



# OGDEN 2030

## comprehensive plan

## **STEERING COMMITTEE**

Brian Still  
Chris Jacobs  
Gary Tolle  
Kirk Crabtree

## **CITY COUNCIL**

Mayor: Robert Pence, Jr.  
City Clerk: David Ward  
Ed Burch  
Ken Carrol  
Roger Graham  
Quinn Jacobs  
Eladio Reid

## **PLANNING BOARD**

## **SUPPORTED BY**

The City of Ogden  
Office of Economic Adjustment

## **FLINT HILLS REGIONAL COUNCIL**

Amber Berg  
Rachel Foss  
Erin Kuneyl  
Justin Kuzila  
Abigail Mason  
Gary Stith  
Emma-Quin Smith

# **ACKNOWLEDGEMENTS**

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OGDEN ELEMENTARY

Ogden Elementary  
ST. JOHN ASSEMBLY - 45  
1401 PARKVIEW, TC FOLLOWS  
ON 15 & 26 NE. SCHOOLS

1

INTRODUCTION

# executive summary

The Ogden 2030 Comprehensive Plan Update was a twelve-month process that evaluated the City of Ogden's current comprehensive plan and prioritized goals, opportunities, and strategies. The plan will assist the community in setting a realistic framework for how the community will grow, change and adapt to changing conditions over the next decade. The planning process began by Flint Hills Regional Council (FHRC) gathering demographic data on the community from the past 20 years. A steering committee was then established by the Ogden City Council to guide FHRC staff through the process. Monthly meetings occurred with the steering committee at a local coffee shop where members discussed community concerns, possible growth opportunities, long-term goals, and strategies.

Additionally, three public meetings were held where residents had the opportunity to comment on Ogden's strengths, weaknesses, opportunities, and threats (SWOT analysis).

The first public meeting (January, 2019) identified these community strengths: geographic location, small town atmosphere, proximity to Fort Riley and the Manhattan Tech Park, and excellent transportation access with K-18, I-70, and the Manhattan Regional Airport.

Identified weaknesses included community marketing, coordinated downtown environment planning, low rate of new business formation and growth, and the absence of a grocery store.

The public also identified opportunities for growth, focusing on possible growth of Fort Riley, revitalization of Riley Ave, and the K-18/Riley Interchange.

Threats were thought to be the close proximity of Manhattan, a lack of private investment, possible down-sizing of Ft. Riley and inconsistent community involvement.

Residents were given the opportunity to take a survey that asked questions about their community (see appendix for full results). Key takeaways were:

- The physical condition of my neighborhood needs to be improved.
- The appearance of downtown could be enhanced with lighting & landscaping.
- Job growth is slow.
- Local government could do a better in welcoming citizen involvement.
- Programming to warmly welcome visitors and newcomers would be helpful.
- There is a need to more effectively leverage community assets
- The community might find benefit in more closely working with regional partners in planning for growth and development.

The second public open house was in July, 2019. The open house gave community members a chance to review, change and comment on goals and strategies that the steering committee had created from review of the current comprehensive plan, comments from the first open house, and the public survey. An excellent discussion specified concepts that could advance the community:

- Develop commercial and residential in key areas.
- Continue to enforce city codes.
- Work toward receiving grants to reinvest in Ogden.
- Establish Ogden as a small-town alternative to Manhattan & Junction City.
- Increase the quality of water in Ogden to bring in new business.
- Establish new park.

The final public open house was held in August, 2019 informing the public the process of creating the Comprehensive Plan. Copies of the draft Ogden 2030 Comprehensive Plan were released for 30-day public review in December, 2019. The plan then was reviewed in public hearing by the Ogden Planning and Zoning Board on **DATE** and was recommended for approval. The Ogden 2030 Comprehensive Plan was approved by the City Council **DATE**.

# introduction

The Ogden 2030 Comprehensive Plan is designed to provide guidance on how to successfully move the community into the future. The planning process is tailored to the needs of a given community, covering topics like housing, infrastructure, development, and more. The process allows citizens and public officials the opportunity to brainstorm what the hopes, dreams, and aspirations are of the community as a whole. These ideas are compiled and developed into an organized, functional comprehensive plan.

A comprehensive plan is an official document, adopted by the local government to be used as a guide in making future land use and development decisions. It describes the existing conditions of a community, creates a long-range vision for the future, and recommends strategies to achieve that future.

Drawing on public interest, stakeholder input, and professional expertise, a comprehensive plan addresses physical, social, and economic growth and development in the public and private sectors. Additionally, a comprehensive plan includes visual elements like maps, pictures, designs, and tables.

A plan is comprehensive in the sense that it covers many planning elements for geographic areas within a community. The elements typically used in a comprehensive plan are land use, housing, transportation, public facilities, and economic development. Goals, objectives, policies, and zoning regulations are suggested for each planning element to guide development towards the established long-range community vision.

The primary role of a plan is to inform budget and land use decisions in ways consistent with the community vision of its future. Best used, a plan links long-range goals of the comprehensive plan with the day-to-day planning decisions made by local governing bodies. The Ogden 2030 Comprehensive Plan outlines specific strategies for implementation through a structure of goals and strategies ultimately tied to overall implementation actions.

While this plan is intended to be used by governing officials, it is also meant for community members and to help inform private investors on decision making. It is to be a reflection of the values and priorities of residents in the City of Ogden.





OGDEN  
COMMUNITY  
CENTER

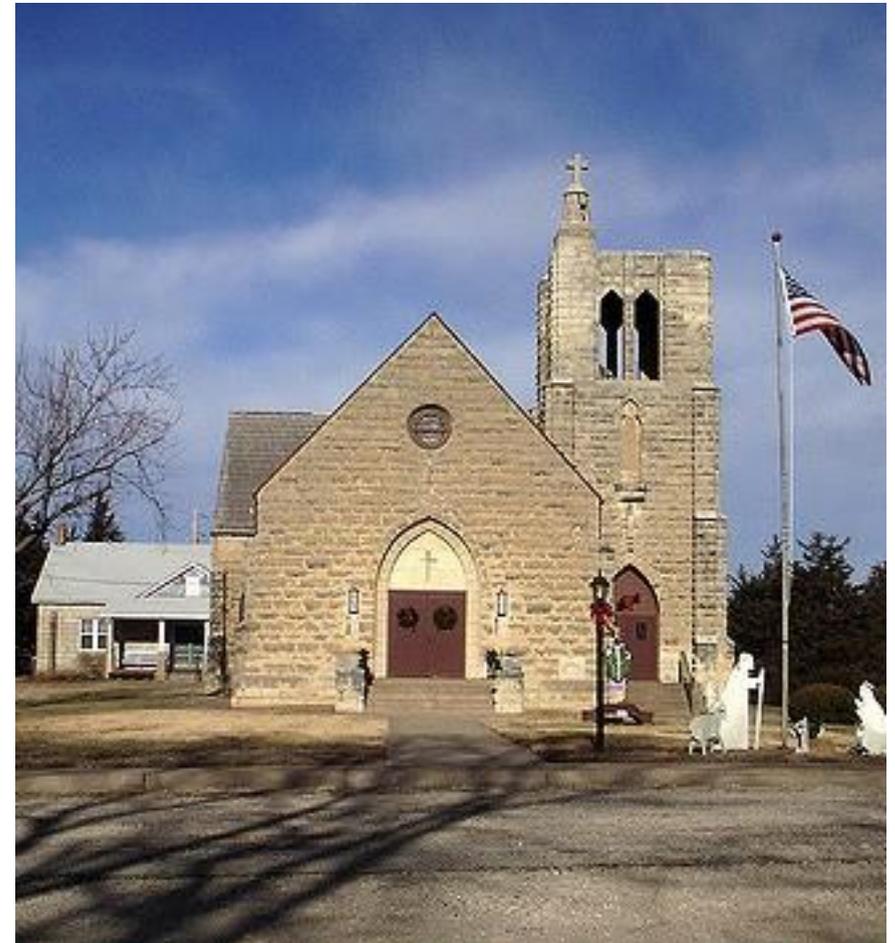
# 2 TRENDS REPORT

# history

Ogden, Kansas, called the “last place on the map” in the 1860’s, is a one-street market town whose limestone buildings reflect the stolid German influence of Theodore Weichselbaum, pioneer merchant. A stone structure on the western edge of town, later used as a barn, was an old brewery in the 1870s. Beer was cooled in a hillside cave behind the buildings.

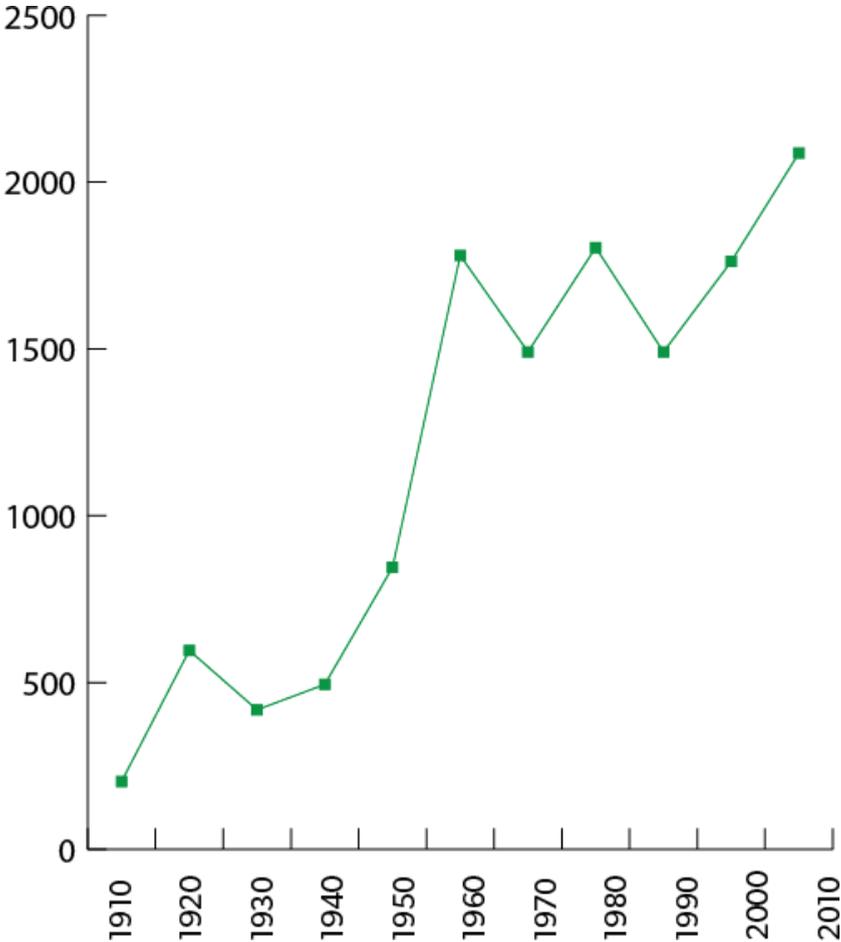
In 1852 the movement of caravans on the Santa Fe Trail and the encroachment of trappers so aroused the Indians that it became necessary to protect travelers. In October of that year, Maj. E. A. Ogden, Quarter Master at Fort Leavenworth, then the westernmost point, was ordered to select a suitable site 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 Ogden Monument, on a hillside overlooking Fort Riley, is built on the site described by early surveyors as the geographical center of the continental United States. This monument, in memory of Maj. E. A. Ogden, was erected in the 1880s. During the first few years of Riley County’s existence, a number of towns developed. Juniata, or Dyer’s Crossing, on the east side of the Blue River, north of present Manhattan, was the first. This settlement was at the crossing of the Fort Leavenworth to Fort Riley road. A number of other towns also quickly developed. Ogden received settlers from the defunct Pawnee and the first Riley County Commission moved from Pawnee to Ogden. When Pawnee was destroyed, Ogden became the county seat of Riley County. The old stone warehouse that was moved from Pawnee became known as the “First Capital of Kansas.” 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, when it moved to Junction City. The Ogden Town Company was chartered by an act of legislature in 1857 and was laid out in square.



St. Patrick’s Cathedral

# population trends



Year	Population
1910	230
1920	596
1930	418
1940	494
1950	845
1960	1,784
1970	1,491
1980	1,804
1990	1,491
2000	1,762
2010	2,087
2017	1,976

Table 1: City of Ogden Population

As of 2017, The City of Ogden had a population of nearly 2,000 residents, with an estimated population of 1,976. Historically, Ogden tends to see a larger swing in population change over a decade due in part to Fort Riley’s troop level and deployment. Even with constantly changing population, Ogden is increasing in population at a relatively flat rate.

# demographic trends

	2000	2010	2016
White Alone	1,342	1,149	1,474
Percent of Total	76%	64%	77%
African American alone	216	140	118
Percent of Total	12%	8%	6%
Hispanic Alone	139	299	173
Percent of Total	8%	16%	9%
Other Alone	65	220	154
Percent of Total	4%	12%	8%

The racial and ethnic makeup of the community is unique compared to surrounding communities of similar size. As of 2016, 76.8 percent of Ogden was white alone, 6 percent was African American, and 6.1 percent was Hispanic. Ogden, like the region, will continue to ethnically diversify.

Census Data 2000, 2010 & American Community Survey 5-Year 2012-2017

Table 2. Race & Ethnicity of the City of Ogden

# population projection

Year	Population	Decade Dif- ference	1910–2010 Projection	Decade Difference	1980–2010 Projection
1910	203				
1920	596	366			
1930	418	-178			
1940	494	76			
1950	845	351			
1960	1,780	939			
1970	1,491	-293			
1980	1,804	313		313	
1990	1,491	-313		-313	
2000	1,762	271		271	
2010	2,087	325		325	
2020			2,273		2,236
2030			2,458		2,385
Average		186		149	

Projections are calculated based on the average rate of change in the population over time and assume that there is a steady rate of population change. In 1910, the projection model shows an average population growth rate of 186 persons per decade. The model suggests that by 2030 the population of Ogden could be around 2,500. Using the average population growth between 1980 and 2010, the population is projected to grow at a rate of 149 persons per decade.

Census Data 2000, 2010 & American Community Survey 5-Year 2012–2017

Table 4: Straight Line Popultaion Projection

# population projection

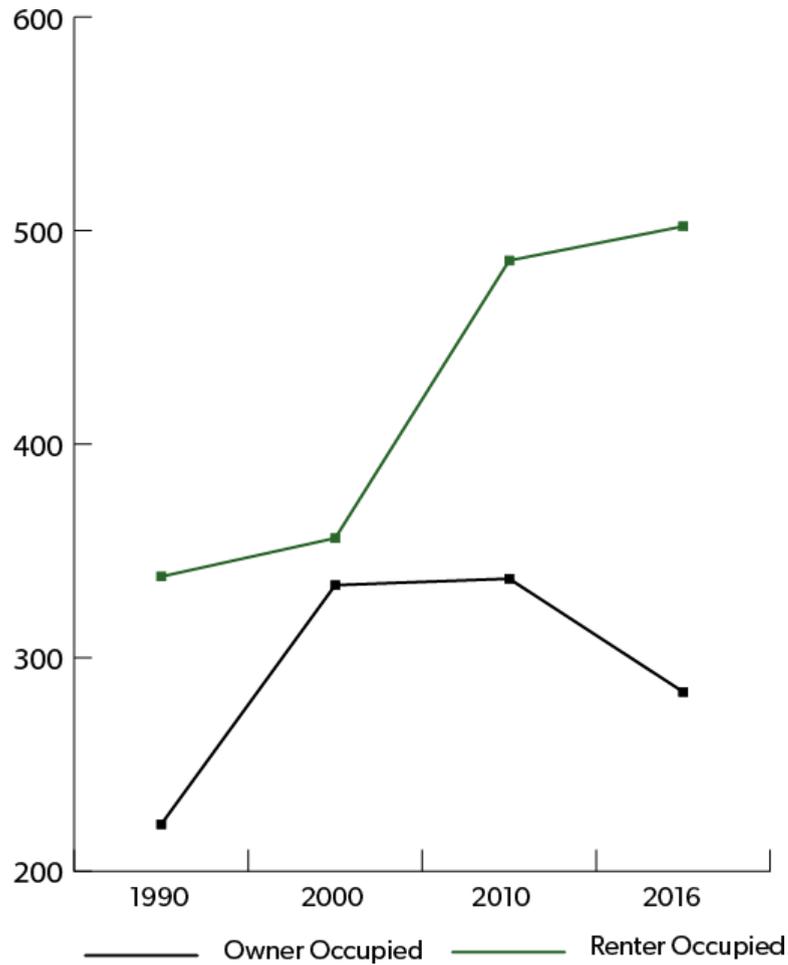
Year	Popula- tion	Decade Difference	1910-2010 Projection	Decade Difference	1980-2010 Projection
1910	203				
1920	596	1.59			
1930	418	-.30			
1940	494	18			
1950	845	71			
1960	1,780	1.11			
1970	1,491	-.16			
1980	1,804	0.21		.21	
1990	1,491	-.17		-.17	
2000	1,762	.18		.18	
2010	2,087	.18		.18	
2020			2,825		2,297
2030			3,823		2,528
Average		.35		.10	

Table 4: Geometric Population Projection

Using census data beginning in 1910, the geometric projection model shows an average population growth of 35 percent every decade. This is because of large swings in population. In 2010, the population of Ogden was 2,087 with an 18 percent growth from 2000. This model projects that by 2030 the population of Ogden will be around 3,800. This is unrealistic based on current conditions in Ogden. The average growth rate between 1980 and 2010 was around 10 percent, which projects the population of Ogden by 2030 to be around 2,500, which is more realistic.

Census Data 2000, 2010 & American Community Survey  
5-Year 2012-2017

# housing



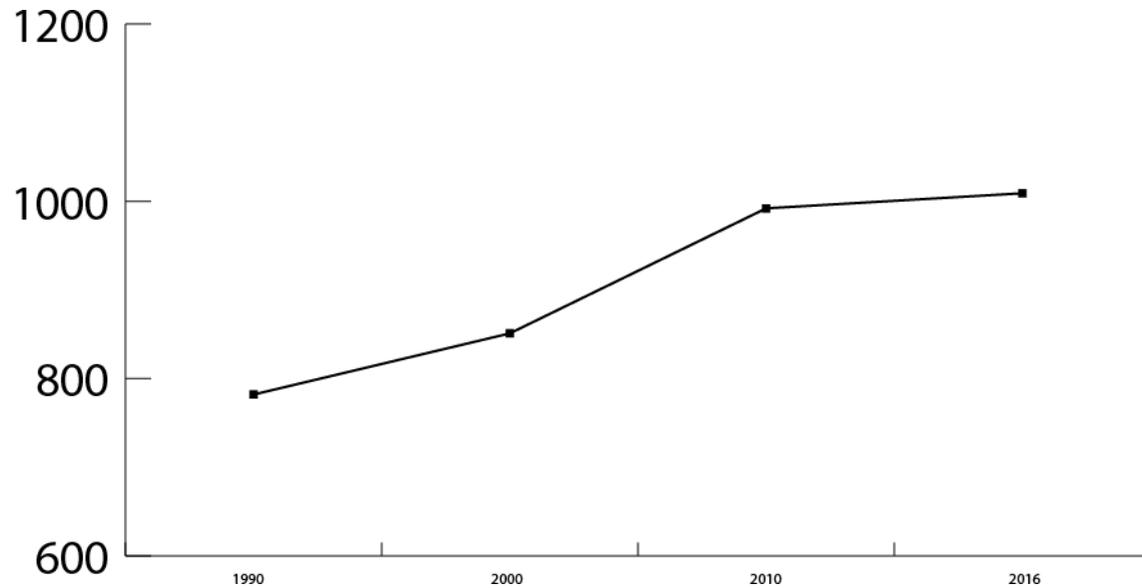
The graph to the left indicates the number of renter or owner-occupied units in the City of Ogden. As you can see, Ogden is mostly renters due in part to the proximity to Fort Riley. The Manhattan Metropolitan Statistical Area, which Ogden is located in, has the highest number of overall renters in the country as of the 2010 census.

The table above shows the number of housing units in the City of Ogden. The growth of housing units from 1990 to 2000 was .9 percent annually. That number has slowed to 0.3 percent annually from 2010 to 2016.

Year	Units
1990	782
2000	851
2010	992
2016	1,009

Table 5: Housing Units

# housing



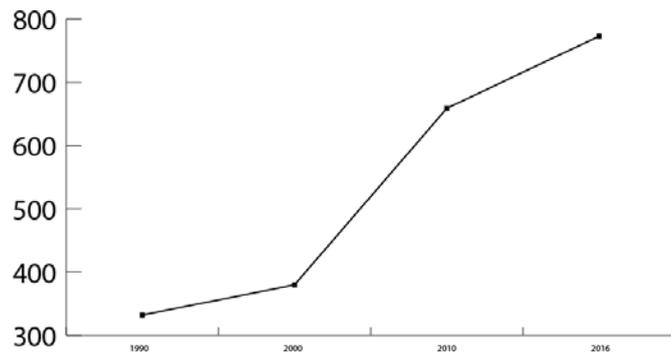
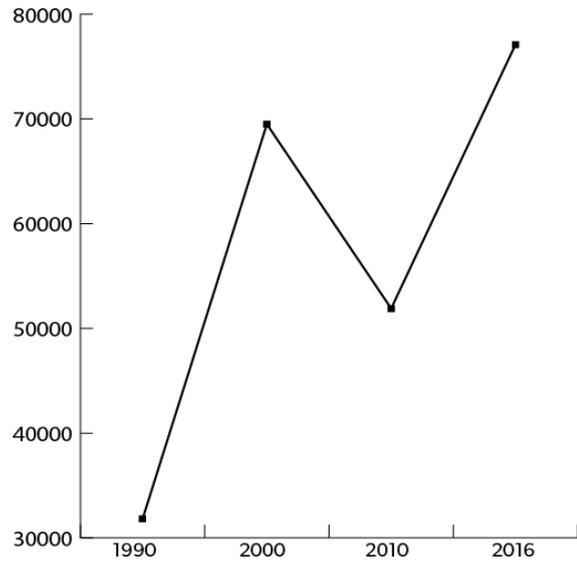
22 percent of units in Ogden as of 2016 were vacant. That means almost 1 in 4 units in Ogden sit empty. In 1990, 28 percent of units were vacant. This is the nature of Ogden because of the proximity of Fort Riley.

Census Data 2000, 2010 & American Community Survey 5-Year 2012-2017

Year	Occupied	Vacant
1990	560	222
2000	690	161
2010	823	169
2016	786	223

Table 7: Vacancy

# housing cost



As of 2016, the median home value of Ogden was \$77,100. This is 58.2 percent less than the median value in Riley County, which is \$184,500. This validates that Ogden is a low-cost alternative and creates a great marketing opportunity.

Year	Median Home Value
1990	\$31,800
2000	\$69,500
2010	\$51,900
2016	\$77,100

Table 7: Median Home Value

As of 2016, Ogden had a median gross rent of \$773. This is 15 percent less than the rest of Riley County where the median gross rent was \$905. As rental prices continue to rise in Riley County, Ogden can be a great alternative to those more expensive places.

Year	Median Gross Rent
1990	\$332
2000	\$380
2010	\$659
2016	\$773

Table 8: Median Gross Rent

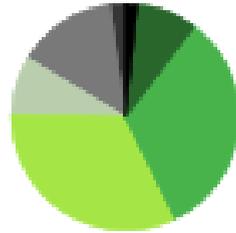
# household age

	1990	2000	2010	2015
Non-elderly Renter	338	347	447	502
Non-elderly Owner	161	283	256	201
Total Non-elderly	499	630	703	703
Age 65-74 Renter	0	5	0	0
Age 65-74 Owner	28	44	9	83
Age 65-74	28	49	9	83
Age 75+ Renter	0	2	12	0
Age 75+ Owner	33	15	52	0
Age 75+	33	17	64	0
Total Elderly	61	66	73	83
Elderly as a percent of the total	11%	9%	9%	11%

Table 8: Household Age

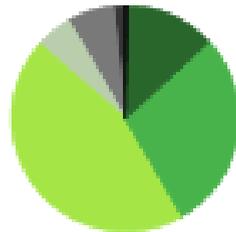
The number of elderly households in Ogden is 11 percent. Elderly households are those 65 years of age and older. The elderly households in Riley County are 14.3 percent of the total population. 23.4 percent of the State of Kansas are elderly households. This means the city and county have much younger households than the rest of the state.

Less than 9th grade  
 9th to 12th grade, no diploma  
 High school graduate  
 Some college, no degree  
 Associate's degree  
 Bachelor's degree  
 Graduate or professional



As of 2010, 10.5 percent of those 25 years and older had less than a high school degree, 32.5 percent had a high school degree, 32.5 percent of the population also had some college education without graduating. 24.7 percent had an associates degree or higher.

Less than 9th grade  
 9th to 12th grade, no diploma  
 High school graduate  
 Some college, no degree  
 Associate's degree  
 Bachelor's degree  
 Graduate or professional

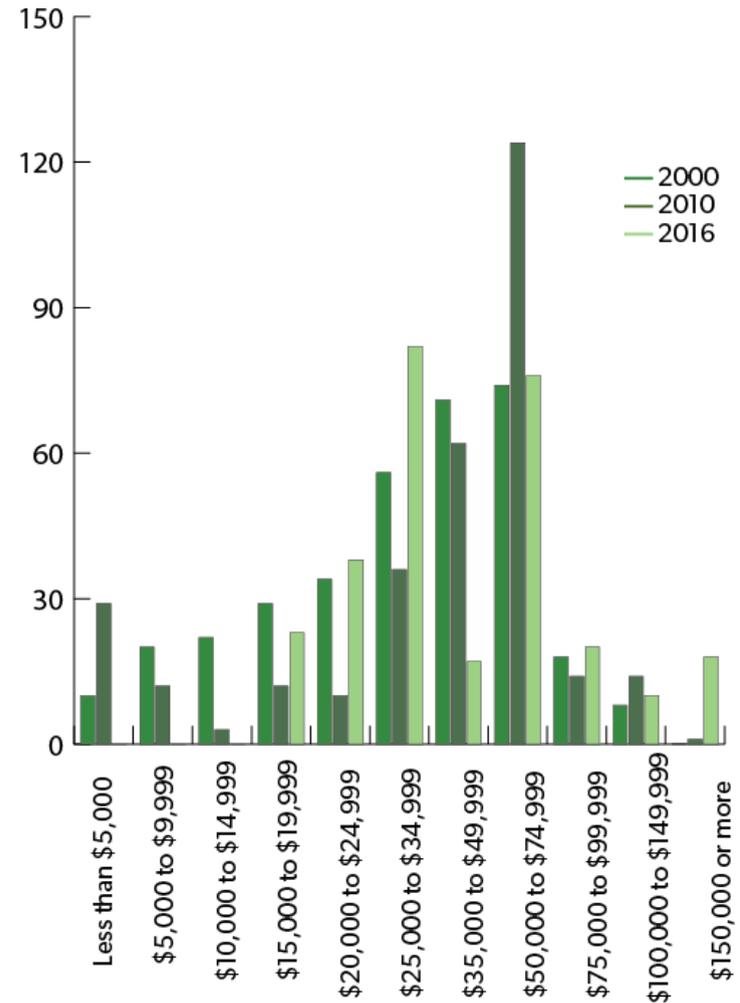


As of 2016, 13.1 percent of those 25 years and older had less than a high school degree, 28.8 percent had a high school degree. 44.6 percent of the population also had some college education without graduating, 13.5 percent had an associates degree or higher.

# income

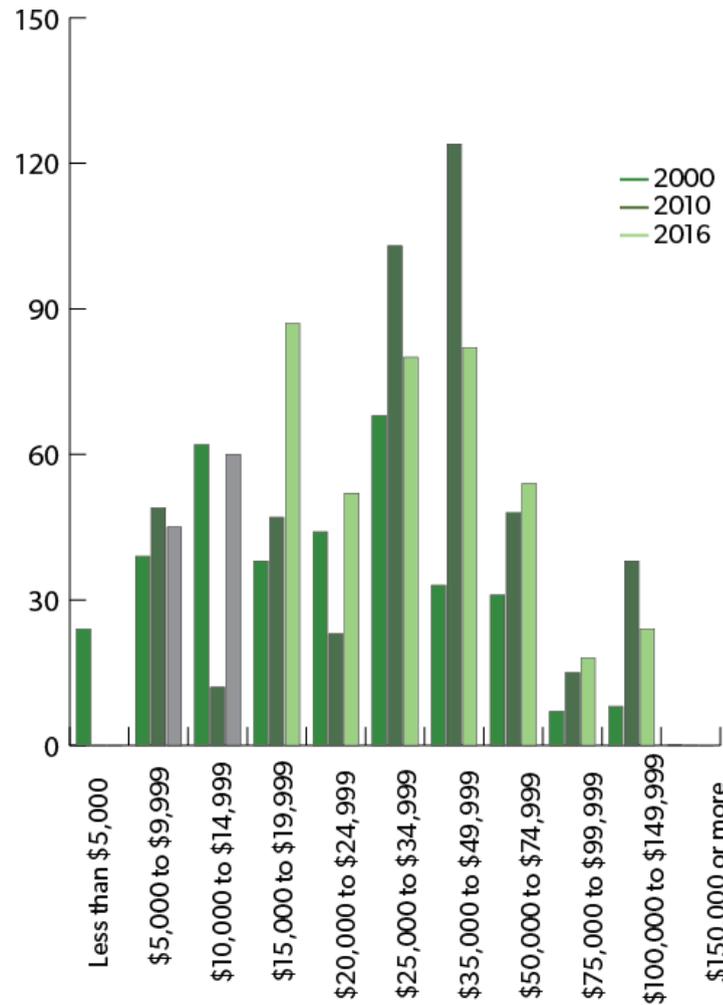
	2000	2010	2016
Total	696	776	786
Owner occupied	342	317	284
Less than \$5,000	10	29	0
\$5,000 to \$9,999	20	12	0
\$10,000 to \$14,999	22	3	0
\$15,000 to \$19,999	29	12	23
\$20,000 to \$24,999	34	10	38
\$25,000 to \$34,999	56	36	82
\$35,000 to \$49,999	71	62	17
\$50,000 to \$74,999	74	124	76
\$75,000 to \$99,999	18	14	20
\$100,000 to \$149,999	8	14	10
\$150,000 or more	0	1	18

Table 10: Income by Owner Occupied



	2000	2010	2016
Renter occupied	354	459	502
Less than \$5,000	24	0	0
\$5,000 to \$9,999	39	49	45
\$10,000 to \$14,999	62	12	60
\$15,000 to \$19,999	38	47	87
\$20,000 to \$24,999	44	23	52
\$25,000 to \$34,999	68	103	80
\$35,000 to \$49,999	33	124	82
\$50,000 to \$74,999	31	48	54
\$75,000 to \$99,999	7	15	18
\$100,000 to \$149,999	8	38	24
\$150,000 or more	0	0	0

Table 11: Income by Renter Occupied



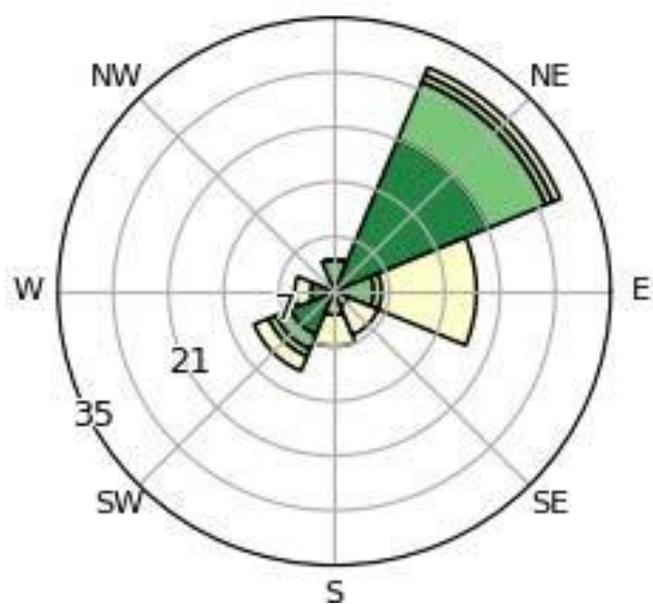
	2000	2010	2016
Poverty	309	287	623
Male	155	87	263
Female	154	200	360
Percent Total Population	18%	16%	32%

Table 12: Poverty

As of 2010, 16 percent of Ogden residents were below poverty, 87 male and 200 females. As of 2016 estimates, 32 percent of Ogden residents are below the poverty line, 263 males and 360 females.

# employment

Job Counts by Distance/Direction in 2015  
All Workers

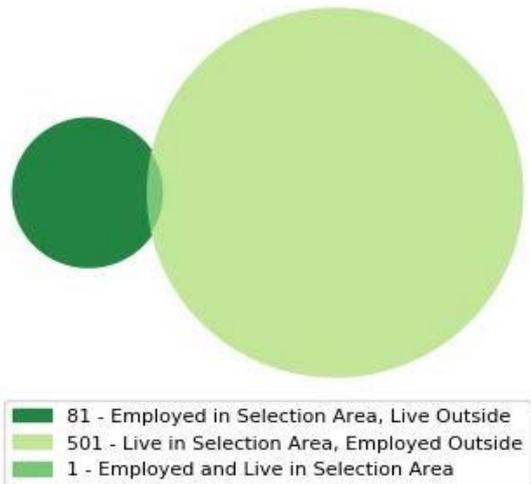


Jobs by Distance - Work Census Block to Home Census Block

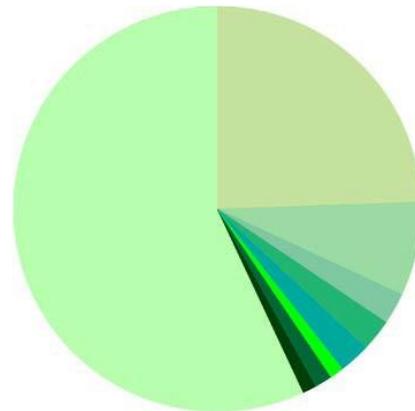
	2015	
	Count	Share
<b>Total Private Primary Jobs</b>	82	100.0%
 <b>Less than 10 miles</b>	31	37.8%
 <b>10 to 24 miles</b>	19	23.2%
 <b>25 to 50 miles</b>	7	8.5%
 <b>Greater than 50 miles</b>	25	30.5%

As of 2015, 37.8 percent of those who do not work in Ogden travel 10 miles outside of the city for employment. 31.7 percent traveled 10 to 50 miles and 30.5 percent traveled greater than 50 miles.

Inflow/Outflow Job Counts in 2015



- Manhattan
- Junction City
- Council Grove
- Topeka
- Wichita
- Abilene
- Alma
- Alta Vista
- Fort Riley



Inflow/Outflow Job Counts  
(Private Primary Jobs)

	2015	
	Count	Share
Employed in the Selection Area	82	100.0%
Employed in the Selection Area but Living Outside	81	98.8%
Employed and Living in the Selection Area	1	1.2%
Living in the Selection Area	502	100.0%
Living in the Selection Area but Employed Outside	501	99.8%
Living and Employed in the Selection Area	1	0.2%

As of 2015 estimates, 501 residents leave the City of Ogden to work, while 81 residents of other cities commute to Ogden. 44 percent of those commuting out of Ogden are traveling to “other locations,” primarily Fort Riley, 24.4 percent go to Manhattan.





# 3 GOALS

The goals and strategies in this section were created by Ogden Steering Committee input, community open houses, community surveys and builds on the goals and strategies from the Ogden 2020 Comprehensive Plan Update. This section looks to utilize Ogden's strengths, enhance areas of weakness, pinpoint areas of opportunities and assess threats.

**THINK REGIONAL**

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**BELIEVE IN OGDEN**

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**CHANGE THE CULTURE**

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**GROW OGDEN**

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**LIVE OGDEN**

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**SUSTAIN OGDEN**

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# THINK REGIONAL

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## create and foster a relationship with fort riley

The relationship between Ogden and Fort Riley is extremely important. Without Fort Riley and the troops stationed there; Ogden would be a very different community. It would benefit Ogden to establish a stronger working relationship with the post. Creating and fostering better lines of communication will help secure a more collaborative, mutually supporting relationship between Ogden and Fort Riley

### selected officials or interested community members attend monthly meetings

The relationship between Ogden and Fort Riley is extremely important. Without Fort Riley and the troops stationed there; Ogden is would be a very different community. It would benefit Ogden to establish a stronger working relationship with the post. Creating and fostering better lines of communication will help secure a more collaborative, mutually supporting relationship between Ogden and Fort Riley

### discussion of improvements

Discuss with Fort Riley leadership what is needed to create a better working relationship and implement strategies to form a better relationship.

### leverage ogden's strategic location

location such as its adjacency to Fort Riley to recruit military-based businesses and central location in the region to recruit retail associated and service uses.

### s.w.o.t. analysis

The community performed a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis at the beginning of the planning process and Fort Riley landed in every category:

- Proximity to Fort Riley is a strength
- Proximity to Fort Riley is a weakness
- Many opportunities to work with Fort Riley
- Fort Riley is a threat due to the nature of deployments and the fear of the base closing.

# THINK REGIONAL

## share resources with small riley county communities

Updating current city services and adding new services can be extremely expensive. These added expenses and increasing cost to already established city services is causing the City of Ogden to make tough choices on what services are feasible to offer. Ogden needs to prioritize the services they can afford by an ongoing cost/benefit mindset and by continuing to look for cost saving options.

It might also be helpful to explore contracting out select services and jointly purchasing needed equipment with other communities in Riley County or with Fort Riley. As costs continue to increase, cost sharing will become a vital piece in the survival of a community.

### small cities cost saving

The City of Ogden cannot afford to offer services that community members want, while also a functioning local community government. The city should look to partner with other communities in Riley County to help mitigate the cost of basic services, as well as purchasing much need equipment that would normally be unfeasible. Establishing inter-local agreements with others could free up funds to put towards decreasing the community's debt or establish new programs that will entice people to move to the community and pay taxes.

This goal and strategy is seen as an important connection in the growth and relationship of Ogden as well as the region. The goal was added to the list of key goals by the steering committee as significant approach to cost saving for the community.

# THINK REGIONAL

## establish community round tables

The City of Ogden needs to establish a dialog with other community leaders. Many rural communities lose out to opportunities because of their proximity and overall size to the City of Manhattan. Creating collaboration between many different groups in the county could help get much needed services from the county. Ogden, Riley, Randolph and Leonardville should use their voice to establish change in the county.

### small community coalition

The City of Ogden should be a part of a small community coalition in Riley County. Ogden, Riley, Randolph and Leonardville sometimes believe they must take a back seat to the priorities of Manhattan. The Flint Hills Regional Council can facilitate quarterly meetings to help start a conversation between these communities and the county. This coalition will endeavor to strengthen community collaborations.

Establishing a working relationship with other communities in Riley County was seen as a major goal and strategy during the community open house.

# THINK REGIONAL

## work together

Nothing happens in isolation; this includes community and economic development. For the City of Ogden to advance as a community, it needs to partner with other communities, private companies and non-profit organizations. Working together and combining different funding sources will increase the opportunities for growth.

### stronger as one

Retain membership and play a role in the Flint Hills Regional Council. This organization will continue to offer grant opportunities and a forum for communities to learn from each other. The city should establish a relationship with other groups like regional developers and business owners to potentially add city services. The city should continue its partnership with national organizations like Habitat for Humanity.

This goal and strategy was created from conversations between Ogden community members and the Flint Hills Regional Council (FHRC). FHRC establishes a forum where communities can meet and collaborate.

# BELIEVE IN OGDEN

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## establish community group

There needs to be more community buy in for the city to advance. The City of Ogden needs to take an active role in bringing in community and economic development to the city. The Greater Manhattan Chamber works with the city, but its main focus will always be the City of Manhattan. Ogden would benefit from establishing its own group to help

## establish an ogden main street group

Current business owners should look at establishing a local group that has a vested interest in Ogden. Creating a 501(c)(3) like a Main Street Group or Chamber with a board, dues and fundraising, will allow business owners and invested community members to play a more active role in planning the future of the community. This organization should meet frequently to discuss opportunities, concerns, upcoming events, plan for the future of the community and investment in Riley Aveune.

The steering committee and community members who attended the open house, believe that creating a community Main Street Group would benefit the City of Ogden by increase business opportunities.

# BELIEVE IN OGDEN

## maintain city policies

A comprehensive plan is designed to create a framework for the next decade. Many times, policies and ordinances are overlooked in a plan because they are not as flashy as other components. But are important requirements of any city with future growth plans. Policies and ordinances do not typically get the treatment they deserve but real change cannot happen without policy and ordinance enforcement and compliance.

### continued enforcement of city codes

Enforcement of city building/zoning codes/ordinances is complicated, time consuming, and expensive. Such enforcement, however, is essential to maintaining a healthy, vibrant community. Through grants and inter-local agreements, the City of Ogden may be able to increase staff to not only better handle enforcement duties but to also update current city codes and ordinances for consistency with Kansas statutes, elimination of redundancy, simplification, and alignment with larger community goals.

Maintaining city policies and code enforcement was seen as a crucial component by the steering committee and community members who attended the open house.

# CHANGE THE CULTURE

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## reinstate community pride

The City of Ogden residents need to take pride in the community they call home. It is unfortunate that the community suffers from a negative reputation from outsiders. However, Ogden residents see great opportunities in the community and need to showcase them to visitors and potential residents. Rallying together will benefit the community and drive a change in the culture of Ogden.

### continue and retain community events

Ogden has a unique culture and history, unlike any other community. Ogden will continue to host community wide events and festivals that showcase their history and culture and attract visitors from around the region.

The steering committee spent one meeting discussing the importance of community events and how it is a great marketing tool for the City. Maintaining community events on an annual bases will help to insure this.

### draw people in

Design Ogden signage to show where community buildings, historical sites and attractions are located. Advertise the community in brochures, regional conferences, visitor bureaus and regional magazines.

# CHANGE THE CULTURE

## become small city alternative to manhattan and junction city

The City of Ogden is positioned between Manhattan and Junction City in a way that makes it a great small-town alternative. Housing in Ogden is more affordable than Manhattan but still within the USD383 School District. Living in Ogden gives residents the ability to be close to everything but also away from it all.

### ogden is home

Ogden has the potential to become a great suburban community to Manhattan and Junction City. The community offers a great elementary school, good parks and affordable homes. While Ogden needs to be its own, self-sufficient community, Ogden can also benefit from becoming a more appealing and more affordable living option for those who work in Manhattan and Junction City or on post.

The steering committee and community members who attended the open house agreed that the future of Ogden lies in being a more cost-effective, bedroom community to Manhattan and Junction City.

# GROW OGDEN

## develop key commercial and residential areas

For a variety of reasons, the Ogden community would benefit greatly by adopting smart growth techniques and strategies. Developing or redeveloping areas that already have adequate city services will be a more affordable option than would any greenfield development. The Flint Hills Regional Council is working with the Environmental Protection Agency (EPA) on brownfield redevelopment <http://flinthillsregion.org/projects/epa-brownfields-assessment> the opportunity to nominate sites along Riley Avenue that might be well-positioned for redevelopment. This EPA grant helps with phase I & II environmental assessments and provide assistance when applying for additional funding grants through EPA or Kansas Department of Health and Environment (KDHE). Ogden has the potential for greenfield (new) development to the east of the community.



A regional grocery chain would be a great addition to the Riley Avenue and K-18 interchange with its proximity to Ogden, Western Manhattan and K-18 traffic.

## utilize incentives

Consider incentives for businesses serving local or regional needs. Utilize Tax Increment Financing (TIF) or bond financing for land acquisition, site preparation and infrastructure improvements related to new development.



Potential Truck Stop and Motel

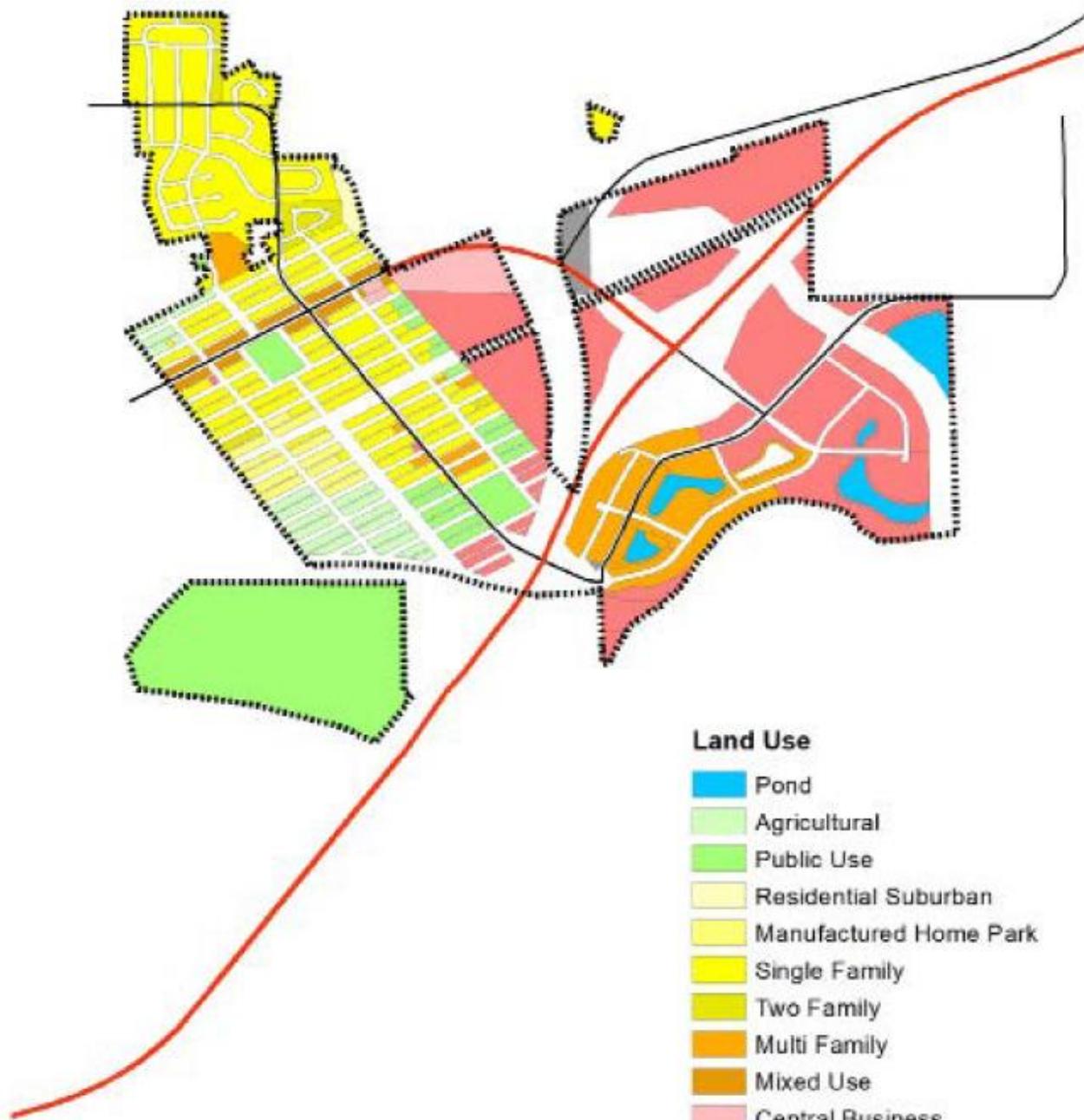
## smart growth

Target new development in areas of the community that already have city services. Try to redevelop sites that are no longer in use through the help of the Flint Hills Regional Council and other grant opportunities. New greenfield development should be focused on the area around Riley Avenue and K-18. New opportunities like a truck stop, small grocery store and hotel are all possible. Draft a plan for the undeveloped 'Rivertrail' area.



Potential Development Area

# Ogden Land Use



## Land Use

- Pond
- Agricultural
- Public Use
- Residential Suburban
- Manufactured Home Park
- Single Family
- Two Family
- Multi Family
- Mixed Use
- Central Business
- General Commercial
- Light Industrial
- City Limits

- Agriculture: Land used for agricultural purposes; such as farming or ranchland.
- Public Space: Parks, Open Space, Civic Buildings, and Community Uses.
- Manufacture Home Park: Ogden Manufactured Home Parks.
- Single Family: Standalone single household units; Ogden single dwelling homes.
- Multi Family: Units that support multiple households; duplex, fourplex and apartments.
- Mixed Use: Two land uses mixed together. In the case of Ogden, commercial and residential uses.
- Central Business: Commercial businesses located along Riley Avenue.
- General Businesses: Big box stores, strip malls, and other retail and consumer serves businesses.
- Manufacturing: Medium and large scale manufacturing or warehousing.



Public Space



Mixed Use

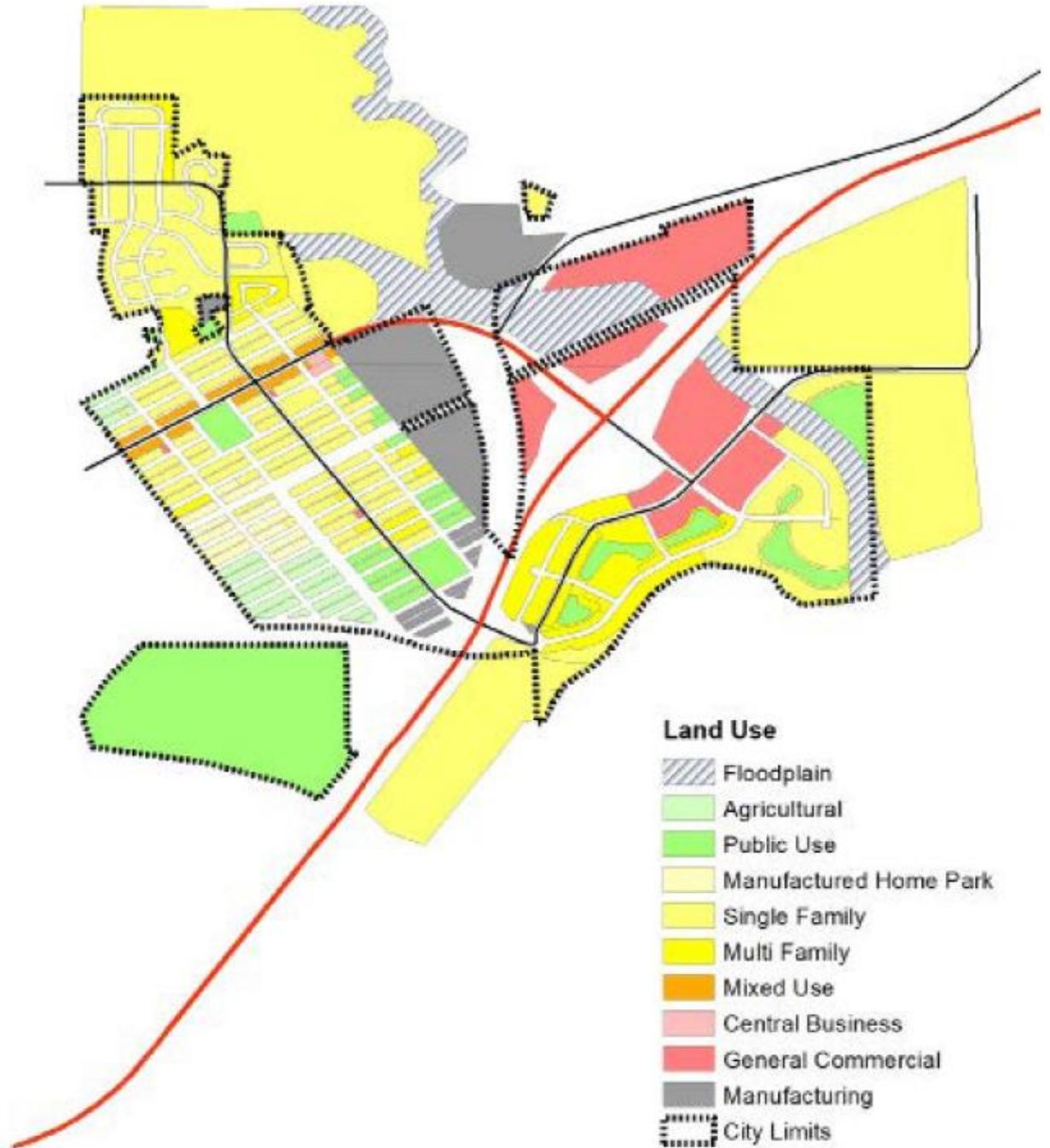


Central Business



Manufacturing

# Ogden Future Land Use



# GROW OGDEN

## capitalize on quality properties

The City of Ogden has a surplus of commercial and residential opportunities. The community needs to capitalize on them. Much of the current stock of commercial is in need of repairs and renovations, especially along Riley Avenue. Business owners should capitalize on the City of Ogden's, Downtown Business Incentive Grant that helps business owners rehabilitate the exterior of their commercial structures. There are some areas of the city where the housing stock needs to be repaired as well. Pinpointing these areas of residential improvements will allow the city create a redevelopment or rehabilitation fund or apply for grants to help improve the neighborhoods.

### invest & market community buildings on riley ave.

The City of Ogden should market the community's Downtown Business Incentive Grant to attract businesses. Many structures are in disrepair and need to be rehabbed and cleaned up to bring in potential new businesses.

Steering committee members and local residents would like to see the high quality commercial and residential property in the City be marketed more efficiently.

### pinpoint areas of ogden that need reinvestment

A housing assessment was completed for the City of Ogden and an additional market analysis can be conducted through JLUS OEA recommendations. Collectively this information can be used to pinpoint areas of disinvestment in the community and to begin planning for reinvestment in these same areas. An aggressive, consistent effort to facilitate reinvestment in the community will attract new residents to the community who will enhance Ogden's sustainability and vitality .

### increase homeownership

Create a city-initiated housing program to acquire and rehabilitate or demolish vacant or deteriorated housing. Establish a first-time home buyer program through a cooperative effort between the City, local banks, and developers. Encourage development of new housing units or renovation of deteriorating units for resale.

### create & implement a housing revitalization strategy

Provide redevelopment strategies to determine the best areas to focus public support for redevelopment. Monitor the status of housing units within the City by preparing a Housing Market Analysis.

### encourage affordable housing

Assess housing affordability: the impacts of a growing gap between rising housing values (and costs) and household incomes that are increasing at lesser rates.

	2000	2010	2017	Annual Percent Change 2000–2010	Annual Percent Change 2010–2017
Renter Median Household Income	\$21,750	\$33,750	\$31,759	5.5%	-0.8%
Owner Median Household Income	\$35,000	\$48,036	\$43,125	3.7%	-1.5%
Median Gross Rent	\$380	\$659	\$915	7.3%	5.5%
Median value owner occupied	\$55,600	\$51,900	\$96,200	-0.7%	12.2%



**excellent condition**

Brand new homes built within the last couple years or homes that are newly remodeled.

**good condition**

Homes built within the last 10 years and in need of minimal maintenance.

**fair condition**

Homes in need of maintenance, including but not limited to; roof, siding and windows.

**poor condition**

Homes in need of major repairs.

**very poor condition**

Homes that are unlivable.

# GROW OGDEN

## fund city improvements

Substantive redevelopment, infrastructure, or recreational improvements are financially challenging for most communities. As the Ogden community sets an aggressive growth agenda, public and private leaders must pursue new, innovative public/private partnerships and federal/state funding opportunities

### create public-private partnerships

Learning from the past, Ogden should seek out smart private-public partnerships with developers and other businesses to grow and change the city. Cost sharing is a realistic way to get things completed without depleting all of the community's funds.

Community members and Ogden Comprehensive Plan Steering Committee agree that the City of Ogden needs to look for outside funding sources to grow the community.

### obtain grants from the office of economic adjustment

The Defense Community Infrastructure Program is a grant that could help the community with water quality and other infrastructure issues. The federal government started funding the program in 2020.

### ogden incubator

Develop a small business incubator to attract entrepreneurs and young professionals to foster new business investment.

Some strategies taken from the 2020 Comprehensive Plan Update

# LIVE OGDEN

## advance recreation opportunities and market ogden

Outdoor living is a major component of the Flint Hills Region. The City of Ogden can increase recreation opportunities for local and regional residents. Ogden Pond, southwest of the community bordering Fort Riley should be considered for a new park. The region has a vision for a bike and pedestrian trail connecting Manhattan to Junction City that will travel through the Ogden.

### create additional recreational services for youth and adults

The city should increase recreational opportunities for those who live in the community. Because of the proximity to Manhattan and Junction City, some youth and adult activities occur outside the city. Ogden should continue to work with Manhattan, and Junction City Parks and Recreation as well as Fort Riley to have adequate opportunities for youth. Continued implementation of the existing park plan will greatly benefit residents and improve quality of life.

### establish a new park and outdoor recreation

Establishing a park at Ogden Pond should be added to the Ogden Park Plan. Many residents already use the pond to fish and relax. Adding benches, tables, parking and a shelter will allow for more people to enjoy the area. The west side of the pond is controlled by Fort Riley, so the community will need to work with the installation to make this project work.

### create & implement a housing revitalization strategy

The Flint Hills Metropolitan Planning Organization has a vision for the future of the region. One of the future plans is to have a bike trail from Manhattan to Junction City, this trail will go through Ogden. It is important that Ogden is a bike friendly community as this trail has the opportunity to bring in visitors providing revenue to local shops and restaurants. Amending subdivision regulations to allow dedication of land for bicycles, pedestrian walks and transit needs will promote a bicycle friendly community. Create a sidewalk survey noting gaps in neighborhoods and create a sidewalk plan. Study the quantity and quality of end-of-trip bicycle facilities. (See page 67 for more about Regional Trail Plan.)

Continued improvements to Ogden parks and recreation facilities will help in marketing the City to new community members.

# SUSTAIN OGDEN

## prioritize city services

The community needs to continue prioritizing the upgrading of city services. Because growth will increase demand on existing infrastructure such as sewer/water and streets/sidewalks, a long-term improvement/replacement capital plan will need to be put in place.

### create additional recreational services for youth and adults

The city should increase recreational opportunities for those who live in the community. Because of the proximity to Manhattan and Junction City, some youth and adult activities occur outside the city. Ogden should continue to work with Manhattan, and Junction City Parks and Recreation as well as Fort Riley to have adequate opportunities for youth. Continued implementation of the existing park plan will greatly benefit residents and improve quality of life.

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Continued improvements to Ogden parks and recreation facilities will help in marketing the City to new community members.

# SUSTAIN OGDEN

## redesign riley avenue

The first and most lasting impression of any small community is its main street. Visitors and residents form a community impression based upon the pleasantness and vitality of its main street and downtown. Historically, Riley Avenue has functioned as a traffic corridor with a scale/configuration that can be discouraging to pedestrians. As a result, Ogden's "main street" has struggled to become an encouraging "downtown" location for diverse retail businesses.

### create a friendly, walkable street

America's typical main street has a very tight curb-to-curb dimensions, making it difficult to create inviting back-of-curb streetscape/landscape areas for sitting, socializing, outside dining, and entertainment. Because of Riley Avenue's width, the community has tremendous opportunity to redevelop the avenue into a dynamic place that is green, beautiful, and inviting. Riley Avenue can become reconfigured in ways that respect the safe flow of traffic while also providing an activity greenspace on both the north and south sides of the street. See page 66 for the Riley Avenue Plan.

The steering committee and community members agree that Riley Ave is both a major concern and opportunity. Additional improvements to the roadway, sidewalks and streetscape would benefit the community and its overall appearance.

## adjust riley avenue

The four-lane road is more like a highway than a main street during morning and evening commutes. Adjusting the width of the road in areas will decrease traffic incidences and increase pedestrian mobility. Altering the road will also look to help the community economically. Altering the road will help make Riley Avenue feel more like a “Main Street” while getting people to stop at local stores. (See Page 66 for more on The Riley Avenue Plan.) As redevelopment occurs in Downtown, access points along Riley Avenue should be combined where possible. .

## riley avenue building improvements

Implement a façade improvement (building exterior) program or Hope VI Main Street grant program for the Central Business District. [www.hud.gov/offices/pin/programs/ph/hope6/](http://www.hud.gov/offices/pin/programs/ph/hope6/)

## establish a design review board

A design review board is a group charged with maintaining the design standards of a community. The board would evaluate the architectural quality of incoming





4

IMPLEMENTATION

Think Regional			Responsible Parties	Prioritization
	Create and foster a relationship with Fort Riley			
	Community Services	Elected Officials or interested community members attend monthly meetings	Mayor City Commissioners Main Street Group	On Going
	Community Services	Discussions on how things can work better	City Commissioners Main Street Group	Within a Year
	Economic Development	Leverage Ogden's strategic location	Mayor City Commissioners Main Street Group	On Going
Think Regional				
	Share resources between small Riley County communities			
	Community Services	Small Cities Cost Saving	City Staff City Accountant	1-3 Years
Think Regional				
	Establish community round tables			
	Community Services	Stronger as One	City Staff City Commissioners	1-3 Years

Believe in Ogden			Responsible Parties	Prioritization
	Establish an Ogden Main Street Group			
	Community Services	Establish an Ogden Main Street Group	Ogden Residents	Within a Year
Believe in Ogden				
	Maintain City Policies			
	Community Services	Enforce city codes	City Staff	On Going

Change the Culture			Responsible Parties	Prioritization
	Reinstate Community Pride			
	Community Services	Reinstate Community Events	City Staff Main Street Group Ogden Residents	On Going
	Marketing	Draw People In	City Staff KDOT Riley County	On Going
Change the Culture				
	Become small city alternative to Manhattan & Junction City			
	Marketing	Ogden is Home	Main Street Group School site council City Commissioners	Within a Year

Grow Ogden			Responsible Parties	Prioritization
	Develop commercial and residential in key areas			
	Economic Development	Utilize Incentives	City Staff Main Street Group	On Going
	Landuse	Smart Growth	Main Street Group Commissioners	3-5 Years
Grow Ogden				
	Capitalize on the quality residential and commercial properties			
	Economic Development	Reinvest and market community buildings along Riley Ave	FHRC Main Street Group Riley County	1-3 Years
	Landuse	Pinpoint areas of reinvestment	Main Street Group FHRC Commissioners	3-5 Years
	Economic Development	Increase homeownership	Ogden Residents	On Going
	Community Services	Create and implement a Housing Revitalization Strategy	City Staff FHRC	3-5 Years
	Community Services	Encourage affordable housing	City Staff	On Going

Grow Ogden (cont.)				
	Fund city improvements			
	Economic Development	Create private-public partnerships	Main Street Group FHRC Private Investors	On Going
	Infrastructure	Office of Economic Adjustment	Main Street Group FHRC Commissioners	On Going
	Economic Development	Ogden Incubator	Main Street Group	On Going

Live Ogden			Responsible Parties	Prioritization
	Advance Recreation Opportunities			
	Parks and Open Space	Create additional recreation services for youth and Adults	Ogden Residents Commissioners Play JC	On Going
	Parks and Open Space	Establish a new park and outdoor recreation	Ogden Residents Commissioners Play JC	On Going
	Parks and Open Space	Create bike friendly community	Flint Hills MPO Region Reimagined Commissioners	On Going
	Market Ogden			
	Marketing	Communities to Call Home	Main Street Group	On Going
	Marketing	Market Ogden	Main Street Group	On Going
	Community Services	Establish signage	City Commissioners KDOT Riley County	Within a Year
	Community Services	Historic Ogden	City Staff	Within a Year

Sustain Ogden			Responsible Parties	Prioritization
	Prioritize city services			
	Infrastructure	10 year Improvement plan	FHRC Commissioners Ogden Residents Main Street Group	On Going
	Infrastructure	Maintain and Grow Transportation Network	City Staff Flint Hills MPO Commissioners	On Going
	Infrastructure	Regional Transportation Coordination	City Staff Flint Hills MPO Commissioners	On Going
	Community Service	City of Ogden Coordination	City Staff Commissioners	On Going
	Work toward receiving grants			
	Infrastructure	Safe Routes to School funding	Flint Hills MPO FHRC Main Street Group Commissioners	3-5 Years
	Community Services	Kansas Historical Society	City Staff Commissioners	On Going
	Redesign Riley Ave			
	Infrastructure	Create a friendly, walkable street	Main Street Group Manhattan Arts Council FHRC Flint Hills MPO Commissioners	3-5 Years
	Infrastructure	Adjust Riley Ave	Flint Hills MPO Commissioners Main Street Group	3-5 Years
	Economic Development	Riley Ave Building Improvements	City Staff Commissioners	On Going
	Community Service	Establish a Design Review Board	City Staff Commissioners	On Going

# **APPENDIX 1**

## community survey

### **Q1: Quality of Life: Please answer which best represents your opinion.**

Answered: 3 Skipped: 0

	<b>EXCELLENT</b>	<b>GOOD</b>	<b>FAIR</b>	<b>POOR</b>	<b>VERY POOR</b>	<b>TOTAL</b>
Overall appearance of the City	0.00% 0	0.00% 0	100.00% 3	0.00% 0	0.00% 0	3
Overall feeling of safety in the City	33.33% 1	0.00% 0	66.67% 2	0.00% 0	0.00% 0	3
Opportunities to participate in community matters	33.33% 1	33.33% 1	33.33% 1	0.00% 0	0.00% 0	3
Sense of community	0.00% 0	66.67% 2	0.00% 0	33.33% 1	0.00% 0	3
Quality of public schools	33.33% 1	66.67% 2	0.00% 0	0.00% 0	0.00% 0	3
Overall quality of life in the City	33.33% 1	0.00% 0	66.67% 2	0.00% 0	0.00% 0	3

## Q2: Housing & Neighborhood: Please answer which best represents your opinion

Answered: 3 Skipped: 0

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
There are various types of housing, such as single-family, townhomes and apartments	33.33% 1	66.67% 2	0.00% 0	0.00% 0	0.00% 0	3
The housing options are affordable	0.00% 0	33.33% 1	66.67% 2	0.00% 0	0.00% 0	3
The physical condition of my neighborhood needs to be improved	0.00% 0	66.67% 2	0.00% 0	0.00% 0	33.33% 1	3
My neighborhood feels safe	33.33% 1	33.33% 1	33.33% 1	0.00% 0	0.00% 0	3

# APPENDIX 1

## community survey (cont.)

### Q3: Infrastructure: Rate the quality of....

Answered: 3 Skipped: 0

	EXCELLENT	GOOD	FAIR	POOR	VERY POOR	TOTAL
Maintenance of major City streets	0.00% 0	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3
Maintenance of streets in your neighborhood	0.00% 0	33.33% 1	66.67% 2	0.00% 0	0.00% 0	3
Maintenance of sidewalks	0.00% 0	0.00% 0	66.67% 2	33.33% 1	0.00% 0	3
Maintenance of street signs	0.00% 0	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3
Appearance of City to visitors	0.00% 0	0.00% 0	33.33% 1	66.67% 2	0.00% 0	3
Overall appearance of downtown including lighting and landscaping	0.00% 0	0.00% 0	0.00% 0	100.00% 3	0.00% 0	3
Maintenance of city buildings	0.00% 0	0.00% 0	0.00% 0	100.00% 3	0.00% 0	3
Storm drainage	0.00% 0	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3

## Q4: What should Ogden spend its resources in developing today? Pick Top 5

Answered: 3 Skipped: 0

	1ST CHOICE	2ND CHOICE	3RD CHOICE	4TH CHOICE	5TH CHOICE	TOTAL
Quality of Life (i.e. parks, community amenities)	33.33% 1	0.00% 0	33.33% 1	0.00% 0	33.33% 1	3
Expanding and Growing Existing Businesses	33.33% 1	33.33% 1	0.00% 0	0.00% 0	33.33% 1	3
Capitalizing on Ogden's Proximity to Fort Riley	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Maintenance of streets in your neighborhood	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Attracting Industry and Manufacturing	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Developing an Entrepreneurial Culture	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Tourism as an Economic Development Tool	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Building New Homes	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Restoring Existing Homes	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Tearing Down Dilapidated Homes	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2
Basic Infrastructure, like streets, sewer & water	0.00% 0	50.00% 1	0.00% 0	50.00% 1	0.00% 0	2

# APPENDIX 1

## community survey (cont.)

### Q5: Employment: Please select your primary place of work

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES	
Ogden	66.67%	2
Manhattan	33.33%	1
Junction City	0.00%	0
Clay Center	0.00%	0
Fort Riley	0.00%	0
Riley	0.00%	0
Leonardville	0.00%	0
Retired	0.00%	0
Other (please specify)	0.00%	0
TOTAL		3

## Q6: Health and Wellness: Please select the level of services

Answered: 3 Skipped: 0

	EXCELLENT	GOOD	FAIR	POOR	TOTAL
Availability of preventative health services	0.00% 0	66.67% 2	0.00% 0	33.33% 1	3
Availability of affordable quality food	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
Availability of affordable quality health care	0.00% 0	33.33% 1	0.00% 0	66.67% 2	3
Access to recreational opportunities for youth	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
Access to recreational opportunities for adults	0.00% 0	0.00% 0	33.33% 1	66.67% 2	3
Availability of affordable quality child care	0.00% 0	0.00% 0	33.33% 1	66.67% 2	3

## Q7: Parks, Recreation & Services: Please check the level of services

Answered: 3 Skipped: 0

	EXCELLENT	GOOD	FAIR	POOR	TOTAL
Maintenance of City parks & equipment	0.00% 0	33.33% 1	66.67% 2	0.00% 0	3
The City's youth recreation programs	0.00% 0	66.67% 2	33.33% 1	0.00% 0	3
Availability of youth opportunities in our community	0.00% 0	66.67% 2	0.00% 0	33.33% 1	3

# APPENDIX 1

## community survey (cont.)

**Q8: Growth: Please rate the speed of growth or decline in the following categories in your community over the past 5 years**

Answered: 3 Skipped: 0

	TOO SLOW	SOMEWHAT TOO SLOW	RIGHT AMOUNT	SOMEWHAT TOO FAST	TOO FAST	TOTAL
Population Growth	33.33% 1	33.33% 1	33.33% 1	0.00% 0	0.00% 0	3
Retail Growth	66.67% 2	0.00% 0	33.33% 1	0.00% 0	0.00% 0	3
Job Growth	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3
Housing Growth	33.33% 1	0.00% 0	33.33% 1	33.33% 1	0.00% 0	3

## Q9: Community: Please rate the quality of...

Answered: 3 Skipped: 0

	EXCELLENT	GOOD	FAIR	POOR	VERY POOR	TOTAL
How well does your community plan for growth and development?	0.00% 0	0.00% 0	0.00% 0	100.00% 3	0.00% 0	3
How well is your local government at welcoming citizen involvement?	0.00% 0	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
How is your community in welcoming visitors and newcomers?	0.00% 0	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
How is your community in leveraging community assets and resources?	0.00% 0	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
How well does your community work with regional partners?	0.00% 0	0.00% 0	0.00% 0	66.67% 2	33.33% 1	3

# APPENDIX 1

## community survey (cont.)

### Q10: Future Growth: Please answer which best represents your opinion.

Answered: 3 Skipped: 0

	ESSENTIAL	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT AT ALL	TOTAL
Attracting new businesses through incentives (i.e. tax credits, land donation, special financing, etc.)	66.67% 2	0.00% 0	33.33% 1	0.00% 0	3
Improving downtown	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3
Marketing Ogden to new residents and visitors	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3
Developing job training opportunities, such as job shadowing and apprenticeship	66.67% 2	0.00% 0	33.33% 1	0.00% 0	3
Retaining and expanding current business and industry	33.33% 1	66.67% 2	0.00% 0	0.00% 0	3
Capitalizing on Ogden's Proximity to Fort Riley	33.33% 1	0.00% 0	66.67% 2	0.00% 0	3
Addressing rundown and blighted homes through code enforcement	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3
Addressing rundown and blighted homes through demolition	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3

Improving park conditions	33.33% 1	66.67% 2	0.00% 0	0.00% 0	3
Establishing a pedestrian and bicycle trail	33.33% 1	0.00% 0	33.33% 1	33.33% 1	3
Renovating community centers and expanding programming	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3
Upgrading existing and developing more athletic fields	33.33% 1	66.67% 2	0.00% 0	0.00% 0	3
Improving street and pedestrian lighting	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3
Renovating existing homes	0.00% 0	33.33% 1	66.67% 2	0.00% 0	3
Building new homes	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
Improving street paving conditions	0.00% 0	66.67% 2	33.33% 1	0.00% 0	3
Developing connections with neighboring communities	0.00% 0	66.67% 2	0.00% 0	33.33% 1	3
Developing connection with Riley County	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
Maintain historic architecture in Central Business District	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3
Developing additional community amenities	0.00% 0	66.67% 2	33.33% 1	0.00% 0	3

# APPENDIX 1

## community survey (cont.)

### Q11: Demographics: please enter the number of persons in your household (including yourself)

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES	
1	0.00%	0
2	33.33%	1
3	0.00%	0
4	33.33%	1
5	0.00%	0
6	33.33%	1
7	0.00%	0
8	0.00%	0
9	0.00%	0
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>3</b>

## Q12: Demographics: please select your sex

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES	
Male	66.67%	2
Female	33.33%	1
TOTAL		3

# APPENDIX 2

steering committee s.w.o.t. analysis

## strengths



# weaknesses



# opportunities

Community  
Main-Street  
Clean-City  
Hotel Water  
Chamber Potential  
Housing  
Gas-Station  
K-18 Industrial  
Lake-Access  
Fort-Riley

# threats



# APPENDIX 2

## first open house committee s.w.o.t. analysis

### strengths

- Location
- Small Town
- Fort Riley
- K-18
- Proximity

### opportunities

- Growth
- Fort Riley
- Riley Ave
- Community
- K-18/Riley Interchange
- Pave Community Center Parking Lot

### weaknesses

- Marketing
- Appearance
- Proximity
- Business
- Grocery

### threats

- Manhattan
- K-18
- Lack of Investment
- Involvement

# APPENDIX 3

## goals and strategies

# open house 2 goals & strategies

## land use goals

### create a consistent land use pattern

- Build new homes and commercial property on land already within the city-limits. (3)
- Only expand to areas outside the city limits that have easy access to city services. (2)
- Develop commercial and residential in key areas.(6)

### showcase ogden's commercial & residential property

- Showcase to the region that there are quality residential and commercial properties in Ogden. (0)
- Continue to be part of Communities to Call Home which is a marketing tool for the community. (2)

### enhance existing commercial & residential stock

- Continue commercial reinvestment fund program. (0)
- Pinpoint neighborhoods that need reinvestment. (0)
- Create a neighborhood reinvestment fund to help residents make upgrades to homes. (2)
- Enforce city codes (5)

# open house 2 goals & strategies

## community development goals

### believe in ogden

- Reinstate community events; Spring/ Fall Festivals. (4)
- Work toward receiving grants to reinvest in Ogden. (7)
- Change the culture and impression of Ogden. (3)

### encourage and attract businesses to locate and operate in ogden

- Work towards getting a grocery store & other basic services. (2)
- Establish a Ogden Main Street Group or Chamber of Commerce. (4)

### market ogden in the region

- Become more visible in the region. (3)
- Become a destination. (2)
- Establish Ogden as a small town alternative to Manhattan & Junction City (7)

# open house 2 goals & strategies

## marketing goals

### market ogden's great location

- Market Ogden in regional job fairs as a great place to live & work. (4)
- Establish signage on K-18 to market Ogden stores and restaurants. (3)
- Establish signage to show where community builds and attractions are located. (1)
- Advertise local events and historical sites throughout the region. (5)

# open house 2 goals & strategies

## transportation goals

work with flint hills MPO to create a regional trail through ogden

- Create bike & car shared roads with pavement paint. (1)

establish a new park around the lake in the southwest corner of town

establish a more walkable community

- Apply for more Safe Routes to School funding. (3)

redesign riley avenue

- Create a friendly, walkable street that is pleasant to walk down. (2)
- Adjust the width of Riley Ave. (1)

# open house 2 goals & strategies

## infrastructure goals

### 10-year capital investment plan

- Prioritize city services based on capacity and growth patterns. (1)

### maintain adequate and reliable water supply

- Increase the quality of water in Ogden to bring in new business. (7)
- Work with the City of Manhattan to potentially have a water agreement. (0)

# open house 2 goals & strategies

## regional goals

### small riley county communities become one voice

- Establish Riley County round table, where Ogden, Riley, Leonardville & Randolph discuss issues affecting them. (7)
- Work with Riley County to have adequate emergency services. (4)

### ogden and fort riley

- Maintain and grow relationship with Fort Riley. (7)
- Enable Fort Riley to complete its mission. (5)

# APPENDIX 4

## JLUS implementation

### 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.

#### 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.

# JLUS implementation (cont.)

## 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 obstruction 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.

# JLUS implementation (cont.)

## 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.

# JLUS implementation (cont.)

## 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.

# APPENDIX 5

## ogden park plan

Ogden South Parks  
Master Plan



# APPENDIX 6

## downtown grant

### business incentive grant program: background

The City Council has shown an interest in assisting the Downtown Businesses in the community with improving the appearance of their buildings as well as to provide some incentive for them to build or add an addition to their existing business. In researching opportunities that would help in achieving this goal the council has decide to establish a Downtown Business Incentive Grant Program. This program is design to help existing businesses expand or new businesses locating downtown.

### purpose

Maintaining a positive image is important to the City. The appearance of the downtown area plays a vital role in the perception of the quality of the community. The City wants to encourage businesses to invest in their buildings by making attractive improvements on building exteriors. The improved appearance of buildings will make downtown more attractive to customers and to new businesses, contributing to the enhanced viability of the entire area, and to the entire community.

## A. Downtown Business Incentive Grant Program

### 1. Basic Program Elements

- (a.) A grant will be awarded as a reimbursement for actual costs for architectural services and/or construction costs or materials for exterior remodeling or new construction.
- (b.) Grants are available in increments of 30 % of project cost, \$2,000 and \$5,000 based on the criteria set out below.
- (c.) Funding for the Grant Program will be provided from the City's General Fund, from monies allocated for the City of Ogden's Downtown Business Incentive Program.
- (d.) Each building/property will be eligible to receive one grant every five years throughout the life of the program.
- (e.) Continuation of the program will be considered by the Ogden's Governing Body on an annual basis
- (f.) For projects that include interior and exterior renovation the cost of interior renovations shall not be included in determining the cost of the project.
- (g.) Commencement of the project shall be no later than 6 months from the date of approval. If a building permit is required, the applicant must obtain a building permit. If a building permit is issued the applicant shall have six months from the issue date of the permit to complete the project, however if an extension is granted for the building permit the completion date shall be the date to which the one time extension was granted. If any of these requirements are not met by the indicated date, the applicant forfeits the grant.

### 2. Grants in the Amount of \$5,000

- (a.) Two grants in the amount of \$5,000 are available annually for buildings/properties in the Downtown District (see Attachment A). In order to be eligible for the \$5,000 grant:
  - I. The application for the grant must be submitted to the Planning Commission at the beginning of the project. There are two categories for the grant, Renovation of Existing Structures and New Construction. Application for New Construction shall be considered before Renovation of Existing Structures, for applications submitted at the same time. Applications will be considered in the fiscal year in which they are submitted, on a first-come first-serve basis. There will be a maximum of two applications approved each fiscal year.
  - II. The total cost of the improvements must equal or exceed \$10,000.
  - III. The building or property must be commercially zoned, used for commercial purposes, and property tax must be current.
  - IV. The building or property must be located in the Downtown District (Attachment A).
  - V. Based on the scope and type of improvement, a building permit may be required. All required permits and zoning approvals must be granted prior to the commencement of work.
  - VI. Eligible items do not include general on-going maintenance of a structure. Items that are eligible include but are not limited to facade renovation projects such as: window/door repair or replacement, masonry, awnings, signage, exterior lighting, and exterior painting. Non-facade improvements such as landscaping are eligible, as well as overlays or total reconstruction of parking lots. General crack sealing, spot patching or oil covering of parking lots is not eligible.

### 3. Grants in the Amount of \$2,000

- a. Four grants in the amount of \$2,000 are available throughout the calendar year. In order to be eligible for a \$2,000 grant:
  - I. The application for the grant must be submitted to the Planning Commission at the beginning of the project. There are two categories for the grant, Renovation of Existing Structures and New Construction. Application for New Construction shall be considered before Renovation of Existing Structures, for applications submitted at the same time. Applications will be considered in the fiscal year in which they are submitted, on a first come first-serve basis. There will be a maximum of four applications approved each fiscal year.
  - II. The total cost of the improvements must equal or exceed \$5,000.
  - III. The building or property must be commercially zoned, used for commercial purposes, and property tax must be current.
  - IV. The building or property must be located in the Downtown District (Attachment A).
  - V. All required permits and zoning approvals must be granted prior to the commencement of work. Based on the scope and type of improvement, a building permit may be required.
  - VI. Eligible items do not include general ongoing maintenance of a structure. Items that are eligible include, but are not limited to, facade renovation projects such as: window/door repair or replacement, masonry, awnings, signage, exterior lighting, and exterior painting. Non-facade improvements such as landscaping is eligible, as well as overlays or total reconstruction of parking lots, General crack sealing, spot patching, or oil covering of parking lots is not eligible. New construction is also eligible.

### 4. Application Process

- a. Applications are available in the City Hall, 222 Riley Ave, Ogden KS 66517,
- b. The completed application shall be submitted to the Planning Commission at the beginning of the project.
- c. Applications must include a description of the renovation, remodeling and/or new construction plans.

### 5. Receiving the Grant

- a. Upon completion of the project, the applicant must submit detailed receipts to the Planning Commission totaling in excess of the amount required for the grant awarded (\$5,000 for the \$2,000 grant; \$10,000 for the \$5,000 grant). Receipts submitted for work done by the applicant will not be considered when totaling the cost of project. These receipts must be submitted no later than 30 days from the date of completion.
- b. Upon submittal of adequate receipts, the City will issue a check to the applicant for the amount of the grant awarded, in accordance with the City's normal accounts payable schedule.

# APPENDIX 7

## riley avenue plan



### Transportation Alternatives (TA) Program APPLICATION FORM 2017/2018

**General information (required)**

Project Title: Ogden Elementary Safe Routes to School Project  
 Project Location: Ogden, KS  
 Project Description: Install bulb-outs at Riley Av. & Walnut intersection, install school zone  
 Eligible Project Sponsor: Ogden, KS  
 Contact Person's Name: Angela Schnee Title: Planning and Zoning Admin  
 Email: ogdenzoning@gmail.com Daytime Phone: (785 ) 539-0311  
 Street Address: PO Box C  
 City: Ogden County: Riley State: KS Zip: 66517  
 Signature of Contact Person: *Angela Schnee*  
 Project Manager or secondary Contact Person: David Ward  
 Email: davidward@ogden-ks.gov Daytime Phone: (785 ) 539-0311

If a Project Sponsor submits multiple applications for this round of TA funding, they must rank all their projects in order of importance (1 of x, 2 of x, etc.), where 1 is the project of greatest importance. If only one project is submitted, please list it as 1 of 1.

Project Sponsor ranking of this particular project: 1 of 1

NOTE: If more than one agency or organization is involved in the project, please state the agency's name, contact person, title, mailing address, email, and telephone number of the second agency on a separate piece of paper and attach it to this application.

**Project Category (please choose only one)**

**Bicycle and Pedestrian**

- Facilities for pedestrians and bicycles including safe routes for non-drivers (not Safe Routes to School program)
- Conversion and use of abandoned railway corridors
- Safe Routes to School (SRTS) Phase 1 – Non-infrastructure (5 Es)
- Safe Routes to School (SRTS) Phase 2 – Infrastructure (construction of sidewalks/signals addressing established need for grades K-5) – a completed SRTS Phase 1 Plan is a prerequisite

**Historic and Archaeological**

- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

**Scenic and Environmental**

- Vegetation management practices in transportation rights-of-way, streetscaping, or corridor landscaping
- Highway-related storm water management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- Construction of tunnels, overpasses, and weaving areas
- Inventory, control, or removal of outdoor advertising
- Streetscaping and corridor landscaping
- Stormwater management, control, and water pollution prevention or abatement related to highway construction or runoff
- Reduce vehicle-caused wildlife mortality or to restore and maintain terrestrial or aquatic habitats



### Transportation Alternatives (TA) Program APPLICATION FORM 2017/2018

#### PROJECT ESTIMATES

*Please input your Project Cost estimates.		
Total Project Cost	\$ 201,475.11	
TA funds requested (80% maximum)	\$ 161,180.08	80 %
Local Match (20% minimum)	\$ 40,295.02	20 %
*Please select the option that best describes your project.		
Does your project require acquisition of Right-of-Way?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> Does not apply <input type="checkbox"/>	
If YES, do you have a Letter of Support from the property owner(s)?	YES (please attach) <input type="checkbox"/> NO <input type="checkbox"/> Does not apply <input checked="" type="checkbox"/>	
What project phases are included in your funding request?	Planning <input type="checkbox"/> Construction <input type="checkbox"/> Construction Engineering <input checked="" type="checkbox"/>	
*Please select a status and enter a date that best represents your project timeline and deliverables.		
Project Deliverables	Status	Anticipated Completion Date
Hire Consultant	Not Started Initiated Completed Does not apply	08/16/2017 MM/DD/YYYY
Field Check developed/sumbitted	Not Started Initiated Completed Does not apply	02/24/2018 MM/DD/YYYY
Right-of-Way & Utilities	Not Started Initiated Completed Does not apply	05/10/2019 MM/DD/YYYY
Final Plans	Not Started Initiated Completed Does not apply	04/12/2019 MM/DD/YYYY

# riley avenue plan (cont.)



Transportation Alternatives (TA) Program  
APPLICATION FORM 2017/2018

## PROJECT QUALIFICATIONS

1. Are you certified by KDOT/FHWA to let your own project? YES  NO 
  - a. If you are not, but are interested in doing so, please contact the Bureau of Local Projects and ask about the possibility of receiving a one-time project certification.
2. Are any other state funds involved with this project? YES  NO 
  - a. If YES, please explain the source, amount, and conditions.
3. Are any other federal funds involved in this project? YES  NO 
  - a. If YES, please explain the source, amount, and conditions. *(Please note here if you have previously acquired TA or TE funds for this project from the state or from your region's MPO, if applicable).*
4. Is this project located within a designated scenic or historic byway corridor? YES  NO 
  - a. If YES, which one?
5. Is this project on the National Register of Historic Places or some other similar register of historic buildings in your area? YES  NO 
  - a. If YES, which one?
6. If your project is within a Metropolitan Planning Organization (MPO) area, is this project listed in their Metropolitan Transportation Plan (MTP)? YES  NO
7. Has the project been endorsed by the appropriate byway board, historic board, or MPO (if applicable)? YES  NO 
  - a. If YES, please attach a copy of the official endorsement.
8. Has any part of this project been started already? YES  NO 
  - a. If, YES, please address and explain in the NARRATIVE portion of your documentation.
9. If this project can be completed in phases, do you want us to score you based on the overall project, or just on Phase 1? OVERALL  PHASE 1 
  - a. If you chose for us to score you on Phase 1 only, please ensure that the phases of your project are clearly delineated in your cost breakdown in SECTION D of your documentation.
10. If this project can be completed in phases, does each phase include a reasonable scope of work for each phase? YES  NO



Transportation Alternatives (TA) Program  
APPLICATION FORM 2017/2018

## Documentation and Narrative Information

The following documents and narratives **must** be attached to this application. In the upper right-hand corner of each document or narrative, write the corresponding letter (A through H) shown below.

- |   |   |
|---|---|
| A | A <b>NARRATIVE</b> assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Transportation Alternatives (TA) projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If this is a regional project, assess the value of the project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective. |
| B | If applicable, a <b>DETAILED MAP &amp; PHOTO</b> identifying the location of the project.   |
| C | If applicable, a <b>SKETCH-PLAN</b> of the project, including cross sections for bicycle and pedestrian facilities.   |
| D | An <b>ITEMIZED BREAKDOWN</b> of the total project costs. This documentation does not need to be a line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Please list out costs that are identified as federally participating and non-participating. Also, please note for which work phase you are requesting funds (PE = SRTS only, CONST = construction, and CE = Construction Engineering). <b>If you are proposing us to score your project solely on Phase 1, please make sure to break down your costs by phase as well.</b>                |
| E | A <b>TIME SCHEDULE</b> for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by KDOT.   |
| F | An <b>OFFICIAL ENDORSEMENT(S)</b> of the project from the authority to be responsible for its maintenance and operation. <b>The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion (10 years for SRTS projects).</b>  |



**Transportation Alternatives (TA) Program**  
APPLICATION FORM 2017/2018

G	If applicable, a <b>LETTER OF SUPPORT</b> of the project from the scenic or historic byway board, historical society, or Metropolitan Planning Organization (MPO). The letter should also address how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan, historic plan, or Metropolitan Transportation Plan.
H	A <b>NARRATIVE</b> discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

**Certification**

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that all construction must comply with AASHTO design standards and any signage must be MUTCD compliant.

I also understand that, although this information is sufficient to secure a commitment of funds, an executed agreement between the applicant and the Kansas Department of Transportation (KDOT) is required prior to the authorization of funds.

Signature: Angela Schnee Date: 06/27/2017

Name (printed): Angela Schnee

Title: City of Ogden Planning and Zoning Administrator

Representing: City of Ogden, KS

Please submit **five (5) paper copies as well as one (1) PDF file** of the completed application and all supporting documentation. Both your paper and your electronic applications **must be received or postmarked by 4:00pm on Friday, July 7, 2017** and sent to:

**Matt Messina** ([Matthew.Messina@ks.gov](mailto:Matthew.Messina@ks.gov))  
Kansas Department of Transportation  
Eisenhower State Office Building  
700 SW Harrison, 2nd Floor



