

GATEWAY TO MANHATTAN PLAN



**An update to the
Manhattan Urban Area Comprehensive Plan**

A joint project of the
City of Manhattan and Riley County

April 2011

Acknowledgements

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- Resolution No. 041111 - Riley County Planning Board
- Resolution No. 042511-08 - Board of County Commissioners of Riley County
- Ordinance No. 6893 - City of Manhattan

Gateway to Manhattan Plan

A Joint Project of the City of Manhattan and Riley County and Update to the Manhattan Urban Area Comprehensive Plan

INTRODUCTION

The original Gateway to Manhattan Plan was developed through an extensive public participation process and adopted in 1998 by both the City of Manhattan and Riley County, although the adopted versions of the plan varied slightly.

The original plan anticipated increased development activity along the State Highway K-177 corridor with the expansion of the highway to four lanes. However, the lack of municipal level water and sanitary sewer service has continued to prevent significant new development and redevelopment of the corridor. In 2009 and 2010, Manhattan and Riley County developed cooperative agreements to extend sanitary sewer and water service to the corridor, which will provide essential utility services for new development.

The intent of this update is to reassess the original plan goals and revise the plan as needed to reflect community desires and vision for the Gateway Corridor and address changes as a result of new infrastructure coming to the area. The future land use map was also analyzed and revised to be consistent. A final purpose is to reconcile the differences between the city and county versions of the original plan.



Commercial businesses east of the Kansas River.

PUBLIC PARTICIPATION

To facilitate this update, a steering committee was formed consisting of area residents, area landowners and a planning board member. The purpose of the steering committee was to provide overall direction on the planning process for the city and county staff. The steering committee decided the best approach for the update was to work with staff in creating a draft of the revised plan for consideration by the public.



Staff and members of the Steering Committee

PLAN ORGANIZATION

The Plan includes background information followed by goals, objectives and action plans for the area. It also includes a description of future land uses recommended for the project area. The background



Gateway Plan boundary with the prime area of focus shown.

Plan Definition

The Urban Service Area

generally consists of those areas where basic municipal level services such as sanitary sewer, water and fire protection can be efficiently and economically provided. In the Gateway Corridor, these areas are generally located at or below the 1120 elevation contour.



K-177 looking north toward the southern portion of the Gateway Area.

information covers a number of issues and provides the basis for community decision-making. The project area is identified on Map 1.

BACKGROUND INFORMATION

AREAS OF FOCUS

The primary focus of the Gateway Plan update is to address potential urban development along K-177 where city utility services will be available.

Urban Sub-area

Although the outer boundaries of the plan (Map 1) remain unchanged for this update, the primary focus area is the commercial and residential core along the K-177 corridor in the northern half of the plan area identified in the original plan as the "Potential Service Area for Annexation". A portion of the focus area is now in Manhattan's Urban Service Area, due to extension of municipal water and sewer service, and is the area within which the majority of future growth is anticipated. (NOTE: All maps are located in Appendix B)

Rural Sub-area

The areas within the plan boundaries located outside of the urban core along the K-177 corridor continue to have the same future land use designation as identified in the 2003 Manhattan Urban Area Comprehensive Plan and are more rural in nature.

VISUAL ASSESSMENT

K-177 is the principal southern gateway into Manhattan from Interstate 70 and helps to create the first impression of the City of Manhattan. From the hilltops of the Konza Prairie and Flint Hills, the views and vistas reflect the natural character of the Gateway Area. The character of the corridor changes from a largely natural setting to highway commercial uses along K-177 as the highway nears Manhattan. Zeandale Road (K-18) approaches Manhattan and the Gateway Corridor from the east with the Flint Hills to the south and the Kansas River floodplain on the north. The major visual characteristics include:

- Natural landforms including the Flint Hills, Konza Prairie and Kansas River valley;
- Scenic vistas toward Manhattan;
- Overall character which is generally scenic and uncluttered;
- Highway commercial uses along the K-177 corridor near Manhattan; and
- Lack of a distinct urban edge or sense of arrival.

ECONOMIC DEVELOPMENT POTENTIAL

The Gateway Corridor provides a prime location for future development, with its proximity to the Downtown, and as one of the principal southern

entrances from I-70 into Manhattan. The limitations and challenges to development include:

- Rugged terrain which increases development costs;
- Extreme elevation differences which limit the extent of municipal water service and fire flow pressures;
- Inconsistent or outdated highway commercial development which deters opportunities for new commercial development and redevelopment; and
- Small residential and commercial parcels and ownership patterns pose a challenge to assembling tracts for new development.

Minimal development is anticipated from I-70 to the Gateway Plan Area because of the presence of the Konza Prairie (owned by the Nature Conservancy) on the west side of K-177 and several large parcels used for research by Kansas State University on the east side.

TRANSPORTATION

Traffic Capacity

K-177 is a four-lane highway which has a daily capacity of approximately 30,000 vehicles. Based on this capacity and current traffic volumes (2010 count of 6,790 vehicles per day), the highway is operating at less than 25% of its capacity.

Access

There are eight major street access points to K-177 along the Corridor, including McDowell Creek Road at the north end, Zeandale and Stadel Road, Pride Drive, Johnson Road, Acorn Lane, Lafayette Road, Deep Creek Road, and Gehrt Road at the south end. However, there are numerous uncontrolled private driveway entrances, primarily located between Johnson Road and Zeandale – Stadel Road on both sides of the highway that should be eliminated or combined during redevelopment, to improve safety and efficiency. To facilitate development along the west side of K-177, Riley County commissioned a study to develop a conceptual future road network to assist in planning for future local access needs in the area (Map 2).

Pedestrian and Bike Accessibility

There is a 3,000 foot segment of existing sidewalk along the north side of K-177 at the northern end of the Gateway Corridor. The sidewalk starts at the northwest corner of the intersection of Zeandale Road and K-177, and continues westward with a short spur connecting to the west end of Rannells Road near the edge of Fairmont Park. The sidewalk continues west on the bridge over the Kansas River providing access to the Downtown. However, sidewalks and trails for pedestrians and bicyclists are non-existent in the remainder of the Gateway Corridor. Major challenges will be to provide safe access and crossing for pedestrians and bicyclists within the corridor.



American bison on the Konza Prairie



Mid-day traffic on K-177, facing west.



Sidewalk along north side of K-177.

EXISTING LAND USE

Existing land use (Map 3) in the area consists mainly of scattered residential development and a small portion of concentrated strip commercial development extending along K-177 for approximately one mile south of the Kansas River.

CAPITAL IMPROVEMENTS

In 2009, the City and County entered into a cooperative agreement to provide sanitary sewer service to the corridor and a sanitary sewer main was constructed to a point approximately one mile south of the Kansas River Bridge. In 2010, the City and County completed a water service agreement for provision of pressurized water service to the area through the existing Konza Water distribution system.

Map 4 illustrates the location of the sanitary sewer line and the proposed new City water line.

The sanitary sewer main will serve parcels as existing on-site systems fail and when new development projects occur in the corridor. The City of Manhattan will be responsible for the maintenance and management of the sanitary sewer line.

The proposed water line will be maintained by the City of Manhattan and will supply water at a wholesale price to the existing Konza Water District (Map 5). The Konza Water District will maintain current distribution functions, with limited additions to the system, until the system transitions to the City. However, this transition may take many years. It is anticipated that the City line will help stimulate new development and redevelopment of tracts in the district and tracts that may be annexed by Manhattan, as water and sewer services are provided.

The area that can be physically served by City water is limited by elevation and pressure provided by existing city water towers. It is projected that the extent of urban density development will be limited to a maximum elevation of approximately 1120 feet above sea level (Map 6). It does not appear to be cost effective at this time to build a new water tower in the Gateway area due to topographic limitations for urban-density development.

PUBLIC FACILITIES

Fairmont Park and Kansas River Access

Fairmont Park is located at the north end of the Gateway area (Map 4). The Park was created after the 1993 flood when Riley County purchased 63 acres with Federal Emergency Management Agency funding. This acreage was added to 40 acres along the Kansas River already owned by the City and a portion of land from the Kansas Department of Transportation. This created a parcel of 110 acres with two large sports fields, playground, 9-hole disc golf course, trail system, restrooms and parking. At the southwest corner of the park is the Kansas River access, consisting of a boat and canoe launch ramp, located under the K-177



Existing business on the west side of K-177.



Installation of municipal infrastructure.



Fairmont Park

Bridge. The Fairmont Park Master Plan was created to guide future development of the Park.

Fire Service

The area is currently served by the Konza Station, Riley County Fire District #1. This station will continue to meet the needs of the rural properties for the foreseeable future. As individual properties are annexed by the City, the Manhattan Fire Department is capable of providing fire service within the area directly adjacent to K-177 from the current City limits to Deep Creek Road, depicted as the “primary zone” on Map 7. Areas shown in the “secondary zone” on Map 7 are either beyond the preferred five minute response time, or include areas that are difficult for Manhattan’s response equipment to negotiate due to topographic grades and other factors.



The Konza Fire Station

JURISDICTION

The Gateway Plan area is located within both the Riley County Planning Board and the Manhattan Urban Area Planning Board jurisdictions. All of the Urban Sub-area and surrounding ridgelines are within the Manhattan Urban Area Planning Board’s jurisdiction, while only the eastern edge of the Gateway Plan area is under Riley County Planning Board jurisdiction (Map 8).

The Riley County Zoning Regulations will control land use, until such time as certain areas are annexed by the City. The jointly adopted Manhattan Urban Area Subdivision Regulations apply within the Manhattan Urban Area Planning Board’s jurisdiction and the Riley County Subdivision Regulations apply in the remainder of the Gateway Area.

GOALS, OBJECTIVES AND ACTION PLANS

A Definition of Goals, Objectives and Action Plans

Planning is a long-term effort. Setting goals and objectives is one of the first steps in developing a long-range plan for the area. Goals and objectives are designed to achieve a vision and help provide an overall focus and direction for the planning area. Goals and objectives also provide a framework for specific recommendations.

GOALS describe desired outcomes toward which planning efforts should be directed. They are a blend of idealistic and realistic aspirations.

The OBJECTIVES describe a specific purpose which should be sought in order to move toward the overall goals.

ACTION PLANS describe specific tasks to accomplish objectives, such as developing ordinances, regulations, and review criteria.



Map of Riley County showing the Manhattan Urban Area boundary.

GOAL 1

PROMOTE AN ATTRACTIVE GATEWAY CORRIDOR ALONG K-177

Objective 1:

Establish a Corridor Overlay District to ensure that urban density development and redevelopment is compatible with the surrounding natural settings (Figure 1).

Action Plan:

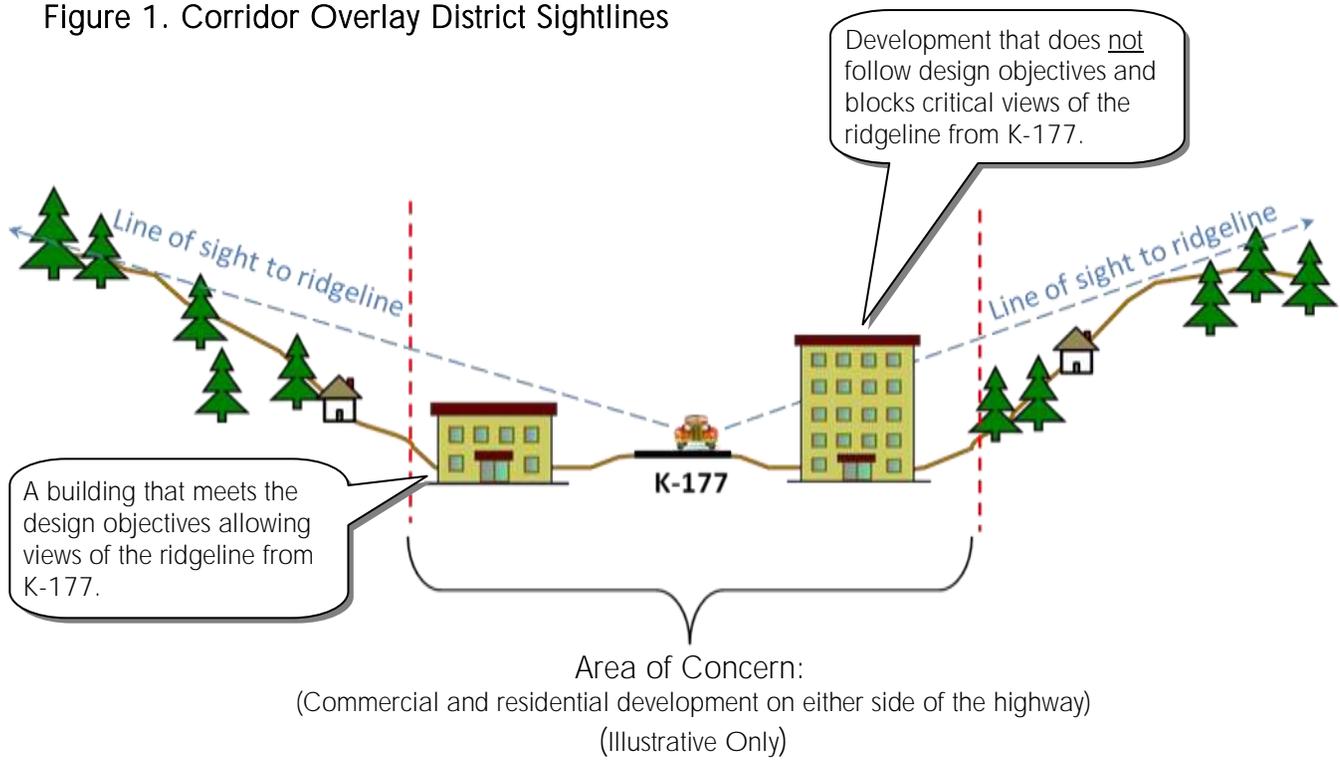
Purpose: The purpose of the Corridor Overlay District is to regulate the built environment within the urbanizing core area along the corridor to promote quality development that is aesthetically pleasing and non-obtrusive.

Steps Needed:

1. Create and adopt a Corridor Overlay District which manages signage, building materials, land use, parking, landscaping, screening and multi-modal accessibility (pedestrian, bicycle and vehicular), through the development of gateway corridor standards.
2. Develop a Design Review Process so applications can easily be evaluated for conformance.

Plan Definition
 An **Overlay District** is a specific geographic area upon which additional land use requirements are applied, on top of the underlying zoning district, in order to promote specific goals.

Figure 1. Corridor Overlay District Sightlines



Corridor Overlay District (COD) Main Components:

- **Width:** The width of the overlay district should vary to include the land adjacent to K-177 suitable for highway development, taking into account topographic limitations and the anticipated water service elevation of approximately 1120 feet. The varying width of the area demarcated by the 1120 elevation line is illustrated on Map 6.
- **Length:** The corridor overlay district should extend from the Kansas River south to approximately Deep Creek Road.
- **Architectural Elements:** The height and mass of structures should be compatible with the surrounding natural setting and enhance the "gateway" entrance experience into the community. Buildings in the COD should be of high quality incorporating architectural character and detailing, natural building materials and neutral colors. Metal buildings should incorporate masonry to enhance facades visible from the highway corridor.
- **Setbacks:** Buildings should follow applicable zoning district setback requirements to provide open space and visual corridors to natural features and ridgelines.
- **Parking:** Parking should be located in areas designed to reduce its visual impact from K-177 and should incorporate appropriate landscaping to break up large expanses of paving. Parking setbacks should be at least 25 feet from the public right-of-way.
- **Structure Heights:** Depending on the site elevation, buildings and other structures should be appropriately scaled to their setting within the corridor to maintain critical views of the surrounding ridgelines, as identified by a visual analysis. (Figure 1)
- **Signage:** Signage standards should include provisions limiting height; prohibiting flashing signs and billboards; and addressing design, materials, color, quantity and size, in order to protect the visual quality of the corridor.
- **Outdoor Storage and Mechanical Equipment:** Outdoor storage and mechanical equipment should be screened from public view.
- **Roof-top Equipment:** Roof-top equipment should be screened from public view.
- **Commercial:** Such uses should be limited to those which support neighborhood and limited highway functions and should not include large regional retail establishments.
- **Residential:** Residential development within the COD shall conform to the Residential Low-Medium (RLM) Density category as defined in the Manhattan Urban Area Comprehensive Plan regarding urban residential development. Such uses may consist of a range of single-family, single-family attached, duplex and town homes. Small-scale multiple-family buildings and condominiums may be considered as part of a planned unit development, provided that open space requirements are adequate to stay within desired densities.
- **Access:** As properties are subdivided for development, right-of-way for a frontage road should be reserved from the intersection of Stadel Road and K-177, southward to Johnson Road, and continue south towards Lafayette Drive. Commercial lots should be designed to utilize the frontage road and K-177 for commercial activities, such as deliveries and customer traffic. Stadel Road should be maintained primarily for residential use and emergency access.



A typical high quality development with architectural and pedestrian friendly design.



A monument type sign.



Existing businesses within the gateway corridor.



Residential development along the west side of Stadel Road.

- Landscaping: Standards should be developed which establish minimum requirements for building, parking and site landscaping, and a landscape plan should be required.
- Open Space: Building lot coverage and impervious surface areas should be limited. Minimum open space requirements should be developed.
- Redevelopment: Existing businesses which do not meet the corridor overlay design standards should be improved through incentive programs. All new development or redeveloped properties should conform to the development standards of the COD.
- Utilities: Require underground utilities (power, phone, cable, TV and data).
- Accessibility: Develop standards to provide appropriate pedestrian, bicycle and vehicular access and connectivity.
- Stadel Road: Commercial uses along the east side of Stadel Road should provide screening to reduce impact on residential uses to the west. Screening should consist of planted berms, landscaping, fences and/or walls, or combinations of these techniques.

GOAL 2

PROTECT SCENIC VIEWS WITHIN THE GATEWAY CORRIDOR

Objective 1:

Create and adopt a Ridgeline Overlay District.

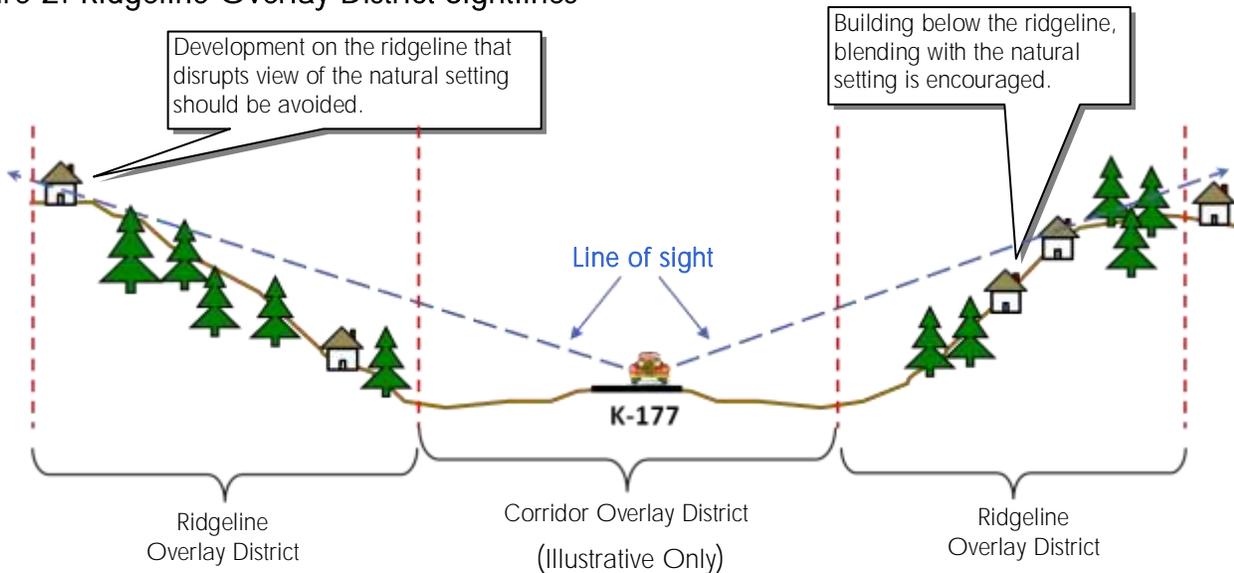
Action Plan:

Purpose: The purpose of the Ridgeline Overlay District is to regulate the built environment of fringe development along the edges of the corridor to protect vistas and ridgeline views that are visible from K-177.

New structures within these viewsheds must be evaluated and considered based upon the relative ability of a viewshed to accept development without loss of visual integrity of the K-177 Corridor. (Figure 2)

Plan Definition
A **viewshed** is an area of land, water, or other environmental element that is visible from a fixed location along K-177.

Figure 2. Ridgeline Overlay District Sightlines



Steps needed:

1. Identify, through a detailed visual analysis, critical portions of the corridor where views warrant special protection. This includes the identification and mapping of view corridors from K-177 to prominent features, open areas and ridgelines. The general areas within which this analysis should occur are identified on Map 9 Conceptual Overlay Districts.
2. Establish guidelines which encourage development compatible with the surrounding natural environment and protection of identified viewsheds. The guidelines should identify criteria for evaluating building and structure heights, materials and colors to preserve the ridgeline views, minimize development impacts to the natural surroundings and ensure quality development.
3. Develop a design review process so applications can be easily evaluated for conformance.



K-Hill looking southeast.

Ridgeline Overlay District Criteria:

- Protect views to prominent features such as unique landforms and sites such as K-Hill.
- Protect ridgelines along the corridor. The ridgelines should be determined based upon visibility from Highway K-177.
- Ridgeline homes may be constructed if:
 - They do not adversely impact the ridgeline as determined by a visual analysis;
 - They blend into the site through building placement, grading and landscape design that is sensitive to the setting; and
 - The house color palette blends with the surrounding hillside.

Objective 2:

Acquire scenic easements to protect selected critical views.

Action Plan:

Purpose: Protect areas which are not covered or are inadequately covered by the Ridgeline Overlay District.

Steps needed:

1. Identify scenic viewsheds in the Gateway Plan area.
2. Use regulations and design standards to acquire and maintain scenic easements.

GOAL 3

CONSERVE NATURAL AND ENVIRONMENTAL RESOURCES IN THE GATEWAY CORRIDOR

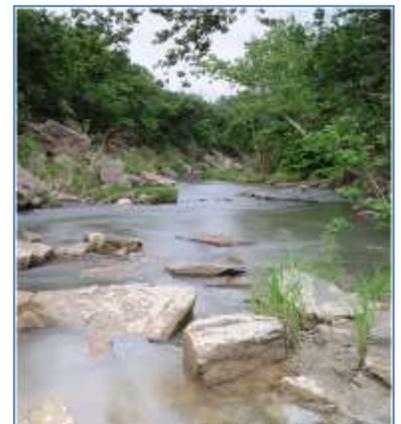
Objective 1:

Maintain the quality of riparian corridors, streams and wetlands.

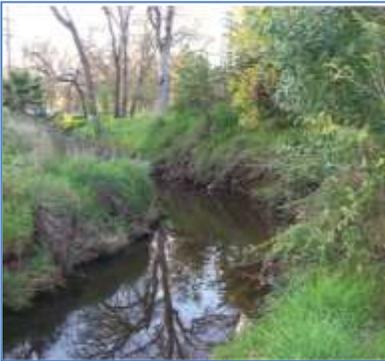
Action Plan:

Purpose: The purpose of the action plan is to maintain the natural drainage corridors of the plan area and encourage development that minimizes impact on these areas.

Plan Definition
A **scenic easement** is an encumbrance on the title to a property to preserve it in a more-or-less natural or undeveloped state.



Example of a healthy riparian area.



Natural drainage area.



Kansas River looking north.



A cedar tree: considered to be an invasive species.

Steps needed:

1. Adopt zoning regulations which provide additional protection for natural and environmental resources. (Recommended regulations are listed below.)
2. Identify areas for protection and delineate on a map.
3. Acquire conservation easements which protect certain critical areas through platting or other methods.

Regulation recommendations:

- Sediment and erosion control measures should be implemented for all development.
- Establish buffer requirements around primary drainage ways.
- Buffer widths should be determined based on a detailed study of the drainage ways.
- Require dedication of drainage way easements to preserve natural drainage areas.
- Consider appropriate tree preservation regulations that ensure maintenance of vegetation levels in critical areas and protects identified specimen trees in a manner that does not entirely prevent development/redevelopment.

Objective 2:

Protect the floodplain and floodway.

Action Plan:

Purpose: Protect life and property from the natural process of flooding.

Steps needed:

1. Identify properties appropriate for acquisition.
2. Identify funding sources to acquire properties.
3. Limit construction of park buildings in the floodplain.
4. Promote only open space or recreational activities in the floodplain to reduce property loss in case of flooding.

Kansas River floodplain and floodway are shown on Map 10. Only the official Federal Emergency Management Agency floodplain maps should be used to determine the applicable flood zone.

Objective 3:

Control invasive non-native plant species and encourage the use of native species.

Action Plan:

Purpose: Promote a more native species based plant palette.

Steps needed:

1. Develop a plant palette and landscaping guidelines for use in the project area.
2. Develop requirements for landscaping public projects.

Objective 4:

Minimize erosion and maintain the stability of the soils.

Action Plan:

Purpose: Protect areas with natural drainage ways from erosion and preserve water quality.

Steps needed:

1. Manage the built environment on slopes greater than twenty percent (20%).
2. Avoid major cut and fill activity by limiting the total land area that can be disturbed on any site.
3. Restrict development intensity in relation to the degree of slope as allowed by the Manhattan Urban Area Subdivision Regulations.
4. Restrict the grade of driveways and streets by following the Manhattan Urban Area Subdivision Regulations.

Areas where development may be restricted by slope are indicated on Map 11.



House constructed on a steep slope.

Objective 5:

Protect wildlife in the plan area.

Action Plan:

Purpose: Develop regulations to maintain wildlife habitat.

Regulation recommendations:

- Restrict perimeter fencing around subdivisions to split rail or picket fences not to exceed four (4) feet in height.
- Promote cluster development to preserve open space beyond the Corridor Overlay District.
- Develop minimum open space requirements to preserve wildlife corridors.
- Identify corridors to be preserved by open space regulations.



Typical wildlife found in the plan area.

GOAL 4

RESPECT THE NATURAL AND RURAL CHARACTER OF THE WILDLAND – URBAN INTERFACE OUTSIDE OF THE URBAN SERVICE AREA

Objective 1:

Manage rural development located in areas outside of the Corridor Overlay and Ridgeline Overlay Districts.

Action Plan:

Areas outside the Ridgeline Overlay District and Corridor Overlay District shall be developed in accordance with the Riley County Vision 2025 Rural Design Guidelines (see Appendix A Rural Design Guidelines).

Plan Definition

Rural Residential: Very low-density single-family residential areas located in a rural setting, typically occurring on tracts between two to twenty acres in size. Cluster development patterns can be utilized in these areas as a means of preserving scenic views and providing open space.



Worker installing sewer pipe.



Father and daughter riding bikes.

GOAL 5

PROVIDE AN APPROPRIATE LEVEL OF SERVICES WITHIN THE URBAN SERVICE AREA

Objective 1:

Provide adequate wastewater management for existing and future development.

Action Plan:

Purpose: Address wastewater management needs and facilitate economic development of the area.

The city and county have invested in extension of a sanitary sewer to facilitate economic development of the area through new development and redevelopment of existing uses. The City will control the connection of properties to the new sewer main, as shown on Map 4. Properties that cannot connect directly to the sewer main may need to participate in a benefit district to develop collector lines for sub-basins.

Objective 2:

Provide adequate potable water for existing and future development.

Action Plan:

Purpose: Address municipal water needs and facilitate economic development of the area.

The city and county are investing in extension of municipal water to facilitate economic development of the area through new development and redevelopment of existing uses. The City will control the connection of properties to the new water system.

Objective 3:

Require all new development within the Urban Service Area (USA) to connect to municipal water and sanitary sewer services to maximize efficient utilization of the public investment in these services in the corridor.

GOAL 6

PROMOTE MULTI-MODAL CONNECTIVITY ALONG AND ACROSS THE K-177 CORRIDOR

Objective 1:

Provide pedestrian and bicycle linkages between commercial development, residential neighborhoods, Fairmont Park, the Kansas River boat ramp, and downtown Manhattan.

Action Plan:

Develop a sidewalk and multi-modal trail network map to identify routes, so the necessary easements can be reserved through the subdivision process.

Objective 2:

Provide safe pedestrian and bicycle linkages across Highway K-177.

Action Plan:

1. Utilize the sidewalk and multi-modal trail network map to identify the best locations for pedestrian/bicycle crossings of K-177.
2. Work with the Kansas Department of Transportation to provide the necessary infrastructure improvements such as a traffic light with a pedestrian cycle.

Objective 3:

Development shall accommodate provision of frontage roads along the west side of K-177 to minimize commercial traffic on Stadel Road and other local residential streets.

Objective 4:

New development shall provide appropriate connectivity to adjacent parcels.



A family riding bicycles in the park.

GOAL 7

PROMOTE DEVELOPMENT IN CONFORMANCE WITH THE FUTURE LAND USE MAP AND FUTURE VISION FOR THE CORRIDOR

Objective 1:

Development within the Urban Service Area (USA), generally consisting of those areas at or below the 1120 elevation contour, shall conform to the land uses and urban densities identified on the Future Land Use Map (Map 12).

Objective 2:

Development within the Ridgeline Overlay District (ROD), generally consisting of those areas above the 1120 elevation contour, shall conform to the land uses and rural densities identified on the Future Land Use Map (Map 12).

Objective 3:

Development located outside of the Urban Service Area (USA) and the Ridgeline Overlay District (ROD), shall conform to the land uses and rural densities identified on the Future Land Use Map (Map 12).



Rural residential development located outside of the Ridgeline Overlay District.

FUTURE LAND USES

Plan Definition

Urban Residential:

Residential areas served by municipal water and sewer systems with densities ranging from one to eleven dwelling units per net acre. This equates to the Residential Low/Medium Density category in the Manhattan Urban Area Comprehensive Plan.

The Future Land Use map, combined with the goals, objectives and action plans will provide guidance to property owners, citizens and decision-makers. The Gateway Plan addresses the anticipated changes in development and desired land use patterns in the K-177 corridor.

The Land Use Map identifies recommended future land uses in the Gateway area (Figure 14). The Gateway Plan calls for the creation of a commercial core along the northern section of K-177, generally surrounded by urban residential land uses, with rural residential uses located beyond the urban residential areas. The categories are defined in the Manhattan Urban Area Comprehensive Plan and provide general guidance for development. As indicated on the Future Land Use map urban-density growth is anticipated only within the Urban Service Area. Beyond this core area, development patterns will continue to be scattered and rural in character. Floodplain areas should continue to be utilized for agricultural and recreational purposes. The balance of the Gateway area is designated as agriculture or environmentally sensitive areas.

COMMERCIAL CORE

The Gateway Plan designates areas adjacent to K-177 from McDowell Creek Road to approximately Lafayette Drive as commercial. This commercial area has been expanded from the 1998 Gateway Plan to include all of the land between K-177 and Stadel Road. This expansion promotes a more viable land use pattern that provides for larger, contiguous lots better suited to future commercial development. Commercial uses adjacent to residential are required to provide screening and buffering.

URBAN RESIDENTIAL

The portion of the K-177 corridor located outside of the commercial core and below the 1120 foot elevation contour is designated as Urban Residential and will be served by the newly expanded water and sewer systems. New residential development located in this area should follow urban densities ranging from one to eleven (1-11) dwelling units per net acre, which equates to the Residential Low/Medium Density category in the Manhattan Urban Area Comprehensive Plan. The Urban Residential category consists of a range of housing types including: single-family homes, duplexes, townhomes and smaller apartment buildings to take advantage of the municipal water and sewer services.

RURAL RESIDENTIAL

Areas located outside the Urban Service Area and farther from the K-177 Corridor are shown as Rural Residential, and should be located and managed so as not to impede future urban growth areas identified in the Plan. Future Rural Residential development is limited by environmentally sensitive areas and steep slopes, as well as the requirements of the Riley County Sanitary Code, and in some cases may serve as a transition between urban and rural areas. Rural Residential development is



Urban density residential development.

typically located in agricultural areas and rural settings that are not served by urban utilities. Therefore, Rural Residential development densities range from two to twenty (2-20) acre sites, although some tracts may exceed twenty acres. The Gateway Plan incorporates the Rural Design Guidelines from the Riley County Vision 2025 Plan to guide development in areas designated for Rural Residential and agricultural uses.

AGRICULTURE

Areas designated as agricultural are not anticipated to be developed within the 20-year planning horizon of the Manhattan Urban Area Comprehensive Plan. Agricultural uses are encouraged to operate within the context of both market demand and the desires of the individual property owners, allowing for some residential use by the owners/operators of the agricultural enterprise. If developed, agricultural uses should follow the Riley County Vision 2025 Rural Design Guidelines.



Kansas wheat at sunset.

OVERLAY DISTRICTS

All commercial and urban residential areas, and some portions of the rural residential areas, will incorporate overlay district requirements as part of the development regulations to ensure compatibility with the Corridor area and scenic and natural environment. The Corridor Overlay District (COD) addresses development in the Urban Service Area and will extend on each side of K-177 to incorporate the Urban Service Area (approximately the 1120 foot elevation). The purpose of the COD is to regulate development in this core area along the state highway to promote a more dense development pattern that maximizes the efficient use of the new utility infrastructure improvements, while ensuring quality development that is aesthetically pleasing and compatible with the Gateway area in terms of site development, building and land use standards.

The Ridgeline Overlay District (ROD) will incorporate standards to help protect critical vistas and ridgeline views that are visible from K-177 and include provisions addressing structure height, color palette, building placement, grading and landscaping to promote development that blends in with the setting.

TRANSPORTATION

The existing local road network consists of long, unconnected roads along steep slopes. To address these issues, Riley County in 2007 completed the "Area Thoroughfare Planning Study", creating a conceptual road layout that proposes an internal road network to be constructed as properties develop. The road alignments were located based on minimizing cut and fill and maintaining road grade standards.

Additionally as properties are subdivided for development, right-of-way for a frontage road should be reserved from the intersection of Stadel Road and K-177, southward to Johnson Road, and continue south towards Lafayette Drive. Commercial lots should be designed to utilize the frontage road and K-177 for commercial access, such as deliveries



Intersection of Pride Drive and K-177 Highway.



Bicyclist riding along a bike trail.

and customer traffic. Stadel Road should be maintained primarily for residential use and emergency access.

The corridor's proximity to downtown Manhattan, Fairmont Park, the Kansas River access and the Linear Trail makes it an ideal location for biking and walking. While the Kansas River presents a barrier to accessing downtown Manhattan and crossing Highway K-177 can be a challenge, accommodations for improved pedestrian and bicycle access should be planned for and provided over time. The Plan calls for creation of a sidewalk and multi-modal trail network map to identify routes, so the necessary easements can be reserved through the subdivision process.

The second objective under the transportation goal suggests providing safe pedestrian and bicycle linkages across Highway K-177. As growth continues along the Corridor, it will be important for pedestrians and bicyclists to have a safe crossing of K-177 to access businesses, Fairmont Park, the Downtown area and the Linear Trail.

VIEWSHED PROTECTION

K-177 is the principal southern gateway into Manhattan from Interstate 70 and helps to create the first impression of the City of Manhattan. From the hilltops of the Konza Prairie and Flint Hills, the views and vistas reflect the natural character of the Gateway Area. The character of the corridor changes from a largely natural setting to highway commercial uses along K-177 as the highway nears Manhattan.



Natural ridgeline along east side of K-177 Highway.

The Plan defines viewshed as an area of land, water, or other environmental element that is visible from K-177. The Ridgeline Overlay District (ROD) is proposed to be developed through a public process, to establish the extent of the overlay district boundaries and the criteria for reviewing development in identified viewshed areas. The ROD is not meant to prohibit development in these portions of the corridor, but to minimize the impact of development by controlling elements such as: siting, height, color and material. The ROD seeks a balance between preserving the unique visual assets of the Gateway Corridor while accommodating development that is sensitive to the area.

CAPITAL IMPROVEMENTS AND ANNEXATION

In 2009 and 2010, Riley County and the City of Manhattan entered into interlocal agreements regarding the provision of municipal sanitary sewer and water service to the Gateway Corridor to order to promote economic development within Riley County, avoid future residential and commercial encroachment upon Fort Riley, provide quality potable water to the area and encourage future growth of the City of Manhattan within Riley County.

As new development occurs and connects to these new utility systems, annexation will be addressed. The interlocal agreement on water service stipulates that new customers connecting to the City's water trunk line will be required to sign an agreement consenting to annexation at the discretion of the governing body of the City. Typically when a property

receives both sewer and water service from the City, it is required to be annexed. However, there are unique conditions in the Gateway Corridor which may necessitate a more flexible approach towards annexation in which the City evaluates the costs and benefits of annexation on a case-by-case basis within the larger context of the Corridor.

There are many properties that are already served by the existing Konza Water District's distribution system which will now receive wholesale water from the City without annexation. In addition, as individual septic systems fail within the area, properties will connect to the sanitary sewer trunk line. As a result, many properties may receive only one of the two utility services from the city for the foreseeable future. Additionally, as new development or redevelopment occurs along the central portion of the Corridor, it is anticipated that this development will connect to both utility services. The resulting pattern of properties receiving municipal service will likely be noncontiguous in many instances. Therefore, it will be necessary for the City to determine when it will be cost effective and most beneficial to provide contiguous fire service, to annex particular portions of the corridor to avoid a patchwork pattern of noncontiguous parcels.

It is more likely that commercial properties along the central corridor would be annexed due to their immediate proximity to K-177, while residential properties that tend to be farther off the corridor and served by more challenging access roads are less likely to be annexed. However, residential development that occurs in the Urban Service Area at urban densities might also benefit from annexation.



Welcome sign into the City of Manhattan.

Appendix A

Rural Design Guidelines

Vision 2025: A Comprehensive Plan for Riley County, Kansas

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RURAL DESIGN GUIDELINES

Goals of these guidelines:

- Preserve the existing agricultural character of the County's landscape;
- Preserve valuable farmland and productive agricultural areas;
- Preserve wildlife habitat; and
- Protect ground and surface water quality.

Strategies to accomplish these goals:

- Careful siting of proposed development; and
- Sensitive treatment of the development site (landscaping, location of drive, etc.).

Examples of the specific strategies include:

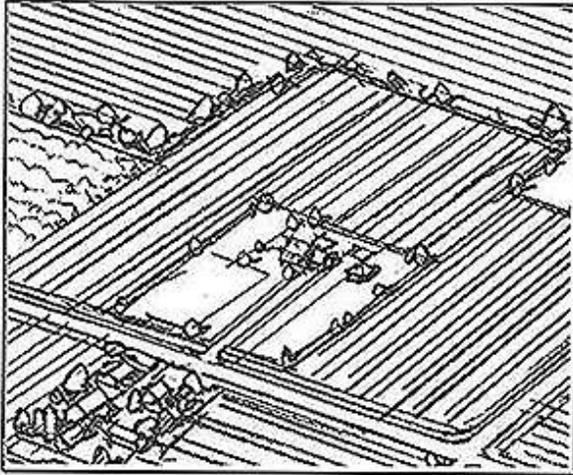
- Optimize the shape and configuration of farmable parcels;
- Minimize visual impact of development from roadsides;
- Integrate development with existing landscape patterns (fields, pastures, fencerows, farmsteads, natural features);
- Use existing vegetation to screen new development;
- Use new landscaping to screen and enhance development;
- Minimize visual impact of development through sensitive home siting on hillsides and limiting placement of development on hilltops;
- Retain wooded areas;
- Minimize number of driveways and regulate placement and grade;
- Integrate development with existing topography and vegetation pattern;
- Mimic typical farmstead features for "exposed" new development;
- Concentrate new development at edge of existing developed area and in compact configurations.

Single Lot Residential

The siting and treatment of a **single residential lot** in Riley County's **agricultural lands** according to these guidelines will have an impact on valuable farmland and the existing visual character of the rural area. The following strategies and case study below will help guide proposed residential development. Case study assumes that existing fence row does not divide land ownership.

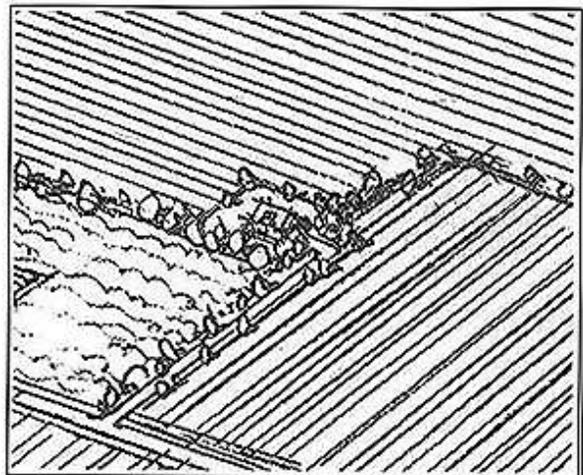
- Minimize loss of valuable farmland
- Optimize the shape and configuration of farmable parcels
- Minimize visual impact of development from roadsides
- Integrate development with existing landscape patterns (fields, fencerows, farmsteads, natural features)
- Use existing vegetation to screen new development

Typical



- Large isolated tract
- Homes and outbuildings visible from roads
- Fragmented farmland and wildlife habitat

Preferred

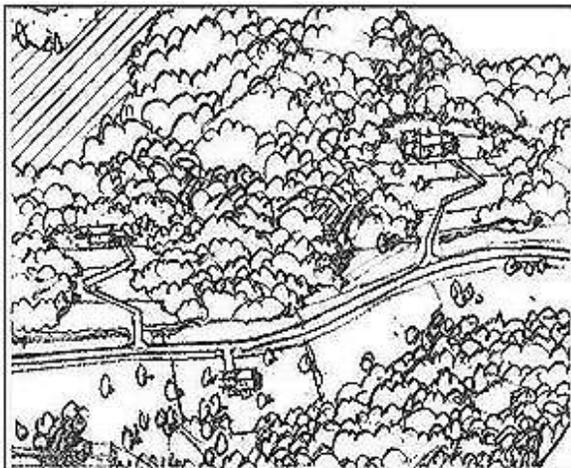


- Development located at edge of farmland
- Cohesive farm fields
- Home and outbuildings set back from road
- Driveway located along fencerow
- Home screened with existing vegetation or new landscaping

Hillside Residential

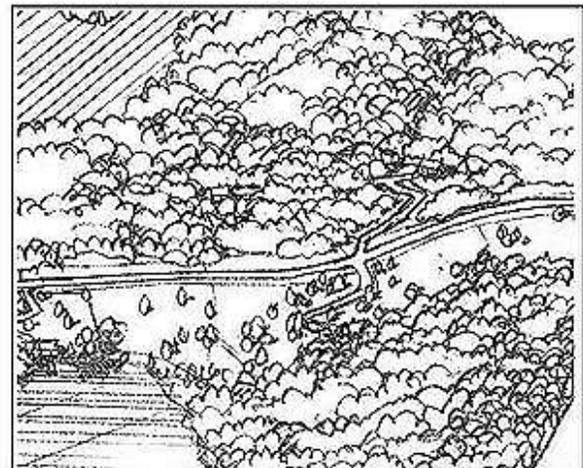
The siting and treatment of **residential lot(s)** in Riley County's **hills and steep slopes** will have a substantial visual impact on the existing character of the rural area. The following strategies and case study below will help guide proposed residential development.

Typical



- Home built on hilltops
- Multiple driveways serving single homes
- Vegetation removed from hillside

Preferred



- Homes set back from road
- Homes built on hillside, not on the hilltop
- Development screened with existing vegetation or new landscaping
- Walls and roofs of structures blend with hillside

(Hillside preferred con't)

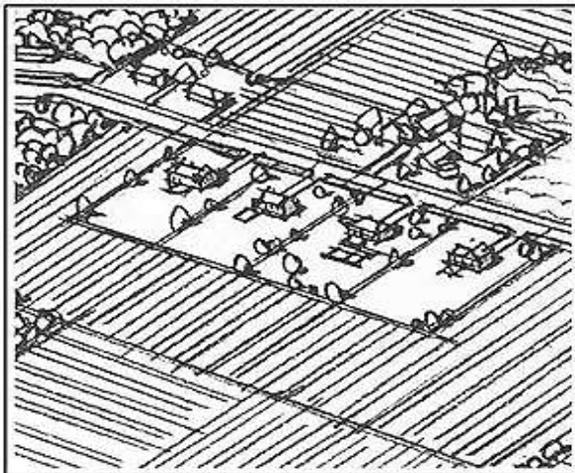
- Road serves two homes and drives across from each other
- Vegetation cleared only for drive, house and immediate yard
- Configuration minimizes views of development
- Minimize visual impact of development through hillside siting below ridge
- Minimize visual impact of home from adjacent roadside
- Retain wooded areas
- Minimize number of driveways
- Use existing vegetation to screen new development
- Integrate development with existing topography and vegetation pattern

Multiple Lot Residential

The siting and treatment of **multiple residential lots** in Riley County's **agricultural lands** will have an impact on valuable farmland and the existing visual character of the rural area. The following guidelines are **modeled after a typical farmstead building arrangement**. The strategies and case study below will help guide proposed residential development.

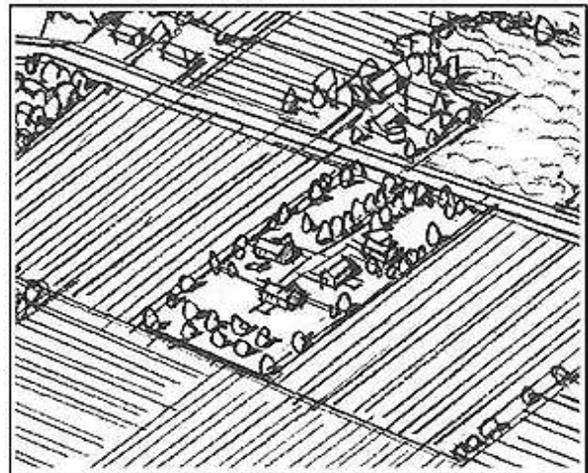
- Minimize loss of valuable farmland
- Optimize the shape and configuration of farmable parcels
- Minimize visual impact of development from roadsides
- Integrate development with existing landscape patterns (fields, fencerows, farmsteads, natural features)
- Use existing vegetation to screen new development

Typical



- Roadside lots with all homes visible from road
- Multiple driveways serving separate homes
- Long stretch of road interrupted by driveways

Preferred



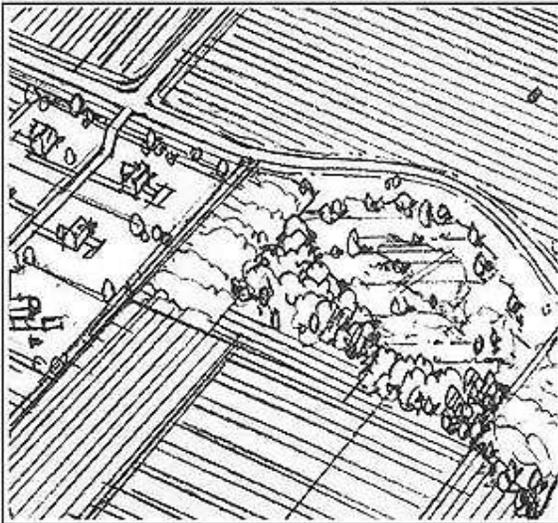
- Residences clustered in the form of a typical farmstead
- Cul-de-sac road (tree-lined)
- Development set back from road
- Residences screened with new "farmstead" vegetation
- Cohesive farm fields
- Fence rows define farmable parcels and developed area
- Reduced perimeter of developed area adjacent to farmland

Multiple Lot Residential (Natural Feature)

The siting and treatment of **multiple residential lots** in Riley County’s **agricultural lands** will have an impact on valuable farmland and the existing visual character of the rural area. The following guidelines are based on the strategy of sensitive **integration with a natural feature** (wooded areas, ponds, riparian areas, etc.). The strategies and case study below will help guide proposed residential development.

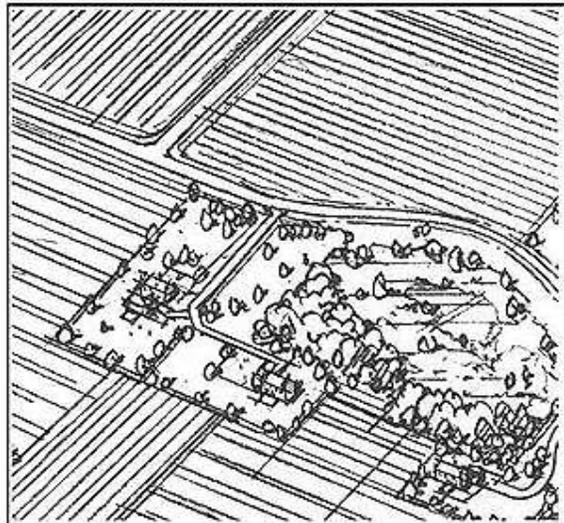
- Integrate development with existing landscape patterns (fields, fencerows, farmsteads, natural features)
- Use existing vegetation to screen new development
- Minimize loss of valuable farmland
- Optimize shape and configuration of farmable parcels
- Minimize visual impact of development from roadside

Typical



- Roadside lots
- Multiple driveways serving separate homes
- Development visible from roadside
- Fragmented farmland and wildlife habitat

Preferred



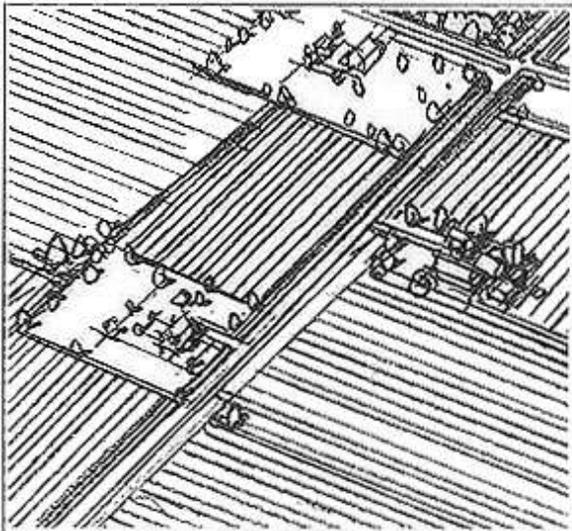
- Cohesive farm fields
- Homes set back from road
- Development located at edge of farmland and natural feature
- Road located along fencerow or natural feature
- Minimize the amount of developed land adjacent to farmland
- Residences screened with existing vegetation
- Landscaping

“Homestead Addition” Residential

The siting and treatment of a **residential lot being added to an existing homestead** in Riley County’s **agricultural lands** will have an impact on valuable farmland and the existing visual character of the rural area. The following guidelines are **modeled after a typical farmstead building arrangement**. The strategies and case study below will help guide proposed residential development.

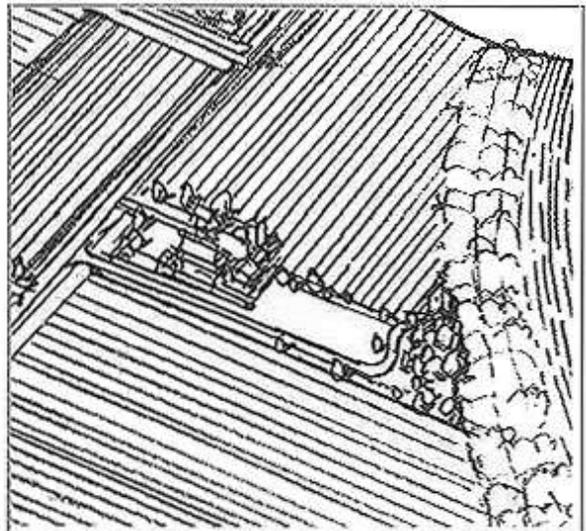
- Minimize loss of valuable farmland
- Optimize the shape and configuration of farmable parcels
- Minimize visual impact of development from roadsides
- Integrate development with existing landscape patterns (fields, fencerows, farmsteads, natural features)
- Use existing vegetation to screen new development
- Identify sites appropriate for a new home

Typical



- Large isolated lots
- Development visible from roadside
- Fragmented farmland and wildlife habitat

Preferred



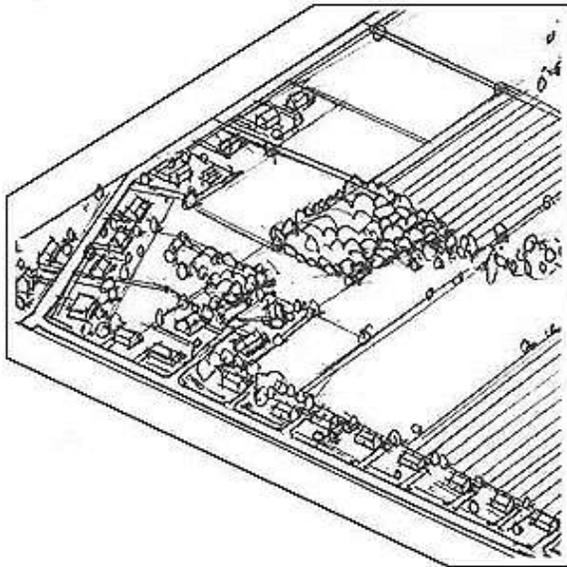
- Cohesive farm fields
- Homes set back from road
- Development located at edge of farmland
- Driveway located along fencerow
- Homes screened with existing farm buildings, vegetation or new landscaping
- Attempt to minimize driveways

Small Cities Edge Residential

The siting and treatment of **multiple residential lots on the edge of the small cities in Riley County** will have an impact on valuable farmland and the existing visual character of the rural area. The strategies and case study below will help guide proposed residential development.

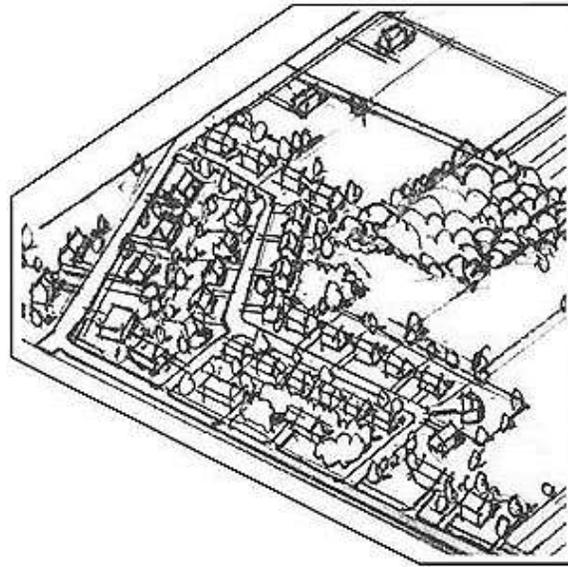
- Concentrate new development in existing developed areas
- Avoid endless strips of houses on sides of roads
- Make wise use of deep parcels
- Emphasize connectivity of road system for future

Typical



- Larger scattered lots arranged on individual cul-de-sacs
- Strips of houses on sides of roads
- Fragmented development edge
- Dispersed lot arrangement

Preferred



- Compact network of streets
- Compact lot arrangement
- Well-defined development edge
- Cohesive farm fields remain
- Accessible open spaces and public areas

Appendix B

Maps

Appendix C

Adopting Ordinance and Resolutions

RESOLUTION NO. 030711

A RESOLUTION AMENDING THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN

WHEREAS, the Manhattan Urban Area Comprehensive Plan, was adopted by the Manhattan Urban Area Planning Board by the adoption of the publication known as the “Manhattan Urban Area Comprehensive Plan, dated April 2003” (the “MUACP”) on April 21, 2003; and

WHEREAS, the Governing Body of the City of Manhattan, Kansas, pursuant to K.S.A. 12-747, adopted and approved the MUACP, by adoption of Ordinance No. 6350, dated June 17, 2003; and

WHEREAS, the Manhattan Urban Area Planning Board amended the MUACP on August 15, 2005, by incorporating that certain document known as the Aggieville-Campus Edge District Plan, dated August 2005; and,

WHEREAS, the Governing Body of the City of Manhattan, Kansas, pursuant to K.S.A. 12-747, amended and reestablished the MUACP, by adoption of Ordinance No. 6498, dated October 11, 2005, incorporating the Aggieville-Campus Edge District Plan dated August 2005; and,

WHEREAS, the Manhattan Urban Area Planning Board amended the MUACP on September 10, 2009, by incorporating that certain document known as the US 24 Corridor Management Plan, dated September 2009; and,

WHEREAS, the Governing Body of the City of Manhattan, Kansas, pursuant to K.S.A. 12-747, amended and reestablished the MUACP, by adoption of Ordinance No. 6792, dated November 3, 2009, incorporating the US 24 Corridor Management Plan, dated September 2009; and,

WHEREAS, the MUACP currently consists of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Gateway to Manhattan Plan; c) the Grand Mere Community Master Plan; d) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; e) the Manhattan Area Transportation Strategy: Connecting To 2020; f) Housing Manhattan: Planning For the Future; g) Aggieville-Campus Edge District Plan dated August 2005; and h) the US 24 Corridor Management Plan, dated September 2009; and,

WHEREAS, the Manhattan Urban Area Planning Board desires to amend the Manhattan Urban Area Comprehensive Plan, in order to guide the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas, by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011; and

WHEREAS, the Gateway to Manhattan Plan, dated April 2011, is an update and revision of the original Gateway to Manhattan Plan adopted in 1998, and this update reassessed the original goals and revised the plan to reflect community vision for the corridor and to address anticipated changes resulting from new utility infrastructure being extended to the area. Although the boundaries of the plan remain unchanged for this update, the primary focus area is the commercial and residential core along the K-177 Corridor in the northern half of the plan area. The updated Gateway Plan includes goals, objectives, action plans, a Future Land Use map and a revised Urban Service Area, to guide development and redevelopment along the K-177 Corridor; and,

WHEREAS, the City of Manhattan and Riley County, Kansas have worked together to update and revise the original Gateway to Manhattan Plan; and,

WHEREAS, Riley County also requested that a cross-reference to its Vision 2025: A Comprehensive Plan for Riley County, Kansas October 2009, be added to the MUACP; and,

WHEREAS, pursuant to provisions of K.S.A. 12-747, the Manhattan Urban Area Planning Board gave proper notice in the official City newspaper and held a public hearing on Monday, March 7, 2011, at which time due consideration was given to all comments and remarks relating to these amendments;

NOW, THEREFORE, BE IT RESOLVED BY THE MANHATTAN URBAN AREA PLANNING BOARD, THAT:

SECTION 1. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating that certain updated and revised document known as the Gateway to Manhattan Plan, dated April 2011, into the MUACP, which replaces the original Gateway to Manhattan Plan.

SECTION 2. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating a cross-reference to Vision 2025: A Comprehensive Plan for Riley County, Kansas October 2009.

SECTION 3. The necessary cross-references to the Gateway to Manhattan Plan, dated April 2011, and Vision 2025: A Comprehensive Plan for Riley County, Kansas October 2009, are added to Chapter 4 of the base document.

SECTION 4. Following this amendment, the MUACP shall consist of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Grand Mere Community Master Plan; c) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; d) the Manhattan Area Transportation Strategy: Connecting To 2020; e) Housing Manhattan: Planning For the Future; f) the Aggieville-Campus Edge District Plan, dated August 2005; g) the US 24 Corridor Management Plan, dated September 2009; and h) the Gateway to Manhattan, dated April 2011.

SECTION 5. All prior Resolutions in conflict herewith are hereby repealed.

APPROVED by a majority of the Manhattan Urban Area Planning Board members at Manhattan, Kansas, this 7th day of March, 2011.



BILL MEREDITH, VICE CHAIRPERSON
MANHATTAN URBAN AREA PLANNING BOARD

ATTEST:



LANCE EVANS, SECRETARY
MANHATTAN URBAN AREA PLANNING BOARD

RESOLUTION NO. 041111

A RESOLUTION AMENDING THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN

WHEREAS, the Manhattan Urban Area Comprehensive Plan, was adopted by the Riley County Planning Board by the adoption of the publication known as the “Manhattan Urban Area Comprehensive Plan, dated April 2003” (the “MUACP”) on April 21, 2003; and

WHEREAS, the Board of Commissioners of Riley County, Kansas, pursuant to K.S.A. 12-747, adopted and approved the MUACP, by adoption of Resolution No. 060303-56, dated June 3, 2003; and

WHEREAS, the MUACP currently consists of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Gateway to Manhattan Plan; c) the Grand Mere Community Master Plan; d) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; e) the Manhattan Area Transportation Strategy: Connecting To 2020; f) Housing Manhattan: Planning For the Future; g) Aggieville-Campus Edge District Plan dated August 2005; and h) the US 24 Corridor Management Plan, dated September 2009; and,

WHEREAS, the Riley County Planning Board desires to amend the Manhattan Urban Area Comprehensive Plan, in order to guide the development or redevelopment of the Manhattan Urban Area and Riley County, Kansas, by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011; and

WHEREAS, the Gateway to Manhattan Plan, dated April 2011, is an update and revision of the original Gateway to Manhattan Plan adopted in 1998, and this update reassessed the original goals and revised the plan to reflect community vision for the corridor and to address anticipated changes resulting from new utility infrastructure being extended to the area. Although the boundaries of the plan remain unchanged for this update, the primary focus area is the commercial and residential core along the K-177 Corridor in the northern half of the plan area. The updated Gateway Plan includes goals, objectives, action plans, a Future Land Use map and a revised Urban Service Area, to guide development and redevelopment along the K-177 Corridor; and,

WHEREAS, the City of Manhattan and Riley County, Kansas have worked together to update and revise the original Gateway to Manhattan Plan; and,

WHEREAS, a cross-reference to Vision 2025: A Comprehensive Plan for Riley County, Kansas October 2009, is required within the MUACP; and,

WHEREAS, pursuant to provisions of K.S.A. 12-747, the Riley County Planning Board gave proper notice in the official County newspaper and held a public hearing on Monday, March 14, 2011, at which time due consideration was given to all comments and remarks relating to these amendments;

NOW, THEREFORE, BE IT RESOLVED BY THE RILEY COUNTY PLANNING BOARD, THAT:

SECTION 1. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating that certain updated and revised document known as the Gateway to Manhattan Plan, dated April 2011, into the MUACP, which replaces the original Gateway to Manhattan Plan.

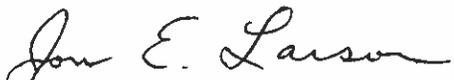
SECTION 2. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating a cross-reference to Vision 2025: A Comprehensive Plan for Riley County, Kansas October 2009.

SECTION 3. The necessary cross-references to the Gateway to Manhattan Plan, dated April 2011, and Vision 2025: A Comprehensive Plan for Riley County, Kansas October 2009, are added to Chapter 4 of the base document.

SECTION 4. Following this amendment, the MUACP shall consist of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Grand Mere Community Master Plan; c) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; d) the Manhattan Area Transportation Strategy: Connecting To 2020; e) Housing Manhattan: Planning For the Future; f) the Aggieville-Campus Edge District Plan, dated August 2005; g) the US 24 Corridor Management Plan, dated September 2009; and h) the Gateway to Manhattan, dated April 2011.

SECTION 5. All prior Resolutions in conflict herewith are hereby repealed.

APPROVED by a majority of the Riley County Planning Board members at Manhattan, Kansas, this 11th day of April, 2011.



JON LARSON, CHAIRPERSON
RILEY COUNTY PLANNING BOARD

ATTEST:



BOB ISAAC, SECRETARY
RILEY COUNTY PLANNING BOARD

RESOLUTION NO. 042511-08

A RESOLUTION AMENDING THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN

WHEREAS, the Manhattan Urban Area Comprehensive Plan, was adopted by the Manhattan Urban Area Planning Board and the Riley County Planning Board by the adoption of the publication known as the "Manhattan Urban Area Comprehensive Plan, dated April 2003" (the "MUACP") on April 21, 2003; and

WHEREAS, the Board of Commissioners of Riley County, Kansas, pursuant to K.S.A. 12-747, adopted and approved the MUACP, by adoption of Resolution No. 060303-56, dated June 3, 2003; and

WHEREAS, the MUACP currently consists of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Gateway To Manhattan Plan; c) the Grand Mere Community Master Plan; d) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; e) the Manhattan Area Transportation Strategy: Connecting To 2020; f) Housing Manhattan: Planning For the Future, g) Aggieville-Campus Edge District Plan, dated August 2005; and h) US-24 Corridor Management Plan, dated September 2009; and

WHEREAS, the Manhattan Urban Area Planning Board, the Riley County Planning Board, the Governing Body of the City of Manhattan, Kansas, and the Board of Commissioners of Riley County, Kansas desire to amend the Manhattan Urban Area Comprehensive Plan, in order to guide the development or redevelopment of the Manhattan Urban Area, the City of Manhattan, Kansas, and Riley County, Kansas by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011; and

WHEREAS, the Gateway to Manhattan Plan, dated April 2011, is an update and revision of the original Gateway to Manhattan Plan adopted in 1998, and this update reassessed the original goals and revised the plan to reflect community vision for the corridor and to address anticipated changes resulting from new utility infrastructure being extended to the area; and

WHEREAS, the City of Manhattan and Riley County, Kansas have worked together to update and revise the original Gateway to Manhattan Plan; and

WHEREAS, Riley County also requested that a cross-reference to its Vision 2025: A Comprehensive Plan for Riley County, Kansas - October 2009, be added to the MUACP; and

WHEREAS, pursuant to provisions of K.S.A. 12-747, the Manhattan Urban Area Planning Board gave proper notice in the official City newspaper and held a public hearing on Monday, March 7, 2011, at which time due consideration was given to all comments and remarks relating to this amendment; and

WHEREAS, pursuant to provisions of K.S.A. 12-747, the Riley County Planning Board gave proper notice in the official County newspaper and held a public hearing on Monday, March 14, 2011, at which time due consideration was given to all comments and remarks relating to this amendment; and

WHEREAS, following their public hearing a majority of the Manhattan Urban Area Planning Board members approved Resolution No. 030711 amending the Manhattan Urban Area Comprehensive Plan by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011, which replaces the original Gateway to Manhattan Plan; and

WHEREAS, following their public hearing a majority of the Riley County Planning Board members approved Resolution No. 041111 amending the Manhattan Urban Area Comprehensive Plan by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011, which replaces the original Gateway to Manhattan Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF RILEY COUNTY, KANSAS:

SECTION 1. The Comprehensive Plan for the development or redevelopment of the Manhattan Urban Area and Riley County, Kansas, is hereby reestablished by amendment of the MUACP, as set forth hereinafter.

SECTION 2. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating that certain updated and revised document known as the Gateway to Manhattan Plan, dated April 2011, into the MUACP, which replaces the original Gateway to Manhattan Plan.

SECTION 3. The publication known as the "Manhattan Urban Area Comprehensive Plan, dated April 2003," (the "MUACP") is hereby readopted and incorporated by reference. Following this amendment, the MUACP consists of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Grand Mere Community Master Plan; c) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; d) the Manhattan Area Transportation Strategy: Connecting To 2020; e) Housing Manhattan: Planning For the Future; f) Aggieville-Campus Edge District Plan, dated August 2005; g) US-24 Corridor Management Plan, dated September 2009; and h) the Gateway to Manhattan Plan, dated April 2011. No fewer than three (3) copies of such publication shall be marked or stamped "Official Copy as Adopted by Resolution No. 042511- ", and shall be attached to a copy of this resolution and filed with the County Clerk and open for inspection and available to the public at all reasonable hours. All administrative departments of the County charged with enforcement of the Land Use Element shall be supplied, at the cost of the County, such number of official copies, similarly marked, as may be deemed expedient.

SECTION 4. All prior Resolutions in conflict herewith are hereby repealed.

SECTION 5. This Resolution shall take effect and be in force from and after its passage and publication in The Manhattan Mercury.

ADOPTED THIS 25th DAY OF APRIL, 2011.

THE BOARD OF COMMISSIONERS
OF RILEY COUNTY, KANSAS

Kare McCullor
CHAIRMAN

Alan D. Johnson
MEMBER

David Lewis
MEMBER

ATTEST:

Rich Vargo
RICH VARGO
Riley County Clerk



ORDINANCE NO. 6893

AN ORDINANCE AMENDING THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN.

WHEREAS, the Manhattan Urban Area Comprehensive Plan, was adopted by the Manhattan Urban Area Planning Board by the adoption of the publication known as the "Manhattan Urban Area Comprehensive Plan, dated April 2003" (the "MUACP") on April 21, 2003; and

WHEREAS, the Governing Body of the City of Manhattan, Kansas, pursuant to K.S.A. 12-747, adopted and approved the MUACP, by adoption of Ordinance No. 6350, dated June 17, 2003; and

WHEREAS, the MUACP currently consists of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Gateway To Manhattan Plan; c) the Grand Mere Community Master Plan; d) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; e) the Manhattan Area Transportation Strategy: Connecting To 2020;-f) Housing Manhattan: Planning For the Future; g) Aggieville-Campus Edge District Plan, dated August 2005; and, h) US-24 Corridor Management Plan, dated September 2009; and,

WHEREAS, the Manhattan Urban Area Planning Board and the Governing Body of the City of Manhattan, Kansas, desire to amend the Manhattan Urban Area Comprehensive Plan, in order to guide the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas, by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011; and

WHEREAS, the Gateway to Manhattan Plan, dated April 2011, is an update and revision of the original Gateway to Manhattan Plan adopted in 1998, and this update reassessed the original goals and revised the plan to reflect community vision for the corridor and to address anticipated changes resulting from new utility infrastructure being extended to the area; and,

WHEREAS, the City of Manhattan and Riley County, Kansas have worked together to update and revise the original Gateway to Manhattan Plan; and,

WHEREAS, Riley County also requested that a cross-reference to its Vision 2025: A Comprehensive Plan for Riley County, Kansas - October 2009, be added to the MUACP; and,

WHEREAS, pursuant to provisions of K.S.A. 12-747, the Manhattan Urban Area Planning Board gave proper notice in the official City newspaper and held a public hearing on Monday, March 7, 2011, at which time due consideration was given to all comments and remarks relating to this amendment; and

WHEREAS, following said public hearing a majority of the Manhattan Urban Area Planning Board members approved Resolution No. 030711 amending the Manhattan Urban Area Comprehensive Plan by incorporating into the MUACP that certain document known as the Gateway to Manhattan Plan, dated April 2011, into the MUACP, which replaces the original Gateway to Manhattan Plan; and,

WHEREAS, the Governing Body of the City of Manhattan, Kansas, has considered this Ordinance at two meetings;

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS:

SECTION 1. The Comprehensive Plan for the development or redevelopment of the Manhattan Urban Area and the City of Manhattan, Kansas, is hereby reestablished by amendment of the MUACP, as set forth hereinafter.

SECTION 2. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating that certain updated and revised document known as the Gateway to Manhattan Plan, dated April 2011, into the MUACP, which replaces the original Gateway to Manhattan Plan.

SECTION 3. The Manhattan Urban Area Comprehensive Plan is hereby amended by incorporating a cross-reference to Vision 2025: A Comprehensive Plan for Riley County, Kansas - October 2009.

SECTION 4. The necessary cross-references to the Gateway to Manhattan Plan, dated April 2011, and Vision 2025: A Comprehensive Plan for Riley County, Kansas - October 2009, are added to Chapter 4 of the base document.

SECTION 5. The publication known as the "Manhattan Urban Area Comprehensive Plan, dated April 2003," (the "MUACP") is hereby readopted and incorporated by reference. Following this amendment, the MUACP consists of the base document, which is actually entitled the Manhattan Urban Area Comprehensive Plan, dated April 2003, and eight other separately bound documents, which are incorporated into the base document, and which are entitled: a) the Poyntz Avenue Corridor District Plan; b) the Grand Mere Community Master Plan; c) Downtown Tomorrow, A Redevelopment Plan For Downtown Manhattan, Kansas; d) the Manhattan Area Transportation Strategy: Connecting To 2020; e) Housing Manhattan: Planning For the Future; f) the Aggieville-Campus Edge District Plan, dated August 2005; g) the US 24 Corridor Management Plan, dated September 2009; and h) the Gateway to Manhattan, dated April 2011. No fewer than three (3) copies of such publication shall be marked or stamped "Official Copy as Adopted by Ordinance No. 6893", and shall be attached to a copy of this ordinance and filed with the City Clerk and open for inspection and available to the public at all reasonable hours. All administrative departments of the City charged with enforcement of the Land Use Element shall be supplied, at the cost of the City, such number of official copies, similarly marked, as may be deemed expedient.

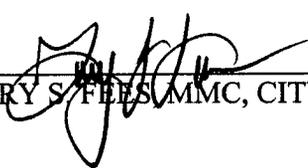
SECTION 6. All prior Ordinances in conflict herewith are hereby repealed.

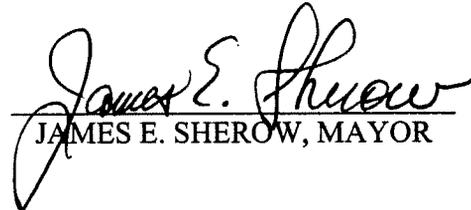
SECTION 7. This Ordinance shall take effect and be in force from and after its passage and publication in The Manhattan Mercury.

PASSED AND ADOPTED THIS 17TH DAY OF MAY, 2011, BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS.



ATTEST:


GARY S. FEES, MMC, CITY CLERK


JAMES E. SHEROW, MAYOR