

Ogden Area Wide Plan

RILEY AVENUE CORRIDOR

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Prepared for:
Flint Hills Regional Council
for City of Ogden, KS

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DRAFT



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CHAPTER 1: INTRODUCTION



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1 Introduction

In 2022, the Flint Hills Regional Council (FHRC) received a US Environmental Protection Agency Brownfield Assessment grant. This no-match funding can be used to identify, prioritize, assess, and develop plans for brownfield sites located throughout the member communities represented by the FHRC assets.

As a member of the FHRC, Ogden was given an opportunity to gain access to this grant funding in order to evaluate key issues and provide redevelopment strategies along Riley Avenue.

In communities across the nation, there is renewed interest in making experiences that capture, celebrate, and build upon the community's unique aspects. Community conversations provide the basic building blocks to identify placemaking, infill, redevelopment, and the necessary improvements to support safe travel for all modes of transportation. Throughout the development of this plan, Ogden residents showed strong interest in supporting recommendations that will reinforce the goals of their community. This resurgence can be possible with the projects, programs and strategies outlined within this plan. The analysis, goals and desired outcomes outlined within this document come as a result of stakeholder feedback, local leadership, and an assessment of opportunities available in the community. We encourage City leaders, Ogden residents, business owners, and community partners to utilize this document as a guide for future improvements to support the community's long-term goals.



Figure 1.a: Stakeholders meet to review plan efforts and provide feedback that shaped plan recommendations



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The purpose and outcomes for this plan are based on identified needs within the project and were established in partnership with the City of Ogden, KS, Flint Hills Regional Council and Stantec.

PURPOSE

The Ogden Area Wide Plan was developed for the purpose of evaluating issues and providing strategies for the revitalization of brownfield sites identified within Ogden, Kansas. Specifically, the study focuses on brownfield sites with redevelopment potential and where clean up and redevelopment efforts could inspire other improvements in the area. These sites, and the physical extents of this study, are identified in Section 1.4 of this chapter. Recommendations for improvements on these sites can be found in Chapter 5.

OUTCOMES

- This plan includes elements that are achievable for the City of Ogden, and community partners, by clearly defining roles, responsibilities, resources, and timing for implementation
- Collaborative public engagement informed recommendations within this plan
- The plan provides an analysis of the planning areas' characteristics, infrastructure, near-term market opportunities, previous planning studies, programming/ events and development feasibility
- This plan can guide public/private investment to transform designated catalytic redevelopment brownfield sites into distinctive sites appropriate for downtown environments and support community revitalization

1.2 Overview of Flint Hills Regional Council and City of Ogden

THE FLINT HILLS REGIONAL COUNCIL

The Flint Hills Regional Council is a planning and economic development agency that serves 19 member jurisdictions and is the administrator of the seven-county Flint Hills Economic Development District (FHEDD). Its focus is on enhancing the economic viability and quality of life in the Flint Hills area through regional collaboration.

The council is led by a 19-member board of directors (one from each member jurisdiction) and four ex-officio members. Staff support is provided by an executive director, regional planner, and grant specialist. The FHEDD includes Chase, Geary, Lyon, Morris, Pottawatomie, Riley, and Wabaunsee Counties.

OGDEN, KS

Ogden is a small, close-knit community of approximately 1700 residents. It is located in Riley County, Kansas between Manhattan, Junction City and Fort Riley (an active military base), just north of Highway 18/Fort Riley Boulevard which connects with Interstate 70 approximately four miles to the southwest. Ogden provides residents in the larger Flint Hills region with the opportunity to live in a small-town that is safe for all ages, offers affordable housing ownership, and features an excellent elementary school, spacious community center, parks and a variety of businesses providing essential retail sales and services.



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As the central spine of the community, Riley Avenue provides access for residents and visitors to/from Highway 18, the Manhattan Regional Airport (three miles east) and for military-personnel using the eastern-most gate for Fort Riley.

The area now comprising Ogden and Riley County was once part of the Kansa Indian lands. The Kansa Indians were semisedentary, lived in earth lodges, and hunted and farmed up until 1854, when they left the Riley County area due to increasing settlement and travel along the Oregon Trail, which disrupted the lives of many Indians living in Kansas, and led to conflicts. In response, a military installation was constructed by the Federal Government further west than Leavenworth, to maintain order and guard the Santa Fe and Oregon Trails. The City of Ogden was incorporated in 1870 and was named for Major E. A. Ogden of the Army Corps of Engineers, a leader in building Fort Riley.

The City operates as a mayor-council style of government with an executive mayor who is elected by voters, and a separately elected legislative council. All positions are two-year terms. Ogden also has a planning board that is responsible for review of zoning matters. The City has 13 employees of which many have more than one role and responsibilities to ensure the community provides adequate services for its residents.

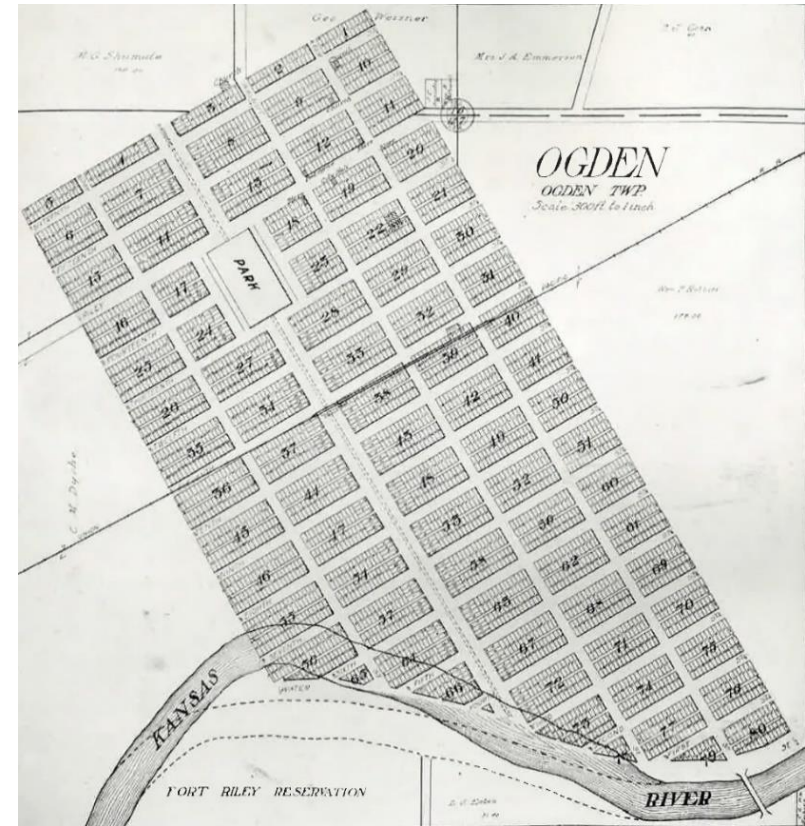


Figure 1.b: Initial plat of Ogden



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1.3 Environmental Protection Agency Brownfields Assessment Program Overview

A brownfield site is defined by the Environmental Protection Agency (EPA) as any property where the expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Examples of these sites include but are not limited to former filling stations, industrial sites, buildings built prior to the 1980s, or properties where vehicles or hazardous substances may have been stored. A brownfield is a place that people care about and want cleaned up to become an asset once again.



Figure 1.c: Photo examples of Brownfield sites ('before and after')

Cleaning up and reinvesting in these properties has benefits that include:

- Strengthens local tax base
- Facilitates job growth
- Utilizes existing infrastructure
- Takes development pressures off of undeveloped/open land
- Both improves and protects the environment

The intent of the EPA Brownfield grant is to focus on sites with the greatest redevelopment potential, encourage site reuse projects, transform underutilized properties into community assets, and restore the environment and protect human health.

As a member of the Flint Hills Regional Council, Ogden is able to gain access to this grant funding. This creates an opportunity for residents and property owners to explore revitalization through identification of community assets, tracking of market trends and identification of redevelopment opportunities along the Riley Avenue Corridor of Ogden.

1.4 Study Area and Catalyst Sites

STUDY AREA

The study area encompasses the Riley Avenue corridor including all streets and properties in the area one block north and south of Riley, Avenue starting one block west of Oak Street and one block east of Elm Street.

The area includes five identified brownfield-catalyst sites, located in three different areas along the corridor. Each of the sites are listed below and shown on the map in Figure 1.d.

- **Site 1:** (227 Riley Ave) Former Dry Cleaner, Stable
- **Site 2:** (231 Riley Ave) Rock House Bar
- **Site 3:** (218 Riley Ave) Former Car Wash
- **Site 4:** (523 Riley Avenue) Former Pizza Hut
- **Site 5:** (527 Riley Avenue) Former Dry Cleaner



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1.5 Planning Process

Phase 1 focused on ‘Learning the Place’ and was kicked off by a review of existing conditions, previous studies, brownfield inventory, market assessment, demographics analysis, and interacting with stakeholders.

Phase 2 explored redevelopment strategies within the study area. This included assessing potential reinvestment and redevelopment options, drafting concept plans, and gathering feedback from the community and property owners, alike.

Phase 3 began to turn schematic concept plans into action. The focus of these efforts included refinement of the proposed concepts and reexamined streetscape options. This included how planning priorities might be established to support implementation of the proposed design concepts.

Phase 4 further defined schematic concepts and included the development of planning-level concept renderings. At the conclusion of this phase, all planning work was compiled into this study document, which to utilized as a guiding document for future redevelopment and improvements.



Figure 1.c: The planning process encompassed four distinct phases of work, each with opportunities for public and stakeholder engagement and feedback

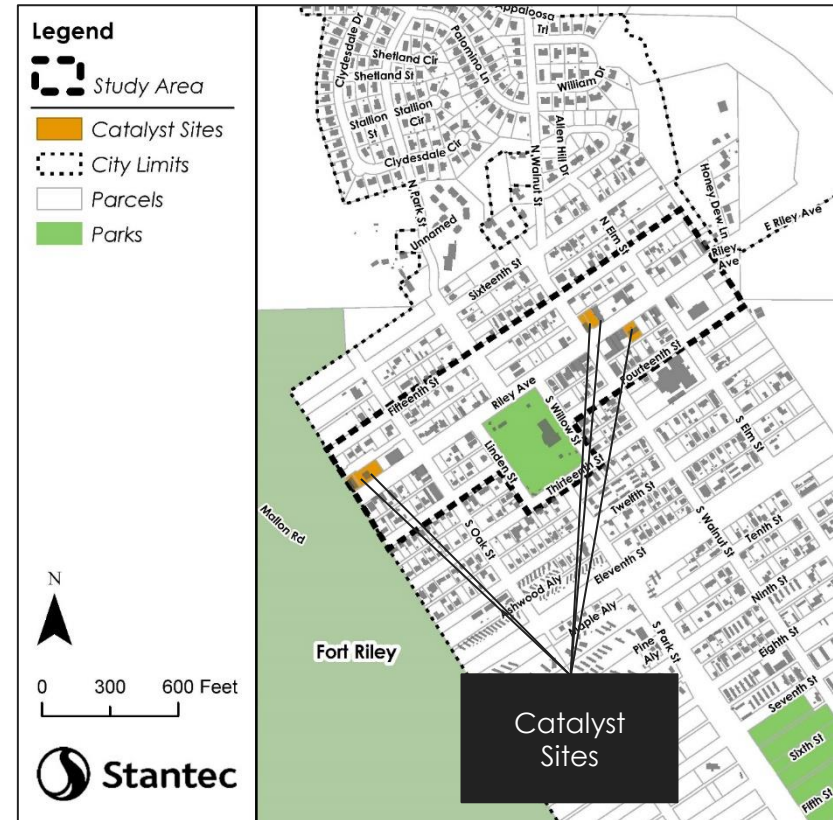


Figure 1.d: Map showing the study area and catalyst sites

1.6 Community Engagement Summary

STEERING COMMITTEE

Committee Meeting #1

The project team held the first steering committee meeting on April 12, 2023, at 4:00 PM at the Ogden Community Center and via



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Microsoft Teams (for members that could not be present in-person). During the meeting the team covered introductions, project overview and schedule, existing conditions, market analysis findings, and then conducted a general discussion with the whole group. A full description and overview of this committee meeting can be found in Appendix A.

Committee Meeting #2

The project team held the second steering committee meeting on May 4, 2023, at 4:00 PM at the Ogden City Hall and via Microsoft Teams. During the meeting the team study provided an update on the project schedule, reviewed and highlighted what was discussed previously, reviewed stakeholder feedback, streetscape concepts and opportunities at catalyst sites. The team had a discussion of implementation challenges, and next steps. The full overview of this meeting can be found in Appendix A.

Committee Meeting #3

The project team held the third steering committee meeting on June 7, 2023, at 4:00 PM at the Ogden Community Center and via Microsoft Teams. During the meeting, the team went through provided an update on the project schedule, reviewed and confirmed market opportunities at catalyst sites, Riley Avenue preferences, and project implementation recommendations, and the next steps for the project. A full overview of this meeting can be found in Appendix A.

Committee Meeting #4

The project team held the fourth and final steering committee meeting on August 2, 2023, at 4:00 PM at the Ogden Community Center and via Microsoft Teams. During the meeting, the team reviewed the work that had been done throughout the study and a

summary of all public input and feedback heard from the various engagement activities utilized. Steering Committee members also reviewed the revised Design Guidelines and Implementation recommendations, A full overview of this meeting can be found in Appendix A.

PROJECT WEBSITE/STORY MAP

At the launch of the Ogden Area Wide Plan effort, a ESRI StoryMap was created to serve as an online repository of information as development of the plan and recommendations progressed. The StoryMap was housed on a publicly accessible website available throughout the duration of the project.

The StoryMap outlined the redevelopment process, along with market context analysis, that led to the plan recommendations in Chapter 5 of this plan.. A QR code (Inset Figure 1.e) was created for participants to connect with the following website and provide feedback more easily: <https://cutt.ly/OgdenPlan>.



Figure 1.e: Screenshot of the Storymap and the QR Code created to easily access the site



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COMMUNITY DESIGN WORKSHOP

Stantec held a Community Design Workshop on April 12, 2023, from 6:00 - 8:00PM at the Ogden Community Center. During the discussion, participants were asked to participate in a series of activities to solicit participants' views on the current conditions, streetscape design preferences, and reflect on the Ogden Comprehensive Vision for 2040. Themes from participants received during that meeting included:

- Desire better communication from the City
- Need to promote Ogden and what it has to offer
- Housing affordability
- Residents pride in the community and willingness to get involved
- Ogden is a friendly neighborhood community
- Concerns with lack of change momentum/frustration with current status quo
- Desire for leaders to embrace change

PUBLIC ENGAGEMENT BOARDS

Public engagement materials were displayed at various businesses to obtain more feedback from the community. The first board described the study effort to the public, provided an overview of brownfield sites, detailed the study area and catalyst sites, and highlighted a community and regional market analysis. Initial site concepts were shown to allow participants to select their preference. The second board solicited participants to vote on various streetscape concepts. The third and final board provided a visual preference survey for the public to vote on their preferred designs for

multi-family residential, public art, bicycle facilities, streetscape vegetation, lighting, commercial-restaurants, signage, outdoor gathering/seating, and commercial-retail.

Participants showed the highest support for catalyst site concepts featuring mixed-use development and those that provided open space/plazas. Selection of streetscape recommendations for Riley Avenue did not generate any clear concept preference. Polling results for the design preferences and the catalyst sites concepts show that for the most part participants preferred designs that featured traditional style architecture, however participants were also open to more basic and common design options or a design featuring a unique, modern, or alternative architecture option.

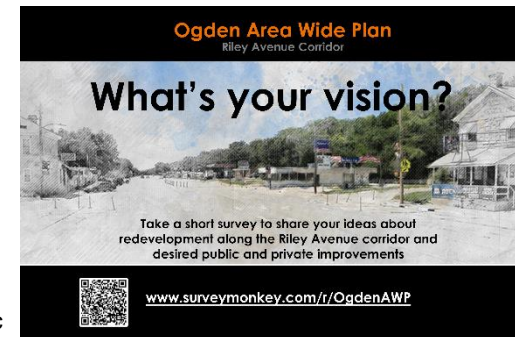
COMMUNITY OPEN HOUSE

The study team held a community open house on June 7, 2023, from 6:00 - 7:30PM. There were four attendees that participated in the open house event. Attendees were able to review designs for the catalyst sites, streetscape concepts, ask questions about the plan and provide feedback. To extend opportunities for residents to provide input, the second online survey closure date was extended.

ONLINE SURVEYS

The project team compiled and advertised two different surveys to solicit public input. The first survey was available

Figure 1.f: A social media and print promotional graphic uses to promote the first survey.



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from April 25 -May 15, 2023 and asked the participants open ended questions about their preferences regarding the revisioning of Riley Avenue. This survey gave participants opportunities to provide their ideas to the project team. The second survey was available from May 12 – July 5, 2023, and provided multiple choice questions about the participants' design preferences for Riley Avenue. This survey focused on the preferences on the design and redevelopment of the corridor. A complete summary of the input received from survey participants can be found in Appendix A.



CHAPTER 2 PREVIOUS STUDIES



2 Past Relevant Plans and Studies

The following chapter summarizes various plans and studies that are relevant to the focus of study.

2.1 City of Ogden Comprehensive Plan Update: 2040

In May 2021, the City adopted an updated Comprehensive Plan that contains over 60 objectives to achieve positive long-term change in Ogden. The plan's vision is that:

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.

The Comprehensive Plan also identified shared values and quality-of-life aspects that the community envisions for the next 20 years. Specific to this study it identified:

- “Downtown Ogden is the heart of this community, active with a mix of small businesses, prime with opportunities”
- Ogden a place where you run into your neighbors, friends, and acquaintances at local businesses, parks, and the community center

- Ogden features family-friendly events that gather the community
- Ogden is a military-friendly community courtesy of its ongoing relationship with Fort Riley
- Ogden is committed to promoting housing options across the income spectrum for its residents

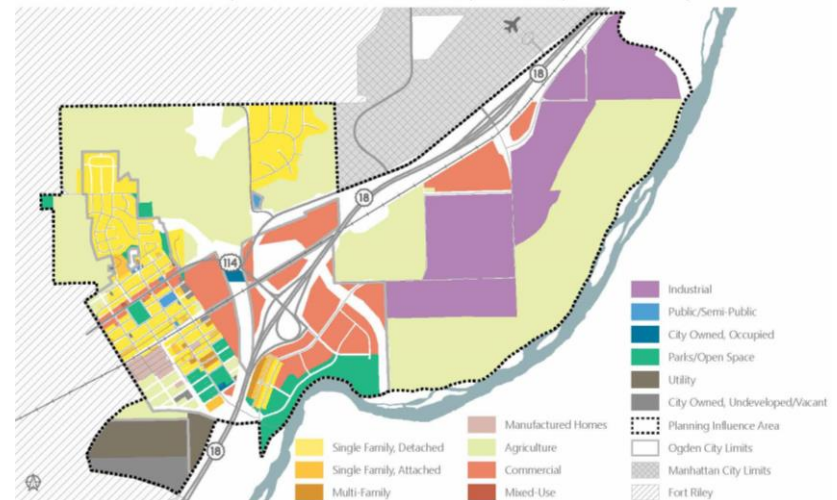


Figure 2.a: Future Land Use map from Ogden 2040: Comprehensive Plan Update

Within the study area, the Future Land Use Map identifies Mixed-Use, Single Family – Detached, Commercial, and Parks/Open Space future land use categories. Each of these future land use categories are defined within the plan and are shown in Figure 2.a.



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The Comprehensive Plan also includes a series of strategies based on six overarching goals. The following goals are most relevant to the Ogden Area Wide Plan:

Goal 1. Prioritize quality, livable neighborhoods

- Prioritize Infill Development

Goal 2. Provide excellent community spaces and infrastructure

- Improve and Expand the Community Center
- Connect Existing Parks With Trails (specifically Riley Avenue corridor crossing improvements)
- Encourage Underground Utilities

Goal 3. Foster downtown economic growth

- An Overlay District for Downtown
- Promote Façade and Storefront Improvements
- Establish an Economic and Redevelopment Committee
- Develop a Small Business Incubator
- Leverage Ogden's Strategic Location

Goal 4. Create a connected transportation system for all users

- Implement the Safe Routes to School Plan (including the continued implementation of improvements for the safe crossing Riley Avenue)
- Establish a Long-Range Vision for Riley Ave
- Support the Regional Connections Plan

Goal 5. Market community assets and celebrate Ogden's unique identity

- Inventory and Publish Local Historical Sites
- Market Community Assets

2.2 Connect 2040 - Flint Hills MPO - Metropolitan Transportation Plan

Every five years the Flint Hills Metropolitan Planning Organization (MPO), updates a Metropolitan Transportation Plan. The last update, titled Connect 2040 was adopted December 2020. This plan overviews many existing conditions relevant to the region's multi-modal transportation system. Within the plan, transportation system needs are identified and prioritized as either "Fiscally Constrained" or "Illustrative" projects. Those identified as "Fiscally Constrained" are those that can be funded and programmed for implementation based on identified and projected funding resources. No "Illustrative" or "Fiscally Constrained" projects were identified for Ogden in the plan.

In March 2023, the Flint Hills MPO amended Connect 2040 to include Riley Avenue on the list of Illustrative Projects.

2.3 USD 383 - Safe Routes to School Plan - Ogden Addendum

The Flint Hills MPO Safe Routes to School Plan for the Manhattan School District was produced in 2017. The plan included an addendum with recommendations specific to Ogden Elementary with strategies and improvements to help create a safe environment for children to walk and bike to school. The plan incorporates the "five E's" into all activities: Education, Encouragement, Enforcement,



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Engineering, and Evaluation. Ogden Elementary, which is located south of Riley Avenue and the Study area, is the only school within the community. High traffic volumes along Riley Avenue contribute to safety concerns for students who live north of Riley Avenue.

In addition to specific improvements in and near the school, the plans recommended implementation of a School Zone along Riley Avenue from Park Street to Elm Street (See Figure 2.b). This recommended improvement has been implemented creating a reduced speed limit of 20 mph. This plan also recommends the installation of sidewalk infrastructure on Park, Walnut and Elm Streets and improvements to signed crossing location pavement markings to be in accordance with the Manual of Uniform Transportation Crossing Design standards.



Figure 2.b: School Zone Recommendations along Riley Avenue. Image also shows where sidewalks are missing along the streets adjacent to Riley Avenue.

2.4 Community Impacts Associated with Army Personnel Reductions at Fort Riley

In 2016, the Flint Hills Regional Council with financial support from the Department of Defense Office of Economic Adjustment examined the economic impacts that were caused by military personnel reductions at Fort Riley. This effort established 11 recommendations to promote economic growth, workforce development and increased resiliency.

2.5 Riley Avenue Design Concepts

The City of Ogden, in partnership with the Flint Hills MPO, worked with the College of Architecture, Planning, and Design (CAPD) at Kansas State University to identify various streetscape design solutions for the reconstruction of Riley Avenue in response to public input received by a survey conducted prior. Some of the pedestrian and traffic safety improvements from these concepts have since been implemented along the corridor. An overview of these concepts has been provided here.



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2.6 Ogden Streetscape | Reimagining Riley Avenue

Team Members: Booth, Long, Samuelson, Wood

Design concepts include:

- Mix of parallel and angled parking
- Bio-swales integrated into curb extensions and center medians (*Bioswales are vegetative, pervious areas to capture stormwater runoff and provide planting areas*)
- Stamped pavement for pedestrian crossings
- Meandering center median
- Pedestrian scaled lighting
- Relocation of current pedestrian blinking stop signs and new pedestrian stop light signals
- 12' sidewalks and 11' travel lanes
- Street trees (traffic calming and aesthetic)
- Abrupt median change on east end of Riley Avenue as a traffic calming and transition from highway speeds

PROBLEMS

- SPEEDING
- PEDESTRIAN SAFETY
- AESTHETIC QUALITY

STEM FROM

- SIGHTLINES:** Sightlines that extend long distances give drivers confidence in excessive speeding.
- LANE WIDTHS:** Comfortable distance between two vehicles increases driver confidence in speeding.
- HIGHWAY LIGHTING:** Lighting designed for automobiles is unattractive and gives the impression that vehicles are more important than pedestrians.
- UNATTRACTIVE:** General disrepair, lack of plant life, unuseful buildings, spaces scaled for cars and not pedestrians, large amounts of pavement.
- EXCESSIVE PARKING:** There is considerable more parking than needed, leaving empty swaths of pavement that is unattractive and under-utilized.
- CURB CUTS:** There are too many curb cuts, further increasing the impression that vehicles are more important than pedestrians and making the sidewalk less enjoyable to walk on.
- NARROW SIDEWALKS:** The narrow sidewalks do not encourage pedestrian use on much of Riley Ave.



Redefine Traffic Flow

- Redirection
- Pedestrian
- Reconfigures
- Improves

Two photos showing traffic flow changes. The top photo shows a road with a median and a painted lane. The bottom photo shows a road with a painted lane and a pedestrian crossing.

Enrich Sidewalk Environment

- Tree-lined sidewalks
- Pedestrian-scale lighting
- Bioretention basins and bioswales
- Vegetative curbs and borders

Two photos showing sidewalk improvements. The top photo shows a tree-lined sidewalk. The bottom photo shows a sidewalk with a bioswale.

Form Pedestrian Connections

- Walkways
- Connections of pedestrians
- Pedestrian lighting
- Pedestrian protected grid

A photo showing a pedestrian crossing with a sign and a photo showing a sidewalk with a bioswale.



Figure 2.c: Implementation Recommendations from K-State student group plan titled “Ogden Streetscape | Reimagining Riley Avenue”



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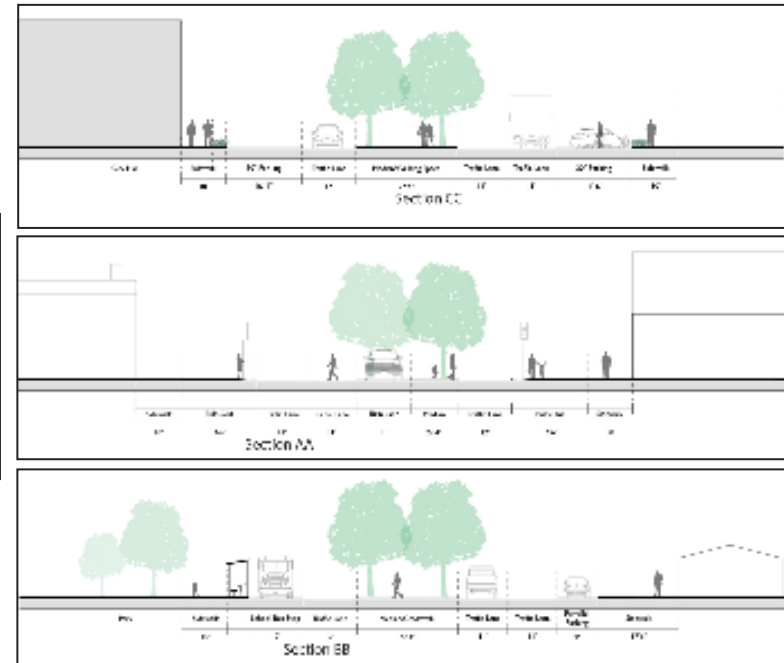
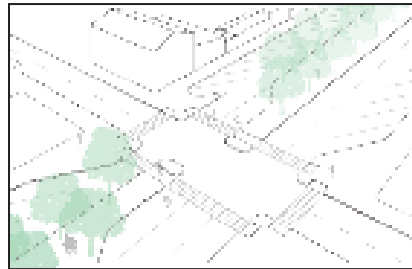
Riley Avenue Corridor

Riley Avenue Streetscape Project

Team Members: Whitaker, Cox, Richardson, Macaluso

Design concepts include:

- Mix of parallel and angled parking with angled parking concentrated to the block between Walnut and Elm St.
- Curb-extensions
- Two westbound lanes/one east bound
- Center medians with turn lanes and landscaped medians with street trees (traffic calming)
- Phased implementation
- Dedicated bus stop with dedicated loading area
- Enhanced crosswalks and pedestrian activated stoplights at Walnut and Riley (Note: *This has been implemented with sidewalk increased to 10' width and wider at intersections*)



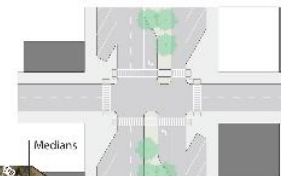
Riley Avenue Streetscape Project
Ogden, Kansas
Kansas State University
Plan 640 - Urban Design & Development
Taylor Whitaker, Jacob Cox, Trent Richardson, Phil Macaluso

Phase I
- Increase sidewalk width to 10 feet
- Add street trees
- Add pedestrian activated stoplights at Walnut and Riley

Phase II
- Add dedicated bus stop with loading area
- Add center medians with turn lanes and landscaped medians with street trees
- Add parallel parking

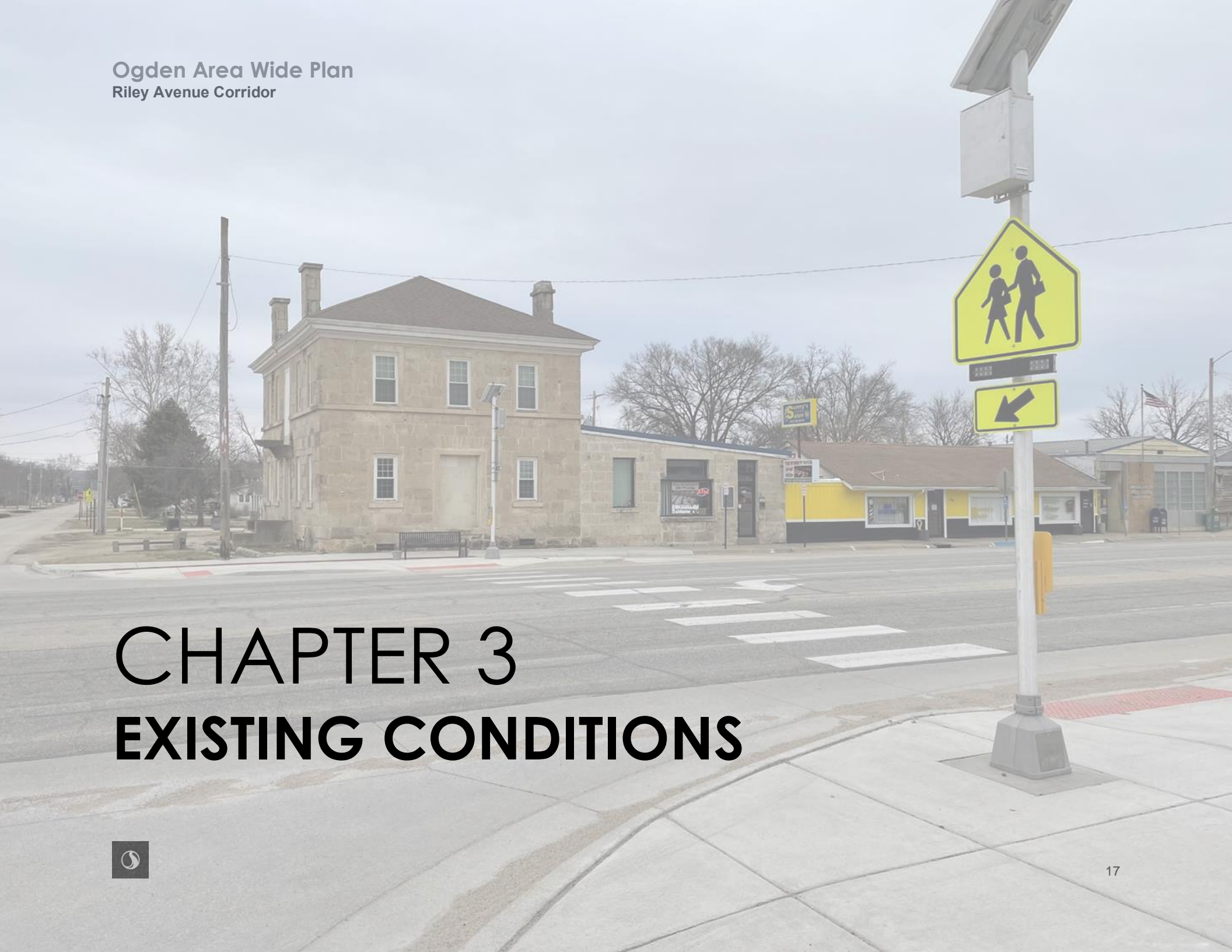
Phase III
- Add angled parking
- Add curb extensions
- Add pedestrian activated stoplights at Walnut and Riley

Estimated Costs for Various Crosswalk Designs
- Standard crosswalk: \$1000
- Standard crosswalk with bollards: \$1500
- Standard crosswalk with bollards and bollard caps: \$2000
- Standard crosswalk with bollards and bollard caps and bollard caps: \$2500
- Standard crosswalk with bollards and bollard caps and bollard caps and bollard caps: \$3000
- Standard crosswalk with bollards and bollard caps and bollard caps and bollard caps and bollard caps: \$3500
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Figures 2.d: Recommendations from K-State student group plan titled "Riley Avenue Streetscape Project"





CHAPTER 3

EXISTING CONDITIONS



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3.2 Land Use

The existing land uses within the study are shown in Figure 3. These distribution of land uses around the study area was not reviewed but primarily consists of low-density residential

Most of the uses surrounding Riley Avenue are a mix of residential and commercial uses. On the south side of Riley Avenue, Ogden Community Center Park is a 1-acre public park parcel and features a community center, transit stop, pools and playground equipment as amenities for public use. The eastern side of Riley Avenue has more retail land uses. Restaurants are more prevalent on the western end of the study area closer to the entrance to Fort Riley. Along the northern and southern block edges of the study area, many single-family homes line both 13th and 15th Streets. Along the north-central portion of the Riley Avenue corridor there is a concentration of automobile repair shops and self-storage. Several lots are identified as having vacant properties that may provide opportunities for redevelopment that, if revitalized, could also help strengthen the local tax base.

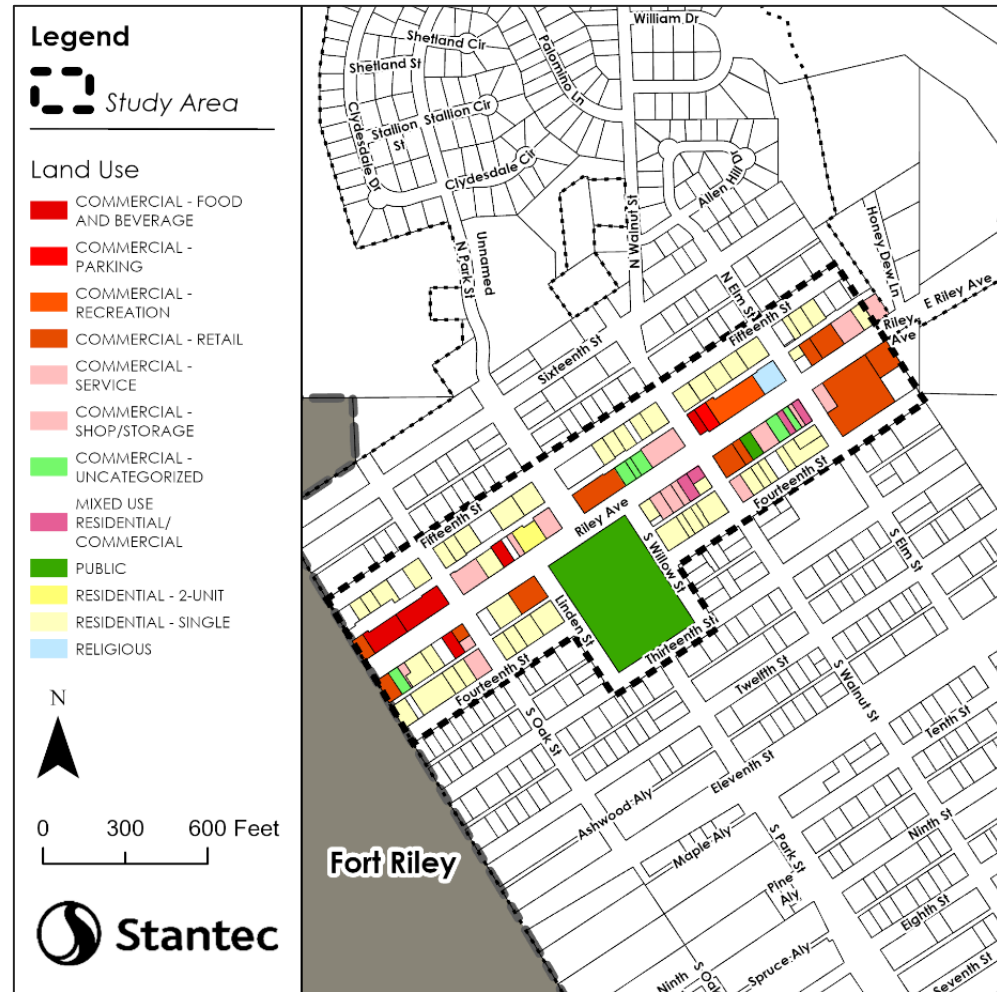


Figure 3.b is a map of the existing land use in Ogden with the study area highlighted and the following provides a summary of the land uses within or near the study area



Ogden Area Wide Plan

Riley Avenue Corridor

underutilized properties with mixed use and contains a balance of compatible residential, office, civic, and neighborhood commercial retail/service uses of low to moderate intensity.

Building setbacks in this district must align with existing setbacks of buildings on the block or facing block. Massing and form of buildings should also be compatible with buildings on the same block, facing block, or neighborhood.

Parking requirements allow for reductions in parking granted by the Planning and Zoning Commission provided that the applicant can prove that sufficient parking can be provided by off- and on-street parking spaces.

CENTRAL BUSINESS DISTRICT (C-1)

The C-1 – Central Business zoning district is intended to accommodate retail activities and office uses that are generally found in the core area of the city. The type of office uses found in this district are a mix of small-scale professional services establishments, including a variety of medical offices. Retail services allowed in this district are both small and large-scale establishments serving Ogden and the surrounding areas. Notably, the Central Business District does not allow restaurants with drive-throughs. No outdoor display is permitted except for the display of merchandise for sale during normal business hours.

The provisions for allowable setbacks, massing, and form are minimal for this district in which only a minimum 10-foot rear yard setback is required. If new buildings are constructed at the 0 feet setbacks, as the ordinance allows, then this would match setbacks that were utilized during the Ogden's early years and would be

contextually appropriate. However, as this requirement is established as a minimum, and not a maximum, buildings can be constructed with a deeper setback that would not be in keeping with the character of the historic structures in Ogden and typical downtown environments. There is no maximum building height limitations or lot size requirements.

Note about the MU – Mixed Use and C-1 – Central Business zoning districts:

Along the Riley Avenue corridor within the study area there is a high presence of business and structures related to self-storage facilities and vehicle repair shops that are not common or appropriate for downtown mixed-use retail friendly and walkable environments. The list of permitted uses in these districts do include automobile service stations as an allowable use and bulk warehouse storage as a special use. Automobile repair, service or sales and self-storage facilities are not specifically included in the list of permitted or special uses. These uses may be constraining developer interest within the study area due to safety concerns and exterior site appearance, but also because, they have a perceived tendency to attract nuisances such as increased crime, rodents, and pests, and they lack active use storefronts that are critical to a successful retail environment.

GENERAL COMMERCIAL DISTRICT (C-2)

The C-2 – General Commercial zoning district is designed to provide a zone that is suitable for basic, retail, service, and office uses.



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Riley Avenue Corridor

These districts are located either adjacent to central business districts or on arterials leading to the downtown area. This district includes large-footprint businesses, which are not compatible within the central business district. The general commercial district allows all uses permitted in the central business district, along with a wider variety of office and retail services. Notably, the general commercial district allows drive-thru restaurants. By special use permit, warehouses are also allowed in the general commercial district. Residential uses are not permitted within the general commercial district.

The form of buildings, within the general commercial district, is typical of suburban commercial development. The maximum building height within the district is 45 feet, or three to four stories, and impervious surface is allowed to encompass more than half of the lot. Buildings must be setback from the street and minimum off-street parking requirements standards are required based on the use of property.

SINGLE-FAMILY ZONING DISTRICT (R-1)

The R-1 – Single Family zoning district is intended for single-family residential development and is generally found in urban areas of the city where there is access to necessary public utilities. The district only permits single-family homes, with accessory uses such as garages and sheds. With a special use permit, a two-family attached dwelling can also be constructed, along with a variety of institutional uses compatible within a residential district.

Homes and buildings within the R-1 district are not allowed to be more than 35 feet tall and must be no smaller than 840 square feet.

The impervious surface allowed within residential districts is less than that allowed in commercial districts, and properties are required to have front, back and side yards. Properties containing single-family homes must provide at least two parking spaces, one of which may be located in a garage or carport.

TWO-FAMILY ZONING DISTRICT (R-2)

The R-2 – Two-Family zoning district is intended for duplexes which helps provide more affordable housing in a low-density environment. The district allows both single-family and two-family (duplex) dwellings. Mobile homes are not allowed in this district, but manufactured homes are allowed, provided they are compatible with the residential look of the district.

The R-2 district requires the same height and setback requirements as the R-1 district. While single-family homes may be no less than 840 square feet, two-family dwellings may be 600 square feet per unit. Allowing smaller size units in this district does provide for more affordable housing options to be constructed.

AGRICULTURAL DISTRICT (AG)

The AG – Agricultural zoning district is designed to promote agricultural land conservation, alleviate the encroachment of non-agricultural uses into agricultural areas. It is also intended to keep property values affordable and make agricultural uses more economically feasible.

Permitted uses within the district include all types of agriculture, single-family detached dwellings, parks and playgrounds and golf courses. Retention and rehabilitation of buildings or sites of historical



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Riley Avenue Corridor

or cultural significance is encouraged in this district. The minimum lot area is five acres, and the height of the structures cannot exceed 75 feet.

3.4 Transportation

There is one major collector road and one minor collector road passing through the study area. Figure 3.d shows the functional classification of all roadways within the study area.

Riley Avenue is a major collector road that connects Fort Riley and Ogden with the neighboring cities of Manhattan and Junction City. It also serves as an intra-county travel corridor.

Additional information about Riley Avenue is detailed in Section 5.1 of this document.

Walnut Street is a minor collector road that connects to Riley Avenue to the residential areas of Ogden and highway.

All other roads within the study area are classified as local roads. There are no traffic control signals present along the roads in the study area. Along Riley Avenue, there are three pedestrian crossings at the intersection of Riley Avenue and North Park Street, North Walnut Street and North Elm Street. All the minor collector and local intersections along Riley Avenue have stop signs.

The roadway network is characterized by blocks of relative uniformity and shape. These blocks are generally longer east to west than they are wide. A system of alleys is in place within the study area, and within the original platted area of Ogden, with the exception of the alley located ½ block to the north of Riley Avenue, which is an embankment for land at a higher elevation directly to the north.

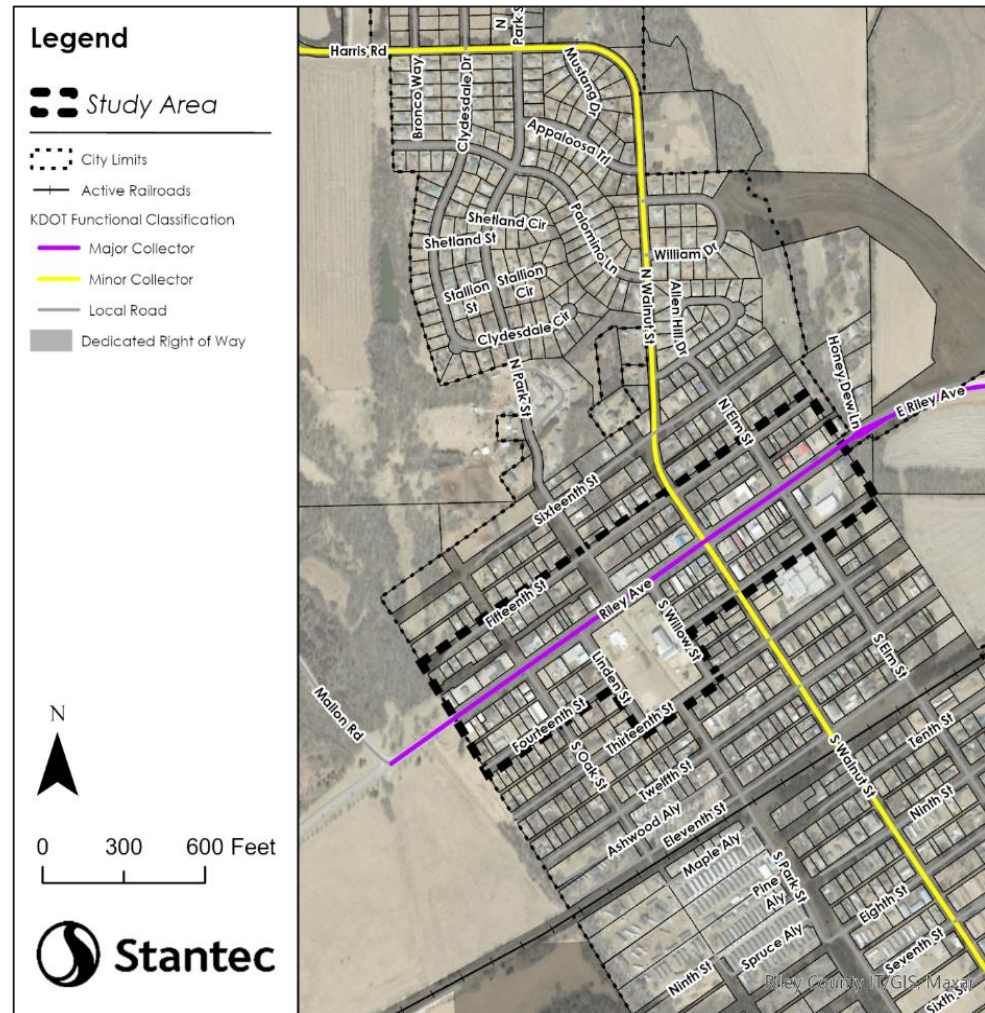


Figure 3.d a map of the existing road classification in Ogden with the study area highlighted



Ogden Area Wide Plan

Riley Avenue Corridor

3.5 Transit

There is one transit stop located in the study area next to the Ogden Community Center. It is served by the Flint Hill Area Transit Agency (ATA) K-18 Bus Route and connects Ogden to Manhattan. There are no direct routes connecting Ogden with Junction City to the west. There is no service stops within Ogden and no stops between Manhattan Regional Airport and in Ogden. The nearest bus stop at Manhattan Regional Airport is 2 miles away. The co-location of this dedicated bus stop is ideal for both transit drivers and riders as the Ogden Community Center provides restroom facilities and shelter from the elements for riders waiting for the bus.

The K-18 Route Connector operates Monday through Friday in the mornings and evenings. There are three services each in the morning and evening with a headway of one and a half hours. There is no service during the weekends.

The route originates in Walmart, Manhattan and passes through several shopping areas that contain grocery stores like Hy-Vee and Aldi. Routes 1, 3, and 4 have connection stops with Route K-18 connector.

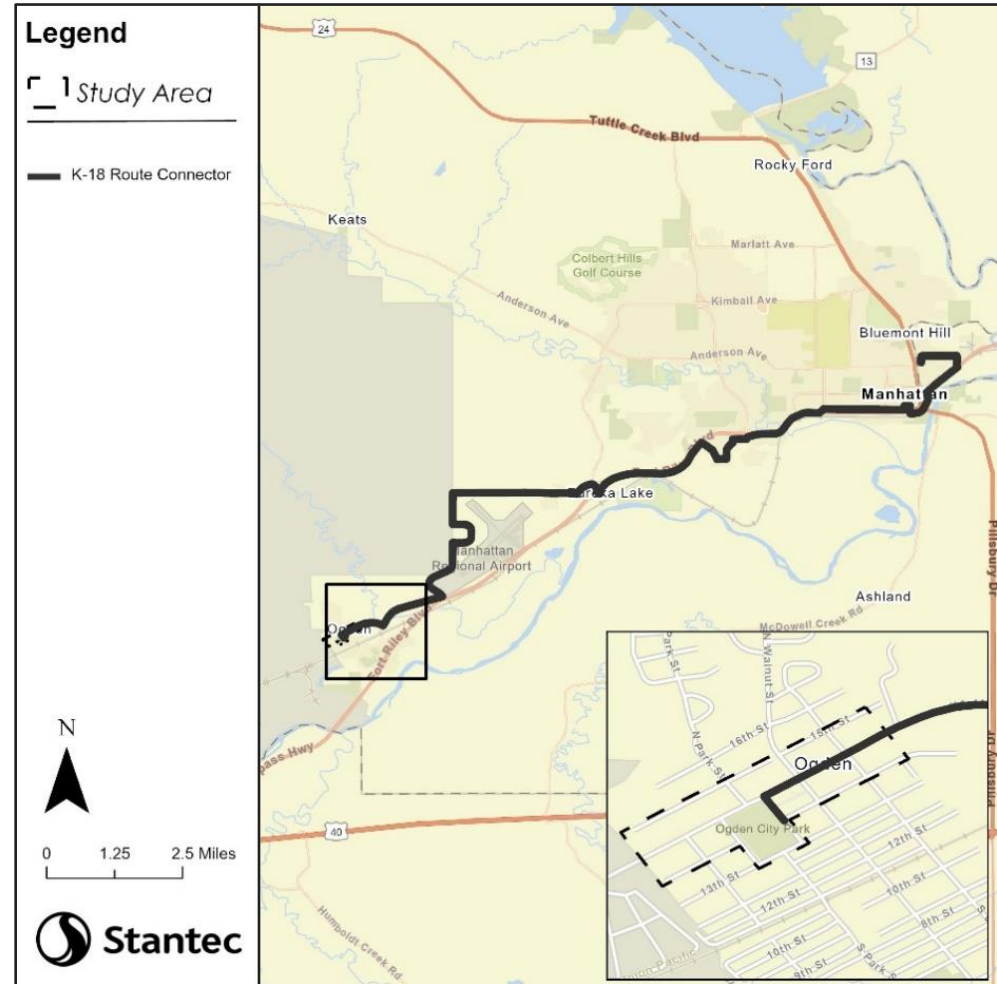


Figure 3.e is a map of the existing K-18 transit route in Ogden with the study area highlighted in the inset map



3.6 Market and Development Assessment

MARKET AND DEVELOPMENT CONTEXT

Market analysis is an investigation into the context and opportunity for development. It lays the groundwork for understanding what development futures are possible and under what circumstances. The project team explored the market context for development within the study area and at specific catalyst sites, with a focus on the potential for commercial and residential development. Data came from a number of sources including US Census products, ESRI's Business Analyst, and Costar.

In addition to utilizing traditional market research methods, the project team reached out to a set of developers and real estate professionals who know the Manhattan and Junction City County region and have expertise in the feasibility of certain types of development within the study area. Structured interviews were conducted with those individuals and the conversations yielded insights about what types of new development might be sustainable for the catalyst sites and broader study area.

LOCATION ANALYSIS

Strong locational factors are an essential foundation to successful real estate redevelopment. Therefore, an understanding of these factors can help prioritize both public and private investments that will spawn redevelopment along Riley Avenue. Figure 3.f displays a number of these key factors.

Riley Avenue has approximately 11,200 vehicles, on average, per day. Much of this traffic, though, is generated by Fort Riley personnel

since the Fort's only civilian access point is at the Ogden Gate. This has two important effects. One, traffic tends to be concentrated during weekday mornings and late afternoons, and much lighter during the midday and on weekends. Two, the Ogden Gate prevents non-fort related traffic from using Riley Avenue to continue westward toward other parts of Geary County or points beyond.

Most of the non-fort related traffic along Riley Avenue is connected to Highway K18, which is situated about two-thirds of a mile from the commercial district. Traffic volumes along K18 are approximately 20,200 vehicles per day connects Ogden to Manhattan to the northeast and Junction City to the southwest. Although access to and from K18 is relatively convenient, it is not possible to view any of the Riley Avenue businesses from K18.

As an alternative to K18, Riley Avenue also connects to Skyway Drive, which provides direct access to the Manhattan Regional Airport and its business park, which are located less than three miles from Ogden. For non-vehicle users, the Flint Hills ATA operates regular bus service (K route) from the Ogden Community Center to downtown Manhattan and points in-between.



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Riley Avenue Corridor



Figure 3.f: Riley Avenue Commercial District Locational Context



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Riley Avenue Corridor

DEMOGRAPHIC ANALYSIS

Understanding the population and demographic trends within Ogden and the region is crucial to understanding the current and future needs of residents and the types of development that may be supported. As part of this area-wide plan, population and demographic trends were analyzed and general trends are summarized in the following sections.

Population

Ogden’s population increased by nearly 300 people during the 2000s, eventually peaking at 2,052 persons by 2010. During the latter half of the 2010s, however, the city’s population declined by roughly 350 persons. Since 2000, though, the city’s population has appeared to stabilize at around 1,670 persons. Population projections for the city anticipate a slight decline in population by 2027, as shown in Figure 3.g.

Age Distribution

The age profile of the population has important ramifications on the demand for new real estate development. For example, the types of housing, retail goods, and services needed are often correlated with a person’s age. According to Figure 3.h, Ogden’s population skews young. Over 58% of the population is under age 35, reflecting the importance of Kansas State University and the Fort Riley military base in the population mix. This share is substantially higher than the statewide share of 47%. Conversely, adults older than 55 are a much lower share of the population in Ogden (18%) than statewide (30%).

Ogden Population Trend

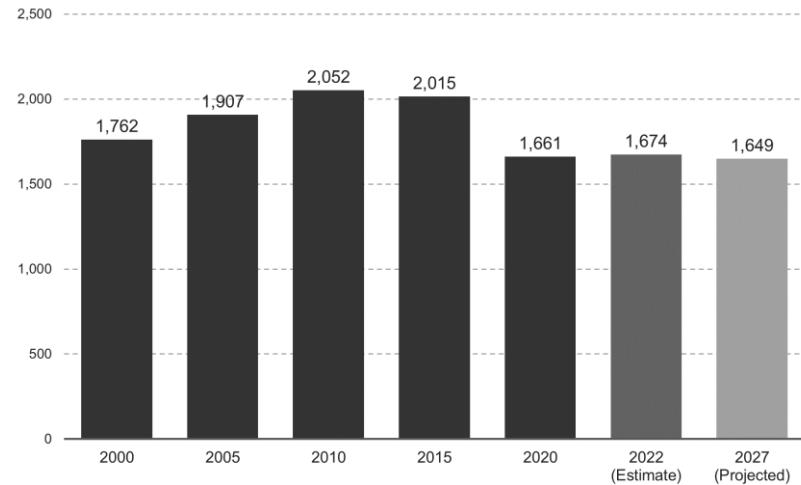


Figure 3.g: Ogden Population Trends from 2000-2027 (Sources: ESRI; US Census)

Age Distribution

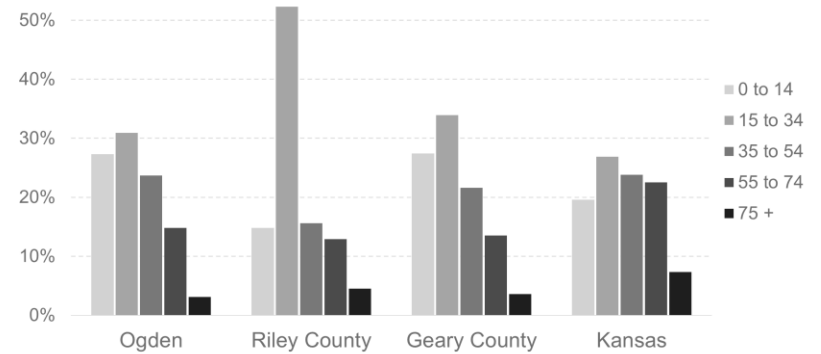


Figure 3.h: Age Distribution of the Population for Ogden, Riley County, Geary County, and Kansas (Sources: ESRI; US Census)



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Riley Avenue Corridor

Household Type

Changing family and household structures can also have a profound effect on housing and other community needs. For example, the presence of children not only impacts local schools and parks but also the types of retailers that can be supported and the nature of housing demanded. Over 70% of Ogden's households are families. This is a higher proportion compared to the statewide share of 64%.

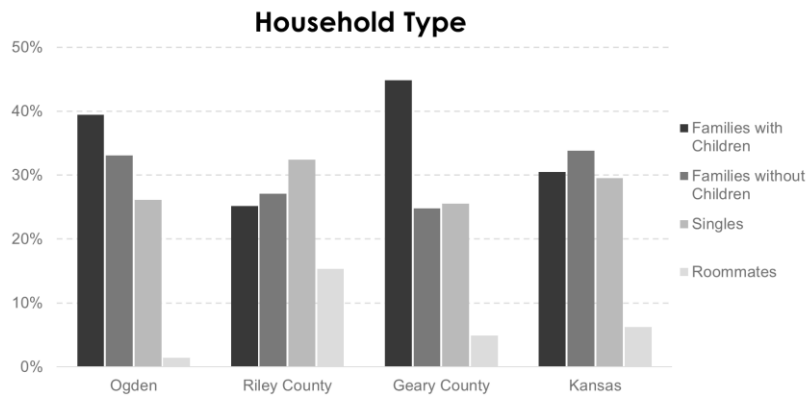


Figure 3.i: Household Type for Ogden, Riley County, Geary County, and Kansas (Sources: ESRI; US Census)

Racial and Ethnic Diversity

Figure 3.j shows that Ogden and Riley County have a similar racial and ethnic profile as Kansas with roughly 25% of the population identifying as a person of color according to US Census data. In Geary County, which is immediately southwest of Ogden, there is more diversity with nearly 40% of the population identifying as a person of color.

Racial and Ethnic Diversity

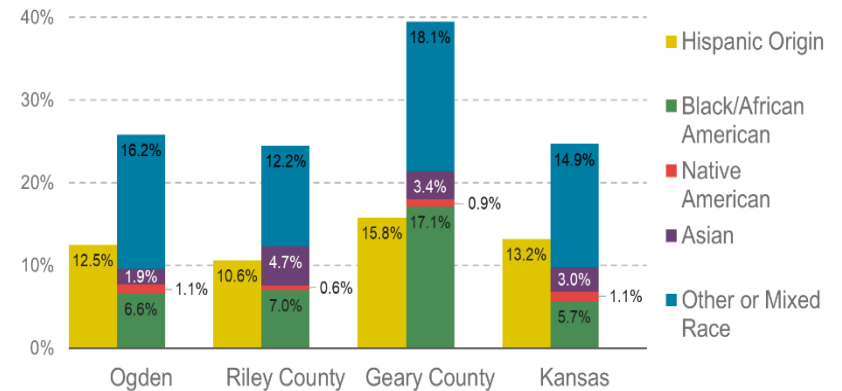


Figure 3.j: Racial and Ethnic Diversity for Ogden, Riley County, Geary County, and Kansas (Sources: ESRI; US Census)



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Riley Avenue Corridor

Educational Attainment

Generally, Ogden residents have a lower educational attainment than Riley County residents and the state as a whole, as shown in Figure 3.k. However, educational attainment in Ogden is similar to Geary County. Almost 80% of residents within Ogden have a high school degree or less formal education.

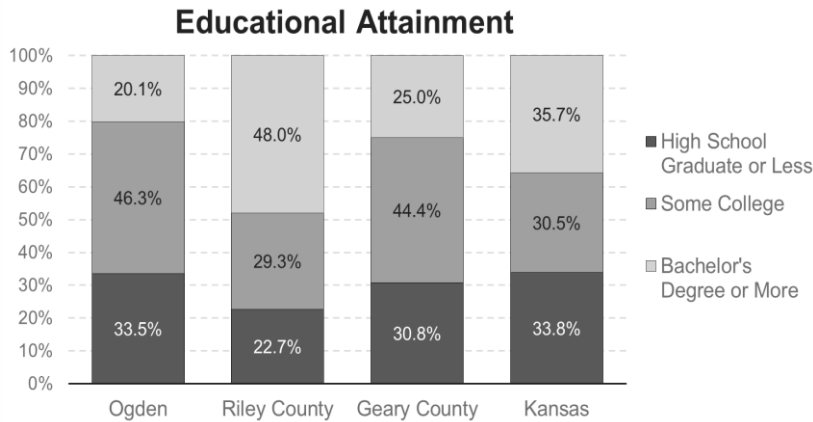


Figure 3.k: Educational Attainment for Ogden, Riley County, Geary County, and Kansas (Sources: ESRI; US Census)

Income

Household income is important to track, because it is strongly correlated with age and directly affects the spending power of area residents and their ability to support retail and afford new forms of housing. The median household income in Ogden is about \$47,900, which is well below the statewide median of \$68,500, as illustrated in Figure 3.I. Even when compared with Riley County, residents in Ogden earn roughly \$7,500 less per household.

Measures of Income

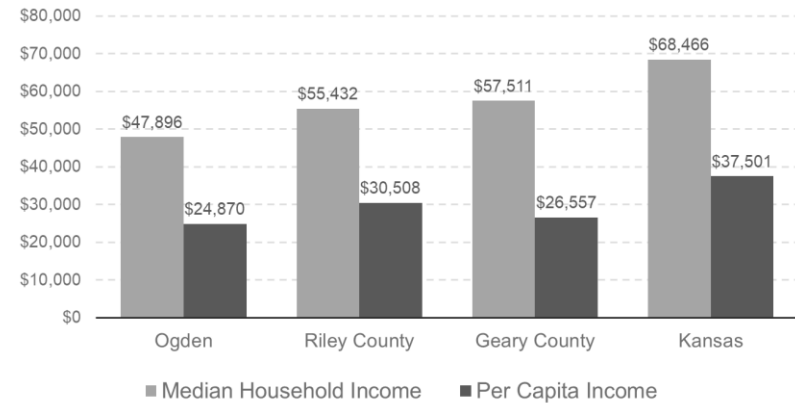


Figure 3.I: Median Household and Per Capita Income for Ogden, Riley County, Geary County, and Kansas (Sources: ESRI; US Census)



Army City



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Housing Occupancy

Housing tenure provides insight shifting economic conditions and life circumstances. For example, many older households often transition out of homeownership into rental housing as they require more assistance with activities of daily living. As shown in Figure 3.m, there is more rental housing in Ogden, Riley County, and Geary County than statewide. The higher proportion of rental housing is likely due to the presence of Kansas State University and Fort Riley.

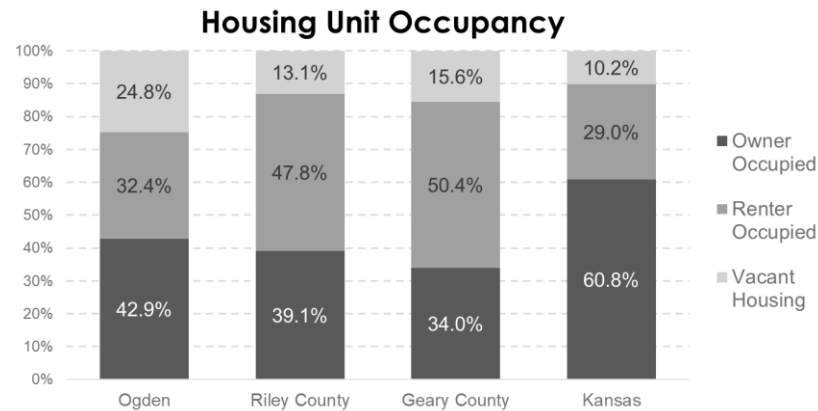


Figure 3.m: Housing Unity Occupancy for Ogden, Riley County, Geary County, and Kansas (Sources: ESRI; US Census)

ECONOMIC ANALYSIS

This section presents data on various employment trends and dynamics that affect Ogden, such as unemployment rates, employment growth, industry shifts, and worker commute patterns.

Because Ogden is located close to Manhattan and Junction City, which are much larger cities with significantly more employment, data for Riley and Geary counties were the basis for most of the following economic analyses.

Unemployment

Unemployment in the region is currently at a 30-year low in the region (Figure 3.n). Although regional unemployment generally follows statewide trends, Geary County has historically had a slightly higher rate of unemployment compared to Riley County. This historic pattern is likely due to Junction City’s closer proximity to Fort Riley, which contains many temporary or transient jobs.

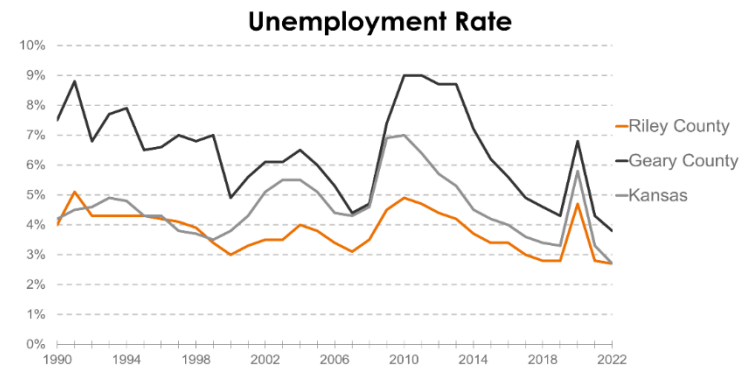


Figure 3.n: Unemployment Rate for Riley County, Geary County, and Kansas (Source: Kansas Department of Labor)

Employment



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According to Figure 3.o, overall employment in the region is increasing after declines in the 2010s. All of employment growth since 2020, however, has been concentrated in Riley County, which has a more diversified employment base than Geary County.

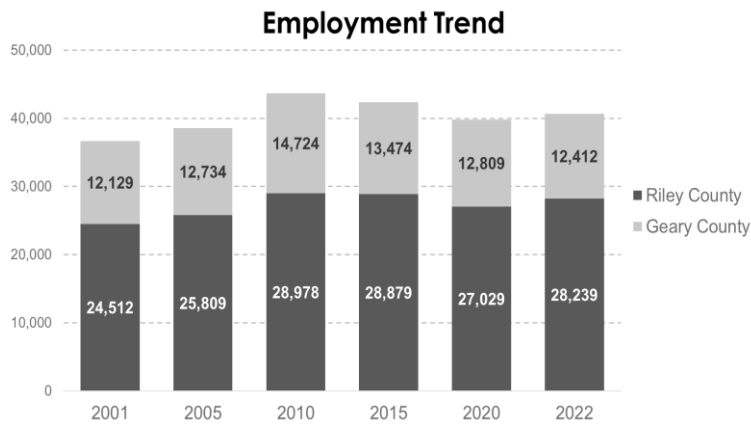


Figure 3.o: Employment for Riley County and Geary County (Source: Kansas Department of Labor)

Employment by Industry

37% of jobs in the region are in education and healthcare, which makes it the dominant industry (Figure 3.p). PDR and Knowledge-based jobs, which tend to be higher paying, are a lower proportion of jobs in the region compared to the state and US. Since 2015, hospitality was the sector with the strongest job growth in the region, which is similar to the US.

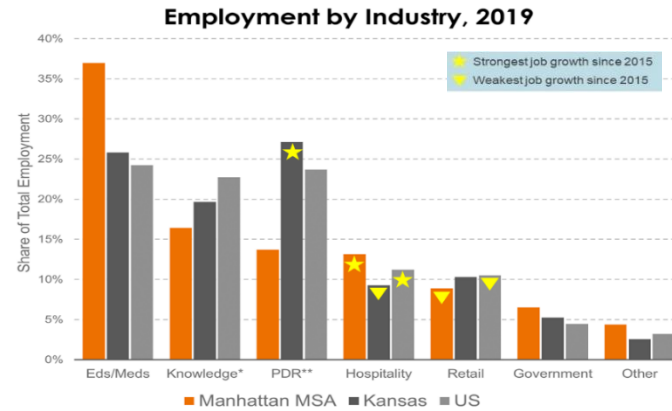


Figure 3.p: Employment by Industry for Manhattan metro area, Kansas, and United States (Source: US Census, OnTheMap LEHD dataset)

Commute Patterns

Ogden is primarily a bedroom community. For every person that works in Ogden, four people live there but work elsewhere. Of the jobs in Ogden, most are in retail, healthcare, or government.

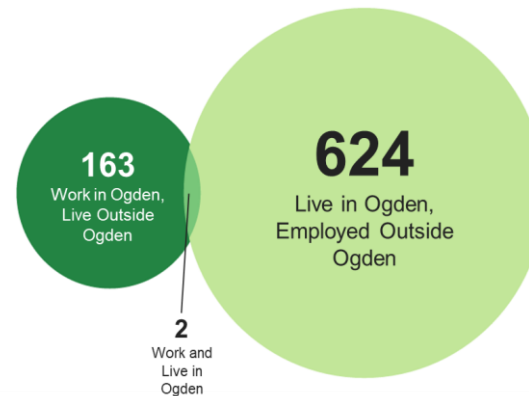


Figure 3.q: Commute Patterns for Those Who Live and/or Work in Ogden (Source: US Census, OnTheMap LEHD dataset)



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Riley Avenue Corridor

RETAIL MARKET ANALYSIS

Retail Trade Area Analysis

The limited amount of recent retail development in Ogden is largely due to the number of people and households that live within a convenient distance of the city. Because Ogden is situated approximately halfway between Manhattan and Junction City, which have many more retail options, it is difficult to attract people beyond three miles to Ogden for retail goods and services.

Figure 3.s displays the number of people and households that live within one, three, and five miles from Ogden, Manhattan, and Junction City. Even if Ogden retailers could pull people from five miles away, there are only 1,143 households within that radius, of which only 293 have incomes greater than \$75,000 for whom discretionary spending is possible. This compares against 9,300 households within five miles of Junction City and 15,300 households within five miles of Manhattan.

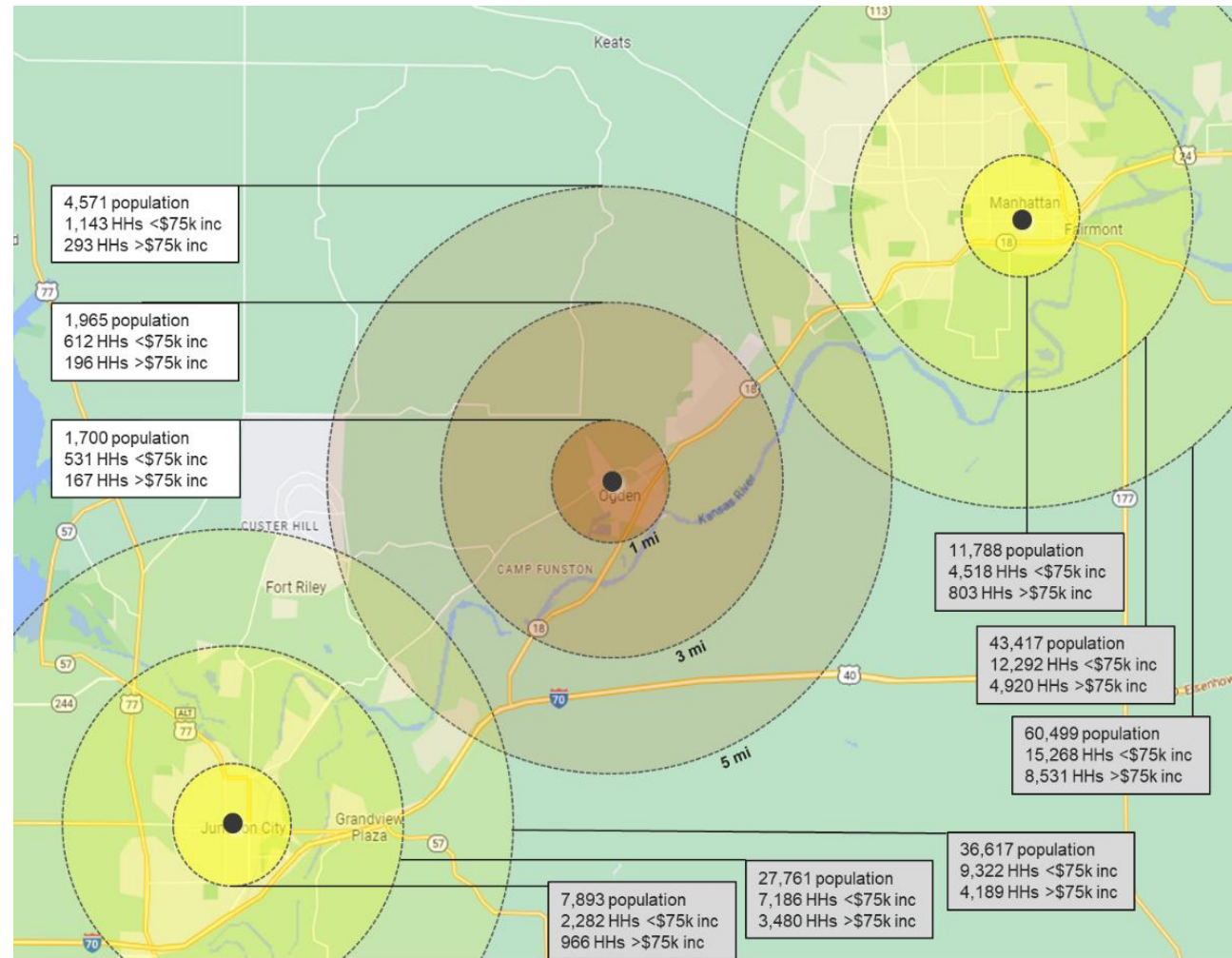


Figure 3.s: Ogden Retail Trade Area Analysis (Source: ESRI)



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Retail Rent Trends

Due to the small number of retail properties in Ogden, data from Manhattan and Junction City was used to analyze regional rent trends. According to Figure 3.t, average retail rents in Manhattan have fluctuated widely since 2012. After a substantial decline between 2013 and 2018, rents rebounded slightly by 2021 to only decline more recently to its current average of around \$9.50 per square foot. Junction City retail rents have more stable and have experienced slow and steady growth since 2012 and are currently just under \$9.00 per square foot.

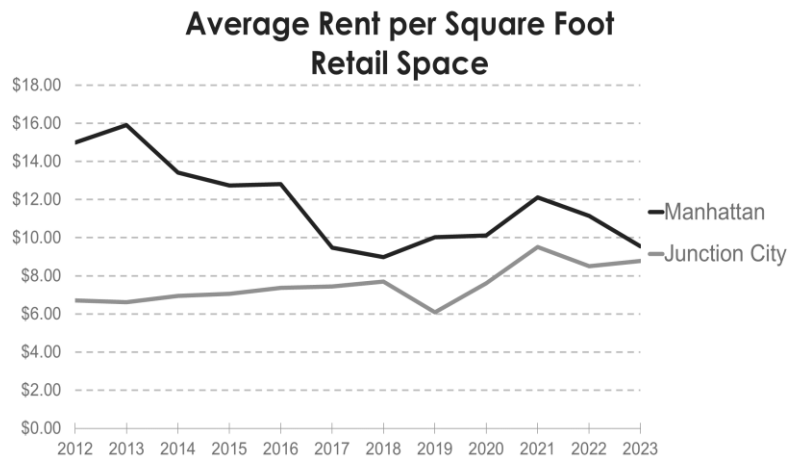


Figure 3.t: Average Retail Rent per Square foot for Manhattan and Junction City (Source: CoStar)

Retail Vacancy Trends

Due to the small number of retail properties in Ogden, data from Manhattan and Junction City was used to analyze regional vacancy trends. After Manhattan’s retail building boom from 2013 to 2017, the vacancy rate rose sharply from under 1% and peaked around 5.5% in 2020. However, by 2023 the retail vacancy rate had returned to well under 2%. Meanwhile, Junction City’s retail vacancy has been more sporadic since 2013. It largely increased each year between 2013 and 2022 when it peaked at 8% but has since declined substantially to just under 2% as of 2023.



Figure 3.u: Retail Vacancy for Manhattan and Junction City (Source: CoStar)



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HOUSING MARKET ANALYSIS

Single-Family Home Value

In 2022, the average home sale price in Ogden was \$143,000. This was about \$100k less than the Riley County average and \$40k less than the Geary County average. It is not likely that single-family housing will be developed along Riley Avenue. However, tracking the value of single-family homes compared to other communities in the region may indicate an opportunity to capture regional household growth to Ogden because the cost of housing is so much more expensive elsewhere in the region. Multifamily Housing Development

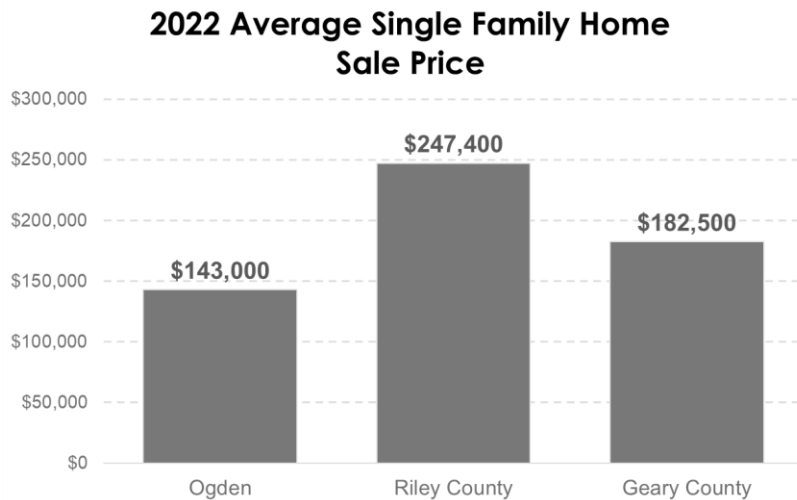


Figure 3.v: 2022 Average Single Family Home Sale Price (Source: Flint Hills Area Association of Realtors)

Figure 3.w displays the location and size of recently developed multifamily properties. Since 2012, there has been over 1,000 units

of housing developed in Manhattan. Over 60% of the units are in one project, which was built in 2017. Only 12 new units have been built since 2018. There have been no multifamily developments in Ogden or Junction City since 2012.



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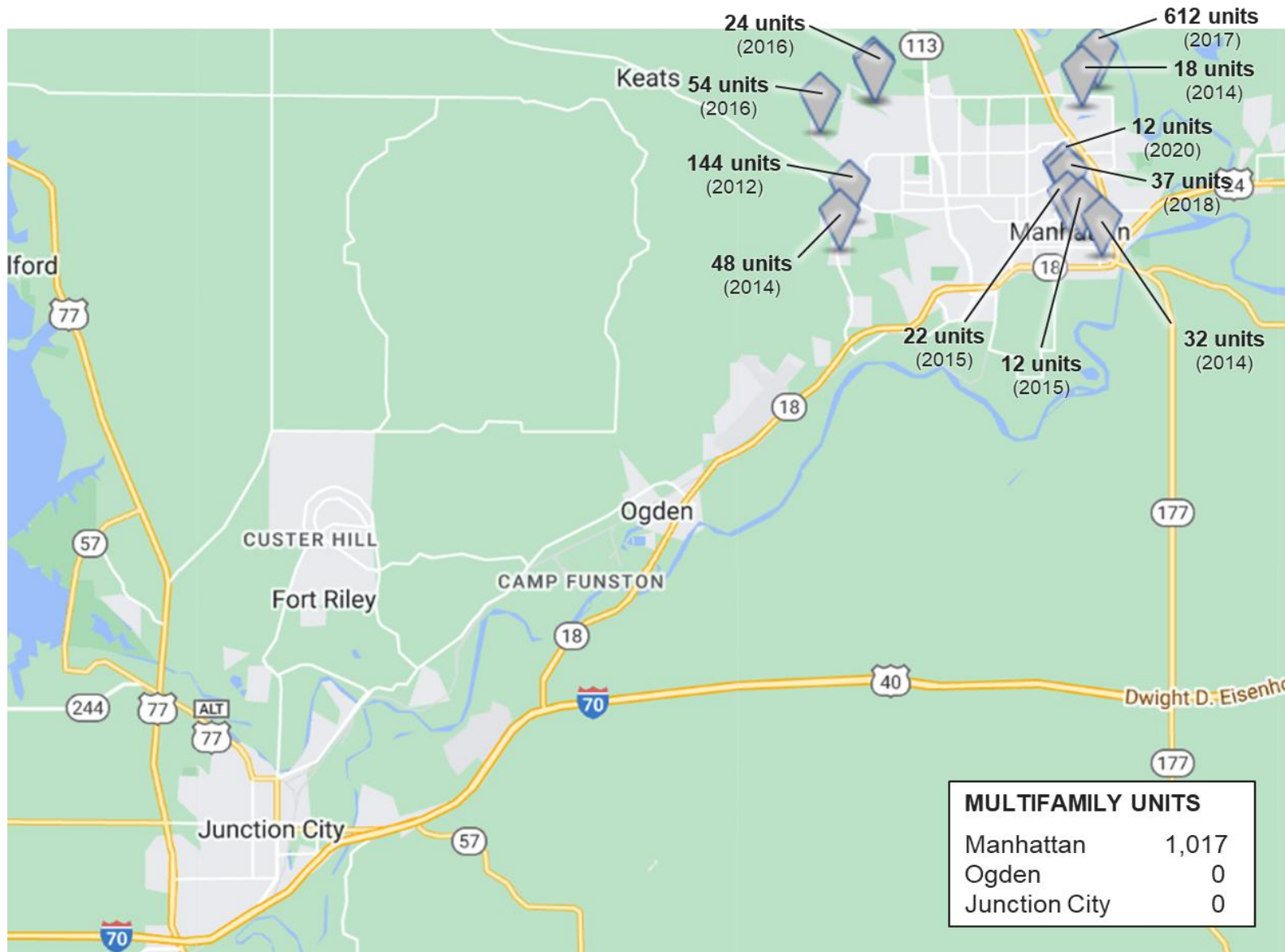


Figure 3.w: Multifamily Housing Development since 2012 (Source: CoStar)



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Apartment Rent Trends

As shown in Figure 3.x, the 2023 average rent in Ogden is similar to Manhattan and well above Junction City. Over the last five years, rents in Ogden have remained stable while rents in Manhattan and Junction City have experienced significant increases. Ogden's relatively high average rent is likely due to a single property in Ogden that skews its rents. The property is less than 15 years and consists of two and three-bedroom units. Whereas in the much larger Manhattan and Junction City markets, there is greater diversity in the apartment stock.

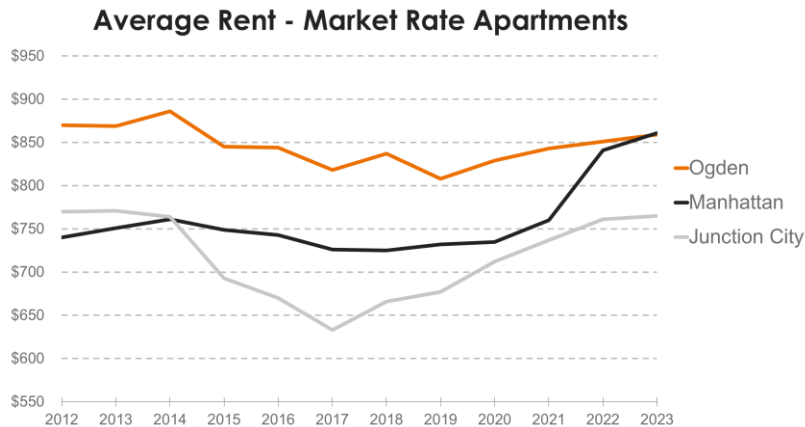


Figure 3.x: Average Monthly rent for Marker rate Apartments in Ogden, Manhattan, and Junction City (Source: CoStar)

Apartment Vacancy Trends

Apartment vacancy in Ogden is just below 5%, which is considered healthy. Vacancy in Manhattan has improved significantly since 2019. However, vacancy in Junction City continues to remain high at over 18%.

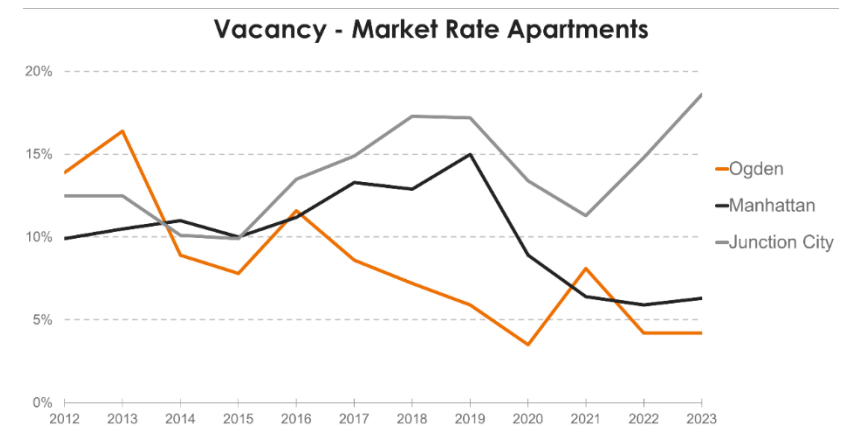


Figure 3.y: Vacancy Rate for Market Rate Apartments in Ogden, Manhattan, and Junction City (Source: CoStar)

REAL ESTATE EXPERT INTERVIEWS

In order to augment the data analyzed in the previous sections, seven real estate experts familiar with Ogden and the region were interviewed to gain their perspective on the market opportunities associated with redevelopment along Riley Avenue. Listed below, the interviewees had a wide range of backgrounds with experience in commercial and residential development, realty, economic



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development, and property appraisal. The following are key themes that emerged from the conversations.

Key Themes

- Airport and airport business park are important opportunities
- Development of available land near K-18 could be synergistic with downtown Riley
- Homebuyers priced out of Manhattan could find value in Ogden and increase its household base
- Riley County could be a key partner because Manhattan growth has been moving eastward into Pottawatomie County, whereas Ogden could capture some of that growth and keep it in the County
- Rehabilitation of Riley Avenue properties will be expensive, especially for most businesses that might be interested in Ogden
- Ogden lacks a full-service grocery store
- Ogden's business activity has historically been tied to troop levels at Fort Riley and traffic patterns associated with K-18
- National retailers won't be drawn to Riley Avenue until it becomes more proven as a market
- Independent businesses are more likely to be attracted to Riley Avenue, but they will likely need some form of assistance

CONCLUSIONS

This section synthesizes the findings from the previous sections into a set of conclusions that will be used to inform stakeholders and other participants in the corridor plan as they identify opportunities for change and prioritize those opportunities based on a number of factors including market conditions.

Locational Strengths to Leverage

- Close to Manhattan Airport
- Midpoint between Manhattan and Junction City
- Strong traffic volumes along Riley Avenue (11,000+ vehicles per day)
- Only Fort Riley civilian gate
- Riley County's best supply of available land for development
- ATA bus route K connects Ogden to Manhattan
- Ogden has new emergency services that could reduce a business's risk of investing in Ogden

Locational Challenges to Overcome

- Traffic along Riley Avenue can often be one-directional, which minimizes need for stops
- Some of the open land available for development may be within the latest FEMA flood zone maps
- Downtown is not directly visible from K-18



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- Ogden's proximity to larger nearby communities also means it is somewhat convenient for residents to shop in those communities as well

Market Demand Strengths to Leverage

- Planned expansion at the airport will increase economic activity in the near-term (i.e., construction jobs) and possibly long-term (i.e., new businesses near airport)
- Proposed expansion of airport business park could bring more jobs
- Troop levels at the base appear stable
- Regional employment has increased since 2020
- Ogden has a high proportion of families with children, which tend to drive more consumer spending

Market Demand Challenges to Overcome

- Regional population forecasts suggest a slight decline over the next five years
- Ogden's population is too small to support most national retailers
- Incomes in Ogden are lower compared to the rest of the region
- Ogden does not currently have a strong employment base, which limits daytime retail demand
- Ogden's historical relationship to Fort Riley still influences opinions of the area throughout the region

Supply Strengths to Leverage

- Unlike other communities in Riley County, Ogden has room to grow and expand
- There are plenty of underutilized commercial properties along Riley Avenue
- The retail vacancy rate in the region is low, which suggests businesses may need to explore other locations besides the main retail districts
- The cost of for-sale housing is significantly lower in Ogden than Manhattan, which indicates opportunity to attract new households

Supply Challenges to Overcome

- Many of the properties along Riley Avenue need improvements and may require costly repairs/renovation to become suitable for new businesses
- Although Ogden has many vacant housing units, many of which may be 2nd homes, only one house is currently for-sale
- Although the community center is a wonderful community asset, Ogden does not have a business or community facility that attracts people from outside the immediate community

Other Strengths to Leverage

- The existing businesses and presence of historic/older properties at the intersection of Riley Avenue and Walnut



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Street form the basis of a key node along Riley Avenue that could eventually attract future businesses and investment

- A new beauty salon and supply business is coming to downtown Riley because of the owner's belief in the untapped market at that location and the affordable cost of commercial space

Other Challenges to Overcome

- Riley Avenue's current function as a thruway for Fort Riley, as well as its limited pedestrian facilities, means there is both a psychological and physical barrier to potential customers stopping and patronizing businesses



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CHAPTER 4 COMMUNITY PRIORITIES



4 COMMUNITY PRIORITIES

4.1 What we heard

Community feedback shows that Ogden residents appreciate their community's size, safety, and atmosphere. Ogden's proximity to other communities ensures residents have access to goods and services without being considered a suburb of those other cities. Ogden's size makes it easy to walk to amenities such as the park and there are ample opportunities for growth. Recent turnover/new businesses coming into the community provide new opportunities and momentum for community improvements.

However, residents have indicated a desire for more development in the heart of the community with a focus on developing Ogden's own unique arts and culture scene and supporting a diverse mix of businesses offerings. Specifically, a desire to support new businesses and startups, provide more eating establishments, activities, and amenities. Community cleanliness, aging and deteriorating buildings, vacant properties, the design of Riley Avenue, crime and outside negative connotation from non-residents may be barriers to implementing some of the community's desires.

This feedback aligns with some of the key goals and objectives of Ogden 2030 Comprehensive Plan, which are listed in this section.

4.2 Ogden 2040 Comprehensive Plan Target Goals & Objectives

Ogden 2040 Goal 1

Prioritize Quality, Livable Neighborhoods

- Collaborate with local partners and gather resources to support the rehabilitation of deteriorated housing
- Expand the spring citywide cleanup event to be more inclusive of all neighborhoods
- Prioritize infill development
- Conduct a study for the undeveloped portion of the 'River Trail' development
- 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



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Ogden 2040 Goal 2:

Provide Excellent Community Spaces and Infrastructure

- 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
- Focus resources on improving or expanding the community center
- Take advantage of publicly owned lands where practical to connect existing parks with trail corridors
- Develop the Capital Improvements Plan (CIP) to identify and prioritize needed repairs and expansions to the existing water and wastewater treatment systems
- Plan the locations and timing of utilities as a way to guide future development.
- Encourage underground utilities in new development and along prominent corridors
- Station more Riley County police officers in Ogden

Ogden 2040 Goal 3

Foster Downtown Economic Growth

- Explore the components of an overlay district for downtown
- Establish an Ogden Economic and Redevelopment Committee comprised of community business owners and stakeholders

- Develop a small business incubator to attract entrepreneurs and foster new development
- Launch a “Shop Local” campaign
- Leverage Ogden’s strategic location to recruit businesses
- Continue to promote funding for façade and storefront improvement programs. Ensure materials are available online.

Ogden 2040 Goal 4:

Create a Connected Transportation System for All Users

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

Ogden 2040 Goal 4:

Market Community Assets and Celebrate Ogden’s Unique Identity

- Complete an inventory of local historical sites and publish on the City of Ogden’s website
- Broaden and support the existing event committee to focus on the planning of new and existing events



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- Market community assets such as high-quality Ogden Elementary School, recreation opportunities, family-friendly environment, the national river trail, etc.

Ogden 2040 Goal 6:

Communicate and Coordinate Locally and Regionally

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

PLAN GOALS AND OUTCOMES

Purpose

The Ogden Area Wide Plan effort was developed for the purpose of evaluating key issues and providing revitalization strategies for the identified brownfield sites and the surrounding economically impacted areas within Ogden, Kansas. Specifically, the study focuses on brownfield sites with redevelopment potential and where redevelopment efforts are expected to be the catalyst to spur other improvements in the area. These sites and the study area are

identified in Section 1.4 of this chapter and recommendations can be found in Chapter 5.

Outcomes

- The plan includes necessary elements to be an achievable plan for the City of Ogden and applicable project partners by clearly defining roles, responsibilities, resources, and timing for implementation
- Collaborative and participatory public engagement informs plan recommendations
- The plan provides an analysis of the planning areas' characteristics, infrastructure, near-term market opportunities, previous planning studies, programming/events, and development feasibility
- This plan can guide public/private investment to transform designated catalytic redevelopment brownfield sites into distinctive, city environments that support downtown revitalization.

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.” – Ogden 2040 Comprehensive Plan



CHAPTER 5 PLANNING RECOMMENDATIONS



5 PLANNING RECOMMENDATIONS

5.1 Eight to Great | Eight design principles to make Ogden great



Figure 5.a: A used automobile sales and service near the eastern portion of the study area. Many survey respondents indicated a desire to see downtown Ogden properties cleaned up, improved, and made more attractive

INTRODUCTION TO DESIGN GUIDELINES

Design guidelines provide a legal method for regulating aesthetics to fulfill a shared community vision while also providing flexibility to allow for property owner and community preferences. The following design guidelines provide a framework to review future property or streetscapes designs. These design principles ensure new and redevelopment efforts conform to their surroundings and contribute to a cohesive district both aesthetically and functionally.

These design guidelines can inform reviews, but they alone cannot be used to strictly regulate development. The design principles are applicable only to public realm elements such as streets, sidewalks, and landscape spaces. Additionally, design principles can be applied to spaces that are visible from the public realm such as the façade of a building, as illustrated in figure 5.a, at left.

Design guidelines can and should be customized to community vision and desires and applied consistently across a variety of building and landscape development projects including:

- New construction
- Renovation/Rehab
- Infill and Redevelopment
- Building additions
- Streetscape Improvements
- Parking Areas

Some communities may opt to not burden and slow down development projects for minor and insignificant projects. The scale at which types of projects a community identifies for review should be considered carefully to ensure that the highest priority improvements are included.



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HOW TO USE DESIGN GUIDELINES

The goal of the Eight to Great design guidelines is to effectively ensure cohesive design within the community while not being a burden that discourages new development.

As such, these guidelines focus on the elements of the urban environment that can be seen from the public streets/rights of way. This includes those elements commonly associated with the public realm (streets, sidewalks, and landscape/vegetative spaces) and that what is visible from the public realm but held by private entities.

- › NOTE: *Interior design is typically not part of the design review. Similarly, review of the side and rear portions of the building is not necessary unless those facades can be seen from the public realm.*

Implementation and Refinement

The design guidelines will serve as the basis for design review of projects within a new Riley Avenue overlay district that is created as part of the official zoning map. The design guidelines themselves should reside in a stand-alone document that is referenced in the overlay district within the zoning code. Note that the overlay district could be created in phases, starting with the highest priority properties as a portion of, or the entirety of the plan area and later expanded outward as redevelopment interest grows.

While the Eight to Great design guidelines presented here are a starting point, the guidelines should be adjusted and refined over time to align with this plan, the Comprehensive Plan, and any design aspirations identified in future planning efforts. Because the guidelines themselves are not part of the code of ordinances, they can be updated easily.

The Eight to Great design guidelines listed on the following page provide a base set of guidelines for future design review for projects and streetscapes within the overlay district. These design principles ensure new buildings, rehabilitations and additions and streetscape amenities are complimentary to the surrounding area and contribute to a cohesive district both aesthetically and functionally.

Review and Approvals

Approvals are based on conformance with design guidelines. Ideally, review and approval for conformance with the design guidelines is done by design review board. Design review boards should be composed of individuals with training and/or professional experience in Architecture, Design, or Construction. The remaining members of the board can consist of business or property owners. A voting or non-voting city official may also serve on the board. The zoning ordinance that established the overlay district should note whether this design review board is granted sole authority to approve or if advisory authority informs final decisions made by the Zoning Board and City Council.



Figure 5.b: Historic housing on Fort Riley is a local example of how the consistent application of design elements provides character cohesion

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PREFERRED AESTHETICS (PRIVATE)



1. Building Orientation and Setbacks: New commercial, residential, and building additions should be arranged to define streetscapes and open space. Active building frontages should be oriented toward adjacent street(s) or common open space(s) to increase accessibility and walkability. Design should prioritize building placement that maintains a consistent street edge. A strong street edge defines an urban space. Align new buildings with existing historic buildings that feature a zero-foot setback from adjacent roadways to maintain or create an edge. When that is not possible, use landscape elements to define the edge.



2. Facades: Whenever possible, align architectural features such as windows, doors, floor plates and other architectural features between adjacent buildings along each block face. Along primary street frontages, ground floors should be dedicated to retail and services uses (such as restaurants, cafés, etc.) and/or other activities that improve the street-level environment including arts, culture (including museum), entertainment and civic uses such as a library or other community serving activities that animate streets and public spaces. Ground floor uses that spill out into the public realm (e.g., restaurants, cafés) should front actively used public spaces. Each separately leased ground floor space should have at least one public entrance on each street and civic space it abuts and maintain transparencies levels (windows) of 50-75% for ground floor frontages. Secondary street frontages should maintain 25-50% first floor transparency when abutting public streets and open spaces. Ground floor uses should be dedicated to uses that animate the street front, but may also include elements such as display windows, culturally interpretive displays, and artwork.



3. Materials: Use material that complement surrounding context. Although new buildings do not need to have all the same material used in nearby buildings, the materials should complement the existing surroundings. They could relate to the existing material in texture, finish, scale, and other design elements or aspects to help tie the building into the composition of the neighborhood. Using local materials could help to further define the sense of place. Material should be of high-quality and should be long-lasting. Use materials that are durable and easily maintained. Materials should be able to withstand the different weather conditions throughout the year. The following building materials should be not allowed as the primary exterior finish: unfinished, precast concrete block, vinyl or steel siding, rough sawn wood, or other materials typically found on residential dwellings.



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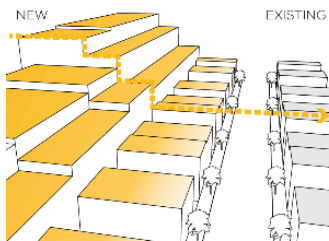
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4. **Colors:** Building colors should be simple and complementary to adjoining buildings. Brighter and darker hues should be limited to use as an accent color or to draw attention to building details. Historic buildings should utilize historically appropriate exterior colors.



5. **Entrances:** Main entrances to buildings shall face and be clearly visible from the street and be recessed to maintain a coherent pattern along the sidewalk and to define the entry point. Recessed entrances shall allow operation of the door(s) without the doors extending beyond the property line into the public right-of-way.



6. **Scale:** The scale of new development and building additions should be compatible with adjacent uses with effective transitions and/or screening. Transitions areas should use adequate setbacks, green spaces and/or landscaping, natural features, or similar land use and scale elements to balance a change in use/building form and create a cohesive connection.



7. **Context Appropriate Design:** New buildings, building additions and renovations should be compatible and complementary to the older existing and historically significant buildings. New buildings do not necessarily need to copy the existing traditional styles, but they should reflect and enhance the overall existing style and character, it should be a balance between new design elements and old architectural features and materials.



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8. Protect the Best: Any building listed on the National Register of Historic Places, identified as being individually eligible for listing on the National Register, identified as contributing to a historic district or part of a thematic listing is a historically significant building. For any building not identified above that is more than 50 years old, a determination shall be made on a case-by-case basis as to whether the building is historically significant. Projects involving the restoration or rehabilitation of existing historically significant buildings should reflect the original architectural character of the building and its characteristics. The removal of historic materials or alteration of features and spaces that characterize the building shall be avoided. The introduction of any new design elements should be consistent with the traditional features of the building. The rehabilitation of existing historically significant buildings is encouraged to be in accordance with the Secretary of the Interior's Standards for Rehabilitation. The original size, shape, and proportion of all windows on existing historically significant buildings shall be preserved and where possible restored, if necessary. Projects involving the construction, renovation or addition of existing structures that are not historically significant shall consider the context of the site and be compatible with the general character of the downtown area.



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PUBLIC OPEN SPACES



1. **Landscaping and Shading:** Green infrastructure and landscaping of street trees and shrubs will be promoted to improve the aesthetics of the area, increase the tree canopy, and improve the permeability for stormwater. Landscaping is used as a tool to screen the view of parking from adjacent uses and street. Shading devices along the sidewalks should be permitted to improve pedestrian comfort and safety from various weather conditions.



2. **Seating:** Outdoor seating areas should be included along walkways and adjacent to restaurant/retail buildings. Benches could be a nice addition as resting areas along the streets. The elements should be designed keeping in mind the comfort, safety, and community engagement of the public without impacting the pedestrian traffic. A cluster of buildings may include a pedestrian plaza or delineated outdoor pedestrian area.



3. **Gateways and Wayfinding:** Entrances of public buildings should be distinct, which can be achieved by the addition of gateway monuments or markers. This also helps in reinforcing the identity of the district. Wayfinding should be used to enhance connections, provide directional information to the public and reinforce the district identity.



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4. Vehicle Access and Drive-throughs: Vehicle access should be minimized by restricting the number and width of vehicle entry areas into parking lots. Pedestrian access and safety should be prioritized particularly along the collector and arterial streets. Drive throughs should be in the rear of development sites if necessary and should not be in the front of public streets or open spaces.



5. Security and lighting: Presence of lighting provides a sense of security for all spaces. It creates comfortable spaces for all street users including pedestrians and car users. Design strategies are essential to maximize the passive surveillance and visibility onto public spaces to increase security.



6. Parking: For new and existing street sections, on-street parking should be considered. Surface parking areas should be avoided at the intersection of two throughfares. Intersections should be defined by the presence of buildings and/or pedestrian amenities. Wherever possible, parking should be located at the rear or side of new buildings to prevent the parking areas from being visible from adjacent streets and sidewalks. For surface parking, landscaping them is encouraged with the present of trees, shrubs, and perennial planting to minimize the visual impact of parking, reduce the heat-island effect, increase tree canopy and decrease the impervious area.



7. Materials: Aside from paved surfaces, primary materials for improvements in the public realm should aim to utilize natural regionally sourced rock or bricks. The use of non-concrete or asphalt materials should be applied to gathering places to draw attention to specific areas in the pedestrian realm. Historically appropriate materials should be used to reinforce the character in areas next to of historically significant buildings.



8. Colors: The use of colors for primary surfaces should be natural to the material used. Accent colors for lighting, benches, flowers, garbage cans, and other furnishings could draw inspiration from the Kansas State Flag. Dark natural or black hues should be limited to use as an accent color. Historically appropriate colors should be used to reinforce the character in areas next to historically significant buildings.



5.2 Riley Avenue Corridor Strategies

OVERVIEW:



Figure 5.c: Current view of Riley Avenue as seen entering Ogden from the east. The wide roadway makes it challenging for pedestrians to cross

Riley Avenue runs through the center of the study area and acts as a spine bringing residents and visitors into the community from the east, and then dispersing traffic to other portions of the community from the roadways that connect with it. It has long served as the primary transportation route to Fort Riley and was once classified as Kansas State Route 18. Since the road was at one time included in the state highway system, it was constructed using highway design standards. It was designed for traffic volumes and higher speeds featuring wide travel lanes and shoulders, minimal roadside conflicts (trees, property access points) and no traffic controls (stops signs, traffic lights). This road remained classified on the state highway system until 1977 when a bypass road was built, which connected

State Route 18 to the newly constructed Interstate 70. With a new interstate system and dedicated ramp for a new base entrance in place, Fort Riley no longer needed to rely on Riley Avenue to serve as one of its main entrances. Over time, the roadway's Functional Classification was demoted to from a Highway to a Collector on the Kansas State Functional Classification map. Yet the highway through the center of Ogden remains relatively unchanged from the way it was originally constructed.

The impacts the highway design has for businesses along Riley Avenue are evident. With a roadway designed to prevent stops and slow traffic, the traffic that does utilize Riley Avenue is more prone to be more engaged with driving to get through Ogden instead of driving to engage with Ogden and its businesses. New businesses have had to utilize suburban design principles to capture the attention of drivers by methods such as: providing a large parking lot in front of their facilities, wide entrance access points so that users can make the turn while at higher speeds, and large pole signs that are visible far enough back that drivers have time to stop.

The following current streetscape conditions were observed during development of this study.

- Large street and lane widths – designed using highway standards
- Lack of street trees (aesthetics, shading and traffic calming)



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- Lack of areas with outdoor seating / outdoor merchandising
- Only dedicated transit stop is located at the community center – no shelter
- Many adjacent streets lack sidewalks
- No pedestrian-scale lighting and basic street lighting
- On-street parking preferences:
 - Angled Parking: More Spaces – Less Safe
 - Parallel Parking: Safer – Less Spaces
 - Parking availability and approach (on-street vs. off-street)

Riley Avenue is quickly approaching the end of its useful life. With the roadway removed from the state highway system, limited funding resources exist to help cover the cost for reconstruction, potentially leaving the cost burden on the taxpayers of Ogden. Further,



highways are generally cheaper to construct than urban section roadway per linear feet. Sidewalk, curbing, stormwater facilities, and appropriate lighting for the roadway and the pedestrian zones typically add to overall project costs. Yet each of these elements are no less critical to a safe, efficient, and vibrant urban environment. The following section provides design recommendations that could contribute to an appropriate reconstruction approach. These recommendations are supported by implementation strategies that are further outlined in Chapter 6.

RECOMMENDATIONS

There are several strategies that can be utilized in the redesign of Riley Avenue that will contribute to a more comfortable pedestrian environment and sense of place. Previous concepts developed by students from Kansas State University included design features such as center medians, street trees, mid-block crossings, landscaping, and parking reconfigurations to address many of the challenges along the roadway. Based on an assessment of each of these



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concepts, as well as conversations with stakeholders, it's widely agreed that any of these elements remain appropriate today.

After a thorough review of previous concepts with members of the Steering Committee and community stakeholders, the following design preferences were identified:

- Angled parking was preferred over parallel parking
- Preferences for removing some angled parking spaces to allow for street trees and landscaping on both sides of the street
- Support for decreasing lane widths, and adding a center median, but not for eliminating two-way travel lanes in each direction
- Support for increasing sidewalk connectivity to Riley Avenue from adjacent streets and also for adding mid-block pedestrian crossings
- Support for including bicycle facilities on-street through the inclusion of sharrows or designated bicycle lanes in both directions of Riley Avenue. Inclusion of such design features would lend support of regional tourism opportunities associated with the Flint Hills trail system and the potential to attract these activities to the businesses in Ogden.

Based on this feedback, and from the analysis of previous design concepts developed by students from Kansas State, recommendations for the future redesign of Riley Avenue are outlined, at right.



Figure 5.d: Recommended typical streetscape for Riley Ave as follows **1.)** Street view of Riley Avenue and Walnut looking west; **2.)** Four – lane configuration with 11’ drive lanes, 15’ center median with large upright shade trees, and 10’ sidewalks; **3.)** Sections of angled parking reserved for pockets of green space, landscaping, and pocket parks; **4.)** Large upright street trees, densely planter on center median and on either side of the street.



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5.3 Catalyst Site Concepts

OVERVIEW:

Within the study area, five catalyst sites are identified for design improvements and character recommendations. These areas have been self-nominated by property owners for their redevelopment potential.

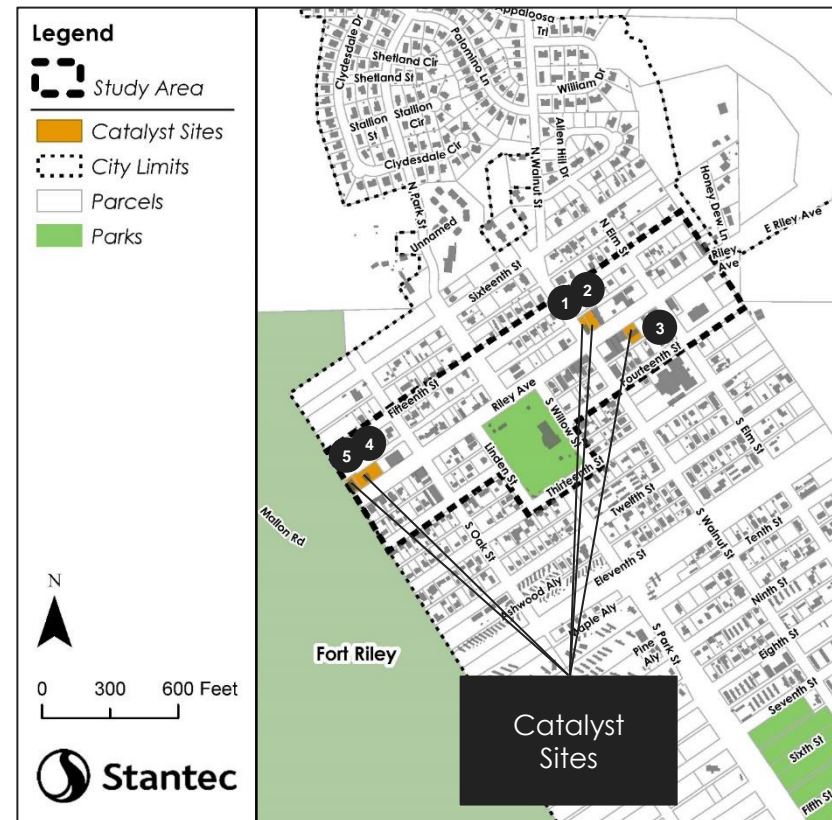
The shown catalyst site concepts are provided to show how the sites could be infilled and/or redeveloped in manner that will contribute to cleanup efforts of properties along Riley Avenue. These concepts align with the design guidelines indicated earlier in this chapter. Each of the concepts shown are those that are supported by the findings in the Market and Development Assessment (See Section 3.5).

Based on the findings of the Market and Development Assessment in Section 3.5 of this plan, the following are recommended.

- Urban Commercial
- Medium Density Housing (2-3 Stories)
- Flexible Open Space (food truck court, park, etc.)
- Hotel/Lodging/Short Term Rental

The following pages show design concepts that identify opportunities for each of the identified 5 catalyst sites. Catalyst site concepts for sites 1 & 2 and sites 4 & 5 are shown and detailed together on the

catalyst site concepts shown on the following pages. If combined, there may be opportunities for a cohesive infill/redevelopment strategy. Individual redevelopment of each site may also be pursued.



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CATALYST SITES #1 AND 2 – ROCK HOUSE BAR AREA

Sites 1 & 2 consist of the Rock House Bar and the adjacent vacant land with an unimproved parking area and no structures or improvements. The vacant land represents an area that is ideal for infill development. Redevelopment there would generate more tax revenue to help fund public improvements and more importantly provide additional amenities for residents and visitors.

There are three design and character recommended options for Sites 1 & 2. They are:

- Residential Infill
- Commercial Infill
- Restaurant Infill

Improvements to the historic Rock House are shown in each of these design concepts. These improvements include removing the temporary banner signs from the porch and the sign mount apparatus from the second floor and balcony roof. Other minor improvements are also recommended, such as the use of darker shingles and accent materials to tie in with the infill development and contrast with the historic limestone façade.

Residential Infill



Residential infill aims to utilize the unimproved parking area by building townhomes adjacent to the Rock House bar. The townhomes are characterized by three-story buildings with semi-private balconies and dedicated parking spaces. Entries to the townhomes face the public street.

The setbacks are reduced and are kept in line with the setback of Rock House bar to create a consistent wall along the street. Parking or garage access should be provided in the rear. The townhomes promote mixed use, moderate density residential development and a lively pedestrian environment.

The design of the townhomes is intentionally modern to contrast with the historic Rock House Bar structure, which reflects the historic architectural character of the region through its limestone construction.



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Restaurant Infill



The restaurant infill concept includes a restaurant and outdoor shared open space that is semi-private and can be used by patrons of either establishment (bar or restaurant).

The restaurant infill concept also includes a modern aesthetic to contrast with the Rock House Bar and a front setback line similar to the bar. However, this concept also includes a less intense redevelopment scenario that includes the open space and a restaurant building that is not as tall as the bar.

Design of the outdoor space is characterized by string lighting, brick columns with pedestrian-scale lights along the street, and a decorative metal fence to provide a sense of enclosure for the space.

Parking should be located in the ample space behind these buildings.

Commercial Infill



Finally, the commercial infill concept aims to utilize the unimproved parking area for three-story mixed-use development. Active commercial storefronts would be located at the ground level, with high percentages of windows to create a visually engaging pedestrian experience.

The aesthetic is more neo-traditional than the previous concepts but should be distinguished from the bar by the massing, colors, and materials on the buildings.

The ground floor commercial space should be a mix of uses including multiple retail and community-based stores.

Ample parking is available behind the commercial building.



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CATALYST SITE #3 – FORMER CAR WASH

Site 3 is a former car wash located at 218 Riley Avenue. The site is characterized by an under-utilization of available space and does not reflect the aesthetics of the neighborhood. To utilize this space more effectively, infill development is proposed to boost economic activity and promote community engagement.

There are three design and character recommended options for Site 3. They are:

- Residential Infill
- Commercial Infill
- Public Open Space

The infill development proposed for this site encompasses the entirety of the site. For redevelopment to occur as proposed, the car wash would either need to be removed or relocated to another site.

Residential Infill



The residential infill concept proposes a townhome development that better utilizes the site. The townhomes are characterized by two-story buildings with a modern aesthetic that is visually appealing from the street. Entries to the townhomes face the public street.

The proposed concept would match the setbacks of the adjacent properties, providing a consistent edge to the development. The setback would provide room for pedestrian access and landscaping along the front of the building, providing a more interesting and appealing pedestrian experience.

While the current site has ample underutilized pavement, the parking for the residential infill would be located in the rear of the site. By moving parking behind the building, it creates opportunities to improve the pedestrian access for the site and the adjacent properties.



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Commercial Infill



The commercial infill aims to utilize the entire site as a two-story mixed-use retail and commercial space. Semi-private spaces serving the community would be located on the first floor, accessible to people frequenting those spaces. These semi-private spaces could be instrumental for community engagement and economic activity for the Ogden community. The second floor would include less accessible private spaces available for commercial or office rental.

The proposed commercial infill would improve the pedestrian accessibility in front of the site, and trees would provide shade and improved aesthetic for passersby. Ample parking will be available at the back of the site, serving both employees and visitors to the building.

Public Open Space



The third concept for the site is a multi-functional public open space. The concept envisions that the site could be marked by trees, park, and flexible use spaces for vendors and various activities for the public to engage and be entertained.

The space would serve the community, allowing a location for people to gather and kids to play. The site could also be used as a more formal gathering space for community events. While public open space does not provide a direct economic benefit to the community, it provides many quality-of-life benefits. A high-quality open space also encourages residents from Ogden, and elsewhere, to spend time in the area and frequent local businesses and restaurants.



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CATALYST SITES # 4 & 5 – FORMER PIZZA HUT

Sites 4 & 5 currently consist of former retail shop called Tactical Gear and a former Pizza Hut fast-food restaurant at 523 and 527 Riley Avenue respectively. Both the sites have underutilized space and setbacks that don't reflect the aesthetics of a typical downtown urban environment nor the historic development patterns. Redevelopment of these sites is encouraged as way to utilize underdeveloped and low tax generating properties and provide more amenities that residents and visitors indicated were desired.

There are three design and character recommended options for Site 3. They are:

- Commercial + Flex Space
- Mixed Use Residential/Commercial
- Short Term/Extended Stay Lodging

All three of these concepts are supported by the market analysis presented in section 3.5 of this report.

Commercial + Flex Space



This proposed commercial infill development would be characterized by traditional downtown retail as well as potential flex space that could serve a variety of community-oriented purposes. In this scenario, the Pizza Hut building may be retained as the potential flex space and modern updates including an elongated roof and windows add to the visual appeal of the site reinforce the pedestrian realm by extending the roofline to the sidewalks edge.

The traditional retail spaces envisioned on the Tactical Gear site would be built to the sidewalk and have visually appealing facades with ample windows. Uses that are geared at serving Fort Riley personal using the nearby entrance gate would be ideal.

The combined site is large enough to offer the potential for a second building behind the Pizza hHt, which could include semi-private spaces for mixed retail and office use. Since this site would not be right on the public street, it likely would not support traditional retail. Parking could be available on street, and in and behind the buildings.



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Residential Infill



The proposed residential concept is characterized by three-story townhomes having semi-private balconies and modern appearance. Entries to the townhomes face the public street and are accessible and private.

The townhomes are architecturally designed with modern style and color schemes to reflect the character of the neighborhood. The setback style of the townhomes provides visual relief and defines the look of the apartments. Parking or garage access should be provided in the rear.

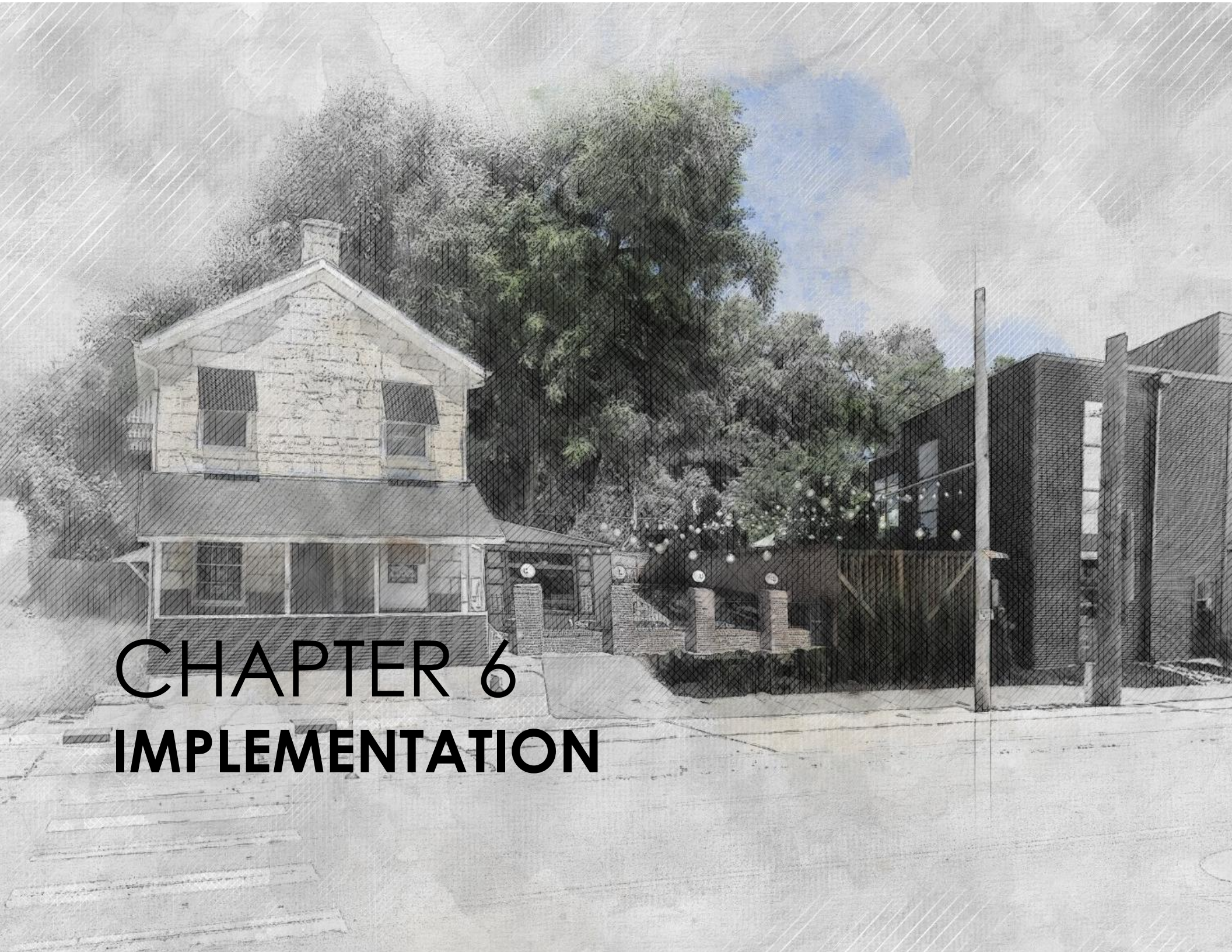
Short Term/Extended Stay Lodging



This redevelopment scenario features a new two-story lodging option that reutilizes the existing Pizza Hut restaurant as a leasing office, lobby, restaurant/bar, and shared indoor and outdoor recreation area. The retained former pizza restaurant building could be expanded to include a covered outdoor space by extending a new roofline to the front edge of the property, as shown in the concept above.

The new two-story, L shape building could include individual units on each floor to provide short term/extended stay housing with daily to monthly leasing rates depending on the market desirability. The close proximity to Fort Riley makes these short-term units attractive to new soldiers, army base visitors and those who may be assigned to the base for short periods. It could also provide lodging options for visitors. The building configuration maximizes lot area and provides parking areas that are visible from suites within the building but shielded from public views. It also provides the opportunity to include landscaping between the sidewalk and the parking areas.





CHAPTER 6

IMPLEMENTATION

6 IMPLEMENTATION PRIORITIES

6.1 Community Vision:

Ogden 2040 (Comprehensive Plan) identifies the following 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”*

6.2 Implementation Recommendations

The following are shared values and the quality-of-life aspects identified in Ogden’s 2040 Comprehensive Plan that are applicable within the study area. Additional supporting objectives have been added to further support some the goals of the community and this plan.

Goal 1. Prioritize quality, livable neighborhoods

- *Prioritize Infill Development*

Implementation Recommendations:

- **Support opportunities for private investment through building improvement partnerships, façade improvement grants, and partnerships with non-profits**
- **Amend and adjust existing zoning ordinances to remove non compatible uses (self-storage, auto-repair) and ensure infill and redevelopment is built in a form and manner that aligns with the recommendations in this plan (setbacks, design character, etc.)**
- **Adopt a new ordinance to establish a Design Review Board, district boundary and design review requirements applicable for the approval of all new construction buildings, infill, and redevelopment, building additions and substantial renovations prior to construction ensuring that projects align with the design guidelines presented in this plan. Monitor for the effectiveness of the design guidelines and amend as necessary**



Ogden Area Wide Plan

Riley Avenue Corridor

Goal 2. Provide excellent community spaces and infrastructure

- *Connect Existing Parks with Trails (specifically Riley Avenue corridor crossing improvements)*

Implementation Recommendations:

- Investigate potential designs for Riley Avenue that improve the pedestrian realm, provide opportunities for seating and social gathering, and create a connected pedestrian sidewalk network
- Implement a sidewalk gap infill program to ensure all roadways have adjacent accessible pedestrian routes

Goal 3. Foster downtown economic growth

- *Establish an Overlay District for Downtown*
- *Promote Façade and Storefront Improvements*
- *Establish an Economic and Redevelopment Committee*
- *Develop a Small Business Incubator*
- *Leverage Ogden's Strategic Location*

Implementation Recommendations:

- Address branding and marketing for Ogden, utilizing grants to fund work with a marketing consultant
- Make all zoning and applicable development requirements, plans and studies, design guidelines, improvement incentive programs, and upcoming study area improvement projects on a dedicated separate page on the City of Ogden's website for ease of access for property owners and potential developers



Ogden Area Wide Plan

Riley Avenue Corridor

Goal 4. Create a connected transportation system for all users

- *Establish a Long-Range Vision for Riley Ave*
- *Outline an incremental approach for phased implementation that would address immediate, near-term, and long-term improvements.*

Implementation Recommendations:

- **Reconstruct Riley Avenue using a phased approach prioritizing improvements to make the corridor pedestrian and business friendly as well as safe for all users. Ensure reconstruction plans reduce the number of access points and include large upright shade trees planting and placement of any of the applicable streetscape design recommendations outlined in the Design Review Guideline as well as those of a design review committee.**
- **Investigate the desire to create a Tax Increment Finance District for all properties along the Riley Avenue Corridor to fund reconstruction costs.**

Goal 5. Market community assets and celebrate Ogden's unique identity

- *Inventory and Publish Local Historical Sites*
- *Market Community Assets*
- *Downtown Ogden is the heart of this community, active with a mix of small businesses, prime with opportunities*
- *Ogden is a place where you run into your neighbors, friends, and acquaintances at local businesses, parks, and the community center*
- *Ogden features family-friendly events that gather the community*
- *Ogden is a military-friendly community courtesy of its ongoing relationship with Fort Riley*
- *Ogden is committed to promoting housing options across the income spectrum for its residents*

Implementation Recommendations:

- **Improve community communications- hire part-time communications intern from Kansas State on annual basis to lead strategy and support City staff.**





APPENDIX ADDITIONAL DOCUMENTATION



APPENDIX

Appendix A Public Engagement Summary

Appendix B Steering Committee Presentations

Appendix C Steering Committee Minutes

Appendix D Survey



Ogden Area Wide Plan
Riley Avenue Corridor

