

A. Background

The Mountain View Planning Community is named for the local elementary school. The community boundaries are between 12th and 20th Streets & Washington Boulevard and Wall Avenue, as shown in Map 1.

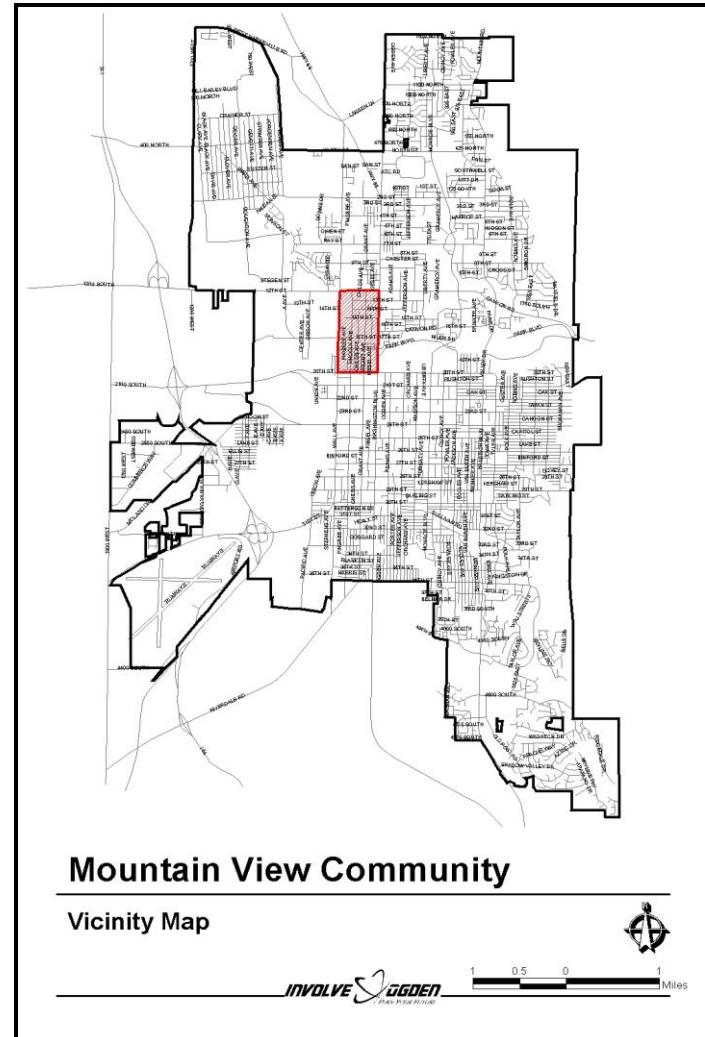
1. Population Characteristics

According to the 2000 Census, the Mountain View Community is located in two Census Tracts (2004, and 2011). The combined population is 3,257 persons. 58% of the population are male and 42% are female. With respect to race, 62% are white, 32% are of Hispanic origin, and 6% are of other races. There are 1,172 dwelling units with 54.4% owner-occupied and 45.6% renter-occupied. Average household size is 3.01 persons. Educational attainment of persons 25+ years of age is 8% with a college or graduate degree, 30% high school graduates, and 39% without a diploma. The Median Income Level (MIL) rose by \$4,269 to \$25,373 per year, with 73% of the population above poverty, while 27% are below poverty level (poverty level is at or below 50% of MIL). Primary means of transportation to work are 59% drive alone, 25% carpool, and 16% other sources. Primary commute times are from 6:00 a.m. to 8:00 a.m. lasting from five minutes to 20 minutes. Only 2.46% of the population currently works at home.

2. Land Use / Zoning

The Mountain View Community consists primarily of single-family residential. There are two areas of multi-family developments located north of 14th Street along Lincoln Avenue. As shown in Table 1 on page 2, single-family uses occupy 39.7 % of the community. Duplex uses consist of 4.1 % and are scattered throughout the community. 4.5 % of the community is made up of multi-family development.

Government and institutional uses make up nearly 12% of the land use. Two of the major uses are the Mountain View Elementary, which



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

is the only school in the community. The other use is LDS Church Cannery and services office. Both uses are located along the west side of Lincoln Avenue.

There are commercial use areas at the edges of the community along Washington Boulevard, Wall Avenue, and 12th Street, with the Central Business District on the south side of 20th Street.

3. Development History

Most of the community was primarily developed through parceled lots with some subdivision

14.I Mountain View Community Plan

Mountain View Community Land Use

note: not including road acreages

	Acres	Percentage of Community	Percentage of Developed Land
Total Community	201.3		
Developed Acreage	199.3	99.0%	100.0%
Residential	97.3	48.3%	48.8%
Single Family	80.0	39.7%	40.1%
Duplex	8.3	4.1%	4.2%
Multi-family 3-4	1.6	0.8%	0.8%
Multi-family 5+	7.4	3.7%	3.7%
Government/Institutional	23.9	11.9%	12.0%
Cultural/Recreational	0.5	0.2%	0.3%
Sales	33.9	16.8%	17.0%
Service	9.0	4.5%	4.5%
Manufacturing	7.1	3.5%	3.6%
Transportation/Utility	5.3	2.6%	2.7%
Vacant	17.6	8.7%	
Non-identified Parcels	6.6	3.3%	

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

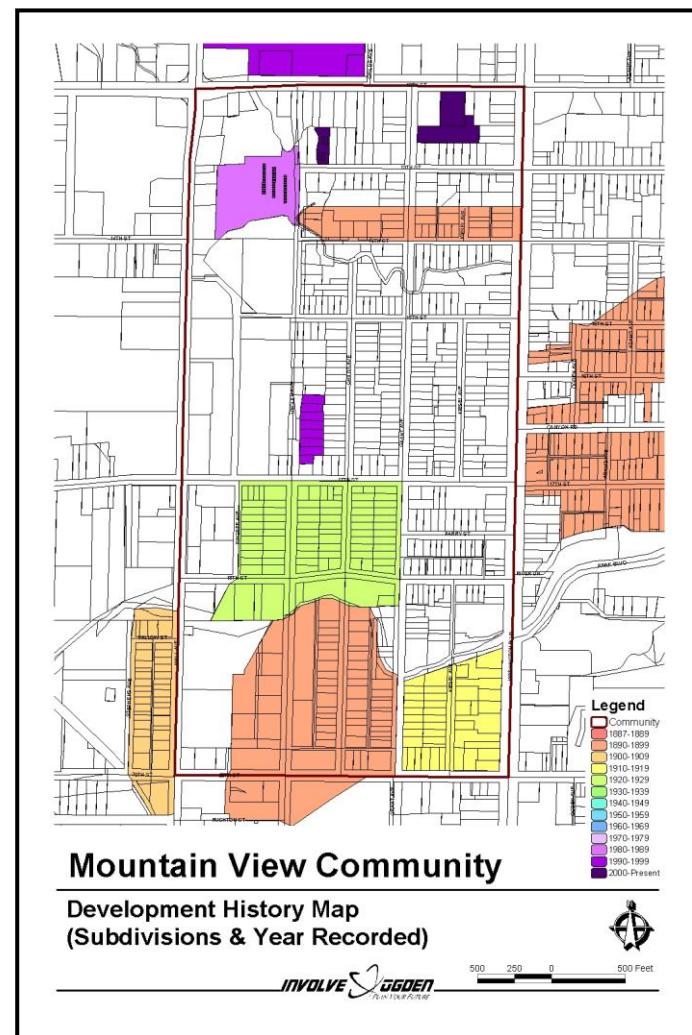
developments occurring in the late 1800's or early 1910's. One subdivision within the middle of the community developed in the 1920's. This development pattern was the result of the working class leaving the city core to pursue their dream of home ownership and yet be close to the work place. Map 2 identifies 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. This is typical in many older communities. In Mountain View, this trend has moved from the southern edge of the neighborhood north. 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, etc.

As the owners of these homes reach their senior years, they will likely move to some sort of retirement housing or similar situation, thus relinquishing their ties to owning a home. Some in the community, however, have retained the homes of the parents for their residence, which is contrary to general trends. This is an important neighborhood-stabilizing factor but is



Map 2 - Development History Map showing subdivision by decade

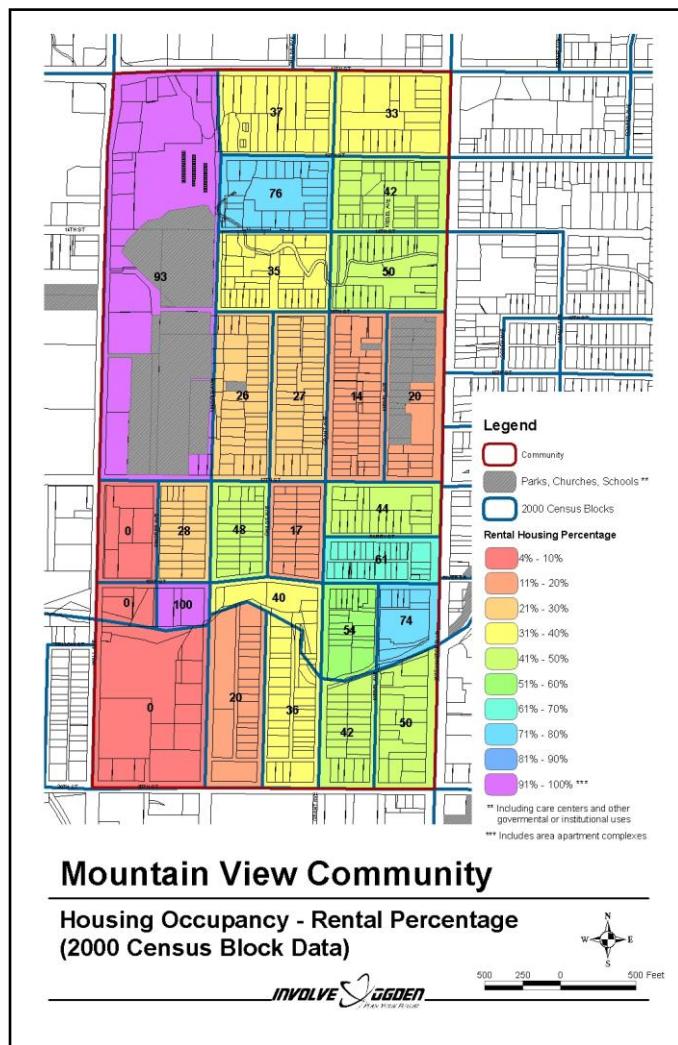
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becoming less and less of the norm. As the dominant trend happens, some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep the home but as a rental to assist with needed retirement or investment income.

Most of the older homes in the area are small by today's new construction standards. While the existing homes are 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 or rented to help the family move.



Map 3 - Rental Percentages for Census 2000 Blocks

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1990 Census Tracts	Block Group	Total Units	Owner Occupied	Rental Occupied	Percentages
2004	1	239	93	146	61%
2004	2	306	191	115	38%
2011	2	73	48	25	34%
2000 Census Tract	Block Group	Total Units	Owner Occupied	Rental Occupied	Percentages
2004	1	172	51	121	70%
2004	2	301	197	104	35%
2011	1	15	12	3	20%

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

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 may be reflected in the property values of the area. Map 3 shows the percentage of rentals for each block based on the 2000 Census. While high rental occupancies are expected near multi-family development, they are not expected to be moderate or high in the predominantly single family areas of the community.

A comparison of the 1990 and 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 30 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; photos and maps are provided to help illustrate the particular housing styles of past decades.

a. Style 1 – Turn of the Century

Two different styles of housing, the first is the two-story elaborate wood siding/shingles Victorian style of the late 19th century. The second is the one-story brick/stucco construction with a covered porch in the front characterizes the Bungalow style. Garages were added later but most are located in the rear of the home and in most cases were detached.

These styles of homes are primarily found between 15th Street & 18th Street, along Grant Avenue, but are also spread throughout the community.



Picture 1 – Late 19th Century Victorian



Map 4 - General location of residential housing style 1



Picture 2 - Early 20th Century Bungalow housing style

b. Style 2 - 1920-1930s

This style of housing is characterized by one-story construction primarily brick, but wood siding was also used for the exterior. A detached one or two-car garage also characterizes the style.

This style of home is primarily found in the middle of the community, with the biggest concentration between Grant Avenue & Pingree Avenue and 15th & 18th Streets.



Picture 3 - 1920s one-story wood siding housing style



Picture 4 - 1930s one-story brick housing style



Map 5 - General location of residential housing style 2

c. Style 3 - 1940-1960s

This style of housing is characterized mostly by one-story construction unless the terrain allowed for a basement. Many of the 1940's and early 50's houses had detached garages. The homes of the late 1950's and 60's had attached garages.

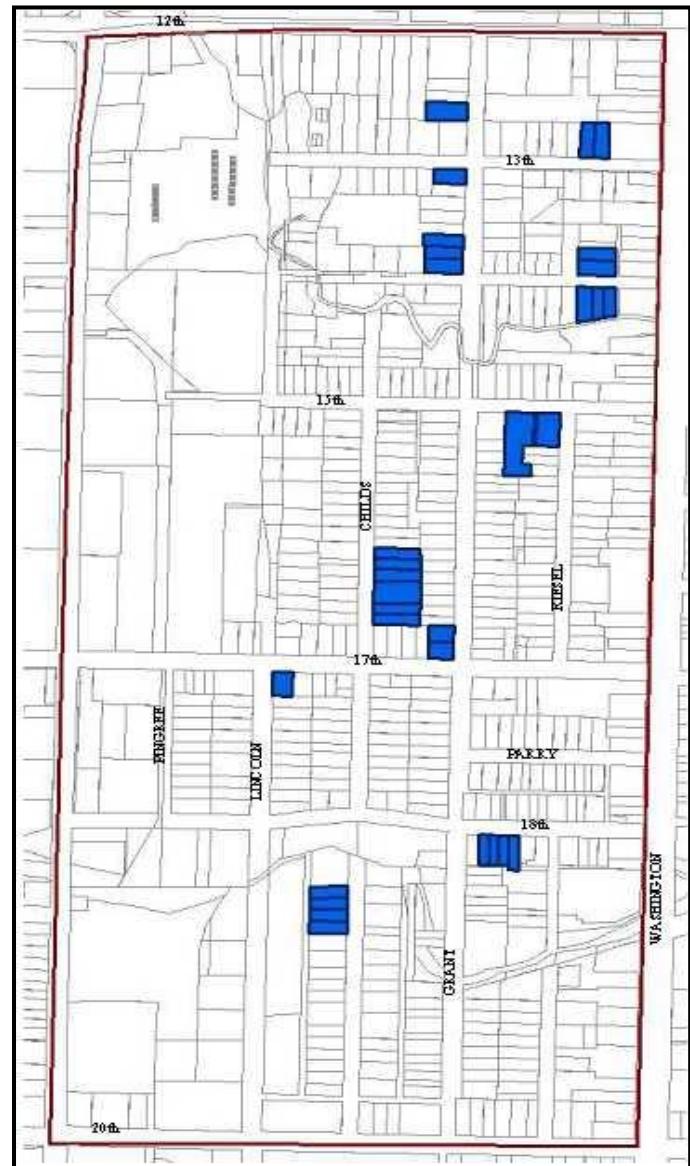
This style of housing is found throughout the community, with no one area having a large concentration of this housing style.



Picture 5 - Late 1940s 1 story brick housing style



Picture 6 - Early 1960s 1 story brick housing style



Map 6 - General location of residential housing style 3

d. Style 4 - 1970-1980s

This style of housing is characterized by two-story or full split level construction with an exterior mixture of brick, wood or aluminum siding. The homes built in this style generally have an attached two-car garage. However, this housing style has been used mostly as multi-family dwellings rather than single-family homes in this community.

This housing style is primarily found on 15th Street & Lincoln Avenue, with a few small pockets throughout of the community



Picture 7 - 1970s Bi-level housing style



Picture 8 - 1980s split-entry housing style



Map 7 - General location of residential housing style 4

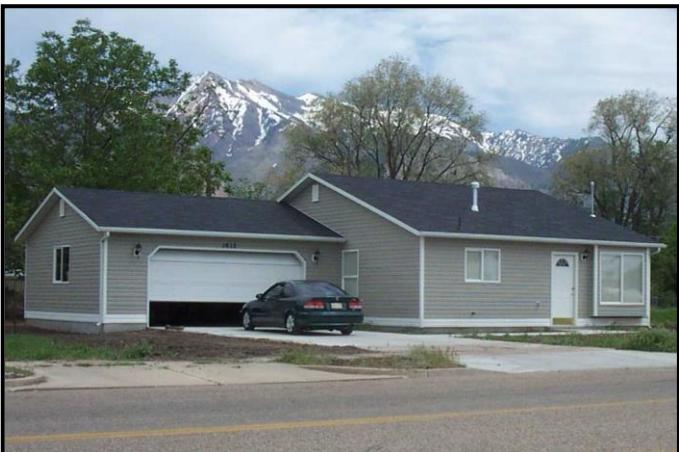
e. Style 5 - New Construction

This style of housing is characterized by one-story or two story construction with brick, stucco or siding exteriors. A prominent modern feature is the two-car attached garage that protrudes in front of the main part of the home. This is a design catering to the use of the automobile. Homes built in this style are generally 1990 and later construction practices.

This housing style is primarily found on Lincoln Avenue between 14th & 17th Street.



Picture 9 - New Construction one story housing style



Picture 10 - New Construction one story housing style



Map 8 - General location of residential housing style 5

B. Community Comment

During the information-gathering meeting, which was held on February 19, 2004 at Mountain View Elementary, the residents attending the meeting mentioned several issues affecting the community. Several participants of this meeting were invited to form a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the meeting. The following is a list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. Public Infrastructure

The participants expressed concerns regarding the condition of the sidewalks system. Areas of critical concern are those streets that are used by children to walk to school that do not have safe sidewalks. This is an older community and many areas need improvements including the replacement of aging water & sewer lines. Also, concerns were expressed regarding the high road crown at the intersection of Grant Avenue and 15th Street.

2. Local School

With only one school within the community, the value of the school and its open space is of a greater worth to this community, because of the lack of city parks. In the future if the school district plans on building new facilities the retention of the open space around the school for play fields is important.. The community prefers that the district reuse the exiting site rather than moving the school to another location.

3. City Services

The participants commented that the Spring Clean-up was a great idea, and has been widely used. However, it needs to be twice a year. Additionally, better communication should be established between the City and residents regarding the responsibility of maintaining sidewalks, park strips, clearing storm drains and

announcing programs offered by the City, which could help the neighborhood.

4. Street Corridors

There are two north-south corridors that transect the community, Lincoln Avenue, and Grant Avenue. There is a lack of street lamps and the excessive crowning of the road along Grant Avenue creates problems. 17th & 18th Streets transect the community from east to west, with 17th Street having the only light at the intersection on Washington Blvd and Wall Avenue. There is a need for traffic calming measures to be implemented to control excessive speeding within the community on these corridors.

5. Housing Stock

The participants believed that the condition of the public infrastructure and the front yard spaces have a significant influence as to the care and maintenance of the homes. They expressed a desire to create a list of general neighborhood expectations. Resident participation is an important tool in promoting these expectations. Furthermore, a greater emphasis on code enforcement will be required to maintain an aging housing stock.

6. Rental Properties

A question was raised as to whether renters were being adequately held responsible for the upkeep and maintenance of the homes they live in. It is a responsibility of the renter and landlord and one should not be singled out as having sole responsibility for upkeep. Poor maintenance and junk vehicles are problems found in these areas.

7. Neighborhood Amenities

Generally, the participants believe that the neighborhood is a quiet and peaceful place with a low crime rate. Shopping and services are readily available and the local school is nearby.

8. Resident Participation

There is currently no "neighborhood watch" program to help control crime within the

neighborhood. Today, there is a greater need to establish such a program that could better control crime and help communicate to the city the needs of the area. They expressed an idea of creating a booklet that has all of the programs that the city offers and who to contact. This booklet should be published at least once a year and could be mailed out with the water bills. Another idea was to establish a "maintenance rewards" (e.g. certificates or cash awards) program that recognizes the property that was the most improved and another for the best maintained. These awards should be presented by the Mayor and/or the City Council at a neighborhood or city gathering.

9. Parks and Recreation

There is no park within this community. The closest park is Lorin Farr. Generally, the city provides adequate sports programs for the youth and their associated facilities. Within this community soccer is the main activity in the schools open space. They expressed a desire for a park within the community that would have playground facilities and be located near the larger populated area. The River Walkway is being extended through this community, which provides some adult passive activities, but there were some concerns with safety along this walkway. If there was adequate lighting and police presence then the walkway would be a more used facility.

10. Traffic Volume & Control

There were many that expressed a concern with 12th Street, Washington Blvd and Wall Avenue and the difficulties of turning onto these roads because of the high volume of traffic. Semi's are using Lincoln to access some of the businesses on Lincoln Avenue. They expressed a desire to have school crossing lights at the intersection of 15th Street and Lincoln for the children to cross this road during school hours. They also expressed a desire for a greater police presence in the afternoon times to monitor speeds in these areas. Turning movements onto 12th Street from Lincoln and Grant were a

concern as well as the ability for pedestrians to cross at these intersections.

11. Lighting

Others expressed a desire for additional street lamps along Lincoln, Childs, Grant and Keisel Avenues between 17th and 15th Street. These are super blocks with only one light between corners. They also talked about the importance of having lighting within the front yards, and what programs the city might have.

C. Mountain View Community Vision

The Mountain View 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 Mountain View Elementary on February 18, 2003 and the Steering Committee, which met on March 25, April 8, and April 22, 2004.

The Mountain View Community vision is expressed using three different topics. These topics are Land Use, Open Space & Pathways, 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 Mountain View Community. The text and maps for the Community's Vision follow this section.

LAND USE

1. Strengthen Single-Family Neighborhoods

Protecting and maintaining single-family homes and properties are the primary concerns of the community. The homes within the community are generally smaller than new homes built outside the city. A majority of the homes in the community were developed in the early to mid 1900's. These older homes have some unseen advantages such as wood floors and trim work, and all brick exteriors, which are too expensive to duplicate in new homes of this size. At the same time the aging wiring and utility lines become concerns for these homes. Some properties are experiencing serious maintenance issues or have yards containing junk and debris which 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. This seems to be particularly a problem with the homes south of 18th Street. Some of the problems that are of concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- The number of foreclosures.
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.

A concerted effort should be made to preserve the single-family nature of the community. The quiet nature of the neighborhood, close proximity to services and historic features of some homes are well kept secrets of the neighborhood. The location below Washington Boulevard is considered by those not living in the neighborhood as a negative factor. This perception is stronger than reality and has impacted the marketability of the neighborhood. As longtime residents relinquish their ties to a home, it is hoped that new families will purchase

Vision Strategies

- 1.A. Support and preserve the existing single-family nature of the area through maintaining single-family zoning classifications of the core area of the neighborhood (about five units per acre).
- 1.B. Consider rezoning, from CP-2 to R-1-6 where homes front on local streets and only having the lots that front onto Washington within a commercial zone.
- 1.C. Develop incentive programs to increase homeownership in community including home improvement grants.
- 1.D. Allow for the expansion of existing homes to meet the growing family's needs for living space through flexible bulk and area regulations (i.e. setbacks, height, and other yard area standards).
- 1.E. 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, building materials, etc.).
- 1.F. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.
- 1.G. Enforce parking standards for cars parking in inappropriate areas of property (front lawn).
- 1.H. Enforce code provisions of parking of recreational and accessory vehicles.
- 1.I. Develop an education program for landlords regarding maintenance, landscaping and upkeep concerns with rental properties.

1. Strengthen Single-Family Neighborhoods (cont.)

the homes realizing the great amenities offered in this hidden alcove and maintain the area as a place to raise a family. To insure the ability of families to grow up in the neighborhood there needs to be 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 architectural design and materials of the surrounding single-family nature of existing development.

There is a great core of potential historic homes between 15th and 18th Street. Preservation of any of the homes that could be considered historical should be considered. These older homes reflect the history of Ogden. Placing these historic eligible homes on the National Register of Historic Places would also provide tax credit incentives in the repair and reinvestments into the homes.

Vision Strategies (cont.)

- 1.J Develop an expectation for renters of their obligations and responsibilities to keep properties clean of debris and junk and maintain properties as required in leases.
- 1.K Consider the possibilities of moving some of the potential "period" homes from within the Ogden River Mixed-Use Redevelopment Project onto vacant lots within the community, thus creating infill that is of the same characteristics as the community.

LAND USE	VISION STRATEGIES
2. Ensure the Success of Major Commercial Corridors	<p>There are commercial businesses located on the perimeter of the Mountain View Community, located along 12th Street, Washington Boulevard, and Wall Avenue. These businesses provide the community the basic goods and services needed, such as groceries, clothing, and fuel.</p> <p>Retail uses and professional services are intermingled with homes along the Washington Boulevard commercial zone. Many uses occupy older homes that are no longer valued for residential use. Some of these homes are of historic value and adaptive commercial reuse should be encouraged providing that the uses do not alter the character of the exterior of the historic homes. Some areas along Washington lack functionality and cohesive development patterns. A corridor plan needs to be undertaken to review and determine how land uses and zoning should be reapplied to guide any future redevelopment of this major corridor.</p> <p>The 12th Street corridor is a highly visible entry corridor that links I-15 with Ogden Canyon recreational activities. The area between Grant and Lincoln is zoned residential but is surrounded by commercial. The ultimate land use should be commercial in this area fronting 12th Street. Commercial development that is proposed in this location should be designed to help enhance the visual quality of this highly visible corridor and needs to take into account the sharing of access to minimize traffic impacts. A corridor plan of 12th Street that is addressed in the Hillcrest/Bonneville Plan should include this area also so there is a unified design treatment of this important entry way.</p> <p>A majority of Wall Avenue is currently zoned M-1, on both sides of the street. Many of the businesses along the eastern side are of a commercial type use and under the present M-1 zoning are nonconforming. A review of the</p> <p>2.A. Consider rezoning the R-2 area that is along 12th Street to C-2/CO based on a unified project that incorporates all parcels that front on 12th Street or if all the properties are not acquired at one time the development allows shared access, parking and services between included parcels and parcels not included in the development so they can be unified in the future as development occurs. The design of the development needs to create an entry feature to the neighborhood as well as meet the commercial needs along the street. Attention to design, materials, development potential of remaining properties and the neighborhood entryway will be factors on consideration of rezoning.</p> <p>2.B. Develop a corridor plan for Washington Boulevard and 12th Street to determine how land uses and design standards should be reapplied to guide future development of these major corridors.</p> <p>2.C. Review land uses with allowed uses to determine the amount of nonconformity along Wall Avenue. If excessive, consider amending the Wall Avenue Corridor Plan to consider rezoning the eastern side of Wall Avenue from M-1 to C-3.</p> <p>2.D. Encourage commercial development of one lot depth on the major corridors.</p> <p>2.E. Encourage the sharing of accesses of commercial uses on the major corridors to improve general traffic patterns and avoid the use of local roads for commercial access.</p>

2. Ensure the Success of Major Commercial Corridors (cont.)

amount of nonconforming uses and a possible zoning mix would be appropriate. There is currently a corridor plan for Wall Avenue that calls for improvements that should be made along this area such as curb and gutter and landscaping to enhance the corridor. Following this plan would also improve the image of the neighborhood as general perceptions of the care and attention paid along these street signals what people would perceive to find east of these uses toward the neighborhood side.

Vision Strategies (cont.)

- 2.F. Look at developments to ensure landscaping along the street frontages to create a boulevard appearance rather than undefined transition from the road to private development.
- 2.G. Encourage the preservation of historic buildings in commercial zones looking at tax credit options to help in redevelopment of structure

LAND USE	VISION STRATEGIES
3. Develop the Ogden River Mixed-Use Redevelopment Project	<ul style="list-style-type: none"><li data-bbox="910 283 1490 587">3.A. Ensure that the zoning of the area is reflective to the needs of the development, allowing the corner of 18th and Washington to develop as limited commercial that complements the MU zoning of the rest of the project that has a mixture of commercial, a variety of residential styles, and open space to occur within a small area.<li data-bbox="910 618 1490 720">3.B. Ensure that quality design and materials are used to enhance the development and the area.<li data-bbox="910 751 1490 889">3.C. Ensure that development enhances the public open space along the Ogden River and retains general public access along the river.

(Ord. 2018-30, 11/2/18)

LAND USE

4. Preserve Historic Dwellings

The identification of dwellings that are of historic value is important in determining the ability to use an economic resource available for repairing and improving the housing stock and overcoming negative perceptions of the neighborhood. There are many homes within the older parts of the City that represent the history of the development of the City. Many homes within this community are from that era and should take advantage of the benefits of the historic preservation movement.

Dwellings that have been identified as historic should be placed on the National Register of Historic Places. Being on the National Register would give the homeowner tax credit options to help finance building rehabilitation and improvements.

Some homes have over the years made minor changes such as installing aluminum window frames to replace wood ones or covered original exterior materials with siding. Some of those actions may keep a home under its present condition from taking advantage of being on the National Register. It should not be a deterrent from preserving the home. The alterations may be minor enough that there still may be enough incentive to restore the building with original materials to be eligible for the National register

Vision Strategies

- 4.A. Identify potential historic properties or districts and then preserve them by placing them on the National and/or Local Register of Historic Places.
- 4.B. Encourage using historic designations and accompanying tax credit programs to encourage reinvestment in homes.
- 4.C. Provide information on historic preservation objectives and incentives and ways to make homes eligible for the register.

LAND USE

5. Multi-Family Residential

There are two areas within the Mountain View Community occupied by large multi-family type developments. The first is at the north end of the community around the intersection of Lincoln Avenue and 14th Street. If or when those buildings become unsafe or obsolete, another project could take its place if its design focuses more on neighborhood principles, reflects the building material quality of the general neighborhood and is more market-rate housing.

The second is the interior block area between 13th and 14th and Lincoln and Grant. When the present buildings have outlived their usefulness they should be removed and the area developed as single-family homes to be more compatible with the surrounding neighborhood.

A potential new multi-family area would be on the northern side of 18th Street west of Grant Avenue. This area should reflect the dwelling styles of the Ogden River Mixed Use Development. Care must be taken, though, that the building design be townhouses or row houses that front the River project. The development should not extend more than a lot depth into the neighborhood between Lincoln and Grant. This type of development should only be considered after the River project is completed and the demand for the type of housing exists.

Vision Strategies

- 5.A. Consider rezoning the area facing the River project on the north side of 18th between Grant and Lincoln and the half block between Lincoln and Pingree from R-1-6 to R-3/CO only after the River project is completed and a demand exist for additional units. Limit the overall density of the area to 12 dwelling units per acre.
- 5.B. Integrate multi-family development into surrounding areas through the design and layout of accesses, sidewalks, pathway connections, yard areas, etc.
- 5.C. 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.D. Explore the use of incentives to enhance and increase home ownership in mixed density residential area.
- 5.E. Consider down zoning the multi-units between 13th and 14th in the inner block from R-3 to R-1-6 as the present structures near the end of the usefulness so that the area can be redeveloped as single-family homes.

OPEN SPACE & PATHWAYS

6. Enhance Community Open Space

Normally, a community expresses a desire to maintain the existing parks. In this community, however, there are no city parks. The open area of the elementary school provides active recreation space. Typically various soccer leagues use this area in the evening and weekends. The Ogden River Parkway on the south side of the community will soon be connected to the rest of the system to provide a passive recreation amenity for the neighborhood. Within the Ogden River Redevelopment plan, there is an open space to be developed along the Ogden River. This space needs to be connected to the community, either with part of the space on the north side of the river or a pathway that leads into the area. This will help serve the park needs for this end of the neighborhood.

Preserving the open spaces at the elementary school is vital since it is currently the only open space area the community has where the children can play.

Vision Strategies

- 6.A. Enhance and complete the River Parkway Trail system, and ensure access points to the trail.
- 6.B. Partner with Ogden City Schools to create community activity centers and ensures that an active open green space area is retained if the school is rebuilt. School green space should be made available for various community needs.
- 6.C. Provide within the Ogden River Mixed-Use Redevelopment Project some public park items (e.g. tot lots, swings) on the north side of the River near Childs Avenue.

OPEN SPACE & PATHWAYS

7. Develop Links to Open Spaces and Urban Pathways

The River Parkway Trail goes through the southern section of the community. However the trail is located within the Ogden River Redevelopment Area. Efforts need to insure the community has access to the trail and the proposed public open area within the development. The neighborhood design needs to provide linkage between the southern end open space and the northern end open space of the school.



Picture 11- Example of a pathway marker

Vision Strategies

- 7.A. Develop a pathway that connects the open space of the school with an urban pathway that uses the sidewalk system of Childs Street and ends at the open space area of the Ogden River Mixed-Use Redevelopment Project. Install special paving design to define this system.
- 7.B. Develop a secondary pathway loop again using the sidewalk system of Grant Avenue.
- 7.C. Alignment of these urban pathways should be considered as potential connections to the Ogden River Parkway.
- 7.D. Provide a bridge crossing of the Ogden River at Childs to connect the community to the open space within the Ogden River Mixed-Use Redevelopment Project
- 7.E. These urban pathways should be regularly marked with signs, monuments, public art, plantings, banners, and other similar measures to distinguish them from the regular sidewalk system. The materials used for such marking elements should reflect the local setting, such as wood and stone in natural areas and patterned concrete and decorative metal in built spaces.

TRANSPORTATION

8. Enhance the Local Collector Streets

The primary north-south streets through the Mountain View Community are Lincoln Avenue & Grant Avenue. These streets begin at 12th Street and run south through the community. The character along each is different. As traffic proceeds south from 12th Street, or north from 20th Street on Grant Avenue the area is entirely residential. Lincoln Avenue has businesses and institutional uses on the west side with residential homes on the east between 13th & 18th streets. There is also one east-west through street which is 17th Street. Other than the area near Wall and Washington, 17th Street has residential homes as the dominant feature.

The transition from busy arterial traffic outside the neighborhood into the neighborhood needs to be noticed for two reasons. The first one is to visually instruct the driver to slow down and use caution while driving through the neighborhood. The second is to provide a sense of arrival into the community. Elements such as street width design, lighting, signage, and landscaping become tools to create the needed visual transition into the community.

Vision Strategies

- 8.A. Redesign the intersection of 15th Street and Grant Avenue. There is currently a deep dip in the road, created by the crown of 15th and the gutter.
- 8.B. Recognize Lincoln Avenue as an important community street, and also as a business street. Consider buffering the street by the installation of a landscape median on Lincoln Avenue from 12th Street south to 17th Street.
- 8.C. Utilize street trees, street lamps, signs, public art, pedestrian oriented crosswalks with bulb-outs or tabletops, or other such features to create a visual transition from surrounding major arterial roads and commercial areas into the residential community. Consider installing selected improvements at the intersections of Grant & 12th, 17th and Washington Blvd, 17th and Wall Avenue, 20th and Lincoln Avenue and at 20th and Grant Avenue.
- 8.D. Recognize Childs as a potential urban pathway that can connect the open space of the school and the River Parkway Trail System, along with the open space of the Ogden River Mixed-Use Project. Special emphasis should be placed on the streetscape such as street trees, sidewalk improvements and sidewalk lighting to invite a safe area for walking.

TRANSPORTATION

9. Local Street Circulation Improvements

New local street patterns are proposed as part of the Ogden River Mixed Use Development. A new extension of Park Boulevard would be planned between Washington and Lincoln and possibly extend west and south to connect into 20th Street. This would help in focusing development more along the river.

The closing of some streets may also be an option as new road patterns are developed or to prevent commercial businesses from trying to use the local streets to service the backs of their buildings. Kiesel Avenue from 18th to 20 would be eliminated as part of the redevelopment plan and Childs would be removed from the new Park Boulevard extension to the River. Closing of roads such as 18th at Washington and Parry Street at Washington would stop unnecessary commercial traffic coming into the community. Closure of 18th street between Wall and Pingree would also do the same thing for that end of the community.

In order to help preserve and strengthen the single-family neighborhood, the circulation of the streets needs to be addressed if those closures occur as noted above. The opening of some streets in the interior of the community can help vehicular and pedestrian movement within the community. The connection of Kiesel from 18th to 17th would add needed circulation for local traffic if the access to Washington from 18th and Parry were closed.

Stoplights at intersections along 12th can provide the community with the chance of turning west on 12th Street without the long drive to avoid these areas. Stoplights can also give the pedestrian an opportunity to cross an otherwise dangerous street.

Vision Strategies

- 9.A. Consider the closures of the following streets as new development patterns occur:
 - 18th from Wall to Pingree, or to Lincoln depending on development.
 - 18th from Washington to Keisel
 - Parry from Washington to New Kiesel
 - Kiesel from 20th to 18th
 - Childs from new Park Boulevard to River.
- 9.B. Consider connecting Kiesel from 18th to 17th. This connection would increase the ability for circulation within the residential community and would correspond with the closure of the Washington connections.
- 9.C. Consider the development of a Park Boulevard extension as part of the Ogden River Mixed Use Redevelopment Project. The exact location and extension of the street shall be determined as development occurs.
- 9.D. Conduct a warrant studies for the future placement of a stoplight at the intersection of Lincoln and 12th. A stoplight at this location would enable the community to turn westbound on 12th and help the large users, which are along Lincoln.
- 9.E. Conduct a study of the Semi-Truck routes in & out of the community.

TRANSPORTATION

10. Complete and Maintain Sidewalks, Local Streets & Street Lamps

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 and parks. 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 should be given to sidewalk areas that are the walking routes commonly used by children traveling to the school. Road crossings of these paths should also be highlighted for safety.

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.
- b. 50/50 Sidewalk replacement program.
- c. Special Improvement District.

Because there are few through traffic routes through the community, the local road system is generally limited to local resident use. Many of the local roadways are minimally maintained or even neglected. City roadway improvement projects usually focus on areas with high traffic due to evaluating a project under a cost/benefit analysis. The end result is local roadways are usually a lower priority in budgeting for maintenance and repairs. The local road system in this Community should receive a higher priority status in scheduling needed maintenance area repairs.

In between Kiesel and Lincoln and 15th and 17th are four super blocks. 16th street does not exist within the community. Currently there are street lamps at each intersection but in most cases only one light in between. Street lamps provide not only light on the road for vehicles, but also add to the safety of the neighborhood

Vision Strategies

- 10.A. Install the sidewalks that function as the primary walking routes to the school (safe routes to schools priorities).
- 10.B. Highlight major school crossing areas and the River Parkway crossing the streets to slow traffic speeds through these areas.
- 10.C. Recognize that the repair, re-surfacing, and maintenance needs for local roads in this community are long overdue. Roadway maintenance or repair schedules should include these roads as a higher priority.
- 10.D. Install additional street lamps to light sidewalks as well as streets so they are not as dark. Priority should be given to the super blocks of the four blocks between 17th and 15th Kiesel to Lincoln.

D. Community Plan Objectives

The Mountain View Community Vision focuses primarily on three topics, Land Use, Open Space & Pathways, 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 the purposes of the Mountain View 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.1- Consider rezoning, from CP-2 to R-1-6, homes that front on local streets. Only have the lots that front onto Washington remain within a commercial zone.

Implementation Responsibility:

Planning Commission and City Council

Resources:

Planning Division Staff

Objective A.2- Consider rezoning the R-2 area that is along 12th Street to C-2/CO based on a unified project that incorporates all parcels that front on 12th Street or if properties are not acquired at one time, the development allows shared access,. Parking and services between included parcels and parcels not included in the development so they can be unified in the future as development occurs. The design of the development needs to create an entry feature to the neighborhood as well as meeting the commercial needs along the street. Attention to design, materials, development potential of remaining properties and the neighborhood entryway will be factors on consideration of rezoning. **Ord, 2005-08 effective 4/24/05**

Implementation Responsibility:

Planning Commission, City Council, and Private Sector Development Entities

Resources:

Planning Division Staff

Objective A.3- Consider down zoning the multi-family units between 13th and 14th within the inner block from R-3 to R-1-6.

Implementation Responsibility:

Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff

Objective A.4 - Consider rezoning the area facing the Ogden River Mixed-Use Project on the north side of 18th between Grant and Pingree from R-1-6 to R-3/CO only after the Ogden River Mixed-Use Project is completed, however limit the overall density to 12 dwelling units per acre of town homes or row house type of development.

Implementation Responsibility:

Planning Commission, City Council, and Private Sector Development Entities

Resources:

Planning Division Staff

Objective A.5 – Develop a mixed-use zone for the Ogden River Mixed-Use Redevelopment Project as phases come on line.

Implementation Responsibility:

Planning Commission, and City Council

Resources:

Planning Division Staff

Objective B – 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:

Planning Commission and City Council

Resources:

Planning Division Staff

Objective C- Develop corridor plans for 12th Street and Washington Boulevards. The corridor plans should address the following issues:

- How land uses and design standards should be reapplied for future developments.

14.I Mountain View Community Plan

- How to preserve and maintain the historic buildings, while keeping them viable as commercial buildings.

Implementation Responsibility

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

Resources:

Planning Division Staff, Business Development Staff, Private Sector Development Entities

Objective D– Review land uses along Wall Avenue, if determined that there are an excessive amount of nonconforming uses, consider amending the Wall Avenue Corridor Plan to rezone the eastern side of Wall Avenue from M-1 to C-3.

Implementation Responsibility

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

Resources:

Planning Division Staff, Business Development Staff, Private Sector Development Entities

Objective E– Develop programs to help in upgrades of water lines, and sewer laterals.

Implementation Responsibility

Mayor and City Council

Resources:

Neighborhood Development Staff, Engineering Staff, Inspection Services Staff, Emergency Housing Repair Program

Objective F– Identify potential historic properties or districts and then preserve them by placing them on the National Register of Historic Places.

Implementation Responsibility

Planning Division Staff, Landmarks Commission, and City Council

Resources:

Neighborhood Development Staff, Planning Division Staff, and Individual Property Owners.

2. Open Space & Pathways Vision

Objective A – Develop a urban pathway & a bridge crossing of the Ogden River at Childs, that connects the open space of the school with the Ogden River Mixed-Use Development

Projects open space and to the River Parkway, with an urban pathway that uses the sidewalk system. Childs Avenue should be the primary urban pathway, with Grant as a secondary loop.

Implementation Responsibility

Community Services Department, Parks & Recreation Committee, Mayor, and City Council

Resources:

Capital Improvement Program, Parks & Recreation Committee

Objective B – Completion of the River Parkway trail system.

Implementation Responsibility

Mayor and City Council

Resources:

Planning Commission, Planning Division Staff, Community Services Department, Parks & Recreation Committee, Neighborhood Councils & Leaders.

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

- Maintain the use of open space areas around the school for recreation and exercise.
- Maintaining existing site for the school
- Consider Community facilities for new or remodeled schools buildings (e.g. Logan & Skyview High in Cache Valley are examples)

Implementation Responsibility

Mayor, City Council, and Ogden School Board

Resources:

Planning Commission, Planning Division Staff, Community Services Department, Parks & Recreation Committee, Neighborhood Councils & Leaders.

3. Transportation Vision

Objective A – The installation and/or repair of the sidewalks that function as primary walking routes for school children.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Special Improvement District,



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Objective B – Reconstruct the intersection of 15th and Grant

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff

Objective C – Install traffic calming devices at the intersections where Grant, Lincoln and 17th intersect with 20th, 12th, Wall, and Washington.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff, Engineering Division

Objective D – Install additional street lamps to light sidewalks as well as streets so they are not as dark. Priority should be given the super blocks of the four blocks between 17th and 15th Keisel to Lincoln.

Implementation Responsibility

Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, B & C Road Funds

Objective E – Conduct a study for the future placement of a stoplight at the intersection of 12th and Lincoln.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Engineering Division

Objective F – Install an entry median on Lincoln Avenue, from 12th Street south to 17th Street.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Engineering Division, Parks & Recreation Committee

Objective G – Consider the closures of the following streets as new development patterns occur: 18th from Wall to Pingree or to Lincoln, 18th from Washington to Keisel; Parry from Washington to New Keisel; Keisel from 20th to 18th and Childs from new Park Boulevard to River.

Implementation Responsibility

Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff,

Objective H – Consider connecting Keisel from 18th to 17th, this connection will increase the ability for circulation within the residential community and should correspond with the closures of the Washington Blvd connections.

Implementation Responsibility

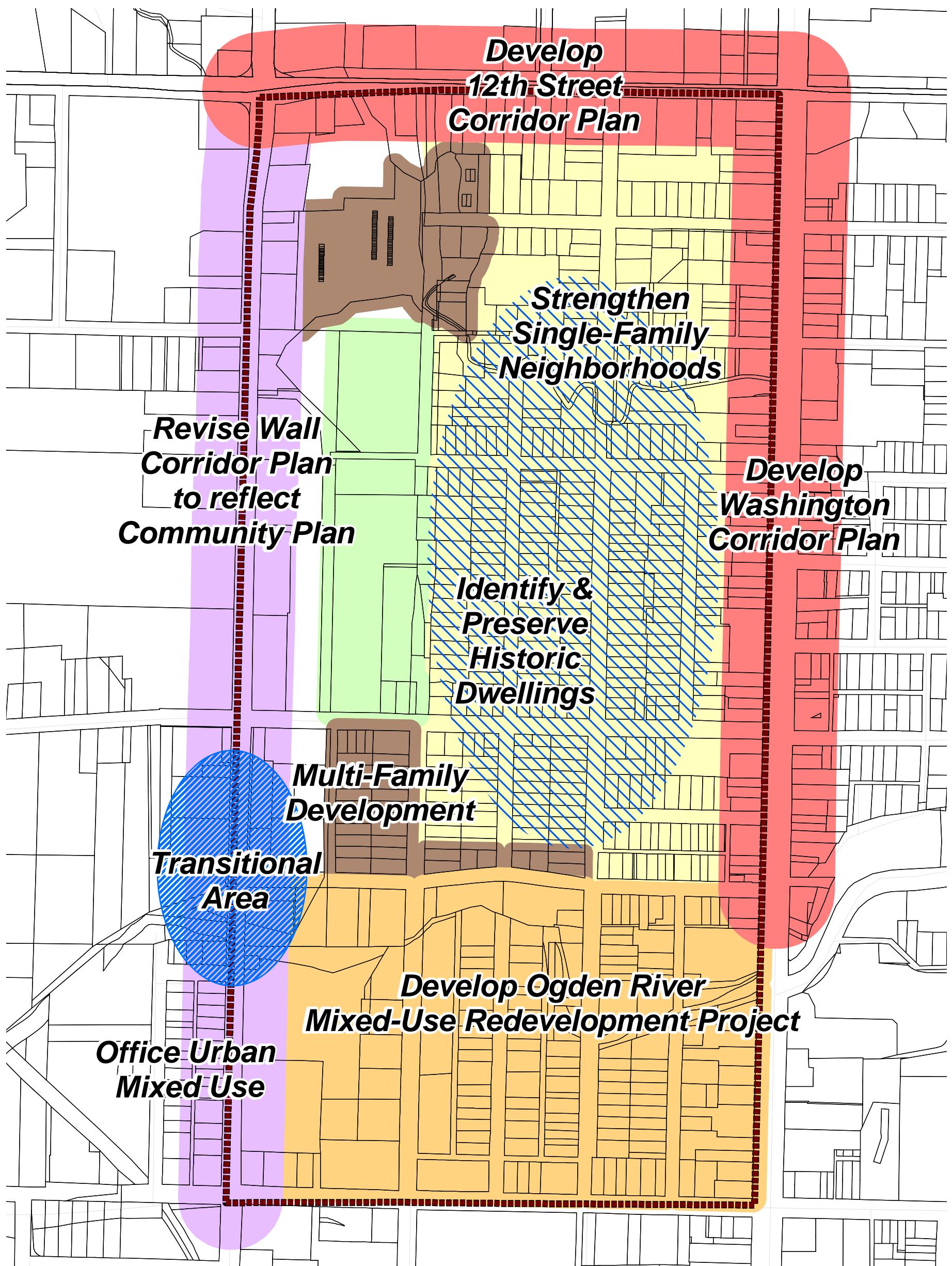
Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, B & C Road Funds

Adopted 8/24/04 Ord. 2004-58

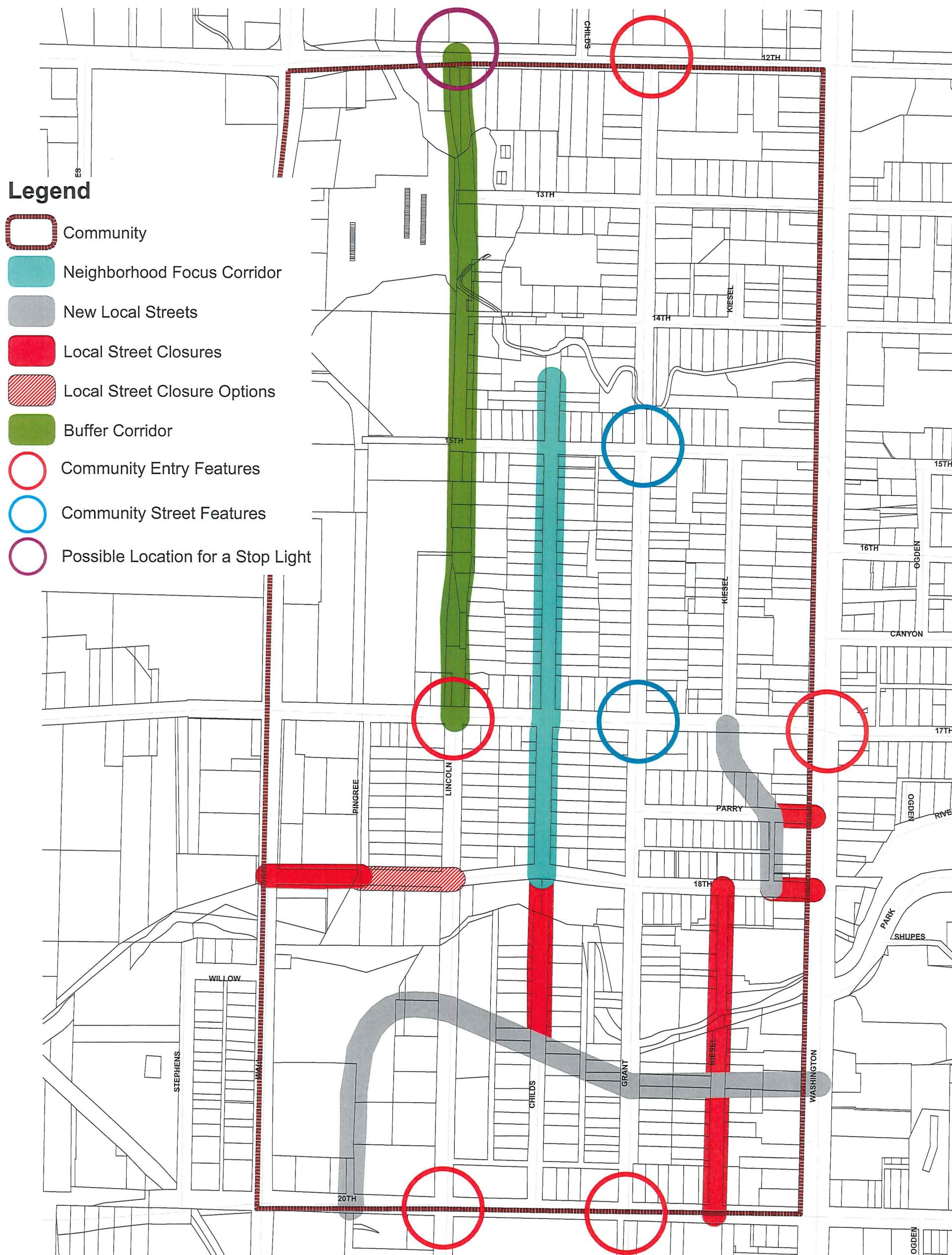
Amended 4/5/05 Ord 2005-8



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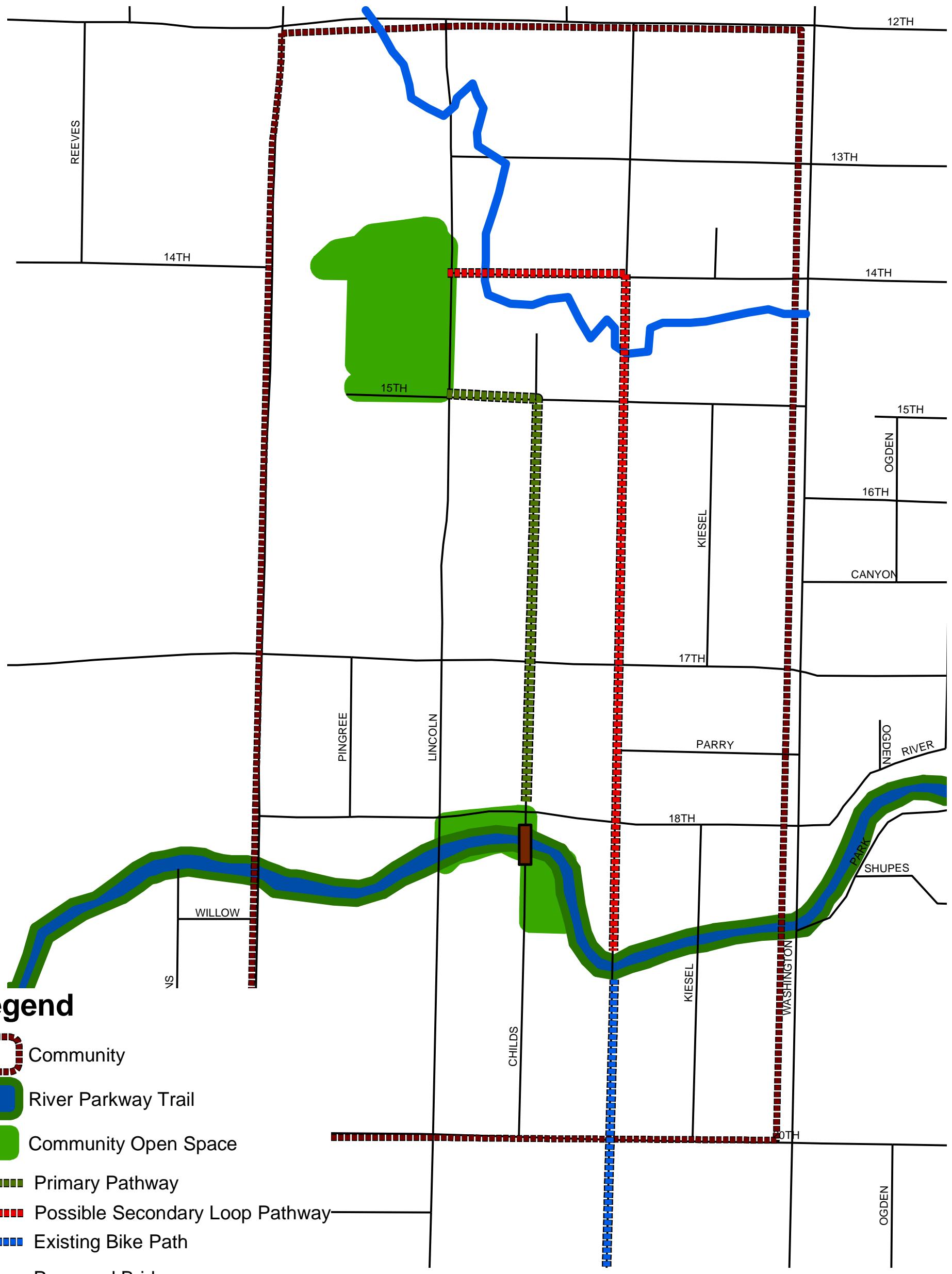
Community Vision - Land Use Map





Mountain View Community

Community Vision - Transportation Map



Mountain View Community

Community Vision - Open Space &
Pathways Map

