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## Chapter 11: Special Planning Area Policies

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### Introduction

This section provides supplemental policy guidance for ten Special Planning Areas within the Manhattan Urban Area:

- Aggieville-Campus Edge District Plan (2005)
- Downtown Manhattan
- K-177/Gateway Corridor;
- West Anderson Corridor;
- West of Scenic Drive;
- Miller Parkway Corridor;
- Eureka Valley/Highway K-18 Corridor;
- Blue Township/East US-24 Corridor;
- West US-24 Corridor;
- Blue River Valley; and
- North Campus Corridor (to be added following master plan completion).

These areas warrant a more specific level of policy direction to guide future growth and protect the unique characteristics of each area. Policies for each of these areas are intended to be applied in conjunction with the broader goals and policies for the Manhattan Urban Area that are outlined in Chapters 3 through 10, and applicable district or area-specific plans, as adopted.

## Aggieville-Campus Edge (A)

### Background and Intent

The Aggieville-Campus Edge District Plan serves as a supplement to the Manhattan Urban Area Plan. The Plan supports complementary and sustainable land use patterns, urban design, circulation, and economic and social services by focusing on conditions unique and specific to the District.

### Policies

#### A-1: Subareas Focus

The Aggieville-Campus Edge District Plan establishes three subareas:

- **Aggieville Commercial District:** The intent for the subarea is to maintain its historic boundaries and unique character while creating a cohesive business district design which consists of a continuous street wall of private development built to the front of the property line with generous sidewalks and complementary landscaping. Mixed development including pedestrian friendly business, offices, multi-family housing, and additional parking infrastructure will continue to be encouraged.
- **Campus Edge Neighborhood:** The Plan continues to support the creation of a five-block high density residential development area along North Manhattan Avenue and north of the alley north of Bluemont Avenue. Most of this five-block area is designated as Urban Core Residential on the Future Land Use map.
- **Bluemont/Aggieville Corridor:** The Plan continues to support the creation of a new two-block gateway corridor along both sides of Bluemont, between N. Manhattan and N. 11th Street, by expanding neighborhood commercial uses, including mixed-use housing and pedestrian-friendly businesses. High density housing around the outer edge of the District is encouraged.

#### A-2: Livable Neighborhoods/ Unique Identity

Diverse housing stock, including mixed-use development with inviting streetscape and appealing architecture and façades will be encouraged. Additional housing opportunities should be promoted within the Campus Edge area to provide further housing options for students and others who wish to reside in the area. To increase the livability in the Aggieville-Campus Edge District, and comprehensively address issues unique to traditional neighborhoods, amendments to the Building and Site Design Standards should be considered. Additionally, to promote consistency among zoning and the Plan, the Multi-Family Redevelopment Overlay District should be adjusted to provide additional flexibility in design.

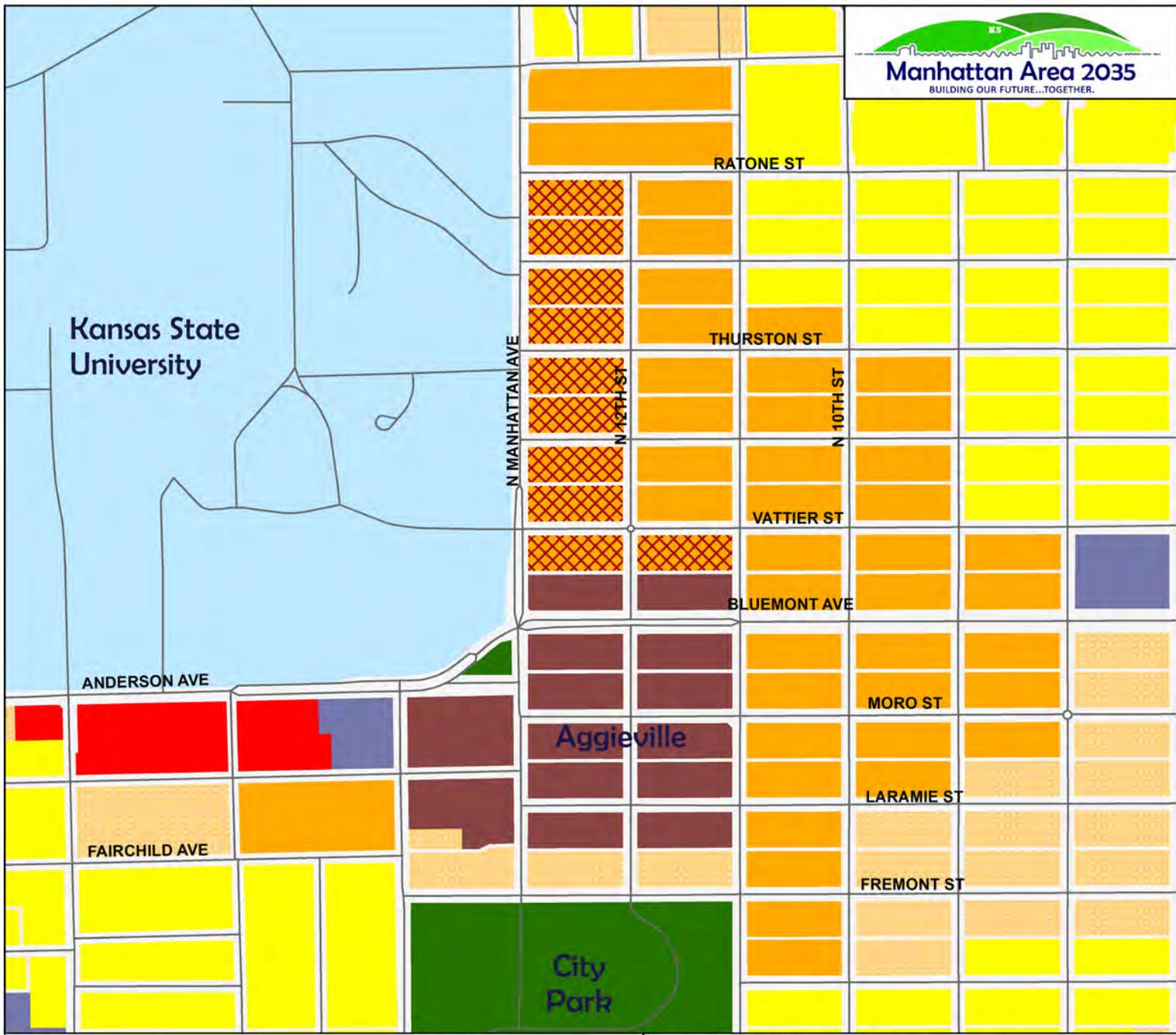
#### A-3: Economy

To foster a viable commercial district, mixed-use development, employment and business opportunities should be encouraged. Additionally, public – private partnerships should be considered for appropriate projects, such as an Aggieville parking garage and potential redevelopment of surface parking lots.



#### **A-4: Mobility**

Walkability and multi-modal access into and throughout the Aggieville-Campus Edge District will be encouraged. The most significant node in the District is where Bluemont and North Manhattan Avenues merge. This area contains the highest volume of pedestrians, bicyclists and vehicles. In an effort to create pedestrian and bicycle-friendly neighborhoods and public transportation, it is recommended that a Gateway and Streetscape Improvement Program be developed.



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## FUTURE LAND USE Aggieville - Campus Edge



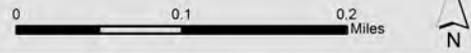
\* Note: Master plan underway for this area; land uses to be refined as new information becomes available.

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\*\*\* Special Floodway Overflow Area: This area is proposed to be Preserved Open Space and has been identified as part of a series of recommendations to protect the levee and bridges from being overtopped by flood events. Strategies to ensure the permanent protection of these areas will be identified as part of the Manhattan Urban Area Comprehensive Plan Update process.

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Source: City of Manhattan, Riley County, Pottawatomie County





## Downtown Manhattan (DT)

### Background and Intent

The community's long term goal of achieving the continued stability and vitality of Downtown Manhattan as the regional commercial, office, governmental, and cultural center for the Manhattan Urban Area will continue to drive ongoing planning efforts. These efforts, and additional specific policies, are outlined in the adopted Downtown Tomorrow Redevelopment Plan.

### Policies

#### **DT-1: Reinforce the Role of the Downtown**

Continue to reinforce the role of the Downtown area by making Downtown more accessible; supporting a variety of uses and activities as the focal point of the community; and promoting redevelopment of underutilized lands at the periphery of the Downtown area.

#### **DT-2: Historic Preservation**

Encourage continued public and private efforts for redevelopment, revitalization, restoration, and preservation projects in the Downtown area.

#### **DT-3: Promote Appropriate Infill and Redevelopment**

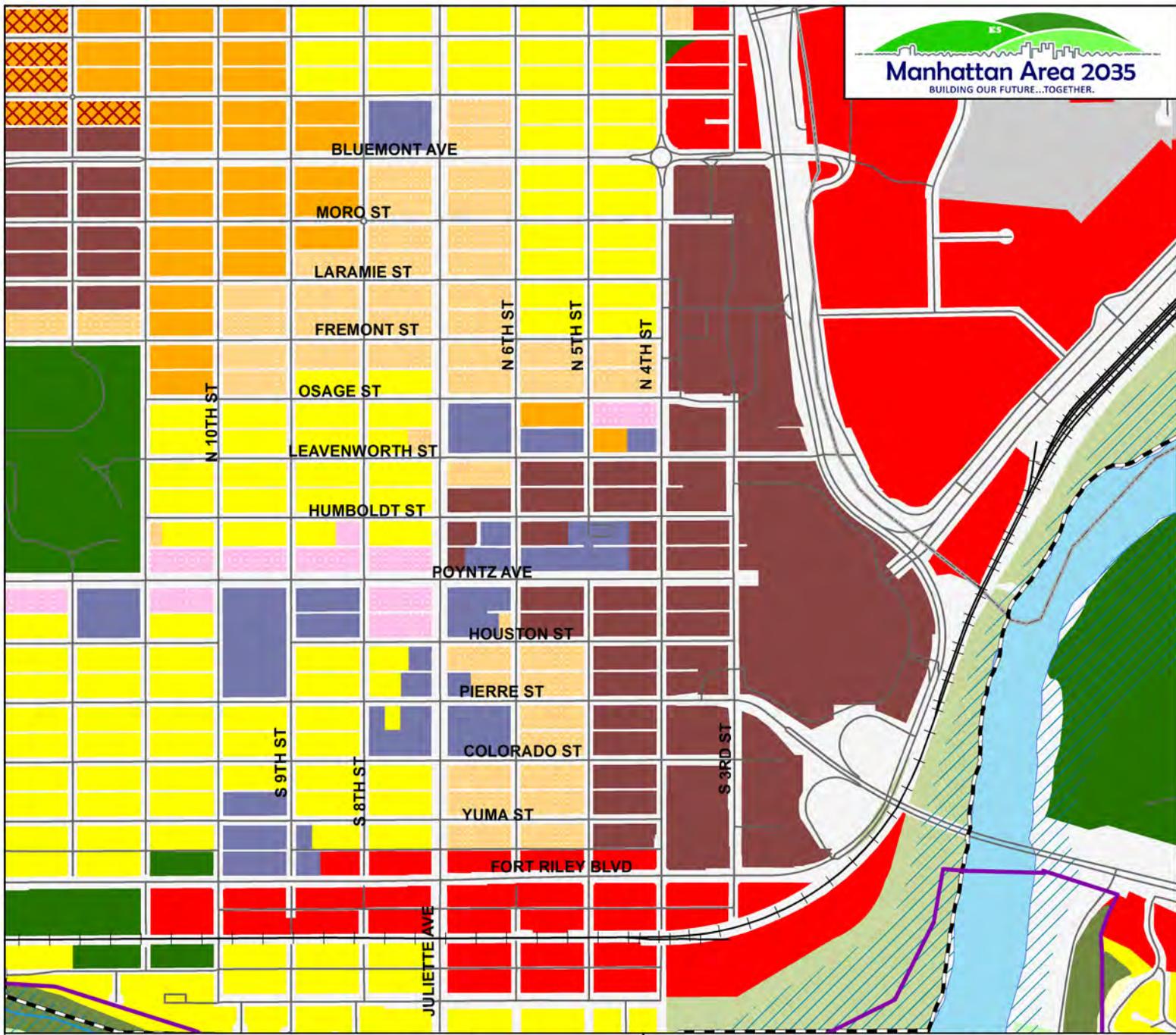
Encourage residential, commercial, office, and mixed-use infill and redevelopment within the Downtown area, as identified in the Downtown Tomorrow Plan. Consider development of design standards to maintain and enhance the Downtown area's character.

#### **DT-4: Housing**

Continue to seek opportunities to expand the range of housing options in Downtown through targeted infill and redevelopment. Surface parking lots, underutilized sites, and obsolete buildings at the periphery offer a range of options.

#### **DT-5: Future McCall Road Estension/North 4<sup>th</sup> Street Redevelopment Area**

Encourage higher intensity infill and redevelopment east of 4th Street, north of Bluemont Avenue, west of Tuttle Creek Boulevard, and just south of Goodnow Park in conjunction with the future extension of McCall Road. Ensure future development in this area is compatible with the proposed roadway alignment.



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## FUTURE LAND USE Downtown Manhattan



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Source: City of Manhattan, Riley County, Pottawatomie County



## K-177/Gateway Corridor (K-177)

### Background and Intent

The City and Riley County updated and readopted the Gateway to Manhattan Plan, which identifies this Gateway as a growth area for the community, in 2011. As a first step towards the implementation of the plan, the City and Riley County jointly constructed infrastructure in the corridor to support future growth. To help leverage this public investment, the City and Riley County will support a land use pattern for the K-177/Gateway Area that is consistent with the Gateway to Manhattan Plan, with new commercial uses focused along K-177 and residential development on either side. The scenic quality of the corridor, including views of the surrounding hillsides from K-177 and other roadways, will be protected.

### POLICIES

#### G-1: Protection of Natural Features

Design development in a manner that is sensitive to the area's natural features, including steep hillsides, native vegetation, riparian corridors, streams, and wetlands.

#### G-2: View Corridor Protection

Protect significant view sheds identified by the Gateway to Manhattan Plan in accordance with adopted standards for the corridor. Design development within the corridor in a manner that protects these views and relates to the surrounding landscape, considering the appearance of development both as it is viewed from within the corridor and how it impacts views looking out and across the hillsides of the Gateway area.

#### G-3: Development Quality

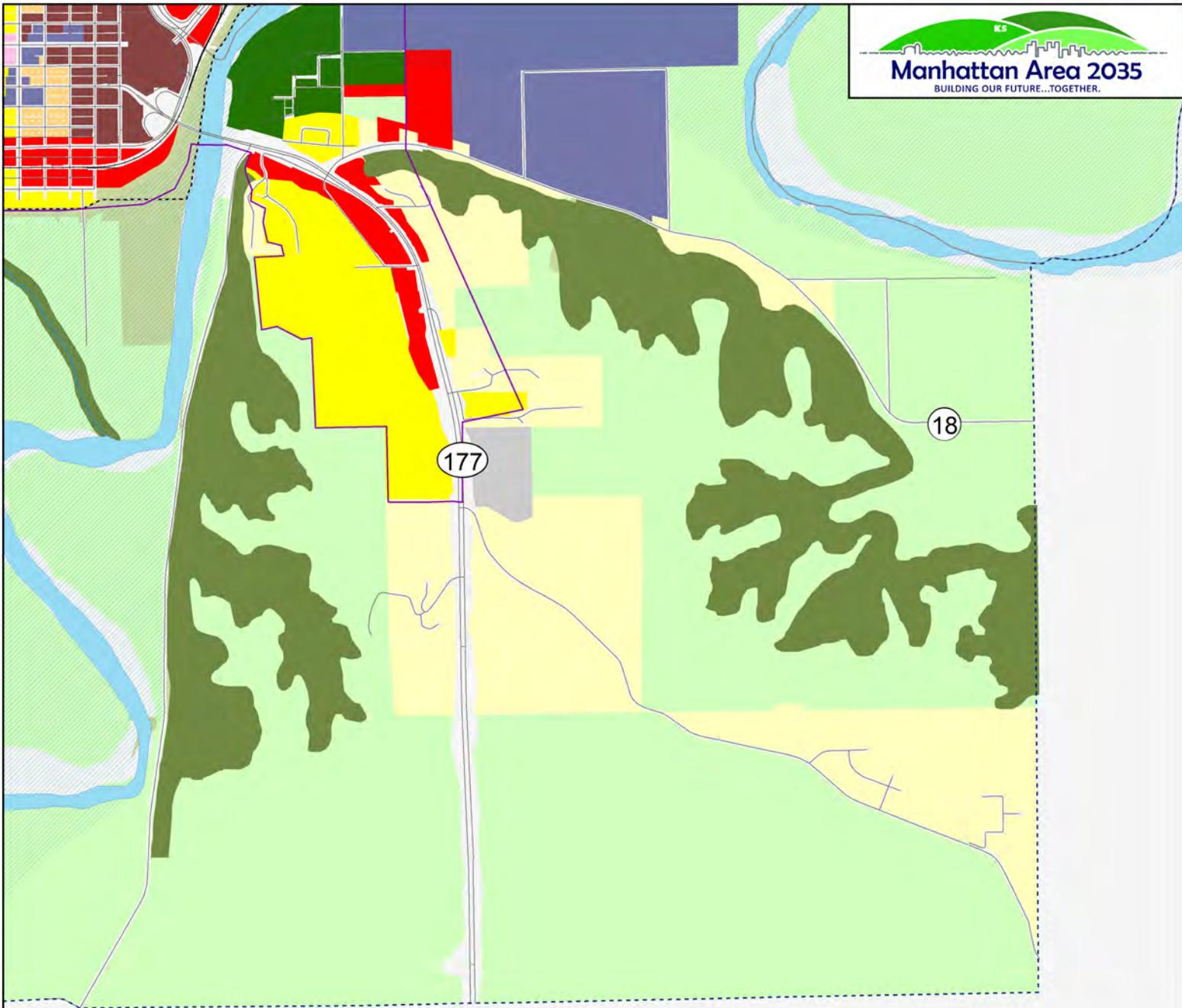
Require high quality development in accordance with adopted standards for the corridor, which address land uses and locations, architectural materials and design, signage, parking landscaping, site design practices, and buffering and access.

#### G-4: Leveraging Available Infrastructure

Support higher intensity uses in accordance with the Gateway to Manhattan Plan to help leverage the City and County's initial investment in infrastructure to serve the area. Continue to explore opportunities to expand secondary infrastructure needed for the area to reach its full development potential.

#### G-5: Multi-modal Connectivity

Continue to explore and implement opportunities to enhance multi-modal connections between the K-177/Gateway Area and the rest of the Planning Area.



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## FUTURE LAND USE K-177 / Gateway Corridor



Locator Map

*\* Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

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*Source: City of Manhattan, Riley County, Pottawatomie County*



## West Anderson Corridor (WAC)

### Background and Intent

The West Anderson Corridor is contiguous to the western boundary of Manhattan and is considered as an area for potential future growth. The scenic quality of the corridor is significant, defined by the Wildcat Creek Riparian area, which bounds its southern edge and by the lush agricultural lands that extend south from Anderson Avenue to the creek. The corridor will remain primarily rural in nature within the near-term or until such time as utility services are available. To the extent possible, both the scenic quality and availability of developable land within the corridor should be preserved. As the market for growth in the corridor emerges, compatibility with Fort Riley and specific recommendations made by the 2005 Flint Hills Joint Land Use Study are a key consideration.

### Policies

#### **WAC-1: Preservation of Wildcat Creek Riparian Corridor**

Design land use patterns in the Wildcat Creek Corridor to protect natural features, including steep slopes, native vegetation, riparian corridors, streams, and wetlands, in accordance with the adopted Wildcat Creek Floodplain Management Plan.

#### **WAC-2: Future Growth Area**

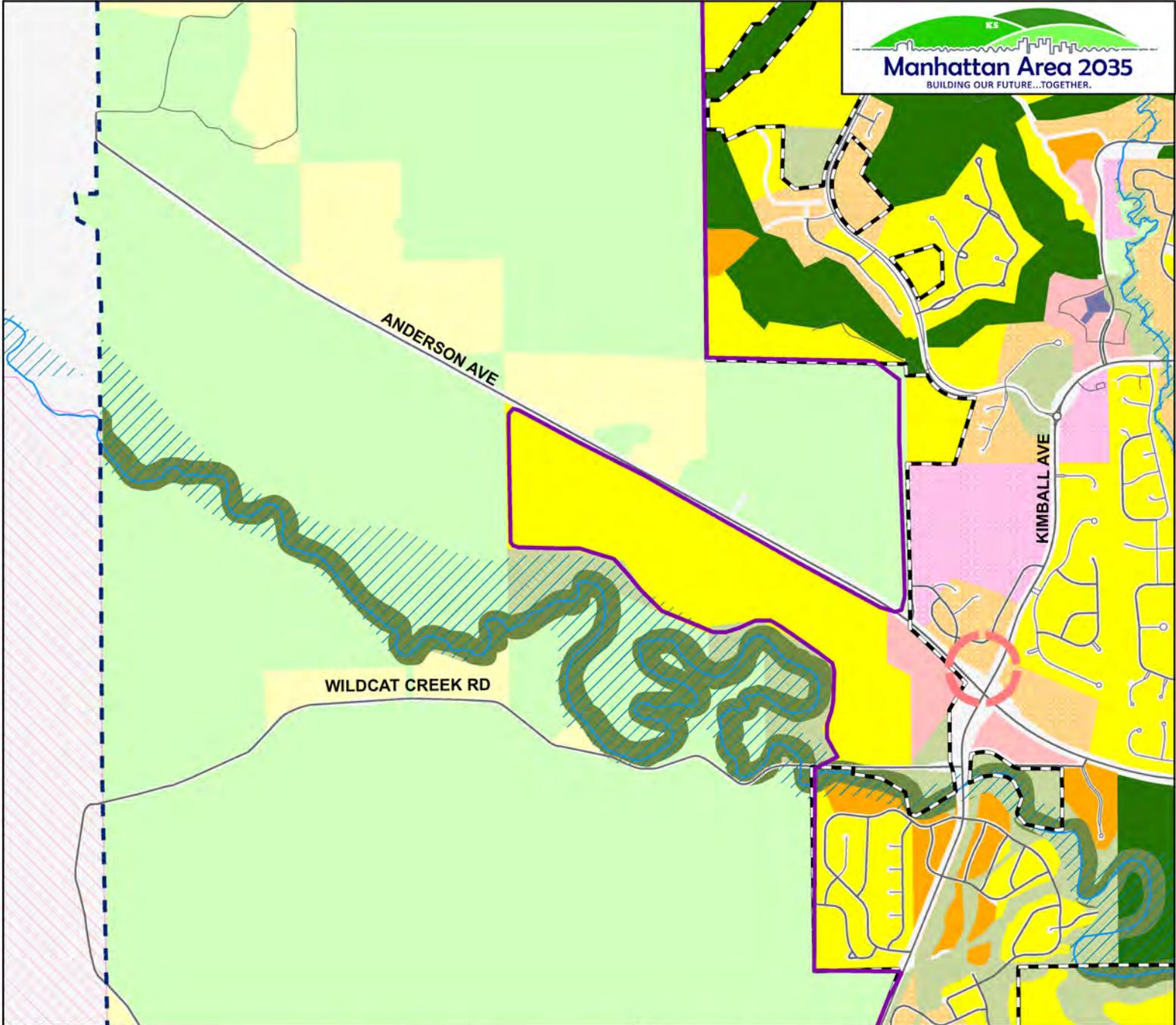
The West Anderson Corridor is identified as a potential future growth area, dependent upon the timing, and availability of infrastructure and urban services. Evaluate development proposals within the West Anderson Corridor based upon their compatibility with the area's potential for future urban development and the recommendations of the 2005 Flint Hills Joint Land Use Study. Discourage isolated parcels of development that will lead to fragmented patterns of urban development.

#### **WAC-3: Future Neighborhood Services and Residential Development**

The West Anderson Corridor provides potential for additional Neighborhood Commercial services and specialty stores in the vicinity of the Anderson Avenue – Scenic Drive intersection. Explore the provision of low to medium density housing along the south side of Anderson Avenue, transitioning to the riparian open space corridor, along Wildcat Creek.

#### **WAC-4: Multi-modal Connectivity**

As development opportunities emerge, explore and implement opportunities to enhance multi-modal connections between the West Anderson Corridor and existing multi-modal facilities in other parts of the Planning Area.



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## FUTURE LAND USE West Anderson Corridor



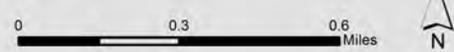
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Source: City of Manhattan, Riley County, Pottawatomie County





## West of Scenic Drive (WS)

### Background and Intent

The Flint Hills and their wooded draws, which include the Wildcat Valley, define the unincorporated area west of Scenic Drive. The area's scenic quality and close proximity to the urban services of Manhattan has spurred rural residential development in Riley County. Although this development has occurred at very low densities, and County zoning has since been changed to limit future development in the area, the visibility of roadway cuts and hilltop development has been of concern to the community. Future rural development in the area should be sensitive to the scenic quality of the area—particularly as viewed from Scenic Drive—as well as to historic and cultural resources in the area, many of which have yet to be evaluated.

### Policies

#### **WS-1: Protection of Rural Character**

Ensure that development is sensitive to the past and present rural character of the area, preserving significant historic and cultural resources and the natural features, views, and vegetation of the development site.

#### **WS-2: Protection of Views**

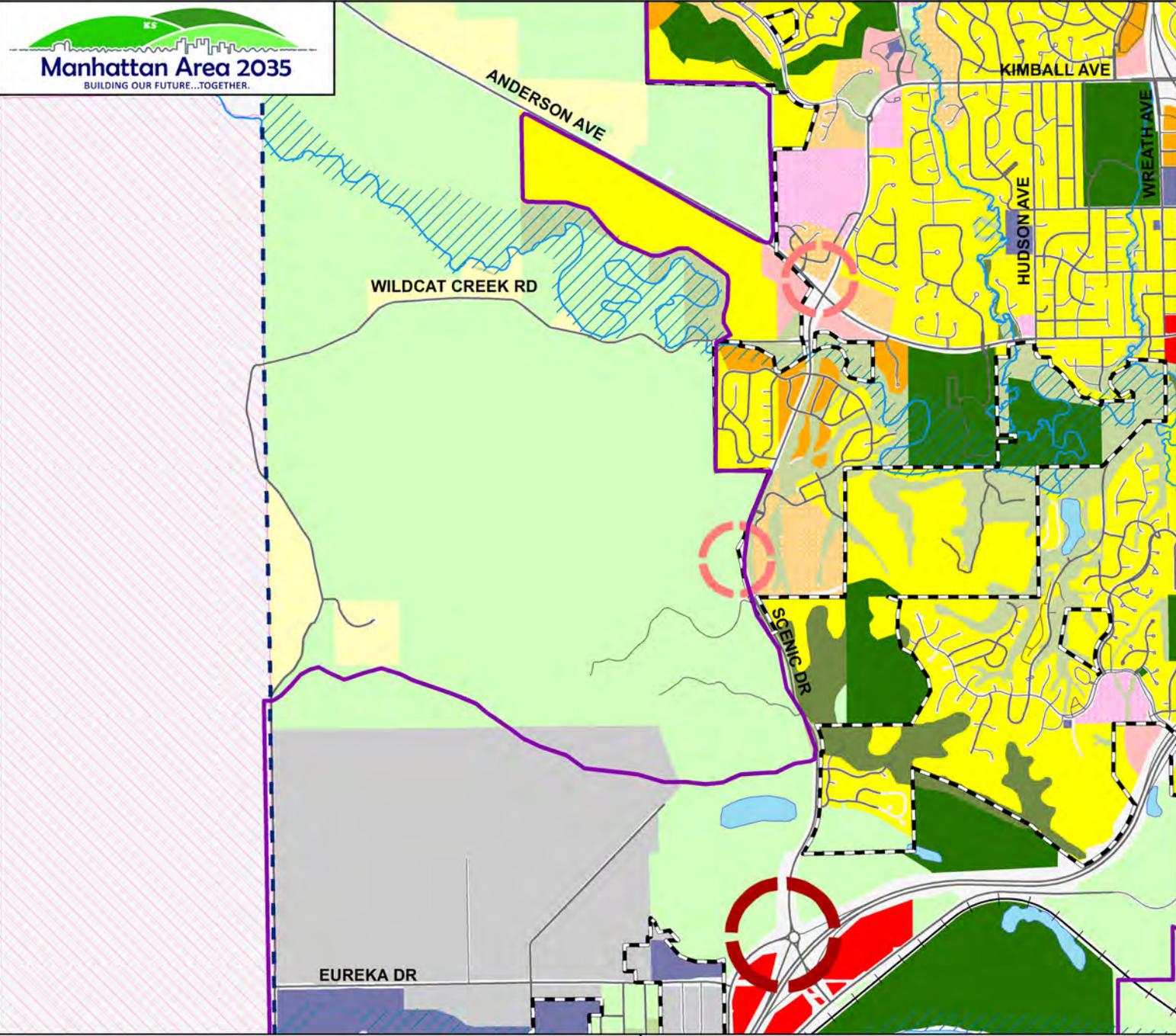
Site development to minimize its impact upon views from Scenic Drive. Structures shall not be placed directly on ridgelines and should be clustered among existing stands of vegetation. Driveways and access roads should follow the contours of slopes to minimize the visual impacts caused by the excessive removal of vegetation and earth.

#### **WS-3: Signage**

Strongly discourage Billboards and other large signs from the area along Scenic Drive as they detract from both the visual quality and the rural character.

#### **WS-4: Protection of Historic and Cultural Resources**

Support inventory of historic and cultural resources in this area prior to development and plan developments to minimize impacts on fragile and finite resources. Encourage preservation and interpretation of these resources to educate area residents and visitors and to enhance the cultural value of the region.



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## FUTURE LAND USE West of Scenic Drive



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Source: City of Manhattan, Riley County, Pottawatomie County





## Miller Parkway Corridor (MPC)

### Background and Intent

The Miller Parkway Corridor will continue to develop as a series of mixed-use neighborhoods. Development should be focused around an open space network created by the area's many natural drainages, preserving existing trees and vegetation and providing pedestrian and bicycle linkages between neighborhoods and Warner Park, Anneberg park and the new city park near the west end of Miller Parkway. The Miller Parkway Corridor will contain a variety of housing types and densities, including some higher density residential use, and will include a neighborhood commercial center.

### Policies

#### **MPC-1: Mixture of Housing Types**

Include a mix of housing types and densities within the Miller Ranch residential neighborhoods.

#### **MPC-2: Preservation of Drainage Areas**

Incorporate drainage ways, wetlands, and other sensitive natural features into the overall design of neighborhoods as buffers and open space amenities.

#### **MPC-3: Future ROW Preservation**

Identify and preserve right-of-way for the future extension of Miller Parkway and Wreath Avenue on development proposals and through platting and other tools.

#### **MPC-4: Establish a Neighborhood Commercial Center**

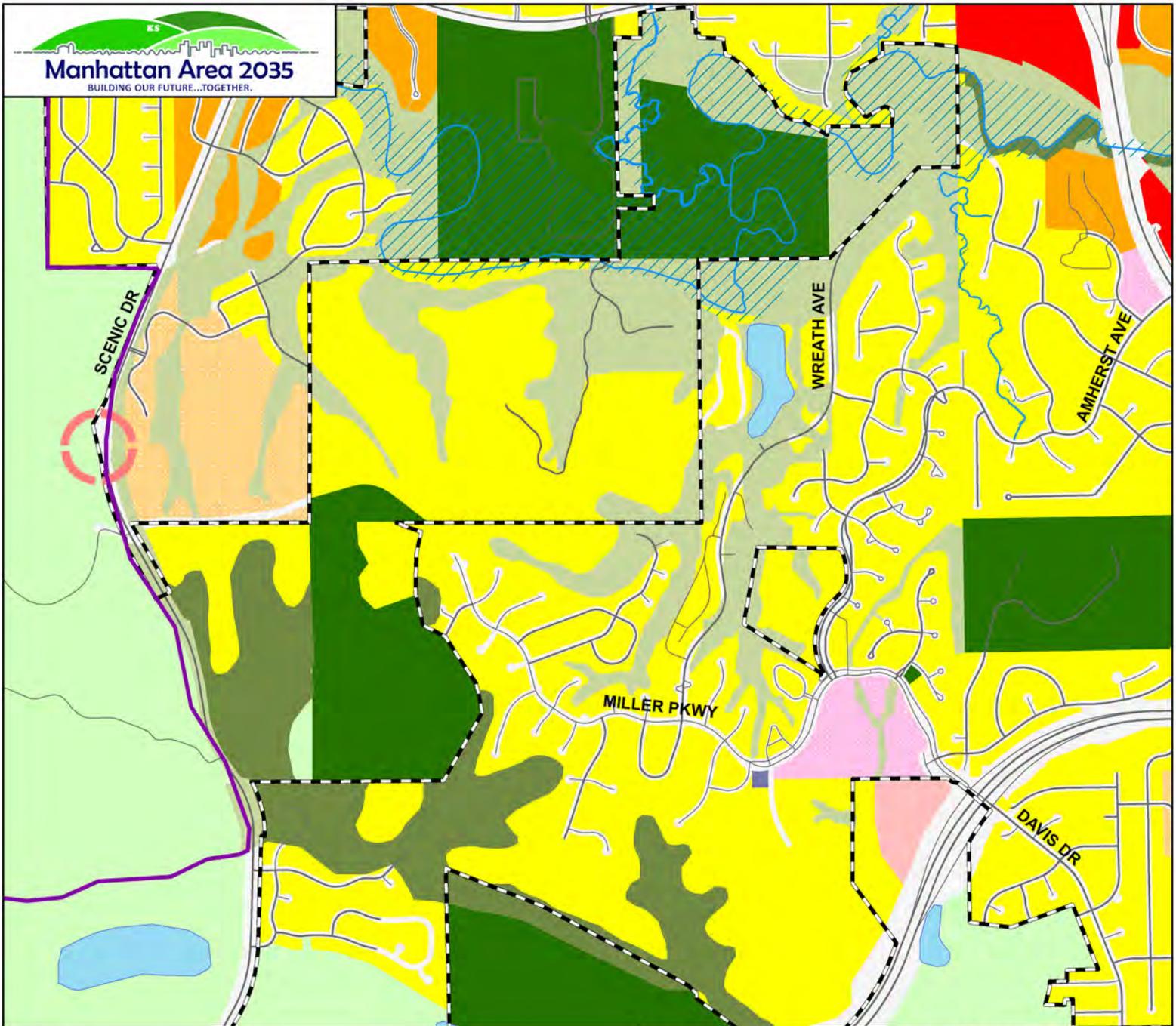
Encourage the development of a neighborhood center at the planned intersection of Miller Parkway and Scenic Drive to provide a range of services for residents of Miller Ranch and surrounding neighborhoods, and to minimize the need for cross-town trips to meet day-to-day needs.

#### **MPC-5: Airport Airspace Regulations**

Ensure development is consistent with established airspace regulations for the Manhattan Regional Airport and the Airport Master Plan.

#### **MPC-6: Multi-modal Connectivity**

Continue to explore and implement opportunities to enhance multi-modal connections both within the Miller Parkway Corridor and to the rest of the Planning Area.



**Residential**

- Urban Core Residential
- Residential High Density
- Residential Low to Medium Density
- Residential Medium to High Density
- Rural Residential
- Future Master Plan Area \*
- Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)

**Commercial/Mixed Use**

- Future Community Commercial Center
- Future Neighborhood Commercial Center
- Central Core District
- Community Commercial
- Neighborhood Commercial

**Industrial/Office**

- Service Commercial
- Industrial
- Office-Research Park

**Public/Institutional**

- Kansas State University
- Parks and Recreation
- Public/Semi-Public
- Preserved Open Space
- Environmentally-Sensitive Areas\*\*
- Special Floodway Overflow Area \*\*\*
- Agriculture
- Flood Hazard Area (Floodway and 1993 Event)\*\*\*\*
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**FUTURE LAND USE  
Miller Parkway Corridor**



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Source: City of Manhattan, Riley County, Pottawatomie County





## Eureka Valley-Highway K-18 Corridor (EV)

### Background and Intent

The Eureka Valley will continue to grow in its role as a multi-purpose employment center for the Manhattan Urban Area to leverage economic opportunities provided by the K-18 expressway, Airport and rail access in the Eureka Valley. Service industrial and office and research uses will be encouraged to locate in targeted areas of the Valley. Commercial uses will be encouraged to locate within employment areas on a limited basis to provide basic services for employees and minimize the need for cross-town trips throughout the day. The Eureka Valley - Highway K-18 Corridor Plan (April 2013) provides a more comprehensive set of goals, objectives, action plans, and future land use recommendations for the Eureka Valley special planning area.

### Policies

#### EV 1: Manhattan Regional Airport

Protect the long-term viability of the Manhattan Regional Airport as an economic and transportation asset. Promote land uses throughout the Eureka Valley that are compatible with the Airport Master Plan and Airport Noise and Compatibility Study.

#### EV 2: Street Connectivity

Support the development of a secondary collector street network to enhance access to existing and new development areas and enhanced multi-modal access within the corridor and to other destinations within the Planning Area, using the new K-18 alignment. Preserve critical rights-of-way for planned street connections within the corridor as opportunities arise to minimize the potential for future conflicts.

#### EV 3: Industrial and Commercial Development Growth Area

Expand the Valley's capacity to include additional industrial and employment uses and promote development that takes advantage of the unique opportunities offered by the presence of Fort Riley, Kansas State University and NBAF to attract new capital and job creation. Promote commercial uses that are scaled to serve the needs of local and regional commuters, recreational users, and employment areas within the Eureka Valley. While individual businesses may have a regional draw, promote commercial retail centers of a neighborhood or community scale.

#### EV 4: Environmentally Sensitive Areas

Preserve environmentally sensitive features, including wetlands, floodways, steep slopes, and riparian areas.

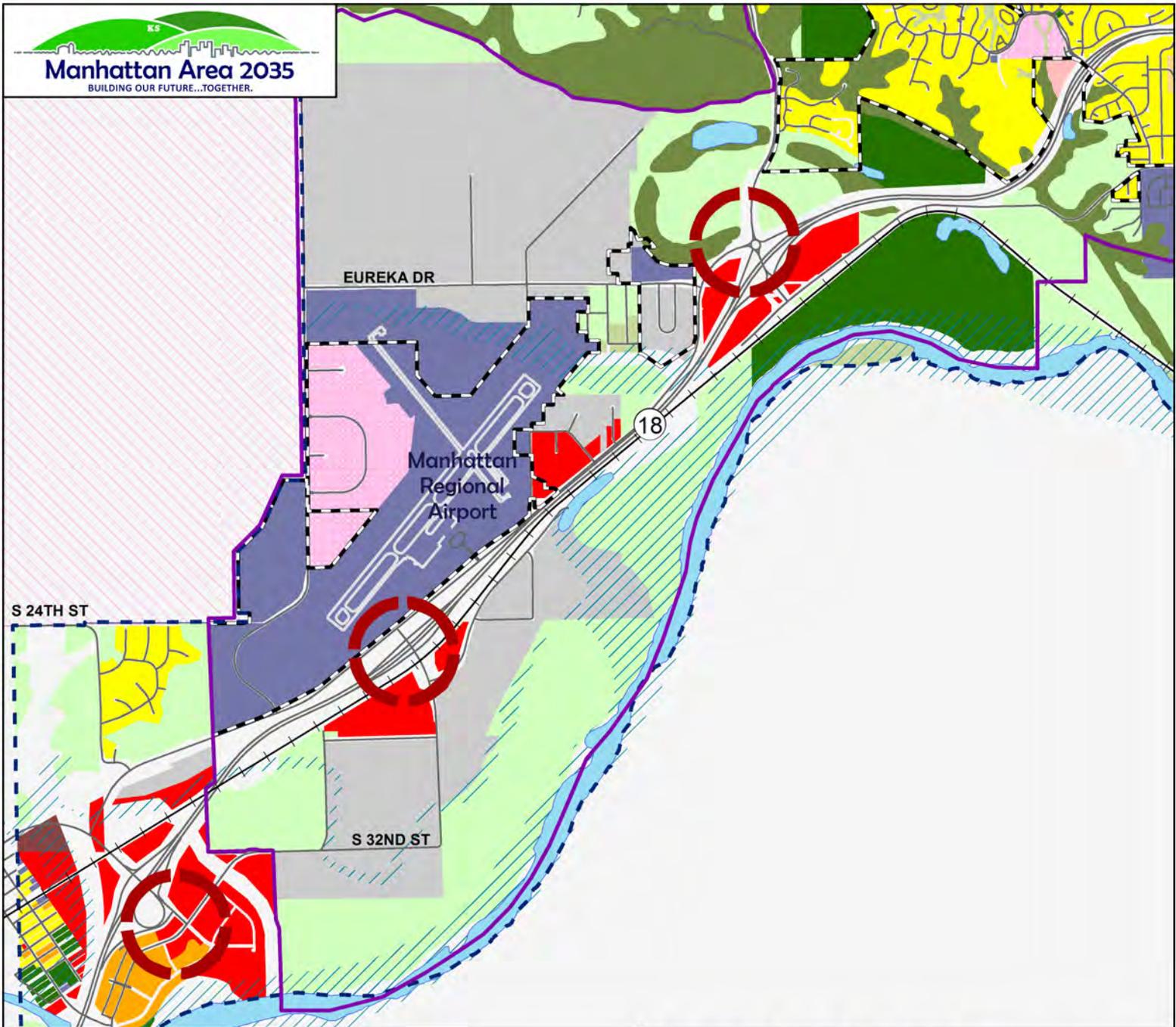
#### EV 5: Gateway Corridor Design

Enhance the Fort Riley Boulevard/K-18 Corridor leading into the community from the southwest through the implementation of the Eureka Valley-Highway K-18 Corridor Overlay, as adopted, using such approaches as landscape treatments, coordinated signage and lighting.

## Chapter 11: Special Planning Area Policies

### **EV 6: Parks and Recreation**

Establish an interconnected system of parks, trails and open space areas to create a framework of green infrastructure to provide opportunities for public recreation and enjoyment of the Eureka Valley.



- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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## FUTURE LAND USE

### Eureka Valley - Highway K-18 Corridor



\* Note: Master plan underway for this area; land uses to be refined as new information becomes available.

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\*\*\*\* Flood Hazard Areas include designated FEMA floodway and areas inundated during the 1993 Flood Event where new development would be prohibited.

Source: City of Manhattan, Riley County, Pottawatomie County



## Blue Township/East US-24 Corridor (BT/US-24)

### Background and Intent

The Blue Township/East US-24 Corridor will be planned and developed in a coordinated fashion, in accordance with this Comprehensive Plan, the US-24 Corridor Management Plan, and other area-specific plans, as adopted. The area is expected to serve as a significant growth area for the Manhattan Urban Area over the next ten to twenty years and beyond, providing opportunities for a mix of housing and support services located within close proximity to major employment centers in the City of Manhattan, at Kansas State University and Fort Riley, and in neighboring communities. Urban development is intended to be focused within the Blue Township Urban Growth Area, where it may be connected to public water and sanitary sewer systems. Outside of the Blue Township Urban Growth Area, residential development is presumed to remain at rural densities. Maximizing the long-term potential of the area and its sustainability over time is contingent upon a shared commitment on behalf of Pottawatomie County, the City of Manhattan, and other regional stakeholders to conduct the more detailed planning needed to identify and determine the most effective means of implementing the full spectrum of improvements needed to serve both existing and future residents. The policies below are intended to serve as a foundation for ongoing coordination and planning for the area.

### Policies

#### **BT/US-24-1: Infrastructure and Services**

Ensure that a full range of facilities and services is planned and implemented to serve existing and future development within the Blue Township Urban Growth Area, including: water/wastewater/stormwater infrastructure; streets/sidewalks; parks, trails/bikeways, and recreational facilities; schools; transit; and police and fire protection. Phase improvements to minimize leap frog development and maximize efficiency as the Blue Township/East US-24 Corridor develops incrementally over time. See Appendix C for more detailed information on utility services.

#### **BT/US-24-2: Mix of Uses—Blue Township Area**

Encourage a mix of low to medium density housing types in new neighborhoods—single-family detached, duplex, and townhomes using Traditional Neighborhood Development (TND) principles. Integrate neighborhood commercial centers and institutional uses as part of individual neighborhoods to reduce the need for area residents to drive longer distances to meet their daily needs. Incorporate a mix of medium density housing types—small lot single-family, duplexes, townhomes, or fourplexes on individual lots—adjacent to or within neighborhood commercial centers, institutional uses, and other hubs of activity.

#### **BT/US-24-3: Mix of Uses—East US-24 Corridor**

Encourage future commercial growth along U.S. 24 to occur in a coordinated fashion as a series of larger “centers.” Discourage the continuation of strip development patterns, consisting of numerous individual development sites with limited connectivity and multiple highway access points. Encourage existing



residential units that abut US-24 between the Blue River and Swamp Angel Road to convert to office and light service commercial uses.

**BT/US-24-4: Transportation Backbone**

Establish an interconnected network of regularly spaced arterials and collectors to effectively distribute traffic generated by existing and future development and provide safe and efficient emergency access within the Blue Township/East US-24 Corridor, as well as to and from the City of Manhattan over the Blue River. Continue to explore the feasibility of extending Junietta Road west over the Blue River, to connect to Marlatt Avenue, working with the City of Manhattan, Flint Hills Metropolitan Planning Organization, Kansas Department of Transportation, and Riley County. Continue to explore capacity improvements to the US-24 corridor. Incorporate on- and off-street pedestrian and bicycle facilities to serve the area and provide strategic connections over the Blue River along US-24 and at the future Marlatt Avenue/Junietta Road extension.

**BT/US-24-5: Right-of-Way Preservation**

Establish a targeted right-of-way preservation strategy as part of more detailed planning efforts for the Blue Township/East US-24 Corridor to ensure critical arterial and collector alignments and connections in the future transportation network are maintained.

**BT/US-24-6: Transit**

Coordinate with FHATA on the potential need to extend existing fixed-route transit across the Big Blue River, as population and employment grows in the Blue Township/East US-24 Corridor.

**BT/US-24-7: Natural Features**

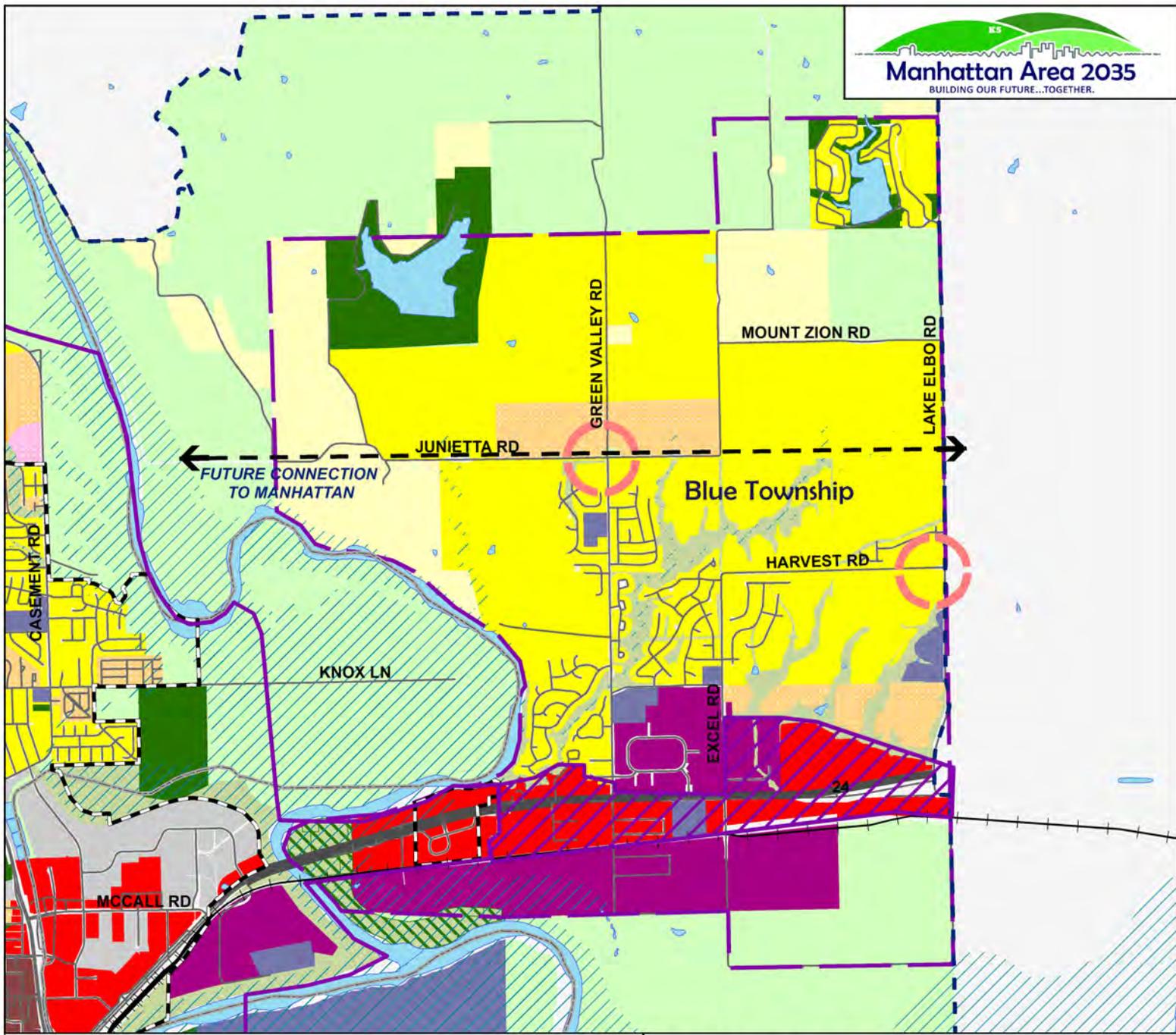
Integrate stream and drainage corridors, wooded areas, and other prominent natural features that contribute to the character of the Blue Township/US-24 Corridor as part of future development. Establish these areas as open space and trail corridors where feasible, emphasizing opportunities to provide off-street pedestrian/bicycle connections within and between individual neighborhoods and to neighborhood commercial centers, schools, and other community amenities.

**BT/US-24-8: Special Floodway Overflow Area**

Identify and implement strategies to preserve the Special Floodway Overflow Area identified on the east bank of the Blue River at US-24.

**BT/US-24-9: Regional Coordination**

Continue collaborative efforts between Pottawatomie County, Pottawatomie County Rural Water District #1, the City of Manhattan, and other stakeholders and service providers to plan and develop the Blue Township/US-24 Corridor in a coordinated fashion.



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## FUTURE LAND USE

### Blue Township / East US-24 Corridor



\* Note: Master plan underway for this area; land uses to be refined as new information becomes available.

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Source: City of Manhattan, Riley County, Pottawatomie County





## West US-24 Corridor (WUS-24)

### Background and Intent

The West US-24 Corridor will be planned and developed in a coordinated fashion, in accordance with this Comprehensive Plan, the Riley County Vision 2025 Plan, and other area-specific plans, as adopted. The area is expected to provide a range of opportunities for manufacturing and/or research uses seeking to locate near Kansas State University and the future NBAF facility, as well as for warehousing or other uses that require larger sites than are available in other office/research parks in the Manhattan Urban Area. Some smaller-scale highway or service commercial services, including convenience stores, storage units, and construction-related activities will be encouraged to reduce the need for employees and residents in the corridor to travel into the City of Manhattan for basic needs. Growth along the West US-24 Corridor will be served by a combination of utility and service providers—Riley County, Rural Water District, and City of Manhattan—as feasible. Scattered growth outside of planned nodes will be discouraged. Future development along the West US-24 Corridor is not anticipated to be annexed into the City of Manhattan.

### Policies

#### **WUS-24-1: Mix of Uses: West US-24 Corridor**

Encourage a concentration of manufacturing, research, and related industrial or service commercial uses adjacent to the Riley County Shops located at the intersection of US-24 and Marlatt Avenue. Accommodate supporting service commercial uses at the intersection of US-24 and Seth Child Road.

#### **WUS-24-2: Potential Growth Area**

Consider future development within the Potential Growth Area, as defined on the Future Land Use map, contingent upon preparation of a detailed master plan that addresses vehicular circulation—internal to the site, as well as connections to US-24 and other connection points, as appropriate; provision of water/wastewater infrastructure; stormwater drainage; relationship to existing development; and other site considerations. Properties adjacent to the highway are intended to be industrial, research, or commercial. Beyond the first tier of properties north of US-24, uses within the Potential Growth Area are intended to be primarily low-density rural residential. South of US-24, at the Seth Child Road intersection, industrial and service commercial uses similar to those planned adjacent to the Riley County Shops may be considered.

#### **WUS-24-3: Circulation and Access**

Require consolidated access points along US-24 in accordance with the Kansas Department of Transportation's (KDOT's) access management policy. Monitor development levels over time to ensure the potential need for expansion of area roadway facilities and an enhanced north-south route connecting US-24 with K-18/Fort Riley Boulevard on the south can be effectively planned and implemented, if necessary. Address pedestrian/bicycle connectivity on a site-by-site basis to promote development of a cohesive network of facilities over time.

## Chapter 11: Special Planning Area Policies

### **WUS-24-4: Gateway Corridor Design**

Develop design guidelines that address a range of signage, lighting, landscaping, and development siting considerations to maintain the open character of the West US-24 Corridor as an important gateway into the community from the northwest.

### **WUS-24-5: Infrastructure and Services**

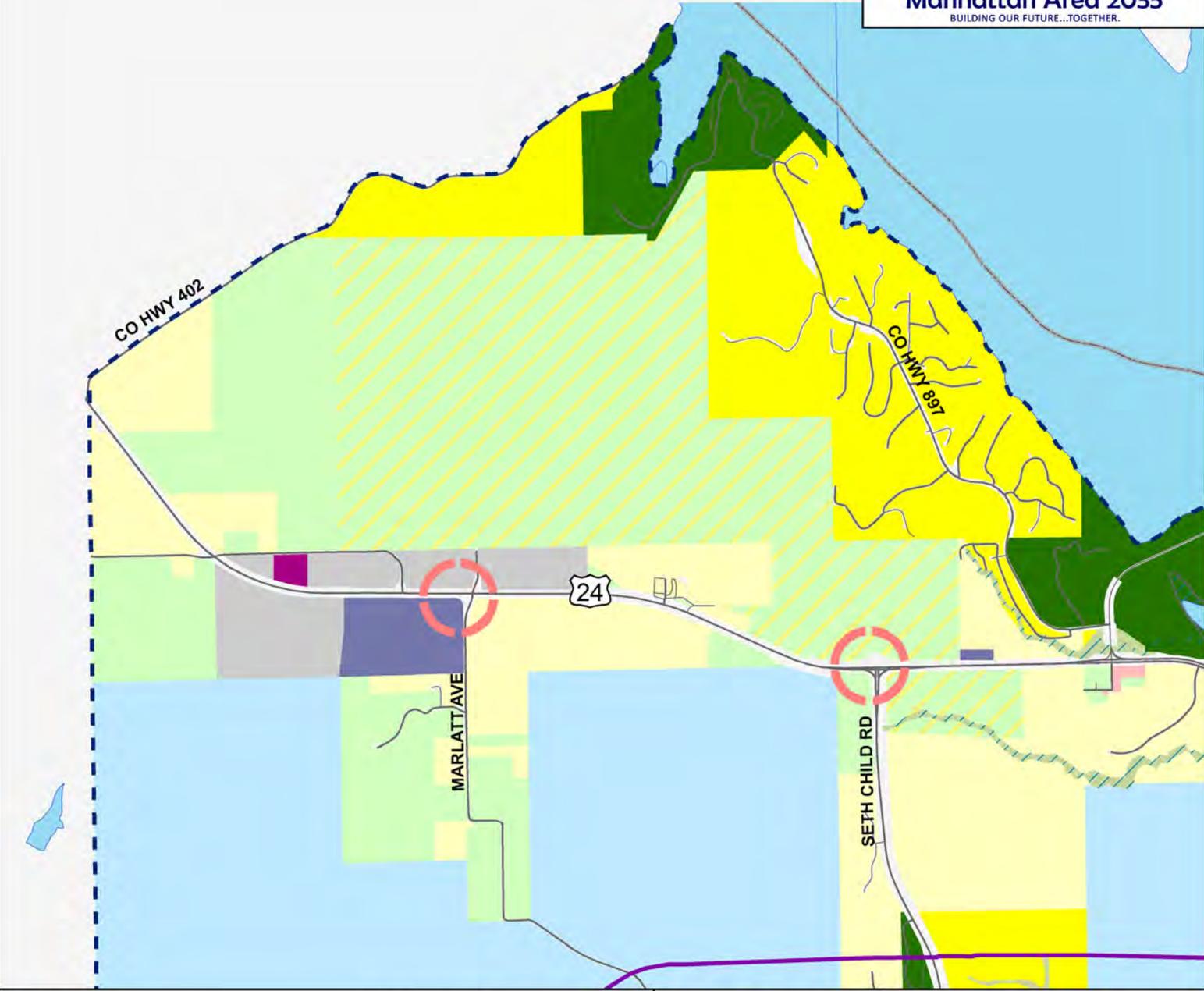
Require that intergovernmental/interlocal agreements for necessary utilities and services are in place, prior to approval of future development. See Appendix C for more detailed information on utility services.

### **WUS-24-6: Natural Features**

Integrate stream and drainage corridors, wooded areas, and other prominent natural features that contribute to the character of the West US-24 Corridor as part of future development.

### **WUS-24-7: Regional Coordination**

Continue collaborative efforts between Riley County, Riley County Rural Water District #1, Riley County Fire District #1, the City of Manhattan, Flint Hills Metropolitan Planning Organization (FHMPO), Fort Riley, and other stakeholders and service providers to plan and develop the West US-24 Corridor in a coordinated fashion.



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## FUTURE LAND USE West US-24 Corridor



**Locator Map**

*\* Note: Master plan underway for this area; land uses to be refined as new information becomes available.*

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*\*\*\*\* Flood Hazard Areas include designated FEMA floodway and areas inundated during the 1993 Flood Event where new development would be prohibited.*

*Source: City of Manhattan, Riley County, Pottawatomie County*



## Blue River Valley (BRV)

### Background and Intent

The Blue River Valley is planned as a mixed-use residential area. The area will contain a series of low to medium density residential neighborhoods, with medium to high density residential focused adjacent to existing higher density housing along Tuttle Creek Boulevard, and along Marlatt Avenue near the intersection of Casement Road. Employment and neighborhood commercial uses should also be integrated to provide a range of employment opportunities and services for residents.

### POLICIES

#### **BRV-1: Flood Risk Protection and Management of Tuttle Creek Reservoir**

The Blue River Valley below Tuttle Creek Reservoir presents unique challenges for development, due to the potential man-made flood releases, which pose a special flood hazard risk to the area, beyond the identified FEMA Floodplain. The City of Manhattan utilized the 1993 Flood event to define the acceptable level of risk, outside of which development will be promoted.

New development shall not be permitted within the Flood Hazard Area, which encompasses the area inundated by the 1993 Flood and the flood way. The Flood Hazard Area is delineated on the Future Land Use map. Reduce flood risks by following the Big Blue River Floodplain Management Plan (currently being completed by the City and Counties).

#### **BRV-2: Mixture of Housing Types**

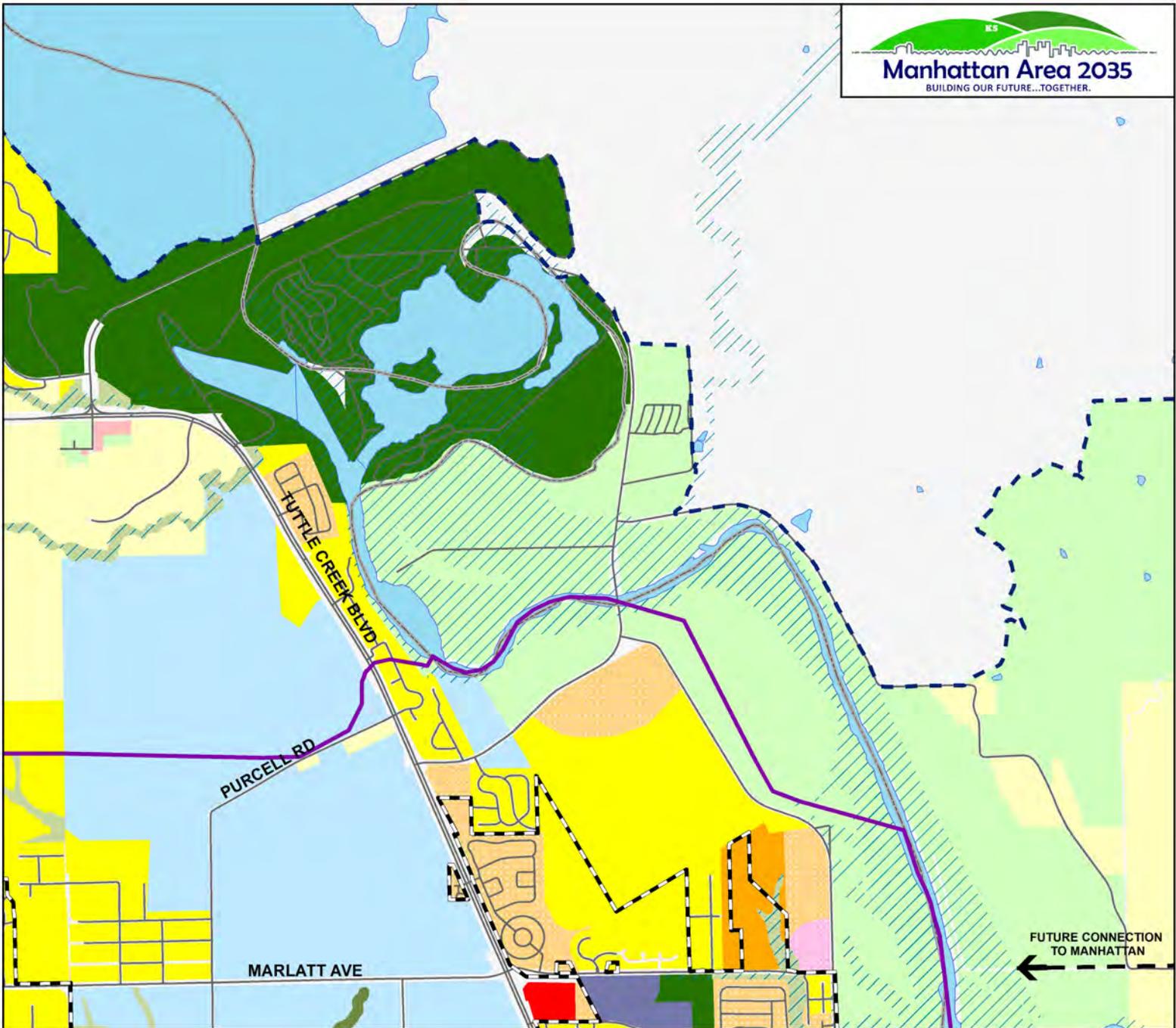
Include a variety of low to medium density housing types in residential neighborhoods. Medium to high density residential should be focused adjacent to established higher density housing along Tuttle Creek Boulevard, and along Marlatt Avenue near the intersection of Casement Road.

#### **BRV-3: Commercial and Employment Opportunities**

Strongly encourage the incorporation of employment and neighborhood or community commercial uses and focus them near the Casement/Marlatt intersection and at Tuttle Creek Boulevard and Marlatt Avenue.

#### **BRV-4: Multi-modal Connectivity**

Continue to explore and implement opportunities to provide multi-modal connections between the Blue River Valley and existing multi-modal facilities in other parts of the Planning Area.



<b>Residential</b>		<b>Public/Institutional</b>	
	Urban Core Residential		Kansas State University
	Residential High Density		Parks and Recreation
	Residential Low to Medium Density		Public/Semi-Public
	Residential Medium to High Density		Preserved Open Space
	Rural Residential		Environmentally-Sensitive Areas**
	Future Master Plan Area *		Special Floodway Overflow Area ***
	Potential Growth Area (contingent upon preparation of a detailed plan for circulation and infrastructure provision)		Agriculture
			Flood Hazard Area (Floodway and 1993 Event)****
<b>Commercial/Mixed Use</b>			Wetlands and Streams
	Future Community Commercial Center		Comprehensive Plan Boundary
	Future Neighborhood Commercial Center		Manhattan City Boundary
	Central Core District		County Line
	Community Commercial		Urban Service Area Boundary
	Neighborhood Commercial		Potential Future Urban Service Area
<b>Industrial/Office</b>			Blue Township Urban Growth Area
	Service Commercial		
	Industrial		
	Office-Research Park		

## FUTURE LAND USE Blue River Valley



Locator Map

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Source: City of Manhattan, Riley County, Pottawatomie County



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