UNION STATION CAMPUS

Union Pacific Acquisition

Ogden City Redevelopment Agency
December 6, 2022
The purchase of 8.06 acres of land from Union Pacific for $5,562,044
WHY

1) To preserve ownership/control of the Union Station

2) Enhance the Union Station as a cultural anchor of the community

3) Facilitate the creation of targeted jobs

4) Create a unique and vibrant downtown experience
• 8.06 ACRES
• Multiple Tracks Included
• Track Easement Reserved

PURCHASE AMOUNT: $5,562,044
EARNEST MONEY: $10,000
DUE AT CLOSING: $90,000

PAYMENT 1 (July 2023): $780,292
PAYMENT 2 (July 2024): $780,292
PAYMENT 3 (July 2025): $780,292
PAYMENT 4 (July 2026): $780,292
PAYMENT 5 (July 2027): $780,292
PAYMENT 6 (July 2028): $780,292
PAYMENT 7 (July 2029): $780,292
PURCHASE CONSIDERATIONS

1. Nature of environmental indemnity
2. Current environmental investigation is preliminary; more sampling needed before Closing

1. The UST identified on the southern part of the Site be emptied, cleaned, and removed by a licensed UST Removal Contractor.
2. The soil stain identified by soil sample SS-1 should be scraped and containerized for disposal
3. Based on observations of petroleum leaks from the stored trains, the stored trains at the Site should be prepared for long-term storage.
4. Based on observations of suspect materials and accessible boiler compartments of trains,

3. Potential additional environmental cleanup
4. Bonafide Prospective Purchaser Status via All Appropriate Inquiry
5. Risk of loss of Union Station/museum collections if Closing doesn’t occur
6. Lost opportunity of Union Station Campus development
WHAT IS THE FUTURE OF THE UNION STATION AND THE SURROUNDING LAND?
1976: Building Conveyance / Ground Lease between Union Pacific and Ogden City
1989: Ogden City purchases Shupe Williams Building / Property
2004: Fire destroys Shupe Williams building
2006: City sells Shupe Williams property to Union Station Foundation
2007: Ogden City begins negotiations with UP for purchase of land
2009: City/USF terminate management agreement and return US management to City
2017: City/USF jointly commission the Union Station Project Charter
2020: Ogden City adopts MAKE Ogden Downtown Master Plan / Ogden OnBoard
2021: Union Station Campus Planning / UTA adopts Ogden OnBOARD Station Area Plan Amendment
UNION STATION STUDIES 1997 and 2004

1997 Salerno Bertoldi Union Station Master Plan Study

- Self-sustaining solution
- Should include a museum
- Reach a broader audience with entertainment, retail, dining, and educational opportunities
- An integrated interpretive strategy to tie together all the collections
- Draw connections to technology innovations
- Elevate collections to a professional level
- Focus on expansion and enhancement along the edges of the site to the North, West, and South.

2004 Crossroads of the West National Historic District Management Plan Summary

- Protecting and enhancing the historic feel
- Improving the business and investment environment
- Making downtown a tourism destination
- Ensuring the area is a desirable place to live, work, shop
- Improve and increase public awareness of Downtown
- Foster local and other funding sources
- Act as partner and facilitator to encourage economic and cultural vitality
UNION STATION FOUNDATION 2015 – 2016

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

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 Karr
Mike Murphy

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

OGDEN UNION STATION FOUNDATION & MUSEUMS
Strategic Plan 2016 - 2021
Museum Management Consultants, Inc., San Francisco, California
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.
PROJECT CHARTER SUMMARY

- 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 – URBAN 3

The Dollars and Sense: The Economics of Land Development Patterns

Value per Acre
- $20,000
- $20,000 - $50,000
- $50,000 - $100,000
- $100,000 - $150,000
- $150,000 - $200,000
- $200,000 - $250,000
- $250,000 - $300,000
- $300,000 - $400,000
- $400,000 - $500,000
- $500,000 - $750,000
- $750,000 - $1,000,000
- $1,000,000 - $1,500,000
- $1,500,000 - $2,000,000
- $2,000,000 - $3,000,000
- $3,000,000 - $5,000,000
PRE-DEVELOPMENT ACTIVITIES – 2019

A.3 MUSEUM EXHIBITION SPACE

Space Summary

Userable exhibition space intended to be a multi-use public exhibition space. The space will be climate-controlled in current exhibition area and flexible for in-situ exhibition and self-guided tours. The space will need to be at least 3,500 square feet to accommodate different exhibition formats and ideas.

Furniture + Equipment

- Natural wood display cases
- Multiple overhead display cases

D. COLLECTIONS WORKSPACES

SPACE SUMMARY

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E. RESEARCH

F. BUILDING SUPPORT

G. OUTDOOR

AJC Architects Study
MAKE Ogden – 2020
PRE-DEVELOPMENT ACTIVITIES – 2020/21

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

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."

WHEREAS, in 1989, Ogden City ("City") acquired approximately 1.94 acres of real property located at 2055 Wall Ave, Ogden, Utah, (USF’s D0403-0001 and D0403-0002), commonly known as the Shape Williams Candy Company, for the purpose of developing the property compatible with the existing Union Station ("Property") and

WHEREAS, in 1999, 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 returned to the City in 2002;

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 in Exhibit B., Purchase and Development Agreement, the City sold the Property to USF for $800,000, subject to certain development obligations of USF and recission 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 museum ("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-Knudsen Classic Car Museum board facilities, 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 visible 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 museum in 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 operations of the Union Station to the City; and
Overall Vision

- Residential
- Innovation District
- Transit Plaza
- Union Station Campus
- BRT Platform
- Pedestrian Network
- FrontRunner Station
- Union Station & Plaza

Ogden, UTAH
MEMORANDUM OF UNDERSTANDING

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RECITALS

WHEREAS, in 1989, Ogden City ("City") acquired approximately 1.94 acres of real property located at 2605 Wall Ave., Ogden, Utah, (APN’s 03-003-4001 and 03-003-0020), 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-Kimbuck Classic Car Museum housed therein, together with the Eccles Rail Center, and adjacent grounds (collectively the "Union Station"); and

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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

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
• Ogden City RDA / USF / Developer obtain necessary funds
• USF donates additional funds held in reserve
UNION STATION FRAMEWORK PLAN – 2022

- Created in Conjunction with Union Station Foundation and UTA

Critical Success Factors (CSFs)

1. CREATE ECONOMIC ENGINE
2. BUILD A DYNAMIC NEIGHBORHOOD
3. HONOR LOCAL HISTORY AND CULTURE
4. LEAVE A LEGACY
Ogden Union Station
What we heard

• Group approved of proposed project dilemma and thesis
• Zoning update is critical to success
• Project must reflect the transportation history of Ogden and be a symbol for its future
• Need “cool” factor
• Can’t rely on One Big Idea; need to be nimble and leave room for flexibility
• Communication strategies for different stakeholder groups is key
• Integrated multi-user campus
Dilemma 1: Wall Ave.

Existing conditions present an opportunity to increase connectivity and improve safety for people in and out of cars.

Key questions:

1. Should Wall Ave be a street or a road?
2. Should traffic be re-routed around downtown to allow for a more pedestrian-friendly streetscape and gateway to 25th Street?
3. What is UDOTs role?
Major streets that connect neighborhood centers or run through the downtown can be daunting for pedestrians to cross, depressing property values and the quality of the public realm as a result.

While many of these streets have significant traffic volumes at peak hours and bustle with activity throughout the day, there are opportunities to improve these corridors for everyone using them. Add a central median and cycle tracks to enhance the experience of the street and to reduce its overall width.

Source: National Association of City Transportation Officials (NACTO)
Dilemma 2: Vacant + Underutilized Parcels

It's important to generate momentum before taking on Union Station.
Dilemma 3: Underutilized Transit Station

Solutions:

1. Move FrontRunner station to Union Station
2. Move museums into their own building
Dilemma 4: Use Restrictions

Solutions:

1. Restore the Laundry Building

2. Overcome housing restrictions on UTA/UP land (Gateway Property deed updates in progress)
Precedent Studies

1 Santa Fe Railyard
   Santa Fe, NM

2 Haymarket
   Lincoln, NE

3 The Boise Depot
   Boise, ID

4 The Gulch
   Nashville, TN
Precedent Studies
Santa Fe Railyard - Santa Fe, New Mexico

Location: Downtown Santa Fe
Functioning Station? Yes

Station Programming:
- Farmers and makers markets
- Art galleries retail, office, and residential

Stakeholders:
- City of Santa Fe (pop. 70,000)
- Trust for Public Land
- Santa Fe Railyard Community Corporation (SFRCC)

About
The Santa Fe Railyards is a transit-oriented redevelopment of 50 acres, including 13 acres of open space in a permanent conservation easement. With 37 acres of commercial development in 42 land parcels (95% leased), the project encompasses an entire district. The final build out will total 545,000 square feet in 38 buildings and includes a 300,000 sq. ft. museum of Hispanic culture. $23 million in land acquisition cost was paid off in 2010.
Precedent Studies
Santa Fe Railyard - Santa Fe, New Mexico

“It” Factor:
Historic preservation
Arts & Culture emphasis

New Programming
Commercial Mixed-Use: 1.26 AC
Residential: 0.89 AC
Arts & Culture: 1.07 AC
Public Realm: 1.36 AC
  - Plazas
  - Market Space
Precedent Studies
Santa Fe Railyard - Santa Fe, New Mexico

What can Ogden take away?

- Private Donations: $6 million
- Private Sector: $70 million
- Public Sector: $74 million
Precedent Studies

Haymarket - Lincoln, NE

Location: Downtown Lincoln
Functioning Station? Yes
Station Programming: Transit only

About
Located near University of Nebraska - Lincoln, this station is part of the Haymarket District. While there is a lot of history in this area, it continues to redevelop and grow as the university expands and new stadiums, like the Pinnacle Bank Arena, are built. Today, new mixed-use developments, like the Railyard, is a hot destination for work, living and fun.
Precedent Studies
Haymarket - Lincoln, NE

“It” Factor:
Development that merges historic with modern to create a place where people want to live, work and play.

New Programming
Commercial Mixed-Use: 4.15 AC
Parking: 3.89 AC
Hospitality: 0.62 AC
Stadium: 4.27 AC
  Capacity 15,391 people
Public Realm: 1.61 AC
  - Promenades
  - Plazas
Precedent Studies

Haymarket - Lincoln, NE

What can Ogden take away?
Development with connectivity

Lincoln Station

Union Station

Surrounding New Development
Precedent Studies

The Boise Depot - Boise, ID

Location: Downtown Boise
Functioning Station? No
Station Programming:
  - Historic Site Tours
  - Platt Gardens
  - Event Space

About
The Boise Depot is a former train station that opened in 1925. Today it is listed on the National Register of Historic Places. With its scenic views of the Platt Gardens and the Idaho State Capitol, the former station has become a popular venue for events and weddings. Tours of the historic site and station are given daily for free to visitors.
Precedent Studies
The Boise Depot - Boise, ID

“It” Factor:
Historic Preservation Site
Event Space - multi-use
Platt Gardens - public realm

Public Realm Space: 4.18 AC

What can Ogden take away?
Historic preservation and celebration
Multi-use of event space
Open space surrounding site
Surrounding views
The Gulch - Nashville, TN

Location: Downtown Nashville
Functioning Station? No
- Previously had 5 train lines
- Old train station is now a high-end hotel

Current Features:
- Music Venue
- Museum
- Commercial Mixed-Use

About
Celebrating its historic core, the Gulch neighborhood is centered around the railroads that go through Music City. Rather continuing transit via train, the Gulch today has a strong focus on connectivity, walkability and public transportation. Located next to the Music City Center, the Gulch area contains office, residential, retail, restaurant, entertainment venues and hospitality.
**Precedent Studies**

The Gulch - Nashville, TN

**“It” Factor:**
Hot spot for development
Mixing old and new
Downtown, but not Broadway
High ranking for walkability and public transit connectivity

**New Programming**

Office: 6.34 AC (276,000 SF)
Retail: 2.87 AC (125,052 SF)
Industrial: 0.46 AC (20,195 SF)
Public Realm: 0.56 AC (24,500 SF)
Parking: 1096 spaces
Hospitality: 224 rooms
Residential: 714 units

Images: MarketStreet Enterprises

Additional parcels developed outside the Gulch
Precedent Studies
The Gulch - Nashville, TN

What can Ogden take away?
Mixed-use development with historic preservation
Pedestrian-friendly and caters well to public transit
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 earmarked 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.
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.
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.
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.
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
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.
To determine the vision and approach for the Ogden Union Station redevelopment we start at the end – with the outcomes. We asked ourselves what would success look like in the next five, ten, or even twenty-five years? Our approach to the project starts with this resulting set of “big ideas” that provide the roadmap for decision making on all aspects of the project planning, program, deal structure, design, tenant selection, and execution. In thinking about the site’s potential, we recognize the new critical mass and program will be a catalyst for both the immediate neighborhood and have a ripple effect on surrounding districts. These ideas represent our collective vision for this project.

**OUR VISION**

**OGDEN MADE**
Celebrating historical, cultural, recreational, and natural assets that are unmatched along the Wasatch Front

**BEST IN CLASS**
Highly curated, distinctive collection of housing, tenants, amenities, and programming to enhance the Ogden experience

**COMMUNITY**
Transforming underutilized parcels to build a thriving Downtown that improves the lives of residents and bolsters the community’s well-being and prosperity

**EXTRAORDINARY DESIGN**
Buildings, public spaces, and even infrastructure that puts people first and elicits awe from all who experience them
**NORTH 17**

**Residential**
- Townhomes
- Multifamily
- Student Housing

**SOUTH 17**

**Innovation**
- Office
- University
- Collaboration

**Union Station**
- Adaptive Reuse
- Hospitality
- Food & Beverage
- Plaza
- Civic Campus

**SOUTH 4**

**Employment/Community**
- Medical Office
- Industrial/Flex
- Incubator
Inspired by the Denver Union Station project, the target outcome will be creating a place of buzz and activity, leveraging the transit node of the relocated Frontrunner platform. A fundamental investment will be restoring the main hall to facilitate the new activity generated from becoming, once again, the main rail hub in the community. This will be complemented by uses such as food and beverage, retail, and other activations. The adaptive reuse of the Union Station building will be predicated on both the relocation of the Frontrunner platform and the relocation of the current civic use, including the three museums and administrative space.

Drawing off the new energy from an invigorated Union Station, the plan is to provide a boutique hospitality and food/market hall experience immediately to the north. The hospitality experience will be designed to appeal to a variety of customers, ranging from business travelers visiting the office/innovation park to tourists looking to take advantage of the Still Untamed™ Ogden experience. The food/market hall will offer a large gathering space with a variety of lively food and beverage plus retail options. This north end of the middle 8-acres is designed to both build energy around the revitalized Union Station, but also provide a direct extension of the current historic 25th Street activity.

The plan envisions the south portion of this block to be a celebration of Ogden's rich history with the development of a new civic campus to house the various museums and other art and culture uses. The proximity to Union Station is intentional. It is expected that the new facility will be able to house all three of the existing museums and more. Additionally, the civic campus design would incorporate the historic preservation and adaptive reuse of the current laundry building. The ultimate design of this campus and facilities will be developed through extreme collaboration with the Union Station Foundation, the museums, and other civic stakeholders.
QUESTION

DOES THE PURCHASE OF THE LAND INCLUDE THE REMOVAL OF THE UNION STATION?
HOW HAS THE CITY MANAGED THE STATION AFTER TAKING OVER IN 2018?
RECENT/CURRENT COLLECTIONS MANAGEMENT WORK:
- Inventory of over 50,000 artifacts
  - Railroad equipment, firearm, automobile

RECENT FACILITY INVESTMENTS:
- Restroom remodel
- New carpet
- Bi-lingual directional signage
- Modular display/Sound and Lighting

RECENT ATTENDANCE AND USAGE:
- 2021 – 18,865
- 2022 – currently at 18,434
- Private rentals up from 71 to 120 yoy
- Community Events up from 5 to 27 yoy
- Pre-Covid hours: 7 hours/6 days (10.6 people/hr)
- Post-Covid hours: 5 hours/4 days (18.2 people/hr)
QUESTION

WILL THE MUSEUM COLLECTIONS BE REMOVED FROM THEIR CURRENT LOCATIONS BEFORE A NEW MUSEUM IS BUILT?
NO. THIS HAS NEVER BEEN PROPOSED. IF A NEW MUSEUM FACILITY IS NOT BUILT, THE EXPECTATION IS FOR THE MUSEUMS TO REMAIN IN THE UNION STATION.
QUESTION

WHAT IS THE PLAN FOR THE UTAH STATE RAILROAD MUSEUM ROLLING STOCK?
CURRENT PLANS ENVISION CERTAIN ARTIFACTS OF THE ROLLING STOCK WITHIN AN ENCLOSED RAIL CENTER AND ALONG THE DISPLAY TRACKS ON THE WEST SIDE OF THE STATION FOR PEDESTRIANS TO EXPERIENCE.
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.
WHAT IS THE ENVIRONMENTAL CONDITION OF THE LAND AND HOW WILL THE AGENCY DEAL WITH THE REMEDIATION, IF ANY?
INITIAL ENVIRONMENTAL STUDIES HAVE BEEN COMPLETED ON THE LAND. THESE STUDIES HAVE SHOWN CONDITIONS SIMILAR TO OTHERS FOUND IN DOWNTOWN.
QUESTION

HAS A DEVELOPMENT PARTNER BEEN SELECTED FOR THE UNION STATION AND HOW WAS THAT PROCESS CONDUCTED?
ANSWER

USING THE STUDIES PREVIOUSLY SHOWN AND THE SUBSEQUENT UNION STATION FRAMEWORK AS A FOUNDATION, OGDEN CITY AND UTA JOINTLY ISSUED A PUBLIC SOLICITATION. OUT OF THREE RESPONDENTS, A DEVELOPMENT PARTNER WAS UNANIMOUSLY SELECTED.
QUESTION

WHAT FUNDING SOURCES ARE AVAILABLE FOR POTENTIAL REDEVELOPMENT ACTIVITIES AT THE STATION?
IN ADDITION TO PRIVATE EQUITY AND DEBT, WE ANTICIPATE THAT TAX INCENTIVE, HISTORIC TAX CREDITS, NEW MARKET TAX CREDITS, AND OTHER FEDERAL AND STATE FUNDING SOURCES WILL BE USED TO BRING THE VISION OF THIS PROJECT TO LIFE.
QUESTION

DOES THE FUNDING OF THE WONDERBLOCK PROJECT POSE A NEGATIVE IMPACT ON THE FUTURE FUNDING OF REDEVELOPMENT OF THE UNION STATION CAMPUS?
NO. OGDEN CITY ADMINISTRATION HAS CONSIDERED IMPACTS OF FUNDING WONDERBLOCK WITHIN THE LONG-TERM REDEVELOPMENT STRATEGY. THE EPISODIC NATURE OF MAKE OGDEN SHOWS THAT INTIAL PROJECTS SUCH AS WONDERBLOCK ARE ACTUALLY VITAL TO THE FINANCIAL FEASABILITY OF REDEVELOPMENT OF THE UNION STATION CAMPUS.
WHY HAVE VOLUNTEERS AND OTHER NON-CITY ORGANIZATIONS BEEN DENIED ACCESS TO THE MUSEUM COLLECTIONS?
IN AN EFFORT TO FULLFILL ITS CONTRACTUAL OBLIGATIONS TO SEEK ACCREDITATION, OGDEN CITY HAS WORKED TO REESTABLISH RELATIONSHIPS WITH STATE AND NATIONAL INSTITUTIONS TO ESTABLISH BETTER POLICIES AND PROCEDURES REGARDING THE HANDLING OF MUSEUM ARTIFACTS. THIS HAS ADMITTEDLY CREATED A NEW ENVIRONMENT FOR NON-CITY STAFF TO NAVIGATE, BUT ALL DECISIONS HAVE BEEN MADE WITH INPUT FROM OTHER INSTITUTIONS FOR THE PROTECTION AND PRESERVATION OF THE COLLECTIONS.
SUMMARY OF UNION PACIFIC PURCHASE

PURCHASE AMOUNT: $5,562,044
EARNEST MONEY: $10,000
DUE AT CLOSING: $90,000

PAYMENT 1 (July 2024): $780,292
PAYMENT 2 (July 2025): $780,292
PAYMENT 3 (July 2026): $780,292
PAYMENT 4 (July 2027): $780,292
PAYMENT 5 (July 2028): $780,292
PAYMENT 6 (July 2029): $780,292
PAYMENT 7 (July 2030): $780,292
Staff recommends that the Agency Board take a 2-step action:

**Step #1:** upon review of the Purchase and Sale Agreement and the associated documentation *(Attachment 7)*, authorize the Executive Director to execute the Purchase and Sale Agreement and begin the 180-day Feasibility Review Period. During such period, staff will continue the work of due diligence related to the above considerations.

**Step #2:** prior to the expiration of the Feasibility Review Period, Staff will present to the Board its findings related to the above considerations. Based on those findings, the Agency Board would authorize either 1) the Closing of the transaction as outlined in the Purchase and Sale Agreement, or 2) the termination of the Purchase and Sale Agreement, in which the Seller shall return all Escrow monies back to the Agency.
“I always had faith in Ogden and believed her future would be great. I believe her citizens the kindest and most enterprising in all the state, irrespective of party or creed. I think we should not be divided, but pull all together for the brightness and glory of Ogden.”

John A. Boyle
Ogden Mayor – 1898-1899