Land use itself is only one element of a plan for a community or a specific area of that community, like a corridor, neighborhood or downtown. As applied to the US-24 Corridor Management Plan, the land use element is a general guide for city and county officials, which is often implemented through codes and ordinances that are regulatory, such as the zoning ordinance and subdivision regulations of the community or county.

Land Use Overview

Land use is the arrangement of different uses on land within a specific area. The general location, extent and relationship of land uses in a planning area defines the area’s built environment. There are many reasons to undertake land use planning. The original intent of land use and zoning was to separate noxious, more intense uses, from cleaner, less intense uses. For example, the placement of a steel mill—a heavy industrial manufacturing facility—next to a home would not be appropriate because of the noise, odor and safety hazards that accompany a manufacturing facility. There are many issues, including timeliness, specificity, designations and governance, that influence land use patterns that are appropriate for a community, county or specific area. The timeliness of land use is always an important issue to address. This is especially true in this US-24 Corridor Management Plan. Whereas zoning defines the immediate development regulations for a parcel of property, land use serves as a guide to what uses should occur in specific places as development occurs over time. The land use designation does not necessarily mean that it is appropriate to develop that land now. Instead, land use designations are useful for the future when other issues have been addressed, such as access and the provision of infrastructure, and it is appropriate for some general use to be defined by the plan.

Land uses are, and should be, less specific in their definition because of the uncertainty of future development. Land uses should describe the types of land uses that are appropriate for an area because of the qualities of the land, provision of infrastructure and accessibility. Uses are generally defined in broad categories, such as industrial or residential. However, land uses may sometimes be defined more specifically, such as light industrial or medium-density residential, which typically refers to a unit-per-acre count or density of development.

Historically there have been eight general designations or categories of land uses: agriculture, residence, business, industry, recreation, education, public buildings and other community facilities. These designations...
represent the broad definition of land uses typically found in planning. As one might expect, an agriculture land use is commonly used for farmsteads, farming and other agricultural uses. Similarly, residential land uses are for all types of residential development, ranging from large lot estate homes to high-density residential lots and multi-family homes. These categories are intended to be broad and cover a range of uses that may be considered allowable in a development area. The specific uses are defined when zoning is applied to a parcel of land.

The governance of land uses falls within the property lies. While the implementation of this Corridor Management Plan will fall to five entities: Pottawatomie County, the City of Manhattan, the City of St. George, the City of Wamego and KDOT, the land use decisions will be governed by the local jurisdictions. KDOT will not have authority to make land use decisions but should be consulted so that land use decisions and roadway improvements are coordinated. Similarly, the local jurisdictions should be consulted regarding roadway improvements and land use decisions, and development, can be coordinated to complement one another. Because each of these jurisdictions falls within the US-24 study area, and US-24 is a State Highway, it is necessary for cooperation among all of these local governments and KDOT.

According to the State of Kansas Revised Statutes (Chapter 12-747), it is the planning commission who adopts and amends a land use plan. The planning commissions of Manhattan, St. George, Wamego and Pottawatomie County shall each formally adopt the US-24 Corridor Management Plan. After the respective planning commission adopts the US-24 Corridor Management Plan, the governing body, city council, city commission or county commission, also must approve of the US-24 Corridor Management Plan in order for it to be effective. In general after the US-24 Corridor Management Plan is officially endorsed and effective, the planning commission must review or reconsider it at least once a year. During these reviews the planning commission may propose amendments, extensions or additions to the US-24 Corridor Management Plan. The US-24 Corridor Management Plan would be subject to an annual review by the local jurisdictions. However, based on the Interlocal Cooperation Agreement, KDOT should be consulted when changes to the land use plans are contemplated, to ensure continuity with the US-24 Corridor Management Plan. Similar, to the local review, the Interlocal Cooperation Agreement outlines a process by which the US-24 Corridor Management Plan be reviewed every two years or as requested by the plan partners.

Zoning Overview

While land use deals with the arrangement of uses across an area of land and is used as a guide for future decisions, zoning deals with the specific arrangement of development on a specific piece of land. A zoning map is officially adopted by a governing body. It depicts the zoning category assigned to each parcel of land and is governed by zoning ordinance. While land use suggests the general location, extent and relationship of land within the planning area, zoning regulates the types of uses allowed and is very specific in setting the number of dwellings used, density, amount of open space, required parking, setback guidelines and lot lines, among other regulations. Table 4.A below compares land use to zoning.

Land use and zoning as prescribed by the State Statutes of Kansas will have an effect on how the corridor is developed. It is the intent of the land use component of the US-24 Corridor Management Plan to guide future development patterns and decisions within the US-24 corridor based on these statute requirements. How the statute and land use pertain to the US-24 corridor is described in the remainder of this chapter.

LAND USE CLASSIFICATIONS

To produce the existing and future land use maps for the US-24 Corridor Management Plan, each municipality’s land use categories varied, which made it challenging to construct a single land use map for the corridor. After studying each municipality’s land use categories and combining similar land uses, generalized land use categories were created that will be used for existing and future land use definitions. The generalized land use categories defined below and their densities are meant to be used for planning purposes.

**Commercial** – Commercial land uses include retail sales, professional services and offices. Most of the commercial land uses in the corridor are adjacent to the US-24 corridor, and represent a growth pattern extending from the commercial uses located within the communities themselves. This is most evident east of Manhattan and west of Wamego as the commercial uses have stretched along the US-24 corridor.

**Urban Residential** – Urban residential land uses include land for development of higher density residential. A combination of housing types comprise this category and include: apartments, town-houses, duplexes and higher density single-family residential. Urban residential uses occur within Manhattan and Wamego in their central core, especially near the commercial centers, providing an urban/pedestrian development pattern. The development densities within this land use category are typically between six units-per-acre (single family) up to 16-plus units for town-houses and apartment development.

**High Density Residential** – High density residential land uses include the land devoted for single-family home development. This land use category allows a range of one unit per two acres, up to six units-per-acre densities. This land use category is representative of the housing development that is currently taking place north of the US-24 corridor east of Manhattan along Green Valley Road, as well as on the edges of Wamego. (The High Density Residential classification is the same as the Medium / High Density Residential for the Generalized Existing Land Use and the Combined Future Land Use Maps, as shown on Exhibits 4.2 and 4.6 respectively.)

**Low Density Residential** – Low density residential land uses allow for large-lot residential development where municipal services may not be available or necessary. The intent of this category is to retain the natural character and rural environment of the County. This land use category allows large-lot development with one unit per two-plus acres or lower density. This land use type is characteristic of the US-24 corridor between the communities and, as the development moves away from the US-24 corridor, north and south, the density becomes less.

**TABLE 4.A**

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advisory / Planning Commission Recommendation</td>
<td>Legislative / Governing Body Decision (Law)</td>
</tr>
<tr>
<td>Future Conditions</td>
<td>Immediate Existing Rights</td>
</tr>
<tr>
<td>Addresses general location – extent and relationship (land use categories)</td>
<td>Addresses classes/types of buildings and land uses within zoning districts</td>
</tr>
<tr>
<td>Allows for different general categories such as agricultural, residential, business, industry, recreation, education, public buildings and others</td>
<td>Offically regulates density, number of dwelling units, lot coverage, setbacks, buffer requirements and others</td>
</tr>
</tbody>
</table>

US-24 Corridor Management Plan

**LAND USE**

**Agriculture** – The agriculture district land uses allow for large-lot residential development where municipal services may not be available or necessary. Similar to the Low Density Residential classification, the intent of this category is to retain the rural character and natural environment of the County. This land use category allows large-lot development with 1 unit per 4± acres or lower density. This land use type is characteristic of the US-24 corridor between the communities and as the development moves farther away from the US-24 corridor, north and south, towards the less easily accessible portions of the county.

**Public/Institutional** – Public / Institutional land uses include those lands dedicated to a variety of institutional and public uses. These uses include government offices and facilities, churches, schools, libraries, hospitals, and service organizations. Churches, schools and libraries are often permitted within residential land use categories as well. A majority of the public / institutional land uses are found within the three communities. However, some uses are found within Pottawatomie County along the US-24 corridor.

**Industrial** – Industrial land uses allow both light and heavy industrial uses. Light industrial uses are generally associated with warehousing and distribution facilities but can include light or smaller manufacturing uses. Heavy industrial uses include large manufacturing or production facilities. These typically include uses with potential nuisance characteristics, noise and/or odor, which influence their locations and relationships to surrounding uses. Industrial land uses are often located away from less intense uses or, at a minimum, are buffered by physical or aesthetic means.

**Parks and Open Space** – Parks and open space land uses include land dedicated to public and private parks, open space and recreational facilities. Parks are often encouraged to be adjacent to residential, commercial and institutional land uses. Parks, open space and recreational uses can be acceptable within floodplains. Within the US-24 corridor most of the park, open space and recreational uses are within each of the communities and adjacent to residential development and the Blue River River.

**Floodplain** – Floodplains are lands adjacent to water bodies that can experience occasional or periodic flooding. Development occurring within a floodplain is obviously more susceptible to flooding. However, development occurs in these areas for several reasons:
- Rivers have historically acted as a key economic factor for towns;
- Railroads often locate along rivers;
- Flat land is easier and cheaper to develop.

Although there are positive reasons for developing along rivers, little to no development should be encouraged within floodplains to protect natural areas as well as reduce the damage to development and property that would occur during floods. These areas can be developed by utilizing low impact development strategies or only allowing low impact uses (i.e., parks and open spaces or agriculture) on these lands. (The Low Density Residential classification is the same as the Agricultural / Low Density Residential for the Generalized Existing Land Use and the Combined Future Land Use Maps, as shown on Exhibits 4.1 and 4.2 respectively.) These areas are often subject to the rural emergency management agency and the divisions of water resources of the Kansas Department of Agriculture.

**US-24 CORRIDOR LAND USE**

As a result of this planning effort, a future land use plan has been prepared as one component of the US-24 Corridor Management Plan. The intent of the land use plan is to provide guidance for growth and coordinated development in areas that can be supported by future transportation improvements. Implementation of the US-24 Corridor Management Plan is important, and all of the involved jurisdictions must work cooperatively to ensure the intended future for this corridor becomes a reality. Pottawatomie County and KDOT will sign an interlocal agreement in which they will agree cooperatively to implement the Corridor Management Plan and coordinate the implementation tools discussed in Chapter 7, when they are appropriate in a given situation.

The existing and future land use information represents land use information gathered from the cities of Manhattan and Wamego as well as Pottawatomie County. The land use maps, existing and future, were created by combining the land use categories from the City of Manhattan, City of Wamego and Pottawatomie County. Existing plans utilized for this Study include: “US Highway 24 Corridor Plan 2002-2020”, prepared by Pottawatomie County and amended in 2006, “City of Wamego, Kansas Comprehensive Community Plan, 2007 edition” and “Manhattan Urban Area Comprehensive Plan, 2003.” There are no existing land use plans for the City of St. George. Table 4.B represents the methodology used to define the land use categories that were applied to the corridor. The table shows which land use categories were used from each of the disparate land use plans for the US-24 Corridor Management Plan. The land use categories defined for the US-24 Corridor Management Plan generally align, with the exceptions listed below, with those prepared for the “Flint Hills Regional Growth Plan” prepared in 2007, as a joint project between the cities of Junction City, Manhattan, Wamego, Riley County, Geary County and Pottawatomie Counties.

- **Urban Residential** – created for residential within the communities of Manhattan and Wamego for areas with greater than 6 units per acre.
- **Floodplain** – designates those areas that are prone to flooding and within which development should be discouraged.
US-24 GENERALIZED EXISTING LAND USE (ELU)

There is a variety of different land uses currently along the US-24 corridor, as shown in Exhibit 4.1: Generalized Existing Land Use Map. The most abundant land uses along and adjacent to the US-24 corridor are agricultural / low density residential and vacant / undeveloped land uses. Development in the form of suburban residential, commercial and industrial primarily occurs in the East US-24 Corridor around the City of Wamego and in the West US-24 Corridor adjacent to the City of Manhattan. Subsequently, the current land use pattern for the US-24 corridor is a result of development growth from Wamego and Manhattan that is taking advantage of the accessibility of the area that is facilitated by the US-24 corridor.

West US-24 Corridor - ELU
The West US-24 Corridor is influenced by Manhattan’s growth and is primarily a mix of industrial and commercial that is supported by suburban residential land uses north of the US-24 corridor. The portion of the West US-24 Corridor that is within the Manhattan city limits is all industrial and commercial development along McColl Road and the US-24 corridor west of the Blue River. Within Pottawatomie County, along the corridor, a significant amount of commercial, industrial and residential land is developed between the Kansas River and Excel Road to the west. A primarily agricultural / low density residential land use pattern is present East of Excel Road, to the section boundary at Legion Lane, adjacent to the US-24 corridor and off the US-24 corridor. The exception to this is the area east of the Blue River north of the US-24 corridor where a significant amount of medium-high density residential development continues to develop. The floodplain encroaches into the US-24 study area south of Old Military Trail Road, between Hopkins Creek Road and extending past Flush Road in the east end of the West Corridor area.

Center US-24 Corridor - ELU
The Center US-24 Corridor is largely influenced by City of St. George growth and development with a large amount of residential development occurring within its city limits. This portion of the US-24 study area is dominated by agricultural / low density residential and vacant / undeveloped land with exception of the development within the City of St. George. This residential development is primarily medium-high density residential use, some Public / Semi-public uses, a new school, and a park. There is also single commercial development at the southeast corner of US-24 and Flush Road.

East US-24 Corridor - ELU
The East Corridor land use pattern is defined by the City of Wamego and its growth. The remaining portion of the US-24 corridor west of Wamego and west of Salzer Road consists of mostly agricultural / low density residential and vacant / undeveloped land. The East US-24 Corridor has a higher density development pattern, particularly within the City of Wamego, and includes a variety of land uses, such as commercial areas along the US-24 corridor and urban residential areas, suburban residential and public / semi-public uses spread throughout Wamego. There is also new industrial (Wamego Industrial Park), Parks and Open Space developing on the east edge of the city within the US-24 corridor study area. North of the US-24 corridor along the K-99 corridor is predominately residential uses, with medium-high density residential uses near Wamego and Louisville and Agricultural / Low Density Residential uses in between the communities.

US-24 COMBINED FUTURE LAND USES (CFLU)
The individual future lands use plans for Manhattan, Wamego and Pottawatomie County were combined into one document and used as a basis for the preparation of the future land use defined in the US-24 Corridor Management Plan. The Combined Future Land Use Map, Exhibit 4.2, discussed in this section represents the proposed land use recommendations of the communities and county under their currently adopted land use plans. A new land use plan for the US-24 corridor was defined through this planning process in the context of those adopted land use plans.

The US-24 Corridor Management Plan combined future land use categories are the same as the existing land use categories and incorporate a category known as development land. Development land is defined as those areas within the US-24 corridor that are appropriate for development, but the type of development has not been identified. While the development land category makes up a significant portion of the land in the Center and East sub-areas, the land use component of the US-24 Corridor Management Plan further defined the appropriate type of development for those locations. In addition to the development land designation, the Combined Future Land Use Map, Exhibit 4.2, indicates medium-high residential land uses to fill much of the land between the cities. It is anticipated that growth will continue as the cities of Wamego, St. George and Manhattan expand their growth areas along the US-24, K-99 and McCall Road corridors.

US-24 Corridor Management Plan
Exhibit 4.1: Generalized Existing Land Use Map
Exhibit 4.2: Combined Future Land Use Map as Currently Defined
US-24 CORRIDOR FUTURE LAND USE PLAN

The future land use maps shown in the following pages for the US-24 Corridor Management Plan will guide future development within the US-24 corridor to provide an efficient pattern of growth. The future land use pattern defined is responsive to the market demand and public involvement summary within the US-24 Corridor Management Plan and provides a framework from which transportation improvements can be planned. This section of the US-24 Corridor Management Plan provides a detailed look at the methodology used to prepare the future land use maps and the future land use for the US-24 corridor.

Methodology

Development Patterns

The first step in determining future land use for the US-24 Corridor Management Plan was to understand where development was most appropriate and/or desirable. To establish the development pattern for the US-24 Corridor Management Plan, three conceptual patterns were reviewed and analyzed – Urban Growth, Corridor Growth and Nodal Growth. Each of the three conceptual development patterns as well as the preferred direction are illustrated in Exhibit 4.3 – Alternative No. 1: Urban Growth, Exhibit 4.4: Alternative No. 2: Corridor Growth, Exhibit 4.5 – Alternative No. 3: Nodal Growth, and Exhibit 4.6 – Preferred Development Pattern.

Urban growth, as illustrated in Exhibit 4.3, looks at the continued radial growth and development of the existing communities within the US-24 corridor. This pattern expands the communities and builds upon the investments made in each community, which are primarily infrastructure and streets to support development.

The Corridor Growth pattern, as illustrated in Exhibit 4.4, promotes more intensive development along the entire length of the US-24 corridor between Manhattan and Wamego. This pattern focuses on development that is support by the traffic and visibility afforded by the US-24 corridor. This pattern also has an inherent challenge in providing infrastructure and services along the length of the corridor.

The Nodal Growth pattern, as illustrated in Exhibit 4.5, looks at the primary intersections along the US-24 corridor as development centers across the corridor. Intersections with the US-24 corridor at locations like Green Valley Road, Flush Road and Columbian Road would be developed with uses that provide goods and services as well as living opportunities to residents.
Upon review and analysis, a combination of the three concepts was identified as the development pattern for the corridor. The preferred development pattern for the US-24 Corridor Management Plan based on existing patterns (See Exhibit 4.6). In support of that growth, a corridor pattern of growth has been defined east of Manhattan from the Blue River to Excel Road, with a node of development around Excel Road. Similarly, a corridor pattern has been defined for west of Wamego to Saltar Road, with a development node in that location. Additionally, based on the future growth of St. George, a node of development has been proposed at Flush Road.

The development patterns begin to identify, on a larger scale, the impact of the development to the US-24 corridor. To get a measure of the impact to the US-24 Corridor Management Plan the demand for development must be understood to adequately project the amount of future development. As detailed in Chapter 3 the market demand for development has been detailed for the US-24 corridor and each of the three sections.

Land Use Estimates

Using the existing land use patterns and the estimated demand for development, the future land use maps have been prepared to show the amount of land to be developed and where that development should occur. To adequately estimate the amount of land necessary for future development, the market demand numbers were converted to dwelling units for residential land uses and acreages for commercial and industrial land uses.

The total amount of acreage for each use was calculated by measuring the total area of each use. The future land use calculations were based on the following assumptions:

- Moderate Growth
- High Growth
- Retail
- Office
- Light Industrial
- Total

Exhibit 4.6 - Preferred Development Pattern
US-24 FUTURE LAND USE PLAN

Defined by the land use pattern identified for the US-24 Corridor Management Plan, the future land use maps shown on the following pages provide the policy guidance for future development within the US-24 Corridor Management Plan. The future land use plan promotes the efficient and effective use of investments made to support growth within the corridor. Similarly, the future land use plan supports the investments made to the US-24 corridor and attempts to minimize the future physical improvements needed and traffic impacts to the corridor.

The importance for the communities and the county to follow the future land use plan cannot be overstated. To deviate from the future land use plan could have detrimental effects to the operation and safety within the US-24 corridor and the surrounding street network. For example, if development is allowed to occur outside of the defined areas, additional transportation infrastructure improvements may be necessary to maintain the efficiency and safety of the US-24 corridor. Commitment to the proposed future land use patterns will define the future land use that will support the proposed improvements of this US-24 Corridor Management Plan.

To mirror the market demand analysis, the consultant team has prepared two future land use plans: a moderate growth plan and a high growth plan. To apply land uses to the corridor, the consultant team converted the plans’ dwelling units and square feet of development into acres and applied to the maps. To adequately assess the future land use across the corridor, the consultant team divided the future land use maps by the US-24 corridor sections – West, Center, and East.

Moderate Growth

The moderate growth land use plan is the more conservative estimate of growth within the US-24 Corridor Management Plan. The growth that has been defined for the corridor – 2,450 new units of residential, 510,000 square feet of commercial, and approximately one million square feet of industrial development is significant, as shown in Table 4.C. Those numbers represent 755 acres of residential development, which is a combination of medium-high and urban residential development, not including the low-density residential development scattered across the US-24 corridor. The consultant team anticipates approximately 46 acres of commercial development and 67 acres of industrial development. The impact to the US-24 corridor from this amount of development will be considerable. The consultant team will detail the land use’s impact by the corridor sections to give plan readers a thorough understanding of the land use’s impact.

High Growth

The high growth land use plan represents the additional land necessary to accommodate the increased development associated with increased market demand. The high growth scenario estimates there will be approximately 3,400 residential units, 630,000 square feet of commercial and 1.2 million square feet of industrial development, as shown in Table 4.C. Those estimates represent roughly 1,057 acres of residential development, 58 acres of commercial and 79 acres of industrial development. The high growth land use plan adds approximately 300 acres of developable residential and 12 acres of developable commercial and industrial land to the US-24 Corridor Management Plan as compared to the moderate land use plan.
West US-24 Corridor

As detailed by Table 4.C, the West US-24 Corridor will receive a significant amount of the development in the moderate growth scenario, largely based on the presence of Manhattan. The land use plan shows the medium-high residential growth continuing adjacent to recent residential development north of the US-24 corridor and east of the Blue River. Expanding residential development in the area south of Juntietta Road continues the current development trends of the area.

Similarly, the planned commercial and industrial growth will be focused on filling some of the development gaps along the US-24 corridor between the Blue River and Excel Road, adjacent to existing commercial and industrial development. Additionally, the City of Manhattan anticipates that McCall Road will continue to change to a commercial corridor because of its current industrial focus. As this change continues, the industrial uses will move near the Manhattan wastewater treatment plant south of the US-24 corridor and out along the US-24 corridor. The Future Land Use Plan documents these changes.

Building up on the land use pattern established by the moderate growth scenario, the high growth scenario continues the residential growth to the north of the US-24 corridor and the infill and redevelopment of commercial and industrial uses between Tuttle Creek Boulevard and Excel Road. Additionally, residential growth to the north will be supported by additional commercial along McCall Road and the US-24 corridor. Displaced and new industrial uses will be located adjacent to the Manhattan wastewater treatment plant and along Excel Road adjacent to the existing business park.

Disclaimer: The Future Land Use maps are general in nature to guide development along the Corridor. The provision of necessary infrastructure within identified growth areas, combined with market conditions, will dictate the timing of development in a particular area.
**Center US-24 Corridor**

The Center US-24 corridor, focused around the community of St. George, will see a noticeable increase in the development of residential units within and adjacent to the community. Residential construction is occurring on the community’s southeast end and plans for it are to continue moving east. Residential development will also begin to fill in some of the gaps in neighborhoods within the community and provide an urban residential density near downtown. Much of the development that is proposed within St. George has been approved or platted for development. The Center Corridor has the highest percentage of low-density residential planned with 68 to 86 units intended within this section of the corridor.

Commercial development within the Center Corridor will be focused around the Flush Road intersection to build on the commercial use present today. While not a significant amount of commercial is planned, commercial development presence at the intersection of Flush Road and US-24 will provide visibility for the community of St. George along the US-24 corridor. The industrial planned, between six and eight acres, for the moderate and high growth scenarios, respectively, is proposed at the south of Military Trail Road between Legion Lane and Flush Road. This location removes it from the community but puts it adjacent to the growth path of St. George toward the intersection of Flush Road and US-24.

Disclaimer: The Future Land Use maps are general in nature to guide development along the Corridor. The provision of necessary infrastructure within identified growth areas, combined with market conditions, will dictate the timing of development in a particular area.
East US-24 Corridor
Like the West US-24 corridor, the East US-24 corridor’s largest city, Wamego, will continue to affect this section’s growth and development. The land use plan for Wamego delineates residential growth continuing north and west of the current city limits. The medium-high density residential development will be off the US-24 corridor with urban residential land uses filling in the gaps along the US-24 corridor between K-99 and Columbian Road. Following the urban residential development will be the commercial development that will continue to develop along the US-24 corridor west of K-99. New industrial to Wamego will maximize the investments made in the Wamego Industrial Park by locating within it on the east side of town south of the US-24 corridor.

The K-99 Corridor will be most affected by additional residential in the K-99 corridor, primarily in the form of additional low-density, residential development east and west of the K-99 corridor. However, additional medium-high residential development is planned for Louisville within an existing development on the south edge of town and north of the US-24 corridor adjacent to Wamego. These patterns are consistent for both the moderate and high land use plans.

SUMMARY
Exhibits 4.13 and 4.14 illustrate the US-24 Corridor Management Plan’s corridor-wide future land use for the moderate-growth and high-growth scenarios, representing the future development patterns to 2030. The land use plans are rooted in the existing development patterns of the communities and county within which the US-24 corridor interacts. The land use plans are intended to promote the efficient and effective development of land through the use of existing resources and investments, and the cost-effective provision of future services, including infrastructure and transportation. The implementation of the land use plans over time will reinforce the transportation improvements proposed for the US-24 Corridor Management Plan. Conversely, unplanned or random growth across the US-24 corridor will stretch resources and reduce the effectiveness of the US-24 corridor as a commuter route between the communities. These impacts should be considered when planning for the future of the US-24 corridor.

Disclaimer: The Future Land Use maps are general in nature to guide development along the Corridor. The provision of necessary infrastructure within identified growth areas, combined with market conditions, will dictate the timing of development in a particular area.
Exhibit 4.13: Corridor: Future Land Use Map – Moderate Growth

Disclaimer: The Future Land Use maps are general in nature to guide development along the Corridor. The provision of necessary infrastructure within identified growth areas, combined with market conditions, will dictate the timing of development in a particular area.
Exhibit 4.14: Corridor: Future Land Use Map – High Growth

Disclaimer: The Future Land Use maps are general in nature to guide development along the Corridor. The provision of necessary infrastructure within identified growth areas, combined with market conditions, will dictate the timing of development in a particular area.