

A. Background

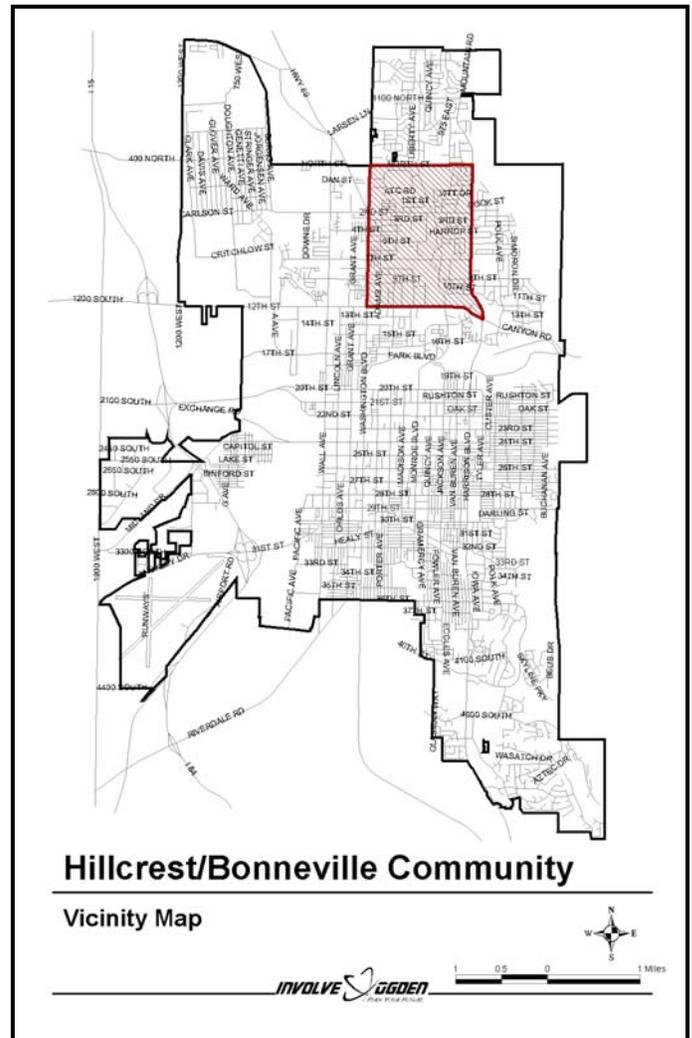
Located between North Street, 12th Street, Harrison and Washington Boulevards, as shown in Map 1, the Hillcrest/Bonneville Community is the 2nd community to have a plan prepared since the adoption of the "Involve Ogden" General Plan.

1. Population Characteristics

According to the 2000 Census, the Hillcrest/Bonneville Community is located in three Census Tracts (2001, 2005, and 2006). The combined population is 8,934 persons. 48% of the population are male and 52% are female. With respect to race, 82% are White, 13% are of Hispanic Origin, and 5% are of other races. There are 3,312 dwelling units with 62% owner-occupied and 38% renter-occupied. Average Household size decreased from 2.73 to 2.68 persons. Educational Attainment of Persons 25+ years of age is 11% with a college or graduate degree, 36% high school graduates, and 21% without a diploma. The Median Income Level (MIL) rose by \$6,237 to \$35,756 per year, with 87% of the population above poverty, while 13% are below poverty level (poverty level is at or below 50% of MIL). Primary means of transportation to work are 76% drive alone, 18% carpool, and 6% other sources. Primary commute times are from 6:00 a.m. to 8:00 a.m. lasting from five minutes to 40 minutes. Working at home rose by 14% to 104 persons.

2. Land Use / Zoning

The Hillcrest/Bonneville Community consists primarily of single-family residential. Several multi-family nodes are dispersed throughout the community and along Monroe Boulevard and 12th Street. As shown in Table 1 below, Single family uses occupy 50 percent of the community. Duplex uses consist of four percent and are scattered throughout the community. Six percent of the community is be made up of multi-family development.



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

The bulk of the government and institutional uses in the community are schools. The Applied Technology Center (ATC) is the largest single government/institutional use.

There are commercial use areas at the edges of the community along Washington Boulevard, particularly at 12th and 2nd Street.

3. Development History

The western portion of the community was primarily developed through survey lots with

14.D Hillcrest/Bonneville Community Plan

Hillcrest/Bonneville Community Land Use			
note: not including road acreages			
	Acres	Percentage of Community	Percentage of Developed Land
Total Community	928.0		
Developed Acreage	882.0	95.0%	100.0%
Residential	550.0	59.3%	62.4%
Single Family	52.0	50.0%	52.0%
Duplex	4.0	4.0%	4.0%
Multi-family 3-4	1.0	1.0%	1.0%
Multi-family 5+	5.0	5.0%	5.0%
Governement/Institutional	28.0	27.0%	27.0%
Cultural/Recreational	0.0	0.0%	0.0%
Park	2.0	2.0%	2.0%
Sales	5.0	5.0%	5.0%
Transportation/Utility	2.0	2.0%	2.0%
Vacant	4.0	4.0%	
Non-identified Parcels	1.0	0.1%	

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

some subdivision development occurring in the late 1800’s or early 1900’s. The eastern portion

of the community developed through subdivisions occurring in the 40’s and 50’s. Map 2 identifies the decade in which the land was subdivided

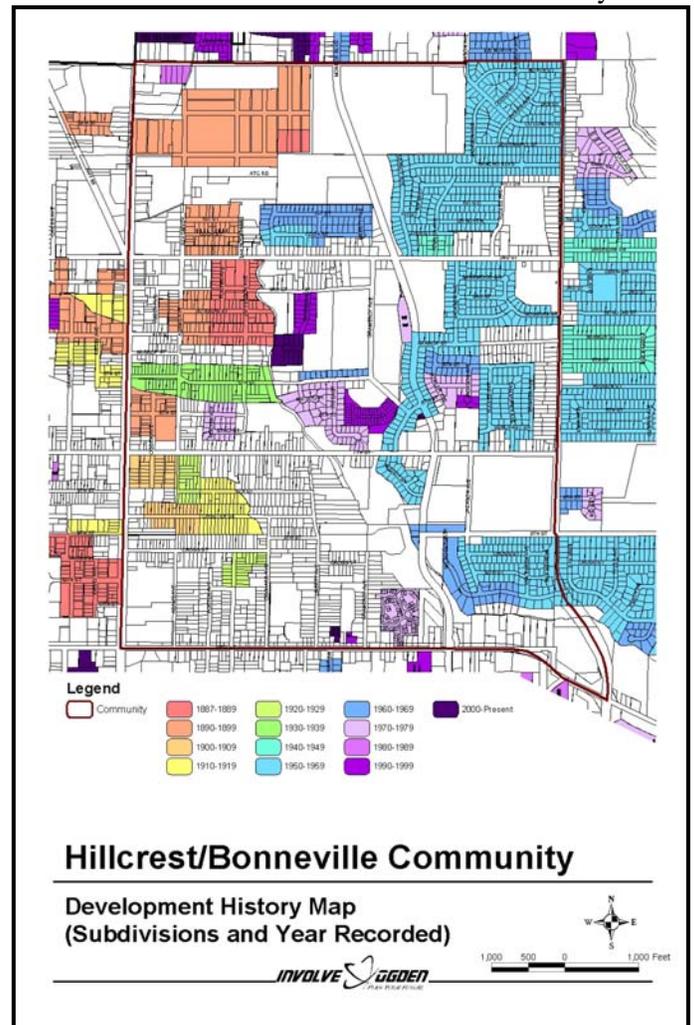
4. Rental Occupancy

A concern of older neighborhoods is a change in single family homes from owner occupancy to rental occupancy. As is typical in many older communities, in Hillcrest/Bonneville the southwest area from Monroe west to Washington Boulevard is transitioning from

single family homeownership to rental investment and occupancy. 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. As this happens, some homes will be sold for owner-occupancy, some will be sold to investors for rental-occupancy, and for other homes the relatives will keep the home to assist with needed retirement or investment income.

Most of the older homes in the area are small by

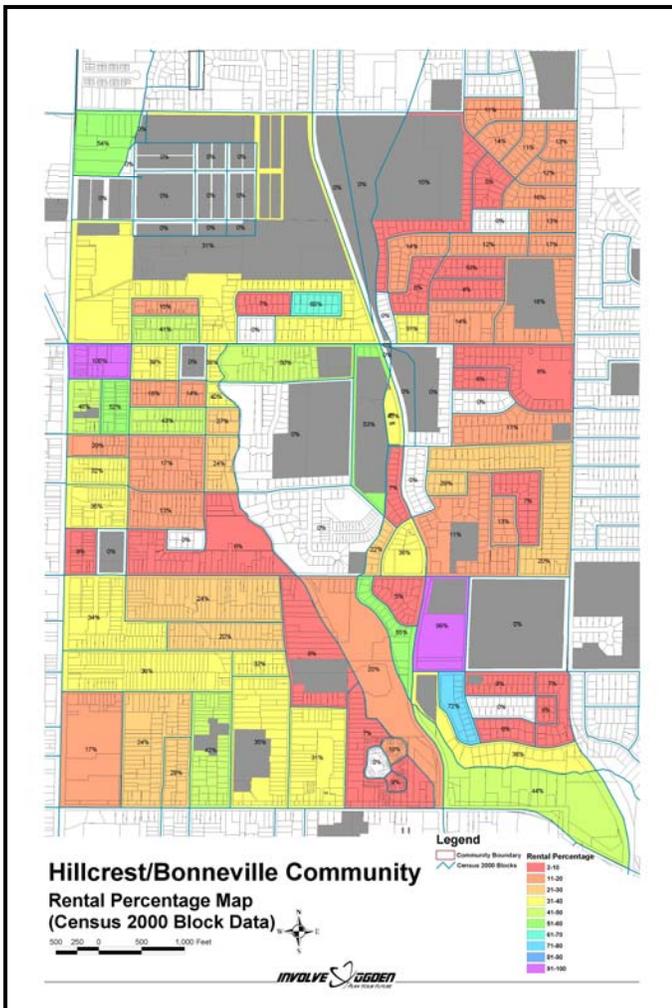


Map 2 - Development History Map showing subdivision of land by decade

14.D Hillcrest/Bonneville Community Plan

today's standards. While this is perfect for an older couple without children or a family starting out, eventually family needs will change and the home will not be large enough. Without the ability to enlarge the living space to accommodate the larger family, the home is sold or rented to help the family move.

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



Map 3 - Rental Percentages for Census 2000 Blocks

Adopted 2/1/04
Amended 6/5/07

1990 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	na	1446	1171	225	16%
2005	na	2172	1290	705	32%
2006	na	1617	1086	437	27%
2000 Census Tracts	Block Group	Total Units	Owner occupied	Rental Occupied	Percentage
2001	na	1477	1248	229	16%
2005	na	2303	1614	689	30%
2006	na	1585	689	454	29%

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

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 20 percent. The change from homeowners to renters should be monitored in the future to protect the property values of the community and incentives to maintain an owner-occupied housing stock should be developed.

5. Residential Housing Styles

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

As new or infill development occurs within the community, or additions to existing homes are constructed, the housing style of the new construction should reflect the characteristics of the surrounding existing homes, particularly in the aspects of building height, building mass,

14.D Hillcrest/Bonneville Community Plan

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 - Early 20th Century

The one-story brick/stucco construction and the cover porch in the front characterize this style of housing. Garages were added later but most are located in the rear of the home and in most cases were detached.

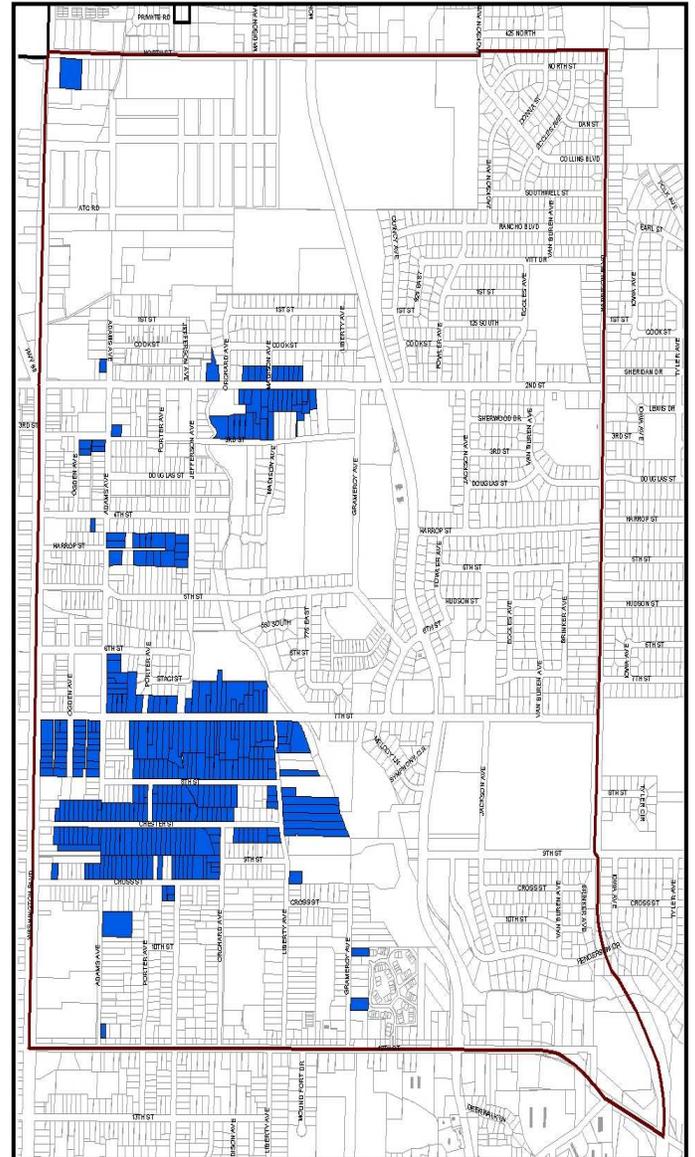
This style of home is primarily found between Cross Street & 7th Street, and Washington Boulevard & Liberty Avenue.



Picture 1 - Early 20th Century Bungalow housing style



Picture 2 - Early 20th Century Bungalow housing style



Map 4 - General location of residential housing style 1

14.D Hillcrest/Bonneville Community Plan

b. Style 2 - 1920-1930s

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

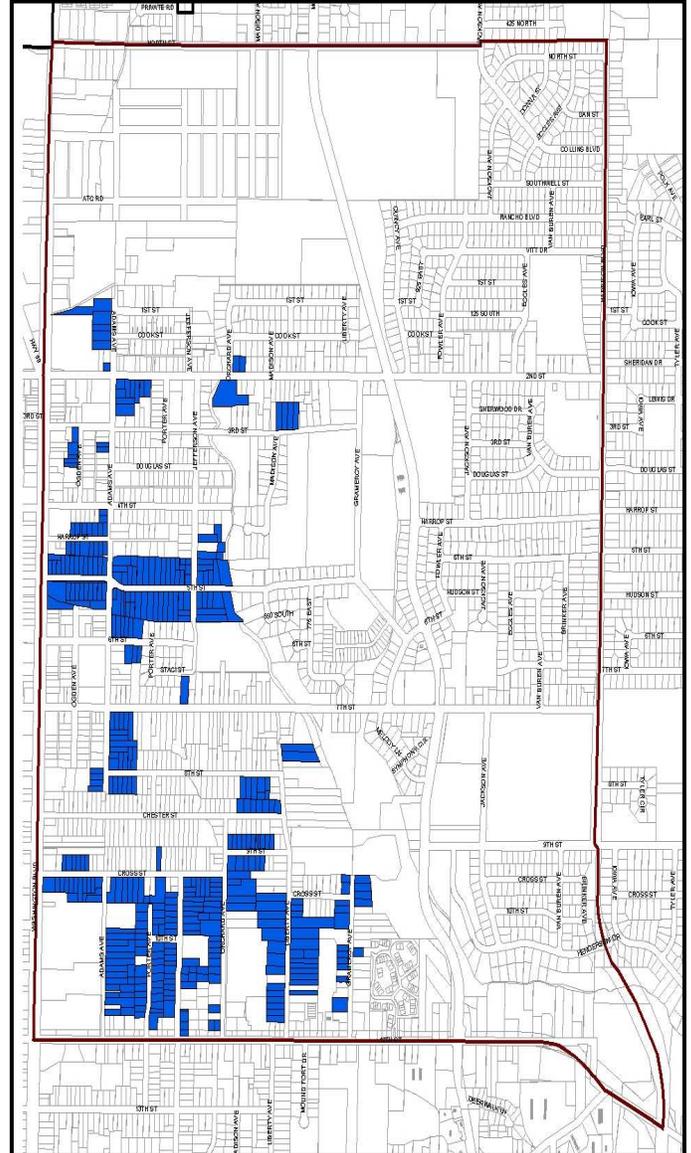
This style of home is primarily found on the west-side of the community in two areas, between Washington Boulevard & Liberty Avenue and 12th Street & Cross Street and the other between Washington Boulevard & Jefferson Avenue and Harrop Street & 6th Street.



Picture 3 - 1930s one-story brick 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 homes either have an attached one car garage or a carport, with a few of the garages having been converted to livable space. The removal of the original parking area did not always coincide with the installation of new parking, and in many cases many cases may have created illegal situations

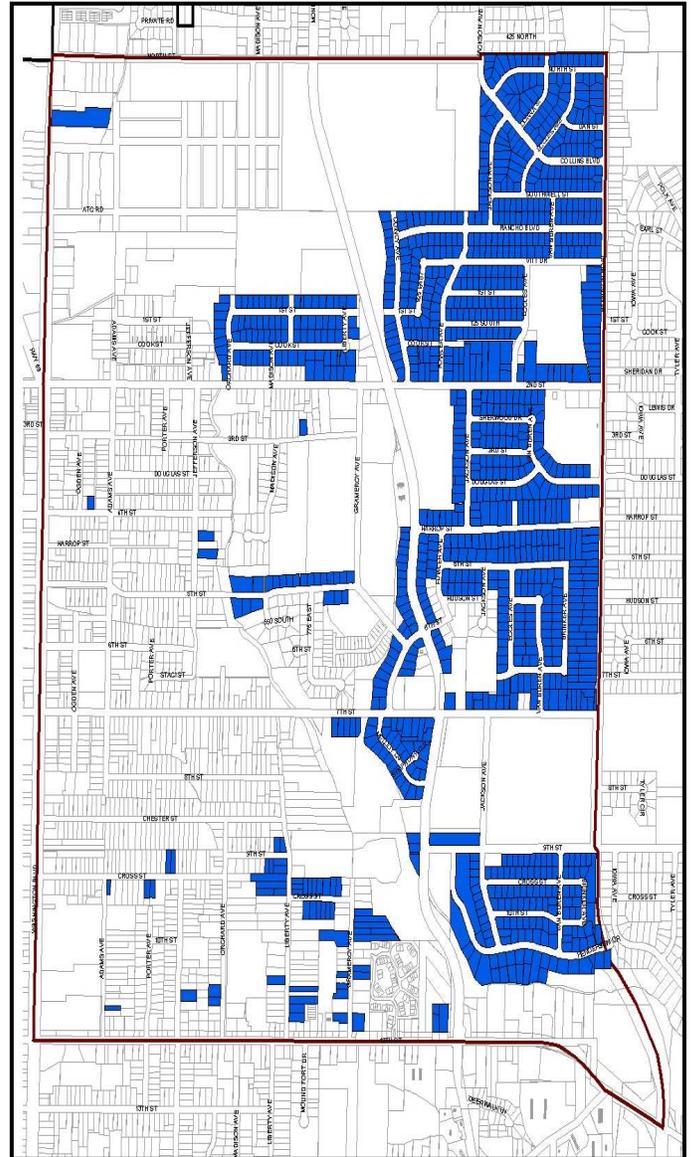
This style of housing is primarily found on the east side of the community, between Harrison Blvd & Monroe Blvd and North Street & 12th Street. There are other small pockets throughout the community.



Picture 5 - Late 1940s 1 & 1/2 story brick housing style



Picture 6 - Early 1960s 1 & 1/2 story brick housing style



Map 6 - General location of residential housing style 3

14.D Hillcrest/Bonneville Community Plan

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 or wood. The homes built in this style generally have an attached two-car garage.

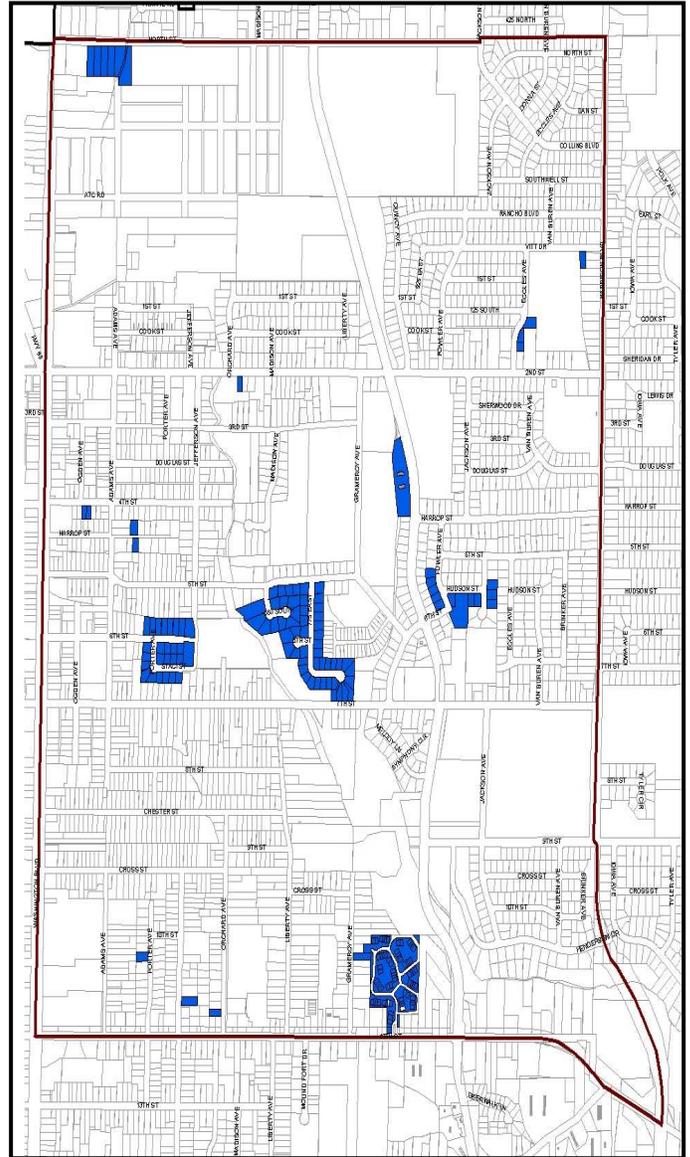
This housing style is primarily found on 775 East and 650 South, with a few small pockets on the east and west of the community



Picture 7 - 1970s Tri level housing style



Picture 8 - 1980s split entry housing style



Map 7 - General location of residential housing style 4

14.D Hillcrest/Bonneville Community Plan

e. Style 5 - New Construction

This style of housing is characterized by two-story or tri level construction with brick and stucco exteriors. A prominent modern feature is a 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.

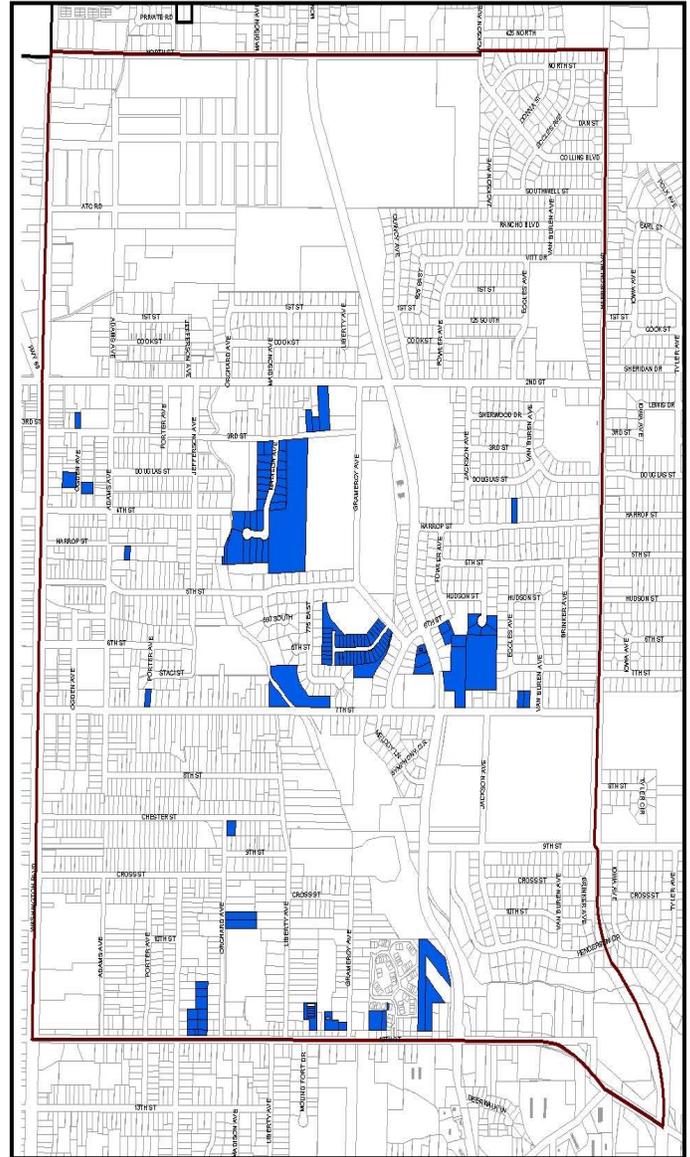
This housing style is primarily found on Madison Avenue behind Highland Middle School, Quinn Court, and on 7th Street.



Picture 9 - New Construction Tri-level 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 May 14, 2003 at Bonneville Elementary, the residents attending the meeting mentioned several issues affecting the community. Several participants of this meeting were invited to form an Advisory Committee. The Advisory 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 Advisory Committee.

1. Public Infrastructure

The participants expressed concerns regarding the lack and condition of sidewalks, curb and gutter, and park strips. Many areas such as 2nd, 3rd, and 7th Streets lack continuity that leads to problems with storm drainage, flooding, and the general walkability of the area. They also indicated that this problem also supports a run down or poor aesthetic perception about the condition of the community. Also, other concerns were expressed regarding neglected alleys, a high road crown on the 200 block of Collins, and problems with aging water lines. Others expressed a desire for additional street lamps in the Douglas and Van Buren area and a general need of pruning the low hanging branches of street trees.

2. Local Schools

Some residents living near the high school indicated that over the past five years there has been a marked increase of problems with students wandering the neighborhood during school hours. Furthermore, there are problems associated with the parking of student vehicles in adjacent neighborhood areas. Also, 3rd Street is heavily used as a drop-off and pick-up zone for the school.

3. City Services

The participants expressed the need for the City to regularly clean the streets. This would help with keeping the storm drains clear of debris to improve flood control and improve the area's image. Furthermore, the street marking and sign maintenance schedule needs to be modified to shorter time intervals between inspections. The perception is that the painting of street markings is worn out well before repainting occurs. Additionally, better communication should be established between the City and residents regarding the responsibility of maintaining sidewalks and clearing storm drains.

4. Street Corridors

There are three east-west corridors that transect the community, 7th Street, 2nd Street, and North Street. As expressed earlier, there is a lack of improvements and streetscape continuity within these corridors. Monroe Boulevard transects the community from north to south. There is a greater need for traffic calming measures to be implemented to control excessive speeding within the community.

5. Neighborhood Nodes

The Sherwood Market site is defined as an important community node. Before demolition, the deteriorating structure was a community eyesore. The demolition was perceived as a positive move towards improving the neighborhood. Replacement land uses, such as a community center, retirement homes, or neighborhood commercial services should be considered. It was generally believed that apartments and other high density housing units were not appropriate. Other areas, such as where 7th and 2nd Streets intersect Monroe Boulevard, are also recognized as important neighborhood areas that should be improved or redeveloped.

6. Physical & Social Characteristics

The Hillcrest/Bonneville Community is a peaceful quiet area with minimal through streets. Within the community there is a long and well-established resident base many are elderly

persons. Generally, most residents are very caring. The majority of people who attended the meeting were long time residents of the area.

7. Housing Density

The participants expressed concerns over-crowding with too many families living together in a single-unit. Also, the area has a significant concentration of high-density housing. Limiting the development of new multi-family and duplex housing units was desirable.

8. 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.

9. Rental Properties

A question was raised as to whether renters were being adequately held responsible for the upkeep and maintenance of their homes. This was a concern particularly with the areas west of the bluff, where the homes are increasingly being purchased for rental investment. Poor maintenance and junk vehicles are problems found in these areas.

10. Neighborhood Amenities

Generally, the participants believe that the neighborhood is quiet and peaceful place with a low crime rate. Shopping and services are readily available and the local schools are nearby within the neighborhood. The views of the surrounding mountains are a positive part of living in the area.

11. Resident Participation

In previous years, the “neighborhood watch” program brought people in the area together to help reduce crime. Today, there is a greater need

to establish an area leadership program that could better communicate to the city the needs of the area. Other programs such as a “maintenance rewards” (e.g. a cash award) system that would recognize an owners or renters effort to improve their property would be useful. Hosting neighborhood meetings between the city and residents to discuss neighborhood expectations and outline enforcement priorities would help to improve the maintenance of homes and the image of the community. Areas to focus on would be 3rd Street from Gramercy to Washington; 7th Street from Monroe to Washington; 5th Street, the homes on the east side of Jefferson and then west to Washington; and then area on the north end of Jefferson.

12. Parks and Recreation

Generally, the city provides adequate sports programs and their associated facilities. However, the community is in need of adult-oriented passive recreational opportunities such as walking, exercising, and reflective areas for sitting or resting within the parks. Often school grounds are underutilized, it was suggested that the City work with the school system to better integrate these open space areas with the surrounding community. Another suggestion was to use the canals in the area to connect the parks with open space areas in the community. Several participants expressed concerns regarding the overall poor condition of park amenities such as tennis courts, restrooms, etc. Furthermore, it was suggested that the City consider re-designing the parks to create an urban woods area or other focal feature in the parks. The 9th Street Park could use some additional parking and better access to restrooms.

13. Traffic Volume & Control

The participants perceive a marked increase in the traffic volume due to the Wal-mart center on North Street and Washington Boulevard. Therefore, they emphasized a need for traffic signals at North & Washington. Without them, the wait time to access Washington is lengthy. They also expressed a desire to have a greater

14.D Hillcrest/Bonneville Community Plan

police presence in the afternoon times to monitor speeds in these areas. They support the re-alignment of 2nd Street & Harrison and the lane stripping at 7th & Harrison, as found in the Horace Mann Community Plan. There is a need for additional stop signs along Adams from 2nd to 7th Streets. Because there are few traffic control devices, speeding occurs along Monroe Boulevard. However, it is their desire to have Monroe extended into North Ogden. One participant expressed a desire to have local road speeds limited to 15 mph. Also mentioned, was the constant constricting of traffic with the bus stop areas at 2nd Street and Harrison Boulevard.

14. Vehicle Parking

In both the public and advisory committee meetings, the parking of vehicles was a primary concern. This problem ranges from junk or in operable vehicles being parked on lawns and public streets to inadequate area to park multiple vehicles. The latter is a problem commonly associated with older homes where single car carports and garages were the standard zoning and construction practices of that time. Particular areas of concern were on Cross, 3rd, and Chester Streets. Suggested solutions ranged from enforcement programs to reviewing and changing zoning standards to help resolve parking problems.

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

The text and maps for the Community's Vision follow on page 14D.12.

C. Hillcrest/Bonneville Community Vision

The Hillcrest/Bonneville 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 Hillcrest/Bonneville Elementary on May 14, 2003 and an Advisory Committee, which met on August 13, 27 & September 10, 2003.

COMMUNITY IDENTITY

1. Create a Community Focal Area

The area of 2nd Street and Monroe Boulevard functions as a central focal point for the community. The mixing of residents, children walking to school, and visitors occurs here on a daily basis. The area should be celebrated with excellent streetscape design by balancing the pedestrian's needs with those of the automobile. Other design elements should be included to establish the area as a shared community icon.

Vision Strategies

- 1.A. Redesign the Bonneville Park corner of Monroe Boulevard and 2nd Street. A pleasing visual and physical presentation should be established at this location. Consider a new landscaping design, a passive sitting court, a fountain, a small promenade, the use and placement of decorative iron or heavy timber fencing or hedges to define the space, or the use of sculptures and other monument type features.
- 1.B. Install unique street lamps, street signs, or sidewalk markers or unique pavement design at or near the intersection corners to physically define this focal area.
- 1.C. Develop physically defined crosswalks at the intersection. Consideration should be given to utilize a traffic calming improvement such as a round about or a tabletop with bulb outs.
- 1.D. Work with the Utah Transit Authority to develop visually appealing bus stops or shelters at this intersection.

COMMUNITY IDENTITY

2. Reinforce and Highlight Neighborhood areas

Place naming can help impart a sense of community. The community could be informally divided into smaller neighborhood areas. As these neighborhood areas interact with city government or for other public activities, these place names should be regularly acknowledged and utilized. Over time, they become the verbal icons that help create an awareness of place.

An example of place naming is the former Sherwood Market Site. During the community planning process, the problems associated with the deteriorating buildings on this site were regularly expressed. Every reference made about these buildings included the name Sherwood Market. Thereby all participants could understand the geographical location of the problem. That is the purpose of place naming. It brings together common knowledge in order for us to better understand and communicate with one another.

Greater emphasis is needed for code enforcement regarding maintenance and upkeep of properties. A set of basic expectations regarding property upkeep and home maintenance should be identified. These expectations could then be published as standards or “neighborhood norms” for the community. Furthermore, an enforcement strategic plan should be developed. The plan should identify priority enforcement areas or issues. Enforcement problems and follow-up procedures should then be prioritized and implemented according to the needs of a particular neighborhood area. The neighborhood area located in the southwest area of the community has been identified as having the largest concentration of home and property maintenance related problems.

Vision Strategies

- 2.A. When informally dividing the community into smaller neighborhoods, consider the use of names from subdivision or survey plats, physical land forms, or other common community features or icons
- 2.B. Undertake a public process within each neighborhood area to create a set of neighborhood “norms” or standards regarding the physical appearance and maintenance of homes and property. These standards could then be regularly published and distributed by the City to educate neighborhood leaders, non-profit assistance groups or other similar persons or organizations.
- 2.C. Priority enforcement areas should be created with the 1st priority area located west the western most canal, 2nd priority area located between the canals, and 3rd priority area located east the eastern canal.
- 2.D. Coordinate efforts with the Ogden School District in the redesign and placement of buildings and parking area to resolve the impacts of student parking on the local neighborhood streets.

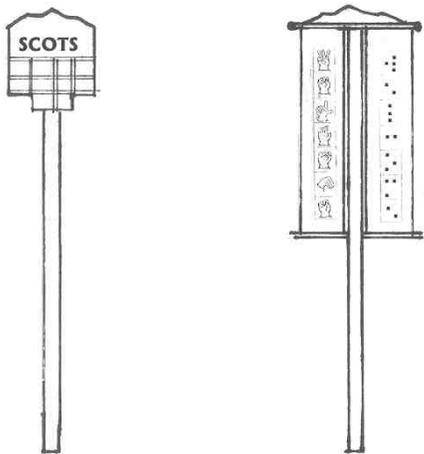
COMMUNITY IDENTITY

3. Support the Center & Gateway Improvements as found in the Horace Mann Community Plan

The area from 7th to 9th Streets serves as a focal area or center for both the Horace Mann and Hillcrest/Bonneville Communities. The mixing of residents, children walking to school, and visitors occurs here on a daily basis. The area should be celebrated with excellent streetscape design by balancing the pedestrian’s needs with those of the automobile. Other design elements should be included to establish the area as a shared community icon. However, for the Hillcrest/Bonneville Community this area is of lesser importance to the focal area found at 2nd and Monroe Boulevard.

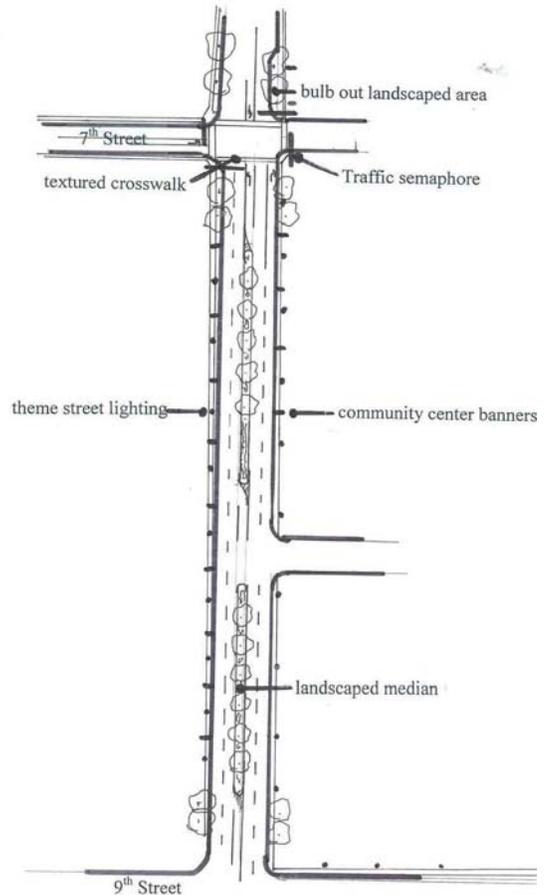
Vision Strategies

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



Possible Community Center Banners

Figures 1 & 2 – Possible Gateway & Center Improvements



Harrison Boulevard Community Identity Concept

LAND USE

4. Develop or Enhance Community Nodes

In addition to the focal area found at 2nd Street & Monroe Boulevard, two other important nodes are found within the community. One node is located at 7th Street & Monroe Boulevard. The other node is located at 2nd Street & Harrison Boulevard.

Both of these areas once hosted neighborhood and community commercial services. In today's retail and services environment these types of businesses have moved out of the neighborhood to the commercial areas found at 12th Street & Washington Boulevard, the Five-Points area, and at 12th Street & Harrison Boulevard.

Redeveloping these two areas with compatible neighborhood uses or upgrading the appearance of these sites are important community issues. The deterioration of buildings to the point of long term vacancy like the former Sherwood Market Site should be prohibited. The development of large high-density style apartments is the least desirable replacement use for these sites.



Figure 3- Single-family Subdivision Layout & Neighborhood Commercial area for Former Sherwood Market Site

Vision Strategies

- 4.A. The development density at the former Sherwood Market site should be similar to the surrounding single-family subdivisions. The residential zoning boundary should provide enough area to develop a public local road with lots located on both sides. Any remaining property adjacent to the convenience store could be used for neighborhood commercial type uses.
- 4.B. A slightly higher density than the surrounding single-family area could be compatible on the former Sherwood Market site, provided that the building and unit design is similar to that of row house or attached single-family style buildings. Consideration could also be given to small ground floor retail uses along the 2nd Street and Harrison Boulevard street frontages. Also assisted living type quarters may be appropriate, provided that they are developed using building and unit designs that appear individualistic or semi-separated rather than massive or monolithic style buildings. All buildings should not be taller than two-stories.
- 4.C. The street front landscaping for the buildings located 7th Street & Monroe Boulevard needs to be enhanced. Over time, the current buildings will become undesirable for replacement uses, at such time the building should be torn down and if possible new neighborhood scale mixed use buildings could be developed. Buildings should be located close to the corner intersection with vehicle access lanes located away from the corner and parking to the sides and behind the buildings. Reuse of the site for residential should be town or row house style single-family units and avoid large apartment style buildings.

LAND USE

5. Ensure the Success of Major Commercial Nodes & Corridors

There are three major commercial nodes located at the fringes of the Hillcrest Bonneville Community. They are located at 12th Street & Washington Boulevard, the 5-Points area, and at 12th Street & Harrison Boulevard. Generally, these nodes provide the community the basic goods and services needed, such as groceries, clothing, and fuel.

Even though these major commercial areas are generally centralized, other retail uses and professional services are stretched out along Washington and 12th Street corridors. Many uses occupy older strip mall type buildings or the older homes that are no longer valued for residential use. These areas 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 these major corridors.

Vision Strategies

- 5.A. Expect land uses of this area to be oriented and supportive of community commercial needs such as groceries, clothing, and fuel.
- 5.B. Ensure that commercial uses remain centralized into nodes.
- 5.C. When and where possible, consolidate the small lots along the major corridors. As large tracts are created, consider the development of quality multi-family units, as the area's population needs and densities increase.
- 5.D. Develop a corridor plan for Washington Boulevard and 12th Street to determine how land uses and zoning should be reapplied to guide any future redevelopment of these major corridors.
- 5.E. Evaluate the viability of commercial uses on corner parcels where local streets intersect the arterial road. Seek for opportunities to resolve conflicts with lighting, noise, or parking on local streets where residential uses are prominent.

LAND USE

6. Strengthen Single-Family Neighborhoods

Protecting and maintaining single-family homes and properties were primary concerns expressed by the community. The homes within the community are generally smaller and were developed in the early to mid 1900's. Many homes have aging support infrastructure. Properties that have serious maintenance issues or have yards containing junk and debris have an impact on the market value and re-sale of the surrounding homes. While not true in every case, rental properties, particularly properties with absentee landlords, are often maintenance trouble spots for the community and city. This seems to be particularly a problem with the homes in the southwest area of the community, west of the hill. Some of the problems that are of concern for the community include:

- Poorly kept yards (e.g., weeds, junk and debris).
- Inadequately landscaped front yards, or dead grass areas.
- Parking of cars on lawns.
- Parking of junk vehicles in the streets
- Too many cars for the developed off-street parking areas.
- Multiple families living in small single-family units

There are many areas where lots are deep and the rear areas become neglected. Consideration should be given to open up these under utilized areas through the use of access lane system. This would create space for garages, carports and other accessory parking needs. However, these access lanes must be the primary access ways to parking to they become areas of neglect where junk storage and other undesirable uses occur.

The City ought to research ways to collectively vacate all unused or unnecessary public or abutter alleys.

development to preserve the hillsides and areas of natural features. The

Vision Strategies

- 6.A. Support and preserve the existing single-family nature of the area through appropriate zoning classifications (about five units per acre). Multi-family should be limited to existing developed area within the community. New multi-family should be directed near to and along 12th Street and Washington Boulevard under the guidance of a corridor plan.
- 6.B. Recognize legally built or converted duplexes. However, rezone the R-2 zoned areas to a single-family designation to prevent additional conversions of single-family homes to duplexes.
- 6.C. Rezone, from R-3 to R-1-6, the single-family and duplex units along 1st Street, Cook Street, and 2nd Street near Jefferson and Adams.
- 6.D. Identify possible future options to that would support or enhance the viability of home ownership.
- 6.E. Allow for the expansion of existing homes to meet a growing family's need for living space through flexible bulk and area regulations (i.e. setback, height, and other yard area standards).
- 6.F. Require that new and infill development, or additions to homes be designed in context with the layout and building design of surrounding homes (e.g. front porches or entries, heights, garage placement, etc.).
- 6.G. As infill development occurs, particularly in the area between the canals in the south end of the community, seek to cluster the

6. Strengthen Single-Family Neighborhoods (cont.)

Vision Strategies (cont.)

- density of the cluster should not exceed but equate to the allowed overall zoning density of the entire property
- 6.H. Where substantial rear yard areas remain under utilized or when other parking options are limited or not available, consider developing an access lane system that can serve as a primary access for rear yard parking, carports, and garages.
- 6.I. Existing non-functional public and abutters alleys should be vacated or relinquished.
- 6.J. Consider a match program to inspect, replace, or upgrade existing utility, water, and sewer service lines to homes.
- 6.K. Enforce parking standards for cars parking in inappropriate areas of property (front lawn).
- 6.L. Develop an education program for landlords regarding maintenance, landscaping and upkeep concerns with rental properties.

LAND USE

7. Support Development of the Applied Technology College Campus area.

As indicated in their mission statement, the Ogden-Weber Applied Technology College (OWATC) objective is to provide a technically trained workforce. They are committed to meeting the needs of local employers, strengthening business and industry competitiveness, and supporting economic development.

OWATC campus is major land use within northwest area of the community. The primary access to the campus is from Washington Boulevard. However with the growth of the area and development of the nearby Wal-mart store, the turning movements of vehicles has created conflicts and there has been an increase in the number accidents at this entrance. According to the campus master plan, North Street will become the primary means of arrival and departure of students. An additional access will be developed on Monroe Boulevard. Over the next 20 years, North Street will need to be developed as a collector road.

As the existing campus expands for technology and skill based training, additional area for the college would be desirable. The private property located to the northwest at North Street and Washington Boulevard is an option to be considered. The appropriate development pattern and zoning for this area should be analyzed and options for commercial and institutional uses should be considered

Vision Strategies

- 7.A. Recognize the contribution the Applied Technology College provides to education and job skills.
- 7.B. Plan for and provide basic city services support with regards to access, water, sewer, and other related infrastructure.
- 7.C. North Street should be developed as a collector street, from Washington to Harrison (via Collins). The existing 66-foot right-of-way should be maintained for future needed roadway improvements to accommodate student traffic circulation.
- 7.D. In the near future, a traffic signal should be installed at the intersection of North Street and Washington Boulevard.
- 7.E. The parcels at the southeast corner of Washington and North Street should be combined and developed as a center or complex rather than individually. Zone changes could be made once the parcels are combined and the area developed as a single project (minimum five acres). Zone change requests could include designations that allow community commercial or institutional uses.

Ord. 2007-25 6/5/07

PARKS & RECREATION

8. Enhance Community Park Space

Generally, the community expresses a desire to maintain the existing parks. However, concerns with the condition or lack of restrooms, shade trees, and lights were expressed. The layout and design of the parks are oriented towards youth sporting and active recreational opportunities rather than passive or reflective adult oriented activities. Some park space should be set aside and developed to provide walking, sitting, and reflecting area to enjoy the open and natural environment. The community also desires to work with the school district to allow community use of their open green areas.

As mentioned previously, the Bonneville Park area at the corner of 2nd Street and Monroe Boulevard should become a focal point for the community. As part of the redesign process, a centralized common area ought to be provided for restrooms, concession area, score keeper's box, etc. If this were to occur the entire park layout would need to be modified. The Parks & Recreation Division ought to consider this idea as they review park and recreation needs of the area.

The storm detention needs study has identified both Bonneville and 9th Street parks as detention facilities. These parks will temporarily hold excess storm water in a drainage system that carries water from this area north along Monroe Boulevard to North Street. Storm water will then be piped west along North Street to the regional detention facility just east of Business Depot Ogden near the rail road tracks.

Vision Strategies

- 8.A. Develop passive park opportunities with trees, shrubs, and other amenities for walking, sitting and viewing the natural environment in both Bonneville and 9th Street parks.
- 8.B. Develop a focal point or area in the Bonneville Park at the corner of 2nd Street and Monroe Boulevard (see Vision Strategy 1.A).
- 8.C. Construct or upgrade the restroom facilities adjacent to playground and picnic areas at 9th Street Park.
- 8.D. Re-orient the ball field layouts and develop a centralized common area for Bonneville Park. Provide the needed amenities such as restrooms, concession area, score keeper's box, etc.
- 8.E. Incorporate and build the storm detention facilities into the community parks as they are redesigned. Detention facilities should be integrated into the park space to function as a multi-use project.
- 8.F. Provide the necessary budget to maintain park space as facilities are upgraded and amenities are improved.
- 8.G. Partner with Ogden City Schools to create community activity centers and usable green space areas, as school buildings are remodeled or rebuilt. School green space should be made available for various community needs.

PARKS & RECREATION

9. Develop Links to Open Spaces and Parks with Urban Pathways

There are four schools located within the community that provide a substantial amount of open and green space. The community hopes that they could become community activity centers and possibly be connected using a combination of sidewalks and urban pathways consisting of using portions of the canals that traverse the community.



Picture 11- Example of a pathway marker

Vision Strategies

- 9.A. Connect the open, green, and park space areas within the community with an urban pathway that follows the upper (east) canal.
- 9.B. Develop a secondary loop below the urban pathway using the sidewalk system and canals.
- 9.C. Alignment of these urban pathways should consider potential connections to the East Bench Trail system and Ogden's River Parkway.
- 9.D. 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

10. Enhance the Local Community Corridors

The primary north-south corridor through the Hillcrest/Bonneville Community is Monroe Boulevard. As traffic proceeds north from 12th Street, Monroe Boulevard ascends a hill and upon reaching 9th Street the traveler has entered the residential area of the community. This transition from busy arterial traffic into the community should be noticeably apparent 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 design, lighting, signing, and landscaping become important tools to create the needed visual transition into the community.

There are two main east-west corridors (2nd & 7th Streets) and third minor corridor (North Street) that traverse the community. Because historically much the community was developed using a metes and bounds system of dividing property, many sections of these streets have different pavement widths, or missing curb, gutter, and sidewalk improvements. 7th Street is the most important local corridor and has been identified as the 1st priority street for reconstruction. 2nd and North Street have been identified as second and third priorities respectively.

Vision Strategies

- 10.A. Redesign and install 7th Street to a uniform width and complete the needed street improvements and utilities. 2nd Street and North Street are identified as second and third priorities respectively for redesign or completion of street improvements and utilities (*see typical cross section illustration*).
- 10.B. Recognize Monroe Boulevard as an important community street. Consider the installation of entry landscape medians on Monroe Boulevard in two locations; from 12th Street north to 9th Street; and from North Street south to 2nd Street.
- 10.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 9th and Monroe, 7th and Monroe, and at 2nd and Monroe.

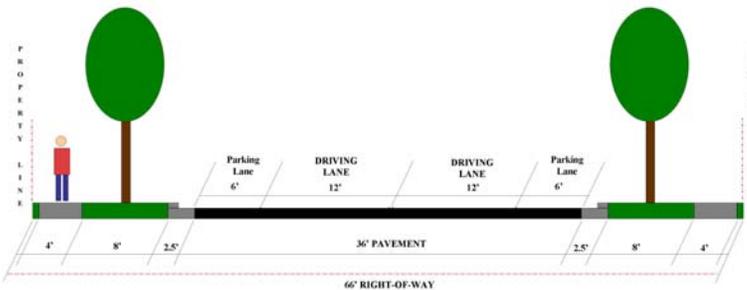


Figure 4- Typical Street Cross Section along the local corridor streets

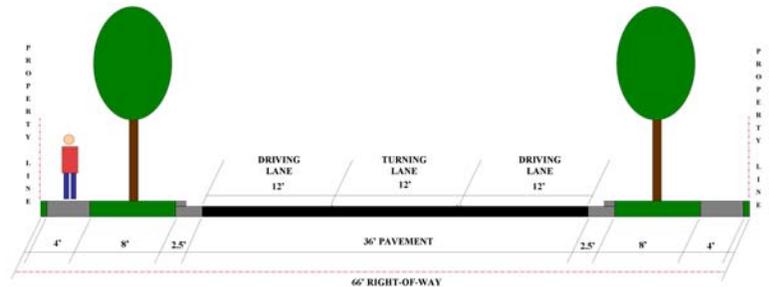


Figure 5- Typical Street Cross Section of where local corridor street intersect Monroe and Washington Boulevards.

TRANSPORTATION

11. Support the 2nd & 7th Street Harrison Boulevard Intersection Improvements (see also the Horace Mann Community Plan).

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

Vision Strategies

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

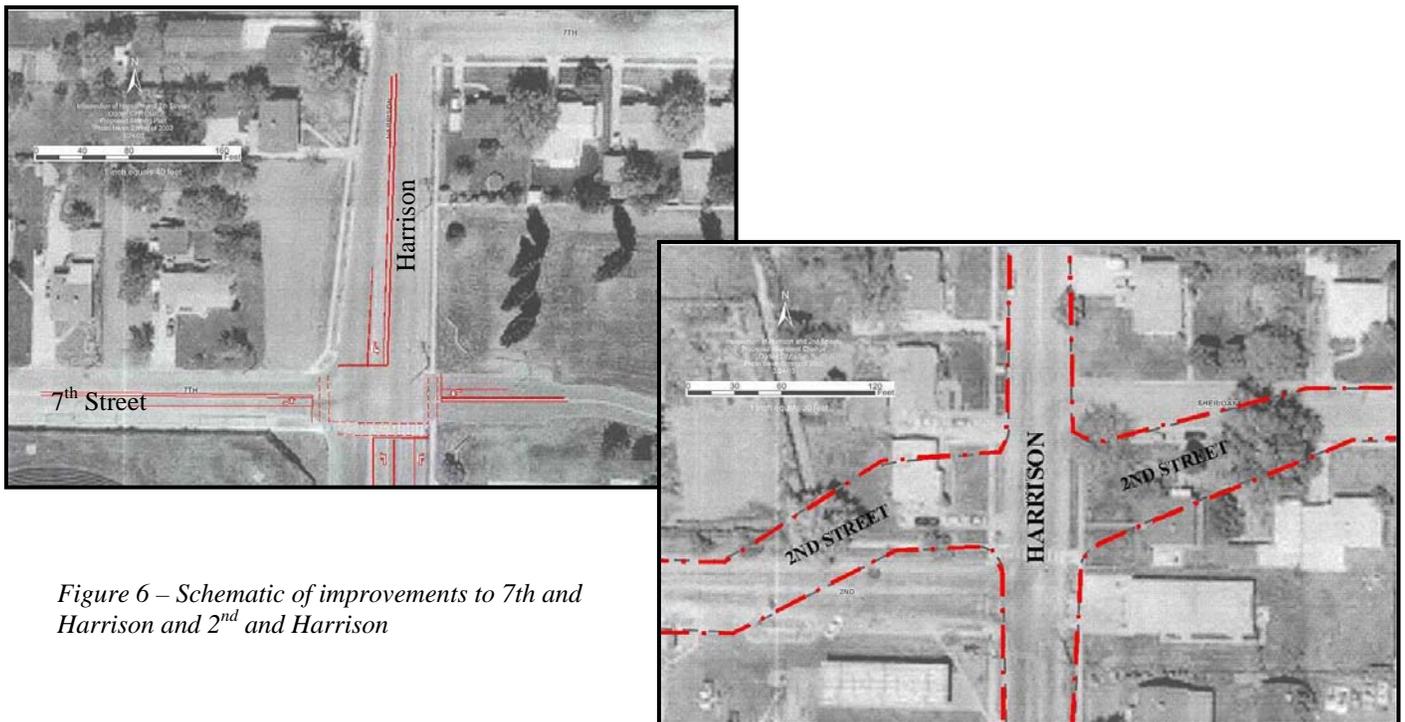


Figure 6 – Schematic of improvements to 7th and Harrison and 2nd and Harrison

TRANSPORTATION

12. Support the Harrison Boulevard Improvements (see also the Horace Mann Community Plan).

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

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

Vision Strategies

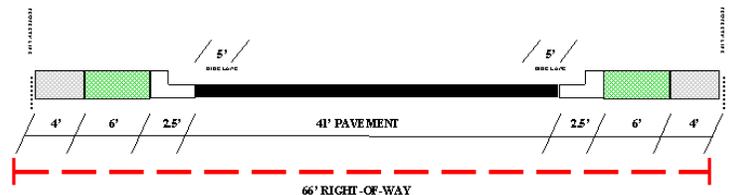
- 12.A. Limit widening of Harrison to a three-lane roadway, two travel lanes with a center turn lane.
- 12.B. Minimize the amount of yard area, if any, to be acquired from homes fronting the street in the widening design of Harrison.
- 12.C. Install and enforce the speed limit signs, particularly from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



Picture 13 – View of homes fronting Harrison Boulevard



EXISTING CONDITIONS



PROPOSED WIDENING

Figure 7 - Schematic of existing and proposed cross-sections for Harrison Boulevard

Vision Strategies

TRANSPORTATION

13. Complete and Maintain Sidewalks & Local Streets

Sidewalks provide safe areas for pedestrians to walk in and through the community. They provide safe areas for children to get to and from school. Most areas of the community have sidewalks. There are areas, however, that need new sidewalks, or repair of damaged walks, to create a continuous safe zone throughout the community. Usage and destination should determine the priorities for sidewalk installation or replacement. Priority sidewalk areas are the walking routes commonly used by children traveling to the schools.

The 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.

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.

- 13.A. Install the sidewalks that function as the primary walking routes to the schools (safe routes to schools priorities).
- 13.B. Install unique sidewalk paving pattern for Community Focal Area at 2nd Street and Monroe Boulevard.
- 13.C. Evaluate creation of a special improvement district to install sidewalks in residential areas not covered by 13.A & 13.B.
- 13.D. Highlight major school crossing areas to slow traffic speeds through these areas.
- 13.E. Recognize that the repair, re-surfacing, and maintenance needs for local roads in this community are long over due. Roadway maintenance or repair schedules should include these roads as a higher priority.

D. Community Plan Objectives

The Hillcrest/Bonneville Community Vision focuses primarily on four topics, Community 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 Hillcrest/Bonneville 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. Community Identity

Objective A- Assign the Parks & Recreation Committee to incorporate a redesign plan in the Bonneville Park for the corner of 2nd Street & Monroe Boulevard. The redesign plan should address the following:

- Improve the visual appeal of the corner
- Create an entry, focal point or feature for the park

Implementation Responsibility

Community Service Department, Parks & Recreation Committee, Mayor, and City Council.

Design Resources:

Parks & Recreation Staff, Planning Division Staff, Local Artists, Weber State Art Program, Utah State University Landscape Architecture Program

Funding Resources:

Capital Improvement Budget, 1% for Art Program, Private Donations, Community Oriented Non-profit Groups

Objective B- Create and implement a code enforcement strategic plan that considers the needs the three prioritized enforcement areas that addresses to the following:

- Establishes a set or sets of neighborhood “norms” for property maintenance & the appropriate parking of automobiles.
- Maintains the appearance or “curb appeal” of yards and buildings.
- The removal of junk vehicles.

Implementation Responsibility

Code Enforcement Officers, Mayor, and City Council.

Resources:

Planning Division Staff, Neighborhood Development Staff, Neighborhood Councils, Hosting Neighborhood Charrettes.

2. Land Use Vision

Objective A.1- Consider rezoning the area of the former Sherwood Market site to R-1-6, as described in the Community Vision. Additional densities or allowance for retail uses are to be approved as part of the Conditional Overlay process.

Implementation Responsibility:

Planning Commission and City Council

Resources:

Planning Division Staff

Objective A.2- Rezone the R-2 areas to a single-family designation to prevent additional single-family to duplex conversions.

Implementation Responsibility

Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff

Objective A.3- Consider rezoning from R-3 to R-1-6, the single-family and duplex units along 1st Street, Cook Street, and 2nd Street near Jefferson and Adams.

14.D Hillcrest/Bonneville Community Plan

Implementation Responsibility

Planning Commission, Mayor, 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, Mayor, 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:

12th Street:

- Determine the appropriate land use for the small lots fronting 12th Street
- Determine the appropriate zoning or land use for the residential homes where the local street intersects 12th Street.

Washington Boulevard:

- Determine the appropriate zoning and use for the existing homes along Washington Blvd.
- Utilize zoning to encourage commercial to remain or be moved into the existing centers at 12th & Harrison, 12th & Washington, and at 5-points.
- Where appropriate, higher density residential development should be developed by combining the small lot parcels and redevelop the old strip commercial and residential sites and buildings.

Implementation Responsibility

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

Resources:

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

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

Implementation Responsibility

Mayor and City Council

Resources:

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

Objective E- The parcels at the southeast corner of Washington and North Street should be combined (except the Cook Manor Subdivision) and developed as a center or complex rather individually. Zone changes could be made once the parcels are combined and the area developed as a single project (minimum five acres) through the Conditional Overlay process.

Implementation Responsibility

Planning Commission, Mayor, and City Council

Resources:

Private property owners & development entities

3. Parks & Recreation Vision

Objective A – Develop the following improvements for Bonneville and 9th Street Parks:

Bonneville Park

- Redesign ball field layout
- Install concessions area
- Integrate detention facility
- Provide walking trail around fields

14.D Hillcrest/Bonneville Community Plan

- Provide shade trees around pavilion, playground, and walking trail
- Enhance corner at 2nd Street & Monroe Boulevard
- Provide passive park amenities
- Install street trees along Monroe Boulevard

9th Street Park

- Provide a large open area for multiple use activities
- Provide shade trees around pavilion and playground areas
- Provide passive park amenities
- Create a welcome feature through the use of landscaping, signage, and other design features along Liberty Avenue.

Implementation Responsibility

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

Resources:

Capital Improvement Program, Gomer Nichols Trust Fund

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

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

Implementation Responsibility

Mayor and City Council

Resources:

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

4. Transportation Vision

Objective A – Complete the intersection improvements for 2nd and 7th Streets, as depicted in the Community Vision.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff

Objective B – Complete the reconstruction and corridor improvements as depicted in the Community Vision. 1st Priority being 7th Street, 2nd Priority being 2nd Street, and 3rd Priority being North Street

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program, Planning Division Staff

Objective C – Install the entry medians on Monroe Boulevard; 12th Street north to 9th Street and from North Street south to 2nd Street.

Implementation Responsibility

Engineering Division, Mayor, and City Council

Resources:

Capital Improvements Program

Objective D – Continue to plan and secure funding for widening and improvement of Harrison Boulevard, as outlined in the vision strategies, with a completion goal of 8-10 years.

Implementation Responsibility

Engineering Division, Planning Commission, Mayor, and City Council

Resources:

Planning Division Staff, B & C Road Funds

Objective E – The City considers ways to construct the missing links of sidewalk system, as depicted in the Community Vision.

Implementation Responsibility

Engineering Division, Mayor, and City Council

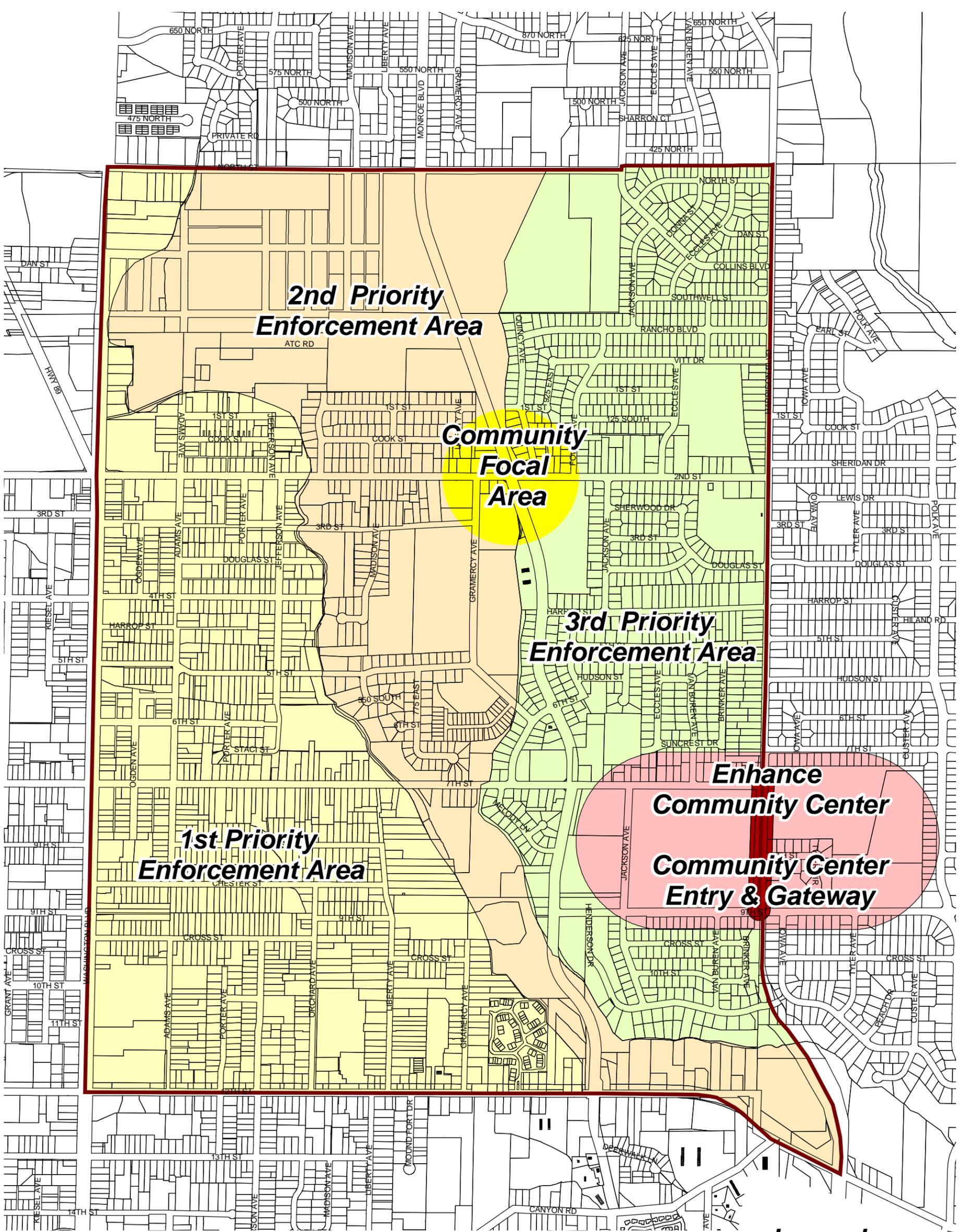
14.D Hillcrest/Bonneville Community Plan

Resources:

Special Improvement District, Capital
Improvement Program

Adopted 2/17/04 – Ord. 2004-5

Amended 5/17/07 Ord. 2007-25

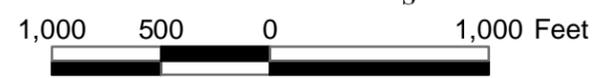


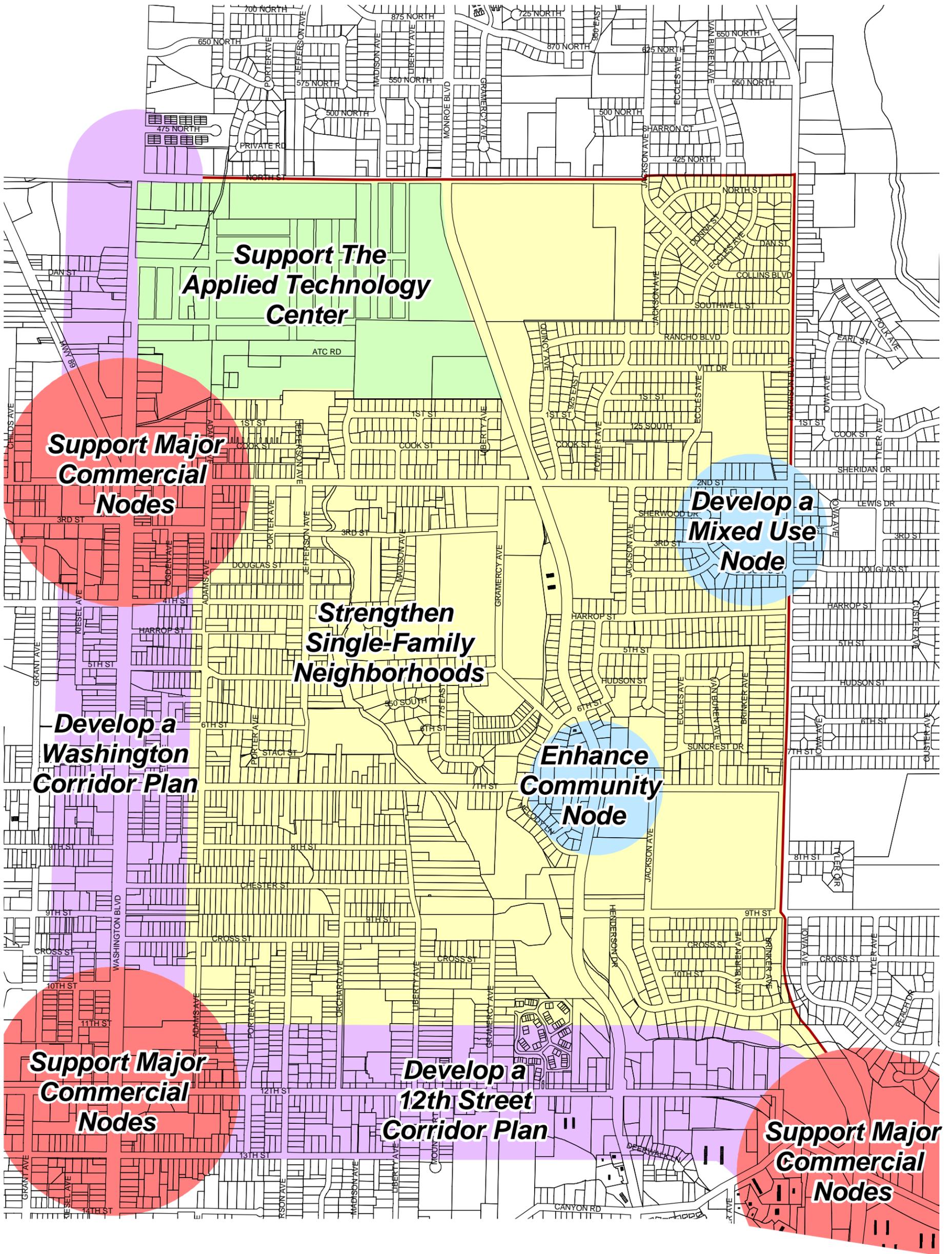
Legend

 Community

Hillcrest/Bonneville Community

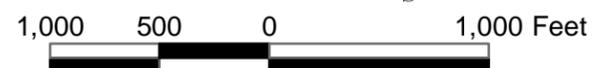
Community Vision - Community Identity Map

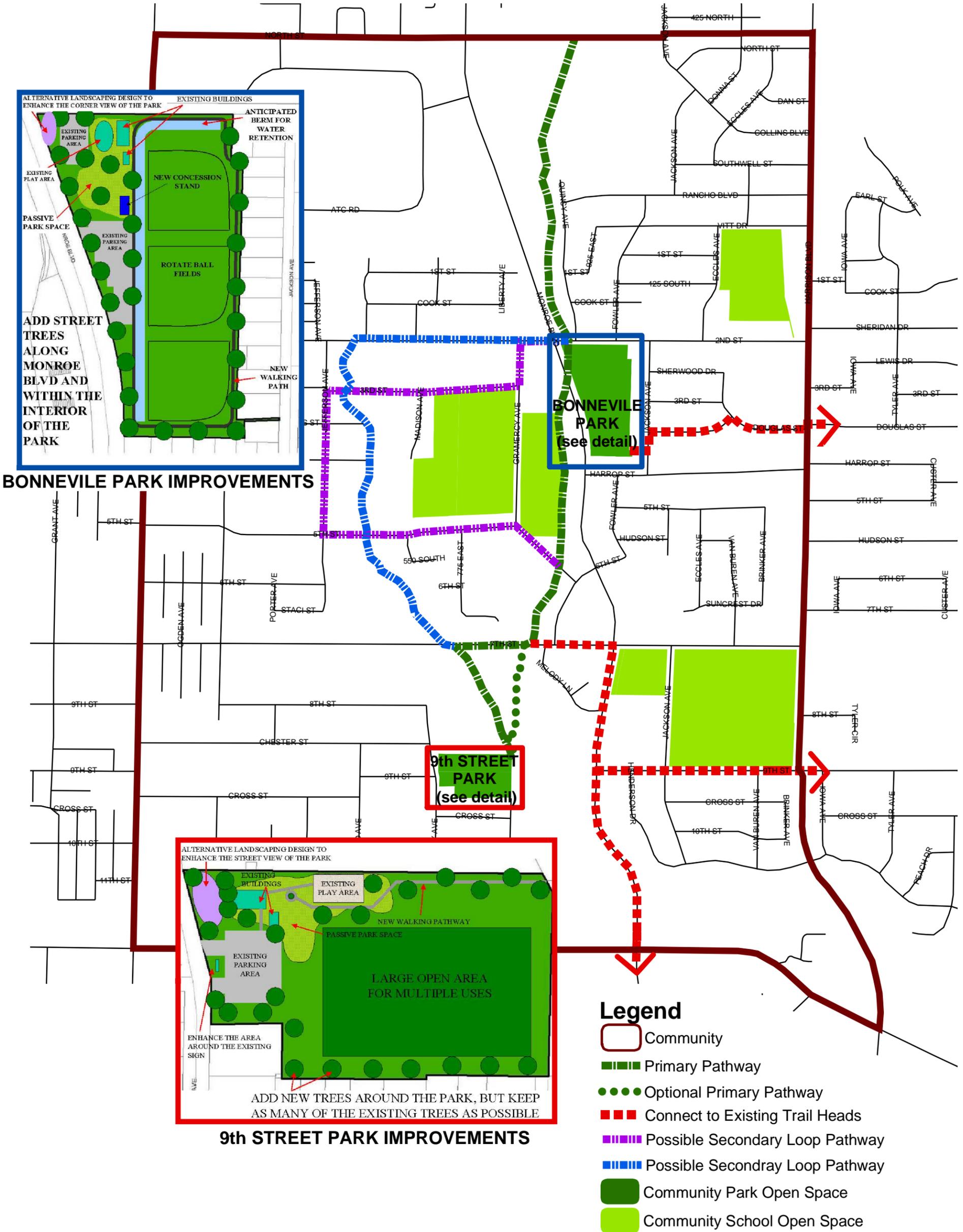




Hillcrest/Bonneville Community

Community Vision - Land Use Map

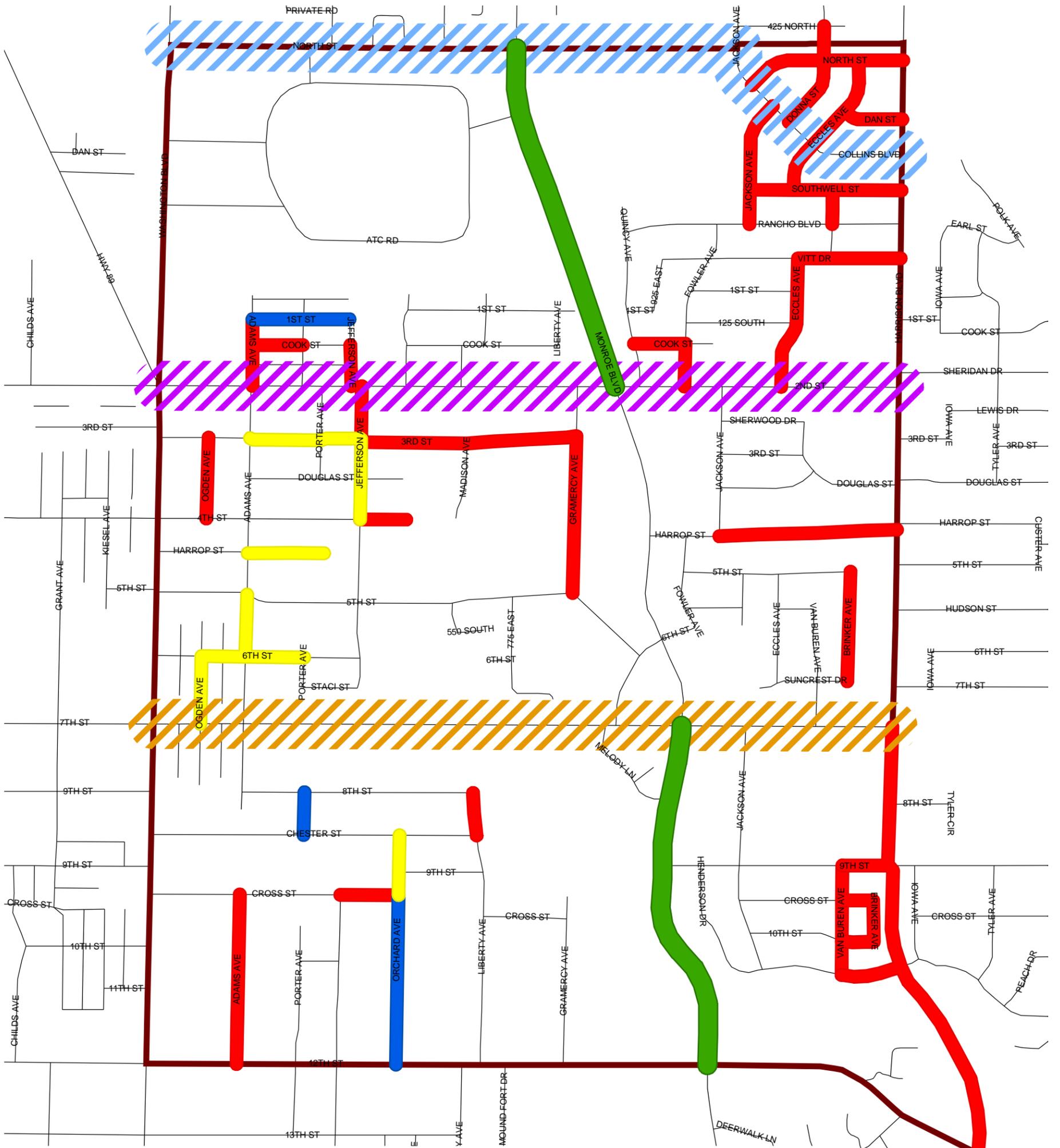




Hillcrest/Bonneville Community

Community Vision Community Parks/Schools Open Space





Legend

Community

Local Corridors

7th Street Corridor - First Priority

2nd Street Corridor - Second Priority

North Street Corridor - Third Priority

Monroe Blvd Improvements

Local Street Improvements

Missing Sidewalks

Missing Curb & Gutter

Missing both Sidewalks and Curb & Gutter

Hillcrest/Bonneville Community

Community Vision - Transportation Map

