near the playground area. The river parkway and Dinosaur Park are great amenities to the Horace Mann area. Create a connection from Mountain Road to the river parkway.

Consider creating a community watch program for the parks and trails to create a sense of resident ownership for the parks, which may also reduce the occurrence of vandalism. In addition, allow for community involvement in

park maintenance such as planting trees, spring clean up, etc.

14. Harrison Boulevard

Pedestrian safety is a main concern crossing Harrison Boulevard to and from the Deaf and Blind School. A street light is needed at 7th and Harrison Boulevard. Also, there are pedestrian vs. traffic safety concerns at 2nd and Harrison.

The merge lane, heading north on Harrison, should occur before the intersection of 7th street rather than after it. Speeding is a constant concern along Harrison Boulevard, down 9th Street, and down Mountain Road to Canyon Road. Speed limit on Polk Avenue should be 25 not 35 mph. On street parking on Harrison Boulevard should be prohibited north of 7th Street.

If Harrison is widened, it should be done within the existing right-of-way or minimal purchase of property to preserve the front yards of homes along Harrison. A three lane, two travel & one left turn lane, is preferred over a four or five lane street. Consider installing a neighborhood street median from 7th to 9th Streets along Harrison. Traffic from North Ogden should be directed to use Monroe in future traffic circulation planning.

The vision map, vision statements, and plan objectives should be considered as the policy statements of the Community Plan. These items should be used as guidance tools in the decision-making process. The Vision Strategies are a collection of the ideas that were generated by the participants of the community plan process. These strategies should be used as starting points to implement new or changes to ordinances, programs, capital improvements, or other city policy implementation mechanisms. Many of these strategies may not actually be utilized due to costs or changing priorities. Other strategies could be identified in the future and be included in the document. Nonetheless, they are to serve as potential catalysts in achieving the stated vision.

The text and maps for the Community's Vision follow on page 14E.13.

C. Horace Mann Community Vision

The Horace Mann Community Vision establishes a comprehensive guide to future physical land use patterns and desired attributes expressed by the Community. The vision was developed through a community meeting held at Horace Mann Elementary on January 15, 2003 and an Advisory Committee, which met on February 13, 28 & March 14, 2003.

In the case of the Horace Mann Community, the vision is expressed using three different topics. These topics are Land Use, Parks & Recreation, and Transportation. Each topic is addressed using text and a graphical map to express the ideas that were developed to create a vision for the Horace Mann Community.

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LAND USE

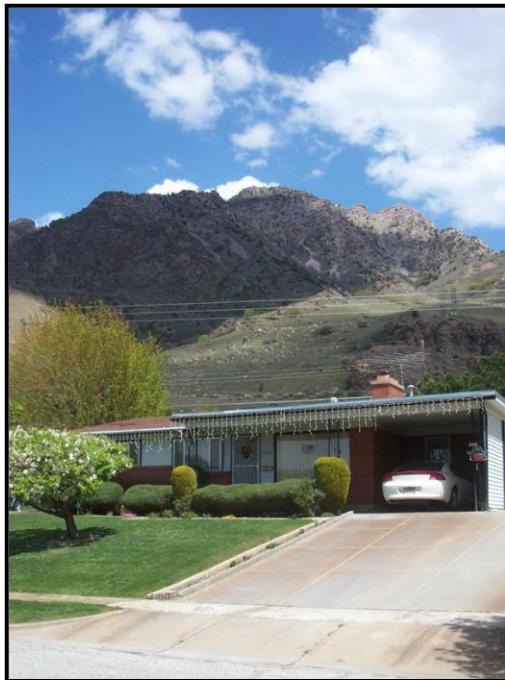
1. Preserve Natural Setting of the Foothills & View Sheds

Protecting the foothills from inappropriate development and allowing access to the recreation opportunities were the two most often mentioned values of the community.

In addition to City's regulations to prohibit development on slopes in excess of 30% grades, further development along the foothills should be minimized. It is the desire of the Community to protect the natural beauty of the foothills for they provide a scenic backdrop for the community and Ogden City and an important recreation amenity.

Vision Strategies

- 1.A. Restrict further development of the foothills to preserve them as natural open space, winter habitat range, and for erosion control.
- 1.B. Develop a self-guided learning brochure with physical displays explaining the plant, animal, and geological features of the foothills.
- 1.C. Restrict vehicle access to foothills from dead end streets leading into the foothills by using gates and other such barriers. Actively enforce the illegal dumping regulations.
- 1.D. Limit building heights within the community to preserve an overall east view of the mountains, and down slope west view of the City and valley floor.
- 1.E. Purchase privately owned foothill property when such properties become available to preserve them for natural open space.



Picture 6 – Neighborhood home with foothills as backdrop

LAND USE

2. Strengthen Single family Neighborhood

Horace Mann community primarily consists of single family homes that were built between 1940 and 1960. In a sense, this area developed as a suburb to the original city core area. The homes are generally small with aging support infrastructure. The upkeep and maintenance of these properties is a primary concern of the community. Properties that have serious maintenance issues or have yards containing junk and debris have an impact on the market value and re-sale of the surrounding homes. While not true in every case, rental properties, particularly properties with absentee landlords, are often maintenance trouble spots for the community and city. Some of the problems that are a concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.
- Too many cars for the developed off-street parking areas.

Based on the Census 2000 demographic data that depicts an aging population age with fixed incomes, the neighborhood is at a critical transition stage. A concerted effort should be made to preserve the single-family nature of the community. As longtime residents relinquish their ties to a home, it is hoped that new families will purchase the homes and maintain the area as a place to raise a family. This involves allowing opportunities for owners to expand the living space of the homes to meet a growing family's need. Also, upgrading utility and service equipment and infrastructure will be required. Furthermore, new, infill, and redevelopment should support and be designed in a manner consistent with the surrounding single-family nature of existing development.

Vision Strategies

- 2.A. Support and preserve the existing single-family nature of the area through appropriate zoning classifications.
- 2.B. Allow for the expansion of an existing home to meet a growing family's needs for living space through flexible bulk and area regulations.
- 2.C. Require that new and infill development, or additions to homes be designed in context with the layout and building design of surrounding homes (e.g. front porches or entries, heights, garage placement, etc.).
- 2.D. Consider developing an alley system that can serve as a primary access for rear yard parking, where substantial rear yard areas remain under utilized or when other parking options are limited or not available.
- 2.E. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.
- 2.F. Enforce parking standards for cars parking in inappropriate areas of property (front lawn).
- 2.G. Enforce code provisions of parking of recreational and accessory vehicles.
- 2.H. Develop an education program for landlords regarding maintenance, landscaping and upkeep concerns with rental properties.
- 2.I. Develop incentive programs to increase homeownership in community including home improvement grants.

LAND USE

3. Low Density Residential Transition to Foothills

Some land area near Maxfield Drive in the southeast portion of the community may still develop, but development should recognize that this area may be geologically unstable and is located adjacent to the foothills. Therefore, the development density should be low and designed in a manner to function as a transition area to the foothills.

Vision Strategies

- 3.A. Require development density to be a low single-family density, not to exceed four dwelling units per acre, and be built in context with the surrounding single-family homes.
- 3.B. Require that buildings and structures not be located nor visually seen above the bench or bluff along the canal located to the east.
- 3.C. Allow houses to be clustered or located on smaller lots as geological hazards are identified, provided that the overall density is comparable to the lowest single-family density zoning and the floor area of the home is equal to or greater than the surrounding homes.
- 3.D. Provide a transitional effect leading into the foothills utilizing green space, foothill access areas and connecting trails, detention and retention ponds, and other such open and green development possibilities in planned residential (PRUD) or cluster subdivision, or regular subdivision design and layout.



Picture 7 – View of canal bluff or ridge above low density transition to foothill area

LAND USE

4. Canyon Gateway Uses

The land area at the mouth of Ogden Canyon, north of Canyon Road and east of Maxfield Drive, may also still develop. However, any development proposals should also recognize that the area may be geologically unstable.

Furthermore, the area functions as a visually notable area entering and exiting the canyon. Therefore, any development should consist of uses that support a canyon gateway theme and be designed in a manner to function as an icon for the canyon and mountain environment. This will include building designs and landscaping that blends in with the rocky and wooded terrain of the area.

Vision Strategies

- 4.A. Expect land uses of this area to be oriented and supportive of a mountain or canyon theme. These uses might include:
 - Residential built as a contiguous project and sold later for ownership
 - Recreational facilities and associated retail
 - Entertainment and restaurants
 - Sports equipment retail
 - Other similar uses.
- 4.B. Reduce the unnatural appearance of hardscape improvements such as:
 - Concrete or asphalt surfaces by use of colored dyes, stains, and stamping methods
 - Curb and gutter by use of low profile curbs, stains, dyes, and stamping patterns
 - Street lights and traffic signs with associated mounting posts by using natural or natural appearing materials
 - Other like street or parking lot improvements and associated items
- 4.C. Utilize natural or natural appearing materials in the design appearance of all buildings, including fences, by using
 - Rock
 - Wood
 - Heavy timber
 - Accent stucco
 - Other similar materials
- 4.D. Utilize conditional overlay zoning when considering possible zone changes to area to ensure compatibility of material and design to surrounding natural environment.
- 4.E. Amend sign ordinance to provide height, size, and illumination limitations for signs in Canyon Gateway area.

4. Canyon Gateway Uses (cont.)

Vision Strategies

- 4.F. Create a gateway entry feature near the mouth of Ogden Canyon. Utilize designs or resources of local artists to develop entry feature.
- 4.G. Install and highlight trail connections as future trail access opportunities are made available during development projects.



Picture 8 - An artist's concept of using the existing water pipe as a gateway into Ogden Canyon

LAND USE

5. Mixed Density Residential

Generally, this area is located below the bluff or ridge in the extreme southern portion of the community. The area consists of multi-family and apartment type developments with scattered large lot single family homes or vacant ground. Therefore, mixed density uses maybe appropriate in this portion of the community, provided they are designed to create and enhance the livability of the community, offer housing ownership options to meet the needs of mixed incomes, and respect the low building height design of the area.

Vision Strategies

- 5.A. Limit the overall density of the area to 12 dwelling units per acre.
- 5.B. Provide for a variety of housing options through the design, layout and development of larger vacant parcels or infill development.
- 5.C. Integrate multi-family development into surrounding areas through the design and layout of accesses, sidewalks, pathway connections, yard areas, etc.
- 5.D. Require that single-family residential be a development component of this area.
- 5.E. Utilize conditional overlay zoning to ensure that new developments are built with an emphasis on design quality and use of materials that results in a visually appealing project. The development should also serve to stabilize and improve the livability of the community by offering a variety of housing types to meet various income needs.
- 5.F. Explore the use of incentives to enhance and increase homeownership in mixed density residential area.

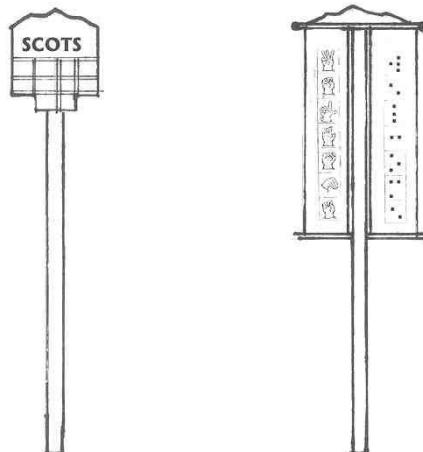
LAND USE

6. Community Center and Gateway Improvements

Traveling north from Canyon Road, Harrison Boulevard rises up onto the bluff curving around the hillside. Just as you reach the top of the bluff, near 9th Street, Mount Ben Lomond can be seen in the background. Furthermore, the core of the community becomes readily apparent with the Deaf & Blind School and Horace Mann Elementary block area to the right and Ben Lomond High School block area to the left.

This area from 7th to 9th street serves as focal point or center of the Horace Mann Community. The mixing of residents, children walking to school, and visitors occurs here on a daily basis. The area should be celebrated with excellent streetscape design by balancing the pedestrian's needs with those of the automobile, and other design and improvement amenities should serve to establish the area as a community icon.

All street and streetscape improvements of this area should serve as entry and gateway features for the Horace Mann Community. Special treatments such as lighting, landscaping, wayfinding signage, should be designed into private and public improvements to the area.

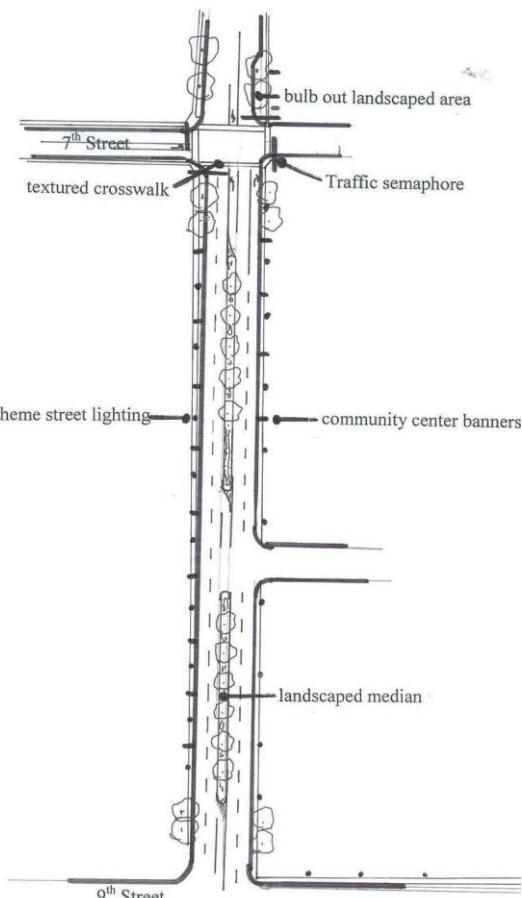


Possible Community Center Banners

Figure 1 – Design of community center identity banners

Vision Strategies

- 6.A. Acknowledge the area between 7th and 9th Streets from Polk Avenue to Monroe as a Community Center of interaction.
- 6.B. Make the area distinct through the use of theme streetlights, use of metal banners, landscaping, and other unique improvements
- 6.C. Ensure that sidewalk, pathways, and other connections that lead into and out of the center and are noticeably marked and visually appealing.
- 6.D. Call for land uses to support or have their focus on meeting the common needs and interaction of the community.



Harrison Boulevard Community Identity Concept

Figure 2 – Concept design of Harrison Boulevard

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PARKS & RECREATION

7. Park & Recreation Facilities and Programs

Generally, the community expresses a desire to maintain the existing parks. However, concerns with the lack of restrooms, shade trees, and lights were expressed. The community also desires to work with the school district to allow general public use of gym and track facilities. Furthermore, as new schools are built or remodeled, the community hopes that they could become community activity centers. Sky View and Logan High, in Cache Valley, were cited examples.

Other partnerships were mentioned such as AYSO and Head Start. The community hopes that by doing so there would be greater participation in the recreation programs. Creating community watch and maintenance participation programs were suggested at the meetings with the community. These programs might help the community feel a sense of ownership and reduce vandalism.

Vision Strategies

- 7.A. Evaluate a future nature park in the east area of the community in or near the foothills.
- 7.B. Partner with Ogden City Schools to create community activity centers as school buildings are remodeled. Use Sky View High as a model for an aquatic leisure center.
- 7.C. Create neighborhood watch program with park neighbors to monitor and report illegal or suspicious activities in park.
- 7.D. Create a neighborhood park maintenance program to help build sense of ownership in care of park facilities.

PARKS & RECREATION

8. Rolling Hills Park Improvements

The community believes that Rolling Hills Park is under utilized, particularly the ball field areas, except for wintertime activities. Other sports related improvements like half-court basketball and play equipment were suggested. These could be located up on the east bench area of the park. Again, the lack of restrooms, shade trees, and lights were expressed in the meetings.



Picture 9 – Views of Rolling Hills Park play area and grass slope

Vision Strategies

- 8.A. Establish activity areas on upper level of park to not disrupt wintertime activities on slope.
- 8.B. Plant trees on crest of hill to provide shade for activity and picnic areas.
- 8.C. Construct new restroom facilities adjacent to upper level activity areas.
- 8.D. Adjust the park-watering schedule to water after peak evening park use. Watering in late evening reduces water loss and may help reduce vandalism of park facilities.

PARKS & RECREATION

9. East Bench Trails & River Parkway System

Access to the recreation uses in the foothills via the trail system should be maintained and other accesses should be secured. There are two existing trailheads, one at Douglas Street and one across the street from St. James Church. Two additional trailheads have been proposed in this plan, one trailhead at 9th Street and another at 1350 South should be secured and built.

Signage linking the community and city to the trail system should be established. Linkages should include routes from bike paths, parks, community centers and other community gathering places to the trailheads.

Vision Strategies

- 9.A. Establish additional public access points to the foothills by building a trailhead at 9th Street and by securing property and building another trailhead at 1350 South.
- 9.B. Look for opportunities for social gathering areas (covered tables, benches, play areas) to be established near trailheads.
- 9.C. Work with Pineview Water and Federal Government to complete establishment of the Bonneville Shoreline Trail.
- 9.D. Pursue funding to construct a tunnel under Canyon Road near the canyon mouth to connect the Bonneville Shoreline trail across Ogden Canyon.
- 9.E. Establish a connection from the community to the River Parkway at Mountain Road.
- 9.E. Install interpretive signs/markers on trail system to create a self-guided nature education program explaining the habitat and geology of area.
- 9.G. Enhance linkages from community facilities, parks and bike trails to trailheads and east bench trail system by using way-finding signage, sidewalk markers, etc.
- 9.H. Examine the potential of developing an exercise par-course along the trail system.

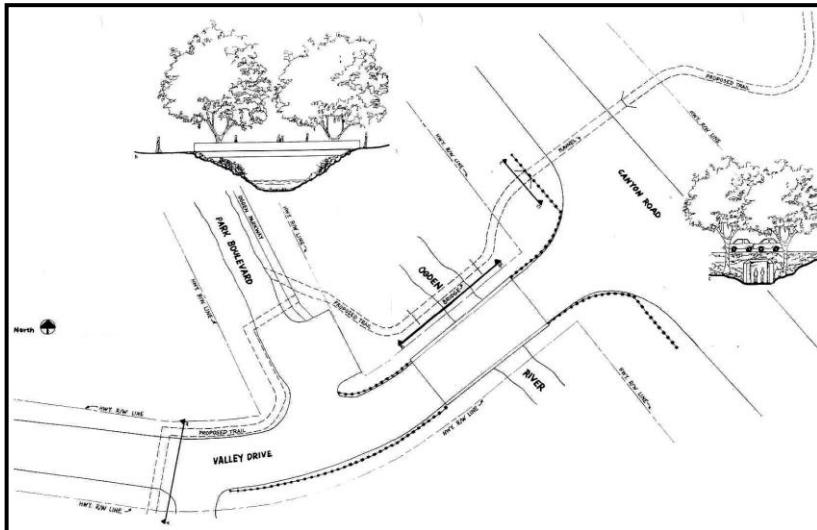


Figure 3 – Schematic of tunnel crossing and connection of the Bonneville Shoreline Trail under Canyon Road

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TRANSPORTATION

10. Sidewalks

Sidewalks provide safe areas for pedestrians to walk in and through the community. They provide safe areas for children to get to and from school.

Most areas of the community have sidewalks. There are areas, however, that need new sidewalks, or repair of damaged walks, to create a continuous safe zone throughout the community.

Usage and destination should determine the priorities for sidewalk installation or replacement. Priority sidewalk areas are the walking routes commonly used by children traveling to the schools. The sidewalks in these areas should be installed first. Secondary sidewalks are the walking routes that are used to access other common neighborhood facilities or community centers. All other sidewalks should be installed on an as need basis or by the abutting property owner.

The City has several programs available to assist in the installation of sidewalks. These include, but are not limited to:

- a. Sidewalks leading to schools. Certain money is available for the installation of sidewalks that lead to schools for example.
- b. 50/50 Sidewalk replacement program. A homeowner that wants to replace the walk in front of his home can use the 50/50 replacement program to defray some of the cost of the work.
- c. Special Improvement District. An area established where the sidewalks are installed and the residents pay for them over time with their city utility payments.

Vision Strategies

- 10.A. Install sidewalks in community with walks leading to schools being the first priority (see Transportation Vision Map).
- 10.B. Install unique sidewalk paving pattern for Community Center area (7th to 9th, Monroe to Polk).
- 10.C. Evaluate creation of a special improvement district to install sidewalks in residential areas not covered by 10.A above.



Picture 10 -Two barriers to access in the community

TRANSPORTATION

11. Intersection Improvements

Harrison Boulevard serves as the main arterial for the Horace Mann Community and surrounding areas. The community has concerns with traffic circulation, particularly with excess speeds and turning into and out of the neighborhoods. The intersections of 7th and 2nd Streets are where traffic interacts and there is a lack any north/south traffic control methods.

Vision Strategies

- 11.A. Install signal at 7th and Harrison.
- 11.B. Realign 2nd and Harrison as part of Harrison Boulevard improvements.
- 11.C. Increase the safety measures for pedestrians by installing or improving the following:
 - Audible signals for the blind
 - Enhance the crosswalk markings
 - Use of a crossing guards for school children
 - Flashing lights imbedded into the pavement of the crosswalk areas

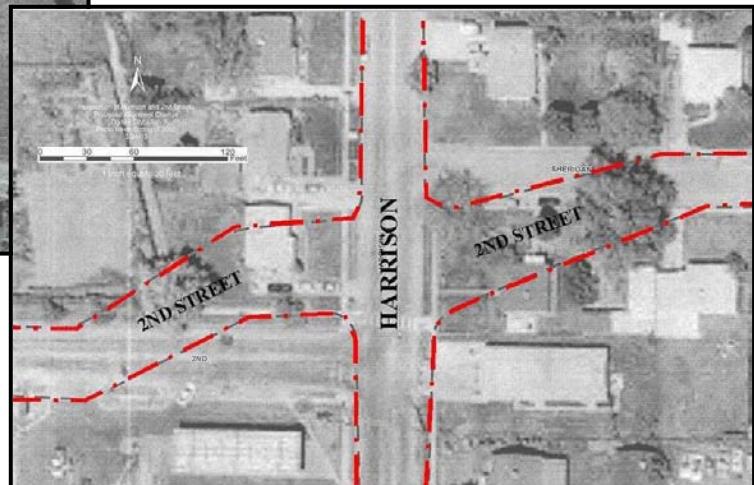


Figure 4 – Schematic of improvements to 7th and Harrison and 2nd and Harrison

TRANSPORTATION

12. Harrison Boulevard Improvements

The community has concerns regarding the potential widening of Harrison Boulevard. The first major concern was that of excessive speeds. Many residential homes are located along the boulevard and will continue to be the primary land use in this section of the community. The ingress/egress movements for these homes are competing with through traffic. Secondly, crossing the boulevard is hazardous as children walk to and from school, this is even a greater concern with those attending the Deaf & Blind School. Thirdly, expanding the right-of-way for Harrison could potentially extend into the front yards of the homes and impact the market value and resale capability of these homes, as well as the character of the area.

In balancing the needs of transportation and the single-family environment, other north-south transportation options should be employed, such as the continuation of Monroe into North Ogden City for the built-out of this area. The preferred design option for Harrison is one traffic lane in each direction with a center turn lane with adequate shoulder width to accommodate parking and bicycle lanes. This would result in a four-foot pavement expansion of Harrison. It is anticipated that any widening of Harrison would not occur for another 8 to 10 years.

Vision Strategies

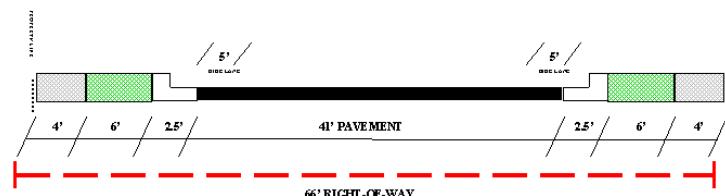
- 12.A. Limit widening of Harrison to a three-lane roadway, two travel lanes with a center turn lane.
- 12.B. Minimize the amount of yard area, if any, to be acquired from homes fronting the street in the widening design of Harrison.
- 12.C. Install and enforce the speed limit signs, particularly from 7th Street to the North.
- 12.D. Express and support the continuation of Monroe Boulevard and other north-south linking roadways into North Ogden City.



Picture 11 – View of homes fronting Harrison Boulevard



EXISTING CONDITIONS



PROPOSED WIDENING

Figure 5 - Schematic of existing and proposed cross-sections for Harrison Boulevard

TRANSPORTATION

13. Pedestrian/Bicycle Access

Many residents enjoy the opportunity to walk, jog, or ride a bicycle without competing with traffic. This comfortable scenario occurs along Polk Avenue because the street does not serve as a through street from one area of the City to another. Creating alternative transportation routes within the developed area and linking them to the trail system is a desirable community asset.

Vision Strategies

- 13.A. Install signs or markers within the developed area of the community to link the sidewalks, streets, parks, and shared community areas to trailheads or other community facilities.
- 13.B. Make bike lanes of sufficient width, particularly where vehicle parking and bikes will share the same space.
- 13.C. Install the missing sections of sidewalk to connect the circulation system.

D. Community Plan Objectives

The Horace Mann Community Vision focuses primarily on three topics, Land Use, Parks & Recreation, and Transportation. The vision strategies address broad and specific ideas to set forth the future physical development and use within the community. However, specific actions need to be taken by both public and private entities to complete the vision. In order to emphasize those improvements that are needed to accomplish purposes of the Horace Community Plan, the following objectives are established for consideration by the City in terms of capital improvements or other means to implement the Community Vision. These objectives are listed by priority.

1. Land Use Vision

Objective A –Implement the following changes to the City zoning regulations, as follows:

- Properties located along the southeast portion foothills located in the Low Density Transition Area (see Land Use Map) be rezoned to R-1-10.
- Implement zoning standards to prohibit single-family home conversions to multiple units in the Mixed-Density Residential area.

Implementation Responsibility:

Community & Economic Development Department, Planning Division Planning Commission, and City Council

Resources:

City Planning Staff

Objective B – Establish an enforcement program, with associated remedy assistance funding, regarding property maintenance to curtail further deterioration of the housing stock.

Implementation Responsibility

Community & Economic Development Department, Inspection Service Division, Mayor, and City Council

Resources:

Undefined

Objective C – Appropriate City funds or matching grants for the replacement or upgrade of basic housing infrastructure, such as wiring, water lines, and sewer laterals.

Implementation Responsibility

Community & Economic Development Department, Neighborhood Development Division, Engineering Division, and City Council

Resources:

Emergency Housing Repair Program

Objective D – Where necessary, zoning regulations or designations should be changed to reflect the lot size, bulk, and area characteristics of the single-family housing types found within the community.

Implementation Responsibility

Community & Economic Development Department, Planning Division Planning Commission, and City Council

Resources:

City Planning Staff

Objective E – Establish an acquisition and funding process to secure important bench area properties for preserving the foothills as scenic and recreational resources for the public.

Implementation Responsibility

Community & Economic Development Department, Mayor, and City Council

Resources:

Capital Improvement Program, State open Land Funds, Private Donations

Objective F – Create a partnership with residents, school kids, and other interest groups

to design and build the banners and other elements for the Community Center area.

Implementation Responsibility

Community & Economic Development Department, Planning Division, Neighborhood Development Division, Engineering, Mayor, and City Council

Resources:

Undefined

2. Parks & Recreation Vision

Objective A – Form a discussion committee consisting of residents, city officials, and school district officials. The committee would discuss the role of school district, city, and community partnerships for the following:

- Community use of existing school facilities for recreation and exercise.
- Maintaining existing sites for the construction of new schools
- Multi-use schools for new or remodeled schools buildings (e.g. Logan & Skyview High in Cache Valley)

Implementation Responsibility

Community Services Department, Community & Economic Development Department, Planning Division, Parks & Recreation Division, Neighborhood Development Division, Planning Commission, Mayor, and City Council

Resources:

Undefined

Objective B – Install the following improvements for Rolling Hills Park in following activity areas:

Upper Area

- Engaging play equipment
- 1/2 Court basketball
- Picnic facilities
- Shade Trees around pavilion
- Restrooms

Lower Area

- Soccer field

- Baseball/softball diamond

Implementation Responsibility

Community Services Department, Parks & Recreation Division

Resources:

Capital Improvement Program, Gomer Nichols Trust Fund

Objective C – Acquire or secure property at the end of Mountain Road for a pathway connection to the Ogden River Parkway.

Implementation Responsibility

Community & Economic Development Department, Planning Division, Parks & Recreation Division, Planning Commission, Mayor, City and Council

Resources:

Capital Improvement Program

3. Transportation Vision

Objective A – Install the 7th Street traffic light and associated pedestrian safety improvements.

Implementation Responsibility

Community & Economic Development Department, Engineering Division

Resources:

Surplus Light located at the entrance of McKay-Dee Hospital & Country Hills Drive, Capital Improvement Program

Objective B – The City funds and constructs the 1st priority sidewalk system on one side of each street, as indicated on the map.

Implementation Responsibility

Community & Economic Development Department, Engineering Division, Neighborhood Development Division

Resources:

Capital Improvement Program

Objective C – Continue to plan and secure funding for widening and improvement of

14.E Horace Mann Community Plan

Harrison Boulevard, as outlined in the vision strategies, with a completion goal of 8-10 years.

Implementation Responsibility

Community & Economic Development Department, Engineering Division, Planning Division, Planning Commission, Mayor, and City Council

Resources:

B & C Road Funds

Objective D – Convey to North Ogden City the desire to have Monroe Boulevard serve as a collector road for traffic entering and leaving North Ogden City.

Implementation Responsibility

Community & Economic Development Department, Planning Division Planning Commission, Mayor, and City Council

Resources:

Inter-local Communication & Agreements

Objective E – Install the landscaped median between 7th and 9th streets and re-stripe the turning and through lanes.

Implementation Responsibility

Community & Economic Development Department, Engineering Division, Planning Division, Planning Commission, Mayor, and City Council

Resources:

Capital Improvement Program

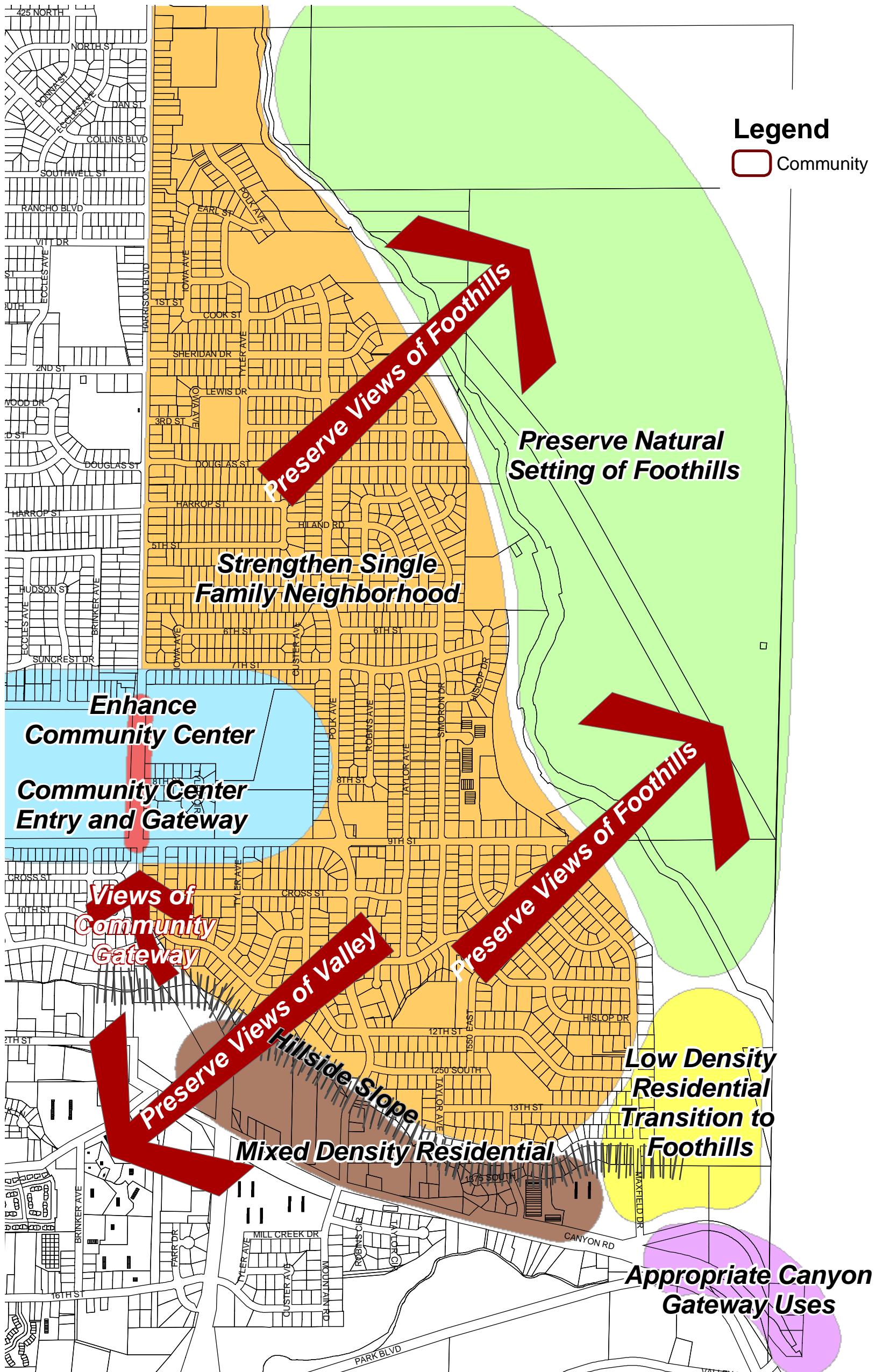
Objective F – Complete the missing Polk and Maxfield Drive connections as development occurs in these areas, as indicated on the Transportation Vision map.

Implementation Responsibility

Community & Economic Development Department, Planning Division Planning Commission, Engineering, and Mayor

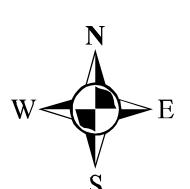
Resources:

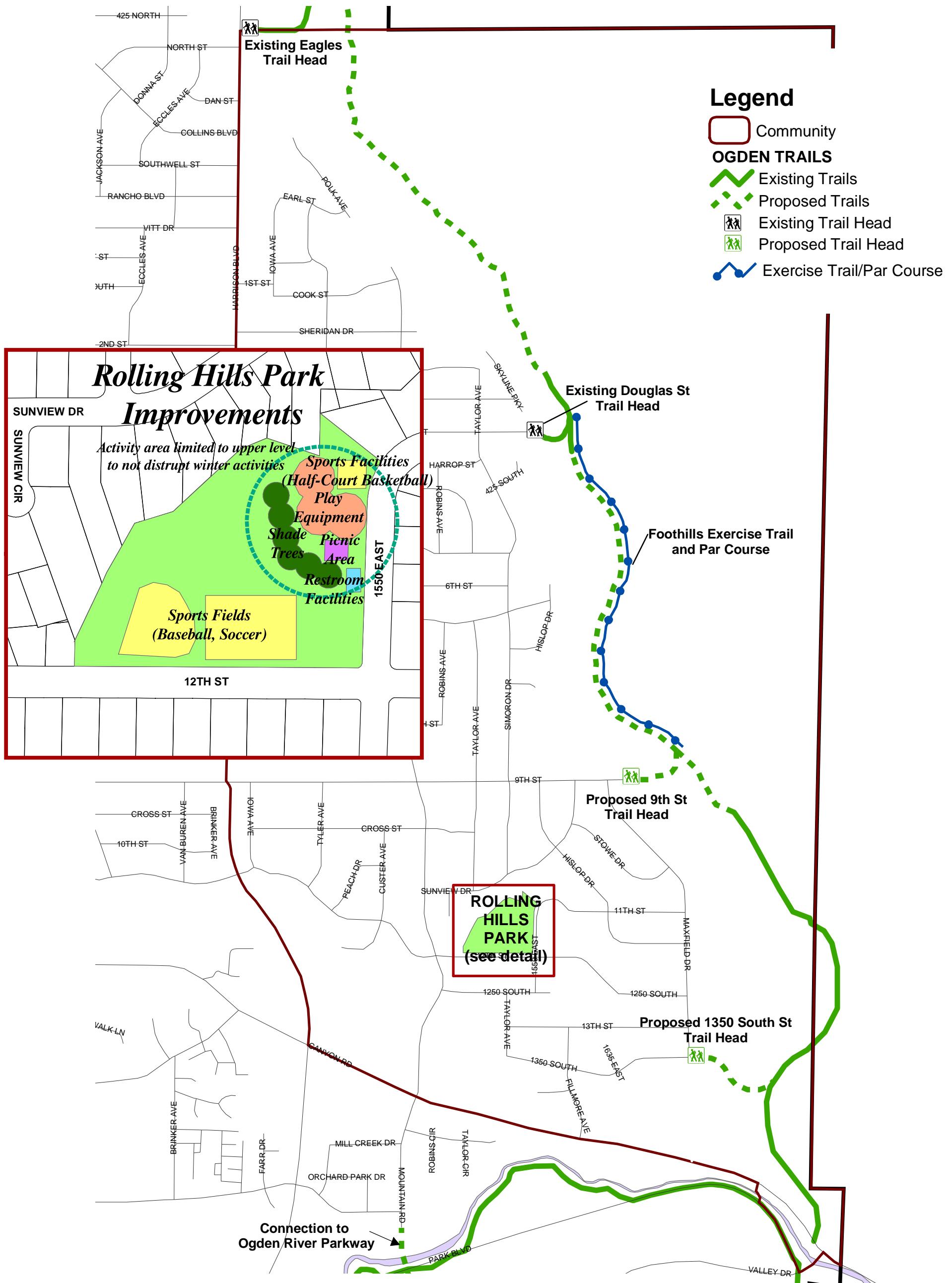
Installed as part of approved development projects funded by developers



Horace Mann Community

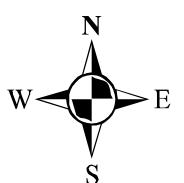
Community Vision - Land Use Map



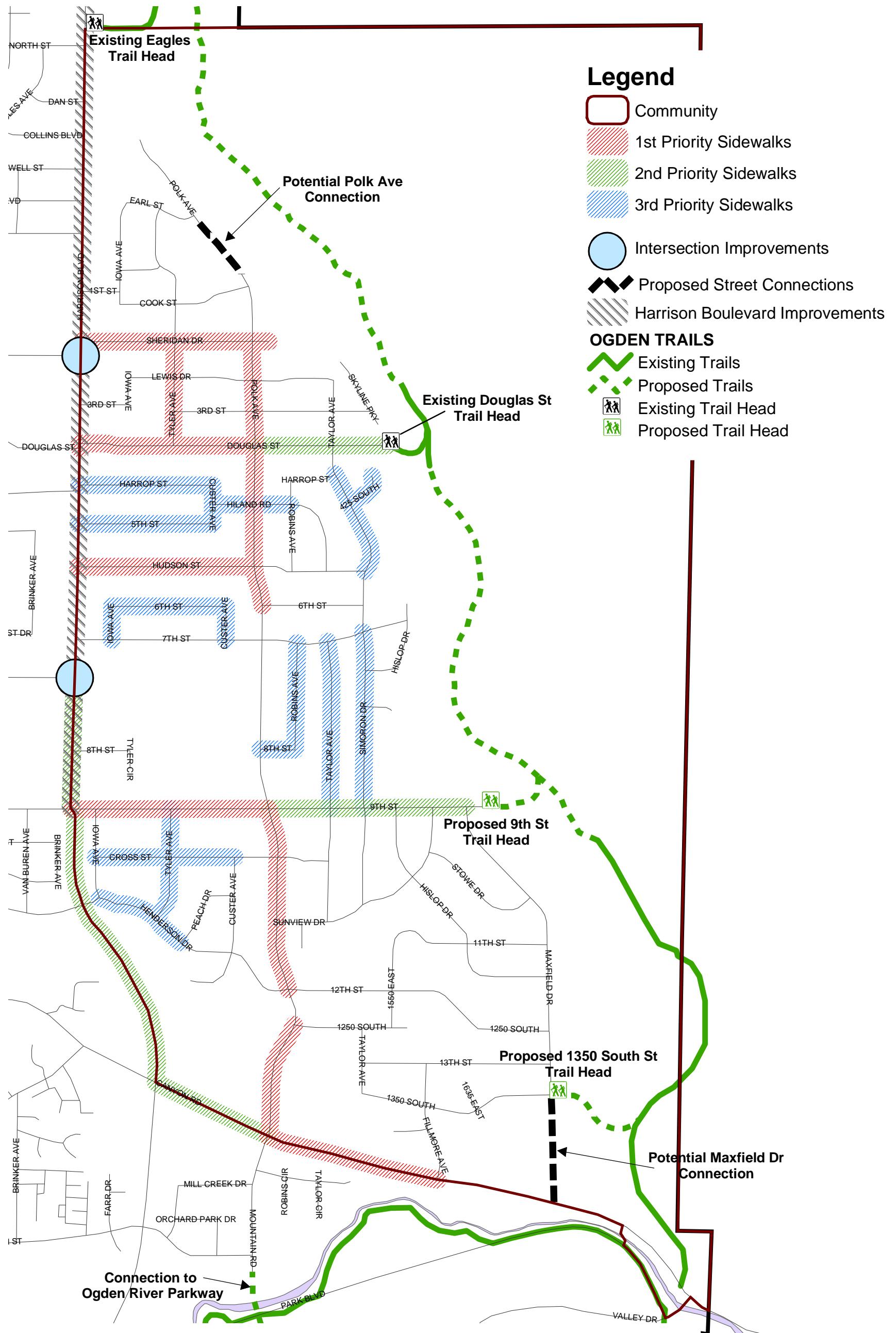


Horace Mann Community

Community Vision - Parks and Recreation Map



1,000 500 0 1,000 Feet



Horace Mann Community

Community Vision - Transportation Map



1,000 500 0 1,000 Feet

