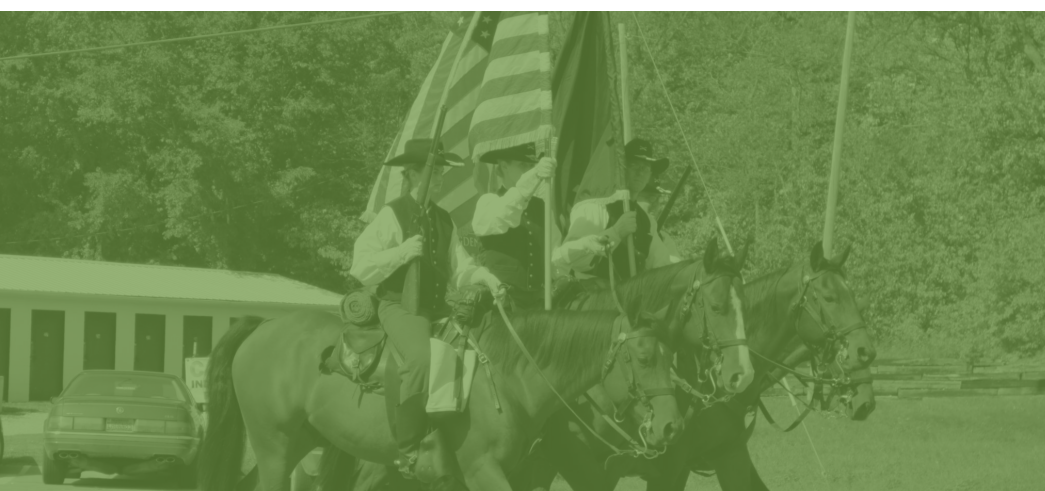




**KANSAS**  
**Ogden**  
**COMPREHENSIVE PLAN**

2040  
May 2021





*This study was prepared under contract with the Flint Hills Regional Council, with financial support from the Office of Local Defense Community Cooperation, Department of Defense. The content reflects the views of the City of Ogden and does not necessarily reflect the views of the Office of Local Defense Community Cooperation.*

*May 2021*

# Acknowledgments

## City Council

- Robert Pence, Jr., Mayor
- Ed Burch
- Kenneth Carroll
- Charles Heath
- Quinn Jacobs
- Eladio Reid

## Planning & Zoning

- Mona Bass
- Miranda Beyer
- Kirk Crabtree\*
- Patricia Elliottt
- Bill Robb
- Marcy McElfresh
- Darrell Wood

## City Staff

- Angela Schnee\*

## Steering Committee Members

- Chris Jacobs\*
- Kelley Paskow\*

\*Individuals involved on the steering committee

## Flint Hills Regional Council

- Christy Rodriguez, Executive Director
- Rachel Peterson, Planner
- Janna Williams, Regional Planner
- Ashton Hess, Intern

## Flint Hills Metropolitan Planning Organization

- Stephanie Peterson, Director
- Jared Tremblay, Project Manager

## Anderson Knight Architects

- Tracy Anderson, Principal
- Nick Whitney, Director of Innovation

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# Introduction and Background

Over a decade ago, Ogden residents, staff, elected officials, and stakeholders worked together to develop a comprehensive plan that addressed numerous opportunities and issues facing the community. This plan contained over 60 recommended objectives to achieve positive long-term change. In the decade since this plan was adopted, there has been progress but many of the issues facing the City of Ogden have remained the same. This document is an update to the 2010 plan and is intended to serve as a vision and blueprint for Ogden's future physical, economic, and social development over the next 20 years.

In order to lift this plan off its pages, it is paramount that strides are made to move this plan into the implementation process. Certain implementation actions within the Ogden Comprehensive Plan require technical action; however, there are several components of this plan that can only become reality if Ogden residents, staff, elected officials, and stakeholders invest their time and efforts to shape the overall quality of life in the place they call home.

## Community Vision for Ogden in 2040

In the year 2040, the City of Ogden, Kansas will boast a small-town atmosphere while retaining a unique Ogden identity. Ogden will be an affordable city to live and work and will showcase its quality recreation amenities and diverse downtown. The City's distinguishing assets of youth activities, an exceptional school, adjacency to Fort Riley, position along the Kansas River, and strategic and central location in the region will collectively ensure the City's viability for years to come.

## Community Values

The core of the Ogden Comprehensive Plan is the shared community values. These values describe what residents value today and what quality of life aspects they want to have throughout the next 20 years. These values define the community vision for 2040.

- *Ogden a place where you run into your neighbors, friends, and acquaintances at local businesses, parks, and the community center.*
- *Downtown Ogden is the heart of this community, active with a mix of small businesses, prime with opportunities.*
- *Ogden is known for their exceptional school(s).*
- *Ogden features family-friendly events that gather the community.*
- *Ogden is a military-friendly community courtesy of its on-going relationship with Fort Riley.*
- *Ogden is committed to promoting housing options across the income spectrum for its residents.*



# The Purpose of a Comprehensive Plan

## Comprehensive Plans

### Comprehensive Plans in General

A comprehensive plan is a living document that represents a community's hopes, dreams, and aspirations for itself in the future. These plans consist of goals and policies that serve as a guide for growth and development from the present into the future.

### The Ogden Comprehensive Plan

The Ogden Comprehensive Plan is intended to be used by property and business owners, developers, city staff, and local decision makers, to help guide and inform development, planning, intergovernmental coordination, and land use decisions so that they secure the vision for Ogden within the next 20 years.

## Six Core Goals of the Comprehensive Plan

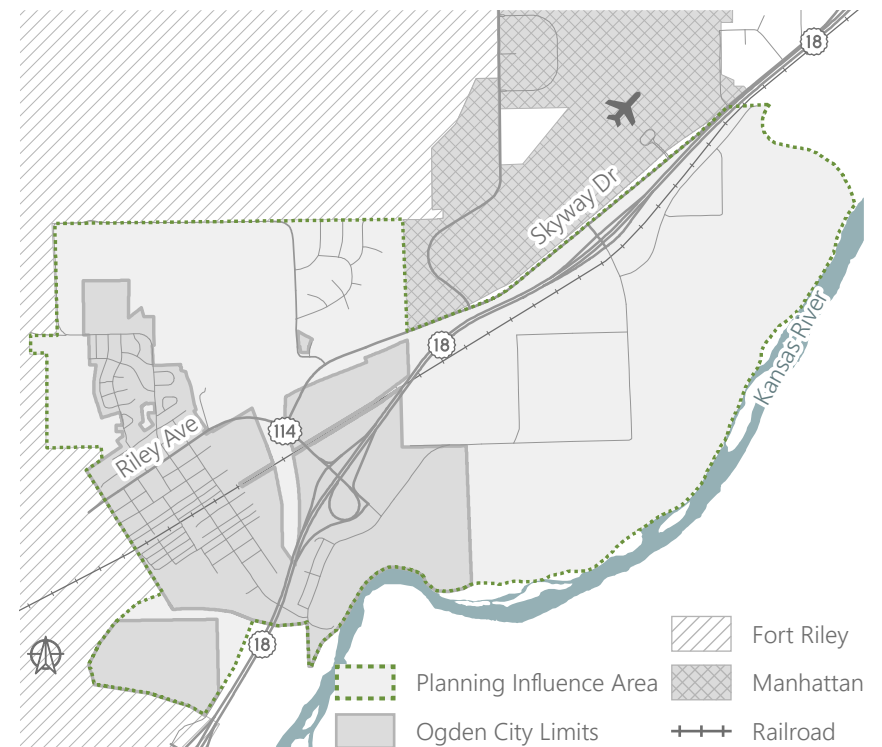
The following statements describe Ogden's core planning values or goals. These shape the physical environment, economic vitality, and livability of Ogden. In turn, they inform key actions that Ogden will implement to carry out the community vision:

1. Prioritize quality, livable neighborhoods
2. Provide excellent community spaces and infrastructure
3. Foster downtown economic growth
4. Create a connected transportation system for all users
5. Market community assets and celebrate Ogden's unique identity
6. Communicate and coordinate locally and regionally

## Ogden's Planning Influence Area

The Ogden Planning Influence Area boundary is simply an influence area that includes areas beyond the existing city limits. The areas could be considered for future annexation, extraterritorial zoning, and development but should **not** necessarily be thought of as where Ogden should or will expand their boundary in the future. Ogden's planning area is bound by Fort Riley and the Manhattan Urban Area Planning Board's jurisdictional boundary.

▼ Figure 1: Ogden's Planning Influence Area



# The Comprehensive Plan Process

## Plan Process

There were two-phases of the Ogden Comprehensive Plan planning process. The first involved community input through a community-wide survey and data collection on the current and historical conditions of Ogden. The data collected focused on local demographic and economic trends. Details of these findings are located under the Community Profile section of this chapter.

The second phase of this planning process put the community input and data to use by establishing the community values, vision, goals, and implementation actions. These components of the plan factored in what had previously been done in the last comprehensive plan and were inspired by what survey respondents prioritized in the community-wide survey. The core aspects of this plan were brought to the public for an open house in early March. The feedback provided from these events helped solidify the comprehensive plan vision statement, community values, goals, and implementation actions.

Throughout the planning process, stakeholders could check on the progress of the plan at [www.ogdenkscompplan.com](http://www.ogdenkscompplan.com). This website offered information about what a comprehensive plan is, a full summary of the community-wide survey results, and the presentation slides from Steering Committee meetings.

## Community Engagement

The Ogden community helped shape much of this plan and provided valuable input through the following methods:

- **Community-Wide Survey**

As a way of gathering feedback from the community, an online survey was available between October 6 and December 11, 2020. Survey respondents provided information on their values, aspirations, and greatest areas of concern. There were 70 responses collected (approximately 5% of the Ogden population). Surveys were also available at City Hall for those without internet access but there were not any received this way. The number of respondents was comparable to the 65 responses received during the 2010 planning process. A summary of responses can be found in Appendix A.

- **Steering Committee**

A group consisting of residents, city staff, business owners, and other stakeholders who met biweekly to provide valuable input, feedback, and review initial ideas about the Comprehensive Plan.

- **Community Meeting**

A community meeting regarding the comprehensive plan was held on March 10, 2021 at 7:00p.m. There were two residents who attended and no comments were made. Materials for this meeting are provided in Appendix A.

## Updates Since the Last Plan

The most recent comprehensive plan for the City of Ogden was adopted in 2010. Even after 10 years, much of the plan is still applicable today. However, the accomplishments over this 10 year period are worth mentioning:

- **Transportation: Work with community organizations to advertise public transit options to Manhattan and other destinations (7.07)**

The Flint Hills Area Transportation Agency (ATA Bus) debuted the K-18 Connector in August 2018. The primary focus of this route is to connect people to employment and service opportunities between Ogden and Manhattan. This bus route provides access to Ogden by stopping at the Ogden Community Center.

- **Transportation: Inventory where walks disconnect throughout neighborhoods (7.13)**

Through the Ogden Safe Routes to School Phase 1 Addendum, a map of needed sidewalk improvements was outlined along with an engineering-level budget so that the City of Ogden can work towards making these connections a reality.

- **Community Services and Facilities: Update current town laws and ordinances for consistency with Kansas Statutes (9.01)**

The City of Ogden recodified their ordinances in July 2017. These ordinances are consistent with state law.

- **Community Services and Facilities: Provide ready, affordable access to City Ordinances both in hard copy and via the City Website (9.03)**

Hard copies of the ordinances are available at City Hall; a digital copy was uploaded and published on the City website in March 2020.

### ▼ Figure 2: Employees Work on Riley Avenue Improvements

Photo provided by the Flint Hills Metropolitan Planning Organization.



## Past Plans and Studies

The following list of plans and studies provide a summary of planning initiatives in the Flint Hills region that pertain to Ogden. These documents provided background to this plan.

### Local Plans

- **The City of Ogden Comprehensive Plan (2010)**

This Plan created by BRR Architecture has been the guiding policy document for the City of Ogden for over a decade. It highlights 66 plan strategies in eight topic areas that include land use, urban design, housing, parks, transportation, infrastructure, community services, and economic development. This plan provides information on the current state of Ogden in 2010 and forecasts what the community could look like in 2020.

- **Ogden Safe Routes to School (2017)**

Safe Routes to School (SRTS) is a federally funded program that strives to create a safe environment for children to walk and bike to school. The program was widely supported by multiple community groups and entities including but not limited to the City of Ogden, the Ogden Elementary School, Parent Teacher Association (PTA), the Site Council, Flint Hills Regional Council, Flint Hills Metropolitan Planning Organization (MPO), and others. In 2017 a Ogden SRTS project team oversaw the creation of this plan with the MPO and City of Ogden serving as the project leads. Site visits were conducted to identify current conditions. The MPO coordinated meetings with Ogden Elementary School, the PTA, and the public to explain the program and to gather information. This allowed for Ogden's unique needs to be addressed.

- **Ogden South Parks Master Plan**

In partnership with Kansas State University, the City of Ogden adopted a Parks Master Plan for the park space and field located near Sixth Street and Walnut Street.

- **Revitalizing Riley Avenue (2018)**

Community-driven efforts beginning in 2015 led to the prioritization of revitalizing Ogden's main street, Riley Avenue. As the most heavily trafficked street in Ogden, safety and aesthetics were at the forefront of this plan which was created in partnership between residents, the City of Ogden, Kansas State University, and the Flint Hills Metropolitan Planning Organization. More information can be found in Appendix C.

### Regional Plans

- **Connect 2040: Long-Range Transportation Plan (2020)**

Connect 2040 is inclusive of all modes of transportation (driving, walking, biking, and public transit) and identifies transportation needs in the region over the next 20 years. The Flint Hills Metropolitan Planning Organization is responsible for updating this federally-required transportation plan every five years.

- **Eureka Valley — Highway K-18 Corridor Plan (2013)**

The Eureka Valley — Highway K-18 Corridor Plan is a joint planning initiative between the City of Manhattan, Riley County, and the City of Ogden. It establishes a vision along with goals, objectives, and action plans to promote the orderly growth and development in the Eureka Valley due to the realignment of Highway K-18 and expansion of the Manhattan Regional Airport.

- **Flint Hills Economic Development District Plan (2019)**

The Flint Hills Economic Development District is one of the most valuable designations in the Flint Hills region as it provides financial assistance to the region. A thorough plan for this district is a requirement of the Economic Development Administration. The Flint Hills Regional Council manages this plan and provides services to benefit the region, including providing guidance for this comprehensive plan.

- **Flint Hills Regional Growth Plan (2008)**

The Flint Hills Regional Growth Plan, created by the Flint-Hills Regional Task Force, predicted that various Department of Defense initiatives would heavily impact the regional population and economy. The goal was to conduct advanced planning and provide appropriate strategies for the affected communities. The Growth Plan encourages regional coordination, addresses questions of growth management, and identifies priorities and actions to address shortfalls.

- **Fort Riley's Strategic Plan — 2030 (2018)**

The Fort Riley Campaign Plan (CAMPLAN) 2030 functions as Fort Riley's roadmap to the future and a foundational document for planning, programming, and resourcing. It defines the overarching vision for this installation which is to ensure readiness to meet any combatant commander's requirement while maintaining Fort Riley as the best place in the Army to live, train at, deploy from, return home to, and retire. The CAMPLAN 2030 lines of effort represent a focused strategy to provide highly trained units to combatant commanders, a world class training and leader develop-

ment environment, and improve efforts within the community to support and care for Soldiers, their families, and our civilians.

- **Joint Land Use Study (2017)**

A Joint Land Use Study (JLUS) is a collective planning initiative involving an active military installation and the surrounding cities and counties. The Flint Hills/Fort Riley JLUS involved the local governments of Clay, Geary, and Riley counties; the cities of Grandview Plaza, Junction City, Manhattan, Milford, Ogden, Wakefield, and Riley; and Fort Riley representatives. It provides recommendations to reduce potential conflicts between the installation and surrounding areas while accommodating new growth and economic development, sustaining economic vitality, protecting public health and safety, and protecting the operational missions.

- **New Horizon: Education, Entrepreneurship and Environment in the Flint Hills (2013)**

Recognizing the need for a diversified regional economy, the Flint Hills Economic Development District, along with the help of a Citizen Strategy Committee, created a Comprehensive Economic Development Strategy to identify goals and actions which are meant to enhance the existing regional economy and cooperation.

- **Regional Connections Plan (2020)**

The Regional Connections Plan is a conceptual, long-range document intended to guide the development of a regional trail network from Wamego to Junction City. In Ogden, the Plan includes a trail along the Kansas River.

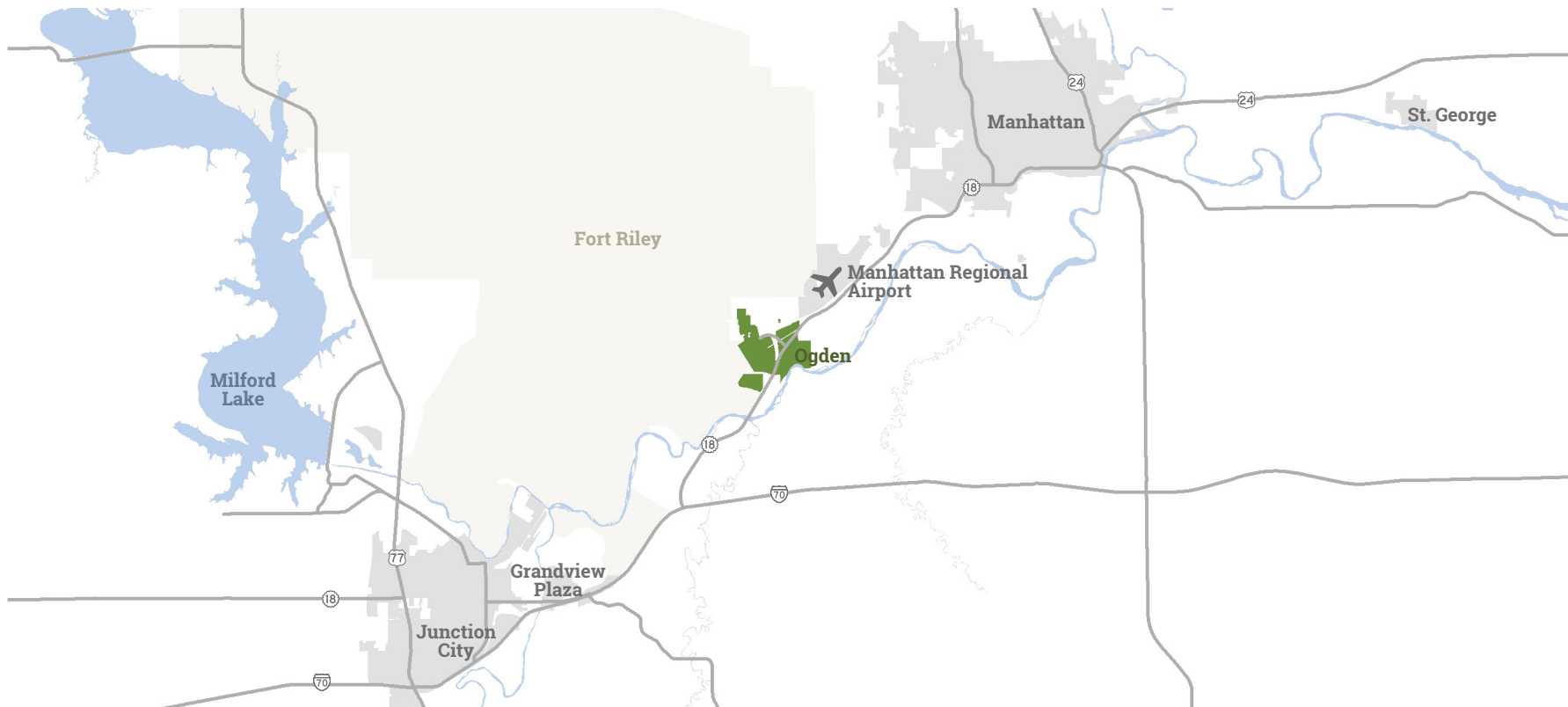
## Community Profile

### Regional Setting

The City of Ogden, Kansas is located within Riley County. The City is positioned along K-18, next to the Fort Riley Military Installation where Ogden serves as one of the main entry points. The City is conveniently located approximately five miles north of I-70. These two roadways provide a quick connection to the City of Manhat-

tan which is located only 10 miles to the northeast and the City of Junction City which is located 10 miles to the southwest. The City of Ogden, just north of the Kansas River, encompasses less than two square miles and continues to maintain a unique, small-town atmosphere.

▼ **Figure 3: Ogden Within a Regional Setting**



## The History of Ogden

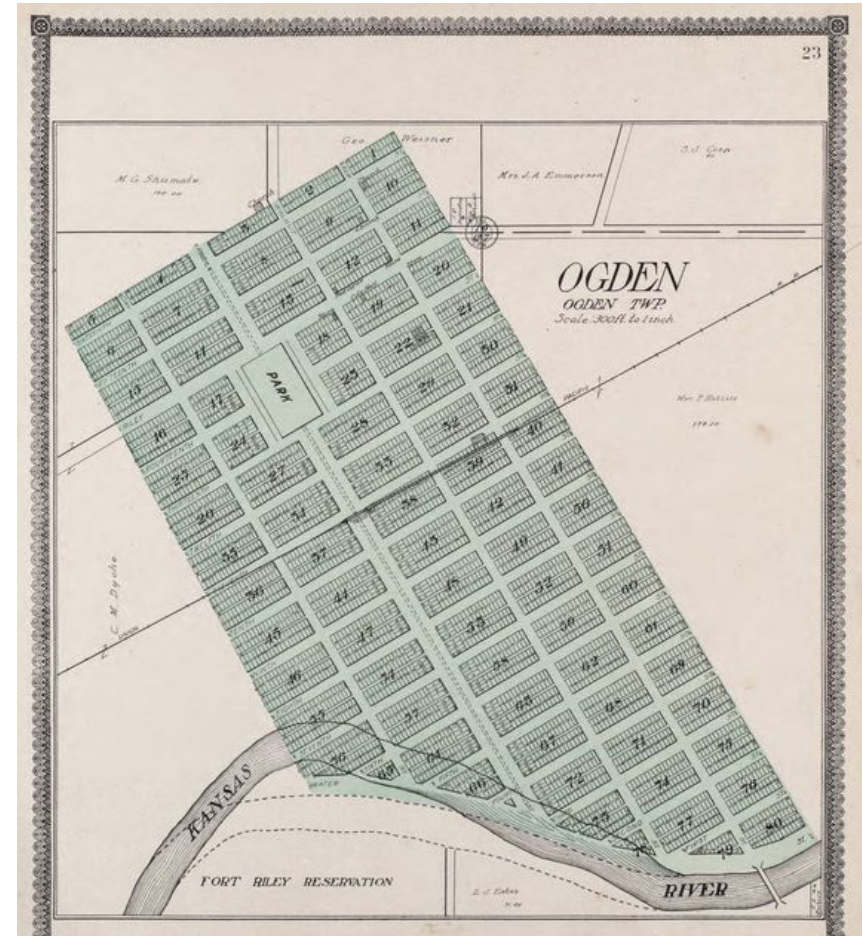
Ogden, Kansas, called the “last place on the map” in the 1860’s was a one-street market town whose limestone buildings reflected the stolid German influence of Theodore Weichselbaum, pioneer merchant.

In 1852 the movement of caravans on the Santa Fe Trail and the encroachment of trappers so aroused the Indians that it became necessary to protect travelers. In October of that year, Maj. E. A. Ogden, Quarter Master at Fort Leavenworth, then the westernmost point, was ordered to select a suitable site for a station near the confluence of the Smoky Hill and Republican Rivers. Maj. R. H. Chilton and Troop B of the dragoons were the escort for the party, who named the site Camp Center. On July 26, 1858, it took the name of “Fort Riley.” The buildings of the post were constructed under the supervision of Maj. Ogden who died at the fort of cholera in July, 1855. The City of Ogden was named in honor of Maj. Ogden.

During the first few years of Riley County’s existence, a number of towns developed. Ogden in particular was settled in 1854 and received settlers from the defunct Pawnee. When Pawnee was destroyed, Ogden became the county seat of Riley County. In 1858, after a vote and a dispute, the County seat moved from Ogden to Manhattan. Ogden held the Federal Land Office from 1857–1859 which was later moved to Junction City. The Ogden Town Company was chartered by an act of legislature in 1857 and was laid out in lots. A 1909 map is showcased in Figure 4.

### ▼ Figure 4: 1909 Map of Ogden

Photo provided by the Library of Congress.



## Community Profile (Continued)

Understanding the past and present is crucial to any comprehensive plan process. This profile provides an overview of the existing conditions and analyzes demographic and economic influences that have shaped the built environment.

### Population

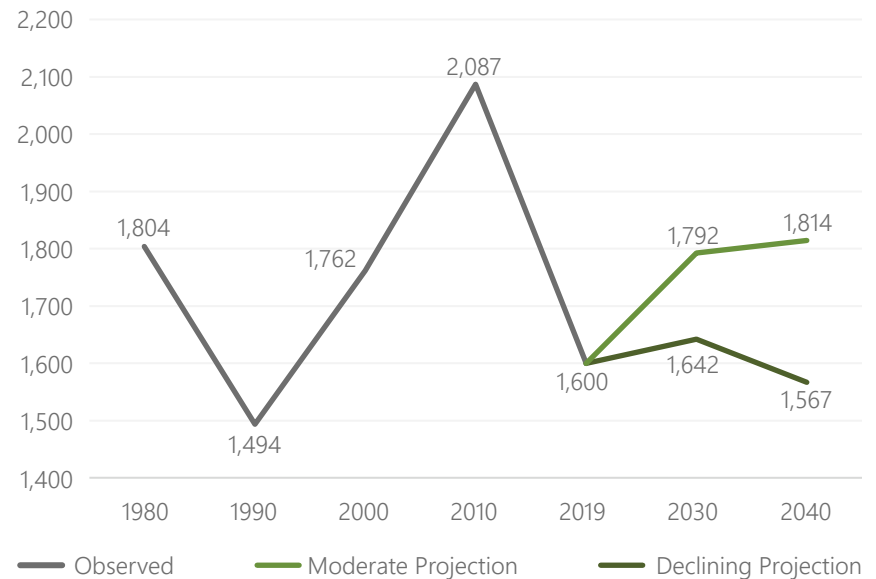
In 2019, Ogden reached an approximate population of 1,600, which was a significant decrease in population over the prior ten year period. The time period between 1990 and 2010 saw the greatest historical growth where the city increased in population by an average rate of 30 residents per year. However, the ebbs and flows of the population in Ogden is likely contingent on Fort Riley who welcomed the Big Red One home in the mid-2000s. Many soldiers, their families, and civilian employees live in Ogden (Table 1).

The future population of Ogden is dependent on a variety of factors. Based on historical trends, the City is not likely to see significant growth in population. In fact, it is projected that Ogden may reach as many residents as 1,800 in 2040 or there may be a slight decrease to around 1,500 residents. Maintaining the current population rates should be a priority for the city.

In addition to the population changes in Ogden, there have been a few noteworthy demographic patterns as shown in Table 2. For example, the number of households with children under the age of 18 indicates that young families are attracted to Ogden.

### ▼ Figure 5: Projected Population

Source: KU Institute for Policy & Social Research; U.S. Census Bureau



Please note: both the moderate and declining projections are based on geometric projections. The moderate projection is based on data from 1980-2019 while the declining population is based on 2000-2019 data.

### ▼ Table 1. Fort Riley Families and Civilians

Source: Fort Riley Fort Riley Analysis & Integration Office (3rd Quarter)

	2016	2018	2020
Military Families	145	120	121
Dept. of the Army Civilian	57	60	45



▼ **Table 2: Demographic Trends, 2000-2019**

Sources: KU Institute for Policy &amp; Social Research; U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

	City of Ogden			Riley County	Kansas
	2000	2010	2019 (Estimate)	2019	2019
<b>Population</b>	1,767	2,087	1,600	-	-
<b>Households</b>					
Number of households	678	823	707	-	-
Average household size	2.6	2.5	2.3	2.5	2.5
Households w/ children under 18 years	33.2%	43.3%	38.2%	25.6%	31.5%
Median household income	\$26,750	\$37,652	\$44,554	\$50,537	\$59,597
<b>Median Age</b>	26.7	26.5	29.2	25.1	36.7
<b>Educational Attainment</b>					
High School or equivalent	34.2%	32.5%	32.5%	21.2%	25.9%
Some college or associate's degree	36.1%	40.9%	40.9%	30.7%	31.7%
Bachelor's degree or above	10.1%	16.2%	16.2%	42.3%	33.4%
<b>Households</b>					
White	72.9%	71.7%	76.2%	76.5%	75.4%
Black	11.8%	10.8%	6.4%	6.1%	5.5%
Asian	2.0%	1.5%	2.7%	4.9%	2.9%
Other	0.7%	1.6%	0.0%	0.6%	0.9%
Two or more races	4.7%	5.0%	5.4%	3.6%	3.1%
Hispanic or Latino (of any race)	7.9%	9.4%	7.3%	8.3%	12.2%

## Community Profile (Continued)

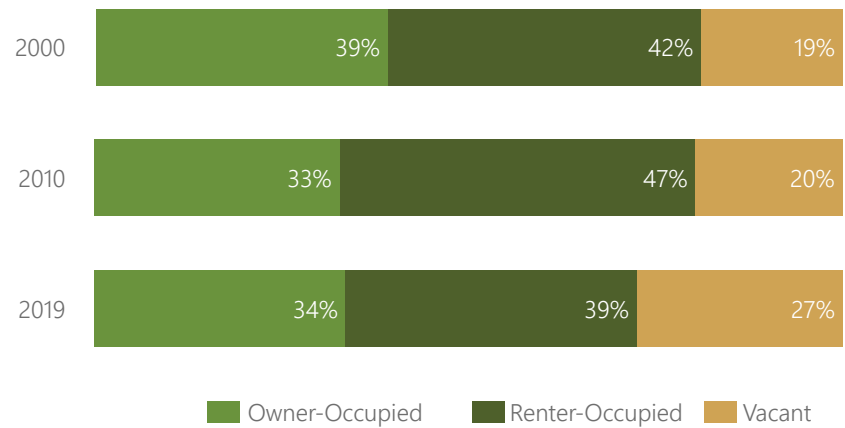
### Housing

Ogden offers a diversity of housing options in regard to both owner- and rental units as well as the type of housing units. Ogden has continuously had more renter-occupied units than owner-occupied units (Figure 6). The number of occupied rental units grew significantly between the 2000 and 2010 census. In fact, according to the 2010 Census Briefs: Housing Characteristics report published in 2011, the Manhattan, Kansas metropolitan area was the only metropolitan area in the United States where owners were outnumbered by renters. Ogden falls within this area. The high concentration of renters is likely attributed to Ogden’s close proximity to Fort Riley and Kansas State University.

Figure 7 demonstrates that there is a variety of occupied housing units between single family homes, multi-family living, and mobile homes. Between 2010 and 2019, there was a 25% jump in favor of single family homes. In fact, in both the 2010 and 2020 community-wide survey, respondents wanted to encourage more single family residential development. This may explain why throughout the years the number of mobile homes in comparison to other housing unit types has dwindled.

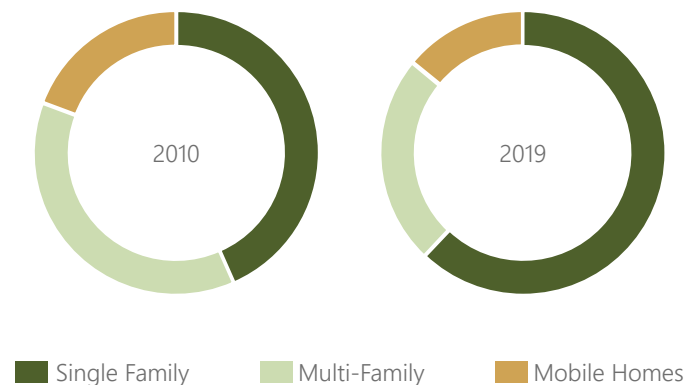
▼ **Figure 6: Housing Units by Tenure**

Source: U.S. Census Bureau; 2015-2019 American Community Survey Estimates



▼ **Figure 7: Housing Unit Type**

Source: U.S. Census Bureau; 2015-2019 American Community Survey Estimates



## Economy

Employment for Ogden residents is mostly positioned outside of the city limits with an exception for the commercial businesses located along Riley Avenue (Table 3). However, due to the commuting patterns of residents, Ogden has emerged as an attractive, affordable community in close proximity to Fort Riley, Manhattan, and Junction City.

It is evident that many Fort Riley soldiers call Ogden home; however, 40% of the civilian workforce is in the retail trade, educational services, health care, and social assistance industries (Table 4). Ogden is well positioned to attract jobs in certain sectors, especially along Riley Avenue and K-18.

▼ **Table 3. Inflow/Outflow of Jobs, 2005-2018**

Source: U.S. Census Bureau; Center for Economic Studies, LEHD: On the Map

	2005	2010	2015	2018
Live in Ogden/ employed elsewhere	100%	91.6%	88.8%	85.4%
Live in Ogden/ work in Ogden	0%	0.3%	0.5%	0.2%
Live elsewhere/ work in Ogden	0%	8.1%	10.7%	14.4%

▼ **Table 4. Civilian Employment by Industry, 2010 and 2019**

Source: U.S. Census Bureau; 2015-2019 American Community Survey Estimates

	2010	2019
Agriculture, forestry, fishing and hunting, and mining	0%	5%
Construction	11%	10%
Manufacturing	6%	7%
Wholesale trade	2%	3%
Retail trade	22%	19%
Transportation and warehousing, and utilities	6%	3%
Information	1%	1%
Finance and insurance, and real estate and rental and leasing	3%	6%
Professional, scientific, and management, and administrative and waste management services	14%	5%
Educational services, and health care and social assistance	21%	17%
Arts, entertainment, and recreation, and accommodation and food services	8%	8%
Public administration	6%	10%
Other services	0%	6%

## Flooding

Water plays an important role in the life of Ogden residents. This became abundantly clear during the Flood of 1993 from which new base flood maps were established for the City of Ogden. In 2010, a majority of the city limits were located in either the 100-year floodplain, 500-year floodplain, or the floodway (shown in Figure 8). However, when the Kansas Highway 18 (K-18) realignment occurred, there was a significant reduction in flood hazard areas. This is abundantly clear when comparing Figure 8 to the current flood hazard areas indicated in Figure 9.

**Development should be carefully considered in these areas.**

Floodplain and floodway development regulations are designed to protect residents from future flood losses and from worsening flooding conditions.

### Flooding Definitions

- **Floodway**

A floodway is the natural conduit for flood waters. It must remain open in order to allow flood waters to pass. When the floodway is obstructed by buildings, structures, or debris, the flood waters will back up resulting in greater flooding potential.

- **100-Year Floodplain**

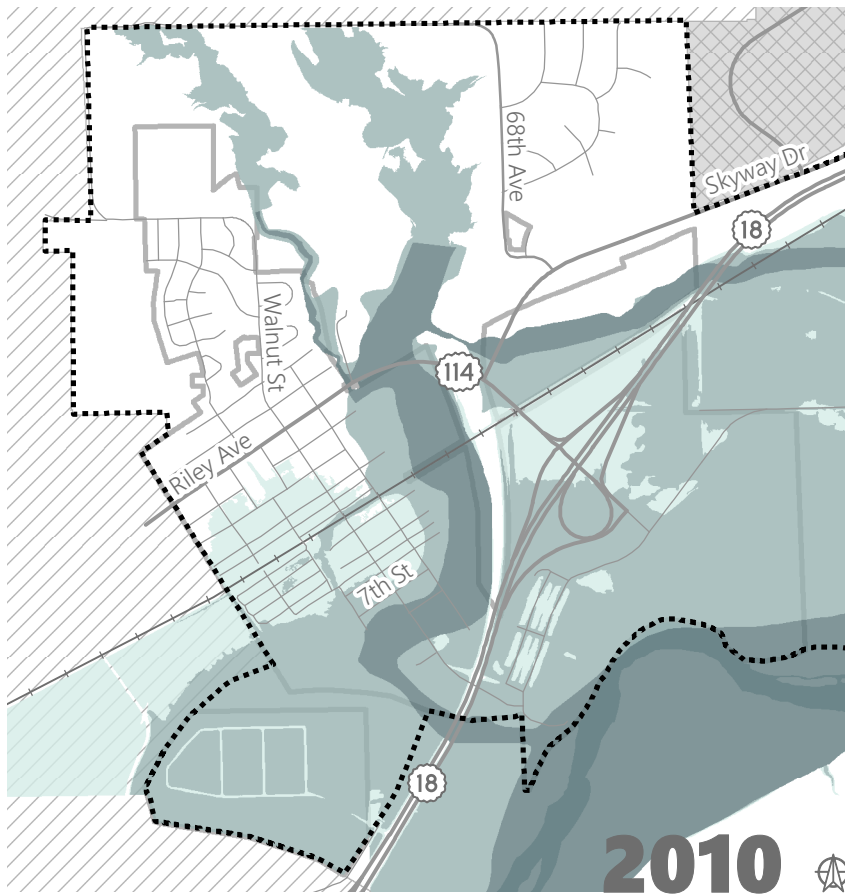
Several southern Ogden properties fall within the 100-year floodplain. Areas within this floodplain have a 1% probability of flooding in any given year.

- **500-Year Floodplain**

The 500-year flood zone is a designated area that has a 0.2% chance of flooding in any given year. The 500-year flood would likely be more catastrophic than the 100-year flood.

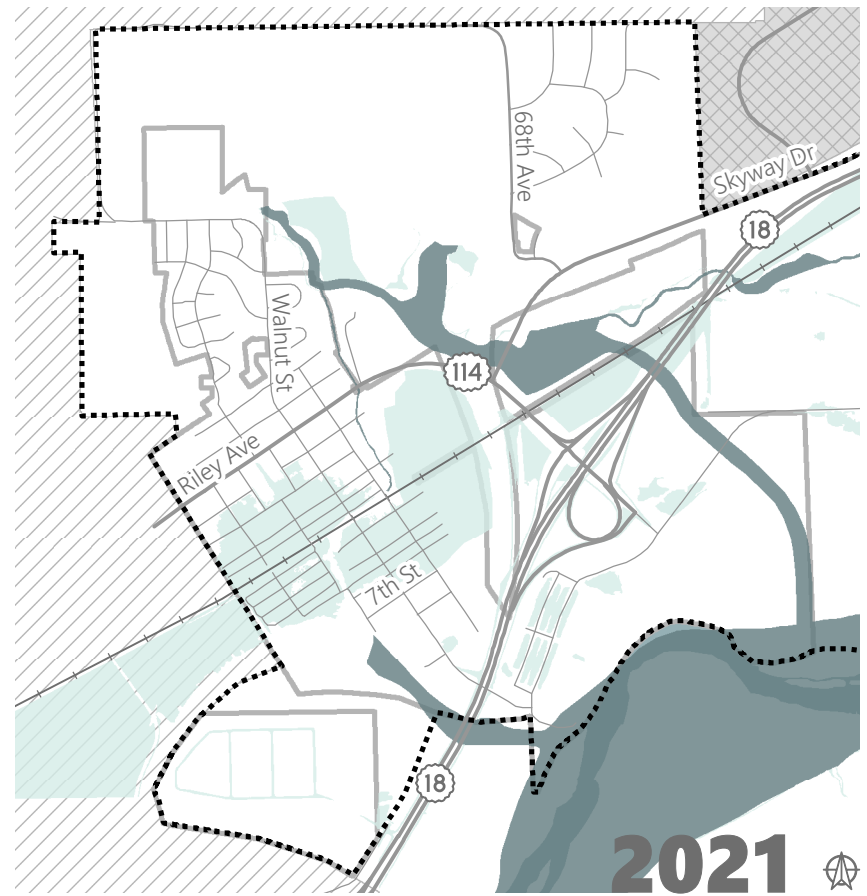
▼ **Figure 8: Flood Zones in Ogden, 2010**









Source: Kansas Department of Agriculture, Division of Water Resources



▼ **Figure 9: Flood Zones in Ogden, 2021**

Source: Kansas Department of Agriculture, Division of Water Resources



- |  |  |  |   |
|--|--|--|---|
|  Kansas River |  100-Year Flood |  Planning Influence Area |  Manhattan City Limits |
|  Floodway     |  500-Year Flood |  Ogden City Limits       |  Fort Riley            |

## Current and Future Land Use

Figure 11 represents an inventory of the Current Land Use in the planning influence area. This map provides a basis for the Future Land Use map depicted in Figure 12. The areas within the Future Land Use map do not provide specific land use designations for individual pieces of property. Instead, the Future Land Use map indicates locations where the city and county should support the development. This map is specific enough to provide guidance on land-use decisions, while having the flexibility to allow for creative, individualized approaches to land development that are consistent with the community's vision and goals. To understand these maps better, refer to page 19 for a scenario of how current land use, future land use, and zoning relate.

### Definitions

- **Single Family, Detached Residential**

The majority of land use in the City of Ogden is single family detached homes. These are stand-alone structures designed for occupancy by one or more people and living as a single household.

- **Single Family, Attached Residential**

Buildings attached horizontally with separate entrances such as duplexes or townhomes. These are designed for occupancy by two or more households living independently of each other and are individually deeded.

- **Multi-Family Residential**

Multi-family residential properties are occupied by two or more households living independently of each other. Multi-family residential properties are typically classified as apartments.

- **Manufactured/Mobile Homes**

Manufactured homes offer affordable housing to many residents within Ogden. By definition, manufactured homes are transportable structures in one or more sections. They are at least eight feet wide and 40 feet long when being transported. They are often built on a permanent chassis and are connected to utilities.

- **Agriculture**

Agricultural land is the most prevalent in much of the planning influence area. This land is primarily used for cultivating and raising crops and/or livestock but may also include the land used for stabling or training equines. Agricultural use also includes the land used for the storage of agriculture-related equipment and goods.

- **Commercial**

Commercial properties are primarily located downtown along Riley Avenue. They consist of a range of for-profit uses that include retail, offices, restaurants, storage facilities, and other services.

- **Mixed-Use**

Mixed-use structures contain residential units above a non-residential use such as a restaurant or store. These are desirable in the downtown district.

- **Industrial**

Industrial properties include the assembling, fabrication, finishing, manufacturing, packaging, or processing of goods.

- **Public/Semi-Public**

Public/Semi-Public land uses cover a variety of uses ranging from, schools to places of worship. These are located throughout the city and are located in both residential and commercial areas.

- **City Owned, Occupied**

City Owned, Occupied land uses are government facilities including City Hall and city storage facilities.

- **Parks/Open Space**

Parks are public sites with recreational amenities or open space. In Ogden, this primarily includes the Community Center and Ogden Fields. This use also includes cemeteries.

- **Utility**

Utility uses include sites and facilities that accommodate critical infrastructure, power generation, and electrical support towers.

- **Undeveloped/Vacant**

Vacant areas include land that is not currently in active use, but may be developed in the future.

- **City Owned, Undeveloped/Vacant**

Vacant land owned by the city will likely not be developed by 2040. These are typically lots that are undesirable for construction.

## Current and Future Land Use (Continued)

### Scenario: Current Land Use, Future Land Use, and Zoning

#### The Tract Today

Jane buys an 80-acre tract to live on and farm. The tract will remain Agricultural for as long she wants the tract to remain so.

The decision to change the land use or zoning on Jane's 80-acre tract rests entirely with Jane regardless of what her tract is designated within the Future Land Use Map of the Comprehensive Plan.

#### Future Land Use

After owning and farming the tract for 10 years, Jane decides she is ready to sell the tract, and thinks this tract could be sold for development. The Future Land Use Map designates Jane's tract as Single Family, Detached.

The Future Land Use Map is a guide to what future uses are appropriate for this area. Since it is designated as Single Family, Detached the tract is geared more toward residential uses; and uses like manufacturing, and large-scale commercial are not appropriate for this location.

#### Zoning

Since the tract is designated as Single Family, Detached, Jane decides to request a change of zoning from Agriculture to Residential to allow for a housing development.

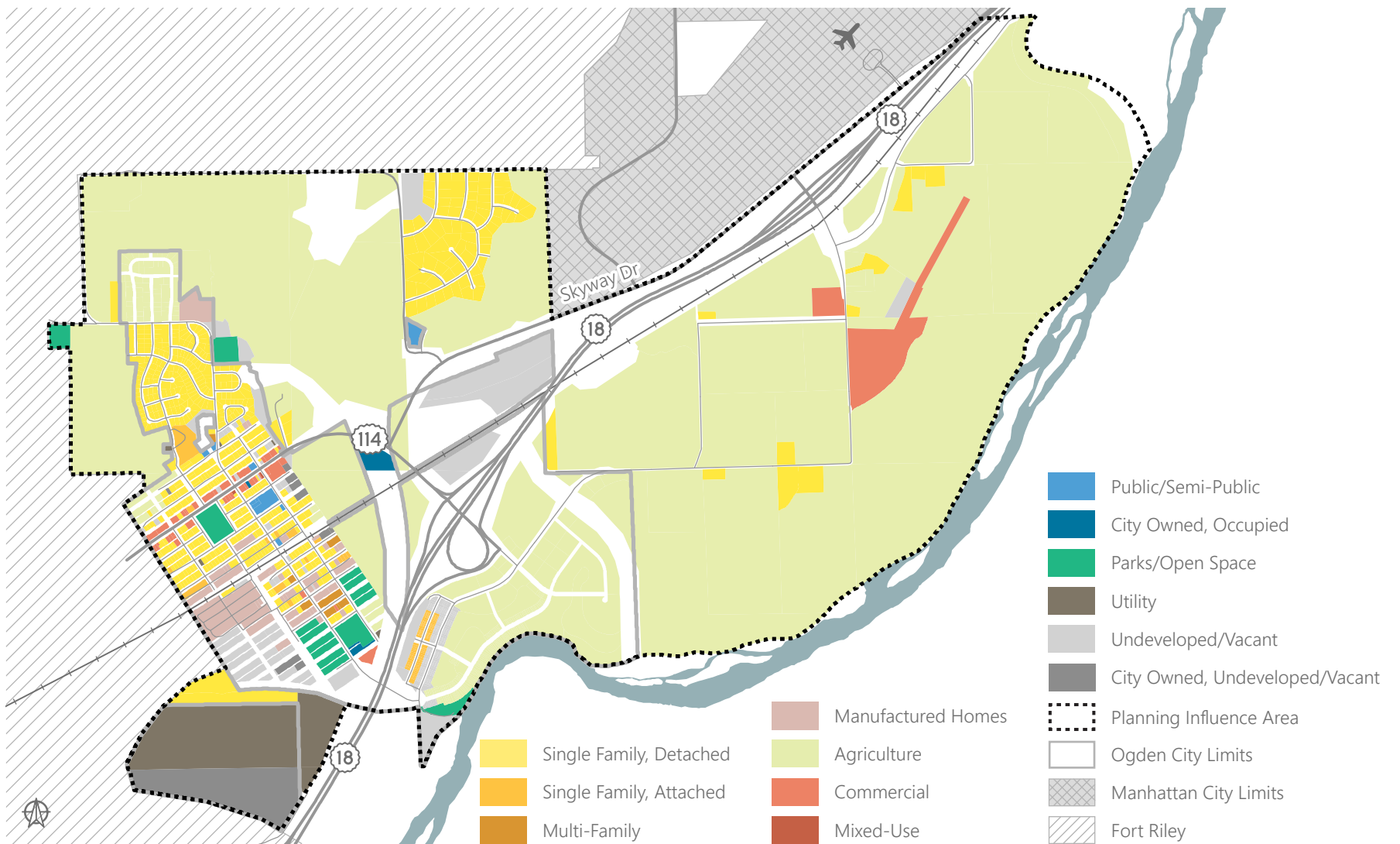
The local Planning Commission will use the Future Land Use Map, amongst other factors, to help them determine whether or not a zoning change from Agriculture to Residential is appropriate for this area.

▼ Figure 10: Jane's Tract Land Use Scenario





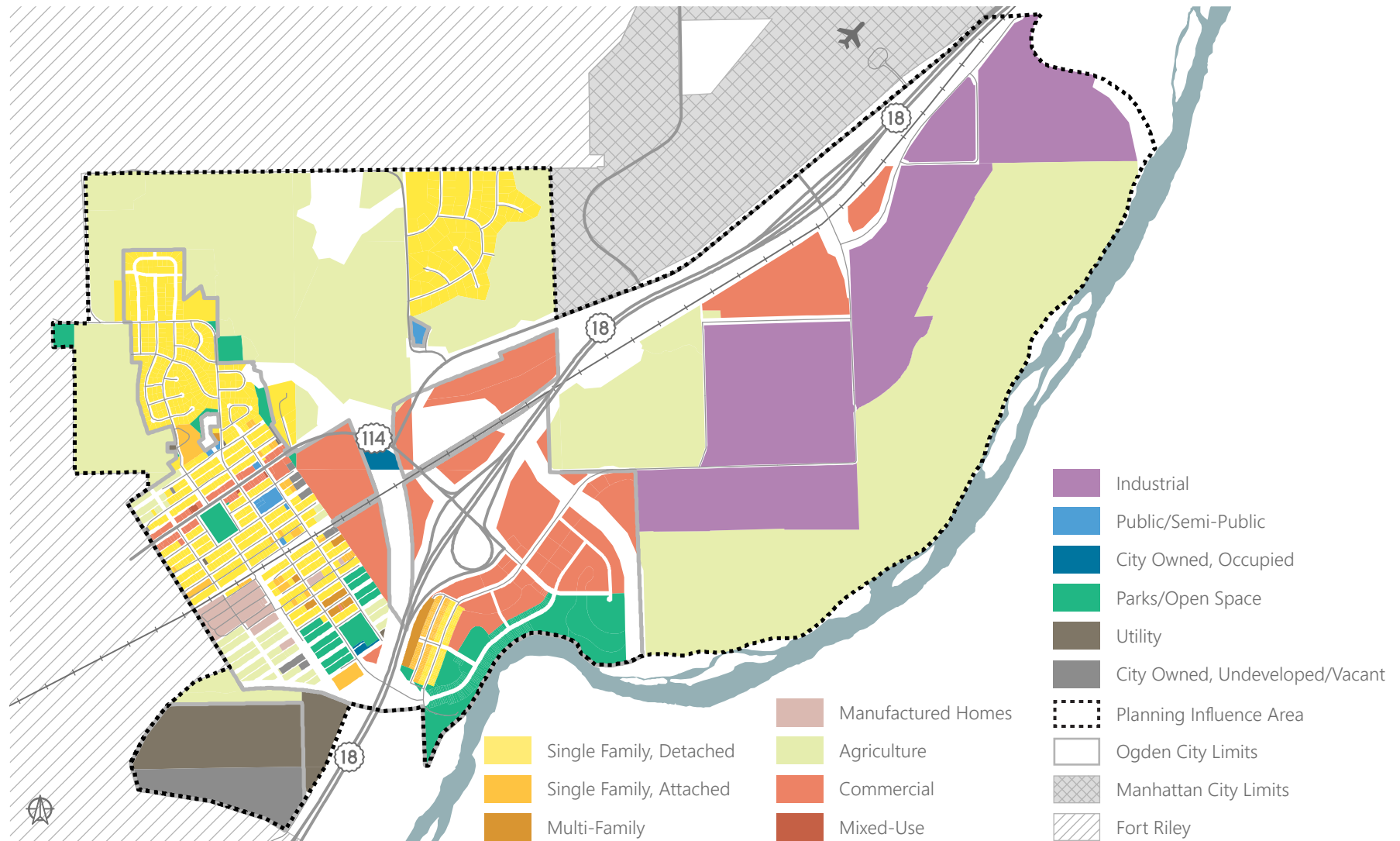
▼ Figure 11: Current Land Use Map



## Current and Future Land Use (Continued)

### ▼ Figure 12: Future Land Use Map

Please Note: The areas southeast of the city limits are consistent with the Future Land Use Map found in the Comprehensive Plan for the City of Manhattan.



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# Prioritize Quality, Livable Neighborhoods

Apart from downtown, Ogden’s residential neighborhoods are one of the most important elements to the distinct visual character and identity of Ogden. These residential neighborhoods range in age and type but altogether reflect a small-town scale and rich quality of life.

In order to maintain Ogden’s position as a desirable place to live, a diversity of housing units that are both attractive and affordable is crucial. This comprehensive plan provides an opportunity to strategically plan for the next phase of housing and neighborhood development, ensuring the current and new housing units meet the needs of residents from now into the future.



**Goal 1:  
Prioritize Quality, Livable  
Neighborhoods**

- 1.1 Prioritize infill development.
- 1.2 Prepare a Housing Market Analysis.
- 1.3 Conduct a study for the undeveloped portion of the 'River Trail' development.
- 1.4 Collaborate with local partners and gather resources to support the rehabilitation of deteriorated housing.
- 1.5 Expand the spring citywide cleanup event to be more inclusive of all neighborhoods.

## Current Housing in Ogden

In Ogden there is currently a diversity of housing options and certain housing types tend to be clustered throughout the community. These clusters form unique neighborhoods. As shown in Figure 1.1 the housing north of Riley Avenue is predominantly detached single family units while more dense housing units are south of Riley Avenue. According to the community survey, there is a high demand for single family, detached housing and an interest in encouraging affordable senior housing.

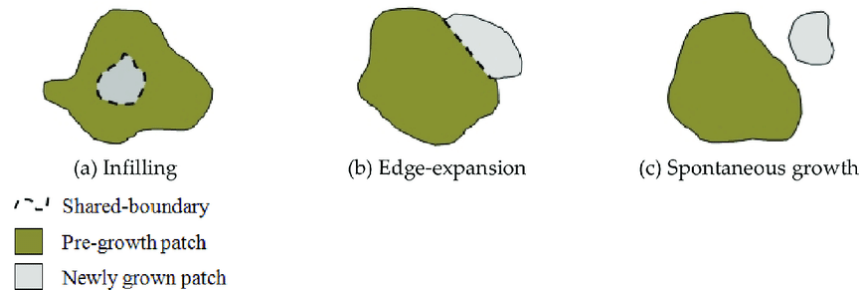
### ▼ Figure 1.1: Current Housing Stock, 2021

This map provides data on the current housing stock when the Housing Needs Assessment was conducted in January 2021.



## 1.1 Prioritize Infill Development

In Ogden, infill development should be encouraged, particularly on vacant lots. Infill development is a growth type that encourages commercial or residential development in areas where utilities and services are already provided (Figure 1.2). Providing services to new homes and businesses in existing neighborhoods is much less expensive for the community than providing services to neighborhoods on the edge of town. Before considering service extensions, it may be advantageous for the city to explore opportunities to redevelop vacant or under-utilized properties within the city limits. These properties are shown in Figure 1.3.



### ▲ Figure 1.2: Growth Types

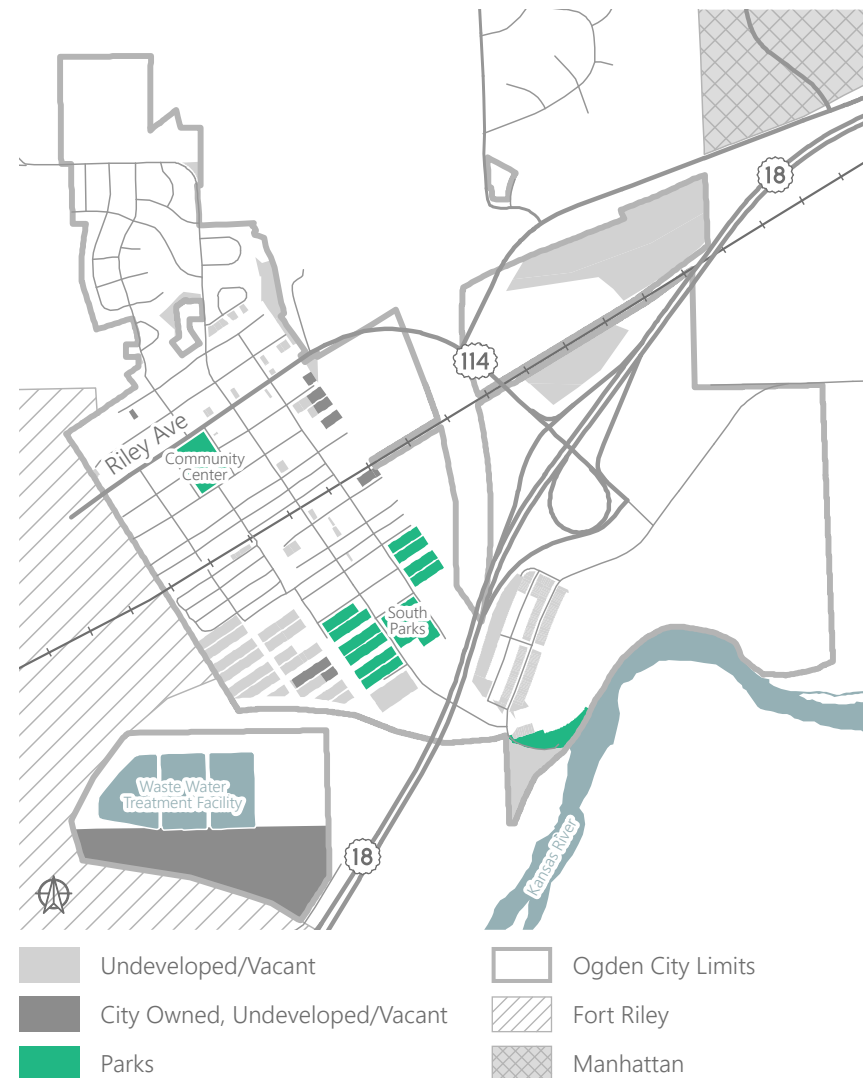
Source: Quantifying urban growth patterns in Hanoi using landscape expansion modes and time series spatial metrics, 2018

**21%**

of properties currently within city limits are undeveloped/vacant

### ▼ Figure 1.3: Vacant Properties, 2021

Source: City of Ogden and Riley County





## 1.2 Prepare a Housing Market Analysis

### Housing Market Analysis

Housing Market Analyses can go under many different names. However, it is important for any city to monitor the status of housing units within the city by preparing a Housing Market Analysis that looks at factors such as vacancy rates, investor-owned housing, property value decline, property maintenance, environmental concerns, safety concerns, and demand of housing types. Gaps can further be examined in regard to the supply and demand of housing.

Once a Housing Market Analysis is complete, it can provide a basis for future recommendations. This analysis can be used to provide the foundation needed to apply for additional funding to make housing improvements. It can also be used as a tool to inform governing officials when making decisions and/or recommendations toward future investments in infrastructure and neighborhood revitalization.

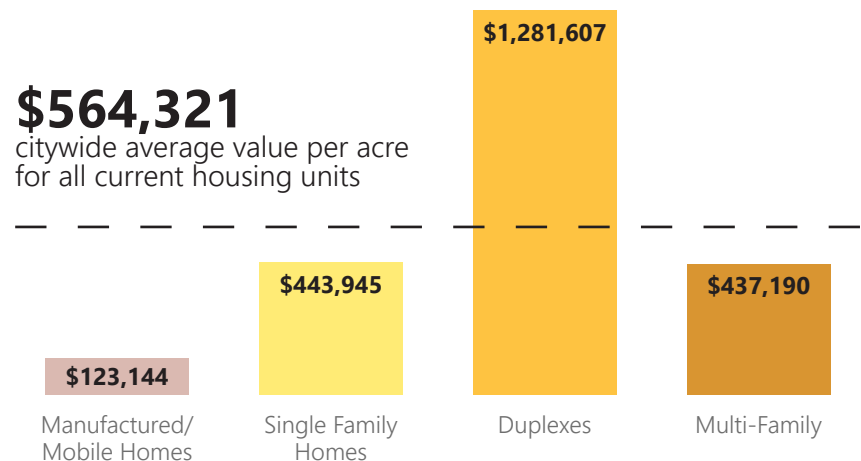
As part of this comprehensive planning process, some preliminary work has been completed. The Introduction and Background section of this Plan provides a glimpse of the demographic and housing unit data over time from the U.S. Census Bureau. Additional data was collected on the current housing conditions in Ogden. Detailed information can be found in Appendix B.

### The Cost of Different Housing Types

In addition to the current housing conditions in Ogden, there is telling data about the cost of different housing types in Ogden. Figure 1.4 shows the citywide value per acre by different housing types. This analysis was created using a simple equation: the property value per housing type divided by the property size (acres). The purpose of

### ▼ Figure 1.4: Citywide Value per Acre, 2021

Analysis conducted January 2021. Data provided by Riley County.



this analysis does not promote one form of housing over another. One is not 'better' than the other. This is simply an analysis of data and a summary of findings to understand if certain residential development types maximize land value. The key takeaways are:

- lower value properties on small lots are often more valuable for a tax base than expensive properties on large lots;
- large lots require more infrastructure, such as water and sewer;
- smaller lots allow for more density without massive apartment complexes, maintaining a small-town feel; and
- developments should support the infrastructure they require at the time of construction and more importantly in the future when they will need maintenance and repairs.

## 1.2 Prepare a Housing Market Analysis (Continued)

### Promote a Diversity of Housing

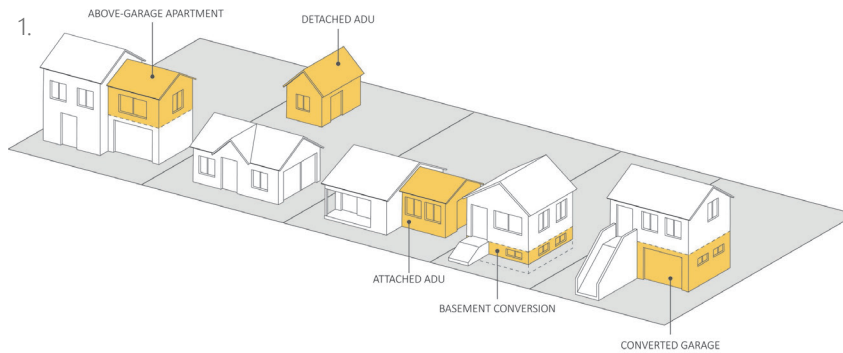
When cities only focus on one or two types of housing, typically single family homes, it creates a number of issues. Cities that limit the number of housing types are solely dependent on one type of resident for growth which may not allow for residents to “age in place” or attract populations such as young professionals, recent graduates, veterans, and young families locating to that community. Figures 1.5, 1.6, and 1.7 are examples of ways to diversify housing options in Ogden. In the community-wide survey, another favorable option when selecting what types of new residential development should occur was “encourage new single family residential development on smaller lots.”



▲ **Figure 1.5: Mixed-Use Residential**

These are buildings that include commercial uses on the ground floor and residential units on upper floors. Open space is generally in the form of balconies, terraces, and roof decks.

<sup>1</sup>Emporia, KS; and <sup>2</sup>Wilson County, TN



▲ **Figure 1.6: Accessory Dwelling Unit or “In-Law Unit”**

ADUs are a “sensitive” way to add a unit to a lot, which often cannot be seen from the street. These are often used to house extended family, provide housing for an additional family while increasing property value, or as a way for the original owner to downsize, but remain on-site.

<sup>1</sup>City of Oakland, CA; <sup>2</sup>Jessica Letaw; and <sup>3</sup>So Cal Builds;



▲ **Figure 1.7: Denser, Walkable Neighborhoods**

Many families, young professionals, and retirees are choosing to live in denser, walkable neighborhoods. Many residents like the small yards and sense of community that these developments offer. This neighborhood style promotes quality public space.

<sup>1</sup>Manhattan, KS; <sup>2</sup>Mike DeVries - The Capital Times; and <sup>3</sup>Manhattan, KS

## 1.3 Conduct a Study for the 'River Trail' Development

The 'River Trail' development is a master-planned development located in the southeastern portion of the Ogden city limits. Established in the 2010s, this development is intended to be approximately 500-acres and host a combination of residential and commercial development opportunities (shown in Figure 1.9). To date, less than 10-acres has been developed. There are currently townhomes available for rent (shown in Figure 1.8).

Throughout the past decade, there have been several factors that have contributed to explain why this area has largely remained undeveloped. A thorough and unbiased study for the undeveloped portion of the 'River Trail' development should be conducted.

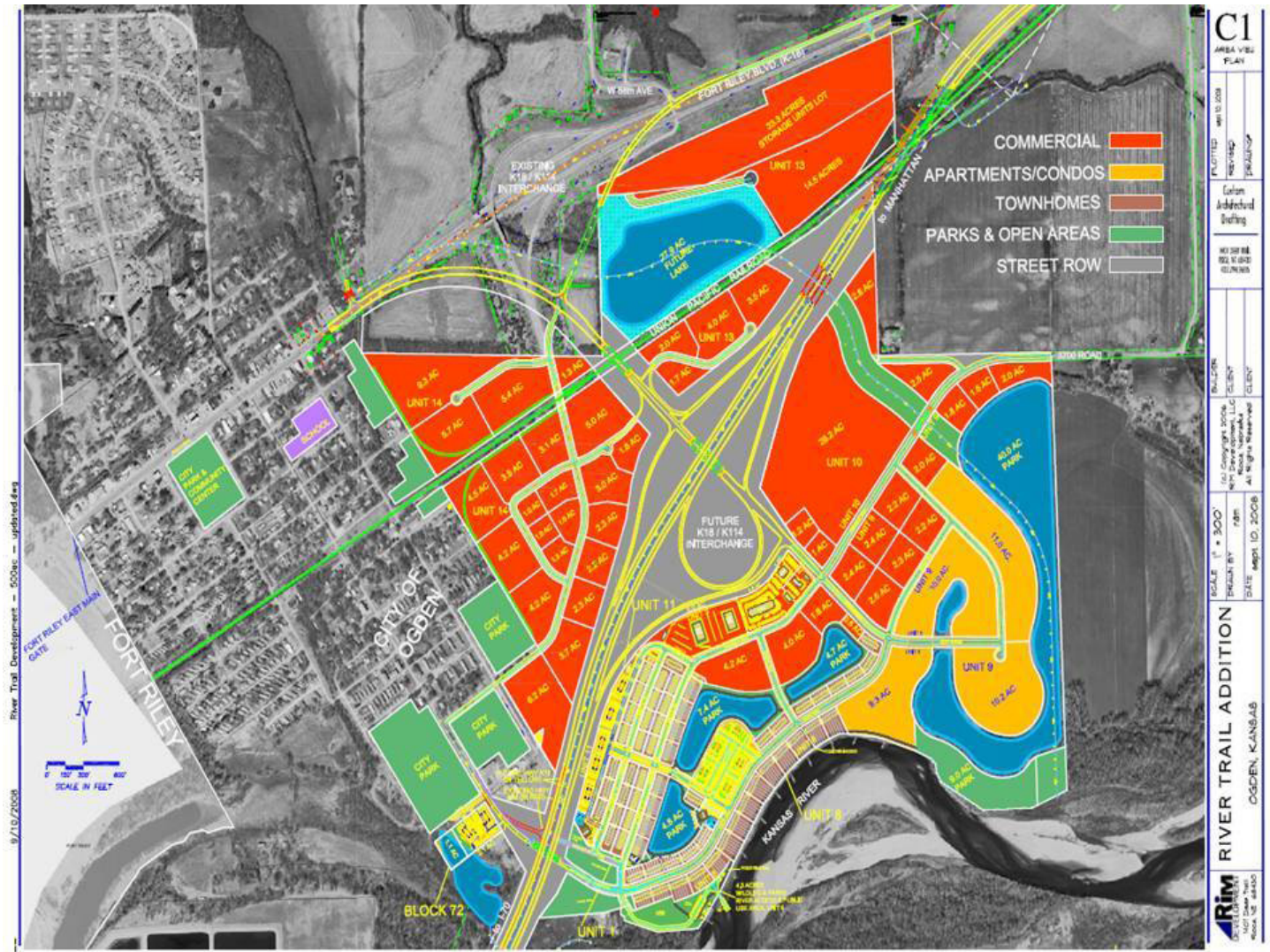
### ▼ Figure 1.8: River Trail Apartment Homes

Source: BG Consultants



▼ **Figure 1.9: River Trail Master Site Plan**

Source: SVN Commercial Real Estate Advisors



## 1.4 Support Deteriorated Housing Rehabilitation

### Community Rehabilitation

#### Community Cleanup

Within the community-wide survey, one of the residents' highest priorities was enforcing regulations that relate to community cleanup and aesthetics. Having greater code enforcement was also highly recommended by residents. One respondent requested that the City of Ogden seek grant opportunities or a community service program to help residents afford housing maintenance and cleanup if they cannot afford it themselves.

The City of Ogden should collaborate with local partners and gather resources to support the rehabilitation of deteriorated housing. An recent example of such collaboration was the Build #29 project in Ogden with the Manhattan Area Habitat for Humanity (Figure 1.10).

#### ▼ Figure 1.10: Habitat for Humanity Home in Ogden

Source: Manhattan Area Habitat for Humanity



#### Blight

Blight is defined as "any area in which there exist buildings or improvements, either used or intended to be used for living, commercial, industrial or other purposes, or any combination of such uses, which by reason of: (1) Dilapidation, deterioration, age or obsolescence, (2) inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities, (3) high density of population and overcrowding, (4) defective design or insanitary or unsafe character or conditions of physical construction, (5) defective or inadequate street and lot layout, (6) mixed character, shifting or deterioration of uses to which they are put, or any combination of such factors and characteristics, are conducive to the further deterioration and decline of such area to the point where it may become a slum blighted area, and are detrimental to the public health, safety, morals and welfare of the inhabitants of the community and the state generally.

Condemnation and removal of 'blighted' structures is encouraged. It is important to 'cleanup' the city so that new development or re-development can occur in coordination with subdivision and zoning regulations.

## 1.5 Expand the Spring Citywide Cleanup Event

### Community Cleanup

The City of Ogden should continue promoting community events related to neighborhood revitalization, such as the Spring Cleanup Event. City-wide cleanup should include all residential neighborhoods, this would allow the people in mobile home parks, apartments, and town-homes to participate. City staff should continue to coordinate with Riley County Hazardous Waste for a collection event the same week as the cleanup. City staff should find ways to make this an event by adopting a community project in conjunction with clean up.







## **Provide Excellent Community Spaces and Infrastructure**

Parks and open space significantly contribute to the local community character, recreational opportunities, and tourism. On the other hand, community services and infrastructure support development and community investment. Both spaces and infrastructure significantly contribute to an overall quality of life for the residents of Ogden.



## **Goal 2: Provide Excellent Community Spaces and Infrastructure**

- 2.1 Ensure that the existing park and recreation facilities are meeting the current and future needs of Ogden residents by updating and implementing the Ogden Parks Master Plan.
- 2.2 Focus resources on improving or expanding the community center.
- 2.3 Take advantage of publicly-owned lands where practical to connect existing parks with trail corridors.
- 2.4 Develop the Capital Improvements Plan (CIP) to identify and prioritize needed repairs and expansions to city infrastructure.
- 2.5 Encourage underground utilities in new development and along prominent corridors.
- 2.6 Actively seek grant funding to address the water hardness issues in Ogden.
- 2.7 Station more Riley County police officers in Ogden.

## Parks and Recreation: General Information

### Parks, Trails, and Open Space

#### Park Standards

When it comes to parks and recreation, there are standards that have been used for decades. For example, the National Parks and Recreation Association established a standard of 10 acres per 1,000 residents. Another standard found in the 2003 *Small Community Park and Recreation Standards*, favors 15.5 acres per 1,000 residents.

The same publication has developed standards based on various recreational facility needs per capita. These standards, reflected in Table 2.1, should be considered in the context of the City of Ogden which currently has 15.5 acres of parks for approximately 1,600 residents.

▼ **Table 2.1: Park Standards**

Small Community Parks and Recreation Standards, RPI Consulting, 2003

Facility Category	Park Facility Type	Population Served by 1 Facility	# of Facilities Needed per 1,000 Residents	Acres Required to Accommodate 1 Facility	Required per 1,000 residents
Sports Fields & Courts	Soccer/Multi-Use Field	1,050	0.95	2.21	2.1
	Ball Field (Baseball/Softball)	1,640	0.61	3.77	2.3
	Basketball Court	1,100	0.91	0.16	0.15
Outdoor Recreation	Fishing Accessible Shoreline (per mile)	3,150	0.35	3.64	1.16
	River put-in, take-out with boat ramp (per acre)	13,350	0.07	1.00	0.07
Leisure	Playgrounds (per 3,200 sf of fully developed area)	6,270	0.16	0.14	0.2
	Family Picnic Area	160	6.25	0.01	0.08
	Group Picnic Area (with shelter)	2,780	0.36	2.06	0.74
Other Facilities	Swimming Pool	8,250	0.34	0.34	0.04
	Outdoor Events Venue	2,380	0.42	3.19	1.34

## Parks and Recreation: General Information (Continued)

### Park Types

Parks generally fall into one of several defined categories. These are:

- **Pocket Park:** A local park within biking and walking distance of users and can be co-located with an elementary school. It is used to address limited, isolated, or unique recreational needs. Usually less than 1/4 mile from residents, and between 2,500 square feet and one acre in size.
- **Neighborhood Park:** Local park within biking and walking distance of users, can be co-located with elementary school, generally 1/4 to 1/2 mile from residence, and usually 5 to 10 acres in size.
- **Community Park:** A park that provides recreational opportunities for all city and regional residents, and accommodates large group activities. The focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open space. These parks usually serve two or more neighborhoods within a 1/2 to 3 mile distance. In the community-wide survey, several respondents favored the addition of a community park.

### Trail Definitions

- **Trails:** A four- to six-foot, soft surfaced pedestrian path separated from motor vehicle traffic by an open space or barrier. Its route may be aligned within or independent of a street right-of-way.
- **Multi-Use Trail:** An eight- to ten-foot wide, hard surfaced path separated from motor vehicle traffic by an open space or barrier. Its route may be aligned with or independent of the street right-of-way, and is often located along greenways.

### Open Space Definition

Open Space is a broad term for land largely free of residential, commercial, and industrial development that can provide wildlife habitat, access to recreation, scenic views, passive recreation, and compatible parks and recreation facilities.

## 2.1 Update the Ogden Parks Master Plan

### Ogden Parks Master Plan

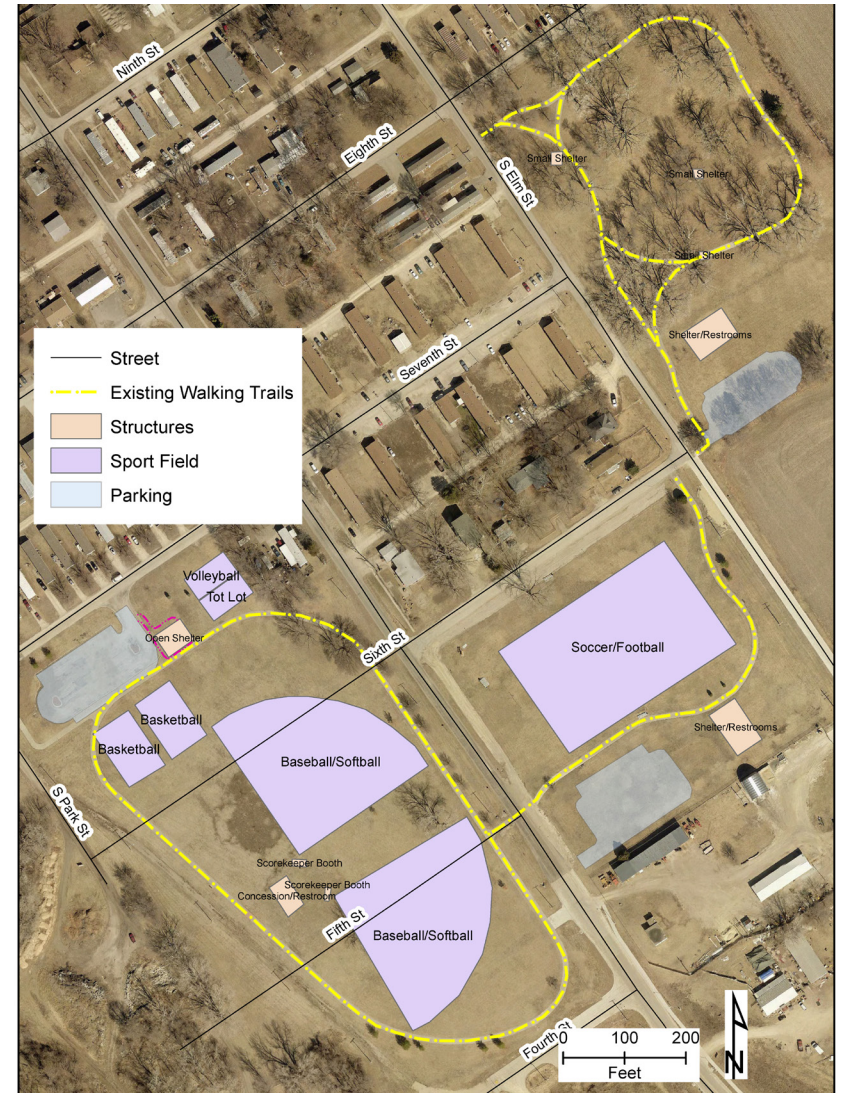
The last time the Ogden Parks Master Plan was updated was in the 1990s and it was comprised of a single map for the South Parks area (Figure 2.1). Ogden has significantly changed over the past 30 years and there should be investment into a new Parks Master Plan to meet the modern needs of the community.

### Riverfront Development

A potential parks and recreation opportunity for the City of Ogden is riverfront development. In addition to boat ramp access on the southeast side of the city, the riverfront is a short walk from the South Parks. Figures 2.2 and 2.3 explore possible opportunities for the area including some of the most requested amenities from the community-wide survey such as trails, riverfront recreation, a dog park, and playground.

In addition to the riverfront amenities, there have been efforts within the City of Ogden in collaboration with Fort Riley, the Flint Hills Regional Council, and the Flint Hills Metropolitan Planning Organization on a regional trail network that would connect Ogden to Junction City to the west and Wamego to the east. There have also been efforts to develop a multi-use trail that would connect the Fort Riley Ogden Gate, the Community Center, and Ogden Elementary School to the South Parks area.

▼ Figure 2.1: 1990s Ogden South Parks Master Plan



## 2.1 Update the Ogden Parks Master Plan (Continued)

### ▼ Figure 2.2: Ogden's South Parks Concept

Created by Anderson Knight Architects



▼ **Figure 2.3: Ogden's Riverfront Concept**  
Created by Anderson Knight Architects



## 2.2 Improve and Expand the Community Center

### The Community Center Area

The Ogden Community Center is located downtown and is considered the central meeting spot for the community. Within the community-wide survey, a majority of respondents agreed that there needed to be improvements to this area.

### Ogden Community Center

The Ogden Community Center houses the Parks and Recreation Department, has classes and events are frequently held at the community center, a gym, library, and meeting spaces. In the community-wide survey, it was suggested that the community center extend their hours of operation while there was another suggestion for more events.

### Library

The Ogden City Library is part of the North Central Kansas Library System. The library is currently located in the Ogden Community Center. Various services are offered by the library such as a summer reading program, as well as a Story Time during the school year. The library is equipped with five computers with internet capability that are open to the public. The library has selections for every age group, but is particularly strong in their children's collections. The library also offers checkout of family videos.

### City Pool and Park

The Ogden City Pool is located on the same site to the northwest of the community center.

▼ Figure 2.4: Ogden Community Center and City Pool



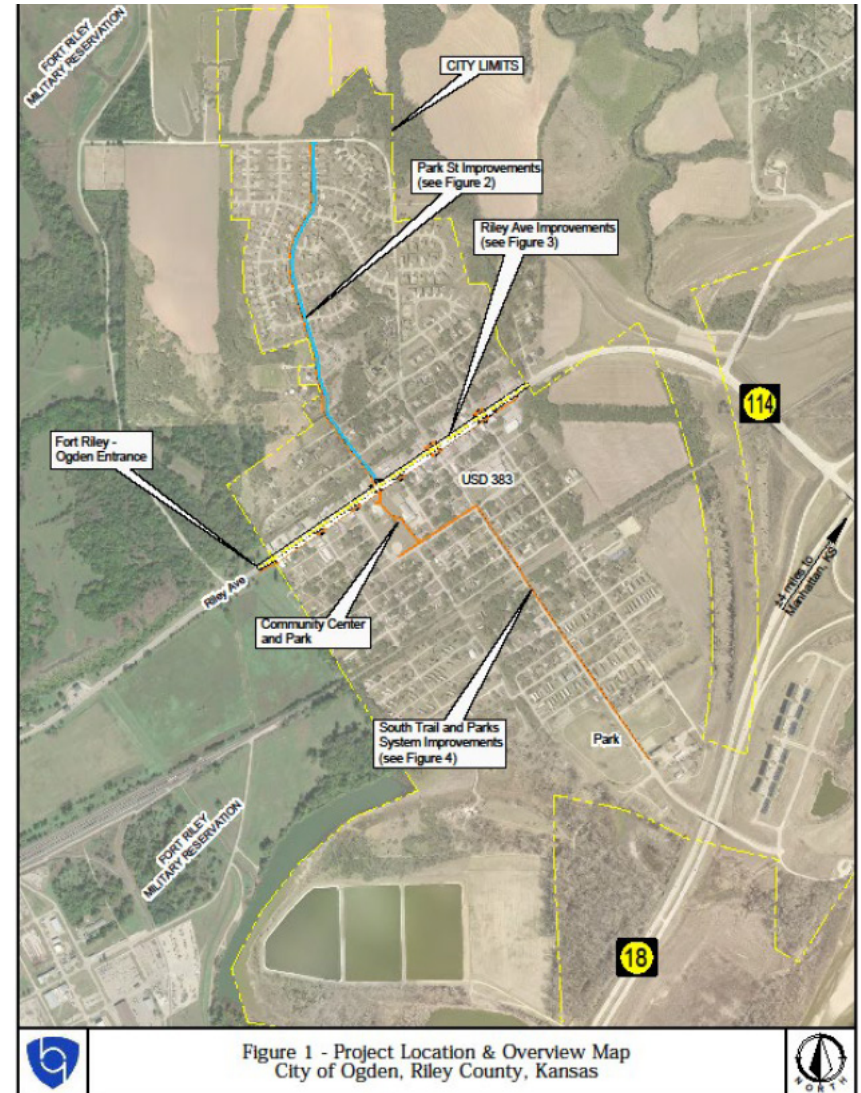


## 2.3 Connect Existing Parks With Trails

A recent priority for the City of Ogden has been to connect existing parks with trail corridors. Having a complete and accessible trail network increases a community's quality of life by promoting physical fitness, giving a place to meet with friends and neighbors, and contributes to overall mental health. The construction of additional trails would provide Ogden residents an added quality of life.

The proposed trail system in Figure 2.5 would connect city parks, the community center, and the current trails making them more accessible to the community. The addition of this trail system would provide a safe path for the residential areas north of Riley Avenue and south of K-18. Eventually, these trails could link to Fort Riley's trail system and would be an essential piece to a regional trail network that would run from Junction City to Wamego. A regional trail system has gathered increasing support in recent years, and 2020 a regional trail plan was finalized by the Flint Hills Metropolitan Planning Organization (MPO). Further details can be found in the MPO's Regional Connections Plan and their long-range transportation plan.

▼ **Figure 2.5: Riley Avenue Corridor and Multi-Use Trail**



## Services and Infrastructure: General Information

### Community Services

Community services and infrastructure support development, community investment, and overall quality of life. Current community services include the local government, police department, fire department, local schools, and utility providers. A substantial number of community facilities in any municipality are operated and funded by governmental entities. With many of the services provided in any community delivered as a budgetary element of the municipal government, an understanding of future service levels needed to support the municipality is necessary as a base for projecting the capital and fiscal resources needed. It is important to note that not all services fall under city control, therefore, inter-agency cooperation is crucial to achieve mutually beneficial goals.

### Local Government

Located downtown, the City of Ogden's City Hall houses essential city functions. Ogden is governed by the mayor-council government system, with an executive mayor who is elected by voters, and a separately elected legislative council.

### Education

The City of Ogden is served by the Manhattan-Ogden Unified School District (USD) 383. In many communities throughout the country, there is minimal coordination between cities and school districts. The City of Ogden should regularly communicate with USD 383 in regard to new developments that may impact Ogden Elementary.

▼ **Figure 2.6: Ogden Elementary Field Day, 2019**

Source: Ogden Elementary School Facebook



- **Ogden Elementary School**

Ogden Elementary is a National Blue Ribbon School Award winning school that was originally built in 1918. The school was over capacity and underwent a \$4.7 million renovation in 2010. The school is located on Elm Street between 13th Street and 14th Street.

- **Middle School and High School**

Ogden Elementary students attend both middle and high school within the City of Manhattan.

## Public Safety

### • Riley County Police Department

The City of Ogden is served by the Riley County Police Department. When it comes to community services and infrastructure, stationing more police officers in Ogden was the number one priority identified by the community-wide survey respondents.

### • Riley County Fire and Emergency Services

Riley County provides both fire and emergency services for the City of Ogden. The Riley County Fire Department provides the fire protection both inside and outside the City of Ogden. Response times are about eight minutes.

## Public Infrastructure

### • Potable Drinking Water System

Municipal water systems typically consist of three basic components: water supply, water storage and distribution. The City of Ogden draws its drinking water or potable water from three ground-source wells within the city boundaries. The water tower has a capacity of 200,000 gallons. The water system adequately serves the existing residents and is designed to serve a population of up to 5,000 residents. It is recommended that the city evaluate the capacity of the existing water system periodically to determine if improvements are required to meet future demand.

During the visioning sessions, city residents identified the quality of drinking water to be the top priority and most important issue re-

lated to infrastructure. Several factors determine the quality of the well water including the age and condition of the water mains and piping system and various pollutants from fertilizers, pesticides, and other nonpoint sources carried by runoff. E. coli contamination is also a concern as runoff from fields and nearby sewage lagoons can compromise water quality. To reduce runoff and thereby reduce the amount of contaminants, the use of bioswales to manage stormwater as opposed to the more conventional means of concrete drainage ditches or basins is preferred.

Bioswales are landscaped features designed to collect stormwater and filter silt and pollutants prior to the water reaching streams, river ways and ground water sources. In addition, bioswales slow the movement of water and reduce the impacts of flooding downstream. Pervious pavement is also preferred for new development and redevelopment projects. Pervious pavement, or porous pavement, decreases runoff by allowing water to seep into the ground through the pavement to recharge the aquifer. The soil, minerals and bedrock help to filter out contaminants that may otherwise enter the groundwater source. In heading towards a more sustainable future, city officials should also encourage the use of low-flow water fixtures in new developments within the city.

## Services and Infrastructure: General Information (Continued)

### • Sanitary Sewer System

The City of Ogden is currently served by a discharging, three-cell lagoon waste water system located to the southwest of the city. The wastewater treatment system includes two lift stations. The wastewater system was constructed in 1967 and was designed with two active cells and one overflow cell to be used as dictated by population growth. The city currently utilizes only two of the three existing cells. The utilized cells are individually 11 acres in size. The overflow cell also measures 11 acres for a system total of 33 acres. The system includes nearly 50,000 linear feet of piping for collection.

### • Stormwater System

Ogden lies in the Upper Kansas Watershed and has an annual precipitation of between 30 and 40 inches. Ogden's stormwater system is a conventional system designed to capture water flowing from impervious surfaces and channels the water away from the city eventually discharging into the Kansas River. Approximately 95% of the stormwater system is comprised of above-ground drainage channels with the remaining 5% below-ground.

The K-18 alignment was designed to mitigate the flooding issues. As most of the stormwater infrastructure is aged, the city should consider alternative approaches to treating stormwater as part of the Capital Improvement Plan (CIP). Retention systems are designed to be dry until significant storm events occur. Retention ponds allow stormwater to infiltrate through the soil or evaporate after events. As opposed to retention facilities, detention ponds gradually discharge water to adjacent surface waters through an

outlet structure. 'Dry' detention ponds can be designed so that the bottom of the pond is higher than the seasonal high water table. Development within the Manhattan Regional Airport flight zone should utilize only 'dry' stormwater systems.

### Private Infrastructure

Evergy provides power service to The City of Ogden. Three electric substations are located in Ogden. Development should be required to underground all electric utilities and the city should explore options for converting existing above-ground lines to an underground system.

Cox Communications provides cable television and internet services to City of Ogden residents as do the major satellite dish companies.

The City of Ogden is also served by the Kansas Gas Service and AT&T.

▼ Figure 2.7: Public Infrastructure Map: Water and Sewer, 2021



## 2.4 Further Develop the Capital Improvements Plan

A Capital Improvement Plan, or CIP, looks at the “big picture” of community needs. A CIP is a comprehensive five-to-six year plan of proposed capital projects that is updated annually. It is intended to identify the needs of the community within the fiscal capabilities and limitations of the municipality. The CIP is a living planning document and is subject to change as the needs of the community change. Yet, the CIP may be used as an implementation tool available to the city for the implementation of this comprehensive plan.

A capital improvement project is a project that may include the construction of new facilities as additions to the City’s assets, and/or infrastructure, renovation of existing structures to significantly extend useful life, and major repair operations of a comprehensive and non-routine nature. To be defined as a capital project, the project must exceed \$15,000 in cost, and should be an expense that is nonrecurring (not an operating budget item). Most generally, the cost of a capital improvement project requires the issuance of public debt. Common examples of capital improvement projects include the construction of roads and bridges, facility construction, and land acquisition.

## 2.5 Encourage Underground Utilities

New development should be required to underground all electric utilities and the city should explore options for converting existing above-ground lines to an underground system, especially along prominent corridors. Improvements of this nature will improve service and community appearance. Underground utility requirements are also recommended in the Region 1 Hazard Mitigation plan, there is less damage to infrastructure during natural disasters.

## 2.6 Address Water Hardness

Water quality is a common concern for the citizens of Ogden. Ogden's water is typical to the state of Kansas and is sourced from wells in the area. Water taken from wells generally contain minerals, like calcium, magnesium, and phosphorus to name a few. While these types of minerals are present in Ogden's water supply, they are within the safe parameters for drinking water. Ogden works with Kansas Department of Health and environment to test and ensure Ogden's water is safe for the community. The City does recognize that while the water is safe to use, it presents some challenges. Due to the hardness of Ogden's water, mineral buildup to appliances and other household items can occur quickly. It was suggested in the community survey that the city should invest in some type of water treatment facility to address the hardness of Ogden's water. While an infrastructure project of this nature would be welcomed, the cost of such a facility is prohibitive. City staff is consistently looking for funding mechanisms to support infrastructure projects within the community.

## 2.7 Station More Riley County Police Officers in Ogden

The City has a good working relationship with Riley County Police Department (RCPD), but due to staffing constraints there has been a perceived decrease in officer time spent in town. Couple that with recent incidences and community members are asking to see a greater police presence. This was evident in the community-wide survey. The City must continue to regularly voice concerns over staffing dedicated to the city, while maintaining open communication with RCPD. RCPD and the city should work together to educate Ogden citizens on when and how to contact RCPD for assistance. City leadership has requested increased traffic monitoring along Riley Avenue and should continue to work with RCPD to ensure that this is regularly happening.







## Foster Downtown Economic Growth

Downtown Ogden is the heart of the community, active with a mix of small businesses, civic buildings, and the community center. Downtown Ogden is steadily transforming and prime with opportunity.

Riley Avenue, which passes through Downtown Ogden, serves as a primary thoroughfare to/from Fort Riley. The  $\frac{3}{4}$ -mile long stretch of road serves as the primary commercial corridor for the city, carrying between 12,000 -18,000 vehicles a day. 95% of community survey respondents thought it was a priority for the City of Ogden to find ways to “capture” this traffic to/from Fort Riley. Downtown revitalization and business attraction and retention will play a key role in ensuring Ogden’s economic viability into the future.



### **Goal 3: Foster Downtown Economic Growth**

- 3.1 Explore the components of an overlay district for downtown.
- 3.2 Continue to promote funding for façade and storefront improvement programs. Ensure materials are available online.
- 3.3 Establish an Ogden Economic and Redevelopment Committee comprised of community business owners and stakeholders.
- 3.4 Launch a “Shop Local” campaign.
- 3.5 Develop a small business incubator to attract entrepreneurs and foster new development.
- 3.6 Leverage Ogden’s strategic location to recruit businesses.

## Economic Vitality in Ogden

Looking ahead to 2040 and predicting economic development and associated jobs can be difficult under any circumstances. However, forming a basis of goals and economic development tools that focus on both the economic and social wellbeing of a community can result in long-term economic success and resiliency. These goals can also help determine land needs for development.

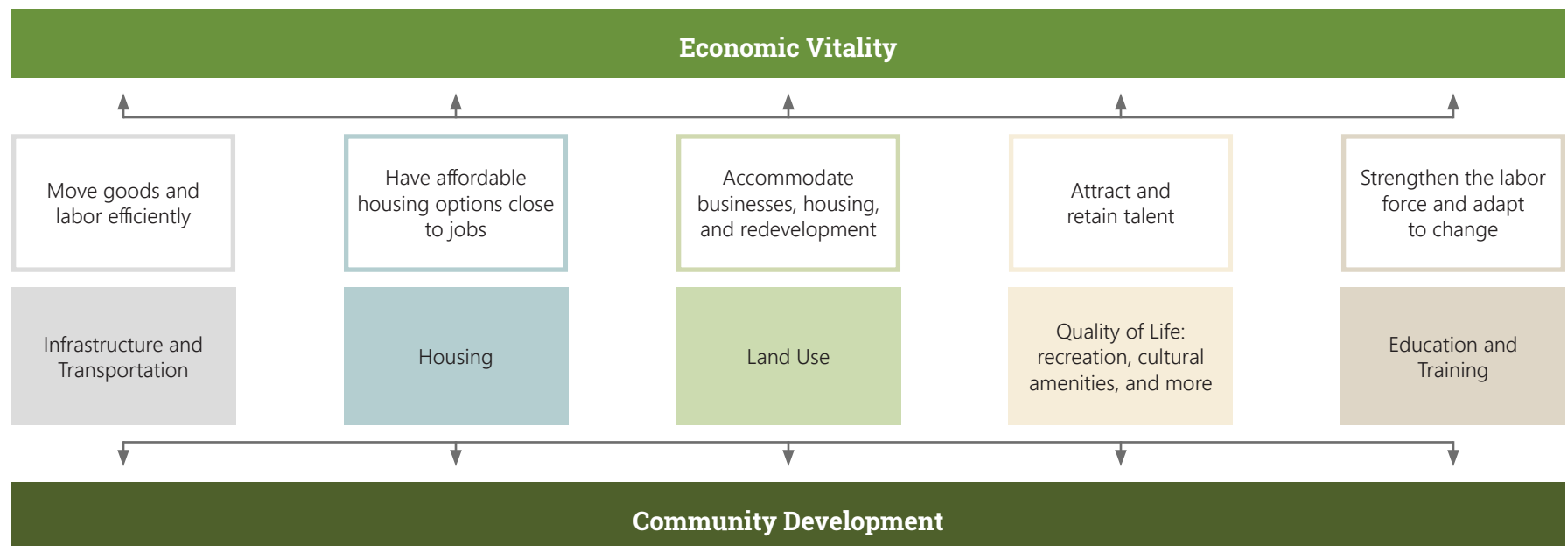
Many areas of community development parallel the priorities of economic development, as illustrated in Figure 3.1, The economy

plays a crucial role in sustaining the quality of life in any community. A healthy economy can lead to quality schools, infrastructure, parks, and so much more.

Ogden has access to several existing private and public resources. There are organizations within the Flint Hills region that can help support and spur economic development efforts through either their expertise, connections, and/or financial support.

▼ **Figure 3.1: Building Blocks for a Sustainable Economy**

Economic and Planning Systems, Inc.



### 3.1 An Overlay District for Downtown

Downtown Ogden is the core of the community. The downtown corridor along Riley Avenue currently has many key assets such as restaurants, government facilities, and offices. These businesses are primarily locally owned and operated. Most businesses are healthy but the current downtown sits on a precarious edge.

Ogden residents feel strongly that the downtown area needs to be enhanced. A streetscape enhancement plan and overlay district for downtown is encouraged in order to jumpstart the process of redevelopment for Riley Avenue. This plan in conjunction with a overlay district would include landscaping elements and aesthetics for privately owned buildings, similar to a historic district. An effective use of landscaping within parking stalls is demonstrated in Figure 3.3. A next phase could be to upgrade the sidewalks along the Riley Avenue corridor and encourage outdoor dining where appropriate.

For a week in October 2016, the City of Ogden unveiled the volunteer driven effort to transform Riley Avenue (Figure 3.4). The community experienced a redesigned corridor with narrowed travel lanes, wider sidewalks, bike lanes, curb extensions, and parklets. These temporary improvements were constructed at a low-cost with the intention of demonstrating how Riley Avenue could be safer, healthier, and more engaging to residents, businesses, and visitors. The project was well received and though there has been action on this effort, there are more revitalization efforts that can be made.

▼ Figure 3.2: Downtown Facing East, 2021



## 3.2 Promote Façade and Storefront Improvements

Currently there is a Downtown Development Grant ran by the City of Ogden for private businesses wanting to improve their storefront. Enhancements to storefronts visibly exhibits the City's commitment to renewal and redevelopment. Continued municipal support o façade improvements and similar programs may be the first step to enhance the street character.

Design standards for renovation and new construction are highly recommended for the Downtown Mixed Use District. Design standards throughout the nation have proven successful in enhancing the image of communities. Additionally, the buildings in Ogden's downtown should be placed in such a way to define strong street edges, thus creating more lively sidewalks and zones where activity can take place.

▼ **Figure 3.3: Pewaukee Town Center - Aerial Photo**

Photo courtesy of Randall Arendt. Used by permission.



▼ **Figure 3.4: Transformation of Riley Ave, 2016**



### 3.3 Establish an Economic and Redevelopment Committee

Because a revitalized and rejuvenated central business district and community economic development are strongly linked, a committee comprised of various stakeholders, business owners, and city leaders should be established with the task of researching and implementing policies for attracting new business growth to the City. The committee should concern itself with the various incentive tools available to the city, and implementing a strategy to attract new investment and retain existing businesses. The committee should also consider the various grants available to small communities for beautification and revitalization, new community programs, small business start-ups and special improvement projects. The committee should determine Ogden's strengths and specific opportunities and actively market those characteristics to developers, business owners and young professionals/entrepreneurs. The committee should establish a benchmark for attracting new investment and should work diligently to recruit new businesses to the city.

### 3.4 Launch a "Shop Local" Campaign

A "Shop Local" campaign is likely one of the largest understated and overlooked concepts of small town survival. However, this does require work of both customers and business owners. Specifically, customers who buy from local businesses help support local jobs and provide sales tax revenue to the city for additional community projects.

There are several ways to launch a "shop local" campaign and there are several resources within the region. Advocacy could begin with a committee such as the Ogden Economic and Redevelopment Committee, that would spearhead marketing, use of websites, window decorations, and more. The city could also sponsor and promote a "shop local" event.

### 3.5 Develop a Small Business Incubator

Developing a small business incubator can attract entrepreneurs and young professionals, and foster new business investment. Many small communities have invested in a community-wide small business incubator as a way to grow local businesses from the ground-up. Most of these business incubators have shared facilities such as shared conference rooms and internet access but allow tenants office space or retail display areas at a significantly reduced lease rate. In addition, the businesses often benefit from the partnerships they established with other small business tenants. Once the business is rooted in the local economy, the business can relocate to a permanent space in town making room for another new start-up. The construction of these facilities is often financed through federal grants or private investments. City officials should consider the construction of an incubator facility or the conversion of an existing structure or structures into such a facility to foster new businesses in the city.

### 3.6 Leverage Ogden's Strategic Location

During the visioning phase of the comprehensive planning process, community residents expressed the need to attract reinvestment in, and to revitalize Riley Avenue. Residents want more small businesses along Riley Avenue and hope to see the downtown as a viable and healthy commercial center. Ogden's adjacency to Fort Riley provides an opportunity for businesses that cater to military personnel and an opportunity to capitalize on post traffic especially during the morning and late afternoon hours. Additionally, Ogden is centrally located in the region to recruit retail associated and service uses.







# Create a Connected Transportation System for All Users

Transportation is the backbone of our communities, allowing people and goods to maneuver safely and seamlessly. Ogden’s existing roadway system serves vehicles well, moving them efficiently through town. However, the infrastructure dedicated for people walking, biking, or in a wheelchair is limited.

Over the next 20 years, Ogden should focus on preserving the existing transportation system and finding opportunities to improve roadways to better serve those walking or biking.



**Goal 4:  
Create a Connected Transportation  
System for All Users**

- 4.1 Identify funding available for preserving transportation infrastructure and assets.
- 4.2 Implement the Safe Routes to School Plan to improve sidewalk connectivity.
- 4.3 Establish a long-range vision for Riley Avenue that accommodates all modes of transportation.
- 4.4 Continue to engage with regional partners to implement the Regional Connections Plan.

# Transportation and Quality of Life

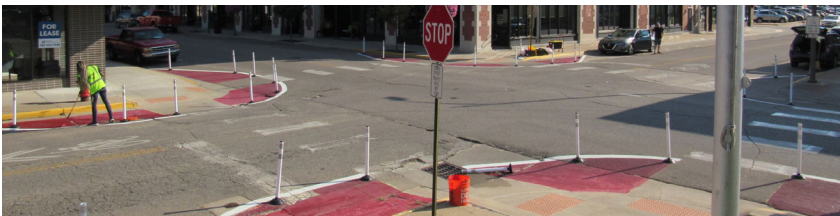
Transportation affects our daily lives in a number of ways. It contributes to our cost of living, our overall health and our decisions on where we live. With a renewed interest in quality of life and community livability, creating a transportation network to accommodate all users is important for long-term success.

The implementation actions identified within this chapter focus on the safety of roadway users and creating a transportation system that enhances the quality of life for Ogden and its residents.

### Roadway Improvements Using Temporary Materials

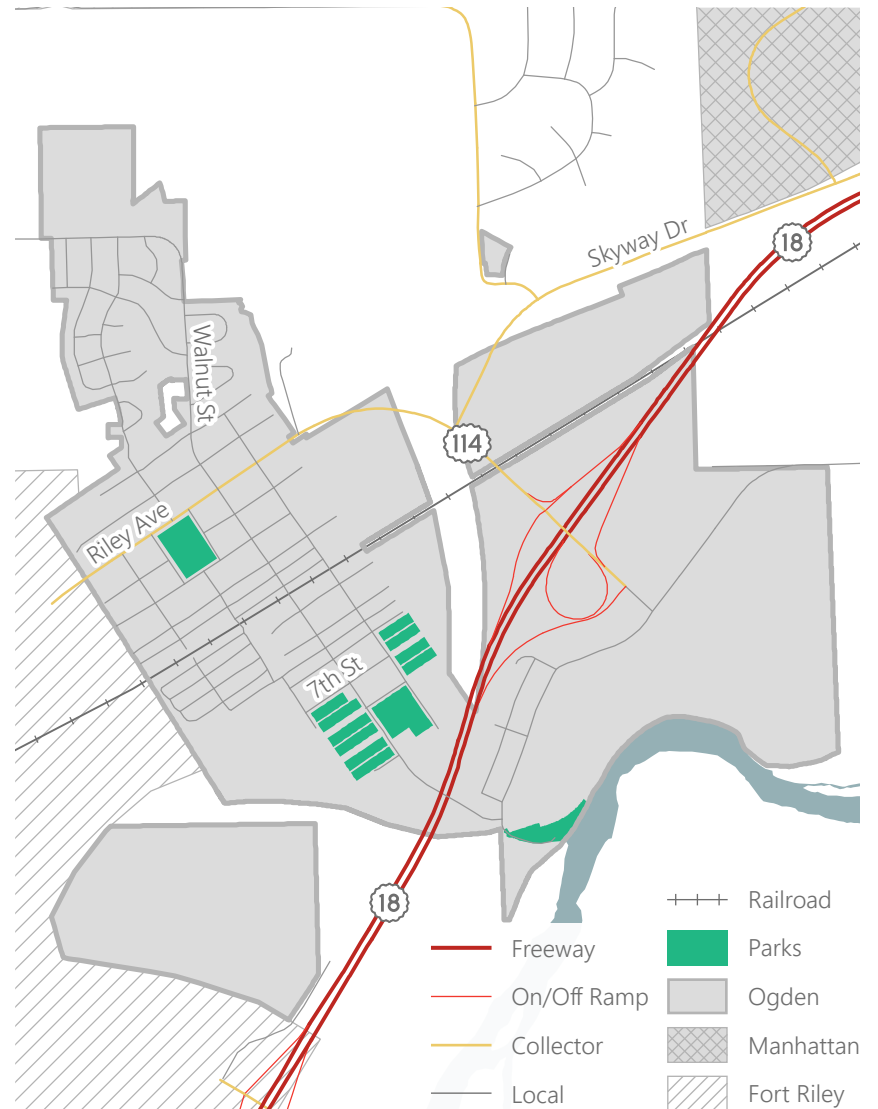
Reconstructing a roadway to improve safety can be expensive and take several years. And, recommendations that alter the geometry of a roadway to better accommodate people walking or biking can be difficult to visualize or get community buy in.

By using low-cost and temporary materials, a roadway can be altered for a fraction of the cost and time needed for traditional construction. Projects can be installed for a week (demonstration projects) or be in place for years (semi-permanent projects), depending on the intended outcome. Figure 4.1 depicts a demonstration project.



▲ **Figure 4.1: Demonstration Project Example**  
 Source: Flint Hills Metropolitan Planning Organization. Location: Manhattan, KS.

▼ **Figure 4.2: Existing Roadway Network, 2021**

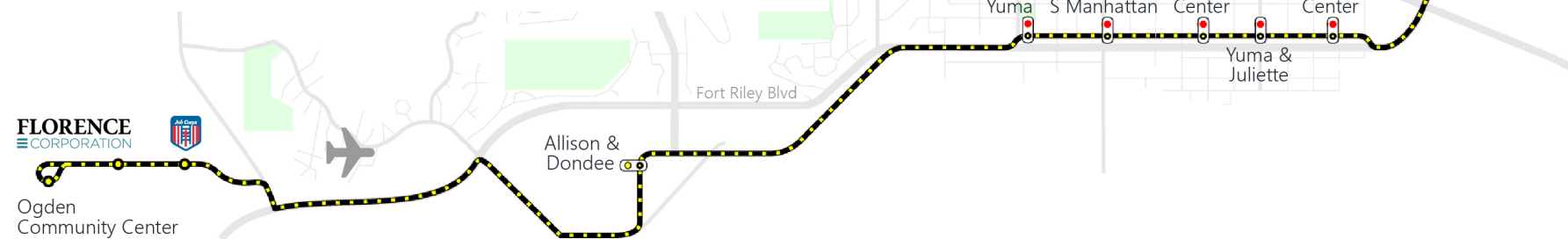


## Safety

Providing a safe transportation system for all users should be the number one priority for every community. The City of Ogden has made great strides in recent years to improve roadway safety by altering the lane configuration of Riley Avenue (adding the center turn lane) and implementing high priority projects identified in the Safe Routes to School Plan.

One of the most common metrics for measuring safety is to analyze crash data. It is important to look not only at how many crashes and where these occur, but also at the cause and severity of the crash. Figure 4.4 show the crashes that occurred in the City of Ogden between 2015 and 2019. There were a total of 61 crashes, eight of which resulted in injuries, and one involving a pedestrian.

Riley Avenue had 25 crashes (41% of the total crashes) along the corridor in the five-year span. While crashes continue to occur along this stretch of road, there have been no injury crashes since the installation of the center turn lane (Figure 4.5). This is a great testament to the safety improvements made along Riley Avenue with the addition of the center turn lane and narrower travel lanes.

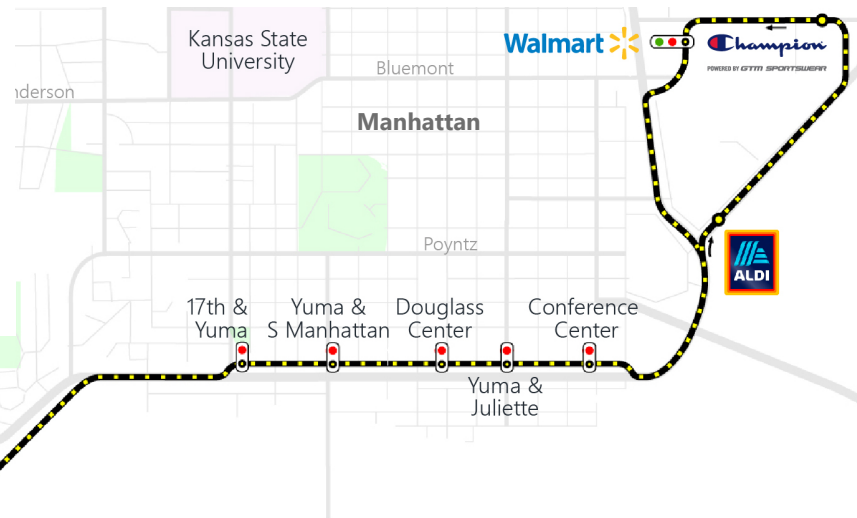


## Public Transportation

The City of Ogden is served by a fixed-route public transportation/transit service called the K-18 Connector (Figure 4.3). This fixed bus route is primarily used as a commuting route for people going to work between Manhattan and Ogden. There are future plans for the K-18 Connector to expand from Manhattan to Junction City, including the Ogden Community Center as a centralized location.

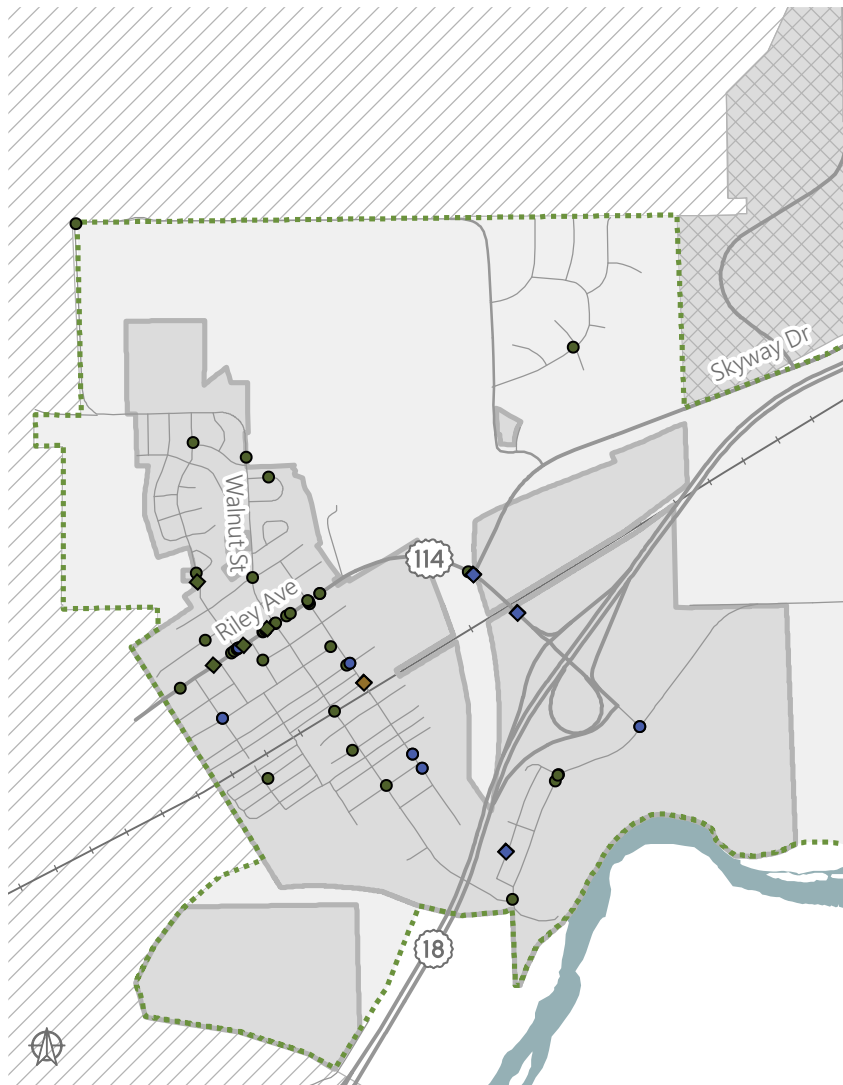
▼ **Figure 4.3: ATA Bus K-18 Connector**

Source: Flint Hills Metropolitan Planning Organization, 2021



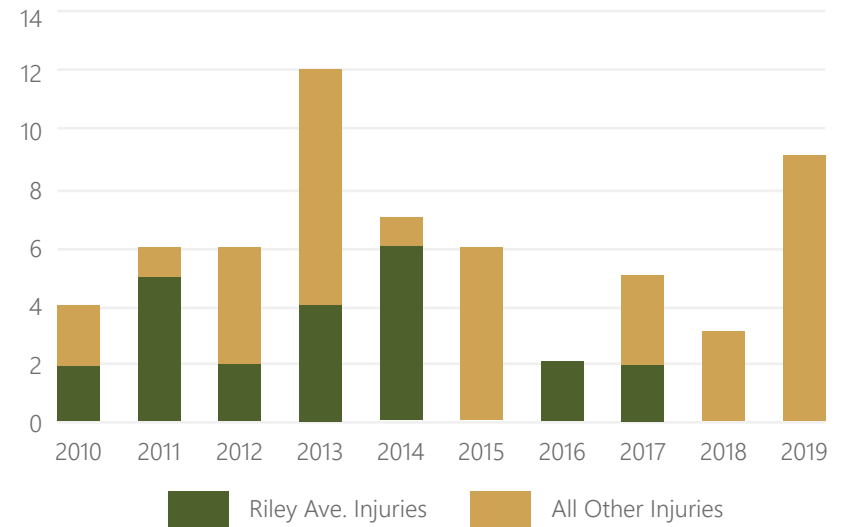
▼ **Figure 4.4: Crash Map**

Source: Flint Hills Metropolitan Planning Organization, 2021



▼ **Figure 4.5: Riley Ave. vs All Other Injuries**

Source: Flint Hills Metropolitan Planning Organization, 2021

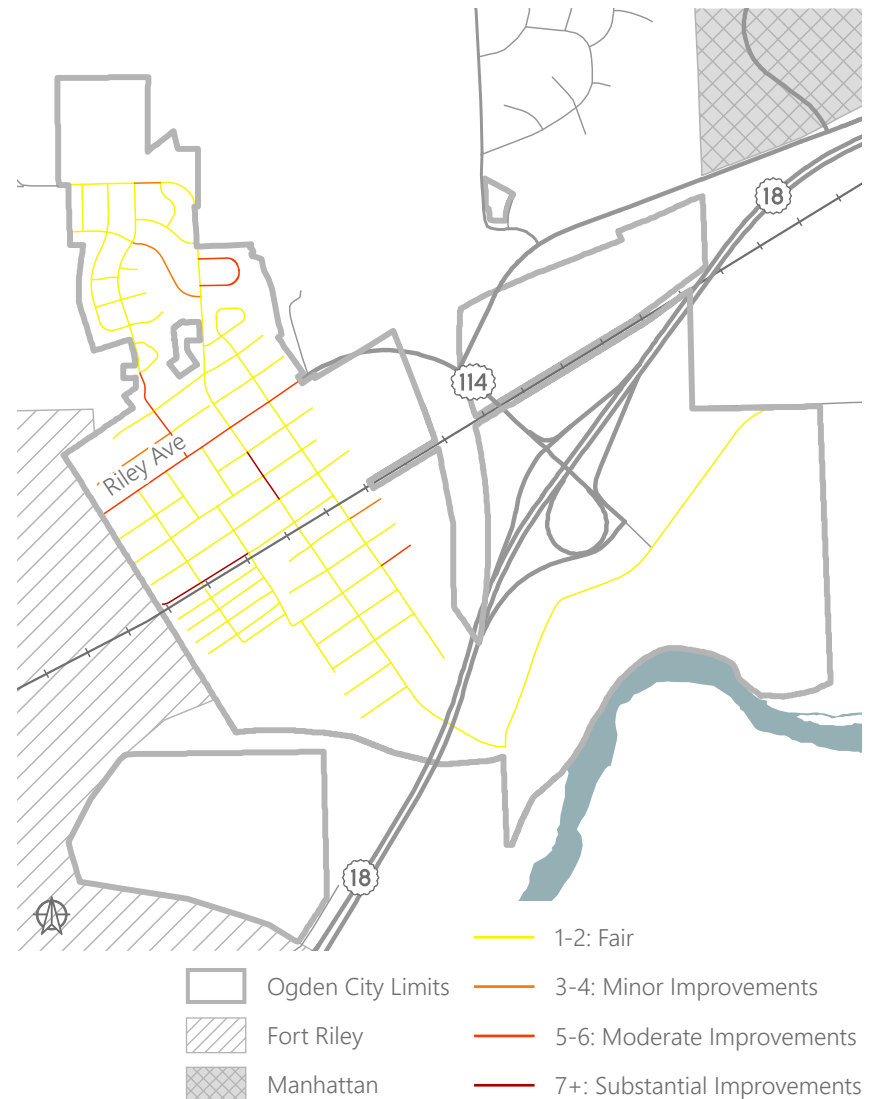


- Non-Injury Crashes from Drugs or Alcohol
- ◆ Injury Crashes from Drugs or Alcohol
- ◆ Injury Crashes with Pedestrians
- Other Non-Injury Crashes
- ◆ Other Injury Crashes
- ▭ Planning Influence Area
- ▭ Ogden City Limits
- ▭ Manhattan
- ▭ Fort Riley

## 4.1 Preserve Transportation Infrastructure and Assets

Maintaining and preserving our existing infrastructure is vital for the community. As our roadways age, they require more ongoing maintenance and preservation. Figure 4.3 depicts current roadway conditions. If these critical responsibilities are deferred or delayed, it increases the rate at which our roadways deteriorate, costing more money in repairs over time. To ensure the ongoing maintenance and preservation of existing roadways, the City should identify and earmark funding dedicated to these efforts. As the roadways in the newer subdivisions begin to reach the end of their useful life, this will place an added strain on the City budget. Identify these upcoming needs now allows for more time to plan for this inevitable responsibility.

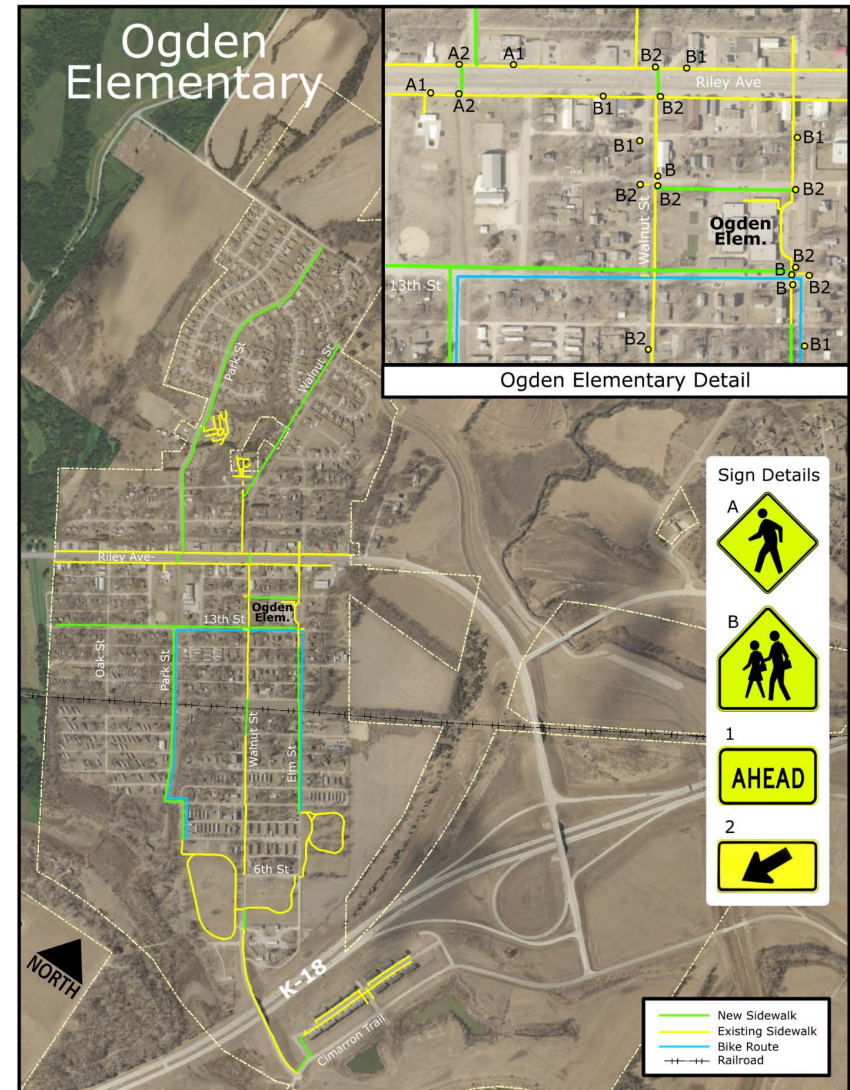
▼ **Figure 4.6: Roadway Condition, 2021**



## 4.2 Implement the Safe Routes to School Plan

Safe Routes to School is a national program that strives to create a safe environment for children to walk and bike to school. There is a federal funding source dedicated for completing projects identified in a Safe Routes to School (SRTS) Plan. Beginning in 2016, the City of Ogden worked with the Flint Hills Metropolitan Planning Organization to prepare the community's first SRTS Plan and has since received a SRTS grant to improve the safety of crossing Riley Avenue. The City of Ogden should continue to work on implementing the recommendations of the 2017 SRTS Plan.

▼ **Figure 4.7: SRTS Sidewalk Improvements, 2017 Plan**



## 4.3 Establish a Long-Range Vision for Riley Ave

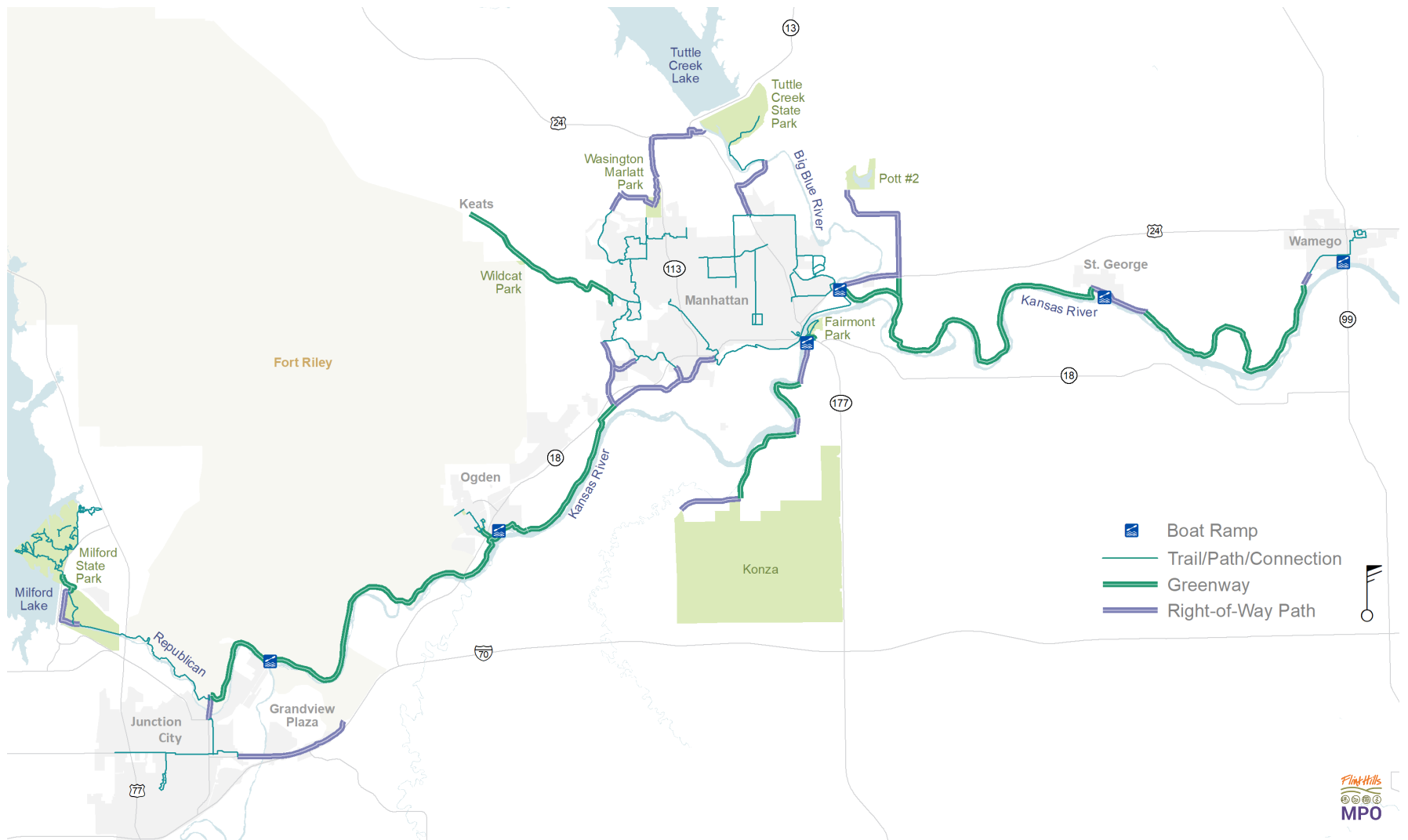
As the most heavily traveled road in Ogden, Riley Avenue also serves as the heart of the community. While the roadway may function as a throughfare for those accessing Fort Riley Military Installation, residents view it as their Main Street. Establishing a long-range vision for Riley Avenue will help the community towards a corridor that improves the aesthetics of downtown, enhances safety for all roadway users, and still serves thru traffic.

## 4.4 Support the Regional Connections Plan

The Regional Connections Plan is a long-range vision for establishing a trail network in the Flint Hills region (Figure 4.5). Specifically, from Wamego to Milford Lake. The idea behind this Plan is to have a unified vision for a future trail network that each community can work towards and understand how their section of the network fits within a bigger idea.



▼ **Figure 4.8: Regional Connections Plan**  
Source: Flint Hills Metropolitan Planning Organization







# Market Community Assets and Celebrate Ogden's Unique Identity

Ogden has a number of community assets, rich community history, and reason to celebrate its unique identity. There are simple cost-effective ways to promote Ogden that would generate community spirit and increase tourism.



**Goal 5:  
Market Community Assets and  
Celebrate Ogden’s Unique Identity**

- 5.1 Complete an inventory of local historical sites and publish on the City of Ogden’s website.
- 5.2 Broaden and support the existing event committee to focus on the planning of new and existing events.
- 5.3 Market community assets such as Ogden Elementary School, recreation opportunities, family-friendly environment, the national river trail, etc.

## 5.1 Inventory and Publish Local Historical Sites

Ogden has a rich history. There are a few historic structures within Ogden that should be inventoried and celebrated, such as City Hall shown in Figure 5.1 as the historic library and drug store; later shown as the city building in Figure 5.2. Inventorying and releasing information about these historic structures encourages careful treatment of historic resources while recognizing the need for the contemporary economic use of these structures. Partnerships with nearby universities may prove useful in implementing planning initiatives as well as manpower for historic property inventories.

National Trust for Historic Preservation has outlined seven economic benefits of preservation. These are:

1. Dollar for dollar, historic preservation is one of the highest job-generating economic development options available.
2. Job creation spurred by historic preservation begins in construction and the trades.
3. Job creation extends beyond construction.
4. Historic preservation creates more jobs than the same amount of new construction.
5. Historic preservation has a multiplier effect.
6. Historic preservation provides a greater benefit to local suppliers.
7. Historic rehabilitation is often a counter-cyclical activity that helps stabilize the local economy during an economic downturn ("Economic benefits of preservation: Annotated bibliography," 2007).

▼ **Figure 5.1: Historic Downtown Ogden Facing East, 1920s**



▼ **Figure 5.2: Current Downtown Facing East, 2021**



## 5.2 Broaden and Support Community Events

Over the years, Ogden has expanded the number of events held. Community events are often held at or near the community center. Events have included the annual Ogden Fall Festival (Figure 5.3 and 5.4), an Easter Egg Hunt, 4th of July celebration, and more. Events like these can have galvanizing, uplifting effects on communities. The City of Ogden should continue to support family-friendly events and future programming should focus on diversifying offerings and opportunities to experience Ogden.

▼ **Figure 5.3: Color Run, 2016 Fall Festival**



▼ **Figure 5.4: Riley Avenue Temporary Improvements, 2016 Fall Festival**



## 5.3 Market Community Assets

Marketing a community is a low-cost critical component to success that can be used for many years. When thinking of marketing, logos and taglines typically come to mind. For Ogden, it is difficult for current residents to find a community logo and/or motto. Developing a clear logo and motto that reflects community character is encouraged.

For many other cities of various sizes, marketing can bring tourism into the community while also helping to build community pride. Marketing a community should extend beyond a logo and motto and become visible in a community through community entrance signage, wayfinding signage, banners at events, and more. Downtown currently has good a good example of a unified banner (Figure 5.5). Discussions on marketing strategies engage local citizens, organizations, and regional partners. The Ogden Economic and Re-development Committee mentioned in Chapter 3 may be able to spearhead ideas and implementation for marketing related activities.

Additionally, the City of Ogden should update their website frequently to market and inform residents and tourists of local assets, historical sites, riverfront access, and more.

▼ **Figure 5.5: Welcome to Ogden Banners Downtown**









## **Communicate and Coordinate Locally and Regionally**

The administration of the Comprehensive Plan and its component parts is the joint responsibility of the City of Ogden and Riley County. To ensure that the intent of the Comprehensive Plan is carried out, the City and County will foster coordination and cooperation between themselves, the Flint Hills Regional Council (administrator of the Flint Hills Economic Development District), the Flint Hills Metropolitan Planning Organization, Fort Riley, Kansas State University, Flint Hills Area Transportation Agency, Ogden Planning and Zoning, Riley County Planning Board, area service providers, and others in the region on issues of shared significance.



## **Goal 6: Communicate and Coordinate Locally and Regionally**

- 6.1 Launch a community satisfaction survey of city services
- 6.2 Participate in regional opportunities to promote Ogden
- 6.3 Improve communication with Manhattan-Ogden USD 383
- 6.4 Participate in the Flint Hills Economic Development District plan updates and implementation
- 6.5 Support efforts of the Flint Hills/Fort Riley Joint Land Use Study and increase communication between Fort Riley and the community
- 6.6 Promote a coordinated approach to long-range planning within the region on issues of shared significance
- 6.7 Increase collaboration with other rural communities

## Communicate and Coordinate Locally and Regionally

The City of Ogden values and understands the importance of communicating and coordinating among stakeholders both locally and regionally and has made this a goal within the plan to ensure strong partnerships and a commitment to collaboration. The goals and policies in this chapter, in conjunction with the supporting policy documents identified at the end of this chapter and other goals and policies contained in this Plan, should be used to promote ongoing collaboration among the City, County and other agencies and organizations in the region.

## 6.1 Launch a Community Satisfaction Survey

To gauge community satisfaction with city services, communities often utilize community satisfaction surveys every few years as a tool to better understand what may be going well, if there are any concerns among the community that may need to be addressed, or if additional clarifying information should be provided. This information could also be used to assist with future resource allocation decisions that could guide or influence capital project budget planning, better define roles and responsibilities of city staff or make adjustments to operations as needed to improve upon city services

## 6.2 Participate in Regional Opportunities to Promote Ogden

Through participation in regional initiatives and collaboration with regional partners, the City of Ogden will be able to take advantage of these opportunities to promote Ogden. These may be in the form of continuing participation with the Communities to Call Home initiative, participation in the regional river/trail initiative, attending regional conferences, hosting regional events, promotion of USD 383 schools, engagement with regional networks, organizations and associations, and other ways that capitalize on the close proximity to the National Kansas River Trail, Kansas State University and Fort Riley.

## **6.3 Improve Communication With Manhattan-Ogden USD 383**

The City of Ogden is eager to improve communication with USD 383 to ensure the quality of education and services provided by USD 383 are meeting the needs of the residents of Ogden.

## **6.4 Participate in the Flint Hills Economic Development District Plan**

The Flint Hills Regional Council serves as the administrator of the Flint Hills Economic Development District, as designated by the U.S. Economic Development Administration (EDA). As a pre-requisite of being designated as a District, the Flint Hills Regional Council must develop, submit, maintain, implement and update a regional economic development plan every five years. This plan serves as a guide for a seven-county area including Chase, Geary, Lyon, Morris, Pottawatomie, Riley and Wabaunsee Counties. The City of Ogden's participation in the planning and implementation of this plan is critical to our entire region and may be used as a resource and guidance for economic development efforts locally. The next Plan Update will be submitted to the Economic Development Administration in September 2021 to begin the next five-year cycle. This plan is referred to by EDA as the Comprehensive Economic Development Strategy (CEDS), and referred to by the region as the Flint Hills Economic Development District Plan.

## 6.5 Support the Flint Hills/Fort Riley Joint Land Use Study

This comprehensive plan is funded by the Office of Local Defense Community Cooperation, U.S. Department of Defense, and the City of Ogden (90/10) as an implementation project of the Flint Hills / Fort Riley Joint Land Use Study. The Joint Land Use Study (JLUS) is the result of a partnership consisting of hard work and coordination among a team of dedicated stakeholders, community leaders, residents, and Fort Riley military personnel seeking to identify opportunities for their community and the military to continue to work together to ensure the mission of Fort Riley. The JLUS was funded by the Department of Defense and continues to be administered by the Flint Hills Regional Council. Additional planning, implementation and coordinating efforts will be ongoing to ensure increased communication, planning and collaboration among all surrounding communities and Fort Riley.

The City of Ogden can support these efforts by:

- Increasing public awareness of compatibility issues related to Fort Riley operations refer to the Joint Land Use study for further specifications
- Continue to provide property owner notifications related to noise attenuation and/or other Fort Riley related operational notices
- Review and consider JLUS recommendations in the development review process
- Work closely with Fort Riley to coordinate on issues of mutual concern, particularly as it relates to growth and development issues, minimization of land use conflicts and encroachments, and ensure that development is mutually compatible with the goals

and objectives of this Comprehensive Plan and the mission of Fort Riley. This includes renewable energy development, vertical obstructions, frequency, and noise.

- As part of the development review process, reference the Acoustic Study (Appendix D).
- Ensure that land use and development policies of the City and Riley County are consistent with the Joint Land Use Study for Fort Riley to protect it from incompatible development encroachment.

## 6.6 Promote a Coordinated Approach to Long-Range Planning

Several long-range plans have been developed for the region on issues of shared significance. A series of relevant sub-actions have been developed that align with this strategy as follows:

- Coordinate the goals and policies contained in this Comprehensive Plan with those set forth by other governmental agencies within the region, such as the Flint Hills Metropolitan Planning Organization, Flint Hills Regional Council, Kansas State University, Flint Hills Economic Development District, Flint Hills Area Transportation Agency, Fort Riley, Riley County Planning Board, area service providers, and others in the region.
- Actively participate in area-specific or issue-specific plans and studies led by others, with a particular emphasis on plans that address issues of shared significance, such as land use, transportation, the provision of infrastructure and services, housing, economic development, conservation of natural resources, and hazard mitigation.
- Work closely with the Flint Hills Metropolitan Planning Organization and other partners on land use and transportation planning issues in the region. Actively participate in the development of the Flint Hills Transportation Plan and travel demand modeling. Provide updated Future Land Use map information to the MPO as necessary to ensure consistency.
- Work with the Flint Hills Area Transportation Agency (ATA) and other partners to develop plans for enhanced transit services within the region.
- Continue to coordinate and develop agreements related to issues such as improved planning and coordination, location of growth and development, economic development, provision of public facilities and services, conservation of natural resources, and revenue sharing.

## 6.7 Increase Collaboration With Other Rural Communities

The Flint Hills Region offers a variety of ways to be engaged, collaborate with neighboring communities and entities, and share relevant information that may be beneficial to the City of Ogden. The City of Ogden has been a member of the Flint Hills Regional Council for years, of which hosts monthly meetings for member jurisdictions to share updates about their community initiatives and any concerns that may be of interest to other members. As of 2021, the Flint Hills Regional Council (FHRC) has a total of twenty-five member jurisdictions throughout the Flint Hills Region. FHRC’s mission is to enhance economic viability and increase quality of life throughout the Flint Hills. FHRC also serves as the administrator of the Flint Hills Economic Development District—a seven-county district designated by the Economic Development Administration, of which the City of Ogden is an active participant. The Flint Hills Metropolitan Planning Organization also provides opportunities for regional collaboration as it relates to transportation planning and implementation.



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# Plan Implementation

Achieving the community vision for Ogden requires an ongoing commitment by city staff, appointed and elected officials, community partners, and community members. The City of Ogden and their implementation partners should monitor the progress of this plan on an on-going basis.

The 2040 Ogden Comprehensive Plan requires various actions, not all of which can be accomplished all at once given a typical budget and staff levels. Although some of the actions involve an ongoing review, Ogden should establish planning priorities as to which implementation actions it wishes to undertake in any given year. A chart summarizing all of the implementation actions is located within this chapter. This chart, or “Implementation Matrix,” should be used when prioritizing implementation efforts and should be updated annually. It summarizes the timeline, potential funding source, and the roles and responsibilities of the City of Ogden, outside agencies, and other organizations.

## Implementation Actions and Partners

Many comprehensive plans never meet their full potential due to lack of organization, resources, or lack of political will. In order to work towards the long-term vision, the City of Ogden should:

- adopt this plan and use it regularly;
- foster interagency collaboration and communication;
- be transparent and maintain clear communication;
- update this plan when needed; and
- identify and pursue funding opportunities

### Implementation Actions

#### • Zoning Regulations

Update zoning regulations that compliment the Future Land Use Map as it can provide a direction for future growth.

#### • Subdivision Regulations

Establish criteria for dividing land into building areas, utility areas, streets, and sidewalks.

#### • Capital Improvement Plan

The City should establish an annual plan for programming community needs into a prioritization system and budget. This plan should cover utilities, transportation, parks and recreation, and city facilities.

#### • Plan Maintenance

In order to maintain this comprehensive plan's viability, an annual and five-year review of this plan will allow for flexibility when responding to changes and community needs.

### Implementation Partners

To take this plan from paper to reality, collaboration and communication between Ogden and their partners is crucial.

#### • City of Ogden

The City of Ogden has a strong group of staff members and officials dedicated to the betterment of the community. The staff, Planning and Zoning Board, City Council, and volunteer groups will be instrumental in ensuring this plan is successful. Based on the significant amount of public investment both in time and money, these groups should be using and updating this plan regularly.

#### • Riley County

Riley County will be an important implementation partner. Coordination efforts related to transportation improvements, transit access, parks and trail enhancements, annexation proposals, and other cross-jurisdictional actions are other examples of implementation activities that should be in coordination with Riley County.

#### • Manhattan-Ogden School District (USD 383)

Throughout the United States, cities and school districts do not often coordinate. Ogden should work with USD 383 in regards to development that may impact enrollment.

#### • Fort Riley Military Installation

Fort Riley Military Installation is home to the Big Red 1 and has close to 15,000 active military personnel and employees nearly 5,900 civilians and contractors. Fort Riley has been an asset to the City of Ogden, attracting military-related businesses and actively

supporting several community development projects. A member of the United States Army Garrison Fort Riley Office was an active member on the Steering Committee on this Comprehensive Plan.

- **Kansas State University (K-State)**

K-State is a land-grant, public research University committed to teaching and learning, research, and service. Historically, Ogden has worked with the College of Architecture on a variety of quality of life projects.

- **Flint Hills Regional Council (FHRC)**

FHRC was instrumental in facilitating the planning process to develop this comprehensive plan. FHRC serves as the administrator of the Flint Hills Economic Development District which is a valuable designation by the Economic Development Administration. This designation enables the FHRC to apply for invitation-only/non-competitive funding in support of the regional economic development plan serving seven counties, including the City of Ogden and Riley County. FHRC is a non-profit organization that provides community planning and assistance to member jurisdictions.

- **Flint Hills Metropolitan Planning Organization (MPO)**

The MPO is the designated entity to provide regional transportation planning and programming services across portions of Geary, Pottawatomie, and Riley Counties. While the MPO doesn't have funding available, staff is available to assist with planning-related efforts which can be cost advantageous for the city.

- **Flint Hills Area Transportation Agency (ATA Bus)**

ATA Bus is the public transportation provider for the Flint Hills region. They currently provide fixed route service to the City of Ogden on the K-18 Connector which is a commuter route between the City of Manhattan and Ogden. They also provide demand response services to Ogden. Bus riders must qualify for demand response and call in advance but many bus riders use this service.

- **Flint Hills Association of Realtors (FHAR)**

The purpose of the Flint Hills Association of Realtors is to be an advocate for consumers and the community and to support its membership enabling them to ethically and professionally operate their business.

- **Manhattan Area Habitat for Humanity**

Manhattan Area Habitat for Humanity is a independent affiliate of Habitat for Humanity, International, serving both Riley and Pottawatomie Counties. They are responsible for developing resources and funds to build affordable housing. Their operations are new construction, rehabilitation, neighborhood revitalization, home repair and affordable housing advocacy.

- **Wichita State University Center for Real Estate (WSU)**

Wichita State University Center for Real Estate enhances the business environment and quality of life in Kansas communities through research and analysis of real estate markets and related policy issues. WSU CRE provides Kansas housing market forecast for the Manhattan metropolitan statistical Area.

## Implementation Actions and Partners (Continued)

- **Kansas Department of Transportation (KDOT)**

KDOT oversees transportation for the state of Kansas. They have a variety of resources or programs potentially available to implement transportation strategies.

- **State Historic Preservation Office**

The State Historic Preservation Office works with issues related to historic buildings and structures, associated programs and tax incentives, in archeology. SHPO helps to preserve, protect, and honor cultural, historical, and archaeological resources of Kansas.

- **Army Corps of Engineers**

The Federal government's largest water resources development and management agency.

- **Private Developers and Investors**

Several of the quality of life initiatives in this plan depend on private developers and investors. Professional developers should be recruited to develop and invest in specific development opportunities identified in this Comprehensive Plan.

- **Residents, Businesses, and Local Volunteers**

There are some goals and implementation strategies in this Comprehensive Plan that require the help of residents, businesses, and local volunteers. These groups can participate in local committees, assist with community cleanup, and are able to hold officials accountable. The ultimate success of this plan remains in the dedication of these groups.

## Potential Funding and Incentive Resources

The following section includes several sources of funding that could be used for implementing various Comprehensive Plan initiatives:

### Prioritize Quality, Livable Neighborhoods

- **Community Development Block Grants:**

- **Housing Rehabilitation Program**

The Housing Rehabilitation Program encompasses home rehabilitation, demolition, neighborhood development, and home-based business rehabilitation. All homeowner households receiving assistance must meet low- to moderate-income (LMI) guidelines. Rental rehabilitation may include existing rental housing or the conversion of existing non-housing structures to new housing. Refer to the Kansas Department of Commerce for further information.

- **Federal Home Loan Bank Topeka**

Affordable Housing Program: a program that provides funds that are used to finance the purchase, construction, or rehabilitation of housing for low- or moderate-income households. For this program, it is important to note that there are income guidelines to determine who qualifies.

Community Housing Program: a special advance program under the Federal Home Loan Bank Topeka that provides funding for owner-occupied and rental housing.

- **Neighborhood Revitalization Program**

Over a dozen communities in Kansas have adopted a Neighborhood Revitalization Program and had positive results. These programs provide property owners a tax rebate to encourage the rehabilitation of existing properties. This often includes new construction, additions, and renovations. For more information, refer to Kansas Statutes 12-17,114 through 12-17,120.

- **Rural Housing Incentive District**

Rural Housing Incentive Districts are a state appointed alternative to special taxes for infrastructure improvements. Rural Housing Incentive Districts must be approved, but they allow a City to use tax dollars to reimburse developers for the cost of installing new infrastructure. These districts are eligible for residential uses only and can only be used for the addition of public infrastructure projects. For more information, refer to Kansas Statutes 12-5241 through 12-5251 and the 2020 Supplement to the Kansas Administrative Regulations 12-5252 through 12-5258.

## Potential Funding and Incentive Resources (Continued)

### Provide Excellent Community Spaces and Infrastructure

#### Community Spaces:

- **Citizens' Institute on Rural Design**

The Citizens' Institute on Rural Design is a National Endowment for the Arts leadership initiative in partnership with the Housing Assistance Council. They provide rural communities access to resources to host community design workshops.

- **Community Development Block Grants: Community Facilities**

The Community Facilities grant includes streets, senior centers, community centers, bridges, fire trucks/station, sidewalks, and more. Applicants must meet the low- to moderate-income (LMI) guidelines. Refer to the Kansas Department of Commerce for further information.

- **Community Facilities Direct Loan & Grant Program in Kansas**

This program provided by the U.S. Department of Agriculture (USDA), provides funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings.

- **Defense Critical Infrastructure Program**

Under the U.S. Department of Defense Office of Local Defense Community Cooperation, the Defense Critical Infrastructure Program is designed to address deficiencies in community infrastructure supportive of a military installation in order to enhance the military family quality of life, resilience, or military value. Ogden submitted a proposal in June 2020 and will continue to seek opportunities.

- **Deihl Community Grants**

Under the Greater Manhattan Community Foundation, Diehl Community Grants support projects likely to have a major impact on community efforts in the arts, basic human needs, and youth. These project should impact a large segment of the population. Grants are awarded to proposals clearly focused on the support of the constituents of Riley County.

- **Planning Assistance to States**

A program by the Army Corps of Engineers that provides comprehensive water resource planning for the development, utilization, and conservation of the water and related resources of drainage basins, watersheds, ecosystems located within the boundaries of that State, including plans to comprehensively address water resource challenges.

- **Rivers, Trails, and Conservation Assistance Program**

A non-monetary program provided by the U.S. National Park Service that supports community-led natural resource conservation and outdoor recreation projects. A national network of conserva-



tion and recreation planning professionals partner with community groups, nonprofits, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

### Community Infrastructure:

- **U.S. Department of Agriculture (USDA) Rural Business Development Grants**

USDA Electric Programs: Provided under USDA, Electric Programs provide funding to maintain, expand, upgrade, and modernize rural electric infrastructure. The loans and loan guarantees finance the construction or improvement of electric distribution, transmission and generation facilities in rural areas. The Electric Program also provides funding to support demand-side management, energy efficiency and conservation programs, and on-and off-grid renewable energy systems.

USDA Water and Environment Programs: Loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural communities of 10,000 or less. Water and Environment Programs also provide grants to non-profit organizations for technical assistance and training to help communities with their water, wastewater and solid waste challenges.

- **Hazard Mitigation Grant Program**

The Hazard Mitigation Grant Program under Federal Emergency Management Agency (FEMA) provides funding to state, local, tribal, territorial governments so that they can rebuild in a way that reduces or mitigates future disaster losses in their communities.

### Foster Downtown Economic Growth

- **Community Development Block Grant: Commercial Rehabilitation**

Commercial Rehabilitation grants help cities improve the quality of their downtown commercial districts by assisting private property owners in the rehabilitation of blighted buildings. Refer to the Kansas Department of Commerce for further information.

- **Community Development Block Grant: Economic Development Grants**

Funding is available for infrastructure improvements that directly create or retain permanent jobs. Eligible activities include infrastructure, land acquisition, fixed assets and working capital. Refer to the Kansas Department of Commerce for further information.

- **Community Development Program**

The Community Development Program through Federal Home Loan Bank Topeka is a special advance program. They provide wholesale loans (advances) priced below their regular rates to help members finance qualifying commercial loans and community and economic development initiatives. This favorable pricing, coupled with the availability of funds, in terms of four months to 30 years, helps lenders extend long-term, fixed rate credit for community development.

- **Kansas Opportunity Initiatives Fund**

The Kansas Opportunity Initiatives Fund provides financial assistance for the expansion of an existing Kansas business, as well as the relocation of an employer to the state.

## Potential Funding and Incentive Resources (Continued)

- **Network Kansas Programs**

Destination Bootcamp: for business owners who want to accelerate their learning curve, receive in-depth instruction, strategies, and specific tactics on how to become a destination business.

Economic Gardening Program: a program that provides technical assistance to second-stage businesses that have the intent and capacity to grow. This program has expert consulting services designed to increase revenue and create sustainable job growth. This program is widely utilized throughout Kansas.

Growing Rural Business: a program that provides practical, applied information and examples necessary for today's rural communities. The Growing Rural Businesses Model is certificate program customized for rural businesses. Participants receive a comprehensive practical approach to conducting business along with the resources needed to succeed.

Kansas Ice House Entrepreneurship Program: certificate program that develops entrepreneurial skills such as critical thinking, communication, problem solving, and other key assets.

- **Rural Business Development Grants**

U.S. Department of Agriculture (USDA) Rural Business Development Grants may be used for small and emerging rural businesses. These grants may fund a broad array of activities which may include training and technical assistance, project planning, business counseling and training, market research, feasibility studies, professional or technical reports, and others.

- **Spark**

Spark is a nonprofit organization that serves as a regional entrepreneurship ecosystem driver with a vision to connect, resource, and successfully launch entrepreneurs and ignite a dynamic, inclusive culture of entrepreneurship and innovation in the Greater Manhattan region.

### Create a Connected Transportation System for All Users

- **Safe Routes to School (SRTS)**

SRTS is a federal funding source administered by KDOT. The funding can be used to pay for the implementation of projects identified in a SRTS Plan, including preliminary engineering services.

- **Transportation Alternatives (TA)**

The TA Program is federally funded and administered by KDOT. The program provides funding for a variety of alternative transportation projects, including pedestrian and bicycle facilities; projects that enhance safety and mobility; improve the scenic or environmental, or archaeological assets; Safe Routes to School projects; and others. All selected projects are required to meet a minimum 20% local cash match.

## Annexation

Annexation is a term that may appear to be complex, however, it can be explained quite simply. This section is meant to provide a brief overview of the term and process.

### Defining Annexation

Annexation is the process where a city adds land to its boundary in order to extend its services, laws, voting privileges, and/or to better serve residents. Not just any area of land can be annexed by the city. Annexation can only occur in an area at:

1. the property owner's request and/or consent;
2. the area meets the criteria for unilateral annexation without the property owner's consent; or
3. the area could only be annexed with the approval of the County Commissioners.

### Reasons for Annexation

In many cases, a property owner requests to be annexed into a city so that they may receive services such as water and sewer. In other cases, the property is in the natural path of growth. Regardless of the reason, annexation allows for additional growth whether that is through additional population or expanding community services and increasing the tax revenue. However, it is important to note that it is improper for an annexation to be solely motivated by an increase in tax revenue (*Douglas County v. City of Valley*).

### Types of Annexation

- 1. Requested annexations** occur when a property owner has land that adjoins the city limits and petitions their land to be annexed. If the land does not touch the city limits but the property owner wants to be annexed, county approval would be required in order for the city to "island" annex the property. An island annexation must not be used as a base, or "bridge," for future unilateral annexations.
- 2. Unilateral annexations** occur when a municipality wishes to annex land without the prior permission of the property owner. Kansas law outlines the criteria and procedures for unilateral annexation by a municipality. This includes notification of affected property owners, at least one public hearing, boundaries of the land to be annexed, and the preparation of a municipal services plan.

### Considerations When Annexing

As with any action on annexation, there are several important considerations:

1. The ability for the city to provide community services and utilities, such as extensions to water, sewer, police, and fire protection;
2. The existing and proposed land use for the potential annexation and the impact on neighboring land uses; and
3. The financial ability and impact.

# Implementation Matrix

## Abbreviations

### City of Ogden

City Clerk	City Clerk
City Council	City Council
City Foreman	City Foreman
Parks & Rec	Parks and Recreation
P&Z	Planning and Zoning
Zoning Admin	Zoning Administrator

### Local and Regional Partners

Army Corps	Army Corps of Engineers
ATA	Flint Hills Area Transportation Agency
FHAR	Flint Hills Association of Realtors
MPO	Flint Hills Metropolitan Planning Organization
FHRC	Flint Hills Regional Council
Fort Riley	Fort Riley
Habitat	Habitat for Humanity
K-State	Kansas Department of Transportation
KDOT	Kansas State University
USD 383	Manhattan-Ogden School District
NPS	National Park Service
NET-Kansas	Network Kansas
County	Riley County
County Parks	Riley County Parks Department
Spark	Spark
SHPO	State Historic Preservation Office
WSU	Wichita State University Center for Real Estate

### Additional Partners

Businesses	Businesses
Consultant	Consultant
Developers	Private Developers and Investors
Volunteers	Volunteers

### Potential Funding and Incentive Resources

CDBG	Community Development Block Grant
DOD-DCIP	Defense Critical Infrastructure Program
FEMA	Federal Emergency Management Administration
FHLB-T	Federal Home Loan Bank Topeka
NPS	National Park Service (Non-Monetary)
PAS	Planning Assistance to States
USDA	U.S. Department of Agriculture Grants

Please note: In the implementation matrix, if there is not a funding source identified, then the city would likely need to identify staff to complete the strategy, provide funding, or seek additional grant funding. Potential funding sources may likely change over time, and Flint Hills Regional Council may be a resource to assist in identifying and seeking funding opportunities.

## Implementation Matrix (Continued)

Implementation Action	Responsible Entity	Partners	Funding Source	Timeline
<b>Goal 1: Prioritize Quality, Livable Neighborhoods</b>				
1.1 Prioritize infill development.	<ul style="list-style-type: none"> <li>• P&amp;Z</li> <li>• City Council</li> </ul>		<ul style="list-style-type: none"> <li>• FHLB-T</li> </ul>	Ongoing
1.2 Prepare a Housing Market Analysis.	<ul style="list-style-type: none"> <li>• P&amp;Z</li> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• WSU</li> <li>• FHAR</li> </ul>		10 to 20 years
1.3 Conduct a study for the undeveloped portion of the 'River Trail' development.	<ul style="list-style-type: none"> <li>• City Clerk</li> <li>• City Council</li> </ul>			1 to 2 years
1.4 Collaborate with local partners and gather resources to support the rehabilitation of deteriorated housing.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> </ul>	<ul style="list-style-type: none"> <li>• Habitat</li> </ul>		Ongoing
1.5 Expand the spring citywide cleanup event to be more inclusive of all neighborhoods.	<ul style="list-style-type: none"> <li>• City Foreman</li> <li>• City Council</li> </ul>			< 1 year

## Implementation Matrix (Continued)

Implementation Action	Responsible Entity	Partners	Funding Source	Timeline
<b>Goal 2: Provide Excellent Community Spaces and Infrastructure</b>				
2.1 Ensure that the existing park and recreation facilities are meeting the current and future needs of Ogden residents by updating and implementing the Ogden Parks Master Plan.	<ul style="list-style-type: none"> <li>• P&amp;Z</li> <li>• Parks &amp; Rec</li> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• NPS</li> <li>• Army Corps</li> <li>• County Parks</li> </ul>	<ul style="list-style-type: none"> <li>• County Parks</li> <li>• PAS</li> </ul>	< 1 year
2.2 Focus resources on improving or expanding the community center.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>		<ul style="list-style-type: none"> <li>• CDBG</li> <li>• USDA</li> </ul>	5 to 10 years
2.3 Take advantage of publicly-owned lands where practical to connect existing parks with trail corridors.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• P&amp;Z</li> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• MPO</li> <li>• FHRC</li> </ul>	<ul style="list-style-type: none"> <li>• DOD-DCIP</li> </ul>	10 to 20 years
2.4 Develop the Capital Improvements Plan to identify and prioritize needed repairs and expansions to city infrastructure.	<ul style="list-style-type: none"> <li>• City Clerk</li> <li>• City Foreman</li> <li>• Zoning Admin</li> <li>• City Council</li> </ul>		<ul style="list-style-type: none"> <li>• USDA</li> </ul>	1 to 5 years
2.5 Encourage underground utilities in new development and along prominent corridors.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• City Council</li> </ul>		<ul style="list-style-type: none"> <li>• FEMA</li> </ul>	Ongoing
2.6 Actively seek grant funding to address the water hardness issues in Ogden.	<ul style="list-style-type: none"> <li>• City Clerk</li> <li>• Zoning Admin</li> <li>• City Council</li> </ul>		<ul style="list-style-type: none"> <li>• USDA</li> </ul>	Ongoing
2.7 Station more Riley County police officers in Ogden.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• County</li> </ul>		< 1 year

Implementation Action	Responsible Entity	Partners	Funding Source	Timeline
<b>Goal 3: Foster Downtown Economic Growth</b>				
3.1 Explore the components of an overlay district for downtown.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• P&amp;Z</li> </ul>			1 to 5 years
3.2 Continue to promote funding for façade and storefront improvement programs. Ensure materials are available online.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• City Council</li> </ul>			Ongoing
3.3 Establish an Ogden Economic and Redevelopment Committee comprised of community business owners and stakeholders.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• Businesses</li> </ul>		5 to 10 Years
3.4 Launch a “Shop Local” campaign.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>			5 to 10 Years
3.5 Develop a small business incubator to attract entrepreneurs and foster new development.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• NET-Kansas</li> <li>• Spark</li> </ul>		5 to 10 years
3.6 Leverage Ogden’s strategic location to recruit businesses.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>			Ongoing
<b>Goal 4: Create a Connected Transportation System for All Users</b>				
4.1 Identify funding available for preserving transportation infrastructure and assets.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• MPO</li> <li>• FHRC</li> </ul>		Ongoing
4.2 Implement the Safe Routes to School Plan to improve sidewalk connectivity.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• P&amp;Z</li> </ul>	<ul style="list-style-type: none"> <li>• MPO</li> </ul>		5 to 10 Years
4.3 Establish a long-range vision for Riley Avenue that accommodates all modes of transportation.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• MPO</li> <li>• KDOT</li> </ul>		5 to 10 years
4.4 Continue to engage with regional partners to implement the Regional Connections Plan.	<ul style="list-style-type: none"> <li>• P&amp;Z</li> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• MPO</li> <li>• FHRC</li> <li>• NPS</li> <li>• Army Corps</li> </ul>	<ul style="list-style-type: none"> <li>• PAS</li> </ul>	10 to 20 Years

## Implementation Matrix (Continued)

Implementation Action	Responsible Entity	Partners	Funding Source	Timeline
<b>Goal 5: Market Community Assets and Celebrate Ogden’s Unique Identity</b>				
5.1 Complete an inventory of local historical sites and publish on the City of Ogden’s website.	<ul style="list-style-type: none"> <li>• Zoning Admin</li> </ul>	<ul style="list-style-type: none"> <li>• SHPO</li> </ul>		10 to 20 Years
5.2 Broaden and support the existing event committee to focus on the planning of new and existing events.	<ul style="list-style-type: none"> <li>• Parks &amp; Rec</li> <li>• City Council</li> </ul>			< 1 year
5.3 Market community assets such as Ogden Elementary School, recreation opportunities, family-friendly environment, the national river trail, etc.	<ul style="list-style-type: none"> <li>• City Council</li> </ul>	<ul style="list-style-type: none"> <li>• Marketing Consultant</li> <li>• FHRC</li> <li>• USD 383</li> </ul>		1 to 5 years



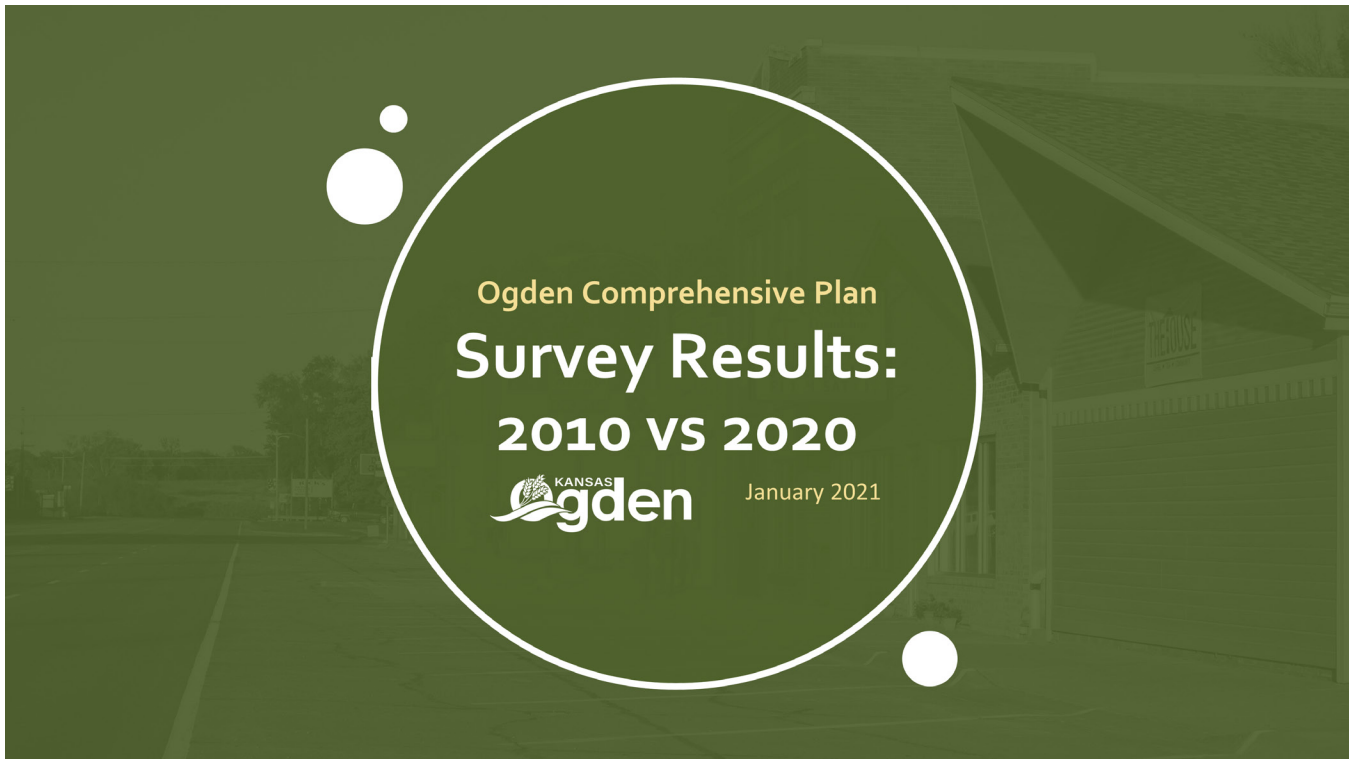
Implementation Action	Responsible Entity	Partners	Funding Source	Timeline
<b>Goal 6: Communicate and Coordinate Locally and Regionally</b>				
6.1 Launch a community satisfaction survey of city services.	• Zoning Admin			1 to 5 years
6.2 Participate in regional opportunities to promote Ogden.	• City Clerk • Zoning Admin	• FHRC		Ongoing
6.3 Improve communication with USD383.	• City Clerk • City Council	• USD 383		< 1 year
6.4 Participate in the Flint Hills Economic Development District plan updates and implementation.	• City Council	• FHRC		< 1 year
6.5 Support efforts of the Flint Hills/Fort Riley Joint Land Use Study and increase communication between Fort Riley and the community	• City Council	• FHRC • Fort Riley		< 1 year
6.6 Promote a coordinated approach to long-range planning within the region on issues of shared significance	• City Clerk	• FHRC • MPO • K-State • ATA		Ongoing
6.7 Increase collaboration with other rural communities.	• City Clerk	• FHRC		1 to 5 years





# APPENDIX A: COMMUNITY FEEDBACK

Community Survey Results.....	A-03
March 10, 2021 Community Meeting: 1-Page Information Sheets.....	A-33



## Community Needs Assessment (Survey) Results

**70**

survey respondents (Oct–Dec, 2020)

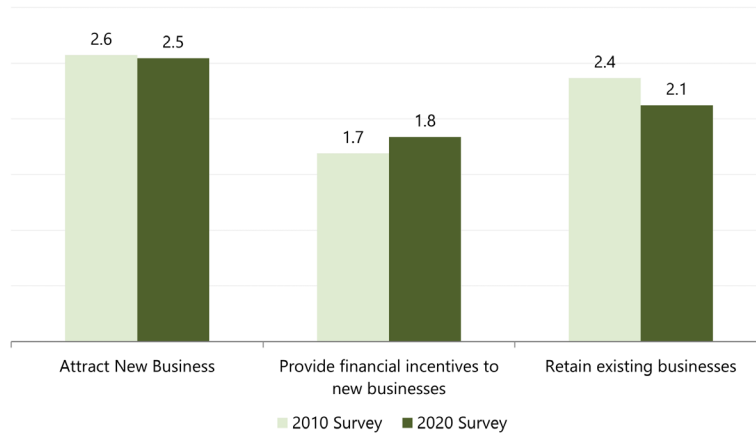
**Topics of focus:**

- Survey respondent demographics
- Land Use
- Housing
- Transportation
- Economic Development
- Urban Design & Historic Preservation
- Parks & Open Space
- Services & Infrastructure



## Q1: The City of Ogden should FOCUS on the following initiatives concerning Economic Development:

weighted average | Respondents: 2010: 65 vs 2020: 68



## Q1: The City of Ogden should FOCUS on the following initiatives concerning Economic Development:

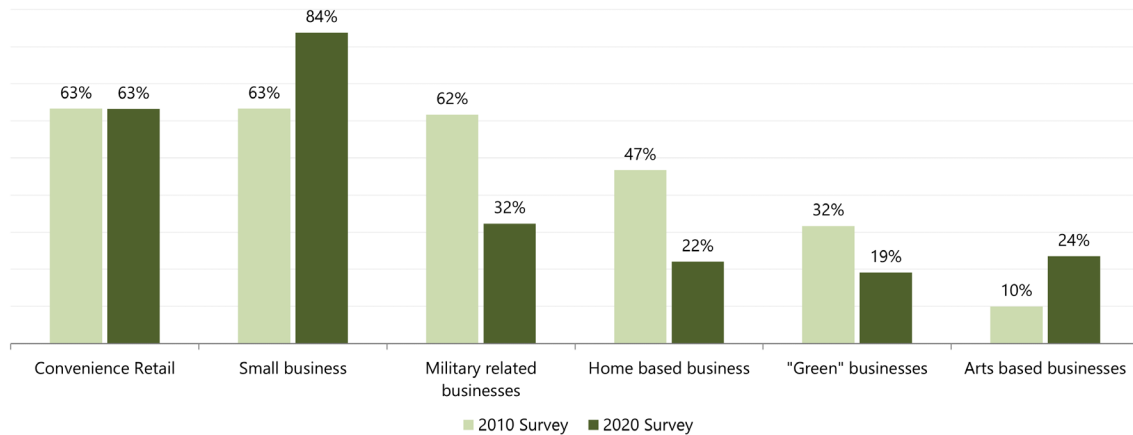
Respondents: 2020: 68

### Individual Comments (7)

1. Provide incentives to those that are utilizing the buildings on main Street and repainting/cleaning them up
2. The community center should have normal hours again
3. Stop allowing City council to chase businesses out of town.
4. Depending on bars, the bars that continue having issues or shootings need to be reconsidered due to being dangerous!
5. The empty buildings and used car lots an an eye sore. It feels like a ghost town.
6. The town would look so much better if the businesses here were kept up, side walks weeded, trash, etc.
7. Bring back the cork and canvas night at the community center!

## Q2: If you agree that Ogden should attract additional businesses, what type of businesses should be targeted?:

Respondents: 2010: 60 vs 2020: 68



## Q2: If you agree that Ogden should attract additional businesses, what type of businesses should be targeted?:

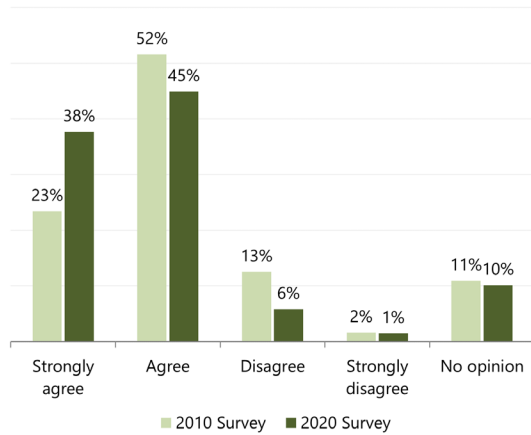
Respondents: 2020: 68

### Individual Comments to Other (15)

1. Department / Grocery
2. Restaurants/Fast Food
3. Food, coffee
4. Reputable and professional. Doesn't matter if they sell product or services we just need quality. Also FOOD!
5. Fitness
6. Stop using tax dollars to "target business"
7. Grocery store with veggies and meat.
8. Bank
9. Grocery store, sit down restaurant
10. Day care and fresh produce
11. Family dining
12. A real grocery store or farm stand type store that sells fresh foods like produce, meat, and dairy.
13. Grocery store
14. Grocery and restaurant
15. Food establishment

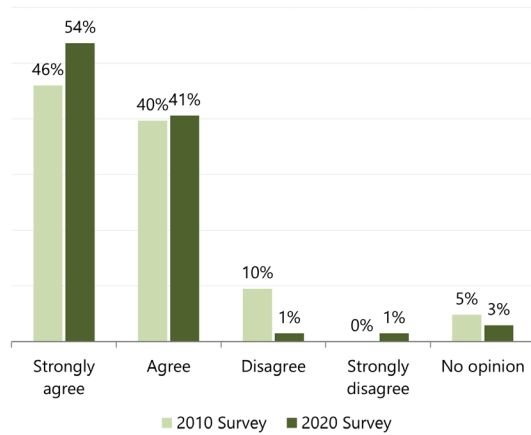
**Q3: Ogden should initiate a "buy local" campaign to support local businesses:**

Respondents: 2010: 64 vs 2020: 69



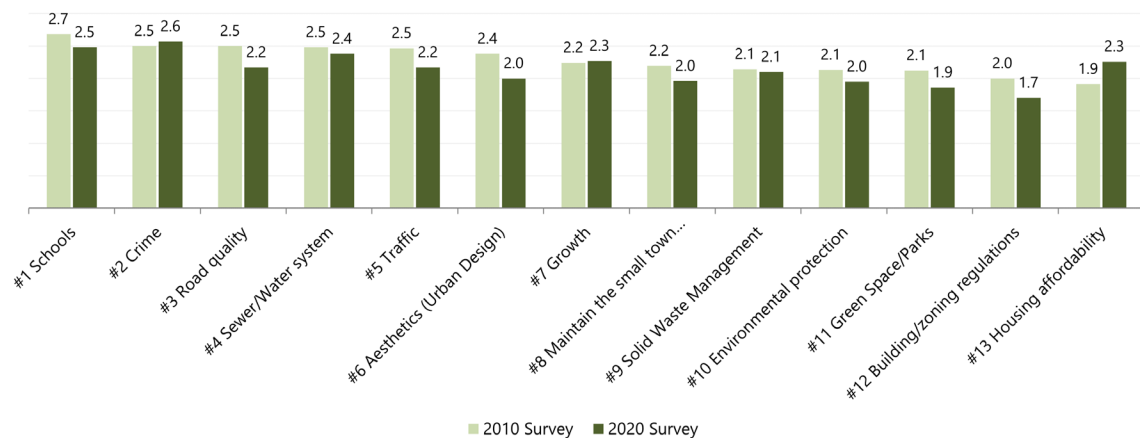
**Q4: Ogden should find ways for the central business district to "capture" traffic to/from Fort Riley:**

Respondents: 2010: 63 vs 2020: 69



**Q5: What do you think are the top three most important issues that need to be addressed in the City of Ogden?:**

weighted average | respondents: 2010: 62 vs 2020: 68



## Q5: What do you think are the top three most important issues that need to be addressed in the City of Ogden?:

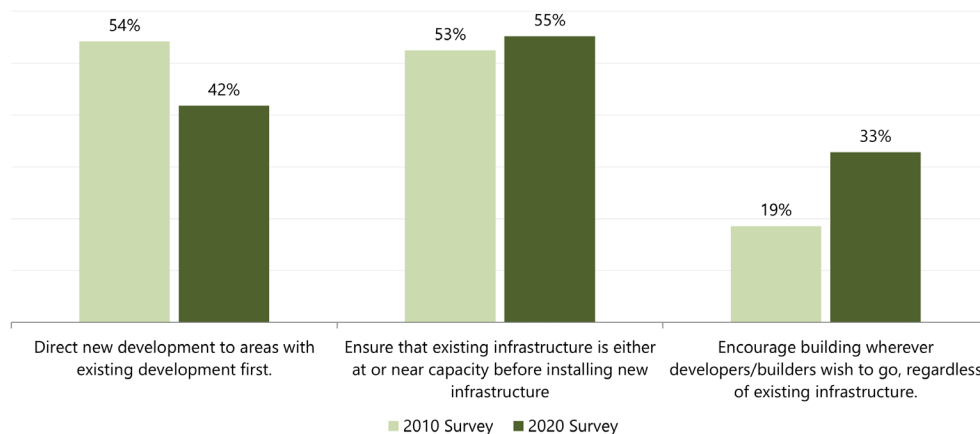
Respondents: 2020: 68

### Individual Comments (6)

1. Make these older businesses clean their stuff up ie- [redacted] office looks like a dump, burnt house, condemned trailers, shut down laundry mat, small bus. That you can't even tell if they are open or not.
2. Having enough storm shelters for all residents to be safe...especially in trailer parks
3. Drug use
4. Actually have something to offer, like a real grocery store, good local restaurants, maybe a trail. Have a reason for people in ogden to stay in ogden who live in ogden and for people to stop who are passing through from Fort Riley or HWY 18. Keep the city clean and buildings repaired. Make it look inviting and like a place people want to be.
5. Remove old trashy dump trailer parks s. Park street
6. Water is poor, not having mailboxes at our home is poor. THESE NEED TO CHANGE!

## Q6: In relation to infrastructure and new development, the City should encourage the following:

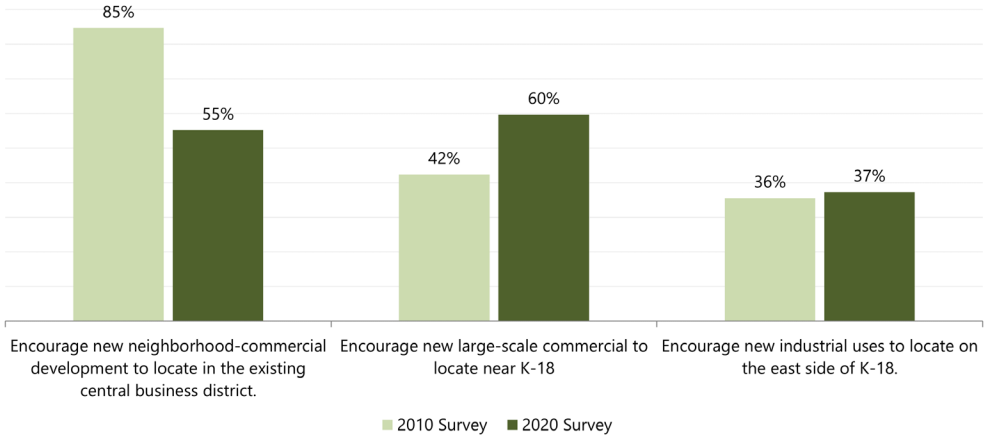
Respondents: 2010: 59 vs 2020: 67





### Q7: Where new non-residential development should occur:

Respondents: 2010: 59 vs 2020: 67



### Q7: Where new non-residential development should occur:

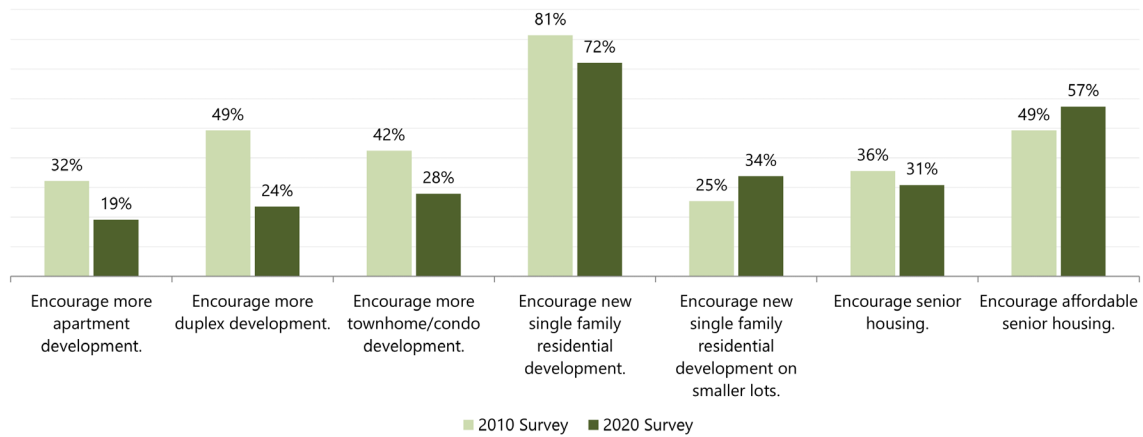
Respondents: 2020: 67

#### Individual Comments to Other (3)

1. Can we get mail delivery at least to cluster boxes?
2. I believe that new development inside town would help draw people into town to spend money locally
3. If you move business to 18 you will lose the town. You will lose the small businesses and the community builders like the House. Beautify the town and bring things in people want to drive the extra mile from 18 for. Like restaurants, shopping, a really good trail, something like that.

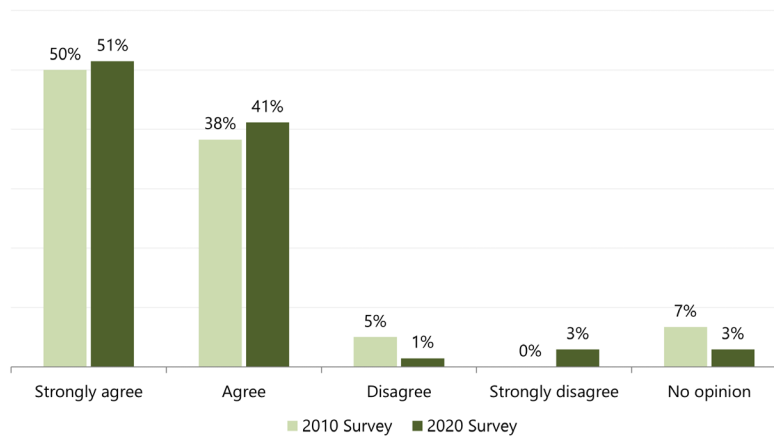
## Q8: Regarding the types of new residential development that should occur, check all that you agree with:

Respondents: 2010: 59 vs 2020: 68



## Q9: Ogden should adopt goals and create policies intended to attract new residents into the City:

Respondents: 2010: 60 vs 2020: 68



# Q9: Ogden should adopt goals and create policies intended to attract new residents into the City:

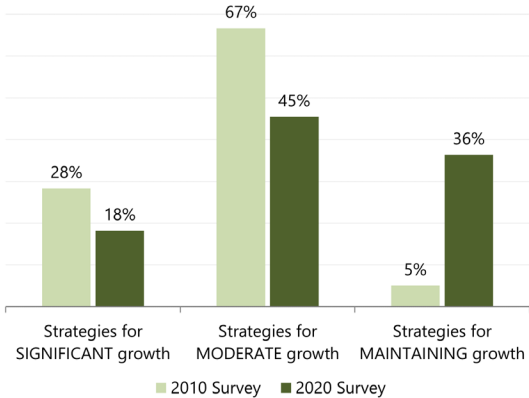
Respondents: 2020: 68

## Individual Comments (6)

- 1. The only goal it really needs is keeping Ogden safe. We are having an increase in crack addicts.
- 2. New residents = New revenue sources
- 3. We should worry about those hear first, then add more people.
- 4. Please leave ogden the small town feel. I moved here for the smaller town and the housing prices were reasonable.
- 5. Get rid of all section 8 and low income housing. It is bringing in crime.
- 6. No more section 8 housing. Just drains the community, no housing for trouble teens

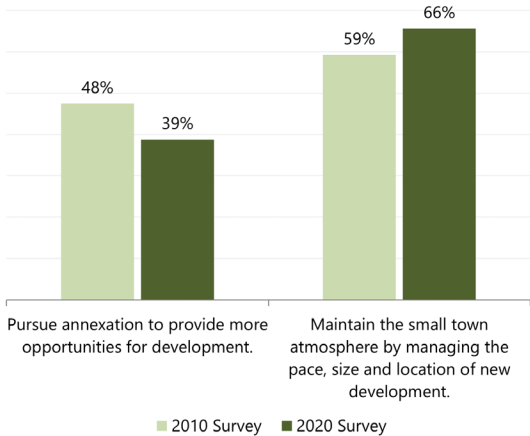
# Q10: Ogden should adopt this strategy for managing population growth:

Respondents: 2010: 60 vs 2020: 66



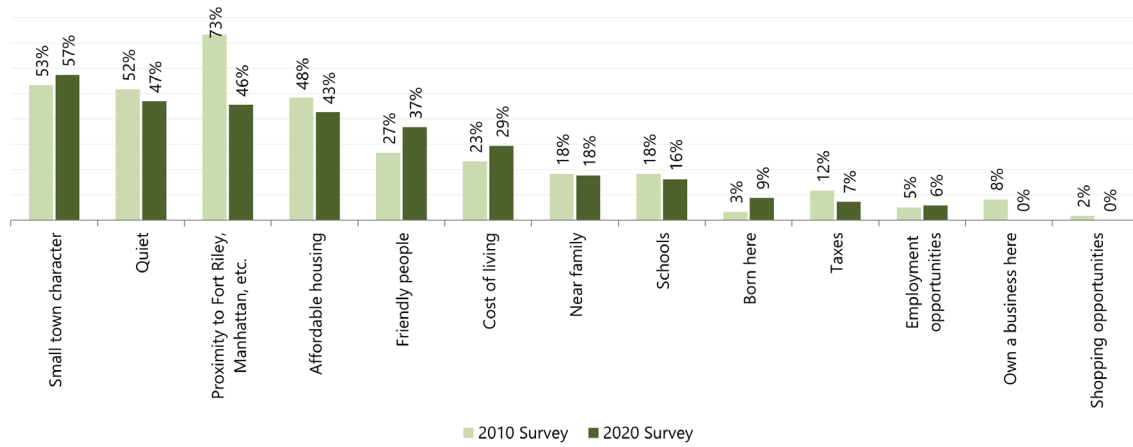
# Q11: Regarding how the city should grow:

Respondents: 2010: 59 vs 2020: 67



## Q12: Why do you choose to live and/or work in Ogden?:

Respondents: 2010: 60 vs 2020: 68



## Q12: Why do you choose to live and/or work in Ogden?:

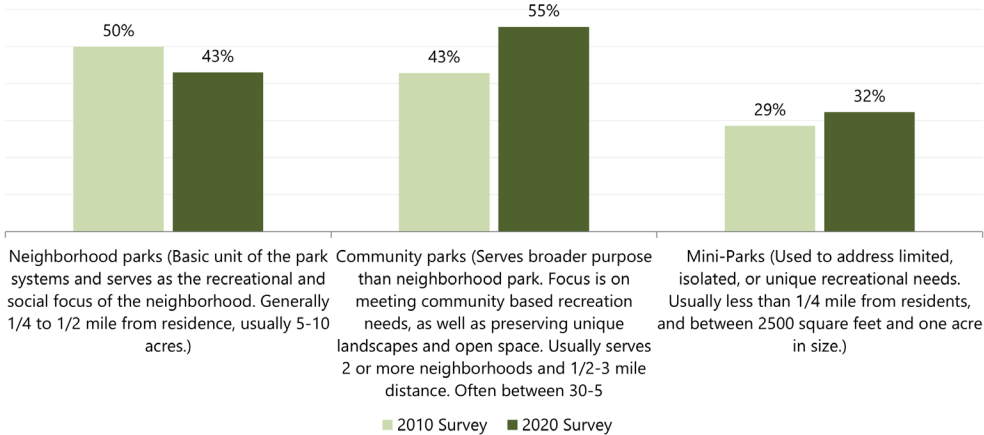
Respondents: 2020: 68

### Individual Comments to Other (2)

1. Jesus
2. Good place to raise a child

### Q13: The following types of parks should be added:

Respondents: 2010: 56 vs 2020: 65



### Q13: The following types of parks should be added:

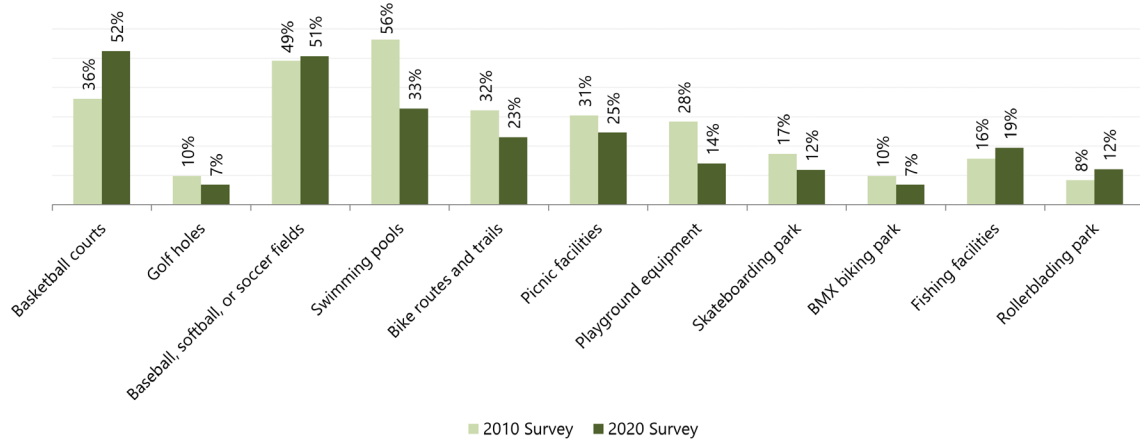
Respondents: 2020: 65

#### Individual Comments to Other (5)

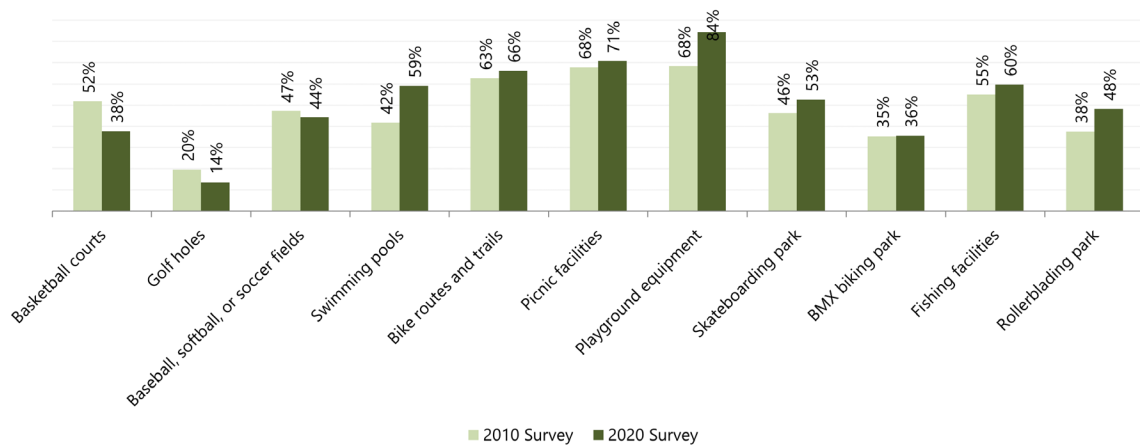
1. Dog Park
2. Park area "up the hill"
3. No more parks
4. Playground on north side
5. Having a playground up on the hill would be nice so we don't have to cross Riley Blvd

## Q14a: I would support the following on public land/parks: Adequate (no additional needed)

Respondents: 2010: 61 vs 2020: 67

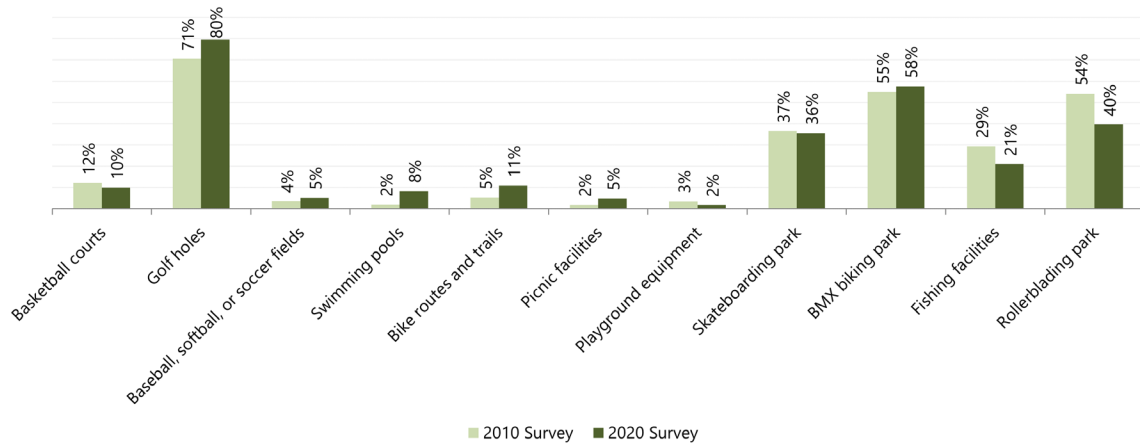


## Q14b: I would support the following on public land/parks: Needs More



### Q14c: I would support the following on public land/parks: Do NOT want any

Respondents: 2010: 61 vs 2020: 67



### Q14: I would support the following on public land/parks:

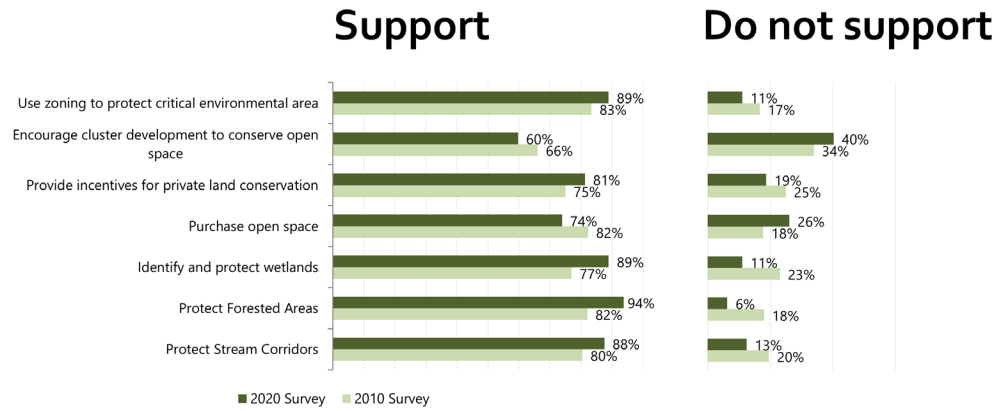
Respondents: 2020: 67

#### Individual Comments to Other (2)

1. Pursue using the golf tournament in the south park using the metal objects installed for it
2. Splash park next to pool

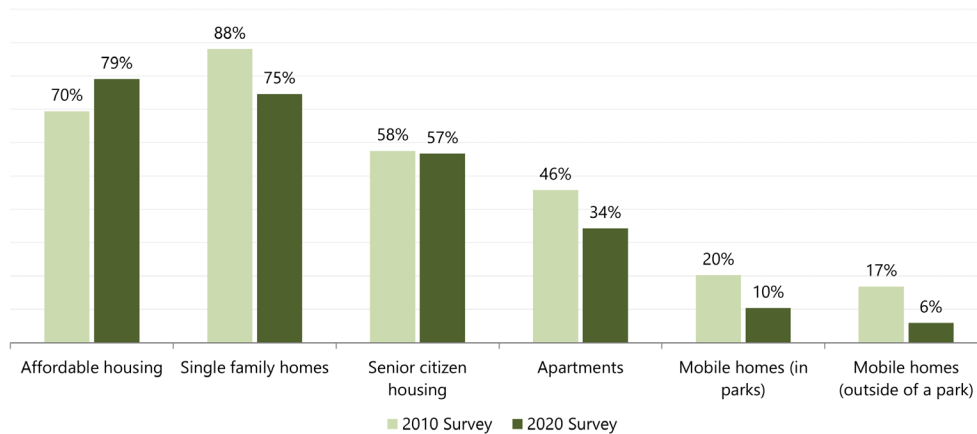
## Q15: The city should focus on the following open space policies:

Respondents: 2010: 59 vs 2020: 66



## Q16: The following housing types should be encouraged for future development within the City:

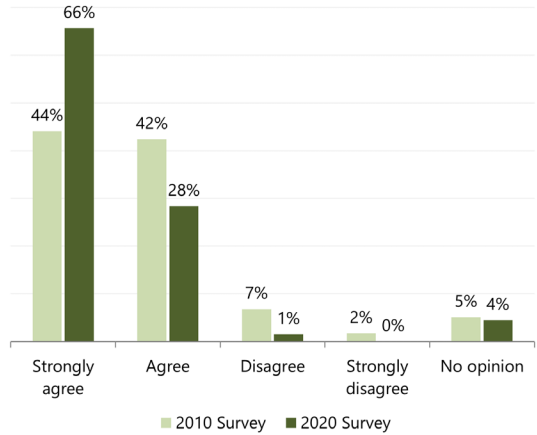
Respondents: 2010: 59 vs 2020: 66





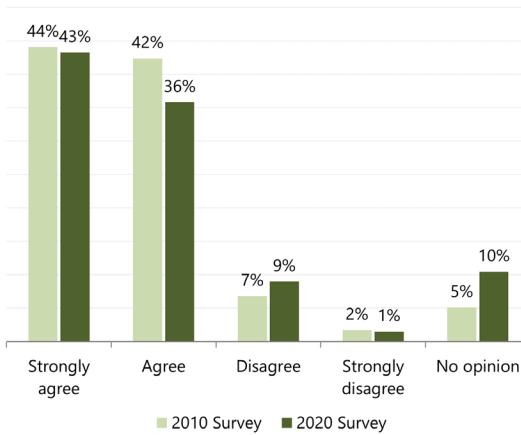
### Q17: Program(s) should be established to assist the elderly in remaining in their homes:

Respondents: 2010: 59 vs 2020: 67



### Q18: Greater enforcement of existing regulations is needed to address home maintenance:

Respondents: 2010: 59 vs 2020: 67



### Q18: Greater enforcement of existing regulations is needed to address home maintenance:

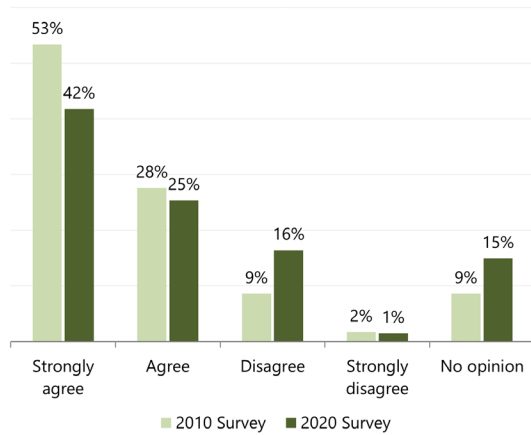
Respondents: 2020: 67

#### Individual Comments (8)

1. Really should allow fences in mobile home parks, but must be same type for each home
2. Get rid of condemned/vacant non habitable structures
3. Regulations must be followed by city council as well.
4. There are A LOT of trailers that need to just go, or fixed. They could possibly be fixed to house homeless people?
5. There needs to be more accountability on the owners of property that are being rented. Too many homes are not up to a quality of living that would attract people to move to Ogden. All homeowners should be held to a standard to maintain their property and yard.
6. Floor is caving in on house at [REDACTED]. Pipes freeze and old unstable wall furnace.
7. Yes but there should be a grant or community service program to help people afford housing maintenance they truly can't afford.
8. Trailer parks, houses with yards full of cars trash

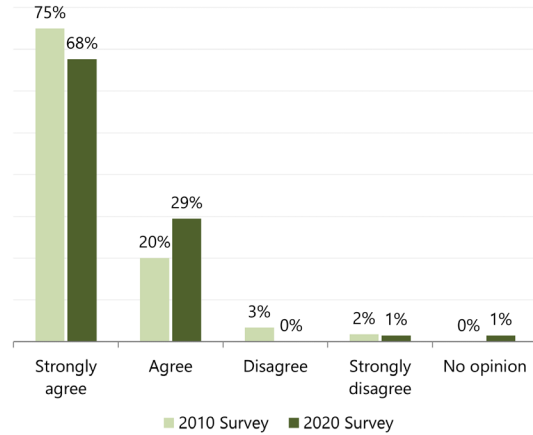
### Q19: Additional regulations to address maintenance of existing housing (all types):

Respondents: 2010: 58 vs 2020: 67



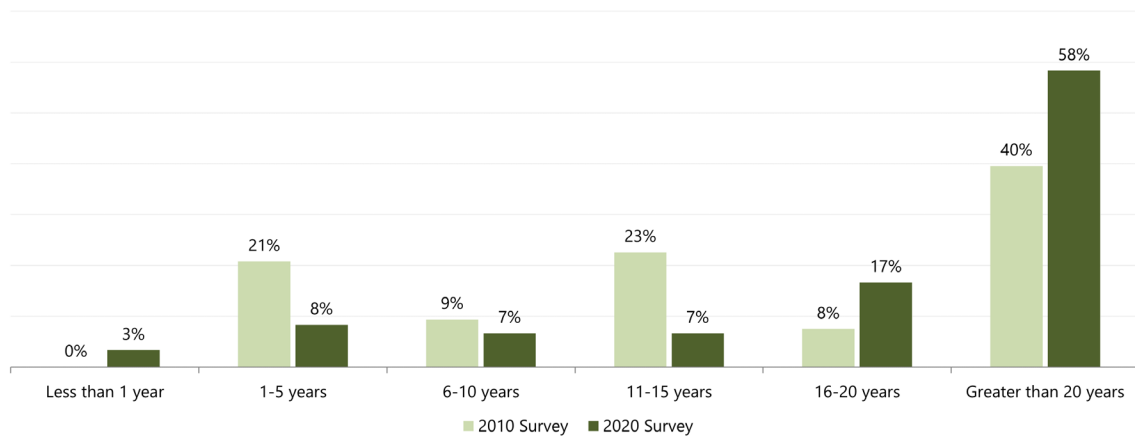
### Q20: Unsafe/blighted housing needs to be identified, condemned and demolished, if necessary:

Respondents: 2010: 60 vs 2020: 68



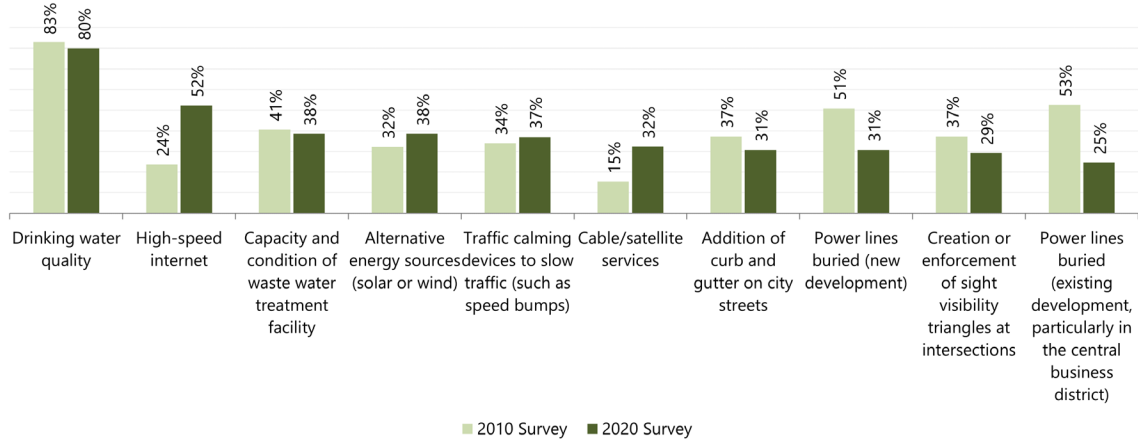
### Q21: Approximately how old is your home? (Residents only):

Respondents: 2010: 53 vs 2020: 60



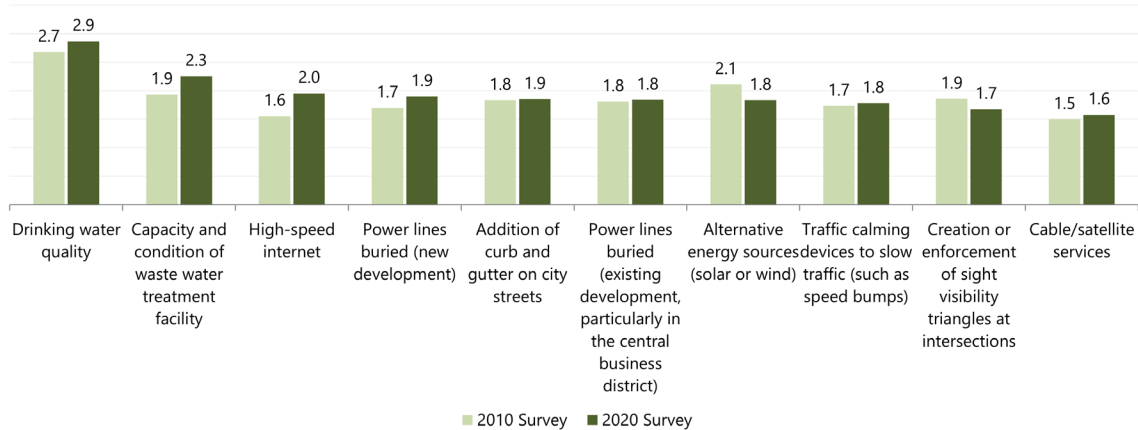
## Q22: The following services need to be IMPROVED or PROVIDED within the City limits:

Respondents: 2010: 59 vs 2020: 65



## Q23: What should be the top three priorities in the list below:

weighted average | Respondents: 2010: 59 vs 2020: 67



## Q23: What should be the top three priorities in the list below:

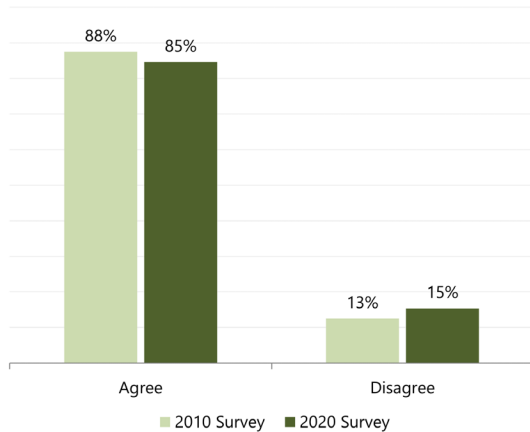
Respondents: 2020: 67

### Individual Comments (4)

1. Please please PLEASE figure out a way to clean up the water to make it drinkable. It's too "hard", and not good at all to drink. It corroded my shower head in less then a year. That is horrible.
2. People travel way too fast on Riley Ave through town.
3. Sidewalk up the hill from Casey's
4. Remove stop sign north park, add speed bump across the whole street,

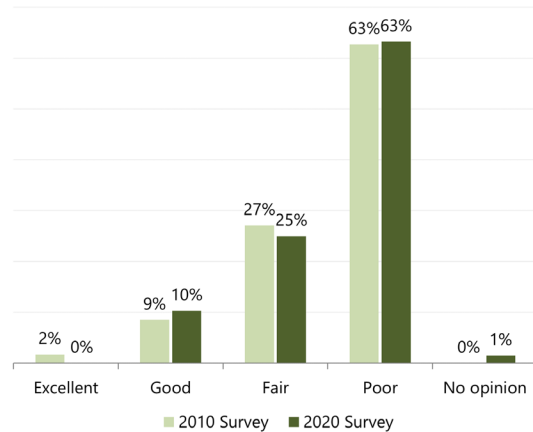
## Q24: More enforcement , restrictive usage, and development standards are needed to preserve and protect the water quality of Ogden:

Respondents: 2010: 56 vs 2020: 65



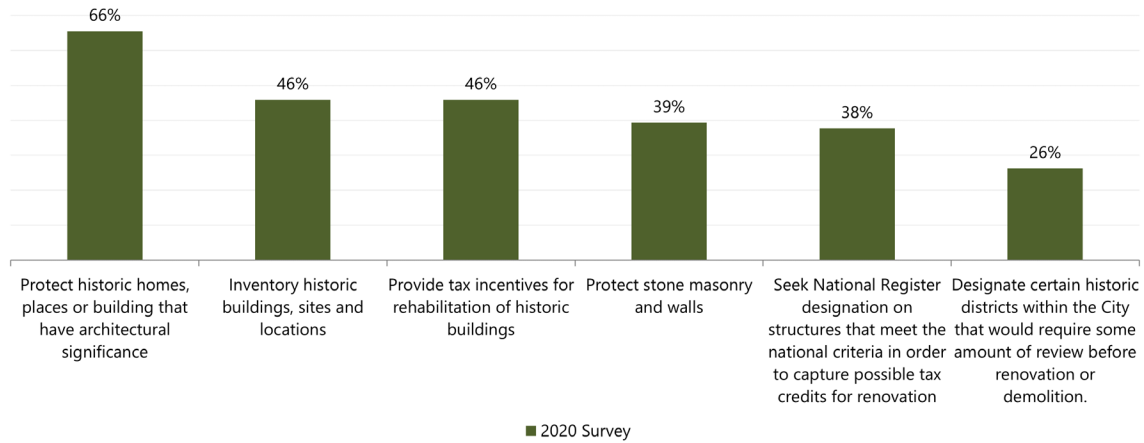
## Q25: In general, how would you rate the drinking water quality of Ogden:

Respondents: 2010: 59 vs 2020: 68



## Q26: In regards to Historic Preservation, the city should consider the following:

Respondents: 2020: 61

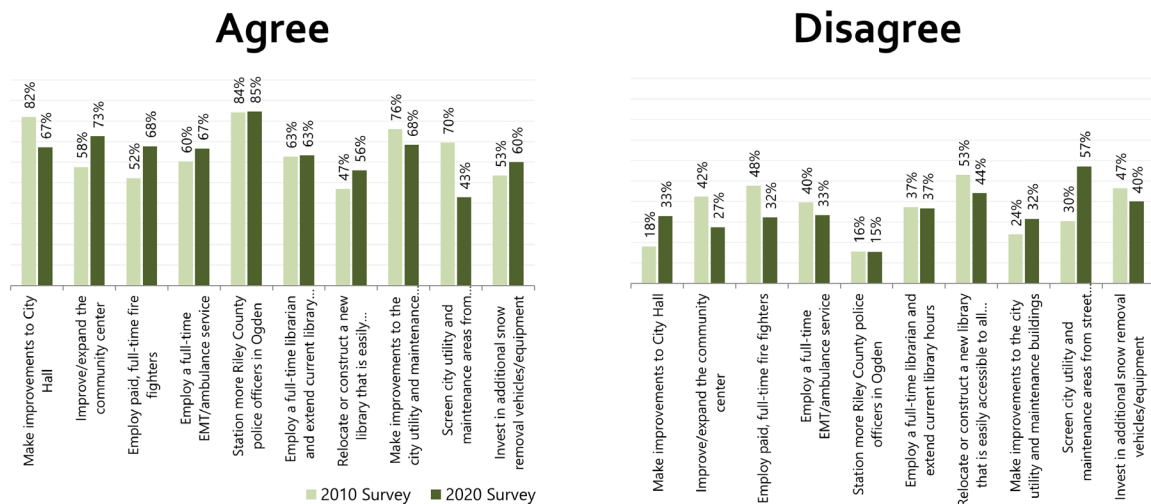


Ogden Comprehensive Plan Update

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## Q27: Regarding community facilities and services, the city should consider the following:

Respondents: 2010: 58 vs 2020: 69



Ogden Comprehensive Plan Update

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## Q27: Regarding community facilities and services, the city should consider the following:

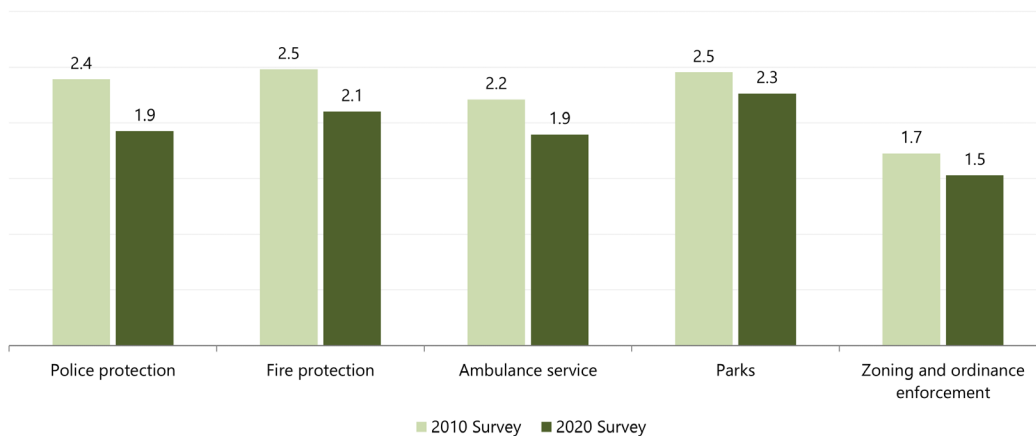
Respondents: 2020: 69

### Individual Comments (2)

1. Ogden government is already to big. I shouldn't have to get a permit to have a fire on my own property, i shouldn't get fined if my animals get out, and i definitely shouldn't have to go to court for it.
2. Enforcement of current regulations

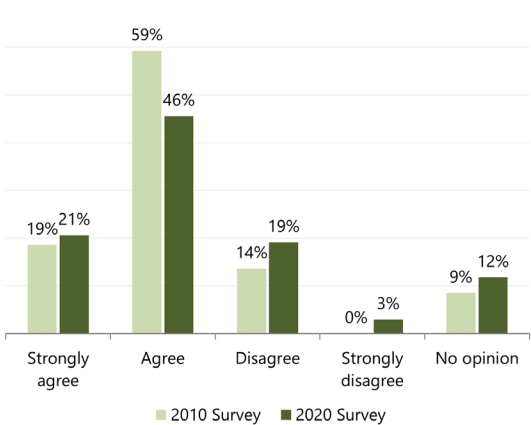
## Q28: How would you rate the following:

weighted average | Respondents: 2010: 59 vs 2020: 68



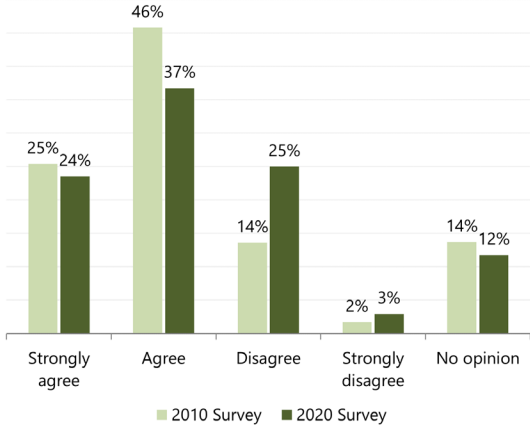
### Q29: Overall road conditions within the city limits needs to be improved:

Respondents: 2010: 59 vs 2020: 68



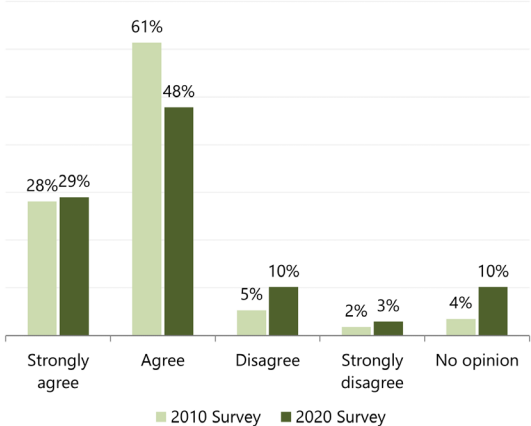
### Q30: The remaining gravel or dirt roads located within the City limits should be paved:

Respondents: 2010: 59 vs 2020: 68



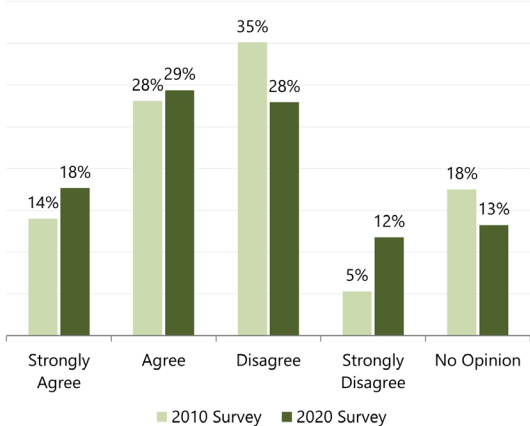
### Q31: The walking paths need to be expanded to additional parts of town:

Respondents: 2010: 57 vs 2020: 69



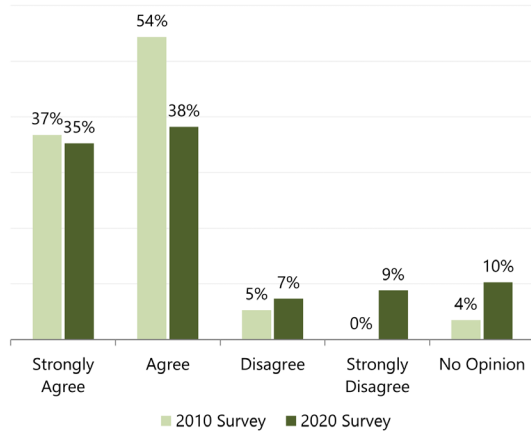
### Q32: Striped bike lanes should be added on Riley Boulevard:

Respondents: 2010: 57 vs 2020: 68



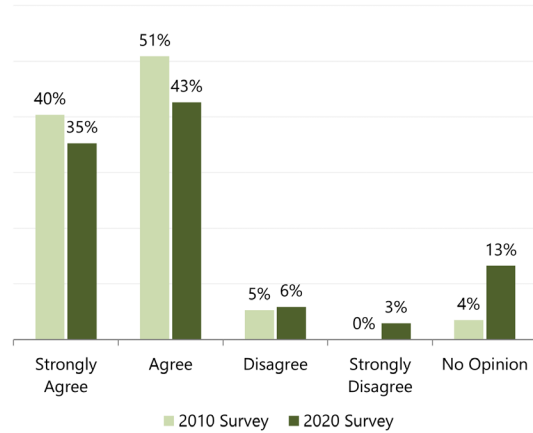
### Q33: Sidewalks should be added on at least one side of the road in residential areas:

Respondents: 2010: 57 vs 2020: 68



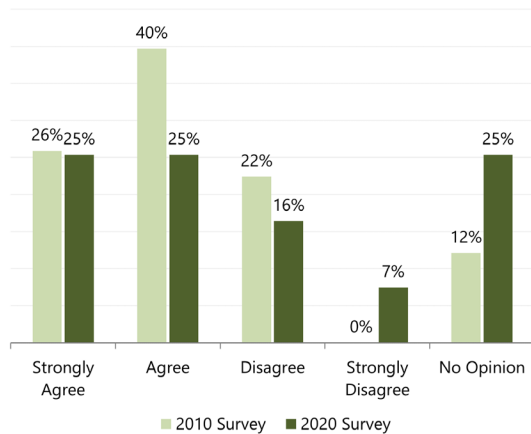
### Q34: The city needs to be more walkable:

Respondents: 2010: 57 vs 2020: 68



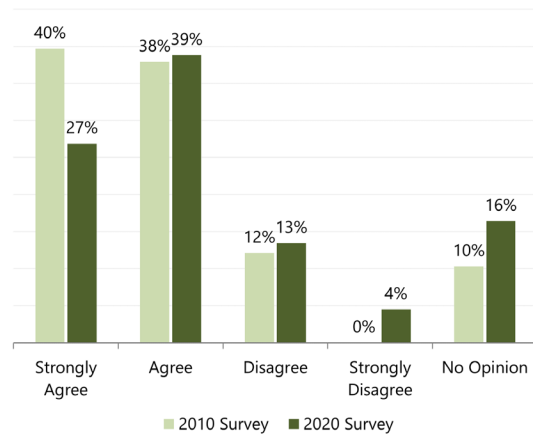
### Q35: The addition of more crosswalks is needed:

Respondents: 2010: 58 vs 2020: 67



### Q36: The central business district needs to be more walkable:

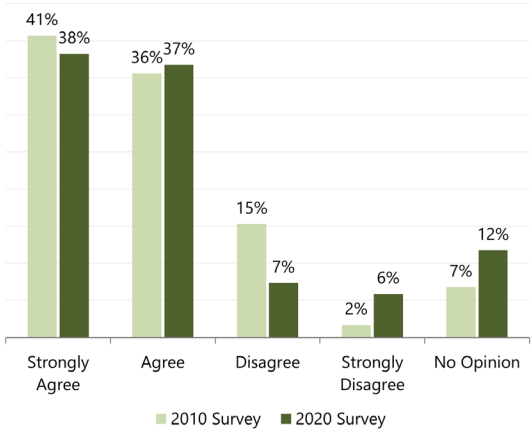
Respondents: 2010: 58 vs 2020: 67





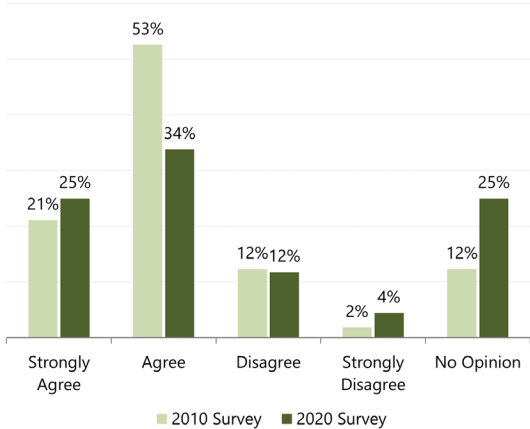
### Q37: Traffic calming measures should be pursued along Riley Boulevard:

Respondents: 2010: 59 vs 2020: 68



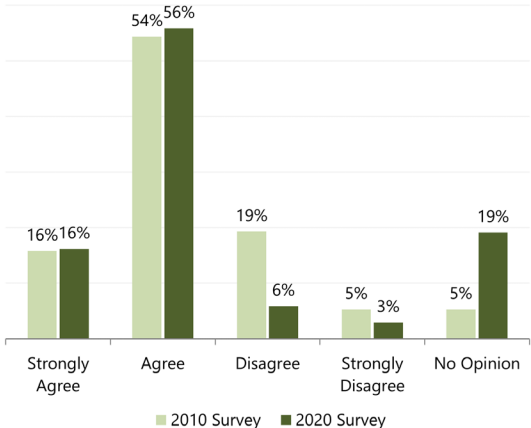
### Q38: Dead-end streets should be connected where practical:

Respondents: 2010: 57 vs 2020: 68



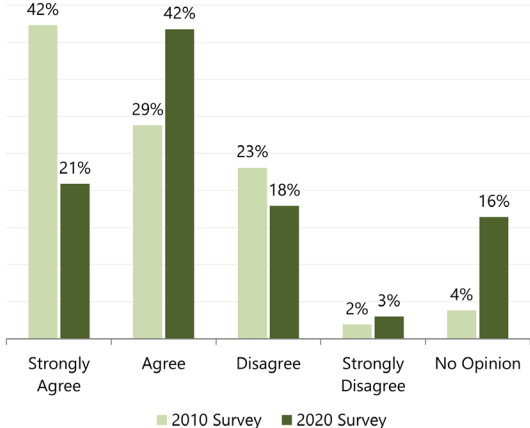
### Q39: Safety devices are adequate at railroad crossings:

Respondents: 2010: 57 vs 2020: 68



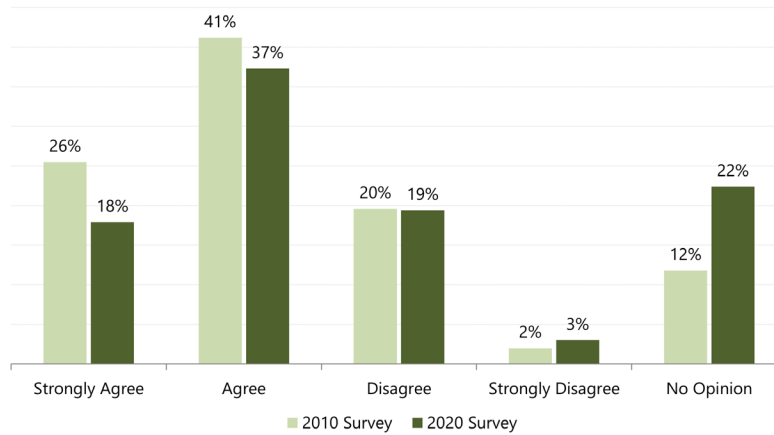
### Q40: Turn lanes should be added to Riley Boulevard:

Respondents: 2010: 52 vs 2020: 67



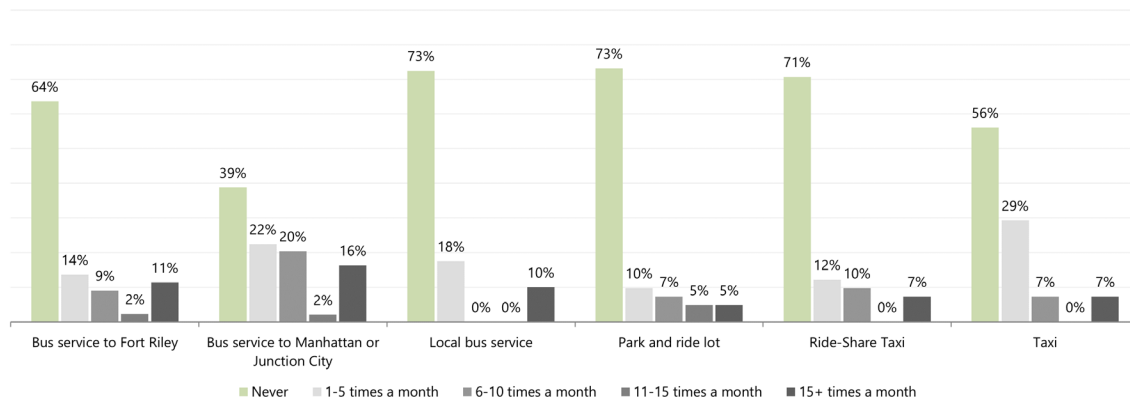
### Q41: Street signage needs to be improved:

Respondents: 2010: 51 vs 2020: 67



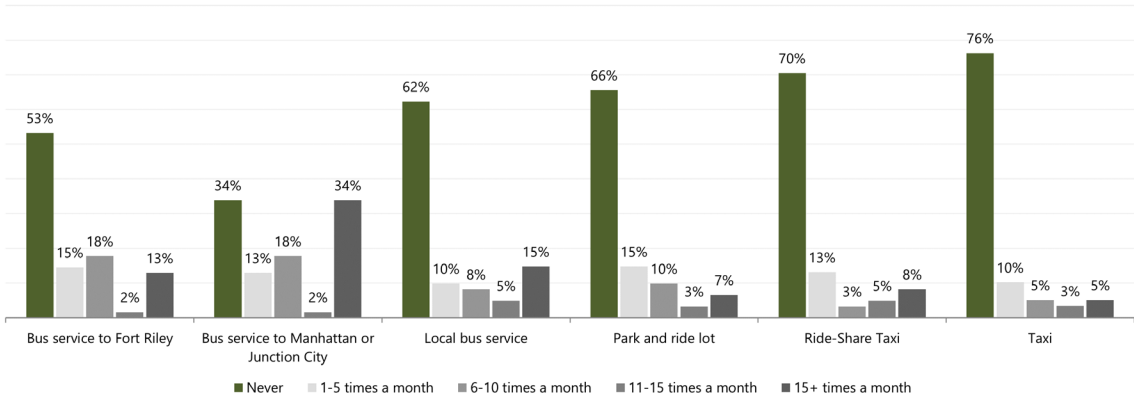
### Q42a: Would you like to see the following types of transportation provided in the City? If so, how often would you use them? (2010):

Respondents: 2010: 49



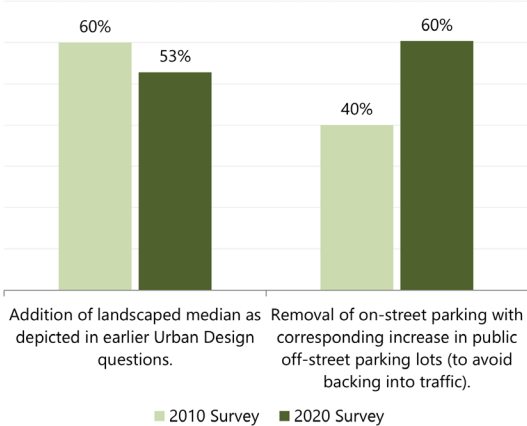
### Q42b: Would you like to see the following types of transportation provided in the City? If so, how often would you use them? (2020):

Respondents: 2020: 63



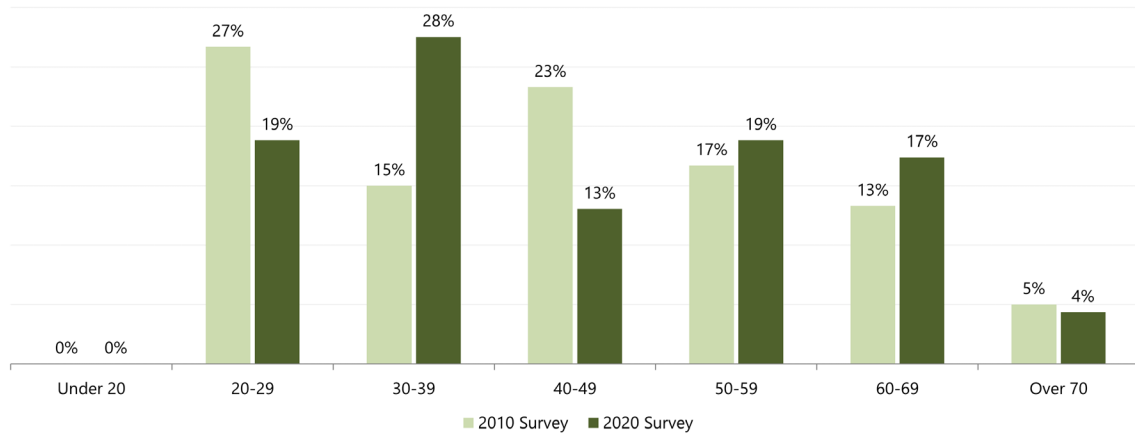
### Q43: The following traffic calming strategies should be considered to increase shopping opportunities for businesses along Riley Boulevard:

Respondents: 2010: 50 vs 2020: 53



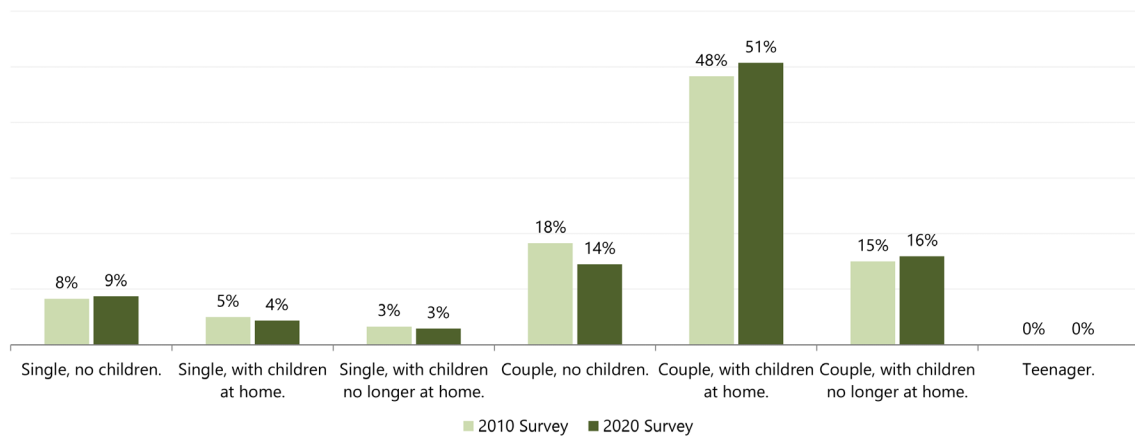
## Q44: What is your age?:

Respondents: 2010: 60 vs 2020: 69



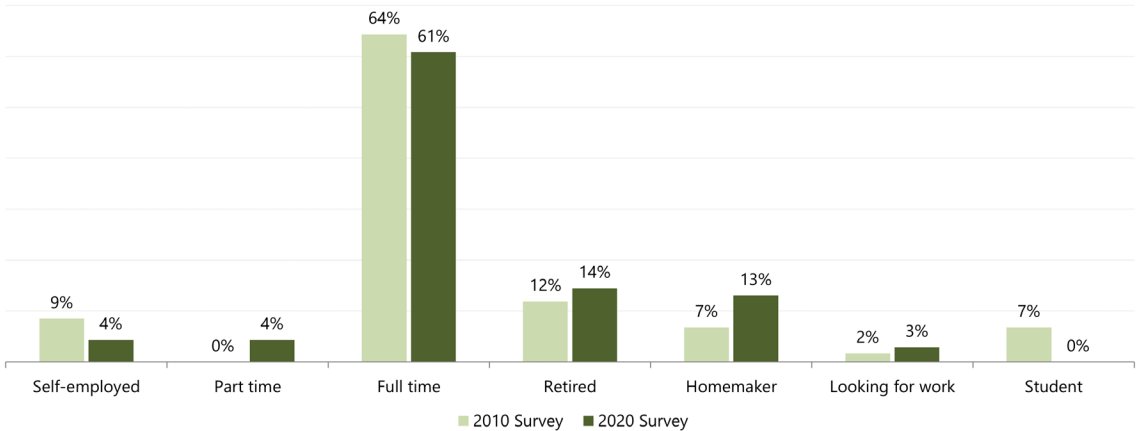
## Q45: What is your family status?:

Respondents: 2010: 60 vs 2020: 69



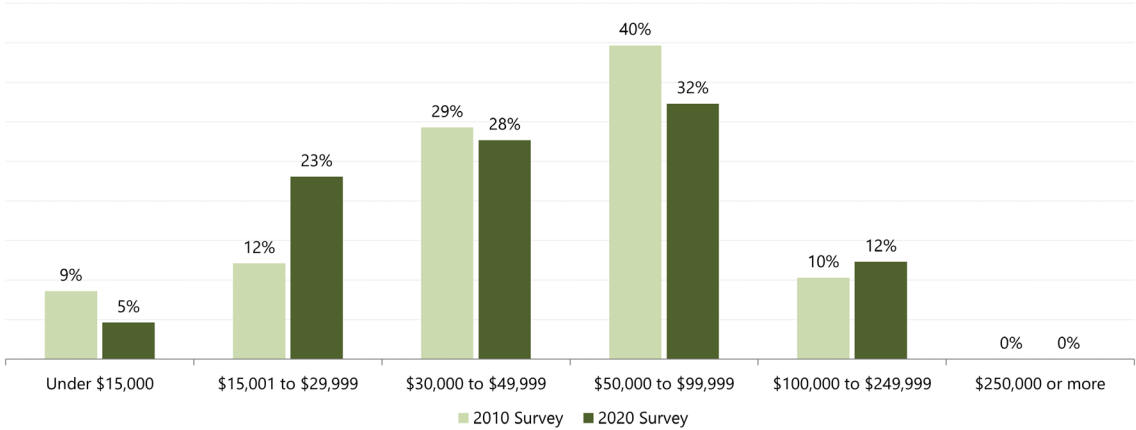
### Q46: What is your employment status?:

Respondents: 2010: 59 vs 2020: 69



### Q47: What is your approximate gross (before tax) yearly family income?:

Respondents: 2010: 58 vs 2020: 65



## Q48: Where do you work?:

Respondents: 2010: 56 vs 2020: 69



## Q48: Where do you work?:

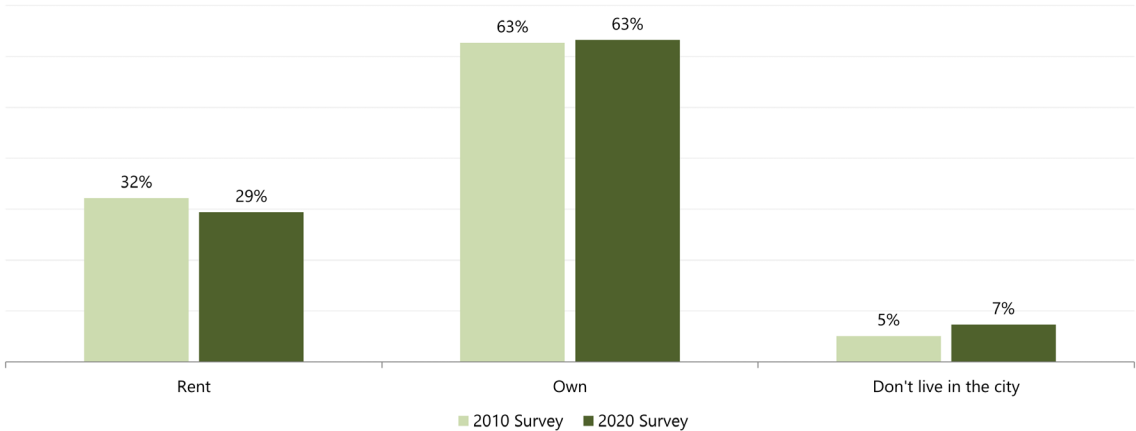
Respondents: 2010: 56 vs 2020: 69

### Individual Comments (4)

1. I am looking for a job currently. I have thought about applying to work with the city.
2. By Manhattan airport
3. 1 in Manhattan, 1 in Ogden
4. Stay at home mom (newborn)

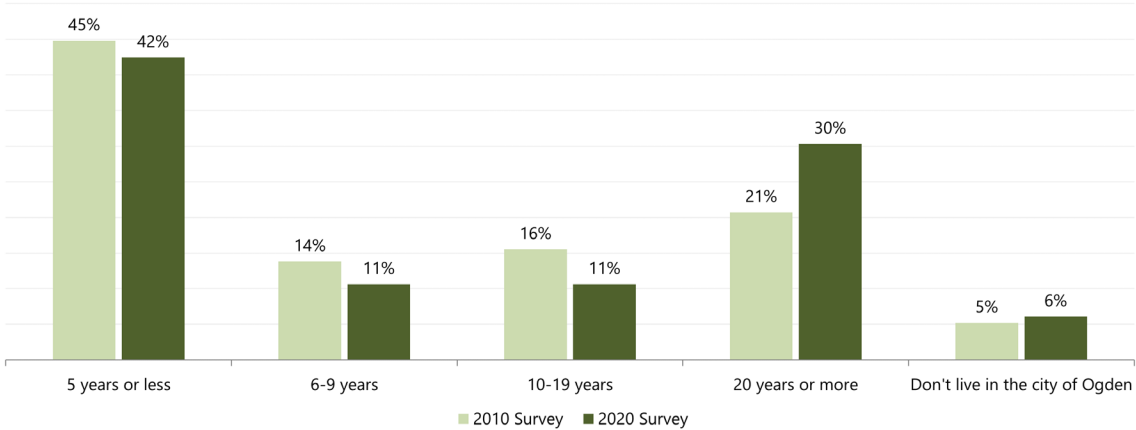
### Q49: Do you own or rent your residence in the City of Ogden?:

Respondents: 2010: 59 vs 2020: 68



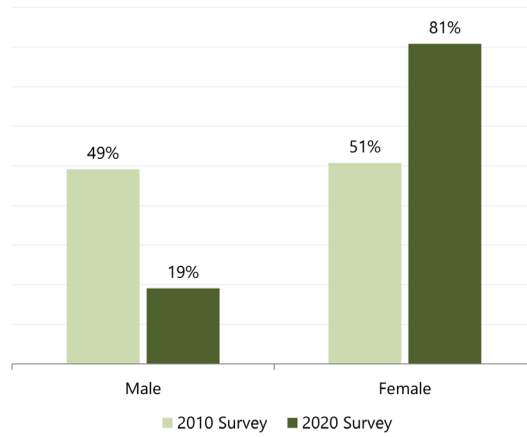
### Q50: How long have you lived in the city of Ogden?:

Respondents: 2010: 58 vs 2020: 66



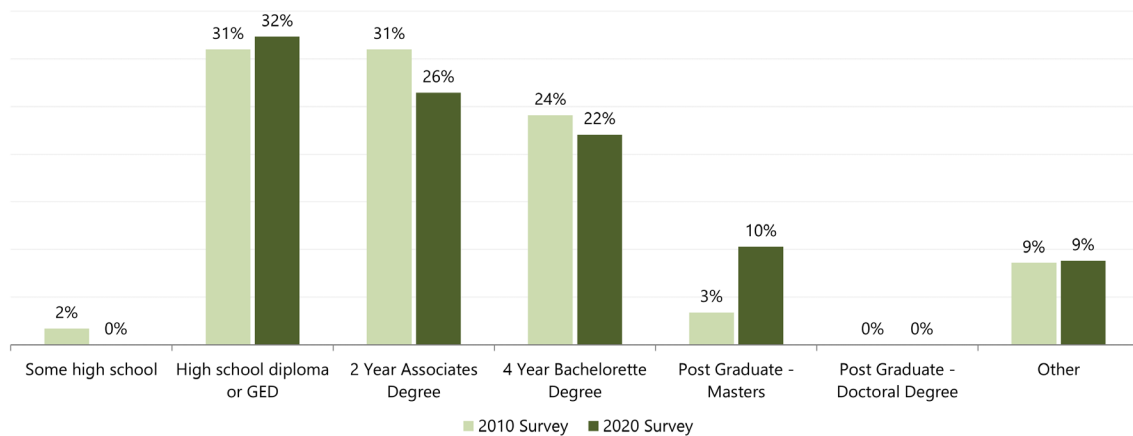
## Q51: What is your gender?:

Respondents: 2010: 59 vs 2020: 68



## Q52: What is your highest level of education?

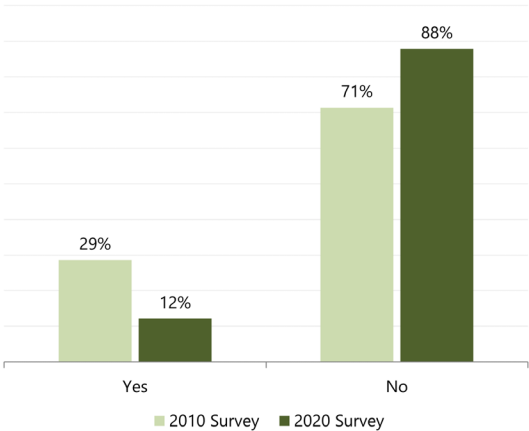
Respondents: 2010: 58 vs 2020: 68





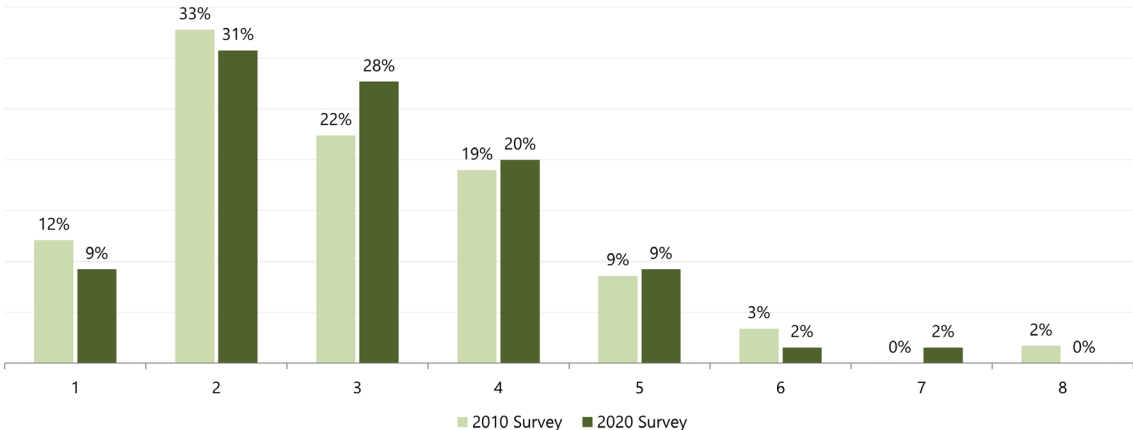
### Q53: I am a non-residential land-owner. If you own vacant property, do you plan on developing your land?:

Respondents: 2010: 21 vs 2020: 33



### Q54: How many people live in your household, including you?:

Respondents: 2010: 58 vs 2020: 65





## Community Vision and Values

### Community Vision

In the year 2040, the City of Ogden, Kansas will boast a small-town atmosphere while retaining a unique Ogden identity. Ogden will be an affordable city to live and work and will showcase its quality recreation amenities and diverse downtown. The City's distinguishing assets of youth activities, an exceptional school, adjacency to Fort Riley, position along the Kansas River, and strategic and central location in the region will collectively ensure the City's viability for years to come.

### Community Values

The core of the Ogden Comprehensive Plan is the shared community values. These values describe what residents value today and what quality of life aspects they want to have throughout the next 20 years. These values define the community vision for 2040.

- *Ogden a place where you run into your neighbors, friends, and acquaintances at local businesses, parks, and the community center.*
- *Downtown Ogden is the heart of this community, active with a mix of small businesses, prime with opportunities.*
- *Ogden is known for their exceptional school(s).*
- *Ogden features family-friendly events that gather the community.*
- *Ogden is a military-friendly community courtesy of its on-going relationship with Fort Riley.*
- *Ogden is committed to promoting housing options across the income spectrum for its residents.*

### Are you satisfied with the Community *Vision*?

Yes    No

### If you said no, what would you change about the Community *Vision*?

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### Are you satisfied with the Community *Values*?

Yes    No

### If you said no, what would you change about the Community *Values*?

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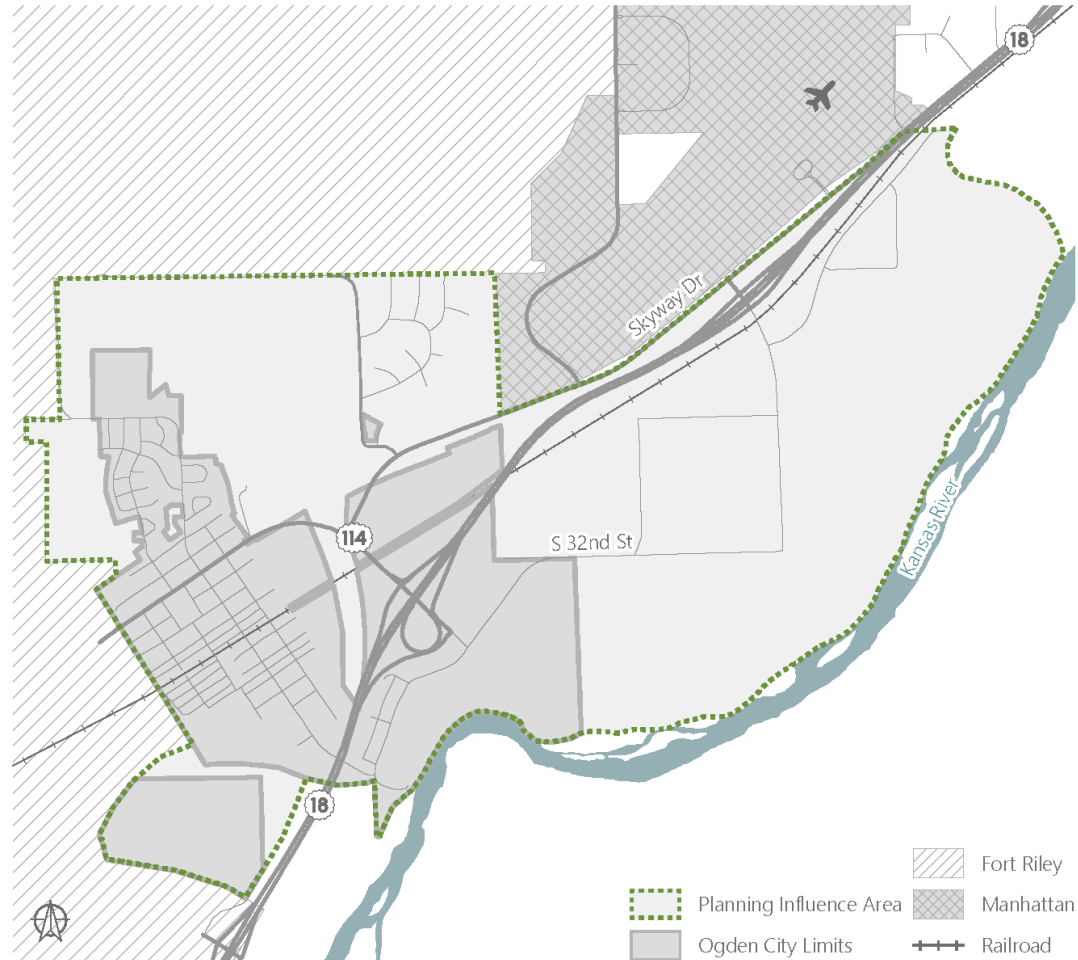
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## Ogden's Planning Influence Area

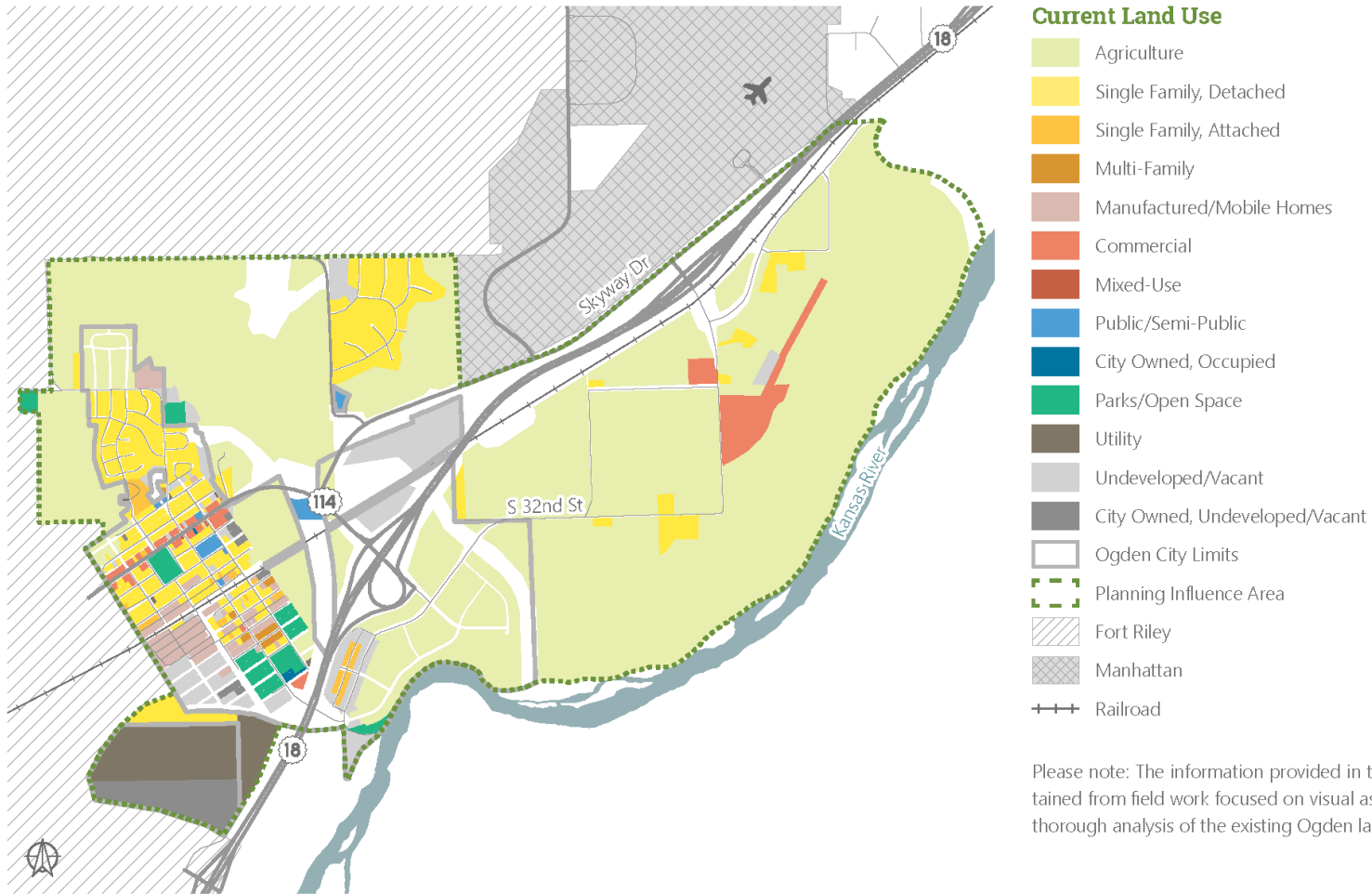
The 'Planning Influence Area' includes areas beyond the city limits. The properties in this area may be influenced by decisions in the City of Ogden.

The areas included in this boundary are within Ogden's extraterritorial jurisdiction and could be considered for future annexation and development but should *not* necessarily be thought of as where Ogden should expand their boundary over the next twenty years but instead be thought of as a way to provide input and guide development decisions.

**The Ogden "Planning Influence Area" map does not change the use, taxes, or zoning of your property.**



# Current Land Use Map



Please note: The information provided in this map was obtained from field work focused on visual assessment and a thorough analysis of the existing Ogden land use data.



## Current Land Use, Future Land Use, and Zoning Scenario



### The Tract Today

Jane buys an 80-acre tract to live on and farm. The tract will remain Agricultural for as long she wants the tract to remain so.

The decision to change the land use or zoning on Jane's 80-acre tract rests entirely with Jane regardless of what her tract is designated within the Future Land Use Map of the Comprehensive Plan.



### Future Land Use

After owning and farming the tract for 10 years, Jane decides she's ready to sell the tract, and thinks this tract could be sold for development. The Future Land Use Map designates Jane's tract as Single Family, Detached.

The Future Land Use Map is a guide to what future uses are appropriate for this area. Since it is designated as Single Family, Detached the tract is geared more toward residential uses, and uses like manufacturing, and large-scale commercial are not appropriate for this location.

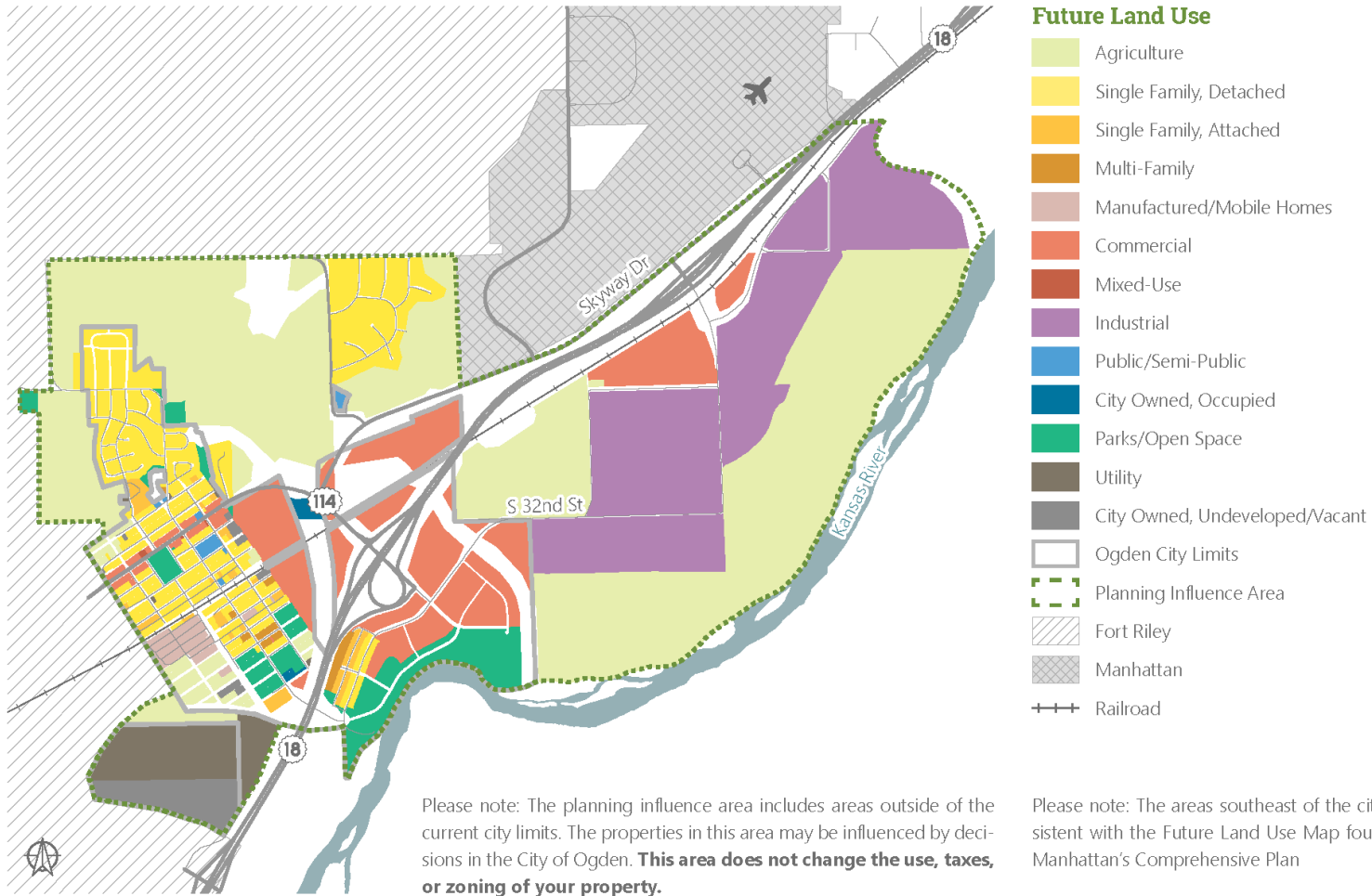


### Zoning

Since the tract is designated as Single Family, Detached, Jane decides to request a change of zoning from Agriculture to Residential to allow for a housing development.

The local Planning Commission will use the Future Land Use Map, amongst other factors, to help them determine whether or not a zoning change from Agriculture to Residential is appropriate for this area.

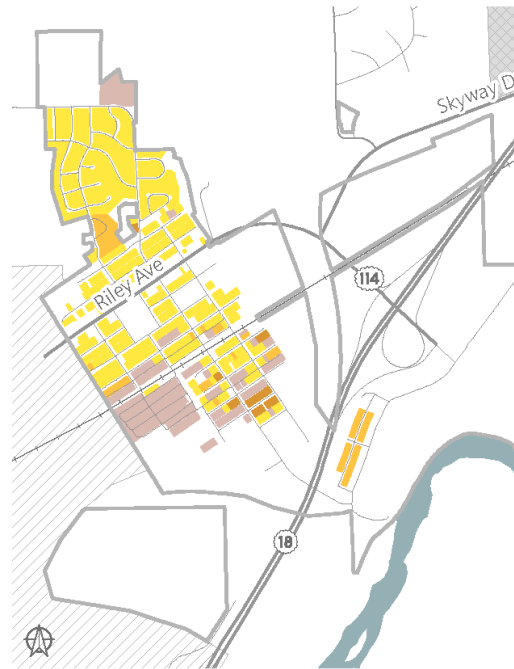
# Future Land Use



# **Goal 1: Prioritize Quality, Livable Neighborhoods**

## Implementation Actions:

1. Collaborate with local partners and gather resources to support the rehabilitation of deteriorated housing.
2. Expand the spring citywide cleanup event to be more inclusive of all neighborhoods.
3. Prioritize infill development.
4. Conduct a study for the undeveloped portion of the 'River Trail' development.
5. Monitor the status of housing units within the city by preparing a Housing Market Analysis that looks at factors such as vacancy rates, investor-owned housing, property value decline, property maintenance, environmental concerns, safety concerns, and demand of housing types.



### Existing Housing Stock

- Single Family, Detached
- Single Family, Attached
- Multi-Family
- Manufactured/Mobile Homes
- Ogden City Limits

**What do you like about this section?**

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**What do you disagree with?**

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**What is this section missing?**

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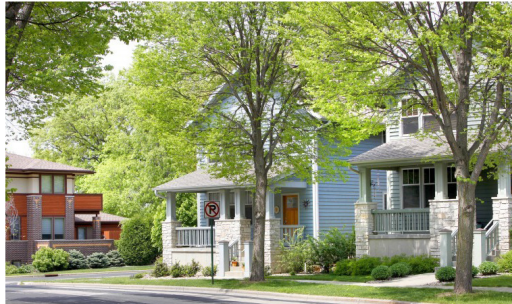


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## Promoting a Diversity of Housing: Concepts



### Denser, Walkable Neighborhood

Many families, young professionals, and retirees are choosing to live in denser, walkable neighborhoods. Many residents like the small yards and sense of community that these developments offer. This neighborhood style promotes quality public space.

Mike DeVries - The Capital Times



### Accessory Dwelling Unit or "In-Law Unit"

ADUs are a "sensitive" way to add a unit to a lot, which often cannot be seen from the street. These are often used to house extended family, provide housing for an additional family while increasing property value, or as a way for the original owner to downsize, but remain on-site.

City of Oakland; Jessica Letaw; So Cal Builds;



### Mixed Use Residential

These are buildings that include commercial uses on the ground floor and residential units on upper floors. Open space is generally in the form of balconies, terraces, and roof decks.

<sup>1</sup>Wilson County, TN

**Ogden has the potential to add a diversity of housing types...**

**Do you like the idea of Denser, Walkable Neighborhoods?**

Yes    No

**Do you like the idea of ADUs?**

Yes    No

**Do you like the idea of Mixed Use Residential?**

Yes    No

**What are your additional thoughts on these concepts?**

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## Goal 2: Provide Excellent Community Spaces and Infrastructure

### Implementation Actions:

1. Ensure that the existing park and recreation facilities are meeting the current and future needs of Ogden residents by updating and implementing the Ogden Parks Master Plan.
2. Focus resources on improving or expanding the community center.
3. Take advantage of publicly-owned lands where practical to connect existing parks with trail corridors.
4. Revise the Capital Improvements Plan to identify and prioritize needed repairs and expansions to the existing water and wastewater treatment systems.
5. Plan the locations and timing of utilities as a way to guide future development.
6. Encourage underground utilities in new development and along prominent corridors.
7. Station more Riley County police officers in Ogden.



**What do you like about this section?**

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**What do you disagree with?**

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**What is this section missing?**

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# Ogden Parks Update: Concept Map

What do you like in this map?

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What concerns you in this map?

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Please note: these are just ideas of what could be done in this area.



# Ogden Riverfront Update: Concept Map

**What do you like in this map?**

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**What concerns you in this map?**

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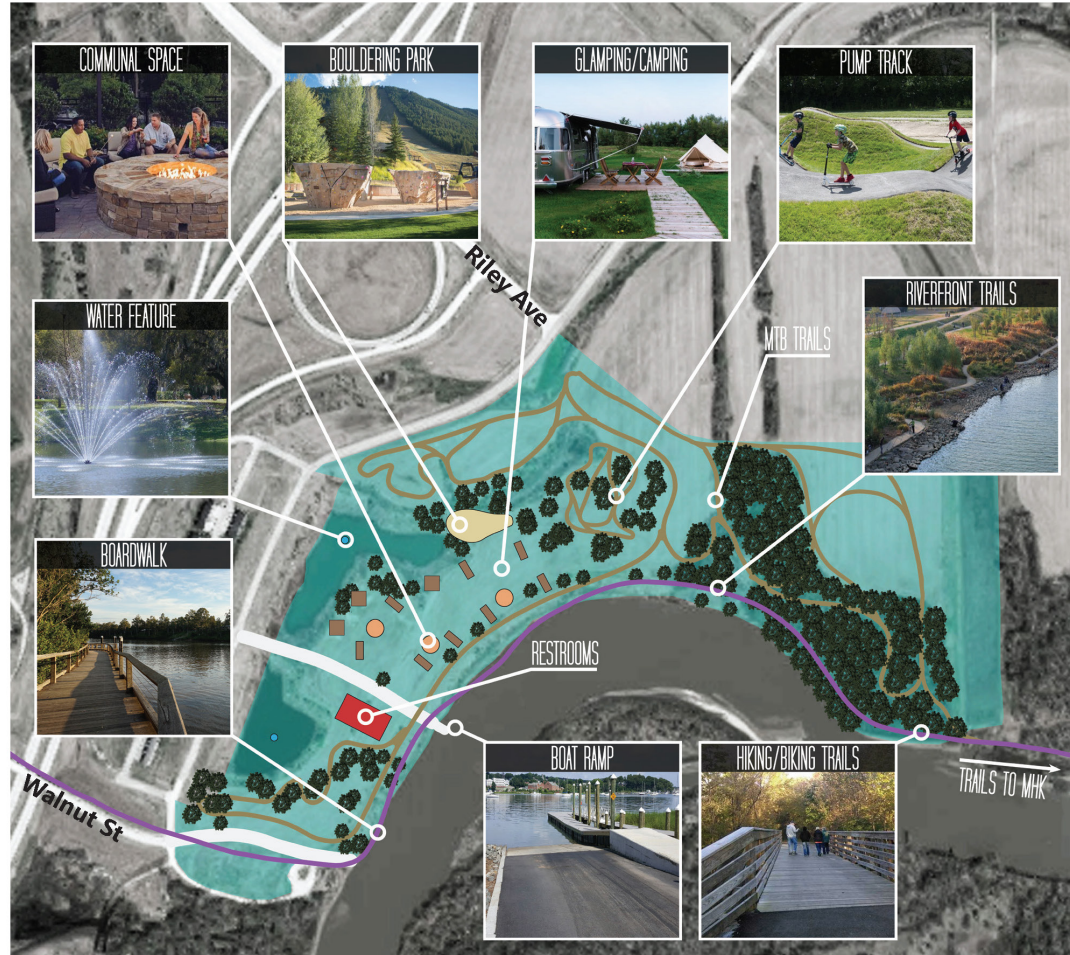
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Please note: these are just ideas of what could be done in this area.



**ANDERSON KNIGHT ARCHITECTS**  
DREAM. CREATE. INSPIRE.





## Goal 3: Foster Downtown Economic Growth

### Implementation Actions:

1. Explore the components of an overlay district for downtown.
2. Establish an Ogden Economic and Redevelopment Committee comprised of community business owners and stakeholders.
3. Develop a small business incubator to attract entrepreneurs and foster new development.
4. Launch a “Shop Local” campaign.
5. Leverage Ogden’s strategic location to recruit businesses.
6. Continue to promote funding for façade and storefront improvement programs. Ensure materials are available online.



Ogden, Kansas 2040 Comprehensive Plan

### What do you like about this section?

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### What do you disagree with?

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### What is this section missing?

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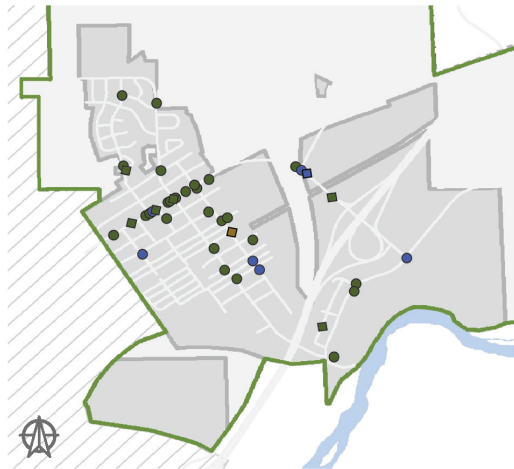
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## Goal 4: Create a Connected Transportation System for All Users

### Implementation Actions:

1. Identify funding available for preserving transportation infrastructure and assets.
2. Implement the Safe Routes to School Plan to improve sidewalk connectivity.
3. Continue to engage with regional partners to implement the Regional Connections Plan.
4. Establish a long-range vision for Riley Avenue that accommodates all modes of transportation.



### Crashes 2015-2019

- Non-Injury Crashes from Drugs or Alcohol
- ◆ Injury Crashes from Drugs or Alcohol
- ◆ Injury Crashes with Pedestrians
- Other Non-Injury Crashes
- ◆ Other Injury Crashes

**What do you like about this section?**

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**What do you disagree with?**

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**What is this section missing?**

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## Goal 5: Market Community Assets and Celebrate Ogden's Unique Identity

### Implementation Actions:

1. Complete an inventory of local historical sites and publish on the City of Ogden's website.
2. Broaden and support the existing event committee to focus on the planning of new and existing events.
3. Market community assets such as high quality Ogden Elementary School, recreation opportunities, family-friendly environment, the national river trail, etc.



Ogden, Kansas 2040 Comprehensive Plan

**What do you like about this section?**

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**What do you disagree with?**

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**What is this section missing?**

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## Goal 6: Communicate and Coordinate Locally and Regionally

### Implementation Actions:

1. Market community assets and celebrate Ogden's unique identity.
2. Participate with the Flint Hills Regional Council on the implementation of the Flint Hills / Fort Riley Joint Land Use Study implementation.
3. Launch a community satisfaction survey of city services.
4. Participate in regional opportunities to promote Ogden.
5. Participate in the Flint Hills Economic Development District plan updates and implementation.
6. Improve communication with USD383.
7. Increase collaboration with other rural communities.

**What do you like about this section?**

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**What do you disagree with?**

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**What is this section missing?**

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## Appendix B: Housing Assessment

About the Housing Assessment.....	B-03
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## About the Housing Assessment

The Flint Hills Regional Council (FHRC), guided by Professor Susmita Rishi of Kansas State University, completed this Housing Conditions Assessment for Ogden. The conditions of current housing stock was documented through a windshield survey in January 2021. Data was collected using Survey 123. This data was then analyzed to understand the condition of the housing stock.

### Housing Conditions Assessments

A Housing Conditions Assessment is an analysis that focuses on the structural characteristics and conditions of dwellings and other issues pertaining to housing in the area. The purpose of a Housing Conditions Assessment (HCA) is to provide the empirical basis on which the city, county, community groups, organizations and residents can develop a comprehensive understanding of the current condition of the housing stock in the city and county.

A HCA can be used to make decisions on investments such as infrastructure upgrades, homeowner programs, and neighborhood revitalization. This type of study can also help the city and county assess the success of earlier and ongoing community development efforts. The HCA is therefore a starting point towards an overall plan for city and county-wide development.

In this HCA study, there was a focus on the adequacy and amenities of the housing stock by completing a survey for each residential structure within city limits. The survey involved the selection of structure type, number of floors, approximate age of the structure, condition of the foundation (if visible), as well as the condition of roofing, siding (including fascia boards and gables), windows and doors (including jambs and frames), yard, and

driveway (if applicable). After each of these individual components were assessed, the structure was given an overall assessment ranging from "Excellent" to "Dilapidated".

The description of each structural quality category are as follows:

- » **Excellent:** describes a dwelling unit that is new or well maintained and structurally intact with no visible deficiencies. The foundation appears structurally undamaged and its rooflines are straight. Windows, doors, siding, and exterior paint are in good condition.
- » **Sound:** describes a dwelling unit that shows signs of minor deferred maintenance and requires tasks such as repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation.
- » **Minor Rehabilitation:** describes a dwelling unit that shows signs of multiple areas of deferred maintenance or a dwelling unit that requires the repair of one major component.
- » **Moderate Rehabilitation:** describes a dwelling unit that requires multiple repairs and the replacement of a major component.
- » **Substantial Rehabilitation:** describes a dwelling unit that requires the repair or replacement of all exterior components.
- » **Dilapidated:** describes a dwelling unit that suffers from excessive neglect, appears structurally unsound and unsafe for human habitation, and may not be feasible to rehabilitate.



▲ **Figure B.1: Single-Family Home in Excellent Condition**



▲ **Figure B.4: Single-Family Home Needing Moderate Rehabilitation**



▲ **Figure B.2: Mobile Home in Sound Condition**



▲ **Figure B.5: Single-Family Home Needing Substantial Rehabilitation**



▲ **Figure B.3: Single-Family Home Needing Minor Rehabilitation**



▲ **Figure B.6: Single-Family Home in Dilapidated Condition**

# Condition of the Existing Housing Stock

## ▼ Figure B.7. Existing Housing Stock in Ogden

This map provides data on the existing housing stock in March 2021.



▼ **Figure B.8. Structural Quality of Housing Stock in Ogdén**

This map provides data on the existing housing stock in January 2021.







## **Appendix C: Revitalizing Riley Avenue**



*Flinthills*



**MPO**

January 2018

# REVITALIZING RILEY AVENUE OGDEN, KANSAS





**The following individuals contributed to the efforts of creating this document and allowing this project to come to life:**

Angela Schnee, City of Ogden  
Stephanie Peterson, AICP, Flint Hills MPO  
Jared Tremblay, Flint Hills MPO  
Rachel Foss, Flint Hills MPO

A special thank you to Blake Belanger, PSL, ASLA and his PLAN 640-Urban Design and Development Class from the Fall of 2015, for their vision of the future of Riley Avenue.



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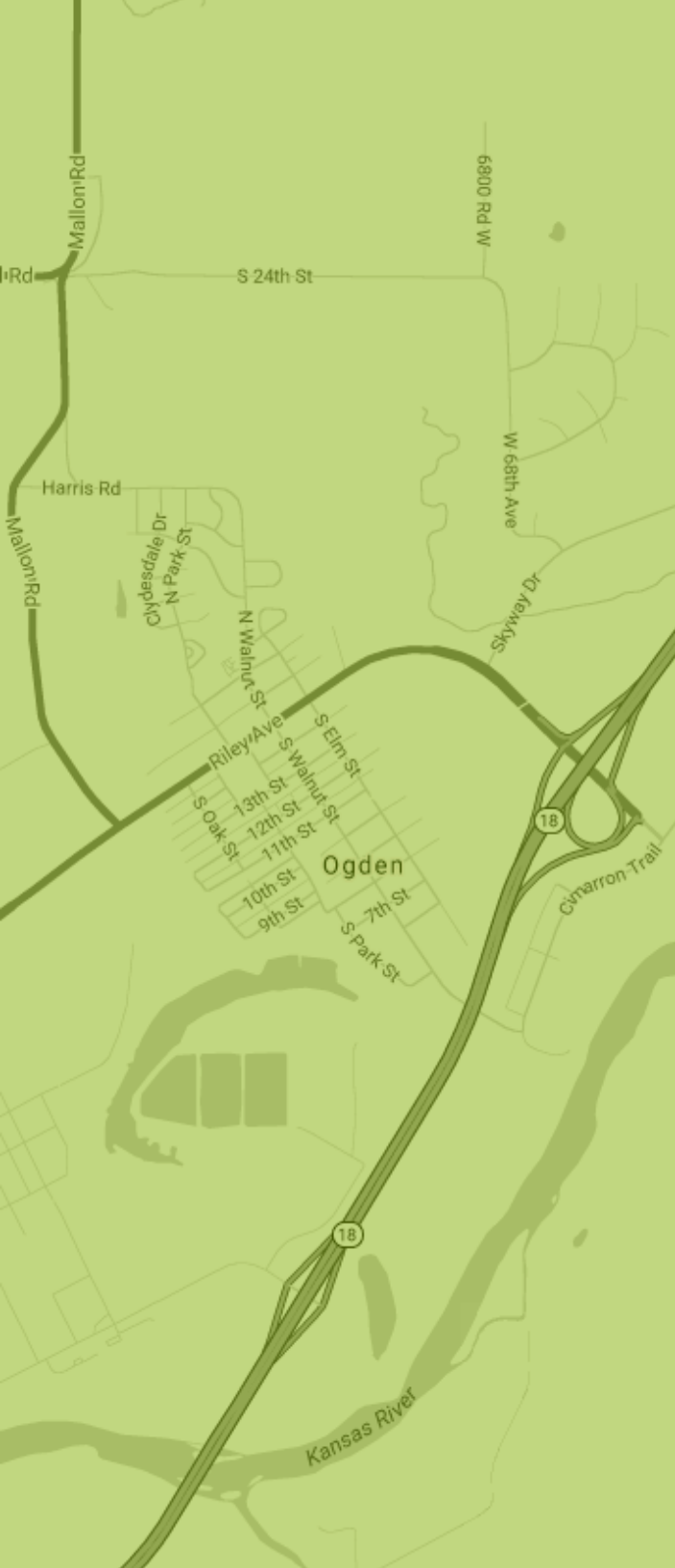
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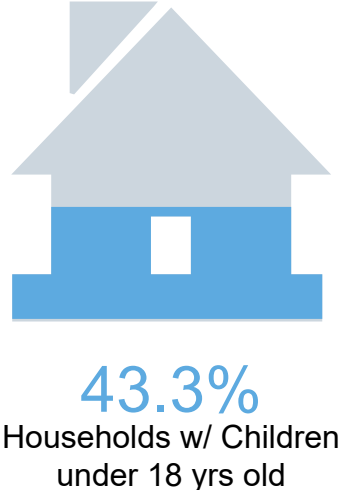
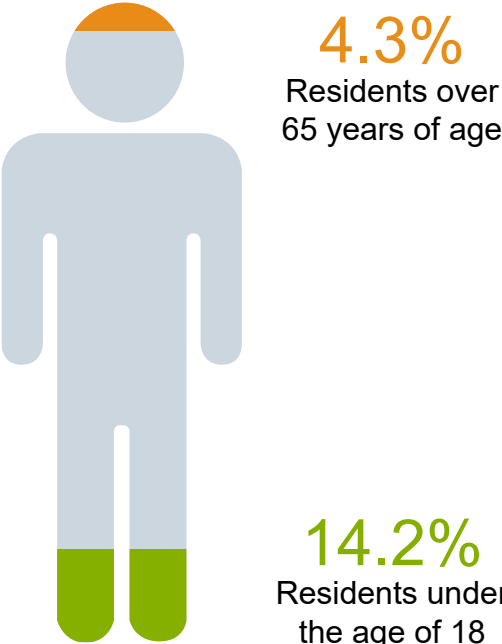
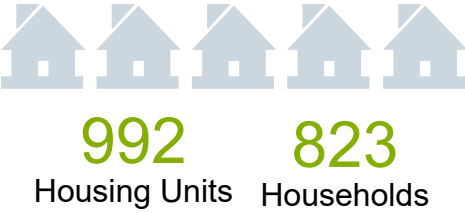
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# INTRODUCTION TO RILEY AVENUE

The City of Ogden is located along K-18, between Manhattan and Fort Riley. Ogden is home to 2,087 residents<sup>1</sup> and serves as one of the main entry points to the Fort Riley Army Installation.



<sup>1</sup> 2010 Census  
<sup>2</sup> 2016 KDOT Traffic Flow Map  
<sup>3</sup> FHMPPO Travel Demand Model-2013 Base Year

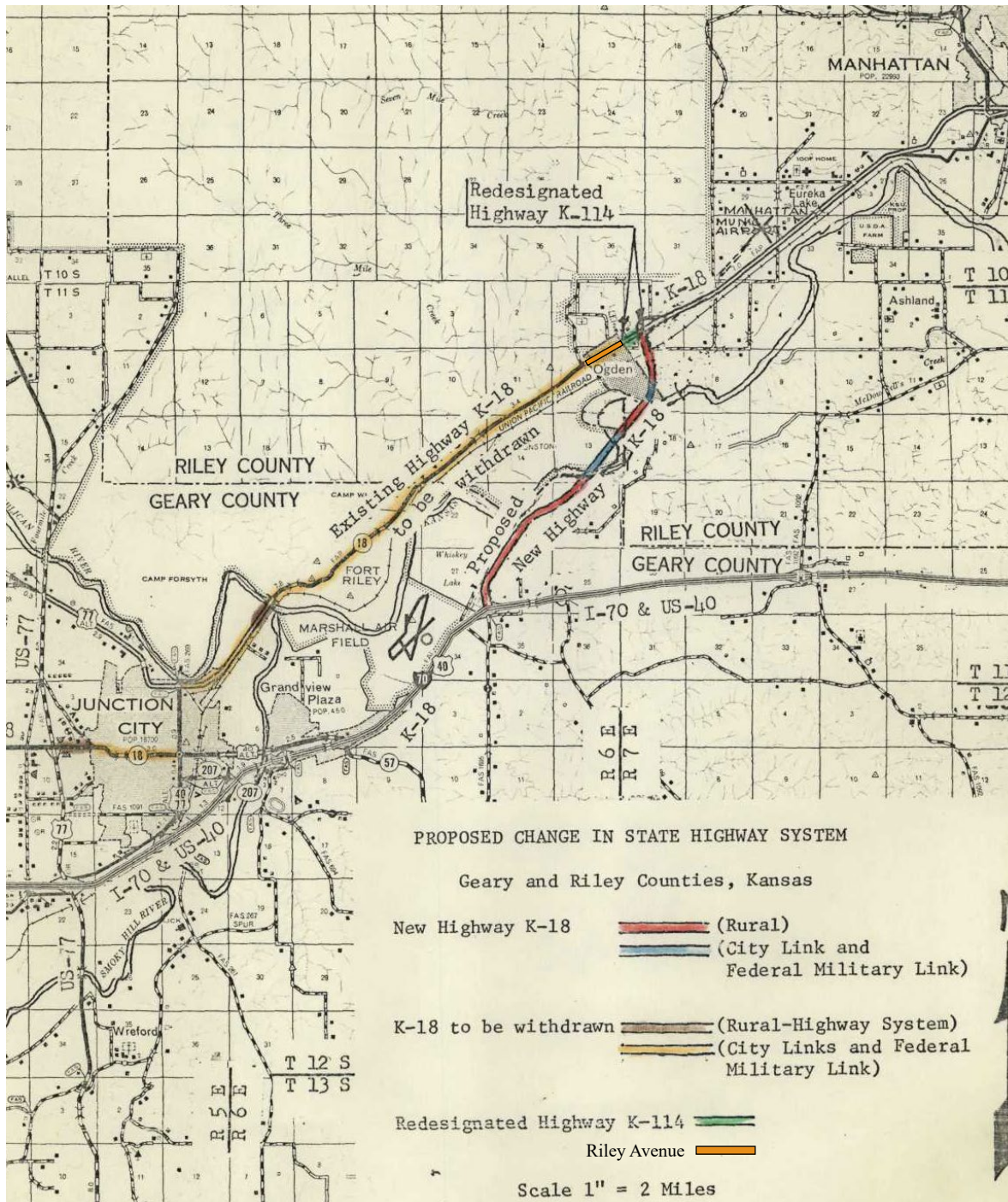
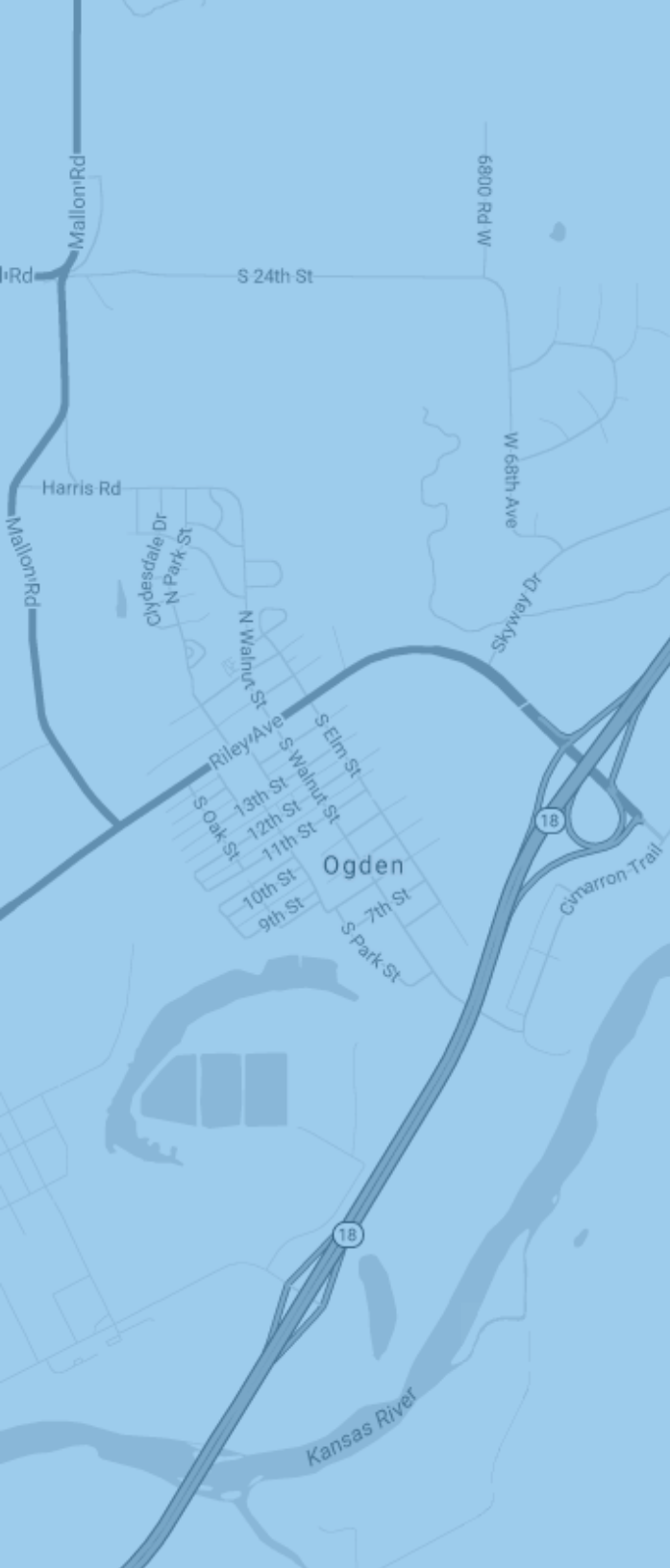


Figure 1: K-18 Rerouting

Ogden's main street, Riley Avenue, served as a state highway until 1976 when the Kansas Department of Transportation (KDOT) realigned K-18 to bypass Fort Riley. When the roadway was turned over to the City of Ogden, it remained a 96-foot wide, 4-lane cross-section, with diagonal parking along both sides of the street. The ¾-mile long Riley Avenue (highlighted in orange in Figure 1) serves as the primary commercial corridor for the city, carrying between 12,000<sup>2</sup> - 18,000<sup>3</sup> vehicles a day. The posted speed limit is 30 miles per hour, while the 85 percentile is 38 miles per hour. There is a school crossing along the corridor, but there is currently no speed zone or speed limit reduction.

While a majority of the vehicles using Riley Avenue are passing through Ogden, going to or from Fort Riley, the corridor serves as Ogden's main street. Riley Avenue houses the community's civic buildings, restaurants, and commercial establishments. Although Riley Avenue serves as Ogden's downtown main street, the corridor is auto-centric and lacks character. With the assistance of a partnership established between the City, Kansas State University, and the Flint Hills Metropolitan Planning Organization (MPO), Riley Avenue is slowly transforming.



# VISION FOR RILEY AVENUE

In 2015, the Flint Hills Metropolitan Planning Organization (MPO) and the City of Ogden partnered with an Urban Design and Development class in the College of Architecture, Planning, and Design (APD) at Kansas State University to create a long-range vision for the Riley Avenue corridor. The timeline, shown in Figure 2, guided the process for developing conceptual designs for the corridor. This process took approximately six months, starting in the Summer of 2015 and concluding by December 2015.

## OPEN HOUSE

An open house was held at the Ogden Community Center in the Summer of 2015 to present general design concepts and receive community feedback about the corridor. *Figure 2* highlights a few of the concepts proposed for the Riley Avenue corridor, which would improve aesthetics, safety, and stormwater management. Additional examples can be found in Appendix A. Other design elements included a center landscaped median, bicycle lanes, and pocket parks. Improving safety for both pedestrians and drivers was the top priority of community members who attended the open house.

## POTENTIAL DESIGN CONCEPTS FOR STREET IMPROVEMENTS



### Sidewalk Improvements

*Lighting, Street Trees, Benches, Trash/Recycle Containers, Wider Sidewalks*



### Green Infrastructure

*Stormwater management that protects, restores, or mimics the natural water cycle*



### Curb Extensions

*Increases safety by narrowing crossing distance at intersections and decreases vehicular speeds*

*Figure 2: Design Concepts*

## COMMUNITY SURVEY

To prepare for the coursework that would occur during the 2015 Fall semester, the City of Ogden and the MPO began initiating public input by hosting an open house and community survey (Figure 3). The survey was made available to community members, asking what they liked about Riley Avenue, what they would like changed, and aesthetically how they would like the corridor to evolve. The information shown below summarizes the survey findings.

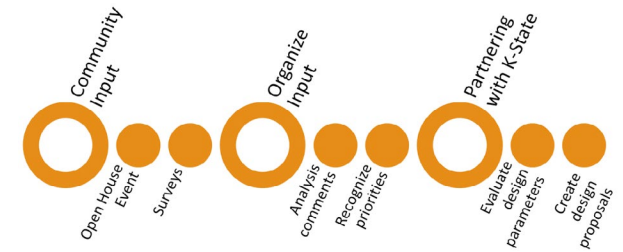


Figure 3: Process for Revitalizing Riley Avenue

## OF 60 SURVEY PARTICIPANTS...

**55%** Support the reduction of street parking in an effort to make improvements to Riley Ave

**70%** Support the addition of traffic calming measures (such as reduced lanes, center medians, or curb extensions)

**58%** Feel unsafe crossing Riley Avenue as either a pedestrian or bicyclist

## HERE ARE A FEW OF THEIR THOUGHTS...

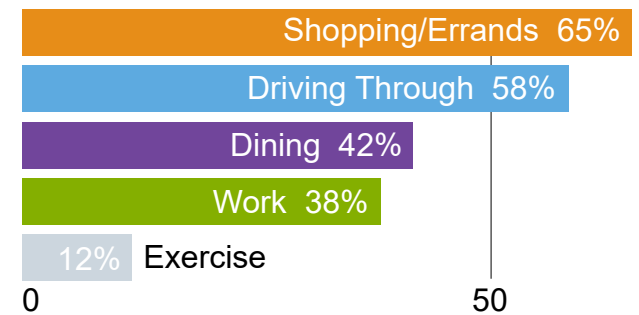
*"I think this revamping of Riley Avenue is a very good idea and would bring people to town and show that it is a very nice place"*

*"Traffic lights should be added as well as cross walks. It's hard to get out of the Dollar General parking lot or the Casey's parking lot multiple times a day. Because of this, I refuse to let my children cross Riley Avenue at all."*

*"Incorporating a turn lane would improve safety and traffic. Improving the streetscape so that more businesses would want to come to Ogden, & families feel safe walking "main" street would be wonderful."*

*"I would encourage improvement of access to Riley Ave from side streets. At the moment, its hard to see around parked cars when crossing or trying to get on to Riley Ave."*

## Currently visit Riley Ave for the following purposes:



## Top priorities:

1. Pedestrian Safety
2. Ease of Traffic Flow
3. Streetscape Improvements (trees, lighting, benches, bike racks)
4. Designated Bike Lanes

## Top aesthetic priorities:

1. Building Front Improvements
2. Pedestrian Crosswalks
3. Lighting
4. Sidewalk Improvements
5. Green Infrastructure
6. Street Trees
7. Signage & Wayfinding
8. Landscaped Medians



Figure 4: South Side of Riley Avenue (between Walnut Street and Willow Street)



Figure 5: Utility poles located on the sidewalks



Figure 6: Identification of Existing Issues

One question on the survey asked the respondent what they liked about the corridor and what they would like to see unchanged. Of the 18 responses to this question, 22% stated that they would like to see the four-lane roadway remain and 50% commented that there was nothing they would like to remain untouched. Exceptions included preserving the park, veteran's memorial, and maintaining the small-town feel.

Public input received at the open house, combined with the existing conditions inventoried during the site visit, the students compiled specific concerns observed along the corridor, identified in *Figure 6*.

## RECOGNIZING PRIORITIES

After reviewing the input received at the open house and results from the surveys, the following priorities emerged:

- » Phased Implementation
- » Maintain the commercial land uses
- » On-street parking is a necessity
- » Maintain small-town ambiance

## PARTNERSHIP WITH K-STATE

As previously mentioned, the City and MPO worked with APD students at Kansas State University (K-State) to evaluate existing conditions and develop design concepts to improve the Riley Avenue corridor. The students were split into three teams, each with their own final design recommendations.

### Existing Conditions

To introduce the K-State students to Riley Avenue, the students conducted site visits and inventoried existing conditions. They noted that the corridor had no cohesive vision and is dominated by vehicles. Other notes included:

- » Wide right-of-way leads to excessive speeding and safety issues
- » Uncomfortable environment for pedestrians and bicyclists
- » Inconsistent in streetscape or architectural design (*Figure 4*)
- » Vehicles using the corridor exceed the speed limit
- » Limited sight lines for pedestrians and vehicles
- » Lack of stormwater management
- » Excess unused off-street parking
- » Location of utility poles on the sidewalks (*Figure 5*)
- » Excessive curb-cuts and access management issues
- » No setback regulations
- » Wide out-side lanes with no transition space for turning vehicles

While some of these issues were site-specific, like an unnecessary curb-cut or poor sight distance, the students noted that wide lanes, poor streetscape, and narrow sidewalks were major issues throughout the corridor. A corridor level analysis of issues listed in Figure 6 may be found in Appendix B.

### Evaluating Design Concepts

The Urban Design and Development students went through a variety of design iterations where they received input to further refine their proposals.

Some initial ideas included a pedestrian bridge over Riley Avenue or reducing the roadway to a three-lane road. Although both would address safety concerns, neither of these are realistic under the current conditions. A pedestrian bridge would be extremely expensive and would not generate adequate use to justify the expense. While a three-lane road would improve safety for pedestrians and vehicles, the idea failed to gain needed support due to public misconception of Fort Riley traffic volumes versus the proposed road configuration capacity.

The other issue identified was the unusual lane configuration leading to the Fort Riley gate. The existing roadway configuration of Riley Avenue was a four-lane road with diagonal parking along each side. At the City of Ogden and Fort Riley boundary line, the roadway transitions to a three-lane road, but with two-lanes westbound and one-lane east-bound.

### Final Design Proposals

Ultimately, the City of Ogden was presented with three final proposals. Each team made a presentation to staff members from the City, Ogden Community Center, and the MPO, sharing their report and design renderings.

All three teams proposed designs that would lend themselves to phased implementation to address funding constraints and limited resources. Each also included the recommendation of landscaped medians, enhanced streetscape, and varying designs for lane reconfiguration.

Below is a summary of each team's final design recommendations. For all proposed phases of each proposal, reference Appendix A.

#### Team A

Team A proposed three phases to achieve completion of their recommendations. With the final phase, Riley Avenue would be transformed to include a landscaped center median, pocket parks along the corridor, curb extensions, and only three travel lanes, as shown in *Figure 7*.



Figure 7: Team A's Phase 3 Rendering



## Team B

Team B proposed a three-phased approach to addressing the Riley Avenue Corridor. Most of the improvements proposed were focused towards the eastern end of the corridor. Like the previous team, Team B proposed three through lanes, with a left-hand turn lane at intersections and parallel parking at various locations along the corridor. Aesthetics were enhanced with street trees, landscaped medians and curb extensions, and lighting. Appendix B contains more detail regarding Team B's proposal, including a readable version of *Figure 8*.

## Team C

Team C proposed a design that would enhance pedestrian connections, redefine the traffic flow, and enrich the sidewalk environment. To achieve this, the team proposed maintaining the existing four-lane configuration (as seen in *Figure 9*) while incorporating a meandering median to slow vehicles. Like the other groups, an improved streetscape becomes a defining element of Riley Avenue. The corridor transforms the pedestrian experience with tree-lined sidewalks, streetscape furniture, bioswales, landscape medians, and pedestrian scaled lighting. Appendix B contains the entire final design for the corridor.

Riley Avenue Streetscape Project  
Ogden, Kansas  
Kansas State University  
Plan 640 - Urban Design & Development  
Taylor Whitaker, Jacob Cox, Trent Richardson, Phil Macaluso

Phase I	Phase II	Phase III	Estimated Costs for Various Crosswalk Designs
<ul style="list-style-type: none"> <li>paint median, turn lanes, crosswalk</li> <li>interior, parking stripes, bulbouts</li> <li>optimal lane widths</li> <li>add crosswalk signs</li> <li>bus stop signage and paint</li> </ul>	<ul style="list-style-type: none"> <li>Replace front median, turn lanes, strategic sidewalk replacement, bulb outs</li> <li>Redesign activated traffic lights</li> <li>There are 29 percent reduction in travel times, which is primarily up front at the 90 percent confidence level</li> <li>There are 18 percent reduction in pedestrian crashes, which is primarily up front at the 90 percent confidence level</li> <li>There are 18 percent reduction in vehicle crashes, which is primarily up front at the 90 percent confidence level</li> <li>add streetlights</li> <li>planters where street trees would go</li> </ul>	<ul style="list-style-type: none"> <li>Landscaped medians, larger planter boxes</li> <li>Add street trees along medians and in sidewalks</li> <li>Bus stop shelter</li> <li>Street furniture</li> </ul>	<ul style="list-style-type: none"> <li>Controlled/Companion signals: \$2,000 per intersection (this includes installation and 20 additional installed posts). This cost can be up to \$15,000 per intersection if a retrofit is done with APS devices.</li> <li>Controlled: \$2,000 - \$20,000</li> <li>Simple neighborhood crosswalks with signs and markings: \$500 - \$1,500</li> <li>Enhanced crosswalks with special details, raised pavement, or special signage: \$3,000</li> <li>Basic crosswalks: \$2,000 - \$15,000 (Volume based) \$10,000 - \$40,000</li> <li>Government illumination: \$25,000 - \$50,000 per crossing</li> <li>Reduction only traffic signal: \$40,000 - \$75,000</li> <li>Basic signal: about \$40,000 to \$100,000</li> <li>MediBlock flashing crosswalk: \$20,000 for equipment and \$20,000 to install</li> </ul>

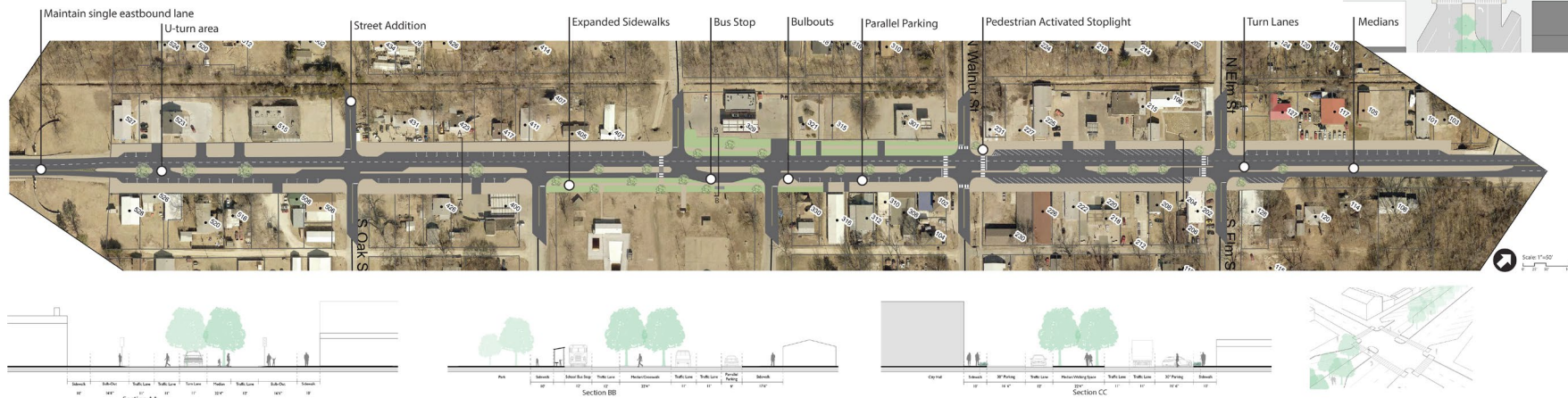


Figure 8: Team C Proposal



Figure 9: Team C Proposal  
7 VISION FOR RILEY AVENUE

# TACTICAL URBANISM AT OGFEST

## SHORT-TERM ACTIONS → LONG-TERM CHANGE

Tactical Urbanism (often referred to as Better Blocks) is an approach used to build short-term and low-cost solutions as a catalyst for change to improve communities. Tactical Urbanism can be used to garner community support by demonstrating design changes to allow people to experience proposed streetscape improvements prior to permanent construction. These are typically day or month-long demonstrations, using low-cost, temporary materials. They can vary in magnitude, ranging from an intersection to several blocks. *Figure 10* describes the progression of improvements that can be made using tactical urbanism.

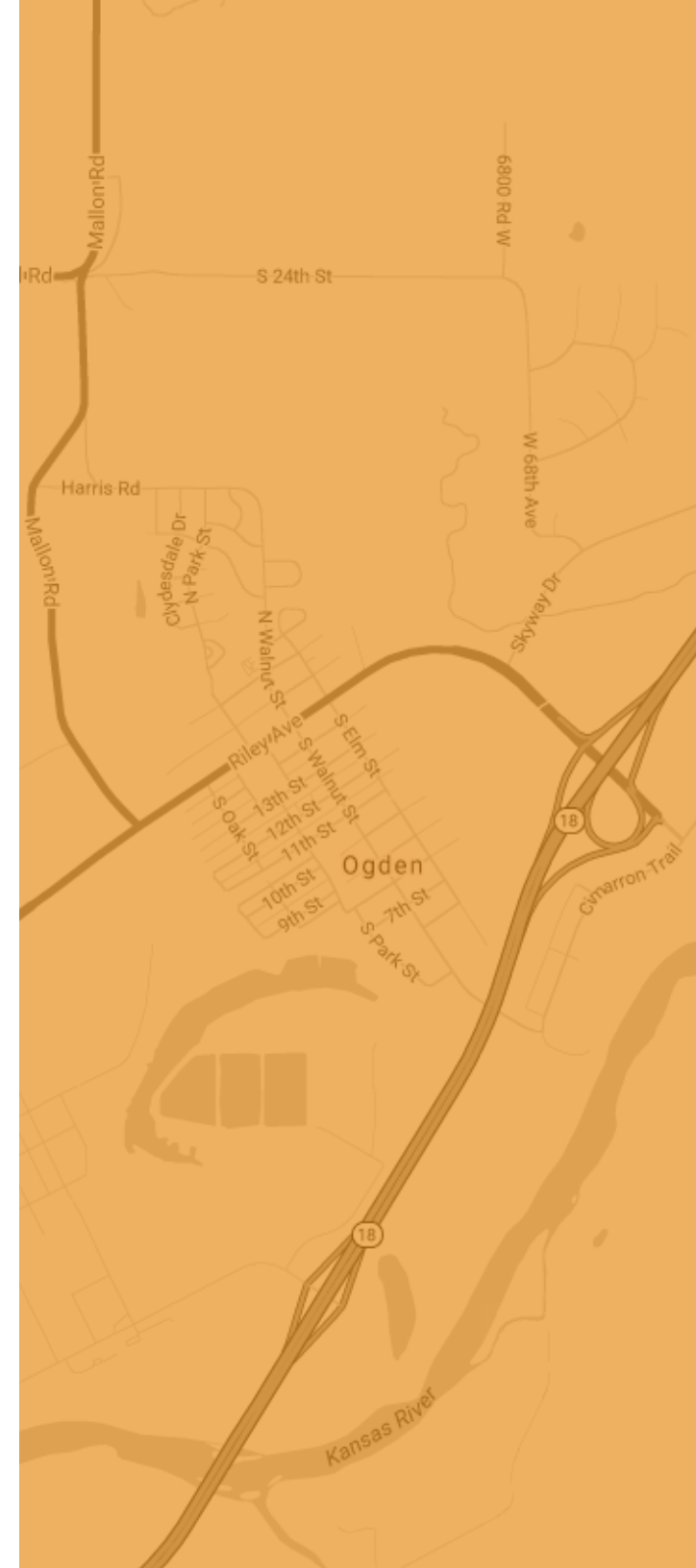
## ITERATIVE PROJECT DELIVERY

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project phase builds towards the next, using incremental steps to deliver a capital project intended to create lasting change.

	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month - 1 year · \$\$)	INTERIM DESIGN (1 year - 5 years · \$\$\$)	LONG-TERM/CAPITAL (5 years - 50 years · \$\$\$\$)
<b>Project Type</b> (time interval · relative cost)				
<b>Project Leaders</b>	Can be led by anyone (city, citizen group, or both!)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
<b>Permission Status</b>	Sanctioned or unsanctioned	Always sanctioned	Always sanctioned	Always sanctioned
<b>Materials</b>	Low-cost, typically low-durability. Can be borrowed or easily made	Relatively low-cost, but semi-durable materials	Low-moderate cost materials, designed to balance flexibility with maintenance needs	High-cost permanent materials that cannot easily be adjusted
<b>Public Involvement</b>	Public input + public action	Public input, champion engagement, government / organizational stewardship	Public input, government / organizational stewardship	Public input, government / organizational stewardship
<b>Flexibility of Design</b>	High: organizers expect project to be adjusted and removed.	High: organizers expect project to be adjusted; it may be removed if it does not meet goals	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
<b>Collect data to refine approach for current or future projects?</b>	Recommended	Always	Always	Always - project performance can inform future investments

Terms and diagram format based on PeopleForBike's "Quick Builds for Better Streets," which defines the pilot / interim time intervals above as "quick build" projects. To access Quick Builds for Better Streets, visit: [bit.ly/QuickBuildsReport](http://bit.ly/QuickBuildsReport) (Images: Street Plans).

Figure 10: Phases of Project Delivery



## TACTICAL URBANISM IN OGDEN

The City of Ogden received support from the open house and community survey to move forward with improvements to Riley Avenue. However, there were financial constraints and some community resistance to implementing permanent solutions. The City of Ogden opted to use tactical urbanism to temporarily demonstrate improvements during their annual fall festival, OgFest. For a week in October of 2016, the City unveiled the volunteer-driven effort to transform Riley Avenue. The community experienced a redesigned corridor with narrowed travel lanes, wider sidewalks, bike lanes, curb extensions, and parklets. These temporary improvements were constructed with the intention of demonstrating how Ogden's main street could be safer, healthier, and more engaging to residents, businesses, and visitors.

### Design

With limited funding, the project had to be resourceful when it came the materials and manpower used to construct the temporary improvements. The project was led by Angela Schnee, Ogden's Zoning Administrator. She served as the champion for this project, working for several months to organize, build, and install the temporary design elements.

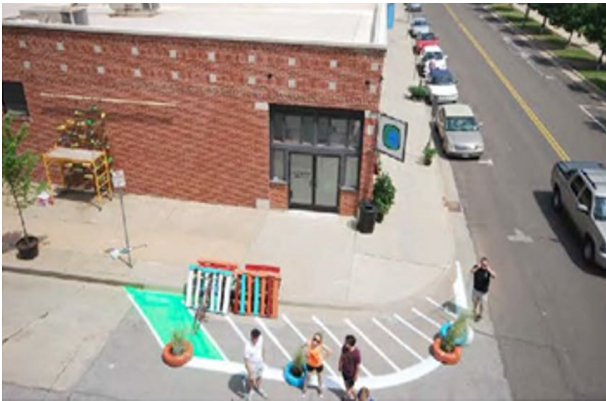


Figure 11: Curb Extension Example

The first step to implement the tactical urbanism project was to develop a design for the street transformation. The MPO and City of Ogden discussed the various elements that should be included. The public input was reviewed again to develop a list of concerns needing to be addressed. The roadway's overall width (especially the outside travel lane), sightline and pedestrian crossing issues associated with the on-street parking, the occurrence of U-turns along the corridor, and a lack of aesthetic quality would all be addressed with the proposed design.

The MPO and City researched tactical urbanism projects from other communities to determine materials to use and assess design ideas. For curb extensions, some used a combination of temporary paint, planters, or traffic cones. The example in *Figure 11* uses temporary paint and planters to define the curb extension.



Figure 12: Kansas City Better Block Project

*Figure 12* is from a Better Block project in Kansas City where they created curb extensions and eliminated a travel lane by creating a barrier using vegetation and waddles (straw or wood filled rolls). Kansas City also created pocket parks within the reclaimed space to provide a place for people to congregate. This space can also be used for outdoor dining or streetscape furniture.

## A TACTICAL URBANISM PROJECT CAN BE USED TO...



Garner community  
buy-in



Test improvements  
before permanent  
installation



Completely redefine  
a space

Another example of a tactical urbanism project is in downtown Memphis. Paint was used to designate the pedestrian zone on the street while planters were used to create a barrier between the roadway and cycle track (*Figure 13* and *Figure 14*).

As seen through the examples provided, tactical urbanism can suit any budget and most any streetscape design. These improvements can be used to provide simple curb extensions or more elaborate designs like in Kansas City and Memphis. When it comes to tactical urbanism, “temporary” can be defined as either a day or a year.



*Figure 13: Downtown Memphis Tactical Urbanism Project – Planters for Dividers*



*Figure 14: Downtown Memphis Tactical Urbanism Project*

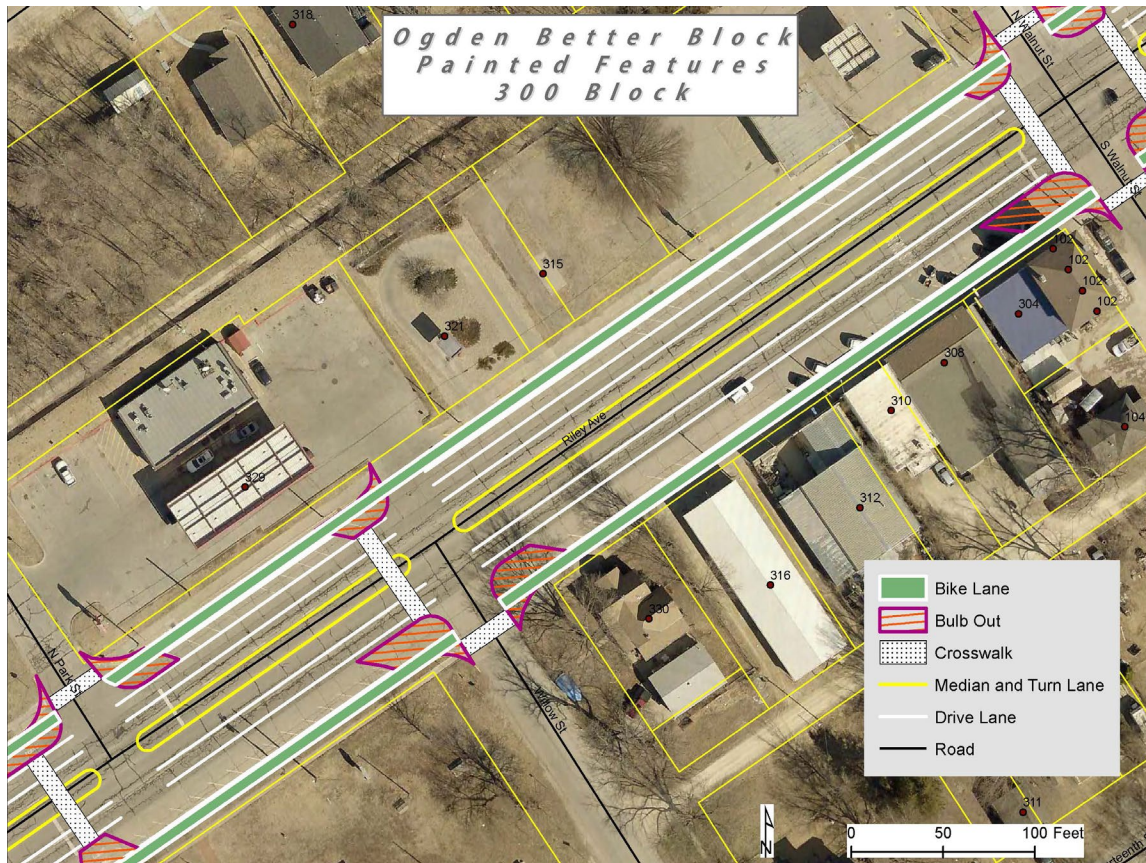


Figure 15: Ogden Tactical Urbanism Street Configuration

The City of Ogden and MPO worked with an engineer to design the proposed roadway reconfiguration. A site plan was developed for the temporary paint which included a center turn lane and median, bike lanes, curb extensions, and crosswalks. The design called for a five-lane roadway, maintaining two travel lanes in each direction. Overall, the total amount of space dedicated to vehicles was reduced and the remaining space was used to widen sidewalks, improve streetscape aesthetics, and create outdoor gathering areas, as shown in Figure 15.

### Implementation

To implement the streetscape plan, the City of Ogden relied on numerous volunteers and City maintenance crews to build, paint, and construct the temporary improvements. The figures on the right show preparations for the event.



Figure 16: Preparation of Concrete Blocks and Tires



Figure 17: City Crews Striping the Roadway



Figure 18: Pocket Park along Riley Avenue

Other project elements included a pocket park to provide additional outdoor areas for people to congregate along the corridor (*Figure 18*).

Other features of the tactical urbanism project include curb extensions at intersections and pedestrian crossings. The curb extensions were created using temporary paint, traffic cones, and painted tires. *Figure 19* shows the curb extensions along with the pocket park.

*Figure 20* shows the lane configuration along Riley Avenue. The two yellow, single-lines define the center median. At the intersections, the center median serves as a left-hand turn lane. The barrels in the center of the median discourage drivers from making illegal U-turns along the corridor. A white stripe was also painted between the outside travel lane and diagonal parking to define the width of the travel lane.

### The Outcome

The tactical urbanism project during OgFest was well received by the community. The temporary striping and center median barrels remained in place after the project until the striping was replaced with permanent striping and the center barrels were exchanged for permanent orange pylons (*Figure 21*).



*Figure 19: Pocket Park and Curb Extension*



*Figure 20: Center Median with Barrels to Discourage U-turns*



*Figure 22: Semi-Permanent Curb Extensions*

The tires, traffic cones, and pocket park that defined the curb extensions were replaced with concrete posts and orange pylons (*Figure 21*). This shortened the crossing distance for pedestrians crossing Riley Avenue. The curb extensions also helped to eliminate parking spots located too close to the intersections that create sight line issues and safety concerns for pedestrians crossing the roadway.



*Figure 21: Center Median Pylons*

## TACTICAL URBANISM IN OGDEN

Safe Routes to School (SRTS) is a federally funded program administered by the Kansas Department of Transportation (KDOT) that strives to create a safe environment for children to walk and bike to school. SRTS incorporates the “5 Es” into all activities: Education, Encouragement, Enforcement, Engineering, and Evaluation. The SRTS Plan develops a program that identifies, encourages, and educates students and parents about active transportation and the preferred routes to walk or bike to USD 383 elementary schools. The goal of the SRTS program is to:

- » Improve education initiatives to foster a safer environment for children to walk and bicycle to school;
- » Encourage initiatives to change social-behavior;
- » Implement enforcement strategies to alter motorists’ behaviors;
- » Improve route conditions through a combination of traffic calming techniques;
- » Improve sidewalk conditions, signage, and roadway striping; and
- » Continuously evaluate the program and make changes as needed to make the program more effective.

There are allocated funds for the creation, implementation, and education of Safe Routes to School Programs. To be eligible for construction funding, a Phase I Plan must first be developed to outline the 5 Es. The Phase I Plans also include a list of construction-related projects to improve the walking and biking environment. To implement the identified projects, a Phase II application is submitted to apply for federal SRTS funding. A majority of the focus on Phases I and II is geared towards the construction of infrastructure. Phase III focuses on the education and encouragement of improving walking and biking to school.

### The Plan

In 2015, the City of Manhattan partnered with USD 383 to develop a Safe Routes to School Phase I Plan. The City provided the local match for the completion of the Plan, so only the elementary schools within the City of Manhattan were included. Ogden Elementary School is within USD 383, but was not included in Manhattan’s 2015 SRTS Plan.

The Flint Hills Metropolitan Planning Organization collaborated with a Flint Hills Regional Council Intern to prepare a Phase I SRTS Plan for Ogden Elementary School. The Plan includes recommendations for sidewalk improvements, crossings, and additional signage, as shown in *Figure 23*. The projects were prioritized based on impact and cost.

The Plan also includes a prioritized list of projects to improve the safety for children walking and biking to school. One recommendation is the addition of a school speed zone along Riley Avenue to decrease the posted speed limit from 30 mph to 20 mph (*Figure 24*).

A copy of the Ogden Safe Routes to School Phase I Plan is located on the [MPO website](#).

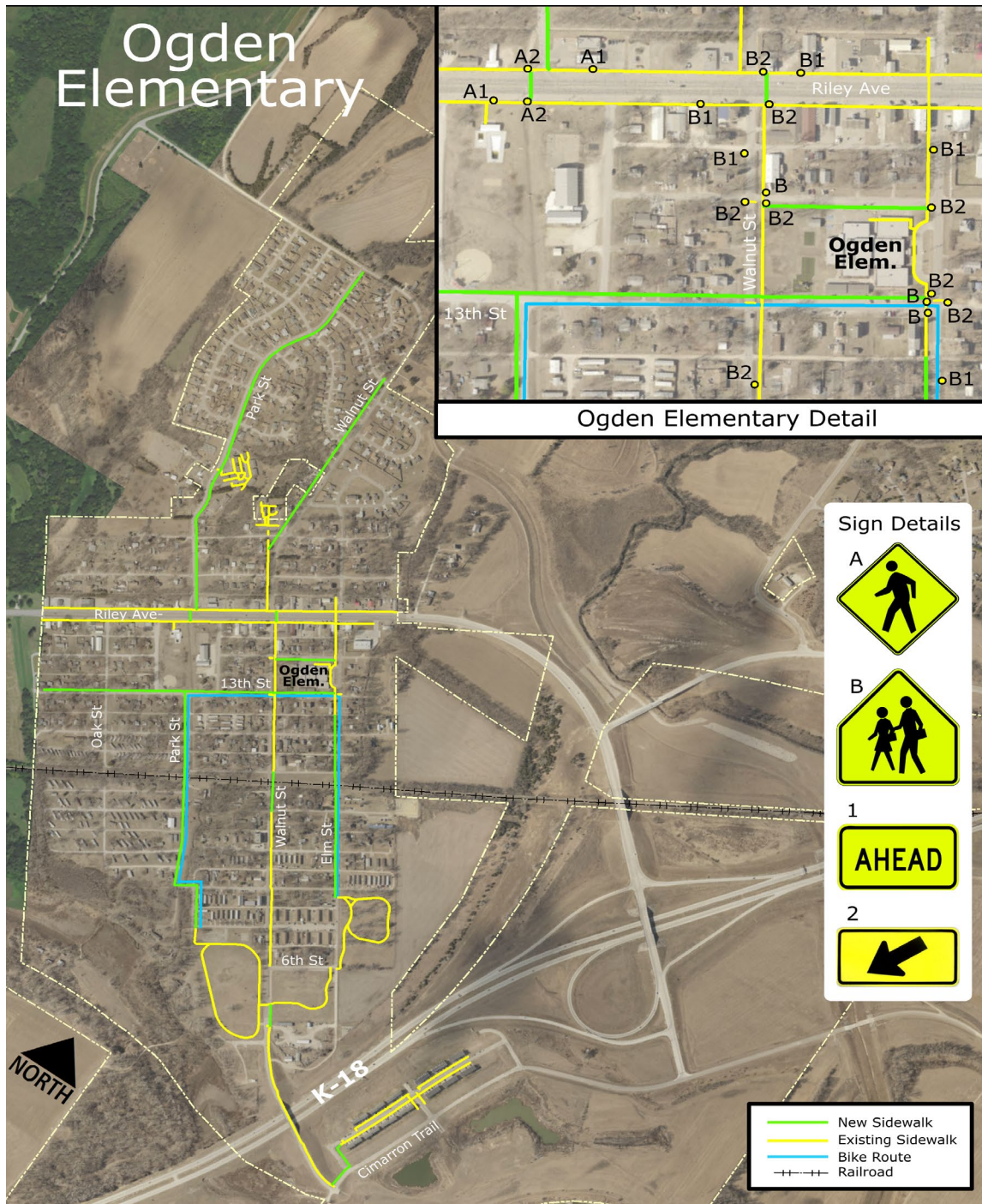


Figure 23: Recommended SRTS Improvements

### Implementing the Plan

The Phase I Plan identifies projects to improve the safety for children to walk and bike to school. In the Fall of 2017, the City of Ogden was awarded a Transportation Alternatives funding from the Kansas Department of Transportation to implement several of the recommendations within the Phase I Plan. This initial step will construct permanent, concrete curb extensions at the intersection of Riley Avenue and Walnut Street to replace the painted curb extensions and semi-permanent pylons. The project will also consist of sidewalk improvements surrounding Ogden Elementary School to allow for children to safely navigate.

### Next Steps

The City of Ogden and the Revitalizing Riley Avenue story is a true demonstration of a grassroots effort and community pride. With minimal funding, a committed volunteer base, and persistence, Ogden is making incremental improvements to transform their town.



Figure 24: Recommended School Zone



# APPENDIX

## APPENDIX A: DESIGN PROPOSALS

### Team A

Team A prepared a three-phased approach for making improvements along Riley Avenue. Phase 1, as shown in *Figure 25*, consists of temporary and inexpensive improvements, focusing on safety rather than aesthetics.

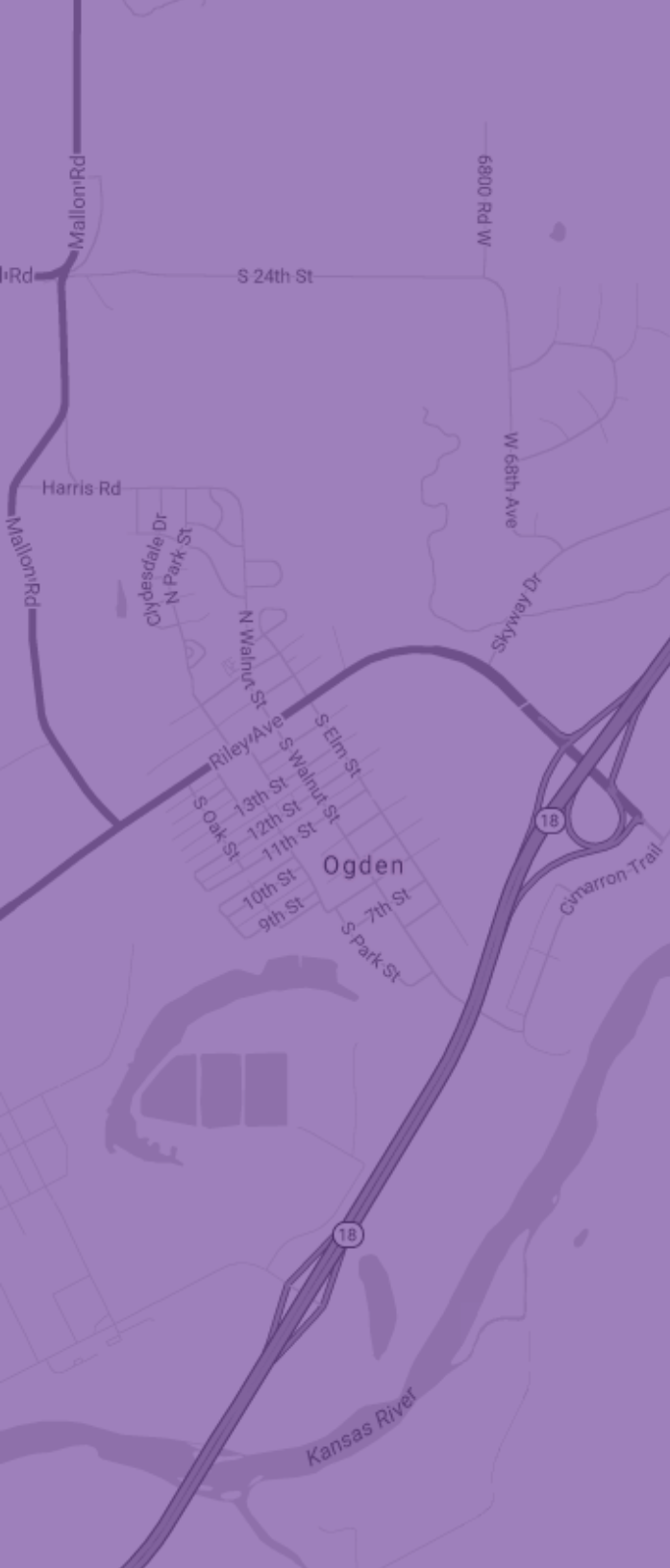


*Figure 25: Team A, Phase 1*

Improvements incorporated into Phase I would include temporary parklets (*Figure 26*), restriping of the roadway to reduce the number of travel lanes and the addition of a center turn lane, a pedestrian activated light at the intersection of Walnut Street, and painted curb extensions.



*Figure 26: Example of Temporary Parklet*



Phase 2, as seen in *Figure 27*, incorporates more permanent improvements to the roadway configuration and right-of-way. The curb extensions become concrete and the center median is curbed. The sidewalks are widened to provide a more accessible and inviting space for pedestrians and businesses. The additional sidewalk widths provide adequate room for street furniture, landscaping, and outdoor dining (which is the last phase of implementation).

Phase 3, shown in *Figure 28*, is the final phase of implementation, focusing on the beautification of the corridor and the incorporation of pedestrian and streetscape amenities.



*Figure 27: Team A, Phase 2*



*Figure 28: Team A, Phase 3*



### Streetscape Furniture (Figure 29)

- » Includes benches, trash receptacles, planters, and bicycle racks
- » Improves pedestrian experience
- » Improves appearance of streetscape
- » Enhances business storefronts



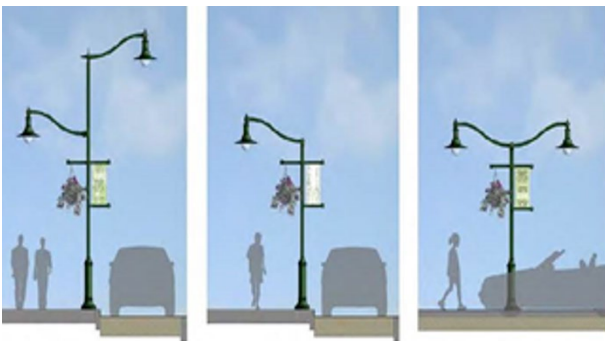
### Installation of Bioswales (Figure 30)

- » An aesthetically pleasing method of stormwater management
- » Can be placed in medians or curb extensions
- » Improve water quality



### Landscaped Medians and Curb Extensions (Figure 31)

- » Landscaping decreases the amount of stormwater runoff
- » Improves streetscape aesthetics
- » Serves as a visual barrier for slower vehicular speeds



Pedestrian  
Light/Overhead  
Street Light

Single Arm  
Pedestrian  
Light

Double Arm  
Pedestrian  
Light

### Street Lighting (Figure 32)

- » Enhances safety for pedestrians and motorists
- » Scaled for either motorists or pedestrians
- » Can include planters or banners

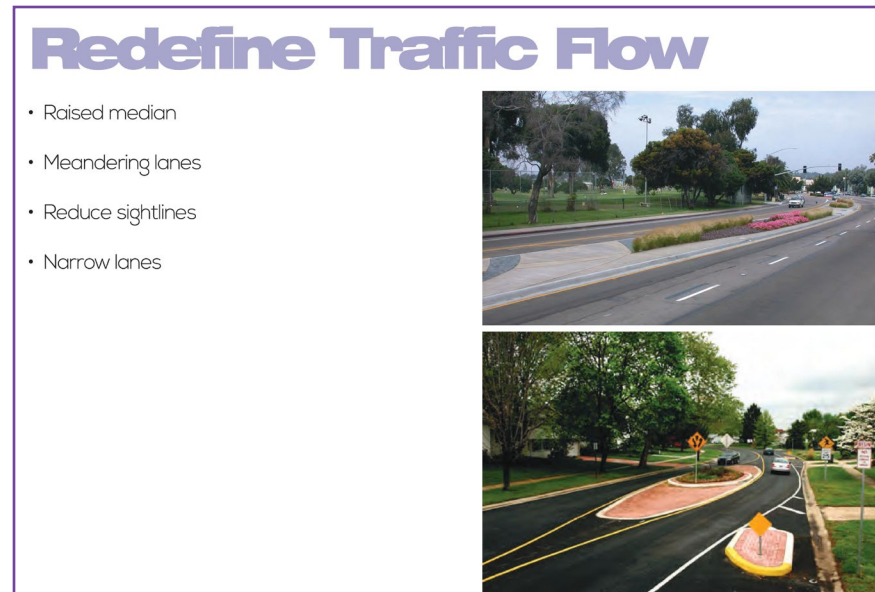


## Team C

While Team C did not define a phased approach for the recommended improvements, the same incremental implementation could be used for the final design. Team C prepared the images found in Appendix B defining existing conditions along the corridor. To address the existing issues identified, the team approached the project by outlining three solutions; to form pedestrian connections, redefine traffic flow, and enrich the sidewalk environment. Additional information regarding the final proposal are included in *Figure 35* through *Figure 37*.



*Figure 35: Pedestrian Connection Improvements*



*Figure 36: Traffic Flow Solutions*



*Figure 37: Sidewalk Enrichment Suggestions*

# IMPLEMENTATION

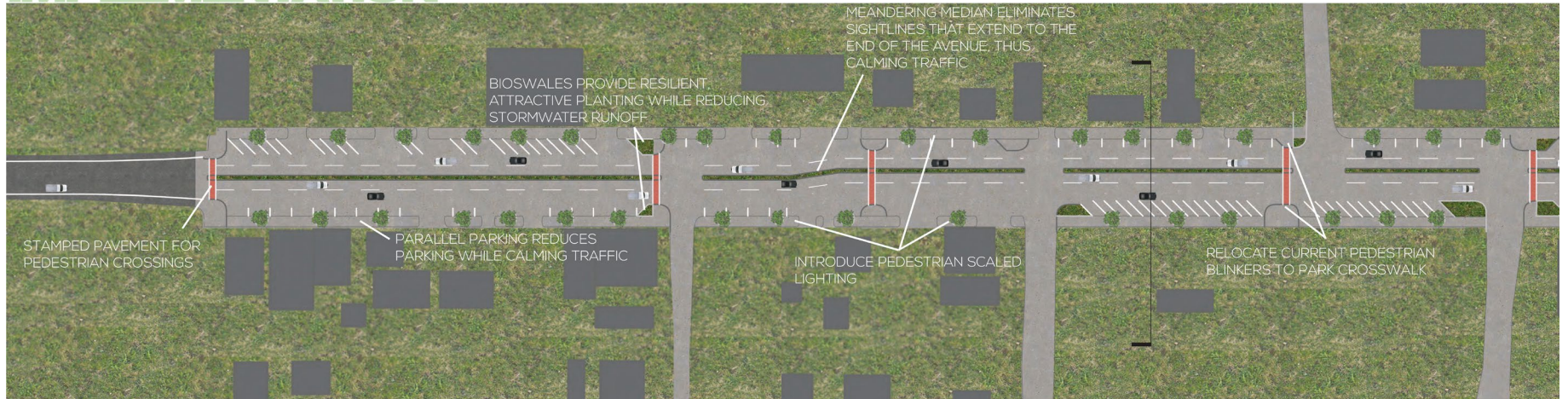


Figure 38: Team C Proposal

## APPENDIX B: IDENTIFICATION OF EXISTING CONCERNS AND ISSUES

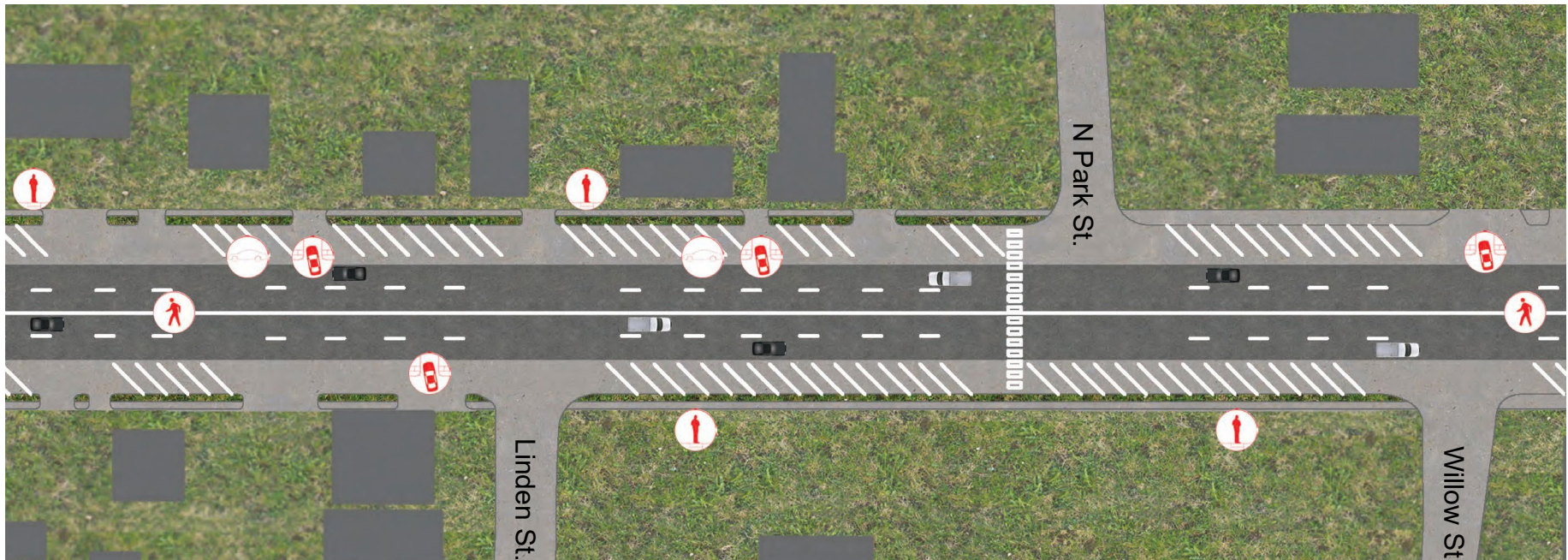
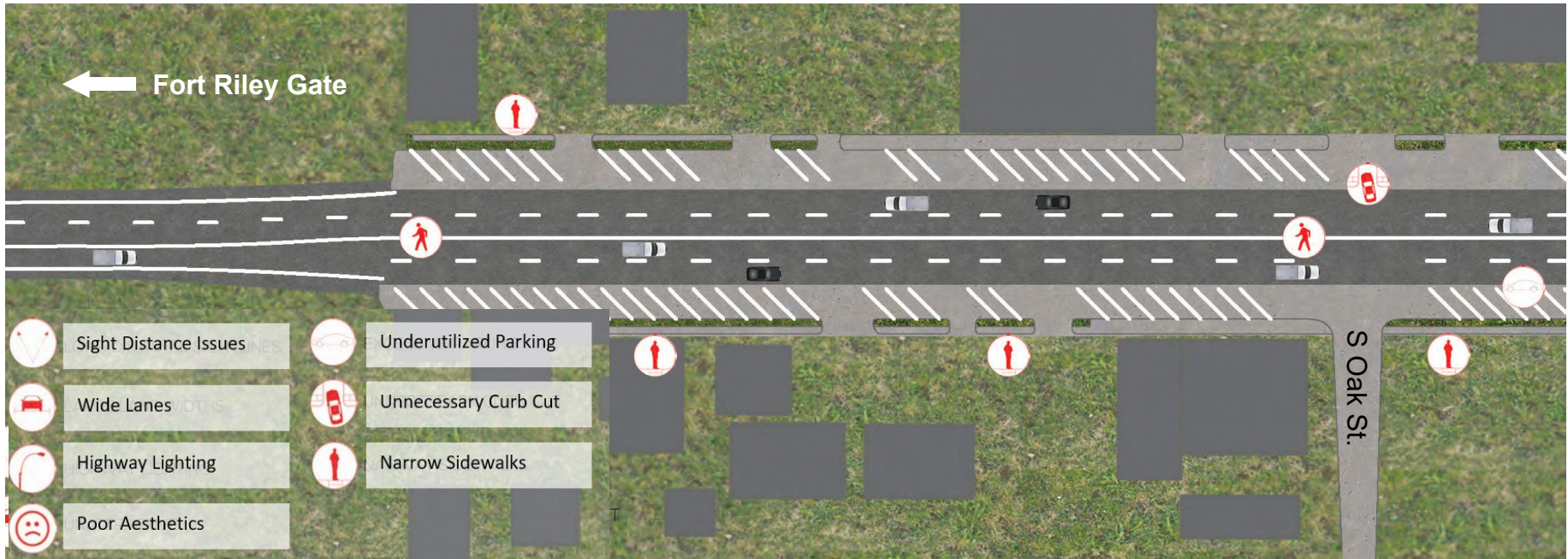


Figure 39: Existing Concerns and Issues on Riley Avenue from Fort Riley to Willow St

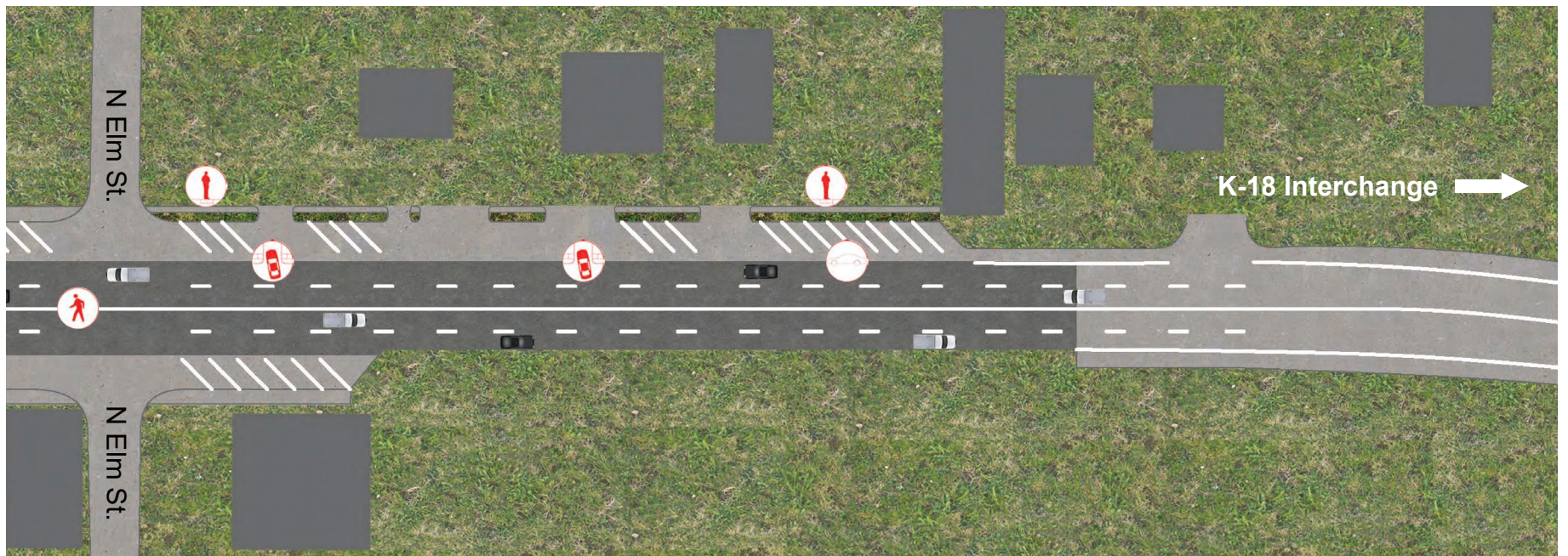
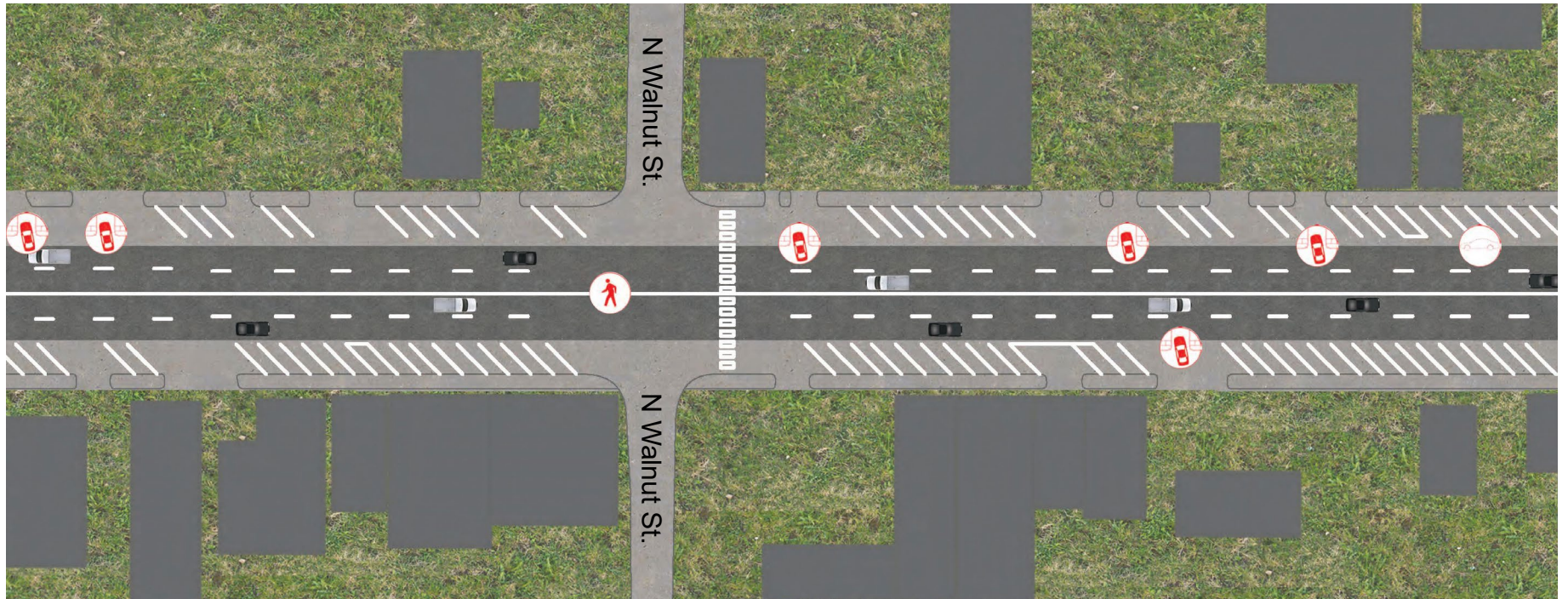


Figure 40: Existing Concerns and Issues on Riley Avenue from Walnut St to the K-18 Interchange









## **Appendix D: Joint Land Use Study**

#### **8.8.4 Communication and Coordination**

Additional communication and coordination can help aid many of the situation that were identified within the JLUS. Communication and coordination assists in educating the public on particular issues, sharing information, and providing a forum to receive feedback. Some of the measures that were identified include the following:

- To better educate the public, development industry, government officials, and others distribute property owner information about the newly established MIOD and MIAs. The materials should share the purpose of the overlay as well as what new regulations are in place that might impact the community.
- Increase public awareness of the issues resulting from vertical obstructions and the impacts on the airport, the aircraft, training exercises and routes. Craft educational materials including pamphlets, brochures, or handouts, and share with builders, landowners, and other interested parties through websites and meetings to distribute information about the impacts of vertical obstructions.
- Prepare and execute a Frequency MOU between Fort Riley and Milford to clearly define the potential for any frequency interference with military aircraft, communications, or navigation equipment. An MOU would provide a clearer understanding of the activities that could potentially lead to frequency interference and where the greatest interference may occur.
- Set up regular coordination meetings between the US Fish and Wildlife Services, municipalities within the Study Area, and Fort Riley to identify potential habitat for species. The meetings should discuss funding sources, partnering prospects, and research opportunities for potential habitat.

### **8.9 CITY OF OGDEN**

The City of Ogden is located on the eastern side of Fort Riley in Riley County. The Fort has a significant impact on the community and therefore the entirety of the city is within the study area.

It is important for the city to coordinate with FHRC to ensure the establishment of the Flint Hills / Fort Riley JLUS Implementation Committee and to serve as an active member of the Committee. The Flint Hills / Fort Riley JLUS Implementation Committee will be responsible for monitoring and coordinating with all participating entities for the overall implementation of the JLUS.

The recommendations summarized in the following section will be crafted specifically to meet the needs of Ogden and with guidance from the overall committee. The process below provides a general overview of the steps that Ogden can take to implement their portion of the JLUS process. Only the recommendations that identified Ogden as the primary responsible party were discussed.

#### **8.9.1 Policy**

The first, and most crucial step for implementing the JLUS within Ogden is to lay the foundation within the adopted planning documents of the city by establishing the Military Influence Overlay District (MIOD) within the comprehensive plan and land development regulations. The MIOD is a geographic boundary



consisting of, at a minimum, the already established area identified through the MOU, consisting of the State Area of Interest Map. Within the MIOD specific concerns can be addressed through the Military Influence Area (MIA). The MIAs within Ogden would consist of the Noise MIA, Renewable Energy Development MIA, Vertical Obstructions MIA, and Frequency MIA. The exact boundaries of the overlay and MIAs should be determined through discussions with Ogden and Fort Riley.

- ***Noise MIA***

The Noise MIA will likely contain, at a minimum, all lands located off of the installation within the noise contours established by The Army Public Health Center. New residential development and other new noise sensitive uses should be subject to sound attenuation standards or other noise compatibility policies to reduce interior noise levels and to enhance the quality of life, should a noise attenuation study call for them. To apply the noise attenuation standards, the builders need to be educated on the technique and the attenuation requirements need to be incorporated into the comprehensive plan and the zoning regulations. This includes adopting the noise contour maps into municipal planning documents.

- ***Renewable Energy Development MIA***

The Renewable Energy Development MIA is established to protect the mission of Fort Riley from impediments of industrial scale solar farms and large-scale wind farms. The boundary of the MIA will be determined through coordination with Fort Riley and will contain the areas that could be most impacted by large scale wind and / or solar farms. The MIA should include solar siting guidelines that include non-reflective panels for non-residential applications and require review by a Fort Riley representative. Procedures should also be incorporated for coordination with the DOD Siting Clearinghouse for alternative energy projects.

- ***Vertical Obstructions MIA***

The Vertical Obstructions MIA is established to prevent vertical obstructions in the areas underlying flight paths, flight training routes, and UAS flight corridors utilized by Fort Riley. The MIA will be determined through discussions with Fort Riley and Ogden but will likely include approach and departure zones for MAAF and the accompanying restricted air space. Other requirements to be included within the land development regulations include height restrictions to minimize training interference, include Fort Riley on the siting of tall telecommunication towers or other tall structures, and create Dark Sky lighting requirements to minimize urban sky glow.

- ***Frequency MIA***

The Frequency MIA is established to prevent interference with the frequency spectrum in order to successfully complete operational missions within the installation and its training areas. The extensive use of the frequency spectrum leads to a growing concern with interference in the frequency spectrum. The establishment of the MIA provides the opportunity to incorporate regulations that will designate frequencies that can cause military interference. Within the geographic area of the Frequency MIA, Ogden will adopt regulations requiring a specific, detailed



review of projects that may involve a source of frequency emissions. These requirements will be incorporated into the comprehensive plan and land development regulations will be applied as part of the development review process.

In addition to establishing the MIOD and MIAs, other elements of the Comprehensive Plan and Land Development Regulations need to be revised. For example, a military compatibility element should be incorporated into Ogden's Comprehensive Plan. The Element would provide supportive language and coordination strategies for continued collaboration with Fort Riley.

As part of the continued coordination between the Army and Ogden, review of development and proposed changes need to be shared. The Army could be incorporated as part of the development review process. An MOU is already in place to establish the need and by placing the requirement within the land development regulations, it becomes a more formal process. Additionally, Fort Riley representatives should be sought out to provide technical expertise during the review and update of regulatory as well as guiding documents.

### **8.9.2 Study**

The implementation of the JLUS can often lead to additional studies or projects that need to take place before the next steps can be implemented. The following projects or studies will lead the city into the next phases of implementation:

- A transportation study is necessary to analyze the use of Riley Avenue. The study would be intended to determine potential funding sources for improvements that could include measures for safe and efficient traffic flow.
- Create a vertical constraints map identifying locations within the study area where tall structures should be prohibited. The height should be predetermined through discussions with Fort Riley and the impacted local governments.

### **8.9.3 Program or Process**

Many programs and processes are currently in place to aid the local governments within the study area and Fort Riley in achieving their objectives. The JLUS resulted in some additional programs and processes or modifications to those that are already in place.

- Establish noise disclosure statements for all prospective homeowners and renters within the Noise MIA. Coordination with and vetting by the Kansas Association of Realtors will be required to include noise disclosure statements within the sample disclosure statements for property within the Noise MIA. An educational component will also be required to notify the realtors of the importance of disclosing the information.
- Ogden can provide support to the Army when completing the NEPA review process and other regulatory processes, when deemed necessary. Support could come in the form of sharing of data and resources.
- Promotional materials such as brochures and informational packages can inform new Fort Riley personnel of the various housing options within the community. Fort Riley and the local



communities would need to work together to formalize the materials and the procedures for distribution.

#### **8.9.4 Communication and Coordination**

Additional communication and coordination can help aid many of the situation that were identified within the JLUS. Communication and coordination assists in educating the public on particular issues, sharing information, and providing a forum to receive feedback. Some of the measures that were identified include the following:

- To better educate the public, development industry, government officials, and others distribute property owner information about the newly established MIOD and MIAs. The materials should share the purpose of the overlay as well as what new regulations are in place that might impact the community.
- Increase public awareness of the issues resulting from vertical obstructions and the impacts on the airport, the aircraft, training exercises and routes. Craft educational materials including pamphlets, brochures, or handouts, and share with builders, landowners, and other interested parties through websites and meetings to distribute information about the impacts of vertical obstructions.
- Prepare and execute a Frequency MOU between Fort Riley and Ogden to clearly define the potential for any frequency interference with military aircraft, communications, or navigation equipment. An MOU would provide a clearer understanding of the activities that could potentially lead to frequency interference and where the greatest interference may occur.
- Set up regular coordination meetings between the US Fish and Wildlife Services, municipalities within the Study Area, and Fort Riley to identify potential habitat for species. The meetings should discuss funding sources, partnering prospects, and research opportunities for potential habitat.

#### **8.10 CITY OF RILEY**

The City of Riley is located in Riley County west of Fort Riley, with its southern borders adjacent to the Fort. Due to the proximity of the Fort and the possibility of associated impacts from the community or the Fort, the entirety of the city is within the study area boundary.

It is important for the city to coordinate with FHRC to ensure the establishment of the Flint Hills / Fort Riley JLUS Implementation Committee and to serve as an active member of the Committee. The Flint Hills / Fort Riley JLUS Implementation Committee will be responsible for monitoring and coordinating with all participating entities for the overall implementation of the JLUS.

The recommendations summarized in the following section will be crafted specifically to meet the needs of Riley and with guidance from the overall committee. The process below provides a general overview of the steps that Riley can take to implement their portion of the JLUS process. Only the recommendations that identified Riley as the primary responsible party were discussed.





**HENDERSON**  
ENGINEERS

**FLINT HILLS REGIONAL COUNCIL**  
**FORT RILEY ACOUSICAL STUDY SUMMARY**

FLINT HILLS REGION, KANSAS

April 12, 2019

Prepared by:

Josh Thede  
Acoustical Consultant  
[Josh.Thede@hendersonengineers.com](mailto:Josh.Thede@hendersonengineers.com)

Jeff Teel  
Director of Acoustics  
[Jeff.Teel@hendersonengineers.com](mailto:Jeff.Teel@hendersonengineers.com)



April 15, 2019

Gary Stith  
Flint Hills Regional Council  
PO Box 514  
Ogden, KS 66517

RE: FHRC  
Fort Riley Acoustical Study Summary

Dear Gary:

This letter provides a summary of the Fort Riley Acoustical Study, completed between Autumn of 2018 and Spring of 2019. The study corresponds to “7.8.6 Noise Recommendation 6” from the *Joint Land Use Study (JLUS)*, updated - August 2017.

*“Conduct a study using an acoustic consultant to determine appropriate methods of noise attenuation or other minimization strategies.”*

Environmental noise monitors were deployed for multiple days in a total of eight locations surrounding Fort Riley during November and December 2018. Noise monitoring was coordinated with noisy times of Fort Riley operations, including large caliber weapons firing. These noise monitors provided detailed sound data for the surrounding areas. With the data, appropriate levels of noise attenuation were determined. This report includes a summary of the noise monitoring procedures, results, noise criteria, and attenuation recommendations.

Detailed sound attenuation recommendations and construction details are included in the *Noise Attenuation Guidelines* document.

1. Background information

The JLUS address noise in “Chapter 6: Compatibility and Encroachment Analysis” and “Chapter 7: Recommendations”. Concussion-Weighted-Day-Night Average Sound Level (CDNL) is the primary metric the JLUS uses to develop maps showing noise zones. Detailed information of sound propagation and modeling noise zones is included in the document. The table below shows noise levels in each zone. Refer to the following page for a map of these noise zones around Fort Riley.

TABLE 6.8.C NOISE ZONES AND SENSITIVE LAND USE COMPATIBILITY

Noise Zone	Noise Limits			Land Use Compatibility Level
	Aviation	Impulsive	Small Arms	
LUPZ	60-65 dB	57-62 dB	N/A	Compatible
Zone I	<65 dB	<62 dB	<87 dB	Compatible
Zone II	65-75 dB	62-70 dB	87-104 dB	Normally Incompatible
Zone III	>75 dB	>70 dB	>104 dB	Incompatible

2. Measurement Procedure

The figure below is a map from the JLUS report with Average Noise Zones - May 2017. The map shows the Fort Riley Boundary and the surrounding counties and cities. The darkest blue area is Noise Zone III, the medium blue area is Noise Zone II, and the light blue area is the land use planning zone (LUPZ). All the noise monitor locations from our acoustical consultant study are marked on the map. The Riley monitor (A2) was placed in an area designated Noise Zone II. The Manhattan, Milford, and Ogden monitors (A1, B2, and C3) were placed in the LUPZ. The remaining monitors (A3, B1, C1, and C2) were placed within the study area boundary, but outside of the LUPZ.

Each noise monitoring session lasted multiple days to capture Fort Riley activities during different times of the day and during different weather conditions. The list below provides details for each monitoring session.

Monitor Session A – November 14 – 16, 2018 – Manhattan, Riley, Junction City  
 Monitor Session B – November 16 – 19, 2018 – Wakefield, Milford  
 Monitor Session C – December 3 – 7, 2018 – Leonardville, Grandview Plaza, Ogden

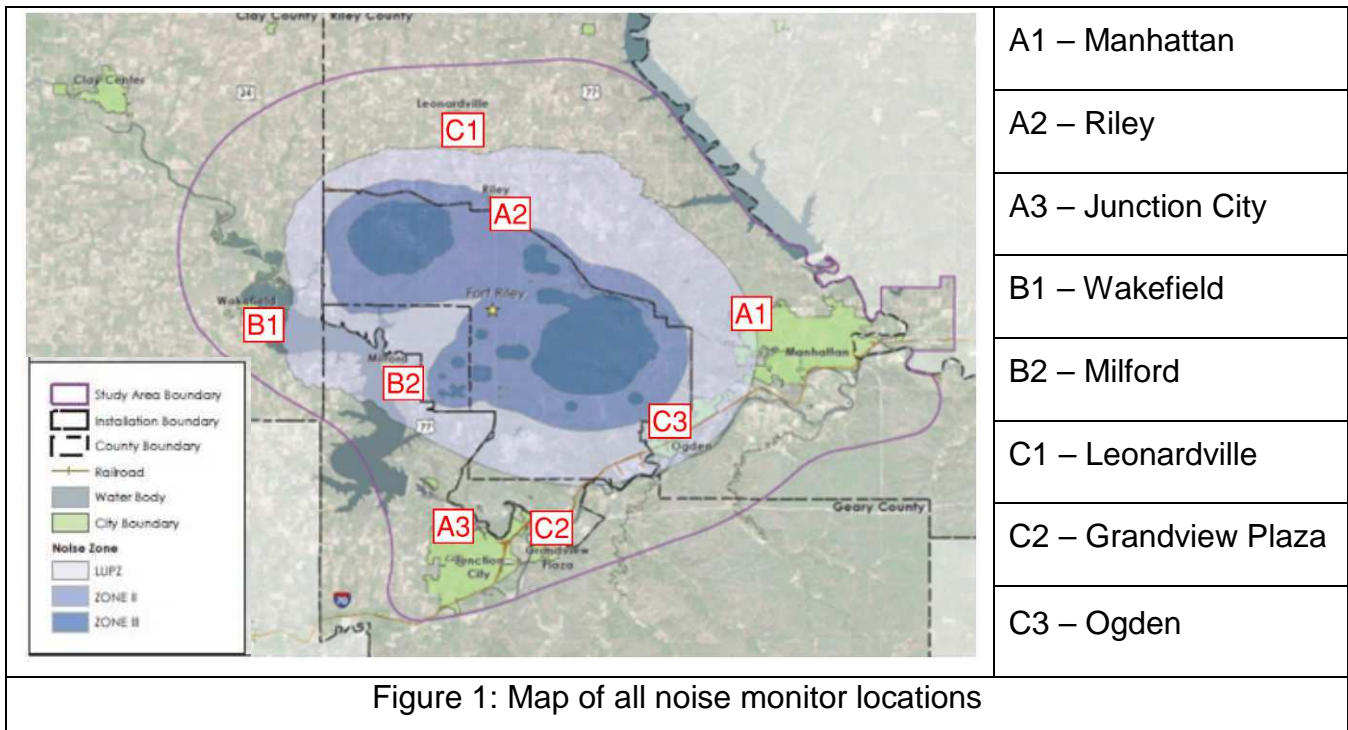


Figure 1: Map of all noise monitor locations

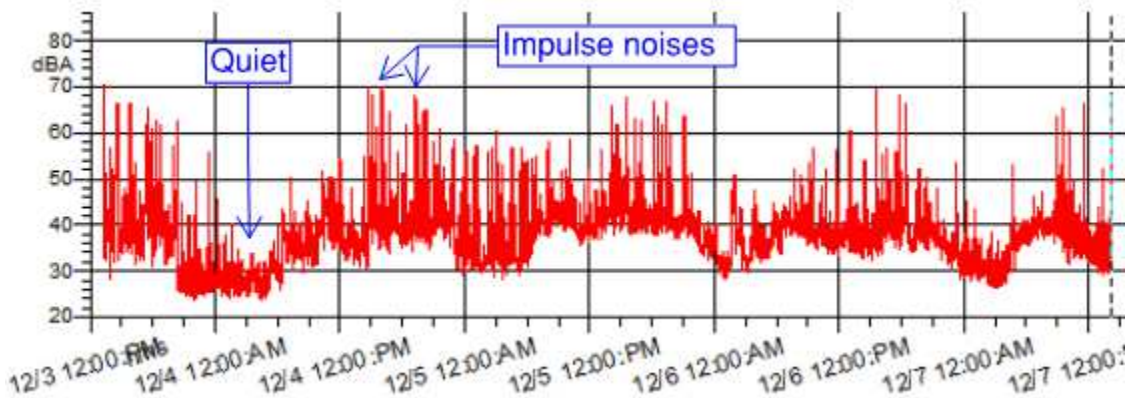
Each noise monitor station consisted of a tripod placed on the ground supporting a Larson Davis Model 831 Type-1 sound level meter with ½” microphones at a height of 4-feet. The one exception was the A1 monitor, which was mounted on a streetlight at 12-feet above the ground. The microphones had environmental enclosures with wind screens, bird spikes, and rain protection. The noise monitors were secured using padlocks and bike chains and contained battery packs for long-duration continuous operation. All instruments were within 1 year of their NIST traceable factory calibration and were field-calibrated to 94 dB at 1,000 Hz using a Larson Davis CAL200 Calibrator before and after measurements to ensure accuracy.

### 3. Measurement Results

Overall, the noise monitoring confirmed the accuracy of the published JLUS noise contours. With the noise monitors we were able to capture more detailed additional 1/3 octave band frequency level sound measurements, used to develop noise mitigation recommendations for building assemblies. The monitors also collected data of the number of occurrences and sound levels of individual noise events at each location.

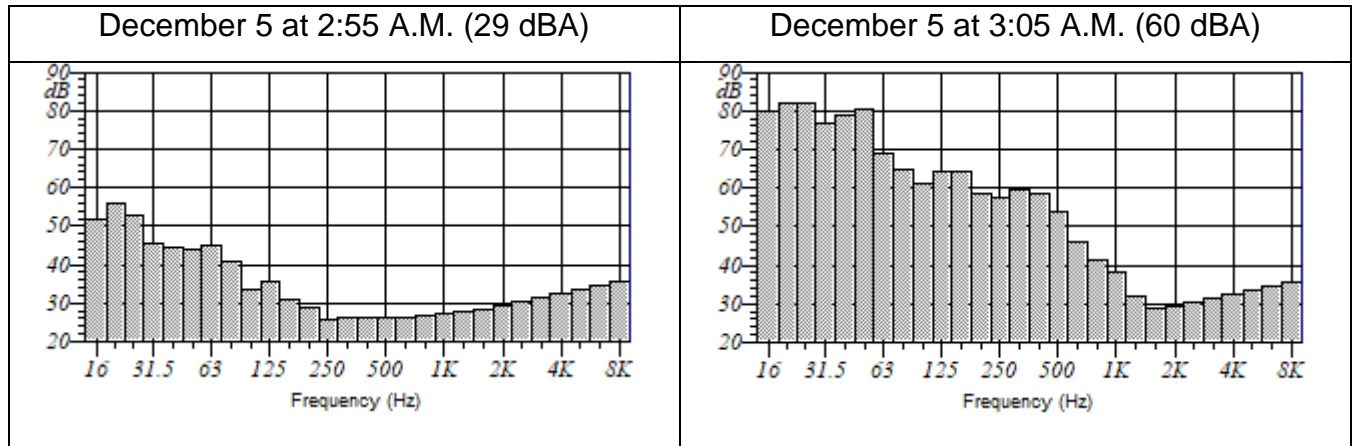
Below are examples of the type of data obtained at each monitoring station:

*Time History Graph (dBA vs. time)* – The graph below shows a time history graph of the overall sound pressure level (re: 20 micropascals) in dBA for the Ogden Monitor (C3). The graph shows it was relatively quiet on the morning of December 4, but there were impulse noises from large artillery throughout the evening of the 4<sup>th</sup> and into the morning of December 5<sup>th</sup>.



*Frequency Spectrum Data Analysis* - The graphs below show an example of frequency spectrum data analysis. Both are from the Ogden noise monitor (C3) on the morning of December 5. The graphs show frequency in Hertz (Hz) on the x-axis and sound pressure level in decibels (dB) on the y-axis.

These graphs are the 1-minute average (Leq) for each 1/3 octave band frequency. The graph on the left is at 2:55 A.M. and represents the typical nighttime noise level. The graph on the right shows the sound level 10-minutes later, at 3:05 A.M., when there were several loud “booms” from distant large artillery.



This data shows an example of one typical noise event for one monitor location. Additional noise monitor details are available upon request.

#### 4. Noise Criteria

Noise criteria is highly dependent on the proposed use of the building. Buildings used for residential, school, and office uses can be more sensitive to noise than general commercial and industrial uses. Each person also has a different sensitivity to noise, and sound that is acceptable to most of the population may be annoying to a few occupants.

As related to exterior noise transmitted into buildings, we propose the noise criteria for interior spaces to be an average (Leq) sound level of 45 dBA or less and 60 dBC or less for any occupied space. These noise levels will still be noticeable above the general ambient noise environment inside most buildings (from HVAC usage, for example), but they should be acceptable for most occupants while being practical to achieve with conventional and available construction materials.

## 5. Noise Attenuation Standards Recommendations

To achieve the interior noise criteria, we have provided two levels of noise attenuation details in the attached *Noise Attenuation Guidelines* document. Noise Attenuation Level A is generally for all noise sensitive buildings with the LUPZ area, and Noise Attenuation Level B is generally for all noise sensitive buildings within the Noise Zone II area. However, if a building in the LUPZ area desires additional sound attenuation, the guidelines for the higher Noise Attenuation Level B may be incorporated.

It is also important to consider the implications for these attenuation guidelines for new construction and existing buildings. In new construction, it is relatively easy to implement these noise attenuation guidelines but retrofitting existing buildings may be more difficult.

The most common metric used to define sound transmission through building elements is Sound Transmission Class (STC), and this rating is used in the *Noise Attenuation Guidelines* document. This is a single number rating that assesses the sound isolation performance of construction elements. The higher the number, the better the sound isolation. Note that there is another metric, the Outdoor-Indoor Transmission Class (OITC), which specifically addresses sound transmission from outdoor noise sources. However, STC is much more widely known and understood by building construction professionals (such as contractors), and finding published OITC data for manufacturers products can be arduous. Therefore, the STC rating is exclusively used in the *Noise Attenuation Guidelines*.

It should be noted, low-frequency noise is the most difficult frequency range to attenuate. Assemblies with the same STC number may not have the same low-frequency sound isolation performance.

Full details related to site selection, exterior noise barriers, walls, roofs, windows, doors, and HVAC recommendations are included in the *Noise Attenuation Guidelines* document.

\* \* \*









## **Appendix E: Public Hearing Notice, Resolution, and Ordinance**

## **NOTICE OF PUBLIC HEARING**

Notice is hereby given that a Public Hearing will be held on May 18, 2021 at 7:00 P.M. at the Ogden City Hall, 222 Riley Avenue, by the Ogden Planning Commission. The purpose of this hearing is to consider the adoption of a new Comprehensive Plan for the City, pursuant to K.S.A. 12-747.

Public comments on the proposed Comprehensive Plan will be heard at the Public Hearing. Copies of the proposed Comprehensive Plan are available for review in advance of the hearing at City Hall, 222 Riley Avenue, Ogden, Kansas 66517 or [www.ogdenkscompplan.com/](http://www.ogdenkscompplan.com/). If you have any questions or comments regarding the updated Comprehensive Plan, please contact City Hall at 785-539-0311.

This meeting is being held at City Hall, 222 Riley Avenue. In accordance with the provisions of the ADA, every attempt will be made to accommodate the needs of persons with disabilities. Please contact City Hall at 785-539-0311 for assistance.

Published in the Manhattan Mercury on April 27, 2021.  
M93923

**RESOLUTION NO. 05-18-2021A**

**A RESOLUTION ADOPTING THE CITY OF OGDEN COMPREHENSIVE PLAN BY THE OGDEN PLANNING AND ZONING COMMISSION.**

**WHEREAS**, in accordance with K.S.A.12-747, the Ogden Planning and Zoning Commission of the City of Ogden, Kansas is in receipt of the Ogden Comprehensive Plan for consideration; and,

**WHEREAS**, the Planning and Zoning Commission of Ogden recognizes the importance of planning for the future growth and development of the City and surrounding areas; and,

**WHEREAS**, the City of Ogden solicited input from the public and other stakeholders, and from that input developed a vision for the City's future; and,

**WHEREAS**, Flint Hills Regional Council, working in concert with City staff and other stakeholders, developed a comprehensive plan to serve as a guide for the City's future growth and development, based on examining existing and future conditions, examples of planning practices from around the state, and input from stakeholders; and,

**WHEREAS**, the comprehensive plan contains recommendations in the form of goals, objectives and action steps, and a future land use plan; and,


**WHEREAS**, achieving the City's vision for the future will be accomplished through the implementation of the comprehensive plan; and,

**WHEREAS**, the comprehensive plan will be practically applied by utilizing the future land use plan as to guide growth decisions.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF OGDEN, KANSAS:**

hereby adopts the comprehensive plan including the future land use map, plan goals, and all plan recommendations.

**ADOPTED** by the Planning and Zoning Commission at a public hearing held on the 18th day of May, at which meeting a quorum was present.

  
\_\_\_\_\_  
Angela Schnee  
Zoning Administrator

  
\_\_\_\_\_  
Mona Bass  
Planning and Zoning Commission Chairperson

**ORDINANCE NO. 746**

**AN ORDINANCE ADOPTING AND SUPERSEDING THE CURRENT COMPREHENSIVE PLAN FOR THE DEVELOPMENT OR REDEVELOPMENT OF THE CITY OF OGDEN, KANSAS BY THE ADOPTION, BY REFERENCE, OF THAT CERTAIN DOCUMENT KNOWN AS THE "OGDEN, KANSAS COMPREHENSIVE PLAN 2040, DATED MAY 2021"**

**BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF OGDEN, KANSAS:**

**WHEREAS**, in accordance with K.S.A.12-747, a comprehensive plan or part thereof shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as wise and efficient expenditure of public funds; and

**WHEREAS**, the City Council of Ogden, Kansas has adopted a comprehensive plan labeled "*Ogden, Kansas Comprehensive Plan 2040*";

**WHEREAS**, the City of Ogden Planning Commission on May 18, 2021, by Resolution No. 05-18-2021A, recommended the adoption of the updated comprehensive plan, "*Ogden, Kansas Comprehensive Plan 2040*"; and

**WHEREAS**, pursuant to the provisions of K.S.A. Chapter 12, Article 7, K.S.A. 12-3009 to and including 12-3012, K.S.A. 12-3301 *et seq.*, the Home Rule Authority of the County as granted by K.S.A. 19-101a, and the Home Rule Authority of the City as granted by Article 12, § 5 of the Constitution of Kansas, the Board and the City are authorized to adopt and amend, by resolution and ordinance, respectively, and by incorporation by reference, planning and zoning laws and regulations.

**NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF OGDEN, KANSAS**

Section 1. The above recitals are incorporated by reference as if fully set forth herein and shall be as effective as if repeated verbatim.

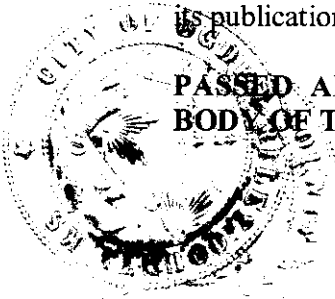
Section 2. The Governing Body of the City of Ogden, Kansas hereby finds that the provisions of K.S.A. 12-747 concerning the adoption of comprehensive plans have been fully complied with in consideration, adoption, and approval of "*Ogden, Kansas Comprehensive Plan 2040*".

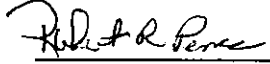
Section 3. Pursuant to K.S.A. 12-747, the Governing Body of The City of Ogden, Kansas does hereby adopt "*Ogden, Kansas Comprehensive Plan 2040*", by approving the

recommendation of the Planning Commission, adopted by the Planning Commission in Resolution No. 05-18-2021A.

Section 4. Effective Date. This ordinance shall take effect and be in force from and after its publication in the official city newspaper.

**PASSED AND ADOPTED THIS 19<sup>TH</sup> DAY OF MAY 2021, BY THE GOVERNING BODY OF THE CITY OF OGDEN, KANSAS.**



  
\_\_\_\_\_  
**ROBERT PENCE**  
Mayor

**ATTEST:**

  
\_\_\_\_\_  
**DAVID WARD, City Clerk**