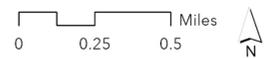
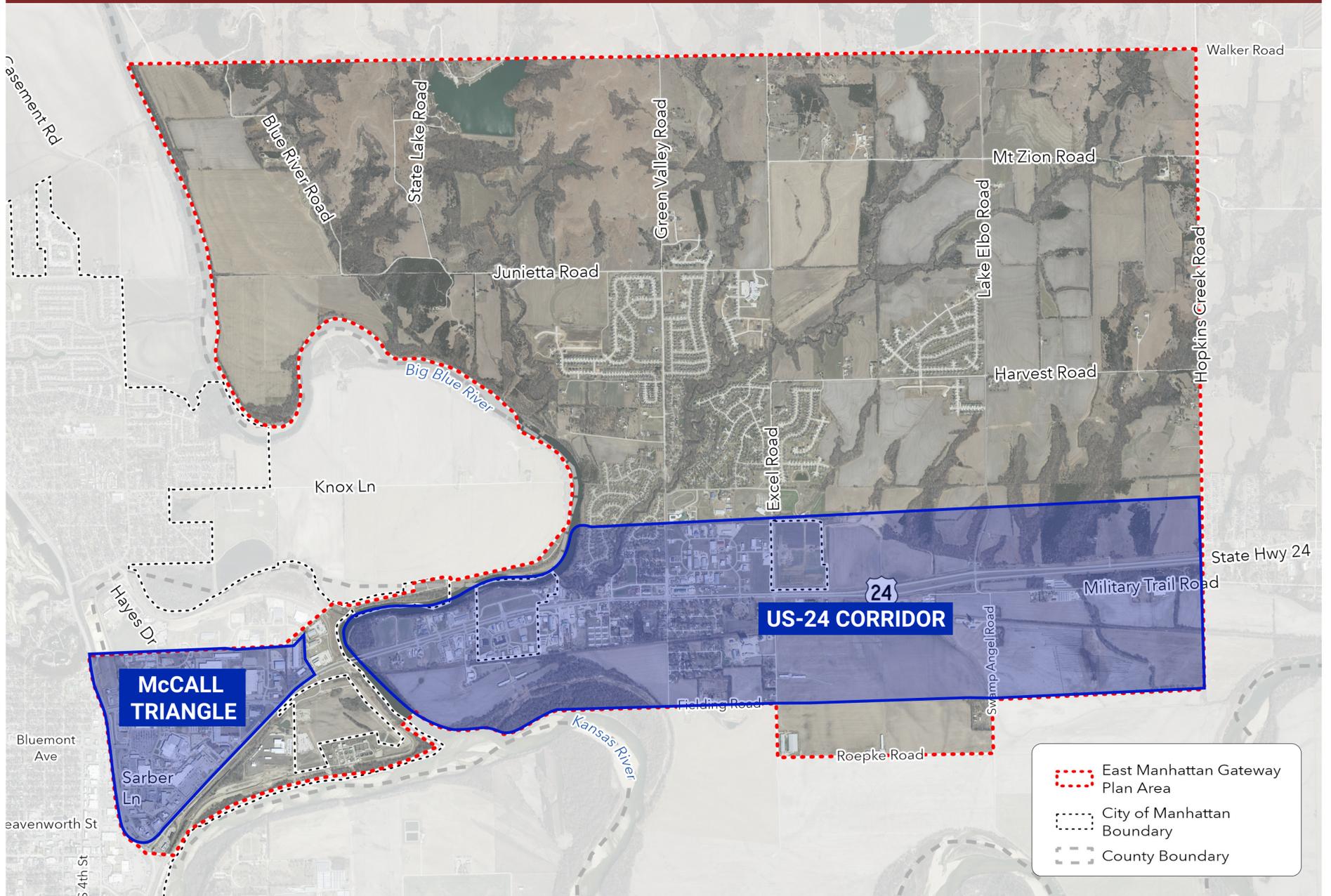


East Manhattan Gateway Plan - Concept Plans



East Manhattan Gateway Plan

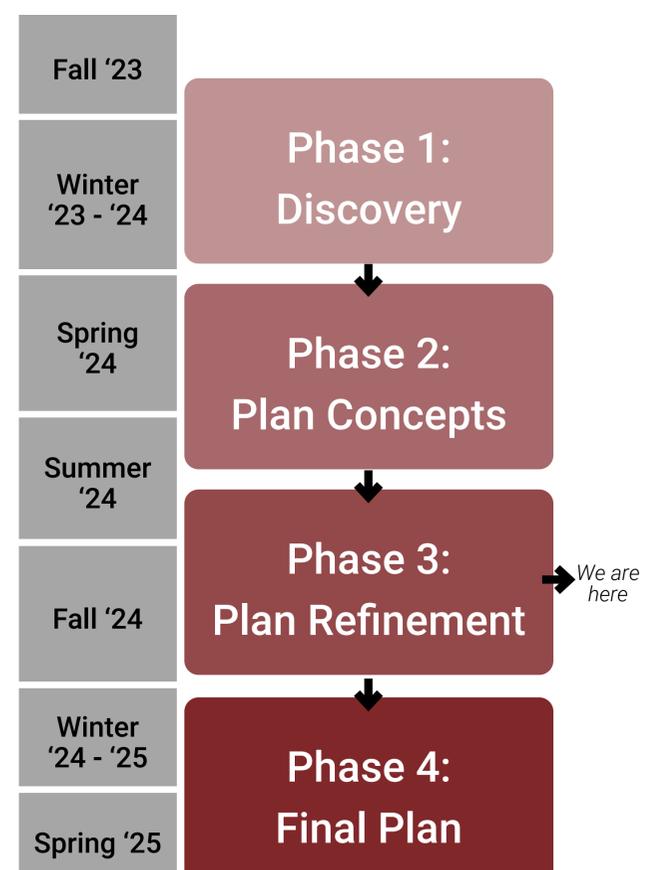
The *East Manhattan Gateway Plan* will be the guiding vision for how the US Highway 24 corridor, east of downtown Manhattan will develop over the next 20 years. The plan will address development and redevelopment opportunities and associated infrastructure improvements along the five-mile corridor.

The primary focus of the Plan is on the McCall Triangle immediately east of downtown Manhattan, and the US-24 Corridor from the Big Blue River to Hopkins Creek Road.

What does the future hold for the US-24 Corridor and McCall Triangle?

Project Schedule

It will take about 18 months to complete the Plan, which will include the phases outlined below, and several opportunities for community input along the way.





Evolution of East Manhattan

McCall Triangle

Land Use & Development

- Many large undeveloped properties
- Development concentrated in southern half and northwest area of the triangle
- Predominant land use is agriculture

Access & Mobility

- Road network is starting to develop, with limited connections and accessibility



US-24 Corridor

Land Use & Development

- Predominant land use is agriculture
- Residential uses near Green Valley Road
- Rural character

Access & Mobility

- Limited road network outside of US-24
- Few intersections along US-24
- Many homes have direct access onto US-24

Land Use & Development

- Manko Windows
- New development along McCall Road corridor

Access & Mobility

- Road network expands
- New intersection at McCall Road and Tuttle Creek Boulevard
- Levee Drive newly connected, opening up more development opportunities



Land Use & Development

- Residential and industrial growth north of US-24

Access & Mobility

- Small, incremental changes and new roads tied directly to new development

Land Use & Development

- Majority of the area has now "filled in," with only a small handful of undeveloped sites

Access & Mobility

- Good access and mobility along major roads, but poor overall connectivity, with limited opportunity for improvements due to development



Land Use & Development

- Continued expansion of residential and industrial north of US-24
- Some new commercial development along western part of corridor

Access & Mobility

- Green Valley Drive loop is complete
- Small, incremental changes with development

Land Use & Development

- Fast food drive through growth, even redevelopment, along north side of McCall Road
- Area is nearly fully developed

Access & Mobility

- Developed road network
- Very limited opportunity to access and mobility improvements due to area being fully developed



Land Use & Development

- Development pressure for all land uses has expanded east, especially due to limited opportunities in McCall Triangle
- Though not seen in aerial on the left, suburban-style residential development is expanding in the Green Valley area

Access & Mobility

- Several direct accesses on US-24
- Some frontage road connections established, but inconsistent and not completely connected

What does the future of the Gateway look like?



Vision and Goals

Vision

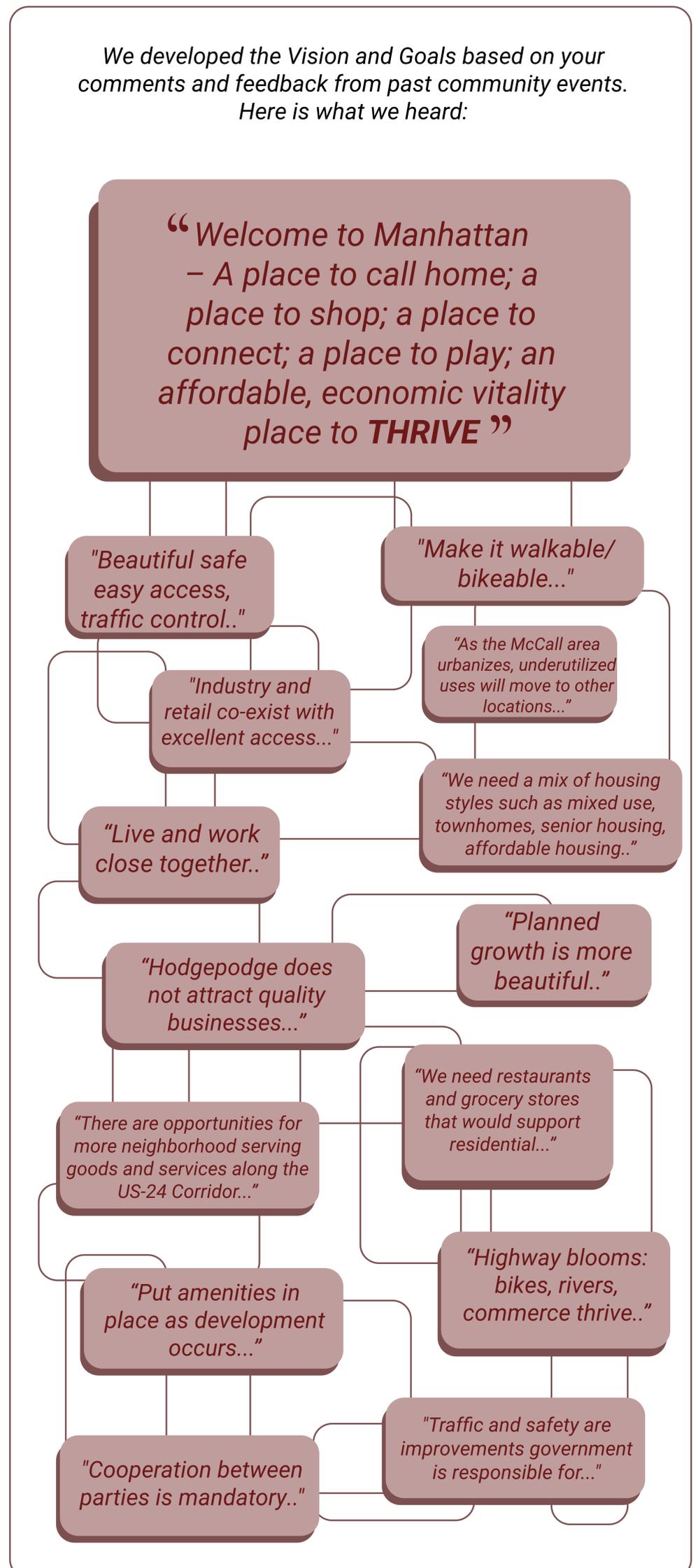
The East Manhattan Gateway (Gateway) is a primary growth area for economic activity in the greater Manhattan region. The Gateway provides a high-quality and connected environment for residents, workers, and visitors because of its convenient location along several regionally significant corridors; diversity of job opportunities, services, and housing choices; and cohesive and aesthetically pleasing development style.

Goals

1. The Gateway is connected to surrounding neighborhoods, services, employers, and community amenities by a safe multimodal transportation system.
2. The Gateway provides a strong economic base for the region.
3. Gateway neighborhoods support a range of housing options and amenities.
4. The Gateway exhibits a pattern of growth that is planned and coordinated.
5. The Gateway offers access to neighborhood goods and services.
6. The Gateway is beautified to provide an aesthetically enhanced development style, attractive to residents and businesses.
7. The Gateway's governance and provision of services is clear and efficient.

What We Heard

We developed the Vision and Goals based on your comments and feedback from past community events. Here is what we heard:

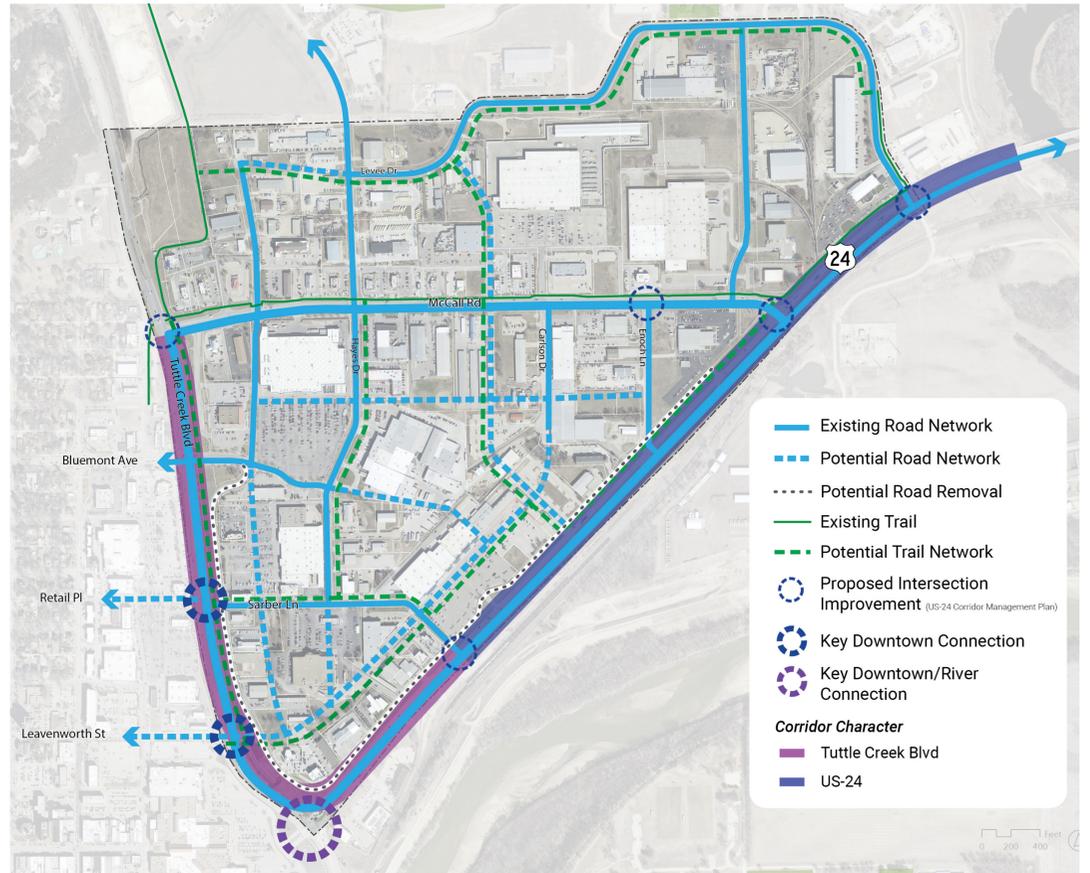




McCall Triangle Access & Mobility Framework

This Framework guides recommendations taking place within the public (or private) right-of-way, and envisions the following potential long-term improvements:

- Eliminate the frontage road along Tuttle Creek Boulevard and US-24 between Bluemont Avenue and just east of Enoch Lane (Goals 1, 2, 4, and 6).
- A conceptual and potential street network that loosely forms a grid to improve connectivity and allow better multi-modal access (Goals 1, 4, and 5).
- Improvements to 3 intersections along Tuttle Creek Blvd including Retail Pl, Leavenworth St, and E Poyntz Ave, which are important connections to allow McCall Triangle to more seamlessly connect to downtown (Goals 1, 2, 3, 5, and 6).
- Several intersection improvements as identified in the US-24 Corridor Plan (Goals 1, 5, and 6).



Key Features



Safer intersections that accommodate multi-modal users and create better connections to downtown.



An enhanced environment for pedestrians, including tree-lined streets and a connected trail network.



A monument as you travel westbound on US-24 across the river, welcoming you to the City of Manhattan.

What do you like? What did we miss? Please leave comments below.

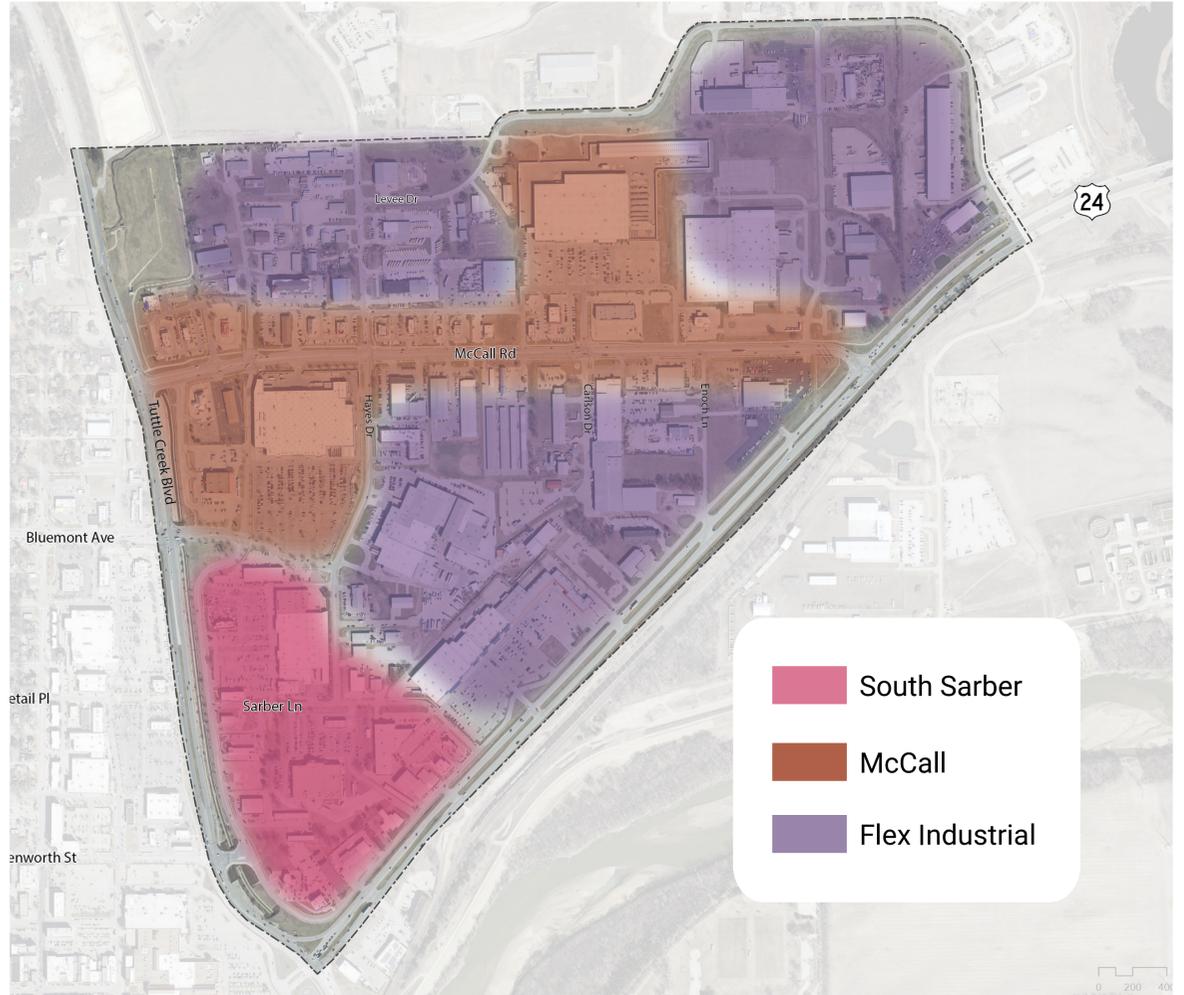
*Reminder! Planning is aspirational...
Not all ideas in this plan will get done.
Other ideas not in this plan will get done.
Some ideas require private property.
Some ideas require agency cooperation.*



McCall Triangle *Land Use & Development Framework*

The Land Use and Development Framework includes recommendations generally taking place on private property (includes parks and open space) and guides the land use and development character within three distinct “districts,” denoted on the map to the right as:

- South Sarber
- McCall
- Flex Industrial



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Key Features of the South Sarber District



A mix of commercial and residential uses where people can live, work, and interact.



A unique place for people to gather that offers a different feel compared to downtown.



A strategically located neighborhood park that is connected to a broader open space and trails network.

What do you like? What did we miss? Please leave comments below.

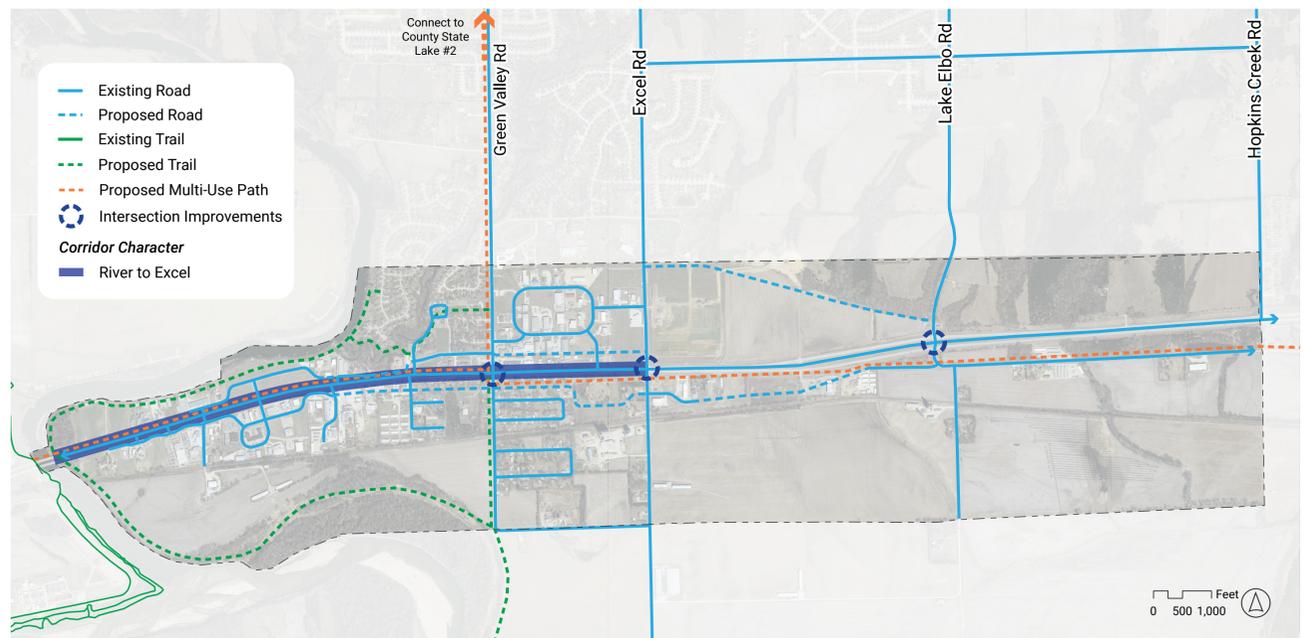
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US-24 Corridor Access & Mobility Framework

This Framework guides recommendations taking place within the public (or private) right-of-way, and envisions the following potential long-term improvements:

- Removal of private access points along the highway, consolidating to only the intersections shown on the map (Goals 1, 2, 4, and 6).
- A conceptual frontage/backage road network that connects the existing frontage roads and creates opportunities for future development (Goals 1, 2, 4, and 5).
- Proposed intersection improvements, beginning with Green Valley Rd in the near-term, Excel Rd (mid-term) and Lake Elbo Rd (long-term) as necessary and when appropriate (Goals 1, 2, and 5).
- Urbanization of US-24 west of Excel Road to more efficiently move traffic and incorporate multi-modal options (Goals 1 and 2).
- US-24 east of Excel Road should accommodate truck turning and movement from the proposed industrial areas (Goals 1, 2, and 4).
- Trail system as proposed in the Flint Hills MPO *Connect 2040 Plan* (Goals 1, 2, 5, and 6).



Key Features



US-24 bridge across the Big Blue River is enhanced to provide safe crossing for pedestrians, bicyclists and other modes of transportation.



Construct a system of frontage and backage roads to allow for easier access to existing and future businesses.



Intersection enhancements facilitate easier pedestrian crossing of the US-24 corridor.

What do you like? What did we miss? Please leave comments below.

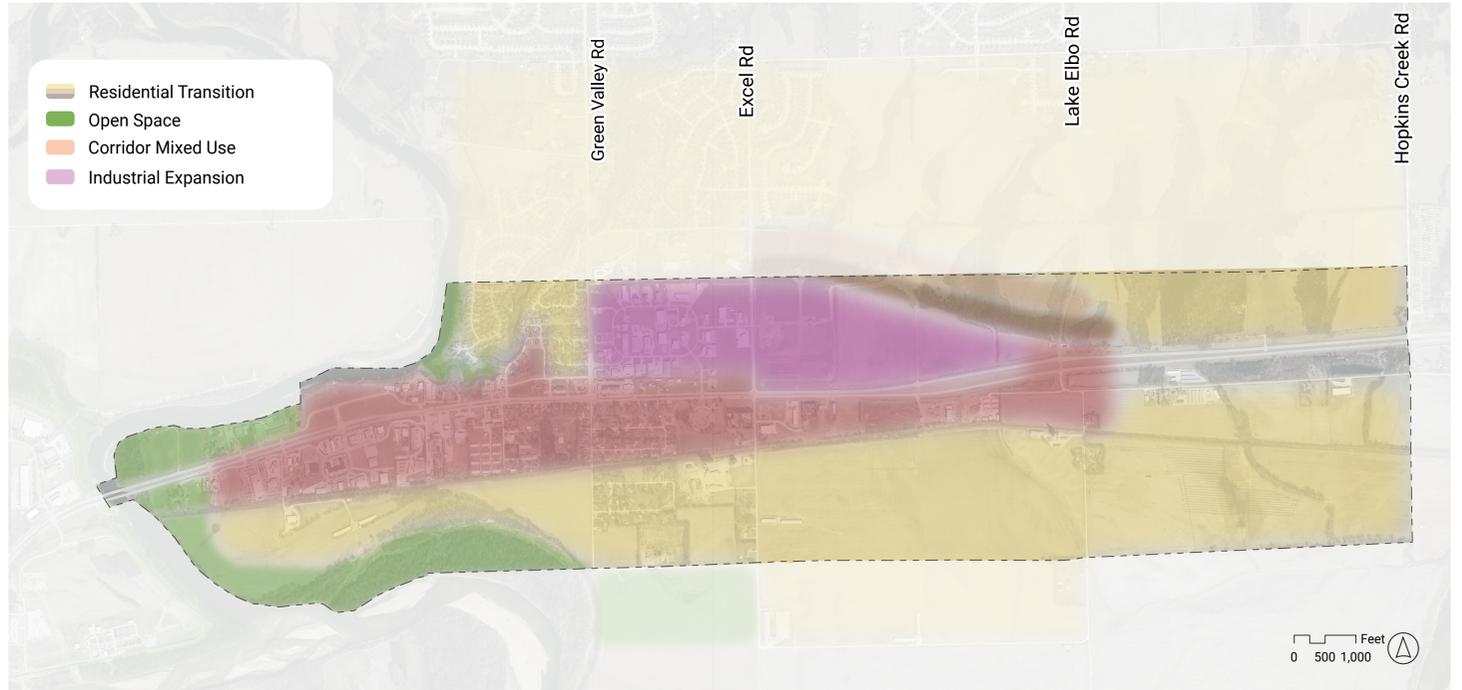
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US-24 Corridor Land Use & Development Framework

The Land Use and Development Framework includes recommendations generally taking place on private property (includes parks and open space) and guides the land use and development character within three distinct "districts," denoted on the map to the right as:

- Corridor Mixed Use
- Industrial Expansion
- Residential Transition



Key Features of the Corridor Mixed Use District



Small parks and open spaces to serve both employees and potential future residents.



High quality, planned growth area for regional and neighborhood serving commercial uses. Provides opportunities to both live and work along the US-24 corridor.



Enhanced access to businesses through this area for those using transit, biking and walking.

What do you like? What did we miss? Please leave comments below.

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