

POYNTZ AVENUE
CORRIDOR

DISTRICT PLAN

MANHATTAN

KANSAS

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Adopted February 1, 1994

Table of Contents

	<u>Page Number</u>
I. Introduction	1
A. History of the Corridor.....	1
B. Study process.....	1
C. Purpose.....	2
D. Role of the Corridor.....	2
II. Existing conditions	4
A. Visual analysis.....	4
B. Existing land uses.....	6
C. Building conditions.....	7
1. Structural conditions.....	7
2. Building ages.....	9
3. Structural condition versus building age.....	12
D. Circulation analysis.....	15
1. Sidewalks.....	15
2. Traffic study.....	16
E. Development history.....	19
1. Zoning History.....	19
2. Development activity in the C-1, Restricted Business District.....	21
3. Existing zoning regulations.....	21
F. Historic resources.....	22
1. National Register of Historic Places.....	23
2. State Register of Historic Kansas Places.....	24
G. 1991 Comprehensive Land Use Plan.....	24
III. Informal interviews	25
IV. Goals and objectives	27
V. Area Summaries	30

List of Maps and Figures

	<u>Page Number</u>
<u>Maps*</u>	
Map 1, Base Map.....	2
Map 2, Visual Analysis Map.....	4
Map 3, Existing Land Uses.....	6
Map 4, Existing Building Conditions.....	8
Map 5, Sidewalk Conditions.....	15
Map 6, Crosswalks.....	15
Map 7, Traffic Count Map.....	17
Map 8, Zoning Map.....	21
Map 9, Development Activity in the C-1 District.....	21
Map 10, Historic Sites in the Poyntz Corridor.....	22
Map 11, Adopted Land Use Plan.....	24
Map 12, Area Boundaries.....	30

* All maps follow the page number indicated.

Figures

Figure 1, Existing Land Use Inventory.....	7
Figure 2, Average Age & Condition Study - By Street.....	10
Figure 3, Average Age & Condition Study - By Land Use.....	11
Figure 4, Average Age vs. Condition Study - By Street.....	13
Figure 5, Average Age vs. Condition Study - By Land Use.....	14
Figure 6, Sidewalk Condition Study.....	16

PART I: INTRODUCTION

HISTORY OF THE CORRIDOR

The City of Manhattan is a community of approximately 38,000 people located in the Flint Hills Region of North Central Kansas. The City was founded in 1855 by a group of New England emigrants led by Issac T. Goodnow. In 1861, Kansas State University, the nation's first land grant university, was established. Kansas State University, and Fort Riley Military Base located 15 miles west of the City, have helped Manhattan to continue to grow at a steady rate throughout the years.

Poyntz Avenue has served as Manhattan's "Main Street" throughout the City's history. In the mid 1800's Manhattan's first bridge was built spanning the Big Blue River. After 1859, many gold seekers heading to the Rocky Mountains passed through Manhattan via Poyntz Avenue, and as a result the City flourished as a regional center. By 1860, the Manhattan House - the City's first hotel, Gove Hall - a town meeting place and cultural center, and the post office were built on Poyntz Avenue.

Over the course of Manhattan's history, many events have influenced the growth and development of Poyntz Avenue. One such event occurred in 1951 when Manhattan experienced a major flood which had a significant impact on businesses and homes along Poyntz Avenue. Another significant event which has influenced the growth and development of the corridor was the construction and opening of Manhattan Town Center, a 350,000 square foot regional shopping center. The creation of the facility has helped to anchor the east end of the Poyntz Avenue Corridor and maintain Manhattan's downtown as a viable regional center.

STUDY PROCESS

The Poyntz Avenue Corridor Study was initiated by the Manhattan Urban Area Planning Board, following adoption of the Comprehensive Land Use Plan in June of 1991. At the time of adoption, the Board identified eight topics for future study as being important to the Community and needing further consideration and analysis. One of those topics focused on Corridors and Conservation.

The Poyntz Avenue Corridor Study has developed in three phases. The first phase was presented to the Manhattan Urban Area Planning Board on November 18, 1991, and dealt mostly with data collection and quantitative analyses of the Corridor. At the November 18th meeting, the Board gave Staff nine additional topics which it felt needed further study for Phase II. The second phase of the study was presented to the Board on June 15, 1992. At that

time, the Board directed Staff to work on a third phase, which was the formulation of the Poyntz Avenue Corridor Study into a district plan.

The study area for the Poyntz Avenue Corridor is defined as the area beginning at Manhattan High School on the west, and extending to Manhattan Town Center on the east. The study area is bounded on the north by Humboldt Street and on the south by Houston Street (See Map 1).

PURPOSE

The intent of this District Plan is to analyze the Corridor's past and present conditions to determine its strengths and weaknesses, and identify actions which may promote and build upon positive features of the Corridor. The range of topics that were analyzed includes:

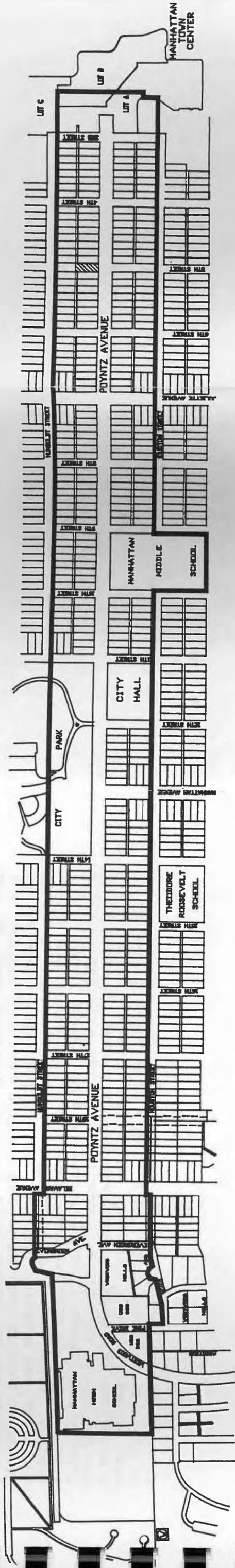
- land use;
- zoning and development issues;
- building age;
- building condition;
- pedestrian and traffic facilities;
- historic structures;
- visual perceptions and imaginability; and
- nonconforming uses;

The Poyntz Avenue District Plan is intended to compliment the Comprehensive Land Use Plan by providing a more focused set of goals, objectives and implementation strategies for the Poyntz Avenue Corridor than are provided by the Comprehensive Plan.

ROLE OF THE CORRIDOR

The central feature of the Corridor is Poyntz Avenue's role as Manhattan's Main Street. The following excerpts are from the Downtown Manhattan "Yes" Study and the Central Business District Land Use Element, respectively.

"The early settlers also gave Manhattan its "Main Street" running through the center of town and, in this case, dividing the original holdings of the New England settlers from those of the Cincinnati group. The name of Main Street was soon changed to "Poyntz Avenue," in honor of Colonel Poyntz who helped finance the Cincinnati settlers. But its function was (and still is) that of the main street (as in many other American towns), the primary street along which businesses, banks, and other downtown activities concentrate."



POYNTZ AVENUE CORRIDOR DISTRICT PLAN
STUDY AREA

CITY OF MANHATTAN MANHATTAN, KANSAS	MAP NO. 1 OF 12
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"Poyntz has all the elements of "Main Street." Manhattan originated at the end of Poyntz. Poyntz has long been the major circulation route through the community. It has churches, financial institutions, government offices, retail businesses, parks, community shopping, a library and schools. It is the parade street. It has character and a human scale. It is dignified with the most prominent buildings in town except for those at the University. It is a changing street, evidence of the evolution of Manhattan. It is a street of many uses and it connects downtown to other parts of the community. It is the key to the grid system that is the characteristic of Manhattan."

Today the Poyntz Avenue Corridor continues to serve the many needs of the Community. The Corridor is Manhattan's professional and governmental office focal point by providing many of the financial institutions, as well as the City and County offices, and municipal and district courts. The Corridor also continues to provide religious, recreational, educational and cultural opportunities through the numerous churches, City Park, the Middle School, High School, Public Library, and the future Arts Center. The east end of the Corridor comprises Manhattan's Central Business District and progresses to professional office uses and residential uses on the west end. The east half of Poyntz Avenue also serves as the City's parade route for special events and also has other civic amenities including City Park and the Public Library.

PART II: EXISTING CONDITIONS

The analysis of existing conditions was done through extensive field surveys. To supplement the data, comparative research was done with information from the Manhattan Polk Directory, tax records, Riley County aerial reappraisal maps, and other relevant sources.

VISUAL ANALYSIS

City Staff conducted a visual analysis of the corridor in an effort to interpret the visual qualities of the area (See Map 2). Such an analysis relies upon subjectivity and personal perceptions. In order to produce continuity between various perceptions several definitions have been developed for use in this study as follows:

Landmark- A significant building, place or object which portrays a positive image.

Activity Center- A place which draws action and social interaction.

Significant Intersections- A prominent point of vehicular crossing.

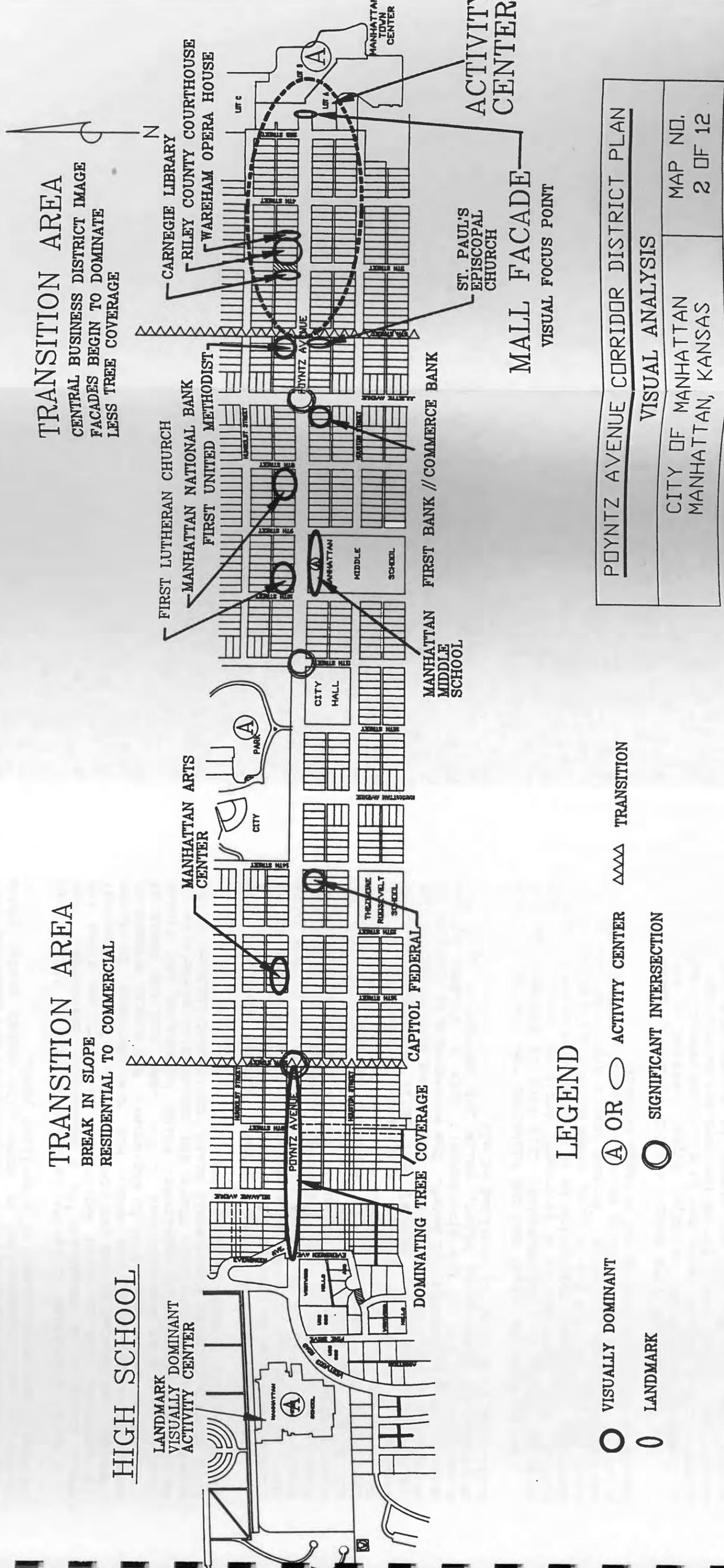
Visually Dominant- A building, place or object which is noticeable due to its magnitude or impact on its surroundings.

Transitional Areas- A point or location where the character of an area changes from one condition to another.

The Central Business District and the Manhattan High School play significant roles in the visual impact of the Corridor. These sites form the anchors to the linear corridor which is dominated by a framing of tree canopies. Since these terminal points possess social, cultural, and economic qualities, they are characterized by multiple visual elements. While it is likely that elements in the Corridor could meet several of the visual analysis definitions, for the purpose of this study each element will be assigned to its most prominent definition.

The analysis relies upon a "visual journey" along Poyntz Avenue and examines all elements starting with the High School and terminating at the Manhattan Town Center. The High School, built in 1957, has evolved into a visually dominant landmark and is one of the most prominent activity centers along Poyntz Avenue. The High School serves as the western visual terminus of the Corridor.

Directly adjacent to the High School lies a transitional,



TRANSITION AREA

CENTRAL BUSINESS DISTRICT IMAGE
FACADES BEGIN TO DOMINATE
LESS TREE COVERAGE

TRANSITION AREA

BREAK IN SLOPE
RESIDENTIAL TO COMMERCIAL

HIGH SCHOOL

LANDMARK
VISUALLY DOMINANT
ACTIVITY CENTER

FIRST LUTHERAN CHURCH

MANHATTAN NATIONAL BANK

FIRST UNITED METHODIST

MANHATTAN ARTS
CENTER

CITY

PARK

CITY HALL

MANHATTAN
MIDDLE
SCHOOL

FIRST BANK // COMMERCE BANK

MANHATTAN
MIDDLE
SCHOOL

LEGEND

○ VISUALLY DOMINANT

○ LANDMARK

Ⓐ OR ○ ACTIVITY CENTER

○ SIGNIFICANT INTERSECTION

△△△ TRANSITION

POYNTZ AVENUE CORRIDOR DISTRICT PLAN

VISUAL ANALYSIS

CITY OF MANHATTAN
MANHATTAN, KANSAS

MAP NO.
2 OF 12

MALL FACADE

VISUAL FOCUS POINT

ST. PAUL'S
EPISCOPAL
CHURCH

ACTIVITY
CENTER

MANHATTAN
TOWN
CENTER

CARNEGIE LIBRARY

RILEY COUNTY COURTHOUSE

WAREHAM OPERA HOUSE

LOT C

LOT B

LOT A

LOT D

LOT E

LOT F

LOT G

LOT H

LOT I

LOT J

LOT K

LOT L

LOT M

LOT N

LOT O

LOT P

LOT Q

LOT R

LOT S

LOT T

LOT U

LOT V

LOT W

LOT X

LOT Y

LOT Z

LOT AA

LOT AB

LOT AC

LOT AD

LOT AE

residential area from Evergreen Avenue to 17th Street. A variety of older architectural styled homes, typically from the 1920's and 1930's, dominate the area. These neighborhoods are generally well maintained and characterized by homes with wooden roofs, stone chimneys, and an abundance of tree-lined yards.

This residential character is dominant down to 17th Street where there is a transition to a commercial character. The intersection, one of three significant intersections along the Corridor, is bounded by two gas stations. Not only are commercial uses introduced into the area, but the decrease in slope contributes to the transition in character. The visual appearance changes as Poyntz Avenue widens to four lanes and the scale of buildings increases in magnitude, which influences the visual appearance of the Corridor. There are residential structures in this area, but due to their small scale, their contribution to the overall visual appearance is limited.

Continuing east on Poyntz Avenue, between 17th and 14th Streets, the area is dominated by a variety of uses, i.e., funeral home, professional offices, arts center, as well as single family homes. The scale of this area is mostly reflected by one story commercial structures. The influx of commercial buildings and other professional offices begins to change the visual quality of the area. The area no longer appears residential, instead the appearance is commercial. In contrast to the residentially dominated portion of the Corridor, these three blocks lack a massing of trees and general landscaping. There is a weak continuity between the natural and built environment. The structures and parking lots in this three block section portray an image of "highway commercial uses". The environment is designed to accentuate the use of the structures. This is evident by the character of landscaping which, while not detracting from the buildings, is minimal if provided at all.

While the High School and the Manhattan Town Center form the terminal points for the Corridor, City Park is situated in the middle, and functions as a prominent activity center for the Corridor. The visual perception is of greater open space along the south edge of the Park due to wider views which are unrestricted by the visual edge of buildings. Across Poyntz Avenue is City Hall, a 1950's metal facade building which is visually softened by the combination of landscaping and a large setback.

The area between 11th Street and 6th Street is characterized by numerous structural building types, serving a variety of commercial and offices uses, and to a limited extent, residential activities. Though a majority of the uses are nonresidential, i.e. professional offices, they are housed in converted single family structures, thus retaining the residential character of this section. The residential character is further accentuated through people oriented uses: churches, the middle school, the number of

trees, and the intensity of the landscaping.

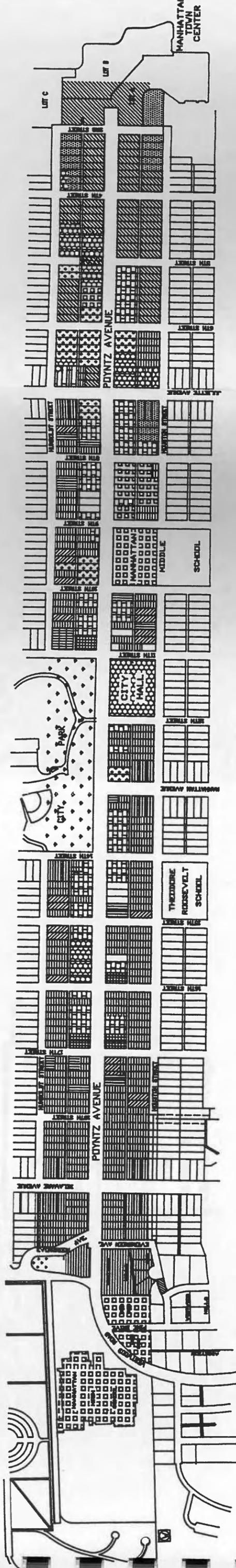
In general, the scale of this area is characterized by two story structures, with the exception of the Commerce Bank Tower which is seven stories tall and located close to the intersection of Poyntz Avenue and Juliette Avenue. Several visually dominating elements stand out as representative of this segment's identity i.e., First Lutheran Church and Manhattan National Bank. In addition to the strong visual elements in this segment, the Manhattan Middle School, a Manhattan landmark, contributes to pedestrian and vehicular activity throughout the Corridor and preserves some of the heritage of the Community. This area is heavily influenced by traffic patterns generated around two significant intersections, 11th Street & Poyntz Avenue and Juliette Avenue & Poyntz Avenue. The most significant intersection in the Corridor is at Poyntz Avenue and Juliette Avenue, due to it's location, large volumes of traffic, significant adjacent structures and land uses, and its overall function as a major activity center.

The final section of the Corridor lies between 6th Street and the Manhattan Town Center. This area is influenced by architectural and environmental amenities, streetscaping, periodic flag displays, and street lighting which contribute to a "Downtown" atmosphere. This feeling is intensified in the evenings and during special holiday celebrations. The environmental qualities in this area are designed to be people and activity orientated.

The character of this eastern area is dominated by reduced distance between the buildings and the street, and increased building mass. The lack of side yards, forms visual edges along both sides of the street that are generally uninterrupted except by cross streets. The scale and intensity of this area are exhibited in the Wareham Complex and the Riley County Court House. A sense of grandeur is replicated in the designs and forms of these buildings. Not only do the buildings possess dominating physical features, the historical and cultural heritage of these buildings are equally as prominent. The Manhattan Town Center facade is a landmark which forms the eastern confines of the Corridor.

EXISTING LAND USES

The Existing Land Use Map (See Map 3), illustrates the mixture of uses and their actual locations. The Poyntz Avenue Corridor includes a broad spectrum of land use categories, from retail/commercial at the east end, to residential at the west end. Figure 1 shows that the greatest percentage of land use along the Poyntz Avenue Corridor is single family residential. The next leading uses are: schools, retail commercial, office, and parks. Churches, public parking, and public facilities account for a smaller portion, yet are still a significant part of the entire stretch. Finally, 2-unit residential, 3+ -unit residential, vacant land, and



LEGEND

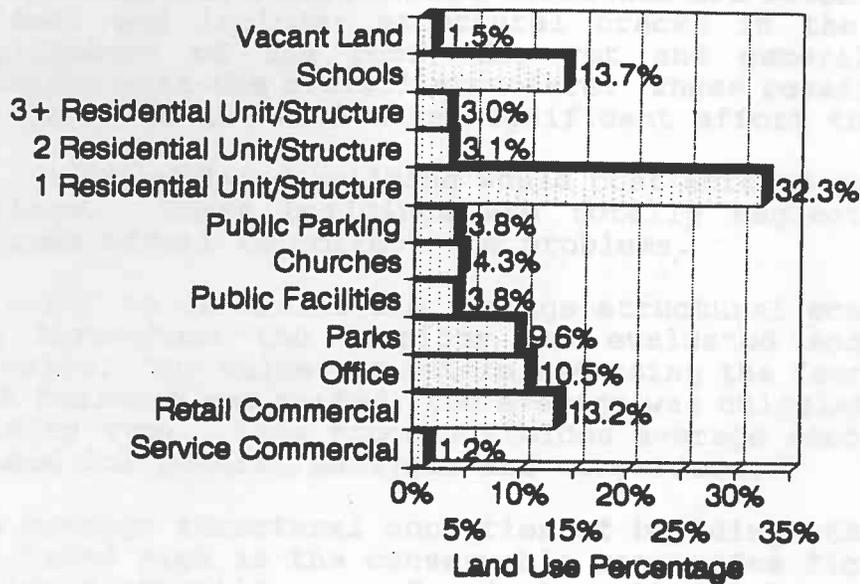
- | | | | | | |
|--|------------------------|--|--------------------|--|----------|
| | VACANT LAND | | PUBLIC FACILITIES | | SCHOOLS |
| | RESIDENTIAL (1 UNIT) | | OFFICE | | PARKS |
| | RESIDENTIAL (2 UNITS) | | RETAIL COMMERCIAL | | CHURCHES |
| | RESIDENTIAL (3+ UNITS) | | SERVICE COMMERCIAL | | PARKING |

POYNTZ AVENUE CORRIDOR DISTRICT PLAN
 EXISTING LAND USES

CITY OF MANHATTAN MANHATTAN, KANSAS	MAP NO. 3 OF 12
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service commercial uses account for the remainder of the property throughout the corridor. As the number of categories indicates, there is a great deal of diversity along the Corridor.

Figure 1
Existing Land Use Inventory



BUILDING CONDITIONS

Structural Conditions: For this study, exterior structural conditions were observed and rated, however, interior conditions of the buildings were not analyzed. Commercial buildings and houses were both evaluated using the same criteria. In many of the commercial buildings it was impossible to evaluate roof conditions, therefore some speculation was necessary. Individual houses and commercial buildings were rated based on existing structural conditions with no emphasis placed on architectural qualities of the building. The goal of the study was to be as objective as possible.

Four categories were established to evaluate each of the buildings: excellent; conservable; substandard; and dilapidated. To allow for a greater range of flexibility in judgement, a plus and minus scale was added to each category, giving a total of ten categories.

An excellent building is like new, or has no obvious detracting problems. These buildings require no immediate

repair or attention.

A conservable building requires only minor maintenance to bring the building up to the excellent range. The minor repairs necessary might include: exterior paint, minor gutter work, roof reshingling and other minor, relatively inexpensive repairs. For the purpose of this study, a conservable building is considered to be a good building.

A substandard building needs some significant repairs. The problems in a substandard structure are becoming much more evident and include: structural cracks in the foundation, replacement of the roof, dry rot and general structural problems with the overall structure. These repairs are costly to the owner and will take significant effort to correct.

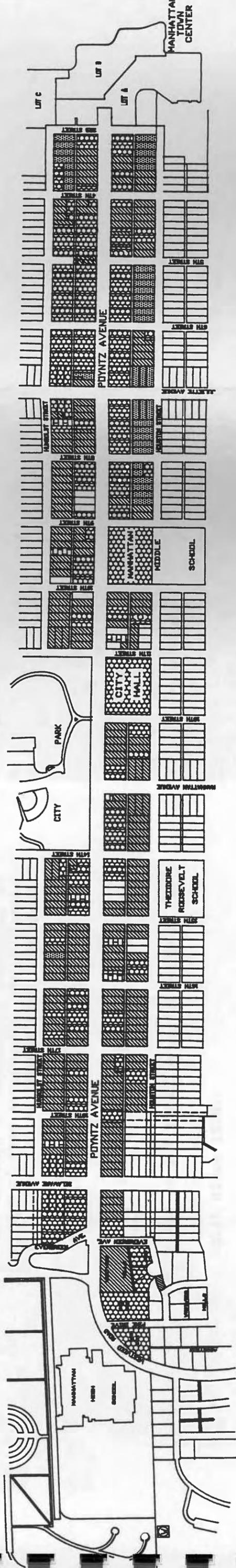
A dilapidated building would cost more to repair than to replace. These buildings are totally neglected and need extreme effort to correct the problems.

In order to determine the average structural condition, each building throughout the Corridor was evaluated and assigned a numeric value. The value was determined using the four categories. Once each building was ranked, the average was calculated by street and building type. This process yielded average conditions which can be used for general analysis and comparison.

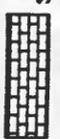
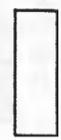
The average structural condition of buildings throughout the Corridor rated high in the conservable range (See Figure 2). The best building conditions are found along Poyntz Avenue and all of the cross streets which ranked high in the conservable range. The conditions along Houston Street and Humboldt Street, were slightly lower, yet still in the conservable range (See Map 4). This indicates, that on average, there is no extreme variation in the conditions of buildings throughout the Corridor.

Looking at structural condition according to building type, analysis shows that the best buildings are schools, public buildings, and churches, which fell into the excellent category. Commercial and office buildings are high in the conservable category, while the lowest rating in the corridor is residential, although it is still classified conservable (See Figure 3).

As these numbers indicate, the quality of buildings throughout the corridor is generally good. The public buildings tend to be in better condition than the residential structures. It is important to note that these conclusions are based on average conditions. In many cases there are excellent buildings in the areas which have lower averages and there are some substandard structures in the areas which ranked higher. The use of averages is a way to gain an overall feel for the quality of structures, and is not intended to provide exacting information.



LEGEND

-  EXCELLENT
-  CONSERVABLE
-  SUBSTANDARD
-  PUBLIC PARKING
-  VACANT LAND

POYNTZ AVENUE CORRIDOR DISTRICT PLAN
EXISTING BUILDING CONDITIONS
CITY OF MANHATTAN
MANHATTAN, KANSAS
MAP NO.
4 OF 12

Figure 2
Ages & Conditions - By Street

Building Ages: A building's significance might be tied to the time period in which it was built. The age of a building may also help determine and explain structural conditions found. Some of the determining factors looked for in the building's age are:

- building style;
- roof pitch;
- window type;
- window width and height;
- window placement;
- foundation materials;
- number of chimneys;
- building materials; and
- attached versus detached garages.

The buildings were classified through an estimation technique as well as some personal knowledge of some structures. In instances when the dating was uncertain, some brief research was necessary.

The three categories used in the age classification of the buildings in the Poyntz Avenue Corridor are: old; middle aged; and new.

Old is defined as any building which was originally constructed prior to 1940.

Middle aged is classified as any building built between the years 1940 and 1969.

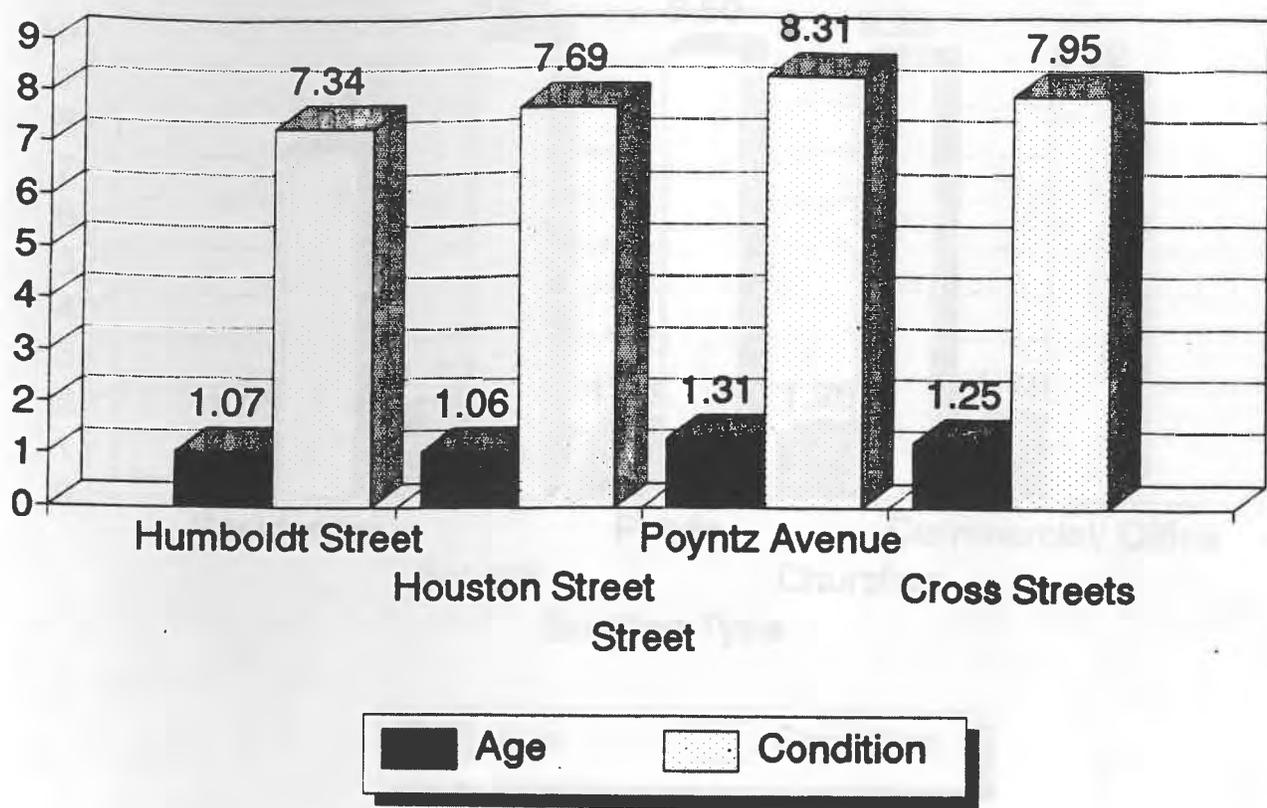
New is any building built since 1970.

In order to quantify the data, a point system was used for the ages. Old buildings are classified as 1, middle aged as 2, and new buildings as 3. The significance of these numbers is to allow us to see the trends of building ages throughout the Corridor.

As a whole, the buildings along the Poyntz Avenue Corridor are generally pre-1940. However, many of the older structures, such as the Manhattan Middle School have undergone rehabilitation. On average, the oldest buildings are found along Houston Street and Humboldt Street. Buildings on Poyntz Avenue and the cross streets are slightly newer and approaching the middle aged category, although most of the structures are still pre-1940. Statistically, the oldest building types are residential structures. Some slightly newer buildings include churches, public buildings, and commercial and office buildings. As a group, the newest structures in the Corridor are schools, which are extremely close to the middle aged category (See Figure 3). These are statistical averages that may not accurately describe specific areas along the Corridor. In addition, some categories may be so small that the averages are easily influenced by small discrepancies.

Figure 2

Average Age & Condition - By Street



Index of Structural Condition

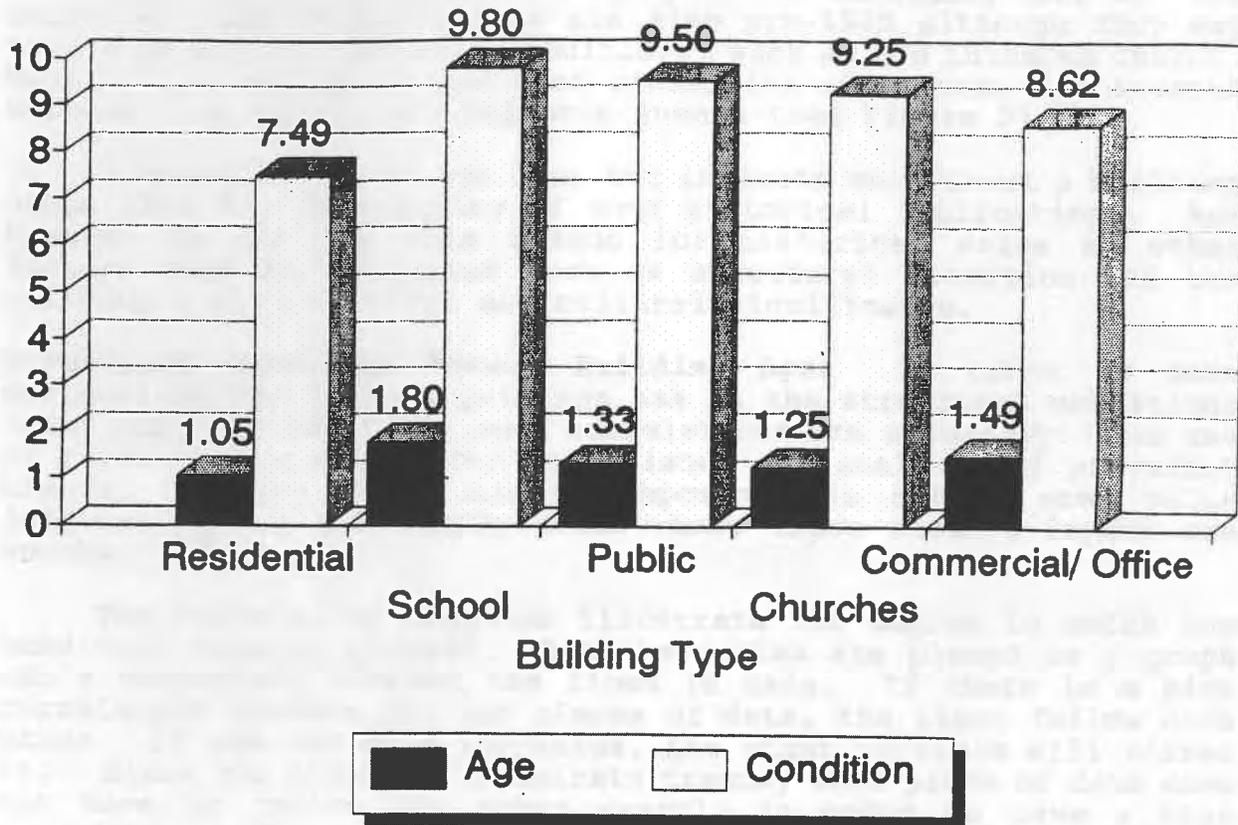
Numeric Value	Condition
10	Excellent +
9	Excellent
8	Excellent -
7	Conservable +
6	Conservable
5	Conservable -
4	Substandard +
3	Substandard
2	Substandard -
1	Dilapidated

Index of Structural Age

Numeric Value	Classification	Date of Construction
1	Old	Pre 1940
2	Middle aged	1940-1969
3	New	Since 1970

Figure 3

Average Age & Condition - By land Use



Index of Structural Condition

Numeric Value	Condition
10	Excellent +
9	Excellent
8	Excellent -
7	Conservable +
6	Conservable
5	Conservable -
4	Substandard +
3	Substandard
2	Substandard -
1	Dilapidated

Index of Structural Age

Numeric Value	Classification	Date of Construction
1	Old	Pre 1940
2	Middle aged	1940-1969
3	New	Since 1970

Figure 4

Average Age vs. Condition - By Street

In general, the buildings east of Juliette Avenue are almost entirely in the pre-1940 category. In addition, all of the churches along Poyntz Avenue are also pre-1940 although they may have some significant newer additions, such as the Lutheran Church. Most of the medium or new aged commercial structures are located between 17th Street and Juliette Avenue (See Figure 2).

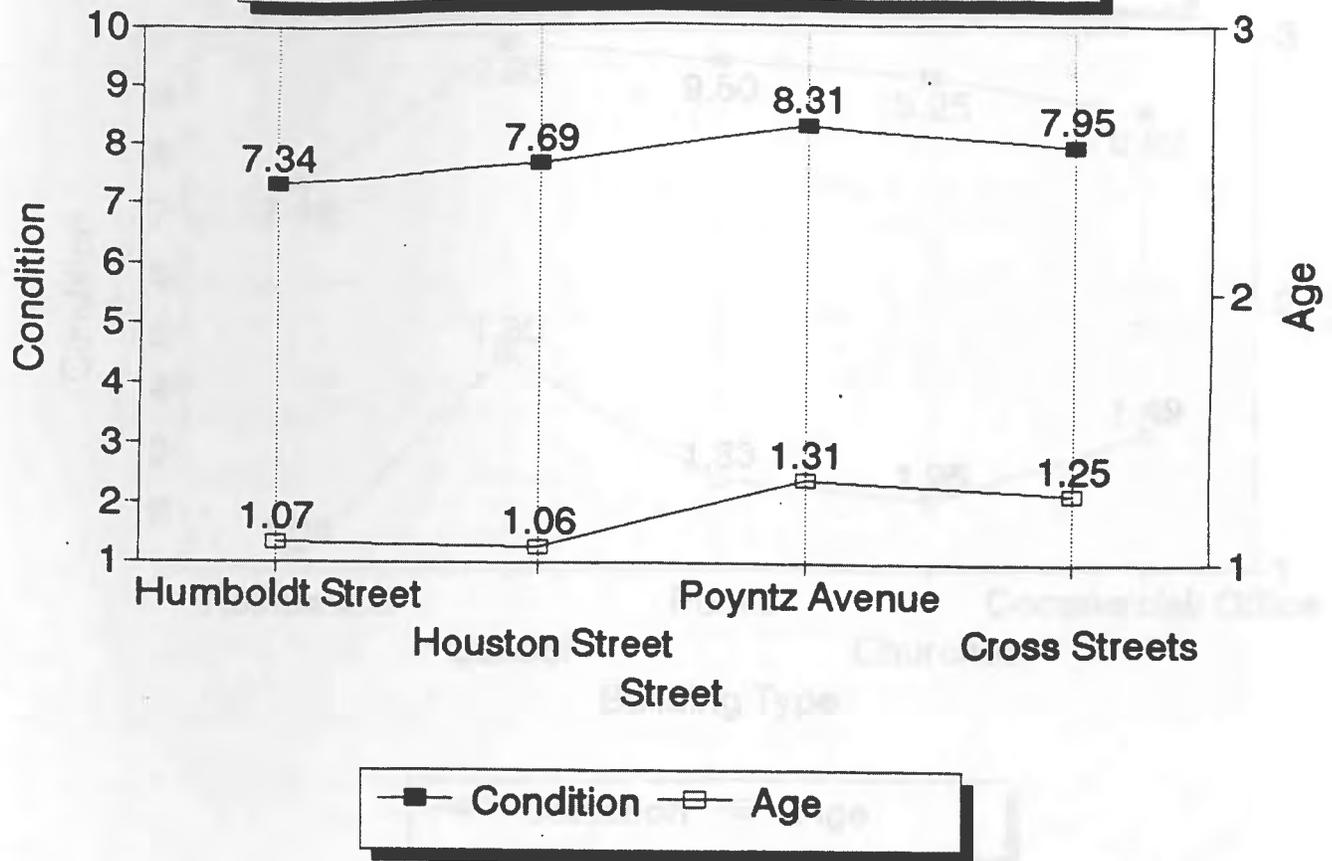
Looking solely at age does not indicate much about a building other than the possibility of some historical implications. Age however is not the sole reason for historical value as other factors must be evaluated such as structural condition and the building's architectural and cultural significance.

Structural Condition Versus Building Age: In order to make evaluations about the impact age has on the structural conditions throughout the Corridor, some correlations are necessary. The use of correlations allows for comparisons and analysis of prevalent trends. These trends can be important in making some value judgements, and they imply areas where these factors impact one another.

The correlation diagrams illustrate the degree to which one condition impacts another. Both variables are placed on a graph and a comparison between the lines is made. If there is a high correlation between the two pieces of data, the lines follow each other. If one variable increases, the other variable will mirror it. Since the diagrams illustrate trends, each piece of data does not have to follow the other exactly in order to have a high correlation. The most important aspect is that the majority of one variable conforms with the other. If there is low correlation between two pieces of data, the lines will diverge from each other. If one variable increases, the other variable will decrease.

Analysis of the average building structural condition versus age correlation diagrams, indicates that there is a correlation between structural condition and age. On Houston Street and Humboldt Street, the two streets with the oldest structures, the average conditions were lower. Conversely, structures on Poyntz Avenue and the cross streets had a younger average age and better average structural condition. The correlation generally indicates that as a structure becomes older, it generally needs more repair and maintenance (See Figure 4). This obviously is not true of all structures and it is merely an average trend. Similar results are evident when looking at the building type diagram. Residential buildings are, on average, the oldest structures in the Corridor and generally need more repair. Schools within the District have the best structural condition and they are generally newer structures (See Figure 5).

Figure 4
Average Age vs. Condition - By Street



Index of Structural Condition

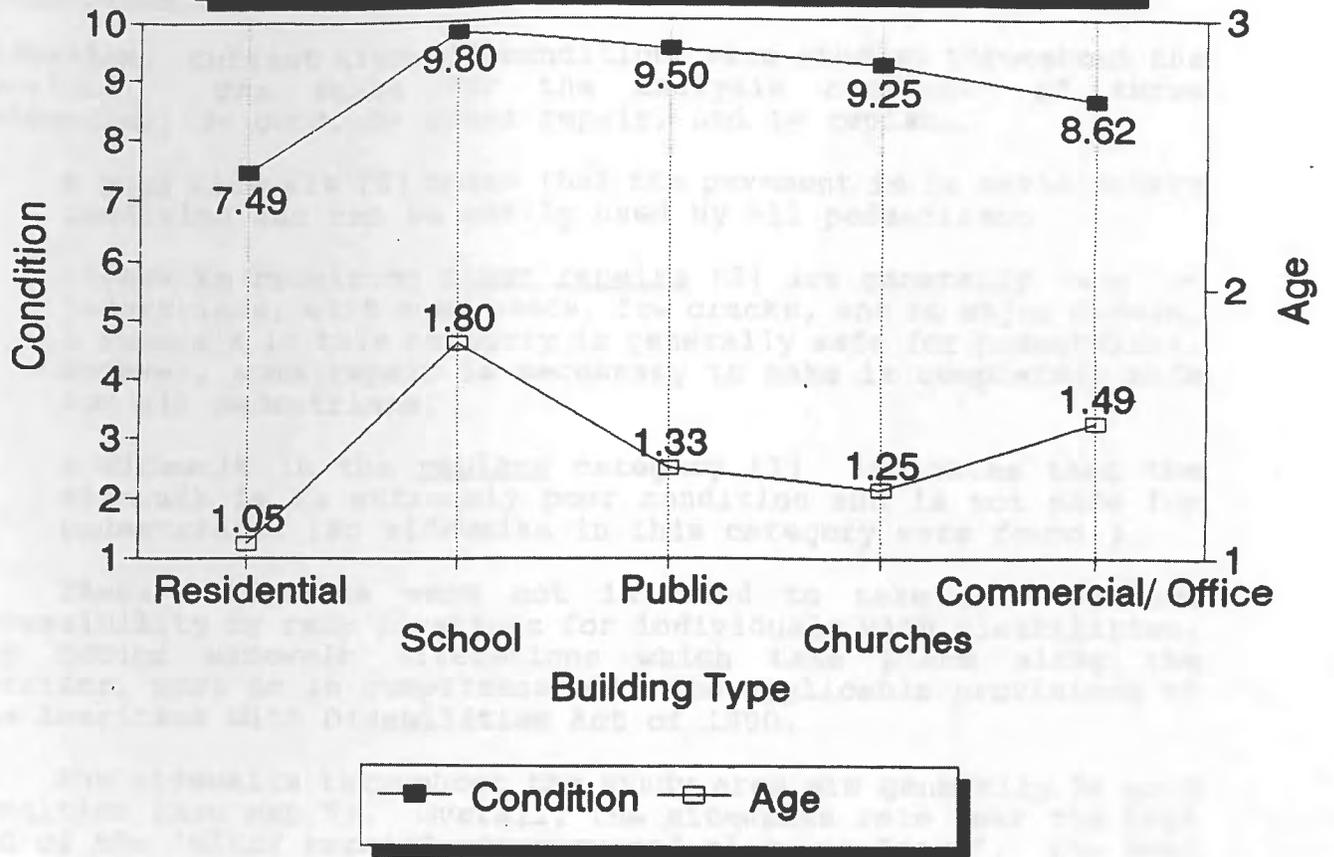
Numeric Value	Condition
10	Excellent +
9	Excellent
8	Excellent -
7	Conservable +
6	Conservable
5	Conservable -
4	Substandard +
3	Substandard
2	Substandard -
1	Dilapidated

Index of Structural Age

Numeric Value	Classification	Date of Construction
1	Old	Pre 1940
2	Middle aged	1940-1969
3	New	Since 1970

Figure 5

Average Age vs. Condition - By Land Use



Index of Structural Condition

Numeric Value	Condition
10	Excellent +
9	Excellent
8	Excellent -
7	Conservable +
6	Conservable
5	Conservable -
4	Substandard +
3	Substandard
2	Substandard -
1	Dilapidated

Index of Structural Age

Numeric Value	Classification	Date of Construction
1	Old	Pre 1940
2	Middle aged	1940-1969
3	New	Since 1970

CIRCULATION ANALYSIS

Sidewalks: Current sidewalk conditions were studied throughout the corridor. The scale for the analysis consisted of three categories; 3= good, 2= minor repair, and 1= replace.

A good sidewalk (3) means that the pavement is in satisfactory condition and can be easily used by all pedestrians.

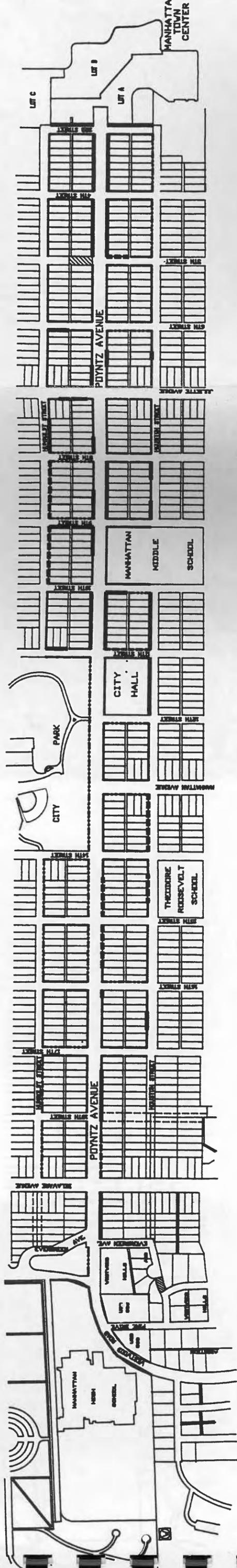
Sidewalks requiring minor repairs (2) are generally safe for pedestrians, with some weeds, few cracks, and no major damage. A sidewalk in this category is generally safe for pedestrians. However, some repair is necessary to make it completely safe for all pedestrians.

A sidewalk in the replace category (1) indicates that the sidewalk is in extremely poor condition and is not safe for pedestrians. (No sidewalks in this category were found.)

These categories were not intended to take into account accessibility or ramp locations for individuals with disabilities. Any future sidewalk alterations which take place along the Corridor, must be in compliance with the applicable provisions of the Americans With Disabilities Act of 1990.

The sidewalks throughout the study area are generally in good condition (See Map 5). Overall, the sidewalks rate near the high end of the "minor repair" category and close to "good". The best sidewalks in the corridor are along the south side of Poyntz Avenue. The next best sidewalk conditions are found on the cross streets, Houston Street, and the north side of Poyntz Avenue. The worst sidewalk conditions in the study area are along Humboldt Street. The averages in Figure 6 show that there is little difference in condition throughout the corridor. The only areas without sidewalks are located at the west end of the corridor.

Scattered throughout the corridor are several marked cross walks and school crossings (See Map 6). The majority of the marked cross walks are equipped with lighted "Walk/ Don't Walk" signs. With the exception of the school crossing at the intersection of Delaware Avenue and Poyntz Avenue, all cross walks on Poyntz Avenue have some electronic signs. All marked cross walks between Juliette Avenue and 14th Street, along Poyntz Avenue have push buttons for added pedestrian safety. One of these button operated signs is located at the Middle School. The only lighted cross walk not located on Poyntz Avenue is at the intersection of 4th Street and Houston Street. The school crossings are equipped with bright yellow school crossing signs and 20 mile per hour speed zones with flashing caution signs. There are no adult school crossing guards utilized in the Corridor.



LEGEND

———— BRICK - GOOD

———— BRICK - NEEDS MINDR REPAIR

———— CONCRETE - GOOD

———— CONCRETE - NEEDS MINDR REPAIR

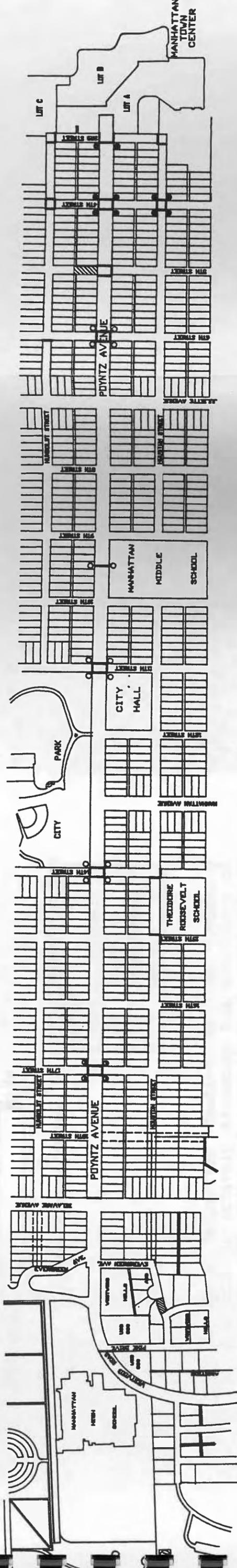
———— NO SIDEWALK

POYNITZ AVENUE CORRIDOR DISTRICT PLAN

SIDEWALK CONDITIONS

**CITY OF MANHATTAN
MANHATTAN, KANSAS**

**MAP NO.
5 OF 12**

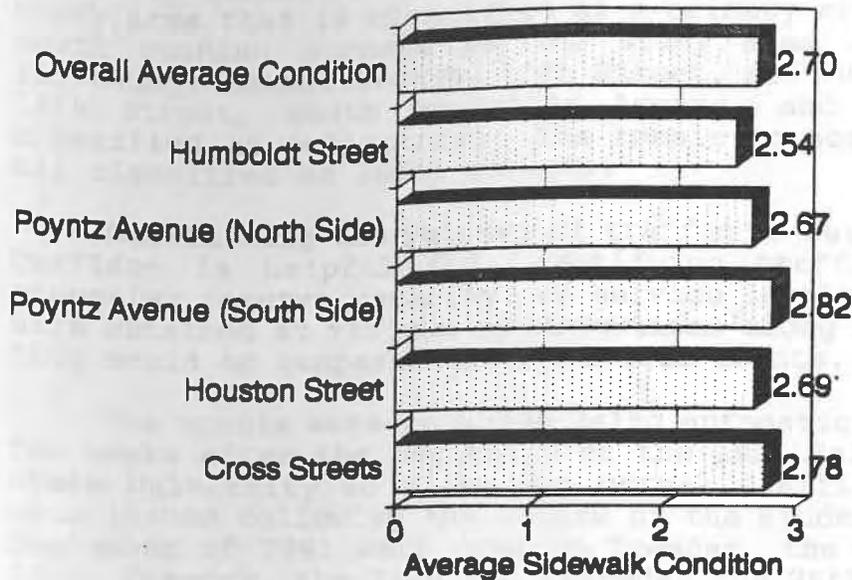


LEGEND

- CROSSWALK LOCATION
- 'WALK/ DON'T WALK' PEDESTRIAN ACTIVATED
- 'WALK/ DON'T WALK' AUTOMATIC
- ◐ 'WALK/ DON'T WALK' PARTIALLY AUTOMATIC

POYNITZ AVENUE CORRIDOR DISTRICT PLAN	
CROSSWALKS	
CITY OF MANHATTAN MANHATTAN, KANSAS	MAP NO. 6 OF 12

Figure 6
Sidewalk Condition Study



Index of Sidewalk Condition

Numeric Value	Condition
3	Good
2	Minor Repairs
1	Replace

The City's Code Inspection Section of the Community Development Department is actively assessing the conditions of sidewalks throughout the City and classifies a sidewalk as "acceptable" or "replace". The key element in deciding the need for replacement is whether or not a sidewalk poses a trip hazard. Most of the sidewalks needing replacement in the Poyntz Avenue Corridor were found to be in residential areas and a result of tree roots buckling or making large holes in the pavement.

Traffic Study: One of the major functions of the Poyntz Avenue Corridor is to provide an important east-west pathway for traffic in the older sections of the Community and to the Central Business District. The Corridor also contains a number of intersections with major north-south trafficways. Trafficways are typically classified into a hierarchy, based on present and anticipated function and related traffic volumes.

Poyntz Avenue is primarily a four-lane street throughout most of the Corridor, i.e., 3rd Street to 17th Street. Poyntz Avenue is classified by the Kansas Department of Transportation (KDOT) as a local street between 3rd and 4th Streets, a collector street between 4th Street and Juliette Avenue, and as a minor arterial west of Juliette Avenue. Humboldt and Houston Streets, the other east-west streets in the study area are both local streets.

17th Street is the only north-south intersecting street in the study area that is classified as a primary arterial. Three north-south running streets in the study area are minor arterials, including: Sunset Avenue, 11th Street, and Juliette Avenue. North 14th Street, South Manhattan Avenue, and 4th Street are all classified as collectors. The remaining north-south streets are all classified as local streets.

Determining the volumes of traffic at key locations within the Corridor is helpful for identifying traffic patterns and for assessing reserve capacity, or service levels. New traffic counts were obtained at various intersections along Poyntz Avenue so that they could be compared with previous counts.

The counts were measured using automatic recording counters a few weeks after the beginning of the 1991 Fall Semester at Kansas State University to allow for normal traffic patterns to become established following the return of the students. Counts taken in September of 1991 were done on Tuesday, the 18th, Wednesday, the 19th, Tuesday, the 24th and Thursday the 26th, to measure volumes on normal traffic days. All counts measured full volume, both directions, over a 24 hour period. The Traffic Count Map (see Map 7), shows the locations and volumes measured, as well as previous full volume counts. The year that a count was taken is shown by the 2-digit number preceding the 24 hour full volume counts (example 91-9454).

There are a number of general conclusions that can be drawn from comparing the new counts with those measured on previous occasions. For the purpose of discussion, Poyntz Avenue will be addressed in three segments: the portion west of 17th Street; the portion between 17th Street and Juliette Avenue; and the portion between Juliette Avenue and 3rd Street.

The volumes on Poyntz Avenue have increased approximately 27% from 1981 to 1991 just west of 17th Street, and approximately 34% over the same period just west of Sunset Avenue. These increases can probably be attributed to intersection improvements at Ft. Riley Boulevard and Westwood Road, which have enhanced traffic safety and the ability for commuters to utilize Westwood Road as an alternative route to and from Manhattan High School and the West Stadium parking lot area on the KSU campus. In addition, it is likely that the increased volumes on Poyntz Avenue west of 17th Street can also be attributed to the 18% increase in enrollment at Manhattan High School over the same 10 year period. Finally, it is probable that a portion of this increase in volume is a result of motorists continuing west on Poyntz Avenue to Sunset Avenue as an alternative route around the increasing congestion along Anderson Avenue, from Aggieville to Denison Avenue.

Only one full volume count was measured in 1981 on Poyntz Avenue between 17th Street and Juliette Avenue, that being east of

the intersection of 11th Street and Poyntz Avenue. The 1991 count at that location indicates a negligible 0.6% increase in volume. One plausible explanation is that volumes on this segment of Poyntz Avenue decreased as a result of closing the east end of the street and rerouting the K-18 through-traffic and cross-town traffic to Ft. Riley Boulevard. Volumes then regained previous 1981 levels due to increased use of the new Leavenworth Street to Juliette Avenue link between Tuttle Creek Boulevard and Poyntz Avenue, and due to ambient growth within the Community over the ten year period.

A comparison of the other 1991 counts along this middle segment of Poyntz Avenue with the 1991 count on the east side of the intersection of 11th Street and Poyntz Avenue indicates that present volumes vary between 17th Street and Juliette Avenue. Volumes are approximately 2.7% lower at 17th Street, 4.4% greater just west of 14th Street and 7.8% lower on the west side of Juliette Avenue. Assuming a reasonable margin of error when comparing relatively small differences, it is difficult to reach firm conclusions. However, these comparisons suggest that the highest present volumes of traffic on the middle segment of Poyntz Avenue occur generally along that portion from west of 14th Street to east of 11th Street.

On the segment of Poyntz Avenue between Juliette Avenue and 3rd Street there are no locations at which counts were taken in both 1981 and 1991. However, comparing the 1991 count just east of Juliette Avenue with the 1981 count measured east of 6th Street shows an approximate 33% decrease in volume east of Juliette over the ten year period. The 1991 count is also 21% less than the 1981 count on the west side of 3rd Street. These reduced volumes are most likely attributable to the closing of Poyntz Avenue and the rerouting of through-traffic and cross-town traffic to Ft. Riley Boulevard, and to some extent the Leavenworth Street-Juliette Avenue link. The volumes east of Juliette Avenue have obviously not regained 1981 levels.

A comparison of past and present counts on the north-south streets indicates that they have all experienced increases of varying degrees. Because past counts were not all taken in 1981, or were sometimes at different locations than 1991 measurements, it is harder to make as many direct comparisons over the ten year period. However, it is apparent that volumes on Juliette Avenue have increased both north and south of Poyntz Avenue at least partially as a result of the Leavenworth Street link to Tuttle Creek Boulevard, and the new connection to Ft. Riley Boulevard to the south. Volumes on Juliette Avenue south of Poyntz Avenue increased 44% since 1981.

One of the most interesting findings concerns volumes on 11th Street which increased 29% since 1981 on the south side of Poyntz Avenue, but show a surprisingly negligible 0.6% increase on the

north side over the same ten year period. This might be explained by motorists using alternative routes north from Poyntz Avenue, such as Juliette Avenue, or N. 14th Street. Volumes on N. 14th Street increased 48% since 1981 and are now close to the volume on N. 11th Street.

Looking at the entire Poyntz Avenue Corridor, it is apparent that the most heavily traveled portions are:

- N. Juliette Avenue;
- Poyntz Avenue from Juliette Avenue to 17th Street; and
- S. 17th Street.

The segment with the highest volumes is along Poyntz Avenue from west of 14th Street to east of 11th Street.

Service levels in the Corridor are still generally very good, and in some cases may have been improved by rerouting of the highway and cross-town traffic to Ft. Riley Boulevard. That is not to say, however, that during peak hours there may be reduced service levels and increased congestion in some areas. The result is a change in motorist's perception of the easiest route to where they want to go, and concurrent increased use of alternative paths. Finally, increased volumes of traffic measured in much of the Corridor is undoubtedly, a result of the 15.5% growth in Manhattan's population over the past ten years.

DEVELOPMENT HISTORY

Zoning History: Manhattan's first zoning ordinance was adopted in 1926. Since 1926, the Zoning Ordinance has had several major modifications. Changes to the Zoning Ordinance have directly affected the properties within the Poyntz Avenue Corridor for the last 70 years, by controlling the location and density of various land uses. Evolution of the study area can be seen in the amount of scattered development, the variety of land uses, and the presence of many building types prominent along the Corridor (single-family dwellings to large office buildings). Within the 17th Street to 6th Street portion of the Corridor, the once predominant residential character (1926) has transformed into the current Professional Office/Financial District of the City. The Central Business District and the west end of the Corridor have had a consistent zoning history.

The following is a chronological outline of the Corridor's zoning history and the significant changes that have occurred:

1926

The Corridor could be characterized as a predominantly single-family district.

"A" Single-family (Residential)

- area along Poyntz Avenue west of Juliette Ave. and east of Sunset Avenue

"B" Multi-family (Residential)

- Poyntz Corridor between Juliette Avenue and 6th Street

"D" Light Industrial

- the area currently considered the CBD

By 1940

The portion of Poyntz Avenue from 6th Street to 11th Street zoned "A" single-family in 1926 was rezoned "B" (Multi-family)

The area east of 6th Street was zoned "D" Light Industrial, but is now designated as the CBD (Central Business District).

By 1960

The CBD had expanded west along the northern portion of Poyntz Avenue for one block (between 6th Street & Juliette Avenue).

A large portion of property (zoned "A") adjacent to Poyntz Ave. between 11th and 17th Streets was rezoned "B" (Multi-family).

In 1969

A new zoning ordinance was established citywide. The Corridor experienced the following major zoning changes:

The area zoned "B" (Multi-family) between 5th and 17th Streets was rezoned C-1 (Restricted Business District). The intent was to establish a Professional Office/Financial District along Poyntz Ave. from 6th to 17th Street.

There was no longer any property zoned single-family east of 18th Street. Those properties east of 18th Street, zoned "A" (Single-family) prior to 1969, were rezoned R-2 (Two-family Residential).

By 1991 (See Map 8)

There have been three zoning changes in the Poyntz Avenue Corridor study area since 1969:

The west boundary of the C-4 (Central Business District) is now 6th Street.

The C-1 (Restricted Business District) expanded slightly into the surrounding R-2 zoning district.

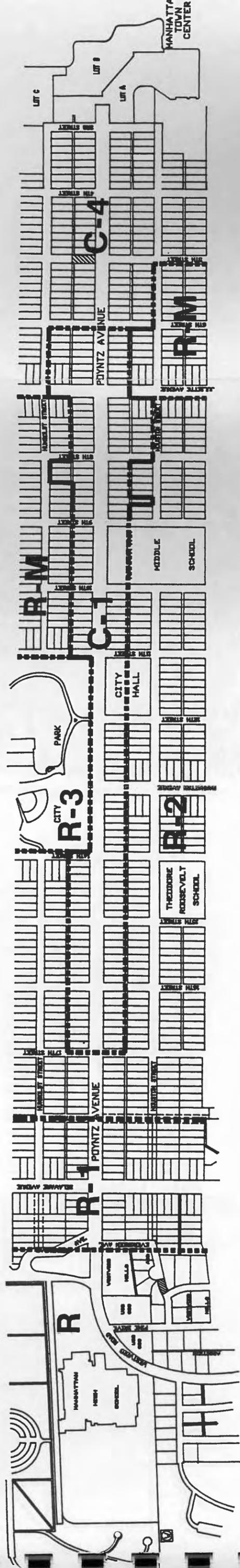
The R-3, Multi-Family Residential District on the north side between City Park and 11th Street, and on the south side by the library, was rezoned to the newly created R-M, Four-Family Residential District as part of the Neighborhood Studies carried out in the mid-1980's.

Development Activity in the C-1, Restricted Business District: In 1969, approximately 30 acres of land along Poyntz Avenue (between 6th and 17th Street) was rezoned C-1, Restricted Business District. The intention was to create a professional office/ financial district. Prior to the 1969 zoning change, roughly 40% (12.1 acres) of the proposed C-1 District consisted of existing "professional" or "C-1" type uses; while 8% (2.4 acres) of the existing uses were classified as highway or retail commercial (4-gas/service stations, 1-floral shop, and 1-grocery store). All four of those uses became nonconforming uses in the C-1 District.

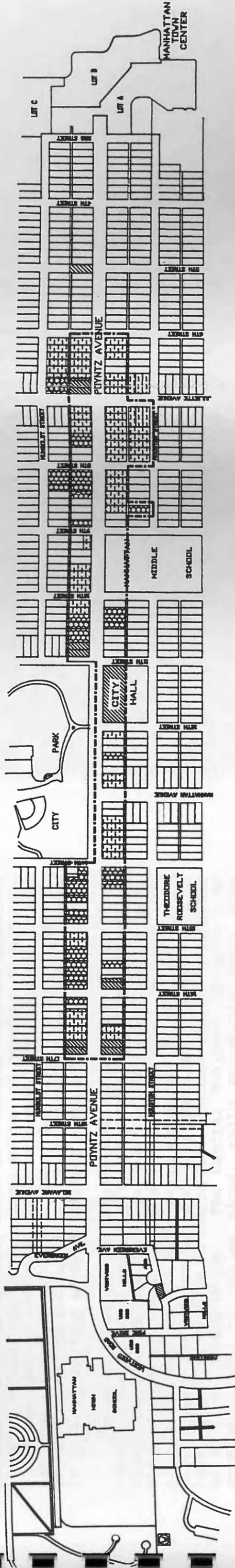
Approximately 5.6 acres of new C-1 professional and office uses have developed in the C-1, Restricted Business District since the 1969 zoning changed. These "professional" office developments have occurred randomly throughout the C-1 District. Today, professional uses encompass 67% (20.1 acres) of the area zoned C-1 (See Map 9).

Existing Zoning Regulations: There are three residential districts and two commercial districts along the Corridor, including, the R-1, Single Family District west of 17th Street, the R-2, Two-Family District to the north and south of the central portion, and the R-M, Four Family District north and south of the east-central portion. The C-1, Restricted Business District lies between 17th Street and 6th Street, and the C-4, Central Business District is located east of 6th Street (See Map 8).

The districts provide a gradual increase in the intensity of land use, going from the single family neighborhoods at the west end, through the residential and professional office areas in the middle, to the retail and service activities downtown. The required setbacks for buildings and parking, and the landscaping requirements are the same when comparing the residential districts with the C-1 District. Maximum structure heights and screening



POYNTZ AVENUE CORRIDOR DISTRICT PLAN
ZONING MAP
CITY OF MANHATTAN
MANHATTAN, KANSAS
MAP NO.
8 OF 12



LEGEND

-  PRE-1969 NONCONFORMING USES
-  PRE-1969 'PROFESSIONAL' USES
-  POST 1969 'PROFESSIONAL' USES
-  NON-PROFESSIONAL USES
-  C-1 DISTRICT BOUNDARY

POYNTZ AVENUE CORRIDOR DISTRICT PLAN
 DEVELOPMENT ACTIVITY IN THE C-1 DISTRICT
 CITY OF MANHATTAN
 MANHATTAN, KANSAS
 MAP NO.
 9 OF 12

requirements are also very similar.

These compatible regulations unify and coordinate development in the Corridor, and help with the visual transition between the residential and office areas. This can be seen in the uniform landscaped front yards and similar building masses found along the Corridor west of 8th Street. The C-1 District also allows residential development as a conditional use to allow compatible mixtures of land use in the District.

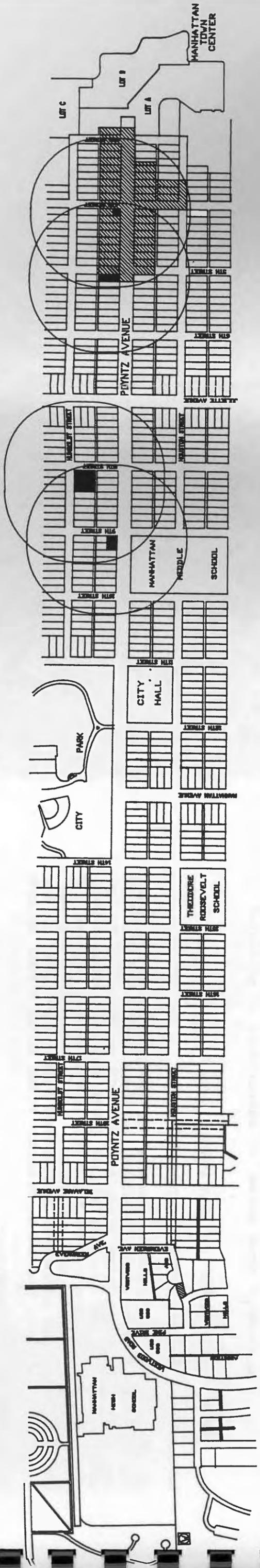
The C-4, Central Business District regulations are generally quite different from the residential and office districts. The C-4 District has no required building setbacks and no maximum structure height. In addition, there is no required off-street parking. The permitted land uses include the full range of retail, office and service activities normally found in a central business district. It also allows residential uses within commercial structures. While the reduced setbacks and landscaping, and increase in land use intensity are evident, the transition from the office district is not adverse to the Corridor. People expect to see an increase in activity as they enter a downtown area.

The visual transition between the residential, office, and retail areas is also supported by compatible sign regulations in these districts. Allowable signage is limited in residential areas and increases in the office and retail districts. However, the sign regulations for all three areas are generally stricter than in other commercial districts, and they encourage a clean uniform look. Existing signage in the office district generally consists of wall or ground signs. The Central Business District also encourages wall or awning signs, while projecting signs were removed from the area, as requested by business owners, as part of the downtown streetscape and redevelopment efforts. Signage in both the C-1 and C-4 Districts is generally compatible with the Corridor. The residential, office and retail districts are also compatible with the adopted goals of the Comprehensive Land Use Plan for the Poyntz Avenue Corridor.

HISTORIC RESOURCES

In 1982, the City established a Historic District in the downtown area which has been recognized by the National Park Service. This district extends along both sides of Poyntz Avenue, generally between 3rd Street and 5th Street (See Map 10). Buildings in the District were rated as to their importance to the area using the following criteria:

Major Importance- Individually the most significant properties in the survey area by virtue of their architecture, historic associations or relationship to the environment.



LEGEND

- 500' BOUNDARY
-  DOWNTOWN HISTORIC DISTRICT
-  HISTORIC SITE

POYNTZ AVENUE CORRIDOR DISTRICT PLAN
HISTORIC SITES IN THE POYNTZ CORRIDOR
CITY OF MANHATTAN
MANHATTAN, KANSAS
MAP NO.
10 OF 12

Contextual Importance- Properties which are distinguished by their scale, materials, compositional treatment, details or other features. These properties are essential contributors to the overall character of the area in which they are located.

Minor or No Importance- Properties which are insignificant unto themselves and make no positive contribution to the character of the community.

A seven member Historic Districts Review Board advises the Governing Body, Staff and the public, on the protection and enhancement of the District. The Board reviews building and sign permit applications in the District for consistency with design guidelines for the District.

Following is a listing of historic sites which appear on the National and State Registers of Historic Places (See Map 10) and are located within the Corridor. Any rezoning, signage, construction or remodeling activity that occurs within 500 feet of these sites must be reviewed by the State Historic Preservation Office in the Kansas State Historical Society to determine if the project will encroach upon, damage or destroy any historic property or its environs, according to the State Historic Preservation Act.

National Register of Historic Places:

Woman's Club House -- 900 Poyntz Avenue
-Built 1911

The Woman's Club House is essentially a Bungalow, a rectangular one-story stuccoed building with a side gable roof and a gabled entrance porch facing south on Poyntz Avenue. The building is located on the corner of 9th Street and Poyntz Avenue.

Robert Ulrich House -- 121 N. Eighth
-Built 1869

The Ulrich House is a one and one-half story brick structure with L-shaped plan that faces east on North Eighth Street. The moderately steep, wood shingled roof is punctuated at irregular intervals by gabled wall dormers.

Manhattan Carnegie Library Building -- 5th & Poyntz
-Built 1904

The Manhattan Carnegie Library Building is located at Fifth Street and Poyntz Avenue. The two-story, rusticated limestone block, Neo-classical building stands on the western edge of Manhattan's Central Business District. It is a rectangular structure with a ridge hipped roof. The main axis

of the building faces east.

Register of Historic Kansas Places:

Manhattan State Bank (Otto Building) -- 400 Poyntz Avenue
-Built 1906

The old Manhattan State Bank is a flat-roofed, two-story limestone structure that occupies the northwest corner of Poyntz Avenue and Fourth Street. The building is rectangular in plan and is of late romanesque revival design.

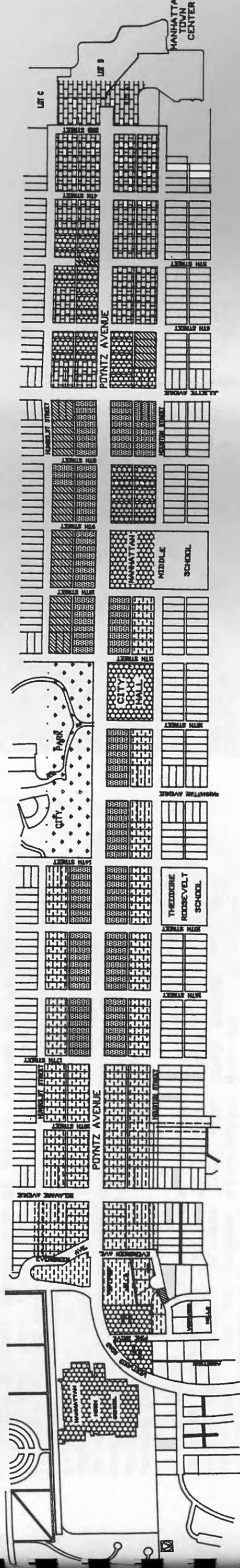
1991 COMPREHENSIVE LAND USE PLAN

The existing Comprehensive Land Use Plan was adopted by the Manhattan Urban Area Planning Board in June, 1991. The adopted Plan is generally no different than the 1968 Plan with regard to the Poyntz Avenue Corridor, and it includes specific wording to promote restricted commercial activities between 17th Street and the downtown area.

The Plan encourages low to medium density residential activities west of 17th Street, along Humboldt Street west of the Park, and along Houston Street from 17th Street to 10th Street. Professional office and public uses are indicated along Poyntz Avenue from 17th Street to Juliette Avenue.

Medium to high density residential uses are indicated along Humboldt Street, east of City Park to Juliette Avenue. Public and Central Business District uses are shown in the Corridor, east of Juliette Avenue (See Map 11).

One of the major land use issues in the Corridor, concerns the nonconforming highway and retail commercial uses that are located in its central portion. Several recent attempts to rezone some of these properties, has brought this issue to the forefront of the Community. The Governing Body, Manhattan Urban Area Planning Board, and business and neighborhood representatives have all identified the need to establish a more flexible policy toward nonconforming uses through establishment of a review process which allows remodeling and modernization, while providing a mechanism to protect nearby properties.



LEGEND

- LOW TO MEDIUM DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- PARKS & RECREATION

- PUBLIC/ SEMI-PUBLIC
- OFFICE
- CENTRAL BUSINESS DISTRICT

POYNITZ AVENUE CORRIDOR DISTRICT PLAN
 1991 COMPREHENSIVE LAND USE PLAN
 CITY OF MANHATTAN
 MANHATTAN, KANSAS
 MAP NO.
 11 OF 12

PART III: INFORMAL INTERVIEWS

Following the first phase of the Poyntz Avenue Corridor Study, the Manhattan Urban Area Planning Board specified areas it wanted Staff to further study. One such topic was the development activity along Poyntz Avenue in the C-1 District.

City Staff interviewed several different individuals for their perceptions regarding the development of the C-1 District. The people interviewed included developers, Chamber of Commerce Staff, neighborhood association members, and business owners on Poyntz Avenue. The questions asked by Staff included a series of open-ended questions which were intended to give the individuals and groups flexibility to elaborate on their own ideas.

The general perception of Poyntz Avenue by almost everyone interviewed was that they did not see major problems when considering the overall Corridor, however, there are some areas of concern. The major concerns on Poyntz Avenue which most people cited were in the central portion of the corridor, and involved concerns about aesthetics and maintenance. The age of some of the existing structures seemed to be a deterring factor when new businesses could locate in newer sections of town. Some people spoke about the issue of the limited availability of parking on Poyntz Avenue.

A common perception is that the Corridor will develop, and it is just a matter of letting it happen naturally, at a pace the market will bear. It was felt that many large, commercial businesses tend to locate elsewhere, due to limitations of available parking. Lot depth is also a problem for larger projects because there is limited parking available behind buildings. Another perception of some people is that a new or remodeled City Hall would be a great enticement for other commercial uses in the area. There is also the feeling that development costs along Poyntz Avenue are much higher than other areas of the City. When businesses can obtain new, cheaper structures elsewhere, locating on Poyntz Avenue tends to be a less attractive option. Some people suggested widening side streets intersecting Poyntz Avenue to accommodate additional parking.

Representatives from the neighborhood associations focused much of their discussion on the aesthetics of the Corridor. The two groups interviewed were, the South Manhattan Neighborhood Association (SMNA), and other individuals from neighborhood associations north of Poyntz Avenue.

SMNA representatives indicated that the Corridor is generally in good condition with some aesthetic improvements necessary. Their focus was more on improvement of pedestrian facilities and the upkeep of housing between 11th and 17th Streets. They felt that the curbing needs to be ramped and improvements made to the

sidewalks, especially those near City Park. Many of the people represented by SMNA use the Corridor daily, therefore it is a very important street from their perspective. Many of these people consider the businesses along the street to be a part of their neighborhood, including the nonconforming businesses.

Representatives of neighborhood associations north of Poyntz Avenue felt the Corridor was in need of some strong improvements. They felt that some sort of design standards would help to encourage better development along the Corridor. They generally felt the nonconforming uses should be phased out through attrition. However, they indicated that if these uses remain, they should be aesthetically improved. Landscaping was a suggested method for letting these nonconforming businesses improve themselves. They also felt that travelling on Poyntz Avenue is dangerous for bicycle and pedestrian traffic. Improvements need to be made to the sidewalks to keep bicyclists off the street.

The two business owners surveyed felt the Corridor is a good place for their professional offices. Both moved to the Corridor approximately seven years ago and have remained at their current locations. They said the banks, government offices, and the commercial character of the street make Poyntz Avenue a good place for professional offices. Both individuals felt that a major change in the character of the street, or allowed land uses, would hurt the current businesses located on Poyntz Avenue. Both of the business owners felt the half-block depth of the C-1 District poses problems with parking. Neither of the business owners felt that the nonconforming uses were detrimental to the street. They felt that nonconforming uses should be allowed to remodel to improve their viability and appearance, but that they should not be expanded.

A few people suggested extending the downtown street lights and sidewalks further west to City Hall or 17th Street. Some people thought that the addition of limited retail to the C-1 District, such as allowing an eye doctor to have an eye glass shop would enhance the growth of the District. However, most people, whether they were commercial realtors, business owners or neighborhood residents, felt that no major changes should be made to the land uses allowed along the Corridor. One business owner and some neighborhood representatives felt additional "lower density" housing should be encouraged, particularly taking advantage of City Park and other public facilities and amenities in the area. Almost all of the people interviewed felt residential and office uses are compatible, if developed correctly.

Most people felt Poyntz Avenue is the City's "Main Street", and the overriding opinion seemed to be that growth will occur in the C-1 District, it is just a matter of nurturing development, improving the appearance, and allowing the market to function.

PART IV: GOALS AND OBJECTIVES

The goals and objectives of this District Plan are designed to reaffirm and compliment the goals and objectives of the 1991 Comprehensive Land Use Plan.

HOUSING

Goal: Enhance the Corridor by encouraging residential uses where appropriate.

Objectives:

1. Consider housing in the C-1 District which is compatible with office uses and surrounding older neighborhoods.
2. Maintain the low density character of housing in the Corridor west of 17th Street.
3. Encourage residential uses in upper floors of commercial buildings in the downtown area.
4. Promote maintenance of existing housing.

ECONOMIC DEVELOPMENT

Goal: Maintain the economic viability of the Poyntz Avenue Corridor.

Objectives:

1. Promote the Poyntz Avenue Corridor as a governmental, professional service, and financial district east of 17th Street.
2. Enhance opportunities for the location of new office uses in the C-1 District.
3. Promote the Central Business District as a regional center.
4. Provide flexibility for the improvement of nonconforming uses in the Corridor without increasing their impact on adjacent areas.

TRANSPORTATION AND CIRCULATION

Goal: Enhance circulation patterns throughout the Corridor.

Objectives:

1. Encourage more pedestrian traffic in the downtown area.
2. Enhance the safety and convenience of pedestrian and bicycle facilities.
3. Maintain existing vehicular traffic patterns.
4. Encourage and promote compliance with the Americans With Disabilities Act.

AESTHETICS AND CHARACTER

Goal: Promote the character of Poyntz Avenue as Manhattan's traditional Main Street.

Objectives:

1. Encourage quality landscaping and screening within the Corridor, including preservation of the existing tree canopy.
2. Maintain Poyntz Avenue as a cultural center for the community.

PARKS AND OPEN SPACE

Goal: Enhance the park and open space amenities along the Corridor.

Objectives:

1. Maintain pedestrian, and parks and recreation facilities in City Park, including the improvement of the sidewalk along Poyntz Avenue.
2. Maintain front yard green space along the Corridor.
3. Encourage utilization of public spaces along the corridor.

HISTORIC PRESERVATION

Goal: Encourage preservation of the Corridor's historic heritage.

Objectives:

1. Protect buildings and sites on the State and National Register of historic places, as well as the Downtown Historic District, through continued compliance with state and local design review guidelines.

2. Promote quality infill projects that reflect the architecture, scale, density, and heritage of the Corridor and surrounding older neighborhoods.

3. Encourage building rehabilitation within the Corridor that is sensitive to preservation.

- 1924 11 From the west end of the Corridor to 17th Street
- 1924 12 From 17th Street to 18th Street
- 1924 13 From 18th Street to 19th Street
- 1924 14 From 19th Street to Juliette Avenue
- 1924 15 From Juliette Avenue to the downtown Town Center

1924 16 17th Street - West

Existing Land Use

Primarily single family residential uses.

Existing Conditions

Most structures are in considerable condition and no structures are in substandard condition.

The blocks between 18th Street and Juliette Avenue on the south side of Poplar Avenue needs repairs.

The blocks between Evergreen Avenue and Sunset Avenue on the north side of Poplar Avenue needs repairs.

zoning

- R-1 Single-Family Residential District, West of Poplar Avenue
- R-1 Single-Family Residential District, East of Poplar Avenue
- R-2 Two-Family Residential District, West of Poplar Avenue

Land Use Plan

Low to medium density residential

Aesthetics

The blocks in Zone 1 are primarily older, single-story structures.

Buildings from 1920s and 1930s are characteristic of Zone 1.

Distinct Structures and Landmarks

The distinct structures in Zone 1 is located in the west end of the Corridor.

PART V: AREA SUMMARIES

The Poyntz Avenue Corridor was divided into five areas for the purpose of summarizing information about the Corridor and for developing site specific action statements. The five areas are defined as follows (See Map 12):

- AREA 1: From the west end of the Corridor to 17th Street
- AREA 2: From 17th Street to 14th Street
- AREA 3: From 14th Street to 11th Street
- AREA 4: From 11th Street to Juliette Avenue
- AREA 5: From Juliette Avenue to the Manhattan Town Center

AREA 1: 17th Street - West

Existing Land Use

Primarily single family residential uses.

Existing Conditions

Most structures are in conservable condition and no structures are in substandard condition.

The sidewalk between 18th Street and Delaware Avenue on the South side of Poyntz Avenue needs repairs.

The sidewalk between Evergreen Avenue and Sunset Avenue on the north side of Poyntz Avenue needs repair.

Zoning

- R, Single-Family Residential District, west of Evergreen Avenue
- R-1, Single-Family Residential District, 18th Street to Evergreen Avenue
- R-2, Two-Family Residential District, 17th Street to 18th Street

Land Use Plan

Low to medium density residential

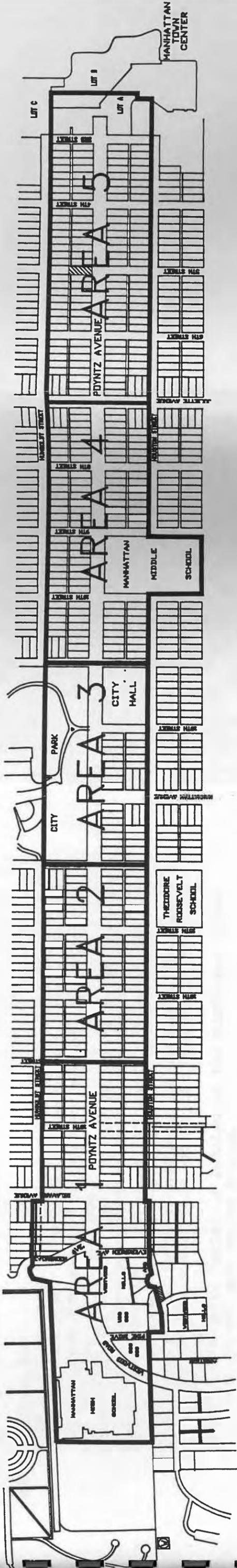
Aesthetics

The homes in Area 1 are predominantly older, architecturally interesting structures.

Landscaped front yards and the tree canopy are characteristic of Area 1.

Dominant Structures and Landmarks

The dominant structure in Area 1 is Manhattan High School which also serves as a landmark at the west end of the Corridor.



POYNITZ AVENUE CORRIDOR DISTRICT PLAN	
AREA BOUNDARIES	
CITY OF MANHATTAN MANHATTAN, KANSAS	MAP NO. 12 OF 12

ACTION STATEMENTS:

Encourage property owners to repair sidewalks where needed.

Enhance tree species diversity and the arching effect of the tree canopy utilizing the guidelines of the City Forester.

Continue enforcement of zoning and building codes and identify resources which can assist property owners with maintenance and repairs.

Encourage diversity in sidewalk materials.

AREA 2: 14th Street to 17th Street

Existing Land Use

There are two non-conforming gas stations at the corner of 17th Street & Poyntz Avenue which dominate the intersection and anchor the west end of the commercial portion of the Corridor.

Three adjoining vacant lots are located on the south side of Poyntz Avenue between 14th Street and 15th Street.

Primarily professional uses are located on the north side of Poyntz Avenue in the C-1 District.

There is an even division of professional and non-professional uses on the south side of Poyntz Avenue in the C-1 District.

The Manhattan Arts Center is located on the northeast corner 16th Street and Poyntz Avenue.

Existing Conditions

Two substandard structures are on the south side of Poyntz Avenue between 15th Street and 16th Street.

One substandard structure is on the north side of Poyntz Avenue between 14th Street and 15th Street.

The majority of the structures are in conservable condition. However, there are several structures in excellent condition

The majority of sidewalks between 14th Street and 16th Street need minor repairs.

There is a vacant lot at the west end of the 1500 block of Poyntz Avenue, on the south side of the street, which may have underground contamination, making redevelopment difficult.

Zoning

All R-2, Two-Family Residential, except along Poyntz Avenue between 14th Street and 17th Street which is C-1, Restricted Business District.

Land Use Plan

All low to medium density residential except in the C-1 District, which shows office uses.

Aesthetics

Generally, landscaped front yards and the tree canopy are maintained in Area 2. However, because Poyntz Avenue widens from two to four lanes east of 17th Street, the landscaping becomes somewhat less dominant.

Dominant Structures and Landmarks

Visually dominant buildings are located on the northeast corner of 16th Street & Poyntz Avenue (Manhattan Arts Center) and the southwest corner of 14th Street & Poyntz Avenue (Capitol Federal Savings).

ACTION STATEMENTS:

Consider housing types that may be compatible with C-1 uses through the Conditional Use public hearing process.

Identify and pursue incentives with public and private agencies to encourage appropriate development within the C-1 District and modify the Zoning Ordinance if needed.

Modify the Zoning Ordinance dealing with nonconforming uses to allow appropriate modernization of nonconforming uses, while protecting nearby properties.

Review the Sign Ordinance as it affects the C-1, Restricted Business District. (Consider encouraging ground signs as opposed to pole signs.)

Assure that the environmental cleanup problem on the southeast corner of 16th Street and Poyntz Avenue is being addressed by the appropriate entities.

AREA 3: 11th Street to 14th Street

Existing Land Use

City Park is on the north side of Poyntz Avenue between 11th Street & 14th Street.

Within the C-1 District, two thirds of the area is comprised of office uses, the other third is made up of non-office uses.

Existing Conditions

The sidewalk along City Park needs to be moved back from the street to provide increased safety.

The sidewalk along Houston Street from Manhattan Avenue to 14th Street needs repairs.

There is a mixture of buildings in conservable and excellent condition.

There is a structure on the southwest corner of Manhattan Avenue and Poyntz Avenue which is in substandard condition.

Zoning

R-3, Multi-Family Residential at City Park

The rest of Area 3 is R-2, Two-Family Residential, except along the south side of Poyntz Avenue, which is C-1, Restricted Business District.

Land Use Plan

Public - City Hall location

Office in the C-1 District

Low to medium density residential in the remainder of Area 3.

Aesthetics

City Park provides pleasing open space in the middle of the Corridor.

Manhattan Free Methodist Church, at the southeast corner of Manhattan Avenue and Poyntz Avenue, is an architecturally interesting structure along the Corridor in Area 3.

There are several significant residential structures along Houston Street in Area 3.

Dominant Structures and Landmarks

The combination of City Hall and City Park provides a major civic activity center, or node, in the center of the Corridor and act as landmarks as well.

ACTION STATEMENTS:

Consider housing types that may be compatible with C-1 uses through the Conditional Use public hearing process.

Identify and pursue incentives with public and private agencies to encourage appropriate development and modify the Zoning Ordinance if needed.

Modify the Zoning Ordinance dealing with nonconforming uses to allow appropriate modernization of nonconforming uses, while protecting nearby properties.

Continue to utilize Poyntz Avenue as a focus for civic and cultural community events including holiday decorations, parades and game day flags.

Review the Sign Ordinance as it affects the C-1, Restricted

Business District. (Consider encouraging ground signs as opposed to pole signs.)

Relocate the City Park sidewalk along the north side of Poyntz Avenue further back from the street to provide a significant landscaped buffer and increased pedestrian safety.

Develop a long range Master Plan for replacement of trees in City Park and along Poyntz Avenue.

AREA 4: Juliette Avenue to 11th Street

Existing Land Use

There is a mixture of office and residential (single and multiple family).

There are a total of 15 zoning lots used for public parking in Area 4.

There is a non-conforming use on the northeast corner of 11th Street & Poyntz Avenue.

Mostly professional office uses exist in the C-1 District adjacent to Poyntz Avenue.

Existing Conditions

The sidewalks along Humboldt Street from 8th Street to 10th Street are in need of repair.

The sidewalks north of Poyntz Avenue along 8th Street and on the east side of 9th Street need repairs.

There is a fairly even mixture of structures in conservable and excellent condition.

There are two structures along Humboldt Street which are in substandard condition and one on Poyntz Avenue between 10th Street and 11th Street.

Zoning

R-M, Four-Family Residential District, along Humboldt Street

C-1, Restricted Business District, along Poyntz Avenue

R-2, Two-Family Residential District, along Houston Street

Land Use Plan

Medium to high density residential along Humboldt Street

Office in the C-1, Restricted Business District

Public from 8th Street to 10th Street

Low to medium density residential along Houston Street from 10th Street to 11th Street

Aesthetics

Landscaped front yards and the tree canopy are still generally characteristic of this area.

Dominant Structures and Landmarks

Several dominating structures including Manhattan Middle School, First Lutheran Church, Manhattan National Bank, Commerce Bank and First Bank.

The Woman's Club House at 9th Street & Poyntz Avenue is on the National Register of Historic Places.

The Robert Ulrich House at 8th Street & Humboldt Street is on the National Register of Historic Places.

ACTION STATEMENTS:

Consider housing types that may be compatible with C-1 uses through the Conditional Use public hearing process.

Identify and pursue incentives with public and private agencies to encourage appropriate development and modify the Zoning Ordinance if needed.

Modify the Zoning Ordinance dealing with nonconforming uses to allow appropriate modernization of nonconforming uses, while protecting nearby properties.

Continue to utilize Poyntz Avenue as a focus for civic and cultural community events including holiday decorations, parades and game day flags.

Review the Sign Ordinance as it affects the C-1, Restricted Business District. (Consider encouraging ground signs as opposed to pole signs.)

AREA 5: Manhattan Town Center Courtyard to Juliette Avenue

Existing Land Use

Mostly retail uses and public parking from 3rd Street to 5th Street.

Wide variety of land uses from 5th Street to Juliette Avenue

Non-conforming retail use is on the northeast corner of Juliette Avenue & Poyntz Avenue in the C-1 District.

Mostly professional uses in the C-1 District.

Existing Conditions

The sidewalks south of Poyntz Avenue on the west side of 6th Street and the east side of 5th Street need repairs.

The majority of the structures are in excellent condition.

Zoning

C-1, Restricted Business District, along Poyntz Avenue and Humboldt Street from 6th Street to Juliette Avenue

R-M, Four-Family Residential District along Houston Street

C-4, Central Business District in the remainder of area 5

Land Use Plan

Central Business District

Some public\semi-public

Medium to high density residential at the corner of 6th Street & Houston Street

Aesthetics

Ornamental street lights and streetscape unify the Central Business District portion of the Corridor.

Other than public and semi-public land uses, there are no landscaped front yards and the tree canopy is less dominant. The combination of reduced setbacks and increased building heights becomes the dominant visual feature.

Dominant Structures and Landmarks

Many dominant buildings and landmarks are in Area 5 including the Wareham Opera House, the Riley County Courthouse, St. Paul's Episcopal Church and First United Methodist Church.

The Manhattan Town Center anchors the east end of the Corridor, visually and physically.

The County Courthouse, Annex building, and Courthouse Plaza serve as a central landmark to Area 5.

The Downtown Historic District is located east of 5th St. along both sides of Poyntz Ave.

The Manhattan State Bank (Otto) Building at the northwest corner of 4th Street & Poyntz Avenue is on the Register of Historic Kansas Places.

The Carnegie Library at 5th Street & Poyntz Avenue is on the National Register of Historic Places.

ACTION STATEMENTS:

Continue to utilize Poyntz Avenue as a focus for civic and cultural community events including holiday decorations, parades and game day flags.

Review the Sign Ordinance as it affects the C-4, Central Business District. (Consider encouraging ground signs as opposed to pole signs.)

Encourage residential uses where appropriate.

Explore the issue of off-street parking for residential uses in the Central Business District and determine the appropriate number of stalls per dwelling unit and investigate parking strategies.

ACTION STATEMENTS WHICH APPLY TO ALL 5 AREAS:

Continue enforcement of zoning and building codes and identify resources which can assist property owners with maintenance and repairs.

Monitor pedestrian, vehicular and bicycle circulation patterns. Identify changes and plan accordingly.

As infrastructure improvements are made, require compliance with all State and Federal accessibility standards.

Develop guidelines for landscaping representative of the different use areas along the Corridor.

Continue tree planting along the Corridor to ensure species diversity.

Continue street tree management activities along the Corridor.

Identify and conserve locally significant areas.

Encourage property owners to repair sidewalks where needed.

Develop recommendations for a coordinated streetscape, for each of the five subareas, which consider the integration of trees, sidewalks, special effect lighting, landscaping and other applicable elements.