

**United States Department of the Interior
National Park Service**

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Complete each item by entering the requested information.

☒ New Submission _____ Amended Submission

A. Name of Multiple Property Listing

Commercial and Industrial Properties of Ogden, Utah, 1845–1975

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

C. Form Prepared by:

name/title	Megan Daniels, Architectural Historian				
organization	SWCA Environmental Consultants				
street & number	257 East 200 South, Suite 200				
city or town	Salt Lake City	state	Utah	zip code	84111
e-mail	megan.daniels@swca.com				
telephone	(801) 322-4307	date	June 30, 2021		

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

_____	SHPO	_____
Signature of certifying official	Title	Date

Utah Division of State History, Office of Historic Preservation
State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

_____	_____
Signature of the Keeper	Date of Action

**United States Department of the Interior
National Park Service**

Table of Contents for Written Narrative

Create a Table of Contents and list the page numbers for each of these sections in the space below.

Provide narrative explanations for each of these sections on continuation sheets. In the header of each section, cite the letter, page number, and name of the multiple property listing. Refer to *How to Complete the Multiple Property Documentation Form* for additional guidance.

	Page Numbers
E. Statement of Historic Context	1–20
F. Associated Property Types	21–58
G. Geographical Data	59–60
H. Summary of Identification and Evaluation Methods	61–62
I. Major Bibliographical References	63–68

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 250 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number TOC Page i

CONTENTS

E. Statement of Historic Context.....	1
Introduction.....	1
Economic Periods	2
Settlement of an Agricultural Community, 1845–1868	2
Development of a Multicultural Railroad Hub, 1869–1889.....	4
Growth of Commercial Enterprise and Industrialization, 1890–1928.....	6
Great Depression and Transition to a Defense-Based Economy, 1929–1955.....	12
Decline of the Railroads, Suburbanization, and a Return to Industrialization, 1955–1975.....	16
F. Associated Property Types.....	21
Commercial-Use Property Types.....	21
General Commercial.....	21
Automobile-Oriented Commercial.....	33
Industrial-Use Property Types	44
Railroad Facility	44
Processing Plant	45
Historic District.....	54
G. Geographical Data	59
H. Summary of Identification and Evaluation Methods.....	61
Research Methods and File Search.....	61
Research and Data Limitations	61
I. Major Bibliographical References	63

TABLES

Table 1. Commercial and Industrial Properties Previously Listed in the NRHP	1
Table 2. Examples of General Commercial Buildings in Ogden*	26
Table 3. Examples of Automobile-Oriented Commercial Buildings*	38
Table 4. Examples of Industrial Resources in Ogden*	47
Table 5. Potential Washington Boulevard Historic District.....	55
Table 6. Previously Conducted Architecture Surveys within the Ogden Municipal Boundary.....	61

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 1**E. Statement of Historic Context*****Introduction***

The Commercial and Industrial Properties of Ogden, Utah, Multiple Property Documentation Form (MPDF) serves as the basis for evaluating resources associated with the commercial and industrial enterprise in Ogden, for listing in the National Register of Historic Places (NRHP) and establishes the registration requirements for nominating such properties in the future. The MPDF summarizes the economic history of Ogden from the first permanent Euro-American settlement in 1845 until 1975. To date, 12 historic properties, including one district, associated with the history of commerce and industry have been listed in the NRHP (Table 1).

Table 1. Commercial and Industrial Properties Previously Listed in the NRHP

Historic Name/Address	Year Listed	Criterion/Area of Significance
American Can Company of Utah Building Complex 2030 Lincoln Avenue	2005	Criterion A/ Industry, Social History
Bigelow-Ben Lomond Hotel 2510 Washington Boulevard	1990	Criteria A and C/ Commerce, Architecture
Ben Lomond Hotel Garage 455 25th Street	2012	Criteria A and C/ Commerce, Transportation, Architecture
Lower 25th Street Historic District 25th Street between Wall and Grant Avenues	1978	Criteria A and C/ Commerce, Social History, Architecture
Lower 25th Street Historic District (boundary increase 1)	1982	—
Lower 25th Street Historic District (boundary increase 2)	1994	—
Mountain View Auto Court 563 West 24th Street	1987	Criteria A and C/ Commerce, Architecture
New Brigham Hotel 2402–2410 Wall Avenue	1979	Criterion A/ Commerce, Transportation
Ogden Union Station 25th Street at Wall Avenue	1971	Criterion A/ Transportation
Ogden Union Station (boundary increase) 2501 Wall Avenue	2005	Criteria A and C/ Transportation, Social History, Architecture
Ogden Union Stockyard Exchange Building 600 West Exchange Road	2015	Criteria A and C/ Commerce, Architecture
Peery's Egyptian Theater 2439 Washington Boulevard	1978	Criteria A and C/ Architecture, Communications, Social History, Entertainment
Pioneer Hydroelectric Power Plant Historic District 12th Street at Canyon Road	1989	Criteria A and C/ Industry, Engineering
Scowcroft Warehouse 23rd Street and Wall Avenue	1978	Criteria A and C/ Commerce, Architecture

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 2

Economic Periods

SETTLEMENT OF AN AGRICULTURAL COMMUNITY, 1845–1868

Few buildings remain from the first economic period in Ogden when the population consisted almost, if not entirely, of members of the Church of Jesus Christ of Latter-day Saints (the Church). However, to realize the distinct character and significance of Ogden's built environment, its economy, and its population in the broader state context, one must first understand how Ogden began as a typical settlement of the Church and how it diverged in subsequent years.

The first non-native permanent settlement in Weber County was Fort Buenaventura, constructed by fur trapper Miles Goodyear in 1845 west of the Weber River in the area that is now West Ogden. Two years later, Brigham Young and members of the Church arrived in the Salt Lake Valley (Roberts and Sadler 1997:52). Young and Church leaders sought to minimize interaction with the outside world and aimed to colonize much of the Great Basin as the State of Deseret, where the Church and its members could practice their religion freely.

At the close of 1847, Church leaders in Salt Lake City authorized Capt. James Brown to purchase Goodyear's Fort Buenaventura near the Weber River (Roberts and Sadler 1997:52). Brown's family and several others occupied Fort Buenaventura in 1848, after which time the fort was also aptly known as Brown's Fort or Brown's Settlement. Additional fort settlements were established by members of the Church along the Weber and Ogden Rivers, including at Mound Fort, north of the Ogden River in the vicinity of present-day 9th to 12th Streets west of Washington Boulevard, and Bingham's Fort, in the vicinity of present-day Five Point (Roberts and Sadler 1997:59–60, 68). In 1849, Church leaders organized the Salt Lake Valley and its settlements to the north, including Brown's Settlement, into ecclesiastical wards (Roberts and Sadler 1997:54). Brown was appointed the ecclesiastic leader of his settlement, later designated as the Weber River Ward, by Church leaders and elected the civil leader of the Weber River Precinct within the State of Deseret.

After visiting Brown's Fort in the fall of 1849, Young and Church leaders determined that a new town should be platted north of Brown's Fort and south of Ogden's Fork to make use of water for irrigation from both the Weber and Ogden Rivers (Roberts and Sadler 1997:55). Despite Brown's previous leadership in the ward and precinct, Young selected Lorin Farr to assume responsibility for the new town. Farr relocated from Salt Lake City and established another fort, Farr's Fort, north of the Ogden River, 1.5 miles northwest of the mouth of Ogden Canyon, on land purchased from his father-in-law, Ezra Chase, near present-day 12th Street and Monroe Avenue. The security of Farr's Fort prompted other families to settle there (Roberts and Sadler 1997:56).

With Farr in place, Church leaders voted to create a permanent settlement on the site of Fort Buenaventura in 1850 and named it Ogden after Peter Skene Ogden, a fur trapper who had been in the Ogden Valley in 1825 (Olsen 1998). Young and other Church leaders visited Farr in August of the same year to lay out the city. The initial southern boundary was drawn from 29th Street and Pacific Avenue east to the mountains while the northern boundary ran just south of Mound Fort along 12th Street east to near Farr's Fort at Mill Creek and Monroe Avenue and continued on to the mountains (Roberts and Sadler 1997:60–61). In its early years, Ogden took the shape of a typical settlement of the Church, with

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 3

wide streets, residences in town, ditches to irrigate the land, and farms outside the town center (Carter 2015). Brigham Young encouraged settlers “not to settle in the country but to move on to the city lots, build good houses, school houses, meeting houses, and other public buildings, fence their gardens and plant fruit trees, that Ogden might be a permanent city and suitable headquarters for the northern country” (Olsen 1998:6). At the close of the Settlement period, the 1867 Salt Lake City Directory describes Ogden as “pleasantly located between two rivers, called Weber and Ogden. Number of public schools, three; public squares, four; one church lot of one acre, containing tithing offices and a Mormon place of worship, capable of accommodating 1,500 persons. The blocks are divided into ten lots of one acre each. Estimated population of Ogden, 3,000” (Ancestry 2011).

Concurrently, Weber County was established in January 1850 by the short-lived and never federally recognized State of Deseret. The Utah Territory was established under the congressional territorial system in the Compromise of 1850 signed into law in September of the same year. Ogden City was designated as the county seat and was later incorporated as a city in 1851 (Roberts and Sadler 1997:3). With territorial status came federal government influence and new government appointees to replace the quasi-ecclesiastic and secular leaders previously appointed by the Church. Outside opportunists brought goods and money to invest in new businesses. The end of Ogden as a small frontier town of the Church was on the horizon (Roberts and Sadler 1997:101).

Commerce and Industry during the Settlement Period

In the 1850s, commerce and trading predominantly took place in the church tithing office, with only a few rudimentary businesses in the fort settlements. Local residents established early businesses to provide general merchandise to fellow settlers living in the area; however, these were succeeded in the 1860s by opportunistic newcomers to who brought goods from the east and established businesses in the nascent community. Richard Ballantyne, originally of Nebraska, brought goods to Ogden and opened a general store at the corner of Washington Boulevard and 24th Street in 1860 (Roberts and Sadler 1997:86). Fred J. Kiesel, a native of Germany, arrived in Ogden in 1866 with a load of goods for sale and returned in 1867 to start a permanent business. Early industries were predominantly small processing mills turning timber into lumber, grist into flour, sugar cane into molasses, and wool into textiles (Robert and Sadler 1997:89). Ogden’s long history of grain and flour milling began in the 1850s during the Settlement period when Lorin Farr established a grist mill on Canyon Road utilizing water from the Ogden River (Roberts and Sadler 1997:123).

Geographic Occurrence

By 1867, commerce operated exclusively on Washington Boulevard (originally Main Street) and consisted mainly of the goods and services necessary for everyday life, with select frivolities: a baker, blacksmiths, boot and shoe makers, a broom maker, butchers, a cabinet maker, carpenters and builders, coopers, druggists, dry goods and general merchandisers, an eating house, grist mills, a hairdresser, one hotel, a liquor retailer, notaries public, painters, a physician and surgeon, a postmaster, tanners, a telegraph operator, turning, an undertaker, a wagon maker, and a wheelwright (Ancestry 2011). Of these, the blacksmiths and the general merchandisers were most plentiful.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 4

Property Characteristics

One known building is extant from this period at 2456 Washington Boulevard. It is the Woodmansee/Crocketts Building and was constructed in 1856 (Utah Division of State History [UDSH] 2021).

DEVELOPMENT OF A MULTICULTURAL RAILROAD HUB, 1869–1889

Ogden began as a typical agricultural-based community of pioneers, like many other communities throughout Utah, fulfilling the Church's mission of establishing an ecclesiastic colony in the Great Basin as part of the State of Deseret. The completion of the transcontinental railroad in Utah and the selection of Ogden as the transfer point changed its demographics, the economy, and the scale of commerce and industry.

In 1869, the Union Pacific Railroad (UP) came through Ogden and continued a route west to join with the rails of the Central Pacific Railroad (CP) at Promontory, Utah. With the transcontinental railroad complete, officials of the UP and CP had to decide which Great Basin town would serve as a point to transfer freight and passengers between the two lines (Olsen 1998:7). Ogden was readily selected as the intersection for the east-west railroad routes, but it was less certain where the transfer point would be for the north-south railroads that would serve the regional markets. Corinne, a city north of Ogden on the rail line, had been established by non-Mormon settlers in 1869. Foreseeing the influx of outside influences and the potential threat to the political and economic influence of the Church, Brigham Young initially lobbied for the Church's northern headquarters and offered 131 acres of land in Ogden, deeded free of cost, to the UP and CP (Olsen 1997:7). Both railroads constructed facilities and railyards west of Wall Avenue at the west end of 25th Street (Southworth and Polk 2004).

From here, Ogden and its economy would develop as a major railroad center into the twentieth century. Business and commercial enterprise flourished in Ogden as it became a shipping and commerce center with east-west and north-south rail lines. The Utah Central line connected Ogden and Salt Lake City between 1869 and 1870, and the Utah Northern connected Ogden with Logan in Brigham City between 1871 and 1878 (Southworth and Polk 2004).

Population

The population of Ogden grew exponentially and diversified with an influx of people from outside Utah. The population rose from 1,463 in 1860 to 3,127 in 1870 and continued to double in each subsequent decade during this period, increasing to 14,889 in 1890 (Southworth and Polk 2004).

Living in a settlement of the Church, the residents of Ogden were predominantly members of the Church and of British and northern European descent (Roberts and Sadler 1997:183). The transcontinental railroad was the vehicle and Ogden the gateway for diversity in Utah. Through its construction and, subsequently, its operation and maintenance, the railroads and supportive industries brought railroad laborers of Chinese, Japanese, Italian, Greek, and African descent (Southworth and Polk 2004). Many were transient laborers who followed work constructing the railroad; most did not plan on settling

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 5

permanently in the Ogden area or even the United States, as they were single men or married men with families back home.

Signifying these changes, Fred J. Kiesel was elected as Ogden's first non-Mormon mayor in 1889, and the newspapers referred to Ogden as consequently being "Americanized" (Roberts and Sadler 1997:139). During Kiesel's tenure, the Ogden streets that had been named in honor of prominent members of the Church were renamed in honor of presidents of the United States as were other north-south streets in subsequent years. Concurrently, the city boundaries were expanded, and the east-west streets were renumbered, moving the datum for 1st Street from the north side of the Ogden Pioneer Tabernacle to the new northern city boundary (*Deseret News* 2007; Roberts and Sadler 1997:140).

But despite a population influx and demographic shift, Ogden continued to resemble an agricultural pioneer town into the 1880s. It was not until the turn of the twentieth century that the impacts of the railroad manifested in the built environment (Olsen 1998; Sanborn Map and Publishing Company 1884).

Commerce and Industry in the Railroad Period

Because of the railroad and banking institutions, Ogden became a center for business and commerce with a wider array of businesses than the general merchandisers of the 1860s. Traveler-oriented and hospitality businesses, such as hotels and saloons, were established, along with businesses offering specialized services, such as grocers, shoemakers, butchers, druggists, and clothing and furniture dealers. The 1878 City Directory for Ogden reflects this change, with railroad workers, blacksmiths, tradesman, general laborers, saloon keepers, and bartenders amongst the most frequently listed resident occupations (R. L. Polk and Company 1878:276).

Geographic Occurrence

During this period, commerce and businesses began to spread from the principal commercial area on Washington Boulevard along perpendicular arteries of 25th and 24th Streets toward the CP and UP railroad tracks west of Wall Avenue.

Building Characteristics

Less than 20 previously surveyed buildings are extant from this period. Of these, most were constructed in the 1880s on 25th Street between Washington Boulevard and the railroads and are listed in the NRHP as part of the Lower 25th Street Historic District (UDSH 2021). Buildings from the period are predominantly two-part commercial blocks constructed of brick and exhibit ornaments and features that are characteristic of eclectic Victorian styles. Wood or milled lumbers were likely the predominant building material during the first half of this period, although early commercial buildings of this type were typically lost to fire or replaced with larger masonry buildings. In 1873, a fire erupted on the west side of Washington Boulevard that destroyed several businesses either from the fire itself or intentional demolition to stop the fire from spreading (*Deseret News* 1873). In Ogden, and nationwide, conflagrations of this magnitude prompted subsequent construction with materials that were more fire resistant, such as brick or stone (Southworth and Polk 2004).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 6

GROWTH OF COMMERCIAL ENTERPRISE AND INDUSTRIALIZATION, 1890–1928

In the late nineteenth century and into the early twentieth century, the influence of the railroads, Ogden's so called Americanized local government, and the diverse population manifested in commerce, industry, and the built environment. During this period additional outside attention, in the forms of land prospecting and advertising, focused on Ogden. In burgeoning cities west of the Mississippi, a pattern developed in the late nineteenth century to draw attention, investment, and new residents by hosting grandiose festivals (Holley 2014). Following suit, William Hope Harvey, recently arrived from Colorado by way of West Virginia and Ohio, promoted Ogden's own festival, the Rocky Mountain Carnival, to coincide with the New Orleans Mardi Gras and to lure real estate investors from across the country (Olsen 1998:10). Although the festival was fraught with conflict and disappointment, the campaign brought national attention to Ogden (Holley 2014).

From here, the railroads were the foundation that fostered the growth of commercial enterprises, industries, and banking. Access to and demand from regional and national markets prompted the consolidation and industrialization of Ogden's early processing industries at the turn of the twentieth century. During this period Ogden became a leader in the West in flour milling, canning, and meat packing. This economic growth surged during World War I (WWI) and into the 1920s. The demand for raw materials and food products on the war front bolstered freight and passenger service on the railroads and production in Ogden's flour mills, canneries, and meat packing plants (Southworth and Polk 2004).

Population

Population growth plateaued in the 1890s but continued to increase consistently in the 1900s, 1910s, and 1920s. Cumulatively during this period, the population of Ogden increased from 14,889 in 1890 to 40,272 in 1930 (U.S. Census Bureau 1891, 1931). In the context of Weber County, the population between 1920 and 1930 shifted from predominantly rural to predominantly urban, contributing to the growth of Ogden (Roberts and Sadler 1997:252). In addition to members of the Church, who were typically of British and northern European descent, laborers of multiple ethnicities contributed to the population growth.

The demand for laborers on the railroads and associated industries continued to attract a diverse population of Chinese, Japanese, Italian, Basque, and Latinx people to Ogden. Generally, these were single men or men with families in their native country who intended to stay only temporarily. However, as some laborers were joined by or established families in Ogden and found economic stability, a broad pattern arose of settlement and niche business development. Enclaves, often overlapping, formed for each ethnic group east of the railroad, as former railroad laborers established businesses to serve their communities. As the earlier generation of laborers became established in Ogden or left, employment opportunities for other laborers opened on the railroad and associated industries, a trend that would continue into the mid-twentieth century.

In the late 1860s, construction of the CP railroad alignment had brought Chinese laborers to Utah. Most were initially in Box Elder County, and most left for the West Coast or returned to China after completion of the railroad. However, some Chinese laborers had remained in Utah and established communities in Salt Lake City, Ogden, Corinne, Park City, and Silver Reef. In 1870, three individuals comprised the Chinese population in Weber County, but that number had grown to 33 in 1880 and 106 in 1890 as

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 7

Chinese people moved to developing communities in urban areas (Oliver et al. 2016; Roberts and Sadler 1997). In the 1880s and 1890s, Ogden's Chinatown centered on 25th Street and Grant and Lincoln Avenues, where members of the community had established laundries, markets, groceries, and restaurants (Conley 1994; Oliver et al 2016; Roberts and Saddler 1997). At the turn of the twentieth century, the Chinese population center shifted to Salt Lake City, and the Chinese population in Ogden declined further leading up to World War I (Conley 1994; Oliver et al 2016).

Beginning in the 1880s, Japanese immigrants were brought to the United States to replace Chinese laborers as immigration restrictions tightened for Chinese laborers and emigration restrictions loosened in Japan (Oliver et al. 2016). In Ogden, the Japanese population swelled in the early twentieth century from six people in 1900 to more than 400 in 1910; this was largely supported by Japanese labor agents (Oliver et al. 2016; Taniguchi 1994). The railroads, again, were the primary source of employment for Japanese immigrants until about 1915, as European immigrant laborers increasingly replaced Japanese laborers. Former laborers established businesses in Ogden, such as boardinghouses, laundries, markets and grocery stores, and restaurants to serve the burgeoning Japanese community. In the 1920s, Ogden's Japan Town was established in an area roughly bounded by Keisel Avenue, Wall Avenue, 24th Street, and 25th Street (Oliver et al 2016).

Italian immigrants, predominantly from the southern regions of Piemonte, Veneto, Abruzzi, Lazio, Calabria, and Sicilia, arrived in Utah in response to the demand for unskilled labor in mines and on railroads beginning in the 1880s and 1890s (Notarianni 1994). Italian laborers were attracted primarily to Carbon, Salt Lake, Tooele, and Weber Counties. In Ogden, Italians came to work as section hands for the railroads, but in time, former railroad laborers established shoe shops, tailor shops, grocery stores, and taverns that served a small Italian community centered around 21st and 22nd Streets at Wall Avenue (Notarianni 1976; Roberts and Sadler 1997:406). Italian immigration continued until the 1920s, when legislation limited immigration from southern and eastern Europe (Notarianni 1994).

Basque immigrants began to settle in the Intermountain West around 1870 and found economic opportunity as miners, sheepherders, cattle ranchers, and "trackmen" building railroad tracks for regional rail lines to mining operations (Hervas 2019; Manwill 2021). The isolated and temporal nature of these opportunities inhibited the establishment of Basque enclaves. Instead, communities formed at major transportation hubs (Manwill 2021). Basque hotels and boardinghouses served as community centers as well as a physical vestige of the culture. Basque hotels and boardinghouses were run by recent immigrants and catered to new arrivals (Carricaburu 1994). Hotels provided a seasonal residence for wintering or recuperating sheepherders and Basque students and a permanent residence for retired sheepherders. Hotels provided space for family celebrations, marriages, dances, and wakes (Echeverria 1995). As a railroad hub and a center for livestock and meat packing in the West, Ogden became a hub for Basque hotels (Manwill 2021). The Royal Hotel at 2522 Wall Avenue served the Basque community in the 1920s and 1930s with shops, cafes, offices, rooms, and a jai alai court, which was an important aspect of Basque heritage (Murphy 1996). The Pyrenees French Basque Hotel, the Allies Hotel, and the Landas boardinghouse are other noted examples of Basque hotels in Ogden (Echeverria 1995; Manwill 2021).

Beginning in the 1910s, Latinx laborers arrive in in Ogden to work on the railroads. The onset of WWI resulted in an instant labor shortage, as immigration from countries in Europe and Asia became restricted (Mayer 1976). In the early twentieth century, Latinx laborers were one of the largest ethnic groups

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 8

working on the railroads, and the UP was the largest employer of the Latinx laborers (Solórzano 2014:71). Ogden's early Latinx community was established near the railroad in an area roughly between 23rd and 27th Streets and between Wall and Washington Avenues (Hovanes and Oliver 2021). The Latinx population in Ogden continued to grow throughout the 1920s up to the Great Depression (Mayer 1976).

Commerce and Industry in the Commercialization and Industrialization Period

Railroads

The railroads were the single most influential factor impacting commerce and industry in Ogden in the late nineteenth and early twentieth centuries. Without the railroads, Ogden's economy would have been stagnant (Olsen 1998). Although the railroads were completed in 1869, during the previous period, the impact would not be fully realized until the late nineteenth century. The railroads' prosperity supported commercial enterprise and industries into the 1920s (Southworth and Polk 2004).

The railroad network west of the Rockies was sparse comparatively to the webbed network of routes that traversed the Midwest in the 1890s (U.S. Army Quartermaster Corps 1892). As the terminus for the Southern Pacific, the UP, and the Denver and Rio Grande Western railroads, Ogden was designated the transfer point for freight and passenger services connecting the West and California with the American marketplace in the East (Robert and Sadler 1997:275). But Ogden was also the transfer point for north-south rail lines interconnecting regional markets in Utah and Idaho while providing a route to national markets in California, the Pacific Northwest, the Midwest, and the East (Knight, Leonard and Company and Union Pacific Railway Company 1892). Because of the railroads, industries such as flour milling, canning, livestock and meat processing, and dairy production were able to expand to large-scale industrialized plants to produce goods for regional and national markets. During this period, Ogden was a major center for grain storage and flour milling, canning, and the livestock market.

Commerce

The railroads diversified the demographics of Ogden's residents, thereby diversifying the variety of businesses and the specialization of industries. The nature of commerce evolved from prospective and opportunistic businesses prompted by the boom of the railroads to permanent businesses supporting a growing urban center and its residents. By the turn of the twentieth century, commerce had spread from its original center on Washington Boulevard along 25th Street toward the railroad depot to take advantage of travelers and transient laborers (Olsen 1998:10; Sanborn Map and Publishing Company 1890, 1906).

During this period, 24th and 25th Streets between Washington Boulevard and the railroads emerged as an entertainment and commercial district that catered almost exclusively to railroad workers and passengers, who were predominantly single men. Reputable businesses included restaurants, saloons, billiard halls, barber shops, cigar stores, and rooming houses (Olsen 1998:22; Sanborn Map and Publishing Company 1890, 1906) Meanwhile, on Washington Boulevard, commercial expansion consisted of larger and taller buildings housing offices, financial institutions, and stores catering to Ogden's permanent residents (Southworth and Polk 2004).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 9

Livestock and Meat Packing

In Ogden, livestock production was the second major industry, and livestock was shipped from ranches in Utah as well as Wyoming, Idaho, and Nevada (Southworth and Polk 2004). Because of the railroads and the Ogden Union Stockyards, Ogden could export more cattle, hogs, and sheep, and it became a center of the livestock industry in the West (Roberts and Sadler 1997:231). The Ogden stockyard was heralded for its modernization and capacity and handled as many as 10,000 head of livestock in a single day by 1920.

The Ogden livestock industry evolved in tandem with the meat packing industry. Before industrialized meat packing, butchering occurred at home, on a farm, or in a butcher shop. Prior to refrigerated cars, it was difficult to transport processed meat; it was not cost effective to transport live animals because of mortality rates and the percentage of a live animal that was essentially waste because it was considered inedible (60 percent). For these reasons fresh meat in the West was procured locally or transported and butchered nearby. In the nascent years of the railroads prior to the late 1870s, refrigeration depended on ice blocks. The first refrigerator car was developed by Swift and Company in the late 1870s/early 1880s (Ellis 2017).

The refrigerated car and connection to greater markets through small-scale interurban railways revolutionized the livestock and meat packing industries—from small-scale ranches that operated seasonally to large-scale regional livestock centers operating year-round and supplying consumers across large distances. Small warehouse-style slaughtering plants gave way to industrialized assembly line large-scale slaughterhouses. Industrialized meat packing reached Ogden in the early 1900s. The Ogden Packing and Provision Company, later the American Packing and Provisions Company, was established in 1906 and led the way for the livestock and meat processing industry in Utah (Ellis 2017). The American Packing and Provisions Company on 24th Street in West Ogden and the Fox-Keller Dressed Meat Company on 21st Street were two of the Ogden's largest meat packing establishments (Roberts and Sadler 1997:278).

The Ogden Union Stockyard Company organized in 1916 and was modeled on the Union Stockyards in Chicago, where livestock was transported short distances on local and regional routes, thereby reducing the risk of fatality, dehydration, and malnutrition. Associated meat processing operations such as slaughtering, butchering, packaging, and distributing were located around the stockyards so that only the edible processed meat products would be shipped, thereby increasing profit margins (Ellis 2017).

Canning

The canning industry was equally as prosperous at both the state and local levels in Ogden and was one of the area's largest employers during this period (Southworth and Polk 2004). Utah's canning industry began in Ogden in 1886 with the Colorado-Utah Canning Company in a former pickle works. Although the company dissolved the following year, it set a precedent for canning in the state (Hallet Stone 2013). In 1914, Utah was fifth nationwide in the canning industry (Hallet Stone 2013). Weber, Davis, and Cache Counties held over two-thirds of the state's canneries. The most numerous and reputable products grown in those counties were tomatoes and peas (Strack 1994).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 10

After the Colorado-Utah Canning Company closed, its founders, Alexander McKinney and Robert Lundy, started separate canning ventures. McKinney organized the Ogden Canning Company, and Lundy established the Utah Canning Company (Strack 1994). The Utah Canning Company later included Isaac N. Pierce (originator of Pierce's Pork and Bean) as well as Thomas Dee and David Eccles, who reorganized the company in 1897 (Hallet Stone 2013). Under their direction, the company developed a method for preserving foods that allowed year-round operation versus seasonal operation, as other canners were at that time. The Utah Canning Company remained in business until 1972 (Strack 1994).

The industry peaked during the 1920s and 1930s, and Ogden was its center. Approximately half of the total canneries in Weber, Davis, and Cache Counties were in Ogden (Roberts and Sadler 1997:279; Hallet Stone 2013). The Utah Packing Corporation was organized in 1918 as a subsidiary of the California Packing Company, which remains extant on West 24th Street and Pennsylvania Avenue in West Ogden. Throughout the 1920s and 1930s, smaller canning companies, predominantly in Weber County, were consolidated into what may have been the largest Utah commercial canning enterprise (Strack 1994, 2019).

Other industries were developed or located in Ogden to support the canning industry, such as can manufacturers and box factories that produced packing cartons. Two were the American Can Company and the Keichefer Box Company (Hallet Stone 2013). The American Can Company built a can manufacturing plant in 1914 to supply the industry statewide. The plant was constructed at the southeast corner of 20th Street and Lincoln Avenue on the Rio Grande Western freight track (Roberts and Sadler 1997; Sanborn Map and Publishing Company 1950).

Flour Milling and Grain Storage

Ogden's pioneering flour milling and grain processing industry grew in conjunction with the railroads in the 1870s and 1880s, and in the late nineteenth century, David Eccles consolidated many of the flour milling operations in Weber County into Ogden Milling and Elevator Company in 1886, including the Advance Roller Mill previously established by Lorin Farr; the Eagle Mills (nee Stevens and Stone Mills), and the Phoenix Mill. Eccles brought Taylor Mill into his group in the 1890s. Much of the wheat for Eccles's mills came from Weber County and northern Utah (Roberts and Sadler 1997:123–124). Most grain or flour produced from Utah wheat was shipped to California and the South; the Ogden "grind" was generally shipped to California markets (Strack 1994, 2021). WWI and increased electrical power stimulated the flour milling industry, and Utah became an exporter of flour. From after WWI until the Great Depression, Utah was one of the 10 leading flour milling centers of the United States, and Ogden was the center of the grain and flour milling industry in the West (Roberts and Sadler 1997:240; Strack 2021).

Dairy

In Weber County, dairying was a major form of commercial farming and included the processing of milk and butterfat products (Roberts and Sadler 1997:252). At the close of the 1920s, Weber County was surpassed only by Cache County, Utah County, and Salt Lake County in the number of dairy cows being milked; that number would peak in 1949 after World War II (WWII) (Roberts and Saddler 1997:253).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 11

In addition to commercial dairies, the industry prompted the establishment of creameries and dairy supply companies in Ogden. In 1913, three creameries were listed in the *Ogden City Directory*: Burton Creamery Association, Jensen Creamery Company, and Riverdale Creamery. In addition, approximately 10 dairies were listed in Ogden, with an equal amount listed in the neighboring communities of Harrisville, Marriott, Slaterville, and Riverdale (R. L. Polk and Company 1913). In 1923 Weber County dairymen formed a cooperative consisting of seven dairy receiving or skimming stations that were then organized into the Weber Central Dairy Association at one location in 1924. The association was subsequently headquartered in Ogden at 2551 Ogden Avenue, where milk and cream were pasteurized and bottled (Roberts and Sadler 1997:258). The index to the 1935 Sanborn fire insurance map lists Brown Ice Cream Company, Midwestern Dairy Products Company, Mutual Creamery Company, and Weber Central Dairy Association (Sanborn Map and Publishing Company 1950).

Sugar

The sugar refining industry began in Weber County in 1889 with the Amalgamated Sugar Company, which was headquartered in Ogden. In 1915 the Amalgamated Sugar Company became a conglomeration of sugar factories throughout Utah and other states that was headquartered in Ogden. The company was able to weather problems that plagued beet sugar companies—post-WWI agricultural depression, infestation and subsequent blight in the 1920s, and competition from cane sugar—and was the second-largest beet sugar producer in the country in the 1990s (Arrington 1994). The Shupe-Williams Candy Company was one of the largest candy producers in Utah and a major consumer of the locally refined sugar (Roberts and Sadler 1997:281–282). For a time, the company was at 261–263 25th Street; it later moved to the southwest corner of 26th Street and Wall Avenue (R.L. Polk and Company 1906, 1913).

Geographic Occurrence

Small-scale industries of previous decades were consolidated and industrialized to serve regional and national markets. Expanded manufacturing and industry moved farther from the Central Business District (CBD) and nearer to the railroads. (Southworth and Polk 2004:35). Extant buildings from this period are concentrated in the area bounded by 22nd Street, Adams Avenue, 28th Street, and Wall Avenue; however, less-concentrated examples have been identified in West Ogden on 24th Street and Exchange Road; at 31st Street and Washington Boulevard; and between 20th Street, Harrison Boulevard, 30th Street, and Monroe Boulevard.

Building Characteristics

Previously recorded buildings related to the commerce and industry of the period were predominantly constructed for commercial uses with fewer industrial use buildings such as processing plants, factories, warehouses, and waterworks. However, this may be attributed to bias in the existing survey data. Commercial buildings constructed during this period are predominantly one-part and two-part commercial blocks exhibiting a wide variety of styles, including Victorian Eclectic, Twentieth-Century Commercial, Period Revivals, and Prairie School. Brick continued to be the predominant building material during this period. Commercial buildings constructed during this period are predominantly between two to three stories tall with only a few buildings constructed as tall as 14 stories.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 12

**GREAT DEPRESSION AND TRANSITION TO A DEFENSE-BASED ECONOMY,
1929–1955**

Ogden's economic prosperity as a railroad, commerce, and industrial center in the West abruptly declined in the wake of Great Depression and remained suppressed throughout the 1930s. At the time of the Great Depression, Ogden's economy was largely dependent on railroads and commercial agriculture to support its major industries—flour milling, livestock processing, and canning (Southworth and Polk 2004). Passenger service on the railroads declined. Despite federal and county relief programs that assisted agricultural enterprises, many farms and ranch operations that supplied Ogden's industries failed during the Great Depression. WWII reignited the economic fortitude of the railroads as they became a part of the nation's military system, carrying war materials and troops for the war effort (Roberts and Sadler 1997:276). Because Ogden was on the principal coast-to-coast rail line, its depot experienced a surge in freight as well as passenger service transporting civilians and troops across the country. Private companies were contracted by the government to produce goods and provide services for the war effort. For instance, American Can Company in Ogden fabricated metal containers, Ogden Transit Company provided transportation services, and Weber Central Dairy supplied dairy products to the military. (Roberts and Sadler 1997:292) The Ogden stockyard recovered from the severe decrease in livestock during the Great Depression and boomed at the close of WWII in 1945, which also bolstered the adjacent American Packing and Provisioning Company (Ellis 2017).

In Ogden, defense emerged as the major economic driver during WWII, with defense manufacturing, farming, and construction of the Utah General Depot (aka Defense Depot Ogden) and Hill Air Force Base. Simultaneously, the advent of the automobile would change the appearance and location of commerce, as local and state routes were constructed throughout Ogden, and foreshadowed the inevitable decline of the railroads and the demise of urban, pedestrian-scale commercial districts. With the demand in war-related production, railroads and their associated industries briefly rebounded during WWII but would begin to languish in the postwar period. Similarly, the influx of rail passengers and troops in Ogden during WWII reinvigorated the bars, saloons, restaurants, and myriad entertainment venues on 25th Street but numbers would wane in the postwar period (Olsen 1998:10).

Population

The population shift that began as early as the 1920s from rural to urban continued into the WWII era and represented a statewide economic shift from predominantly agricultural to predominantly industrial (Roberts and Sadler 1997:252). During WWII, farms began transitioning from crops that required a great deal of hand labor, such as row crops for canning and sugar beets for sugar refining, toward grain, hay, and pastures that required less labor, further widening the economic and population shift from agricultural to industrial (Roberts and Sadler 1997:266). While the number of farms and lands for farms decreased throughout Utah, available land for farming became increasingly limited in Weber County compared to other areas after the government purchased potential farmlands for wartime military installations and as farmlands gave way to subdivision to accommodate the growing urban and suburban population in Ogden (Roberts and Sadler 1997:311). At the onset of the Great Depression, 77.2 percent of Weber County residents lived in Ogden. By the 1950s, 85.5 percent of Weber County was recorded as urban, most of which was, presumably, Ogden.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 13

Population growth halted in the 1930s during the Great Depression with the lowest percentage increase in Ogden since settlement, rising only from 40,272 in 1930 to 43,688 in 1940. However, economic development during WWII and, subsequently, the Korean War, sparked population growth, with a 31 percent increase to 57,112 individuals in 1950, and changed the ethnic demographic of the population (Roberts and Sadler 1997:292, 299).

The Latinx population in Ogden declined in the 1930s as a result of voluntary relocation and forced deportation from the United States during the Great Depression (Mayer 1976). But the labor shortage in defense-related industries and agriculture came at the onset of WWII. Active recruitment by federal and private employers in Latinx communities in New Mexico and Colorado prompted an in-migration of Latinx laborers to Ogden (Mayer 1976).

Initially, African Americans arrived in Ogden as recruited laborers who worked in the railroad shops or in service positions as porters, waiters, and cooks (Colman 1994). However, the population in Ogden remained less than 100 up to 1900; it began to grow in the late 1930s, reaching 200–300 by 1940 (Stene 1994). As hotel facilities expanded, dining car services developed on the railroads, and military installations and defense-based manufacturing created jobs, the African American population grew throughout WWII and into the 1950s (Coleman 1994). African Americans were socially and physically segregated and settled near in an area near the railroad depot between 24th Street and 30th Street and between Grant and Wall Avenues (Roberts and Sadler 1997:184). Throughout the civil rights movement, many business and hotel owners continued to prohibit African American patronage. As a result, clubs, restaurants, barbershops, and hotels that catered to the African American community developed on the south side of 25th Street (Cooper-Rompato 2020). Three hotels—the Davis Hotel, the Royal Hotel, and the Porter's and Waiter's Club—were well-established African American-owned businesses serving military and railroad personnel in Ogden (Cooper-Rompato 2020; Roberts and Sadler 1997).

Commerce and Industry in the Defense Period

Industry Recovery

As a result of the demand for processed goods and materials during WWII, several of Ogden's industries recovered after the Great Depression, albeit only briefly. Additionally, some of Ogden's private industries were directly commissioned by the federal government to support defense production (Roberts and Sadler 1997:292).

The American Can Company was contracted by the federal government to fabricate metal containers between 1940 and 1945 (Roberts and Sadler 1997:292). At the same time, defense-related production during WWII drew workers away from farms, which presumably influenced the agricultural shift from labor-intensive row crops for canning to grain, hay, and pastures that could be harvested mechanically. This shift marked the beginning of the end for the canning industry in Weber County and Ogden, as canneries relocated to other regions where larger harvests of row crops continued (Roberts and Sadler 1997:266).

The Weber Central Dairy was contracted by the federal government to supply dairy products for the military during WWII (Roberts and Sadler 1997:292). The industry continued to have a presence in the

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 14

CBD when the Weber Central Dairy moved its production facility to 1225 Wall Avenue in 1946. Smaller operations during this period included Ekins Dairy, Arden Dairy, and Model Dairy (Roberts and Sadler 1997:258)

Following a severe decrease in livestock production in the 1930s, the Ogden Union Stockyards recovered and experienced one last boom at the close of WWII. By 1954, it was the largest single stockyard facility west of Denver (Ellis 20217). Recovery of the livestock industry and the stockyards concurrently bolstered the meat packing industry. In 1947, the American Packing and Provisions Company—adjacent to the stockyards—embarked on an expansion project to increase efficiency and animal handling capacity with additional cooling facilities, a sheep unit, and storage (Strack 2020a).

Flour milling and grain storage in Ogden persevered through the Great Depression and continued to expand during WWII under large corporate brands such as General Mills (formerly Sperry Flour Company) and Pillsbury (formerly the Globe Flour Mill) (Strack 2021).

Defense

Three military installations were constructed during WWII that would impact the economy in Weber County and Ogden: Hill Air Force Base, the Defense Depot, and the Clearfield Navy Supply Depot. Only the Defense Depot is located within Ogden City municipal limits.

In 1934, the U.S. War Department began to search for locations for air bases nationwide, and the Wasatch Front was among those being considered. The Ogden Chamber of Commerce and Weber County business leaders, recognizing the resurgence that a military base could bring to the depressed economy, aggressively lobbied for the base to be located near Ogden (Roberts and Sadler 1997:286). In 1939, Congress passed legislation allocating funds to construct an air base in Ogden that would soon be deemed Hill Field. Construction began the following year.

In 1935, the U.S. Army selected the community of Marriott, then just north of Ogden, as the site for a military warehousing depot. Both the railroads and the depot's proximity to highway routes provided access to major ports on the Pacific Coast. Construction of the Defense Depot in Ogden¹ began at the end of 1940 and would continue into the 1960s. Twenty-eight warehouses and 19 sheds were constructed throughout WWII; four more warehouses and an additional shed were constructed during the Korean War, resulting in 32 warehouses and 20 sheds dating to this period (Roberts and Sadler 1997:290). The depot served as an industrial storage and shipping facility for goods and war materials during WWII and employed thousands of civilian workers. It also served as prisoner of war camp housing and employed 5,000 Italian and German prisoners of war at its peak (Roberts and Sadler:291).

Automobile

The advent and increased attainability of automobiles for individual households further bolstered and diversified commerce and industry during this period. As early as 1904, the first known automobile had

¹ The depot was referred to as the Utah General Depot until 1962. It was briefly renamed the Utah Army Depot from 1962 to 1964. It was renamed the Defense Depot Ogden, or Defense Depot, in 1964, which continues to be used to the present.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 15

arrived in Weber County, and the same year Ogden City officials authorized the first “macadamized” roads. By the 1920s, automobiles were becoming increasingly more accessible to county residents who traveled from outlying communities to purchase groceries and other goods in Ogden. In response, automobile and truck body plants were established in the 1920s, followed by automobile dealerships and service stations to provide fuel, oil, and mechanical repairs (Roberts and Sadler 1997:276; 376). By 1935, buses replaced the electric streetcar railway system in Ogden, as increased popularity of the automobile contributed to decreased ridership (Roberts and Sadler 1997:141).

During this period, portions of state and national highway routes were being paved through Ogden and connected neighboring communities such as Hooper, Huntsville, Farmington, Hot Springs, and Brigham City (Utah Department of Transportation 1931). The connection and improvement of highways along local roads increased commercial traffic.

As early as 1910, state routes connected Ogden with Salt Lake City via Farmington, Coalville, Huntsville, and Logan via Brigham City (Utah Department of Transportation 1910). By 1927, the paved route of U.S. 91² traveled from Salt Lake City north to Ogden along Washington Boulevard, where it continued north to Brigham City and Logan or connected east to Huntsville (Utah Department of Transportation 1926). Initially, U.S. 89 was an unimproved gravel road traveling from Farmington to Ogden that was not completely paved until the mid-1930s when it was completed from Spanish Fork, Utah, to the Canadian border (Sanderson et al. 2019). By 1937, U.S. 91 and U.S. 89³ intersected south of Ogden and continued north along Washington Boulevard to Logan, where the routes diverged (Utah Department of Transportation 1937).

The main east-west connection between Ogden and West Ogden has historically been, and continues to be 24th and West 24th Street. The street has also served as a connection between Ogden and the neighboring communities. In 1915, State Route (SR) 37 was added to the state highway system, connecting Ogden southwest to Hooper. The route predominantly followed 24th Street and Midland Drive near West Ogden (Utah State Legislature 1927). Ultimately, SR 37 was rerouted around Ogden, extending south to Sunset.

SR 39, originally constructed in 1911, connected Ogden with Huntsville and then Woodruff through Ogden Canyon and was designated SR 39 in 1927. The original route alignment traveled through Ogden along 24th Street and connected with U.S. 89/91 on East Harrison Boulevard (previously SR 103, now SR 203). The route then turned east on Valley Drive and continued into Ogden Canyon. In 1964, SR 39 was rerouted to its current location, which runs along 12th Street (Utah State Legislature 1927).

² In 1926, U.S. 91 ran over 1,300 miles between Great Falls, Montana, and U.S. 66 in the Mojave Desert. The route was later extended west to Long Beach, California, and north to Canada. In Utah, U.S. 91 passed through Nephi, Fillmore, Beaver, Cedar City, and St. George and along the Wasatch Front through Provo, Salt Lake City, and Ogden. (Barns et al. 2021).

³ In 1925 U.S. 89 was one of the first highways to be numbered by the U.S. Bureau of Public Roads (Arizona Department of Transportation 2016). In total, U.S. 89 consists of almost 2,000 miles of two-lane road connecting the major urban centers of Tucson, Phoenix, and Salt Lake City and over 150 smaller cities such as Ogden as well as national parks, national monuments, national forests, historical parks, and recreation areas (Cowlin and Cowlin 2021). U.S. 89, coined the “Highway to Grandeur,” was built to connect Arizona to Alaska. During the 1950s, numerous businesses related to the needs of travelers opened along the highway on Washington Boulevard (Highway 89 Collection 2021).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 16

Geographic Area

Construction during the Great Depression was concentrated along Washington Boulevard and seeped west onto peripheral streets; at Riverdale and Washington Boulevard, on 24th Street in West Ogden, and at the Defense Depot during WWII.

Building Characteristics

Available data indicate that a flurry of construction was completed in 1930, which included the Ogden Union Stockyards, Globe Mills, and Utah Bottling Works. But only three extant commercial buildings were completed between 1931 and 1934, signaling a decline in new construction during the early 1930s (Utah Division of State History 2021). Construction resumed in the wake of WWII with the Utah General Depot, which was completed between 1941 and 1945, although construction continued intermittently into the 1950s. The facility accounts for nearly 30 percent of the previously recorded buildings constructed during the period, most of which are industrial storage buildings and warehouses.

Commercial buildings constructed during this period are mostly one-part commercial blocks and service bay businesses catering to automobiles, and they exhibit a variety of styles. Construction and exterior cladding materials are diversified during this period to include asbestos siding, ceramic tile, concrete block, corrugated metal, regular and striated brick, and stucco/plaster.

Modernizing Main Street

The modernization movement was ushered in between the world wars in response to the Great Depression, and it was widely accepted in commercial districts throughout the United States. In Ogden, the modernization movement manifested in the 1930s and early 1940s on Washington Boulevard and tangential streets. The programs established under the New Deal bolstered a trend to modernize storefronts of late nineteenth- and early twentieth-century buildings on Main Streets across the country. In 1934, Title I of the National Housing Act authorized the Federal Housing Administration (FHA) to insure private lenders against losses on low-interest loans for modernization projects on existing residential and non-residential buildings (Esperdy 2008). Storefronts were modernized to remain eye catching, attractive, and competitive and to stimulate consumer spending. Although commercial buildings had been evolving throughout the previous decades, the transition to the modern movement was stark and dramatic, with striking, colorful materials and streamlined designs influenced by the International, Art Deco, and Art Moderne styles (Esperdy 2008). The modernist message publicized by the FHA and local lenders and was popularized amongst property and business owners through trade publications and sign companies (Jackson 2017). The movement manifested itself in older commercial districts through the covering of existing storefronts and ground floors with modern veneers, as “the emphasized surface of the typical storefront appeared unbroken across the architectural volume like a ‘tight skin’” (Esperdy 2008:213).

DECLINE OF THE RAILROADS, SUBURBANIZATION, AND A RETURN TO INDUSTRIALIZATION, 1955–1975

In the mid-twentieth century, the period following WWII and into the 1970s, Ogden waned as the government and business center in Weber County. This period is marked by the decline of the railroads

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 17

and their dependent industries, which had become evident in the 1950s as transportation, shipping, and distribution shifted to road and air transport. This decline was exacerbated by the completion of Interstate 15 (I-15), which bypassed Ogden's CBD and diverted traffic from urban commercial areas. Doubting the resiliency to withstand the ebb and flow of a politically influenced defense-based economy, the Ogden Chamber of Commerce sought to transition to a revitalization of commercial enterprise and new industries.

The combination of suburbanization and the decline of Ogden's historic industries resulted in the abandonment and deterioration of Ogden's urban commercial and industrial areas. Nationwide, urban renewal projects brought dramatic changes to these areas. In Ogden, the newly established Ogden Redevelopment Agency initiated a series of projects that resulted in the demolition of commercial blocks, industrial buildings, and working-class neighborhoods historically occupied by Ogden's minority communities.

An economic shift occurred during this period in which retail moved out of Ogden to the peripheral towns of South Ogden and Riverdale. Washington Boulevard between 36th Street and 45th Street exemplified this shift with its collection of garish signs and facades advertising to the automobile consumer. In the 1970s, Riverdale drew automobile dealerships and retail businesses by taking advantage of new state sales tax laws (Roberts and Sadler 1997:342).

Population

The national suburbanization trend manifested locally as the Weber County population increased 30 percent between 1950 to 1980, whereas Ogden's population increased only 13 percent during the same period. In the 1950s, Ogden experienced a parallel population boom, with the county's population peaking in the twentieth century at 70,197 in 1960 (U.S. Census Bureau 1961). However, Ogden experienced its first population decline during the 1960s, which was most severe in the 1970s before tapering off in the 1980s. Concurrently, the population of Weber County continued to increase well into the twenty-first century.

Commerce and Industry in the Reindustrialization Period

Railroads Decline and Automobiles Rise

Until 1955, the economy in Ogden had included the railroads, commercial agriculture and processing, commerce, and government installations. By the 1960s, the demand for passenger service drastically declined due to increased automobile and air travel and the railroads' utility shifted to the freighting industry. Earlier changes in technology had already made some service facilities at the rail stations obsolete, such as roundhouses after the transition from steam to diesel and ice plants after refrigerated cars were developed. Without the demands of passenger service, railroad companies determined it was futile to maintain stations and their facilities. Between 1968 and 1972, rail companies and related facilities closed and/or were demolished (Roberts and Sadler 1997:310–316).

The decline of railroad passenger service also impacted the commercial district on 24th and 25th Streets that had developed to entertain travelers. Although the entertainment district had suffered in the Great

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 18

Depression, it rebounded during WWII with the influx of service members traveling to Ogden's defense facilities via the railroads. The impact of this economic shift was exacerbated by the construction of I-15, which bypassed Ogden's already declining CBD in 1969 when the route was completed west of the railroad tracks from 31st Street north to Hot Springs (Strack 2020b).

Reindustrialization

Just as the fortitude of the railroads had prompted the establishment and growth of industries in Ogden, the decline of railroads prompted the demise of the livestock, meat packing, canning, and sugar refining industries (Roberts and Sadler 1997:310). The only industry to remain was flour milling and grain storage. The industry continued into the late twentieth century, with Cargill in the former Globe Mill facility, the Scoular grain company in the former Farmer's Grain Cooperative facility (both in West Ogden), and Cereal Food Processors in the former Sperry mill at the west end of 30th Street (Strack 2021). All are extant examples of industrial flour mill complexes. These facilities, as well as the repurposed Utah Cereal and Food Company at 260 West 29th Street, remain extant.

In 1954, the Ogden Union Stockyards was the largest single facility west of Denver. Akin to the decline of the railroads due to automobile transport, the stockyards declined as advancements in long-haul trucking surpassed rail routes bringing flexibility to markets. Road transportation made it possible to deliver live animals directly to local feedlots and meat processing facilities and removed railroads and livestock commissions as the middlemen between buyers and ranchers. By the mid-1960s, the Ogden stockyard had become obsolete; it closed in 1971 (Ellis 2017). At the same time, the adjacent Swift and Company—formerly the American Meat Packing and Provisions Company—closed the packing and adhesive factory in 1970 (Strack 2020a).

Foreseeing the decline of the railroads and the instability of a defense-based economy, the Ogden Chamber of Commerce opened a fund drive in 1954 to raise \$150,000 for the establishment of the Weber County Industrial Development Bureau. The first businesses to relocate to Weber County as a result of this effort were Thiokol Chemical, Marquardt Corporation, Pacific Iron and Steel (which later became Jetway Corporation), Flameco, and McBee Corporation (Roberts and Sadler 1997:319–320). Then industrial development fizzled, and the Weber County Industrial Development Bureau was reorganized as a “county-funded Chamber-administered industrial promotion organization” under the authority of state laws passed to allow local tax monies to support a privately controlled county industrial development agency (Roberts and Sadler 1997:320). The reorganized bureau established the Weber County Industrial Park, or Weber Industrial Park, in undeveloped areas at the northwest periphery of Ogden, in Harrisville, Farr West, and Pleasant View. In 1968 a 476-acre plot was identified at West 2700 North and North 1500 West that had access to both the railroads, I-15, and U.S. 89 (Roberts and Sadler 1997:320). The Ogden Industrial Development Corporation was incorporated on November 9, 1971, and the ground-breaking for the industrial park occurred the following year (Roberts and Sadler 1997:322). Subsequently, the Ogden Commercial and Industrial Park was developed at 2550 South and 1500 West to accommodate smaller businesses closer to the city (Roberts and Sadler 1997:324).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 19

Urban Renewal

In the wake of the railroads' decline and the rise of automobiles and suburbanization, the urban commercial districts were abandoned and neglected. Functionally obsolete railroad and industry facilities were vacated and sold as companies relocated to other regions. As a result, perceptions of blight sparked a wave of demolition that cleared many of Ogden's historic commercial, industrial, and working-class residential neighborhoods from the 1960s and into the early 1980s (Roberts and Sadler 1997:324). Demolition was most prevalent within the two blocks east of the railroad line and its spur lines from 20th Street to 29th Street. The exception was 25th Street, which was spared despite its long-standing nefarious reputation.

The concept of urban renewal was introduced to Ogden and its constituents as early as 1954, when the *Ogden Standard-Examiner* reported that "[a] new program providing 100 percent government insurance for low-cost housing – up to a maximum \$7000 – would be provided for families displaced by slum clearance or urban renewal or any other 'government action'" (*Ogden Standard-Examiner* 1954). Urban renewal legislation passed in Utah in 1965, and the Ogden City Council approved creation of a citywide urban renewal, or redevelopment, agency in 1969 (*Ogden Standard-Examiner* 1969).

One of the first urban renewal construction projects was the Center Business District Mall in 1977, which ultimately failed and was demolished in 2002.

Geographic Occurrence

Previously recorded building data indicate construction during this period typically occurred on the state highway routes and intersecting arteries outside of the CBD and, to a small degree, within blocks that were subject to urban renewal demolition. Concentrations of construction occurred in West Ogden on West 24th Street, Pennsylvania Avenue, and E Avenue and along segments of Washington Boulevard and Harrison Boulevard south of 28th Street.

Extant examples of automobile-oriented buildings dating to this period are likely to be found on Washington Boulevard north of the CBD between 2nd and 7th Streets and between 14th and 20th Streets and south of the CBD between 28th and 36th Streets. Clusters of automobile-oriented buildings are also located at noncontiguous intersections south of the CBD, such as 27th Street and Grant Avenue.

Building Characteristics

Commercial businesses during this period catered to increasing automobile traffic and the outward movement from the CBD toward the suburbs. Extant commercial buildings included service stations, service bay businesses, drive-in restaurants, small one-part commercial blocks, and banks. While motor courts, strip malls, and supermarkets were most certainly constructed during this period, these were quickly outmoded in subsequent decades and replaced with branded commercial chain buildings and big-box stores.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number E Page 20

Industrial buildings during this period are typically one-story warehouses with little to no fenestration and potentially clad with a patterned concrete façade. Common construction materials for this period include concrete block and glass window walls.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 21

F. Associated Property Types

The following sections describe property types that share associative attributes related to the patterns of commercial and industrial development in Ogden. Previous reconnaissance survey data for Ogden was used to identify relevant and extant property types constructed for either commercial or industrial uses.

Commercial-Use Property Types

Buildings used for commerce and trade are further categorized by the National Park Service (NPS) as businesses, professional offices, organizational offices or headquarters, financial institutions, specialty stores, department stores, restaurants, and warehouses (NPS 1997:8). Buildings that have housed commercial enterprises vary in appearance, style, and type based on the period of construction, trends in construction and design, available or popular building materials, and the type of business. In Ogden, historic commercial buildings are concentrated in two areas and represent two distinct types of traffic: pedestrian and automobile. Commercial buildings or blocks and commercial warehouses are densely packed and concentrated in the CBD and along the railroad corridor. This generation of commercial buildings generally catered to foot traffic and dates mainly to the Railroad and Commercialism and Industrialization periods. Commercial buildings that developed after the proliferation of the automobile and the trend of suburbanization are located outside the CBD along major travel routes and are spaced apart by setbacks and sprawling parking lots.

GENERAL COMMERCIAL

Description

General commercial resources can be categorized into one of five subtypes: one-part block, two-part block, two-part vertical block, three-part vertical block, and warehouse. The term “block” originated at the turn of the twentieth century to refer to a commercial building of any size. Commercial blocks may have been constructed for one or more intended businesses but are typically not exclusive to one use and have housed a variety of businesses over time or at one time. The classification of commercial block subtypes is based on the treatment of the exterior, which is intended for public view. The interior plan and arrangement of commercial blocks is not standardized but is flexible and subject to change (Carter and Gross 1988). Early examples of the general commercial block are a narrow street-facing façade and side walls that are or could be tightly packed or abutted to adjacent buildings along a streetscape. The scale of the buildings is oriented toward foot traffic at the street level with large glass display windows. As prosperity and technology advanced, commercial blocks became wider and taller with increased fenestration (Carter and Gross 1988; UDSH 2018).

One-Part Block

The most common general commercial property type in Ogden is the one-part block, which also has the widest period of construction, ranging between ca. 1880s into the 1950s. The one-part block is a single-

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 22

story street-level building characterized by display windows and entrance, stylized principal elevation, and one or both sidewalls abutting adjacent buildings.

One-part blocks from the late nineteenth and early twentieth centuries were typically used for retail and characterized by large plate glass display windows, typically with wood sashes and a transom overhead (Carter and Gross 1988). The principal façade may also exhibit stylistic elements surrounding the windows or in a parapet such as pilasters, patterned brick, or belt courses. Common construction or cladding materials for late nineteenth- and early twentieth-century one-part blocks include standard brick and stone.

In the mid-twentieth century, one-part blocks are also characterized by large plate glass display windows, typically in an aluminum or steel sash, that are either angled along a horizontal axis or a vertical axis leading to a recessed entrance. The principal façade of a mid-twentieth-century one-part block is characterized by patterns or textures in the cladding materials. These commonly include standard brick, striated brick, roman brick, concrete block, and stucco.

Two-Part Block

The second most common extant general commercial block in Ogden is the two-part block, which generally was constructed between the 1880s and the 1910s. These buildings are characterized by two distinct zones—the public space at the street level and the private spaces in the upper stories—and may range in height between two and four floors. After the turn of the twentieth century, advances in structural framing and economic prosperity led to taller, wider commercial blocks (Carter and Gross 1988; UDSH 2018). The street level of the two-part block is characterized by large plate glass display windows, typically with wood sashes and a transom overhead, and an entrance to each commercial space. Two-part blocks typically feature ornamental treatment of the windows and façade with window crowns, varied surface textures, belt courses, pilasters, brackets, and cornices. The roofline typically features a stylized parapet or finial. Standard brick and sandstone are the most common construction or cladding materials for two-part blocks.

General commercial blocks are the most likely properties to also be mixed commercial and residential buildings. A business would occupy the first story or street level of a building, and the proprietor or owner would reside upstairs, in many cases with their family. Historic research indicates this was common in Ogden for ethnic minority populations that lived and worked on 25th Street and adjacent streets near the railroad tracks.

Two- and Three-Part Vertical Blocks

Two-part and three-part vertical blocks are the least common commercial building type in Ogden. These are larger in scale than the two-part block, consisting of at least four stories and dating to the early twentieth century, between the 1910s and 1930s. Unlike the two-part block, the exterior of the two-part vertical block is characterized by two distinct façade treatments. The street-level façade typically has bays of large windows to display the interior function, such as retail or banking, while the upper stories have a repetitive window pattern that is repeated for each successive floor. Pilasters commonly frame either or both the street-level and upper-story windows, and corners are commonly reinforced with decorative

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 23

quoins. Rooflines of two-part vertical blocks are typically crowned with a cornice or string course of decorative masonry and a parapet (Carter 1988).

The three-part vertical block was constructed concurrently with the two-part vertical block but is characterized by three different distinct treatments of the street level stories, the middle stories, and the top or penthouse stories. The street-level and penthouse façades exhibit the greatest ornamental treatment while the middle façade is simpler, with only the repetitive windows and, in some instances, pilasters, leading upward to the penthouse. Like the two-part vertical block, the street-level façade typically has bays of large windows to display the interior function. Rooflines of three-part vertical blocks are crowned with a cornice or string course of decorative masonry.

Vertical blocks typically have structural frame of steel or reinforced concrete. Brick and stone are common cladding materials for the street-level façade while lightweight terra cotta is common cladding material for the upper stories of vertical blocks.

Commercial Warehouses

Warehouses are large multiple-story buildings that typically consist of an office at street level with the rest of the building used for storage or manufacturing (UDSH 2018). Warehouses date to as early as the late nineteenth century and continue to be built today. These buildings are utilitarian in design, but earlier examples may feature ornamental treatment characteristic of late nineteenth- and early twentieth-century styles.

Warehouses evolved with structural advancements and were initially constructed with heavy timber structural framing followed by structural brick framing. Structural iron and steel frames and reinforced concrete replaced these in the early twentieth century. Earlier warehouses are characterized by large windows and light monitors on the roof to allow light into the interior. Other common rooftop features may include water towers used for fire suppression systems and elevator or stair towers. Secondary or tertiary elevations may feature loading docks and bays.

Late nineteenth- and early twentieth-century warehouses are most likely to be located along the rail lines and in proximity to other railroad-dependent industries. Mid- and late twentieth-century warehouses would be located along highway transportation routes.

Significance

General commercial resources may qualify for the NRHP at the state and local levels for their significance in the areas of Architecture, Commerce, Community Development and Planning, Entertainment/Recreation, and Ethnic Heritage.

- In the area of Architecture, general commercial resources may be significant if they embody distinctive characteristics of a style, type, period, or method of construction or if they represent the work of a master builder or architect.
- In the area of Commerce, general commercial resources may be significant for their association with events, trends, and patterns of trading goods, services, and commodities in Ogden. General

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 24

commercial resources may also be significant if they were commissioned by or associated with business leaders or entrepreneurs who contributed to the economic prosperity in Ogden.

- In the area of Community Development and Planning, general commercial resources may be significant for their association with the development of strategically placed commercial enterprises in Ogden.
- In the area of Entertainment/Recreation, general commercial resources may be significant for their association with historic patterns of developing establishments for amusement, particularly those that catered to travelers and transient laborers between 1869 and 1929 and soldiers and military personnel during the WWII era. Examples of these would include saloons/bars/taverns, gambling parlors, hotels and rooming houses, and theaters.
- In the area of Ethnic Heritage, general commercial buildings may be significant for their association with the history of different ethnic groups, who historically came to Ogden because of the railroads or other major industries in the region. This may include people of Chinese, Japanese, Basque, Italian, Latinx, and African American heritage.

Registration Requirements

In order to qualify for registration under the MPDF, general commercial resources must have been used for conducting trade or commerce. General commercial resources will typically meet the registration requirements because they are one of the five identified subtypes, possess key features relating to their use in conducting trade or commerce during their period of significance, and represent one or more of Ogden's economic periods.

Table 2 provides examples of general commercial property types (Photo 1–Photo 11) that may meet the registration requirements. This list is not exhaustive; other examples may be identified through additional survey efforts.

One- and Two-Part Blocks

To qualify for registration under Criterion A or B, one- and two-part blocks should retain integrity of location, design, setting, and association from the period of significance relating to their use in conducting trade and commerce in Ogden. Alterations that occurred outside the period of significance, such as replaced windows and doors or lost parapets and finials, may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration, provided the building is able to convey its property type and association with the period of significance. Additional allowances for exterior alterations should be considered when evaluating the integrity of one- and two-part blocks that are significant for their association with ethnic heritage. Commercial buildings were sometimes adapted to reflect the ethnic heritage and cultural preferences of the business owner. These alterations may be significant in their own right. One- and two-part blocks that have been altered in this manner may qualify for registration during the period of significance if they retain integrity from and are associated with the events, trends, and patterns of commerce in Ogden during that period.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 25

To qualify for registration under Criterion C, one- and two-part blocks should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship associated with the style, type, period, or method of construction for which they are significant. The aspects of integrity should date to the period of significance relating to their use in conducting trade and commerce in Ogden.

Under any criterion, allowances for exterior alterations, particularly to storefronts, should be considered when evaluating the integrity of one- and two-part blocks, as these are likely to have been modified over time to accommodate new uses and to competitively advertise goods, services, and commodities. For example, on Washington Avenue and 24th Street, late nineteenth- and early twentieth-century storefronts were “modernized” between the 1930s and 1950s to appeal to changing consumer demographics. These modernizations may also have become significant in their own right for their association with trends to modernize Main Street during the Great Depression and the post-WWII era. Modernized one- and two-part blocks may qualify for registration during the modernized period of significance—the period of alteration—if they retain integrity from and are associated with the events, trends, and patterns of commerce in Ogden during that period. Conversely, if the alterations were reversed or removed and the original façade remained intact, the resource may qualify for registration during the original period of construction. This may also apply to two- and three-part vertical blocks or commercial warehouses, listed below.

Two- and Three-Part Vertical Blocks

To qualify for registration under Criterion A or B, two- and three-part vertical blocks should retain integrity of location, design, setting, and association from the period of significance relating to their use in conducting trade and commerce in Ogden. Alterations that occurred outside the period of significance, such as replaced windows and doors or lost parapets and finials, may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration, provided the building is able to convey its property type and association with the period of significance.

To qualify for registration under Criterion C, two- and three-part vertical blocks should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship associated with the style, type, period, or method of construction for which it is significant. In particular, the distinct two- and three-part façade treatments that characterize the vertical block types and the characteristic cornice or string course at the roofline should be retained. The aspects of integrity should date to the period of significance relating to their use in conducting trade and commerce in Ogden. Alterations made outside the period of significance may not impact the integrity and historic character of a resource to the extent that would disqualify it for registration, such as replacing windows and doors within the original openings if the original fenestration and entry pattern is retained. Replacement windows and doors should not detract from the historic character of the resource.

Commercial Warehouses

To qualify for registration under Criterion A or B, commercial warehouses should retain integrity of location, design, setting, and association from the period of significance relating to their use in conducting trade and commerce in Ogden. For commercial warehouses, aspects of feeling and association would be strengthened by proximity and a perceivable relationship to the railroad. Alterations that occurred outside the period of significance, such as replaced windows and doors or lost parapets, may not diminish the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Name of Property
Weber County, Utah

County and State
Commercial and Industrial Properties of Ogden, Utah

Name of multiple listing (if applicable)

Section number F Page 26

overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacements should not detract from the historic character of the resource; the original fenestration and entry pattern should remain intact.

To qualify for registration under Criterion C, commercial warehouses should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship associated with the style, type, period, or method of construction for which it is significant. The aspects of integrity should date to the period of significance relating to their use in conducting trade and commerce in Ogden.

Table 2. Examples of General Commercial Buildings in Ogden*

Historic Name/Address	Utah SHPO Property Record #	Date	Economic Period	Type	Area of Significance
First Security Bank Building† 2404 Washington Boulevard	113946	1929	Growth of Commercial Enterprise and Industrialization, 1890–1928	Three-part vertical block	Commerce, Architecture
Hudson Building 2401-2419 Kiesel Avenue	14154	1913	Growth of Commercial Enterprise and Industrialization, 1890–1928	Three-part vertical block	Commerce, Architecture
Hurst Building 2439 Kiesel Avenue	100261	1910	Growth of Commercial Enterprise and Industrialization, 1890–1928	Two-part block	Commerce
Patricia's Mexican Restaurant 236 24th Street	—	1873 / ca. 1960	Development of a Multi-Cultural Railroad Hub, 1869–1889; Decline of the Railroads, Rise of the Automobile, and Return of Industrialization, 1954–1975	One-part block	Commerce Ethnic Heritage
Berthana Building 315–329 24th Street	100262	1914	Growth of Commercial Enterprise and Industrialization, 1890–1928	Two-part vertical block	Commerce, Architecture
333 24th Street	112324	1890	Growth of Commercial Enterprise and Industrialization, 1890–1928	Two-part block	Commerce, Architecture
2351 Grant Avenue	14152	1916	Growth of Commercial Enterprise and Industrialization, 1890–1928	Two-part vertical block	Commerce
Thorstensen Building 2331–2337 Grant Avenue	15140	1929	Growth of Commercial Enterprise and Industrialization, 1890–1928	Commercial warehouse	Commerce; Architecture
Utah Wholesale Grocery Company 2364 Wall Avenue	113398	1909	Growth of Commercial Enterprise and Industrialization, 1890–1928	Commercial warehouse	Commerce, Architecture
Interstate Terminal Warehouse 2386 Wall Avenue aka 118 24th Street	3805; 133406	1921	Growth of Commercial Enterprise and Industrialization, 1890–1928	Commercial warehouse	Commerce, Architecture

* The list of potential commercial buildings is not exhaustive; other examples may be identified with additional research and survey.

† The Utah Division of State History Historic Utah Buildings database notes that an NRHP nomination was reviewed and approved by the State Review Board but was not forwarded to the NPS.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property
Weber County, Utah
County and State
Commercial and Industrial Properties of
Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 27



Photo 1. First Security Bank Building, 2404 Washington Boulevard.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 28



Photo 2. Hudson Building, 2401-2419 Kiesel Avenue.



Photo 3. Hurst Building, 2439 Kiesel Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 29



Photo 4. Patricia's Mexican Restaurant, 236 24th Street.



Photo 5. Berthana Building, 315-329 24th Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 30



Photo 6. 333 24th Street.



Photo 7. 2351 Grant Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 31



Photo 8. Thorstensen Building, 2331-2337 Grant Avenue.



Photo 9. Utah Wholesale Grocery Company, 2364 Wall Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 32



Photo 10. Interstate Terminal Warehouse, 2386 Wall Avenue, aka 118 24th Street.

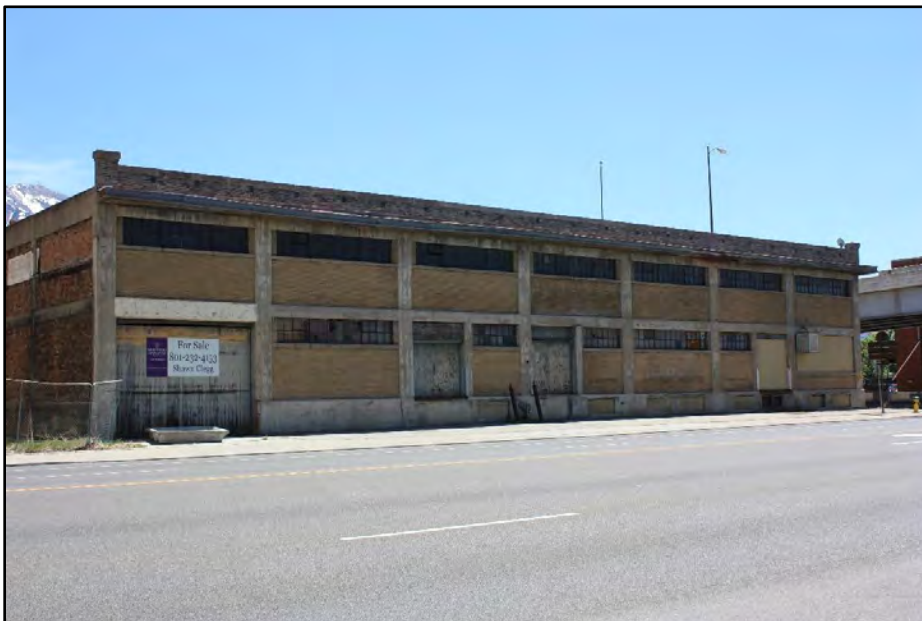


Photo 11. Interstate Terminal Warehouse, 2386 Wall Avenue, aka 118 24th Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 33

AUTOMOBILE-ORIENTED COMMERCIAL

Description

The development of automobiles impacted the form, density, and location of commercial buildings. Buildings no longer needed to be pedestrian scale, walkable, or attention getting at the street level. Buildings could be spaced apart along national and state highway routes with garish signage to catch the fast-moving attention of automobile passengers. Common building types that developed in response to the popularity and accessibility of automobiles for middle-class households include commercial courts and strip malls, supermarkets, drive-in restaurants, motor courts or motels, service stations and gas stations, and service-bay or service garage businesses. In Ogden, commercial buildings associated with automobile consumer culture and suburbanization primarily radiate along Washington Boulevard north and south of the CBD. Washington Boulevard, particularly south of the CBD, stands as a physical chronology of the evolution of commercial buildings in response to the automobile during the mid-twentieth century.

Commercial Court and Strip Mall

The commercial court developed in the early twentieth century with the introduction of the automobile and is considered the predecessor of the more familiar strip mall. A commercial court resembled a drive-up, open-air market housing more than one commercial enterprise in one building. These were usually L- or U-shaped in plan to create a courtyard-like parking area and often featured open storefronts with full-width canopies. Rear and side walls usually did not have fenestration.

A strip mall is characterized by several small businesses in one building with a unified exterior theme or design, independent entries to each business, and ample surface lot parking. These sprawl-oriented “commercial districts” developed in the 1960s in suburban areas along major thoroughfares.

Supermarket

A supermarket is the conglomeration of several food-related businesses in one building curtailed to suburban, automobile-oriented consumers and conveniently provides the services of the producer, butcher, and dry goods merchant under one roof. These buildings featured large parking lots in front of or alongside. Grocery chains developed distinct styles and visual branding. Early examples featured a glass panel façade.

Motel

The motel developed as increased access to personal automobiles changed the architecture of tourism across the United States from traveling by passenger railroads to autonomous automobiles. The motel originated in the auto camps and motor courts that provided grounds for parking cars and placing tents as well as limited amenities to auto tourists. Auto camps evolved into cabin camps and cottage courts designed to provide convenient automobile parking at the front door. The motel derived from these earlier forms in the 1950s and typically featured an L- or U-shaped floor plan that was designed around individual parking spaces and, occasionally, landscaping or resort amenities. These were located along highway routes and near airports and freeway interchanges (Kendrick 2012).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 34

Drive-In Restaurant

The drive-in restaurant proliferated with the automobile in the 1950s. A drive-in building consisted of a counter for placing orders and a kitchen with large windows in three elevations with a walled-in rear enclosing the kitchen and storage areas. Canopies frequently extended from the building sheltering customers ordering from an exterior window.

Service Station and Filling/Gas Station

A pre-WWII-era example of these buildings, sometimes referred to as filling stations, was a small building with a large canopy to shelter the gas pump. Generally, the service station developed after WWII to fuel and mechanically repair the increasing number of automobiles. These were a retail building with adjoining service bays. Associated fuel pumps stood away from the building and may have been covered with a freestanding or attached canopy. Canopies from the 1950s and 1960s tend to be more modern styled with angular, swooping forms.

Service-Bay/Service Garage Businesses

Unlike the service station, service-bay businesses are characterized by an office space with a pedestrian entrance attached to a large vehicle bay with a vehicle entrance. Unlike service stations, vehicle bays house service or delivery trucks. The service-bay business appeared in the early twentieth century as existing buildings with vehicle bay additions. Later mid-twentieth-century service-bay businesses were exclusively constructed with larger offices and attached vehicle garages.

Significance

Automobile-oriented commercial resources may qualify for the NRHP at the state and local levels in the areas of Architecture, Commerce, and Community Development and Planning. In the Defense and Reindustrialization periods, the relationship between commerce and transportation shifted from rail and foot traffic through the dense commercial center to personal automobiles and sprawling commercial strips at the periphery of Ogden's municipal limits and into the suburbs.

- In the area of Architecture, automobile-oriented commercial resources may be significant if they embody distinctive characteristics of a style, type, period, or method of construction or if they represent the work of a master builder or architect.
- In the area of Commerce, automobile-oriented commercial resources may be significant for their association with events, trends, and patterns of trading goods, services, and commodities in Ogden. Automobile-oriented resources may also be significant if they were commissioned by or associated with business leaders or entrepreneurs who contributed to the economic prosperity in Ogden.
- In the area of Community Development and Planning, automobile-oriented commercial resources may be significant for their association with development of the strategically placed commercial enterprises in Ogden.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 35

- In the area of Ethnic Heritage, automobile-oriented buildings may be significant for their association with the history of different ethnic groups, who historically came to Ogden in the mid- to late twentieth century. This may include people of Latinx and African American heritage.

Registration Requirements

To qualify for registration under the MPDF, automobile-oriented commercial resources must have been used for conducting trade or commerce. Automobile-oriented commercial resources will typically meet the registration requirements because they are one of the five identified subtypes, possess key features relating to their use in conducting trade or commerce during their period of significance, and represent one or more of Ogden's economic periods.

Table 3 provides examples of automobile-oriented commercial property types (Photo 12–Photo 21) that may meet the registration requirements. This list is not exhaustive; other examples may be identified through additional survey efforts.

Commercial Court and Strip Mall

Under Criterion A or B, a commercial court or strip mall should retain integrity of location, design, setting, and association from the period of significance relating to their use in conducting commerce in Ogden. Under Criterion A, integrity of association would be strengthened by proximity and a perceivable relationship to the major automobile transportation routes, such as national, state, and local highways. Under Criterion B, the resource must retain a strong association with a business leader or entrepreneur and have been used by the individual during the period of significance. Alterations that occurred outside the period of significance may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Alterations should not detract from the historic character of the resource.

To qualify for registration under Criterion C, a commercial court or strip mall should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship. Resources must possess the distinct characteristics of a commercial court or strip mall from the period of significance relating to the resource's use in conducting trade and commerce in Ogden. Alterations that occurred outside the period of significance may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacement of windows and doors is a typical alteration. Alterations should retain the original fenestration and entry pattern and should not detract from the historic character of the resource.

Supermarket

Under Criterion A or B, a supermarket should retain integrity of location, design, setting, and association from the period of significance relating to its use in conducting commerce in Ogden. Under Criterion A, integrity of association would be strengthened by proximity and a perceivable relationship to the major automobile transportation routes, such as national, state, and local highways. Under Criterion B, the resource must retain a strong association with a business leader or entrepreneur and have been used by the individual during the period of significance. Alterations that occurred outside the period of significance

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 36

may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Alterations should not detract from the historic character of the resource.

To qualify for registration under Criterion C, a supermarket should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship. Resources must possess the distinct characteristics of a supermarket from the period of significance relating to the resource's use in conducting trade and commerce in Ogden. Alterations that occurred outside the period of significance may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacement of windows and doors is a typical alteration. Alterations should retain the original fenestration and entry pattern and should not detract from the historic character of the resource.

Motel

Under Criterion A or B, a motel should retain location, design, and setting, and association from the period of significance relating to their use in conducting commerce in Ogden. Under Criterion A, integrity of association would be strengthened by proximity and a perceivable relationship to the major automobile transportation routes, such as national, state, and local highways. Under Criterion B, the resource must retain a strong association with a business leader or entrepreneur and have been used by the individual during the period of significance. Alterations that occurred outside the period of significance may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Alterations should not detract from the historic character of the resource.

To qualify for registration under Criterion C, a motel should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship. Resources must possess the distinct characteristics of a motel from the period of significance relating to the resource's use in conducting trade and commerce in Ogden. Alterations that occurred outside the period of significance may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacement of windows and doors is a typical alteration. Alterations should retain the original fenestration and entry pattern and should not detract from the historic character of the resource.

Drive-In Restaurant

To qualify for registration under Criterion A or B, a drive-in restaurant should retain integrity of location, design, setting, and association from the period of significance relating to its use in conducting automobile-related commerce in Ogden. Integrity of association would be strengthened by proximity and a perceivable relationship to the major automobile transportation routes, such as national, state, and local highways. Alterations that occurred outside the period of significance, such as replaced windows or infilled, pedestrian doors, and garage doors, may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacements should not detract from the historic character of the resource; the original fenestration and entry pattern should remain intact.

To qualify for registration under Criterion C, a drive-in restaurant should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship. The resources must possess

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 37

the distinct characteristics of a drive-in restaurant from the period of significance relating to the resource's use in conducting trade and commerce in Ogden.

Service Station and Filling/Gas Station

To qualify for registration under Criterion A or B, service stations and filling/gas stations should retain integrity of location, design, setting, and association from the period of significance relating to their use in conducting automobile-related commerce in Ogden. Integrity of association would be strengthened by proximity and a perceivable relationship to the major automobile transportation routes, such as national, state, and local highways. Alterations that occurred outside the period of significance, such as replaced windows or infilled pedestrian doors and garage doors may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacements should not detract from the historic character of the resource; the original fenestration and entry pattern should remain intact.

To qualify for registration under Criterion C, service stations and filling/gas stations should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship. The resources must possess the distinct characteristics of a service station or filling/gas station type and be from the period of significance relating to the resource's use in conducting trade and commerce in Ogden.

Service Bay/Service Garage Businesses

To qualify for registration under Criterion A or B, service bay/service garage businesses should retain integrity of location, design, setting, and association from the period of significance relating to their use in conducting automobile-related commerce in Ogden. Integrity of association would be strengthened by proximity and a perceivable relationship to the major automobile transportation routes, such as national, state, and local highways. Alterations that occurred outside the period of significance, such as replaced windows, pedestrian doors, and garage doors, may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacements should not detract from the historic character of the resource; the original fenestration and entry pattern should remain intact.

To qualify for registration under Criterion C, service bay/service garage businesses should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship. The resources must possess the distinct characteristics of a service station or filling/gas station type and be from the period of significance relating to the resource's use in conducting trade and commerce in Ogden.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property
Weber County, Utah
County and State
Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 38

Table 3. Examples of Automobile-Oriented Commercial Buildings*

Historic Name / Address	Utah SHPO Property Record #	Date	Economic Period	Use/Type	Area of Significance
2680 Washington Boulevard	109548	1933	Great Depression and the Transition to a Defense Economy, 1929–1953	Service-bay/Service garage business	Commerce, Community Development and Planning, Architecture
2869 Washington Boulevard	103910	1976	Decline of the Railroads, Rise of the Automobile, and Return of Industrialization, 1954–1975	Auto dealership; service-bay/service garage business	Commerce, Community Development and Planning
2898 Washington Boulevard	99749	1954	Decline of the Railroads, Rise of the Automobile, and Return of Industrialization, 1954–1975	Service-bay/Service garage business	Commerce, Community Development and Planning
Kiesel Sales and Service 3190 Washington Boulevard	95540	1941	Great Depression and the Transition to a Defense Economy, 1929–1953	Auto dealership; service-bay/service garage business	Commerce, Community Development and Planning, Architecture
Key Bank 3575 South Harrison Boulevard	135365	1959	Decline of the Railroads, Rise of the Automobile, and Return of Industrialization, 1954–1975	Financial institution	Commerce, Architecture
Budget Inn 1956 Washington Avenue	–	1963	Great Depression and the Transition to a Defense Economy, 1929–1953	Motel	Commerce, Community Development and Planning
Pancho's Tires 282 27th Street aka 2691 Grant Avenue	106540	1940	Great Depression and the Transition to a Defense Economy, 1929–1953	Service-bay/Service garage business	Commerce, Ethnic Heritage
Alarcon's Tire Shop 495 26th Street	103103	1946	Great Depression and the Transition to a Defense Economy, 1929–1953	Service-bay/Service garage business	Commerce, Ethnic Heritage
Drive-in restaurant 3501 Washington Boulevard	110288	1969	Decline of the Railroads, Rise of the Automobile, and Return of Industrialization, 1954–1975	Drive-in restaurant	Commerce, Community Development and Planning
Dry cleaner 3570 Wall Avenue	99529	1967	Decline of the Railroads, Rise of the Automobile, and Return of Industrialization, 1954–1975	Specialty store	Commerce, Community Development and Planning, Architecture

* The list of potential commercial buildings is not exhaustive; other examples may be identified with additional research and survey.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 39



Photo 12. Service bay/Service garage business, 2680 Washington Boulevard.



Photo 13. Auto dealership, 2869 Washington Boulevard.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 40



Photo 14. Service-bay/Service garage business, 2898 Washington Boulevard.



Photo 15. Kiesel Sales and Service, 3190 Washington Boulevard.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 41



Photo 16. Key Bank, 3575 South Harrison Boulevard.



Photo 17. Budget Inn, 1956 Washington Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 42



Photo 18. Pancho's Tires, 282 27th Street, aka 2691 Grant Avenue.



Photo 19. Alarcon's Tire Shop, 495 26th Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 43



Photo 20. Drive-in restaurant, 3501 Washington Boulevard.



Photo 21. Dry cleaner, 3570 Wall Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 44

Industrial-Use Property Types

RAILROAD FACILITY

Description

Railroad-related resources directly serviced or depended on the railroads and may include icing plants, roundhouses, commissary and laundry facilities for railroad workers, etc. Many of these buildings were located adjacent to and within the railroad corridor along the western boundary of Ogden and have since been demolished. Ogden Union Station and select associated buildings are listed in the NRHP (NRIS listing #71000867).

Significance

Railroad resources may qualify for the NRHP at the state and local levels for their significance in the areas of Architecture, Community Development and Planning, Industry, and Transportation.

- In the area of Architecture, railroad resources may be significant if they embody distinctive characteristics of a style, type, period, or method of construction or if they represent the work of a master builder or architect.
- In the area of Community Development and Planning, railroad resources may be significant for their association with development of the strategically placed commercial enterprises in Ogden.
- In the area of Industry, railroad resources may be significant for their association with development of the strategically placed commercial enterprises in Ogden.
- In the area of Transportation, railroad resources may be significant for their association with shipping materials and commodities as freight railroads and for their association with passenger service railroads.

Registration Requirements

In order to qualify for registration under the MPDF, railroad resources must have been used for direct service to or be dependent upon the railroads. Railroad resources will typically meet the registration requirements because they possess key features relating to their use by railroads during their period of significance and represent one or more of Ogden's economic periods.

To qualify for registration under Criterion A or B, railroad resources should retain integrity of location, design, setting, and association from the period of significance relating to their use in the railroad industry. Integrity of association would be strengthened by proximity and a perceivable relationship to the railroad. Alterations that occurred outside the period of significance, such as replaced windows and doors or lost parapets, may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacements should not detract from the historic character of the resource; the original fenestration and entry pattern should remain intact.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 45

To qualify for registration under Criterion C, railroad resources should retain integrity of location and setting and a high degree of integrity in design, materials, and workmanship associated with the style, type, period, or method of construction for which they are significant. The aspects of integrity should date to the period of significance relating to their use in the railroad industry.

Table 2Table 4 provides examples of industrial property types that may meet the registration requirements. One railroad resource was identified (Photo 22 and Photo 23). This list is not exhaustive; other examples may be identified through additional survey efforts.

PROCESSING PLANT

Description

Processing plants vary widely in type, design, and materials. Generally, they are large buildings devoid of ornaments with a utilitarian appearance commonly constructed of brick, concrete block, formed concrete, and reinforced concrete. Anticipated examples of industrial property types include the following:

- Flour milling and flour grain storage plants
- Livestock and meat processing or packing plants
- Canning plants
- Sugar refining plants
- Dairy processing plants
- Fruit shipping and processing plants

Geographically, industrial-use buildings from the Railroad and Commercialization and Industrialization periods were located near the primary and branch rail lines. With the decline of the railroads and the shift to freight trucking, many of Ogden's canning, flour, meat processing, and sugar processing facilities have been demolished, including the Ogden Union Stock Exchange, American Packing and Provision Company, Fox-Keller Dressed Meats, and Utah Canning Company.

Significance

Processing plants may qualify for the NRHP at state and local levels for their significance in the areas of Agriculture, Engineering, and Industry.

- In the area of Agriculture, processing plants may be significant for their association with commercial agriculture in Weber County and Utah.
- In the area of Engineering, processing plants may be significant for their association with principles to design, construct, and operate equipment, machinery, and structures used for processing commodities.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 46

- In the area of Industry, processing plants may be significant for their association with technology and methods used to process commodities, typically regionally sourced, and produce goods for distribution to regional and national markets.

Registration Requirements

To qualify for registration under Criterion A or B, processing plants should retain integrity of location, design, setting, and association from the period of significance relating to their use in industry and production in Ogden. Proximity and a perceivable spatial relationship with the main railroad lines or spur tracks would bolster the aspects of location, design, and association. Processing plants should also possess characteristic features and equipment relating to their specific processing use during the period of significance. Alterations that occurred outside the period of significance, such as replaced or infilled windows and doors, may not diminish the overall integrity and historic character of a resource to the extent that would disqualify it for registration. Replacements should not detract from the historic character of the resource; the original fenestration and entry pattern should remain intact or be evident if infilled.

Processing plants are generally utilitarian in appearance and are less likely to qualify for registration under Criterion C in the area of Architecture for embodying distinctive characteristics of a type, period, or method of construction. However, processing plants may qualify for registration under Criterion C for embodying a distinctive engineering technique. A processing plant complex may also qualify for registration under Criterion C as a historic district that represents a significant and distinguishable entity whose components may lack individual distinction. Registration requirements for an industrial complex are discussed under Historic Districts.

Table 2Table 4 provides examples of industrial property types (Photo 24–Photo 32) that may meet the registration requirements. This list is not exhaustive; other examples may be identified through additional survey efforts.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Name of Property
Weber County, Utah

County and State
Commercial and Industrial Properties of Ogden, Utah

Name of multiple listing (if applicable)

Section number F Page 47

Table 4. Examples of Industrial Resources in Ogden*

Historic Name/Address	Utah SHPO Property Record #	Date	Economic Period	Use/Type	Area of Significance
Denver & Rio Grande Railroad Company Freight Office and Warehouse 128-132 24th Street	95363	1913	Growth of Commercial Enterprise and Industrialization, 1890–1928	Railroad; warehouse	Industry, Transportation
Sperry Flour Company 220 W 30th Street	—	1920–1932	Growth of Commercial Enterprise and Industrialization, 1890–1928; Great Depression and the Transition to a Defense Economy, 1929–1953	Flour milling and grain storage; processing plant	Industry
Sperry Flour Company (Royal Plant) 206 and 260 W 29th at the northwest corner of 29th and Reeves Avenue	—	ca. 1916–1929	Growth of Commercial Enterprise and Industrialization, 1890–1928; Great Depression and the Transition to a Defense Economy, 1929–1953	Flour milling and grain storage; processing plant	Industry
Globe Flour Milling 2780 G Avenue	1000; 99274; 101225; 101226	ca. 1920	Growth of Commercial Enterprise and Industrialization, 1890–1928	Flour milling and grain storage; processing plant	Industry
Farmer's Grain Cooperative 2800 S Pennsylvania Avenue	22456; 125412	ca. 1941	Great Depression and the Transition to a Defense Economy, 1929–1953	Flour milling and grain storage; processing plant	Industry
California Packing Company 910 W 24th Street at the southwest corner of West 24th Street and Pennsylvania Avenue	3653; 111407; 102317; 102400; 102384; 104303; 104319	ca. 1923	Growth of Commercial Enterprise and Industrialization, 1890–1928	Canning; processing plant	Industry
Asael Farr & Sons Company, ice and ice cream factory and office building 276-286 21st Street	—	ca. 1920	Growth of Commercial Enterprise and Industrialization, 1890–1928	Dairy production; processing plant	Industry, Transportation

* The list of potential commercial buildings is not exhaustive; other examples may be identified with additional research and survey.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 48



Photo 22. Denver & Rio Grande Railroad Company Freight Office and Warehouse, 128–132 24th Street.



Photo 23. Denver & Rio Grande Railroad Company Freight Office and Warehouse, 128–132 24th Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number F Page 49

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)



Photo 24. Sperry Flour Company (office), 220 W 30th Street.



Photo 25. Sperry Flour Company (flour mill), 220 W 30th Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 50



Photo 26. Sperry Flour Company (Royal Plant), 206 W 29th Street, at the northwest corner of 29th Street and Reeves Avenue.



Photo 27. Sperry Flour Company (Royal Plant), 260 W 29th Street, at the northwest corner of 29th Street and Reeves Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 51



Photo 28. Globe Flour Milling, 2780 G Avenue.



Photo 29. Farmer's Grain Cooperative, 2800 S Pennsylvania Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 52



Photo 30. California Packing Company (office), 910 W 24th Street, at the southwest corner of West 24th Street and Pennsylvania Avenue.



Photo 31. California Packing Company (warehouse), 910 W 24th Street, at the southwest corner of West 24th Street and Pennsylvania Avenue.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 53



Photo 32. Asael Farr & Sons Company, ice and ice cream factory and office building, 276–286 21st Street.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 54

Historic District

Description

A historic district is defined “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development” (NPS 1997:5). Historic commercial districts generally consist of a collection of contiguous buildings that date to a period of significance. Because urban renewal prompted widespread demolition north and south of lower 25th Street and east of the railroad tracks, the CBD has been left noncontiguous pockets of commercial and industrial development that are unlikely to be eligible for the NRHP as a historic district.

Significance

Commercial and industrial historic districts may qualify for the NRHP at the state and local levels for their significance in the areas of Architecture, Engineering, Ethnic Heritage, Commerce, Industry, and Community Planning and Development.

Registration Requirements

To qualify for registration under Criterion A or C, commercial districts should retain physical features that convey the resource’s association with one or more economic periods and the majority of its contiguous contributing resources. The district should retain integrity of location, design, materials, and workmanship. Alterations to contributing resources that occurred outside the period of significance, such as replaced windows and doors or lost parapets and finials, may not diminish the overall integrity and historic character of the district to the extent that would disqualify it for registration. The district should retain sufficient integrity of design, setting, feeling, and association to convey its association with the period of significance. Allowances and consideration, as described under the general commercial subtypes, should also be given to alterations that may have become historic in their own right, such as modifications to storefronts that are representative of adaptations of advertising and consumerism and are associated with broad patterns in history.

To qualify for registration under Criterion A or C as a historic district, industrial complexes should retain physical features that convey the complex’s association with an economic period and industrial theme in Ogden’s history. The complex should retain integrity of location, design, setting, feeling, and association that are pertinent in conveying the historic function of the industrial complex. In particular, contributing resources should retain the historic spatial relationship of buildings, structures, and equipment within the complex from the period of significance. The majority of resources that were historically and functionally related to the specific type of processing should be retained in order to convey the industrial process and function of the complex and its role in industrialization in Ogden.

The 2200 block of Washington Boulevard may be an exception that warrants further study (Table 5). Here a contiguous collection of late nineteenth- and early twentieth-century buildings remains extant on the east side of the street. In an earlier reconnaissance-level survey, several of these buildings were inaccurately dated to the 1950s and 1960s based on mid-twentieth-century applications of stucco and prefabricated metal facades commonly referred to as “slipcovers.” However, preliminary research of

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number F Page 55

Weber County Assessor records indicates that these buildings date to the turn of the twentieth century (Weber County Assessor 2021). For this reason, the block may be eligible for the NRHP for its association with three of Ogden's historic economic periods and as an example of an early commercial district that was adapted to appeal to changing consumer demands and mobility (Photo 33–Photo 38).

Table 5. Potential Washington Boulevard Historic District

Address	Utah SHPO Property Record #	Date	Type
2204 Washington Boulevard	109523	1918	One-part block
2208 Washington Boulevard	108815	1903	One-part block
2210-2212 Washington Boulevard	–	1902	Two-part block
2214 Washington Boulevard	104246	1895	Two-part block
2216 Washington Boulevard	109542	1906	One-part block
2220 Washington Boulevard	–	1883	One-part block
2222-2232 Washington Boulevard	103101; 100271; 10882	1908	One-part block
2236-2240 Washington Boulevard	105439	1908	Two-part block
2242 Washington Boulevard	–	1902	Two-part block
2246 Washington Boulevard	–	1878	Two-part block
2254 Washington Boulevard	–	1926	One-part block
2260 Washington Boulevard	–	1953	One-part block
2262 Washington Boulevard	104234	1909	Two-part block

Note: All construction dates, except 2246 Washington Boulevard, are based on Weber County parcel data available at <https://www3.co.weber.ut.us/gis/maps/gizmo2/index.html>.

Alternatively, the Defense Depot retains a contiguous concentration of industrial warehouses on West 200 North that are linked by the period of construction, aesthetics, and association with the defense-based economy in Ogden. The depot was evaluated in 1996 and may warrant subsequent study to determine the level of integrity that has been retained as the complex continues to be redeveloped.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 56



Photo 33. 2204, 2208, 2210–2212, and 2214 Washington Boulevard.



Photo 34. 2210–2212 and 2214 Washington Boulevard.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 57



Photo 35. 2216 and 2220 Washington Boulevard.



Photo 36. 2222-2232 Washington Boulevard.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number F Page 58



Photo 37. 2236, 2242, and 2246 Washington Boulevard.



Photo 38. 2254 and 2260 Washington Boulevard.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number G Page 59

G. Geographical Data

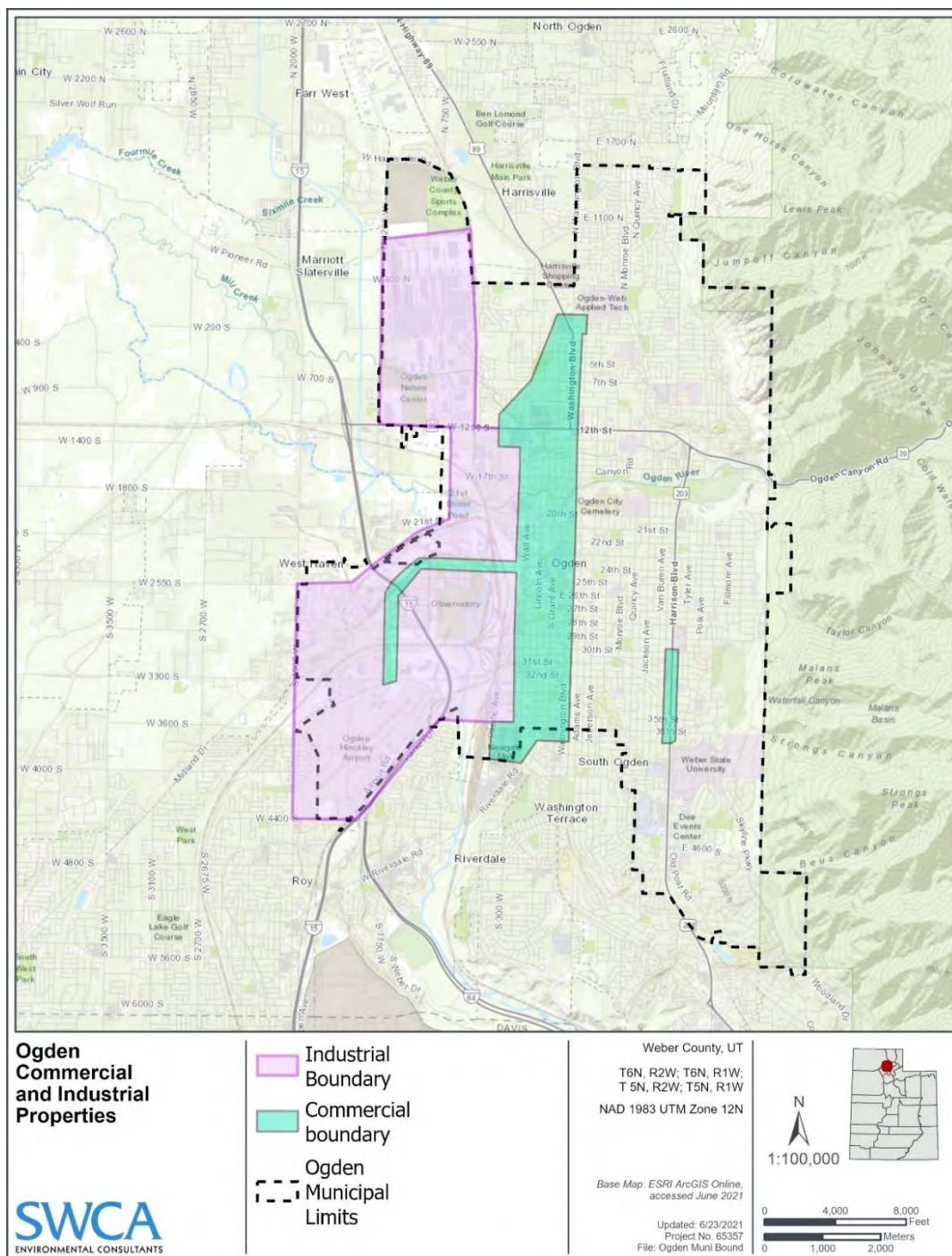
The geographical area for this MPDF is the Ogden City Municipal Boundary including West Ogden, Five Points, and Defense Depot Ogden (Business Depot Ogden). The area is roughly bounded by North Street to the north, the Wasatch mountains to the east, 36th Street to the south, and 1200 West and 1900 West to the west. Map 1 outlines the Ogden City municipal boundary and the general areas where commercial and industrial resources are anticipated. The boundaries for potential commercial and industrial properties are based on existing survey data and observations made during limited survey work; they are not finite. Additional properties may be identified outside the approximate boundaries.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number G Page 60

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)



Map 1. Geographic boundary of the Ogden Commercial and Industrial Properties
Multiple Property Documentation Form.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number H Page 61**H. Summary of Identification and Evaluation Methods*****Research Methods and File Search***

A file search of the Utah Division of State History Historic Utah Buildings database was conducted to identify all previously recorded architectural resources within the extent of Ogden City municipal limits, including West Ogden, constructed before 1975. The results of the file search were subsequently filtered to include only extant properties whose original recorded use was categorized as commercial or industrial according to the Utah State Historic Preservation Office Reconnaissance Level Survey Guidelines for Architectural Resources (2020) as well as plan types that indicated commercial or industrial use.

Research and Data Limitations

Most extant commercial and industrial buildings were constructed in the Commercialization and Industrialization period (26 percent), Defense period (33 percent), and the Reindustrialization period (38 percent) while few buildings remain from the Settlement and Railroad periods. This distribution is presumably due to intentional demolition or incidental loss of earlier buildings that were replaced in succeeding periods. Generally, few buildings would be expected to remain from the Settlement period, as buildings constructed of adobe and wood were replaced with buildings considered more permanent and fireproof and made of brick, stone, and concrete, and later, steel frame and reinforced concrete. Limited extant buildings from the Railroad period could be the result of demolition and replacement with advancements in technology, changes in style, and building use. Additionally, fire incidents in 1873 and 1880s destroyed wood and adobe buildings (Southworth and Polk 2004). Because older resources are more likely to be demolished, and due to urban renewal projects in and around the CBD, the data cannot accurately reflect the number of buildings that would have been associated with the earlier historic periods. Based on population growth and the economic and industry patterns in the late nineteenth and early twentieth centuries, more buildings associated with these periods were anticipated.

One limitation of the data is subjective or inaccurate categorization of original uses, plan types, and construction dates. For this reason, buildings may have been inaccurately filtered out or into the file search or inaccurately filtered out or into economic periods. Another limitation is outdated data. Approximately 85 percent of the file search data was collected over 10 years ago and as far back as 1984 (Table 6). This may have resulted in inaccurate or incomplete evaluations of buildings associated with the recent past or inaccurate calculation of extant resources. Other inaccuracies include duplicate records and incorrect address assignment.

Table 6. Previously Conducted Architecture Surveys within the Ogden Municipal Boundary

Survey Title	Date	Number of Buildings	Origin
Ogden, Weber County, Reconnaissance Level Survey	1984	741	SHPO
South Ogden, Weber County, Utah	1984	3	SHPO
Ogden, Weber County Reconnaissance Level Survey	1985	448	SHPO
Weber Basin Project Historical Cultural Resources Study Contract No. 6-CP-40-03730	1986	477	Compliance

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property
Weber County, Utah
County and State
**Commercial and Industrial Properties of
Ogden, Utah**
Name of multiple listing (if applicable)

Section number H Page 62

Survey Title	Date	Number of Buildings	Origin
Ogden, Weber County Reconnaissance Level Survey	1987	2005	CLG
Ogden, Weber County Reconnaissance Level Survey	1987	733	SHPO
–	1997	0	–
–	2001	0	–
Commentary on Cultural Resources Studies for the 30th/31st/32nd Streets and Wall Avenue Projects in Ogden, Weber County, Utah, 1996-2002	2002	919	Compliance
Crossroads of the West National Historic District Draft Management Plan	2004	212	Other
A Cultural Resources Survey of Bingham's Fort in Ogden, Weber County, Utah	2006	25	–
–	2006	0	–
A Reconnaissance Level Architectural Survey at the Intersection of 32nd Street and Washington Boulevard, Ogden, Weber County, Utah	2008	4	Compliance
–	2009	0	–
Selective Reconnaissance Level Survey Ogden Canyon Weber County, Utah	2011	28	Compliance
–	2012	0	–
Reconnaissance Level Survey 40th Street, Washington Blvd. to Gramercy Ave. South Ogden, Weber County, Utah	2013	49	Compliance

Source: Utah Division of State History (2021)

Note: Survey titles and origin names appear as listed by the Utah Division of State History's Sego system and have not been edited.

A limited reconnaissance survey was conducted of Ogden to identify examples of commercial and industrial buildings that may be eligible for the NRHP under this context. The survey was not exhaustive and was focused on undeveloped areas and vacant or underutilized buildings.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number I Page 63

I. Major Bibliographical References

Ancestry

- 2011 U.S., City Directories, 1882–1995. Available at: <https://www.ancestry.com/search/collections/2469/>. Accessed May 4, 2021.

Arizona Department of Transportation

- 2016 From the Archives: US 89. Available at: <https://azdot.gov/adot-blog/archives-us-89>. Accessed May 4, 2021.

Arrington, Leonard J.

- 1994 The Sugar Industry in Utah. Utah History Encyclopedia. Available at: https://www.uen.org/utah_history_encyclopedia/s/SUGAR_INDUSTRY.shtml. Accessed April 16, 2021.

Barns, Joseph, Chris Elbert, Bruce Kaspryzk, Joe Maloney, Alex Nitzman, Nick Rich, Mike Roberson, Dale Sanderson, Dan Stober, and Michael Summa

- 2021 US 91. Available at: <https://www.usends.com/91.html>. Accessed May 4, 2021.

Carricaburu, Lisa

- 1994 Basques in Utah. Utah History Encyclopedia. Available at: https://www.uen.org/utah_history_encyclopedia/b/BASQUES_IN_UTAH.shtml. Accessed April 21, 2021.

Carter, Thomas

- 2015 *Building Zion: The Material World of Mormon Settlement*. University of Minnesota Press, Minneapolis.

Carter, Thomas, and Peter Goss

- 1988 *Utah's Historic Architecture, 1847-1940: A Guide*. University of Utah Press: Salt Lake City.

Coleman, Ronald G.

- 1994 African Americans in Utah. Utah History Encyclopedia. Available at: https://www.uen.org/utah_history_encyclopedia/a/African_Americans.shtml. Accessed April 23, 2021.

Conley, Don

- 1994 The Chinese in Utah. Utah History Encyclopedia. Available at: https://www.uen.org/utah_history_encyclopedia/c/CHINESE_IN_UTAH.shtml. Accessed April 23, 2021.

Cooper-Rompato, Christine

- 2020 Utah in the Green Book: Segregation and the Hospitality in the Beehive State. *Utah Historical Quarterly* 88(1):39–57.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number I Page 64

Cowlin, James, and Barbara Kemp Cowlin

2021 US Route 89. Available at: <https://usroute89.com/about/>. Accessed May 4, 2021.

Deseret News

1873 The Great Fire at Ogden. *Deseret News* 13 August:12, Salt Lake City, Utah.

2007 Major Ogden Streets Have Presidential Ring. *Deseret News*. 10 December. Salt Lake City, Utah. Available at: <https://www.deseret.com/2007/12/10/20058460/major-ogden-streets-have-presidential-ring>. Accessed May 6, 2021.

Echeverria, Jeronima

1995 Basque Boardinghouses. Reprinted. In *Amerikanuak! Basques in the High Desert*, edited by Jack Cooper and Thomas McClanahan. The High Desert Museum and the Idaho Humanities Foundation: Bend, Oregon. Available at: <http://zimmer.csufresno.edu/~johnca/humanities/ECHEVERR.htm>. Accessed June 16, 2021.

Ellis, Sheri Murray

2017 The Last Word in Stockyard Construction: The Rise and Fall of the Ogden Union Stockyard. *Utah Historical Quarterly* 85(1):88–96.

Esperdy, Gabrielle

2008 *Modernizing Main Street: Architecture and Consumer Culture in the New Deal*. University of Chicago Press: Chicago, Illinois.

Hallet Stone, Eileen

2013 Living History: Tomatoes, Beans and Peaches Made Ogden a Canning Capital. *Salt Lake Tribune*. 31 August. Available at: <https://archive.sltrib.com/story.php?ref=/56804978#gallery-carousel-446996>. Accessed March 25, 2021.

Hervas, Raul Ibanez, translated by Angelica Real Serrano

2019 The Shared History of Jabaloyas, Spain, and Utah. *Utah Historical Quarterly* 87(4):304–332.

Highway 89 Collection

2021 Roadside Architecture. Available at: <http://www.highway89.org/exhibits/show/architecture>. Accessed May 4, 2021.

Holley, Val

2014 William Hope Harvey and the Ogden Mardi Gras. *Utah Historical Quarterly* 82(3):194–207.

Jackson, Mike

2017 Modernism on Main Street: The Dilemma of the Half-modern Building. *APT Bulletin* 48(2-3):29–36.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number 1 Page 65

Kendrik, Megan

- 2012 Roadside Motels. Society of Architectural Historians Archipedia. Available at: <https://sah-archipedia.org/essays/CA-01-ART-01>. Accessed May 28, 2021.

Knight, Leonard and Company and Union Pacific Railway Company

1892. A correct map of the United States showing the Union Pacific, the overland route and connections. Available at: <https://www.loc.gov/item/98688840/>. Accessed May 26, 2021.

Liestman, Daniel

- 1996 Utah's Chinatowns: The Development and Decline of Extinct Ethnic Enclaves *Utah Historical Quarterly* 64(1):70–95.

Ogden Standard-Examiner

- 1954 Legislation Drawn to Carry Out Ike's Housing Plans; Will Cut Down Payments, Stretch Out Repayment Periods. *Ogden Standard-Examiner* 12 February:2. Ogden, Utah.
- 1969 Redevelopment Plan Wins Voter Approval. *Ogden Standard-Examiner* 7 May:17. Ogden, Utah.

Oliver, Anne; Kate Hovaness, and Stephanie Lechert

- 2016 *Making a Place in the Beehive State: A Literature Review and Preliminary Identification of Asian and Pacific Islander Heritage Sites in Utah, 1865–1970*. SWCA Environmental Consultants, Salt Lake City, Utah. Copies available from the Utah Division of State History.

Olsen, Jalynn

- 1998 Building by the Railyard: The Historic Commercial and Industrial Architecture of Ogden, Utah. Master's thesis. Graduate School of Architecture, University of Utah, Salt Lake City.

Manwill, Josie

- 2021 Isolation Led to Basque Hotels in Ogden, Intermountain Histories. Available at: <https://www.intermountainhistories.org/items/show/447>. Accessed April 22, 2021.

Mayer, Vicente V.

- 1976 After Escalante: The Spanish Speaking People of Utah. In *The Peoples of Utah*, edited by Helen Z. Papanikolas, pp. 437–468. Available at: <https://historytogo.utah.gov/spanish-speaking/>. Accessed May 7, 2021.

Murphy, Miriam B.

- 1996 Royal Hotel Served Basques and African Americans. *History Blazer*. October. Available at: <https://historytogo.utah.gov/hotel-served-basques/>. Accessed April 22, 2021.

Notarianni, Philip F.

- 1976 Italianita in Utah: The Immigrant Experience. In *The Peoples of Utah*, edited by Helen Z. Papanikolas, pp. 303–331. Available at: <https://historytogo.utah.gov/italianita-utah/>. Accessed April 23, 2021.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number 1 Page 66

- 1994 Italians in Utah. Utah History Encyclopedia. Available at:
https://www.uen.org/utah_history_encyclopedia/i/ITALIANS_IN_UTAH.shtml. Accessed
April 23, 2021.

R. L. Polk and Company.

- 1878 *Ogden City Directory 1878*. Available at: <https://cdm.weber.edu/digital/collection/WCPD/id/210>. Accessed May 26, 2021.
- 1906 *Ogden City Directory 1906*. Available at: <https://cdm.weber.edu/digital/collection/WCPD/id/210>. Accessed May 26, 2021.
- 1913 *Ogden City Directory 1913*. Available at: <https://cdm.weber.edu/digital/collection/WCPD/id/210>. Accessed May 26, 2021.

Roberts, Richard C. and Richard W. Sadler

- 1997 *A History of Weber County*. Utah State Historical Society, Weber County Commission, Salt Lake City, Utah. Available at: <http://www.riversimulator.org/Resources/History/UtahCounties/HistoryOfWeberCounty1996RobertsSadler.pdf>. Accessed April 2, 2021.

Salt Lake Telegram.

- 1941 Grain Farmers Pick Directors. *Salt Lake Telegram* 15 July:24. Available at:
<https://newspapers.lib.utah.edu/ark:/87278/s68w4njh/16926425>. Accessed May 24, 2021.

Sanborn Map and Publishing Company

- 1884 Ogden City Utah. Available at: https://collections.lib.utah.edu/search?facet_setname_s=uum_sfim. Accessed May 25, 2021.
- 1890 Ogden, Weber County, Utah. Available at: https://collections.lib.utah.edu/search?facet_setname_s=uum_sfim. Accessed May 25, 2021.
- 1906 Insurance Maps Ogden Utah. Available at: https://collections.lib.utah.edu/search?facet_setname_s=uum_sfim. Accessed May 25, 2021.
- 1950 Insurance Maps of Ogden Utah. Available at:
https://collections.lib.utah.edu/search?facet_setname_s=uum_sfim. Accessed May 25, 2021.

Sanderson, Dale, Fay and Sandy, Michael Stewart, and Michael Summa

- 2019 End of US Highway 89. Available at: <https://www.usends.com/89.html>. Accessed May 5, 2021.

Southworth, Don, and Michael R. Polk

- 2004 *An Historical Context of the Crossroads of the West, Ogden, Weber County, Utah*. Prepared by Sagebrush Consultants, LLC for the City of Ogden, Utah.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number I Page 67

Stene, Eric

- 1994 The African-American Community of Ogden, Utah: 1910-1950. M.A. thesis, Department of History, Utah State University, Logan. Available at: <https://core.ac.uk/download/pdf/32570565.pdf>. Accessed April 23, 2021.

Strack, Don

- 1994 Utah's Canning Industry. Utah History Encyclopedia. Available at: https://www.uen.org/utah_history_encyclopedia/c/CANNING.shtml. Accessed April 16, 2021.
- 2019 Utah's Canning Industry: List of Canneries and Canning Companies. UtahRails.net. Available at: <https://utahrails.net/industries/canning-list.php#>. Accessed May 7, 2021.
- 2020a Meat Packing Industry in Ogden. UtahRails.net. Available at: <https://utahrails.net/industries/meat-packing-ogden.php>. Accessed June 16, 2021.
- 2020b Interstate 15 in Utah. Available at: <https://utahrails.net/highways-interstate-15.php>. Accessed April 2, 2021.
- 2021 Major Rail-Served Industries in Ogden. UtahRails.net. Available at: <https://utahrails.net/ogden/ogden-industry.php#grain>. Accessed April 2, 2021.

U.S. Army Quartermaster Corps.

- 1892 Map of land-grant and bond-aided railroads of the United States. Washington, D.C. Available at: <https://www.loc.gov/item/98688343/>. Accessed May 26, 2021.

U.S. Census Bureau

- 1891 *Census Bulletin: Population of Utah*. U.S. Department of the Interior, Census Office. Available at: <https://www2.census.gov/library/publications/decennial/1890/bulletins/demographics/118-population-of-ut.pdf>. Accessed April 15, 2021.
- 1931 Fifteenth Census of the United States: 1930. U.S. Department of Commerce, Bureau of the Census. Available at: <https://www2.census.gov/library/publications/decennial/1930/population-volume-1/>. Accessed May 25, 2021.
- 1961 Eighteenth Decennial Census of the United States. U.S. Department of Commerce, Bureau of the Census. Available at: <https://www2.census.gov/library/publications/decennial/1960/>. Accessed April 27, 2021.

Utah Department of Transportation

- 1910 1910 Map of State Roads. Series 887, Department of Transportation Highway maps. Available at: <https://images.archives.utah.gov/digital/collection/p17010coll68/id/1/rec/1>. Accessed April 2, 2021.
- 1926 1926 State Road Map of Utah. Series 887, Department of Transportation Highway maps. Available at: <https://images.archives.utah.gov/digital/collection/p17010coll68/id/23>. Accessed April 2, 2021.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property Weber County, Utah
County and State Commercial and Industrial Properties of Ogden, Utah
Name of multiple listing (if applicable)

Section number I Page 68

1931 1931 Road Map of Utah. Series 887, Department of Transportation Highway maps.
Available at: <https://images.archives.utah.gov/digital/collection/p17010coll68/id/42/rec/9>.
Accessed April 2, 2021.

1937 1937 Road Map of Utah. Series 887, Department of Transportation Highway maps.
Available at: <https://images.archives.utah.gov/digital/collection/p17010coll68/id/48/rec/13>.
Accessed May 4, 2021.

Utah Division of State History

2018 *Utah's Historic Architecture Guide*. Available at: https://issuu.com/utah10/docs/architectural_guide_booklet. Accessed April 12, 2021.

2021 The HUB. Available at:
<https://utah.maps.arcgis.com/apps/webappviewer/index.html?id=f6dbd99cb21442e5a22c6b1d198864c3>. Accessed May 26, 2021.

Utah State Legislature

1927 Designation of State Roads in *Session Laws of Utah*.

Weber County Assessor

2021 Weber County Geo Gizmo. Available at: <https://www3.co.weber.ut.us/gis/maps/gizmo2/index.html>. Accessed May 28, 2021.