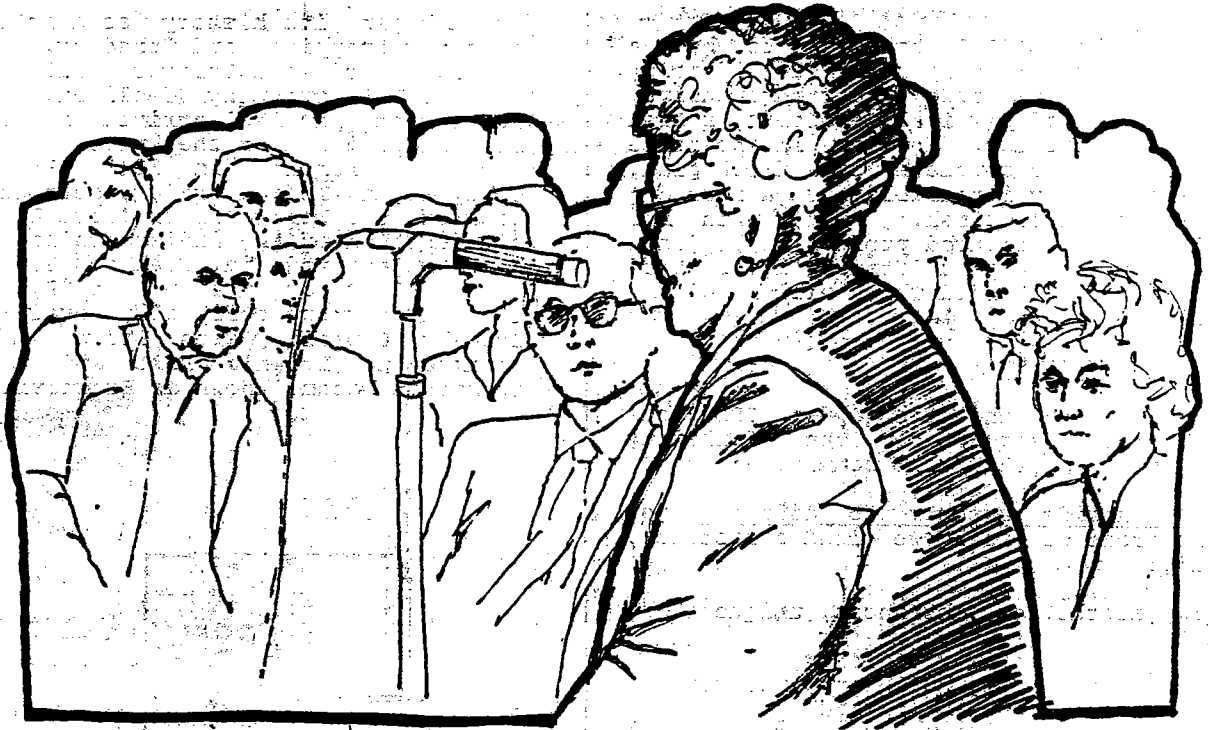


# Ogden City

## CENTRAL BUSINESS DISTRICT



# R/UDAT

*Regional/Urban Design Assistance Team  
of the American Institute of Architects*

**INTRODUCTION**

**R/UDAT Program**

The Urban Planning and Design Committee of the American Institute of ARCHITECTS has been sending design assistance teams to various American cities since 1967, to deal with environmental, urban and rural problems. These have ranged in scale from a region to a small town, and in type from recreational areas to public policy and implementation methods.

The team is formed at the request of a local AIA Chapter and supporting community leadership. Each regional/urban design assistance team (R/UDAT) is specially selected to include professionals experienced in the particular problems in the area under study. Members are not compensated for their service, and they agree not to accept commission for their work resulting from their recommendations.

**Purpose**

The purpose of the R/UDAT team is to help a community solve problems and identify opportunities. This review is comprehensive, covering matters of physical, economic, social and political importance. However, in no sense is its aim to offer a complete nor a final plan. This would be totally impossible for a four day R/UDAT team to accomplish. Yet, with the talents of seven experienced professionals drawn from throughout the United States, it is hoped that some light can be shed which will be of use to Ogden City.

**CHARGE TO THE R/UDAT TEAM**

The city of Ogden and the Ogden CBD focus committee have requested the following assistance from the AIA R/UDAT committee:

To provide outside experts to address major problems in areas we feel we need assistance, specifically:

- a. Image: aesthetics, entrances, unique identity;
- b. Management: tenant mix/searches, dilapidated and empty buildings, maintenance of buildings;

*"I disagree that image is the big issue. Either I'm living in a vacuum, or they're living in the past!"*  
*"In the 11 years I've lived here, Ogden's worked for and built the Ogden Mall, restored the Radisson, started 25th Street, built the YWCA and Human Services. We have every opportunity to access government, an ideal system of government."*  
 — Di Allison

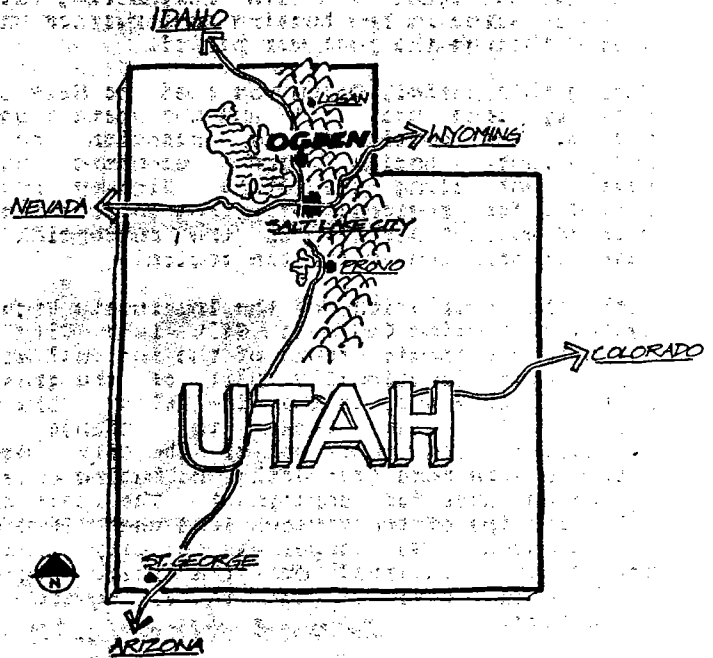
- c. **Economics:** Are we too dependent of government? What other alternatives are there?
- d. **Transportation:** Access to the CBD, need or lack of need for one-way streets, parking strategies.
- e. **Finance:** Suggestions for financing beyond those already used by the City.
- f. **Tourism:** What ways can entice more tourists?

**To develop the beginnings of a CBD Plan:**

- a. Tie together the government, retail, and historic parts of the CBD (see map).
- b. Use outside experts to help us focus on constructive and positive actions to enhance our CBD.
- c. Evaluate the work that has already been done.

**BACKGROUND**

Ogden began its history as a settlement servicing fur trapping and trading. Names such as Ogden, Weber, and Bridger all came from this period. As trapping declined, exploration and settlement parties arrived in the area. The most significant of the parties was headed by John C. Fremont, in 1843. In 1844-45, Miles Goodyear, an Indian trader, settled on the east bank of the Weber river (Fort Buenaventura) at the junction of two Indian trails. In 1847 the Mormons arrived in Utah and Goodyear sold his fort to them for the sum of \$1,950. In March 1848 the Mormons officially moved into the fort, led by Captain James Brown. The fort was renamed to Brown's Fort and the settlement around it became known as Brownsville.



A flood along the Weber river in 1850 caused the Fort and the surrounding settlement to be relocated. It was at this time that the settlement took on the name of Ogden. In 1851 the City of Ogden was incorporated. By the 1860's businesses had begun to be established in the City. Jonathan Browning, James Horrocks, Arthur Stayner, William Piddock and Samuel Horrocks had all opened commercial businesses. Ogden was becoming a supply center for the surrounding agricultural areas. It functioned as an independent service unit for the surrounding area with its main supply tied to overland routes to Salt Lake City.

In 1869, the Union Pacific railway building from the east and the Central Pacific building from the west met near Ogden at Promontory, Utah in the famous Golden Spike Ceremony on May 10, 1869. This new form of transportation was about to transform Ogden from an agriculture supply center to a railway center. Ogden's population began to grow almost doubling every decade until 1900. With the coming of the railroad, opportunities as well as liabilities for Ogden also increased. Some of the "colorful" elements of society established themselves along 25th Street, which established and maintained the character of the street through the 1950's.

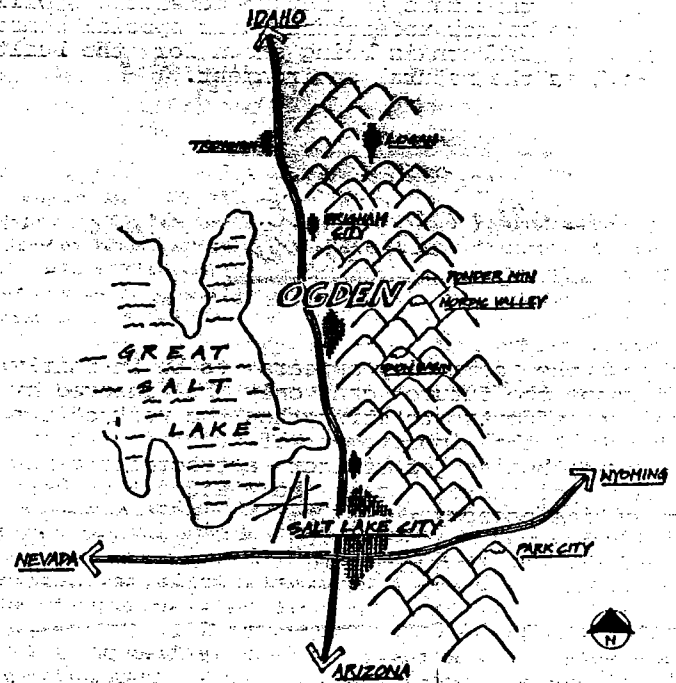
Ogden continued to serve as a major rail center through the 1920's. The depression of the 1930's affected Ogden in much the same fashion as the rest of the nation. The New Deal public works projects initiated by Roosevelt provided Ogden with not only needed jobs, but also some lasting landmarks, e.g. the Municipal Building, the Forest Service Building, and the Ogden High School.

When World War II began, Ogden was rescued from its economic hardships and became a center for defense installations. The Ogden Arsenal, Hill Air Force Base, Utah General Depot, and the U.S. Naval Supply Depot at Clearfield created many war jobs and a major demand for housing. As a consequence, Ogden and its neighboring cities began a surge in new housing construction which lasted through the post war period.

During this period, Ogden was tied to Salt Lake City by both the rail and the state highway system, but continued to function as an independent social and economic unit. Development along the State Highway system provided for regional comparison goods shopping with "downtown" serving as the commercial and institutional center for the region.

With the completion of the Interstate Highway system connecting Ogden to Salt Lake City and the strong economic growth of the regional area, Ogden became functionally part of the greater Salt Lake City area in the mid-1960's. This new relationship also began to change the composition and function of the City. Ogden Citizens were more frequently commuting outside the Ogden area for employment. The functional relationships of the various land uses in Ogden also changed. No longer was the City oriented toward the railroad or the state highway (Washington Blvd.), but rather toward the Interstate.

*"I think Ogden is the  
best-kept secret in the State"  
-Dutch*



*salt lake city/ogden regional map*

Another phenomenon was occurring at this time throughout the United States in retail marketing. Major national "chain" stores were being established and new "regional malls" were coming into being. The shopping patterns shifted from the traditional downtown core to suburban centers. Ogden was faced with the dilemma of building a new shopping center on the urban edge or rebuilding its core into a regional shopping center. Unlike many communities throughout the United States Ogden had the vision and fortitude to rebuild within its core area, thus maintaining the city center as the major focus of the community.

Despite all of the efforts that Ogden has made to insure the economic health of its core area, decay of the traditional functions continued to occur. Our charge over the past few days has been to investigate the reasons and to present our recommendations to the community in this report.

In order to evaluate the situations which exist and understand their depth and interrelations we began our investigation with an evaluation of the communities assets and liabilities.

