OGDEN CITY: REINVENTING THE RAILS
MERGING WEST AND EAST
The Fall 2018 urban design studio project, led by the USU LAEP Department, engaged in analysis, conceptual design and illustration of the selected sites along the west side of Ogden between the Ogden and Weber Rivers. It investigated how the railyard and the rivers relate to the City of Ogden, and how these areas have the potential to enrich the city’s identity by improving existing districts and creating new ones. Landscape architecture brings a view of natural systems and how they can be integrated with industrial land uses in an urban context. The students played a key role in defining the railyards and the Weber and Ogden Rivers. We recognize the significant challenges and potential associated with the Ogden and Weber Rivers and the railyard. Challenges for the rivers include their biological health, riparian areas, flood issues, trails, and recreation programming. The Union Pacific railroad isolates and limits connections of Ogden with the Weber River, West Ogden, and the rest of the county. Wall Avenue also isolates and limits connections and pedestrian circulation patterns between the east and west sides. The Weber and Ogden Rivers show great potential to be the catalyst for change and identity for the city, and Union Station is a great source of historic identity for new development.

Scope of Work

Focus

The Fall 2018 urban design studio project led by the USU LAEP Department engaged in analysis, conceptual design and illustration of the selected sites along the west side of Ogden between the Ogden and Weber Rivers. It investigated how the railyard and the rivers relate to the City of Ogden, and how these areas have the potential to enrich the city’s identity by improving existing districts and creating new ones. Landscape architecture brings a view of natural systems and how they can be integrated with industrial land uses in an urban context. The students played a key role in defining the railyards and the Weber and Ogden Rivers.

Challenges and Opportunities

We recognize the significant challenges and potential associated with the Ogden and Weber Rivers and the railyard. Challenges for the rivers include their biological health, riparian areas, flood issues, trails, and recreation programming. The Union Pacific railroad isolates and limits connections of Ogden with the Weber River, West Ogden, and the rest of the county. Wall Avenue also isolates and limits connections and pedestrian circulation patterns between the east and west sides. The Weber and Ogden Rivers show great potential to be the catalyst for change and identity for the city, and Union Station is a great source of historic identity for new development.
Ogden is situated between the Wasatch Front and the Great Salt Lake in northern Utah. It is the largest city in Utah, north of Salt Lake City. Ogden’s proximity to recreational attractions provides opportunities to reinvigorate its core as “Crossroads of the West.”

The project area encompasses the core area of Ogden roughly from 15th Street downtown to 3rd Street, and from Interstate 15 (I-15) in the west to Washington Avenue in the east. The central business district, southern West Ogden as well as the site of the confluence of the Ogden and Weber Rivers all fall within the project scope.

As a class, the project area was broken into six different districts, each with unique challenges and opportunities:

- **River Rail** looked at the railyards as future land for development and their interaction with the river.
- **Bluff** addressed the West Ogden landfill and improving the livability of West Ogden.
- **River West** worked on the 24th Street interchange, the developing West Ogden Exchange, and other economic opportunities for West Ogden north of 24th Street.
- **Gateway** dealt with the confluence of the Ogden and Weber Rivers and the 21st Street corridor into the city.
- **Ballpark/Warehouse** looked into redeveloping around Lindquist Field, and restoring energy and life into the area between downtown and the Ogden river.
- **25th Street** worked on ways to continue building on the successes of the historic 25th Street mercantile district.

Throughout the project, four major themes presented themselves for each team to address as they came up with a consensus for design:

1. Ecosystem Arteries
2. Growing Population
3. Divided City
4. People Patterns
OEOSYSTEM ARTERIES

Ogden is a critical connection between two habitats. The Wasatch Mountain habitat to the east and the Great Salt Lake habitat to the west are linked by the Ogden and Weber Rivers. The remarkable juxtaposition of the Colorado Plateau and the Great Basin along with its two distinct rivers makes for a truly unique urban area and important ecological and recreation corridor.

GROWING POPULATION

Ogden is at the crux of great population challenges. Utah as a whole is growing at an incredible rate. The state is expected to double in population in the next fifty years on top of the current housing deficit of 40,000 homes. This creates opportunities, but also challenges such as homelessness, perceived safety, strain on resources, and need for density. Each team addressed these important issues in their designs to help Ogden through its “growing pains.”
DIVIDED CITY

Ogden’s urban structure is characterized by a series of north-south divisions and voids. These impinge on movement throughout the city, creating barriers to walking and cycling and imposing potential on the undeveloped spaces between them. Teams proposed three divides to create a more holistic Ogden and to better connect east and west.

Where people live, work, and recreate generates a unique imprint on the city. Long north-south stripes of similar uses create a striation of zoning. Most residents live in the foothills of East Ogden. Commercial activities occur along major arterials such as Wall Avenue and Washington Boulevard. Industrial uses run parallel to the rails and I-15. This striping effect on the land prevents diversity and creates a higher dependence on the automobile. Teams looked to alter these north-south patterns for a more cohesive, mixed-use urban network.

Other patterns can also be revealed from the land use map. Clustered areas of similar uses can heighten or establish "districts" within the city. These districts give unique flavor to the city and provide a framework for future growth and user needs.

PEOPLE PATTERNS

Technical College Cultural District
2nd Street Commercial District
Education Cultural District
North South Industrial District

Weber State Cultural District
4200 South Commercial District
Riverdale Commercial District
City Water Civic District

City Hall Civic District
Downtown Commercial District
LDS Temple Cultural District
Exchange Industrial District

Industrial District
Commercial Residential
Civic Cultural
(Education/Religious)

UNION STATION
EVOLUTION OF OGDEN

NATIVE AMERICANS (PRE-SETTLEMENT)
Weber Utes live at the strategic confluence of the Weber and Ogden Rivers. Wide flood plains make for an ecologically diverse valley.

RAILS AND ZION (1880’s)
The early city develops around the first railroad spur giving it a unique identity as a combination of a Plat of Zion and railroad town.

EXPANSION (1920’s)
Ogden expands around an even expanding railroad. With Union Station at the heart, rail spurs feed the various businesses and industries around the city.

AUTOMOBILE (1940’s)
The construction of I-15 brings regional connections north to south but also introduces sprawl to the city. 21st and 31st Street become priority over 24th Street.

SUBURBAN FLIGHT (1960’s)
As more people flee the city center, buildings are torn down for parking and sprawl continues. Landfills alter the landscape and the rivers are channelized and reshaped.

RENAISSANCE (1990’s)
Railroads begin to be removed. The introduction of Frontrunner and other improvements begin the redevelopment of vacant parcels and the revitalization of the city.
Parti is a French word meaning ‘decision taken’ and is used in design to simply express form and design intent. Although divided into six districts, our design intervention and parti development occurred holistically to ensure cohesiveness throughout the design of the masterplan. A series of seven subjects and proposed changes helped give direction for the development of design. The collaborative process ensured a uniform and connected class parti.
As Ogden continues to grow, and with increased density in the city core, circulation will become more of an issue. To ease traffic congestion, special attention was given to the overall circulation network. This proposed circulation scheme will provide more connections to West Ogden and help disperse traffic off of burdened arterials such as Wall Avenue. Proposed roads such as the West Ogden Loop and Lavoie Lane will help complete the urban grid.

**CHARACTER OF PROPOSED ARTERIALS**

- West Ogden Loop
- 24th Street (at interchange)
- Lavoie Lane
- 24th Street (neighborhood)
- Wall Avenue

*Early exploration of circulation options.*
Building a physical model provided a more hands-on approach to the design process. Students and client were able to better visualize patterns and relationships and orient themselves with the site. Building heights, demographics, and uses appeared more clearly than in a masterplan alone. During design development and presentations, the model was used as a resource for referring to specific district areas to help the audience members understand contextual information.
PROCESS

UNDERSTANDING PLACE

DEFINING THE ISSUES AT STAKE

DEVELOPING THE VISION

REFINING THE PLAN

SHARING THE STORY

CREATING AN IMPRESSION

1300 ACRES. 6 TEAMS. 1 UNIFIED VISION

- Identifying the unique strengths of the city.
- Constant change of scales from larger context to site specific.
- Personal site impressions.
- Messy studio = progress?!
- Close collaboration between teams for models and unified master plan.

Client interaction with the models.

Client interaction with the models.

Client interaction with the models.
Stitching East and West

RIVER RAIL
DISTRICT VISION

Transform the Ogden Railyards from a barrier into the urban fabric between central and West Ogden

GROUP MEMBERS:

MIRIA BENNETT
CAMERON BLAKELY
CHANDLER CHRISTIANSEN
TONYA RANDALL
DESIGN PRINCIPLES

CONNECTIONS TO WHOLE
Created by bridging Central and West Ogden to provide opportunities for mixed-use and outdoor recreation.

DENSITY & MIXED-USE
Realized through increased and diverse housing and commercial opportunities by extending the city grid.

ECOLOGICAL RESTORATION AND PRESERVATION
Considered through the creation of city greenspace and the remediation of the railroad brownfield into a healthy wetland ecosystem.

HISTORIC EMPHASIS
Preserving and accenting historic structures like the Union Station and the proposed sister parks - Turntable Park and Silo Park.

ALTERNATIVE TRANSIT MODES
Design of the pedestrian Golden Spike Greenway, the 25th Street Bridge, and condensing the rails to provide a new and more accessible Frontrunner station.

ARTISTIC EXPRESSION
Expressed through the creation of open spaces and by designing to preserve the artistic character of Ogden.

SITE OVERVIEW
Both the historic Fort Buenaventura and the surrounding open spaces are located in major floodplains. During major flooding, toxins are carried from brownfield sites such as the West Ogden Landfill and Union Pacific property downstream to other ecologically sensitive areas.

Commonly Found Toxins on Railway Sites
- Arsenic (herbicide to control weeds)
- Metals and constituents of oil or fuel
- Creosote (used to preserve wood ties)
- Coal ash from engines
- Polynuclear aromatic hydrocarbons

Regulatory Flood
100 year Flood
500 year Flood
Site of Contaminants

Site
1/4 MILE
1/2 MILE

EDUCATION
HEALTHCARE
PARKS
SAFETY

PROXIMITY TO AMENITIES

Proximity to amenities, such as education centers and parks, can be a good way of measuring equitable opportunities for citizens and areas that should be targeted for improvements. Looking at a 1/2 mile and 3/4 mile walking radius around each amenity creates a release of wellness and opportunity. The vast amounts of amenities are found on the western side of Ogden. Ogden’s underserved and stronger links across the重任 can help to provide access for residents.

RIVER ECOLOGY

PROXIMITY TO AMENITIES

RIVER RAIL

Stitching East and West

Dequindre Cut Greenway, Detroit
Promenade Plantee, Paris
Three Rivers Heritage Trail, Pittsburgh

RESTORATION PRECEDENTS
This masterplan development begins with the major consolidation of rail lines and the relocation of Frontrunner. This opens up new land for both river remediation and urban development. Greenways, parks, and mixed-use development make for a walkable and diverse community.
NEW URBAN STRUCTURE

Stitching East and West

RIVER RAIL

NEW URBAN STRUCTURE

Building Figure Ground

Building Height

Streetscapes

District Uses

Open Spaces

Existing

Proposed

Mixed-use development on either side of tracks to bring Ogden together.

Density builds around Union Station to frame and accent the historic landmark and to help offset the cost of rail consolidation. Setbacks help create a more pedestrian feel despite building heights of seven or more stories.

Current district uses and slopes transition north and south into existing development for a more seamless urban fabric.

Range of housing types including affordable and subsidized housing.

Variety of density types to accommodate for singles, families, and elderly.

Convenient access to open spaces and trail networks.

Mixed-use, TOD development with housing, retail, and office space.

Flexible programming of spaces (live/work, co-work, and startup spaces).

Centered on Union Station to reflect railroad history.

Iconic structures to create a sense of place and identity.

Convenient access to Frontunner and other transit networks.

Transition to tech/industrial uses.

Job training and entry-level job opportunities provided.

Active and passive recreation.

Fort Buenaventura Village to create a sense of place within the park and draw more users.

Riverfront community.

Interpretative signage.

Remediated Brownfields.

Wetlands.

Urban Open Spaces.

Trails, Sidewalks, Plazas.

Urban Open Spaces.

WALL AVENUE

LAVOIE LANE

ALLEY/MEDBLOCKS

High

Low

Range of housing types including affordable and subsidized housing.

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Urban Open Spaces.
Wall Avenue would be narrowed and converted to carry one-way traffic. Future road west of Union would complete the couplet.

**Wall Avenue Realignment**
- Better connection with Union
- Maintained capacity on realigned Wall Avenue
- Difficulty continuing profit for development
- High traffic speeds

**Narrowed Two-Ways**
- Wall Avenue would be narrowed but kept as two-way. Road west of Union would serve as a secondary two-way route.

**Underpass**
- Wall Avenue would be realigned around Union to better connect to 25th.
- Better connection with Union
- Maintained capacity
- Slower traffic
- Reduced efficiency
- Probability of congestion

**At-Grade Crossing Only**
- Wall Avenue would be kept intact. A woonerf (at grade crossing) would be added at 25th for improved pedestrian connectivity. Road west of Union would act as a bypass.
- Better connection between Frontrunner, Union, and 25th
- Slower traffic
- Cost effective
- High speeds

**Combining Alternatives**
- Better traffic flow
- Higher traffic speeds
- Lack of precedent in Ogden
- Union remains disconnected

**Recommendations**
- Right-in/Right-out

**Pros**
- Better traffic flow
- Maintained capacity on realigned Wall Avenue
- Difficulty continuing profit for development
- High traffic speeds

**Cons**
- Higher traffic speeds
- Disconnection from businesses
- Lack of precedent in Ogden
- Union remains disconnected
With the realignment of the Frontrunner tracks, the old corridor can be converted into a fifty-foot-wide greenway extending south from Confluence Point to Silo Park. Specialty paving at raised street crossings and pedestrian crossing, street trees, and regular openings to larger green spaces create a sense of rhythm and unique character for the districts that the greenway passes through. Garden markets, community gardens, shopping, and housing create a ribbon of activity through the railyard development.

PRECEDES

1. Greenway along Frontrunner
2. Greenway at Turntable Park
3. Greenway at Union Promenade
The creation of the Union Station Promenade is intended to link 25th Street, Union Station, and Fort Street and then cross the tracks via the 25th Street Bridge into West Ogden. The identity of the promenade is defined by spaces for interacting, eating, and sitting. Most importantly, this is a unique space for artistic expression that matches the vibrancy of 25th Street. Retail and mixed-use storefronts bring life to this extension of 25th Street during the day, while artistic performances and local residents create a vibrant and safe area for the night time.
Silo Park Neighborhood, built around the existing silos at the south of the River Rail District, anchors the southern end of the Goldenspike Greenway. Framing the park are spaces for clean industry, venues for non-profit outreach for homeless residents, and Section 8 affordable and subsidized housing. Entry-level job positions and job training facilities help targeted citizens trying to get on their feet.

Build on the same site as the original north turntable and roundhouse, the new Turntable Park is an anchor along the Goldenspike Greenway. Nine paths converge at the turntable pond alluding to the original nine rails meeting in Ogden. The “roundhouse” event space allows for flexible programming and the turntable serves as a retention basin, educational centerpiece, and visual amenity.

Turntable and roundhouse

Industrial character

PRECEDENTS

Source: Premier’s Design Awards
Source: Classic Trains Magazine
Source: Photographe Mode Paris
Source: Mill Creek Tourism
Source: Business Den
Source: Zhuanlan

SCALE: 1” = 80’

SCALE: 1” = 50’
Fort Buenaventura not only deals with frequent flooding but is also home to the historic Miles Goodyear Fort. By introducing a new stream with meanders and greater wetland area, the Weber River can be allowed to flood with minimal property damage. A bioremediation plan is necessary to deal with the toxins left behind by the rails. During this remediation, the Village Center will be bolstered with features such as a kayak launch, more camping, educational signage, and boardwalks to attract a larger user base to the park.
PHASING

PHASE 1
Development starts with the consolidation of rail lines and the relocation of the Frontrunner to align with Union Station. River remediation begins in this phase.

PHASE 2
24th Street is widened and connected early into a newly extended grid system. This sets the framework for future development. Fort Buenaventura Village comes online late in this phase.

PHASE 3
Development continues north and south of the Union Station Promenade. Wall Avenue is converted into a boulevard, and the West Ogden Loop is built to mitigate traffic congestion.

PHASE 4
Grid framework is completed at this point. The 25th Street pedestrian bridge is built near the end of this phase. Parks anchor either end of the Golden Spike Greenway.

PHASE 5
The Crossing Development completes the connection between central and West Ogden. All trails and greenways are finished and connected to the greater system. River remediation efforts wrap up in this phase.

PHASING SUMMARY

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DISTRICT VISION

Build on West Ogden’s unique identity to create a diverse, prosperous, and safe community and transform West Ogden into the city’s greatest opportunity

GROUP MEMBERS

TIMOTHY HENDERSON
CONNOR HILLMAN
TOMMY SMITH
Realized through safe and engaging areas where people can congregate

Increased connectivity to Ogden and surrounding districts to bring energy and vitality to West Ogden

Provided residents of West Ogden with a variety of amenities and opportunities to live, work, and play

Generated through catalyzing great ecological assets and ensuring that they are tended to by the community

Blended existing industry into new community developments to encourage a vibrant identity

Elevated above the rest of Ogden, the Bluff district offers unique opportunities and constraints. Bluff has often been the site of underserved citizens and environmental neglect. District anchors include the historic Ardent Mill, decommissioned landfill, and the West Ogden City Park. With a one-of-a-kind identity and room to grow, the Bluff is set to transform West Ogden.
IDENTITY

THE BLUFF
Building Identity

ZONING AMENITIES CONFLICTS

- Most of the site is composed of low density, single family units.
- Limited commercial opportunities.
- Industry frames the borders of the neighborhood.

- The active industrial zone conflict with the surrounding neighborhood.
- The noise and traffic of the industry must be mitigated.

OGDEN ETHNICITIES

- 35.6% Hispanic
- 62.1% White
- 2.3% Other

WEST OGDEN ETHNICITIES

- 32.6% Hispanic
- 61.4% White
- 6% Other

Ogden Population: 86,709
- 45,066 Masles
- 41,643 Females
- Annual Median Income: $44,381

West Ogden Population: 1,382
- 760.1 Males
- 621.9 Females
- Annual Median Income: $25,441

- There is a large disparity between the amount of amenities compared to west Ogden.

IDENTITY

ANALYSIS

The site has the following characteristics:

- Residential and industrial uses
- Industrial traffic
- Park opportunities
- Lack of services
- Limited commercial opportunities
- Industry frames the borders of the neighborhood.
- The active industrial zone conflict with the surrounding neighborhood.
- The noise and traffic of the industry must be mitigated.

SKYLINE

- LDS Temple
- Union Station
- Canyon Municipal Building

OGDEN POPULATION:

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- 45,066 Males
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AMENITIES

- Lack of services

CONFLICTS

- Industry frames the borders of the neighborhood.
- The active industrial zone conflict with the surrounding neighborhood.
- The noise and traffic of the industry must be mitigated.
West Ogden is isolated from the rest of Ogden City. With the proper use of the design principles, the barriers that isolate West Ogden can become the elements that make the community a protected place. The existing residents and a spirit of diversity can continue to live and grow in this part of the city.

West Ogden is developing in and around the Bluff District. The energy from each of the developments will feed into creating a self-sustaining center for West Ogden.
With the majority of new homes in Utah being priced above $300,000, there is a great need for more affordable housing, especially for first-time home buyers. Through careful infill and densification in key areas, West Ogden (which has historically been an affordable area) can remain affordable and accessible to the current and future residents. The majority of proposed homes are single family units, helping to preserve the character and affordability of the neighborhood. Higher density will be sparingly introduced near Observatory Park and near the active industrial buildings. Higher density acts as a buffer between the neighborhood and industrial uses. These housing implementations allow more residents to live near the improved Observatory Park while maintaining the unique sense of place found in West Ogden.

<table>
<thead>
<tr>
<th>Existing Units</th>
<th>Units Lost</th>
<th>Units Added</th>
<th>Total Units</th>
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</thead>
<tbody>
<tr>
<td>358</td>
<td>40</td>
<td>300</td>
<td>618</td>
</tr>
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**Housing Diversities**

- Single Family Housing
- Medium Density Housing
- High Density Housing

**Infrastructure Improvements**

- River widening and restoration
- Pedestrian bridge to 25th Street
- Miles Goodyear Park improvements
- Riverfront access and amphitheater
- Bike and ropes course rental
- Pavilion
- Observatory tower
- Road into Fort Buenaventura
- Formal trails
- Solar farm
- Wetland boardwalk
- Wetland restoration
- 24th Street improvements
- Connection from 24th Street to civic center
- Relocated food bank with urban agriculture
- New library and elementary school
- Residential infill
- High density housing
- Native plantings
- Pedestrian bridge to residences
- Ropes course
- Preserved historic mill
- Pedestrian bridge to residences
- Wetland boardwalk
- Wetland restoration
- West Ogden Loop

**Master Plan**

<table>
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<th>Existing</th>
<th>Proposed</th>
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<tr>
<td>Scale: 1&quot; = 600'</td>
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**Structure**

<table>
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Historically, 24th Street was the primary entrance into Ogden. By increasing its capacity to meet the growing population and providing for a variety of users including bicyclists and pedestrians, the street can again become an important entryway to the city. Through the introduction of mixed-use along the corridor, 24th Street becomes a vibrant street. These changes bring energy, nightlife, and new amenities to the residents of West Ogden.

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

EXISTING DAILY TRAFFIC: 18,000

PROJECTED DAILY TRAFFIC: 27,000

8' - 9' - 9' - 4' - 4' - 10' - 10' - 10'

82' - 75'

10' - 10' - 8' - 10' - 10' - 12' - 12' - 15'

24TH STREET

SECTION

LOOKING WEST ON 24TH

SCALE: 1" = 200'

Outdoor Eating Areas

Mixed-Use Buildings

Bus stop

Bike lanes

Remodeled motel

Rear lane - light of way

EXISTING DAILY TRAFFIC: 18,000

PROJECTED DAILY TRAFFIC: 27,000

IMPROVED WEST OGDEN PARK

Existing Daily Traffic: 18,000

Projected Daily Traffic: 27,000
The Weber River is one of Ogden’s greatest assets. The River Landing is designed to give the citizens of West Ogden greater access to the river. The amenities from the nearby Miles Goodyear park and convenient river access make this area a popular destination.

The River Landing also serves as a key point for river restoration and flood mitigation. Restoration efforts similar to those of the Ogden River help to revitalize habitats for protected species. Flooding is a major concern along the Weber River, and the amphitheater is designed as a flood barrier in times when the river overflows. In addition, the widened Weber River helps slow water and mitigate flooding impacts.

Shelves of the flood plain are used by the Blueheaded Sucker fish. This fish is a Focused Restorations Species. As such, flood mitigation provides greater habitat.

**Miles Goodyear Park**

**The Landing**

**The Bluff**
In the West Ogden Community Plan, residents expressed a desire to have an elementary school in West Ogden. With the increased density and population, there is a large enough population to support creating the civic center. The new library serves as a complementary asset to the elementary school. The shared plaza between them provides a safe place of public gathering and learning, in addition to serving as a gateway into Observatory Park.
Located on the capped landfill, Observatory Park serves as one of Ogden’s greatest green spaces. With increased density in West Ogden and greater connections to the city center, Observatory Park can become an ever more active and lively space for people of all ages and backgrounds. Formal pedestrian, gear rentals, and a ropes course emphasize Ogden as the hub for “untamed” adventure.

The wetland is the habitat of three protected species: the Kingfisher bird, the Bluehead Sucker fish, and the Bonneville Cutthroat Trout. Restoring the wetlands provides more habitat for these species to thrive and grow.

The wetlands are a major asset to the city. The proposed boardwalk provides the public with the opportunity to interact with nature in a meaningful way. The wetlands are an oasis of life in an urban setting, providing an enriching educational opportunity. The boardwalk also connects into the greater trail system in Fort Buenaventura and along the river.

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PHASING

PHASE 1
- 24th Street
- Observatory park tower
- Widen the River

PHASE 2
- Miles Goddard Park
- Wetland restoration
- West Ogden Loop

PHASE 3
- Housing development
- Bluff development

PHASE 4
- Bluff Elementary School and West Ogden City Library
- 24th Street connection to library
- Connections off site
VISION STATEMENT
Reimagine West Ogden’s industrial past, restore its ecology, and catalyze economic growth through connecting people to meaningful places

GROUP MEMBERS:
Alyson Hill
Jaren Hope
Evan Tanasuk
River West is situated between the 21st Street Gateway and the residential neighborhoods of The Bluff. It is characterized by lands transitioning to other functions and uses. Remaining spaces are underutilized, but prime for new economic growth. Areas such as the redeveloping stockyards, the transfer station and the 24th Street interchange are all changing in the near future and show tremendous opportunity.

River West is perfectly situated near many amenities, trails, river, and open spaces existing in Ogden. However, due to its proximity to rails and varying topography, it is also highly isolated. West Ogden is historically tied to the railroad, and despite a loss of identity, the heart of the city still lies in its association with the train and its untamed industrial character.

**CONTEXT**

River West is situated between the 21st Street Gateway and the residential neighborhoods of The Bluff. It is characterized by lands transitioning to other functions and uses. Remaining spaces are underutilized, but prime for new economic growth. Areas such as the redeveloping stockyards, the transfer station and the 24th Street interchange are all changing in the near future and show tremendous opportunity.

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**DESIGN PRINCIPLES**

- Reclaimed and protected the natural resources to benefit both the community and the river
- Increased connectivity across topography and rails to create a sense of community
- Created through nodes of activity and redevelopment that generate economic growth and a new identity for Ogden and the region
- Restored key ecological areas that blend seamlessly with the history and culture of West Ogden residents
- Preserved through converting industrial landmarks into cherished anchors for new development

- Recreation
- Connections
- Economic Growth
- Ecological Restoration
- Industrial Character
- Recreational
- Ecological
- Economic
- Industrial

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- Recreational
- Ecological
- Economic
- Industrial
OPPORTUNITIES AND CONSTRAINTS

FRAME BY FRAME: 21ST, 24TH, AND I-15
River West is ideally located to access a variety of users across Ogden however, the areas are framed by 21st, 24th, and I-15. River West is wide and dangerous for pedestrians. These large road systems act as physical barriers between neighborhoods, creating a sense of divide in the already fragmented city.

THE WEBER RIVER AND WEBER CHANNEL
Run through the site, flowing south to north. Both flow through various brownfield sites that have potential to damage water ecology. Currently, these rivers are not being treated as community assets, but they have opportunity for trails, recreation, and other development.

LOCAL NEIGHBORHOOD USERS
Lower income families and residents of the West Ogden neighborhood. The workforce planned for the business exchange consists of young, outdoorsy professionals. River West also attracts commuters headed in and out of the city through 24th Street.

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Run through the site, flowing south to north. Both flow through various brownfield sites that have potential to damage water ecology. Currently, these rivers are not being treated as community assets, but they have opportunity for trails, recreation, and other development.
Proposed structures organize the site into two cores. Each core celebrates the historic structures that inform the urban design. Housing and mixed-use developments give new life to these historic spaces.

Proposed circulation links River West to surrounding districts. Circulation networks must navigate widespread topographic challenges.

Proposed bus stops help facilitate access to new development centers and connect to citywide networks.
MASTERPLAN

- Establish a distinct entrance to 24th Street
- Provide new housing and commercial hubs to fuel growing populations
- Respect the heritage while creating a new sense of place
- Preserve places of historical significance by rethinking uses and interactions

BUSINESS EXCHANGE
- Create a new arterial road connecting the exchange area to 24th Street
- Develop new opportunities for the district, both economically, and socially
- Respect the heritage while creating a new sense of place

OGDEN RIVERFRONT
- Provide a system of recreational opportunities to the community
- Establish a system to make, sell, and use outdoor products in the community
- Restore and preserve existing ecological systems
With the full I-15 interchange and increased density, there will be greater pressure on the existing arterial roads throughout West Ogden. The West Ogden Loop and widened 24th Street help disperse traffic and increase north-south connectivity.

In order to create a new pedestrian focus while maintaining vehicular efficiency, 24th Street should be widened and modified. On-street parking, wide sidewalks, center islands, and additional, but narrowed lanes help make the street functional and welcoming.

24th Street

In collaboration with other districts, the West Ogden Loop serves as a north-south arterial connecting Montgomery Pond to Observatory Park and Central Ogden. This loop helps with both current and future traffic demands.

Urban trails are placed throughout the Business Park and incorporated into walkable streets. These connect to other green spaces and into the BLUFF. Existing trails have been redeveloped with more access to the river and greater functionality for pedestrians and bikes.
Industry is a part of West Ogden, and River West has historically been home to various iconic industries for Ogden. Rather than discard these institutions, Ogden deserves to have a better Industrial district. The Business Exchange development centers on the historic exchange building which will house maker and incubator spaces, acting as a innovation core for the development. Clean industries and vibrant public space for workers and business owners to mingle and exchange ideas helps to alter blue collar district stereotypes. The development achieves greater sustainability and public visibility through the creation of outdoor recreation activities and residential and commercial spaces.

PRECEDENTS

Source: Condos.ca
Source: The Galerie
Source: Architectural Record

SCALE: 1" = 200’
Grant Plaza is a new community gathering place for West Ogden and surrounding areas. Combining the history of the site with the needs of the future, this plaza provides the community with housing, jobs, and shopping opportunities. Gathering and event spaces ensure activity at various times of the day and week. At its center, the iconic water tower anchors the site and serves as a visual cue for the new entrance to Ogden.

Exploration sketch of the West Ogden Water Tower. This historic structure serves as a centerpiece for the Grant’s Plaza development and a wayfinding mechanism for visitors.
SWIFT RUINS

The Swift Ruins aim to prioritize the health of the Weber River and Ogden’s industrial history by constructing a unique destination that attracts tourists and community members. By preserving the unique building, visitors find themselves immersed in a world that sees the built landscape taken over by the ever-changing systems of the river ecology. With the addition of the kayak route, the park is positioned to be a regional destination and one of Ogden’s treasured community spaces.

PRECEDENTS

Gasworks Park
Seattle

The Swift Ruins
Ogden, UT

Chambers Golf Course
University Place, WA

THE SWIFT RUINS
RIVERFLOOD plain
Ruin walls
Riverwalk
River
Overlook
Overlook

SCALE: 1” = 50’

Source: Inhabitat
Source: Design Engine
Source: Fine Art America
PHASING

PHASE 1
- Intervene and integrate currently planned/in-process work
- Complete I-15 interchange
- Industrial business core around the Exchange Building
- Salvaging and repurposing of Swift building
- River restoration efforts
- Business Buildings fronting I-15
- Commercial extended along 24th Street
- Continued expansion of business park

PHASE 2
- Grant Building renewal
- Grant Plaza and associated residential developments
- Complete trail connections

PHASE 3
- PHASING SUMMARY

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PHASE 3
- PHASING SUMMARY
Creating a Sense of Arrival
DISTRICT VISION

Design an iconic gateway that emphasizes key waterways, gathers people together, and reflects the unique character of Ogden.

GROUP MEMBERS

JOSH BAYAN
ASHLEY CASPERSON
LINDSE SMITH
GATEWAY
Creating a Sense of Arrival

DESIGN PRINCIPLES

CONNECTIONS TO WHOLE
Minimized barriers and reinforced connections along the rivers and to surrounding neighborhoods

RECREATION
Developed through a unique recreational core that serves as an anchor to the district and a link in the greater green system

ECOLOGICAL RESTORATION AND PRESERVATION
Continued important restoration efforts along the Ogden River and implementing similar efforts around 21st Street Pond and Weber River

HISTORIC EMPHASIS
Realized through the reimagined historic structures to become icons for the 21st Street corridor

INDUSTRIAL CHARACTER
Integrated industrial and railroad character into the site to create an immersive experience

COMMUNITY GATHERING SPACE
Generated with a variety of spaces for local community members, city-wide residents, and regional visitors alike

CONTEXT
The Gateway District centers on the 21st Street entrance into Ogden. This space is unique due to the confluence of both the Weber and Ogden Rivers, as well as the fact that it is shared between Ogden, West Haven, and Marriott-Slaterville. The unique challenges and opportunities of the site can help in creating a stronger entrance into the city and a safer environment for people to gather and live.
With the construction of the interstate in the 1950s, 21st Street replaced 24th as the primary entrance into Ogden. The various views and landmarks along this entrance create a unique first impression of Ogden. Some of these create a good perception, while others do not. Building on strong elements can help to establish a better rhythm for those arriving to the city.

VESSEL LAND
COTTONWOODS LANDFILL SILOS POND RAILYARD

OGDEN RIVER
- Restored river access
- Activity generator
- Connects to new development east of Walmart
- Connected to Ogden River Parkway trail network
- Great opportunity for active recreation
- Opportunity for community engagement
- Lack of access to the pond
- Protected wildlife habitat
- Public ownership
- Frequent usage by homeless and transient community

WEBER RIVER
- Overgrown vegetation
- Lack of access
- Runs through contaminated areas
- Great opportunity to connect to the Ogden River Parkway trail and the pond

WEBER AT RAILS
- Constricted by the railroad and steep topography
- Historic and current rail lines run close to and through the floodplain, causing contamination

WEBER AT PONDS
- Contaminated areas
- Phase 1 restoration
- Phase 2 restoration
- Completed restoration
- Access areas
- Contaminated areas

VACANT LAND
21ST STREET POND
COMPLETE RESTORATION
ACCESS AREAS
CONTAMINATED AREAS
WEBER RIVER
WEBER AT RAILS
WEBER AT PONDS
A gateway defines the first experience of the city. This transition space from one place into another is key. By restoring and emphasizing key waterways throughout the site, the character of the 21st Street entrance will be enhanced. The entrance will become a unique icon with three transition steps to generate a clear sense of arrival.

GATEWAY
Creating a Sense of Arrival

PARTI

- Close 21st Street east of Wall Avenue
- Add bi-directional Louis and Lavoie Lane as connectors
- Convert 21st Street into pedestrian use
- Create an ecological/recreation node
- Restore both rivers up to the confluence
- Create Gateway Park (over landfill)
- Provide educational opportunities
- Urbanize commercial center
- Provide mid-density housing
- Develop city and industrial homes for affordable housing situations
- Create trail network access
- Provide more adequate access to pond
- Create a community fishing hole
- Build an outdoor recreation facility
- Create trail network access
- Provide more adequate access to pond
- Create a community fishing hole
- Build an outdoor recreation facility

CIRCULATION

CONFLUENCE

MIXED-USE

RECREATION

• Tree canopy to create a sense of enclosure
• View towards a new recreation center

• West Ogden Loop and 21st Street intersection to slow traffic
• New commercial development for added sense of place and to generate interest
• View towards Montgomery Pond

• Remodeled bridge overpass
• Confluence Point landmark
• Experience for cars and pedestrians
• View of the city from overpass

123
Continuing to restore westward on the Ogden River and south on the Weber River helps establish a healthy ecological network and vast recreation corridor. Restoration improvements such as a larger floodplain, wetlands, ADA-compliant boardwalks, fishing areas, and higher water quality create a memorable user experience. The revitalized Montgomery Pond becomes an educational centerpiece that can be shared among the surrounding communities.

**FLOODPLAIN / WETLANDS**

- Typical Flow
- 10 year
- 100 year

**CONTINUED RESTORATION WESTWARD**

**MONTGOMERY POND**

**FISH HABITAT**

- Terraces
- Active Grow Zone
- Restored Riparian Bank
- Water Interaction

**MULTI-USE TRAILS**

- Pond Access
- Boat Access
- Sediment Trap

**MONTGOMERY POND BOARDWALK**
Caldwell Park, named for Ogden’s mayor, Mike Caldwell, is a re-envisioning of the 21st Street Landfill. The 40-acre construction and demolition landfill is transformed into a recreation hub for this area of Ogden. At the heart is a new recreation center where products from nearby recreation industries can be tested, rented, and purchased on site. Recreation-oriented businesses add to a complete one-stop destination for everything adventurous. Formalized trails, amphitheater, and lookout tower allow for more passive recreation uses as well.

Future kayakers are able to explore the Weber River and its various kayak parks from the Fort to Caldwell Park.
The Gibson Community is a small community located northwest of Walmart. To accommodate for a growing population, and to meet some of the suggestions discussed in the Gibson Community Plan (2016), the neighborhood will become a more integral and developed part of Ogden. Four different housing options are proposed to densify the neighborhood, add diversity, and provide affordable housing options for Utah families. The introduction of tiny homes helps provide Ogden with more affordable housing for the transient population and others who may not be able to afford a traditional home. A trail built on old rail right-of-way towards the neighborhood and creates a connection between housing, recreation, and employment centers.
CONFLUENCE POINT

Confluence Point is a metaphorical representation of the convergence of the municipalities, rails, rivers, roads, and trails that happen at or near this point. At the heart is a lighted pillar standing above the overpasses announcing the arrival of Ogden. Both vehicles and pedestrians at ground level and above are able to admire this new landmark from nearly 360 degrees. Confluence Point serves as the final experience in the three-step gateway entrance to Ogden and has the potential to become an iconic symbol of the city.
PHASING SUMMARY

PHASE 1
- Infill Gibson Community
- Infill 17th Street
- Re-purpose landfill building into recreation center
- New stop light on 20th & West Ogden Loop
- Street trees along the new 20th Street
- Removal of 21st Street one way ramp
- Continued infill of Gibson Community
- Development at West Ogden Loop
- Outdoor retail on 20th & West Ogden Loop
- Commercial cut into south of Walmart
- Outdoor retail and amphitheater
- Montgomery Rock dock
- Wetland Boardwalk Path
- Parking for pond use
- Continued infill of Gibson Community
- Finalize commercial development at park
- Confluence Point Pedestrian Bridge connection to Golden Spike Trail on original overpass
- Montgomery flood access points and beach areas
DISTRICT VISION

Restore the life and energy of historic Ogden, and incorporate it into an active and modern warehouse district

GROUP MEMBERS:

JENNIFER COATES
MATEVŽ LIHVŠEK
BRADEN MISKIN
MASON POWELL
DESIGN PRINCIPLES

COMMUNITY GATHERINGS
Created a more human scale environment for residents to gather and spend time outside.

CONNECTIONS
Connected to the major surrounding anchors and provided pedestrian systems to create meaningful links between people and places.

DENSITY AND MIXED-USE
Generalized for different income and resident types with a range of housing typologies and densities.

ALTERNATIVE TRANSIT MODES
Encouraged mass transit use by connecting into the greater transit system and providing convenient access to amenities.

CONTEXT

NEARBY LANDMARKS

1. Ogden River
2. Am-Car building
3. Juvenile Courthouse
4. LDS Temple
5. Public Safety Center
6. The Junction
7. Lindquist Field
8. Union Station
ACTIVITY GENERATORS

Many landmarks and activity centers surround the Ballpark/Warehouse District, but there is little going on inside the district, and not enough connections to live, work, and play within the area and reinforce the surrounding anchors. This will ultimately create a stronger and more identifiable system.

STREET CHARACTER

The majority of streets in the Ballpark/Warehouse district have a great disconnect from a human scale perspective. Many of the streets are bordered by expansive parking lots, making for an uncomfortable and unsafe pedestrian environment. Sidewalks feel disconnected from the street and open spaces are limited. In order to appeal to visitors and encourage people to linger in the district, the public realm should be handed back to pedestrians and bicyclists. Future development should hug the street to create a safe and enjoyable environment.
For decades, the warehouse district was bustling. It was full of businesses, homes, packing plants, warehouses, canneries, and a variety of manufacturers, all dependent on the life-giving railroad network.

With the rise of the automobile and the growth of suburbia, businesses closed or relocated and buildings were torn down for parking and shopping centers in hopes to draw back customers. Ultimately, this lead to more opportunities for crime and the further dilapidation of downtown.

Even though there are still scars across the district, new life has been introduced. With the construction of Lindquist Field and The Junction, more people are wanting to live and spend time downtown. Older buildings that remain are being renovated and repurposed.

Currently, large parking lots dominate much of the site and a majority of the parking is gated. The residential neighborhood in the north portion has been slowly torn down. There are no parks and community uses are very disconnected from one another. The IRS is spread out across three buildings, as is the DaVinci Academy. Some older buildings have been repurposed while others remain vacant.

The charts to the left show current land use and proposed land use. Reducing and consolidating parking will open up new areas for greenspace, increased density, and a more walkable environment.
Emphasis for the master plan was focused on the creation of mid-block greenways to facilitate pedestrian movement. The range of density was developed in consideration with surrounding building profiles. Mixed-use development was included to encourage activity at all hours of the day.

Higher density and more pedestrian-friendly areas are concentrated closer to Union Station, with lower density and more vehicular access toward the north. The blue dots represent gathering points connected on a path with mid-block cores in pink.

The north-south spines (in green) represent pedestrian thoroughfares. The smaller paths (in blue) provide connections within the blocks and a variety of routes to multiple destinations.
PROPOSED CIRCULATION

VEHICULAR

BUS ROUTES & STOPS

BICYCLE LANES

PEDESTRIAN ROUTES

BUILDING TO STREET RATIO

PARKING TYPOLOGIES

Source: ECO Startups

Source: Bryan Place Neighborhood Association

Source: Architectural Precast Innovations
PROPOSED LAND USE

RESIDENTIAL TYPOLOGIES

- **SINGLE FAMILY**
  - 47 units at 1,700 sq ft each

- **TOWNHOME**
  - 60 units at 1,800 sq ft each

- **APARTMENT / CONDO**
  - 275 units at 1,500 sq ft each
  - Residential: 230 units at 1,500 sq ft each
  - Commercial: 46 units at 2,000 sq ft each

- **MIXED-USE**
  - 116 units at 1,800 sq ft each

**PROPOSED REZONING**

- **24TH ST.**
- **2OTH ST.**
- **GRANT AVENUE**

**RESIDENTIAL TYPOLOGIES**

- Single family townhome apartment/condo mixed-use

**SOURCES**

- Zillow
- Neighborhoods
- Long Island Business News
- Penn Design Group
The introduction of Lindquist Field sparked the beginning of a new life for the warehouse district. Continuing revitalization efforts up Lincoln Avenue from 25th Street will strengthen this new life. During games and other events, Lincoln Avenue could be blocked off between 23rd & 24th Streets. A pedestrian greenway continues around the back of the ballpark and connects to other major green spaces.
WAREHOUSE PARK

Warehouse Park provides the increasing population with additional green space. This common space helps to link the single family homes together, making the community a stronger and safer space. Basketball courts and playgrounds add to a wide range of activities for families and college students. Paths provide easy and convenient access to surrounding amenities.

CANNERY SQUARE

Cannery Square serves as a multi-functional terminus to the pedestrian greenway that extends north from Lindquist Plaza past the DaVinci Academy and Public Safety Center. During the day, the square provides parking for surrounding businesses. During evenings and on weekends, it becomes a skate park and venue for community or private events.
PHASING

PHASE 1
- Commercial connection to 25th Street District
- Consolidation of spaces used by DaVinci Academy and IRS
- Introduction of structured parking to make room for development

PHASE 2
- Conversion of Wall Avenue into a boulevard
- Mixed-use development along Wall Avenue to frame the road

PHASE 3
- Medium and high density residential development
- Commercial / Office / Residential development around ballpark

PHASE 4
- Low and medium density residential development
- Completion of mid-block greenways, parks and plazas
DISTRICT VISION

Reinforce efforts of local business owners, community activists, and city leaders to revitalize 25th Street into a more liveable downtown core

GROUP MEMBERS:
JIM ANGLESEY
LUKA BAUCHE
EMILY DAYBELL
DESIGN PRINCIPLES

CONNECTIVITY
- Improved pedestrian connections along 25th Street and reinforced axial arrangements to center the city.

DENSITY AND MIXED-USE
- Consolidated parking and increased density in a way that complements existing 25th Street functions.

HISTORIC PRESERVATION
- Protected and preserved the rich, historic character of Ogden.

TRANSIT MIXES
- Created more appropriate balance between vehicles, bikes, and pedestrians through shared streets and expanded greenspace.

COMMUNITY GATHERING
- Preserved and protected the rich, historic character of 25th and infill in a way that reflects the form and scale of existing structures.

CONTEXT

STRENGTHS
- Strong historic backbones, such as 25th Street and Washington Boulevard, frame the historic and cultural center of Ogden. These spines have strong meaning for city residents and can serve as the center of growth and development.

WEAKNESSES
- There is no solid connection between downtown and the Weber River for pedestrians or cyclists. Connectivity between the temple and the City Hall is weak. Parking lots take up much of the space behind 25th Street.

OPPORTUNITIES
- As industry relocates away from downtown, 25th Street can begin to address new growth in Ogden. Union Station can be once again used as a railway station, and a pedestrian connection can be built, connecting the Weber recreation area to downtown.

THREATS
- Disconnections caused by Wall Avenue and Washington Boulevard separate west and east corridor growth. As industry relocates away from downtown, 25th Street can begin to address new growth in Ogden. Union Station can be once again used as a railway station, and a pedestrian connection can be built, connecting the Weber recreation area to downtown.

25TH STREET
The variety of building uses within the 25th Street District make it unique and diverse downtown. However, this variety also creates a challenge for creating a unified, identifiable core. As the unique sub-districts are strengthened, they have the potential to create compelling and cohesive anchors for the district.

The street elevation below shows the facade detail along 25th Street from Union Station to Washington Boulevard. Building heights vary, but generally increase near Washington Boulevard. The transition from historic structures to contemporary building facades will influence the redesign of the district.

**WALL AVENUE**

Craves a major west-east barrier. Lack of enclosure on the west side makes for an uncomfortable experience. The 25th Street bridge is also problematic.

**UNION STATION**

Serves as the terminus of 25th Street, but most importantly, the central anchor of Ogden.

**KIESEL STREET**

This is the major connection between the Junction and City Hall. Although an important connection, it is dominated by parking. Future buildings should begin to front onto the street to make it more pedestrian friendly.

**PERCEPTIONS**

- **25TH STREET SECTION**

  - Creates a major east-west barrier. Lack of enclosure on the west side makes for an uncomfortable experience. The 25th Street bridge is also problematic.
  - Serves as the terminus of 25th Street, but most importantly, the central anchor of Ogden.
  - This is the major connection between the Junction and City Hall. Although an important connection, it is dominated by parking. Future buildings should begin to front onto the street to make it more pedestrian friendly.

- **HORIZONTAL + VERTICAL USES**

  - Civic - cultural use
  - Commercial use
  - Residential use
  - Civic - governmental/education use
  - Industrial/vacant use
  - Parking structure

- **25TH STREET**

  - This historic street is a regional and local gathering point. Improvements such as trees and seating could help improve the space.
FUTURE OPPORTUNITIES

Hard-Soft analysis highlights structures that are prone to change and development. Hard structures represent buildings least susceptible to change, while soft represents the most susceptible. Future development can help identify where change will occur in the near future and provide a tool for planning future growth.

Areas behind Wall Avenue and behind 25th Street are all soft and susceptible to change. These areas are ideal for high density housing and mixed-use to help feed the energy in downtown.

DIVERSE USES

Five sub-districts make up 25th Street. Each of these overlap in certain areas, creating a more diverse and valuable space. Areas that experience more overlap create a greater opportunity for urban intensity. The strength of these overlaps includes the Municipal complex and the Egyptian Theatre block. This area is where all districts overlap, providing for a strong and natural center. Highest intensity for downtown revitalization should be located near this block.

Proximity to recreation is another important factor in the vibrancy of a community. Walking distances of quarter mile and half mile can inform how connected amenities are to one another. Downtown Ogden currently experiences limited access from Union Station to surrounding greenspace, grocery stores, and other assets. Future development should create a more integrated and walkable core to reduce dependence on personal vehicles.

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Hard structures
Medium structures
Soft structures

Diverse uses

Crossroads of the West sub-district
Central Business Intensive sub-district
Central Business sub-district
Nine Rails Creative sub-district
Jefferson Historic sub-district

PARKS & ACCESSIBILITY

Nearest grocer

Parks - open spaces

Area boundary

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PROPOSED DESIGN

WALKWAYS
Connect river systems into Union Station and 25th Street. Join surrounding neighborhoods with pedestrian corridors.

BIKEWAYS
Expand bike network to Weber State University and to West Ogden. Link downtown with any area in the city with less than a 30-minute ride.

PUBLIC TRANSIT
Adjust current/to rapid transit (SRTI) plans for a more centralized system, more frequent pickups, and future streetcar implementation.

LAND USE

EXISTING
EXISTING
EXISTING
EXISTING
EXISTING

PROPOSED
PROPOSED
PROPOSED
PROPOSED
PROPOSED

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Celebrating the Heart of Ogden
25TH STREET

MASTERPLAN

HISTORIC STRUCTURES
- Preserve structures adding to the rich character of Ogden
- Transform historic structures into a central hub
- Intermodal Hub at Union Station
- Bus Rapid Transit connecting Union Station to Weber State University and McKay-Dee Hospital
- Bus Rapid Transit transforming into Streetcar
- Kiesel Street as a pedestrian street
- Preserve structures adding to the rich character of Ogden
- Infill while respecting the form and scale of historic structures
- Transform historic structures into a central hub

EMPHASIZE AXES
- Early design exploration of pedestrian movement and fill of development
- Concentrate parking in structures

URBAN STRUCTURE
- Add housing and density to support 25th commercial uses
- Concentrate parking in structures
- Create 25th as a shared street
- City Park, Union Station and Kiesel Plaza
- Coexisting pedestrian, transit, auto traffic

OPEN SPACES
- Add housing and density to support 25th commercial uses
- Concentrate parking in structures
- Create 25th as a shared street
- City Park, Union Station and Kiesel Plaza
- Coexisting pedestrian, transit, auto traffic
Union Station serves as an intermodal hub for local and regional transit. This reprogrammed space creates a gathering place in between the Frontrunner Station, Bus and Streetcar Depot, and 25th Street. Union Station interior features a gift shop, art galleries, a cafe, conference room, and a ticket counter for UTA Transportation. Outside, the existing plaza is refurbished and seamlessly connected into 25th Street, the bus depot, and an expanded museum. The intersection of 25th and Wall Avenue receives special paving and is raised to pedestrian level in a woonerf, or at-grade crossing, to help calm traffic and connect both sides of the street.

PRECEDENTS

Union Station, Denver, CO
Main Street, Greenville, SC
Intermodal Hub, Oklahoma City, OK
Bakersfield, Sacramento, CA

Source: Travelmate
Source: City Data
Source: OKC
Source: Alexandra Stobart

SCALE: 1” = 40’
As part of the Nine Rails Creative District, Kiesel Street acts as a gathering node for artists and innovative thinkers to showcase their art. Converting Kiesel into a pedestrian street helps emphasize this area of Ogden as the city center and creates new spaces for socializing. Strategically sited between the Junction and City Park, Kiesel is the critical link between these two hubs of activity.

Pockets such as the Kiesel Street Plaza offer an opportunity to enjoy a more secluded public space along Kiesel Street. This space includes outdoor eating areas for nearby cafes and exhibition space for local artists.
PHASING

25TH STREET PHASING

Phase one begins by improving 25th Street and Kiesel Street, which will amplify their importance. This phase includes renovating and reprogramming Union Station and plaza, turning 25th Street into a shared street, redesigning the north end of City Park, and pedestrianizing Kiesel.

Phase two builds on the major axes, this phase sees the completion of the south end of City Park, the extension of bike routes along Grant Avenue, and the addition of Weber State University Downtown Commons. More residential density and the repositioning of the Marriott hotel occur in this phase.

Phase three completing the district revitalization, this phase includes family-style housing and community center, situated between the intermodal hub and the activities of 25th Street. This phase also brings the implementation of a finished streetcar system from Union Station to WSU.
OVERALL PROJECT PHASING

Design proposals for Ogden City have been combined from the six teams into an overall illustrative masterplan. These changes are proposed to occur over the next 50 years. The scope of change throughout the city is extensive and challenging. The following phasing plan shows a proposed order in which major design gestures should occur.

PHASE 1
- Restore ecology along the Ogden and Weber Rivers
- Extend the urban grid
- Consolidate railroad lines
- 25th Street pedestrian bridge at 24th Street

PHASE 2
- Extend the urban grid
- Connect the Golden Spike Greenway around Union Station

PHASE 3
- New development to link East and West Ogden
- 25th Street pedestrian bridge
- West Ogden Loop

PHASE 4
- Convert 20th and 31st Streets to carry two-way traffic

PHASE 5
- Convey 20th and 31st Streets to carry bus Rapid Transit
- Convey 20th and 31st Streets as a Park Pedestrian Bridge
Students in the Landscape Architecture and Environmental Planning department have been working on a project to repurpose the old Swift Building. The building has been an icon in Ogden for decades and has been identified as a potential area for development. The city wants to keep portions of the historic building intact, but there are challenges in doing so.

The students have been working on the project since 2017 and have developed plans for 1,300 acres before presenting to the city. The plan is massive and comprehensive, but it includes things like infrastructure, development, and event space.

The teams had very close interaction with the City of Ogden during the semester and their final model of the area is on display in the foyer of the third floor of the Ogden Municipal Building. City officials in Ogden will be looking at the plan and making changes for the next six months before discussing the possibility to implement.

Todd Johnson, LAEP’s practitioner in residence, said that “it’s amazing the students came together for the benefit of the city when they did all the work, so that was fun to hear.” Caroline Lavoie, an associate professor in the LAEP department, said students built upon ideas, visions and goals that have already been established by the city. She called the work in Ogden “a fantastic laboratory for the students.”

Ogden Planning Manager Greg Montgomery said he was pleased with the group’s plans and was eager to see which elements of the plan could become a reality. “Over the next year, we’ll be coming to (the city council) with how we think were going to be implementing (parts of the plan),” he said. “The city has much invested in the West Ogden area and is currently working on its own large-scale redevelopment plan there.”

The multimillion-dollar Trackline Redevelopment Area includes six acres between 24th Street and Holdredge Road from the river to the 24th Street bridge. The area was once a thriving economic center, but has been mostly abandoned since the stock yards closed in the 1970s.

Ogden Director of Community and Economic Development Tim Monopolos said if officials decide to knock down existing infrastructure in the area, it could add to the city’s $2 million in floodplain work and make the area less flood-prone. “There is a lot of potential out there (at the rail yard),” he said. "There are precedents in a lot of other communities where rail yards have been converted into part of the downtown, whether it be Denver, Washington DC, Charlotte and Providence, Rhode Island — there are lots of different places where cities have been able to develop the downtown."
"...lively, diverse, intense cities contain the seeds of their own regeneration, with energy enough to carry over for problems and needs outside themselves."

-Jane Jacobs