

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE UPDATED STATION AREA PLAN
FOR OGDEN CENTRAL STATION**

AR2021-06-01

June 2, 2021

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority’s Board of Trustees has adopted Board Policy 5.1 – Transit-Oriented Development (the “Policy”);

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities;

WHEREAS, the Policy requires the Local Advisory Council (LAC) to review and approve Station Area Plans it determines to be in the best interest of the Authority and the applicable municipalities prior to approval by the Authority’s Board of Trustees;

WHEREAS, the Authority presented Station Area Plan for Ogden Central Station to the Local Advisory Council for review and approval on March 19, 2019, and

WHEREAS, the Local Advisory Council approved the Station Area Plan for Ogden Central Station by LAC Resolutions AR2019-03-01 and forwarded the Station Area Plan to the Board of Trustees for review, and

WHEREAS, the Station Area Plan for Ogden Central has been updated to include major infrastructural improvements and an implementation plan; and

WHEREAS, the Authority desires to present the updated and expanded Station Area Plan for Ogden Central to the Local Advisory Council for review, approval and recommendation for final approval by the Board of Trustees;

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves Amendment No. 1 to the Station Area Plan for Ogden Central Station attached as Exhibit A and forwards it to the Authority's Board of Trustees for review.

Approved and adopted this 2nd day of June 2021.

Karen Cronin, Chair
Local Advisory Council

ATTEST:

Clint Smith, First Vice Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
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Legal Counsel

Exhibit A
Amended Station Area Plan
Ogden Central Station

Ogden Onboard

Ogden Station Plan Amendment

Prepared by

DESIGNWORKSHOP

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Ogden Station Plan Amendment

The Ogden Station Plan is an amendment of the February 2019 Ogden Onboard to align with the Make Ogden Downtown Master Plan adopted by Ogden City Council in the summer of 2020. The plan considers the orchestration of transit operations with future redevelopment of Utah Transit Authority (UTA)-owned properties to build upon the community vision for Downtown Ogden while maximizing the value of the land.

The overall development framework illustrates creative ways to support ridership, create a catalyst for a TOD hub at Union Station, and maximize catalytic opportunities for the UTA-owned sites.



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A Cultural & Innovative Catalyst

Union Station is one of Ogden's most iconic cultural attractions. Recommendations from the Make Ogden Downtown Master Plan strive to take advantage of its history and character to reinforce the importance of the railroad to the city's past and future while also increasing cultural, employment and residential opportunities in Downtown Ogden. Planning for the renovation and expansion of the existing train hall and museum functions within the Union Station building are underway. These improvements will further expand the opportunities and amenities provided to residents and visitors alike. The Ogden Station Plan provides a framework for the nearly 24-acres of UTA-owned property north of the Ogden Union Station campus to become a destination Transit Oriented Development (TOD) neighborhood.

Challenge

The UTA-owned property north of Ogden Union Station is currently underutilized land that could better to contribute to the local economy and quality of life. How can the UTA maximize the benefits within the properties while creating a catalytic TOD hub supporting the future growth of the downtown core? How can UTA develop a campus that meets transit needs while integrating into downtown Ogden?

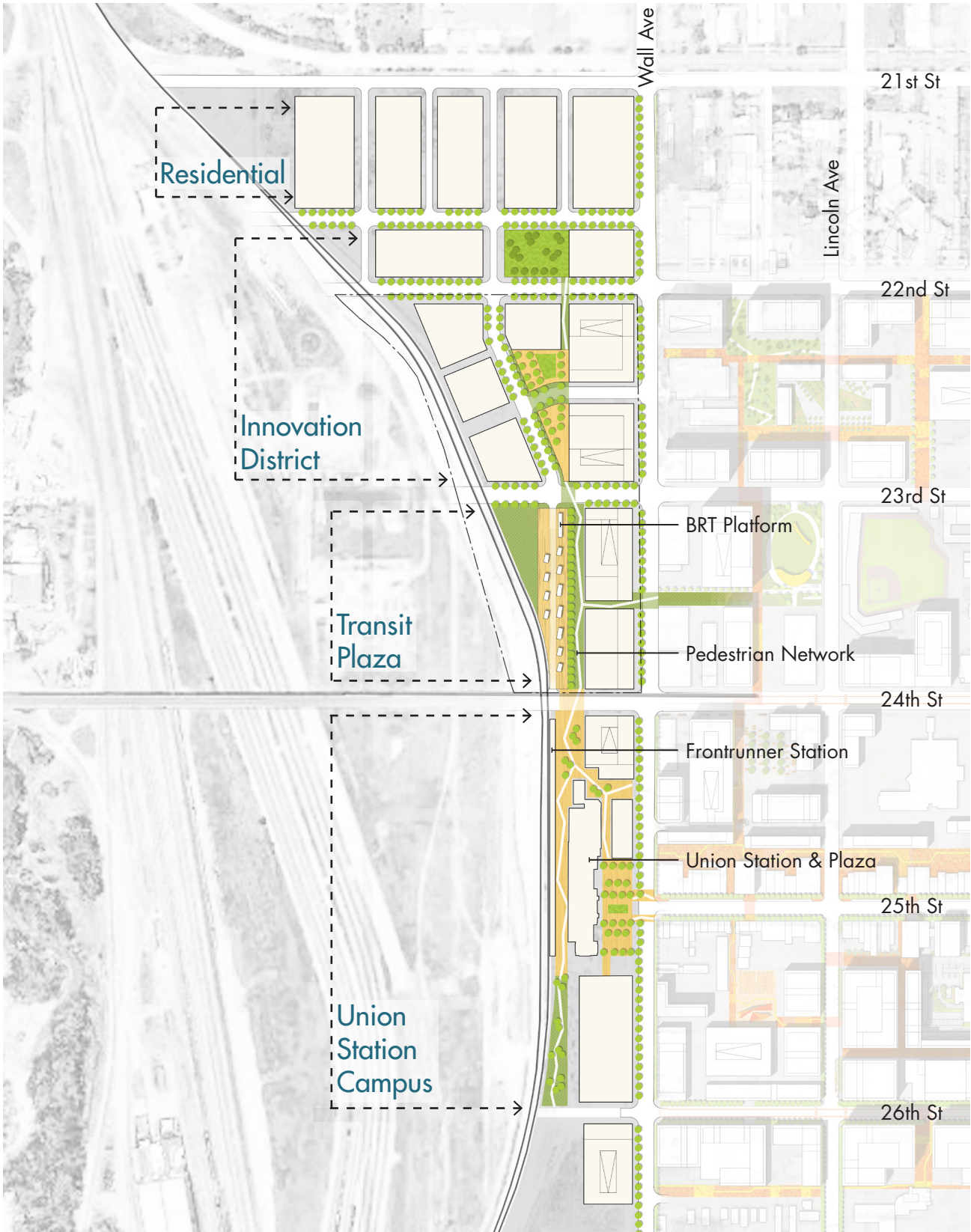
Opportunity

The large, contiguous acreage of the UTA property, its position as a regional transit hub, and the proximity to Ogden Union Station provide an unparalleled opportunity for a destination TOD development that supports anticipated growth and economic opportunity in Downtown Ogden.

Building upon Ogden Onboard and the Make Ogden Downtown Master Plan

The project objective of the Ogden Station is to update the approved Ogden Onboard Plan to reflect the goals and recommendations of the Make Ogden Downtown Master Plan. The Make Ogden Downtown Master Plan recommends the relocation of the Fronrunner terminus south to Union Station as well as targeted redevelopment of the UTA property to contribute to the expansion of employment and provision of goods and services in Downtown Ogden. The Ogden Station Plan aims to support transit operations while creating an implementation framework that allows for the redevelopment of the UTA property into a thriving TOD, reflects the important history of rail in Ogden, and contributes to the comprehensive brand and vision of Union Station.

Overall Vision



Overall Vision

Becoming a Link

Ogden Station has the opportunity to link the past to the present and future of Ogden. The proposed station area plan encourages flow from the future development to Downtown Ogden through the celebration of Ogden Union Station, transforming the isolated transit hub into an integral part of downtown.

Both visitors and everyday users benefit from the transit proximity and options, pedestrian network, and the retail/mixed-use development. The Innovation District provides opportunities for the exchange of ideas and supports the Ogden community of makers and doers through a dynamic employment center.

Union Station Campus



Innovation District



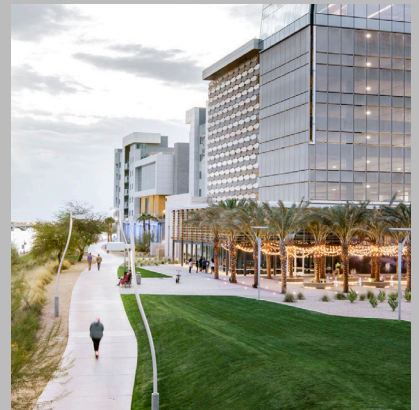
Transit Plaza



Pedestrian Network



Mixed-Use

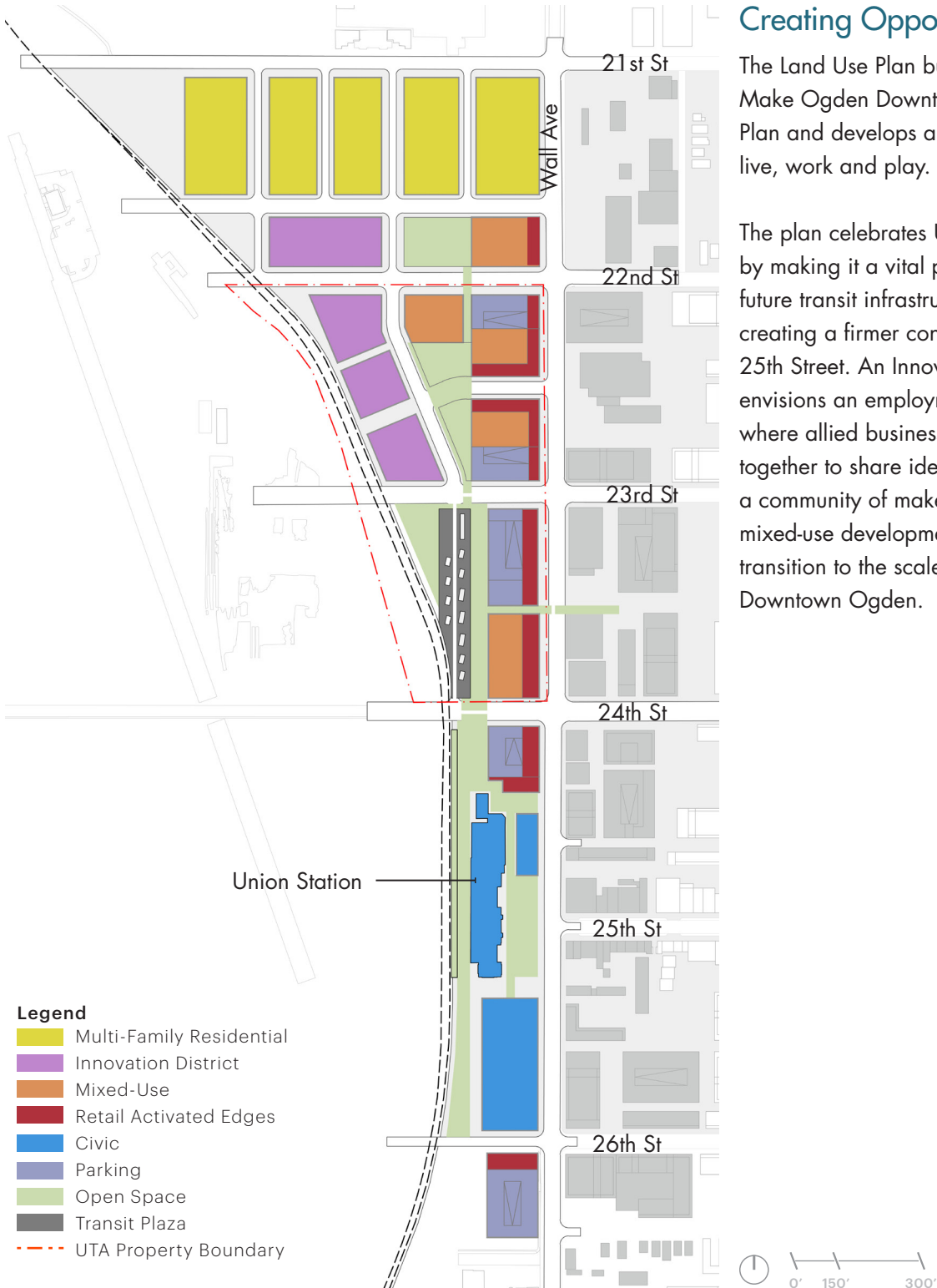


Land Use Plan

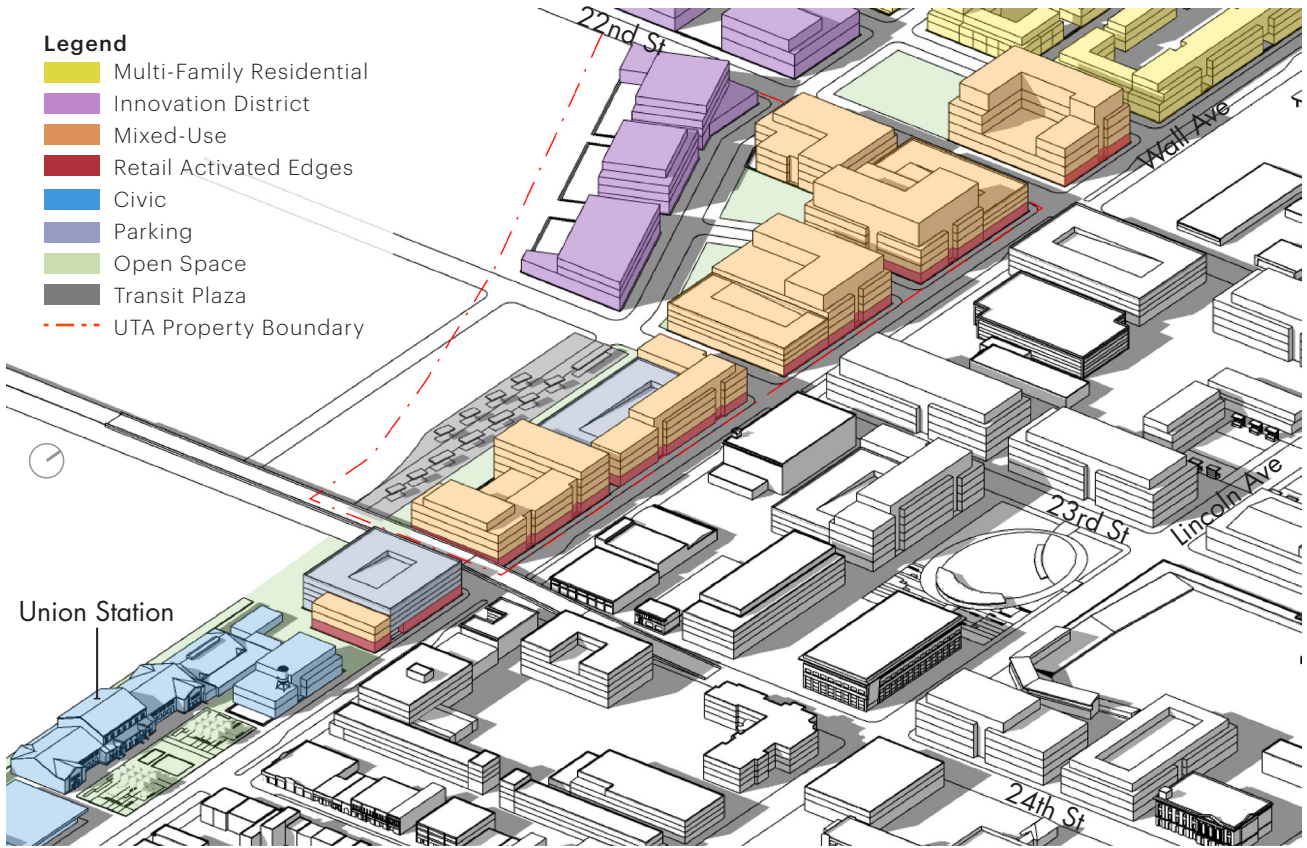
Creating Opportunities

The Land Use Plan builds off of the Make Ogden Downtown Master Plan and develops a destination to live, work and play.

The plan celebrates Union Station by making it a vital part of the future transit infrastructure and creating a firmer connection to 25th Street. An Innovation District envisions an employment center where allied businesses can come together to share ideas and support a community of makers, while mixed-use development provides a transition to the scale and uses in Downtown Ogden.



Density Plan



Growing

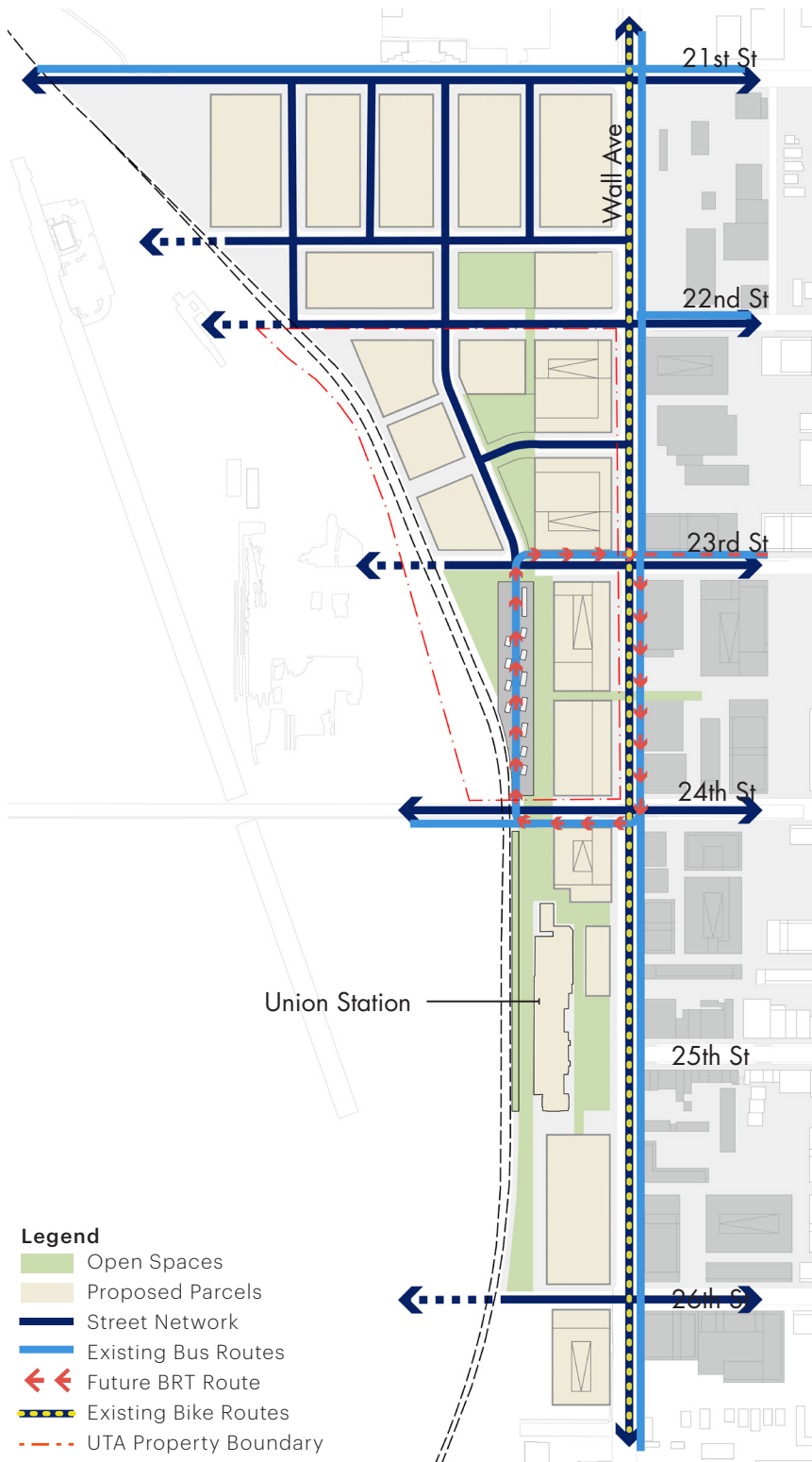
The Ogden Station Plan proposes greater density and mixture of uses as described in the Make Ogden Downtown Master Plan and encourages investment and connections in the community.

The majority of parking is consolidated into parking structures integrated into development parcels to develop a pedestrian oriented campus and create more opportunities for development.

Land Use	Building Height	Approximate SF	Parking
Mixed-Use	5-8 Floors	8000,000	1,600
Innovation District	2-5 Floors	235,000	350
Park & Ride Facilities	6 Floors	n/a	600
Residential	3-4 Floors	600,000	600
Civic	2-3 Floors	300,000	500
Retail Activated Edges	n/a	24,000	75

— UTA Property

Circulation Plan

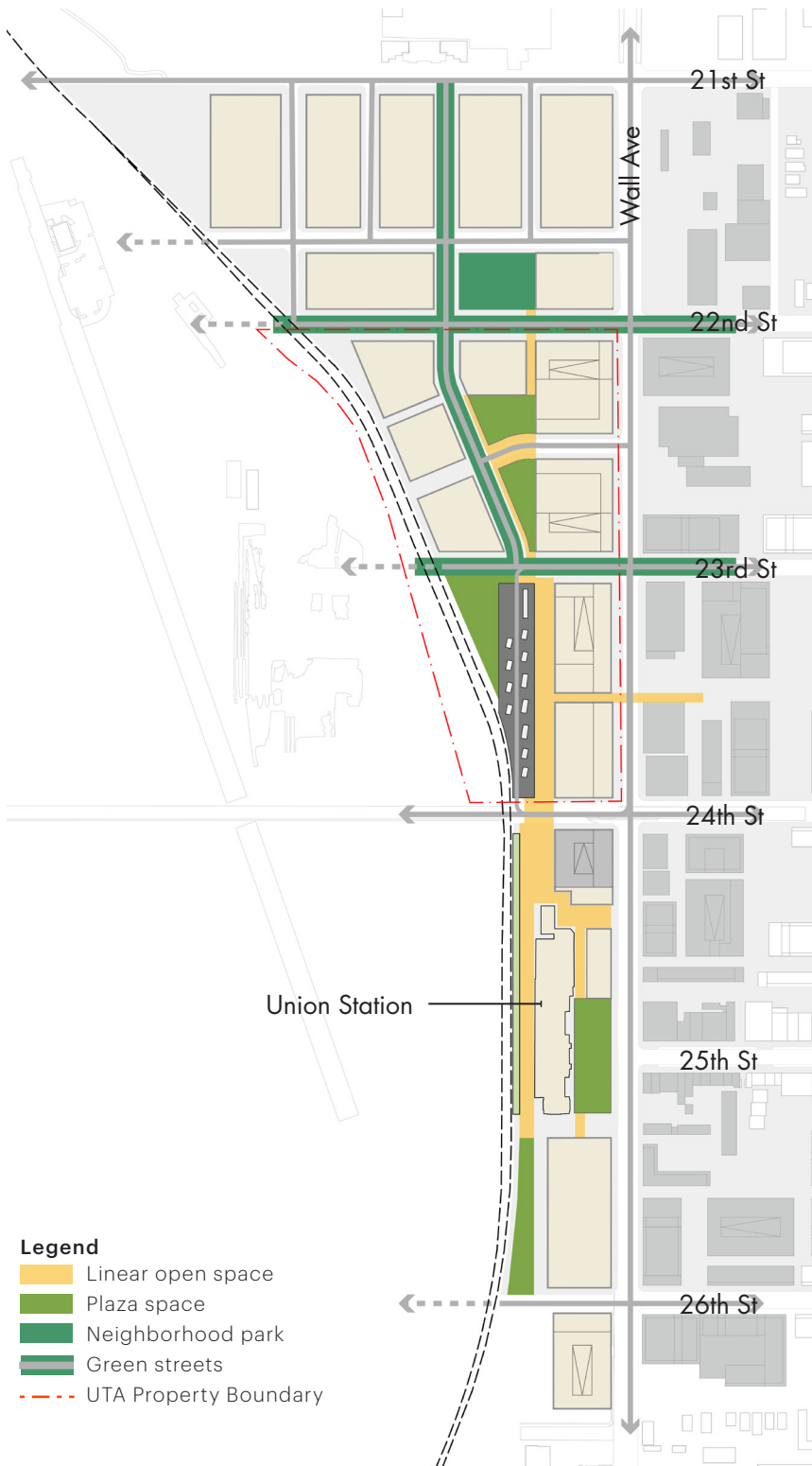


Access and Flexibility

The Ogden Station Plan provides access for existing users and opportunities for future connections and modes of mobility. The plan emphasizes the pedestrian and the links to Downtown Ogden activating the Union Station campus and surrounding developments. As Ogden continues to expand westward, the infrastructure is designed to promote and plan for those connections.

The plan incorporates the proposed bus rapid transit (BRT) and existing bus routes. The pedestrian network links each of these modes of mobility together creating a flow of energy throughout the campus.

Open Space Plan



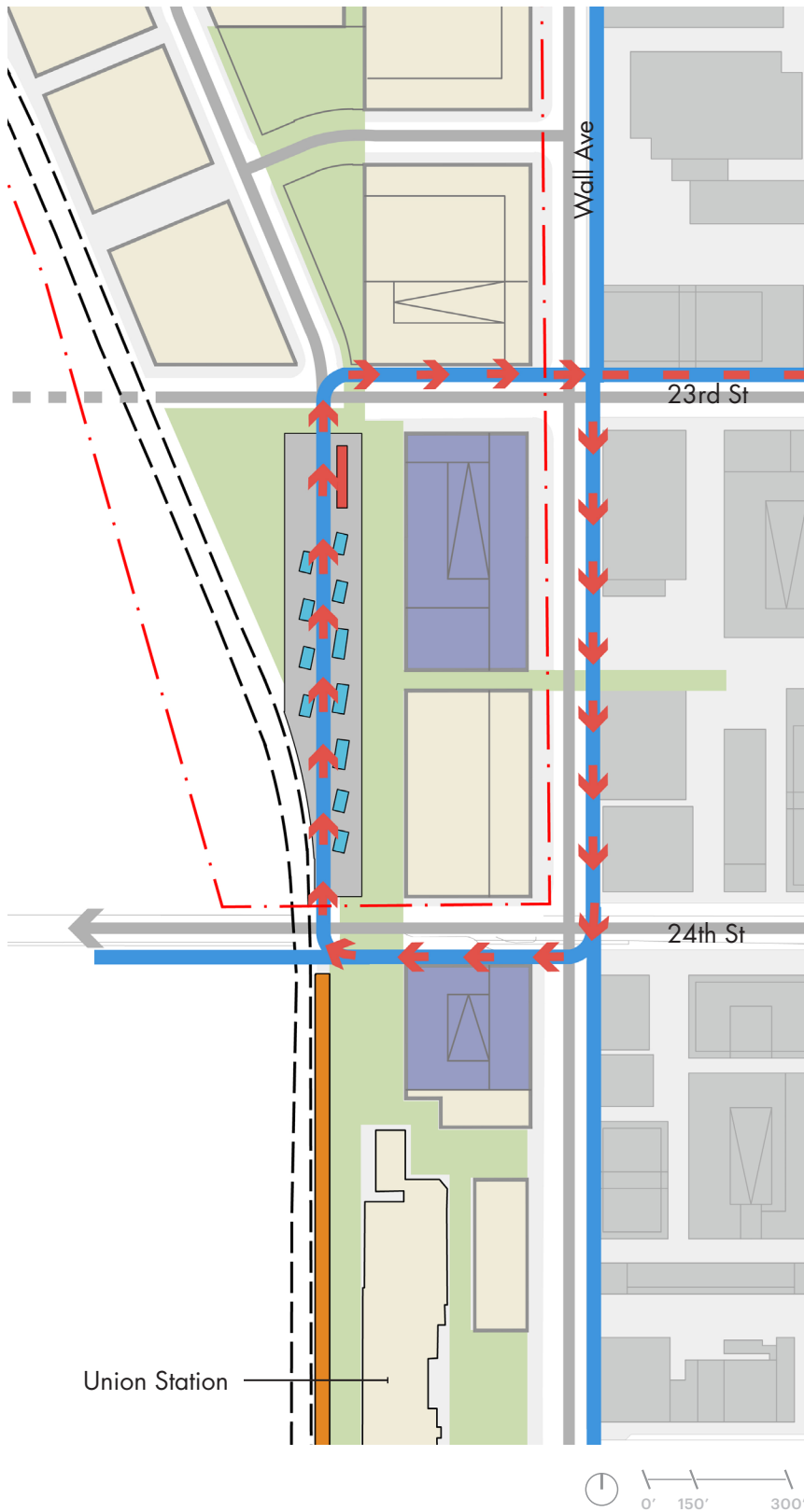
The Backbone

The pedestrian network is the backbone of the Ogden Station Plan. The campus is linked through different pedestrian-oriented spaces that provide amenities to users and interface with the neighboring buildings. The network provides vital connections to surrounding developments and downtown Ogden.

The plaza spaces are a destination for the community, visitors and employees to mingle, celebrate and exchange ideas.

The proposed green streets incorporate resilient, green infrastructure to manage stormwater and minimize the streets' impacts on the environment, while emphasizing the pedestrian realm.

Parking & Transit Plan



Versatility

The Ogden Station Plan provides transit for multiple users both local and regional. The plan consolidates parking in close proximity to the transit plaza and the Frontrunner Station while providing parking for the neighboring uses and downtown Ogden.

Parking for transit users is located in the shared structure near the transit plaza and relocated Frontrunner station.

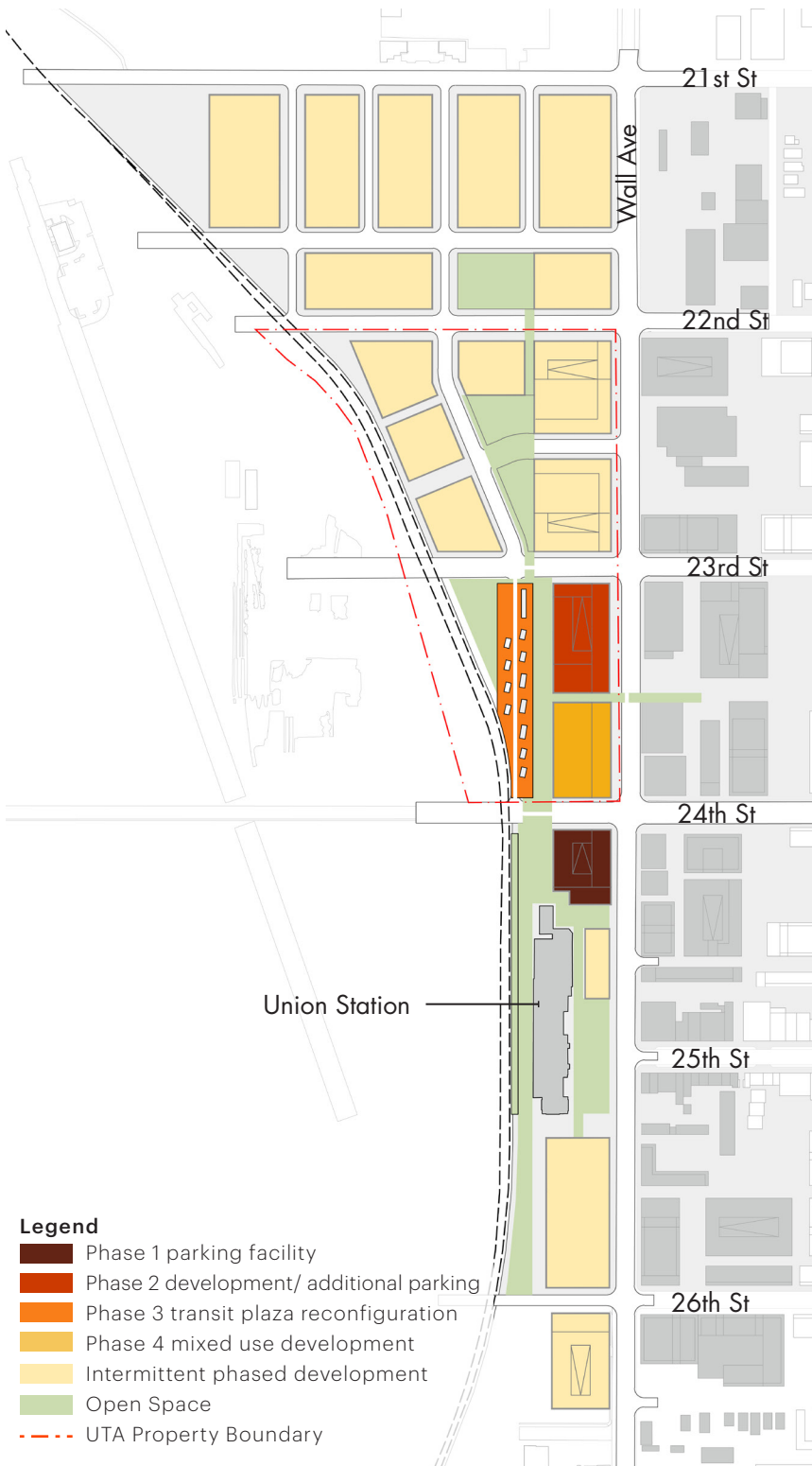
The BRT platform is a part of the transit plaza and is accessed through a one-way route, while current bus stops and routes are reoriented and placed along a linear two-way road to simplify circulation.

The Frontrunner Station is potentially relocated to the south, directly adjacent to the Union Station, if and when funding is made available to do so. This will have a positive economic impact within the development, and throughout downtown Ogden.

Legend

- Open Spaces
- Proposed Parcels
- Parking
- Bus Stop
- Future BRT Stop
- Future Frontrunner Station
- Existing Bus Routes
- ←← Future BRT Route
- - - UTA Property Boundary

Implementation Plan



The Road Map

The Ogden Station Plan is proposed in four phases to align with the Make Ogden Downtown Master Plan and encourage sustainable growth.

Phase 1 replaces the existing parking lots with a shared parking structure, containing 400 stalls for transit users, on land owned by Ogden City. This consolidates and opens up developable land on UTA property.

Phase 2 is envisioned as a mixed-use development that includes additional parking as needed in support of transit users.

Phase 3 reconfigures the existing bus infrastructure and develops the transit plaza enhancing flow and opening additional developable land on the corner of 24th Street and Wall Avenue.

Phase 4 is a catalytic site strengthening the connection to the Union Station and downtown Ogden.

Development of parcels north of 23rd Street may occur at any time following the completion of the Phase 1 parking structure.



Taking the First Steps

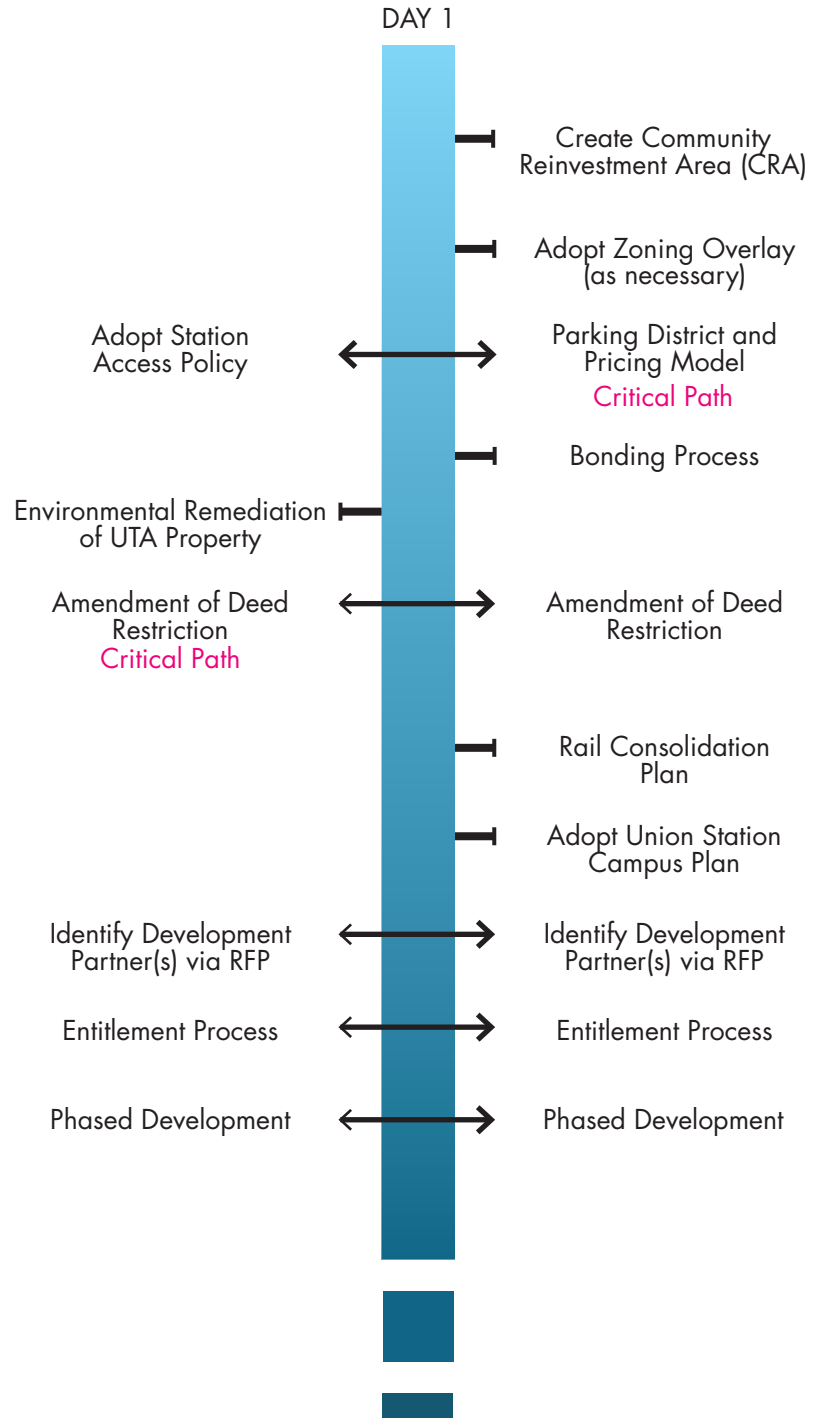
Before the Ogden Station Plan can be implemented, a number of steps must be taken to set down the path for sustainable growth and development. The adjacent vertical timeline identifies steps and interactions between UTA and Ogden City that are necessary to allow for redevelopment to occur.

Planning and obtaining funding for the transit parking is a critical task for development to be successful. Funds shall be obtained from a bond debt and revenues through the CRA and paid parking. The parking structure shall be subsidized for transit users.

The funding for the relocation of the Frontrunner Station shall be through capital funding from the state level. This will require negotiation and cooperation between the UTA Capital Development and the UTA TOD board.

Utah Transit Authority

Ogden City





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