

# 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

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Kim Bowsher - Ogden Downtown Alliance  
 Kym Bouchard - Local Business Owner  
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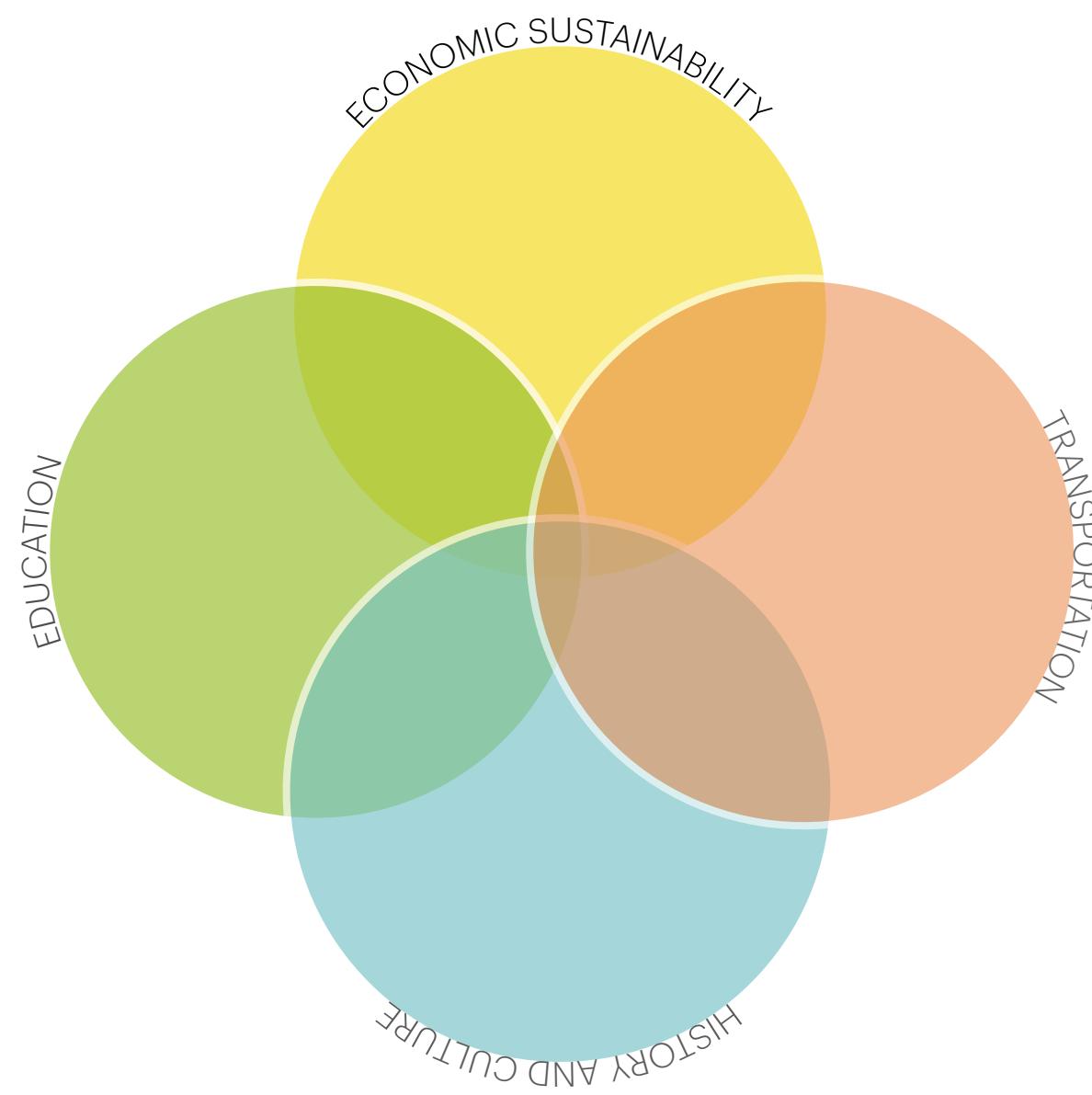
# Executive Summary



## 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.

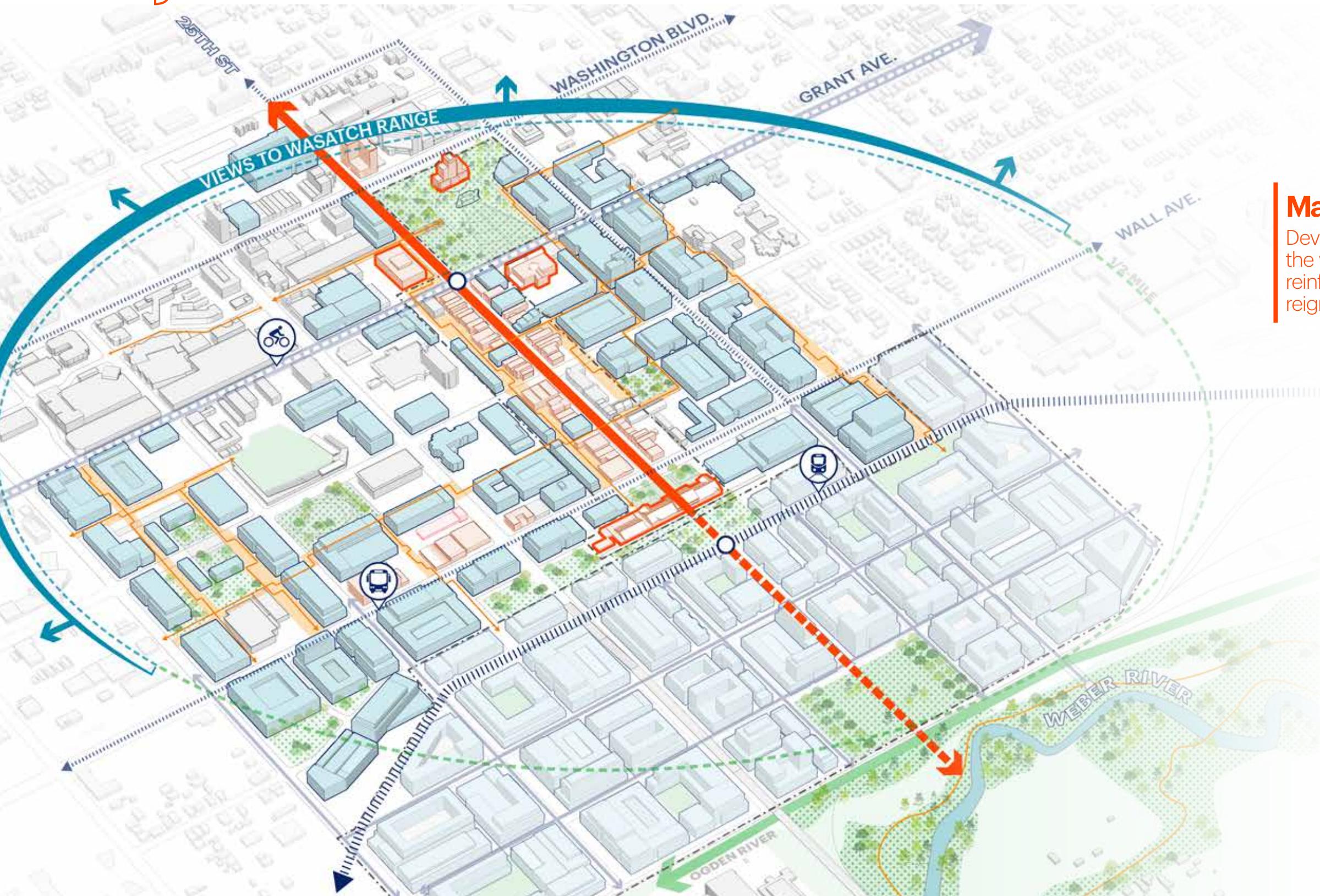
# Existing Conditions



## 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.

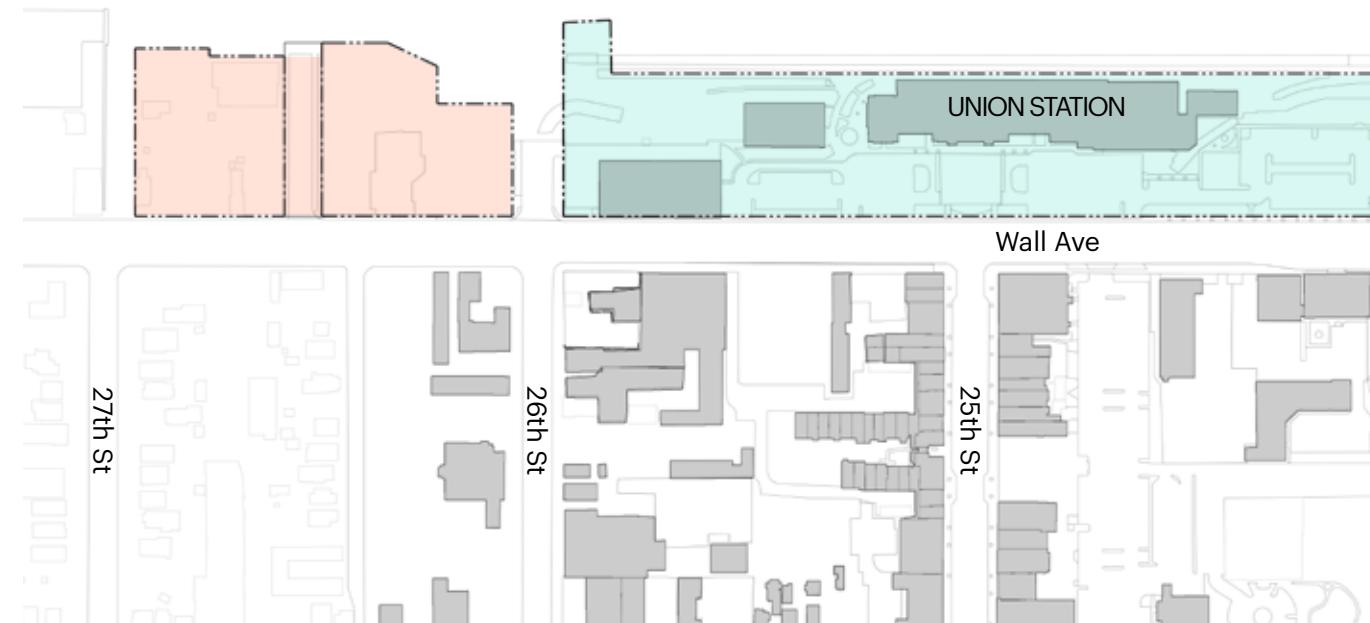
# Development Opportunity

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.

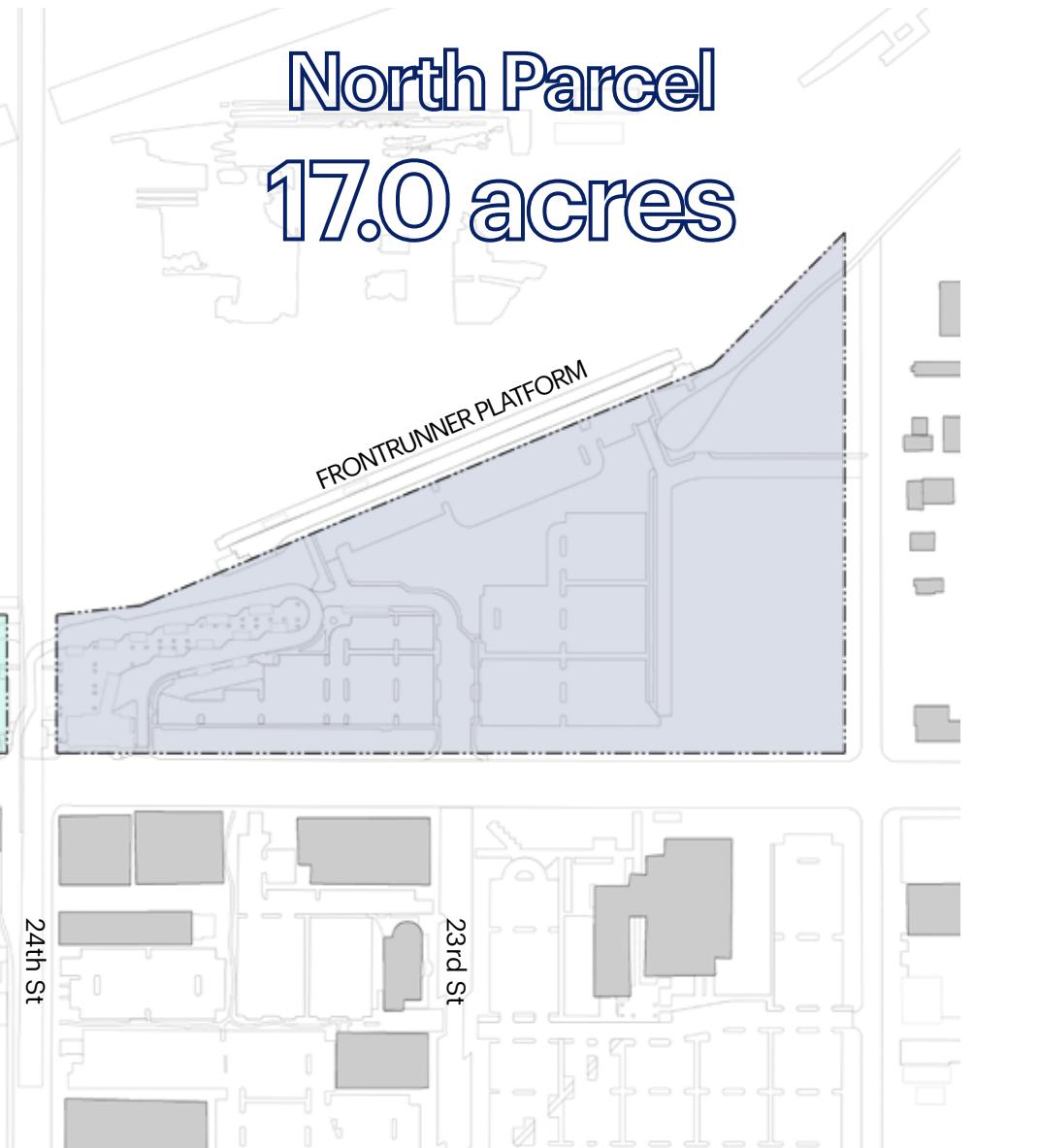
## South Parcel 4.2 acres



## Union Station 8.4 acres



## North Parcel 17.0 acres



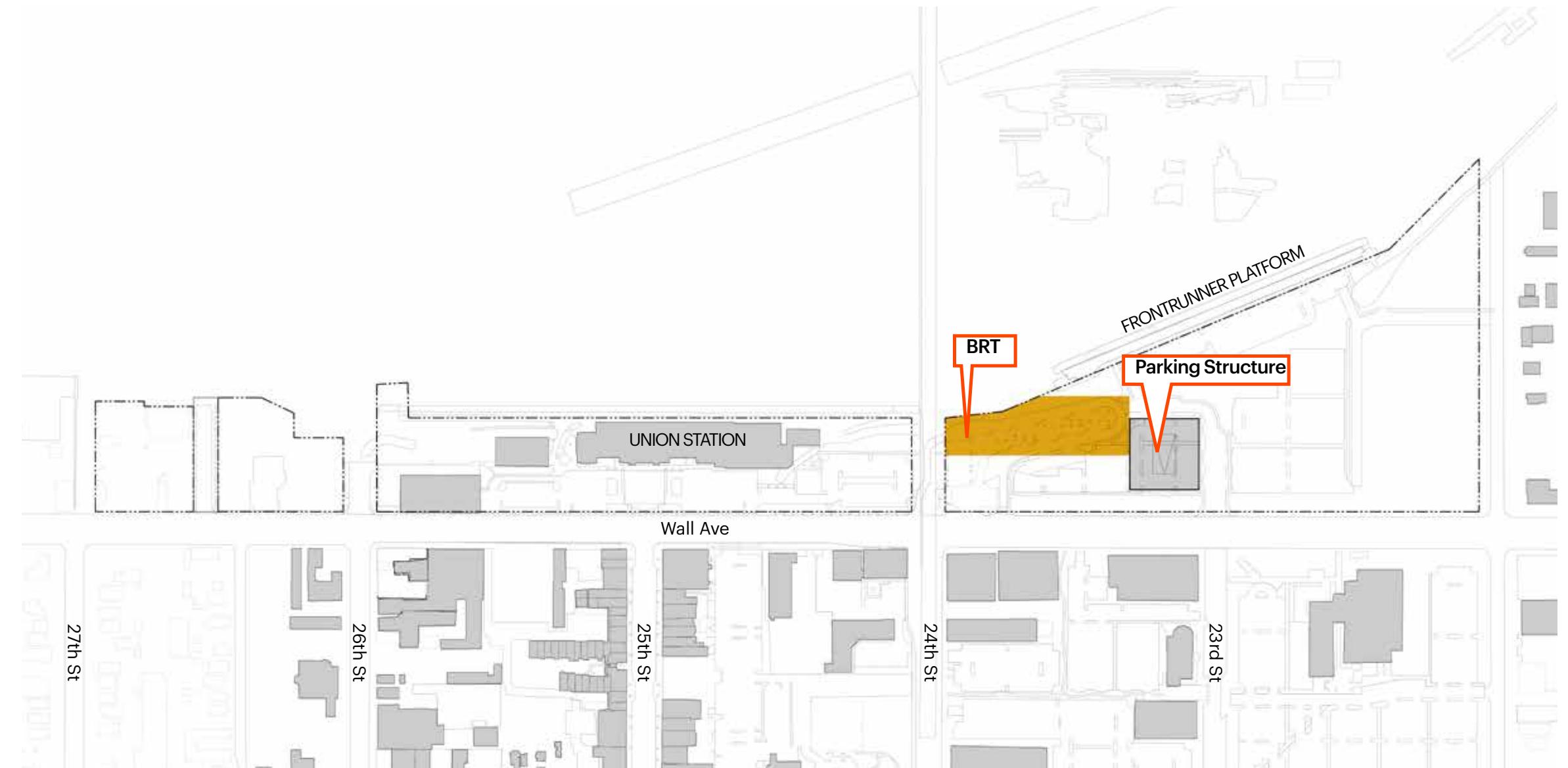
\*not to scale

**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.



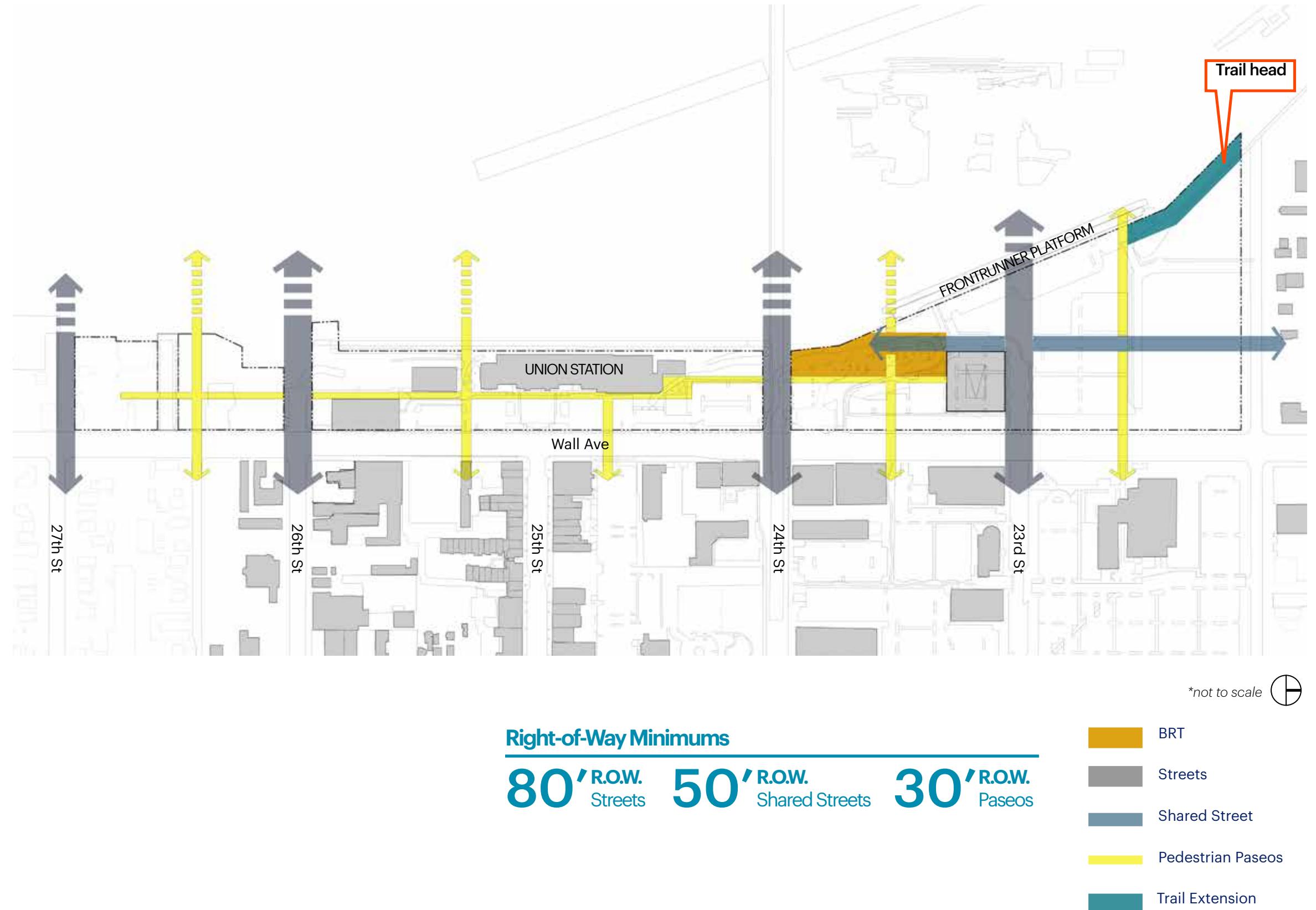
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# Circulation & Connectivity

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.



# Shared Streets Precedent Imagery



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



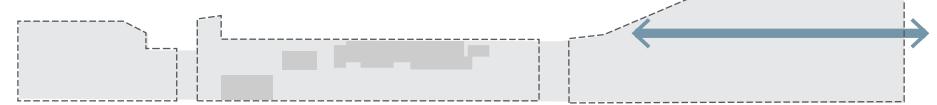
Tactile pavers and bollards protect users and provide ADA awareness



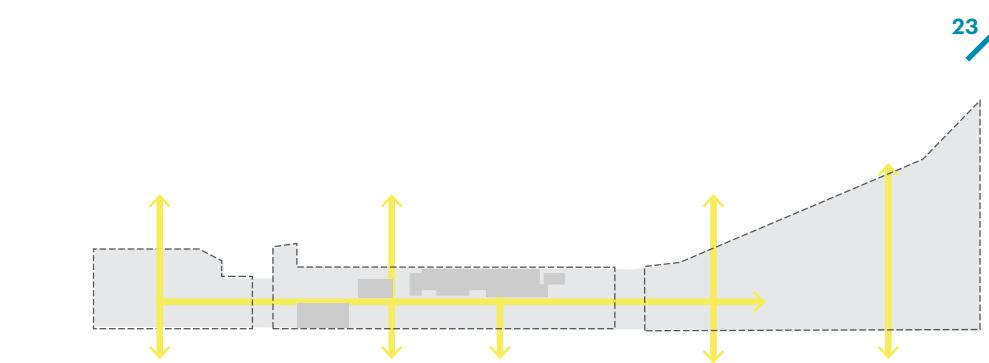
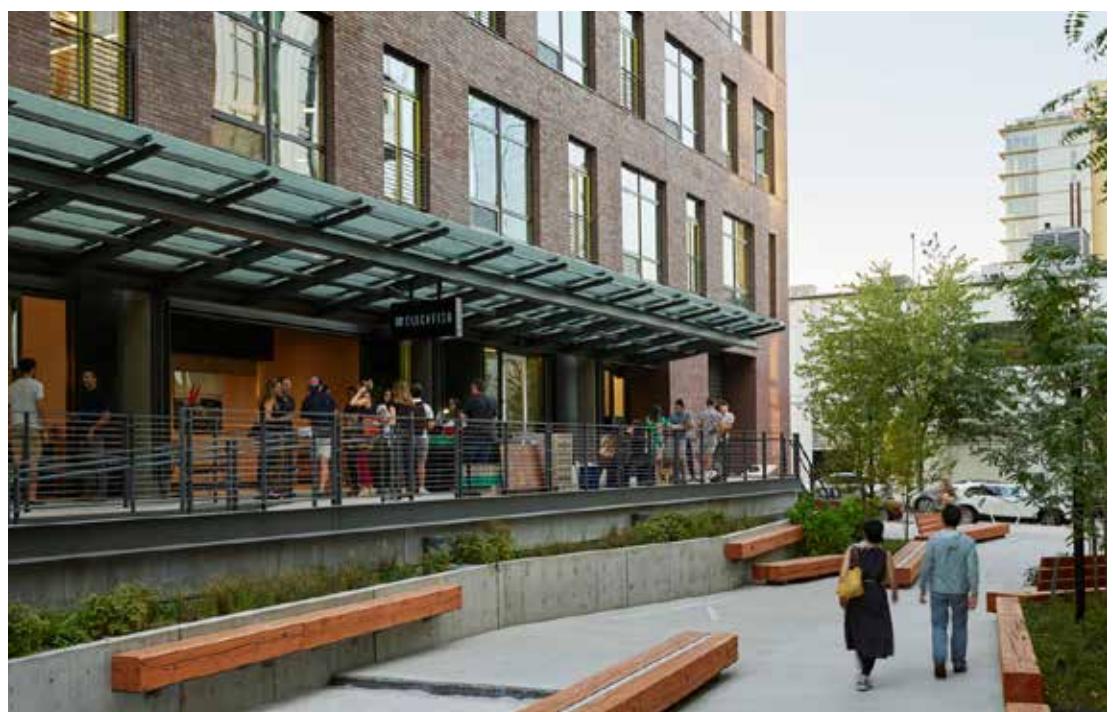
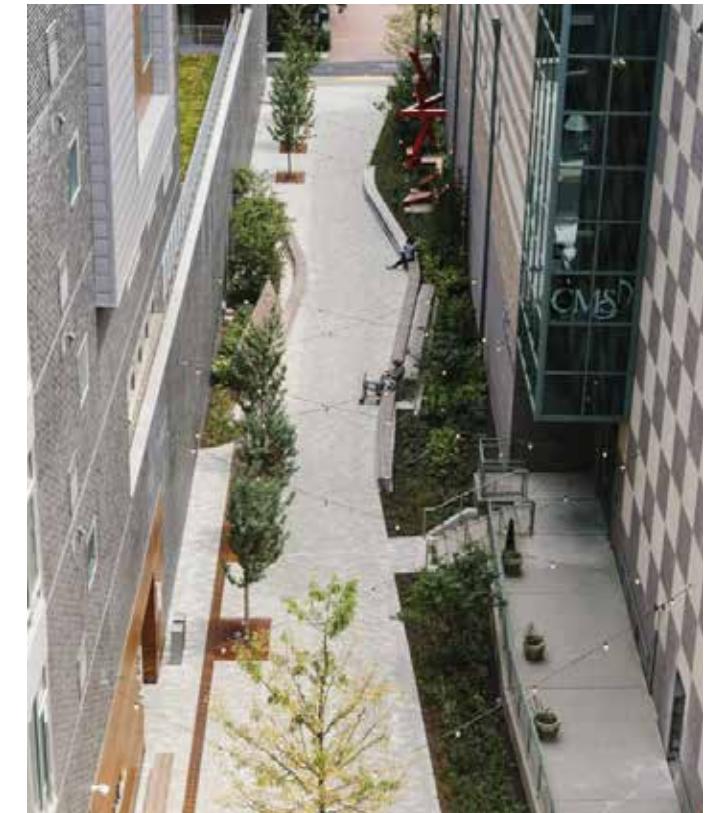
Planting areas provide water quality management and separate pedestrians from vehicles



Cafe seating defined by planting and material changes



# Paseos Precedent Imagery



# Open Space

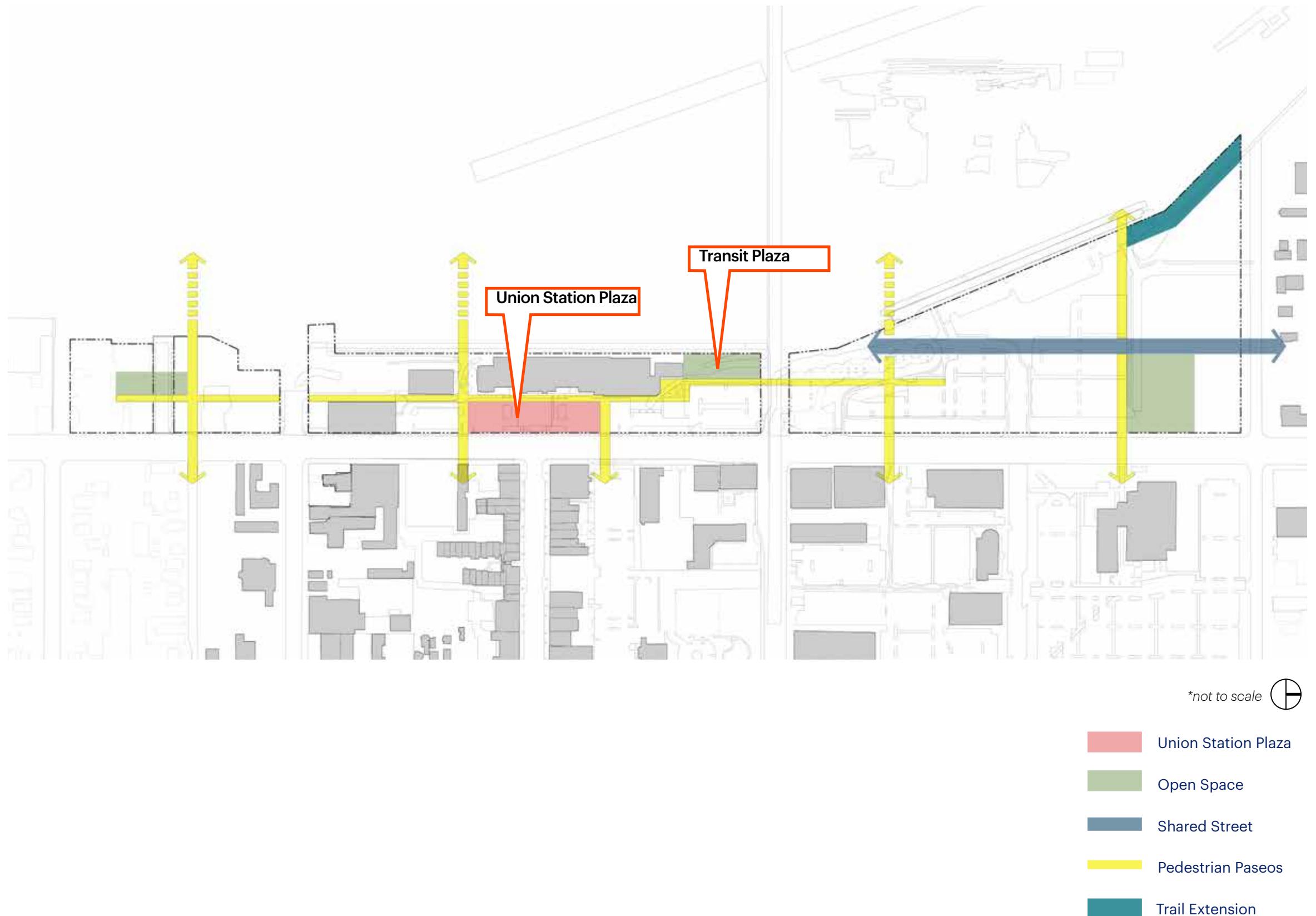
Dedicated open space is critical to the vision of the redevelopment area as an active, pedestrian-focused neighborhood. Open spaces should be varied in program, amenities, and landscape treatment. They should support the daily life of adjacent users while providing a series of experiences across the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



# Open Space Precedent Imagery

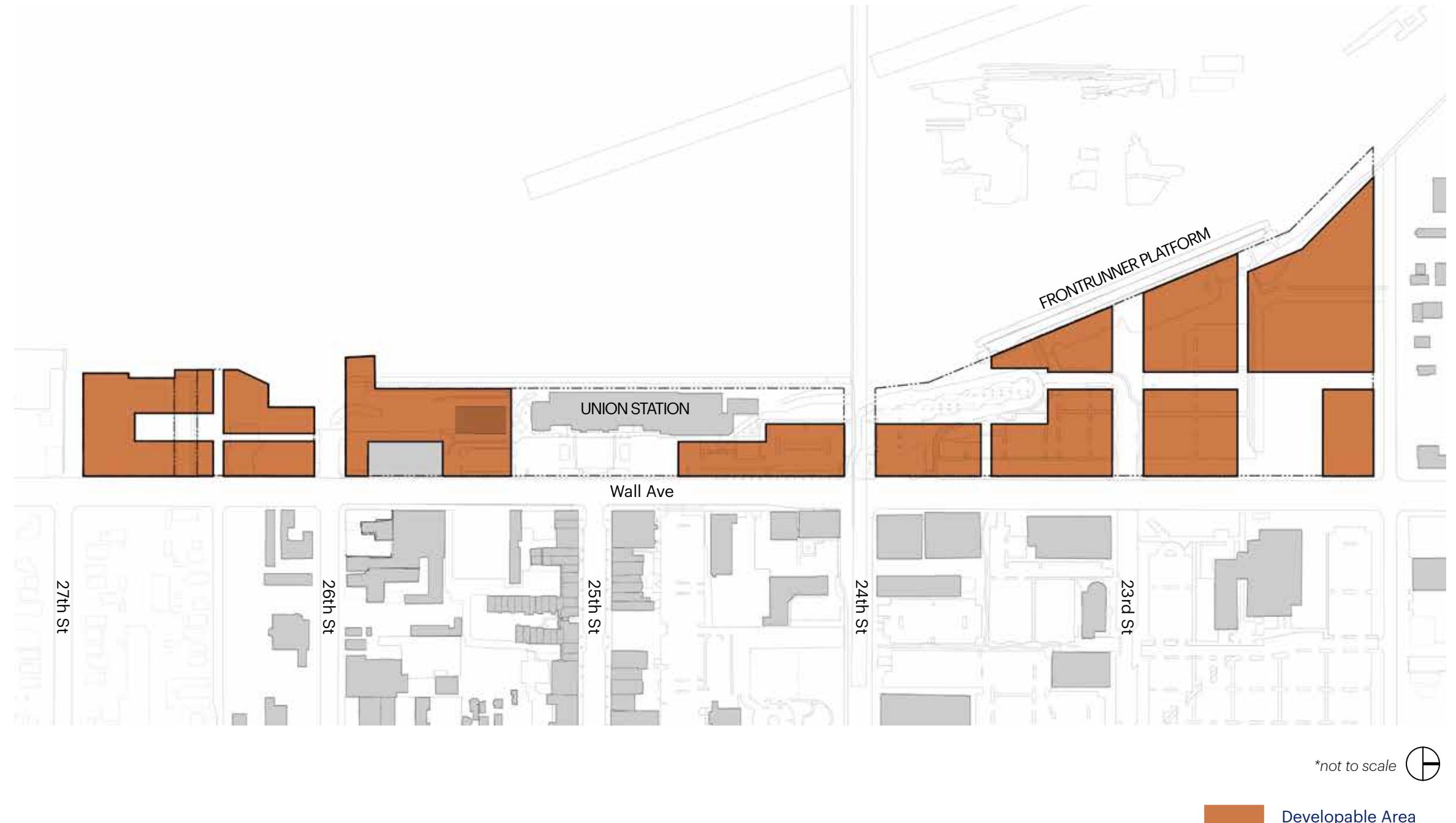


Flexible space creates opportunity for spontaneous, non-programmed events while programmed spaces allow for seasonal activities.

# 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



## Potential Development Areas

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

# 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



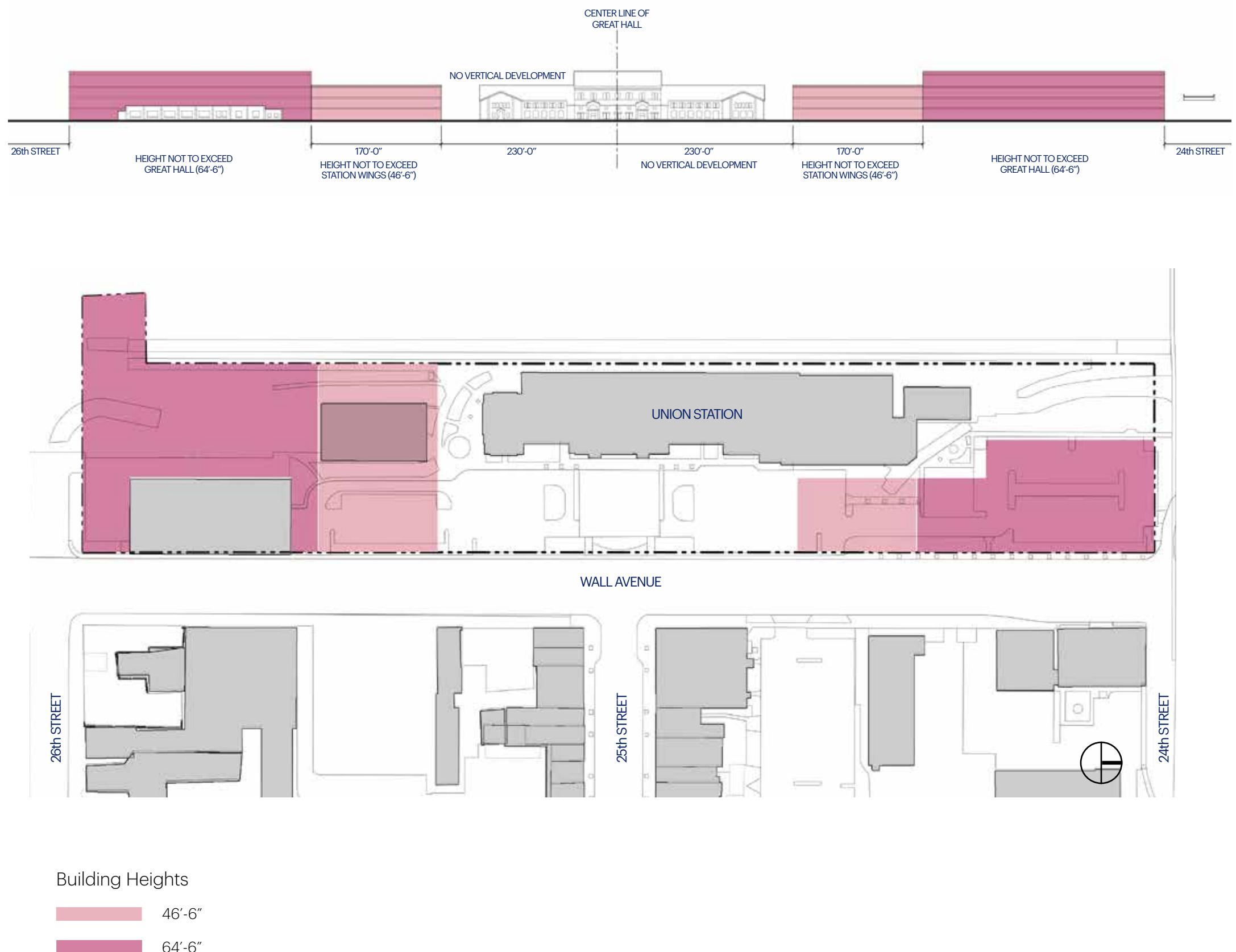
Indoor spaces, retail and dining spill onto outdoor public space, creating active edges that enhance the character of the street

# 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.

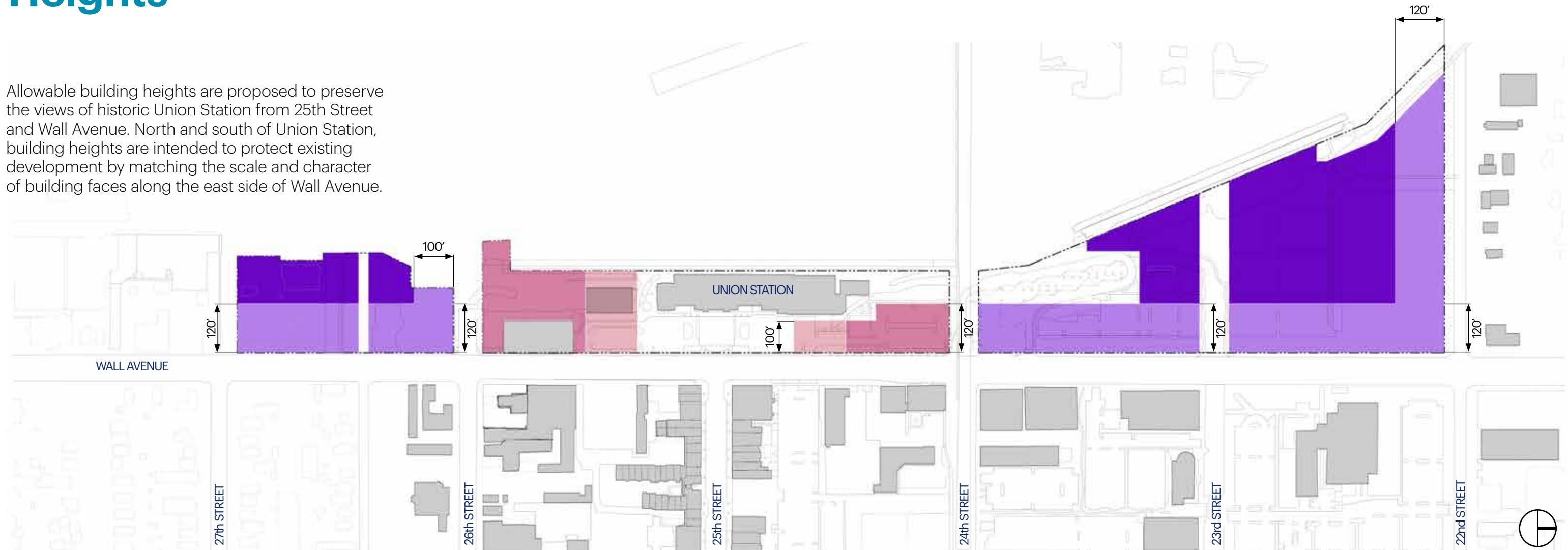
To the north of 24th Street and south of 26th Street, development within 150' of Wall Avenue and within 120' of 22nd Street, 24th Street, and 26th Street may not exceed 76' in height. Remaining development area may not exceed 118'-0" unless criteria can be met that allows for greater height by protecting 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.



# 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.

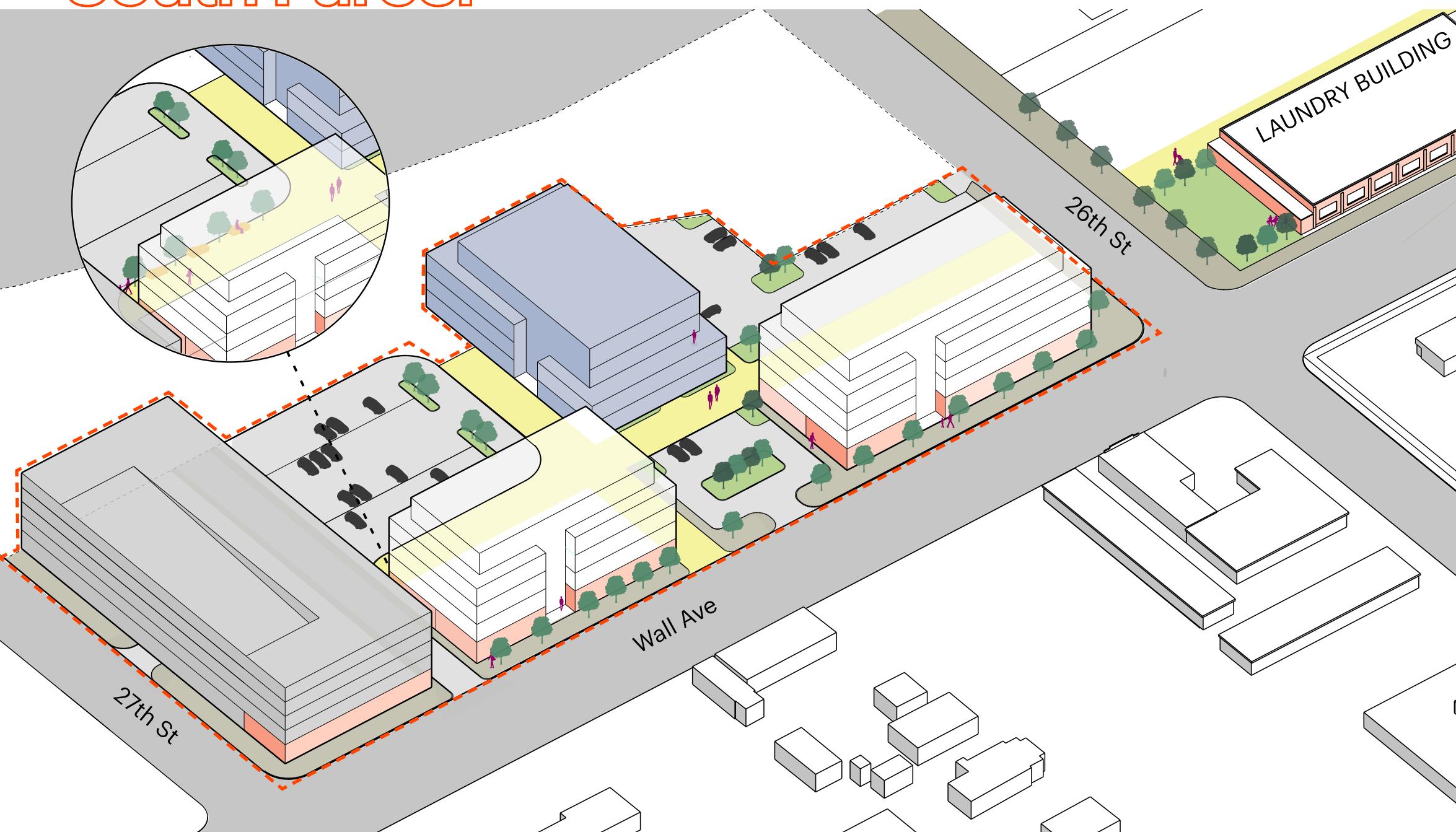


Building Heights

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

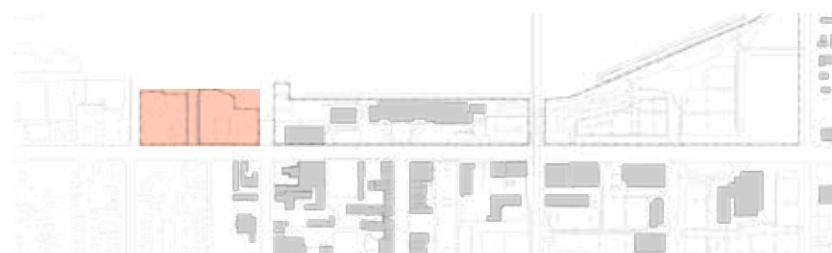
\* potential for greater height if criteria (to be developed in concert with Ogden City and UTA) are met by applicant

# South Parcel



## Legend

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



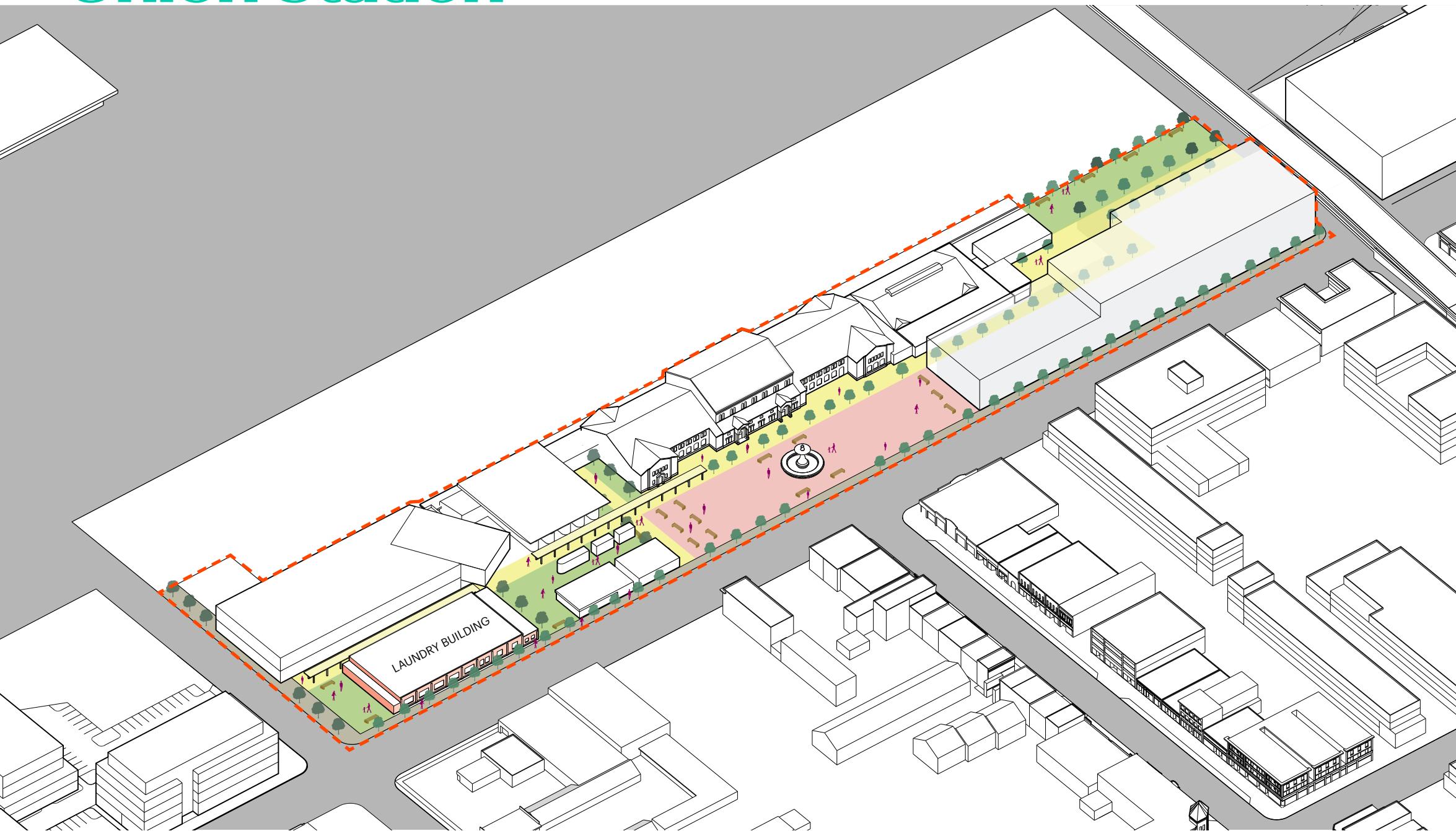
## About

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

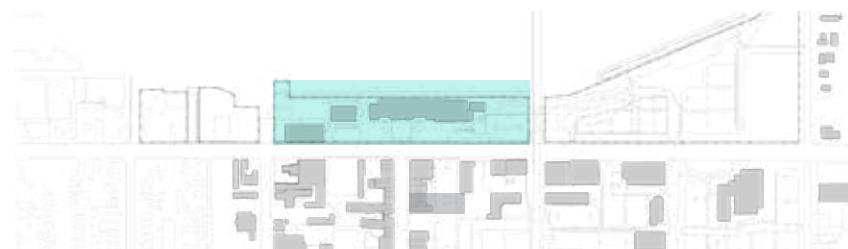
Total Acres	4.5 AC
Developable Area	4.2 AC
Minimum Active Frontage	18,000 SF
Office	220,000 SF
Parking	510 Spaces
Paseo	855 LF
Open Space	25,000 SF

# Union Station



## Legend

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



## About

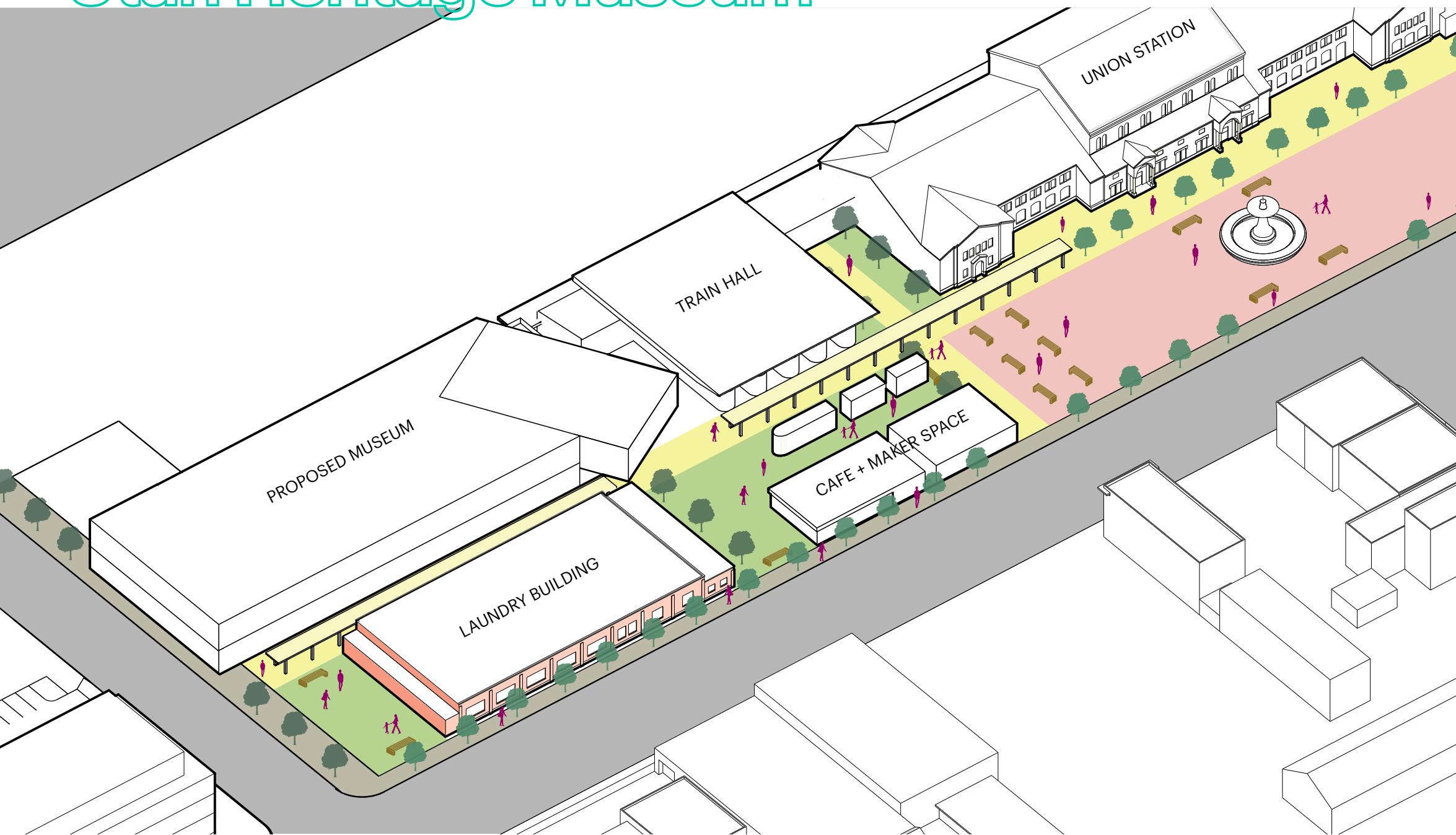
With the historic Union Station at the center, a new museum behind the historic Laundry Building, and a revitalized civic plaza, this parcel is the anchor for the entire development. Paseos from the north and south, as well as Historic 25th Street, all convene at Union Station plaza.

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

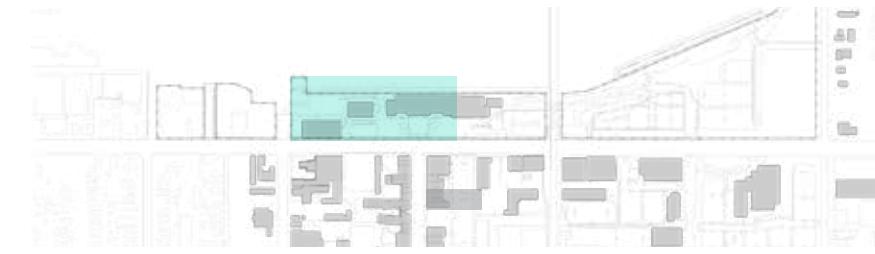
Total Acres	8.4 AC
Developable Area	3.8 AC
Open Space	17,000 SF

# Utah Heritage Museum



## Legend

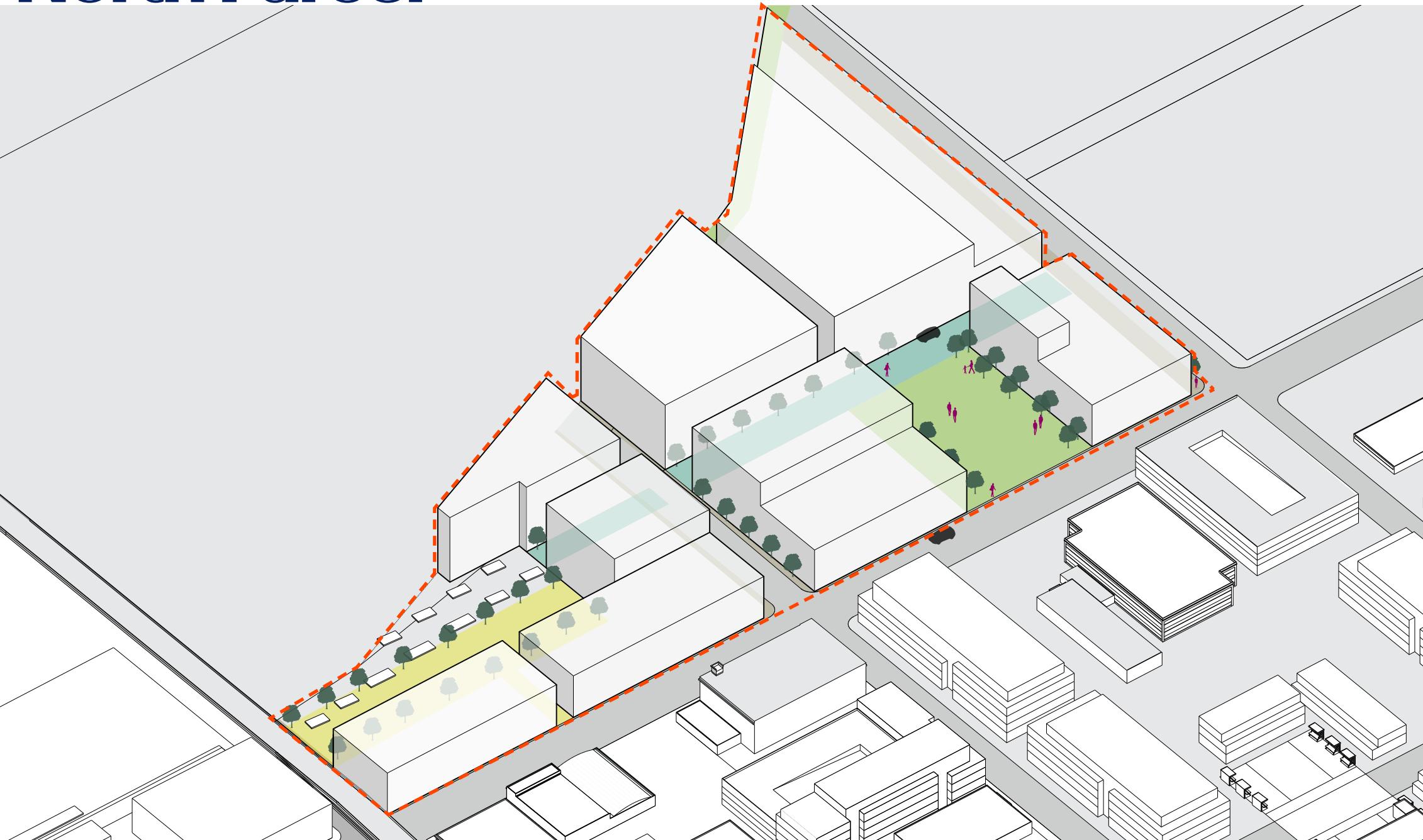
- Union Station Plaza
- Plaza
- Pedestrian Paseo



## About

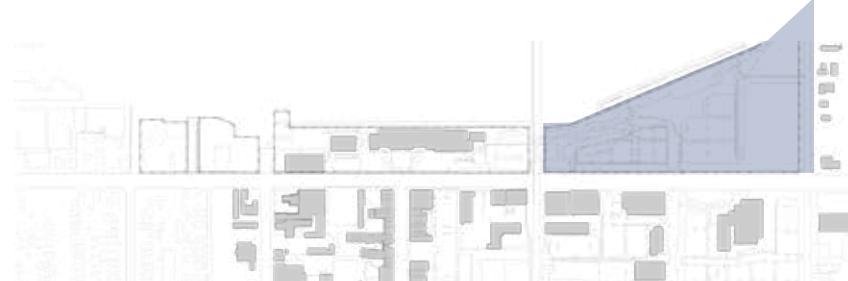
The proposed Utah Heritage Museum builds on the history of Ogden Union Station to develop a cultural hub on the campus. The 115,000 sf museum will house the museum collections currently in Union Station as well as additional permanent and rotating collections. A new enclosed train hall will allow for 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



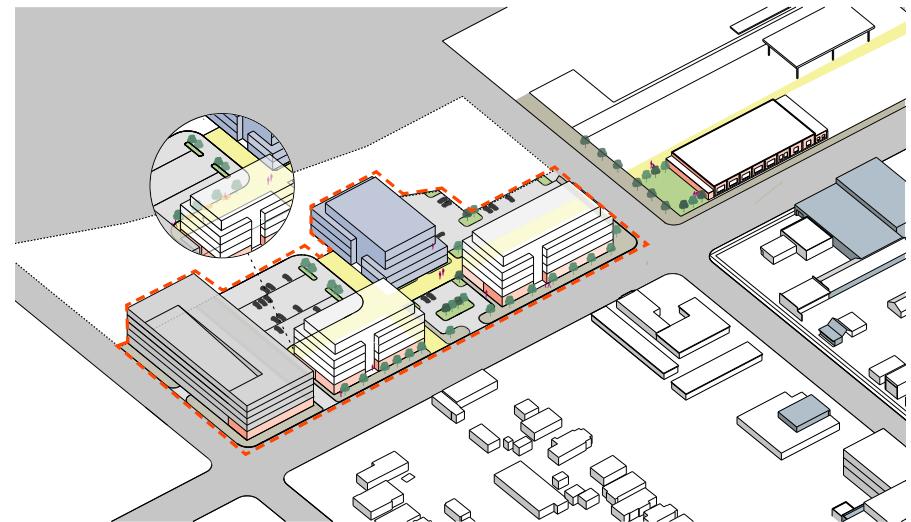
## About

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

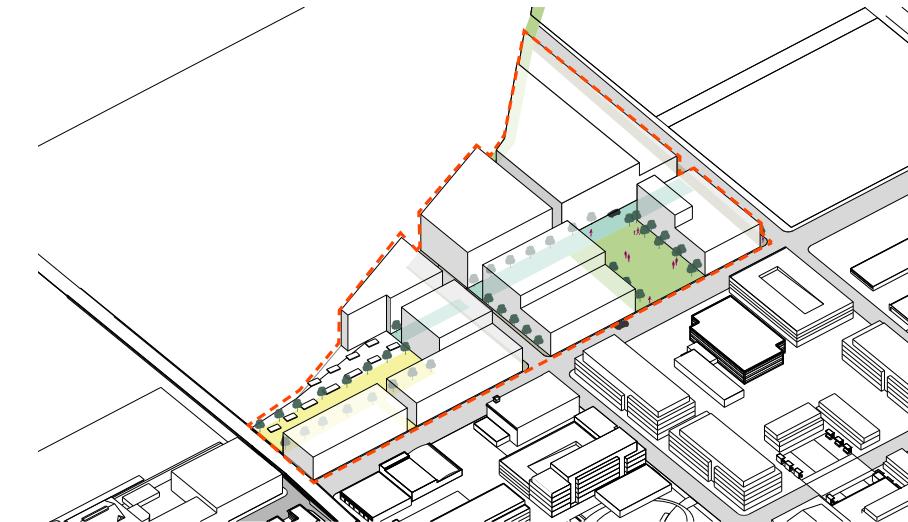
Total Acres	17 AC
Developable Area	10.5 AC
Open Space	50,000 SF

# 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



## NORTH PARCEL

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



## UNION STATION PARCEL

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

