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## Appendix B: Related Plans and Policy Documents

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### Introduction

The following plans and policy documents may or may not have been formally adopted as a part of the Comprehensive Plan; however they provide important background information and policy direction to support the implementation of the Plan.

#### **Kansas State University North Corridor Plan (under development)**

Kansas State University, in partnership with local stakeholders, is developing a corridor plan for the north campus area located along Kimball Avenue to address future development related to KSU and NBAF research.

#### **Parks and Recreation Strategic Facility Improvement Plan (under development)**

Manhattan Parks and Recreation is evaluating existing indoor and outdoor recreation facilities, assessing the community's needs for improved places to play, and developing strategies to enhance existing (and possibly build new) sport courts, fields and gyms that the entire community will benefit from.

#### **Flint Hills Transportation Plan (under development)**

The Flint Hills Metropolitan Planning Organization, in cooperation with other regional partners is developing the MPO's first long-range transportation plan. By evaluating issues and needs, the Plan will identify potential multi-modal transportation projects.

#### **Housing Matters: The Flint Hills Frontiers Fair Housing Equity Assessment / Regional Analysis of Impediments. (under development)**

The Flint Hills Frontiers Fair Housing Equity Assessment/Regional Analysis of Impediments (FHEA/RAI) is being conducted by the Flint Hills Regional Council (FHRC) in partnership with regional stakeholders. The FHEA/RAI is both regional and local in scope, requires engagement, and considers issues of fair housing in a broader framework. The resulting FHEA/RAI can be used by communities to challenge existing impediments to fair housing at the local level; for developing partnerships across multiple sectors and issue areas to create a shared understanding of equity and opportunity; and to help local policymakers make informed and targeted decisions about policy and investment to advance fair housing opportunity throughout the region. The FHRC is working in its seven-county region.

### **Flint Hills/Fort Riley Joint Land Use Study (2017)**

The Joint Land Use Study was developed as a result of regional growth and issues of land use compatibility between Fort Riley and adjacent land owners. The study's purpose was to identify tools that would help Fort Riley maintain its mission while protecting the property rights of adjacent owners.

The study conducted a land use compatibility analysis which organized the study area into land use categories, including: operational issues, environmental issues, current growth patterns, and existing community boundaries. A significant regional growth compatibility issue for Manhattan is the continued growth westward. The results were the foundation for the Plan's compatibility recommendations, which include policy compliance, the creation of real estate disclosures and noise easements, and planning for Blue Township area to absorb some of the growth demand. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 7326, dated December 5, 2017.

### **Aggieville Community Vision Plan (2017)**

This District Plan updates and replaces the earlier 2005 Aggieville – Campus Edge District Plan. The Plan provides a highly detailed level of policy guidance for the redevelopment of Aggieville into a more intensive, pedestrian-oriented urban environment with more housing and retail opportunities, while preserving the look and feel of the Moro Street “historic core”. A key first step is to assess circulation, parking, and other infrastructure needs prior to the District redevelopment. The document provides specific goals and principles for three sub-areas (Bluemont/Aggieville Corridor, Historic Core, and Laramie Corridor), a Strategic Action Plan, and Design Guidelines for mixed-use planned unit developments. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 7280, dated April 18, 2017.

### **Big Blue & Kansas River Floodplain Management Plan (2016)**

The Big Blue and Kansas Rivers Floodplain Management Plan is a guiding document for the management of flood risks along the Kansas and Big Blue Rivers and maintenance and enhancement of the environmental assets found in the Rivers' floodplains. The management and reduction of flood risks is a shared responsibility with the city, counties, state and federal agencies. The Big Blue and Kansas Rivers Floodplain Management Plan was developed in partnership by the City of Manhattan, Pottawatomie County, Riley County, the Kansas Hazard Mitigation Team and the U.S. Army Corps of Engineers. The Management Plan inventories the risk of flooding in several sub-watersheds and tributaries of the Big Blue and Kansas Rivers, describes the public engagement process involved in creating the plan, goals and objectives, strategies and tools available to mitigate the flood risks and the Action Plan to achieve the Management Plan's goals. The Wildcat Creek Floodplain Management Plan is adopted and incorporated into the Manhattan Urban Area Comprehensive Plan, by City Ordinance No. 7270, dated January 3, 2017.

### **Hartford Hill Master Plan (2015)**

The Hartford Hill Master Plan provides additional guidance for development of a 320 acre site located generally northwest of Grand Mere, which was identified as a future growth area in the Manhattan Urban Area Plan update process. The Hartford Hill Master Plan includes guidance on development phasing; access and traffic improvements; storm drainage and utility services; parks, open space and trails; pedestrian and bicycle facilities; land use; and strategies for disclosure and mitigation of Fort Riley Noise impact. The Hartford Hill Master Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan, by City Ordinance No. 7170, dated October 20, 2015, and by Riley County Resolution No. 092115, dated September 21, 2015.

### **Manhattan Area Transportation Strategy (2015)**

Originally adopted on April 4, 2000 and updated in 2015, as the Transportation Element of the Comprehensive Plan, the Manhattan Area Transportation Strategy (MATS) provides a long-range strategy for managing the transportation needs of the Manhattan Urban Area. The strategy emphasizes the need for a multi-modal transportation plan that addresses a range of issues, including: infrastructure and service needs for streets, pedestrians, bicycles, parking, and public transit.

### **Riley County Community Needs Assessment (2014)**

The Riley County Seniors' Service Center, in conjunction with other social service agencies and community organizations, coordinated a comprehensive community needs assessment for Riley County. The goals of the needs assessment were to: 1) identify the assets of the community; 2) identify unmet community needs; and 3) initiate discussions to identify possible solutions to address the unmet needs. It has been more than 20 years since the last comprehensive community needs assessment.

### **Advance Pottawatomie County (2013)**

Understanding that government services can be a catalyst for the development of a strong, diversified economy, Pottawatomie County Economic Development Corporation commenced a relationship with private and public sector development partners and Pottawatomie County to create a plan for a funded economic development initiative. The Corporation has 13 members that include representatives from the core segments of the economy, including representatives from local government. Over 500 stakeholders were involved in developing the 2014-2018 Economic Development Action Plan. The Plan provides mechanisms to expand and attract new industry and businesses to the county. The Board, in addition to recognizing niche markets, has provided five interrelating industries to target: (1) agri-business, (2) bio-technology, (3) health care and education, (4) advanced manufacturing, and (5) tourism and recreation.

### **Airport Master Plan Update (2009), and Terminal Master Plan (2013)**

These master plans provide guidance for the future expansion and enhancement of air service facilities at the Manhattan Regional Airport.

### **Eureka Valley – Highway K-18 Corridor Plan (2013)**

The Eureka Valley - Highway K-18 Corridor Plan addresses anticipated growth of the Eureka Valley resulting from the realignment of Highway K-18 and the expansion of the Manhattan Regional Airport and the surrounding communities. The Plan establishes a vision along with goals, objectives and action plans in eight key areas to promote the orderly growth and development of the Valley and the protection of community assets. The Eureka Valley - Highway K-18 Corridor Plan is a joint planning initiative of the City of Manhattan, Riley County and the City of Ogden. The Plan updates the Eureka Valley Special Planning Area of the 2003 Manhattan Urban Area Comprehensive Plan. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 7003, dated May 21, 2013, and by Riley County Resolution No. 050213-28, dated May 2, 2013. It was also adopted by the City of Ogden and incorporated into the Comprehensive Plan of the City of Ogden, by Ordinance No. 694, dated July 17, 2013.

### **New Horizon: Education, Entrepreneurship and Environment in the Flint Hills (2013)**

Recognizing the need for a diversified regional economy, the Flint Hills Economic Development District, along with the help of a Citizen Strategy Committee, created a Comprehensive Economic Development Strategy plan to identify goals and actions which are meant to enhance the existing regional economy and cooperation. Five goals and nine actions resulted from a SWOT analysis completed by a citizen action committee, and over 50 regional stakeholders from seven counties. The five goals include:

- Regional collaboration;
- Regional branding;
- Encourage regional and national tourism;
- Encourage new and existing innovative businesses;
- Create and maintain a well-educated population.

### **Wildcat Creek Floodplain Management Plan (2013)**

The Wildcat Creek Floodplain Management Plan provides guidance for managing and reducing flood hazards along Wildcat Creek, and for maintaining and enhancing natural floodplain assets and related land resources within the floodplain. Managing and reducing flood risk is a shared responsibility of local communities, the county, state, and federal agencies. The Management Plan was developed by the City of Manhattan, Riley County, the Kansas Hazard Mitigation Team, and the U.S. Army Corps of Engineers (USACE). The Plan inventories flood hazards along various reaches of Wildcat Creek and its tributaries and provides a description of the public engagement process, goals and objectives, strategies and tools, and the Action Plan for achieving the goals. The Wildcat Creek

Floodplain Management Plan is a sub-part of the Riley County Multi-Jurisdiction Hazard Mitigation Plan, which is the local comprehensive emergency response and mitigation plan. The Wildcat Creek Floodplain Management Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan, by City Ordinance No. 7047, dated May 5, 2013, and by Riley County Resolution No. 112513-73, dated November 25, 2013.

### **City of Manhattan Economic Development Policy (2002, revised 2010, 2014)**

The City of Manhattan works in conjunction with the Manhattan Area Chamber of Commerce on several economic development initiatives in support of the City's economic development policy, established in 2002 and revised in 2010 and 2014. The City's economic development goals are the following:

- Create quality jobs with corresponding wages, benefits, and working conditions.
- Diversify the property-tax base in Manhattan.
- Decrease reliance on federal, state, and local government for jobs.
- Maintain, stabilize, and build on the existing strengths of the community.
- Invest public funds in ways that create self-sustaining economic development activities.
  - Use public funds to leverage private investment in economic development.

### **African American Cultural Resources Survey (2012)**

The purpose of the survey was to identify the types of properties that have significant ties to the African-American community and which may be eligible for the National Register of Historic Places. The project was funded through a Historic Preservation Fund grant from the Kansas State Historical Society and highlights and documents a significant part of Manhattan's history about which there is limited community-wide awareness. Of particular interest is information about where people have lived, significant buildings and community gathering places, and the history of individual churches, schools and community groups.

### **Kansas State University 2025 Campus Master Plan (2012)**

The University embarked on a comprehensive update of the Campus Master Plan, which was last updated in 2004. The Campus Plan is a comprehensive document that covers all aspects of the Kansas State University campus' design criteria. In addition to providing design guidelines, it also maps out the current needs and future growth of the campus so Kansas State University can meet its goal to be a Top 50 public research university by 2025.

### **Pottawatomie County Multi-Jurisdiction Hazard Mitigation Plan (2012)**

This Hazard Mitigation Plan is a guide for Pottawatomie County citizens to prepare for possible natural disaster events by taking action to help mitigate the effects of potential hazards. The plan was prepared for Pottawatomie County and

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participating local jurisdictions as part of an overall multi-jurisdictional planning effort. The plan was created by the participating entities to comply with the Disaster Mitigation Act of 2000.

### **Five Year Strategic Plan for Bicycling (2011)**

The Five Year Strategic Plan for Bicycling was conceived as an update to the 1998 Bicycle Master Plan, developed jointly by K-State and the City of Manhattan. The documents provide policy and design guidance for provision of bicycle facilities and infrastructure modifications, to accommodate and promote bicycle transportation and recreation in the community, both in existing areas and as a component of new development.

### **Gateway To Manhattan Plan (Updated 2011)**

The original Gateway Plan was developed in 1998 as a joint effort between Manhattan and Riley County to evaluate the physical, visual, and economic impacts of future growth and potential annexation of land along the K-177 Corridor, which had just been widened to a four-lane corridor to I-70. The Plan was adopted by the City as a part of the Comprehensive Plan and Riley County adopted a slightly modified version as an update of the Riley County Comprehensive Plan. In 2009 and 2010, Manhattan and Riley County developed cooperative agreements to extend sanitary sewer and water service to the corridor to provide essential utility services for new development. In April 2011, the City and County adopted an update of the Gateway to Manhattan Plan, which replaced the original document. The update reassessed the original goals and revised the plan to reflect community vision for the corridor and to address anticipated changes resulting from the new utility infrastructure being extended to the area. Although the boundaries of the plan remain unchanged for the 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 and a Future Land Use map to guide development and redevelopment along the K-177 Corridor. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 6893, dated May 17, 2011, and by Riley County Resolution No. 042511-08, dated April 25, 2011.

### **Riley County Economic Development Strategic Plan (2011)**

The Riley County Economic Development Strategic Plan establishes nine goals in which will promote projects important to the public, and can be implemented in an effort to ensure a balanced and vigorous economic climate. The nine goals include: Continue Comprehensive Growth Planning; Strengthen Economic Development Activities; Implement Building Improvements; Improve Technology Capabilities; Promote Infrastructure Improvements; Plan for Staffing and Facility Needs; Develop New Revenue Sources; Develop Government Leaders; and Improve Government Efficiency.

### **Manhattan Archaeological Survey: Phases I and II (2009)**

The City of Manhattan was awarded a Historic Preservation Fund grant in 2008 to initiate the Manhattan Archaeological Survey. The objectives of this project

were to identify archaeological resources in the Manhattan Urban Area, assist in creating community awareness about the importance of significant cultural resources and their protection, identify needs for future archaeological study and preservation, and provide information to elected officials through the Historic Resources Board and to City staff for making meaningful choices for preservation of resources.

### **US-24 Corridor Management Plan (2009)**

This Corridor Plan was developed in partnership between the Kansas Department of Transportation, Pottawatomie County, St. George, Wamego and Manhattan. The Plan extends from Manhattan to Wamego and provides guidance on coordinated access management among the partner agencies and includes: updated land use and market analyses; transportation engineering and planning; infrastructure planning; implementation strategies and regulatory analysis; and specific enhancement recommendations. This Plan is a separate document from the previous 2002 Highway 24 Corridor Plan developed by Pottawatomie County, listed below. This Plan was adopted and incorporated into the Manhattan Urban Area Comprehensive Plan by City Ordinance No. 6792, dated November 3, 2009.

### **VISION 2025: A Comprehensive Plan for Riley County, Kansas (2009)**

VISION 2025 serves as the definitive guide for the future development of the unincorporated area to the year 2025. The Plan addresses a number of important land use issues facing Riley County and establishes a framework to guide decisions about where development should take place. This is particularly important as Manhattan grows as a “metropolitan” designated area and the growth pushes outward into the rural areas. The purpose of the Plan is to act as a guidebook; an aid for reviewing or initiating change by placing all aspects of the County in perspective, while establishing the principles and policies necessary for sound, logical decision-making.

### **Water Distribution System and Sanitary Collection System Master Plan Update (2009)**

This Utility Master Plan Update was developed concurrently with the 2003 Manhattan Urban Area Comprehensive Plan and updated in 2009. The Plan shows how growth areas identified in the Comprehensive Plan will be served through expansions to the existing utility systems. This Master Plan Update includes evaluation criteria; design flow data and development; water distribution system modeling; sanitary sewer collection system modeling; assessments of the existing water and sanitary sewer systems; a capital improvements program for the proposed system expansions; utilities operation evaluations; and an evaluation of maintenance planning.

### **Flint Hills Regional Growth Plan (2008)**

In 2008, regional population and economic impacts were expected, in anticipation of additional U.S. brigades. The Flint Hills Regional Growth Plan, created by the Flint-Hills Regional Task Force, predicted that various Department of Defense (DOD) initiatives would heavily impact the regional population and economy. In



an effort to conduct advanced planning and provide appropriate strategies for the affected communities, the task force completed multiple plans. The Regional Growth Plan builds from the “Expected Growth Scenario” and the “Strategic Action Plan,” both of which predict large population and economic growth. The Growth Plan is meant to encourage regional coordination and inform the decision-making process when determining the best steps moving forward. The Plan addresses questions of growth management, and identifies priorities and actions to address shortfalls. Priorities include: land use and planning, housing, education, health care and mental health care, social services and child care, workforce, transportation and transit, utilities and infrastructure, public safety, regional collaboration, quality of life, and fiscal considerations.

### **National Register Multiple Property Documentation Forms: Late 19th and Early 20th Century Residential Resources; Late 19th Century Vernacular Stone Houses (2006)**

Two National Register multiple property documentation forms were approved by the National Park Service for Manhattan. The documentation forms simplify the process for owners of potentially historic structures, under the categories of Late 19th and Early 20th Century Residential Resources or Late 19th Century Vernacular Stone Houses, to nominate their properties to the National Register of Historic Places. These documents are based on information resulting from two field surveys initiated by the City of Manhattan and extensive archival research.

### **Cultural Resources Survey: Wards 1 and 2 (2004)**

This is a reconnaissance-level historic resources survey of Manhattan’s Wards 1 and 2. The goal of the survey was to identify and evaluate architectural and historic cultural resources in the survey area and its immediate vicinity, and to ascertain any individual properties and/or groups of properties that may be potentially eligible for listing in the National Register of Historic Places. In addition, the survey information contributes to City and neighborhood planning activities.

### **Fire Station Location Plan Update (2003)**

This plan analyzes the distribution of fire stations and evaluates requests for service by existing stations and locations of structure fires. The plan also evaluates typical fire station location standards as a general guide for determining potential need for additional services as the community continues to grow. These standards include such factors as response time, character of streets, grades, and weather conditions, potential fire severity and life hazards, and insurance service-office fire insurance rating. Based on these criteria and overall perceived community acceptance, the document identifies three additional station facilities to be built. One of these, at Manhattan Regional Airport, has been completed. The plan also outlines staffing requirements and additional equipment necessary to outfit the proposed stations. The update of the plan recommends that two additional stations be built over the next 5 years, and that one existing station be closed. The exact locations of the stations will be determined based on growth rates and locations of growth, but will generally be in the southwest and northwest parts of the city.



### **Highway 24 Corridor Plan (2002)**

The future use of land located in that portion of the Planning Area that is east of the Blue River in Pottawatomie County, as shown on the Future Land Use map, is in large part based on the Highway 24 Corridor Plan 2002, which was developed by Pottawatomie County in a separate planning initiative focusing on future land use patterns along the Highway 24 Corridor between Manhattan and Wamego. The corridor is divided into three Strategic Planning Areas, based on historic growth patterns: the West Corridor, extending from the City of Manhattan to the Flush Road; the Center Corridor, beginning at Flush Road and extending eastward to Flint Rock Road and Hwy 24; and the East Corridor, which includes the area between Flint Rock Road to the east boundary of Wamego. While this document is not formally a part of this Comprehensive Plan, it provides additional background information and policy direction, to be used by Pottawatomie County in its decision making process.

### **Traditional Neighborhood Planning Initiative (2002)**

In December 2002, the City completed a two-year study of infill housing and neighborhood stability issues in the older traditional neighborhoods, encompassing the grid-street portion of the community. The study identified several implementation strategies for addressing the housing and neighborhood issues that were identified by the community, including the use of two overlay districts, the TNO, Traditional Neighborhood Overlay District and the M-FRO, Multi-Family Redevelopment Overlay District, as well as potential concurrent down zonings and up zonings of portions of these older neighborhoods. The TNO District was adopted as a part of the Manhattan Zoning Regulations, in December 2002. The M-FRO District was adopted in July 2003. The Future Land Use map contained in this Comprehensive Plan, reflects the current concept for the proposed expansion of the M-FRO area located generally east of the Kansas State University Campus, as well as continued stabilization of other blocks east of City Park.

### **Transit Implementation Plan (2001)**

This plan, dated April 2001, was developed as the implementation plan for a public transit system, as outlined in the MATS document. This Plan looks at how to implement a bus transit system, including service areas, management, marketing, funding and budget, start-up check list, and a detailed operating plan.

### **City of Manhattan Water Facilities Plan and Cost of Services Study (2001)**

The objective of the Water Facilities Plan was to identify necessary system improvements that would allow the City to develop a reliable water treatment system to accommodate future growth within two planning horizons, 2025 and 2040 or ultimate buildout, while keeping their facilities level with the standard of the industry. The Plan identifies short-term improvements for the system currently under construction, addresses well field and water rights issues, and evaluates water supply and treatment alternatives.

### **Downtown Tomorrow – A Redevelopment Plan for Downtown Manhattan, Kansas (2000)**

This plan was adopted on May 2, 2000, as a part of the Comprehensive Plan, by Ordinance No. 6132. The Downtown Tomorrow Plan reviewed and updated the goals, objectives, and land use assumptions of the 1983 Redevelopment Plan and the Central Business District Plan for Downtown Manhattan, and provides updated policy direction and implementation strategies for redevelopment of the Downtown area. The Plan also expands the identified Central Business District, northward to Bluemont Avenue, and defines the proposed North Third and Fourth Street Redevelopment area, as well as a redevelopment area generally south of Pierre Street, along the east side of South Fourth Street.

### **Grand Mere Community Master Plan (2000)**

This Master Plan was adopted on April 4, 2000, by Ordinance No. 6127, as a part of the Comprehensive Plan. This plan provides a more detailed neighborhood level master plan for the Grand Mere Community, located on about 1,000 acres at the northwest edge of Manhattan, in conjunction with the Colbert Hills Golf Course. The Grand Mere Master Plan includes a number of residential neighborhoods ranging from 1 to 20 dwelling units per acre; a mixed-use neighborhood center with retail shops and live/work spaces; office areas; hotel-lodging; an elder care development; park and open space areas; a pedestrian and bicycle circulation system; and a recreation area.

### **Strategic Park Plan (1999)**

This intent of this plan is to provide implementation strategies for the recommendations of the 1992 Comprehensive Park Master Plan. The process included a significant public participation process to verify and update needs and priorities. From that process, goals and strategies were developed for a 15-year period, including guidelines for establishment of a Parks and Recreation Foundation and strategies for the acquisition and development of future park and recreation facilities. Among the priorities identified were the phased construction of an Indoor Recreational Center and improvements to outdoor pool facilities, implementation of the Linear Park Master Plan recommendations, continued improvements to Fairmont and Northeast Community Parks, and the general locations of additional park sites and sites for future acquisition.

### **Corporate Technology Park Master Plan & Comprehensive Plan Update (1998)**

Finalized in 1998, this document provides guidance for the overall planning and layout for the new Corporate Technology Park, located west of the Manhattan Regional Airport. The document also provides guidance on marketing, and land use and development controls within the park.

### **Linear Park Master Plan, Phase II (1998)**

The purpose of this plan was to provide routing recommendations and design guidance for the development of Phase II of the Linear Park trail system across the northern portions of the community, with linkages to school sites, commercial

areas, and places of special interest in and around the city. In addition to the primary route, the plan calls for several secondary “neighborhood loops”. Each segment was designed so that its route incorporates significant views and landscapes of the area. The secondary loops include: an extension from the Blue River Area to Tuttle Creek, a route along the Blue River through the Northview area, segments through the Seth Child Road and Anthony Middle School area, segments from the Top of the World north to Tuttle Creek Reservoir, and segments through Colbert Hills and within the residential area east of Scenic Drive. To support the proposed routes, the plan also provides a right-of-way acquisition plan and cost estimates for each trail segment.

### **Bicycle Master Plan—K.S.U. and City of Manhattan (1998)**

This master plan, completed in 1998, developed jointly by K-State and the City of Manhattan, provides policy and design guidance for provision of bicycle facilities and infrastructure modifications, to accommodate and promote bicycle transportation and recreation in the community, both in existing areas and as a component of new development. The plan includes goals, recommended improvements, route maps, funding options and implementation guidance.

### **Fairmont Park Master Plan (1997)**

This Master Plan was developed by Riley County and the City of Manhattan, following extensive flooding in 1993 at the northeast intersection of K-177 and the Kansas River. In conjunction with FEMA, Riley County purchased approximately 63 acres of the former residential land for open space purposes and combined their parcel with an additional 40 acres owned by the City. Working within stipulations of the FEMA buy-out and lease proposal, passive park uses (picnicking, walking, informal play spaces, etc...) and the preservation/conservation of the parks natural resources were identified as appropriate uses.

### **Storm Water Management Master Plan (1995)**

Developed in 1995, this is a policy and implementation document which provides design guidance to developers, engineers, the Planning Board and public regarding alternative methods for addressing storm water runoff, and the planning and programming of storm water infrastructure in Manhattan.

### **Poyntz Avenue Corridor District Plan (1994)**

This district plan was adopted on Feb. 1, 1994, by Ordinance No. 4839, as a part of the Comprehensive Plan. This focused district plan for the Poyntz Avenue Corridor was intended to build on the Land Use Element by providing corridor specific goals, objectives and implementation strategies. The Plan evaluated past and present conditions related to land use, zoning and development issues, building age and condition, pedestrian and traffic facilities, historic structures, visual perceptions and non-conforming uses, to determine strengths and weaknesses and to identify actions to promote and build upon positive features of the corridor in its role as Manhattan’s “Main Street.”

**Comprehensive Parks Master Plan (1992)**

The Plan was developed as a ten-year guide for the development of parks, recreational facilities, and open space for the City of Manhattan. The plan's Priority Elements included: possible locations of future Neighborhood and Community Level Parks, responding to growth and deficiencies in the current system, recommended an increase in the number and usability of the City's Green Space and Natural Area parks, the expansion of the pedestrian and bicycle trail system as a means of alternative transportation, and the development of an Indoor Recreation Facility. In addition, the Plan recommended Plan Support Activities to include parkway development and city entryways and street tree planting and boulevard development.