

14G. Mt. Lewis Community Plan

A. Background

The Mt. Lewis Community, formerly known as the Lincoln Edison Community is located between Washington Boulevard and the mountain front, and North Street and the northern boundary of Ogden City (1500 North) as shown in the Location Map. The Mt. Lewis Community occupies the northeastern part of the City.

The previous Lincoln-Edison Plan was adopted in 1989. This plan called for certain “Immediate changes to the zoning map.”

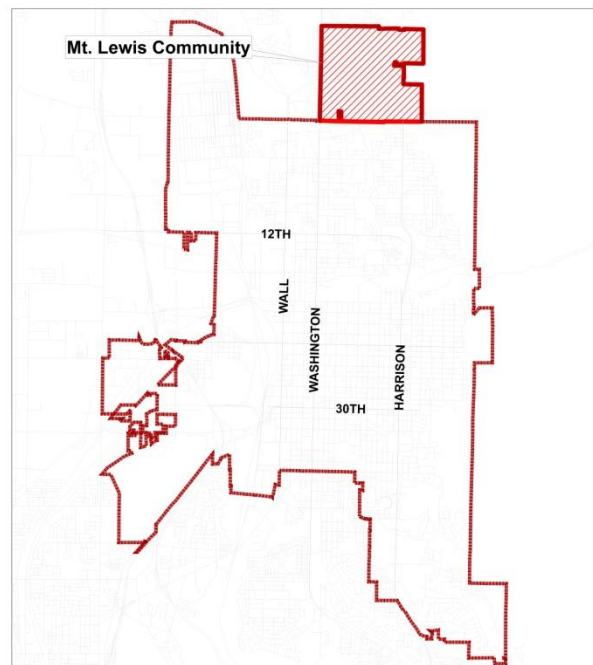
The bulk of those changes were to downzone from multi-family zones (R-2 and some R-3) to single family residential zones i.e. R-1. This was mostly accomplished in 1989 and eliminated much of the R-2 zoning in the area. The only R-2 areas remaining are the area just east of the LDS church at 1200 North Monroe and the strip of property at the extreme northwest corner of the community at Washington Blvd. and 1500 North.

From the “Planning Guidelines for the Future” the following items have been addressed:

1. The connection of 825 N. to 900 N. has been completed.
2. The zoning near the east bench promotes the “larger lots” in this area.
3. 675 North Monroe Blvd. is now zoned NC-1, which is an improved version of the CP-1 zone and will force future upgrades of the site.
4. Encourage developers to design around high water tables (see Mountain Ridge Subdivision)
5. Complete Water System Distribution Master Plan. (see Ogden City Water Master Plan, dated 2002)

6. Seek federal funds to extend and widen Monroe and Harrison Blvds. (Monroe Blvd. has been extended to the City boundary on the north).
7. Record high water table information with new development. We currently have a better knowledge of the high water areas and characteristics of the community than we did 20 years ago, through local building projects.

Interestingly, there are some ideas that persist from 20 years ago including the alternative use of detention basins and the use of entry markers.



Mt. Lewis Community Location Map

- Mt. Lewis Boundary
- Ogden City Boundary

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Prepared by
Ogden City Planning 6/2010

Location Map

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1. Population Characteristics

The 2000 Census indicates the Mt. Lewis community is largely a community of middle income families whose principle income is the result of work in Weber or neighboring counties. The population growth in this planning community went from 4,867 in 1990 to 7,735 in 2000 with 49% males and 51% female. This area contained the most available plots of land in the city, which facilitated the robust development. With respect to race, 83% are White, 14% are Hispanic, and 2.7% are Black. That is an increase of 8% of Hispanics and a slight decrease in percentage of Blacks since 1990, although the total number of persons is about the same. There are 2,931 total dwelling units with 2,104 of those being single family detached houses. The 2000 Census showed 80% owner-occupied and 20% renter-occupied. In comparison, the 1990 Census showed a 78% owner occupancy with 22% rental. From 1980 to 1990 the average household size decreased from 2.87 to 2.77 persons. In 2000 the average population by household increased to 2.95. The median household income rose from \$29,750 to \$39,409 from 1990 to 2000. Over 80% of the work force continues to drive alone to their place of work

2. Land Use / Zoning

The Mt. Lewis Community consists primarily of single-family residential homes. There are some multi-family and mobile home park nodes located along the eastern side of Washington Blvd. As shown in the following table, residential uses occupy 75% of the developed land in the community. Most of what had been vacant land in 1989 was developed during the 1990's. Virtually all this development was single family homes. In the 1989 Plan only 24.7% of the land was occupied by single family homes. By 2000 that percentage had swelled to 66%. The existing large vacant land percentage is a result of the mountainous terrain east of the canal. These lands are generally publicly owned mountainside which will generally remain undeveloped.

Duplex uses are concentrated east of the LDS Church at 1225 North Quincy Avenue.

Mt. Lewis Community Land Use Information			
	Acres	% of Community	% of Developed Land
Total Community	1,075.67	100	74.32
Developed Acres	675.76	74.32	100
Residential	619.61	68.15	91.69
Single Family	498.52	54.83	73.77
Duplex	5.25	.58	.78
3-4 unit	3.63	.40	.54
5+ unit	13.12	1.44	1.94
Mobile home	84.41	9.28	12.49
Government/ Institution	40.53	4.46	6.00
Cultural/ Recreation	0	0	0
Park	14.08	1.55	2.08
Commercial (Sales)	.39	.04	.04
Commercial (Service)	1.15	.13	.13
Transportation (Roads)	166.47	15.40	15.4
Vacant	22.71	2.50	3.36
Condominium	14.68	1.61	2.17
Open Space	178.51	19.63	26.42
Detention Basins	32.22	3.54	4.77

3. Development History

The community was primarily developed after 1940. As late as 1939, there were only 37 (mostly farm) homes in this community. The first major development was the Ron Claire Village Subdivision of the early 1960s. This area was developed primarily to provide homes for workers at the Morton Thiokol plant in Box Elder County. Eyrie Meadows began development in the 1960's. This was followed by the development of the two principle mobile home parks in the 1970's and 80's. The "Housing Style" maps identify the decades in which the land was subdivided.

4. Rental Occupancy

The majority of rental properties are reflected in the apartment buildings that are located along the Washington Blvd. corridor. Apart from the areas zoned R-3 and R-4 along Washington Blvd. the other main concentration of rentals appears to be in the duplexes along the north side of 1225 North just east of Quincy Avenue. The statistics show a declining percentage of rental occupancy over the last 10 years from 22.5% to 20%, which conversely translates to a higher percentage of home ownership. This would indicate a positive trend in the concept of home ownership. It is widely considered that homeowners tend to have a higher vested interest in the maintenance and appearance of their properties than renters do.

5. Residential Housing Styles

This area was primarily agricultural until 1959 when there was a great influx of single style, one story homes built as part of the Ron Claire Village Subdivision and the Eyrie Meadows Subdivision. After that initial building boom in the 1960's the development trends were more gradual. The following decades did not bring a great deal of variety in housing types. Therefore, there is considerable overlap of housing styles. These housing types have predominantly been bungalow, rambler or split level. Larger homes were built in the 2000's east of Harrison Blvd.

a. Style 1- 1960's

The standard was single story with relatively flat roofs and a single car port or garage to one side placed on a 6000 square foot lot. Ron Claire and Eyrie Meadows Subdivision continued to build out though the 1960's. Eyrie Meadows also included the apartment complex (Mt. Eyrie Gardens) that is situated just west of Mt Eyrie Park. This area was witness to the construction and ultimate failure of a tennis club just north of the apartments. Later in that decade Mountain Crest Subdivision introduced some level of variety in housing east of Jackson at 450 North Street.



HOUSING STYLE 1

- MT. LEWIS BOUNDARY
- PARCELS
- CITY BOUNDARY

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0 500 1,000 2,000 3,000 4,000 Feet

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Examples of Style 1 housing

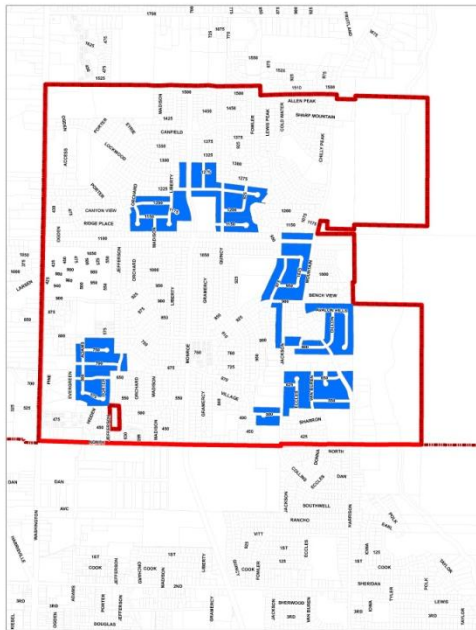
The 1960's



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b. Style 2 - 1970s

In the 1970's a few new subdivisions came on board such as: Cliff Heights, Mountain Road Estates, and Avalon Hills which was the first subdivision to develop east of Harrison Blvd. This era started to offer a slightly greater variety of housing types, although the predominant style was the split level single family home, often with a cantilevered upper floor.



HOUSING STYLE 2

- MT. LEWIS BOUNDARY
- PARCELS
- CITY BOUNDARY

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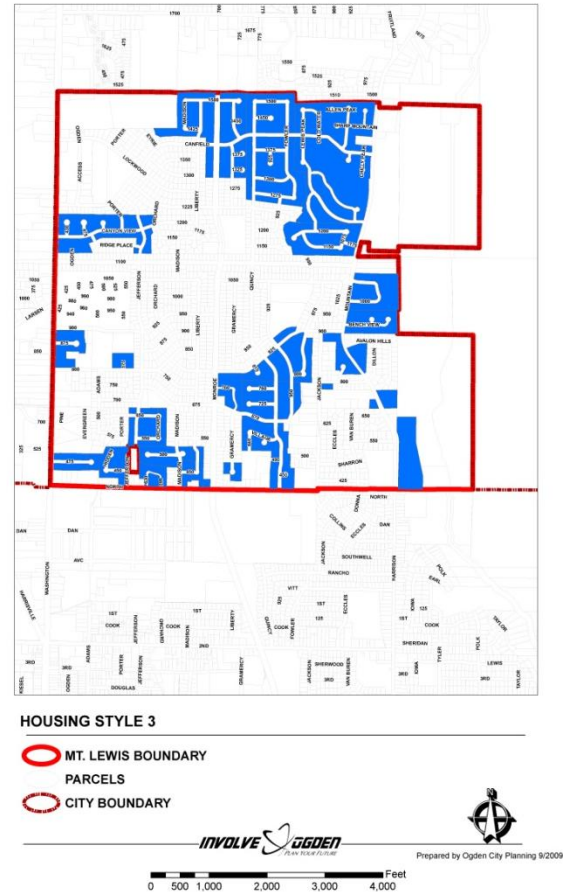
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c. Style 3- 1980s, 1990s, 2000s

In the 1980's and 90's the single-family housing style gained even more variety although the majority of homes were the single-story rambler with a two-car garage that extended from the main part of the house toward the street. Home development on a larger scale extended east of Monroe Blvd. and began to infill the smaller areas between Monroe and Washington Blvds. Mystic Mountain, Esquire Subdivision, and East Oaks began to build out. The major areas of development east of Monroe Blvd. have been the Village of Mountain Road, Keystone Acres, Jumpoff Canyon, Avalon Hills, and Mountain Road Estates. In the 1990's and 2000's the development of large homes along the Harrison Blvd./Mountain Road corridor was common. In the 2000's there were more developments east of Harrison marked by Rancho Vista, The Bench at Mountain Road, and The Eagles Subdivision. These homes tend to be larger, multi-story homes with additional articulation of the exterior and a mix of some masonry exteriors with wood and/or hardy plank.






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d. Style 4 – Mobile Homes

The mobile homes are contained in three “parks” i.e. Washington Mobile Estates at 1500 North Washington, Viking Villa at 1000 North Washington and Flamm Mobile Home Park at 900 North Adams. These parks were developed in the 1970’s and 80’s, and remain today as tucked away small communities unto themselves. They are well maintained and experience few vacancies. In total these parks have 383 pads and represent 64% of the pad spaces in Ogden City. Mobile homes comprise 9.28 % of the land in the community (84.4 acres).



HOUSING STYLE 4

-  MT. LEWIS BOUNDARY
-  PARCELS
-  CITY BOUNDARY

INVOLVE  OGDEN



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0 500 1,000 2,000 3,000 4,000 Feet



B. Community Comment

In the public open house numerous issues were brought forward that are related to the planning process. The Steering 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 Steering Committee.

1. Rename the Lincoln-Edison Community name.

Traditionally, the neighborhoods would often take on the name of their local schools. This was never a rule. It was an informal policy. This area has long battled the negative perception that is associated with the original Ron Claire Subdivision. This subdivision was developed largely to provide affordable housing for the expanding Morton-Thiokol rocket plant in Box Elder County. Over the years, these single story, flat roofed homes became the symbol of the community and, in fact, hindered its progress. Also, there is the prevailing feeling of frustration with the City. One point of concern is that community redevelopment here has been deferred in favor of the CBD, Mt. Ogden and East Central neighborhoods. There is also the feeling that calls to the police to report criminal activity are not answered promptly, but zoning code enforcement is overly emphasized. Since those early days the newer homes being developed are more standard track homes that represent a basic upgrade in the housing stock. The community wanted to “rebrand” the name of the community in a more identifiable and positive symbol. The mountains and especially “Mt. Lewis” which looms above the community and is a focal point was the name of choice by the community.

2. Detention Basins

This community contains nine designated community detention basins. These are a function of the abnormally high water table and proximity to the edge of the mountains combined with the urban development that has taken place in the last 40+ years. These basins allow for large rain events where the first charge of runoff will be “detained” in the basins and then the flow will be controlled into the storm sewer system.

These basins are frequently subject to abuse by ATV’s, motor bikes running through them, especially after a rain storm and are not well maintained. Some may present an opportunity for dual or alternative uses that benefit the neighborhood.

3. Closed-in Carports

In the 1960’s the homes were often built with a single carport on the end of the building. This design is characterized by the majority of homes in the original Ron Claire Subdivision. Often the owner desired for additional space, typically a family room. It became common place in this neighborhood to convert the carport to living space without regard to zoning and building code requirements, but without building permits from Ogden City. This practice has proved to be problematic in that it introduces zoning infractions in the form of parking in the front or side yards, and parked cars encroaching over sidewalks. Since these conversions were done without building permits the more serious issue is the potential for health and safety concerns in the construction of the new living space.

4. Parks and Recreation

This area has three local City parks, all with their own distinct size, shape and character. The community would like to carry on that distinction and thus has separate ideas and visions for each of these parks. This area is

one of the very few that has a component of the Nature Center on its northeast boundary east of Mountain Road. The Nature Center North contains trails, a parking lot and access to the Bonneville Shoreline Trail system. In light of the fitness issues facing our nation's youth, this community seized upon the slogan of "Getting Families Active and Involved" as a principle recreational goal. This means getting children out and involved in activities in the parks.

5. Walkability and Bicycle Routes

As part of the theme for a healthy community, it is apparent that this area should enhance its "walkability" and bicycle opportunities. The easiest way to invite more walkers is to increase the number of street trees in the park strips. These will provide shade in the summer when people are more apt to be out walking, make the experience enjoyable, and thus something they may repeat. As part of that goal the City will need to address the "sidewalk deficiencies" that are manifested in the absence of sidewalks and handicap curb cuts or damage to the existing sidewalk. The unique mountain vistas contained in this neighborhood could be most appreciated by the pedestrian and bicyclist. Therefore, it is very important that the paved surfaces (sidewalks and streets) be suitable for those persons. An emerging hallmark of Ogden City is the commitment to recreation. Part of that involves the enhancement of the bicycle route network in this neighborhood.

6. Water Lines and Street Surfaces

The chemical composition of soil in this neighborhood is such that it is very damaging to metal water pipes in a surprisingly short time. This has caused damage to streets as well, especially along 1100 North, 1050 North, and Monroe Blvd.

7. Widen Mountain Road

As part of the City-wide goals to increase bicycle routes and enhance walkability in the neighborhoods, the widening of Mountain Road will need to be accomplished. This is also important to the smooth automobile traffic flow between North Ogden and Harrison Blvd.

8. Transit

There is a general feeling of neglect by UTA to this neighborhood. The citizens would like to see expanded service, especially in the form of connection between stops along Harrison and WSU, McKay-Dee Hospital and other points south.

9. Monroe Boulevard

Monroe Boulevard functions as the spine of this community. It enters the Mt. Lewis Community at North Street and follows a relatively straight trajectory to the City boundary at 1550 North. It is a 99' wide right-of-way that, due to its flatness and width, invites speeding traffic, has an uninviting appearance and represents a physical divider through the middle of the community.

10. Washington Boulevard

Washington Blvd. is a very important route in Weber County, Ogden City and the Mt. Lewis community. It provides the main arterial that bisects the entire county, and connects North Ogden with South Ogden. It is the main commercial street in Ogden City though in this neighborhood there is little commercial activity associated with the city. Access onto Washington is very difficult for this neighborhood as the only signalized access for this community is at the very southern end at North Street. Safe pedestrian crossings on Washington Blvd. is another problem. This is especially illustrated by the number of individuals

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crossing Washington Blvd. from Mt. Lewis to access the shopping center on the west side at North Street.



C. Mt. Lewis Community Vision

The Mt. Lewis Community Vision establishes a comprehensive guide to future physical land use patterns and improvements to maintain a viable community. The vision was developed through two community open house meetings held at Lincoln Elementary on September 29, 2009 and March 18, 2010. The steering committee met on six occasions between November and March. Their goals and policies were then brought back to the public in the second open house meeting on March 18, 2010.

Through these meetings and the subsequent meeting(s) with the Planning Commission, four major topic areas emerged as part of this Plan. They were: **Neighborhood Identity, Land Use, Parks and Recreation and Transportation.** These topics were addressed using text and a graphical map to express the ideas that were developed to create a vision for the Mt. Lewis Community.

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 the ideas that were generated by the participants of the community plan process and are then employed to develop “implementation strategies.” These can take the form of new or changes to ordinances, programs, capital improvements, or other City policy implementation mechanisms. It is possible that some of these strategies may not be realized within the next planning cycle. Budget constraints, deferred priorities, or political preferences may alter or replace these strategies. It is also possible that other methods or ideas could surface that in the

minds of the community are preferable to the items listed in this document.



NEIGHBORHOOD IDENTITY

1. Rename the Lincoln-Edison Community to focus on the mountains as an emblem of the community

The Lincoln-Edison community has long been synonymous with the Ron Claire Subdivision, which was the earliest, large-scale development in the community. It developed in the 1960's, and functioned as an affordable housing option during that time. With the advent of new market rate housing opportunities in the last 20 years, the community is anxious to rename and redefine itself. The mountains that loom up dramatically to the east (Mt. Lewis in particular) are a defining feature of this neighborhood. The trail system and the Nature Center are draws that invite the local citizenry even closer to the mountains and reinforce the mountains as the emblem of the community.

Neighborhood parks can be an integral part of a community's identity. It is for that reason that the community desires changing the name of some of their local parks as well as the community. The name "Lincoln Sports Park" is homage to our 16th president and the nearby school that bears his name. The other suggested name, "Lewis Peak Sports Park," taps into the mountain theme of the community.

Vision Strategies

- 1.A. Change the name of the community from Lincoln-Edison to the Mt. Lewis Community.
- 1.B. Change the name of Ron Clare Park to Mt. Lewis Park
- 1.C. Change the name of Mt. Eyrie Park to Lewis Peak Sports Park or to Lincoln Sports Park



NEIGHBORHOOD IDENTITY

2. Develop Community Pride

The Mt. Lewis community is primarily a residential community that is emerging from its negative perception and needs to continue its efforts to establish itself as a place that is distinct and desirable to live in. Part of the formula for making that distinction is to place entry markers at strategic locations of entry at the periphery of the neighborhood. These markers can be located within the park strips at the intersections of important streets that funnel traffic into the neighborhood.

This effort also needs to enact some internal activities that will act to galvanize the community and bring persons together. Communities in today's world that are primarily residential may have to work especially hard at developing community wide events that draw people out of their homes so that they can meet and recreate with their neighbors.



Vision Strategies

- 2.A. Placement of an entry marker at the intersection of Monroe and North street
- 2.B. Placement of an entry marker at the intersection of 1100 North and Washington Blvd.
- 2.C. Encourage community-wide activities in parks such as summer carnivals, garden fairs, or sled days that will be attractive to families



NEIGHBORHOOD IDENTITY

3. Reduce the presence of Gangs/Graffiti

A societal problem that afflicts many of our cities and towns is the problem of gang violence and graffiti. The Mt. Lewis Community is not immune from this problem. To the community's credit, it is an issue they are willing to address head on by rapidly removing graffiti and reporting any suspicious activity. The community is committed to expanding a neighborhood watch group.

Vision Strategies

- 3.A. Rapidly eradicate all gang-oriented markings through community awareness and education.
- 3.B. Develop and expand neighborhood watch groups to report neighborhood gang or illegal behavior.

LAND USE

4. Develop zoning that represents the commercial and residential nature of the specific area

The development pattern of the Mt. Lewis community has had the commercial and multi-family zoning located primarily along the east side of Washington Blvd. The lone exception is the C-store at 680 North Monroe Blvd. This C-store was originally to be a 10 acre commercial node in the center of the community. The development community could not justify the investment given the lack of sufficient density and through traffic access in the immediate area. The outcome is the shifting of the commercial interest out to two primary locations along Washington Blvd. These existing commercial nodes are small and underdeveloped on the east side of Washington Blvd. where North Street and 1225 North intersect. These locations should be developed and expanded in a thoughtful and attractive manner that is consistent with the Neighborhood Commercial zoning standards. These locations should also be designed to be “walkable” and inviting to the public, especially for the members of the community to the north, east and south. The potential for increased automobile traffic and bus rapid transit (BRT) expansion along Washington Blvd. requires these sites have good transit access, with separated turn outs and other amenities that will serve to benefit the neighborhood, as well as the traffic along Washington Blvd.

All new residential development east of Adams Avenue (500 E.) should be of the single-family dwelling unit variety. To ensure that development pattern, certain areas should take on new zoning designations. These proposed zoning designations are consistent with the already established housing types in the area.

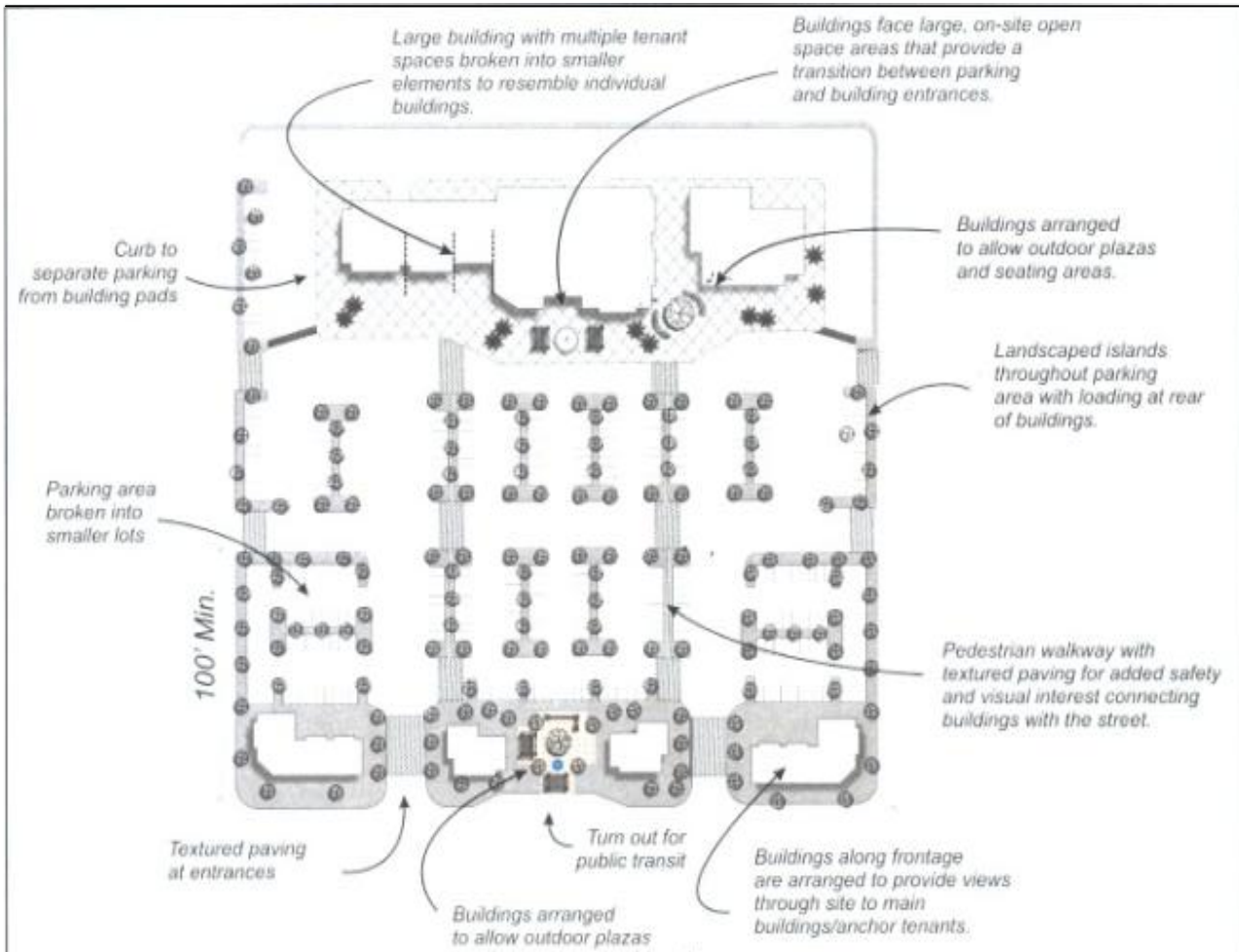
Vision Strategies

- 4.A. Rezone the northeast corner of Washington Blvd. and North Street to “Neighborhood Commercial”.
- 4.B. Rezone the northeast corner of 1225 North and Washington Blvd. to “Neighborhood Commercial” and expand to the east as far as 500 E.
- 4.C. Develop the farm at 840 E. and 490 N. as single family residential (R-1-6).
- 4.D. Develop the area just west of Francis Park as single-family residential homes (R-1-6).
- 4.E. Rezone the R-2 property at 1500 North Washington to “R-1-6.”

All High Priority



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The flavor of new commercial development in the Mt. Lewis Community should have a human- and family-friendly scale. These are elements of the Neighborhood Commercial zoning that should be employed with future commercial development. It should be able to serve the immediate community as it embodies the concept of walkability while still being available to transit and cars from along Washington Blvd.

LAND USE

5. Develop public facilities that benefit the community

Due to the high water table, there is a high number of storm water detention basins in comparison to other parts of Ogden. These basins are typically City owned “lots” that have proven to be a maintenance problem. They are frequently subject to neglect and can be sloppy and unkempt. The Engineering Division has identified three of these detention basins that may serve as trial grounds for a dual or alternative use, while also functioning as a detention basin. The dual use of these three basins will go a long way to improving the appearance. Some of the potential uses include: tot lots, basketball courts, or play grounds. The remaining detention basins will remain, and could possibly be converted in the future, depending on the success of any of these three areas.

The Edison Elementary School is currently vacant. It is likely to be reopened by 2013 as the demographics dictate and the need arises. If the school does become available, the City should position itself to purchase it as it would be an excellent community center for this portion of the City.

The soils in the central portion of the Mt. Lewis community have a chemical make-up that is particularly hard on the metal water mains in the streets and cause a chemical corrosion which reduces the life of the pipes. This problem is especially acute along Monroe Blvd., at 1100 North, and 1050 North Streets where the damaged pipes are also causing the streets to fracture and buckle. This problem needs to be addressed with new water pipes and street repair.

Vision Strategies

- 5.A. Look for ways to better the appearance of the detention basins and develop alternative uses for the following detention basins:
1. West of Madison Avenue at 1425 North.
 2. 1150 North Washington Blvd.
 3. 1225 North Monroe Blvd.

High Priority

- 5.B. Replace worn water lines that are damaged in Monroe Blvd., 1100 North, and 1050 North Streets with pipes that can endure the soil conditions.

High Priority

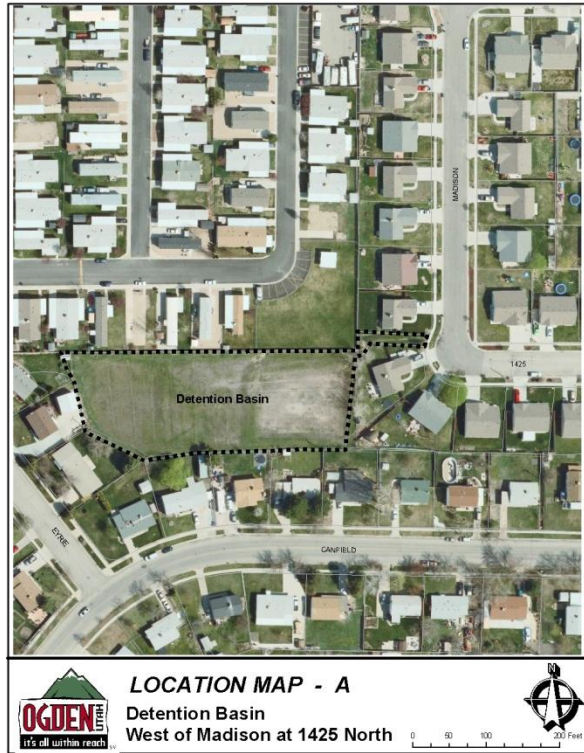
- 5.C. Consider the purchase of the Edison Elementary School for a community center if the school district makes it available.



Edison School

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DETENTION BASINS ELIGIBLE FOR DUAL USE



Example of recreational facilities
in a storm water detention basin



Facilities to be outside the flood plain

LAND USE

6. Closed-in Carports

The problem with closed-in carports is not specific to the Mt. Lewis community, but due to the number of single-car “carports” constructed in the 1960’s, this community has the largest amount of closed-in carports. The problem goes beyond just the zoning infractions of parking on the lawn, or in the side yard without hard surface, or in the street beyond the established time limits. There are health and safety concerns dealing with the mold, structural and electrical concerns with work done that did not meet codes or common building practices.

While there is no easy solution, no new conversion should be allowed. The existing homes should be noted on the “registry” of possible properties that could be upgraded through Community Development programs.

If a property owner wanted to ensure the health and safety of the structure, they could request an inspection by the City’s Building Services Division. This action would then require the owner to make the required corrections to the enclosed carport as determined by the CBO.



Vision Strategies

- 6.A. Develop site standards and an inventory to establish a “registry” of all the existing closed-in carports. No new conversions would be allowed.
- 6.B. Establish a housing program to upgrade homes of these types to meet codes and improve the neighborhood housing.
- 6.C. Help owners of properties to understand opportunities to make a safer dwelling by requesting a building permit and an inspection of the enclosure by Building Services. However, if the building is inspected, the applicant would be responsible for correcting the building code violations as determined by the Chief Building Official.



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PARKS & RECREATION

7. Look to improve the quality and maintenance of the neighborhood parks

Nowhere in Ogden City is there the diversity of potential park experiences. The community feels that there is some value in maintaining those distinctions for each park while still providing basic park services. The most unique park experience is provided by the Nature Center North at the northeast edge of the community. There is some very basic maintenance needed on the fence that runs along the east side of Mountain Road. The City has strived to keep the trails at this location well maintained for leisurely walking enthusiasts.

Ron Claire Park which is associated with the (currently closed) Edison Elementary School has some repair needs to some of the structures. As part of the “rebranding” effort discussed earlier it is felt that the park name should be changed. This park seems to be the main park of choice due to the centralized location, available facilities, and play apparatus combined with usable open areas for leisure activities. This park has been identified by the community as a focal point of the community. The feeling is that family-oriented recreational amenities should be added along with trees for shade and creation of small intimate spaces for family enjoyment. All new facilities within the park should contribute to the enjoyment of the park experience.

Francis Park, which is the smallest of the three neighborhood parks, is located at approximately 650 West 675 North. It is afflicted by underutilization and occasional vandalism. The need for an assortment of alternative park uses is needed. A dog park, skate park, or community garden are potential future uses that may enhance the park’s usage and still be able to serve basic park needs. There has also been discussion

to convert the western edge along Jefferson Ave. to buildable lots.

Mt. Eyrie Park which is located between Lockwood and 1225 North Streets just west of the Lincoln School is described as a “large open field, between two rows of trees”. There are two tennis courts at the north end. Because of the ample room available, this could serve as a venue for multiple organized sports. In fact, the community has sought to change the name of the park to better identify itself as the location for these various sports. Ideally, these new soccer and basketball facilities would come along with the basic play apparatus that every park needs.

Vision Strategies

- 7.A. Upgrade the physical facilities of **Ron Claire Park** by:
 - 1. Changing the name to Mt. Lewis Park.
 - 2. Making the park a focal point for community events.
 - 3. Repairing the roof and slab at the park shelter area.
 - 4. Continue tree plantings at the park.
 - 5. Placing tables and BBQs in the park.
- 7.B. Maintain and improve the **Nature Center North** by:
 - 1. Repairing the fence along Mountain Road
 - 2. Continuing to clear and smooth the trail as needed.
 - 3. Acquisition of adjacent land for future expansion should also be encouraged.

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- 7.C Upgrading of **Francis Park** by:
1. Improving park security with the placement of additional street lights.
 2. Converting part of the park to a dog park, skate park, and/or a community garden.
 3. Consider selling western edge for single family lots

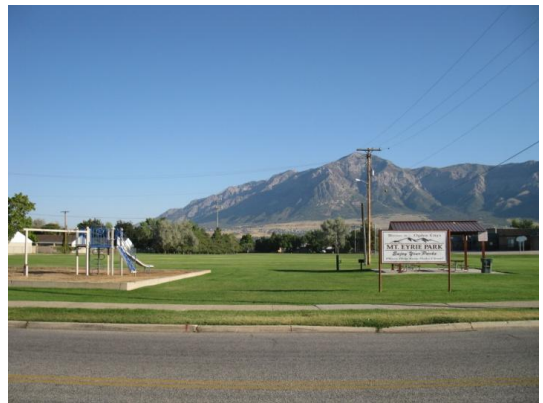
- 7.D. Initiate the transition of **Mt. Eyrie Park** by:
1. Converting various areas to multi-sports park to serve primarily soccer, tennis and basketball
 2. Changing the name to Lewis Peak Sports Park.



RON CLAIRE PARK



NATURE CENTER NORTH



MT. EYRIE PARK



FRANCIS PARK

PARKS & RECREATION

8. Enhance recreational opportunities in order to get families active and involved

The community believes that the City and the community itself should become more proactive in implementing activities and park improvements that would support the desired activities. Noticing through church, school or other civic functions of community events can go a long way in bringing families out to recreate. This community recognizes the increasing importance of being active in light of the obesity related ailments afflicting our population. To combat this trend the City and the community must initiate efforts such as creating parks to support such activities as well as scheduling events at the various venues.

In the spirit of working together, the City and the community should band together to initiate a special improvement district, through a vote that would be specific to helping establish the “sports park” facility at Mt. Eyrie. Some of the ideas for the sports park included the creation of soccer, tennis, basketball and sledding venues. It is hoped that the special improvement district vote in combination with RAMP funding could go a long way to making the sports park a reality.

Vision Strategies

- 8.A. Continue with RAMP grant applications for securing funding for a sledding venue or establishing the “sports facility” at Mt. Eyrie.
High Priority
- 8.B. Consider additional venues for soccer and basketball.
High Priority
- 8.C. Consider a one-time fee (for a special improvement district) for Mt. Lewis residents to implement the sports park facility at Mt. Eyrie or some other location within the community.
- 8.D. Improve the posting of recreational oriented events at schools, churches and parks to attract more



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TRANSPORTATION

9. Incorporate traffic calming to improve Monroe Boulevard

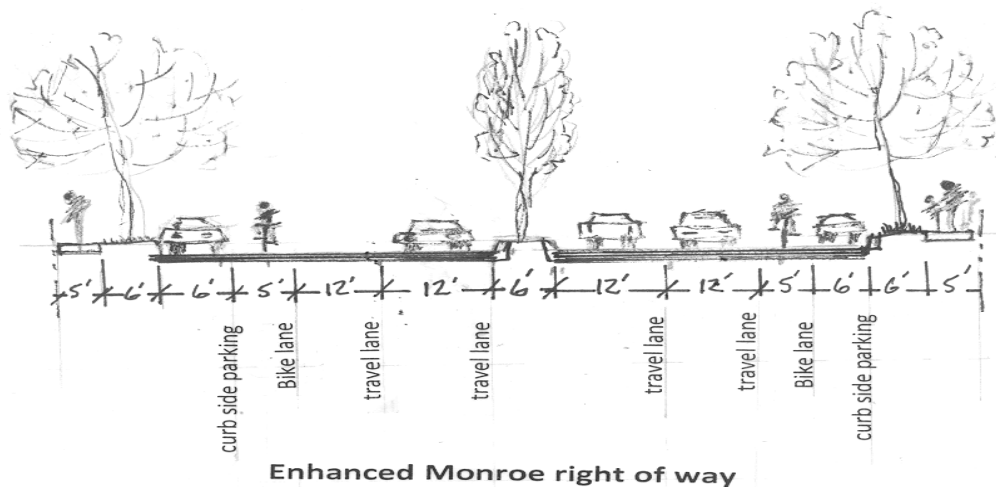
Monroe Boulevard is designed as a main collector but presently serves as a local street because it does not exit to the north. It runs up the spine of the neighborhood from north to south. It is a 99' wide right-of-way that is long, wide and straight. These characteristics lend themselves to rapid speeds (intentional and unintentional) that in turn act to be a safety concern as well as a tangible divider of the community. The community wants desperately to calm traffic flow, make it more attractive, and make Monroe Blvd. more inviting to pedestrians and bicyclists alike. Roundabouts (traffic circles) are a widely recognized method of calming traffic. Two specific intersections identified as logical candidates for roundabouts are North Street and Monroe Blvd. as well as 1100 North and Monroe Blvd. Roundabouts, a planted median, and perhaps even bike lanes could make Monroe Blvd. a more complete street, and at the same time meet the intended goal of calming traffic. There is ample room, especially at the intersection of North Street and Monroe Blvd., to construct a roundabout. The placement of the roundabout at 1100 North and Monroe Blvd. may necessitate a "take" of some yard space to implement.

Vision Strategies

- 9.A. Place a roundabout (traffic circle) at the intersection of North Street and Monroe Blvd. Acquire land that is needed for this to occur.
- 9.B. Place a roundabout (traffic circle) at the intersection of 1100 North and Monroe Blvd. Acquire land that is needed for this to occur.
- 9.C. Consider the use of a planted median and bike lanes along Monroe Blvd. Encourage the use of separation planting islands between bicyclists and vehicles.



Roundabout (traffic circle)



TRANSPORTATION

10. Widen Mountain Road/ Harrison Blvd.

The right-of-way width for Mountain Road decreases approximately 10', from 80' to 70', at 1100 North. Consequently, the improvements north of 1100 North are not consistent with those to the south of that point. It also precludes the provision of sidewalks or a future bike lane along the east side of the street. Street or right-of-way widening is needed to achieve the goal of a bike lane or sidewalk on the east side. The City will endeavor to improve the street surface and place sidewalk on the east side of Mountain Road north of North Street.



Location where Mountain Road is reduced in width by 10'

Vision Strategy

- 10.A. Make Mountain Road/Harrison Blvd. a consistent 80' wide right-of-way to allow for bike lanes and sidewalk on both sides of road.



Harrison Blvd. at full width

TRANSPORTATION

11. Consider traffic signals on Washington Blvd.

Washington Blvd. is a state highway that runs along the western edge of the Mt. Lewis community. It has long stretches without traffic signals to facilitate the movement of north/south traffic between North and South Ogden. It is particularly difficult to turn left from the neighborhood onto Washington Blvd. A recurrent problem is the passage of pedestrians across Washington Blvd. particularly between 800 North and North Street. These typically are persons going to and from the shopping center on the west side of Washington Blvd. This is a safety concern today.

The City and the State should work together to conduct the necessary warrant studies and then determine the need for traffic signalization at various points along Washington Blvd. It is possible that the current traffic volume does not “warrant” the placement of signals at this location between North Street and 900 North. However, this is an ongoing problem that deserves the efforts of both the City and the State to resolve.

Vision Strategies

- 11.A. Coordinate the State and City for development of an additional signal and crosswalk on Washington Blvd. south of 900 North.



TRANSPORTATION

12. Expand the network of bicycle routes

The community is anxious to expand the options of modes of travel beyond the traditional automobile. Included in that is the extension of several bicycle routes within the neighborhood. Bicycle routes can play an important part of the effort to get families out and being active.

The current bicycle network is incomplete. It provides for future improvements only along Monroe Blvd. to 1100 North, 1100 North to Mountain Road and Mountain Road/Harrison Blvd. to the south from 1100 North. The logical extension of this network is to connect Washington Blvd with Monroe Blvd. along 1100 North, the extension of Monroe to the City boundary to the north, and the extension of Mountain Road to the north from 1100 North. This provides for more coverage and serves those bicyclists that want to travel along the principle routes in the neighborhood, and also connects with routes outside the community. This is consistent with the transportation goals for Monroe Blvd. as well as extending the bicycle ways to the northern edge of the City where North Ogden may choose to extend them further as part of their transportation plans. These bicycle routes could be implemented in at least two ways, delineated by signs indicating the rights of bicycles to use the roadways or by separate bike lanes that are striped on the pavement.

Vision Strategies

- 12.A Extend the bicycle route along Monroe Blvd. to the North Ogden City limits.
- 12.B. Extend the bicycle route along Mountain Road to the North Ogden City limits.
- 12.C Extend the bicycle route from the corner of 1100 North and Monroe Blvd. along 1100 North to the west to meet Washington Blvd.



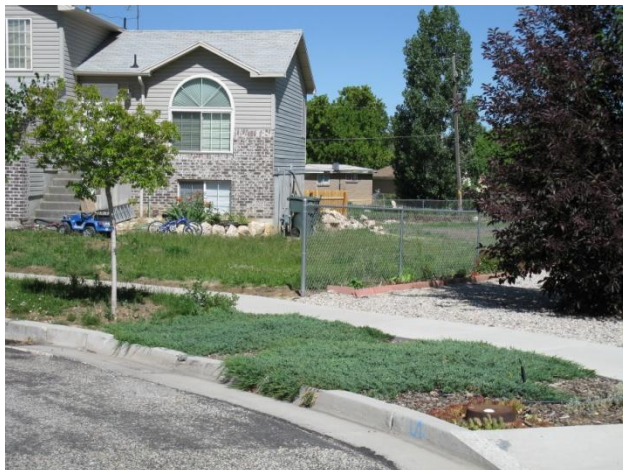
TRANSPORTATION

13. Enhance the walkability with additional street trees

Increasing the local walkability is key to the overall goal to get people out and moving. Street trees (trees placed in the parkstrip) can make walking more enjoyable, especially in the warm summer months by providing shade over the sidewalks. The shade of an established tree also provides a benefit to the understory of grass or landscaping in the parkstrip decreasing their water demand. Trees also contribute to a streetscape by enhancing the street appeal and softening the hard asphalt aspect of the street. It is commonly understood that street trees can also have a positive impact on adjacent property values.

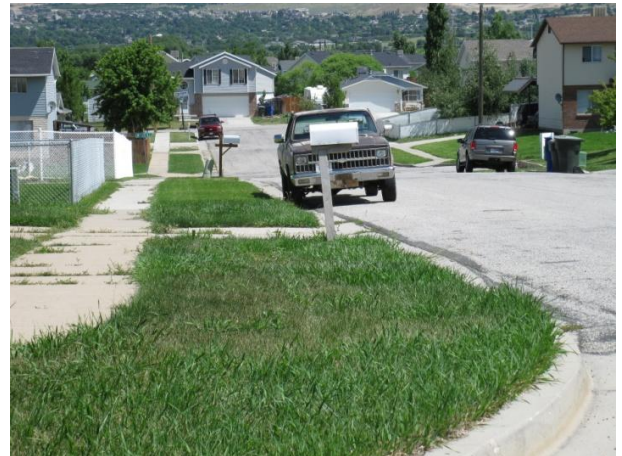


The expectation of parkstrips



Vision Strategies

- 13.A. Place appropriate types of new street trees in park strips where they are absent. Encourage the use of Eagle Scout projects to accomplish tree plantings.



The norm for parkstrips – absence of trees



TRANSPORTATION

14. Address sidewalk deficiencies

As indicated earlier, this is a fairly new neighborhood when compared to the other communities in Ogden City. Some areas are left over from their days as unincorporated Weber County and sidewalks were never installed.

Examples of these areas are:

- The edges of the streets between Madison Ave. and Washington Blvd. on the north side of North Street.
- The west side of Jackson Ave. between 800 North and 500 North
- The east side of Harrison Blvd. between North Street and 800 North.

There are other areas where sidewalks were installed but the ADA accessible curb cuts and ramps are nonexistent or out of compliance. These are areas primarily where ADA legislation came in after the subdivision was developed.

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

- 14.A Install sidewalks and ADA access points where needed, using one of the various tools of the current City program.
- 14.B Repair sidewalks where needed using the various tools of current City programs.



TRANSPORTATION

15. Expand transit options

The current transit options are limited in this neighborhood. The buses run exclusively along Washington Blvd., Monroe Blvd., 1100 North and 1225 North. There is currently no transit service east of Monroe Blvd. or north of 1225 North Street. The community would like to see expansion of the transit service to Harrison Blvd. and connecting with points south, such as WSU and the downtown transit hub. This would make connections to the regional network of UTA that connects to other parts of the Wasatch Front.

There is the potential for bus rapid transit (BRT) service along Washington Blvd. While this does not directly address the need of the community to expand transit service to the east, it is possible that UTA could coordinate with the new service to allow better service overall.

Vision Strategies

- 15.A Connect the middle of the neighborhood with Harrison Blvd and ultimately the downtown hub and WSU with mass transit.
- 15.B Provide for Bus Rapid Transit (BRT) stops/turnouts at important transfer points along the east side of Washington Blvd.



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D. Community Plan Objectives

The Mt. Lewis Community Vision focuses primarily on four topics: Neighborhood Identity, 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 Mt Lewis 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. Neighborhood Identity Vision

Objective A – Use entry markers to define the community boundary

- Placement of entry marker at 1100 N. Washington Blvd.
- Placement of entry marker at Monroe and North Street.

Implementation Responsibility:

Civic groups, citizens
Community and Economic Development
Department, Planning Division

Resources:

City Planning Staff, CIP

Objective B – Encourage activities in parks such as summer carnival, fall garden fair, preparedness fair, or sled day

Implementation Responsibility:

Citizens, civic groups

Resources:

Schools, churches, civic groups

Objective C – Develop neighborhood groups to watch and report neighborhood gang behavior

Implementation Responsibility:

Civic groups, citizens, Police Department

Resources:

Police Department

2. Land Use Vision

Objective A – Develop zoning that represents the commercial and residential nature of the specific area

Implementation Responsibility:

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

Resources:

City Planning Staff

Objective B – Develop an alternative use in the following detention basins:

- Detention basin located west of Madison Avenue at 1425 N.
- Detention basin located at 1150 North Washington Blvd.
- Detention basin located at 1225 North Monroe Blvd.

Implementation Responsibility:

Public Ways and Parks Department,
Recreation Department

Resources:

Capital Improvement Program, State open
Land Funds, Private Donations

Objective C – Edison Elementary School – If the school board wants to vacate the Edison School the City should position itself to purchase it as a community center.

Implementation Responsibility

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

Resources:

Capital Improvement Program, State open
Land Funds, Private Donations

Objective D – Address the “closed-in
carports” issue by establishing a
program that sets up a

- registry of existing homes
- creates opportunities for increasing
code compliance in these buildings

Implementation Responsibility

Mayor, City Council, Neighborhood
Development Division

Resources

Federal housing funds
Capital Improvements Program

3. Parks & Recreation Vision

Objective A – **Ron Claire Park**

- Change the name of the park to Mt.
Lewis Park
- Repair the roof and slab at the park
shelter
- Continue tree plantings in the park
- Place tables and BBQs inside the
park

Implementation Responsibility

Community Services Department,
Community & Economic Development
Department, Planning Division, Public
Ways and Parks Division, Planning
Commission, Mayor, and City Council

Resources:

RAMP funds, Capital Improvements
Program

Objective B – **Francis Park**

Consider options of converting the park to:
dog park, community garden or skate park

Implementation Responsibility

Community Services Department, Public
Ways and Parks Division

Resources:

Capital Improvement Program, Gomer
Nichols Trust Fund

Objective C– **Mt. Eyrie Park**

- Start the transition of this park to a
multi-sports park, to serve primarily
soccer, tennis and basketball
- Change the name of the park to
Lewis Peak Sports Park

Implementation Responsibility

Community Services Department, Planning
Division, Planning Commission, Mayor,
City Council

Resources:

Capital Improvement Program, Special
Improvement District, RAMP funds

Objective D- Consider additional venues for
soccer and basketball (Mt. Eyrie Park)

- Consider a one-time vote and fee
(for special improvement district)
for residents of the community to
implement the sports venue at Mt.
Eyrie Park, or some other location.

Implementation Responsibility

Community Services Department,
Neighborhood Groups, City Council

Resources:

Capital Improvement Program, Special
Improvement District, City Recorders
Office, RAMP funds

4. Transportation Vision

Objective A – Place roundabouts (traffic circles) at the following intersections:

- North Street and Monroe Blvd.
- 1100 North and Monroe Blvd.

Implementation Responsibility
Engineering Division

Resources:
Capital Improvement Program, B&C Road funds

Objective B – Consider the use of a planted median along Monroe Blvd.

Implementation Responsibility
Community & Economic Development Department, Engineering Division,

Resources:
Capital Improvement Program

Objective C – Make Harrison/Mountain Road the same width throughout the neighborhood

Implementation Responsibility
Engineering Division, Public Ways and Parks Division, Streets Division

Resources:
B & C Road Funds, Capital Improvements Program

Objective D– Extend the bicycle routes:

- Along Monroe Blvd. to the North Ogden City limits
- Along Mountain Road to the North Ogden City limits
- From the corner of 1100 North and Monroe Blvd. along 1100 North to Washington Blvd.

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

Resources:
Ogden Bike Cooperative, Public Services Department, Parks and Ways Division

Objective E – Place new street trees in park strips where they are absent

Implementation Responsibility
Public Services Department, Parks and Ways Division, Mayor, and City Council

Resources:
Capital Improvement Program
Spring trees from City nursery

Objective F – Install and repair sidewalks where needed

Implementation Responsibility
Public Services Department, Parks and Ways Division, Engineering, and Mayor

Resources:
Installed as part of approved development projects funded by developers, Special Improvement District, Safe Sidewalk Program, 50/50 Replacement program