

An aerial architectural rendering of the Union Station Campus development. The image shows a mix of modern and historic buildings, including a large historic structure with a brown roof and a sign that reads 'UNION STATION'. A central pedestrian walkway is lined with trees and modern streetlights. To the left, there's an outdoor plaza with seating and a small stage area. The background features a cityscape and distant mountains under a hazy sky.

UNION STATION CAMPUS

RoadMap for Development

Ogden City Redevelopment Agency
January 10, 2023

PURPOSE OF DISCUSSION

Inform Redevelopment Agency Board regarding the path forward to determine future development of the Union Station Campus and the Union Station Museum



DISCUSSION ITEMS

Union Station Campus Context / Recent Undertakings

- Union Station Foundation Plan
- Urban 3 Land Use Study
- Project Charter/USF Agreement
- AJC Architects Museum Study
- MAKE Ogden

Pre-Development Activities

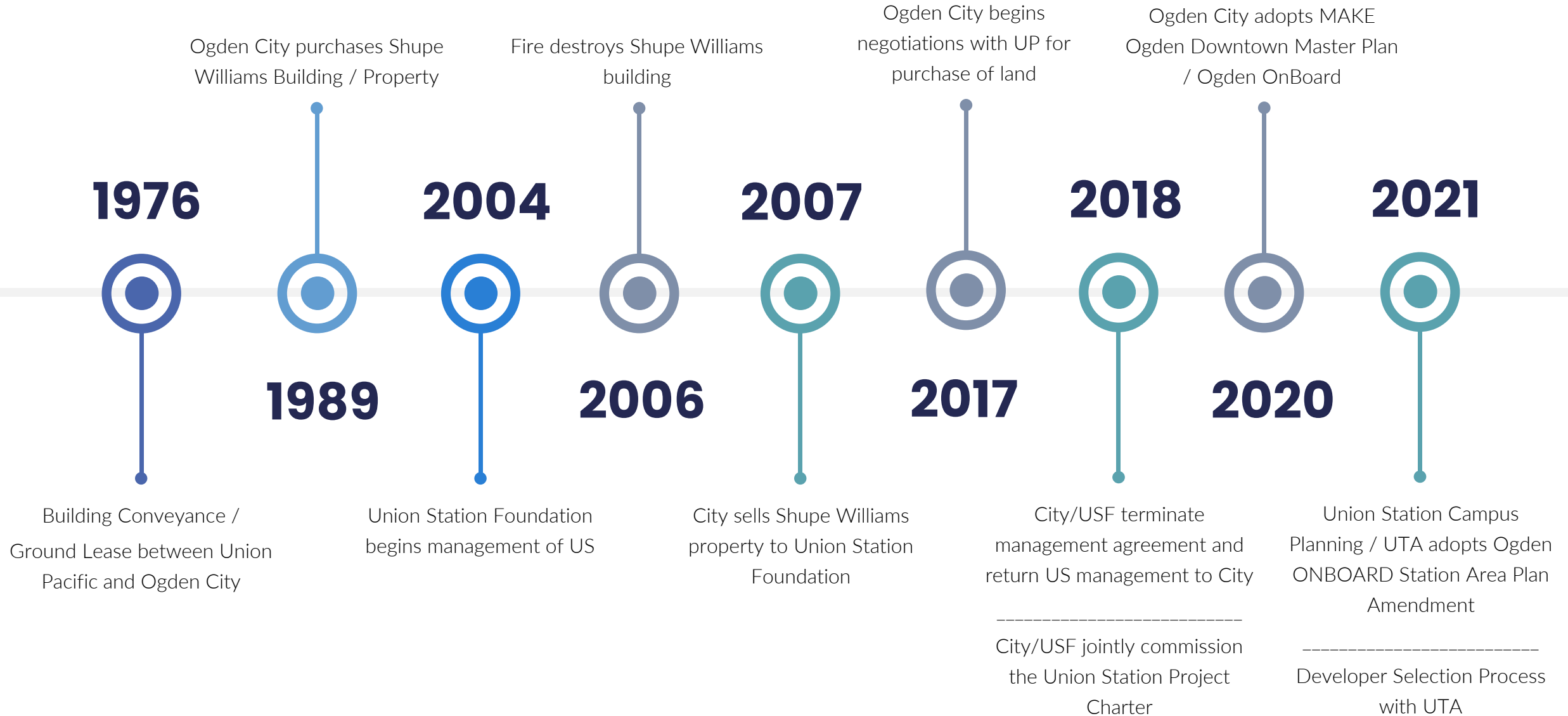
- UTA Ogden Onboard Station Area Plan
- Union Station Foundation MOU
- AJC Architects Museum Massing Study
- Union Station Campus Plan Framework
- UTA/RDA Public Procurement for Development Partner
- Land Purchase Approval

Path Forward

- Announcement of Development Partner
- Union Station Campus Advisory Committee
- Museum Planning Group
- Fundraising Group

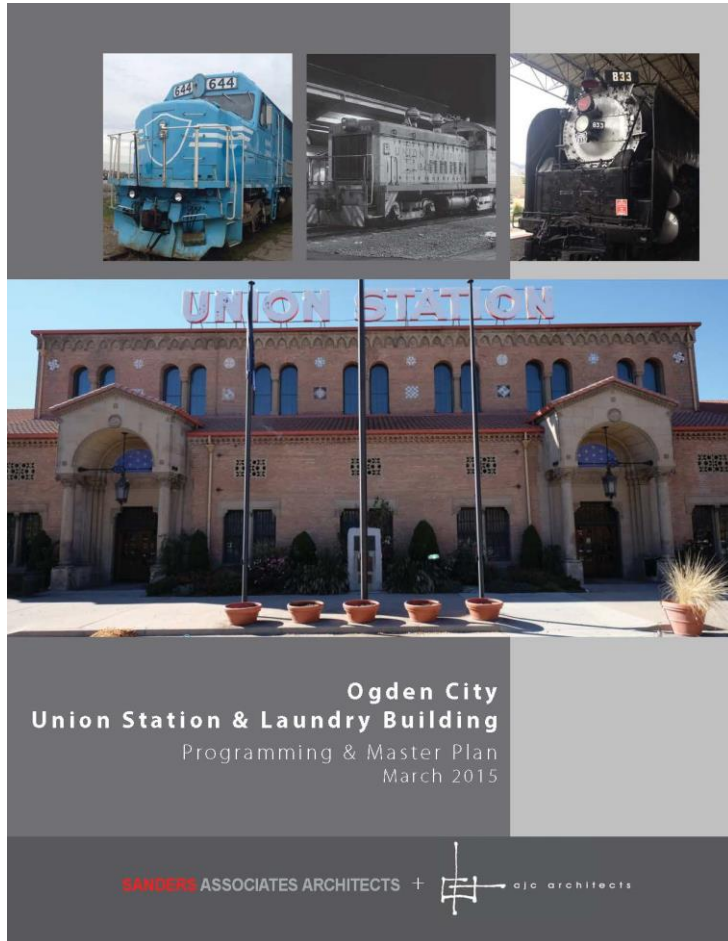


UNION STATION CAMPUS CONTEXT



UNION STATION FOUNDATION 2015 –2016

- Union Station Programming & Masterplan
- Union Station Foundation Strategic Plan
- Union Station Board of Directors



OGDEN UNION STATION FOUNDATION & MUSEUMS
Strategic Plan 2016 - 2021

Museum Management Consultants, Inc., San Francisco, California

Board of Directors

Leon Jones, President
Julie Lewis, Vice President
Charles Trentelman, Secretary
Gregg Buxton, Ogden City Management Director
Nathan Felix
Brad Folsom
Alan Hall
Amelia Jones
Steve Jones
Derrick Klarr
Mike Murphy

Staff

Elizabeth Sutton, Executive Director
Tracy Ehrig, Business Manager
Amanda Felix Woolley, Museum and Gallery Manager

UNION STATION FOUNDATION 2015 –2016

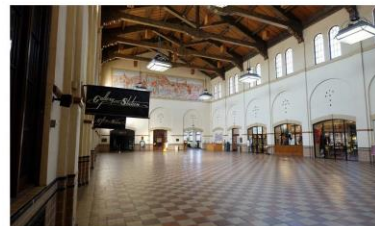
Public Comments

PUBLIC PRESENTATION INFORMATION

Below is a list of public comments from the public presentation held at Ogden Union Station Grand Lobby on Thursday, February 5th 2015.

1. Love traveling exhibit space.
2. Not enough parking.
3. Broadway Theater.
4. Parking garage here.
5. Move Wall Avenue to subterranean level. Pedestrian Plaza over existing intersection.
6. Geothermal? Is this an option?
7. Likes the front runner idea.
8. Restore the grand lobby to the way it was in the grand period of rail travel. Restore ticket office, Harvey Grill Café, bathrooms, etc. Park the existing 1930's steam engine out back with a restored passenger car. Restore the old tunnel system to access the tracks.
9. Solar panels.
10. Grow Sundance Film Festival to include Union Station.
11. Myra Powell is history of Ogden.
12. Steam engine from Ogden to Golden Spike.
13. Likes the idea of Union Grill at Laundry Building.
14. Love the one consolidated museum.
15. It's a train station – leave it that way.
16. Need a working steam engine hauling passengers on a regular schedule.
17. This is terrible you are changing the character of this wonderful building. This must not go ahead.
18. Children oriented museum train area (interactive).
19. More art gallery space.
20. Keep and improve the main plaza.
21. New structured parking.
22. Wall Avenue to go down and extend 25th at grade.
23. Change the content of the exhibits.
24. Need this grand old lady to be a community gathering place not full of museums.
25. Keep the Browning Theater. It's an important venue and asset to the community.
26. Fundamentally the city should assume major responsibility for the remodel and fund raising rather than the foundation.
27. Would like to see these plans available (on a smaller scale) for the public to take.
28. Find a way to keep the Myra Powell Gallery intact.
29. Have front runner stop here.
30. Use the Union Station for the train. I have to go SLC to get on a national train route. Hook us up.
31. Love this.
32. Great to have space for traveling exhibits.

33. Shiny up the grand lobby floors.
34. How will station survive without rentals? Need more tenant space to generate income.
35. Keep wood floor in theater.
36. Museum Idea: Jazz & integration of Ogden. Annabelle, Joe McQueen jazz greats that visited.
37. Use Museum space for more changing exhibits on local history.
38. The Browning Theater was hard-won. I hate to see it go. It is a good sized venue for Ogden.
39. Theater should remain. Great venue for gathering and expand to host Sundance screenings.
40. Ogden/Weber Museum space – exhibiting local history, artifacts, etc.
41. All new exhibits please.
42. Love recreating the subway tunnel.
43. Good job keeping the historic integrity while "repurposing" the space/uses.
44. Restore Grand Lobby.
45. Please keep the car museum.
46. Keep museums open and not all north of building.
47. Please consider putting the "Go by Train" sign back up.
48. Live music venue for sure.
49. Collections storage needs climate control. Realistic/cost effective basement.
50. Don't lump museums.
51. Get rid of yellow bathrooms.
52. IBEW Electricians.
53. Distributing western artifacts throughout building will dictate significance. Should remain as dedicate entity.
54. Change hours of operation. Have a popular evening restaurant. But the Union Station is closed.
55. Need and use newsletter or email or space book or KSL to show activities forthcoming.
56. Need customer participation. For example: use the Laundry Building, install a model riding train. Arrange for school tours. If not, the Laundry Building, Main Lobby?



57. How many self sustaining museums is the Director or Board planning to visit in the US and Europe?
58. Track 1 has to be open for when UP brings steam engines to town. This draws thousands of people and the 25th street merchants have huge retail days.
59. Having the restoration shop straddle tracks would preclude running trains anywhere if it should become feasible to run up to space at BDO, Brigham City or even further.
60. Existing equipment needs to be protected. It is deteriorating as it is from lack of care.
61. Restoration shop should be relocated to the south of the main building back near the tracks so main lines can run through and are not blocked by exhibits.
62. All museums should be railroad related.
63. Bamberger cars – located at BDO – cars are open air cars that were used in the summer. Moon Glow Car owned by Ogden City is also out at BDO. Moon Glow was a car with a raised upper viewing seating area for great observation of surroundings.
64. 801.389.5638 – Jason Rusch. Sacramento Rail Museum has living exhibits – Cars are set up as originally used and walking through this exhibit you can hear signals and other sounds of original conditions.
65. Solar panels on roof.
66. Ghost Hunter – closing off Myra Powell Gallery and connection to 2ND floor north hallway is a bad idea. There is a lot of "Inhabitant" activity at these locations and the Old Timer's Room. Keep existing flow of spaces – access from 2nd floor north to south end of building via Myra Powell Gallery is important.
67. Gun Museum not good at Browning Theater – activity ghosts.
68. Restore clock tower.
69. Keep tenant space on first floor. Allow Museum to occupy entire second floor with Myra Powell access.
70. Model train show would not fit in the building with this scheme.
71. UTA Hub – too far from bus connection if Frontrunner stop moved to Union Station – move buses to Union Station too.
72. Celebrate Ogden's rich history of musical talent at Union Station. Red Nichols and His Five Pennies band (Red Nichols was born in Ogden).

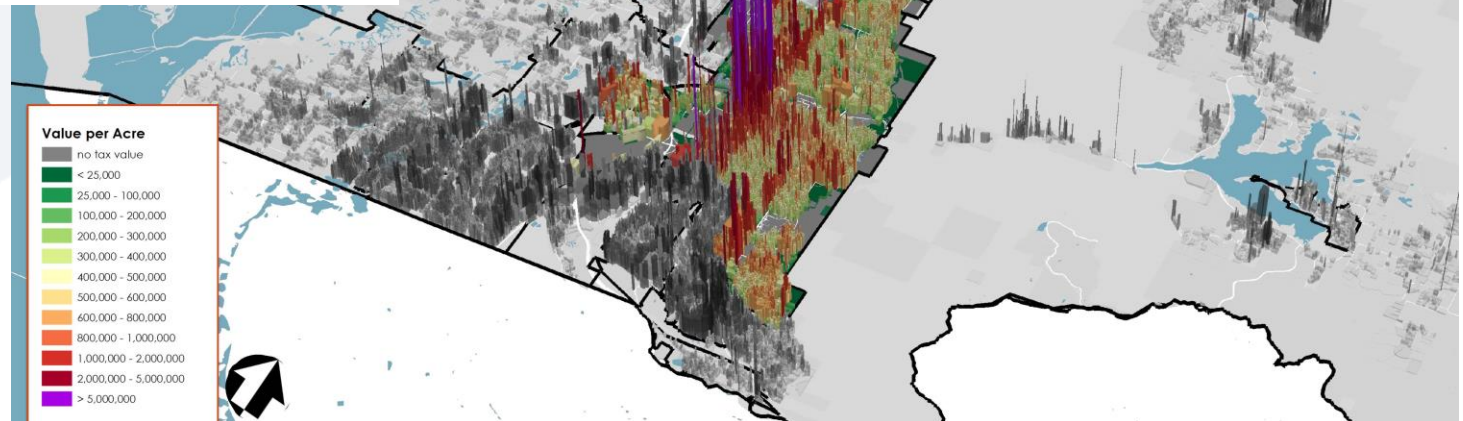


OGDEN CITY – URBAN 3 – 2018



The Dollars and \$ense: The Economics of Land Development Patterns

Urban3
Joseph Minicozzi, AICP



PROJECT CHARTER SUMMARY –2018

- Iconic
- Anchor of Historic District / Downtown
- Regional Value
- Economically Sustainable
- Transportation Asset
- Multi – Use
 - Retail
 - Commercial
 - Hospitality
 - Residential
 - Parking
 - Meeting / Event
- Nucleus (anchor) of the site is the Museum
 - Art / Culture / Educational Experience
- Historic Restoration / Renovation
- Multi-Stakeholder Approach

With the UTA FrontRunner as its transportation link to the Wasatch Front, Union Station will offer a broad range of uses including office, restaurant, retail, hospitality, meeting/event, and various other commercial uses with associated parking. These ancillary uses will be centered around the museum anchor, which purpose is to act as the nucleus of the site and provide an engaging and inclusive art, cultural, and educational visitor experience. Such commercial diversity will help to ensure economic sustainability and long term success of the Station and will act as a catalyst for renewal for the areas to the north and south of the site.

Because programmatic elements are subordinate to and reliant upon the condition of the building, its layout and capacity, cost of operation, and long term viability, it is important that Ogden City, the Union Station Foundation, and other stakeholders pursue an aggressive and achievable redevelopment plan. Ogden's Union Station shall once again be a trademark of the community's identity and a projection of the City's robust economic condition.



OGDEN CITY/USF AGREEMENT – 2018

3. Union Station Museums. City agrees to provide and maintain a reasonable amount of space, at its discretion, as determined in conjunction with a study conducted by AJC Architects, in or adjacent to the Union Station building for the express purpose of housing the Utah State Railroad Museum, the John M. Browning Firearms Museum, the Browning-Kimball Classic Car Museum and the Eccles Rail Center, together with associated needs, including but not limited to archival storage, museum office space, gallery space and vault storage, as long as the Union Station building and museums are under the control of City, and to require that any future developer of the Union Station building and surrounding grounds permanently maintain the same or similar space for the express purpose of housing the Union Station museums and associated needs, which may be subject to a reasonable lease rate consistent with sustainable operation of the museums.

4. Museum Standards and Accreditation. Subject to available funding, City agrees to abide by the national standards and best practices set by the American Alliance of Museums and the American Association of State and Local History and to strive for appropriate museum accreditation.

5. Historic Resources. The parties acknowledge that the Union Station building, as well as appurtenant structures, are listed on the local and national Register of Historic Places. City agrees that any future repair, restoration and development of the Union Station building will require a Certificate of Historic Appropriateness from the Ogden Landmarks Commission, and is subject to all applicable federal, state and local laws regarding historic properties. Certain historic elements, such as the butterfly canopy, may additionally be subject to preservation easements, and any future repair, restoration and development will be subject to such easements.



PRE-DEVELOPMENT ACTIVITIES

OGDEN UNION STATION

A.3 MUSEUM EXHIBITION SPACE 30,000 NSF

Space Summary

The public exhibition space is intended to be a museum quality exhibition space. The space will be climate controlled to protect exhibition items and should provide maximum flexibility for as many exhibition configurations as possible. The space will need to be at least 1.5 stories tall to accommodate different exhibition formats and sizes.

Adjacency

Should be directly adjacent to entry vestibule, traveling exhibition space and reception/information desk.

Environment

walls
floor
ceiling
height
windows
door

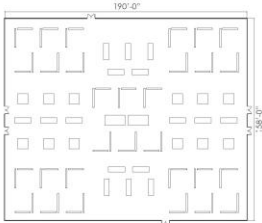
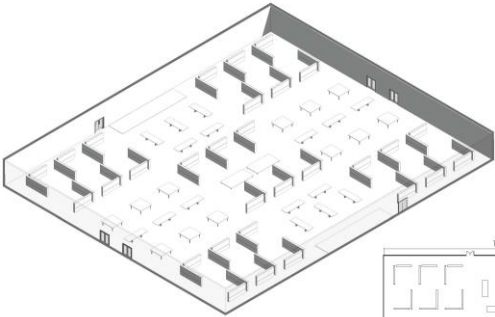
Painted gypsum board
Carpet/polished concrete with rubber base
Exposed structure painted black
14'-16" above finish floor
None
Wood double doors

Furniture + Equipment

May have display cases
Movable Walls

02.6 room data sheets

OGDEN UNION STATION



room data sheets 02.7

OGDEN UNION STATION

SPACE SUMMARY

D. COLLECTIONS WORKSPACES

space	space name	occupancy if per occupancy	extended if	number of spaces	total net square feet	notes
D.1	Receiving Area (Dirty)	200	1	200	200	"Dirty" zone for new Acquisitions, Freezers.
D.2	Temp Holding/Quarantine	200	1	200	200	
D.3	Accessioning	250	2	500	500	
D.4	Processing/Conservation Lab	400	1	400	400	Fume hood or similar system, sink, Evaporation tray/freezer for decontamination, exhibit prep, flat tables for cataloging, Paper and Object Conservation Lab.
D.6	Register-Cataloging-Records	300	1	300	300	Cataloging Register Records, Secured (higher level), Work area and space for file cabinets, film viewing table, Temp storage for traveling exhibits, creating display/exhibits, space to clean new acquisitions and prep for storage, "Clean" workshop, will need to have ability for temperature and humidity control temp storage in order to offset traveling exhibits.
D.7	Traveling Exhibits Workshop and Storage	500	1	500	500	
D.8	Photo Studio	300	1	300	300	Clean area for photographing collections, exhibits
D.9	Lab Materials and Supplies Storage	200	1	200	200	Materials storage along with workspace - large cutting area, glue guns, etc.
2,800 TOTAL Workspaces/Labs/Support						

01.6 space summary

OGDEN UNION STATION

E. RESEARCH F. BUILDING SUPPORT G. OUTDOOR

space	space name	occupancy if per occupancy	extended if	number of spaces	total net square feet	notes
E.1	Library/Research Space/Reading Room	400	1	400	400	Small Library - space for researchers to view 600 objects/artifacts without leaving the building. Secure and supervised
F.1	Bedrooms Public					400 TOTAL Research/Education/Meeting
F.2	Bedrooms Staff					Included in net to gross.
F.3	Server and IT					Included in net to gross.
F.4	Mechanical					Included in net to gross.
F.5	Electrical					Included in net to gross.
F.6	Controlled Climate					Included in net to gross.
F.7	Custodial Storage					Included in net to gross.
F.8	Walls, circulation					Included in net to gross.
85,145 TOTAL NSF						
28,392 Efficiency/Building Support						
75% efficiency factor 113,527 TOTAL GSF						
G.1	Vehicle Parking					
G.2	School Buses					Tours
G.3	Loading Dock					
G.4	Exterior train barrier					

space summary 01.7

PRE-DEVELOPMENT ACTIVITIES

OGDEN

SUMMIT

41°13'11"N

111°58'16"W

APPROACH

Dilemma + Thesis
Framework
Episodes

TENETS

Inventory + Analysis
Dilemma + Thesis
Opportunities

ANALOGS

Economic Impact
Spatial Outcomes
Synthesis

DOWNTOWN MASTER PLAN

Prepared by Design Workshop Inc.


Downtown
Ogden
Master Plan

Prepared By: Design Workshop Inc.
1390 Lawrence Street, Suite 100
Denver, Colorado 80204
720.907.9352

2020

41°13'11"N

111°58'16"W



mo

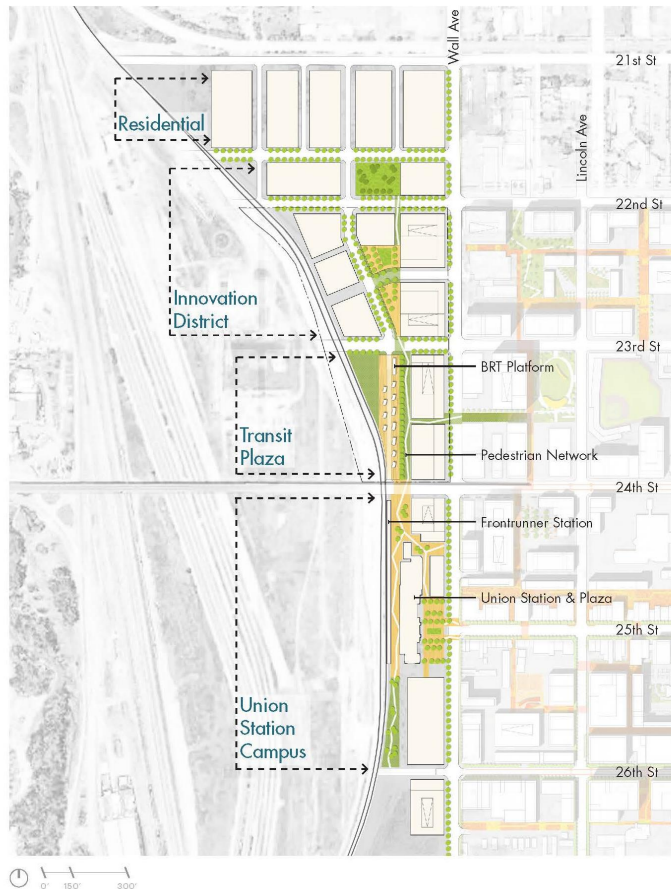
Make
Ogden



PRE-DEVELOPMENT ACTIVITIES

- UTA Ogden Onboard Station Area Plan
- Union Station Foundation MOU

Overall Vision



Union Station Campus



Innovation District



MEMORANDUM OF UNDERSTANDING

This non-binding **MEMORANDUM OF UNDERSTANDING** ("MOU") is entered into effective the _____ day of _____, 2021, by and between the **OGDEN CITY REDEVELOPMENT AGENCY**, a Utah political subdivision (hereinafter "**Agency**"), and the **UNION STATION FOUNDATION**, a Utah non-profit (hereinafter "**USF**"). The Agency and USF may sometimes be referred to individually as a "**Party**" and collectively as "**Parties**".

RECITALS

WHEREAS, in 1989, Ogden City ("**City**") acquired approximately 1.94 acres of real property located at 2605 Wall Ave., Ogden, Utah, (APN's 03-003-0001 and 03-003-0026), commonly known as the Shupe Williams Candy Company, for the purpose of redeveloping the property compatible with the existing Union Station ("**Property**"); and

WHEREAS, in 1998, the building and lot were sold by the City to a private developer who attempted to market the Property as a mixed-use project. Such a project never materialized, and ownership of the Property reverted to the City in 2002; and

WHEREAS, in 2006, a fire destroyed the multi-story building located on the site, leaving only a vacant lot; and

WHEREAS, pursuant to that certain Purchase and Development Agreement dated June 12, 2007 between the City and USF, attached hereto and by this reference incorporated herein as Exhibit B – Purchase and Development Agreement, the City sold the Property to USF for \$510,000, subject to certain development obligations of USF and reversion and buy-back rights of the City; and

WHEREAS, USF is a nonprofit corporation whose sole purpose is the support of the preservation, development and enhancement of the Union Station building and museums ("**USF Mission**"); and

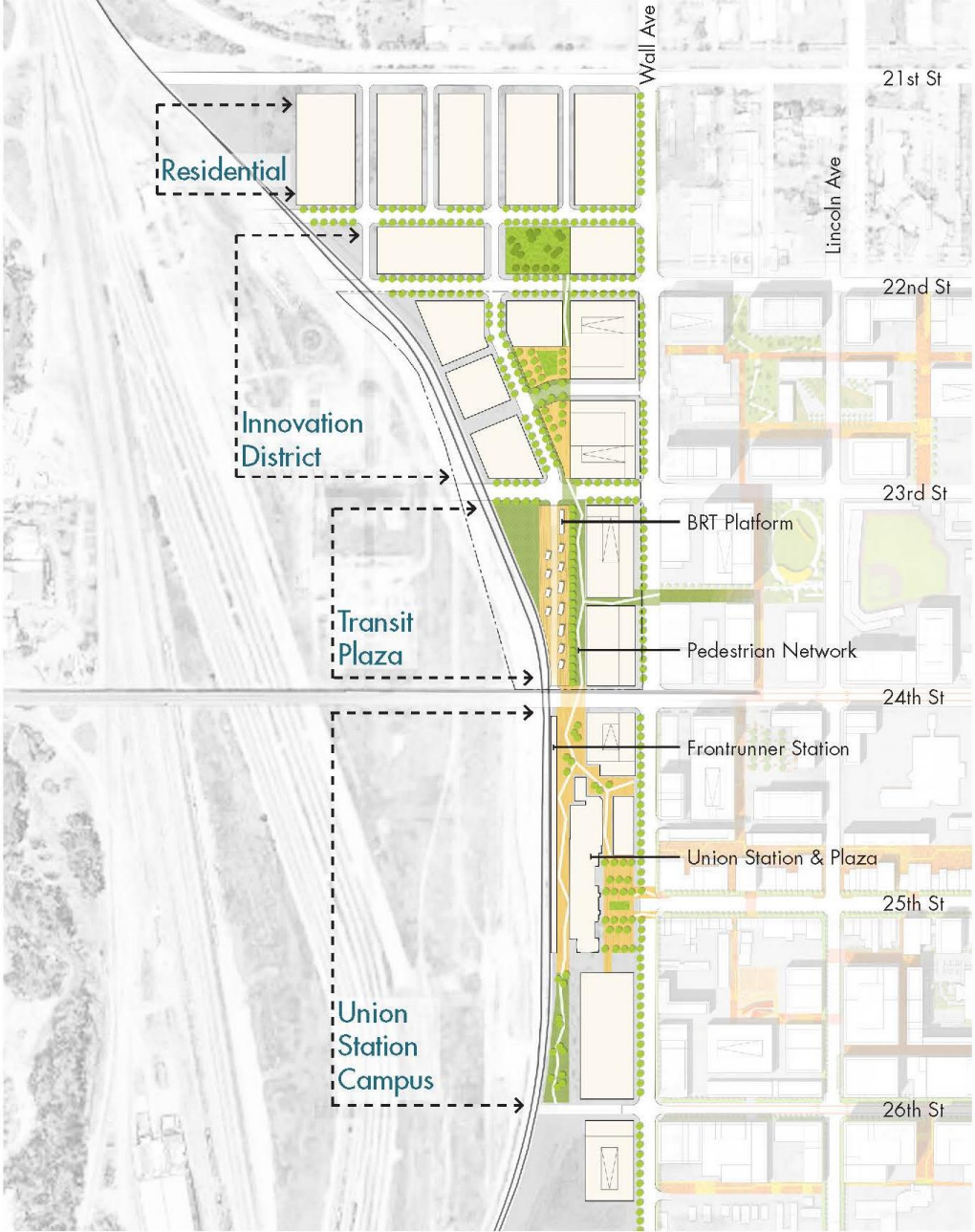
WHEREAS, since 2004, pursuant to that certain Management and Operating Agreement ("**Operating Agreement**") between the City and USF, USF has managed and operated the Ogden Union Station building, including the Utah State Railroad Museum, the John M. Browning Firearms Museum, and the Browning-Kimball Classic Car Museum housed therein, together with the Eccles Rail Center, and adjacent grounds (collectively the "**Union Station**"); and

WHEREAS, both Parties acknowledge that the Union Station is in need of major repair and renovation if it is to continue to be a viable resource for the community; and

WHEREAS, the Parties worked collaboratively on a Project Charter, attached hereto as Exhibit C – Project Charter ("**Project Charter**"), outlining their desire for an aggressive and achievable development plan for the Union Station, to offer a broad range of commercial uses with the Union Station museums as anchor, which purpose is to act as a nucleus of the site and provide an engaging and inclusive art, cultural and educational visitor experience; and

WHEREAS, in March 2018, USF and the City mutually determined that it is in the public's interest to terminate the Operating Agreement and return management and operation of the Union Station to the City; and

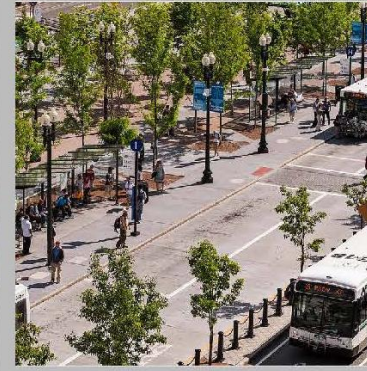
Overall Vision



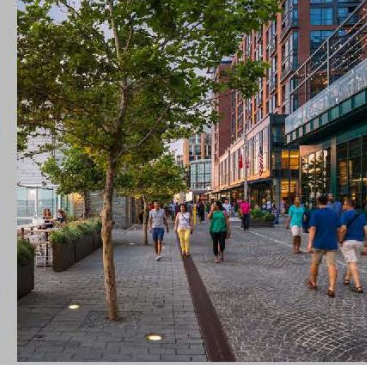
Union Station Campus



Transit Plaza



Pedestrian Network



Innovation District



Mixed-Use



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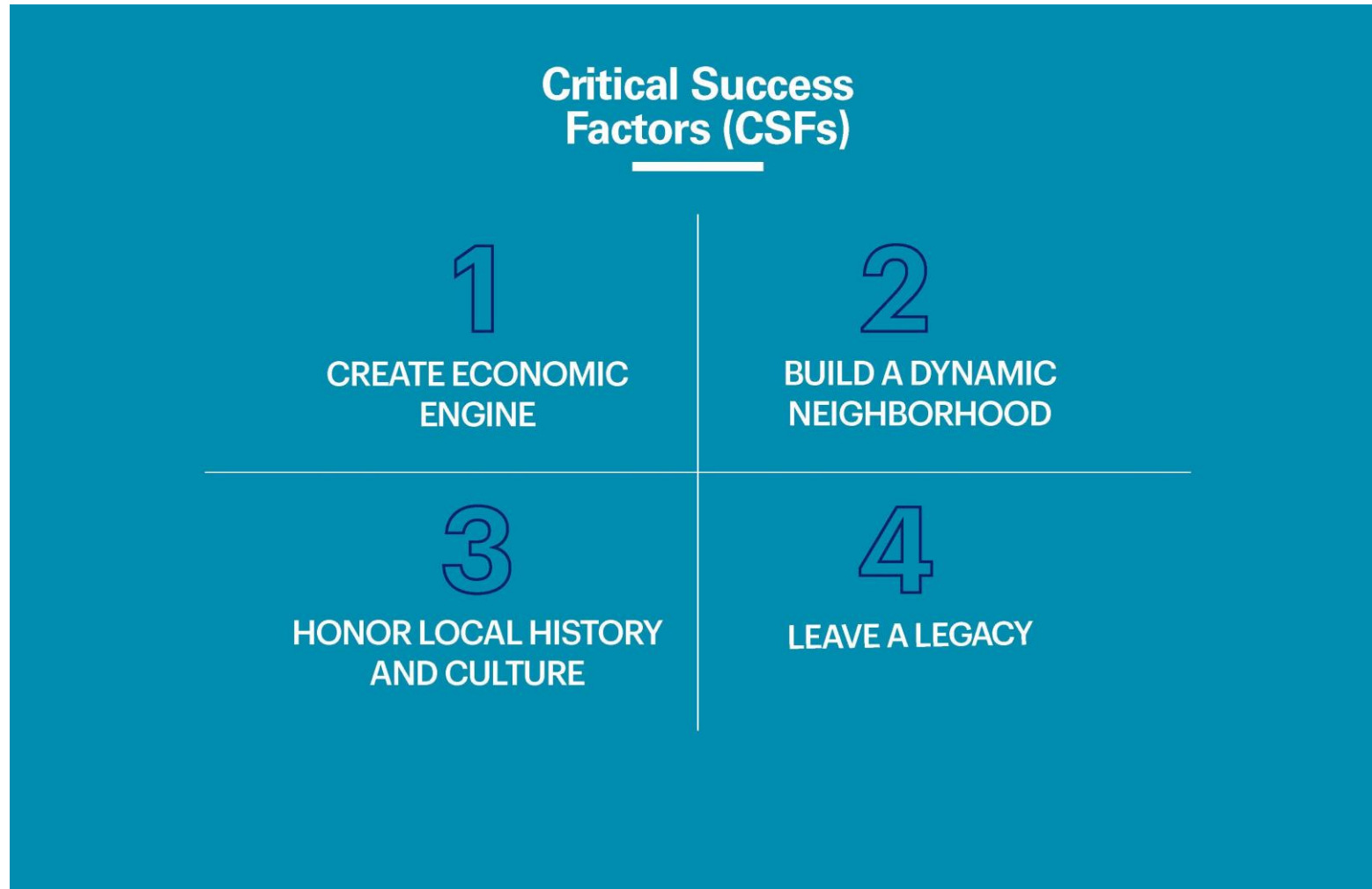
TERMS & CONDITIONS

- USF Stakeholder in Master Planning Process
- Ogden City RDA obtain control of UTA land
- Ogden City RDA obtain control of Union Pacific Land
- USF conveys land to RDA
- Ogden City RDA / UTA recruit development partners
- USF donates additional funds held in reserve



UNION STATION FRAMEWORK PLAN

- Created in Conjunction with Union Station Foundation and UTA



Ogden Union Station Campus Master Plan Development Framework

April 11, 2022

2022

41°13'11"N

111°58'16"W



Make
Ogden



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Acknowledgments

City of Ogden

City Leadership and Staff

Mike Caldwell - Mayor

Tom Christopoulos - Director of Community and Economic Development

Brandon Cooper - Deputy Director of Community and Economic Development

Greg Montgomery - Planning Manager

Damen Burnham - Union Station Manager

Jordan Swain - UTA

Paul Drake - UTA

City Council

Ben Nadolski - Chair, District 4

Luis Lopez - Vice Chair, At Large Seat C

Bart Blair - At Large Seat B

Angela Choberka - District 1

Richard Hyer - District 2

Ken Richey - District 3

Marcia L. White - At Large Seat A

Stakeholders/Partners

Kim Bowsher - Ogden Downtown Alliance

Kym Bouchard - Local Business Owner

Roger Christensen - Union Station Foundation

Amy Jones - Union Station Foundation

Caren Werner - Community Partnerships Manager

Consultant Team

Design Workshop

Urban Design + Landscape Architecture

Robb Berg - Principal-in-Charge

Chris Geddes - Project Manager/Urban Designer

Daniel Navarro-Gomez - Landscape Designer

Emily Burrowes - Urban Planner

Carolyn Levine - Urban Planner

ajc architects

Architecture

Jill Jones

Heber Slabbert



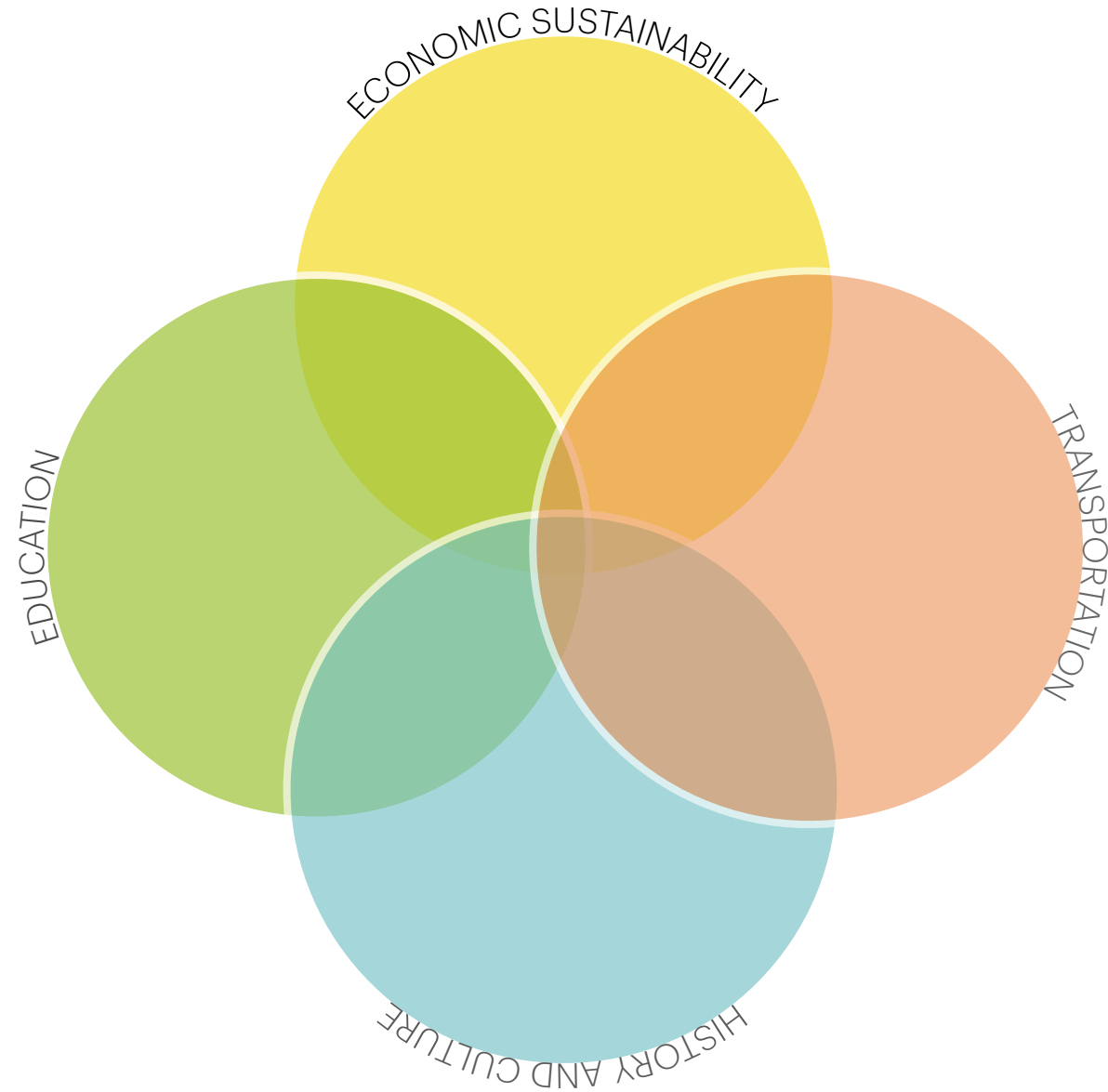
Executive Summary



Vision

This document establishes a plan of action for Ogden City and its partners, private developers, and other stakeholders to revitalize the Ogden Union Station (Union Station) campus over the next several years. With a vibrant and connected public realm at its center, this plan will spur economic development by supporting efforts to create housing and job opportunities, all in support of the Make Ogden Master Plan (Make Ogden), which was adopted in September 2020. Make Ogden outlined three phases or episodes of development to revitalize downtown Ogden and the region. The redevelopment of Union Station was ear-marked for Episode 2 and combines both private and public investment in the creation of a campus bounded by the rail yard to the west, Wall Avenue to the east, 24th Street to the south and 26th Street to the north.

Strategic Vision



The Ogden Union Station Campus Master Plan is built upon four pillars that are crucial to the future integration of the campus into the larger community. Each of these pillars has been considered as equal to and supportive of the others as this plan has been developed. The pillars include:

Economic Sustainability

The future of the Ogden Union Station campus must contribute to the long-term economic vitality of Ogden through a curated collection of employers, residents, entertainment, and goods and services.

Transportation

The Ogden Union Station campus will continue to position itself as a multi-modal hub of transportation and transit services for the region.

History and Culture

The Ogden Union Station campus will celebrate the rich and storied history that has provided the foundation for the Ogden of today and the future.

Education

The Ogden Union Station campus will integrate opportunities for life-long learning through partnerships with educational institutions and the local creative maker class.

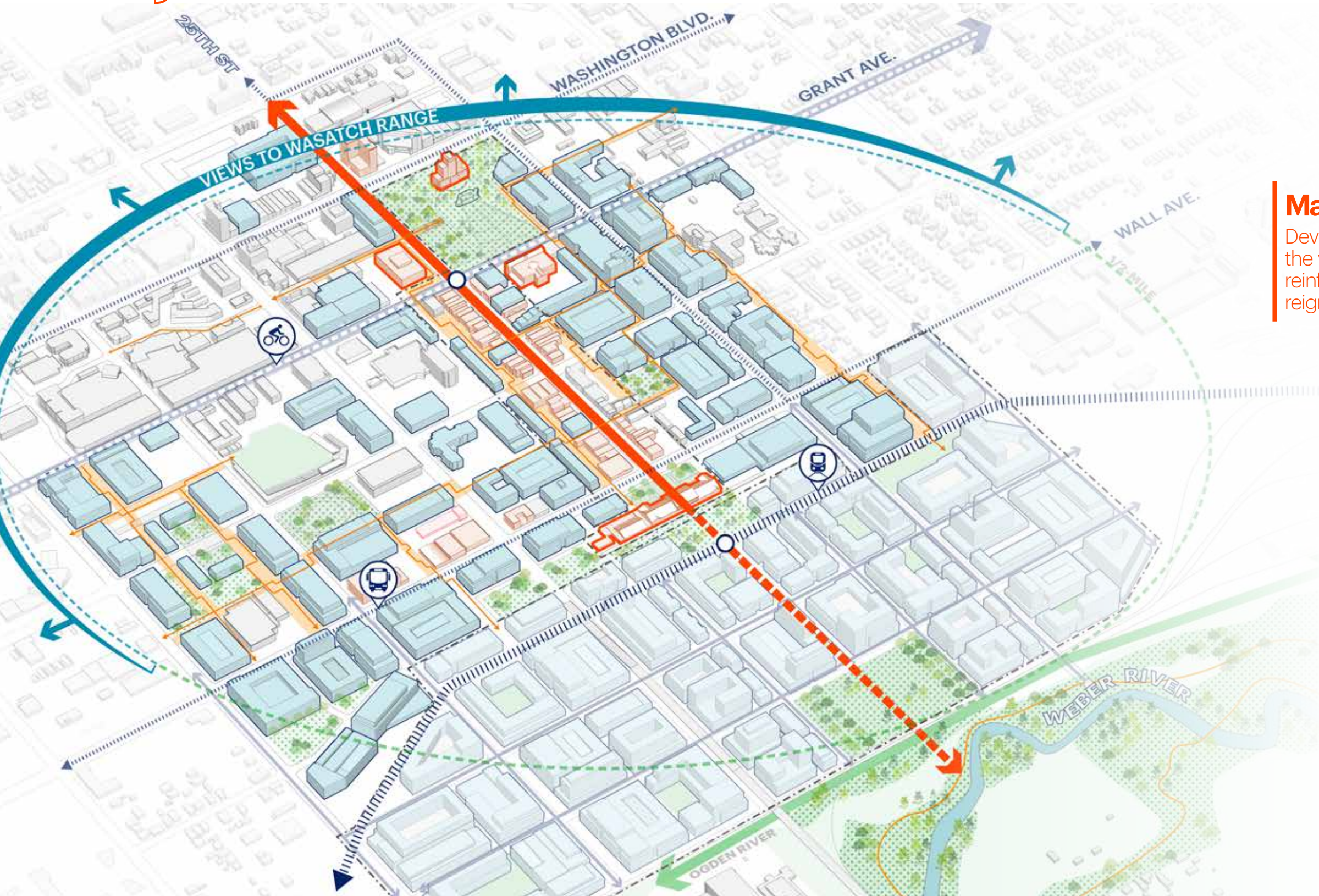
Existing Conditions



Ogden Union Station Today

Union Station is a monument to railroad history, symbolizing a period of major social, cultural and economic changes for both Ogden and the country. The once-grand Spanish Colonial Revival terminal, which welcomed presidents, dignitaries, and celebrities, has been underutilized since the last passenger train came through in May 1997. Today, it houses offices, meeting rooms, three museums, and acts as the symbolic anchor to the Historic 25th Street District. The area is currently zoned for Civic Use or Vacant. Both the building and surrounding campus are ripe for re-use and development, with the potential of recreating the energy and vitality that put Ogden on the map at the turn of the century.

Project Context



Making Good on Make Ogden

Development of the Union Station Campus fulfills the vision for episode 1 from Make Ogden—to reinforce Ogden’s beloved civic attributes and reignite investment in the downtown core.

Development Opportunity

The Ogden Union Station Master Plan sets the stage for the redevelopment of nearly thirty acres surrounding Union Station in downtown Ogden. Building on the development framework outlined in the 2020 Make Ogden Downtown Master Plan and the 2021 Ogden Station Plan Amendment,

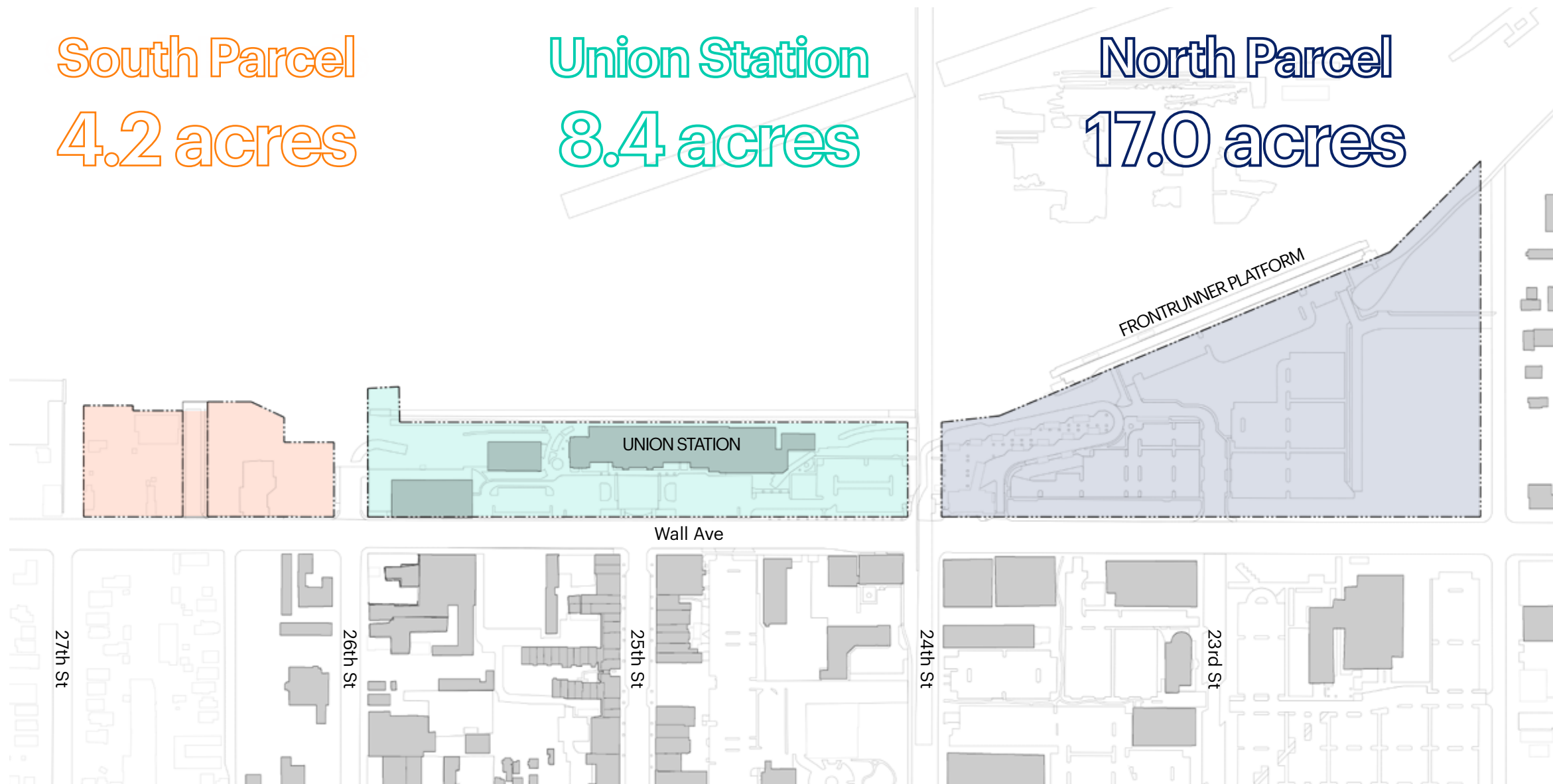
- Preserve and enhance Union Station and other historically-designated features as a nationally recognized historic and cultural destination district;
- Redevelop north parcels owned by UTA between 22nd and 24th Streets, and Wall Avenue and the FrontRunner rail corridor, into a thriving, transit-focused, mixed-use district;
- Redevelop south parcels currently being assembled by Ogden City between 26th and 27th Streets, and Wall Avenue and Union Pacific-owned property, into a mixed-use employment district

Note that much of the framework developed on the following pages is flexible in the location and orientation of circulation, open space, and development parcels. It is intended to provide an example of how the overall site may be broken down - proposals should follow the intent of the requirements within a context that aligns with proposed uses, density, and character.

South Parcel
4.2 acres

Union Station
8.4 acres

North Parcel
17.0 acres



*not to scale

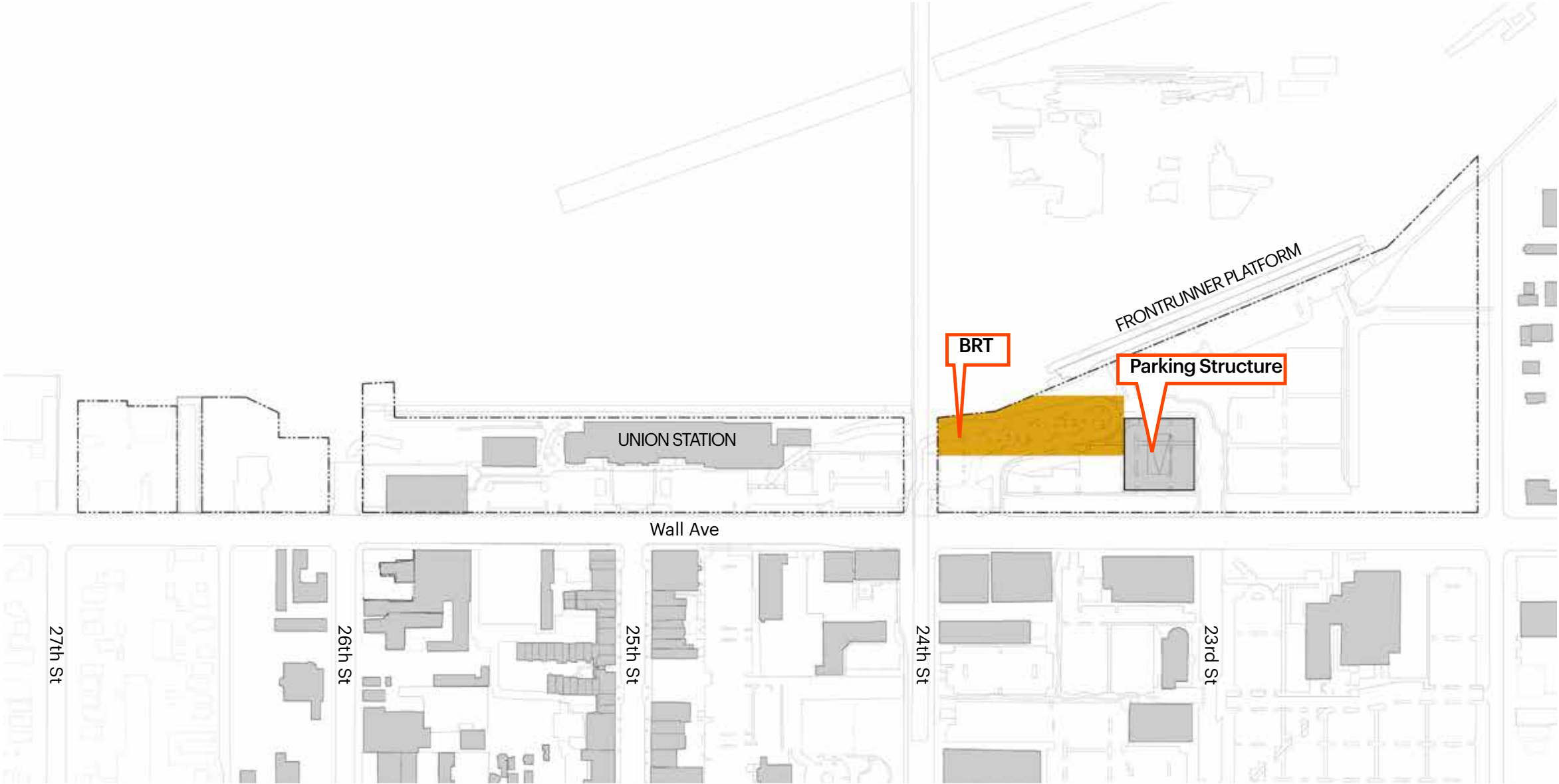


Total Area
29.6 acres

Transit Infrastructure

Transit is, and will continue to be, a key component of the redevelopment area. Transit operations must remain operational on site through the duration of development activities. The existing FrontRunner, BRT, and bus infrastructure may be maintained as currently organized or modified to provide development efficiencies while enhancing transit operations. It is a long term goal of the Make Ogden plan to relocate the FrontRunner platform to the south, adjacent to Union Station, and proposals should allow for this flexibility.

In order to make land currently used for surface parking available for redevelopment, a parking structure with a minimum of 300 dedicated parking spaces is required. It is anticipated that transit infrastructure and parking will constitute the first phase of redevelopment.



*not to scale

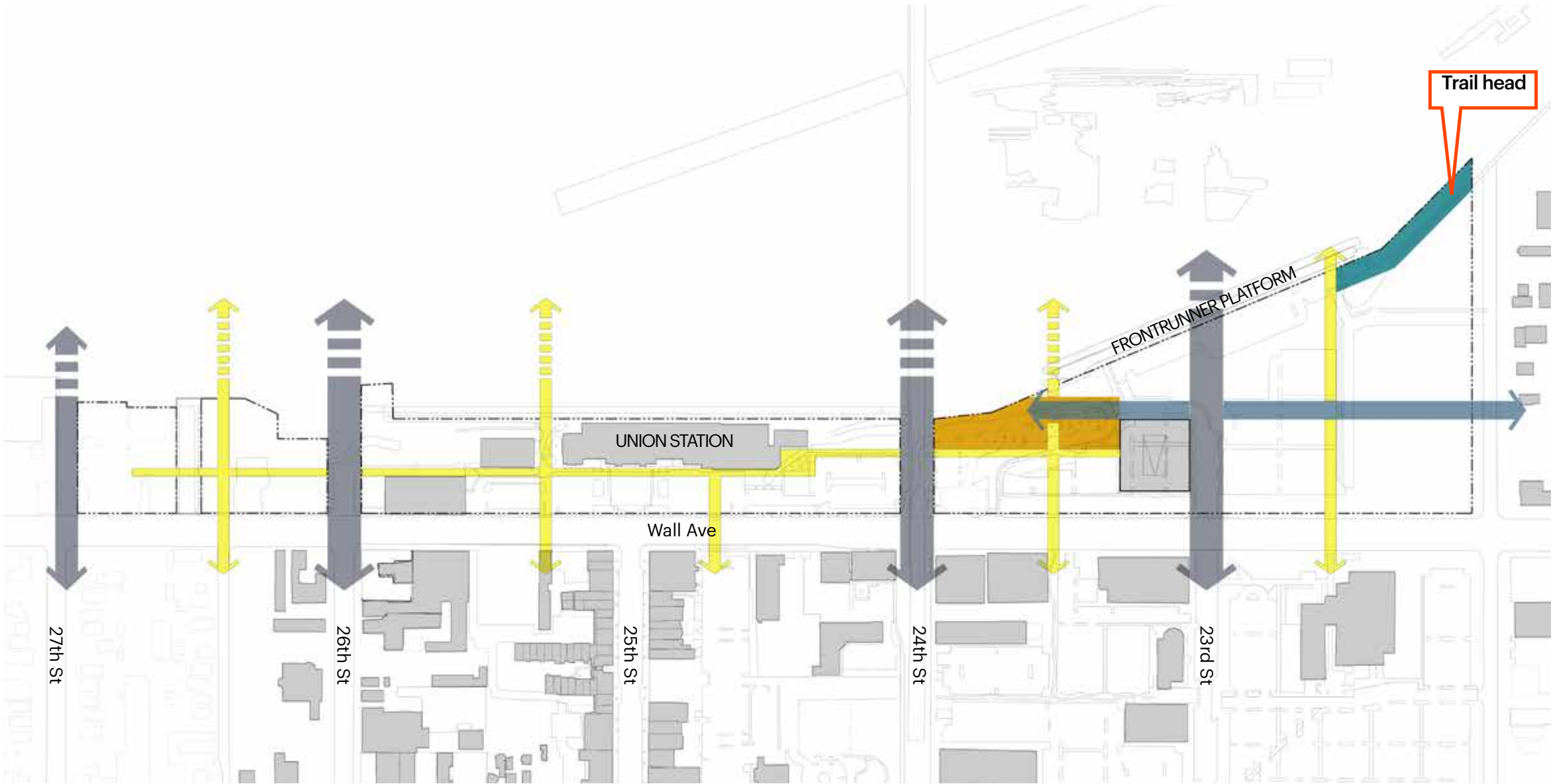


Circulation & Connectivity

Redevelopment of the Union Station campus should feel like an extension of the existing downtown framework. Connectivity to, within, and through the redevelopment area is crucial. Numbered streets, with the exception of 25th, should extend through the site and allow for potential future extension to the west. Make Ogden and the Ogden Station Plan both anticipate the future reconstruction of the 24th Street viaduct to touch down west of the FrontRunner line, and proposals should work with both the existing and potential future configurations. Street rights-of-way should be between 80’ and 90’ wide.

In order to break down the large scale of the Ogden street grid to the north of 24th Street, a mid-block north-south shared street (minimum 50’ wide) is required to connect to 22nd Street (and potentially further north in the future). In addition, at least one east-west pedestrian paseo (minimum 30’ wide) is to be located between each numbered street, to provide a continuous pedestrian connection from transit infrastructure south to Union Station and proposed development beyond. See following pages for examples of paseos and shared streets.

A trail head for the FrontRunner Connection trail that connects to the vast regional trail network is to be developed within the site area, and this trail is to be extended to provide a clear and safe connection to Ogden Union Station.



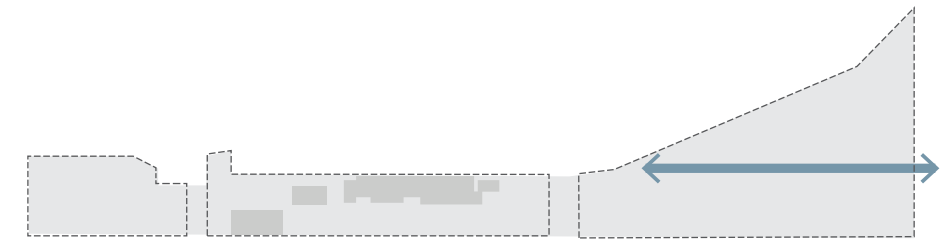
*not to scale

Right-of-Way Minimums

80' R.O.W. Streets 50' R.O.W. Shared Streets 30' R.O.W. Paseos

- BRT
- Streets
- Shared Street
- Pedestrian Paseos
- Trail Extension

Shared Streets Precedent Imagery



Traffic calming through material changes, curbless surface, tree canopy and furnishings



Tactile pavers and bollards protect users and provide ADA awareness

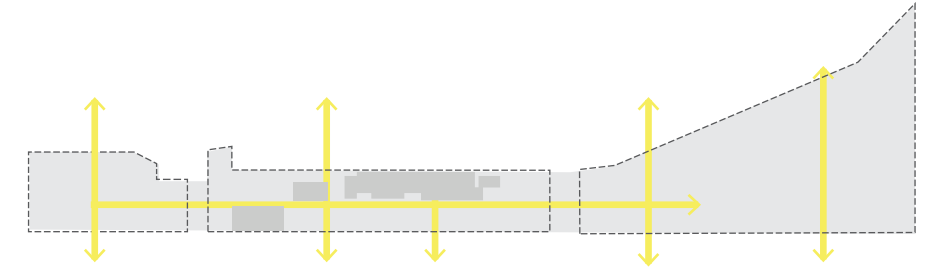


Planting areas provide water quality management and separate pedestrians from vehicles



Cafe seating defined by planting and material changes

Paseos Precedent Imagery



Open Space

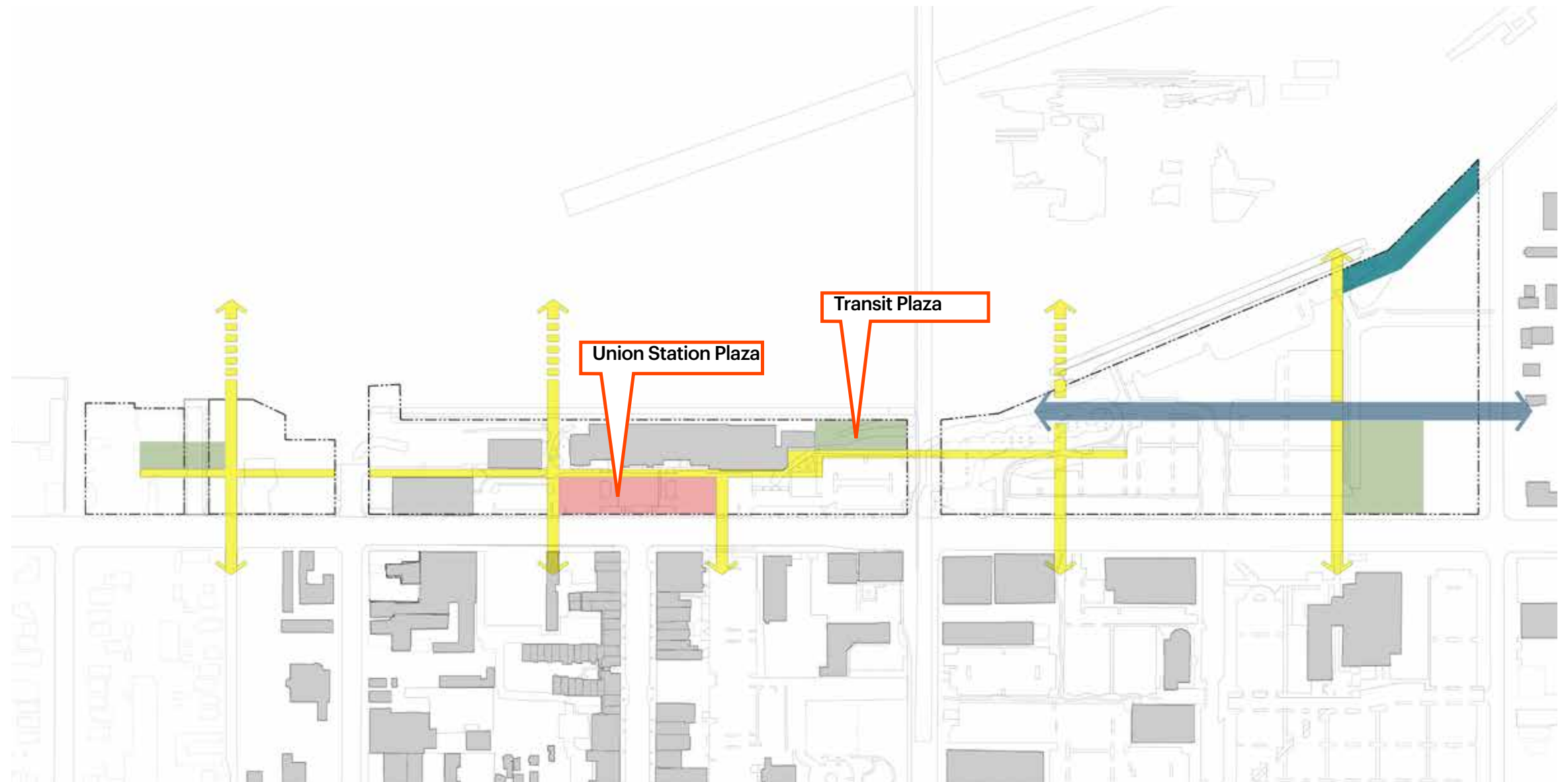
Dedicated open space is critical to the vision of the redevelopment area as an active, pedestrian-focused neighborhood. Open spaces should be varied in program, amenities, and landscape treatment. They should support the daily life of adjacent users while providing a series of experiences across the redevelopment area that encourages walking, lingering, and social interaction.

Between 24th and 26th Streets, two major open spaces are to be developed. The Union Station Plaza is intended to be a civic destination, acting as a welcoming “front porch” to downtown Ogden. In addition, a transit plaza will provide connections between transit infrastructure to the north and Union Station to the south.

Open Space Requirements

For contiguous properties north of 24th and south of 26th, developed open space of at least 10% of developable land (total contiguous parcel area, less streets, paseos, and trails) is required. This open space requirement may be divided among multiple spaces, as long as the smallest of these spaces is not less than 1/3 of an acre.

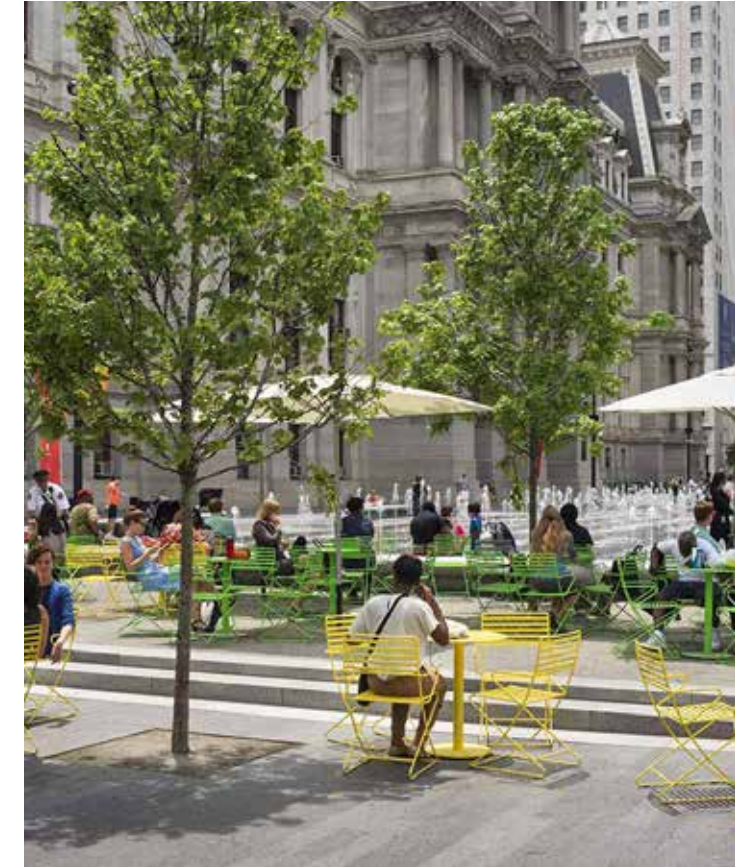
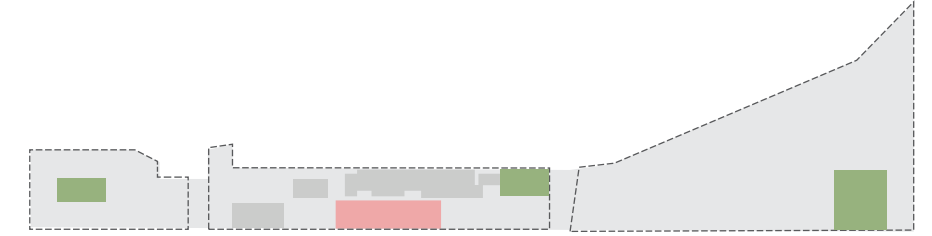
See the following page for examples of developed open spaces.



*not to scale

- Union Station Plaza
- Open Space
- Shared Street
- Pedestrian Paseos
- Trail Extension

Open Space Precedent Imagery

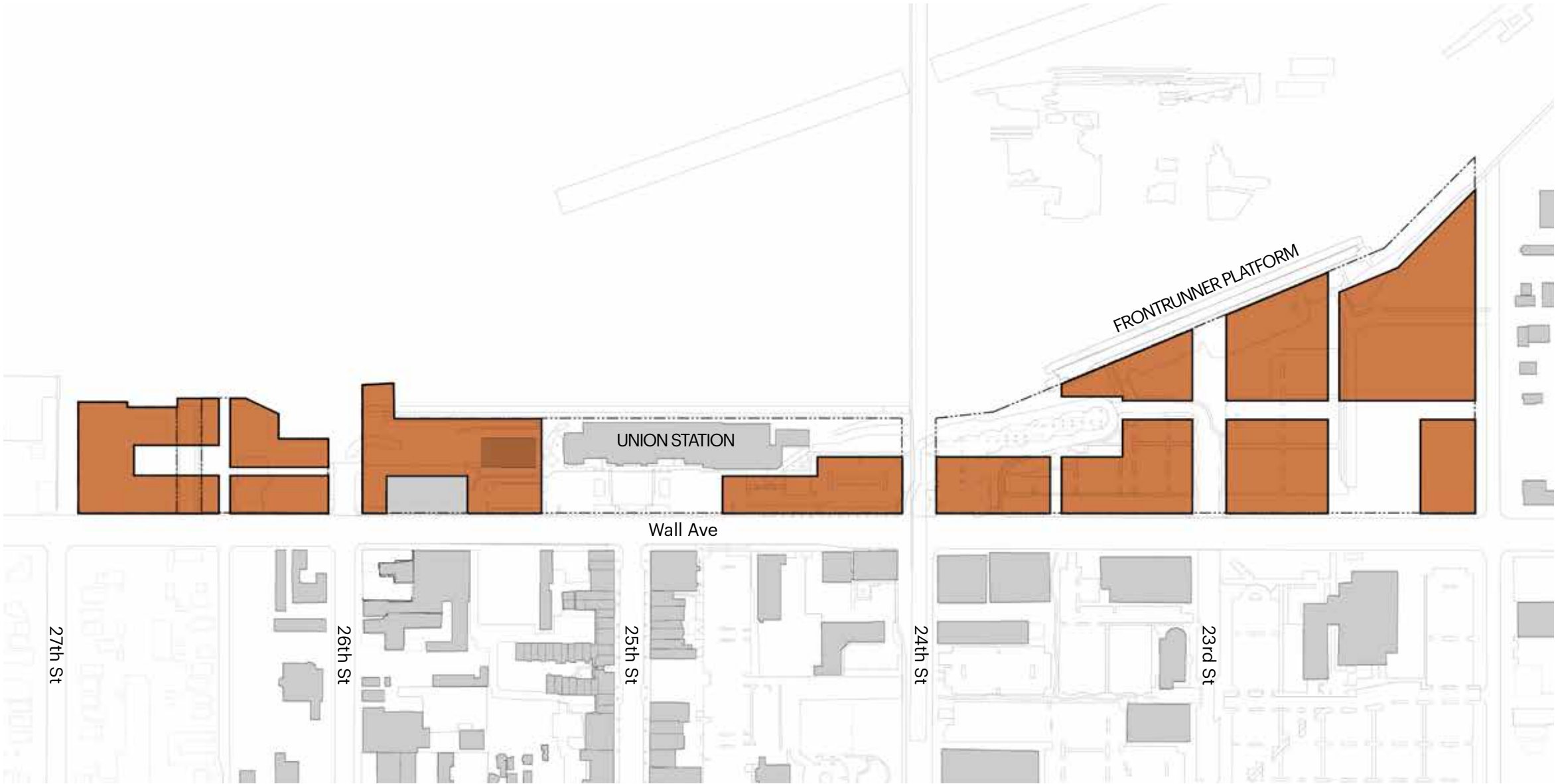


Flexible space creates opportunity for spontaneous, non-programmed events while programmed spaces allow for seasonal activities.

Developable Land

When required transit infrastructure and parking, circulation rights-of-way, and open space are removed from the available parcel area, the remaining area can be broken down into developable parcels. Development parcels will need to follow adopted Design Guidelines and Standards and zoning updates related to building massing and orientation, parking configuration, service areas and an activated public realm. The following recommendations should be considered in development proposals:

- Provide a mix of uses, including employment, retail/commercial, hospitality and residential
- Take a district approach to parking, limiting it to key areas rather than spread among all parcels
- Limit surface parking to a maximum of 15% total parking need
- Reduce parking ratios to reflect transit infrastructure and options on site



*not to scale

Developable Area

Potential Development Areas

	SOUTHERN PARCEL	UNION STATION PARCEL	UTA PARCEL
Total area	182,351 SF / 4.2 AC	367,676 SF / 8.4 acres	740,524 SF / 17.0 AC
Transit/Parking	n/a	n/a	104,450 SF / 2.4 AC
Circulation	18,982 SF / 0.4 AC	43,249 SF / 1.0 AC	129,830 SF / 3.0 AC
Open space	16,337 SF / 0.4 AC	59,893 SF / 1.4 AC	50,624 SF / 1.2 AC
Developable	147,032 SF / 3.4 AC	164,438 SF / 3.8 AC	455,620 SF / 10.5 AC

Activate Ground Floor

The Make Ogden plan requires that 75% of ground floor uses are activated along primary street frontages. For these development sites, Wall Avenue and shared streets are considered primary frontages. In addition, ground floor spaces adjacent to transit infrastructure and the Union Station Plaza and Transit Plaza should follow the activation requirement.

Activated uses include, among other things, retail, food and beverage, office or residential entry lobbies, hospitality, and building amenity spaces (fitness centers, conference rooms, cafeteria/dining spaces, etc.).

See the following page for examples of active ground floor uses.



*not to scale

- Developable Area
- Active Ground Floor

Active Ground Floor Precedent Imagery



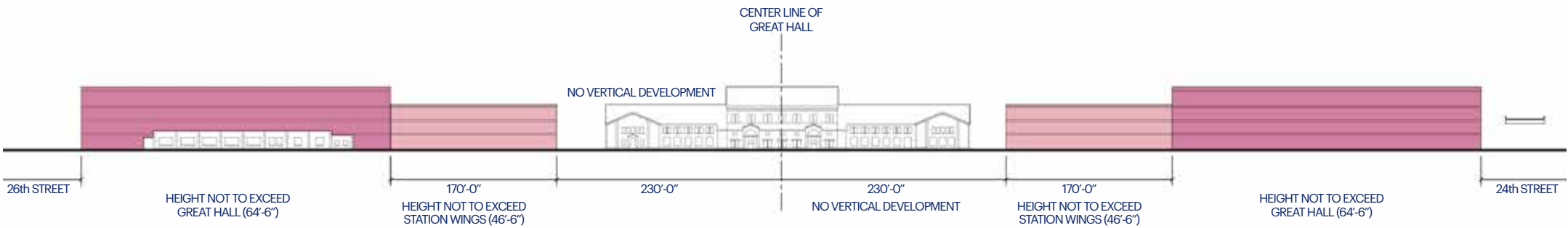
Indoor spaces, retail and dining spill onto outdoor public space, creating active edges that enhance the character of the street

Allowable Building Heights

In order to protect the integrity of Union Station in its surrounding context, building heights within the vicinity of the station building are to step down toward the station, while a 460’ zone centered on the station will allow no vertical development. Development within 170’ of the restricted area may not exceed the height of the north and south wings of the historic Union Station structure, and development beyond toward 24th and 26th Streets may not exceed the height of the Union Station Great Hall.

To the north of 24th Street and south of 26th Street, development within 150’ of Wall Avenue and within 120’ of 22nd Street, 24th Street, and 26th Street may not exceed 76’ in height. Remaining development area may not exceed 118’-0” unless criteria can be met that allows for greater height by protecting view planes to the mountains from West Ogden and protects the historic character of Union Station and original scale of Wall Avenue.

Mechanical units, penthouses, parapets, and elevator over-runs must be contained within the height restrictions.

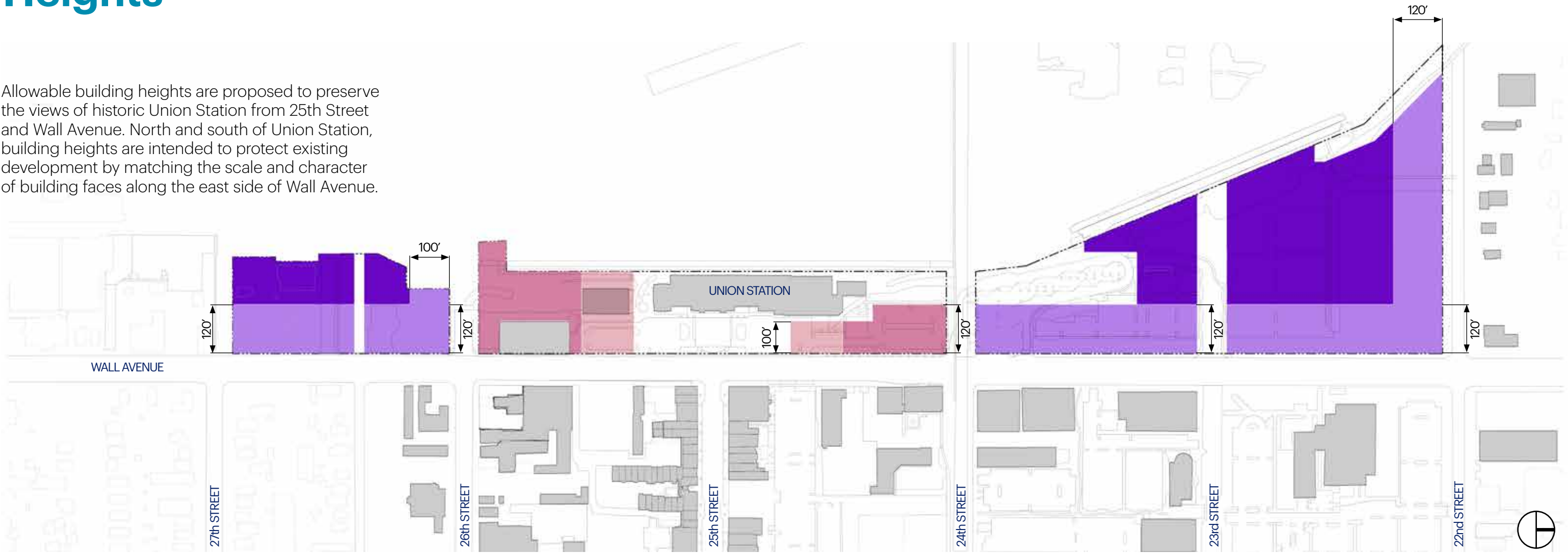


Building Heights



Allowable Building Heights

Allowable building heights are proposed to preserve the views of historic Union Station from 25th Street and Wall Avenue. North and south of Union Station, building heights are intended to protect existing development by matching the scale and character of building faces along the east side of Wall Avenue.

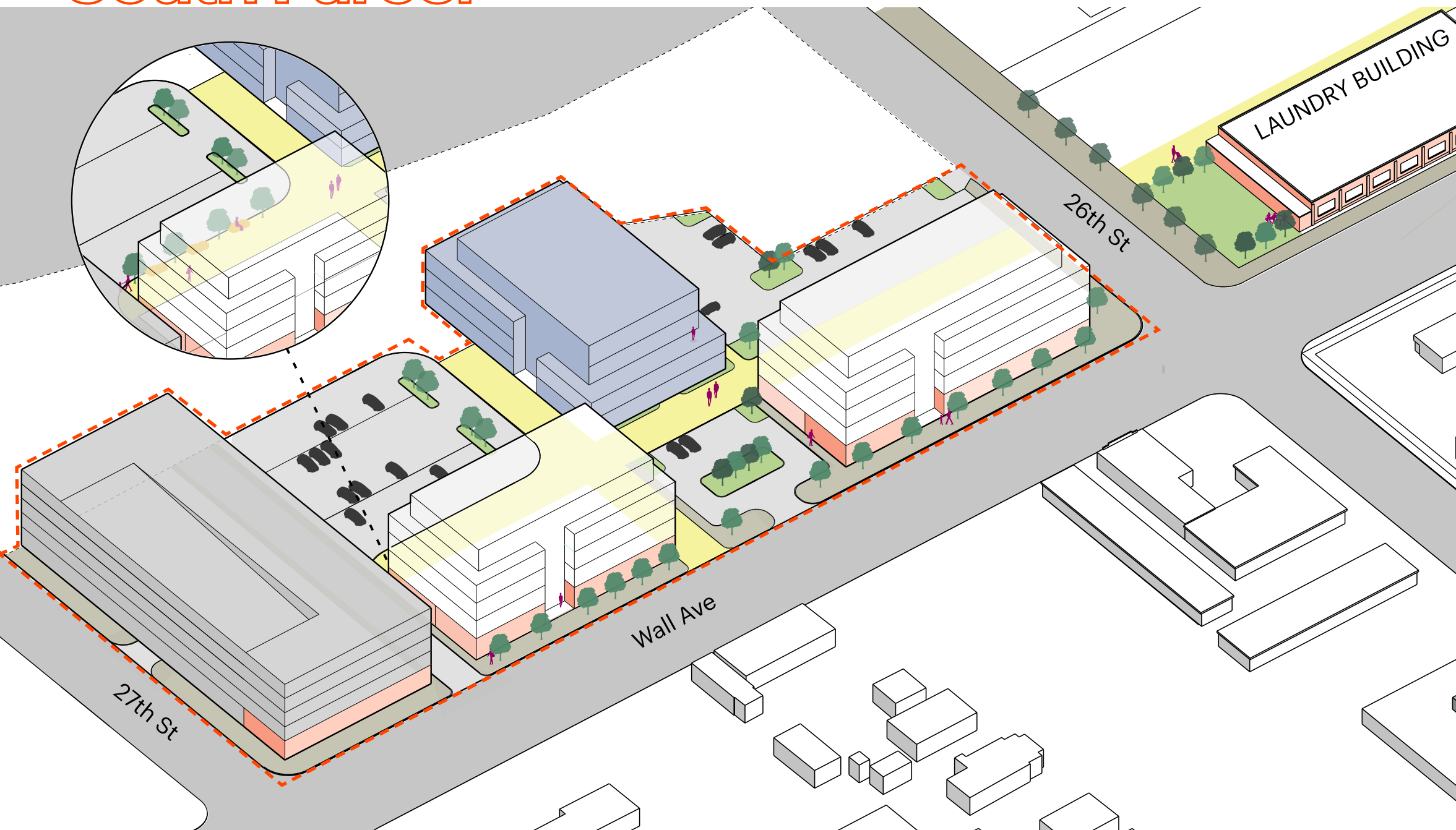


Building Heights

- 46'-6"
- 64'-6"
- 76'-0"
- 118'-0"*

* potential for greater height if criteria (to be developed in concert with Ogden City and UTA) are met by applicant

South Parcel



Legend

- Active Ground Floor
- Structured Parking
- Secure building
- Pedestrian Paseo
- Parcel Boundary



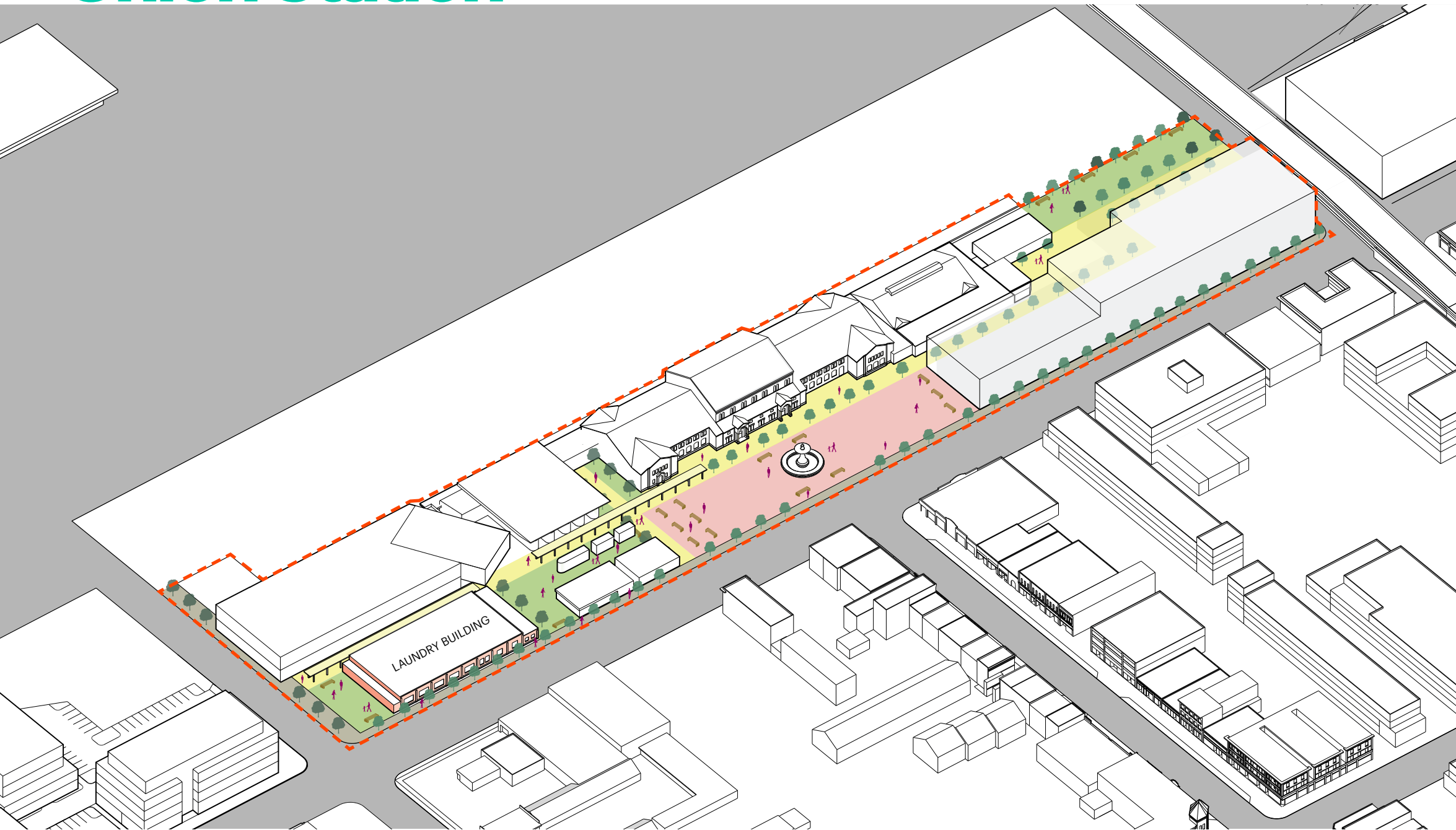
About

The southern parcel consists of 4.2 acres of developable land. Buildings and parking garages fronting Wall Avenue are required to have active uses along a minimum 75% of street frontage. A centralized paseo connects the campus to Union Station Plaza and creates a continuous path for employees and visitors to access nearby amenities on foot.

Metrics

Total Acres	4.5 AC
Developable Area	4.2 AC
Minimum Active Frontage	18,000 SF
Office	220,000 SF
Parking	510 Spaces
Paseo	855 LF
Open Space	25,000 SF

Union Station



Legend

- Union Station Plaza
- Plaza
- Pedestrian Paseo
- Parcel Boundary



About

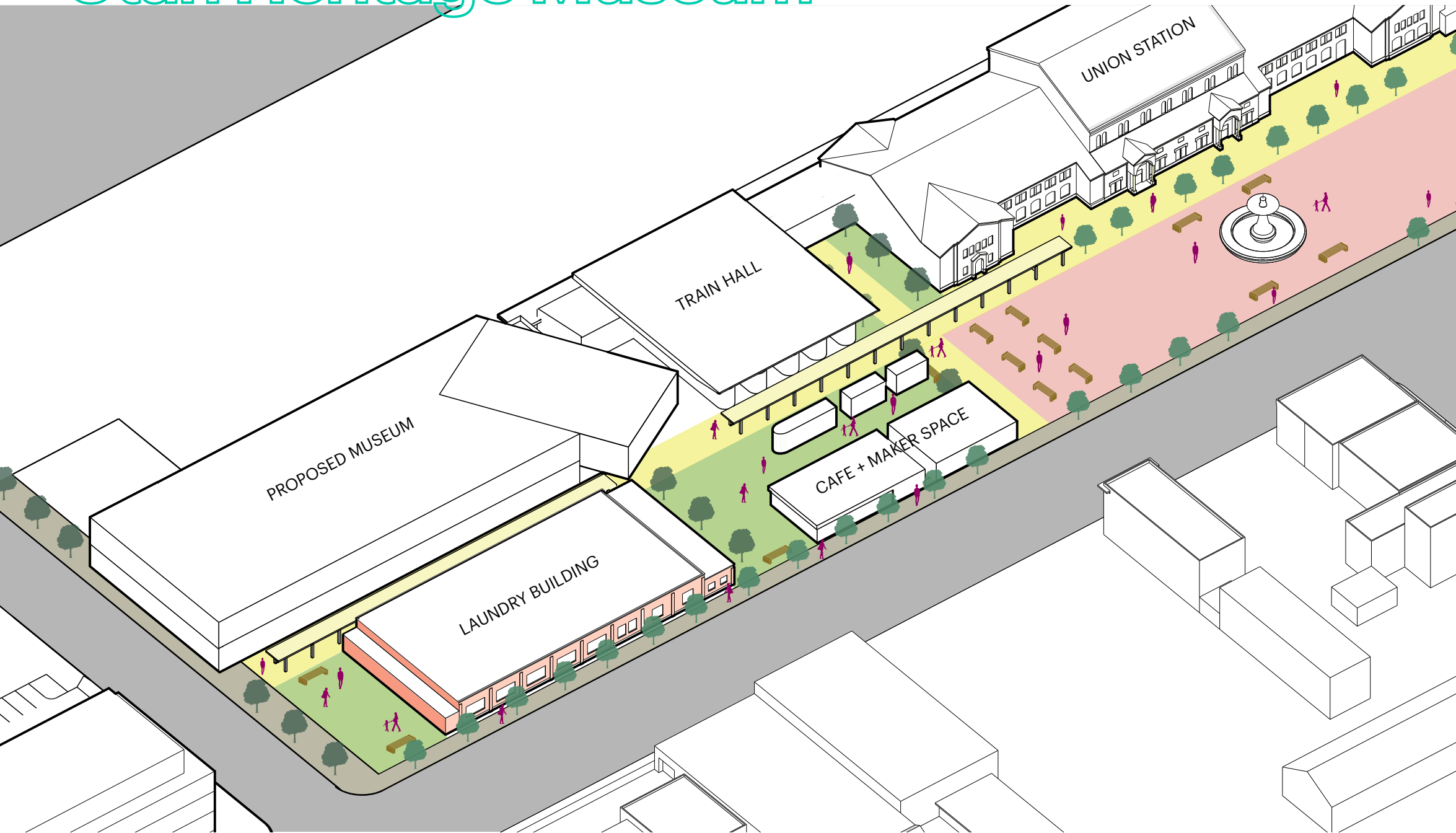
With the historic Union Station at the center, a new museum behind the historic Laundry Building, and a revitalized civic plaza, this parcel is the anchor for the entire development. Paseos from the north and south, as well as Historic 25th Street, all convene at Union Station plaza.

With the introduction of the proposed Utah Heritage Museum to the core of the campus (see page 42), renovations and rehabilitation of Ogden Union Station will be implemented to restore the Great Hall and bring a combination of restaurant, retail and complimentary uses into the historic building to return the historic building to its former role as the heart of downtown Ogden.

Metrics

Total Acres	8.4 AC
Developable Area	3.8 AC
Open Space	17,000 SF

Utah Heritage Museum



Legend

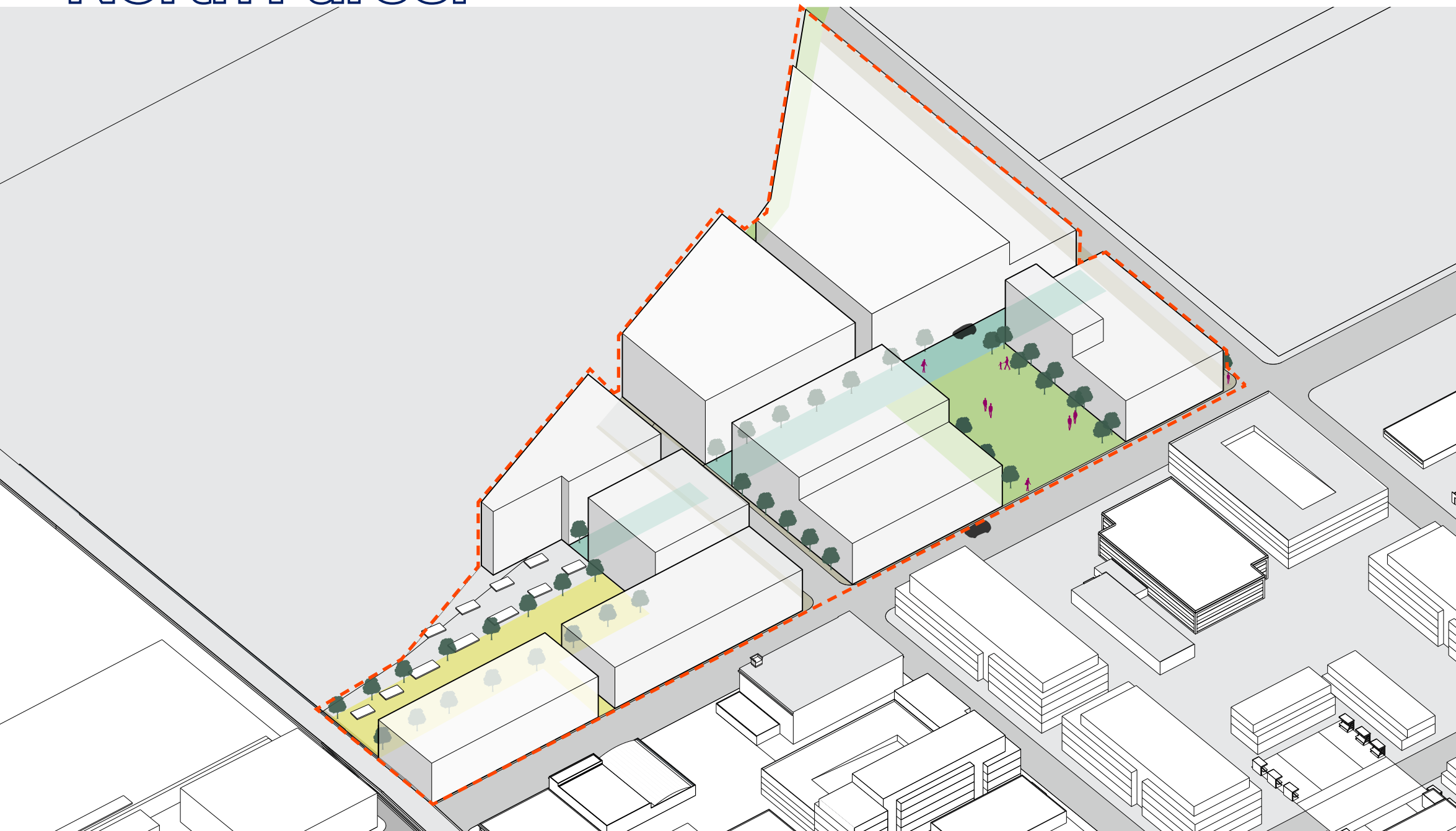
- Union Station Plaza
- Plaza
- Pedestrian Paseo



About

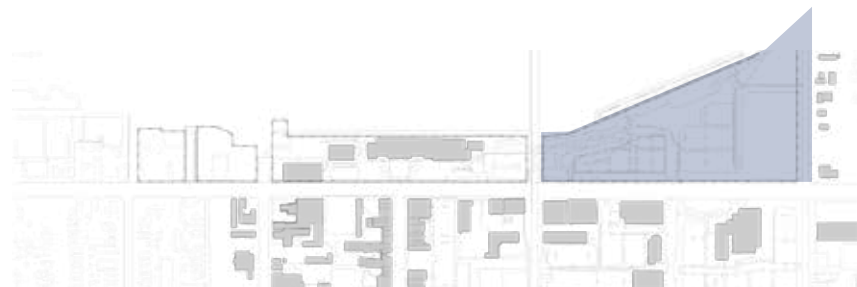
The proposed Utah Heritage Museum builds on the history of Ogden Union Station to develop a cultural hub on the campus. The 115,000 sf museum will house the museum collections currently in Union Station as well as additional permanent and rotating collections. A new enclosed train hall will allow for the display and protection of important historical relics. A cafe and maker space are envisioned along Wall Avenue to bring additional vibrancy to the campus, with a curated outdoor art plaza visually and physically connecting the museum and Union Station.

North Parcel



Legend

- Pedestrian Paseo
- Shared Street
- Plaza/Trail
- Parcel Boundary



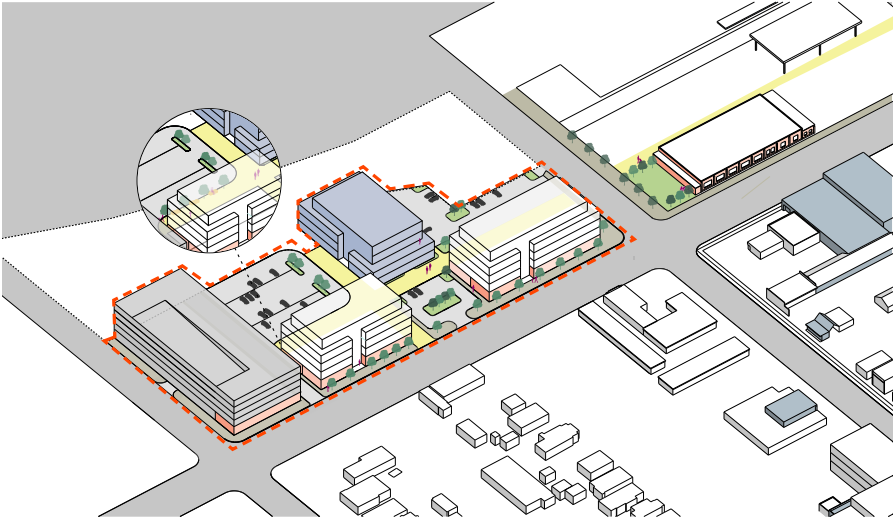
About

The northern parcel consists of 17 acres of developable land in addition to transit infrastructure supporting bus and BRT service. A shared street connects the parcel north to south, while new pedestrian paseos provide connections east to west. Building heights may step up from a maximum of 76' along Wall Avenue and 24th Street to 118' or more at the core of the site.

Metrics

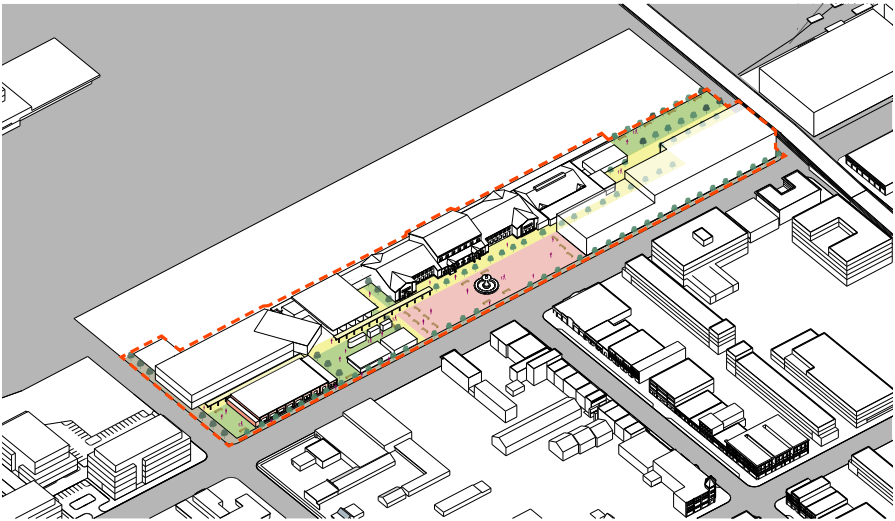
Total Acres	17 AC
Developable Area	10.5 AC
Open Space	50,000 SF

Summary



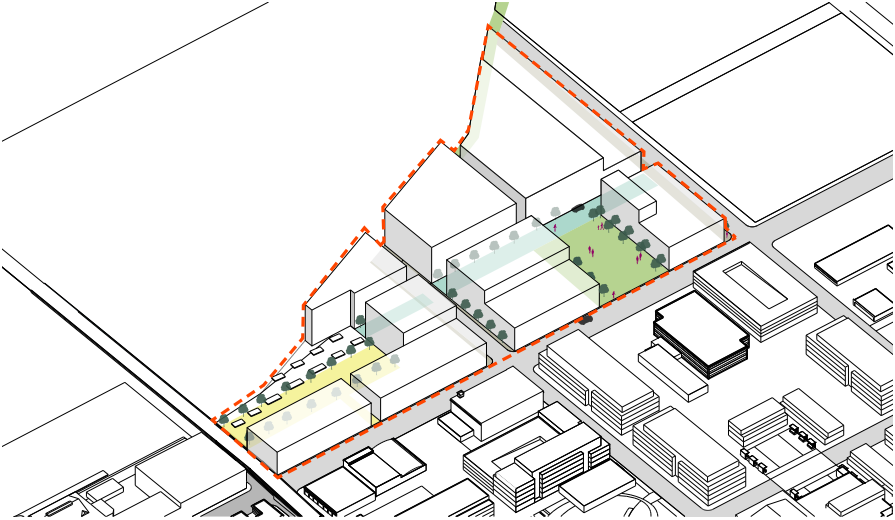
SOUTH PARCEL

Total Acres	4.5 AC
Developable Area	4.2 AC
Minimum Active Frontage	18,000 SF
Office	220,000 SF
Parking	510 Spaces
Pedestrian Paseo	855 LF
Open Space	25,000 SF



UNION STATION PARCEL

Total Acres	8.4 AC
Developable Area	3.8 AC
Open Space	17,000 SF

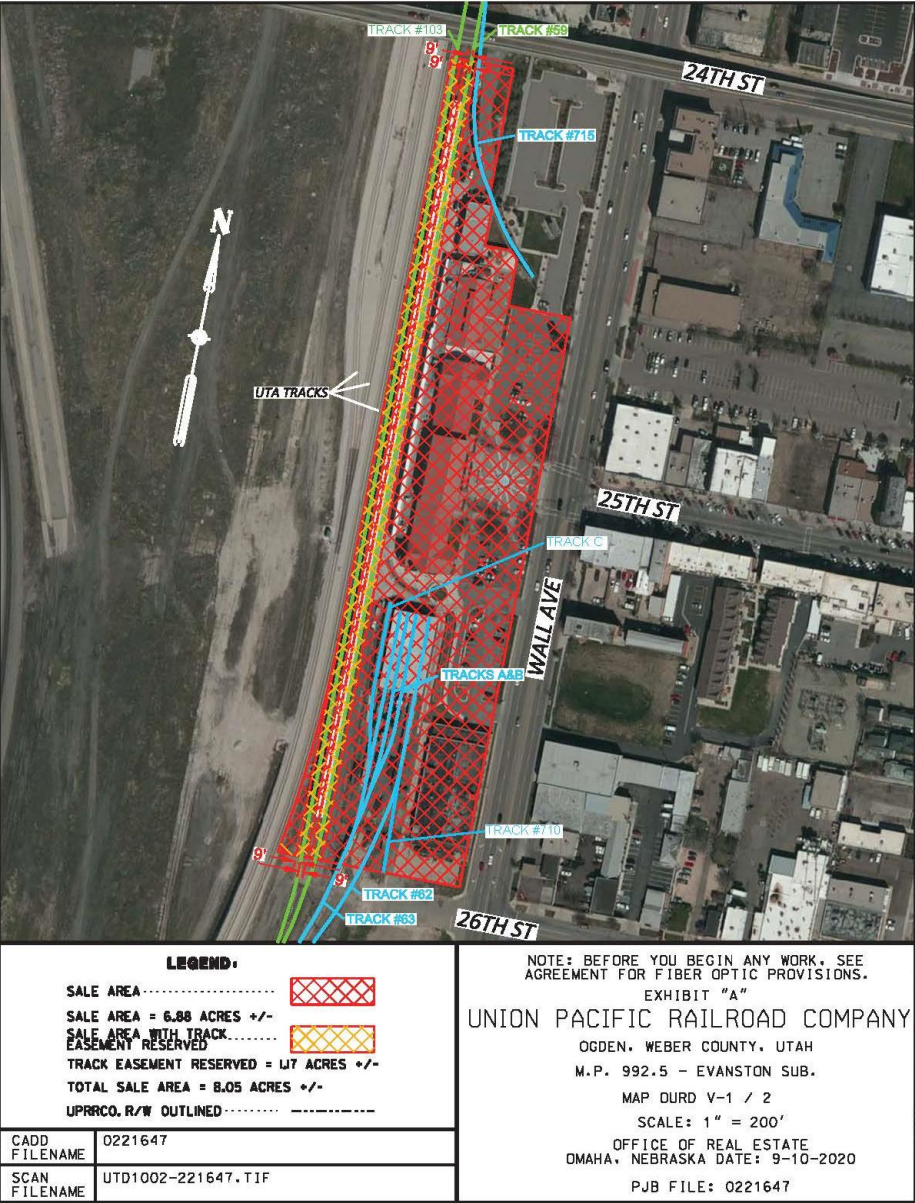


NORTH PARCEL

Total Acres	17 AC
Developable Area	10.5 AC
Open Space	50,000 SF



SUMMARY OF UNION PACIFIC PURCHASE



Use It or Lose It

- Lease ends 2027

Mixed-Use Commercial Development

- Retail
- Commercial
- Hospitality
- Residential
- Parking
- Meeting / Event

Job creation targeting key industry clusters

- Aerospace / Defense

Community Asset / Museum / 'Living Room of the City'



PATH FORWARD



JOINT ANNOUNCEMENT OF DEVELOPER IN FEBRUARY 2023

PATH FORWARD

UNION STATION CAMPUS ADVISORY COMMITTEE:

- Purpose: To guide and inform the creation of a final implementation development plan for the Union Station Campus
- Ad hoc (administrative)
- Seats:
 - Union Station Foundation – 2
 - Visit Ogden – 1
 - Ogden Downtown Alliance – 1
 - Chamber of Commerce – 1
 - UDOT – 1
 - Architect – 1
 - Public Finance – 1
 - City Council – 1
 - City Engineering – 1
 - Weber State – 2
- Implementation – targeted date of April 2023



PATH FORWARD

MUSEUM PLANNING GROUP:

- Purpose: To provide technical guidance and information related to the creation of a final implementation development/business plan for the Union Station Museum
- Fee Based Consulting Contracts
- Members:
 - Events
 - Collections/Exhibits
 - Architect
 - Image/Branding
 - Union Station Staff
- **Implementation – targeted date of July 2023**



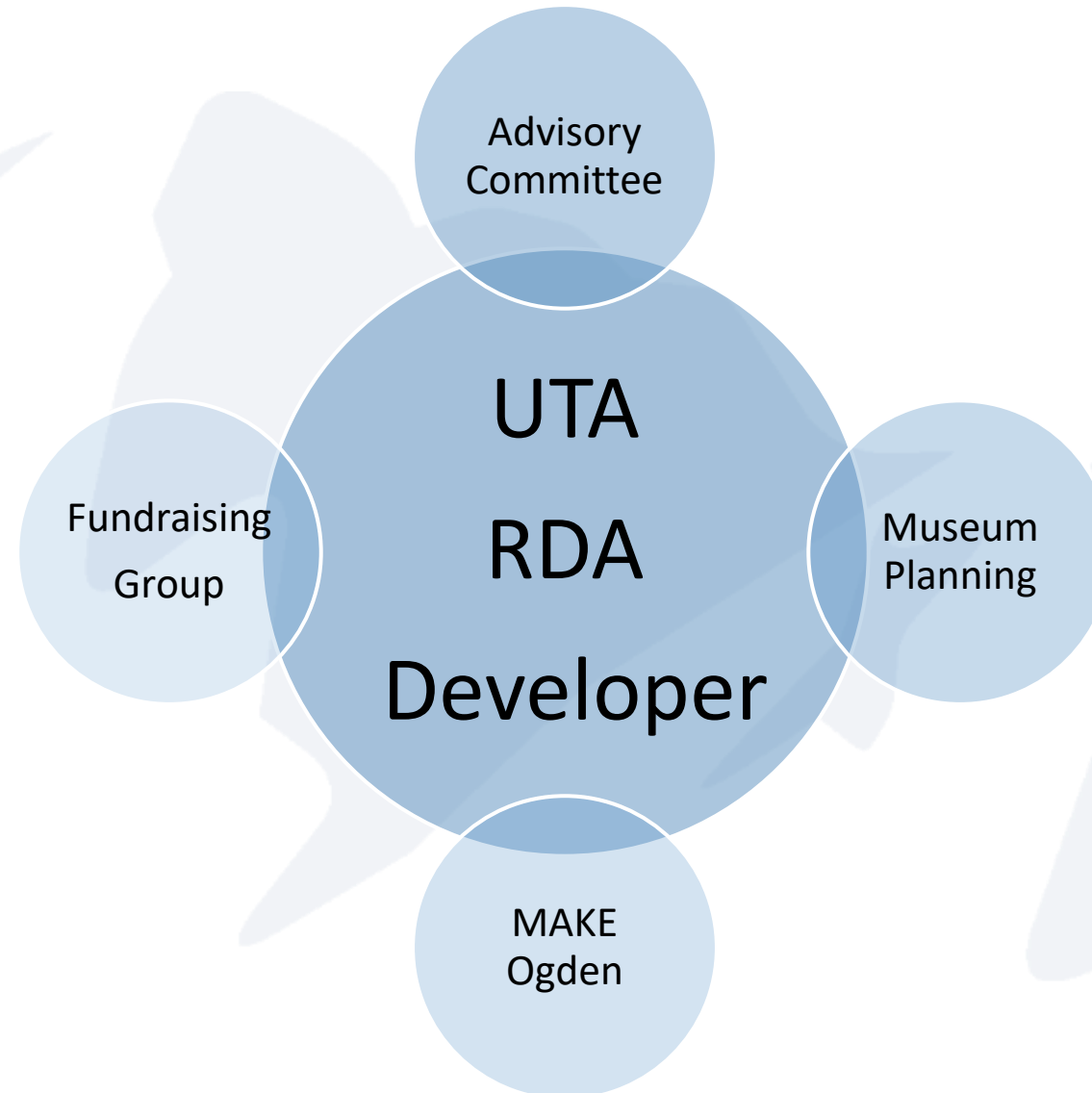
PATH FORWARD

FUNDRAISING GROUP:

- Purpose: To coordinate, sponsor, and facilitate philanthropic fund raising to support the capital needs of the final Union Station Campus Plan and the Union Station Museum Plan.
- **Members**:
 - Union Station Foundation
 - Ogden City
- **Implementation – targeted date of July 2023**



PATH FORWARD



THANK YOU

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