DESTINATION 2050

CITY OF MANOR, TEXAS

COMPREHENSIVE PLAN

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LETTER FROM THE MAYOR

In Progress

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Veteran's Memorial Wall, Photo by Felicia Williams-Dennis

CHAPTER 1

COMMUNITY SNAPSHOT

INTRODUCTION

Manor is located in Travis County, in central Texas, approximately 12 miles northeast of the Texas Capitol. Manor is a fast-growing community situated along SH 290 and SH 130 and provides a tranquil setting away from the highly urban environment in Austin. Accessibility, location, great schools, and exceptional quality of life make Manor a desirable place to live and work. The Comprehensive Plan is organized into eight chapters, listed here:

- Community Snapshot
- Vision and Guiding Principles
- Land Use and Development
- Transportation and Mobility
- Parks, Recreation, Open Space Master Plan
- Economic Development and Economic Resiliency (Sub Consultant)
- Community Image and Urban Design
- Implementation

This Community Snapshot chapter offers historical context, a demographic profile, and information on the physical features of the City.







WHAT IS A COMPREHENSIVE PLAN?

The importance of a Comprehensive Plan to assist in directing the growth and physical development of a community for the next 10 to 20 years cannot be overstated. The Comprehensive Plan is a long-range planning tool written for an array of audiences and is intended to be used by decision-makers, elected and appointed officials, municipal staff, local residents, and technical professionals.

The State of Texas has established laws about the way in which incorporated communities can ensure the health, safety, and welfare of their residents through a comprehensive plan. The Texas Local Government Code states, "The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations."

The primary objectives of a comprehensive plan are to accomplish the following:

- Efficient delivery of public services.
- Coordination of public and private investment.
- Minimization of potential conflicts between land uses.
- Management of growth in an orderly manner.
- Cost-effective public investments.
- A rational and reasonable basis for making decisions about the community.

There are two interrelated purposes of a comprehensive plan. First, it allows the residents of a community to create a shared vision of what they want the community to become. Additionally, it provides recommendations for how a community can effectively implement this vision.



PLANNING CONTEXT

HISTORY & HERITAGE

Manor is named in honor of James B. Manor (J.B. Manor), who was the postmaster for the first post office in this area.[1] J.B. Manor moved to Texas from Tennessee in 1832 with, among others, Sam Houston. He built a home along Gilleland Creek, just west of present day downtown.[2]

When the Houston and Texas Central Railway was built through the town in 1871, the City's visibility and accessibility increased. Manor solidified itself as an agricultural hub exporting cotton, cottonseed, and grain to the region. The City grew during the mid-1880s adding schools, churches, and stores while still maintaining a modest population.

The City flourished through the turn of the century, it was incorporated in 1913 and continued to serve as a commercial center for local farmers.[3] Manor experienced a small decline in population during the Great Depression, after which it grew slowly and steadily until it's recent population boom in the 2000's



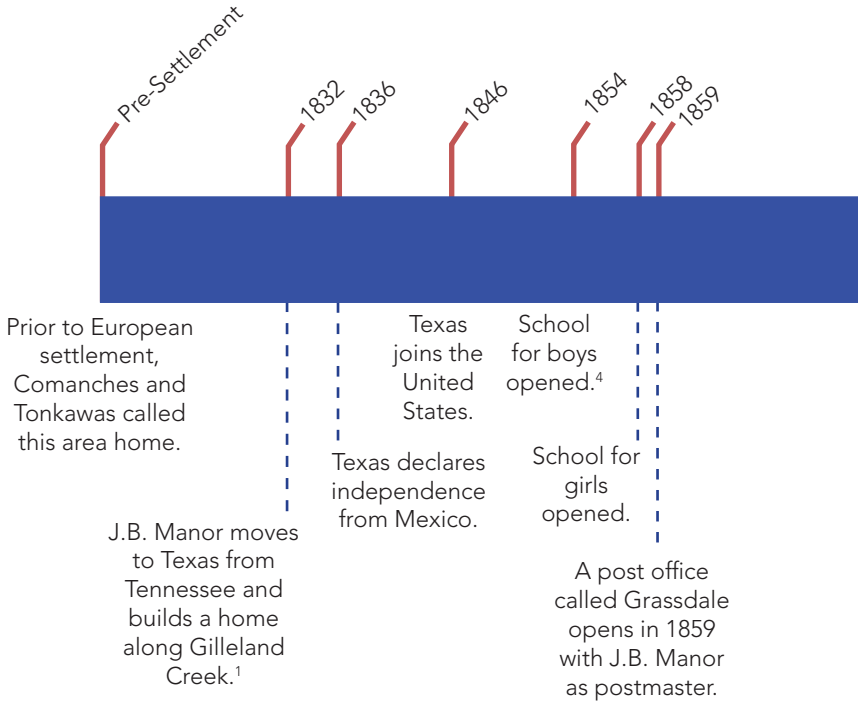
Historic Photo of Railroad



Historic Photo of Downtown

KEY EVENTS TIMELINE

Figure 1.1.Manor Historical Timeline



1 Source: John J. German and Myron Janzen, Texas Post Offices by County (1986).

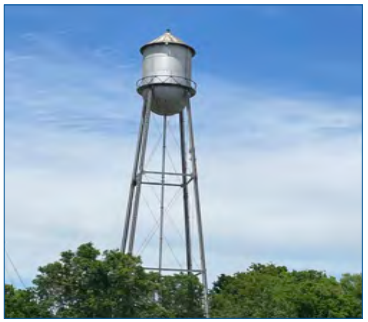
2 Source: https://www.kut.org/austin/2015-10-14/timeline-before-manor-was-manor

3 Source: Mary Starr Barkley, A History of Central Texas (Austin: Austin Printing, 1970)

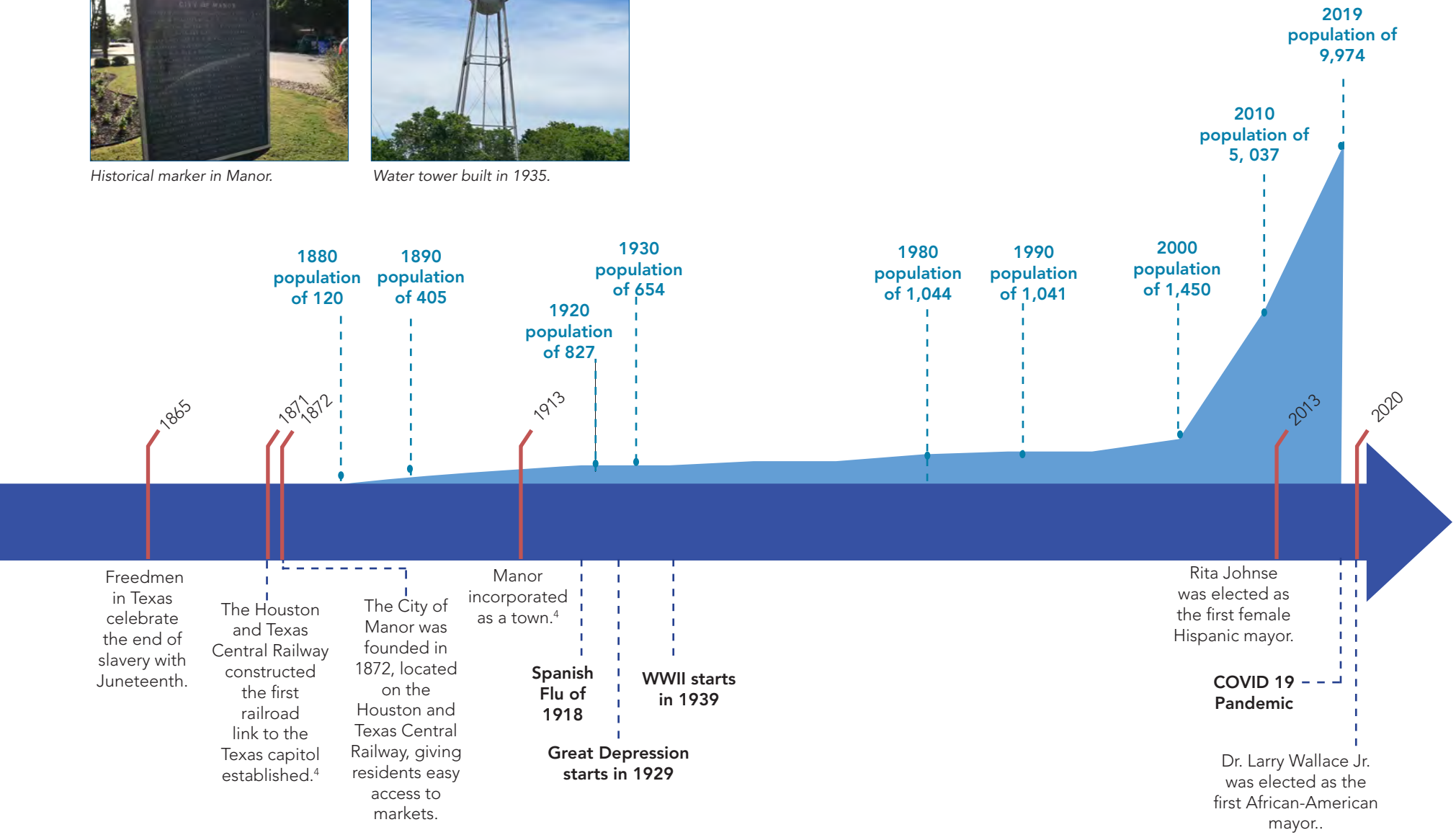
4 Source: City's website



Historical marker in Manor.



Water tower built in 1935.



PLANNING FRAMEWORK

PAST AND ONGOING CITY PLANNING EFFORTS

Previous local and regional planning efforts should be considered when developing a comprehensive plan to ensure coordinated recommendations for the study area. This section provides an overview of relevant plans and their applicability to Destination 2050.

PROJECT CONNECT & CAPMETRO TOD PLAN

Capital Metropolitan Transportation Authority (CapMetro) adopted the Project Connect Long-Term Vision Plan in 2018 to address the region's mobility needs in the face of rapid population growth. A major component of this plan is expansion of the rail system. The Green Line is a proposed commuter rail line that will pass through Manor and connect the city to Downtown Austin and the entire region.

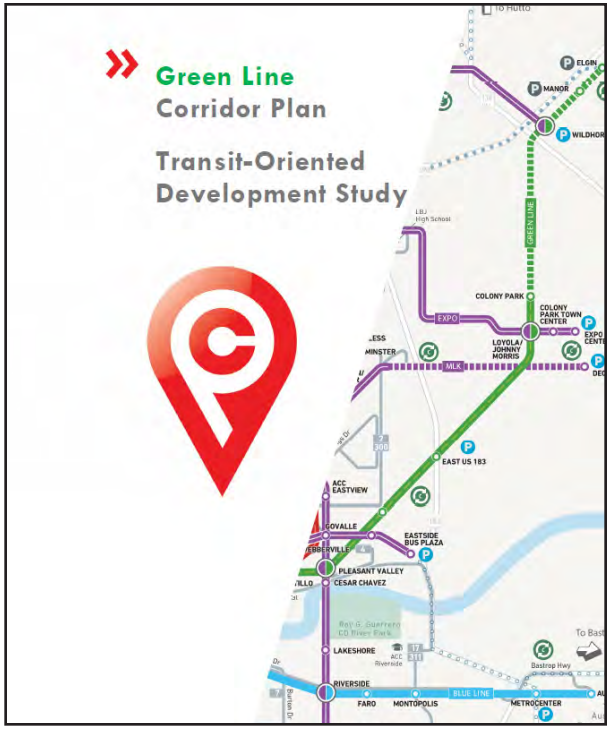
CapMetro also completed a system-wide initiative to encourage transit-oriented development (TOD) along its high-capacity MetroRapid and MetroRail transit corridors proposed in Project Connect. The Green Line TOD Study provides planning and investment strategies around transit stations. There is expected to be a Green Line station in Manor.

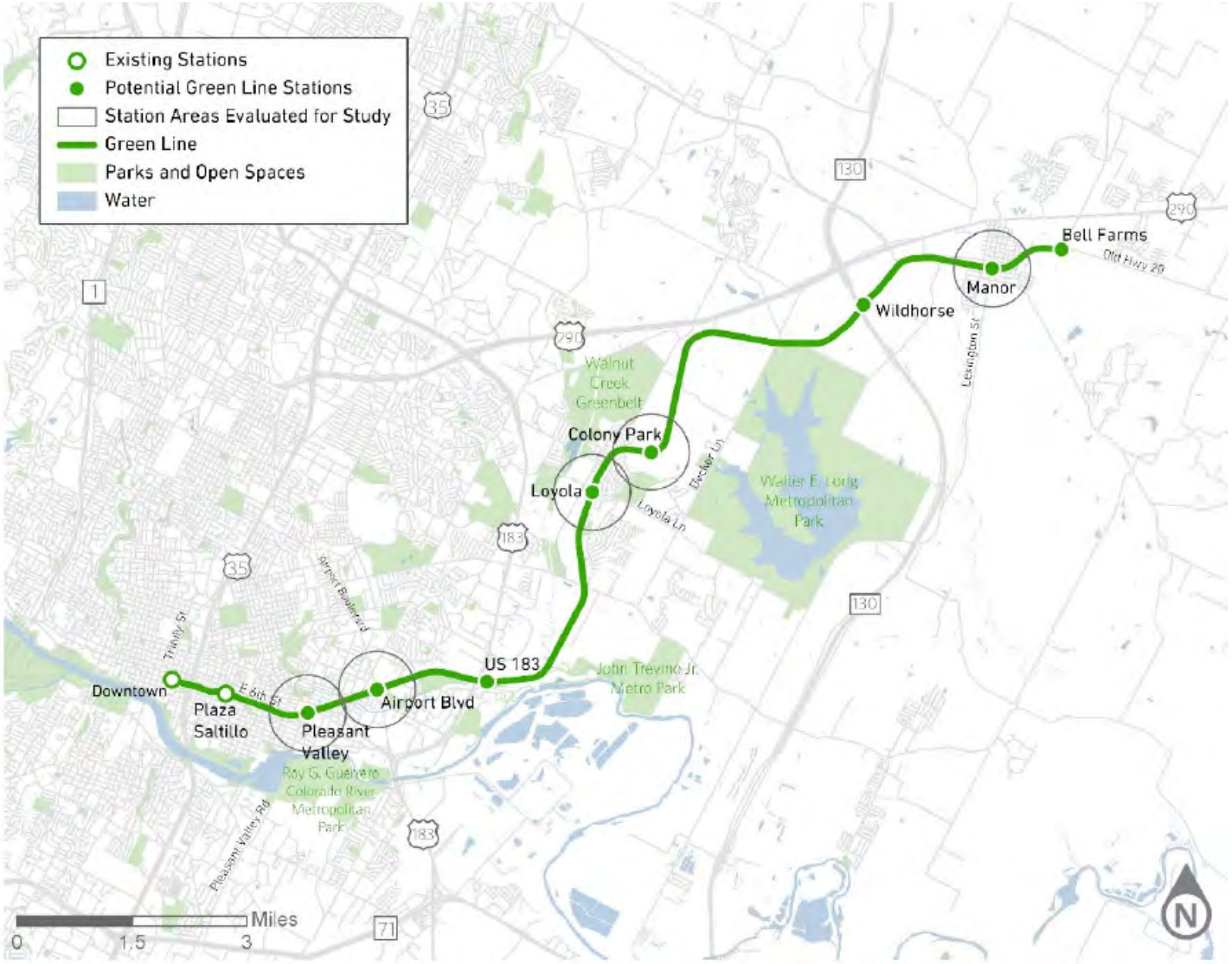
THE GOALS OF THE GREEN LINE CORRIDOR ARE:

- Providing an affordable transportation option for individuals living along the Corridor;
- Linking employers to employees and connecting activity centers through reliable transit as the population continues to grow;
- Improving safety and quality of life by designing pedestrian- and bike-friendly environments along the Corridor and encouraging denser development; and
- Promoting cleaner air and a more sustainable region.

THE BENEFITS OF THE GREEN LINE CORRIDOR FOR MANOR ARE:

- Improved access to and from Austin,
- Increased desirability of settling in Manor,
- Increased economic opportunities,
- Reduced pollution,
- Decreased traffic congestion and dependency on vehicles for commuting.





Map 1.1. Green Line Corridor

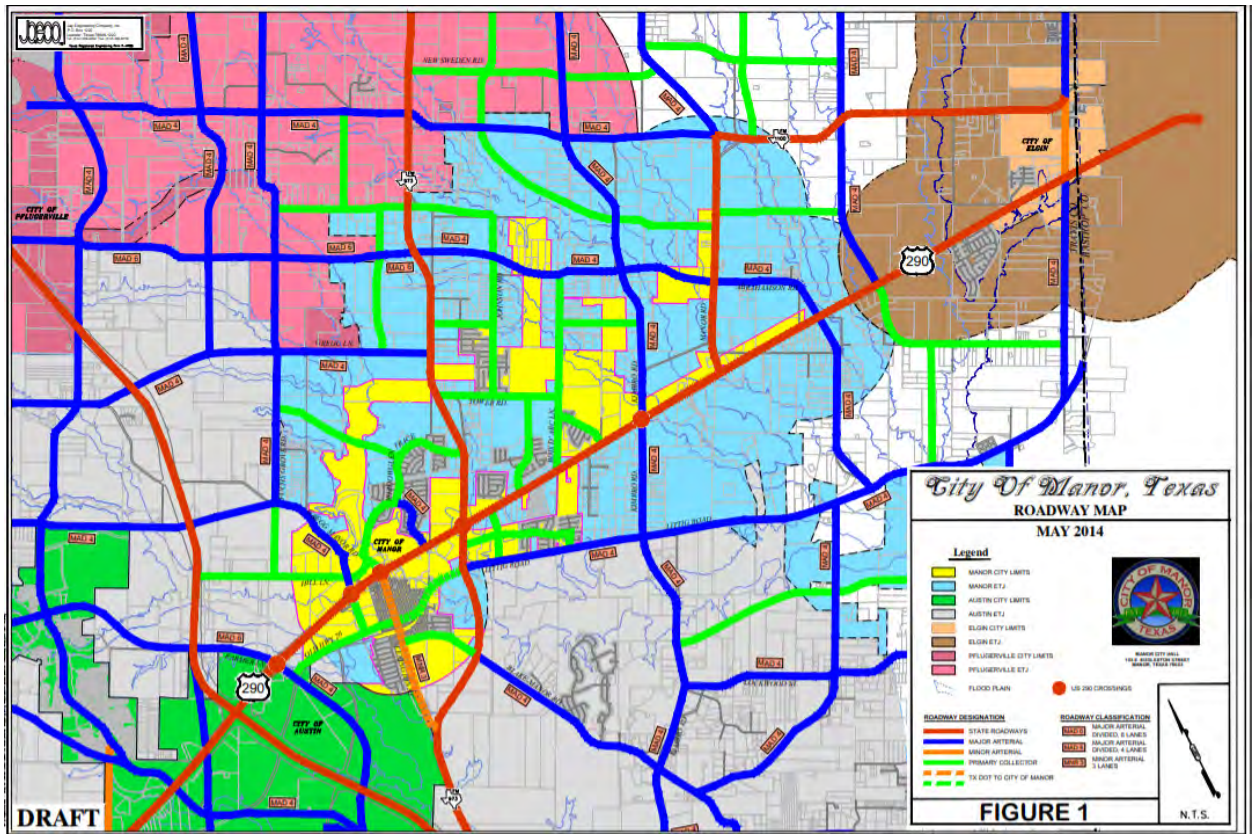
LOCAL THOROUGHFARE PLAN

The Manor Thoroughfare Plan was adopted in 2014. This map highlights state highways, major arterials, and minor arterials in Manor. Strengthening this roadway network is a key to increasing accessibility to the region and connectivity throughout the City for visitors and residents.

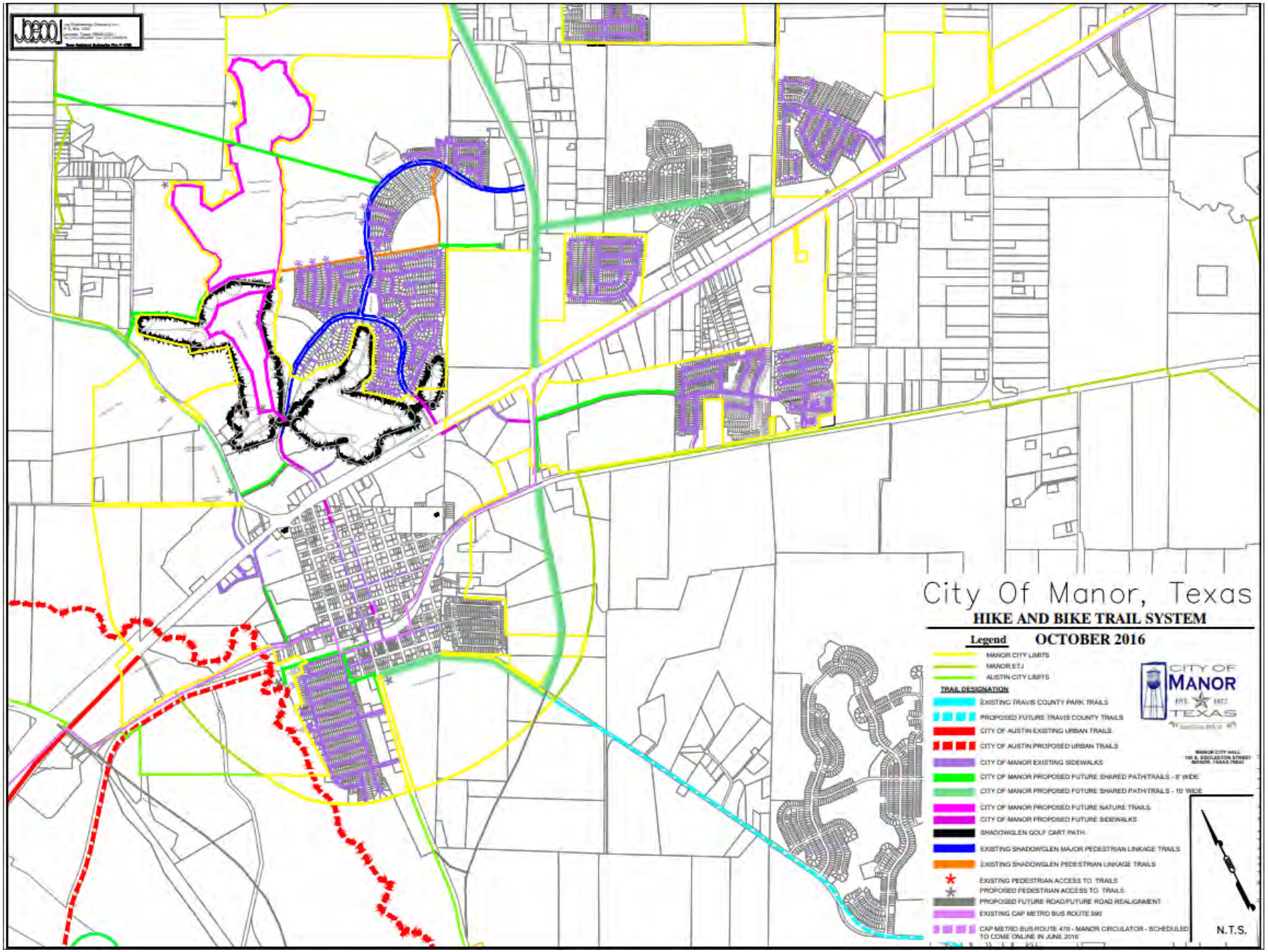
LOCAL TRAILS PLAN

The Hike and Bike Trail System Map was adopted by the City in 2016 and highlights both existing and proposed trails throughout Manor. Although there are great sidewalks and trails currently in the City, the trail network is limited because the trails often do not connect to each other. Sidewalks have been implemented with new developments, but the older areas, such as Downtown, remain with limited sidewalk connectivity.

The trails plan proposes increasing connectivity via shared use trails along major corridors like State Highway 290 and State Highway 130 as well as making connections to other trail systems in the region, such as Austin's Urban Trails system and Travis County's trail system. Since mobility is important to this community the City should utilize and implement these plans to bring people together and connect them to jobs, amenities, and services.



Map 1.2. Manor Thoroughfare Plan



Map 1.3. Hike and Bike Trail System

ANNEXATION HISTORY

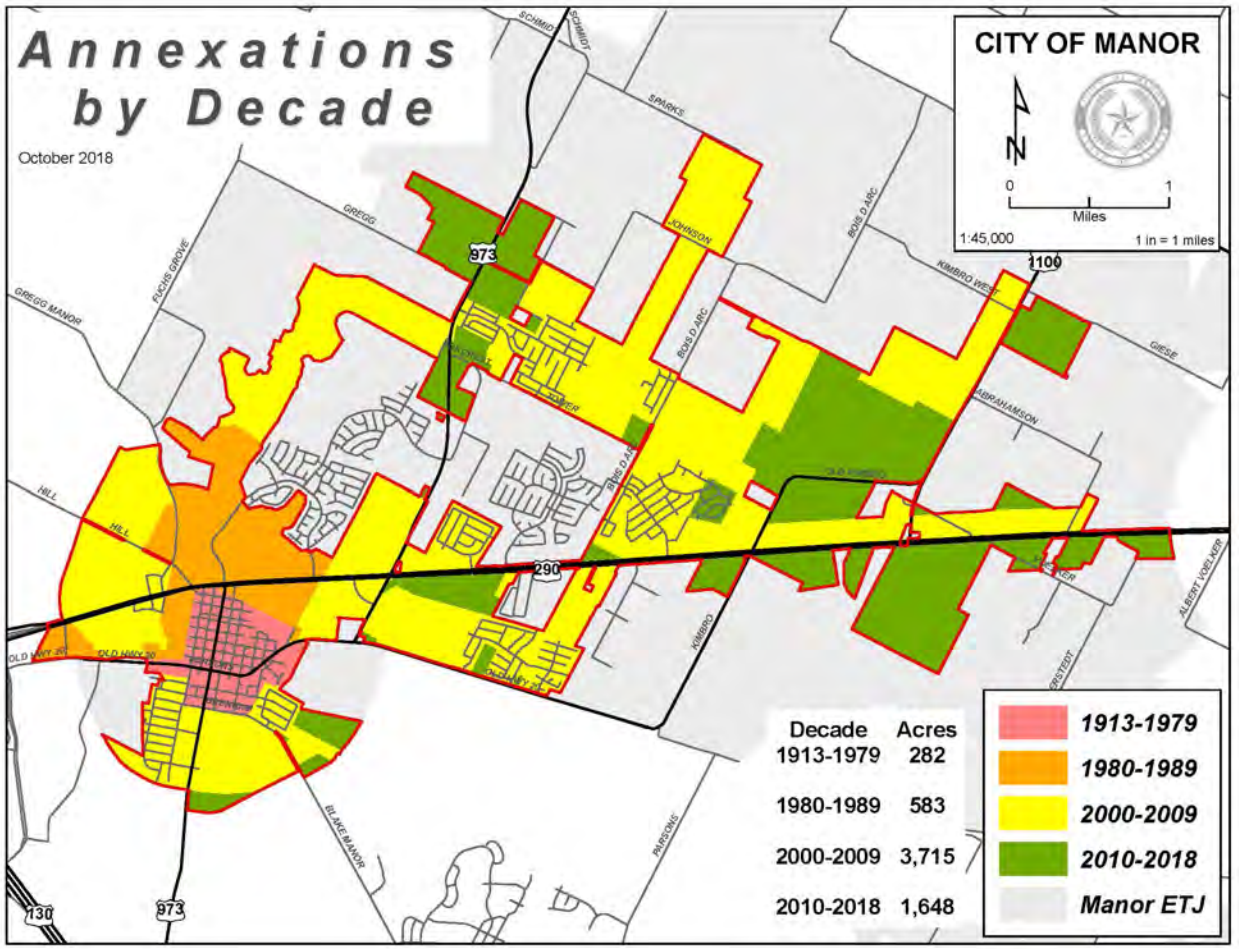
Growth management and annexation are important factors in land use, economic development, transportation, and infrastructure. Considerations include collection of sales and ad valorem taxes, but also ensuring fiscal responsibility when planning for future infrastructure and ensuring desirable, safe development within and around Manor.

Until 2007, Manor functioned as a General Law Type A city under Texas law. In addition to lacking a home rule charter, Manor did not have the ability to annex unilaterally without consent or petition from the subject landowners. This is evidenced by the compact form of Manor from 1913-1999, with only some annexations of certain commercial portions of ShadowGlen and Old Hwy. 20 frontage to allow access to Manor ISD facilities occurring in that time frame.

This changed in the 2000s, as Manor began to experience more rapid growth and suburbanization. This resulted in a mixture of petition/consent annexations as well as unilateral annexations following passage of the home-rule election in 2007. Much of the unilateral annexation focused on the U.S. 290 corridor as well as portions of Old Hwy. 20. Annexations after 2010 continued this mixed pattern, filling-in a variety of gaps as growth pressures continued.

2017 saw a radical change in Texas annexation law, virtually eliminating unilateral annexation as a growth management tool in certain populous counties. This included Travis County, where Manor is located. In 2019, further annexation law reform resulted in this limitation applying to all of Texas.

Map 1.4. Annexations by Decade

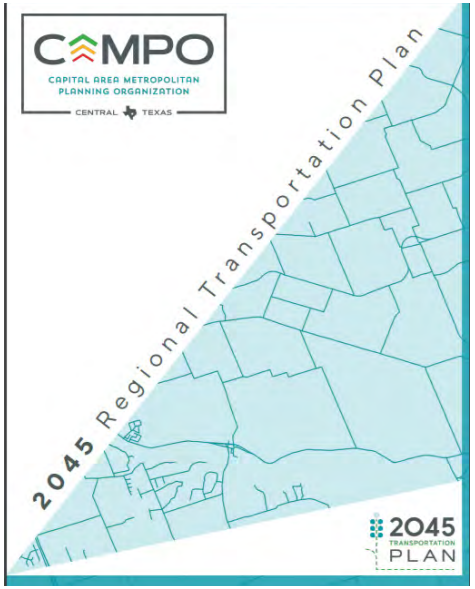




Municipalities have zoning powers but only within their incorporated limits. Zoning regulates the types of land uses that can be built in addition to dimensional standards. The regulation of use is important in avoiding conflicts between incompatible development types. Within the extraterritorial jurisdiction (ETJ), the City can apply its subdivision standards including park dedication requirements, engineering standards, drainage standards, tree cover standards, signage, and scenic corridors. While each of these tools helps to address some critical impacts, they still do not address land use or location. In some cases, special financing districts like Municipal Utility Districts (MUDs) are used in combination with development agreements and strategic partnership agreements to provide a level of regulatory certainty akin to zoning, as has been practiced in Manor.

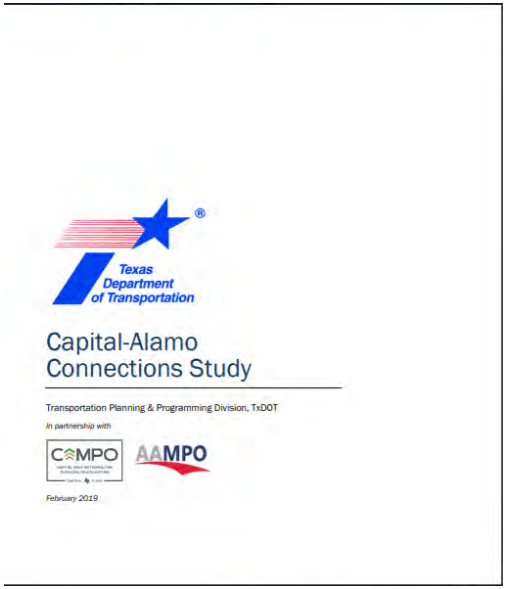
The lack of land use guidance and zoning regulations in unincorporated areas of the ETJ can lead to incompatible land uses abutting uses within the city boundaries, which can affect the future economic opportunities for the City and the region, including the inability to protect businesses that can be incompatible with residential uses from residential encroachment.

REGIONAL/ ADJACENT PLANNING EFFORTS



CAMPO 2045 TRANSPORTATION PLAN

The CAMPO 2045 Transportation Plan was adopted May 4, 2020 by the Capital Area Metropolitan Planning Organization (CAMPO). This Plan is a multimodal approach to addressing congestion and transportation needs over the next 25 years and uses comprehensive planning to ensure the regional nature of the plan is locally driven. The Plan includes roads, transit, active transportation options such as walking and biking, and also examines new technologies, travel strategies, and choices that maximize the use of current transportation infrastructure.[1]



CAPITAL-ALAMO CONNECTIONS STUDY

The Capital-Alamo Connections Study is a joint effort between TXDOT, CAMPO, and the Alamo Area MPO (AAMPO) to develop a strategy for mobility improvements within the greater Austin-San Antonio region. The study covered a 12-county region and covered all counties represented by CAMPO and AAMPO. This study was developed to plan for the extreme growth expected in Central Texas, particularly along the IH-35 corridor between Austin and San Antonio, and looks for possible solutions to current rates of congestion as well as opportunities to improve mobility.[1]



WALTER E. LONG PARK VISION PLAN

Walter E. Long Metropolitan Park is a City of Austin owned regional park located southwest of Manor, just west of State Highway 130. The park includes approximately 765 acres of preserved habitats and the Travis County Expo Center grounds. Some of the existing facilities in the park include hike and bike trails, picnic areas, volleyball courts, boat ramps, and fishing piers. The Walter E. Long Metropolitan Park Vision Plan will help determine the long-range vision for the entirety of the park. Walter E. Long Park provides a variety of recreation opportunities to people in surrounding cities like Manor.[2]

1 https://www.campotexas.org

2 https://www.austintexas.gov

PHYSICAL FEATURES

The City of Manor is located within the Austin-Round Rock- Metropolitan Statistical Area (MSA), which is home to more than 2.2 million residents and grew by more than a half-million residents between 2010 and 2020 (U.S. Census Bureau, 2020). Manor is generally landlocked by the cities of Austin to the South, Pflugerville to the West, and Elgin to the East; however, future expansion to the north may be an opportunity.

ROADWAYS

The City is situated along two major highways and a railroad:

- U.S. Route 290 is a heavily traveled roadway in the region, accommodating more than 56,990 vehicles per day measured at the count location near the intersection of 290 with Gregg Manor Road (TXDOT, 2020).[1] U.S. 290 extends to Houston to the East and Interstate 10 in West Texas. Manor has direct frontage along the route, making it desirable for many industries and plays a role in linking Manor residents and businesses to the overall region, state and nation.
- State Highway 130 is a toll road that serves as a bypass along the eastern side of the Austin metropolitan area, accommodating more than 37,552 vehicles per day (TXDOT, 2020).[1] SH 130 begins in Georgetown and extends southward beyond the Austin-Bergstrom International Airport, providing an alternative route to the often congested I-35 corridor. 130 extends all the way to Seguin, providing access to the Austin Executive Airport and the Circuit of the Americas racetrack.
- In 1872 J.B. Manor gave right-of-way rights in the town's center to the Houston & Texas Central Railway.[2] In the past, the railroad was used by local farmers to transport cotton, cottonseed, and grain to the region. The railroad is currently owned by CapMetro and is planned to become a MetroRail route known as the Green Line. The Green Line will be a 27-mile line from downtown Austin to eastern Travis County, passing through Manor and into Bastrop County with a possible extension to Elgin. This will connect residents from established and developing neighborhoods to jobs and services in Central Austin via congestion-proof commuter rail. New Park & Rides and transit-oriented development is expected to happen around the Green Line's future rail stop, including a proposed station site in Manor near Downtown.

NATURAL FEATURES

Manor is located between Gilleland Creek to the west and Wilbarger Creek to the east. It sits along the corridor leading to the Texas Hill Country to the west and has rich Blackland Prairie soil, lending to its natural beauty. The Blackland Prairie is characterized by rich soils with a high degree of plant diversity. Due to it's appropriateness for both farming and building development, much of the Blackland Prairie soils were overtaken by agriculture in the nineteenth century and urbanization in the twentieth century, so much of this habitat has been significantly reduced.

The City's most notable existing opportunities for recreation are Jennie Lane Park, Greenbury Park, Bell Farms Park, and Carriage Hills Park. These parks are shown on Map 1.5.

1 2020 District Traffic Map prepared by the Texas Department of Transportation

2 Source: www.kut.org/austin/2015-10-14/timeline-before-manor-was-manor

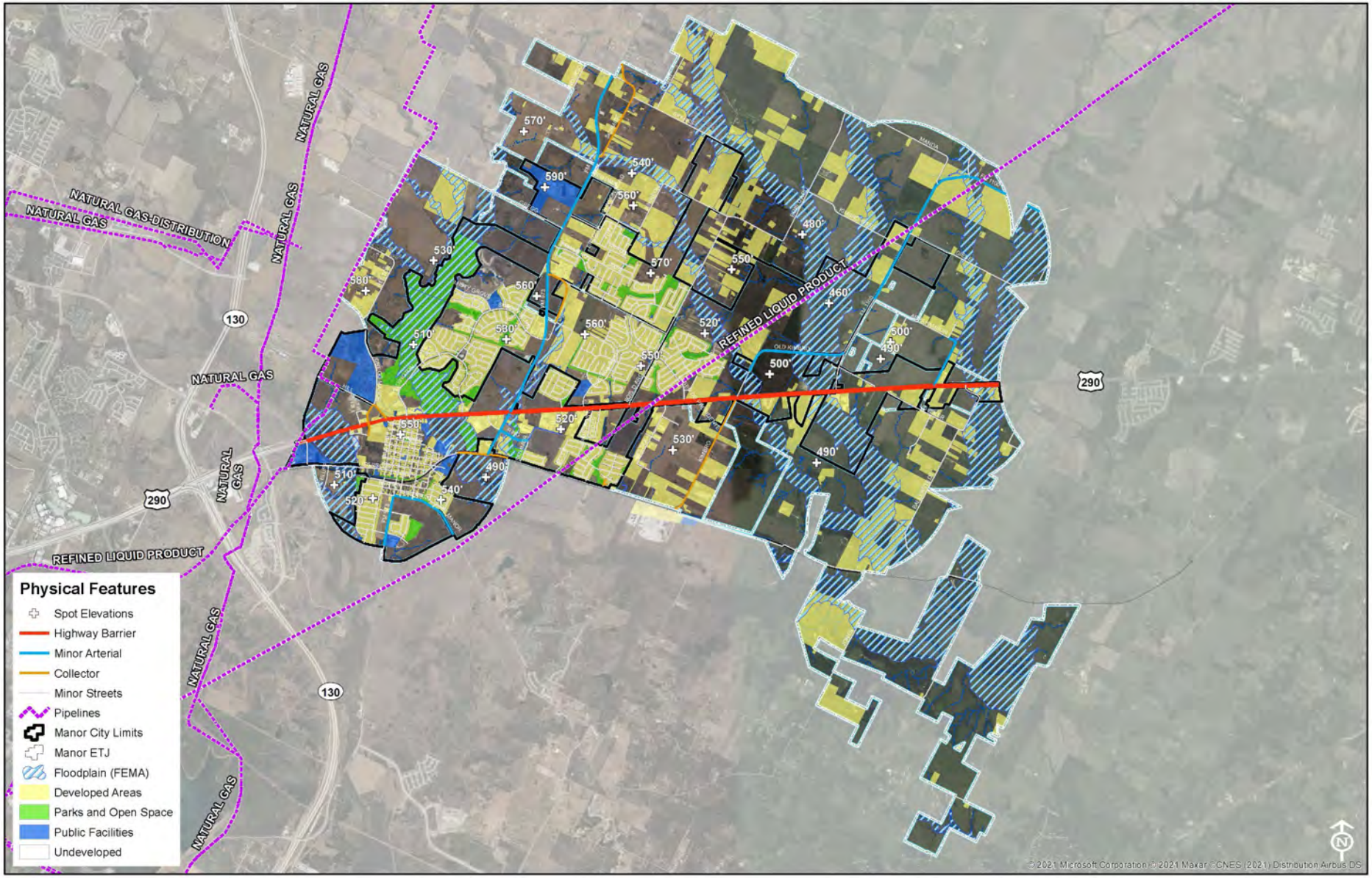
FLOODPLAINS

Manor is relatively flat compared to the slopes of the Edwards Plateau and Hill Country to the West. 4,425 acres of land within the city are currently located in the 100-year floodplain, shown on Map 1.5. Commercial and residential buildings and properties in these areas may be at risk. Flood risk is increasing in Manor as more open land, known as greenfields, is developed and impervious surfaces, such as rooftops and pavement increase. Impervious surfaces cause stormwater to move quickly over the land rather than absorb naturally into the soil and slowly filter into groundwater or nearby waterways. Additionally, changing weather patterns mean the area can expect more extreme rainstorms in the future. These factors with Manor's floodplains necessitate flood resilient building and development strategies in the City.

Floodplains throughout the City are generally oriented from north to south and provide the potential to be used as effective trail corridors to connect to regional open space.







Map 1.5. Physical Features Map

DEVELOPED/UNDEVELOPED LAND

The region has experienced massive growth between 2000 and 2020. In the past few decades, this region has attracted new residents from across the state, region and nation. In most cases, they were drawn to the region's growing economic strength in multiple economic sectors as well as an enviable quality of life. As development has expanded with this growth, so have pressures surrounding transportation, land use, and infrastructure. Population projections, also discussed in subsequent chapters, show that this growth is likely to continue at a similar pace during this Plan's 30-year horizon.

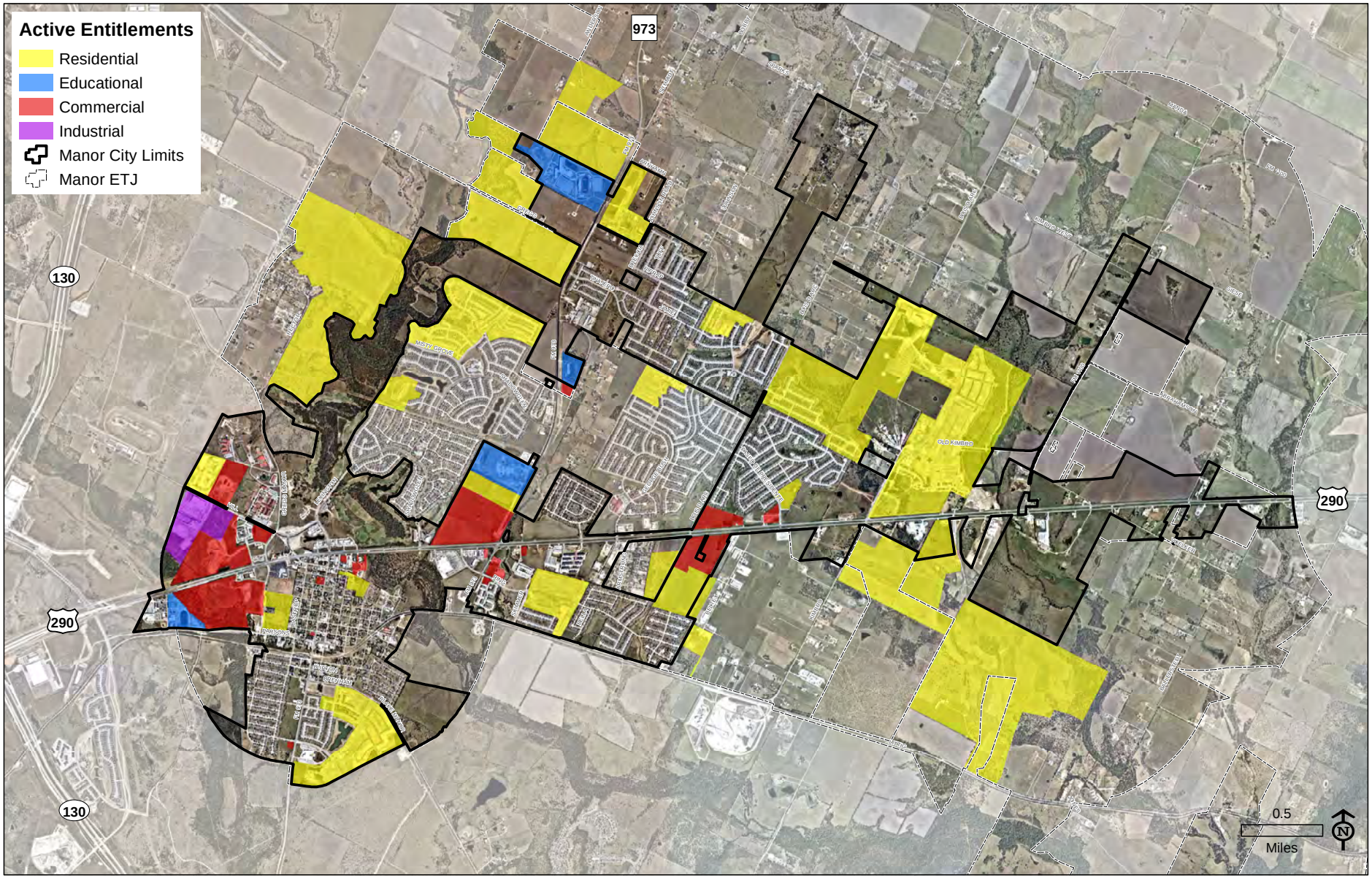
Map 1.6 provides a snapshot of the growth and development Manor is experiencing today. The map highlights commercial property and residential projects currently under construction. There are approximately 65.7 acres of commercial development, 1,350 unit of multifamily development, and between 3,295-3,495 single family lots slated for development. The single family lots include detached, townhomes and duplexes.

These developments will shape the way the City grows. In particular, they will influence where people shop, how they navigate the City and where they choose to live.









Map 1.6. Active Developments in Manor

PLANNING AND PUBLIC HEALTH

Historic pandemics were the impetus for the practice of City Planning and public health remains integral to the profession today, inspiring multiple movements and trends in city policies over the last two centuries.

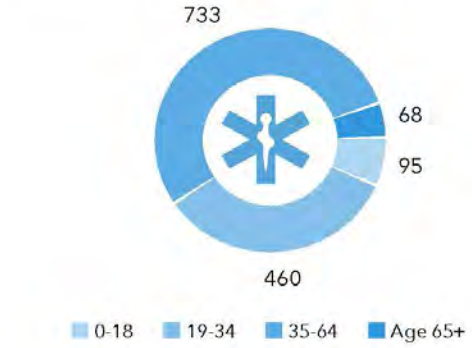
The State of Texas grants authority to its cities "for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare" (Texas Local Government Code, Chapter 213.001). Additionally, the American Institute of Certified Planners (AICP) Code of Ethics establishes that planners' primary obligation is to serve the public interest.

This Plan is being developed in the midst of the COVID-19 global pandemic; which shapes not only the content of the plan but also the ability and approaches used to engage with the community. Public health considerations affect every chapter of this plan, from engagement and vision through to implementation.

Certain segments of the population are considered particularly at risk for handling a public health emergency, including seniors, people with disabilities, people without healthcare insurance, people without vehicles, and people who earn lower incomes. It is critical for cities to maintain communication and proactive outreach with these population segments to ensure their needs are being met and to connect them with helpful resources when possible.

Figure 1.2.Manor At Risk Population







Data source: Esri forecasts for 2021, U.S. Census Bureau 2015-2019 American Community Survey (ACS) Data, Businesses counts from Data Axle

Even after the COVID-19 pandemic is managed, many of its impacts on our daily behaviors and expectations are likely to remain. The long-term impacts are still unknown; however, the following five trends affecting city planning have become apparent.

SUBURBAN SHIFT

At the onset of the COVID-19 pandemic, public health officials advised people to stay home as much as possible to avoid contributing to the spread of the virus. As a result, many people are placing increased value on larger homes, larger yards, less congested retail areas, and more open spaces. This shift in priorities may draw some urban residents to suburban areas such as Manor.

PUBLIC SPACES

Parks, trails, and other public spaces are one of the few place types that have become busier during the pandemic. Visiting these public spaces is enjoyable, free, family friendly, and provides opportunities for respite while also being a safe and healthy environment. Investment in creating and enhancing public spaces will be increasingly important to community livability, quality of life, and public health.

VIRTUAL ENGAGEMENT

Most cities have transitioned in-person outreach to online venues, such as virtual meetings, online surveys, and interactive websites. Fortunately for Manor, 96 percent of its residents have internet access at home (Esri, 2020), making virtual engagement a viable alternative. Many cities have reported increased attendance and participation in virtual engagement compared to traditional in-person meetings.

REMOTE WORK

Many employers have learned that their employees can work as or more effectively in a remote environment. A transition to a more remote work environment will result in less rush hour traffic congestion, a decreased demand for commercial office space, an increased demand for high-speed internet access, and possibly an increased demand for shared office spaces. This does not necessarily mean more employees will be working from home. Rather, this may mean companies increasingly choosing to decentralize their operations into multiple smaller offices rather than singular locations within a metropolitan region. This presents opportunities for Manor to attract additional primary employment.

EXPERIENCE FOCUSED CONSUMERISM

The trend of online shopping has been amplified by the COVID-19 pandemic. Many first-time online shoppers learned to place orders for takeout/delivery meals, basic essentials, and more, while experienced online shoppers expanded the type and amount of goods they purchased online. As a result, brick-and-mortar retail stores are likely to struggle to generate a profit, unless they also address their virtual presence and methods of getting products and services to consumers. Providing an enjoyable, unique experience for patrons will become even more critical for shops and restaurants to survive.

In many cases, this challenging economic environment has increased consumer awareness of locally-owned establishments as well as encouraged spending where people live rather than where they had previously commuted to work.



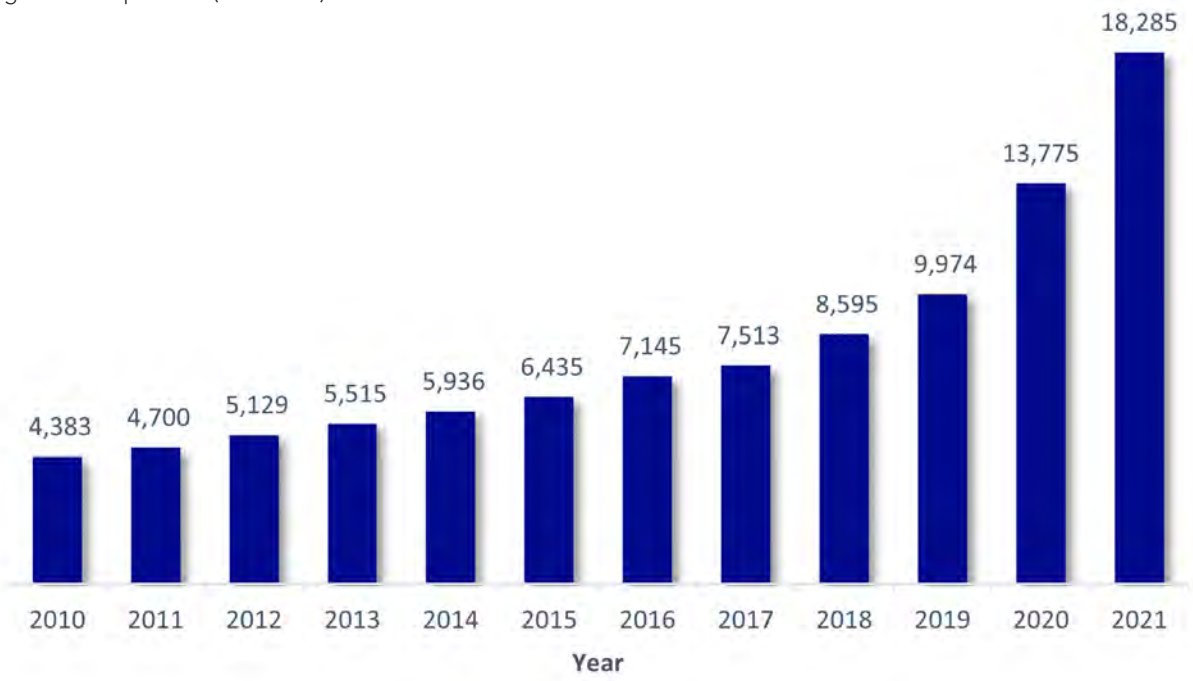
DEMOGRAPHICS

People are the most important aspect of any community. This demographic analysis examines characteristics about the population of Manor, helping to better understand and identify facts that may affect the planning process. The following data reflects the U.S. Census Bureau's 2020 data. The following pages provide highlights and insights from the demographic analysis conducted at the beginning of the Destination 2050 Plan process.

POPULATION AND GROWTH

Manor has experienced steady historical growth for decades and was recently ranked as one of the fastest growing suburbs in the country. In the 1990s Manor's population was just 1,000 people, but in recent years Manor has seen a population increase and has an estimated 18,285[1] residents as of the writing of this plan. Manor's growth is well above what is typical of other peer communities in the region. To note, the population including City limits and the ETJ is closer to 30,000 people. Over the next 20 years, the Capital Area Metropolitan Planning Organization (CAMPO) projects the Manor's population will at least double.

Figure 1.3. Population (2010-2021)



Data source: U.S. Census, American Community Survey 2010-2020, 5-Year Estimates

1 This population estimate is based on U.S. Census Bureau July 1, 2021 data for the City of Manor

RACE AND ETHNICITY TRENDS

Manor is becoming an increasingly diverse area, both racially, ethnically and economically. The largest racial group is White making up about 50 percent of the population, followed by some other race at 27 percent, and African American at 21 percent.

In terms of Manor's ethnic diversity, the Hispanic community has seen a notable population increase since 2010. In 2010, 48 percent of the population was of Hispanic origin and in 2020, the Hispanic population had grown to 61 percent.

While the percent of White population is growing in areas west of the City, the percent of White population in Manor has been steady and is likely to remain the same in the future.

Figure 1.4.Race

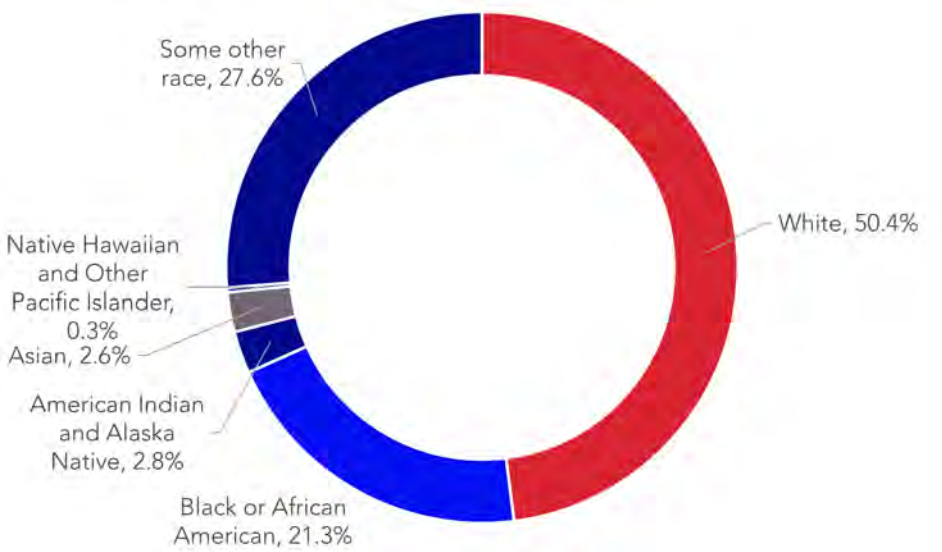
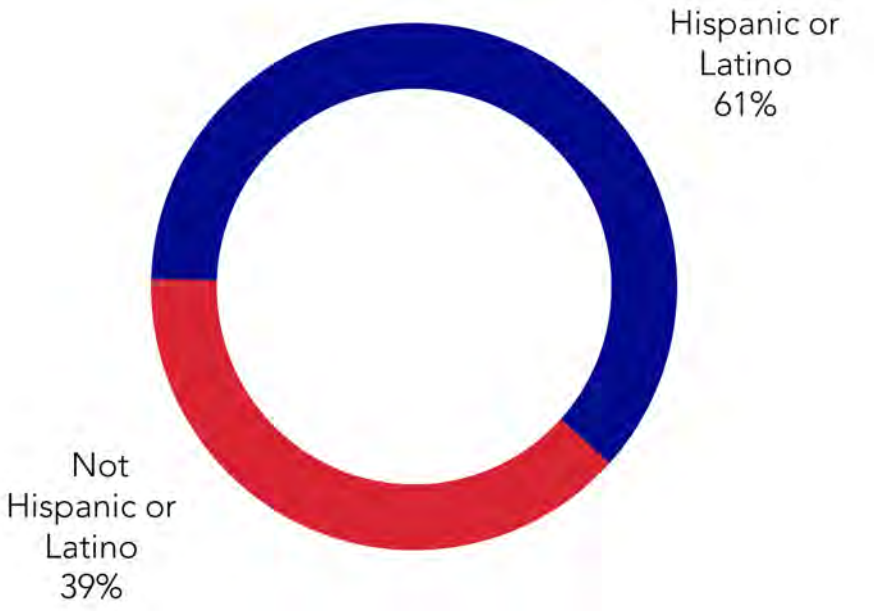


Figure 1.5.Ethnicity



Data source: U.S. Census, American Community Survey 2010-2020, 5-Year Estimates

AGE DISTRIBUTION

Understanding age patterns helps Manor plan for the appropriate programs, services, housing, jobs, and quality-of-life amenities.

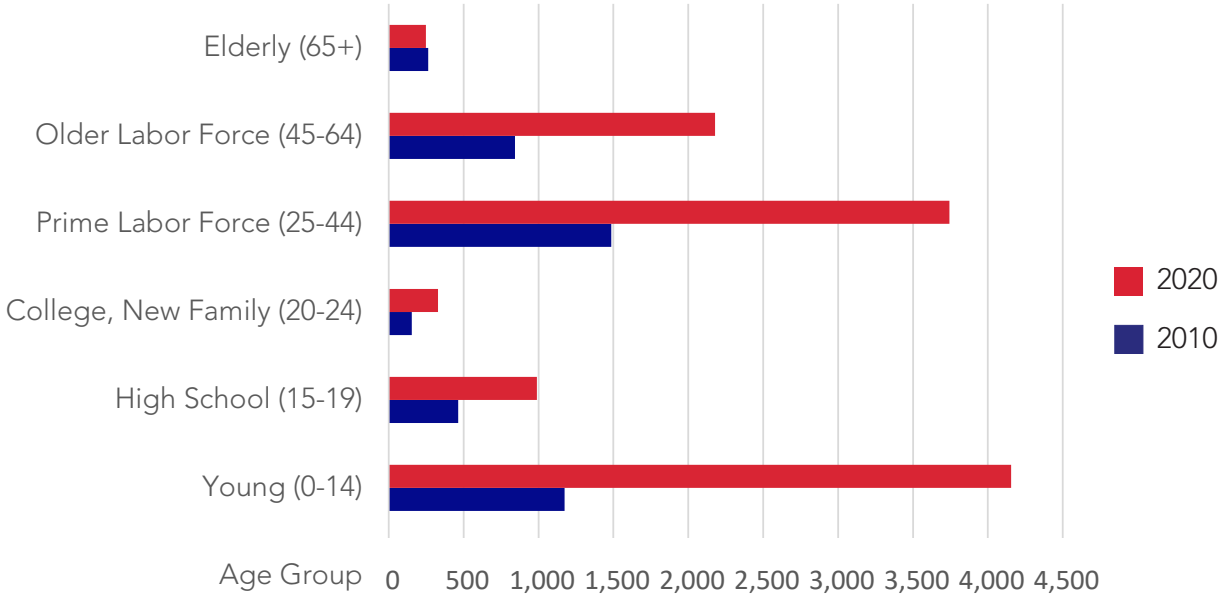
Manor remains a young suburb compared to surrounding area. Affordable housing is one factor that contributes to Manor's relatively young population and in recent years the City has experienced increases in first-time home buyers.

The largest portion of Manor's population is "young", between the ages of 0 to 14 years, denoting families with children.

The next largest group is between the ages of 25 and 44 years, followed by 45 to 64 years. These two cohorts combined represent the common labor force years. The strong labor force speaks to Manor's growing economic clout in the region.

The oldest segment of population is the only sector seeing a decreased since 2010, which implies people of retirement age and beyond are leaving the city.

Figure 1.6.Manor Age Distribution



Data source: U.S. Census, American Community Survey 2020, 5-Year Estimates

ECONOMIC OPPORTUNITY

EDUCATIONAL ATTAINMENT

In Manor, nearly 21 percent of the population has graduated high school and almost 37 percent have attained a Bachelor's degree or higher. There is room for improvement specifically when it comes to high school graduates in Manor, which is below the overall state rates.

A good skilled worker base allows cities to grow while increasing the prosperity of the community. Manor can take steps to prepare its high school graduates for the workforce and jobs of the future, ultimately helping residents overcome economic adversity.

EMPLOYMENT

Manor has an approximately 5 percent unemployment rate. Due to the COVID-19 pandemic, an increase in unemployment is to be expected. One way to make a community more resilient in the future is to diversify the economy, so it is not as vulnerable to outside threats. When there are a variety of employment sectors in a city, it is less likely for struggles in a single sector to affect its overall economy.

Figure 1.7.Educational Attainment

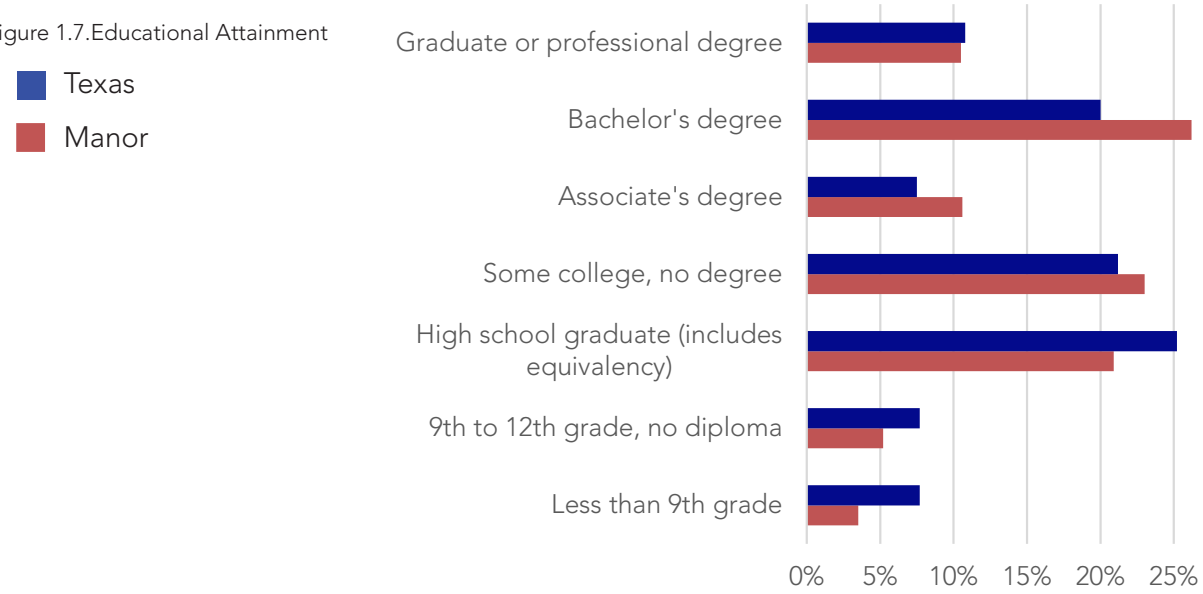
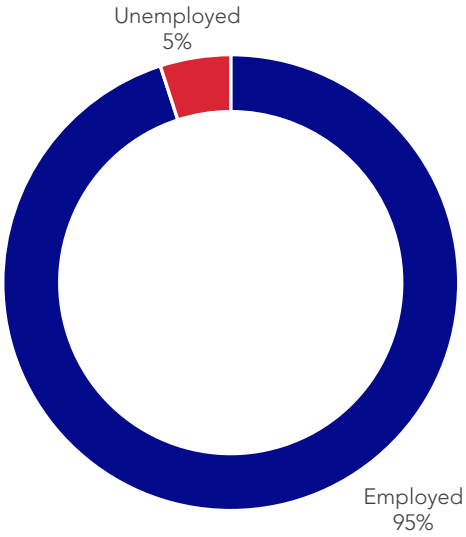


Figure 1.8.Employment Status



Data source: U.S. Census, American Community Survey 2020, 5-Year Estimates

MOBILITY

About 97 percent of households in Manor have at least one car. Those without vehicles depend on other modes of transportation to get to jobs, school or to run errands. Improvements to transit can help meet the needs of these households, especially for short trips.

The mean travel time to commute to work for Manor residents is 28.5 minutes each way and 81.9 percent of commuters drive alone in a car to work. Most Manor residents work outside of the city limits, heading west, northwest and southwest to Pflugerville or Austin. This contributes to traffic congestion in Manor during peak commuting times. Additional information on mobility and commuting is provided in the Transportation and Mobility chapter.

INCOME

The median household income in Manor is $87,500 which is higher than the Texas median of $63,826. This comparison, especially when coupled with Manor's relative affordability of housing, indicates the presence of residents with disposable income that could potentially be captured by local retail and commercial developments, as well as greater capacity for entrepreneurship. It is important to note that incomes are increasing upward, indicating that those people already in Manor are being lifted up with it rather than being priced out by newcomers.

Figure 1.9.Mobility

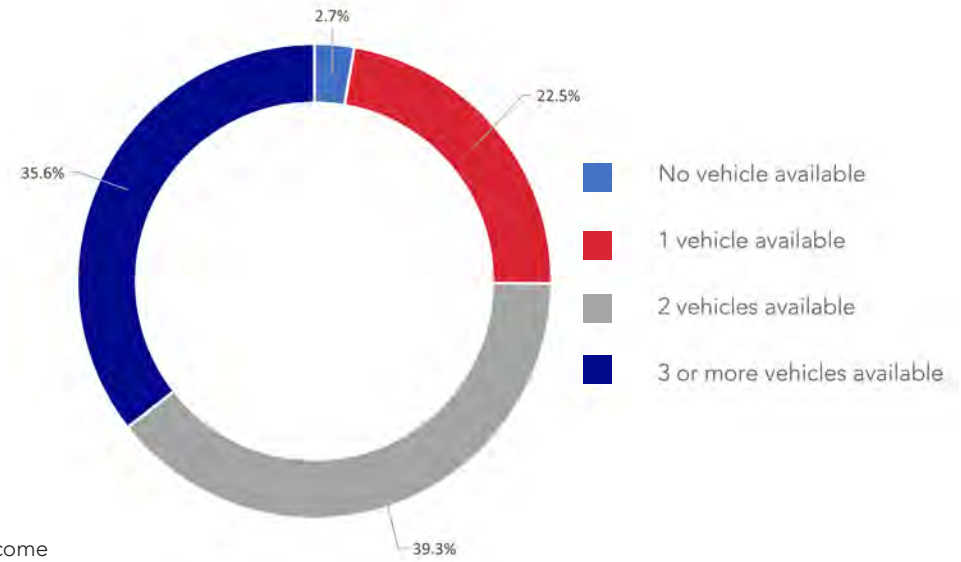
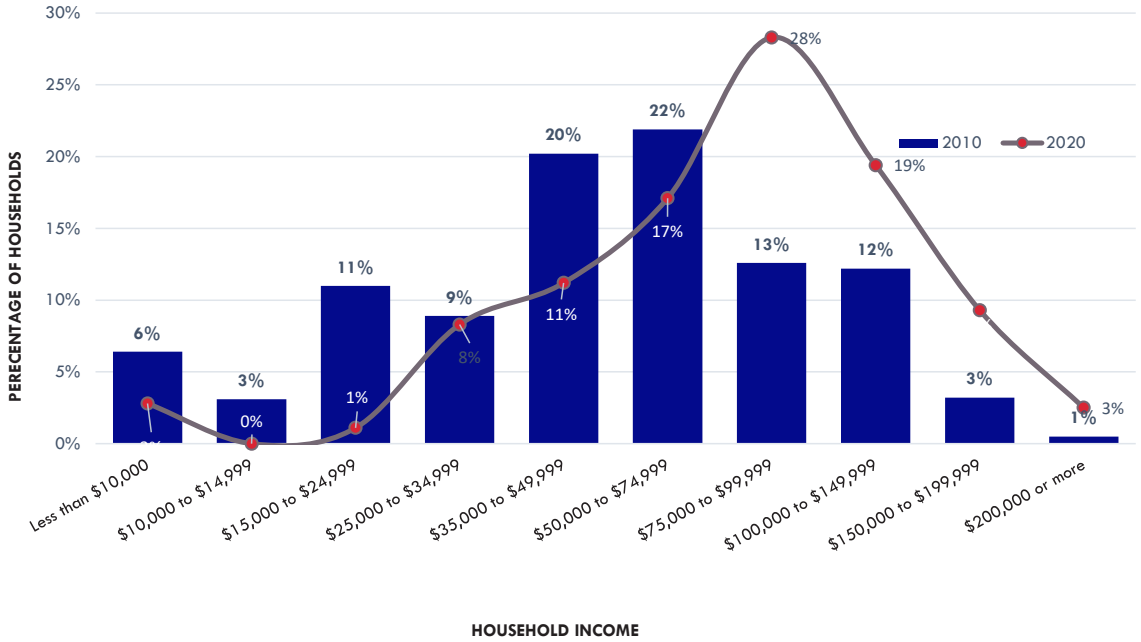


Figure 1.10.Household Income



Data source: U.S. Census, American Community Survey 2020, 5-Year Estimates



HOUSING OPPORTUNITY

HOUSEHOLD COMPOSITION

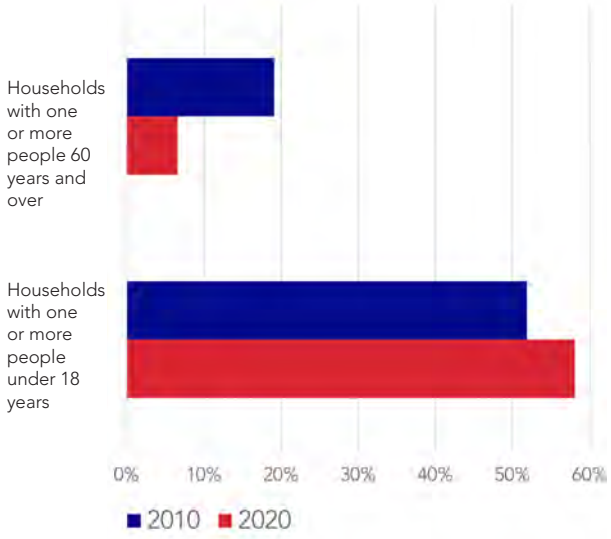
This information is important as it may indicate a shift toward alternative housing choices, such as smaller lots and higher density housing options. Currently, About 90 percent of Manor's housing units are comprised of single family style homes.

Manor's household composition breaks down to 80 percent family households and 20 percent non-family households. Family households have one or more people who are related, whereas non-family households are an individual living alone or shared with non-relatives (roommates). As of 2020, about 58 percent of households have one or more children under the age of 18. Households with children under the age of 18 have increased since 2010, showing a trend towards younger families and first time home buyers

There is a corresponding trend towards retirees relocating elsewhere, shown by the fact that households with one or more persons over the age of 60 have decreased. This speaks to a need to address aging in place in Manor.

Although the demand for single family homes will likely continue, the housing stock in Manor is currently not very diversified, so more variety of housing options could be beneficial.

Figure 1.11.Household Characteristics



Data source: U.S. Census, American Community Survey 2020, 5-Year Estimates

OCCUPANCY RATES

Currently, there are 5,087 occupied housing units in the City of Manor, based on utility customer accounts, up from 1,654 in 2010. Based on US Census data, the average occupancy of Manor households is 3.81 persons. 78.9 percent of housing units are owner occupied and 21.1 percent are renter occupied. This is a significantly higher owner occupancy rate than the U.S. average of 56.4 percent, however it is down from Manor's 2010 ownership rate of 84.4 percent, meaning Manor's rate of renters is increasing. High homeownership rates mean residents have a long-term interest in the future development of the community, as homeownership is considered to be a long-term commitment by most people.

10.3 percent of housing units in Manor are vacant, lower than the U.S. average of 11.3 percent, and about the same as it was in 2010. The low vacancy rates indicate the market could be at risk of not keeping up with demand, both for ownership and rental.

HOUSING STOCK

Of the 5,087 occupied housing units in the City of Manor, over 90 percent are single family detached homes. 5.6 are mobile homes or other, 2.6 percent could be considered "missing middle" housing, and 1.1 percent are in larger apartment buildings.

Missing middle housing is a term that refers to a *middle* range of housing between single family detached homes and larger apartment buildings that are *missing* in many post-war communities. This includes housing such as duplexes, townhouses, and small apartment buildings with 4-6 units. These housing types are an important strategy in providing affordable options for people, including young families, young professionals, and empty-nesters and are a good option to act as buffers between single family homes and higher-density development in the City.

Approximately 88 percent of Manor's total housing stock was built after the year 2000. Areas of older housing that may be candidates for rehabilitation and repair are concentrated in certain neighborhoods, particularly the historic core. These areas provide some of the needed missing middle housing and age-in-place opportunities.

HOUSING ATTAINMENT & AFFORDABILITY

Compared to surrounding cities, the housing in Manor is relatively affordable, making it a great place to raise a family, begin a career, and purchase a home. These strengths can be built upon to continue to make Manor an equitable community that provides an opportunity for all residents to thrive.

It is recommended that households spend no more than 30 percent of their income on housing costs. Households who spend more than 30 percent of their income on housing are considered cost-burdened. In 2020, 38.4 percent of renter households spent more than 30 percent of their income on housing while 33.2 percent of owner households did the same. While homeowners are facing less affordability problems in Manor than renters, the housing cost burden for renters in Manor is well below the U.S. average of 48.4 percent and the housing cost burden for owners in Manor is well above the U.S. average of 26.6 percent .

Generally, Manor's average household income has kept pace with median home values. Median home value in the area is $207,800, and is projected to change by 2.79% annually over the next five years. In the same time frame, median household income is projected to change by 2.03% annually. These trends set Manor apart compared to other fast-growing cities in Central Texas, which are seeing greater disparities between home value and household income.

DISPLACEMENT

Demographic information is helpful when considering strategies to prevent displacement and keep residents from being priced out of their homes. As Manor grows, it will continue to attract people seeking its high quality of life and opportunity, but the City should be cognizant to not lose its long-term residents in the process.

Displacement is a significant issue in nearby jurisdictions, which has in part contributed to Manor's growing diversity. And while Manor has avoided a displacement crisis thus far, it should not become too complacent on the issue. Renters have begun reporting removal when a property changes ownership and displacement is best addressed through prevention.

EXISTING LAND USE ANALYSIS

The City is comprised of a combination of existing residential, commercial, industrial, institutional, and recreational developed land use areas. These areas are intermixed with and surrounded by vacant or undeveloped lands, for this cursory existing land use analysis, all undeveloped land within the City limits is classified as vacant. Manor is a rapidly growing city, so evaluation of existing land use and entitlements is a snapshot in time that will change even throughout the course of this planning process.

One of the primary purposes of analyzing existing land use is to get an overall feel for the composition of the City. It is a high-level analysis that helps create the framework for developing the Future Land Use Map that is shown in Chapter 3. In this regard, it is of more use to understand the overall context of the City than to focus on individual parcels.

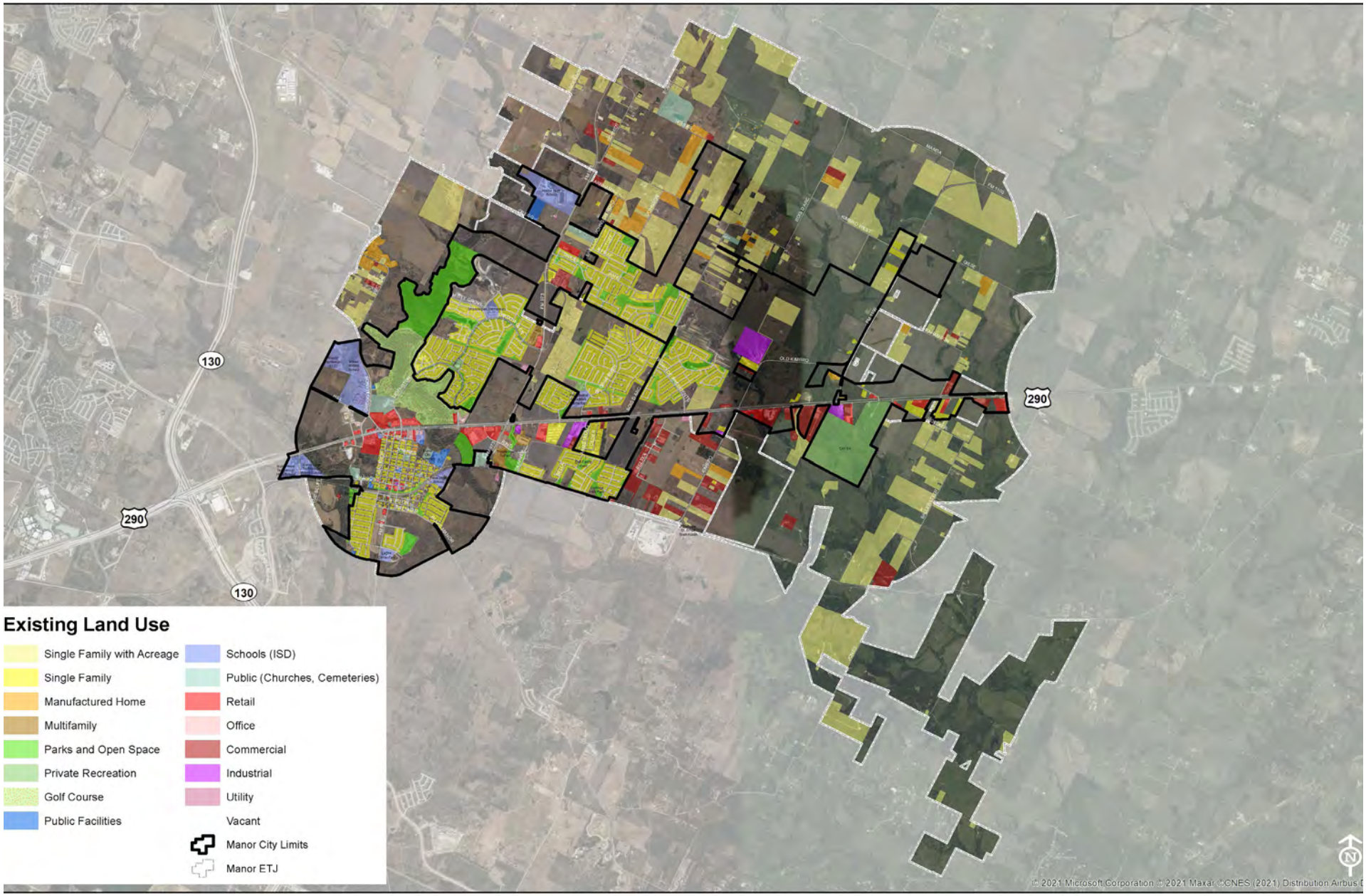
The areas on Map 1.7 where there is not a color shown identify land that is yet to be developed, and the corresponding Figure 1.12 shows that there is still a large percentage of the land within the City limits that is vacant and therefore provides a future opportunity for development.

While there is significant potential for new developments both within the city limits and the ETJ as Manor grows, infill development and redevelopment opportunities remain and should not be overlooked in the older parts of town, like Downtown.

Figure 1.12.Existing Land Use Table

LAND USE CATEGORY	CITY		ETJ	
	ACREAGE	%	ACREAGE	%
Single Family with Acreage	238.6	4%	2,366.6	18%
Single Family	818.2	13%	565.2	4%
Manufactured Home	15.8	0.3%	224.5	2%
Multifamily	24.5	0.4%	12.1	0.09%
Retail	164.7	3%	5.6	0.04%
Office	11.0	0.2%	0.0	0.0%
Commercial	99.3	2%	260.5	2%
Industrial	84.1	1%	0.2	0.001%
Public Facilities	39.0	1%	0.2	0.002%
Schools (ISD)	254.3	4%	24.8	0.2%
Public (Churches, Cemeteries)	52.7	1%	63.7	0.5%
Parks and Open Space	393.7	6%	81.1	1%
Golf Course	256.3	4%	0.1	0.001%
Vacant	2,903.3	46%	9,238.0	69%
Right-of-Way	649.3	10%	513.7	4%
Total	**6,264.7**	**100%**	**13,375.0**	**100%**

Source: FNI



Map 1.7. Existing Land Use Map

CHAPTER 2

COMMUNITY VISION AND GUIDING PRINCIPLES

INTRODUCTION

This chapter explains how this Plan gathered input from people to understand the community's issues and conditions. The community's shared values were used to establish the City of Manor priorities, which are outlined in the Plan's guiding principles and serve as the foundation for the vision statement. This chapter will include the following sections:

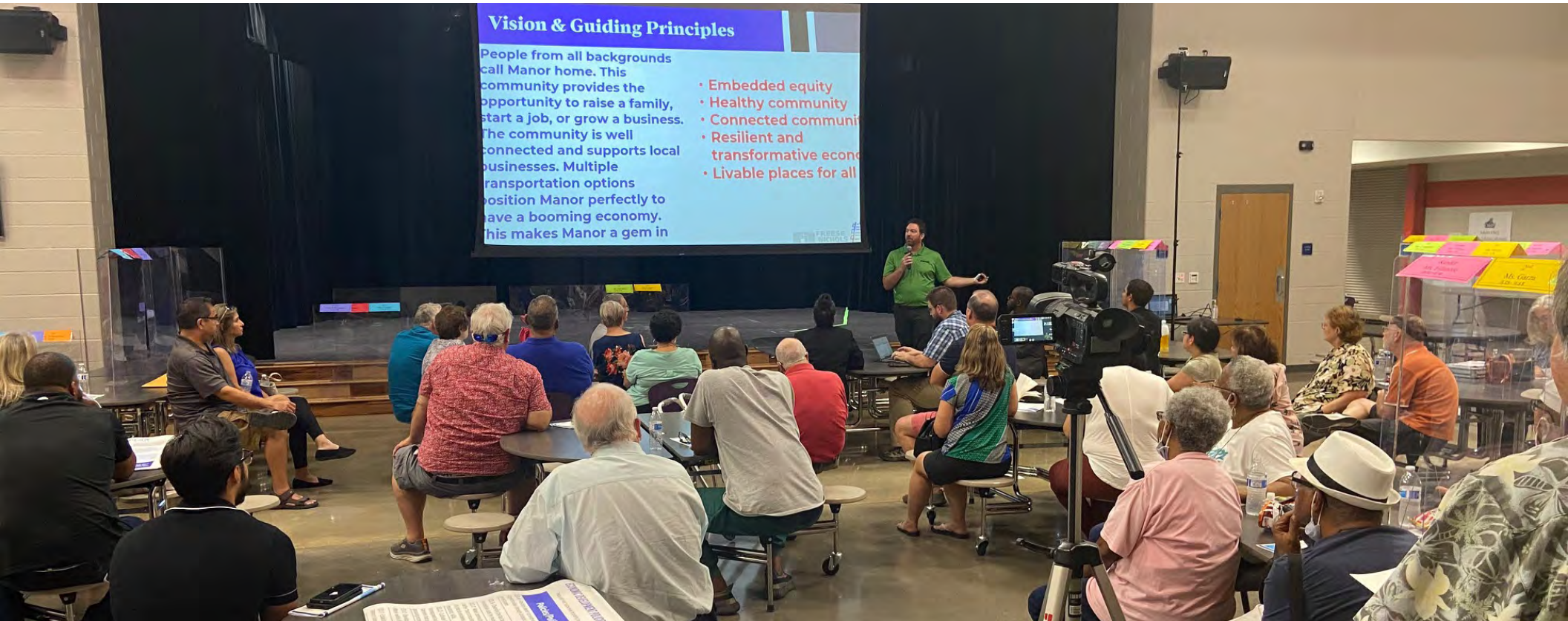
- Public Engagement Summary
- Leading with Community Input
- Vision and Guiding Principles
- Goals and Policy Statements

PUBLIC ENGAGEMENT PROCESS

Gathering public input was a critical step in developing the Comprehensive Plan. The consultant team incorporated several strategies to inform and engage the community in the comprehensive planning process.

During the initial stages of the Plan, the Mayor and City Council appointed a Comprehensive Plan Advisory Committee (CPAC). The City staff also identified key stakeholders to enhance the Plan's understanding of key topical areas. The consultant team, in collaboration with City staff, scheduled CPAC, stakeholder and public input meetings to gather in-person feedback. An online survey and project website were methods to reach people who might not otherwise participate in public meetings. Each input source is discussed in further detail in this chapter.

The comprehensive plan process was an 8-month planning process, with frequent benchmark check-ins with City staff, elected officials, and the public.



PUBLIC ENGAGEMENT SUMMARY

THE ROLE OF PUBLIC ENGAGEMENT

Public engagement is important in this planning process in order to develop relationships with stakeholders and instill trust and support in the decision-making process. The City staff, project partners, and the project team utilized a variety of engagement methods and tools throughout the planning process. The approach is to bring the right people together, educate them regarding the various elements of the Plan, and gather input in a structured, inclusive, and transparent process.

HOW WE GATHERED INPUT

The following public engagement methods and tools were used during the Destination 2050 Comprehensive Plan.

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

The Planning Commission served as the CPAC throughout the planning process. Their standing meetings were used to help coordinate the various Plan elements. If a specific topic needed to be addressed a separate meeting was held. The CPAC provided knowledge of the community from various perspectives, including long-term residents, community leaders, public agency representatives, business owners and developers. The CPAC helped the team in identifying issues and opportunities and helped refine the Plan's recommendations.

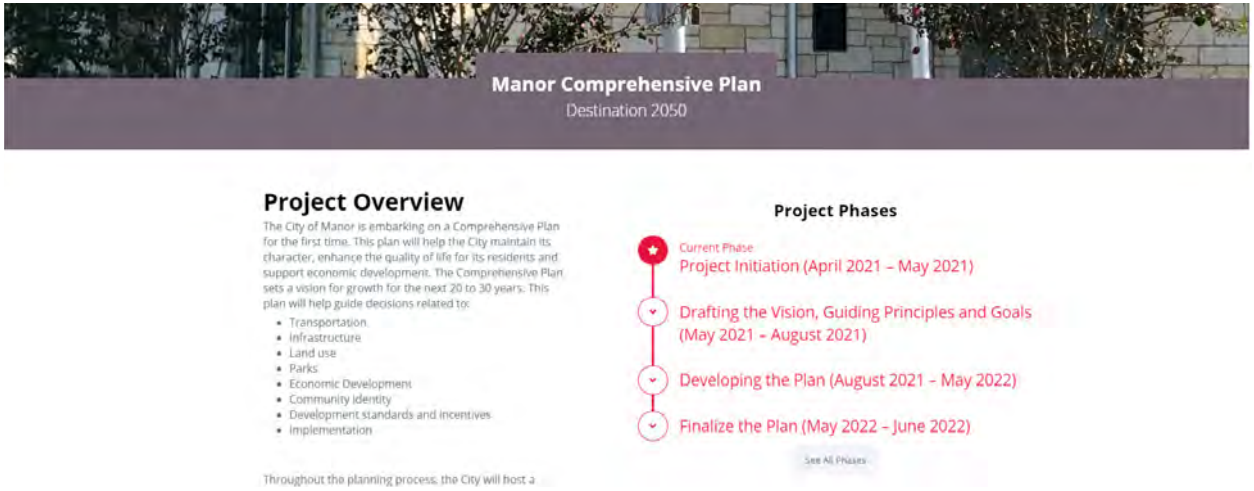
CPAC's Primary Role

- Providing knowledge of the area
- Identification of issues and opportunities
- Shape the community vision and goals
- Guide the Plan recommendations and priorities
- Serve as ambassadors of the Plan

PROJECT WEBSITE AND BRANDING

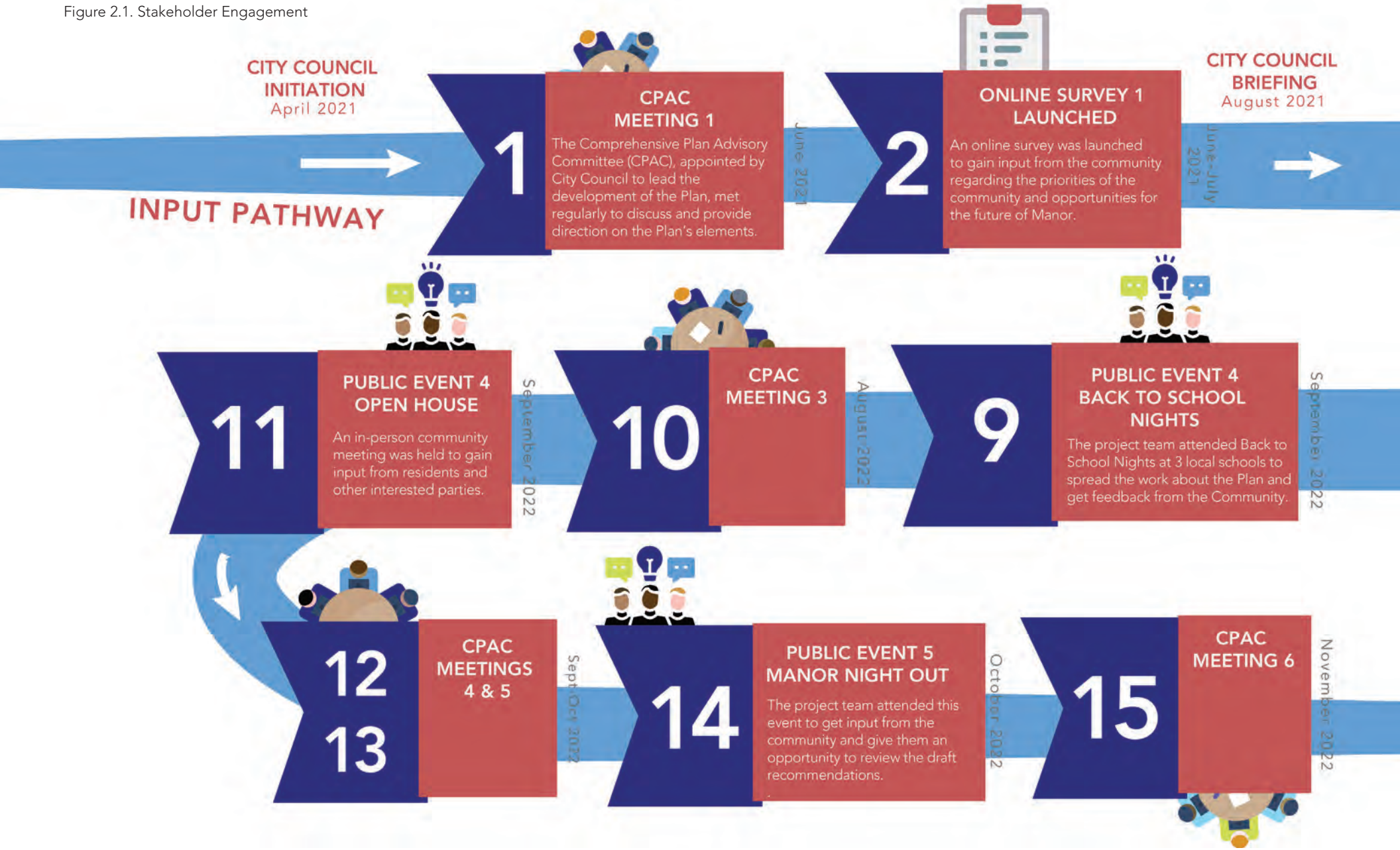
A logo was developed specifically for this Plan to serve as a unified brand for the Destination 2050 Comprehensive Plan. The logo represents an homage to the significance of the railroad in Manor's past and future. It was included on Plan elements including the documents, flyers, and the project website. This unique brand was created to help stakeholders identify the project at a glance and created a consistent look for the planning process.

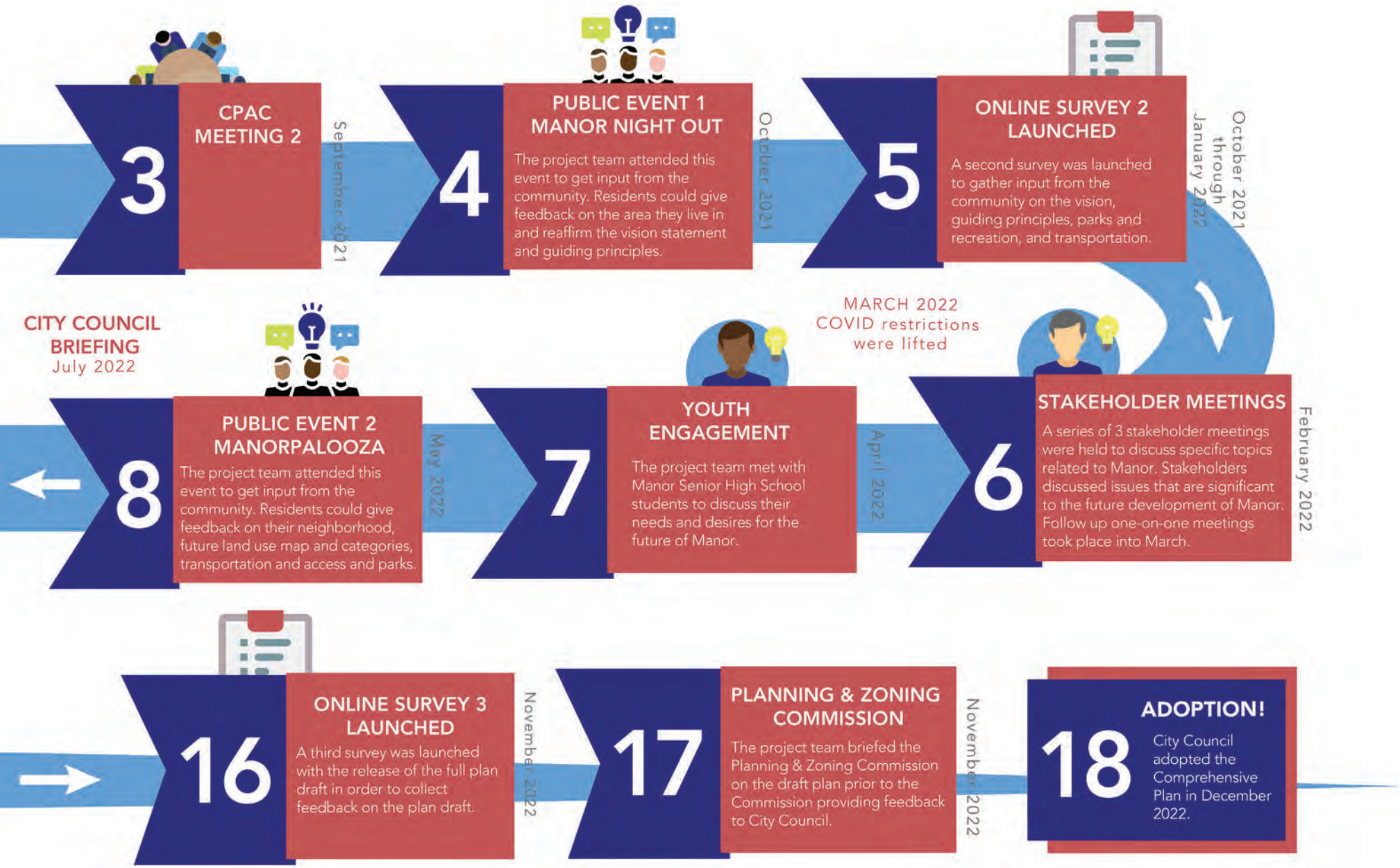
The project website was developed as a resource for stakeholders to stay up to date on the plan. They could visit the website to find relevant information about past planning efforts, get an overview of the planning process, view upcoming engagement opportunities, and contact the project team.



Destination 2050 Manor Comprehensive Plan Project Website

Figure 2.1. Stakeholder Engagement



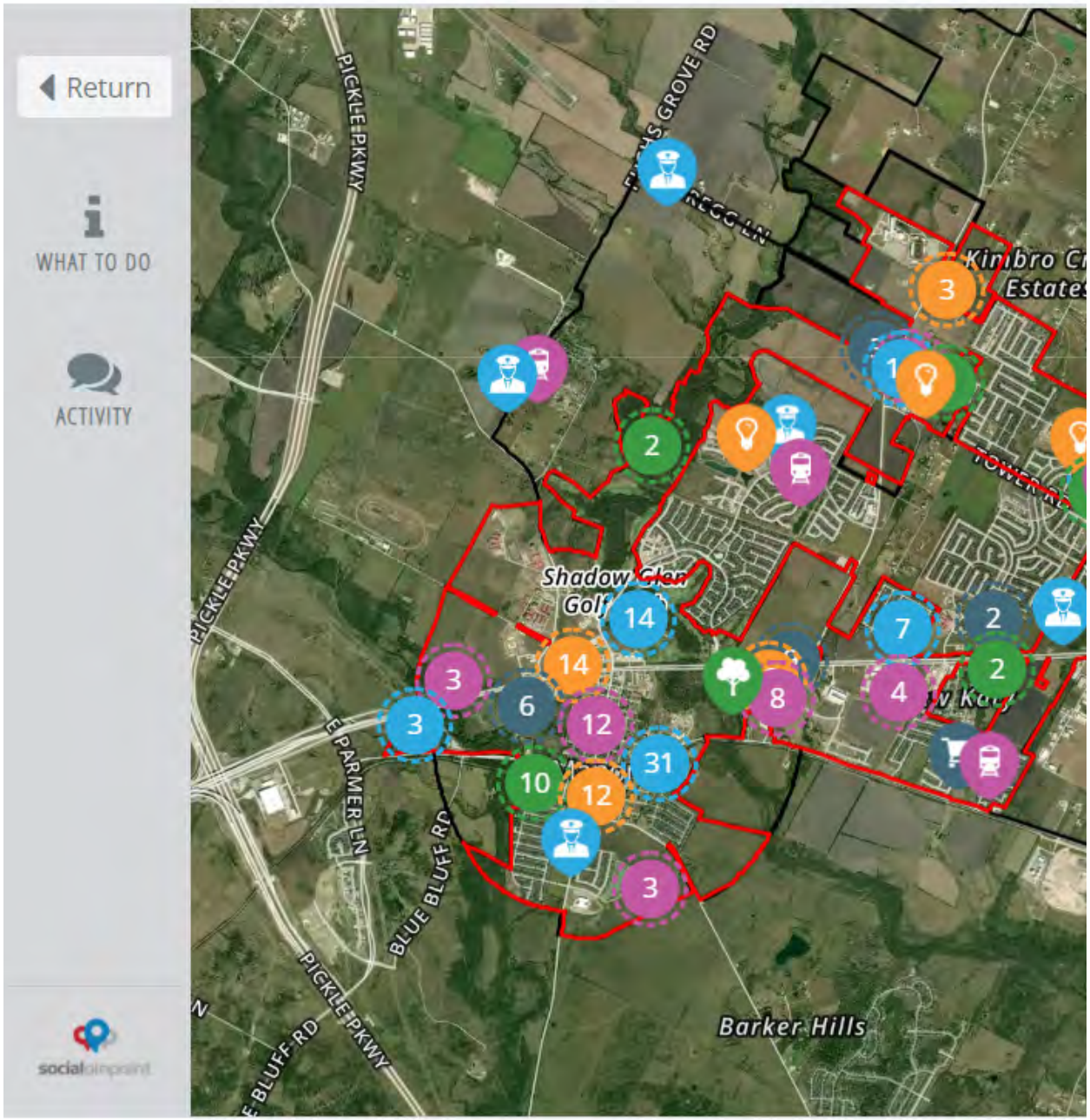

3
CPAC MEETING 2
September 2021
4
PUBLIC EVENT 1
MANOR NIGHT OUT
The project team attended this event to get input from the community. Residents could give feedback on the area they live in and reaffirm the vision statement and guiding principles.
October 2021
5
ONLINE SURVEY 2 LAUNCHED
A second survey was launched to gather input from the community on the vision, guiding principles, parks and recreation, and transportation.
October 2021 through January 2022
MARCH 2022
COVID restrictions were lifted
6
STAKEHOLDER MEETINGS
A series of 3 stakeholder meetings were held to discuss specific topics related to Manor. Stakeholders discussed issues that are significant to the future development of Manor. Follow up one-on-one meetings took place into March.
February 2022
April 2022
7
YOUTH ENGAGEMENT
The project team met with Manor Senior High School students to discuss their needs and desires for the future of Manor.
May 2022
8
PUBLIC EVENT 2
MANORPALOOZA
The project team attended this event to get input from the community. Residents could give feedback on their neighborhood, future land use map and categories, transportation and access and parks.
CITY COUNCIL BRIEFING
July 2022
16
ONLINE SURVEY 3 LAUNCHED
A third survey was launched with the release of the full plan draft in order to collect feedback on the plan draft.
November 2022
17
PLANNING & ZONING COMMISSION
The project team briefed the Planning & Zoning Commission on the draft plan prior to the Commission providing feedback to City Council.
November 2022
18
ADOPTION!
City Council adopted the Comprehensive Plan in December 2022.

ONLINE SURVEYS

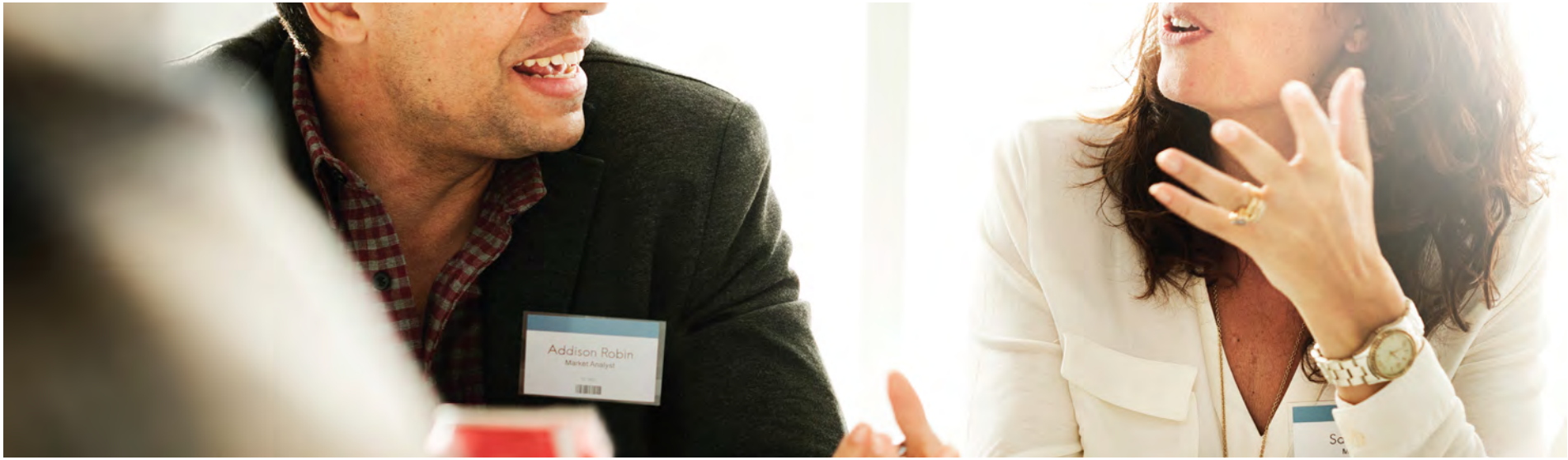
Surveys were utilized throughout the planning process to gather input and make sure the plan is reflective of the community's values. Online surveys and mapping were conducted to measure local perception of emerging trends, issues, and opportunities in the community. The results helped define initial priorities of the plan as it relates to each chapter. The online survey distributed at the end of the process was a useful tool to affirm input heard throughout the planning process. Surveys were available in both online format and hard copy at select locations in the City.

Key Takeaways/Themes

- Transportation and mobility, infrastructure, and economic development were the highest priorities for the community.
- The community expressed a desire for more shopping opportunities and entertainment in Manor. Residents currently leave the City for their daily needs.
- There is a desire for a more connected City. Survey respondents want to be able to walk to nearby amenities.
- The City needs to develop infrastructure to keep pace with all of the growth to this area.
- Major roads are often congested during peak travel times.



2.2. Community Mapping Exercise from Project Website



STAKEHOLDER MEETINGS

Stakeholders were selected to participate in one of four focus groups, including economic development, community, business, and cultural interests. The consultant team, in collaboration with City staff, planned two days to meet with all the stakeholder groups individually. Each focus group was introduced to the comprehensive planning process and asked to provide their collective perspective of the City's issues and opportunities. Specific questions were developed for each group that would help identify the key issues.

Economic Development and Real Estate

Business and economic development stakeholders were selected by the City to provide a broader understanding of Manor's business climate. While these stakeholders represent the interests of their industries, they were also selected because of their relationships to other businesses in Manor.

Community

Community and cultural organization stakeholders were selected by the City due to their role in understanding the needs of Manor at a grassroots level in the community, and overall active role in the community. While a number of groups were invited, one of the findings is that membership between the groups crosses over from one another.

Additionally, many are long-term residents of Manor who were able to offer perspective on changes in Manor over the span of multiple decades.

Religious Leaders

Various religious leaders were invited to participate in these meetings because of the role they play in their congregation and the community at large. Their input speaks to the needs of the community because many people come to places of worship to help fulfill their needs such as food, shelter, and goods and services.

PUBLIC EVENTS

Manor Night Out 2021

The project team attended the Manor Night at the Park event where residents were invited to review and provide feedback on the plan's developing vision statement and guiding principles. They were also asked to tell the team about the area of town they live in and the existing amenities, top issues, and priority needs that they experience.

Key Takeaways/Themes

- Over 70% of respondents agreed or strongly agreed with the Vision Statement.
- All of the Guiding Principles had 80-90% of respondents either agreeing or strongly agreeing.
- Desire for more local retail, parks and open space, and community facilities like a library and rec center, as well as connectivity between all of these.
- Traffic is a factor in limiting access for both cars and pedestrians, 290 creates a major divide in the community.
- Residents want to see a focus on economic development, specifically the revitalization of Downtown.
- Most residents are generally happy with where they live, issues are more city-wide.

Manorpalooza 2022

The project team attended the Manorpalooza community event where residents were invited to participate in interactive poster activities seeking input related to parks, transportation and access, and neighborhoods. The team also spent time at a nearby businesses, seeking input from community members prior to the event.

Key Takeaways/Themes

- *For Parks:* Existing trails were a highlight for residents, although they could be more connected. Getting to existing parks is not always easy, too far or too much traffic. There was a lot of desire for more programmed park spaces with a variety of active uses.
- *For Transportation and Access:* Trails that connected to more amenities and are safer and more comfortable for users would encourage residents to walk or bike more. Residents would be willing to walk 5-10 minutes, bike 5-10 minutes (maybe 15), or drive 20 minutes to get to parks.
- *When asked "I wish my neighborhood had..."* responses were better maintained streets, more active parks, sidewalk and trail connectivity to amenities and other neighborhoods, and more amenities, such as jobs, schools, shopping, restaurants and daycare.

Community Open House

A public meeting was held in early September 2022 where the project team and City leaders presented the draft plan sections with goals, policies and action items. The meeting began with a formal presentation and then stakeholders were encouraged to walk about the room and interact with boards as well as ask questions and discuss the plan content with team members. The meeting was attended by approximately 50 community members.

Information presented and displayed at the meeting was posted on the website to allow those who could not attend an opportunity to review the information and provide input virtually.

Key Takeaways/Themes

- Major topics of discussion were housing and transportation.
- There is interest in seeing activities for all age groups, via parks and recreation services as well as a larger mix of uses and amenities in the community.
- Overwhelming support for the concepts presented for Downtown catalyst sites.
- Overall, people were supportive and excited by the plan and materials presented.
- There were questions regarding City annexation of properties.

Back to School Nights 2022

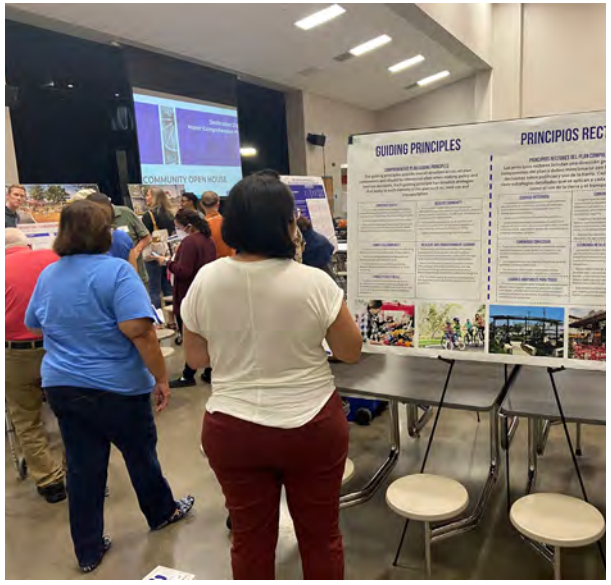
The project team attended three Meet the Teacher nights August 9-11, 2022. This was a great opportunity to hear from a group that is seldom heard, as families with children tend to not have the time to participate in planning processes due to busy schedules. As well as to talk to school teachers and administrators, many of whom are not residents of Manor but are an important part of the Manor community. These events were also well timed to tell people about the upcoming Open House, held approximately a month later.

Manor Night Out 2022

The project team attended the Manor Night at the Park event in late October 2022, where they handed out printed materials about the plan and talked with attendees to spread the word about the upcoming public comment period and the eventual adoption. Most residents at this event had not yet heard about the plan, so it was a great outreach to a new audience that had not yet been informed or engaged.









Images from the Community Meeting held September 6, 2022

YOUTH ENGAGEMENT

The project team visited Manor Senior High School to introduce the planning process and goals of the Comprehensive Plan. The discussion was centered on what is needed in Manor now and what changes they would like to see in the future. Their ideas are displayed below.



Key takeaways

What is needed?

- Shopping
- More schools
- Hotel
- Transportation – specifically increase frequency of stops
- Sports complex
- Food
- Restaurants
- Pedestrian safety
- A skating rink
- Need more space for biking
- Indoor basketball court
- Waterpark
- Somewhere like Zilker
- Entertainment
- Movie theater, arcade, etc.

What is desired?

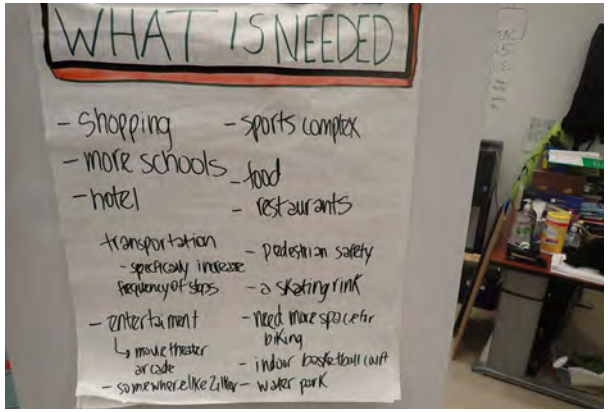
- HEB
- Hospital
- Movie theater
- Live music
- Amphitheater
- Concert hall
- Police department
- Bank
- Bookstore
- More park space
- Basketball and other recreation

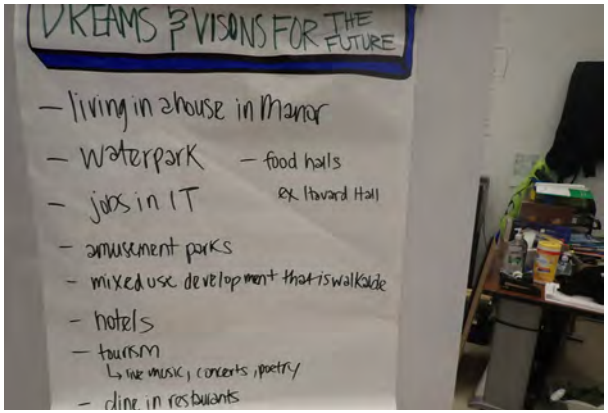
What can be done now?

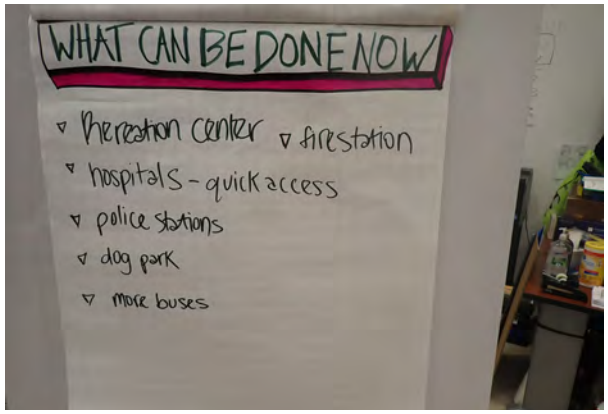
- Recreation Center
- Fire station
- Police station
- Dog park
- More buses

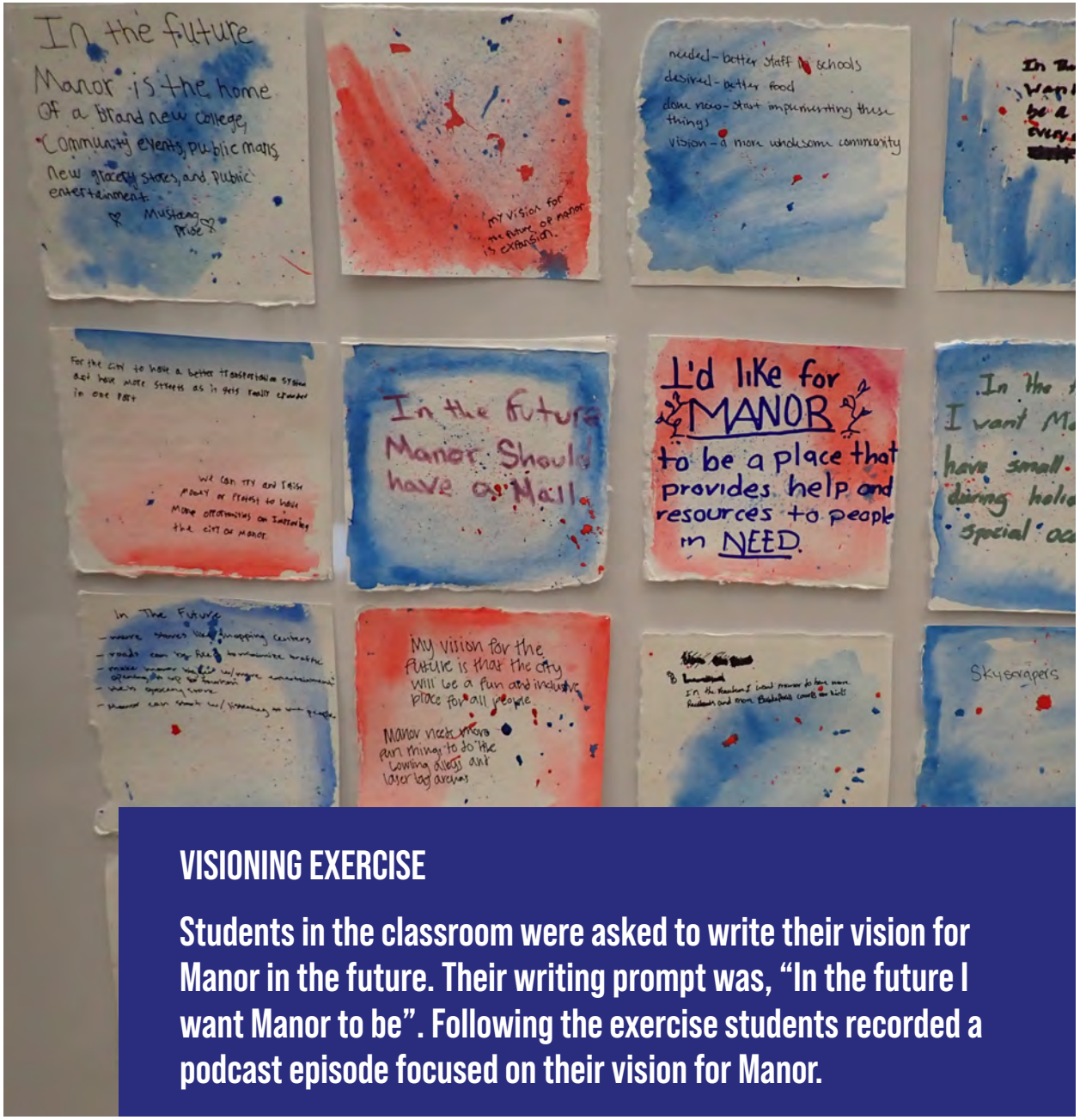
What are your dreams and vision for the future?

- Living in a house in Manor
- Waterpark
- Jobs in IT
- Amusement parks
- Mixed use development that is walkable
- Hotels
- Tourism
- Live music, concerts, poetry
- Dine-in restaurants
- Food halls
- Example Harvard Hall









VISIONING EXERCISE

Students in the classroom were asked to write their vision for Manor in the future. Their writing prompt was, "In the future I want Manor to be". Following the exercise students recorded a podcast episode focused on their vision for Manor.

ONE-ON-ONE FOLLOW UP MEETINGS

One-on-one meetings took place with underrepresented populations. This gap was identified when reviewing the demographics of survey respondents, so the project team addressed the issue by contacting organizations, community groups, and residents that were underrepresented. These ongoing one-on-one meetings began after the first community survey and continued throughout the planning process.

Key Takeaways

- Issues and concerns include traffic control, animal control, community development, public involvement and public safety.
- There are a lot of gaps in the City, not just equity but also community engagement and getting information to the community.
- Focus on creating more ADA accessible spaces throughout the City.
- The City should create a bigger digital footprint.
- Revitalize and beautify older areas of town.
- Manor is missing community building hubs like community centers, recreation centers, and libraries.

CITY COUNCIL UPDATES

The City Council members were kept informed about the project and planning process as needed. Some of these officials also took part in other outreach activities and were encouraged to attend all public meetings.

ENGAGEMENT ENVIRONMENT AND FUTURE

This engagement effort partially took place during the COVID-19 pandemic, limiting the engagement tools available in some cases as well as comfort engaging in-person. Likewise, the pandemic brought many competing priorities and stresses for residents, such as employment anxiety and limited access to critical services. As with any engagement process, it is not possible to reach every resident or interest. Proactive efforts, however, were deployed to help reach various groups, particularly those underrepresented in data.

This Plan is developed based on the input received, and it is possible other perspectives may not have emerged. Likewise, the input represents a snapshot in time. Manor is a dynamic city that will encounter opportunities and challenges, and it is essential that this Plan be viewed as a living document. Community engagement should be continuous beyond the adoption of the Plan, rather than viewed as a closed system within the planning process.




REGIONAL
RETAIL
RETAIL

LEADING WITH COMMUNITY INPUT

WHAT WE HEARD

ASSETS, OPPORTUNITIES & CHALLENGES

There is a need for fresh and healthy food options

Revitalize downtown

We need activities for to keep teens active in the community

There is a need for better public transportation; more frequency and better routes

Focus on local retail and hiring locally

Improve sidewalk and bike lane network for better connectivity

Increase access to natural spaces

Parks need more shade structures and trees to be a respite from the heat

"Downtown needs to be reimagined. When I drive through I think how I would love to have a charming downtown that would invite strolling, shopping and tourists."

- Community Member

"Manor has no cultural, art or historic facilities."

- Community Member

"Neighborhoods should have more amenities."

- Community Member

"We need a new library in Manor with support and funding from the city and other areas for cultural activities."

- Community Member

Special thanks to the many staff, stakeholders, and community members who participated in the planning process. Your valued input has directly shaped the vision and recommendations for the future and was integral to making this plan possible.

IMPACT

☑ At the beginning of each chapter you will find a "Leading with Community Input" spread summarizing the input received related to that chapter topic, the key takeaways, and how that input impacted the recommendations and outcomes of the Plan.

PRIORITIES & THEMES



PUBLIC ENGAGEMENT

5 Public Events

592 Survey Responses

3 Virtual Public Engagements

6 Advisory Committee Meetings

9 One-on-one Interviews

4 Focus Group Meetings

VISION STATEMENT AND GUIDING PRINCIPLES

This plan was built on two important components, a vision and guiding principles. The vision statement describes the future the people of Manor desire in terms of its physical, social and economic conditions. It was developed from the input received by residents, CPAC and stakeholder groups during the initial engagement stages of the Comprehensive Plan.

VISION STATEMENT

The vision statement should succinctly and vividly describe the community as it ideally will exist in the future. Essentially, this statement describes what it looks like and feels like in Manor in 2050. This statement is intended to guide both the comprehensive planning process as well as the City's future more broadly.

MANOR 2050 COMMUNITY VISION

"PEOPLE FROM ALL BACKGROUNDS CALL MANOR HOME. THIS COMMUNITY PROVIDES THE OPPORTUNITY TO RAISE A FAMILY, START A JOB, OR GROW A BUSINESS. THE COMMUNITY IS WELL CONNECTED AND SUPPORTS LOCAL BUSINESSES. MULTIPLE TRANSPORTATION OPTIONS POSITION MANOR PERFECTLY TO HAVE A BOOMING ECONOMY. THIS MAKES MANOR A GEM IN THE REGION."



Concurrent to this planning effort, the Manor City Council adopted a strategic vision statement. It aligns with the Manor 2050 Community Vision as well as Guiding Principles, but differs in that a strategic vision typically focuses on the next 10 years and is driven by Manor leadership. Total alignment between a community vision and strategic vision, like what Manor has done, positions communities for greater success and builds confidence in the community that the vision will become a reality.

STRATEGIC VISION STATEMENT

"THE CITY OF MANOR IS A DIVERSE, SUSTAINABLE COMMUNITY AND REGIONAL LEADER WITH EXCEPTIONAL SERVICES, A HIGH QUALITY OF LIFE, AND A SAFE ENVIRONMENT FOR CITIZENS AND BUSINESSES TO THRIVE. "

GUIDING PRINCIPLES

The guiding principles provide overall direction across all plan components and should be referenced often when making policy and land use decisions. Each guiding principle has detailed strategies that apply to each element of the plan such as, land use and transportation.

Good guiding principles...

- Are identifiable statements important to a community.
- Help ensure concepts and recommendations in the Plan align with the community's vision and priorities.
- Guide the recommendations of this Plan.
- Provide direction for unanticipated issues in the future.



Embedded Equity

- This is the idea that fairness & equity should be a prevailing thought in EVERY aspect of this plan, fully interwoven and impacting all other guiding principles.
- It is not a single subject; it is a part of every subject.
- The plan should advocate and ensure fairness and equity in providing for the housing, services, health, safety and livelihood needs of all people and groups.



Healthy Community

- Ensure public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice and safe neighborhoods.
- Ensure parks are accessible to all and there are recreation opportunities for all people regardless of race, ethnicity, socioeconomic status or ability.
- Address food deserts through farmers' markets and other access.



Connected Community

- Create a community where residents can walk short distances from home to destination for daily needs.
- The City should be walkable and designed with walkers, cyclists, and vehicles in mind.
- People should be connected to opportunity, whether that be economical, educational, or social.
- The community should also be connected technologically through broadband and other infrastructure like fiber to provide residents with the internet they need to work from home and access education.
- The City should be connected to the region via multiple modes of transportation, whether it's highways, MetroRail, or trails.



Resilient and Transformative Economy

- The economy should be diversified, with greater opportunities for the people of Manor to achieve financial stability and enhanced quality of life through local access to jobs and educational opportunities.
- Manor should seek to support businesses already here, start-ups and local entrepreneurs, and new businesses seeking a skilled workforce that allow Manor's residents to work here in addition to living here.
- This should be especially attentive towards groups that may have historically lacked access to capital and opportunity.



Livable Places for All

- The built environment should work together to provide sustainable places for living, working, and recreation, creating an enviable quality of life on which to base identity, sense of place, and environmental stewardship.
- Opportunities like downtown revitalization and transit-oriented development fit into this conversation, but so do efforts to stabilize neighborhoods and encourage reinvestment without displacement.

WHAT IS THE DIFFERENCE BETWEEN DIVERSITY, EQUITY, EQUALITY AND INCLUSION?

The Comprehensive Plan Advisory Committee stressed the importance of embedding diversity, equity, equality and inclusion into this Comprehensive Plan. These topics are core to what sets Manor apart from other cities. In order to incorporate diversity, equity, equality and inclusion into the Plan they needed to be defined. Without a clear definition for each of these terms there would not be a way to measure progress on each of these. Although these words are often interchanged as synonyms, they have distinct differences. The definitions below were used to guide the recommendations in this Plan. By defining each term we can develop strategies and principles to guarantee a sense of belonging in Manor.

Diversity - the state or fact of being diverse; different characteristics and experiences that define individuals. These characteristics can include psychological, physical, and social differences that occur among any and all individuals; including but not limited to: race; ethnicity; nationality; religion; socioeconomic status; education; marital status; language; age; gender; sexual orientation; mental/ physical ability; and learning styles. A diverse group, community, or organization is one in which a variety of social and cultural characteristics exist.[1]

Equality - evenly distributed access to resources and opportunity necessary for a safe and healthy life; uniform distribution of access to ensure fairness.[2]

Equity - the guarantee of fair treatment, access, opportunity, and advancement while at the same time striving to identify and eliminate barriers that have prevented the full participation of some groups. The principle of equity acknowledges that there are historically underserved and underrepresented populations and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.[3]

Inclusion - the act of creating environments in which any individual or group can be and feel welcomed, respected, supported, and valued to fully participate. An inclusive and welcoming climate embraces differences and offers respect in words and actions for all people.[3]

1 https://our.ptsem.edu/UploadedFiles/Multicultural/MCRDiversityTerms.pdf

2 http://www.ala.org/advocacy/intfreedom/equalityequity

3 http://diversity.berkeley.edu/sp_glossary_of_terms

CHAPTER 3

LAND USE AND DEVELOPMENT

INTRODUCTION

The purpose of this chapter is to plan for the future land use pattern in Manor. This begins with an evaluation of existing land uses, recognizing a need to carry over uses not expected to change within the next 20 years. From there, future land use categories are developed to address new development and anticipated redevelopment, driven by the community's vision and goals, and augmented by fiscal and market data.

Many factors influence the way a city grows and defines its characteristics, but the pattern of land use is one of the most important components affecting the way cities function. The types and value of the various land uses in a community determine how cities operate and provide public services.

For these reasons, the land use pattern impacts:

- Affordability.
- The ability to provide services to residents and businesses.
- Connectivity and mobility.
- Public health and safety.
- The factors that contribute to the makeup of the local economy.
- The amount of public parks and open space.
- Longevity of land use and road infrastructure.

All of these collectively contribute to the creation of the quality of life that is so important in our daily lives. Consequently, it is in the City's best interest to encourage a pattern of land use to serve its current and future residents and businesses. This extends to fiscal considerations - how the land use pattern places Manor in a fiscal position to support the desired quality of life.

The pattern of land use in Manor has evolved over many years to serve its residents. The amount of acreage used for the various types of land uses is largely determined by the market and demand for those goods and services. However, regulatory approaches can shape whether the market can act on the demand. How this demand will change in the coming decades is a question that is difficult to answer, but past indicators can provide some insight to future demands.

This chapter utilizes existing conditions (see Chapter 1), scenario planning, and community visioning (see Chapter 2) to guide Manor's future land development.

An important goal is to create a Future Land Use Map as a guide for future development decisions.





LEADING WITH COMMUNITY INPUT - LAND USE & DEVELOPMENT

"We need a reasonable distance to recreational facilities."

- Community Member

"Manor needs more shopping options, like a grocery store and, dine in restaurants."

- Community Member

"Manor would benefit from having its own supermarket and other retail that cater to specific needs."

- Community Member

"We need Transit Oriented Development Downtown around Parsons and Lexington and future Green Line commuter rail station."

- Community Member

KEY TAKEAWAYS

- More shopping opportunities and entertainment in Manor, residents currently leave the City for their daily needs.
- Provisions for healthy foods, physical activity, access to recreation, health care, environmental justice and safe neighborhoods
- People should be connected to opportunity, whether that be economical, educational, or social well-being.
- Downtown revitalization and transit-oriented development.
- Efforts to stabilize neighborhoods and encourage reinvestment without displacement.

IMPACT

- ☑ Provide a development framework that guides fiscally responsible growth, protects historic community character, demonstrates stewardship of the environment, and provides for effective provision of public services and facilities.
- ☑ Guide, promote, and assist the preservation and rehabilitation of the City's historic resources, telling the story of who Manor was and is for future generations. Recognize that actions today will be an important part of Manor's history.
- ☑ Safeguard and encourage additional access to diverse housing options, and preserve existing neighborhoods, for residents of all ages, backgrounds and income levels, while still allowing for incremental, organic change at a scale that encourages investment by anyone without resulting in displacement.
- ☑ Ensure effective communication, outreach, and opportunities for public participation and community partnerships to foster a strong sense of community and encourage identity with Manor.

HOW WILL THE FUTURE LAND USE MAP BE USED?

City Staff will use the Future Land Use Map daily for reviewing zoning cases, planning for future facilities, and other development and policy decisions. Although the Future Land Use Map is not the Zoning Map, it will be used to inform decisions related to land use and zoning.

The City Administration (City Manager, Assistant City Managers, Finance, etc.) will primarily use the Future Land Use Map for major policy and budget decisions.

The Planning Department will primarily use the Future Land Use Map to review zoning cases and prepare staff reports for the Planning & Zoning Commission. Compatibility with the Future Land Use Map should not be the only criteria used to recommend approval or denial of a zoning decision. While the Future Land Use Map is an important criterion, there are other critical review criteria for staff reports like infrastructure, transportation, access, topography, adjacency, growth management, and other comprehensive plan elements.

The Engineering Department of Public Works will primarily use the Future Land Use Map when planning for future infrastructure capacity. The population projections associated with the Future Land Use Map will also be used by the Engineering Department to plan for when the infrastructure will be needed.

The Parks and Recreation Department will primarily use the Future Land Use Map and population projections to plan for future park, recreation, and open space facilities. These facilities should be strategically located within neighborhoods and near other public uses.

The Planning and Zoning Commission (P&Z) will use the Future Land Use Map at their meetings when discussing zoning cases and other development decisions.

The P&Z will use the staff report from the Planning Department to aid in their zoning case recommendations to the City Council.

The P&Z will review any requested changes to the Future Land Use Map and make recommendations to the City Council.

The City Council will use the Future Land Use Map at their meetings when discussing zoning cases, development decisions, and other major topics related to land use policy.

The City Council will review recommendations from the P&Z related to zoning cases and changes to the Future Land Use Map.

The Council will use the Future Land Use Map when making decisions related to growth management, infrastructure, and other development policies.

The community will have access to the Future Land Use Map to allow them to see the vision for Manor. This includes individual residents and developers who have an interest in the development patterns of the City.

When property owners and developers seek options for development, the Plan outlines options that are consistent with the goals of the community as well as the vision.

Potential property buyers should utilize the map to see what the City desires for development on a certain piece of property.

TOPIC OF INTEREST: MISSING MIDDLE HOUSING

Missing Middle Housing[1] is a term that describes a range of multi-family housing, including low-rise, low-density residential to duplexes to small apartment buildings that complement single-family neighborhoods. These housing types are important because they can provide buffers between low-density and high-density developments and promote incremental change and adaptation rather than transformations that can alter the culture and character of a neighborhood. They also help provide affordable housing options for people in different phases of the housing cycle, including young families, young professionals, and empty-nesters. It is possible to have a mixture of affordable and premium points within missing middle housing. It also provides an easier path to embracing small-town character and avoiding displacement emphasized by so many in Manor while simultaneously meeting Manor's housing needs.

Some missing middle housing already exists in Manor. There are townhomes and duplexes, but not enough to meet the needs of the community in the future. Additional housing types that could be considered for Manor are accessory dwelling units, live/work spaces, courtyard apartments, triplexes, fourplexes, and bungalow courts.

1 www:missingmiddlehousing.com/

Duplex (7-14 units per acre). Two housing or dwelling units on a lot, usually attached via a shared wall. Can be side by side, or back to front. Similar in character and style to single-family detached housing.



Apartment House (15-35 units per acre)
Often similar in form and character to a large single-family detached home, but contains 3 or 4 units, often accessed from a single internal foyer or hallway so as to only require one external entry into the building. Also called triplexes or fourplexes/quadplexes.



Townhome/Rowhome (11-16 units per acre). Usually tall narrow houses (often 3 or more stories) with one unit on a small single lot, but the buildings are built right up to the side property lines so that they share walls with the other townhome units next to it.



Bungalow/Cottage Court (19-35 units per acre). Multiple small houses or Cottages arranged to define a shared courtyard. The courtyard replaces each unit having a private yards.



Figure 3.1. Missing Middle Housing



This diagram highlights the housing types that are known as the missing middle.







TOPIC OF INTEREST: MIXED-USE DEVELOPMENT



Spread Market Risk

Mixed-use developments do much more than provide a face lift. They also help spread market risk. Mixed-use developments do not hinge on the market demand for only one use. Therefore, if one use fails the remainder of the project remains viable. In typical commercial strip centers, a main anchor or retailer drives the success of the entire shopping center. In a well designed mixed-use development, the loss of a key anchor would not lead the rest of the development to ruin.



Create Value

Mixed-use centers create long-term value. They have a higher likelihood of appreciating in the long term as activities from different uses reinforce one another and rents reflect higher pedestrian traffic and improved pedestrian amenities. Mixed-use buildings are some of the highest fiscally performing developments on a per-acre basis. Mixed-use redevelopment creates a higher, short term value, as once approved, portions of the site can be sold to third party developers at a higher price than if the entire site had been sold for land value only.



Generate Activity

Mixed-use centers help connect neighborhoods with commercial goods and services and creates walkable destinations. The proximity to jobs and services reduces transportation costs for residents. Well designed mixed-use centers can become activity generators or "hot spots" for people to meet and gather. Activity generators increase community interaction, belonging, identity, and pride.

Complete Communities, The 10-minute Neighborhood

Complete Communities is a concept built on the premise that people should be able to go about all of their essential daily activities and needs within a short distance of their home, preferably within a 10-minute walking or biking distance. For this to be possible, people must have access to housing with jobs, shopping, services, schools, medical clinics, parks, etc. nearby. Strategies to achieve this include more dense development, diversity of housing choices and land uses, and good quantity and quality of employment options.

Mixed-use developments are ideal to support the idea of complete communities as the strategies noted above are inherently the basic elements of a good mixed-use center.

In addition to the provision of diverse housing within close proximity of destinations, it is inherent to consider the form and experience of the routes between those places (aka the roads and sidewalks). If a walk or bike route is not comfortable, safe, and/or interesting it is much less likely to be utilized as intended. Providing generous sidewalks, bike lanes, and shade-producing street trees along routes will make the places and spaces much more successful.



There are three types of mixed-use categories in the FLUM; Neighborhood Mixed-Use, Community Mixed-Use, and Downtown Mixed-Use. The mixed-use categories are designated in areas where a combination of dense residential and nonresidential uses are appropriate to create walkable and pedestrian focused destinations. The mixed-use categories are intended to help diversify the type of development that currently exists in the City of Manor.

Many developments in Manor serve a single land use, either commercial or residential, but rarely a combination of both. The mixed-use categories encourage developments and redevelopments that combine residential, commercial, and institutional land uses holistically in one space where they are physically and functionally integrated. The FLUM utilizes the mixed-use categories to transform and encourage reinvestment in underutilized commercial areas of the city, such as a commercial strip center with high vacancies and too much parking.

The first step in revitalizing and improving the type of development that exists in the City is to identify areas of opportunity. This allows the City to target specific areas in Manor to focus their efforts. Most importantly, mixed-use categories help identify strategies to transform opportunity areas into walkable and vibrant places where people want to be.

FUTURE LAND USE

FUTURE LAND USE MAP

The table to the right delineates the City's future land uses by type and color, which correspond to the same classifications and colors seen in Map 3.1 Future Land Use Map. The table further breaks down the City's land area (in acres) based on the Future Land Use Map classifications.

Manor's most prominent land use will continue to be residential, with Neighborhoods and Mixed-Density Neighborhoods comprising approximately 37 percent of the total future land area within the City limits. The ETJ is also designated to develop primarily as residential at 43 percent.

Both in the City limits and the ETJ, the largest nonresidential land uses will be Parks and Open Space. Other nonresidential uses include Commercial Corridors, Employment and Public/Semi-Public uses.

There are also multiple categories of Mixed-Use, meaning these are a mix of compatible residential and nonresidential land uses. The three different Mixed-Use categories allow for varying scales of mixed-use development.

The City's overall future land use composition should attempt to maintain an approximate mix of two-thirds residential and one-third nonresidential.

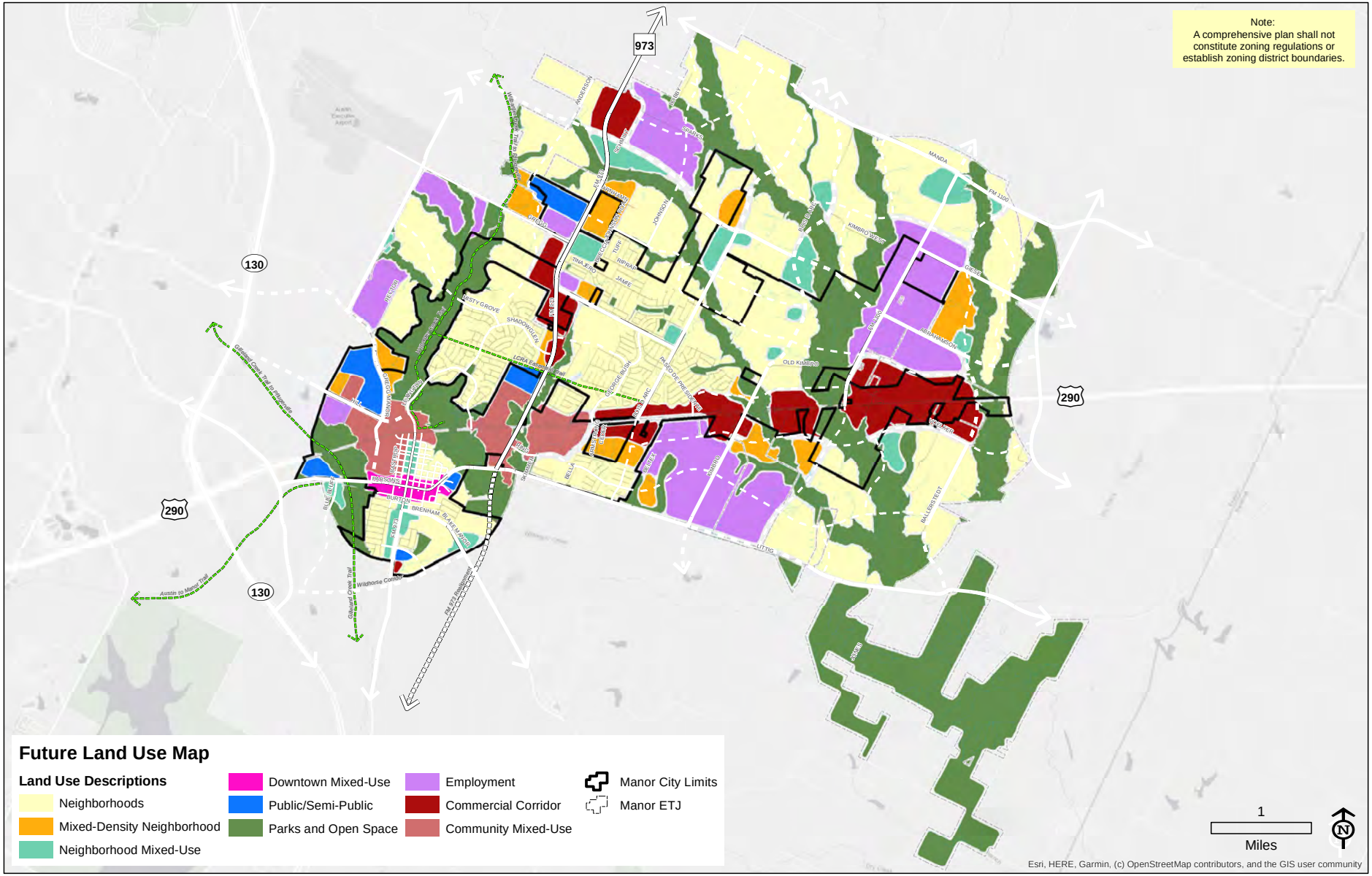
Figure 3.2. Future Land Use Table

LAND USE CATEGORY	ACREAGE		PERCENTAGE	
	CITY	ETJ	CITY	ETJ
Neighborhoods	2,081.6	448.5	33.3%	39.5%
Mixed-Density Neighborhoods	212.2	489.5	3.4%	3.7%
Commercial Corridor	711.4	527.7	11.4%	3.9%
Employment	362.5	1,720.4	5.8%	12.9%
Neighborhood Mixed-Use	179.4	448.5	2.9%	3.4%
Community Mixed-Use	607.0	33.3	9.7%	0.2%
Public/Semi-Public	273.5	16.9	4.4%	0.1%
Parks & Open Space	1,701.7	4,851.9	27.2%	36.3%
Downtown Mixed-Use	116.7	1.6	1.9%	0.0%
Total	6,246.0	13,375.0	100%	100%

Source: FNI

With Manor's rapid growth, development efforts will be focused on redevelopment in the City's core and expanding east.

Additional information on and breakdown of these land use categories are provided in the following Land Use Categories and Dashboards.



Map 3.1. Future Land Use Map

FUTURE LAND USE CATEGORIES AND DASHBOARDS

The Future Land Use Map is composed of nine land use categories. Each category was created by analyzing existing conditions coupled with recent market trends and the Manor community's vision.

These Categories determine the type of land use and development that will reshape the City's current development patterns and reach the goals of this Plan. Some categories are designed to allow for a mix or combination of land uses and development types that complement and enhance the general character of the area, these are the Mixed-Use categories.

A Future Land Use Dashboard has been developed for each Land Use Category. These dashboards outline a variety of elements that help to define the character and type of development that is appropriate within each Category, in alignment with the intent and goals of this Plan.

HOW TO READ THE DASHBOARDS

Each Future Land Use Dashboard includes several components to help readers understand the intent of that specific Land Use Category.

Descriptions

Each category section begins with a general description of the Land Use Category, providing narrative details about the overall intent of and land use make up of each category. The descriptions are a framework for how each area is expected to develop or redevelop in the future. Descriptions are accompanied by sample imagery to help visually demonstrate the look and feel of the category. Each category will vary in development mix, intensity, scale, and development type, as noted in the dashboards and development types following the description.

Land Use Mix

The Land Use Mix Dashboard shows the ratio of residential and nonresidential uses expected for that category as well as the expected mix of development types present under each of those. Target ratios are identified for broad uses within residential and nonresidential. These uses can take the form of several different development types. For example, an office use could appear in the form of mixed-use urban, neighborhood scale, or shopping center, neighborhood scale.

Likewise, open space and civic uses are considered appropriate across both residential and nonresidential use categories, and are not itemized separately.

Density

The term housing or dwelling unit refers to a single space that provides for all the necessities of living, meaning it has complete sleeping and living areas plus at least one bathroom and kitchen. A 4-bedroom house is one dwelling unit and a studio apartment is also one dwelling unit.

The term density refers to the number of dwelling units or jobs located in a specific area, noted as an amount per acre. We will use dwelling units per acre (units per acres) to measure residential density and jobs per acre to measure employment density. Each category will have a target range of densities appropriate for that land use.

Intensity

Intensity refers to how much of a property or lot is built on, with either buildings or accompanying development elements such as driveways and parking areas. For the purpose of this Plan, Intensity is defined as:

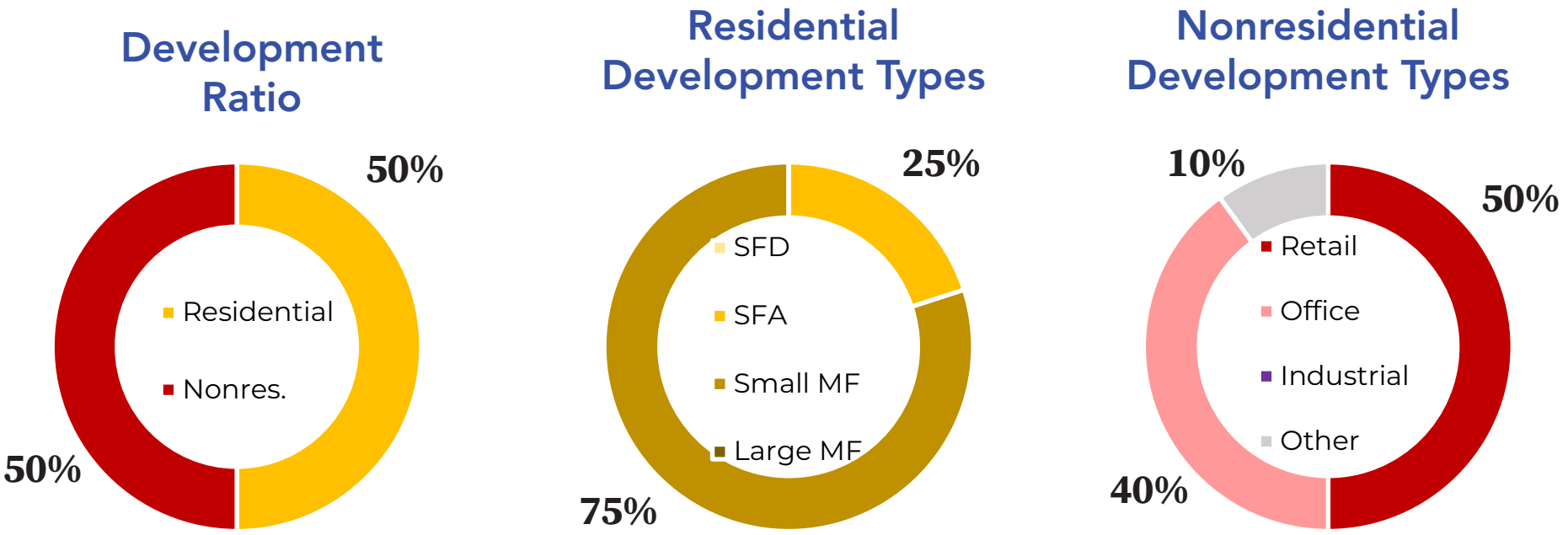
- Low Intensity: 0-50% lot coverage
- Medium Intensity: 50-75% lot coverage
- High Intensity: 75-100% lot coverage

Scale

Scale refers to the height of the buildings on a property or lot. For the purpose of this Plan, Scale is defined as

- Low-Rise Scale: 1 to 2 stories
- Low/Mid-Rise Scale: 3 to 4 stories
- Mid-Rise Scale: 5 to 9 stories
- High-Rise Scale: 10+ stories

Figure 3.3. Sample Land Use Mix Dashboard



Density	Intensity	Scale
4 to 20 units/acres Avg. 14 jobs/acre	High (in some circumstances)	Low/Mid-Rise

DEVELOPMENT TYPES

Each section also includes a set of identified development types. Each Category will have a primary or most desirable development type, accompanied by secondary types with varying levels of appropriateness.

This strategy allows the City of Manor to be flexible with market demands that may change from time to time. Although primary types should remain consistent throughout the life of the Plan, secondary types have the flexibility to change so long as they complement the primary type.

- **Single-Family Detached (SFD)** - one housing or dwelling unit on a lot in a single stand-alone building. Generally the largest lots of all residential development types with low density, scale, and intensity.
- **Single-Family Detached (SFD) + ADU** - Similar to single-family detached, above, but allows for an additional dwelling unit (ADU) on the same property but clearly secondary to the main or primary unit. ADUs are often above a garage of the primary unit, or at ground level either attached or detached from the primary unit. ADUs are encouraged as a way to support diversity of housing choice and affordability, for both the people that rent the ADU unit and the people that own the primary unit, as this rental income can help offset mortgage payments.
- **Single-Family Attached (SFA), Duplex** - two housing or dwelling units on a lot, usually sharing a wall. Similar in character and style to single-family detached housing.
- **Single-Family Attached (SFA), Townhomes and Detached Missing Middle** - Townhomes or Rowhomes are usually tall narrow houses (often 3 or more stories) with one unit on a small single lot, but the buildings are built right up to the side property lines so that they share walls with the other townhome units next to it.

  "Missing Middle" is a term used to describe a variety of housing types that provide multiple units on a single lot but are lower density in character and complementary to single-family detached housing. More information on Missing Middle is provided at the beginning of this chapter.

  In this development type, we are talking specifically about detached missing middle housing, where there are multiple smaller, free-standing homes on a single lot, often called Pocket Neighborhoods or Bungalow/Cottage Courts. The individual units may be for rent or for sale in a condo regime.
- **Apartment House** - Often similar in form and character to a large single-family detached home, but contains 3 or 4 units, often accessed from a single internal foyer or hallway so as to only require one external entry into the building. Also called triplexes or fourplexes/ quadplexes. These are considered a type of missing middle housing (see above). The individual units may be for rent or for sale in a condo regime.
- **Small Multifamily (MF)** - multiple units contained with a single building, with units usually stacked on top of each other, with 8-12 units per lot. Usually the individual units are for rent (apartments), but may be for sale (condos).
- **Large Multifamily (MF)** - Similar to small multifamily but with 12+ units per lot.
- **Mixed-Use Urban, Neighborhood Scale** - Both residential, office, retail and/ or other uses contained within a single building or development. These uses may be horizontal mixed-use (next to each other) or vertical mixed-use (stacked on top of each other). In vertical mixed-use, the ground floor is encouraged to be food and beverage or pedestrian-oriented retail and services, to encourage foot traffic and activity. The residential may be for rent or for sale in a condo regime. More information on Mixed-Use development is provided at the beginning of this chapter. Neighborhood scale denotes density, intensity and scale are lower and more compatible with residential neighborhood land uses, with 4-12 units per lot and low to low-mid rise building heights.
- **Mixed-Use Urban, Community Scale** - Similar to Mixed-Use Urban, Neighborhood Scale above but with

somewhat higher density, intensity and scale with 12+ units per lot and low-mid to mid rise building heights.

- **Shopping Center, Neighborhood Scale** - Provides multiple retail and service establishments on one site, usually with some food and beverage uses. Neighborhood Scale denotes density, intensity and scale are lower and more compatible with residential neighborhood land uses, with primarily low rise building heights.
- **Shopping Center, Community Scale -** Similar to Shopping Center, Neighborhood Scale above but with somewhat higher density, intensity and scale with primarily low-mid to mid rise building heights.
- **Light Industrial Flex Space** - Light Industrial is manufacturing, processing, assembly, warehouse, and similar uses that do not generate nuisances (noise, odor, dust, etc) and are able to house the entire operation inside the building, meaning there are no materials/products being stored or work happening outdoors. They may also produce less heavy truck traffic than "heavier" industry. Flex Space is a building that can adapt to and house a variety of tenants and/or uses, such as offices, warehouse, and production or research space.
- **Manufacturing -** Industrial uses (manufacturing, processing, assembly, warehouse and similar) that do not fit under Light Industrial, above. However, given the overall residential nature of the City, manufacturing developments within Manor and the ETJ should still be "clean" operations with little to no air or noise pollution generation and avoidance of hazardous materials, especially near residential uses.
- **Civic** - Government buildings and facilities (including police/fire stations and utilities), schools, community centers, recreational facilities, place of worship and other public or semi-public uses. Generally considered appropriate or compatible within all Land Use Categories as these are supportive of the function and livability for most development types.
- **Parks and Open Space** - consists of parks, recreational facilities, and open spaces. Generally considered appropriate or compatible within all Land Use Categories. Park design should be contextually sensitive and provide the types of amenities appropriate for the surrounding land uses, this means parks and open spaces in residential versus nonresidential areas may be very different.

Compatibility and Adjacencies

The Land Use Dashboards will list all of these development types, note the appropriateness of each for that Land Use Category, and include additional notes on the form or character desired. Often, it will be noted that a certain development type is not generally appropriate within a Land Use Category, unless certain contextual or adjacency conditions are present.

Special consideration should be given to adjacencies and compatibility at the edges between Future Land Use areas. At these edges, special attention should be paid to prevent potential incompatibilities across the boundary between land uses and a more gradual transition between Land Uses should be planned for. Compatibility conflicts occur when one land use has adverse impacts on another land use. This may include items such as a mismatch in scale of buildings, traffic generation, noise or pollution, safety concerns, etc. For example, even though manufacturing is appropriate in the Employment Land Use Category, it may not be appropriate to put manufacturing along the edge of the Employment Land Use area where it borders a Neighborhood Land Use area. In this case it would be appropriate to put a commercial use that is more compatible with residential as a buffer between Neighborhoods and the manufacturing use.

Infill

Infill development is the process of building on vacant or underutilized land in between already existing development or buildings. This usually results in smaller individual projects that slowly and incrementally densify an area. Infill development can provide opportunities for small businesses and unique housing options.

NEIGHBORHOODS

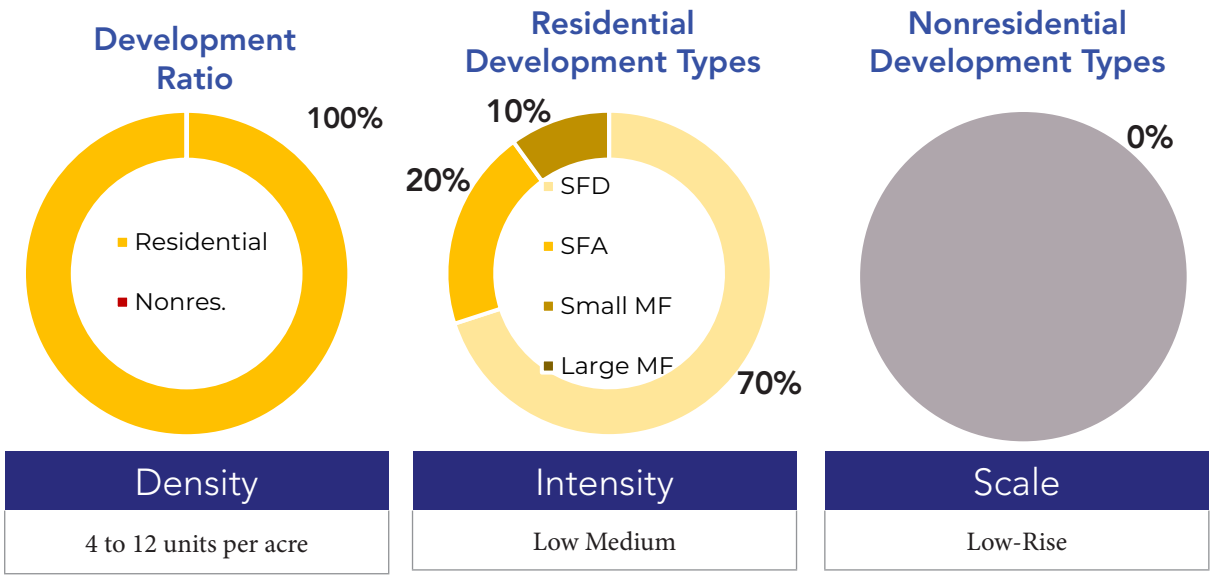
Residential one- and two-family/duplex homes make up the majority of this land use category. Some townhomes and lower density missing middle housing should be included to create diversity and housing choice and are good options to create transitions between neighborhoods and other land use areas. A mixture of housing types allows people to stay in the neighborhood even as their housing needs change, promoting long-term stability.

These housing types typically fall under the International Residential Code for one- and two-family dwellings, and can be financed via conventional Federally-backed mortgages.

While some neighborhood areas are currently adjacent to commercial centers, a more appropriate transition between the two would be the Mixed-Density Neighborhood land use categories.

Neighborhood lots are typically 5,000 square feet to 15,000 square feet for one- and two-family homes, with townhome lots being between 2,000 square feet and 3,000 square feet. Given the density expectations, smaller lot sizes should be offset by open space with an emphasis on creating interconnected greenways that connect neighborhoods to one another and to jobs, services, and parks.

Figure 3.4. Neighborhoods Land Use Mix Dashboard







DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●●●●○	Appropriate overall, but with this housing type being so prominent in the City currently, seek to integrate with other forms of housing to create diversity and housing choice. Encourage diversity of lot sizes. Encourage joint driveways, alley access and rear parking.
SFD + ADU	●●●●●	Lot and site design should accommodate an ADU to the side or rear; ADU should be clearly secondary to the primary residence.
SFA, Duplex	●●●●●	Similar in character and lot standards to single-family detached; Joint/shared driveways encouraged, as well as alleys and rear parking; ADUs can be included consistent with the above.
SFA, Townhomes and Detached Missing Middle	●●●●●	Townhouses and Bungalow Courts should include at least 4 units, Pocket Neighborhoods 8-12 units. Functions best at corner properties (excluding townhomes). Encouraged especially when retail/services are nearby. Encourage joint driveways, alley access and rear parking. ADUs consistent with above.
Apartment House (3-4 units)	●●●●○	Can be part of a diverse housing type palette within the Neighborhood category. Similar in character and lot standards to SFD; functions best at corner properties. Encouraged especially when retail/services are nearby. Encourage joint driveways, alley access and rear parking.
Small Multifamily (8-12 units)	●●●○○	Scale is not typically appropriate with neighborhood-scale, unless adjacent to Neighborhood Mixed Use. May be appropriate as a transitional use from land use categories containing nonresidential uses.
Large Multifamily (12+ units)	●○○○○	Not considered appropriate, but may occur in other future land use categories adjacent to Neighborhoods.
Mixed-Use Urban, Neighborhood Scale	●○○○○	
Mixed-Use Urban, Community Scale	●○○○○	Not considered appropriate.
Shopping Center, Neighborhood Scale	●○○○○	Not considered appropriate, but may occur in other future land use categories adjacent to Neighborhoods.
Shopping Center, Community Scale	●○○○○	Not considered appropriate.
Light Industrial Flex Space	●○○○○	
Manufacturing	●○○○○	
Civic	●●●●●	Considered supportive to the function and livability of this future land use category; government buildings, schools and community facilities can serve as activity hubs within neighborhoods.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

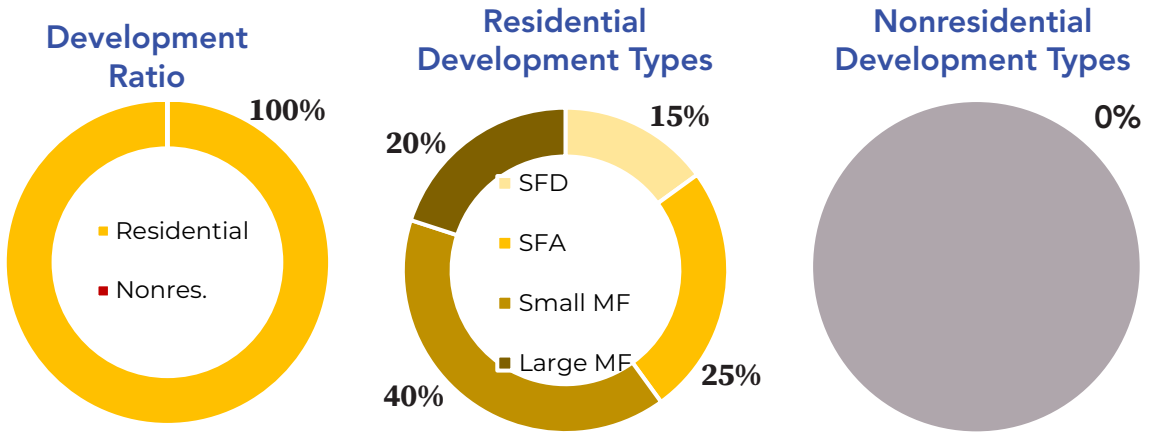
MIXED DENSITY NEIGHBORHOODS

Mixed Density Neighborhoods primarily support a mix of housing options that may consist of one or more of the following housing types from more dense single family homes to small multifamily, with a higher proportion of attached, missing middle, and multifamily products than the Neighborhood category.

The mixed density neighborhood areas are intended to diversify residential areas and allow for infill of different housing types among new or existing single family homes.

This use can serve as an appropriate transition from nonresidential and mixed-use areas to the lower density Neighborhoods.

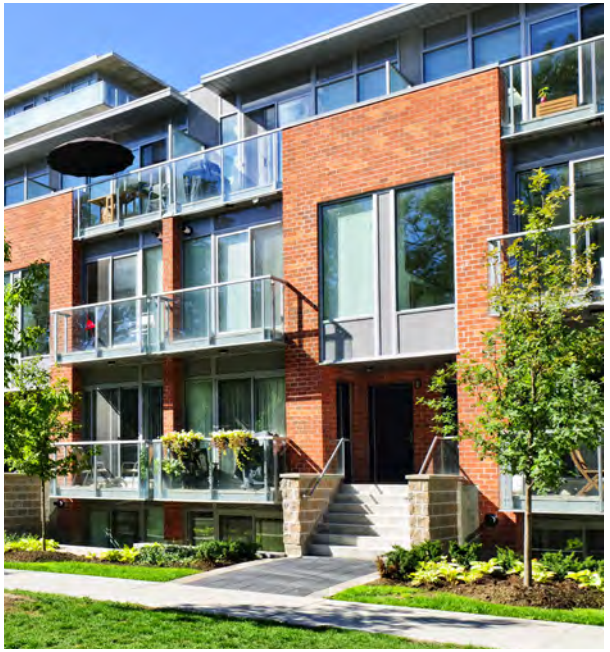
Figure 3.5. Mixed Density Neighborhoods Land Use Mix Dashboard



Density	Intensity	Scale
12 to 25 units per acre	Medium	Low/Mid-Rise







DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●●●○○	Appropriate if a denser product on smaller lots, condo regime, or "build-to-rent" products.
SFD + ADU	●●●●○	
SFA, Duplex	●●●●●	
SFA, Townhomes and Detached Missing Middle	●●●●●	Appropriate overall.
Apartment House (3-4 units)	●●●●●	
Small Multifamily (8-12 units)	●●●●●	
Large Multifamily (12+ units)	●●●○○	Appropriate when adjacent to retail and employment opportunities, with superior access to open space and roadways. Should be integrated with small multifamily and other missing middle housing options.
Mixed-Use Urban, Neighborhood Scale	●○○○○	Not considered appropriate, but may occur in other future land use categories adjacent to Mixed-Density Neighborhoods.
Mixed-Use Urban, Community Scale	●○○○○	
Shopping Center, Neighborhood Scale	●○○○○	
Shopping Center, Community Scale	●○○○○	
Light Industrial Flex Space	●○○○○	
Manufacturing	●○○○○	Not considered appropriate.
Civic	●●●●●	Considered supportive to the function and livability of this future land use category; government buildings, schools and community facilities can serve as activity hubs within neighborhoods.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

COMMERCIAL CORRIDOR

Commercial Corridors consist of nonresidential land uses that meet the needs of both local and regional residents. This includes big box stores and multi-tenant commercial or retail uses.

They are typically located along high volume roadways or at high volume intersections and generate large amounts of sales tax revenue.

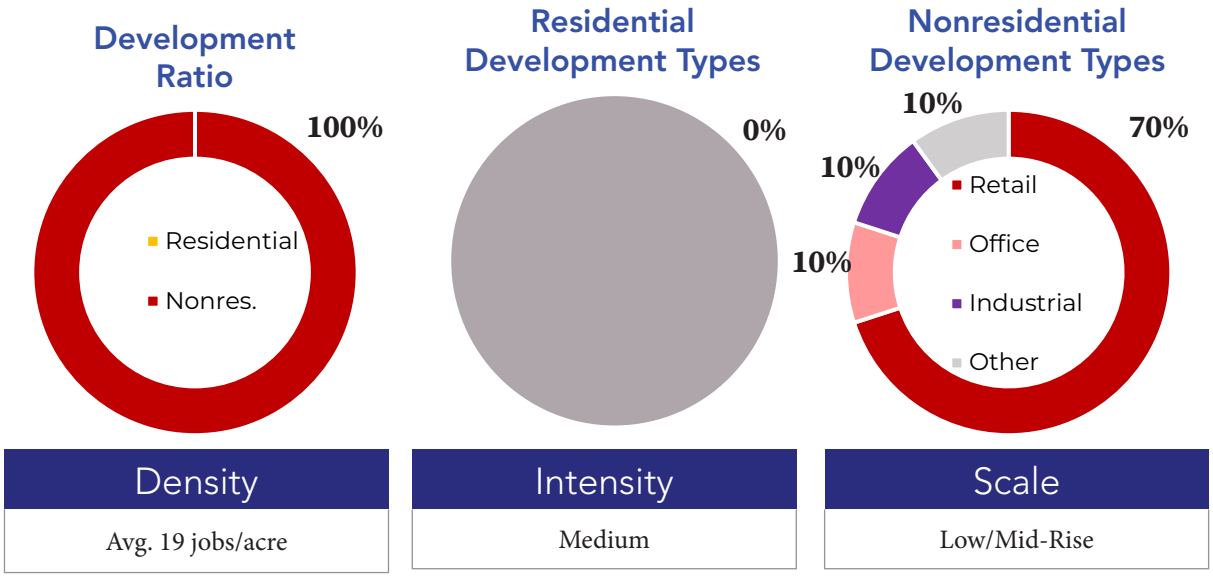
Commercial corridors often consist of traditional and suburban commercial development with large surface parking lots that front a major roadway or highway.

While it is recognized these corridors rely upon automobile accessibility and exposure, development should seek opportunities to leverage different forms with elements of mixed-use within the non-residential use framework. This introduces walkability for people once they arrive, reducing the number of trips and increasing the area's appeal as a destination.

This district is especially appropriate for several needs that residents of Manor currently look elsewhere to provide, including:

- Healthcare services, including hospitals.
- Retail and entertainment.
- Specialized facilities that support workforce and skills development, such as information technology, skilled trades and advanced manufacturing.

Figure 3.6. Commercial Corridor Land Use Mix Dashboard







DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●○○○○	Not considered appropriate, as the Commercial Corridors are generally oriented towards uses that rely on access and visibility to major roadways and highways and residential is not encouraged along the major roadways and highways for environmental justice and quality of life reasons. The activity and traffic generated by Commercial Corridor uses is not compatible with residential housing.
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●○○○○	
Apartment House (3-4 units)	●○○○○	
Small Multifamily (8-12 units)	●○○○○	
Large Multifamily (12+ units)	●○○○○	
Mixed-Use Urban, Neighborhood Scale	●●●○○	May be nonresidential mixed-use, such as office over retail or some residential can be appropriate if deeper within a site and less proximate to the major roadways. Residential mixed-use can also be appropriate to support transition to adjacent, lower density or residential areas. To note, mixed-use buildings are typically considered the highest fiscally performing development type on a per-acre basis.
Mixed-Use Urban, Community Scale	●●●○○	
Shopping Center, Neighborhood Scale	●●●●●	Appropriate overall.
Shopping Center, Community Scale	●●●●●	
Light Industrial Flex Space	●●○○○	Not considered appropriate due to limited potential for sales tax revenue generation and lower dependence on direct exposure to major roadways; can be appropriate if deeper within a site and less proximate to the major roadways, but should not be predominant use.
Manufacturing	●○○○○	Not considered appropriate.
Civic	●●●●●	Considered supportive to the function of this future land use category; likely more functional facilities, such as utilities, rather than people-centered or community serving facilities.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

EMPLOYMENT

The Employment land use category applies to business centers with easy access to major roadways, including SH 290 and FM 973. The primary uses for employment centers are large urban employment centers, corporate campuses, and mixed-use environments.

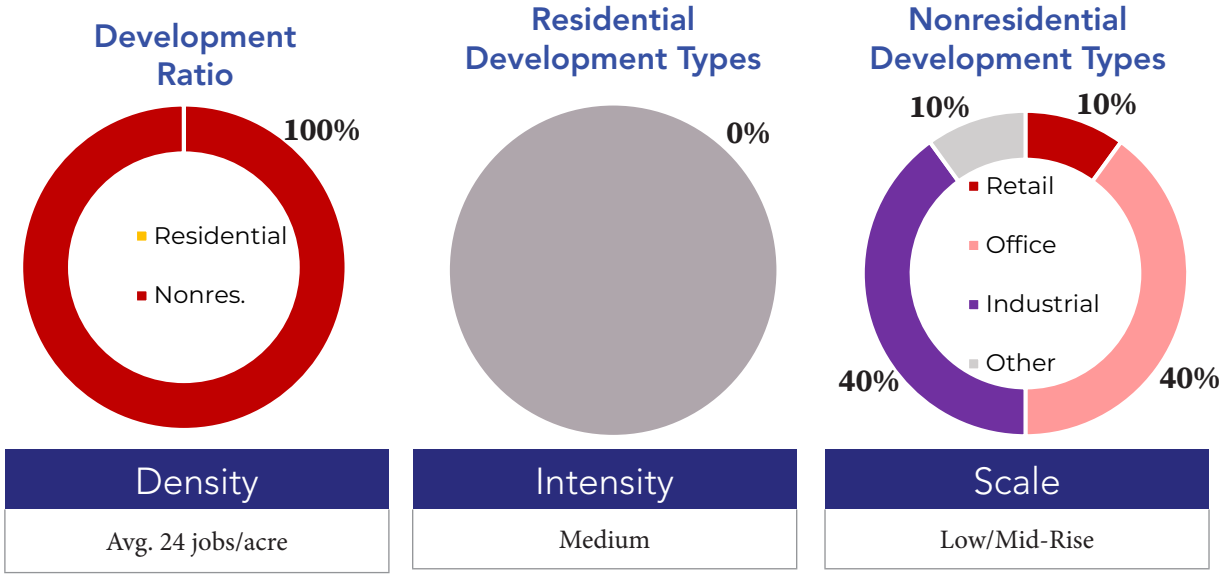
Large corporate campuses have been the trend for economic development in the past. However, these sprawling office complexes are often isolated from supporting restaurants, entertainment, service uses, and transit connections that many large employers are seeking in today's office environment.

As a result, this district includes a mixture of retail, office, industrial and other nonresidential development types, rather than exclusively office or exclusively industrial. This provides important support services to employment centers, making them more sustainable and increasing the quality of life for workers.

This district is especially appropriate for several needs that residents of Manor currently look elsewhere to provide, including:

- Healthcare services, including hospitals.
- Large employers in a variety of industries that residents currently commute to outside of Manor.
- Specialized facilities that support workforce and skills development, such as information technology, skilled trades and advanced manufacturing.

Figure 3.7. Employment Land Use Mix Dashboard







DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●○○○○	Not considered appropriate, as this district can contain uses and businesses that may be considered a nuisance to residents, such as noise and truck traffic. Inclusion of residential in these areas could inadvertently result in environmental justice concerns and resident complaints that might discourage business development.
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●○○○○	
Apartment House (3-4 units)	●○○○○	
Small Multifamily (8-12 units)	●○○○○	
Large Multifamily (12+ units)	●○○○○	
Mixed-Use Urban, Neighborhood Scale	●○○○○	
Mixed-Use Urban, Community Scale	●○○○○	
Shopping Center, Neighborhood Scale	●●●●○	Shopping centers also function as employment centers, with increased emphasis on service industry and office employment; proximity of retail helps boost the attractiveness of employment centers for employers of all sizes, providing useful services to employees.
Shopping Center, Community Scale	●●●●○	
Light Industrial Flex Space	●●●●●	Appropriate overall, with high quality design standards.
Manufacturing	●●●●○	Generally considered appropriate, but should consider compatibility with adjacent uses, particularly residential. Given the residential nature of Manor, manufacturing developments should be clean with little-to-no air or noise pollution generation and avoidance of hazardous materials when proximate to residential.
Civic	●●●●●	Considered supportive to the function of this future land use category; likely more functional facilities, such as utilities, rather than people-centered or community serving facilities.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

NEIGHBORHOOD MIXED-USE

Neighborhood Mixed-Use allows a combination of dense residential and nonresidential uses in a compact, neighborhood-scale design to create a walkable environment.

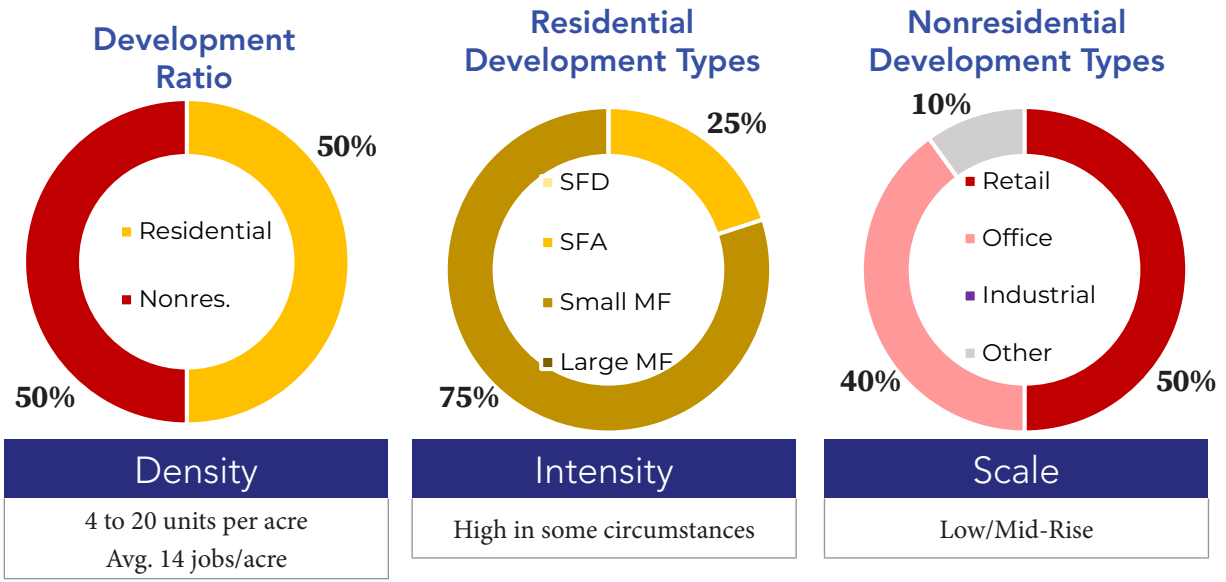
Neighborhood mixed-use areas allow residential units in close proximity to goods, services and civic activities, thus reducing dependence on the car and promoting community interaction, belonging, identity, and pride.

These places emphasize urban design and the experience created through density, intensity and scale; the mix of housing; walkability; streetscapes and a high quality public realm; parking management; and access to amenities such as parks, civic spaces and neighborhood services.

Often situated around an activity-generating element or an active public gathering spot, mixing of uses can take shape as either or both vertical (stacked on top of each other) and horizontal (next to each other). In vertical mixed-use, the ground floor is encouraged to be food and beverage or pedestrian-oriented retail and services, to promote foot traffic and activity.

Adaptive reuse of residential structures to commercial purposes and infill commercial buildings with residential design characteristics are common and appropriate in these areas.

Figure 3.8. Neighborhood Mixed-Use Land Use Mix Dashboard







DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●○○○○	Not considered appropriate since the intent of mixed-use is to provide retail/services, activity centers and diversified housing in more dense and compact forms; these uses will provide opportunities and amenities to surrounding lower density neighborhoods.
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●●●○○	This can be appropriate provided that the overall Neighborhood Mixed-Use area also contains mixed-use buildings and/or shopping centers with which this product integrates in a manner to promote walkability and access. Can be utilized as a transition between Neighborhood Mixed-Use and other uses.
Apartment House (3-4 units)	●●●○○	
Small Multifamily (8-12 units)	●●●○○	
Large Multifamily (12+ units)	●○○○○	Not considered appropriate due to incompatible scale with neighborhoods
Mixed-Use Urban, Neighborhood Scale	●●●●●	This is the ideal form of development within the Neighborhood Mixed Use category; provides for activity centers, retail, services and diverse housing options at a scale compatible with and supportive of surrounding neighborhoods. Promotes walkability and 10-minute neighborhoods.
Mixed-Use Urban, Community Scale	●●○○○	Not generally considered appropriate due to incompatible scale with neighborhoods; may be appropriate if adjacent to green space or more intensive uses.
Shopping Center, Neighborhood Scale	●●●●○	While less preferred, this use can provide retail and services at a scale compatible with and supportive of surrounding neighborhoods, promoting walkability and 10-minute neighborhoods. Becomes more appropriate if a horizontal approach to mixed-use is deployed.
Shopping Center, Community Scale	●●○○○	Not generally considered appropriate due to incompatible scale with neighborhoods; may be appropriate if adjacent to green space or more intensive uses.
Light Industrial Flex Space	●●○○○	Not generally considered appropriate due to incompatible scale with neighborhoods, but can be if particularly small-scale and included alongside more appropriate development types; examples might include artisan-scale manufacturing, maker spaces, and similar businesses.
Manufacturing	●○○○○	Not considered appropriate.
Civic	●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

COMMUNITY MIXED-USE

The Community Mixed-Use allows a combination of dense residential and nonresidential uses in a compact design to create a walkable environment, but at a larger scale than Neighborhood Mixed-Use.

The category encourages a density range of 18-40 dwelling units per acre, although elements within a coordinated community mixed-use area could reach higher densities provided superior access to services and amenities and appropriate compatibility to adjacent uses is provided.

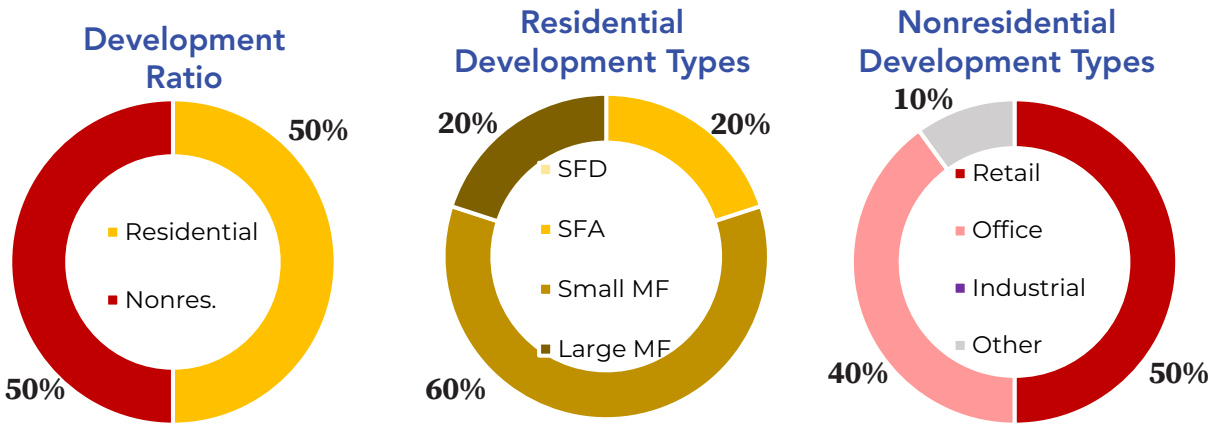
Community Mixed-Use areas allow residential units in close proximity to goods, services and civic activities, reducing residents' dependence on the car.

Community Mixed-Use places a great emphasis on the following design elements: density, intensity and scale; the mix of housing; walkability; streetscapes and a high quality public realm; parking management; and access to amenities such as parks, civic spaces and neighborhood services.

This district is especially appropriate for several needs that residents of Manor currently look elsewhere to provide, including:

- Healthcare services, including hospitals.
- Larger employers in a variety of industries that residents currently commute to outside of Manor.
- Specialized facilities that support workforce and skills development, such as information technology, skilled trades and advanced manufacturing; provided such facilities fit the form described above.

Figure 3.9. Community Mixed-Use Land Use Mix Dashboard



Density	Intensity	Scale
18 to 40 units per acre Higher densities considered conditionally (see description) Avg. 21 jobs/acre	Medium High in some circumstances	Low/Mid-Rise





DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●○○○○	Not considered appropriate since the intent is to provide retail, services, activity centers and diversified housing to support surrounding neighborhoods, achieve strong fiscal performance, and drive community identity and gathering.
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●●●○○	This can be appropriate provided that the overall Community Mixed-Use area also contains mixed-use buildings and/or shopping centers with which this product integrates in a manner to promote walkability and access. Can be utilized as a transition between Community Mixed-Use and other uses. These development types should be located on secondary roads rather than primary thoroughfares, as primary frontages are best reserved for ground-floor retail and services.
Apartment House (3-4 units)	●●●○○	
Small Multifamily (8-12 units)	●●●○○	
Large Multifamily (12+ units)	●●●○○	
Mixed-Use Urban, Neighborhood Scale	●●●●●	This is the ideal form of development within the Community Mixed Use category; provides for activity centers, retail, services and diverse housing options. Design should emphasize the pedestrian experience rather than people driving automobiles. Vertical mixed-use is likely most appropriate, in order to achieve the intended densities. Ground floor uses are encouraged to be food and beverage or pedestrian-oriented retail and services, to promote foot traffic and activity.
Mixed-Use Urban, Community Scale	●●●●●	
Shopping Center, Neighborhood Scale	●●●●○	While less preferred, this use can provide retail and services near housing, promoting walkability and 10-minute neighborhoods. Becomes more appropriate if a horizontal approach to mixed-use is deployed.
Shopping Center, Community Scale	●●●●○	
Light Industrial Flex Space	●●○○○	Not generally considered appropriate due to lower sales tax generation and limited ability to design at pedestrian scale, but can be if particularly small-scale and included alongside more appropriate development types, or with integration of a storefront experience.
Manufacturing	●○○○○	Not considered appropriate.
Civic	●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

DOWNTOWN MIXED-USE

Downtown Mixed-Use is intended for the residential, commercial, business, and office uses that line the Old Highway 20 corridor and adjacent streets, including the traditional downtown shopping district of Manor.

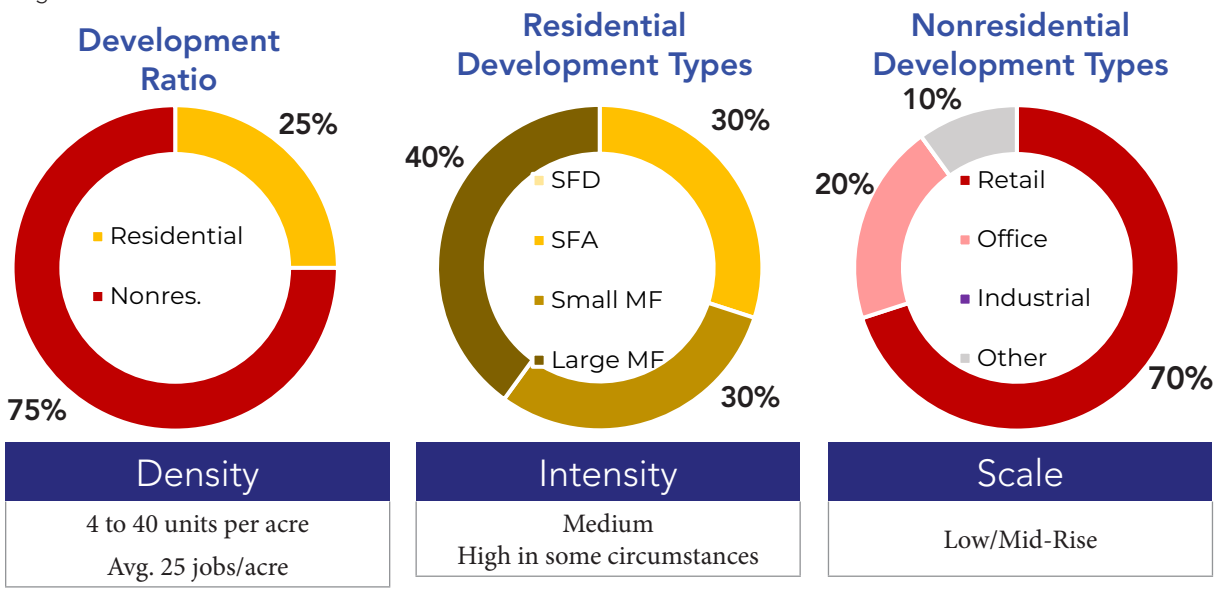
Not only is this area currently a mixed-use environment currently, but it is envisioned to see a strong reinvention via more density and a higher mix of uses in the future. This area should be designed to accommodate transit, should rail services extend to Manor from Austin. However, even if the rail does not come, a downtown that is comprised of high-density mixed-use development will still bring many opportunities and benefits to the community.

Densities range between 4 and 40 units per acre, although individual sites may achieve higher densities if they are coordinated within the rest of the area, provide superior access to services and amenities, and appropriate compatibility to adjacent uses is provided.

Here, infill development especially presents opportunities for small businesses, unique and dense housing options and potentially even small scale/artisan manufacturing.

The pedestrian environment and experience should be top priority in Downtown and feature public gathering places, active streets, engaging storefronts, and sidewalk cafes. This is the best place in Manor to double down on and invest in creating a sense of place and identity for the community.

Figure 3.10. Downtown Mixed-Use Land Use Mix Dashboard



Density	Intensity	Scale
4 to 40 units per acre Avg. 25 jobs/acre	Medium High in some circumstances	Low/Mid-Rise





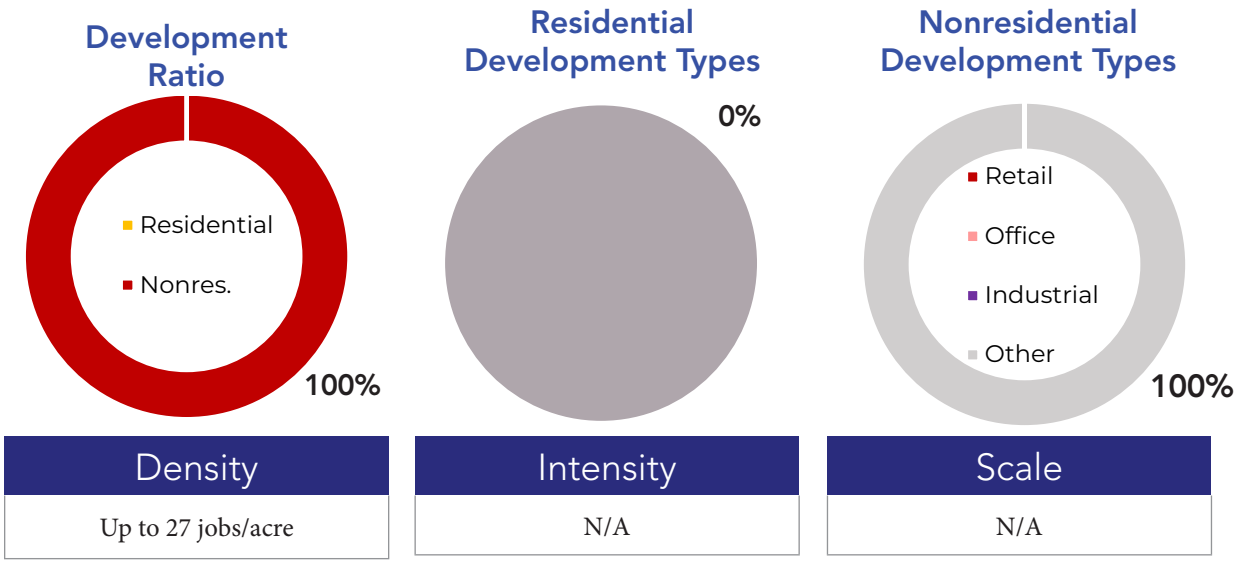
DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
Single-Family Detached (SFD)	●○○○○	Not considered compatible since the intent is to provide retail/services, activity centers and diversified housing to support surrounding neighborhoods and drive community identity/gathering
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●●●○○	This can be compatible provided that the overall Downtown Mixed Use area also contains mixed-use urban flex buildings or shopping centers with which this housing product integrates in a manner to promote walkability and transitions; these development types should be located on secondary roads rather than primary thoroughfares within Downtown, as those areas are best reserved for ground-floor retail and services
Apartment House (3-4 units)	●●●○○	
Small Multifamily (8-12 units)	●●●○○	
Large Multifamily (12+ units)	●●●○○	
Mixed-Use Urban, Neighborhood Scale	●●●●●	This is the ideal form of development within the Downtown Mixed Use category; provides for activity centers, retail, services and diverse housing options at a scale compatible with and supportive of surrounding neighborhoods to promote walkability; design should emphasize the pedestrian experience rather than people driving automobiles
Mixed-Use Urban, Community Scale	●●●○○	Not generally considered compatible due to incompatible scale with neighborhoods, but can be depending on adjacencies to green space or more intensive uses
Shopping Center, Neighborhood Scale	●●●●○	While less preferred than a mixed-use urban flex building, the use provides for activity centers, retail and services at a scale compatible with and supportive of surrounding neighborhoods to promote walkability; becomes more compatible if a horizontal approach to mixed-use is deployed, such as inclusion of small apartments nearby or within the same site, or to match the scale of adjacent historic buildings
Shopping Center, Community Scale	●●○○○	Not generally considered compatible due to incompatible scale with Downtown, but can be depending on adjacencies to green space or more intensive uses; may function better on the western and eastern edges of the Downtown Mixed Use area
Light Industrial Flex Space	●●○○○	Not generally considered compatible due to incompatible scale with Downtown, but can be if particularly small-scale and included alongside more appropriate development types, or with integration of a storefront experience. Examples of appropriate uses might include maker spaces, coffee roasting, microbreweries, and similar businesses
Manufacturing	●○○○○	Not considered compatible
Civic	●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

PUBLIC/SEMI-PUBLIC

The Public/Semi-Public category includes uses that are governmental, institutional or religious in nature, such as government buildings, community facilities, fire and police stations, schools, places of worship, and any land used by the City for storage or utilities.

The Public/Semi-Public areas noted in the FLUM denote uses that are currently in existence or planned. However, these types of uses are appropriate to be incorporated into any of the other Future Land Use Categories.

Figure 3.11. Public/Semi-Public Land Use Mix Dashboard









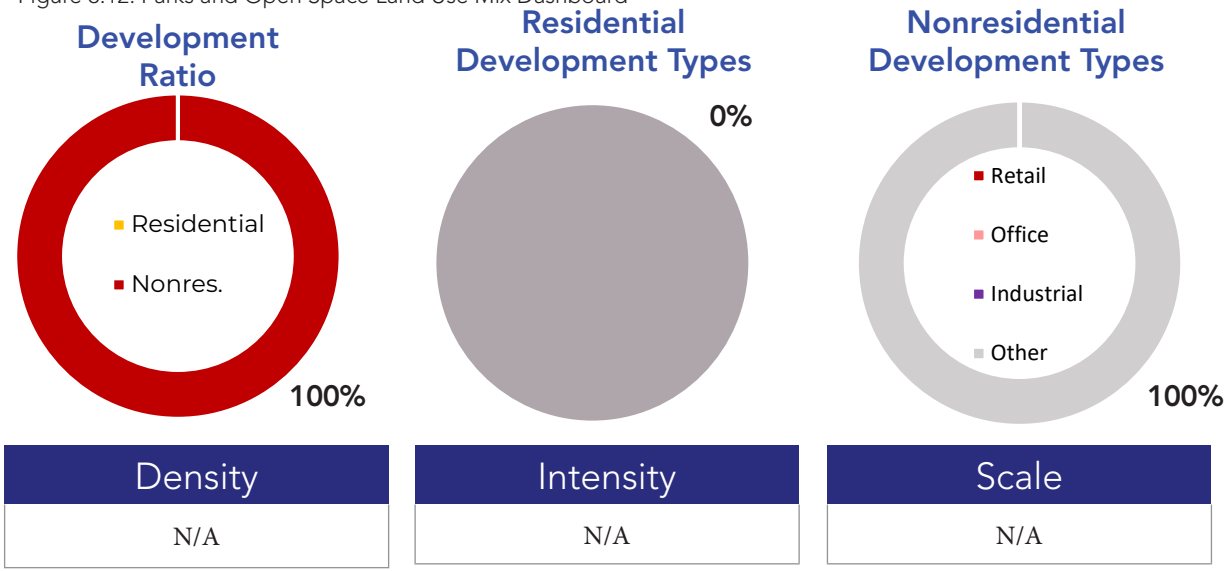
DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
SFD	●○○○○	Not considered compatible; Such developments should be nearby and served by public and semi-public uses such as schools, city hall and recreation centers, but not within the public/semi-public category itself
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●○○○○	
Apartment House (3-4 units)	●○○○○	
Small Multifamily (8-12 units)	●○○○○	
Large Multifamily (12+ units)	●○○○○	
Mixed-Use Urban, Neighborhood Scale	●○○○○	
Mixed-Use Urban, Community Scale	●○○○○	
Shopping Center, Neighborhood Scale	●○○○○	
Shopping Center, Community Scale	●○○○○	
Light Industrial Flex Space	●○○○○	
Manufacturing	●○○○○	
Civic	●●●●●	On the Future Land Use Map, this land use category generally denotes civic uses already in existence.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

PARKS & OPEN SPACE

The Parks & Open Space areas noted in the FLUM denote parks, recreational facilities, drainage ways, trails and other open spaces that are currently in existence or planned. However, these types of uses are appropriate to be incorporated into any of the other Future Land Use Categories.

The provision of parks and open spaces should increase as the population of Manor grows in the future.

Figure 3.12. Parks and Open Space Land Use Mix Dashboard



Density	Intensity	Scale
N/A	N/A	N/A







DEVELOPMENT TYPE	APPROPRIATENESS	CONDITIONS
SFD	●○○○○	Not considered compatible; Such developments should be nearby and served by parks and open space uses such as schools, city hall and recreation centers, but not within the parks and open space category itself
SFD + ADU	●○○○○	
SFA, Duplex	●○○○○	
SFA, Townhomes and Detached Missing Middle	●○○○○	
Apartment House (3-4 units)	●○○○○	
Small Multifamily (8-12 units)	●○○○○	
Large Multifamily (12+ units)	●○○○○	
Mixed-Use Urban, Neighborhood Scale	●○○○○	
Mixed-Use Urban, Community Scale	●○○○○	
Shopping Center, Neighborhood Scale	●○○○○	
Shopping Center, Community Scale	●○○○○	
Light Industrial Flex Space	●○○○○	
Manufacturing	●○○○○	
Civic	●●●●●	Considered supportive to the function of this future land use category; Government buildings and recreational facilities can be appropriate in parks and open spaces if they are supportive of the park use.
Parks and Open Space	●●●●●	On the Future Land Use Map, this land use category generally denotes park uses already in existence.

FUTURE LAND USE POLICIES AND PROCEDURES

DEVELOPMENT PROPOSALS AND THE FUTURE LAND USE MAP

At times, the City will encounter development proposals that do not directly reflect the what is shown on the Future Land Use Map or the following policies. This is common, as the FLUM is a very high-level look at the city overall and cannot account for each and every site-level contextual situation.

Such development proposals should be submitted to staff and review of the proposal by staff related to the following questions and considerations should be documented:

- Will the proposed use change or enhance the site's existing use?
- Will the proposed use change or enhance the surrounding area?
- Is the proposed use a more appropriate use than that recommended by the Future Land Use Map, given the context?
- Is the proposed change consistent with the Comprehensive Plan's goals and policies? How does it support the overall intentions of the Comprehensive Plan?
- Is adequate infrastructure and access in place or accounted for as part of the project?
- How will the proposal impact adjacent existing or planned uses? Are there any potential negative impacts and how are those being mitigated? Will the proposed use be compatible with or even enhance adjacent existing or planned uses? Are adequate buffering and adjacency standards being provided?
- Are existing or planned uses adjacent to the proposed use similar in nature in terms of character and appearance, business operation, noise and nuisance generation, and other general aspects of compatibility? If not, will this cause potential negative impacts or might this use actually enhance and be able to benefit surrounding uses via its differences?
- How does the proposed use present a benefit to the public health, safety, and welfare of the community? Does the proposed use present any Environmental Justice concerns with surrounding residential or community uses?
- Factoring in long term municipal cost, would the proposed use contribute positively to the City's long-term economic well-being?

Timing is important. A particular proposal may not be a good use now but may be in the future when conditions change, this should be part of the considerations. Appropriate timing requires an understanding of how an area is expected to develop, what adjacent land uses will be as the City grows, and how the property owner intends to use the site now and in the future.

Development proposals that are inconsistent with the Future Land Use Map (or that do not meet its general intent) should be given a fair review and evaluated on their own merit, based on the above questions and considerations. It is the burden of the Planning staff to study the evidence, determine whether the proposal meets the objectives of the Comprehensive Plan and supports community goals and values, and ultimately make a recommendation to the Planning & Zoning Commission. The Planning staff may need to conduct small or specific area studies to determine the appropriateness of requested changes.

It is important to recognize that proposals that are inconsistent with the Comprehensive Plan could be an improvement over the uses shown on the FLUM for a particular area. This may be due to changing markets, the quality of the proposed development, and/or economic trends that shift after the Plan is adopted. If such changes occur, and especially if there is a significant benefit to the City, then these proposals should be approved and the Future Land Use Map amended accordingly.

DEVELOPMENT CONTEXT & CHARACTER

There are some contextual situations that exist or will exist within Manor that will create special characteristics of development. Determining where, when, and how these types of development are appropriate depends on the desired future characteristics for the area and how they align with the goals and intent of this Plan. Considerations and guidance related to some of the anticipated contexts and characteristics are included here.

INFILL DEVELOPMENT & REDEVELOPMENT

Infill and redevelopment efforts will be important for Manor because they provide a mechanism for population and density increases while supporting efforts of revitalizing older areas of the City. Infill and redevelopment can also reduce infrastructure costs associated with new development, as it is usually less expensive to provide a connection to an existing roadway or utility line, rather than constructing a new one. While infill is a commendable development practice, it must also be done in a manner that is compatible with the surrounding neighborhood. Higher intensity infill can be appropriate in the Mixed-Density Neighborhood, Employment Center, and some Commercial Corridor Future Land Use Categories.

NEIGHBORHOOD CENTERS

It can be beneficial for residents to have nodes of small-scale nonresidential uses within their neighborhoods, providing convenient access to goods and services nearby homes. However, it is important that these nonresidential uses are "good neighbors" to the surrounding residential areas. Neighborhood centers would be appropriate within Employment Center and certain Community Mixed-Use areas that aim to meet the needs of residents in the immediate vicinity. Ideal neighborhood centers might include small retail shops and restaurants, services such as financial, legal, and insurance, small grocery or convenience stores, daycares, beauty salons, and medical offices.

MAJOR THOROUGHFARE CORRIDORS AND INTERSECTION NODES

Much of Manor's existing nonresidential development occurs at intersections of major arterials and along major highway or arterial corridors. This is particularly true of recent development, corridors such as US-290 and FM 973 are examples. A consideration with such linear commercial developments is that a little goes a long way, and too much can easily oversaturate the market demand. Likewise, this approach can reduce the operational efficiency of roadways due to increased access drives and points of conflict (too many ins and outs), with the purpose of the corridor being conflicted between a local street providing access and a roadway meant for smooth travel and vehicle throughput. Some corridors can absorb a good amount of nonresidential uses while others cannot, most major arterials cannot support much continuous linear nonresidential without sacrificing function. Mixed-use projects can be useful in allowing for consolidated access points along major roadways while still supporting a stable customer base and diversified financing.

MAJOR HIGHWAY FRONTAGES

Higher intensity uses, such as industrial, heavy commercial, and large multifamily, are not appropriate many places in a community, but can bring value to the local economy. Frontages along major highways, such as US-290, are a prime location for such development, though careful management of access is essential to ensure continued of the roadway. Project sites that provide clear and coordinated cross access or access from a secondary street intersecting the highway should be encouraged. Residential is not encouraged along the major roadways and highways for environmental justice and quality of life reasons, so if putting multifamily developments in these areas mitigation of negative impacts on residents from the highway should be implemented.

STRATEGIES TO IMPLEMENT MIXED-USE LAND USE CATEGORIES

Mixed-Use developments may be a new product for many smaller but growing cities, and is becoming an increasingly popular project type with both developers and communities. The following recommendations are intended to assist the City in making the inclusion of mixed-use developments in Manor be as smooth and successful as possible.

ESTABLISH MIXED-USE STANDARDS, PROCESSES, AND EXPECTATIONS

The City's regulatory tools will be used to execute the City's vision for mixed-use developments. Following adoption of this Comprehensive Plan a Steering Committee should be organized to establish guidelines and processes for mixed-use projects. These should then be incorporated into the City's development standards. Building consensus around the City's expectations for mixed-use developments can help build support for this type of development within the community and will set clear and consistent expectations for the development community on what the City's wants to see for a mixed-use development. In order to achieve particularly strong, high quality design, Manor should consider the use of density bonuses and similar regulatory incentives.

SUPPORT PUBLIC AND PRIVATE PARTNERSHIPS

Public-private partnerships (P3s) are an increasingly popular delivery model where a developer partners with a City or other public entity. Some of the most successful projects are built with trusting public-private partnerships.

In these projects, the City may play a major role in the planning and financing of a mixed-use project. The City can implement economic incentives to alleviate financial burden on the project, especially where utility relocation, construction of a public parking garage, sidewalk reconstruction, and/or the construction of other public amenities are required to leverage private capital. Economic development tools, such as Tax Increment Reinvestment Zones (TIRZ), can also be utilized to increase funding and reinvestment in a particular areas of the City. Public and private partnership are also critical in establishing new transit initiatives, such as micro-transit options.

ADOPT A COMPLETE STREET POLICY

Establish a comprehensive shared street network for pedestrians, cyclists and vehicles by creating and adopting a complete street policy. Complete streets are designed to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets are context sensitive and there is no singular design prescription for complete streets. A complete street initiative should be implemented to redesign roadways in residential neighborhoods, mixed-use centers and commercial centers. Complete streets help bridge land use and mobility strategies, as land use and transportation significantly impact one another. In addition to the physical design of the streets, an important consideration is the context of development along the street frontages, as the activity (or lack there of) can drastically alter the experience of users, most especially pedestrians.

OTHER POLICY CONSIDERATIONS

Many factors impact land planning and development. This section reviews key policy topics that require consideration when they correspond to a land use and development characteristic.

CORRIDOR AESTHETICS

It is important to consider the view from the street or roadway with regards to building and site design. Reference the Transportation Chapter for more information.

ACCESS MANAGEMENT

It is imperative for the safety of drivers, cyclists and pedestrians to carefully think about access management concepts such as shared parking, limited curb cuts, and access points when considering development.

WALKABILITY AND BIKEABILITY

Improvements related to bicycling and pedestrians are centered on the connectivity between on-street facilities (bike lanes and sidewalks) and off-street trails. Connectivity to and through different areas of the City, with well-planned and well-designed streets and sidewalks, is not only about maintaining livability. In many instances, the connectivity and quality of bicycle infrastructure and sidewalks is a matter of safety, equity, and accessibility. From school children to seniors to people to rely on alternative forms of transportation, it is important for residents of all ages and abilities to safely and easily navigate through their community and access resources and opportunity. As new development or redevelopment occurs, regardless of whether it is residential or nonresidential in nature, the City should facilitate the construction of quality roadways, sidewalks, and trails that are ADA-compliant (Americans with Disabilities Act) and contribute to Citywide connectivity. For more information, please reference the Transportation Chapter.

NEIGHBORHOOD ADJACENCY

Residential adjacency standards are regulations applied to nonresidential uses specifically when they are adjacent to existing or planned residential areas. Regulating nonresidential standards near residential development allows for the two to coexist by mitigating nuisances and improving aesthetics. The best adjacency standards can do more than just foster coexistence; they can go so far as to increase property values and quality of life by creating more dynamic, connected neighborhoods. For more information, please reference the Community Image and Urban Design chapter.

NEIGHBORHOOD PRESERVATION

The existing neighborhoods in Manor are a vital part of the community and will continue to be. It is important that these existing residential areas are protected as the City grows. As development occurs in or near existing neighborhoods, it is important that the products built fit in with the fabric of the existing neighborhoods to protect their identity and character. For more information, please reference the Community Image and Urban Design chapter.

INFRASTRUCTURE AND UTILITY AVAILABILITY

It is important that the recommendations from the existing utility and infrastructure plans are reviewed in coordination with the updated Future Land Use Map (FLUM). Any critical changes triggered by the FLUM should be incorporated into the next update of the utility and infrastructure plans. The FLUM guides the City's growth, and infrastructure needs are directly related to this growth, therefore the FLUM has direct correlation to all utility and infrastructure planning. Since the plans are separate documents, it is important to review utility plans each time the FLUM is updated and vice versa.

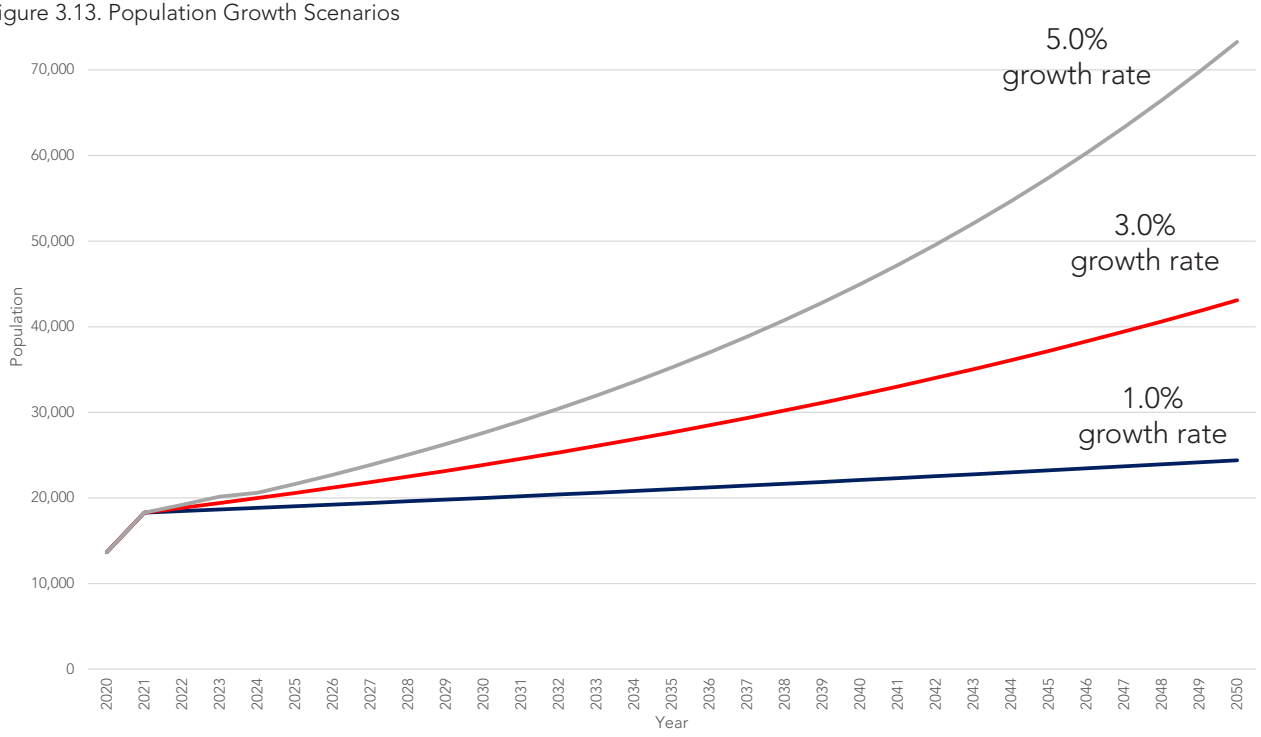
POPULATION AND GROWTH PROJECTIONS

This Plan utilizes historical population data from two primary sources: U.S. Census Bureau and Environmental Systems Research Institute (ESRI). Every ten years, the U.S. Census Bureau conducts a systematic count of the number of people living in the country. Additionally, ESRI provides five-year projections derived from current events and past trends over a period of several years. According to the Census Bureau's July 1, 2021 estimate, the City's 2021 population is 18,285. That is up 263% since 2010.

It is important to understand that these population projections are estimates and are subject to change based on any number of factors and unforeseen circumstances. Population projections can be impacted by changes in the local and national economies, the real estate market, and annexations. At this point, one large housing development could change the projections for Manor by a factor of many percentage points. Additionally, population projections have greater accuracy when growth is steady and consistent as compared to rapid growth with radical changes in recent years compared to prior years, as is happening in Manor.

This plan recommends a more detailed analysis of population projections based on rapid rates of development entitlement and estimated build-out rates, concurrent with future water and wastewater master plans, as those are the most critical elements. The dataset provided with the Future Land Use Map includes recommended assumptions for households and employment to inform land use assumptions and build-out analysis.

Figure 3.13. Population Growth Scenarios



LAND USE GOALS AND ALIGNMENT TO GUIDING PRINCIPLES

	GUIDING PRINCIPLES				
	EMBEDDED EQUITY	HEALTHY COMMUNITY	CONNECTED COMMUNITY	RESILIENT AND TRANSFORMATIVE ECONOMY	LIVABLE PLACES FOR ALL
Land Use Goal 1 – Diverse Land Use Patterns to Support Access to Opportunities. Promote dense and diverse transit-ready and pedestrian-oriented development patterns, particularly in downtown but also other areas of Manor, with complementary land uses and development patterns that support diverse housing and retail choices, greater transportation options, and access to economic and educational opportunity.	✓	✓	✓	✓	✓
Land Use Goal 2 – Existing Residents and Businesses Should Benefit from Manor's Growing Prosperity. Reinvest in Manor's existing neighborhoods, downtown and commercial areas to ensure current residents and businesses benefit from citywide growth, are not left behind, and continue to be the foundation of Manor's authentic sense of place now and in the future.	✓			✓	✓
Land Use Goal 3 – Development Should Support High Quality of Life, Efficient Services and Community Identity. Promote a development framework that generates fiscally responsible growth for the City, protects historic community character, demonstrates stewardship of the environment, delivers effective and efficient public services and facilities, enhances quality of life, and provides high-quality recreational options for residents.	✓	✓		✓	✓
Land Use Goal 4 – Tell the Story of Manor's Past and Future Through the Built Environment. Guide, promote, and assist the preservation and rehabilitation of the City's historic resources, telling the story of who Manor was and is for future generations. Recognize that actions today will be an important part of Manor's history.	✓		✓		✓
Land Use Goal 5 – Bring New Residents and Businesses Into the Diverse Culture That Makes Manor Special. Ensure effective communication, outreach, and opportunities for public participation and community partnerships to foster a strong sense of community, identity, pride, and stewardship within the City.	✓		✓		✓
Land Use Goal 6 – A Place of Character Where Everyone Prospers and No One is Left Behind. Safeguard and encourage additional access to diverse housing options and preserve existing neighborhoods for residents of all ages, backgrounds and income levels, while still allowing for incremental, organic change at a scale that encourages investment by anyone without resulting in displacement.	✓		✓	✓	✓

POLICY STATEMENTS AND ALIGNMENT TO GOALS

Land use, as a topic, tends to be more policy driven that other Comprehensive Plan topics that place an emphasis on public investment. As a result, the goals are taken a step further with policy statements that serve to inform decision-making on a variety of levels, rather than stepping directly to actions. Additional explanations of these policy statements are provide following the matrix, to increase understanding of intent and application for residents, businesses, future investors and city leadership.

	LAND USE GOALS					
	1 – Diverse Land Use Patterns To Support Access To Opportunities	2 – Existing Residents and Businesses Should Benefit from Manor's Growing Prosperity.	3 – Development Should Support High Quality of Life, Efficient Services and Community Identity	4 – Tell the Story of Manor's Past and Future Through the Built Environment.	5 – Bring New Residents and Businesses Into the Diverse Culture That Makes Manor Special	6 – A Place of Character Where Everyone Prospers and No One is Left Behind
LU. A – Encourage a balanced mix of residential, commercial, and employment uses at varying densities and intensities to reflect a gradual transition from urban to suburban to rural development.	●		●		●	●
LU. B – Promote more compact, higher density, well-connected development within appropriate infill locations.	●	●	●		●	●
LU. C – Promote development of diverse, accessible, complete neighborhoods across Manor.	●		●		●	
LU. D – Encourage appropriately-scaled, inclusive redevelopment in target areas that actively seeks to avoid displacement.	●	●			●	●
LU. E - Identify potential opportunities and selectively target, plan, and promote adaptive reuse initiatives.		●		●		●
LU. F – Build a high-quality image and feel at key gateways and along key corridors into Manor.			●	●		

	1 – Diverse Land Use Patterns To Support Access To Opportunities	2 – Existing Residents and Businesses Should Benefit from Manor's Growing Prosperity.	3 – Development Should Support High Quality of Life, Efficient Services and Community Identity	4 – Tell the Story of Manor's Past and Future Through the Built Environment.	5 – Bring New Residents and Businesses Into the Diverse Culture That Makes Manor Special	6 – A Place of Character Where Everyone Prospers and No One is Left Behind
LU. G – Protect and promote land uses that support Manor's target industries, support diversification of the City's tax base, and enhance economic development through intentional infrastructure planning, recruitment, and the land use entitlement process.	●	●	●			●
LU. H – Adopt development practices that preserve and enhance the environment.		●	●	●		
LU. I - Encourage innovative forms of compact, pedestrian friendly development and a wider array of affordable housing choices through smart regulatory provisions and incentives.	●		●		●	●
LU. J – Promote development decisions that serve the needs of Manor's interlocal government partners.			●			●
LU. K – Ensure that the development processes include consideration of the way in which residential developments relate to and incorporate parks and open space, emphasizing adjacency and accessibility along with placemaking.			●	●		
LU. L – Preserve Manor's history, including agricultural history, to promote community identity, celebrate character, and encourage families of all types and backgrounds to connect with Manor's past.	●			●	●	
LU. M – Support owners' ability to stay in homes in neighborhoods with rapid value increases without limiting the sale of the home.		●	●			●
LU. N – Support and increase high quality housing ownership and rental choices for seniors and low-income and workforce households.	●	●			●	●

LAND USE POLICY STATEMENTS EXPLAINED

LU. A – Encourage a balanced mix of residential, commercial, and employment uses at varying densities and intensities to reflect a gradual transition from urban to suburban to rural development.

- Balancing land uses in the community and improving access to retail, services and employment opportunities was emphasized throughout the engagement process. Seek to make Manor a more complete community and make commutes out of Manor for work or daily needs a choice rather than a necessity, as they often are at the time this Plan is being written. Mixed-use categories and development ratios of non-residential to residential uses in the future land use categories have been designed and planned to distribute complementary commercial development throughout the community. This policy seeks to improve quality of life by creating a curated approach to uses that gives the people of Manor time back that they might have otherwise spent in their cars and introduces greater potential for trips that can be completed via alternate modes, such as walking or biking.
- The target development ratios outlined in each Future Land Use category serve as a measure of balance, alterations to development ordinances as well as zoning changes should support progress towards achieving those target ratios.
- Gradual transitions in intensities can be achieved through:
  - Site planning that encourages building location, orientation, and design to be similar in character with surrounding development.
  - Placement of more intense uses near areas where services and transportation networks are established or planned. More intense uses may be those that generate more traffic and allow for a higher density of residential or commercial space.
  - Utilization of lower density multi-family development, missing middle housing, and moderate density single-family residential uses to support neighborhood commercial centers and provide a transition between commercial and low density single-family residential uses.

LU. B – Promote more compact, higher density, well-connected development within appropriate infill locations.

- Population growth and housing affordability are creating an ever-increasing demand for alternatives to low density, single-family detached housing. This has already begun to manifest in Manor with increases in duplex and townhome permitting, as well as new apartment complexes under construction as this Plan is being written. Infill development takes advantage of limited site area and naturally performs well fiscally due to infrastructure efficiency, and location near existing infrastructure and amenities. While not necessarily larger in scale, this type of development can accommodate higher density via building forms that are consistent with existing communities while supporting a pedestrian oriented environment.
- Appropriate infill sites are typically surrounded by existing development with interconnected street and utility infrastructure that can support higher density residential uses, appropriately scaled commercial uses, and pedestrian friendly environments. Downtown Manor fits these criteria. At the same time, such infill should be focused and appropriate to the context, which is why the downtown area contains multiple future land use categories.
- Higher density, compact, and infill development features include:
  - Proximity to amenities and open space areas.
  - Housing products and opportunities that may be missing within a neighborhood or the entire city.
  - Integrates with existing development using thoughtful transitions, scale, and building design.

- Can be promoted through public-private partnerships, programs, and tailored development standards.

LU. C – Promote development of diverse, accessible, complete neighborhoods across Manor.

- Well maintained and stable neighborhoods provide a high quality of life for residents with access to employment, retail and services, recreation, education, and cultural amenities. New complete neighborhoods should include a variety of housing options and price-points integrated with neighborhood serving commercial centers and recreational and cultural amenities.
- Complete neighborhoods include a range of housing types, particularly properties containing between one and four units, due to their qualification under Federally-backed owner-occupied mortgages. A critical component, however, is the provision of appropriately-scaled amenities and commercial services. Amenities include the provision of active and passive open space as well as Manor ISD schools, retail options, and services.

LU. D – Encourage appropriately-scaled, inclusive redevelopment in target areas that actively seeks to avoid displacement.

- Redevelopment is the clearing and construction of new buildings on an already built-on site, the conversion of existing buildings to a different use, or a combination of the two. Redevelopment in target areas is encouraged in a variety of ways including small area planning, intentional infrastructure investment, and specialized development standards.

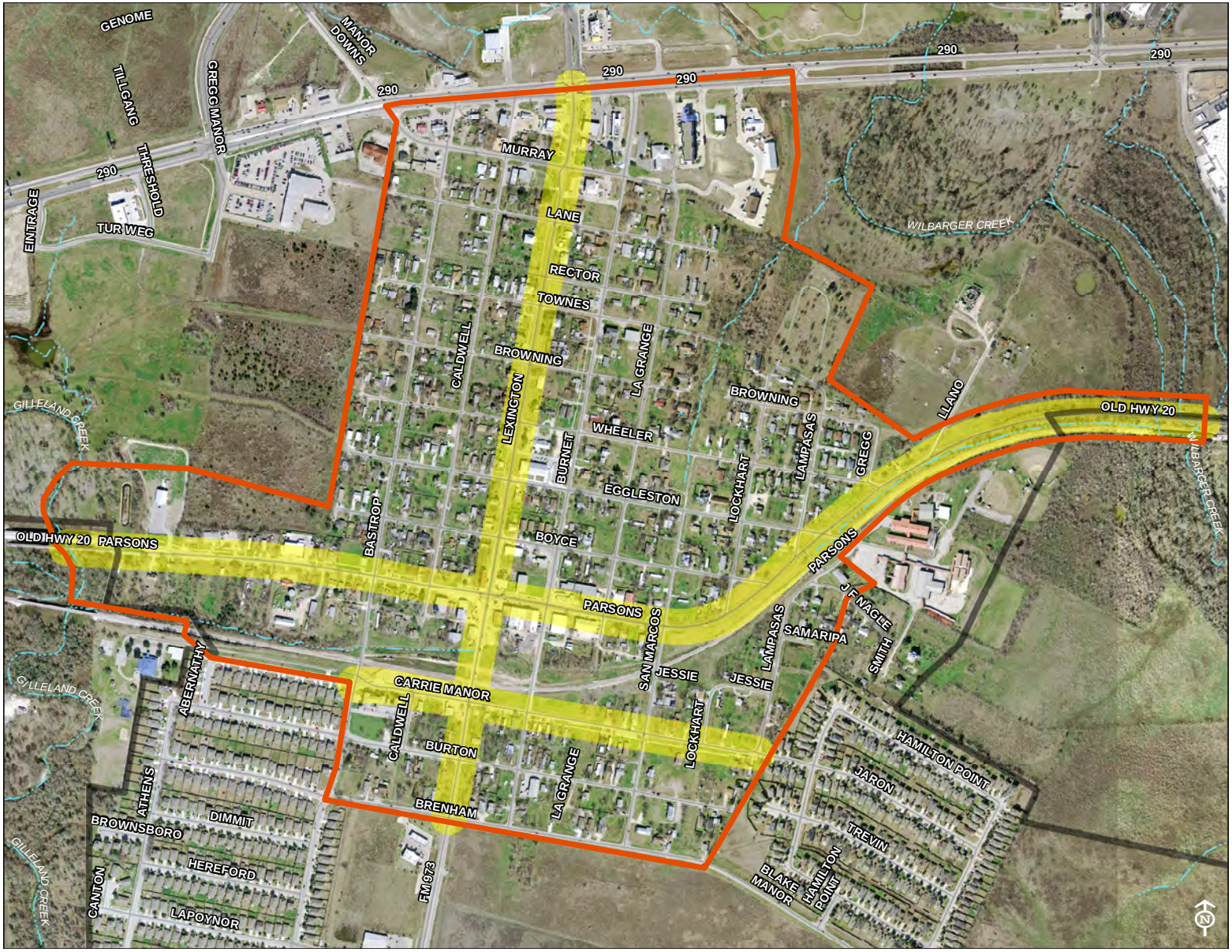
Identified target areas for redevelopment are shown in Map 3.2, these include:

  - Along Old Highway 20, between Gilleland Creek and Wilbarger Creek.
  - Along Lexington Street, between E. Brenham and U.S. 290.
  - Along Carrie Manor Street, between Bastrop Street and S. Lampasas Street.
- When redevelopment occurs, it should provide:
  - Neighborhood supporting commercial uses.
  - Access to open space and recreational opportunities.
  - Diverse housing products appropriate to the context, at a scale that supports incremental change and avoids displacement of existing residents.
  - Methods to ensure compatibility between existing and proposed uses including appropriate landscaping, building setbacks, and massing.

LU. E - Identify potential opportunities and selectively target, plan, and promote adaptive reuse initiatives.

- Adaptive reuse is the process of utilizing an existing building for a purpose other than which it was originally built or designed. Opportunities may include areas in need of additional infrastructure improvements or target areas. Often, adaptive reuse projects maintain the character, look and feel of the original structure while retrofitting it for a new use on the interior.
- Create new developments with future adaptive reuse in mind. These developments maintain lasting value, capable of adapting and changing with market needs and consumer preferences in the future, rather than single lifecycle structures. Emphasize mixed use and high-quality, timeless design.
- Adaptive reuse initiatives can be promoted through:
  - Small area plans.
  - Financial incentives for desired development types and job creation.
  - Regulatory modifications to encourage the desired result.

Map 3.2. Redevelopment Target Areas



LU. F – Build a high-quality image and feel at key gateways and along key corridors into Manor..

- Manor's first impression to new residents, business prospects and visitors is defined by the entryways into the City, particularly U.S. 290, F.M. 973, Old Highway 20, Gregg Manor Road and Blake Manor Road. These serve as opportunities to define Manor's projected image via gateway elements and enhanced corridor aesthetics.
- Unique overlay districts, thoughtful development standards and strategic use of discretionary approvals like special use permits and planned unit developments provide avenues to utilize private developments to help define the image and character of these corridors.

LU. G – Protect and promote land uses that support Manor's target industries, support diversification of the City's tax base, and enhance economic development through intentional infrastructure planning, recruitment, and the land use entitlement process.

- Manor has identified target industries, as further described in Chapter 6 - Economic Development.
- Tailored development standards and smart use of economic development tools serve to promote desired development forms, along with integration of programming at high schools and post-secondary institutions.
- Land suitable for these uses is protected by the target ratios for the future land use categories, coupled with development regulations that encourage supporting services.
- Diversify the City's tax base by ensuring developments include supporting services within the land use ratios.
- Leverage utility extension and capital improvements planning to bring sites to shovel-ready status.

LU. H – Adopt development practices that preserve and enhance the environment.

- Manor residents emphasized interest in increased parks and open space and people in Manor routinely referenced physical proximity to parks and open space as highly-desirable. The natural systems of Manor are situated so that, if preserved and appropriately programmed, the vast majority of Manor residents could have access to nature within a short walking distance. This allows Manor to strike a balance between its beloved small-town character while also connecting with the land.

Key natural resources in Manor include:

  - Creeks and wetlands.
  - Wildlife habitat in less densely populated areas.
  - Farmland to the northeast and east.

- As the community grows, preserving and enhancing the natural environment can be supported through:

  - Parkland dedication via the development process.
  - Encouragement and promotion of low impact development practices.
  - Clustering of density and development to preserve quantity, quality, and connectivity of open spaces.
  - Designing neighborhoods to preserve land and transfer density to the least environmentally sensitive sites.

LU. I - Encourage innovative forms of compact, pedestrian friendly development and a wider array of affordable housing choices through smart regulatory provisions and incentives.

At the time of writing this Plan, the residential development in Manor is largely single family detached or garden style multi-family development, although recent development entitlements have increasingly included duplexes and townhomes. Compact

development ranges in density but is generally supportive of a minimum of six units per acre and includes multiple housing types. The intent of this policy is to encourage the community's vision for housing diversity. Characteristics of compact development envisioned as part of this policy include:

- *Building Form:* A range of building types with small- to medium-sized footprints integrated into existing neighborhoods, nesting within the existing lot pattern. For example, two single-family detached lots, each 60 feet wide, could be reconfigured into a set of five townhomes, two duplexes, or a 4-plex that from the outside looks just like a large house. These products can all be designed to fit with the form and character of the existing neighborhood.
- *Walkability & Pedestrian Infrastructure:* Housing units are within walking distance (¼ to ½ mile) to non-residential uses via high quality, safe pedestrian facilities.
- *Subdivision Connectivity:* Connectivity is prioritized both within a subdivision and to surrounding areas via smaller blocks and an interconnected, gridded, redundant street network. Connectivity can also be supplemented with pedestrian and bike-only routes.
- *Open Space:* Active open space is prioritized, pedestrian comfort amenities such as shade and lighting are incorporated into sidewalk design, and trails serve both recreational and transportation needs.

LU. J – Promote development decisions that serve the needs of Manor's interlocal government partners.

Through collaboration, this policy seeks to coordinate long range planning efforts with the City's interlocal government and institutional partners, identifying opportunities to leverage resources and make decisions that promote quality opportunities to live, work, learn and play. Interlocal government partners include:

- Manor Independent School District (MISD)
- Travis County
- Austin Community College District
- Texas State Technical College
- Relevant charter schools
- Texas Department of Transportation (TXDOT)
- Adjacent cities

Opportunities for collaboration include:

- Discussion with MISD and Travis County regarding changes to the future land use plan should be prioritized to ensure proper school planning and coordination with Transportation, Trails, and Parks, Recreation and Open Space Plans.
- Close coordination in the development process to preserve opportunities for neighborhood-based schools and joint park/playground facilities.
- Coordination with adjacent jurisdictions on land use planning for areas abutting Manor, to ensure Manor residents are not negatively impacted, and vice versa.
- Opportunities for future development of post-secondary education campuses in coordination with area community and technical colleges.
- Coordination with TXDOT to enhance and prioritize key gateways into the community and resolve critical operational challenges on or at connections to state highway facilities.

LU. K – Ensure that the development processes include consideration of the way in which residential developments relate to and incorporate parks and open space, emphasizing adjacency and accessibility along with placemaking.

In citizen surveys, parks and open spaces consistently rank among the top desired elements as Manor grows. A growing and improving parks system or network, rather than parks in isolation, is important in building the high quality of life people in Manor desire. The purpose of this policy is to be intentional in the community's investment in park infrastructure, prioritize parks as a key

component of a complete neighborhood, maximize opportunities in the development process to design neighborhoods with accessible and safe parks and open spaces, and create engaging plazas and active spaces within commercial and mixed use areas, whether public or private, that foster a sense of place and gathering. As new developments are planned, the following are key opportunities that should be considered:

- Prioritize the goals and polices of the Manor Parks, Recreation, Open Space and Trails Master Plan.
- Coordination of active and passive open space in neighborhood and commercial developments, as parks can serve as a placemaking framework, much like an engaging streetscape of sidewalk cafes.
- Prioritize the incorporation of active open space and street connectivity when density is being increased in an area, considering not just the quantity but also the quality of such attributes.

LU. L – Preserve Manor's history, including agricultural history, to promote community identity, celebrate character, and encourage families of all types and backgrounds to connect with Manor's past.

Rapid growth in Manor places pressure on the City to maintain its historic resources as well as agrarian land patterns beyond the core of the city. This policy serves to balance these needs with other policy direction, such as those regarding infill development, and links character to context. The City should seek to identify, preserve, and celebrate key historic assets. Some of this can also be done through programmatic elements such as placemaking, public art, educational elements and city events.

LU. M – Support owners' ability to stay in homes in neighborhoods with rapid value increases without limiting the sale of the home.

Homeowners can be priced out of their existing homes and neighborhoods due to drastic increases in property values occurring throughout the Greater Austin region and increasingly within Manor, which results in property tax increases. Actions that promote diversity and quantity of affordable housing options can help keep home values from skyrocketing as quickly, in addition to providing options for residents to stay in their neighborhood as their housing needs change.

LU. N – Support and increase high quality housing ownership and rental choices for seniors and low-income and workforce households.

- Increase ownership and rental choices for low-income and workforce households through support of Low Income Housing Tax Credit development and providing incentives in development regulations, agreements and negotiated standards.
- Manor should not accept substandard housing for the purposes of affordability, people have a right to safe shelter. Substandard housing should be defined through coordination with Code Enforcement and Chief Building Official.
- Maintain age-restricted units to provide rental choices for cost-burdened senior renters.
- Homeownership opportunities targeted for workforce households earning between 60 and 80 percent of the Area Median Income (AMI).

ACTION ITEMS AND ALIGNMENT TO POLICY STATEMENTS

ACTION NO.		ACTION ALIGNMENT TO POLICY STATEMENTS													
		LU. A – Mix of Uses	LU. B – Compact & Connected	LU. C – Complete Neighborhoods	LU. D – Inclusive Redevelopment	LU. E – Adaptive Reuse	LU. F – High Quality Image	LU. G – Economic Development	LU. H – Environment	LU. I – Innovation & Affordability	LU. J – Government Partners	LU. K – Parks and Placemaking	LU. L – History and Character	LU. M – Avoid Displacement	LU. N – Housing Choice
LU. 1	Amend development regulations to ensure proper transitions and buffering occurs between neighborhoods and nonresidential uses, particularly industrial.	x					x	x							
LU. 2	Amend development regulations to ensure appropriate standards for new residential development encourage a range of product types and lot sizes.		x	x	x					x				x	x
LU. 3	Develop standards to accommodate higher density residential development, encouraging urban-style design rather than suburban garden apartments.		x	x	x					x				x	x
LU. 4	Develop a system of bonuses and development rights transfers for desired outcomes, like integrated mixed-use, affordability guarantees and open space preservation beyond minimum standards.	x	x	x	x		x	x	x	x	x	x		x	x
LU. 5	Update regulations to promote compact, well-connected neighborhoods and commercial areas pertaining to connectivity, street design, open space, trails, etc.	x	x	x			x		x		x	x			
LU. 6	Review feasibility and applicability of Neighborhood Empowerment Zones (NEZs) for preservation and reinvestment purposes, and as an anti-displacement strategy.			x	x	x				x			x	x	x

ACTION NO.		ACTION ALIGNMENT TO POLICY STATEMENTS													
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LU. 7	Update development regulations to identify incentives (eg. Density bonuses, reduced setbacks, increased height, fee waivers) to encourage high quality building materials, especially in key corridors and mixed-use areas.		x	x	x		x			x					x
LU. 8	Identify key capital improvements needed in employment areas and use economic development tools to encourage target industries.	x						x							
LU. 9	Develop regulations that reduce development impact without substantially increasing cost (eg. Impervious cover, natural drainage, building orientation, density, bike/pedestrian connectivity).		x	x	x		x		x			x	x	x	x
LU. 10	Develop tools to assist in evaluate of land use changes, such as rezonings, to better align with desired outcomes of this Plan.	x	x	x	x	x	x	x	x	x	x	x	x	x	x
LU. 11	Support establishment and continuance of neighborhood associations, and establish a neighborhood commission to better coordinate and communicate.		x	x	x						x		x	x	
LU. 12	Build BEST (Beautiful, Engaged, Safe & Thriving) neighborhoods program to promote and support neighborhoods.		x	x	x		x		x	x		x	x	x	x
LU. 13	Support Low Income Housing Tax Credit development projects to create affordability guarantees.			x	x					x	x			x	x

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LU. 14	Establish special, incentivized standards for affordable and workforce housing (60% to 120% of area median household incomes), such as lot size, setbacks, density, parking and lot coverage to support low income and workforce renters.		x	x	x					x				x	x
LU. 15	Develop policies for inclusion of workforce housing incentives, including special districts (MUDs, PIDs) and special finance districts (TIRZ).			x	x					x					x
LU. 16	Incentivize multi-bedroom rental housing options for families with children or seniors (multi-generational housing).			x	x					x				x	x
LU. 17	Support nonprofit developers to include homeownership choices for workforce households.			x	x					x				x	x
LU. 18	Establish a down payment assistance program for workforce home buyers, potentially targeting community-supportive professions like teachers, medical personnel and public safety employees.			x	x					x	x				x
LU. 19	Identify revenue sources for creating a housing fund for use in development agreements and programming.			x	x					x	x			x	x
LU. 20	Develop policies for the consideration of MUDs and PIDs.	x	x	x	x		x	x	x	x	x	x	x	x	x
LU. 21	Develop by-right standards for Accessory Dwelling Units (ADUs) to support their development.		x	x	x					x			x	x	x

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LU. 22	Broaden allowed uses to permit 1- and 2-family, and potentially 3- and 4-family in all residential zoning districts, rather than exclusively single-family detached residences, supporting all unit combinations allowed for Federally-backed mortgages for owner-occupied properties.		x	x	x					x			x	x	x
LU. 23	Pursue strategic partnership grants focused on agencies that promote aging in place/ community.	x	x	x						x	x		x	x	x
LU. 24	Regularly coordinate with local nonprofit organizations, Travis County, Manor ISD, Texas Department of Housing and Community Affairs, and major employers.	x		x				x	x	x	x			x	x
LU. 25	Expand community education and outreach to inform residents of available support such as home buyer education, rehabilitation grants, utility billing assistance and homestead exemptions.			x							x			x	x
LU. 26	Annually present future land use map and development entitlements to Manor ISD and Travis County for feedback and coordination on future development planning.			x					x	x	x				
LU. 27	Seek opportunities for shared recreational facilities when new schools are planned.		x	x					x		x	x			
LU. 28	Support Manor ISD in engaging a demographer, coordinate to partner on housing projections.		x	x	x						x			x	x

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LU. 29	Work with developers and Manor ISD to preserve appropriate school sites, including use of development incentives/offsets.		x	x	x				x		x	x			
LU. 30	Consider equity, diversity, inclusion, and quality of life impacts alongside other methods of development evaluation, such as fiscal analysis.	x	x	x	x	x			x	x		x	x	x	x
LU. 31	Amend zoning districts to reflect the intent and metrics for the future land use categories.	x	x	x	x	x	x	x	x	x	x	x	x	x	x
LU. 32	For vertical mixed-use, explicitly allow a minimum number of ground-floor units to establish the ground-floor as the accessible floor for Fair Housing Act accessibility compliance, avoiding cost and triggering of elevator requirements.	x	x	x	x					x					x
LU. 33	Establish regulatory pathways for assisted living and nursing home/skilled nursing conditionally as integrated parts of neighborhoods to create opportunities for people to age within neighborhoods and existing social support networks.		x	x	x					x				x	x
LU. 34	Establish Strategic Partnership Agreements (SPAs) with MUDs to provide smoother transition to limited districts and eventual dissolution of the districts.										x		x		

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LU. 35	Consider regulatory incentives and bonuses, such as reduced lot widths, reduced lot sizes and increased density, for projects that voluntarily choose to achieve higher community benefits or design standards. Examples include alley-loaded housing products, use of masonry, urban-style design, using build-to lines, interior-accessed units for multifamily, enhanced streetscape and sidewalks, historic preservation, art/culture/public amenities, etc.		x	x	x	x	x		x	x		x	x	x	x
LU. 36	Consider regulatory incentives and density bonuses for placement of higher density residential projects near transit, amenities and opportunities. Examples include, but are not limited to, shopping centers and grocers with fresh food, schools and higher education facilities, public services such as libraries, medical services, parks and trails systems, etc.	x	x	x					x	x		x			x
LU. 37	Evaluate continuing enforcement of minimum parking ratios or reductions in minimum ratios based on location circumstances, such as proximity to a mix of uses and transit options. Consider adoption of a specific shared parking model based on an industry model, such as the Urban Land Institute Shared Parking Model.	x	x	x	x	x		x	x	x			x		x
LU. 38	Evaluate the landscaping requirements for new developments for opportunities to increase natural cooling and shade, as well as drought tolerance.		x	x			x		x			x			

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LU. 39	Encourage and incentivize installation of renewable energy systems on new construction of buildings and existing development.								x						x
LU. 40	Evaluate regulations for potential barriers that discourage revitalization of unused or underused property.	x	x		x	x	x	x	x	x			x		
LU. 41	Establish a local historic landmark marker program.			x	x	x	x				x		x		
LU. 42	Conduct a historic resources survey of Manor to better identify, prioritize and preserve structures and sites of historical significance.			x	x	x	x				x		x		
LU. 43	Based on the historic resources survey, consider adopting a historic landmark preservation ordinance consistent with recommended practices of the Texas Historical Commission Certified Local Government program.			x	x	x	x				x		x		
LU. 44	Evaluate regulations for potential barriers that discourage location of businesses that could draw high foot traffic from neighborhoods within a five-minute walk of those neighborhoods.	x	x	x	x		x	x	x						
LU. 45	Establish provisions for cluster and conservation subdivision practices in applicable codes, including significant regulatory incentives and density bonuses, to prompt their adoption by the market and increase access to open space.		x	x			x		x			x	x		

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LU. 46	Evaluate requirements for streetscape treatments and amenities for new development, with an emphasis on incentivizing decorative treatments, increased tree canopy and pedestrian amenities. Consider establishing standard specifications for items such as decorative street lights.		x	x	x		x		x			x	x		
LU. 47	Develop and fund a streetscaping program focusing on the relocation of overhead utility lines underground and landscaping along major corridors to support beautification efforts.		x	x	x	x	x		x			x	x		
LU. 48	Establish provisions for public spaces within nonresidential and mixed-use developments, such as outdoor plazas, dining and activity areas. Such standards should be designed to achieve meaningful, useful and engaging spaces appealing to users and not be afterthoughts.	x	x	x	x		x					x	x		
LU. 49	Develop and regularly update license agreement policies for median and streetscape enhancements.						x					x			
LU. 50	Consider streetscaping programs that allow collaboration with existing residential subdivisions, including those without HOAs, for improvement and rehabilitation of subdivision perimeter fencing along the City's arterial roadways.						x					x	x		

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LU. 51	Encourage the construction of neighborhood identity signage in new subdivisions and developments that reflect the character of the neighborhood.						x					x	x		
LU. 52	Create landscaping and streetscaping standards for targeted districts of dense employment, mixed-uses and larger-scale offices, that enhance employment and commercial development areas.	x	x	x	x	x	x	x	x						
LU. 53	Create a regulatory ecosystem that encourages mixed-use and particularly vertical mixed-use and, where compatible with adjacent areas, high-density developments, creating the types of engaging spaces attractive to residents and corporate employers.	x	x	x	x	x	x	x							
LU. 54	Update regulations for block length to consider maximum number of lots on a block face in addition to block length to improve connectivity.		x	x						x	x				
LU. 55	Update regulations to include a connectivity index of links (street segments) to nodes (intersections) to improve connectivity within subdivisions.		x	x							x				
LU. 56	Update regulations to increase the number of street stubouts to adjacent undeveloped land, and require connection to stubouts when present.		x	x							x				
LU. 57	Update regulations to reduce the maximum cul-de-sac length.		x	x							x				

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LU. 58	Consider zoning district consolidations, where appropriate, for non-residential uses. For example, three categories of commercial plus a general office category may result in unnecessary rezoning cases and extend timelines for development.	x		x	x			x							
LU. 59	For all uses requiring a specific use permit, evaluate the potential for entirely prescriptive conditions to support by-right development without need for additional discretionary approval.	x	x	x	x	x	x	x		x					x
LU. 60	Consider updates to nonconformities language to allow incremental steps towards conformity based on degree of adjustment being made to the site/building in order to promote occupancy and revitalization.	x	x	x	x	x	x	x		x				x	x
LU. 61	Consider comprehensive revision to development regulations contained in Chapters 13, 14 and 15 of the Code of Ordinances into a unified development code, with integration of graphics, figures and tables to convey regulatory content.	x	x	x	x	x	x	x	x	x	x	x	x	x	x
LU. 62	Through regulatory incentives and other methods, encourage the development of key economic sectors such as healthcare and hospital services, information technology, skilled trades and advanced manufacturing.	x			x			x							

CHAPTER 4

TRANSPORTATION & MOBILITY

INTRODUCTION

A community's transportation system is vital to its ability to grow sustainably. The inherent linkage between transportation and land use also provides a useful framework for understanding how to plan for holistic change that will benefit all corners of the City. For example, the type of roadway often guides the use of adjacent land because it is accommodating certain types of trips; and, conversely, the use of land often guides the size, capacity, and flow of the adjacent roadway. Many of these decisions related to land uses and roadways within Manor have already been made; two major highways run through the City, and local rights-of-way in much of the City have been constructed or dedicated. A major challenge for Manor now lies in the accommodation of population growth within the existing transportation system and in the accommodation of new land development through the expansion of that system.

The Manor transportation system should:

- Be safe for residents using any mode of travel,
- Provide mobility and accessibility at appropriate levels according to the type of roadway,
- Expand as needed to meet the needs of the City's growing population and additional development,
- Support and expand multi-modal transportation options, including pedestrian/bicycle access and ultimately transit,
- Be fiscally prudent and economically sustainable for residents and the City, and
- Be correlated with regional considerations, such as new/expanded highway systems and transit availability.



It is important to note that the references made herein regarding the transportation system should not be viewed as references solely to roadways. Communities across Texas and the nation are becoming increasingly aware of the problems inherent in constructing a system for the automobile alone. Pedestrian and bicycle accommodations are important to creating a community that will be sustainable for decades to come. Therefore, another challenge for the City lies in the integration of pedestrian and bicycle facilities such that these facilities can create alternative modes of transportation.

This Transportation Plan is divided into several sections:

- First is a discussion of the existing transportation conditions.
- Next is an evaluation of future roadway needs, including updated functional classifications and the future Thoroughfare Plan Map.
- A general transportation planning toolbox is provided to outline strategies and policies that might be used for future network improvements.
- Finally, the recommended transportation goals and action items are outlined. These items should be used in conjunction with the Thoroughfare Plan Map to guide transportation decisions as Manor continues to grow in population and geographic area.

LEADING WITH COMMUNITY INPUT - TRANSPORTATION & MOBILITY

WHAT WE HEARD

"Safe transportation and roads are definitely an issue here."

- Community Member

"Manor needs to address the congestion on the 290."

- Community Member

"We need bus or train accessibility into the city at different times."

- Community Member

"We should have availability of safe bike routes for commuting. If you make routes easy, convenient and safe, people will use them."

- Community Member

KEY TAKEAWAYS



Transportation and mobility was one of the top three highest priorities for the community.



Desire for a more connected City, residents want to be able to walk to nearby amenities.



Major roads are often congested during peak travel times.



The city should be designed with walkers, cyclists, and vehicles in mind.



The city should be connected to the region via multiple modes of transportation, including highways, rail, or trails.

IMPACT

- ☑ Proactively seek to connect destinations within Manor and throughout the region with all modes of transportation.
- ☑ Support and expand bicycle and pedestrian connectivity, both on-street and off-street, recognizing trail systems as an integral part of a thoroughfare master plan.
- ☑ Ensure that current residents do not disproportionately bear the impact to the transportation network caused by trips generated by new development.
- ☑ Develop/Strengthen regional partnerships, recognizing that Manor's transportation solutions and challenges do not stop at the city limits.

EXISTING CONDITIONS

The existing conditions section of a thoroughfare plan sets the foundation of the plan. It provides a baseline description of the city's transportation network as it stands today regarding capacity, functional classification, and modal accommodations and serves as a platform for recommended system adjustments.

Manor contains a robust road network that provides access throughout the city and connectivity to the surrounding area. The network is generally composed of a grid network based on a functional hierarchy of streets. The purpose of the street classification system is to reduce traffic and improve connectivity to surrounding land uses.



Ease of access and efficient connectivity are important features of the overall network. Understanding the functionality and framework of facilities in Manor requires an evaluation of different aspects of the transportation system. The purpose of evaluating existing conditions is to better define transportation needs and identify solutions to meet Manor's current and future transportation demands.

MAJOR ROADWAY NETWORK

US 290 & SH 130

US Highway 290 is the primary east-west thoroughfare through Manor. It provides a connection to Austin, and runs from IH 610 west of Houston through Austin, Fredericksburg, to IH 10 northwest of San Antonio. It serves through traffic and also provides direct local access for residents within Manor. The Texas Department of Transportation (TXDOT) maintains the roadway.

Texas State Highway 130 is a publically-owned toll road that is the main north-south thoroughfare near Manor. It provides a connection to Georgetown to the north and ultimately connecting through Austin to San Antonio to the south. TXDOT maintains this roadway. Both SH 130 and US 290 provide excellent access to nearby cities as well as superior connections to major cities within Texas.

FM 973

Farm to Market Road 973 is a paved rural road that connects agricultural areas to towns in Travis and Williamson counties. Currently, it is a smaller north-south route along the east side of Pflugerville within the ETJ. However, the TXDOT Austin District has proposed realigning FM 973 to a new location between US 290 and SH 130 in order to improve mobility and connectivity and provide additional roadway capacity to meet future traffic demands due to population growth.

The sustainable expansion of major corridors will be critical to support long-term growth. Beyond the three major roadways, the growth of both Parmer Lane and FM 1100 will likely be necessary to meet the future needs of Manor's growth.

LOCAL ROADWAYS

The original part of the City, now Downtown, is laid out on a small grid system, with most blocks smaller than 400' x 400'. Most of the roads that support this grid system can be classified as local facilities. Additional linear streets, like Gregg Manor Road, Bois d'Arc Road, Lexington Street, Blake Manor Road, and Old Highway 20 (Parsons Street), provide connectivity to other parts of town.

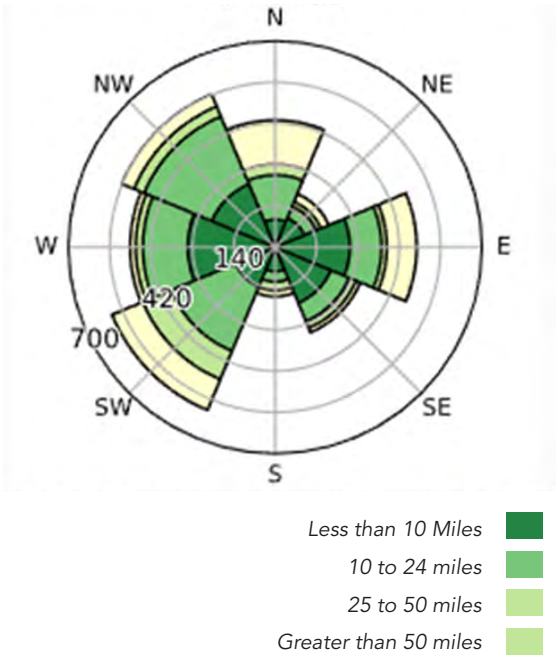
COMMUTE PATTERNS

Only about five percent of all workers in Manor also live in the City. Other workers either live outside of Manor and commute in or leave Manor to work in other communities. This indicates a highly mobile workforce and a continued need for a robust transportation network with the redundancies to support such patterns. Austin is the top destination for Manor residents working outside the city, comprising 26% of those who commute out of the City.

DIRECTION OF COMMUTER FLOWS

Figure 4.1 visualizes the distance and direction of jobs held by those living in Manor and working elsewhere. Workers commuting the longest distances and in the largest volumes are mostly traveling west, northwest and southwest, heading for jobs in Austin and Pflugerville. With new industries emerging in Austin and surrounding areas, understanding the distance and direction of jobs becomes an important element of planning for larger volumes of peak-hour traffic, and therefore appropriately prioritizing roadway facility improvements.

Figure 4.1. Job Counts, Distance and Direction in 2019 for Manor Residents Commuting elsewhere.



PREVIOUS PLANNING EFFORTS

TRAVIS COUNTY TRANSPORTATION BLUEPRINT

The Blueprint is a long-range transportation planning initiative that identifies transportation needs and solutions, discusses options and choices, and prioritizes improvements in the unincorporated areas of Travis County based on approximately $2 billion in available project funding. This plan complements the Capital Area Metropolitan Planning Organization (CAMPO) 2045 Transportation Plan and the Travis County Land, Water & Transportation Plan (LWTP), details of which are found in the Community Snapshot chapter. The Blueprint is formed from strategies that express the expected transportation needs in Travis County through 2049.

MANOR ENGINEERING DESIGN STANDARDS

The table below shows existing design standards for thoroughfare types. Design standards should be used in conjunction with land use standards to create contextually-appropriate environments from the perspective of both the land development and the roadway.

Further existing thoroughfare guidance specifies minimum distances for minor roads providing access to residential and nonresidential uses.

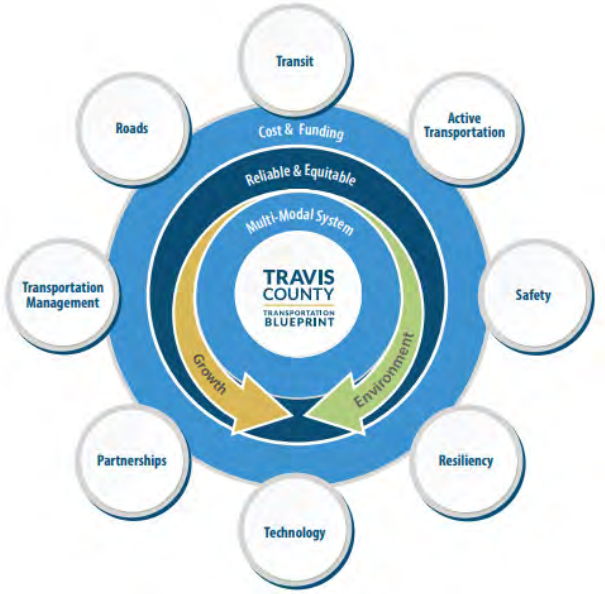


Figure 4.2.Travis County Transportation Blueprint Guiding Principles and Strategies

EXISTING MANOR THOROUGHFARE DESIGN STANDARDS						
STREET	TYPE	LANES	ABBREVIATION	ROW WIDTH (FT)	PAVEMENT WIDTH (FT)	ON-STREET PARKING
Major Arterial	Divided	6	MAD 6	140	90	No
Major Arterial	Divided	4	MAD 4	114	66	No
Major Arterial	Undivided	5	MAU 5	100	74	No
Major Arterial	Undivided	4	MAU 4	86	62	No
Minor Arterial	Undivided	3	MNR 3	74	50	No
Collector	Undivided	2	Unknown	64	45	No

Figure 4.3.Table of existing Manor design standards for thoroughfares.

EVALUATION OF FUTURE ROADWAY NEEDS

FUNCTIONAL CLASSIFICATION

The functional classification of streets is used to identify the hierarchy, function, and dimensions of a facility and reflects a balance between access and mobility; the higher the functional class, the greater the mobility; the lower the class, the greater the access to adjacent land uses. Note that roadway efficiency decreases as classes move away from providing either greater access or greater mobility; major collectors and minor arterials often have persistent conflicts between access and mobility as they are neither one nor the other. Frontage roads are used to provide direct land use access from high mobility corridors.

Streets and highways are grouped into classes based on facility characteristics, such as geometric design, speed, and traffic capacity. The roadway functional class allows travelers ease of access to origins and destination through a combination of streets. Functional class can be updated over time if surrounding land uses change significantly. A facility will move up in hierarchy as the surrounding area becomes denser and additional cars are drawn to the area. Population and land use densification may also decrease the functional class of a roadway as the area becomes more walkable. The network in Manor varies in functional classes, with a mixture of freeways and highways, major and minor arterials, rural minor arterials, collectors, and local roads.

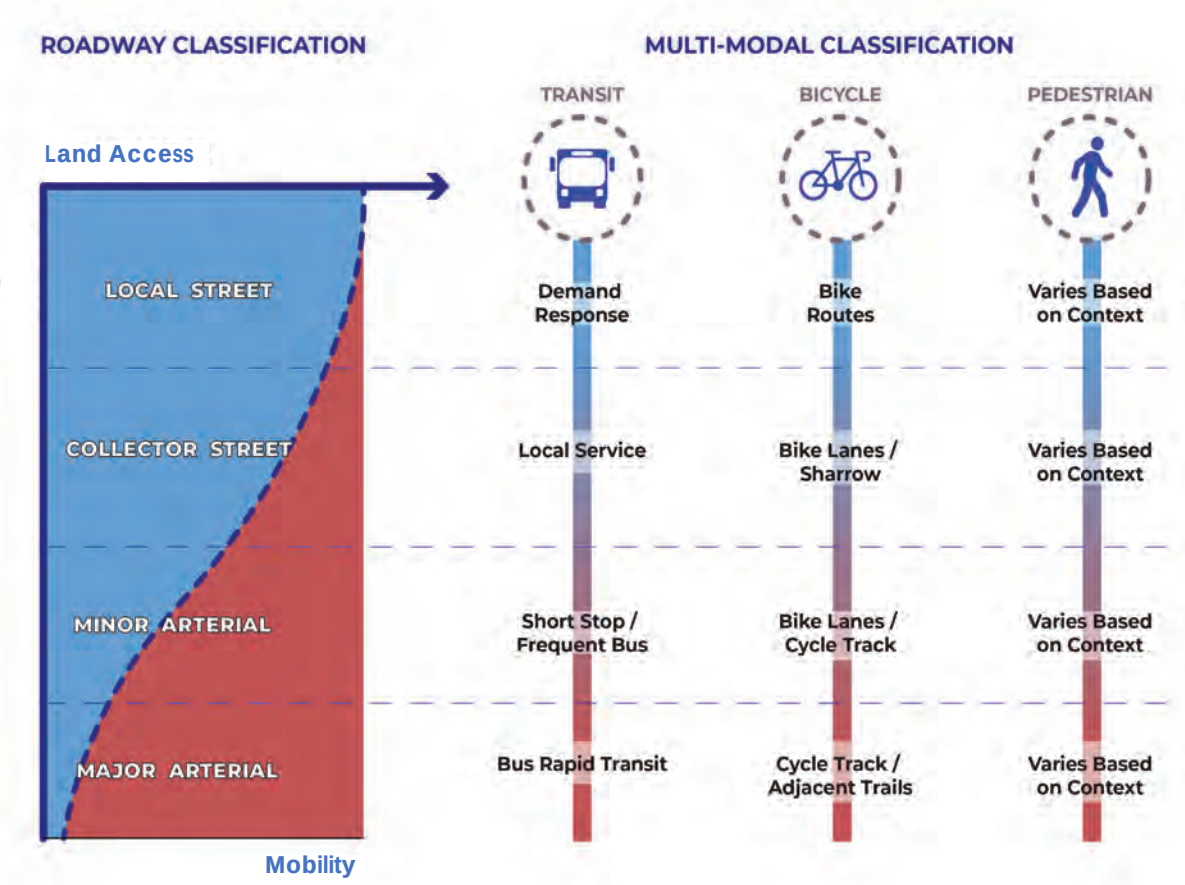


Figure 4.4.Land Use Access and Mobility for Roadway Classifications

Effective development of a clearly defined functional classification system (and design principles) leads to an optimized circulation system, such as the one shown in Figure 4.6. Major advantages include preservation of residential neighborhoods, long-term stability in land use patterns and value of commercial properties, fewer traffic crashes, and a decreased proportion of urban land devoted to streets, which is generally favorable. In areas developed in accordance with these concepts, approximately 20 percent of the urban land is devoted to streets, including arterials, while in a more typical grid street system, 30 percent or more might be obligated to streets. Both systems have their advantages.

Most large cities in Texas incorporate a traditional functional classification system to organize roadway types within their jurisdiction. This system provides key information and standards for each roadway type to assist residents and developers in understanding the types of roadways that are planned for the region's transportation system and how those roadways may be designed.

The Manor Thoroughfare Plan consists of all the major roadways defined by their assigned functional classification. This classification sets the required ROW to be acquired or preserved to accommodate future traffic demand in the region. This plan looks at ways to incorporate multi-modal elements along identified corridors within the city. Where these elements are needed on existing streets, alternative design elements may be implemented through retrofit or redesign as reconstruction is needed. The street types or functional classifications in the City of Manor identify thoroughfares as:

1. Expressways and Regional Highways,
2. Major and minor arterials,
3. Collectors, and
4. Urban and Local streets.

EXPRESSWAYS & REGIONAL HIGHWAYS

The regional, statewide and national nature of the highways that traverse through Manor limit the ability for the City of Manor to impact the decisions made about these roadways, as those decisions are made at the state and national level. However, the impact of these facilities on the mobility and needs in the City are essential to consider as thoroughfare planning processes continue.

Access to these roads is essential for the success of businesses that front these roads. Frontage roads are significant as they provide important access parallel to limited-access freeways and toll roads in and around Manor.

Figure 4.5.Example of a Traditional Functional Classification System

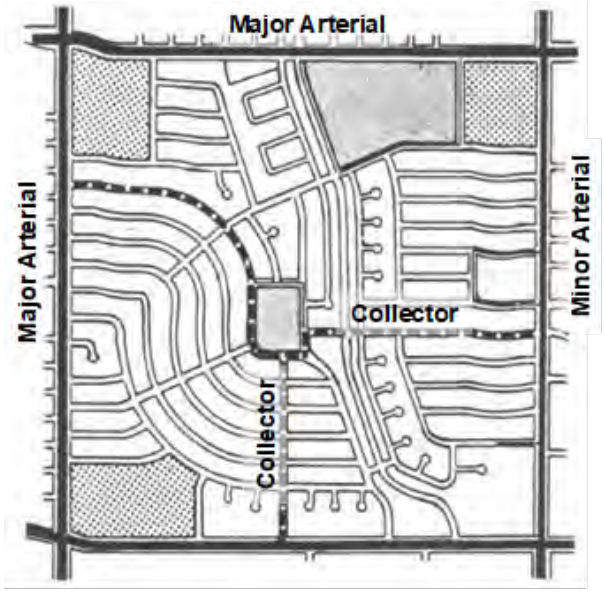


Figure 4.6.Visual example of an Expressway



ARTERIALS

Arterials focus on moving regional traffic. These types of thoroughfares typically carry the highest amounts of traffic and have the highest speeds (other than freeways) depending on the context environment. These facilities are classified into major and minor arterials.

MAJOR ARTERIALS

Major arterials are designed to allow large volumes of traffic to operate at a high level of mobility. A major arterial is designed for longer distance trips and provides access to major activity centers and adjacent cities. There should be a limited number of driveways directly connected to major arterials and their main intersections should primarily be with other major arterials or larger facilities. Typically, on-street parking should not be allowed on a major arterial.

MINOR ARTERIALS

Minor arterials connect traffic from collectors to major arterials. They are designed to accommodate moderate traffic volumes at relatively low speeds, and often extend to a larger geographic area. If ROW and/or level-of-service are adequate, minor arterials may accommodate on-street parking.

COLLECTORS

Roadways designated as collectors are designed for short trips and low speeds. They serve primarily to connect trips to higher functional class facilities and on moving traffic between neighborhoods and different areas within Manor. These types of thoroughfares carry moderate volumes of traffic and have lower speeds to accommodate access to adjacent properties. The number of lanes range from two (2) to four (4) depending on the current and future demands and the potential development. Center turn lanes may be incorporated on Major Collectors, but raised medians are rarely found on these types of streets.

Sometimes collectors are broken down into major and minor collectors. Major collectors provide higher levels of mobility, handle more traffic, and have fewer driveways and intersections than minor collectors.

Figure 4.7.Visual example of an Arterial Class Facility



Figure 4.8.Visual example of a Collector Class Facility



LOCAL STREETS

Local streets are typically not designated on a thoroughfare plan because it is a street type that does not require ROW dedication. As new development occurs, local streets are typically built by the developer and once the development is complete, the city takes over maintenance and ownership of the ROW. Local streets are focused on providing access to homes in residential neighborhoods where speeds are less than 30 miles per hour (mph), and traffic volumes are the lowest. In most cases lane striping is not implemented, and on-street parking occurs in a variety of locations depending on the surrounding uses and building types.

Figure 4.9.Visual example of a Local Class Facility



GENERAL GUIDANCE ON FUNCTIONAL CLASSIFICATION

While functional classification does have defined engineering design standards, there is a degree of flexibility in assigning functional classifications due to overlap between class characteristics. Guidance on classification on roadways should generally adhere to the following:

1. Determine if the nature of the roadway in question is primarily to serve as access to adjacent land uses or more for throughput or mobility purposes. The roadway should always be sensitive to the adjacent land uses.

2. Evaluate existing roadway characteristics such as current right-of-way, number of lanes, observed traffic volumes, the presence of medians or two-way left turn lanes, the presence of on-street parking, and length of the roadway segment in question. Speed characteristics should be examined based on observed typical speeds as well as desired speeds for the facility.

3. Ensure that the operating characteristics of the facility are consistent with recognized attributes of the functional classification for which it is assigned. Significant deviation from recognized standards may require a reassessment of its functional classification, or the creation of a separate class for the facility (which is usually not recommended).

4. It is strongly recommended that a registered professional engineer be consulted when performing future updates to the roadway classifications.

MANOR FUTURE THOROUGHFARE PLAN

Manor's Thoroughfare Plan Map is based upon a classification system that depicts the function of every roadway in the thoroughfare system. Roadway types generally include expressways or freeways, arterials, collectors, and local streets. Their functions can be differentiated by comparing their ability to provide mobility with their ability to provide access to various locations. These different functions of each roadway type are illustrated starting in Figure 4.12.

The functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional classes can be subdivided further into major and minor designations to further detail their role in the community.

Access and movement functions are directly related in that as speed increases, points of access decrease and vice versa. This is typically why freeways, with a high level of movement, have limited access points, whereas streets in neighborhood areas have more access points and reduced speed. Manor's current Thoroughfare Map recognizes seven general classifications for roadways based upon a hierarchical function and include:

- Expressway
- Regional Highway
- Major Arterial
- Minor Arterial
- Urban Main Street
- Urban Street
- Local Street

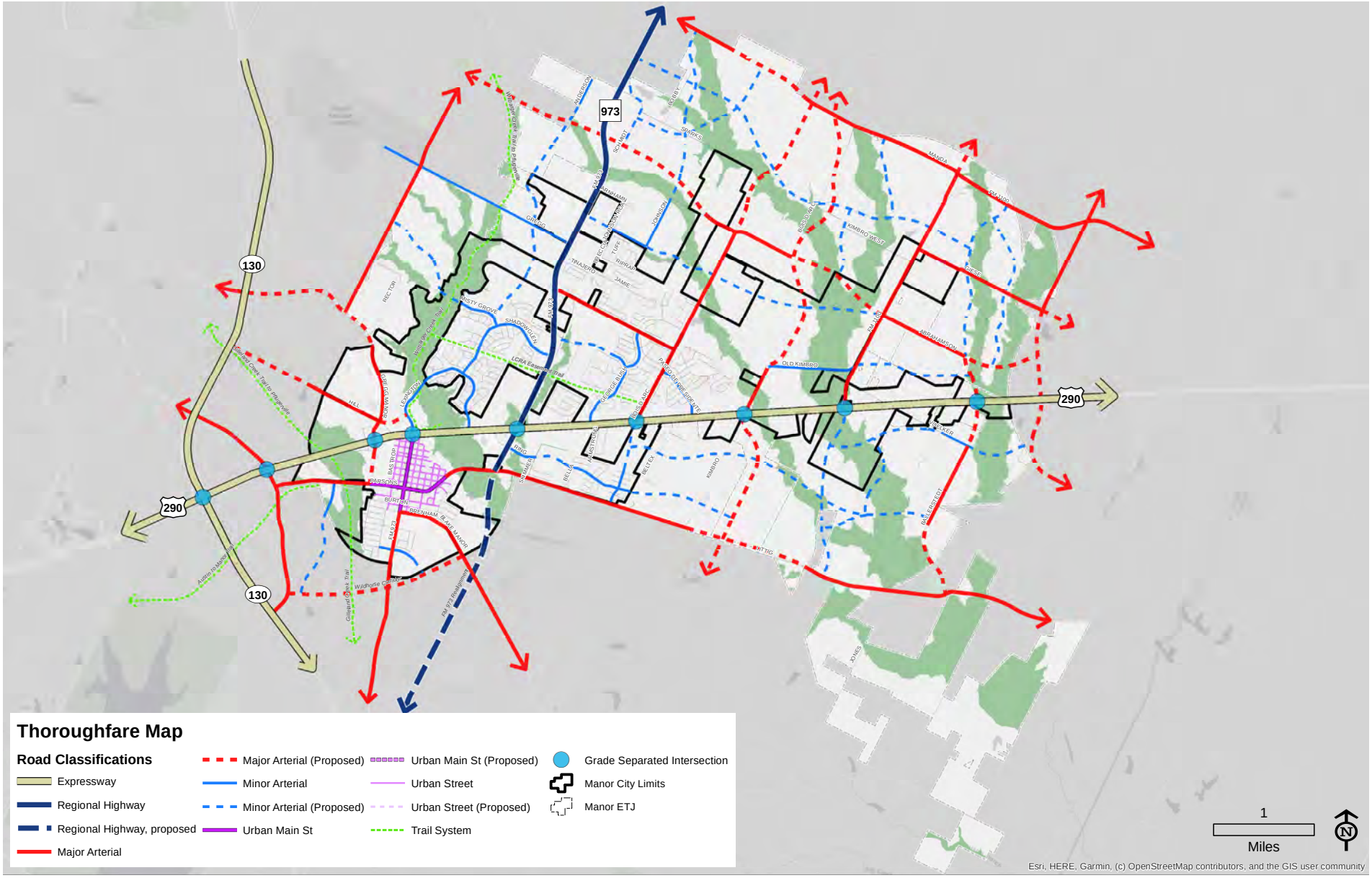
THOROUGHFARE DESIGN STANDARDS

Versatility is a strength in any policy document because it gives policymakers flexibility to address unforeseen issues that may arise during the implementation phase. To provide flexibility in the thoroughfare plan, new thoroughfare design standards were developed to accommodate a variety of land uses adjacent to both urban and rural ROWs.

It is recommended that new thoroughfare design standards from the 2022 Thoroughfare Plan be incorporated into existing subdivision regulations to ensure consistent roadway construction throughout the City of Manor. Guidance on general characteristics by functional classification are shown in the table to the right. Additional details related to recommended thoroughfare design standards adjustments can be found in the Transportation Toolbox section of this chapter.

GENERAL ROADWAY CHARACTERISTICS BY FUNCTIONAL CLASS					
ATTRIBUTES	EXPRESSWAY	MAJOR ARTERIAL	MINOR ARTERIAL	URBAN/ COLLECTOR	LOCAL
Roadway Spacing	2-10 miles	1-2 miles	0.25-1 mile	0.1-0.25 miles	200-500 feet
Facility Length	15+ miles	5-15 miles	1-5 miles	0.25-1 mile	<0.25 mile
Traffic Volume (vehicles/day)	100,000+	35,000-80,000	10,000-35,000	1,000-10,000	<1,000
ROW (feet)	300-500	100-120	70-100	60-70	50-60
Number of Lanes	Main + Frontage Roads	4 to 6	3 to 5	2 to 4	2
Median	Yes	Typical	Optional	Not Typical	No
Speed Limit (mph)	55-75	35-55	30-45	25-35	30 Max.

Figure 4.10.Table of roadway characteristics by functional classification.



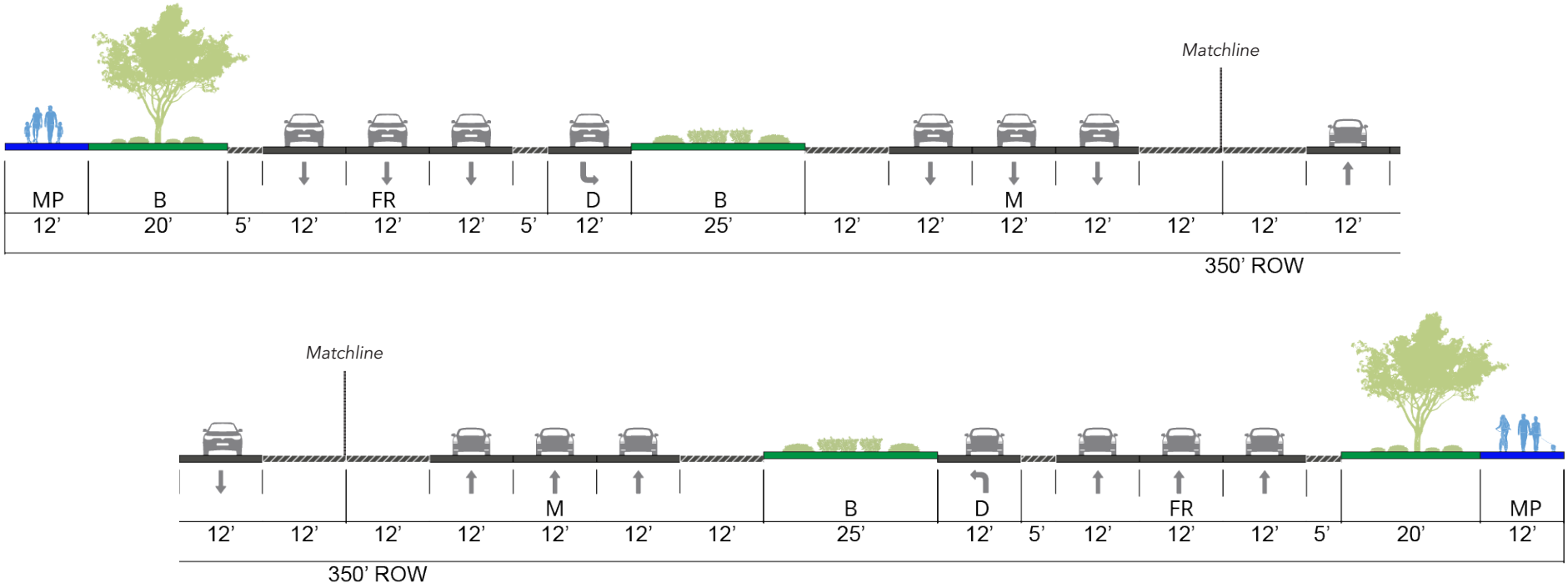
Map 4.1. Thoroughfare Plan

EXPRESSWAY - 350' ROW

SH 290 and SH 130 are the only roadways through Manor that should have an Expressway functional classification in the future. These access-restricted, divided facilities should be designed to provide a high degree of mobility, have high operational speeds, and service a significant portion of travel through Manor. Ideally, a designated multiuse path that is appropriately separated from vehicular conflicts would accommodate cyclists and pedestrians traveling the same route.

	Element	Size	Material
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
B	Buffer/Clear Zone	20 ft. & 25 ft.	Landscape
FR	3-Lane Frontage Road + Shoulders	12 ft. (per lane) & 5 ft. (per shoulder)	Concrete or asphalt
D	Diamond Interchange Ramp	12 ft.	Concrete
M	3-Lane Main Expressway + Shoulders	12 ft. (per lane) & 12 ft. (per shoulder)	Concrete or asphalt

Figure 4.11.Expressway Section



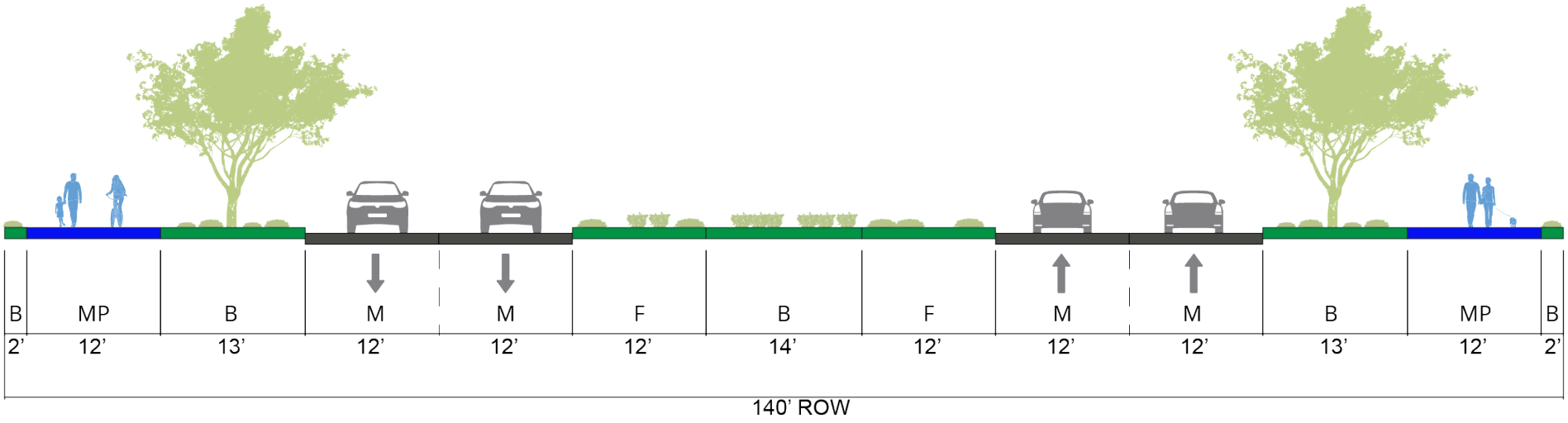
REGIONAL HIGHWAY - 140' ROW

A regional highway—a four- or six- lane divided roadway with space for expansion—should be designed to provided a high degree of mobility, service relatively high traffic volumes, have relatively high operational speeds, and service a significant portion of through travel. FM 973 should be the primary regional highway through Manor.

Expansion of FM 973 should be timed to correspond with the 30-year useful pavement lifecycle, if possible. This would allow expansion, rehabilitation, and new travel lanes to be executed concurrently.

	Element	Size	Material
B	Buffer/Median	2 - 13 ft.	Landscape
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
M	Main Travel Lane	12 ft.	Concrete or asphalt
F	Future 3rd Lane	12 ft.	Concrete or asphalt

Figure 4.12.Regional Highway Section



MAJOR ARTERIAL - 100'-120' ROW

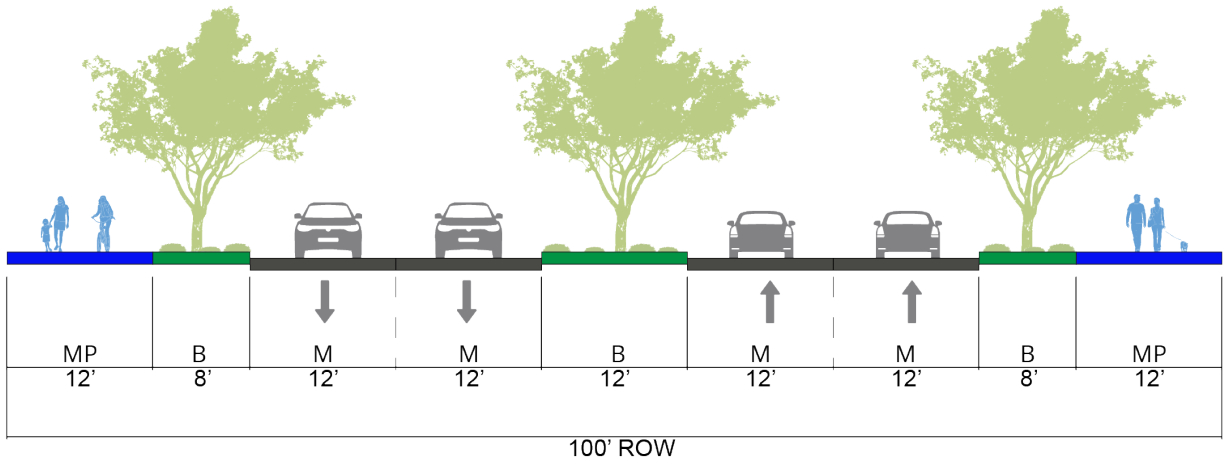
A four-lane divided roadway within 100-120' ROW, major arterials should provide a relatively high degree of mobility and connectivity, serving as a primary grid for network accessibility. They should also be capable of bearing a significantly large portion of through travel, but, as parallel alternatives to the major thoroughfares, can be expected to be used primarily for trips that may be more local in nature. Corridors in Manor such as Gregg Manor Road, Old Highway 20, Bois d'Arc Road, Lexington Road, Parmer Lane, Tower Road, FM 1100, Kimbro West Road, and Blake Manor Road, among others, should be classified and improved as major arterial facilities.

A conceptual typical section is shown in Figure 4.14, and includes two 12-foot main travel lanes in each direction and buffers of at least 8 feet. A center turn lane may be added in place of the median along a divided facility, where necessary. The section shown occupies a 100' envelope, so additional flexibility is available for these wider buffers/medians or added turn lanes.

The minimum recommended spacing between major arterials is one mile, with one mile minimum spacing between signalized arterial to arterial intersections and one-half mile minimum spacing between arterial to urban/local intersections.

	Element	Size	Material
B	Buffer/Median	8 - 12 ft.	Landscape
MP	Multi-use path/sidewalk	12 ft.	Concrete
M	Main Tavel Lane	12 ft.	Concrete or asphalt

Figure 4.13.Major Arterial Section



MINOR ARTERIAL - 70'-90' ROW

Connecting commercial and residential areas to the major arterial system and providing access to local and neighborhood businesses is the primary function of a minor arterial. These facilities are typically three or four lane roadways containing 70'-90' ROW and varying pavement width. This road type also typically serves to support commercial and transitional areas from residential development.

Alternatives for minor arterials in Manor (Figure 4.15 and Figure 4.16) include 10- to 12-foot main travel lanes, with space available for a center turn lane where necessary. The displayed sections encompass a 70' envelope, which leaves an additional 20' for additional turn lanes, medians, or buffers along wider corridors.

Minimum spacing between minor arterials is one-half-mile with one-half-mile minimum spacing between signalized arterial to arterial intersections.

	Element	Size	Material
B	Buffer	3 - 8+ ft.	Landscape
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
M	Main Travel Lane	10 - 12 ft.	Concrete or asphalt
T	Two-way Left Turn Lane	10 ft.	Concrete or asphalt

Figure 4.14.Minor Arterial Section

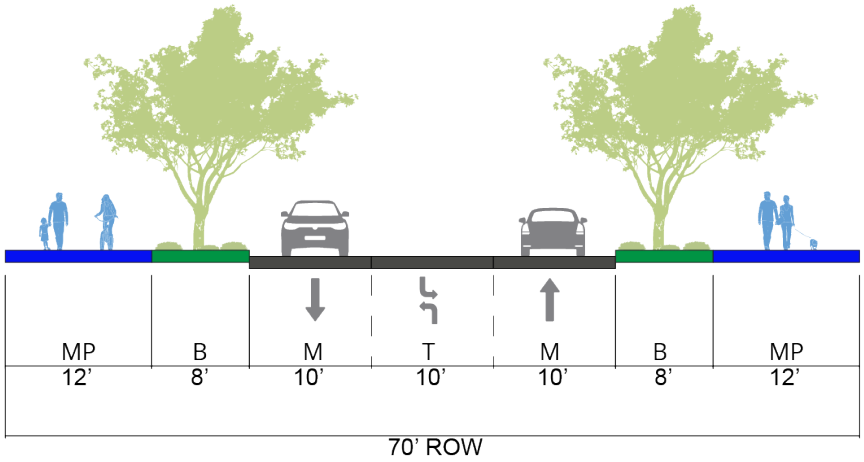
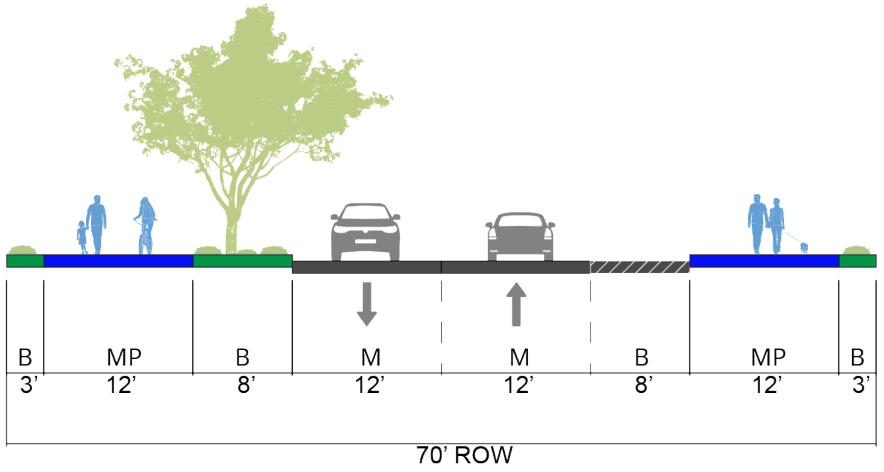


Figure 4.15.Minor Arterial Section (Alternative)



URBAN MAIN STREET - 80' ROW

Urban main streets (such as the portions of Old Highway 20 and Lexington through downtown) should be oriented towards commercial and mixed uses and multimodal traffic. Designed to provide on-street, angled parking, they should encourage pedestrian traffic via the use of street trees, sidewalks, and relatively low speeds. These facilities will also be available as alternative, parallel routes to major thoroughfares in case of an emergency.

Landscaped bump-outs situated between every 3-8 parking spaces should provide shade trees to add to the pedestrian-friendly nature of the corridor. An alternative section with parallel parking on one side instead of angled would allow for a center turn lane in areas where necessary to access cross streets or unconsolidated driveways.

	Element	Size	Material
MP	Multiuse Path/ Sidewalk	10ft.	Concrete
P	45° angle parking Parallel Parking	19 ft. 8 ft.	Concrete or asphalt
M	Main Travel Lane	11 ft.	Concrete or asphalt
T	Two-way left turn lane	11 ft.	Concrete or asphalt

Figure 4.16.Urban Main Street Section

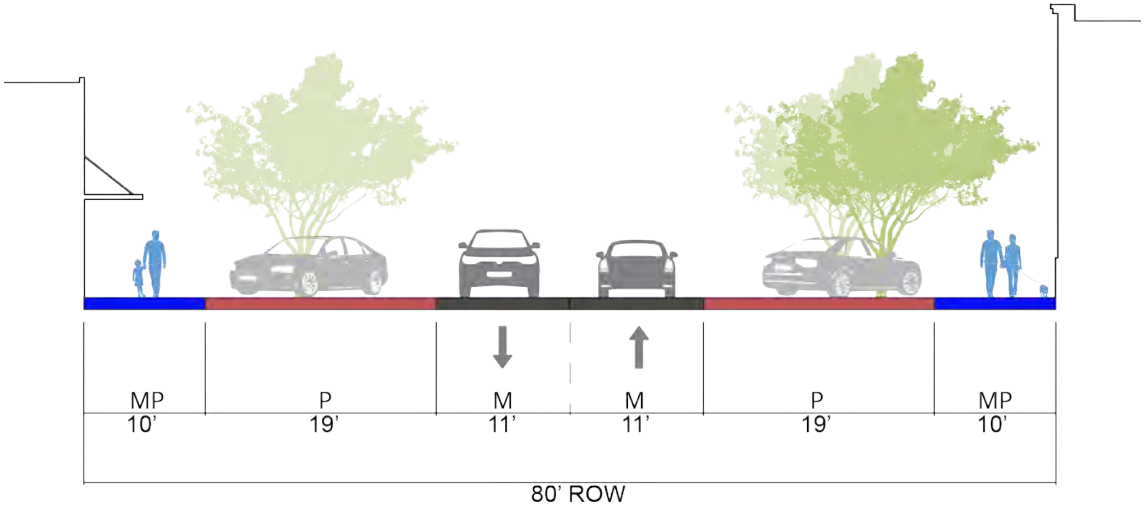
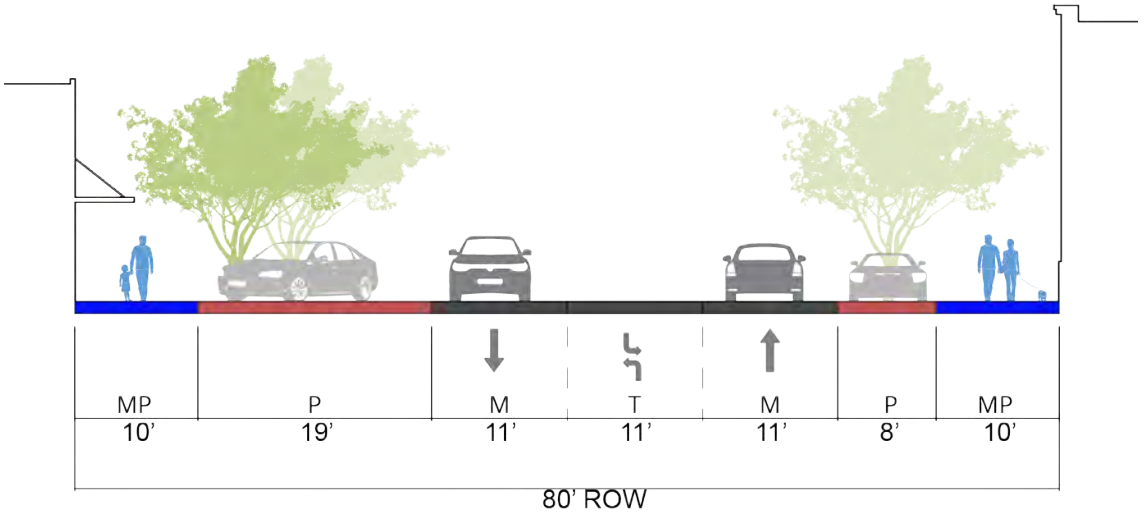


Figure 4.17.Urban Main Street Section (Alternative)



URBAN STREET - 60' ROW

Urban street sections should also be focused in the downtown area, and provide on-street parking to encourage shorter trips to commercial destinations on foot or bike. Depending on the environment, alternatives to this section can include either landscaped bump-outs situated between every 3-6 parking spaces (retail/commercial), or space for trees in landscape areas or tree grates along the sidewalk (residential). Shade trees may also already be present within the building setbacks in a residential setting.

	Element	Size	Material
B	Buffer/Median	5-7 ft.	Landscape
MP	Multiuse Path/ Sidewalk	6-11 ft.	Concrete
M	Main Travel Lane	11 ft.	Concrete or asphalt
P	Parallel parking	8 ft.	Concrete or asphalt

Figure 4.18.Urban Street Section (Retail/Commercial)

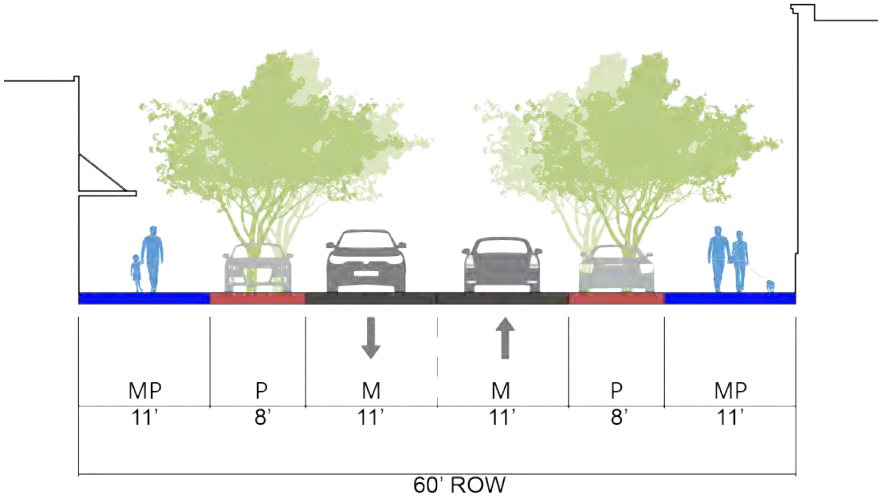
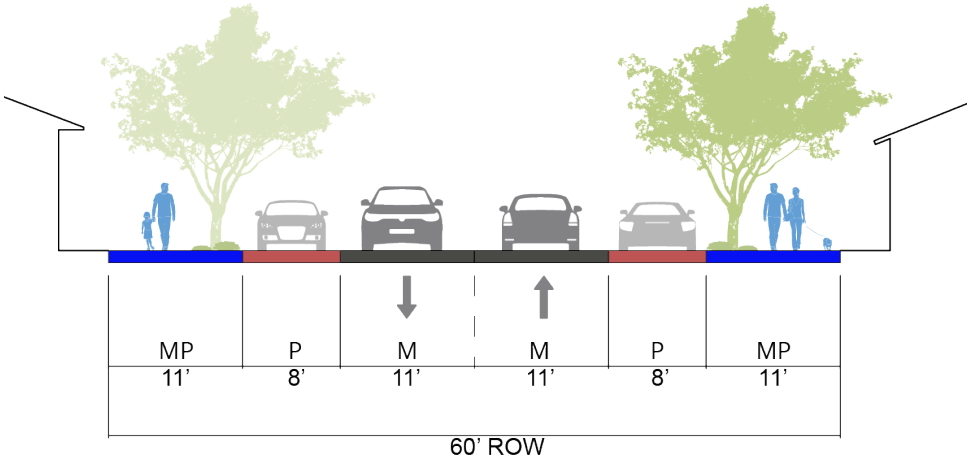


Figure 4.19.Urban Street Section (Residential)

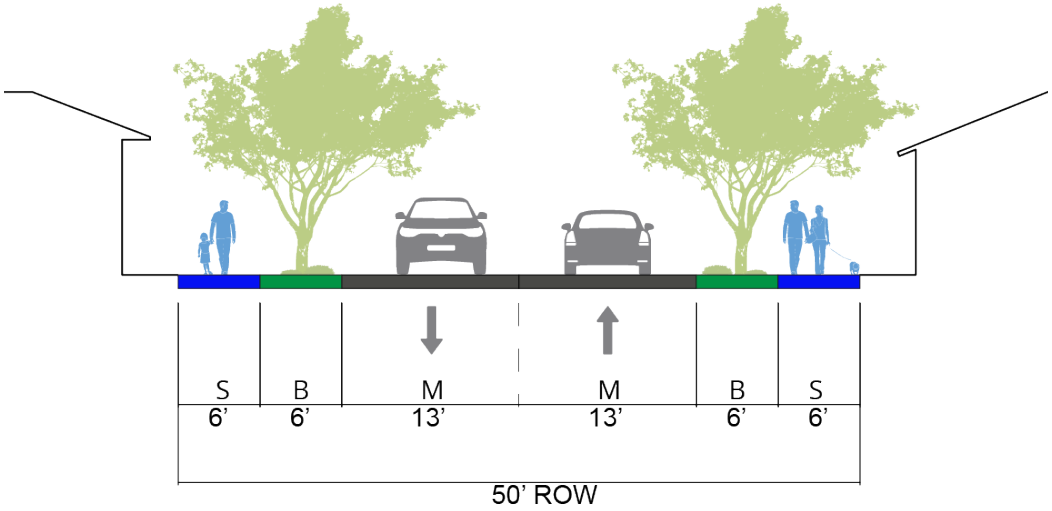


LOCAL STREET - 50' ROW

The purpose of this type of facility is to primarily serve residential land uses, and typically provide access for neighborhoods to collector roadways. Local Streets are contained within a 50’ ROW.

	Element	Size	Material
B	Buffer	6 ft.	Landscape
S	Sidewalk	6 ft.	Concrete
M	13’ main travel lanes w/ parking one side (unmarked “yield street”)	26 ft.	Concrete or asphalt

Figure 4.20.Local Street Section



PRIORITY AREAS FOR ROADWAY IMPROVEMENTS

Consistent frontage roads along US 290 are currently not possible in every area due to existing development, creating an exceptional need for parallel relief routes (also referred to as network redundancy). Generally, facilities classified as a major arterial or above should be improvement priorities, as they provide the primary means of connectivity and network redundancy to help residents access most parts of the city. The City of Manor should determine additional needs regarding maintenance and new connections when the primary roadway framework is set and there are adequate resources available to plan those facilities, or when road users and stakeholders identify potential safety concerns. It is important to perform regular maintenance on roadways to allow safe and efficient travel. To be proactive and consistent in maintenance efforts, the City should budget roadway repairs each year.

FM 973

The completion of the FM 973 extension, with a grade-separated intersection at US 290, will allow local north-south traffic to bypass the highway and provide direct access to downtown. Major arterials connecting to FM 973, such as Tower Road, should accommodate increasing capacities and connect smoothly to parallel arterial facilities, such as Bois d'Arc Road. The improvement of these north-south parallel facilities will also support emergency management and congestion relief along US 290.

OLD HIGHWAY 20

As a primary corridor through the downtown area, Old Highway 20 requires significant repair and ongoing maintenance. Its proximity to the expressways may also allow a relief route in case of emergency or during peak congestion.

Redevelopment target areas throughout downtown, which are specified in the Land Use chapter, should also be considered areas of high priority for roadway enhancements and maintenance. Prioritizing these thoroughfares—which include Old Highway 20, Lexington Street/FM 973 south of US 290, and Brenham Street—will provide economic development benefits and allow the downtown area to remain a focus for safe and vibrant activity and movement.

GREGG MANOR ROAD

Align new intersections, if possible, to utilize existing facilities. Improvements along Gregg Manor Road, including a reroute of the corridor to align with the SH 130/ Howard Land interchange, should provide an adequate route in and out of Manor, as well as an alternative to US 290 for local traffic. This will relieve US 290 and encourage economic development in this area of the city. Furthermore, its extension south of US 290 will allow local traffic to shift from Old Highway 20 to other areas, providing additional relief at Lexington's intersection with US 290.



TRANSPORTATION PLANNING TOOLBOX

In addition to the Thoroughfare Plan Map and cross-section design, the crafting of transportation policies can aid in providing and maintaining a well-functioning transportation system that meets the needs of its users. The following sections discuss several policies that, if implemented, are anticipated to build on and enhance the existing transportation network in Manor.

ROADWAY RIGHTSIZING[1]

Rightsizing is the process of reallocating pavement and ROW space to better serve the context of the roadway and the goals of the community. A road built many years ago in an undeveloped area or developing area was sized for a future condition, but now housing, shops, schools, and other destinations may have matured in the community. Traffic conditions have stabilized and are more predictable and the needs of adjacent development is better known. These conditions, prevalent in some areas of Manor, provide the opportunity to rightsize roadways to optimize these assets for the community.

Typical goals of rightsizing might include:

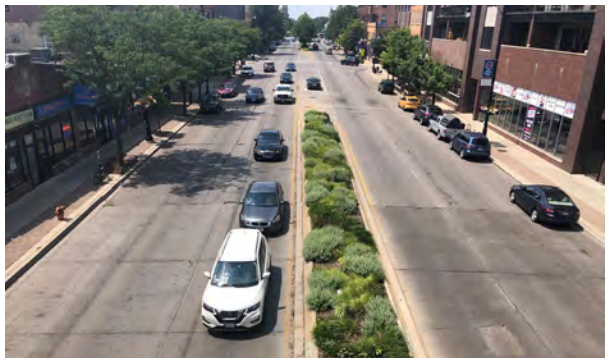
- Supporting adjacent businesses and the local economy.
- Encouraging alternative modes of transportation.
- Transforming a street into a unique place.
- Increasing safety and access.

Using data from the regional travel demand model, corridors can be evaluated for rightsizing under various scenarios. Strategies employed for rightsizing could include:

- Converting vehicle travel lanes to other uses.
- Changing or adding parking.
- Narrowing vehicle lanes.
- Adding bicycle or pedestrian infrastructure.

ROAD DIETS

The reduction of a travel lane for the purpose of reallocating the space to non-travel uses is called a "road diet". Road diet conversion may involve a staged or phased implementation, installed incrementally as adjacent development transitions from an auto-oriented nature to a denser and more pedestrian environment. To complement the road diet treatment and enhance the pedestrian nature of the corridor, sidewalks should also be developed to connect adjacent neighborhoods. It is recommended that communities regularly evaluate their roadway network for potential opportunities for road diets.



HOME-BASED WORK/FLEXIBLE WORK

The best and most efficient way to manage peak hour traffic congestion is to remove trips. One of the most effective ways to do this is to encourage home-based work as it reduces demand on the major roadway network, although it may increase demand on the local roadway network. This "mode of transport" now often surpasses transit

RIGHTSIZING:

The process of reallocating pavement and ROW to better serve the context of the roadway and the goals of the community.

1 Project for Public Spaces: https://www.pps.org/article/rightsizing

and walk/bike in mode share and requires no public investment. Issues with this option is that it only applies to a small percentage of the workforce (usually white collar, more affluent professions) and is dependent on the provision of acceptable levels of internet service. This makes it difficult for those in rural areas or newly developed areas to consider as a viable option.

Flexible working hours also provides opportunities to adjust travel demand outside peak hours and/or limit the number of commuting days per week by allowing workers to stagger their work hours outside of the peak commuting times and potentially remove one commute per week. However, this option does not remove all commuting trips and travel along major commuting corridors will continue.

THOROUGHFARE DESIGN

There are established roadway design standards that are utilized by communities across the United States; these standards are based upon decades of research and field experience. Guidelines for these revised design standards came from a variety of sources, including:

- American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, latest edition.
- Transportation Research Board, Highway Capacity Manual, latest edition.
- Texas Manual on Uniform Traffic Control Devices, latest edition.

DESIGN CRITERIA

SIDEWALKS

Sidewalks are installed on public right-of-way in the parkway or easement and must have a maximum 2% cross-slope toward the street and a minimum of 1% cross slope to facilitate drainage. New sidewalks should be a minimum of 5 feet in width and the longitudinal grade along the sidewalk should not exceed 5% unless the grade of the adjacent roadway requires otherwise. All new sidewalks should be accessible by persons with mobility impairments, in compliance with the Americans with Disabilities Act. Pedestrian crossings of streets should be provided with accessible ramps. Crosswalks should be marked across arterial streets.

LANE WIDTHS

Driving lane widths are generally to be in the range of 11 feet to 12 feet, but not less than 10 feet in width. For higher speed, higher capacity principal arterial roadways, 12-foot wide travel lanes are preferred.

RIGHT-OF-WAY (R.O.W.) WIDTH

Right-of-way width is generally determined by the pavement section required to perform the function and carry the traffic for which the thoroughfare is designed to accommodate, plus provisions beyond the pavement for sidewalks, utility locations, drainage and safety areas.

MEDIANS

The width of medians will vary based on right-of-way limitations, future roadway expansion, and other such factors. The general practice is to use 16-foot wide raised medians in urban areas. This permits the construction of 12-foot left-turn lanes for channelization, while leaving 4 feet for buffer between oncoming traffic.

PARKWAYS

Parkways are the area between the edge of the roadway and the edge of the street right of way and in urban areas cover a wide range of widths with minimums of approximately 8 feet. Parkways can contribute to the capacity and efficiency of a roadway by providing a clear zone for needed roadway edge utilities and provisions. Sidewalks and utilities are typically situated within the parkway of a thoroughfare, typically with a 3-foot wide green space buffer between the sidewalk and the roadway.

INTERSECTIONS

Effectively operational roadway networks rely on the ability of intersections to efficiently process traffic. Smooth operational conditions typically break down when turning traffic is unable to separate from the main travel lanes, for example. To ensure this separation, often called "channelized turning movement," such as a second left-turn or right-turn lane, an additional 22 feet should be provided at key major and minor arterial intersections. To determine the exact dimensional requirements of specific intersections, a traffic analysis should be conducted at the time of facility implementation.

As currently defined, divided roadways could accommodate a separate left-turn lane. By adding 22 feet of width, a second left-turn and separate right-turn bay can be added as needed to an intersection. Travel lanes of 11 feet provide enough roadway width for turn movements. The table below presents the ROW requirements for critical intersections in Manor.

Figure 4.23 and 4.24 identify the necessary distances for vehicle storage and transition requirements at major and minor intersections. These distances allow for minimum turn-lane storage and lane transitions as drivers approach intersections. In high intensity development areas, a traffic analysis should be conducted to determine appropriate intersection requirements.

CRITICAL INTERSECTION ROW REQUIREMENTS					
ROADWAY	MAJOR ARTERIAL	MINOR ARTERIALS	MAJOR COLLECTOR	MINOR COLLECTOR	GREENWAY ARTERIAL
Major Arterial / Greenway Arterial	350′	350′	300′	260′	350′
Minor Arterial	300′	300′	260′	260′	300′

Figure 4.21.Table of ROW requirements for critical intersections in Manor.

INTERSECTION CONGESTION MITIGATION

Intersection performance can be improved through several different mitigation techniques. These techniques can be applied to better handle the current traffic or the forecasted traffic. The following are some of the intersection improvements that can be implemented at critical intersections within the City of Manor.

SIGNAL TIMING

Signal timing is a critical technique that involves synchronizing the sequence and duration of each phase of a traffic signal to improve the overall traffic flow throughout the corridor. The timing of signals often involves coordinating an entire signal system or series of signals. Advanced traffic signal controllers provide the traffic engineer great flexibility in controlling the flow of traffic through an intersection. Proper signal timing along a corridor can increase the efficiency of the roadway by allowing for the maximum number of vehicles to pass in the shortest time. It also affects the air quality of the city because travel time and idling are reduced. This technique can be used to increase capacity on corridors and is a less expensive option than adding lanes.

RIGHT TURN CAPACITY INCREASE

The addition of acceleration and deceleration lanes can provide operational benefits throughout a corridor and at an intersection by allowing turning vehicles to exit the roadway without affecting the through movement of traffic. This design allows a more efficient flow of traffic along a corridor and allows vehicles to form queues at the signalized intersections and out of the travel lanes, thereby maximizing the flow that the signal can handle.

Right turn lanes consist of storage length and acceleration or deceleration length. Lengths

of auxiliary lanes (acceleration or deceleration) are a function of the posted speed, but queue lengths (storage) are established on a case by case basis. The Highway Capacity Manual and TXDOT's Operations and Procedures Manual provide guidance on the provision of auxiliary lanes. These improvements are not one size fits all. Consideration must be given for posted speed, traffic volume, and development type.

LEFT TURN CAPACITY INCREASE

Much like right-turn lanes, left-turn lanes also allow the turning vehicles to exit the through lanes without affecting the through traffic. Left-turn lanes should provide adequate queue storage for signalized and unsignalized intersections based on an operational analysis. The length of deceleration is dependent on the posted speed and the amount of speed differential acceptable for the thoroughfare.

Figure 4.22.Typical Roadway Dimensions Approaching Minor Intersections

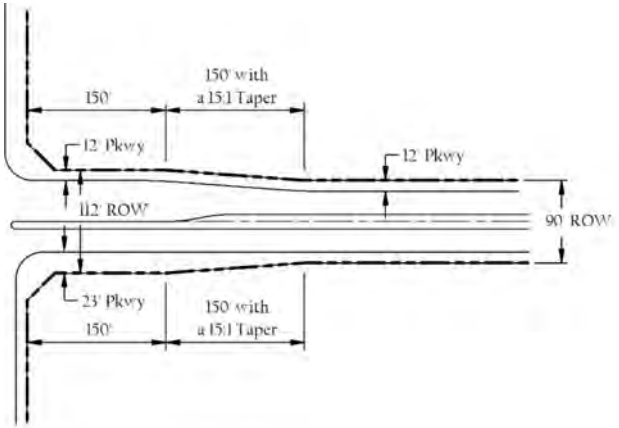


Figure 4.23.Typical Roadway Dimensions Approaching Major Roadway Intersections

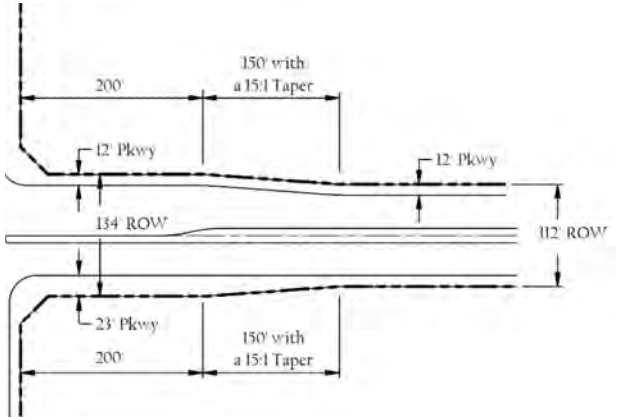


Figure 4.24.Right Turn Capacity Design

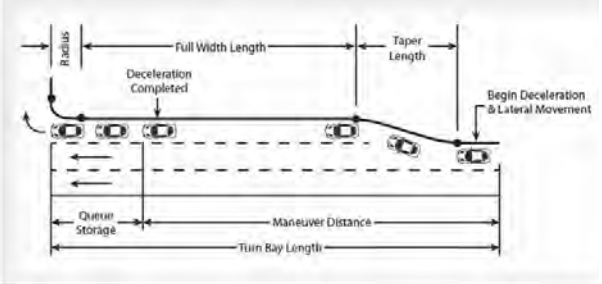
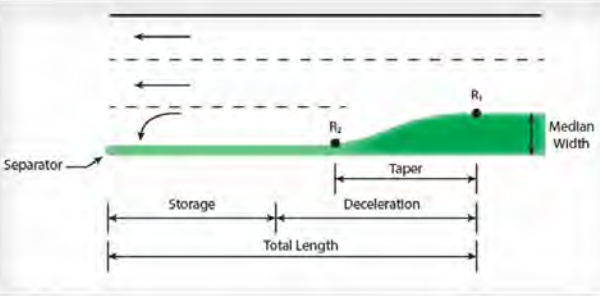


Figure 4.25.Left Turn Capacity Design



ROUNDABOUTS

Roundabouts are a type of intersection characterized by a generally circular shape, yield control on entry, and geometric features that create a low-speed environment through the intersection. Modern roundabouts (Figure 4.27) have been demonstrated to provide a number of safety, operational, and other benefits when compared to other types of intersections. On projects that construct new or improved intersections on collector or minor arterial roadways, the modern roundabout should be examined as a cost-effective alternative to all-way stops or traffic signal control.

The decision to install roundabouts within a community or along a specific ROW can be done for various reasons, including as an intersection capacity improvement, to improve roadway safety, to support traffic calming and/or bicycle and pedestrian programs, or improve community aesthetics. There are a multitude of elements that contribute to the decision on whether to construct a roundabout. For mini roundabouts, the reasons usually pertain to safety, whereas for larger facilities the reasons can also include tourism, community enhancement, and economic development opportunities.

There are six basic steps that are recommended by the FHWA when planning for a roundabout.

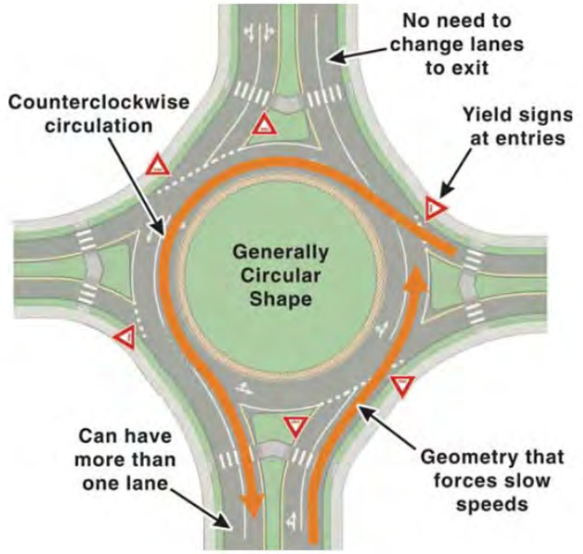
- Consider the context. Are there any site-specific reasons or community concerns that would restrict roundabouts of a particular size?
- Determine a preliminary lane configuration and roundabout category based on capacity requirements.
- Development of a selection process that justifies the construction of a roundabout compared to reasonable alternatives and identifies the information required to complete the analysis.
- Perform the analysis as outlined in the selection process using identified data.
- Determine the required ROW requirements for the preferred design.
- Conduct an economic evaluation if additional ROW is required or other intersection control alternatives are considered more viable.

Additional steps can also include a comprehensive public involvement process and a report documenting the process and describing the preferred alternative in detail.

Factors that may trigger additional examination of applicability of a roundabout include, but are not limited to, the following:

- Physical or geometric constraints that make it increasingly difficult or impossible to construct a roundabout. This could include limited ROW, environmental concerns, or drainage issues.
- Traffic composition may make it difficult for users to negotiate roundabout. An example of this would be high volumes of oversized trucks.
- Location of the roundabout site to nearby structures or devices that would create additional, more complicated design issues. Examples include drawbridges, railroad crossings, or location of nearby interchanges.
- Proximity of bottlenecks that would consistently back up into the roundabout.

Figure 4.26.Illustration of Roundabout Elements



- Problems associated with grades and topography that would limit visibility or overly complicate roundabout construction.
- Unacceptable delays or inconsistencies in operating speeds along the roadway approaches.

For more information on roundabouts, please refer to the FHWA information guide at: https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf

CONTEXT SENSITIVE DESIGN (CSD)

Recent trends in thoroughfare planning practices have provided opportunities for greater flexibility in thoroughfare design. This new trend better complements surrounding land use by creating roadway standards based on the users of the facility and the surrounding context. The Context Sensitive Solutions (CSS) Design Manual, written by the Institute of Transportation Engineers and the Congress for the New Urbanism, provides a guide on how this emerging practice can be implemented during the thoroughfare planning process. Opportunities for multi-modal corridors that advance economic development and create a safer, more efficient transportation system, arise when the context of a roadway is considered during the planning and design process. The context sensitive approach has been adopted by the Texas Department of Transportation (TXDOT) and has already been successfully implemented in thoroughfare planning processes in other cities across the State of Texas. The Manor Thoroughfare Plan should advance the concept of flexible roadway design for multi-modal purposes by taking advantage of context sensitive design principles.

PROCESS OF DESIGN

The process of designing CSD roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand, and level of service information gathering efforts. However, the difference is that automobile traffic is only one element considered, among numerous others, in the design of CSD roadways. The Institute of Transportation Engineers (ITE) released a publication entitled "An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities." This publication outlines various principles that should be considered during the design process to arrive at a solution for a context sensitive roadway project. These principles are as follows:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area; in other words, exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, and community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.
- The City should explore the possibilities of CSD solutions on any of its joint projects with TXDOT.

DESIGN ELEMENTS

As Manor continues to mature as a community, essential functions within the ROW become more diverse to serve existing and emerging activities. Context sensitive design can define networks that add activity

to certain corridor areas. Since every function cannot be accommodated within the ROW, a framework for integration and prioritization of functions must be developed.

TRAVEL WAY

The travel way (travel lanes) includes the central portions of the roadway or thoroughfare. Typically, the travel way is from curb-to-curb when on-street parking is not available. Primarily including the travel lanes, the travel way contains the elements of the roadway that involve the movement of vehicles, transit, and truck traffic, and sometimes bicycles. The design of this portion of the thoroughfare includes travel lane considerations, transit accommodations, and in some cases, bicycle integration.

FLEX ZONE

A transition area between the travelway and pedestrian realm, this area provides space for people and goods to transition between moving vehicles and people in the pedestrian realm. This zone can contain multiple uses along a street including on-street parking, passenger loading, commercial deliveries, and parklets, which are street-side miniature parks that provide a space for people to sit while enjoying the activity of the street.

Figure 4.27.Illustration of Context Sensitive Zones



PEDESTRIAN REALM

Comprised of sub-zones, including frontage zone, clear walking zone, and buffer or amenity zone, this area lies between the property line and the flex or travelway zones. This space can include sidewalks, planting areas, street furniture, lighting, and other pedestrian and business amenities.

Complete Streets is an initiative that aims to maximize the utilization of public rights-of-way for all transportation users, regardless of mode, age or ability. This method uses high-level policy direction to influence everyday decision-making processes in roadway design, rather than design prescription. Complete Streets is not about special projects, but about changing the approach to projects on all streets. It is an incremental approach aimed for long-term results. These policies utilize the entire right-of-way while focusing on safety, comfort, and convenience as well as cohesiveness with the context of the community. Complete Streets make it easier to cross the street, walk to shops, and bicycle to work, which in turn makes the City a better place to live.

PUBLIC BENEFITS

Complete Streets improve safety, provide choices, reduce costs, and lead to better health and stronger economies. By considering the many different users of the roadway, streets can be designed to accommodate everyone and improve the livability of the community.

Improve Safety – Reduced travel speeds lower the safety risks to pedestrians and cyclists as well as including pedestrian infrastructure such as sidewalks, bicycle lanes, crossings, median islands, and curb extensions.

Provide Choices – By building safe, comfortable, and convenient infrastructure for modes of transportation other than the personal vehicle, residents are more willing to use them.

Reduce Costs – By reevaluating the needs of the residents and incorporating community input at the beginning of the project, the schedule, scope, and budget can often be reduced. Narrowing the pavement area will also reduce both roadway implementation and maintenance costs.

Improve Health – With an aging population, older adults look to be more active. This demographic, along with kids and teens, cannot drive and look for pedestrian and bicycle facilities to remain active and independent.

Strengthen Economies – Areas that provide safe and comfortable walkability have lower commercial vacancies and higher home and office space values.

ECONOMIC BENEFITS

Complete Streets affect the local economy in various ways. By providing convenient alternatives to driving, such as transit, walking, or biking, residents and visitors save money on transportation costs which can then be used for other expenses, such as housing, restaurants, and entertainment. Congestion costs can also be reduced if residents use alternative modes.

Local businesses see the benefits in improving access to people traveling by foot or bicycle. When increasing pedestrian and bicycle activity, businesses often see increased sales. Bicycle infrastructure can often create jobs directly through increased tourism, bicycle manufacturing, sales and repair, bike tours, and other activities.

Complete Streets also create a framework for economic development and spur private investment by improving the public space and making it a more pedestrian and cyclist friendly place. In a downtown area or commercial boulevard, the Complete Streets framework defragments the overall development landscape by visually reducing the space between developments and thus encouraging pedestrian movement between adjacent businesses. Revitalizing key areas throughout Manor with pedestrian plazas, wide sidewalks, landscaping, and traffic calming elements may entice private investors to build or redevelop more residential, retail, and office buildings. In addition to private investments, property values increase with the walkability of a neighborhood. Today's college graduates, who comprise an increasing percentage of the workforce and add to the vitality of a local economy, prefer walkable urban neighborhoods.

PUBLIC TRANSIT

Public transit is a vital component of the transportation system, and serves a diverse demographic including students, commuters, elderly persons, and persons with disabilities. It is important to understand the existing transit demand and identify geographic and demographic areas that are currently being underserved so that new ways of expanding service can accurately be identified and acted upon. The City is in the process of evaluating a public rideshare system. This pilot program has the following goals:

- Provide a safe, reliable, efficient, and accessible transportation option for residents of and visitors to the city of Manor.
- Address the mobility needs of the residents of Manor.
- Develop a local transit system that operates effectively and continues to develop regional transit options connecting the local community to the region.
- Manor will have a regional transportation presence to ensure connectivity between emerging destinations and centers both within and external to Manor and maintain a voice in regional transportation and panning cycles.

It is recommended that a transit plan be developed which addresses the following four questions:

1. How well is transit demand currently being met?
2. What new connections and services should be provided?
3. How should transit be accommodated within Complete Streets?
4. What improvements to the Transit System for underserved communities and areas are needed?

TRANSIT SUPPORTIVE POLICIES

Some things that can harm the effectiveness of a city's transit system are high parking requirements, zoning code review and housing type. For each of these, the following should be examined and considered.

PARKING REQUIREMENTS

- Where is the majority of off-street parking?
- Does the average volume by street align with the parking provided for those streets?
- If the goal is to get people out of their cars, consider offering less off-street parking. Parking that is too easy encourages people to drive to their destination.
- Parking requirements can be the limiting factor in realizing density in different land use categories.



ZONING CODE REVIEW

- How many units per acre does each zoning code allow?
- Will you hit the requirements needed for transit to be successful?
- The target density to support transit is around 9 units per acre. It is difficult to meet this target with only single-family housing.

HOUSING TYPE

- Permit missing middle housing types like duplexes, triplexes and quadplexes. This can help produce the critical density needed to support transit.

ACCESS TO JOBS

- The most common trip taken is the commute (the trip to and from work).
- One way to get people off the road is to get them on to transit.
- How can you encourage jobs within walking/biking distance or transit distance from people's homes?
- Cluster employment opportunities in employment centers that are walkable and near housing.

MIXED USE DEVELOPMENT

- Encourage a mix of land uses that support transportation options.
- People are more likely to walk, bike, or take transit when there are multiple destinations nearby. This is why there are higher rates of people walking around downtowns.
- In order to become less car dependent and reduce traffic congestion, the City should consider providing a mix of uses in new developments.

STRATEGIES

- Reduce minimum parking requirements, at least within a buffer surrounding major transit corridors.
- Allow non-residential uses in neighborhoods.
- Allow other housing types in typically single family neighborhoods.
- Foster a mix of uses.
- Support higher density development.

BICYCLE INFRASTRUCTURE

DESIGN FOR ALL AGES AND ABILITIES

Manor is a family-oriented community ranging from young families with children, to young professionals, and seniors. The City's bicycle infrastructure plan needs to focus on building a safe, comfortable and equitable bicycle network to serve all Manor residents. The concept of building for all ages and abilities means adopting a bicycle infrastructure plan that will implement bicycle facilities that are safe, comfortable and accessible to all age groups and abilities. This concept should serve as the foundation of the bicycle infrastructure plan. Any lesser accommodation than what is outlined in the recommendations of this chapter should require further justification.

ALL AGES AND ABILITIES BIKE FACILITIES ARE....

SAFE

More people will bicycle when bicycle facilities are high-quality bikeways that provide a safe place to ride. Consequently, this means creating safer street conditions for cyclists. Better bicycle facilities are correlated with increased safety for pedestrians and motorists as well.

COMFORTABLE

Bicycle facilities that are comfortable and provide a low-stress experience for cyclists can increase the number of people who chose to cycle as daily commute option. Additionally, well designed bike facilities will attract underrepresented bicyclists, including women, children and seniors.

EQUITABLE

High-quality bikeways provide safe mobility options for individuals who do not have a personal vehicle to get to work, school, or other opportunities. Additionally, safe and comfortable street design for bicycle facilities eliminates the probability of bicycle accidents and unsafe bicycle behavior, which benefits all users.

MANOR USERS

The design of bike facilities should consider factors that may deter Manor users from feeling or being safe and comfortable when riding. Bicycle facilities should be designed for all potential cyclists, including children, adults and seniors. Most commonly, bike facilities are designed for more confident riders and exclude many people who might otherwise ride. Below are key characteristics of Manor users and factors to consider when designing bike facilities for Manor.

CHILDREN

School-age children are less visible to motorists and are less prone to detect risks, making them an essential demographic to consider for building safe bicycle facilities.

SENIORS

Bike facilities give seniors increased mobility. Making it essential to design bike facilities with lower visual acuity and slower riding speeds.

WOMEN

In addition to general levels of cycling comfort, women are also often concerned about personal safety. Providing a bicycle facility network that is well lit and in highly visible areas of the community could eliminate some concerns of personal safety.

CONFIDENT CYCLIST

Although the percentage of highly experienced cyclist is usually low and they prefer to ride in mixed motor traffic conditions, this demographic should also be considered. Flexibility of on-street and off-street bike facilities as well as the use of "sharrows" cater to this demographic. A sharrow is a travel lane that is shared by both cyclists and vehicles.

LOW INCOME RIDERS

Low income riders rely extensively on cycling or walking as their form of transportation to work or other basic needs. Typically, the infrastructure that would best serve this demographic is lacking in low-income neighborhoods and exacerbates safety concerns. Bike facilities should be designed to bring safe conditions to major streets throughout the City.

PEOPLE WITH DISABILITIES

People with disabilities may use adaptive bicycles, including tricycles and recumbent hand cycles, which often operate lower to the ground and have a wider envelope than most bicycles. Well designed bicycle facilities provide comfortable biking conditions to provide mobility, health and independence to all types of cyclists.

BIKE FACILITIES

Bicycle facilities may be planned in various street configurations. Below are different types of bike facilities that can be considered for various street types.

BIKE BOULEVARD

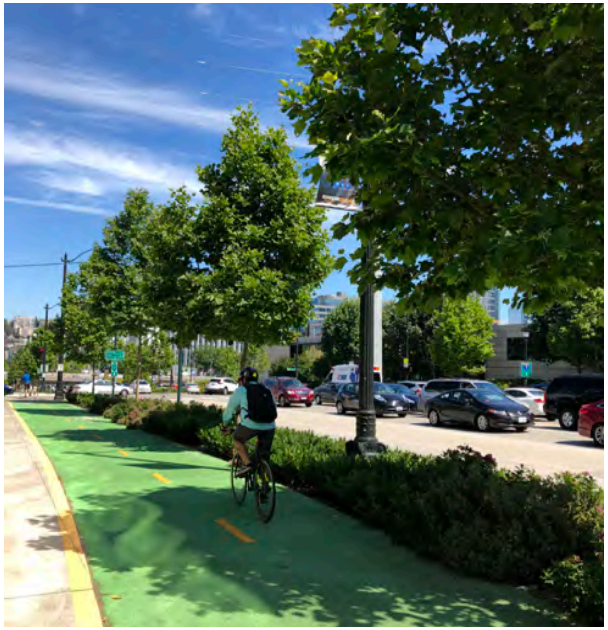
Bicycle boulevards are low-stress streets with slow motor vehicle speeds and low volumes, making them accommodating to sharing the roadways with bicycles. These provide continuous comfortable bicycle routes through the local street network. Bicycle boulevards may require traffic elements to ensure reduced traffic volumes and speeds. Directional markings and wayfinding signage can also contribute to rider comfort.

CONVENTIONAL AND BUFFERED BICYCLE LANES

Conventional bicycle lanes provide a designated space within the roadway for cycling, Buffered bicycle lanes provide additional room outside the bike lane to separate the cyclist from the roadway. Buffered bike lanes are appropriate in areas where there are moderate levels of mixed traffic, but where curbside activity, traffic volumes and lane invasion are not significant sources of conflict.

PROTECTED BICYCLE LANES

Protected bicycle lanes, also known as separated bike lanes, use a combination of horizontal (e.g. buffer distance/striping) and





vertical separation (e.g. flex posts, parked cars, or curbs) to protect cyclist from motor traffic. The combination of horizontal and vertical separation elements can relieve most high levels of bicycle stress. The robustness of bikeway separation often scales relative to adjacent traffic volumes and speeds.

MULTI-USE OR SHARED-USE PATHWAYS

Multi-use or shared-use paths provide a continuous corridor for both bicycle and pedestrian use. Multi-use pathways work best when connected to an on-street network that allows safe connectivity to key destinations and wide enough geometry to accommodate bikes. Ideally, bicycles should be separated from pedestrians where significant volumes of pedestrians and cyclists exist, but where space is limited multi-use pathways can still be valuable.



WALKABILITY

The Future Land Use Map in Chapter 3 highlights a variety of mixed-use locations throughout the City. The purpose of these areas is to connect neighborhoods to commercial services and increase the pedestrian connectivity throughout the City. In order to evaluate the City's success, it is important to find a way to track and measure progress. Consider incorporating the"10-minute neighborhood" policy. This concept strives to intensify the amount of land uses located in an area to create residential hubs where grocery stores, key household services, public transit service mobility options, parks, and public facilities are within a 10-minute walk from residences. You can find out more about this topic later in the chapter.

The City should consider adding a number of on-street and off-street pedestrian and bicycle facilities to build on to its current network, while remembering that this system can and should serve as primary transportation to access opportunity and services rather than just recreation. To measure the walkability of a neighborhood, conduct a walk assessment that evaluates the streets, sidewalks, and physical activity spaces in each neighborhood. This will identify the best walking route where people feel safe and are likely the most common routes utilized. The information collected from this assessment can be used to create a walking map showing established routes and routes to be improved. This approach is also unique in that non-experts can participate, making Manor's residents part of the solution. The evaluation criteria for a walkability assessment is shown on the adjacent page.



WALKABILITY ASSESSMENT

Divide the City into smaller neighborhood study areas to conduct the walkability assessment. Print a map of the study areas to document notes for each street within the area being evaluated. The evaluator should walk each street within the study area and write all positive and negative aspects of the walk by using the study area map to document their observations. Each street evaluation should conclude with a brief description of the assets or the issues for each street. The evaluator will consider the questions below during their street evaluation.

Sidewalks

- Is a sidewalk present? Is it wide enough?
- Is the sidewalk cracked or broken?
- Does the sidewalk have gaps or end suddenly?
- Are there trip hazards or accessibility issues?

Safety

- Does it feel safe to walk?
- Are there areas that seem dangerous?
- Is traffic too fast?
- Is it well lit?
- Do you feel safe crossing the street?

Neighborhood

- Are buildings well maintained?
- Are there vacant buildings?
- Are there places to shop?
- Are there destinations to which you would walk?

Community and Recreation

- Are other people out walking?
- Are there places to gather as a community?
- Are there playgrounds or parks?
- Are parks unsafe or unmaintained?



An example of an opportunity to improve walkability.



Mid-block crossing and pedestrian "refuge", one of many designs used to slow down traffic and promote pedestrian safety.



A "tabletop" pedestrian crossing which maintains the pedestrian walking surface and bollards used to separate vehicles from pedestrians.

10-MINUTE NEIGHBORHOOD

The 10-minute walking radius is a guide used for neighborhood planning and design. Fifteen minutes is the ideal walking radius to reach nearby amenities like shops, services, schools and community centers. Neighborhoods that are renowned for being walkable have a few features that set them apart. These features include a strong pedestrian network with traffic calming, active streets and inclusive design. Pedestrian-friendly streets prioritize the pedestrian by slowing down vehicular traffic and focusing on the needs of the pedestrian. Lighting, wide sidewalks for multiple users, and other amenities like benches and shade structures make the pedestrian experience much more comfortable. Active streets that are full of life provide the opportunity for chance meetings, space for outdoor dining, and space to commute to work. Inclusivity is not about designing spaces specifically for one group, but about changing the approach to design so that spaces are comfortable and accessible for all people. 10-Minute neighborhoods, Complete Streets, Safe Routes to School Programs, Vision Zero, and Universal Design are all mutually reinforcing physical and social health initiatives that make it easier to cross the street, walk to shops, and bicycle to work, which in turn makes the City a better place for everyone to live.



THE INTERSECTION OF LAND USE AND TRANSPORTATION

Research that shows higher density walkable urban places result in more sustainable tax bases, new economic foundations for the local economy, better environmental outcomes, and better health outcomes for communities. Furthermore, a Brookings report[1] found that high density places are correlated with faster job growth and greater prosperity.

Transit has been long overlooked at the metro, regional, and state level. Many cities have low rates of ridership and struggle to provide a transit system that is efficient. Eventually, these transit systems become unsustainable because of poor financial performance. It's easy to say a transportation system isn't working because people don't take transit. However, it's not always the transportation system that is problematic it's often the interrelated policies that make the transportation system not successful, such as lack of transit supportive land use densities. Transit supportive policies can help Manor become a City that boasts a transit system that connects residents to the places they want to go.

Typically the Department of Transportation looks at infrastructure as roadway maintenance and bridges. Fortunately, infrastructure is being looked at with a much broader lens. The recent Infrastructure Bill[2] also includes rail and renewable energy such as car charging stations for electric vehicles.

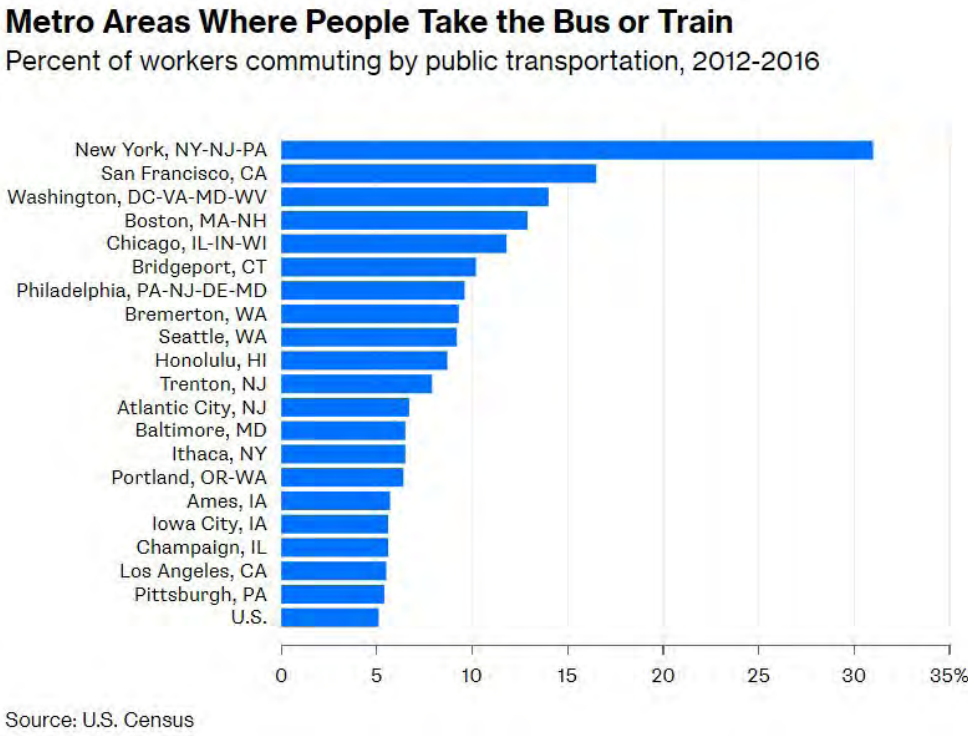
1 https://www.bloomberg.com/news/articles/2014-10-10/the-future-of-transportation-is-not-all-flying-cars

TRANSIT RIDERSHIP IN THE U.S.

A recent article looked at transportation patterns and modal split on a given day in the U.S. National trends show that about 5% of all Americans take transit to work, while 76% drive alone.[3] This leaves a small percent for all other modes. However, some cities are excelling when it comes to transit ridership. Some of the top cities for public transportation are Washington D.C., Chicago, New York, Pittsburgh, Philly, Portland, Denver and Oakland. This does not come as a surprise because these cities are usually doing transit well. Transit is more successful in places with higher land value. Also, in spaces where it is more expensive to live there is a high correlation between price per square foot and walk score. A major reason for this is that people pay a premium to live closer to amenities that are within walking distance.

2 https://www.congress.gov/bill/117th-congress/house-bill/3684/text
3 https://www.bloomberg.com/opinion/articles/2017-12-18/who-takes-the-bus-or-train-not-many-americans

Figure 4.28.Transit Ridership in the U.S



HOUSING AND TRANSPORTATION AFFORDABILITY INDEX

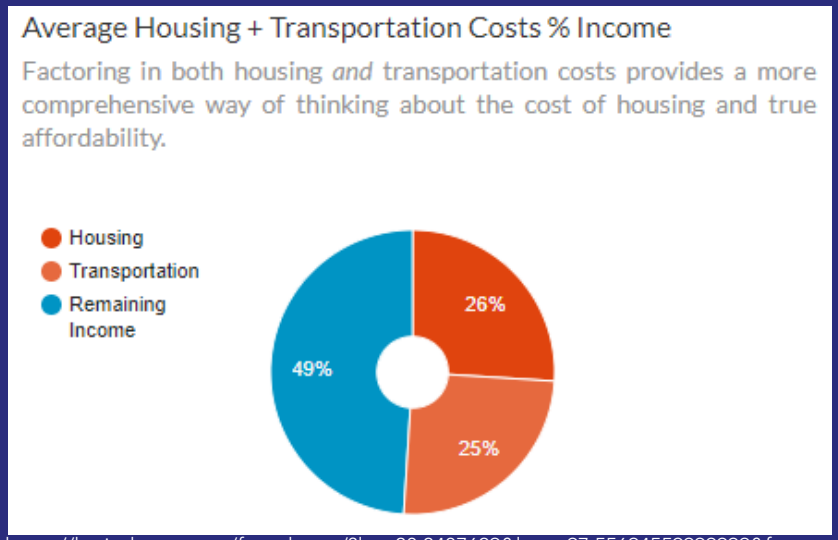
The Center for Neighborhood Technology's Housing and Transportation (H+T) Affordability Index[1] provides a comprehensive way of thinking about the true affordability of place. It presents housing and transportation data as maps, charts and statistics. When you look at the data below you can map out spatial patterns in Manor.

Location Efficiency

- Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.
- People who live in location-efficient neighborhoods—compact, mixed-use, and with convenient access to jobs, services, transit and amenities—tend to have lower transportation costs.
- People who live in location-inefficient places—less dense areas that require automobiles for most trips—are more likely to have higher transportation costs.

1 https://htaindex.cnt.org/map/

Figure 4.29.Manor Average Housing +Transportation Costs as a Percentage of Income

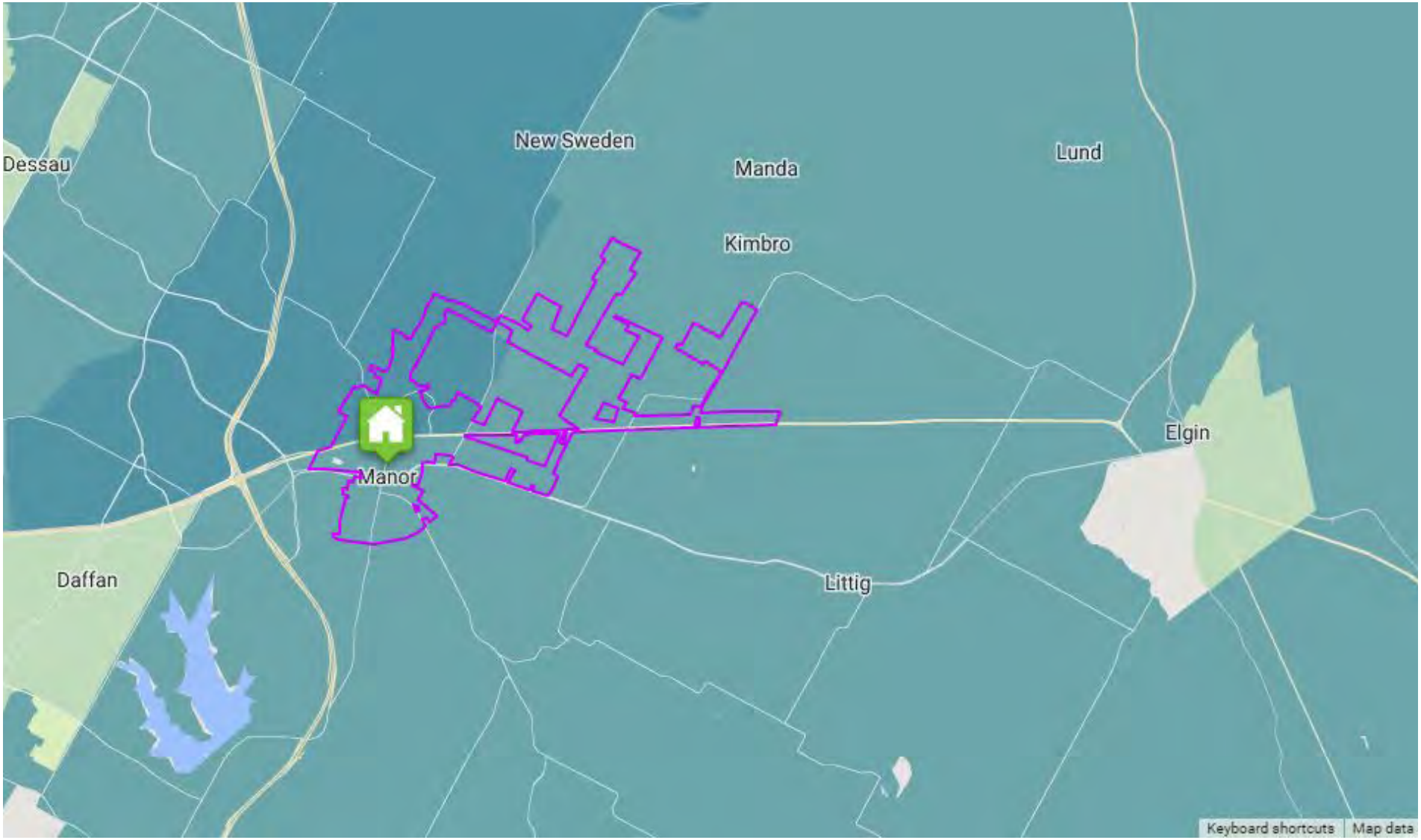


https://htaindex.cnt.org/fact-sheets/?lat=30.3407629&lng=-97.55694559999999&focus=place&gid=24798#fs

Figure 4.30.Manor Transportation Costs



https://htaindex.cnt.org/fact-sheets/?lat=30.3407629&lng=-97.55694559999999&focus=place&gid=24798#fs



Map 4.2. Housing + Transportation Costs In Manor

TRANSPORTATION AND MOBILITY GOALS AND ALIGNMENT TO GUIDING PRINCIPLES

	GUIDING PRINCIPLES				
	EMBEDDED EQUITY	HEALTHY COMMUNITY	CONNECTED COMMUNITY	RESILIENT AND TRANSFORMATIVE ECONOMY	LIVABLE PLACES FOR ALL
Transportation Goal 1 – Enhance safety in all modes of travel and all transportation-related projects, whether capacity building or operational improvements.	✓	✓			✓
Transportation Goal 2 – Establish a transportation network that includes projects needed to serve Manor at its full build-out for all modes of transportation.	✓	✓	✓		✓
Transportation Goal 3 – Proactively seek to connect destinations within Manor and throughout the region with all modes of transportation.	✓	✓	✓	✓	✓
Transportation Goal 4 – Ensure that current residents do not disproportionately bear the impact to the transportation network caused by trips generated by new development.	✓		✓		✓
Transportation Goal 5 – Design and construct streets in a manner that reflects a people-centered approach, recognizing the role of streets in placemaking as the public space residents interact with most.	✓	✓	✓		✓
Transportation Goal 6 – Support and expand bicycle and pedestrian connectivity both on-street and off-street, recognizing trail systems as an integral part of a thoroughfare master plan.	✓	✓	✓		✓
Transportation Goal 7 – Seek fiscally-prudent, high-performing solutions to transportation challenges, both as interim improvements and permanent enhancements.			✓	✓	✓
Transportation Goal 8 – Develop regional partnerships, recognizing that Manor's transportation solutions and challenges do not stop at the city limits.			✓	✓	✓

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CHAPTER 5

PARKS, RECREATION, & OPEN SPACE MASTER PLAN

LEADING WITH COMMUNITY INPUT - PARKS, RECREATION, & OPEN SPACE

WHAT WE HEARD

"More shade, trails, and bring a farmers market and festivals to create a relationship with the space."

- Community Member

" We need more parks and better parks."

- Community Member

"I only know about a few parks, and they're all on the other side of the freeway from where I live."

- Community Member

"There are no walking trails or bike trails in Manor. There is no community center for people to do activities."

- Community Member

KEY TAKEAWAYS



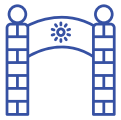
Manor is missing community building hubs like community centers, recreation centers, and libraries.



Park accessibility and recreation opportunities for all, regardless of race, ethnicity, socioeconomic status or ability.



Many parks need more trees and shade structures.



The City's parks need more signage and better boundary delineation.



The City needs a plan to connect its trails.

IMPACT

- ☑ Incrementally implement a citywide trail network to connect to parks, schools, and key destinations.
- ☑ Increase shade throughout the park system, with priority given to playgrounds, picnic areas, and trails.
- ☑ Add diverse amenities to existing parks to address facility deficits and increase recreation options.
- ☑ Develop a recreation center to provide multi-generational indoor recreation opportunities.


BURROW
9
BURROW
9

INTRODUCTION

Parks and recreation opportunities are crucial quality-of-life amenities for Manor residents. In order to create a consistently high-quality parks and recreation system, decisions about park amenities and recreational offerings should not happen in a vacuum. Rather, a cohesive vision for the community's parks and recreation system should be determined and then guidance provided towards incremental implementation over time. This Plan, in concert with the overall Comprehensive Plan, provides that guidance.

This Parks, Recreation, & Open Space Master Plan (PROSMP):

- Identifies the implications of current community demographics and projected population growth as it relates to parks and recreation.
- Analyzes the current state of the City's parks, recreation, and open spaces.
- Identifies parks and recreation deficiencies and needs.
- Establishes goals, objectives, and recommendations for the next five to 10 years.
- Prioritizes improvements to the parks and recreation system.
- Aids the City in seeking funding opportunities.





This document should be used as a planning tool by City staff, elected and appointed officials, residents, and the private development community to understand the vision, goals, and recommendations for Manor's parks and recreation system. The Plan is intended to help coordinate local efforts for Manor, in conjunction with offerings provided by Travis County, area school districts, local organizations, and sports leagues.

BENEFITS OF PARKS

Access to quality parks and recreation is an important component of a high-quality community. Planning for a successful, equitable parks system ensures that all residents can experience these key benefits:

OVERALL WELL-BEING BENEFITS

- Contact with nature helps to improve overall well-being and quality of life.
- Recreation provides multi-generational opportunities for mental, physical, social, and emotional stimulation.

HEALTH BENEFITS

- Access to nature and recreation increases frequency of fitness and improves psychological health.
- Play provides crucial developmental opportunities for children.
- Physical activity helps to reduce obesity, depression, and many other health problems.

ENVIRONMENTAL BENEFITS

- Parkland helps to mitigate climate, air, and water pollution impacts.
- Preserved open space protects vital habitat for plants and wildlife.
- Parks foster environmental stewardship in users.

ECONOMIC BENEFITS

- Parkland increases property values within close proximity.
- Quality parks and recreation can attract new residents and businesses.
- Unique park and recreation amenities can encourage tourism and associated economic benefits.

PLANNING PROCESS & TIME FRAME

In 2021, the City commissioned Freese and Nichols, Inc. to prepare a new Comprehensive Plan and PROSMP. The Plan's analysis, vision and goals, recommendations, and prioritization were created to guide the development of Manor's parks and recreation.

The planning process included a variety of public engagement opportunities to allow community input to help shape the Plan. Engagement opportunities included advisory committee meetings, an online public survey, and interactive activities at multiple City events. Detailed documentation of the public input process can be found in Appendix A, Parks and Recreation Supplemental Information.

This PROSMP is intended to address parks and recreation needs over the next five to 10 years. Recommendations should be re-evaluated periodically to ensure they are still valid. The Texas Parks and Wildlife Department master plan guidelines recommend updating the Plan every five years or before any new major developments occur that significantly change the parks and recreation needs of residents.

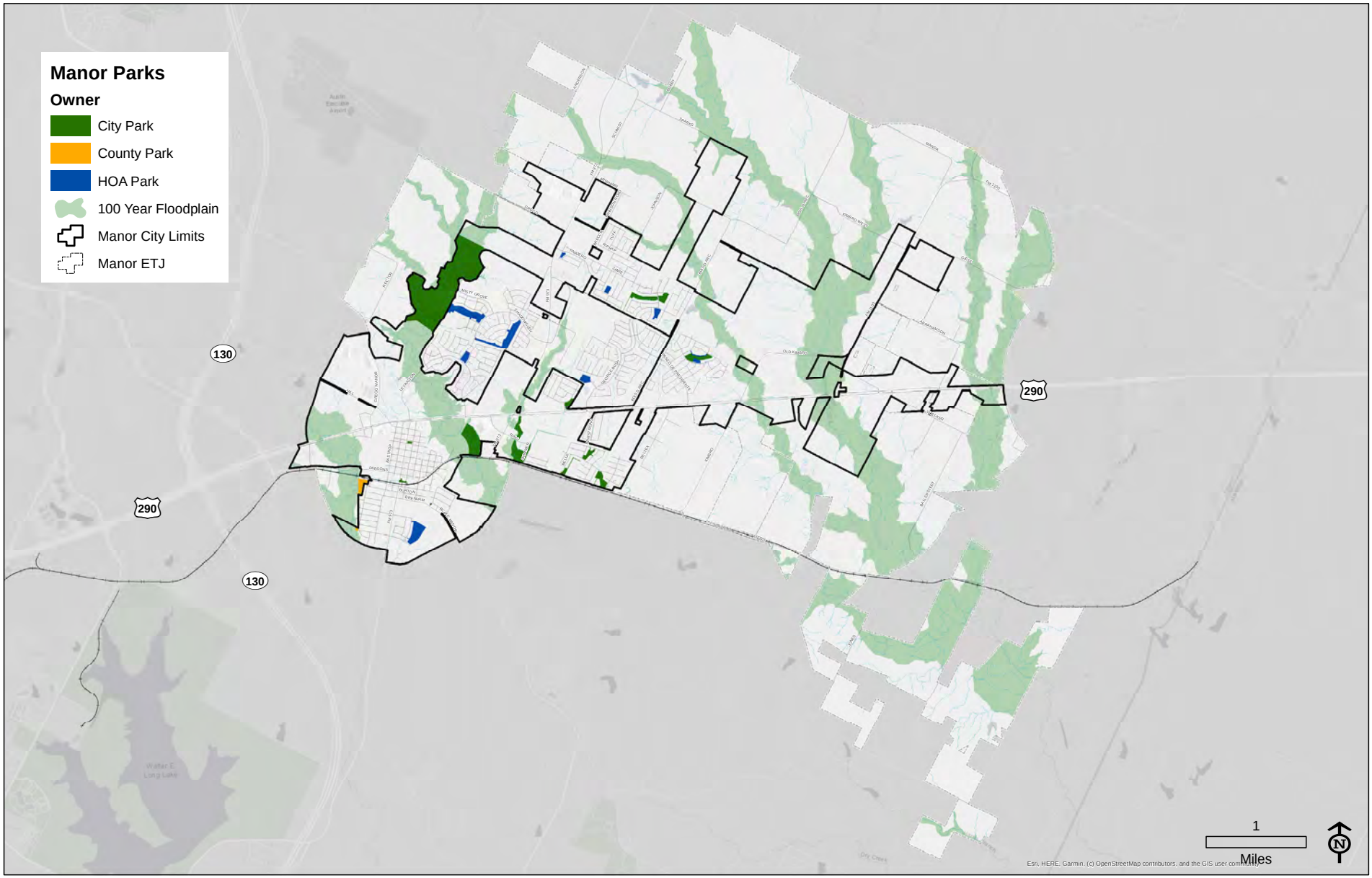
PLANNING AREA

The study area for this Plan includes the entirety of Manor's city limits and extraterritorial jurisdiction (ETJ) (see map on adjacent page). The City is located in Travis County, approximately 12 miles northeast of downtown Austin, Texas and is the largest community located within the Manor Independent School District. Manor has experienced steady growth over the past 10 years and this growth is projected to continue for the next 10 to 20 years.

The City of Manor is the primary governmental entity responsible for providing parks and recreation facilities for its residents. While implementation will be largely led by the City, everyone in the community has a vested interest in seeing parks and recreation improve and succeed.

Potential partners on implementation may include other governmental entities, local industry and businesses, and the residents of Manor.

Additional planning area information can be found in Chapter 1, Community Snapshot.



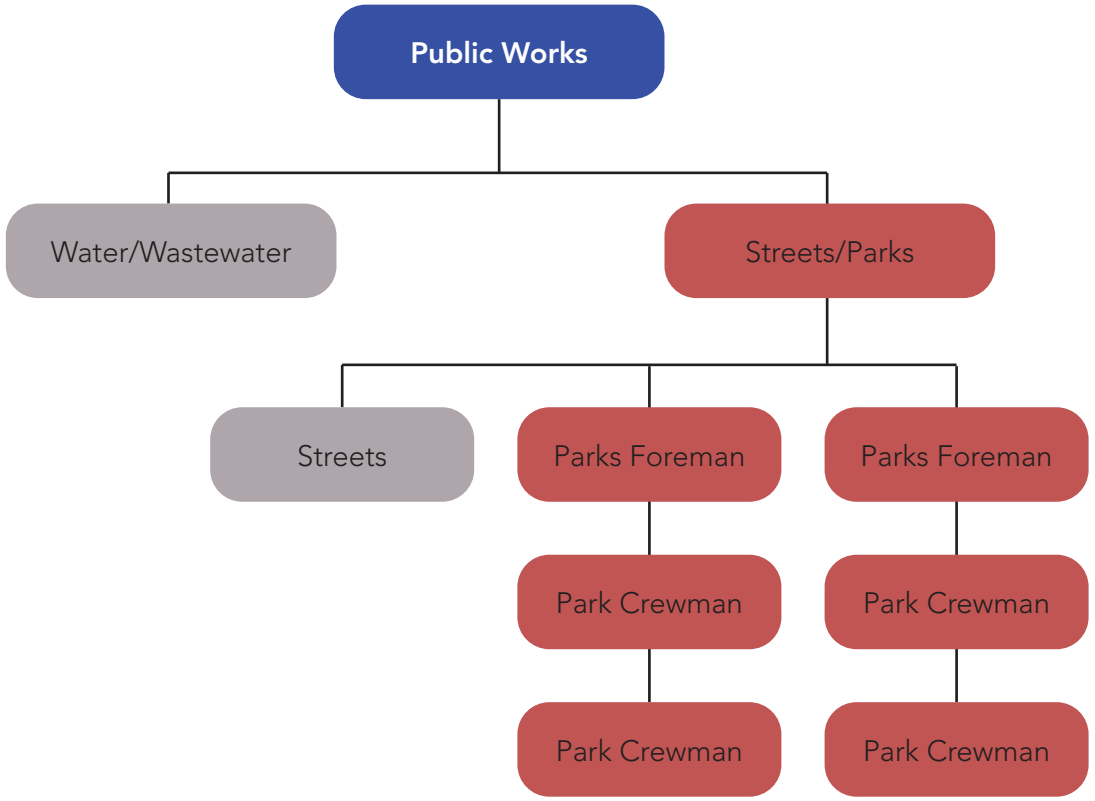
Map 5.1. Parks Planning Area

MANOR PARKS STAFFING

The City's parks staff are part of the Public Works Department. There are seven full-time staff including the Streets/Parks Superintendent and two parks crews with three people each. These crews are responsible for mowing, weed eating, planting, mulching, tree and hedge pruning, pesticide and fertilizer applications, irrigation repair, playground checks and repairs, and restroom cleaning and maintenance. Parks staff maintain the City's parks as well as City Hall, the Police Department, and drainage easements in some subdivisions.

The City currently has multiple undeveloped or minimally developed parks. As these areas are further developed and the amount of parkland expands over time it will be crucial to budget for adequate staffing to allow for appropriate operations and maintenance of the parks and recreation system.

Figure 5.1.Parks Staff Organization Chart



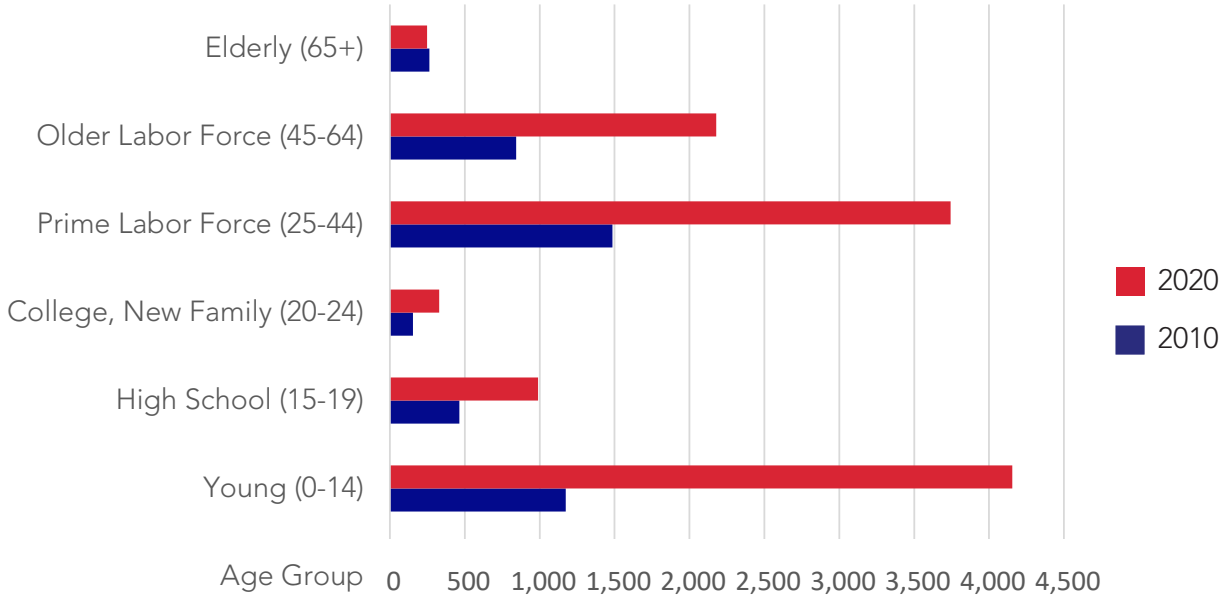
COMMUNITY DEMOGRAPHICS

Manor's population has been steadily growing over the last 10 years. The largest cohorts of the population today include children and teens between the ages of 0 and 14, and adults between the ages of 25 and 44. As the City considers recreational opportunities, it will be important to provide diverse opportunities that are appropriate for residents of varying ages.

With Manor's location in the rapidly growing Central Texas region, its population is projected to continue expanding over the next decade and beyond. As previously mentioned, this PROSMP addresses parks and recreation needs for the next five to 10 years. By 2031, the population is projected to increase to 28,995 (based on a potential 5% growth rate). Parks and recreation opportunities should increase accordingly to provide quality facilities and programming for the growing population.

Reference Chapter 1 for additional information about community demographics and previous planning efforts.

Figure 5.2.Manor Age Distribution



Data source: U.S. Census, American Community Survey 2020, 5-Year Estimates

GROWTH AREA

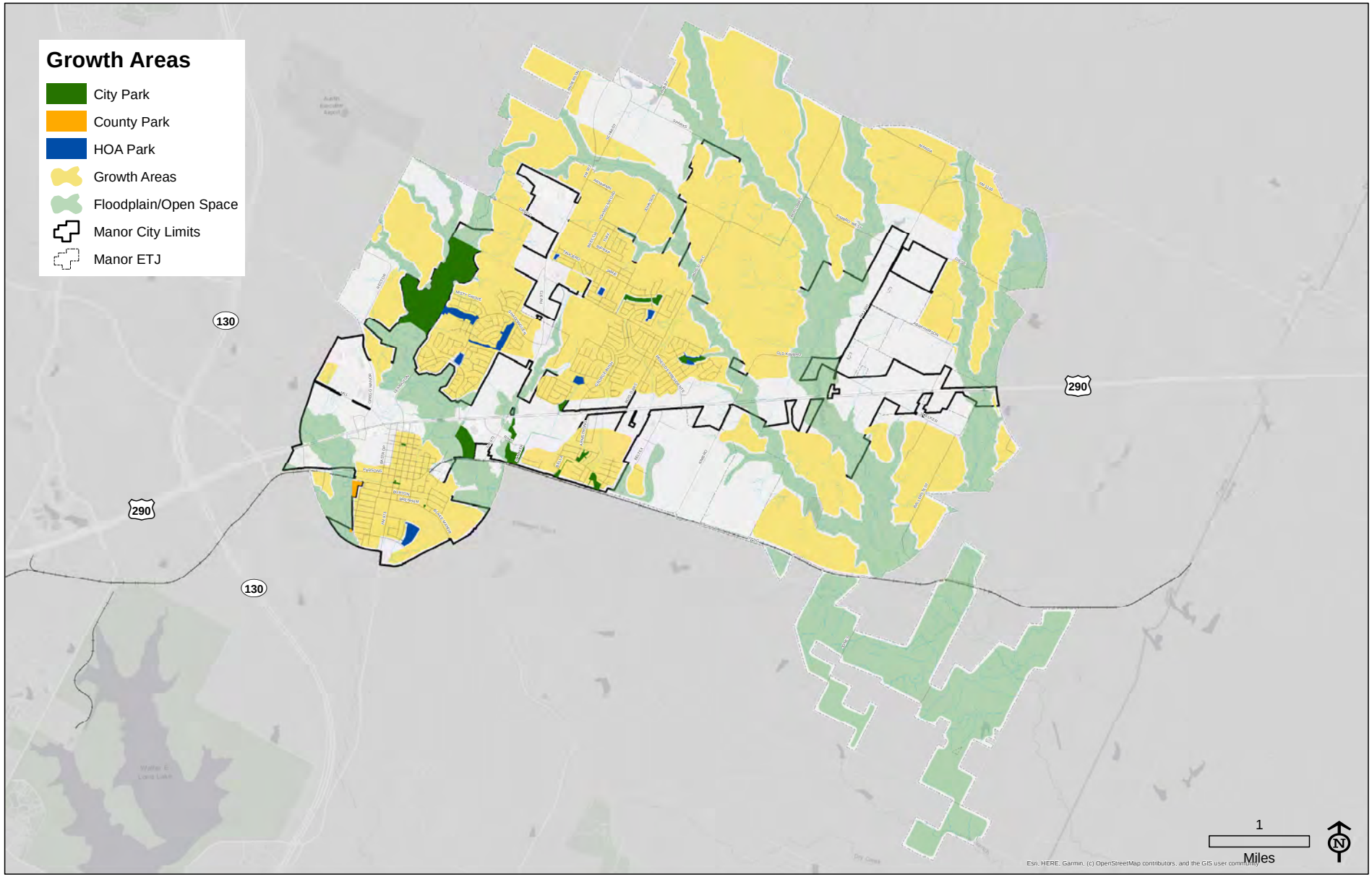
As seen in the population projections just discussed, the City's population is projected to continue steadily growing. In 2020-2021, some of the significant in-progress residential developments included:

- DR Horton: Approximately 142 lots (284 units)
- Manor Grand Apartments: Approximately 271 units
- Emerald Apartments: Approximately 250 units
- Lagos Manor: 441 single-family lots, 12.4 acres of townhomes
- Manor Prose Apartments: Approximately 306 units
- Village at Manor Commons: 369 single-family lots
- Commons at Manor Village: 172 senior-living units
- Grassdale Apartments: 320 units
- Manor Heights: 1,119-1,259 single-family lots, 300-400 medium-density lots

The yellow areas on the Residential Growth Areas map include areas where current or future development could potentially include a residential component (based on the Future Land Use Map found in Chapter 3).

As the City considers the future of its parks system, it is important to locate parks in close proximity to residential areas. Future parkland acquisitions and/or development should aim to provide adequate parkland resources to serve neighborhoods in these areas (see the Needs Assessment later in the PROSMP for parkland service area maps).





Map 5.2. Residential Growth Areas

PARKS & RECREATION INVENTORY

PARK CLASSIFICATIONS

Parks and open space systems include a variety of different types of parkland that meet the varying recreational needs in a community. Types vary by size, function, typical amenities, and service area. Service areas describe the portion of a community for which a park primarily provides recreational benefits. As the City grows and new park spaces are acquired and/or developed, the following classification system should be used to guide the development for each type of park.

POCKET PARKS

A pocket park is a small public park that serves up to a 1/4-mile radius and is normally located within a residential area. These parks generally range in size from 2,500 square feet to one acre and usually contain a playground and picnic area. Many are built by developers and can be operated and maintained by a homeowners association. Hamilton Point Park is a local example of a pocket park in a residential context.

Pocket parks can also be found in urban contexts. In these situations, they often include amenities such as shaded seating and gathering areas, enhanced plantings, water features, and possibly game tables.



Hamilton Point Park



Greenbury Village Park

NEIGHBORHOOD PARKS

Neighborhood parks are medium-sized parks centrally located in a neighborhood to be easily accessible by pedestrians. They are meant to serve residents within a 1/4- to 1/2-mile radius. They vary in size, but are often between one and 10 acres. Neighborhood parks provide close-to-home park services and can offer a range of passive and active recreational amenities including playgrounds, sports courts, trail access, and areas for family functions. Neighborhood parks are not usually designed for heavy use by organized team sports. Jennie Lane Park and Greenbury Village Park are both local examples of a neighborhood park.

COMMUNITY PARKS

Community parks are larger in size than neighborhood parks, often ranging from 10 acres to over 50 acres. They focus on serving a broad population to meet the recreational needs for several neighborhoods or a large geographic section of the community. Their target service area is often one to two miles, but they are available for the entire community. These parks include a wide range of active and passive recreation opportunities for all user groups. This includes amenities such as playgrounds, picnicking amenities, athletic fields and courts, a trail network, swimming pool, fitness-focused equipment, and educational facilities. These parks may also serve to preserve natural resources including creeks, streams, slopes, greenbelts, or floodplain areas. Timmermann Park is a local example of a community park.



Timmermann Park



ShadowGlen Open Space

REGIONAL PARKS

Regional parks are the largest type of park for a typical community's park system. The size varies depending on the purpose and character of the site. Regional parks provide recreational amenities for the entire community and even serve as a hub for surrounding communities. They can have service areas of up to a 50-mile radius, depending on the site features. Regional parks often help to protect and showcase valuable natural resources such as habitat preserves or bodies of water. These parks include a very wide range of active and passive recreation opportunities and can be an economic generator by attracting sports tournaments, ecotourism, or hosting large events. Typical amenities include destination playgrounds, athletic courts and fields, trail systems, water activities, event facilities, unprogrammed open space, and preserved natural areas. ShadowGlen Open Space in Manor and Walter E. Long Park in Austin are nearby examples of regional parks.

LINEAR PARKS

Linear parks include amenities for walking, jogging, bicycling, and/or hiking. They are often located along linear natural (e.g., creeks) or man-made (e.g., utilities) features. Their size and service area vary based on the amenities offered and extent of the linear feature. These parks often connect two or more parks or points of interest in a city. They are also used to protect wildlife and natural processes or provide for floodways or stormwater drainage. If developed appropriately, Presidential Glen and Presidential Heights Parks could function as linear parks.



Presidential Heights Park



Art Park

SPECIAL USE PARKS

Special use parks can cover a wide range of facilities, but are most likely oriented for a single purpose. They range in size and service area based on the use. Typical examples include golf courses, skate parks, aquatic facilities, tennis complexes, nature centers, historic sites, or amenity centers. Art Park is a local example of a City-owned special use park. There are also multiple amenity centers owned and operated by homeowners associations.



PARKS & RECREATION INVENTORY

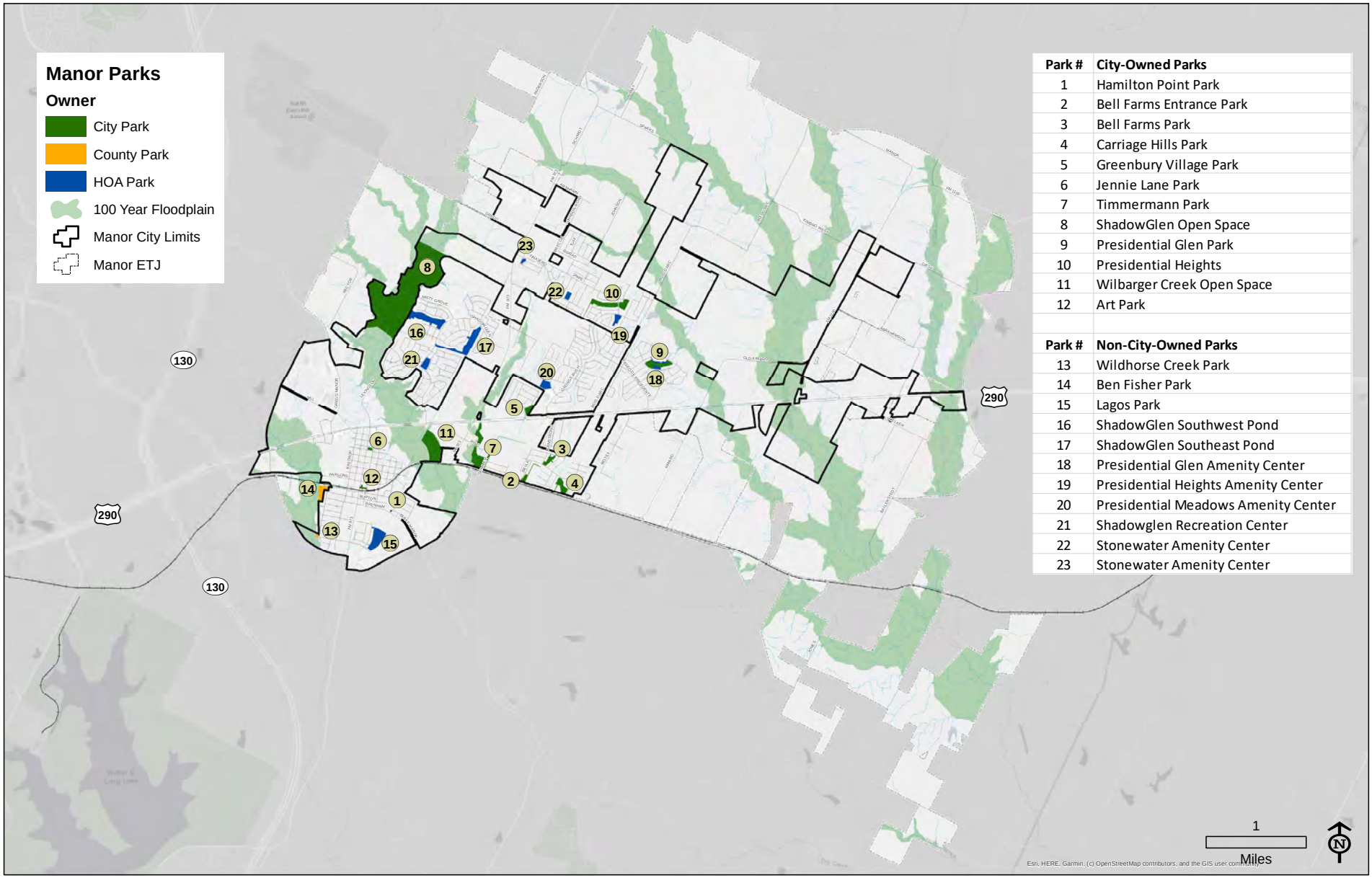
Manor's parks system includes nearly 350 acres of parkland (including water bodies) spread across 23 sites and amenity centers owned by the City, Travis County, and homeowners associations. The sites range in size from 0.2 acres to nearly 200 acres. They are located throughout the City and ETJ, with the majority being situated in the west and central parts of the City.

There is a wide range of park sizes and contexts in the City. However, parkland amenities are somewhat monotonous. Of the parks that are developed, many have a playground, picnic tables, and some type of drainage area or water feature. Walking trails and picnic pavilions are featured in a few parks. There are very few City-owned active recreation amenities and no athletic fields.

All of the HOA parks or amenity centers include trails, swimming pools, and/or athletic courts. However, use of HOA parks and facilities are limited to HOA members and thus do not benefit the general public. ShadowGlen Southwest Pond will ultimately be dedicated to the City.

The City-owned parks are heavily geared towards passive recreation. This refers to unstructured activities that typically do not require specialized equipment or facilities. Examples of passive recreation include jogging, birdwatching, fishing, and picnicking. There are minimal opportunities for active recreation throughout the parks system. This refers to structured activities for individuals and teams that often require specialized facilities or equipment such as baseball, tennis, and skateboarding.

As the City considers further development of parkland, it will be important to continue diversifying both passive and active recreation options for multiple age groups.



Park #	City-Owned Parks
1	Hamilton Point Park
2	Bell Farms Entrance Park
3	Bell Farms Park
4	Carriage Hills Park
5	Greenbury Village Park
6	Jennie Lane Park
7	Timmermann Park
8	ShadowGlen Open Space
9	Presidential Glen Park
10	Presidential Heights
11	Wilbarger Creek Open Space
12	Art Park
Park #	**Non-City-Owned Parks**
13	Wildhorse Creek Park
14	Ben Fisher Park
15	Lagos Park
16	ShadowGlen Southwest Pond
17	ShadowGlen Southeast Pond
18	Presidential Glen Amenity Center
19	Presidential Heights Amenity Center
20	Presidential Meadows Amenity Center
21	Shadowglen Recreation Center
22	Stonewater Amenity Center
23	Stonewater Amenity Center

Map 5.3. Manor Parks Map

Figure 5.3.Manor Park and Facility Inventory

Map Label	Park or Facility Name	Address	Ac.	Park Classification*	Active Recreation													Water Recreation				Passive Recreation							Misc.	
					Baseball Field	Softball Field	Standalone Backstop	Soccer Field	Football Field	Multipurpose Practice Field	Basketball Court	Tennis Court	Volleyball Court	Skate Park	Disc Golf Course	Walking/Biking Trail (# miles)	Fitness Equipment (Y/N)	Fishing Pier	Canoe/Kayak Launch	Swimming Pool	Splash Pad	Dog Park	Playground	Horseshoe Pits	Picnic Tables in Park (Y/N)	BBQ Grills in Park (Y/N)	Picnic Shelter/Pavilion	Outdoor Event Space	Restrooms (Y/N)	Parking (Y/N)
City-Owned Parks																														
1	Hamilton Point Park	16625 Hamilton Point Circle	0.2	P																		1								
2	Bell Farms Entrance Park	Bella Parkway	2.4	N																						1				
3	Bell Farms Park	12801 Chime Drive	3.6	N							0.5					0.4						2		Y						
4	Carriage Hills Park	Carriage Hills Drive	6.3	N																		1								Y
5	Greenbury Village Park	18301 Maxa Drive	3.3	N																		1		Y						
6	Jennie Lane Park	102 E. Rector Street	0.6	N													Y					1		Y		1			Y	Y
7	Timmermann Park	12616 Skimmer Run	19.4	C												0.8		1				1	1	Y		1				Y
8	ShadowGlen Open Space	Along Wilbarger Creek, north of the golf course	196.9	R												1.3														
9	Presidential Glen Park	19700 Andrew Johnson Drive	6.8	G/L																										
10	Presidential Heights Park	George Mason Drive	11.7	G/L																										
11	Wilbarger Creek Open Space	Along Wilbarger Creek, behind Walmart	24.2	G/L																										
12	Art Park	S. Lexington Street, behind Manor Grocery	1.1	SU																										Y
		City-Owned Subtotal	**276.6**		**0**	**0**	**0**	**0**	**0**	**0**	**0.5**	**0**	**0**	**0**	**0**	**2.5**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**1**	**4**	**0**	**3**	**0**	**1**	**4**
County-Owned Parks																														
13	Wildhorse Creek Park	11902 1/2 Athens Street	0.5	P																		1								
14	Ben Fisher Park	600 W. Carrie Manor	6.0	N							2		1									1		Y		2		Y	Y	

** P = Pocket N = Neighborhood C = Community R = Regional G/L = Greenbelt / Linear SU = Special Use*

Map Label	Park or Facility Name	Address	Ac.	Park Classification*	Active Recreation													Water Recreation				Passive Recreation							Misc.	
					Baseball Field	Softball Field	Standalone Backstop	Soccer Field	Football Field	Multipurpose Practice Field	Basketball Court	Tennis Court	Volleyball Court	Skate Park	Disc Golf Course	Walking/Biking Trail (# miles)	Fitness Equipment (Y/N)	Fishing Pier	Canoe/Kayak Launch	Swimming Pool	Splash Pad	Dog Park	Playground	Horseshoe Pits	Picnic Tables in Park (Y/N)	BBQ Grills in Park (Y/N)	Picnic Shelter/Pavilion	Outdoor Event Space	Restrooms (Y/N)	Parking (Y/N)
HOA-Owned Parks																														
15	Lagos Park	S. San Marcos Street	13.4	N												0.6														
16	ShadowGlen Southwest Pond	ShadowGlen Trace & Sage Blossom Dr.	17.1	N												0.4														
17	ShadowGlen Southeast Pond	ShadowGlen Trace & Mossygate Trail	15.9	N												1.0														
18	Presidential Glen Amenity Center	Andrew Johnson Drive	1.5	SU																1			1						Y	Y
19	Presidential Heights Amenity Center	Samuel Welch Way	3.6	SU						1										1									Y	Y
20	Presidential Meadows Amenity Center	Dwight Eisenhower Street	4.7	SU							1		1							1									Y	Y
21	ShadowGlen Recreation Center	Shadowglen Trace	4.0	SU																1	1		1						Y	Y
22	Stonewater Amenity Center	Stoneridge Gap Lane	2.4	SU							1									1	1		1						Y	Y
23	Stonewater Amenity Center	Pernella Road	1.1	SU																1	1			Y					Y	Y
Non-City Owned Subtotal			**70.1**		0	0	0	0	0	1	4	0	2	0	0	2	0	0	0	6	3	0	5	0	2	0	2	0	7	7
All Parks Total			**346.8**		0	0	0	0	0	1	4.5	0	2	0	0	4.5	1	1	0	6	3	0	12	1	6	0	5	0	8	11

N = Neighborhood SU = Special Use

HAMILTON POINT PARK

Ownership: **City**
Classification: Neighborhood

Address: 16625 Hamilton Point Circle
Size: 0.2 Acres



Features:

- Picnic tables
- Covered playground
- Benches

Existing Conditions:

- This park is located in a residential area east of downtown.
- There is no sidewalk access to the park, but it is a low-speed local street.
- The playground is covered and has target age signage. This is the City's newest playground.
- There appear to be drainage issues near street frontage of the park.
- Recently planted trees will eventually provide additional shade in some areas.
- As one of the newest parks in the City, there are minimal needs for improvements at this time.







BELL FARMS ENTRANCE PARK

Ownership: **City**
Classification: Neighborhood

Address: Bella Parkway
Size: 2.4 Acres

Features:

- Pond
- Gazebo
- Open lawn
- On-street parking

Existing Conditions:

- This park is located at the entrance to the Bell Farms subdivision, southwest of Bell Farms Park.
- Sidewalks provide pedestrian access from the neighborhood.
- This park has minimal recreation options.
- A rentable gazebo in fair condition overlooks the City-maintained pond.
- Fishing is currently prohibited, but people keep taking the "no fishing" sign.
- A narrow strip of City-owned land extends along an easement behind the adjacent houses. There may be an opportunity for a trail connection to Bell Farms Park.









BELL FARMS PARK

Ownership: **City**
Classification: Neighborhood

Address: 12801 Chime Drive
Size: 3.6 Acres



Features:

- Half-court basketball court
- Playground
- Decomposed granite loop trail
- Open lawn
- On-street parking

Existing Conditions:

- This park is located in a residential neighborhood, northeast of Bell Farms Entrance Park.
- Sidewalks are provided along the street frontage.
- The playground and much of the park lack shade.
- Some of the recently planted trees are dying due to a possible irrigation issue.
- If park amenities were reconfigured, the half-court basketball could be expanded to a full court. There is also ample space to add amenities such as a picnic pavilion and splash pad.







CARRIAGE HILLS PARK

Ownership: **City**
Classification: Neighborhood

Address: Carriage Hills Drive
Size: 6.3 Acres



Features:

- Playground
- Open lawn
- Parking

Existing Conditions:

- This park is located at the entrance to the Carriage Hills neighborhood.
- Sidewalks provide access along the street frontage.
- This park is largely an undeveloped drainage area and the boundaries of the site are not well delineated.
- The playground lacks shade and visibility is obscured by the surrounding vegetation. This creates a potential safety issue.
- There are minimal recreation options for a park of this size. There may be opportunities to add active and passive amenities, especially in the northwest portion of the site.







GREENBURY VILLAGE PARK

Ownership: **City**
Classification: Neighborhood

Address: 18301 Maxa Drive
Size: 3.3 Acres



Features:

- Covered playground
- Pond
- Picnic tables with grills
- On-street parking

Existing Conditions:

- This park is located in the Greenbury Village development along Highway 290. It has good visibility as residents enter the neighborhood.
- Sidewalks provide access along the street frontage and a drainage easement extends along the east side of the park.
- The playground covering creates a more comfortable play space.
- The picnic areas lack shade, though adjacent trees will provide shade years from now.
- The City maintains the pond, but staff lacks adequate training to deal with algal blooms and nutrient imbalances.







JENNIE LANE PARK

Ownership: **City**
Classification: Neighborhood

Address: 102 E. Rector Street
Size: 0.6 Acres



Features:

- Fitness equipment
- Covered playground
- Picnic pavilion
- Gazebo
- Veteran's memorial
- Open lawn
- Horseshoes
- Restroom
- Parking

Existing Conditions:

- This park is located in a residential area in downtown.
- Sidewalks surround the park.
- This is the most frequently rented park, but is otherwise minimally used.
- Multiple facilities in the park were sponsored or donated by local entities.
- Graffiti and other vandalism can be an issue.
- There is a desire to expand the existing veteran's memorial.
- Much of the western side of the park remains unprogrammed and could provide space for additional recreation options.







TIMMERMANN PARK

Ownership: **City**
Classification: Community
Address: 12616 Skimmer Run
Size: 19.4 Acres

Features:

- Concrete trail
- Playground
- Picnic pavilion
- Bocce ball
- Open lawn
- Restroom
- Pond
- Parking

Existing Conditions:

- This park is centrally located south of Highway 290 in a residential and commercial area.
- While this is one of the only parks with a prominent park entrance sign, the edges of the property are hard to determine.
- Much of the park is in the floodplain.
- This park is well used by the public, a local bocce group and for City events.
- The existing pond is an amenity with fishing pier and loop trail. The pond is maintained by an aquatic management company.
- There are drainage issues around the playground and potential ADA accessibility concerns with some of the park's amenities.
- The playground and much of the trail are lacking shade.





- A new City Hall and other City facilities may be built on an adjacent property. There may also be an opportunity to expand the park to increase recreation options in non-floodplain areas.
- There is community desire for a skate park, splash pad, basketball court, and trail lighting.
- A previous conceptual plan for the park also included disc golf and a dog park.



SHADOWGLEN OPEN SPACE

Ownership: **City**
Classification: Regional
Address: Along Wilbarger Creek, north of the golf course
Size: 196.9 Acres

Features:

- Wood chip trail
- Wooded area and Wilbarger Creek

Existing Conditions:

- This park is located between phases II and III in the ShadowGlen subdivision, and almost all of it is in the floodplain.
- Aside from an approximately 1.3-mile trail, the park remains undeveloped. Additional trail segments will be built with upcoming phases of the development.
- Existing challenges include illegal dumping, lack of parking (public street parking is largely prohibited in the development), and nearby resident push back to further parkland development.
- A preserved open space of this size has potential to provide people from a wide area with much-needed access to nature. Appropriate development could include parking, trailhead amenities, and nature-based passive recreation. It will be important to include the public in planning for park improvements to address desires and concerns about the property.









PRESIDENTIAL GLEN PARK

Ownership: **City**
Classification: Greenbelt/Linear
Address: 19700 Andrew Johnson Drive
Size: 6.8 Acres

Features:

- Native vegetation and pond

Existing Conditions:

- This park is adjacent to the Presidential Glen Amenity Center.
- Aside from a catch and release fishing sign near the pond, there is no indication that this area is a park.



PRESIDENTIAL HEIGHTS PARK

Ownership: **City**
Classification: Greenbelt/Linear
Address: George Mason Drive
Size: 11.7 Acres

Features:

- Drainage area

Existing Conditions:

- This undeveloped park runs through a residential neighborhood.
- There is no indication that this is parkland.



WILBARGER OPEN SPACE

Ownership: **City**
Classification: Greenbelt/Linear
Address: Along Wilbarger Creek behind Walmart
Size: 24.2 Acres

Features:

- Native vegetation and Wilbarger Creek

Existing Conditions:

- This undeveloped open space extends along Wilbarger Creek, south of Highway 290 and is in the floodplain.
- There is not indication that this is parkland.



ART PARK

Ownership: **City**
Classification: Special Use

Address: S. Lexington Street, behind Manor Grocery
Size: 1.1 Acres



Features:

- Fence mural by local students
- Parking
- Vacant lot

Existing Conditions:

- This park is located in downtown.
- The space is used to host City events like Manor Palooza, but other use is limited by lack of amenities.
- The location in downtown provides opportunities for amenities that support formal and informal gatherings such as farmer's/artisan's markets, food trucks, outdoor dining, and performance event infrastructure.
- A previous conceptual plan included a pavilion, water feature, splash pad, food truck area, and parking.







WILDHORSE CREEK PARK

Ownership: **County**
Classification: Pocket

Address: 11902 1/2 Athens Street
Size: 0.5 Acres



Features:

- Playground
- Picnic pavilion
- Benches
- Open lawn
- Parking

Existing Conditions:

- This park is located in a residential area at the southwest corner of the City. It is adjacent to the floodplain and natural areas surrounding Gilleland Creek.
- Sidewalks provide pedestrian access from the neighborhood.
- This park has limited shade and graffiti was present during the site visit.
- It is hard to determine the boundaries of the park, as it is next to a large, undeveloped parcel.
- Travis County is responsible for development and maintenance of this park.







BEN FISHER PARK

Ownership: **County**
Classification: Neighborhood

Address: 600 W. Carrie Manor Street
Size: 6.0 Acres

Features:

- Basketball courts
- Picnic pavilion
- Playground
- BBQ grills
- Open lawn
- Restroom
- Parking

Existing Conditions:

- This park is located at the edge of a neighborhood, just south of the railroad.
- The park is secluded and doesn't have good visibility based on its location behind residences.
- The city's only publicly accessible full-court basketball courts are found here.
- A Travis County Community Center and Manor Volunteer Library are located on site.
- Multiple City of Austin and Travis County trails are planned to converge in this property. The City of Austin trail will connect this park to Walter E. Long Park.
- Travis County is responsible for development and maintenance of this park.









LAGOS PARK

Ownership: **Homeowners Association**
Classification: Neighborhood

Address: S. San Marcos Street
Size: 13.4 Acres



Features:

- Lake
- Loop trail
- On-street parking

Existing Conditions:

- This park is located in the Lagos by Ashton Woods development, south of downtown.
- A large lake with loop trail provides a nice passive recreation amenity, but the park is lacking other recreation options.
- Construction of houses around most of the site will limit visibility from adjacent streets.
- This park is a good example of high-quality, diverse plantings.
- The park is maintained by the homeowners association.







SHADOWGLEN SOUTHWEST POND

Ownership: **Homeowners Association**
Classification: Neighborhood

Address: Shadowglen Trace & Sage Blossom
Size: 17.1 Acres

Features:

- Pond
- Trail
- On-street parking

Existing Conditions:

- This park is located in the ShadowGlen residential development.
- It includes two ponds and a trail along one edge of the property.
- There are no recreation amenities aside from the trail.
- This park will ultimately be dedicated to the City.









SHADOWGLEN SOUTHEAST POND

Ownership: **Homeowners Association**
Classification: Neighborhood

Address: Shadowglen Trace & Mossygate
Size: 17.1 Acres

Features:

- Pond
- Loop trail
- On-street parking

Existing Conditions:

- This park is located in the ShadowGlen residential development.
- It includes two ponds and a loop trail with connections to a trail along a large utility corridor.
- There are no recreation amenities aside from the trail.
- This park will not be dedicated to the City.









AMENITY CENTERS

There are six amenity centers in the City. These centers typically include amenities such as a swimming pool, splash pad, playground, and basketball court. Access to these areas is limited to residents of the following developments, and thus doesn't benefit the general public:

- Presidential Glen
- Presidential Heights
- Presidential Meadows
- ShadowGlen
- Stonewater (two amenity centers)



MANOR RECREATION

The City of Manor offers a variety of seasonal festivals and events for residents. These events are free to the public and have seen steady community attendance in recent years. The primary recurring location for events is Timmermann Park.

The City does not provide any other recreation programming such as athletics, arts, or fitness. Based on the significant amount of youth in the city, there may be community support for additional recreational options.



Figure 5.4.Recreation Programs

PROGRAM NAME (City run or operated by other vendor on City property)	AGE GROUP				LOCATION	SEASON	FEE	ESTIMATED ANNUAL ATTENDANCE/ PARTICIPATION				
	AGE 12 AND UNDER	AGE 13-18	ADULTS	SENIORS				2015	2016	2017	2018	2019
Festivals and Events												
Manor Palooza	X	X	X	X	Timmermann Park	Spring	-					5,000
National Night Out	X	X	X	X	Timmermann Park	Fall	-	300	500	800	1000	1,200-1,500
Heritage Fest	X	X	X	X	Downtown - Burnet St	Fall	-		800	1100	1600	2,200
Easter Bash	X				Jennie Lane Park	Spring	-				100	

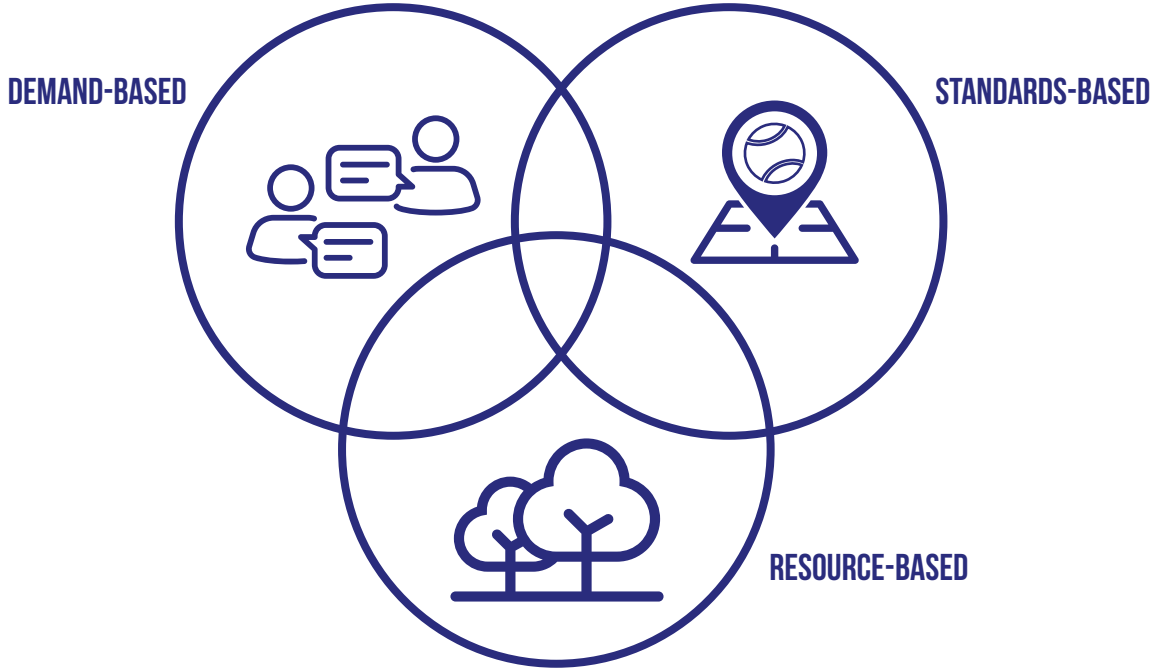

FUTURE LAND USE MAP
MANOR
Kids Dentist
(512) 272-4702
www.manorkidsdentist.com
MANOR
Kid Dentist
(512)272-4702
www.manorkidsdentist.com

NEEDS ASSESSMENT

ASSESSMENT METHODOLOGY

This plan uses a multifaceted analysis to help determine the parks and recreational needs of the Manor community. The assessment analyzes whether those needs are being met and what types of improvements or changes would be beneficial for the community. Existing parks and recreation opportunities are analyzed in terms of public opinion, the location and quantity of parkland, the quantity of facilities within parks, and natural resources in the City.

The needs assessment includes the following three parts:



DEMAND-BASED ASSESSMENT

The needs assessment starts with a demand-based assessment. This includes an analysis and summary of public feedback to identify what the community wants and expects from the parks and recreation system, and how this compares to its current state.

STANDARDS-BASED ASSESSMENT

The standards-based assessment then analyzes parkland acreage, location, and amenities in comparison with the needs and location of the current population and future growth areas. This is used to determine an appropriate target level of service for the Manor community and identify surpluses or deficits.

RESOURCE-BASED ASSESSMENT

Lastly, the resource-based assessment evaluates Manor's existing physical, man-made, and natural resources to identify opportunities to leverage for public recreation benefit.

DEMAND-BASED ASSESSMENT

The demand-based assessment is a reflection of the community's needs, as expressed by residents during multiple public engagement opportunities. Community engagement opportunities included advisory committee meetings, stakeholder meetings, an online public survey, and interactive activities at multiple City events. The following pages present highlights from the input received. It is important to remember that highlights are presenting varying opinions from Manor residents and/or park users and may differ between the various engagement opportunities and questions. Additional public engagement information such as advertisements and complete survey questions can be found in Appendix A, Parks and Recreation Supplemental Information.



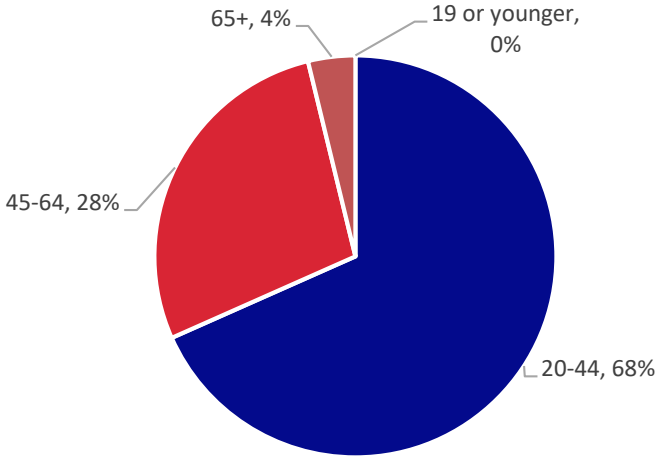
COMMUNITY SURVEY

A community survey was conducted during the planning process to gather input from a wide range of Manor residents and stakeholders. The survey could be viewed on either a computer or a mobile device and was available in English and Spanish. The survey was promoted through the City's website, email distribution lists, fliers, and social media. The survey was open for approximately four months and received 320 responses.

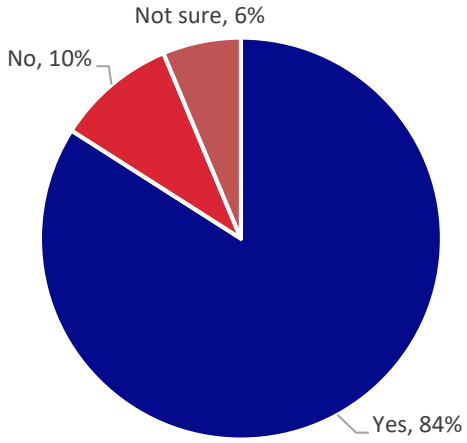
Survey respondents represent a diverse range of ages, with the largest portion of respondents being between the ages of 20 and 44. The majority of respondents live within the City.

Figure 5.5.Survey Respondents Demographics

WHAT IS YOUR AGE?

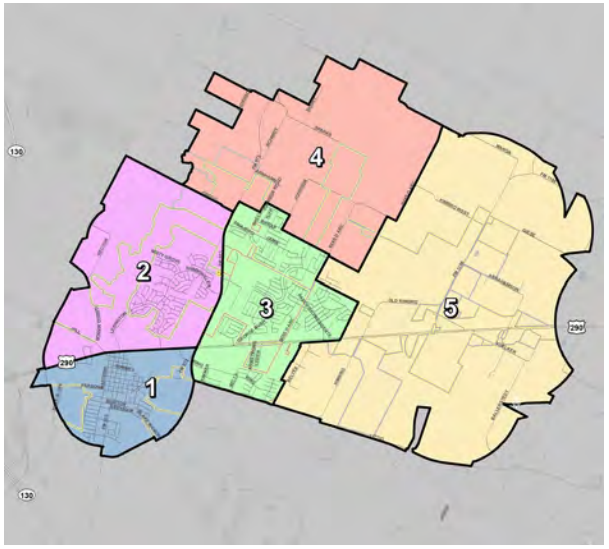


DO YOU LIVE IN THE CITY OF MANOR?



AREA OF RESIDENCE

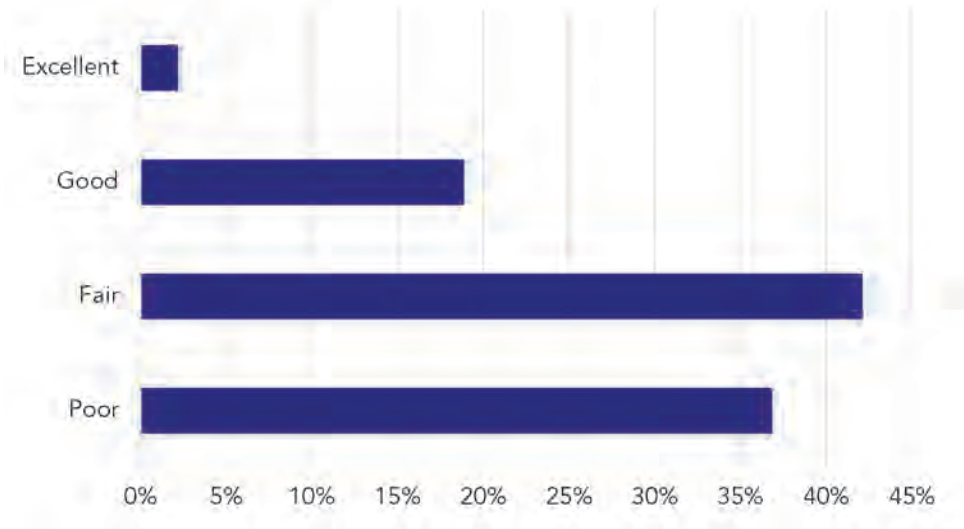
AREA	
1	15.4%
2	24.4%
3	42.3%
4	5.4%
5	3.6%
Other	9.0%



QUALITY OF PARKS AND RECREATION AMENITIES

When asked to describe the quality of Manor's parks and recreation amenities, most respondents felt that they are fair or poor. This indicates that there are opportunities to provide higher-quality amenities to better meet the community's needs.

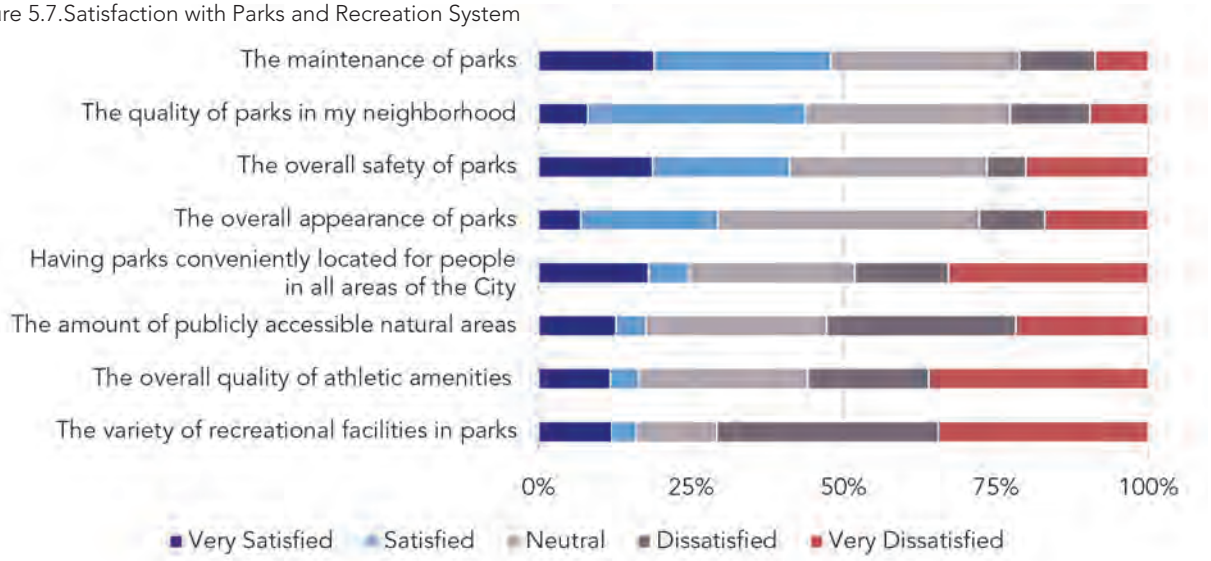
Figure 5.6.Quality of Parks and Recreation Amenities



SATISFACTION WITH THE CITY'S PARKS AND RECREATION SYSTEM

A variety of elements impact a community's perception, use, and approval of a parks and recreation system. When asked to rate the City in a variety of categories, respondents were most satisfied with the maintenance, quality, and safety of parks. They were least satisfied with the variety of recreational facilities, quality of athletic amenities, and amount of publicly accessible natural areas.

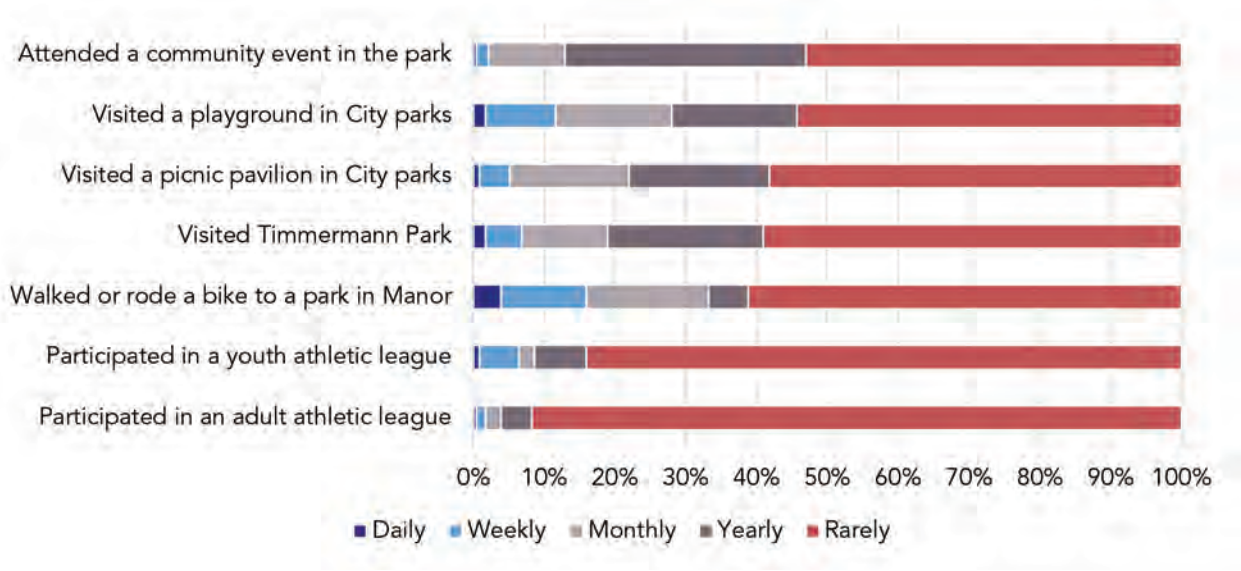
Figure 5.7.Satisfaction with Parks and Recreation System



USE OF THE PARKS & RECREATION SYSTEM

To determine current level of usage, participants were asked how frequently they participated in certain activities or used particular facilities. The most common activities were attending community events, and using playgrounds and picnic pavilions. The most common daily or weekly activities were walking or biking to parks and visiting playgrounds.

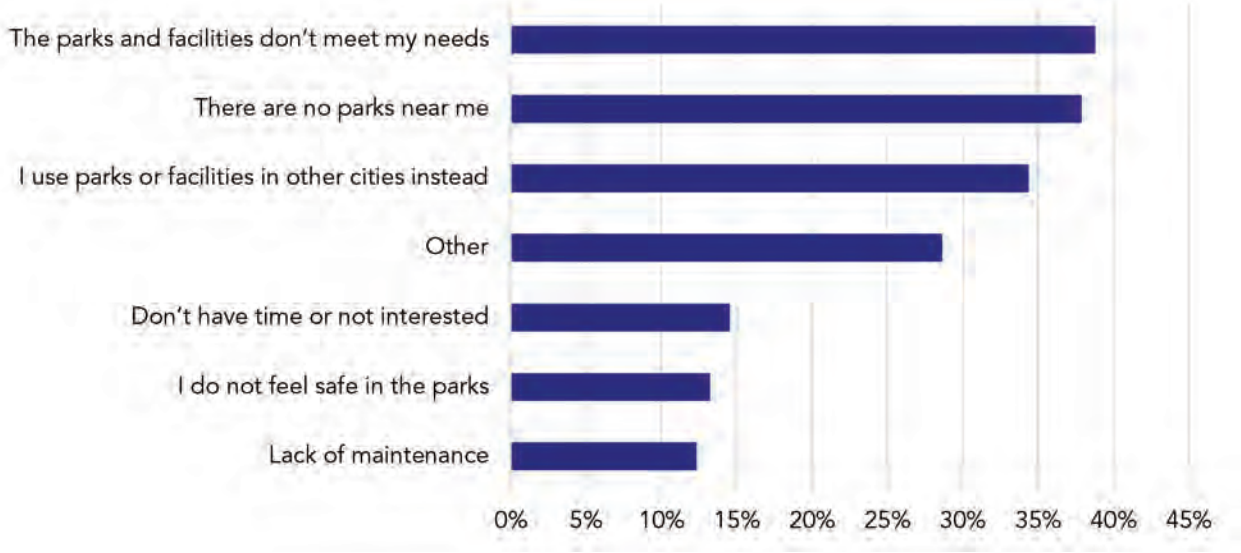
Figure 5.8.Frequency of Usage



WHAT KEEPS PEOPLE FROM GREATER USE OF PARKS

When asked what keeps residents from using Manor's parks and recreation facilities more, most respondents said the parks don't meet their needs, aren't located near them, or that they use facilities elsewhere. Improving parks based on community input and increasing parkland distribution would help parks better meet the community's needs.

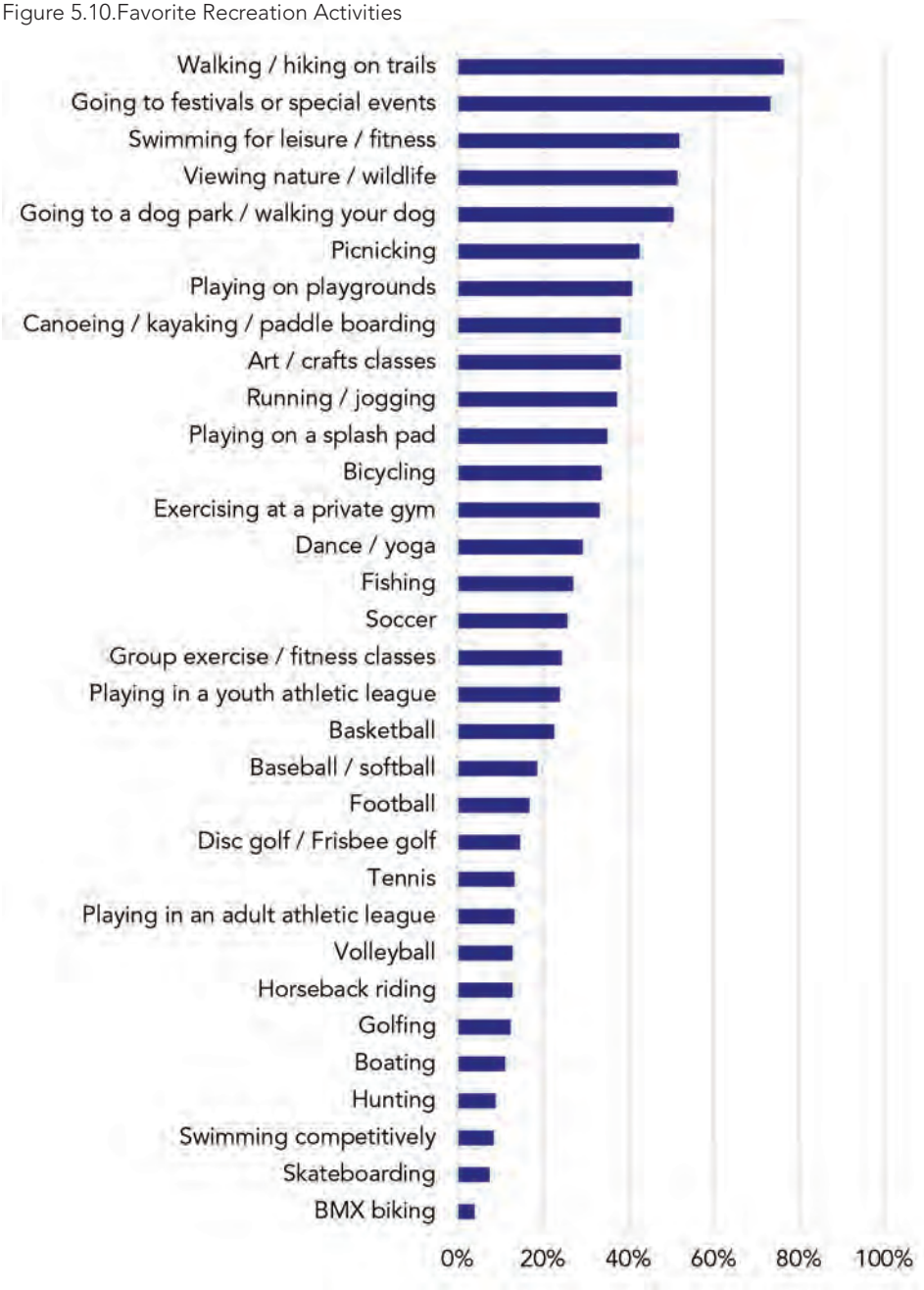
Figure 5.9.What Keeps People from Greater Use of Parks



FAVORITE RECREATION ACTIVITIES

As the City considers expanding offerings in the parks, it's important to understand the types of activities that will serve the greatest number of residents. Survey respondents' top-ranking activities include primarily passive recreation activities such as using trails, attending events, and swimming.

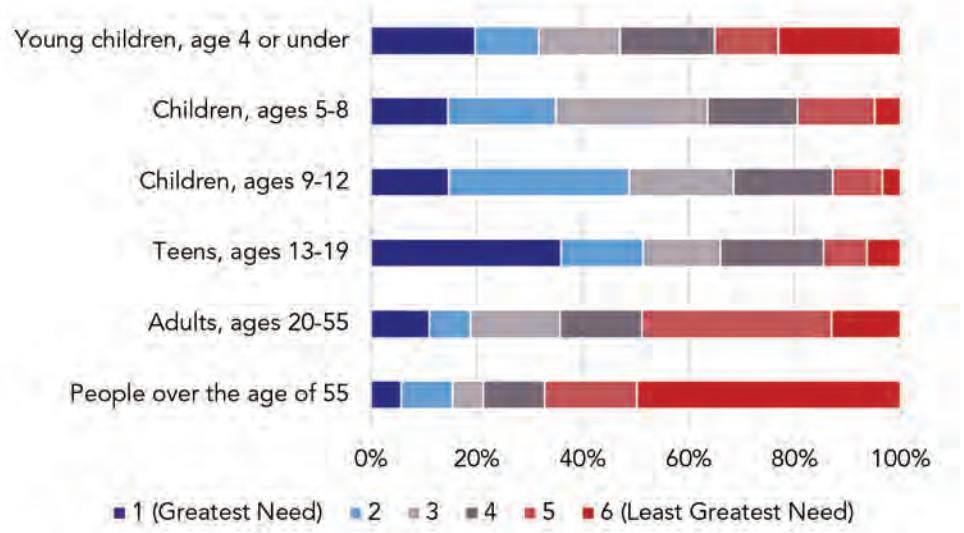
Figure 5.10.Favorite Recreation Activities



AGE GROUP WITH GREATEST NEED FOR RECREATIONAL PROGRAMMING

Aside from a few festivals throughout the year, the City does not currently provide any recreational programming. With a growing community, there is a need for additional recreation options for varying groups. When asked to rank the level of need for different age groups, programming for teens, children ages 9 to 12, and children ages 5 to 8 ranked highest.

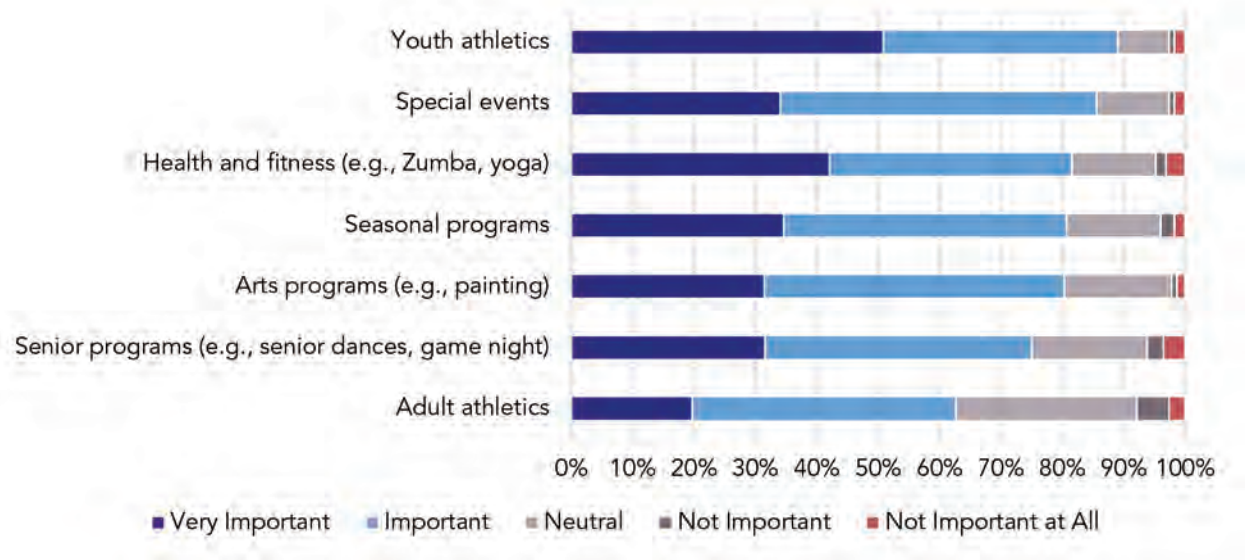
Figure 5.11.Age Group with Greatest Need for Recreational Programming (Ranked 1 to 6)



TYPES OF RECREATIONAL PROGRAMMING

There are many different types of programming the City could provide or support. Survey respondents were asked to rate the level of importance for varying types of programming. When considering "very important" and "important" responses, the most important types of programming were youth athletics, special events, and health and fitness.

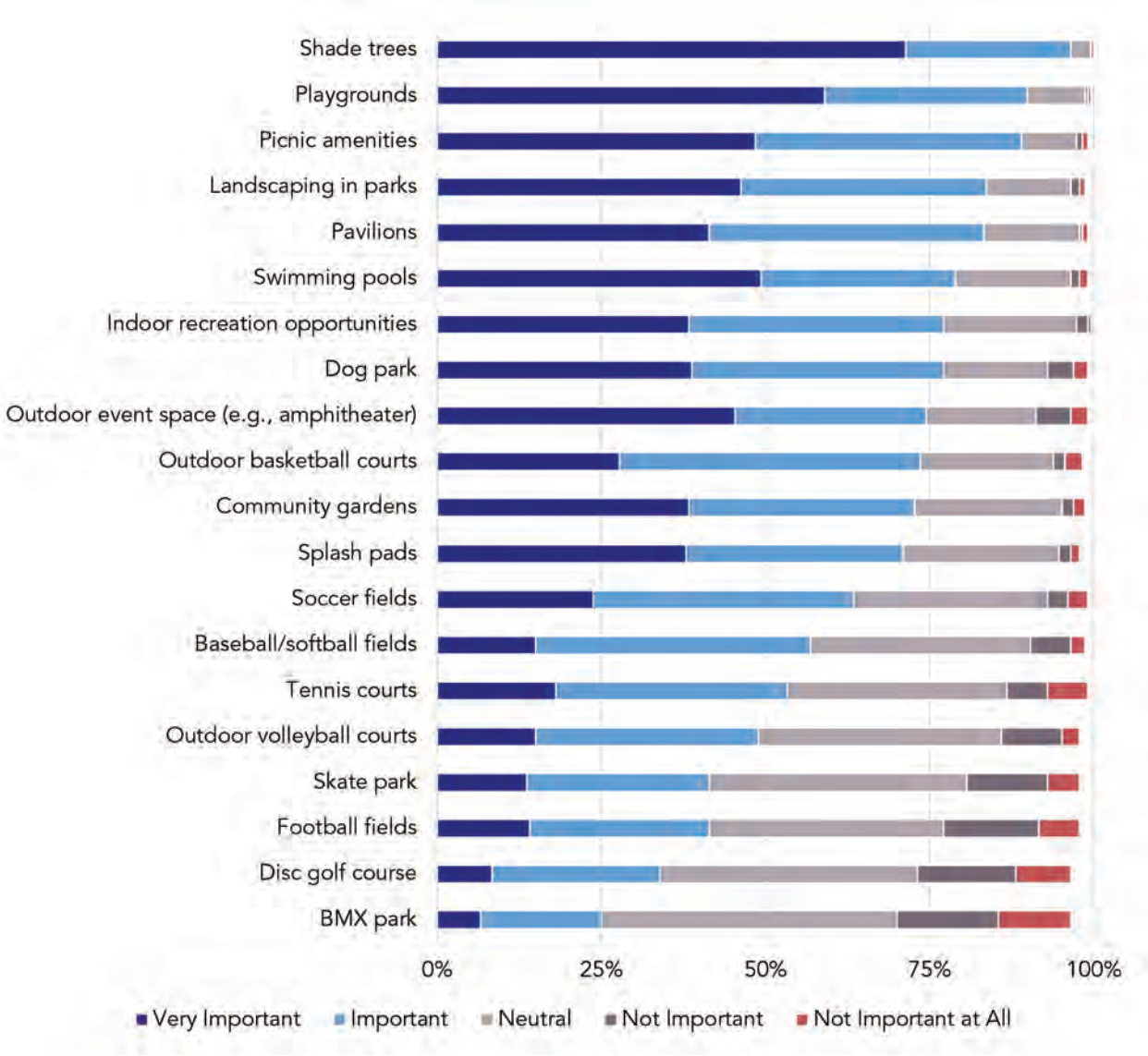
Figure 5.12.Importance of Supporting Types of Recreational Programming



PRIORITY AMENITIES FOR MANOR'S PARKS

As the City considers improvements to the parks system, it's important to evaluate the community's priorities for different types of amenities. When considering "very important" and "important" responses, survey respondents' highest priorities were passive amenities that can be enjoyed by multi-generational audiences.

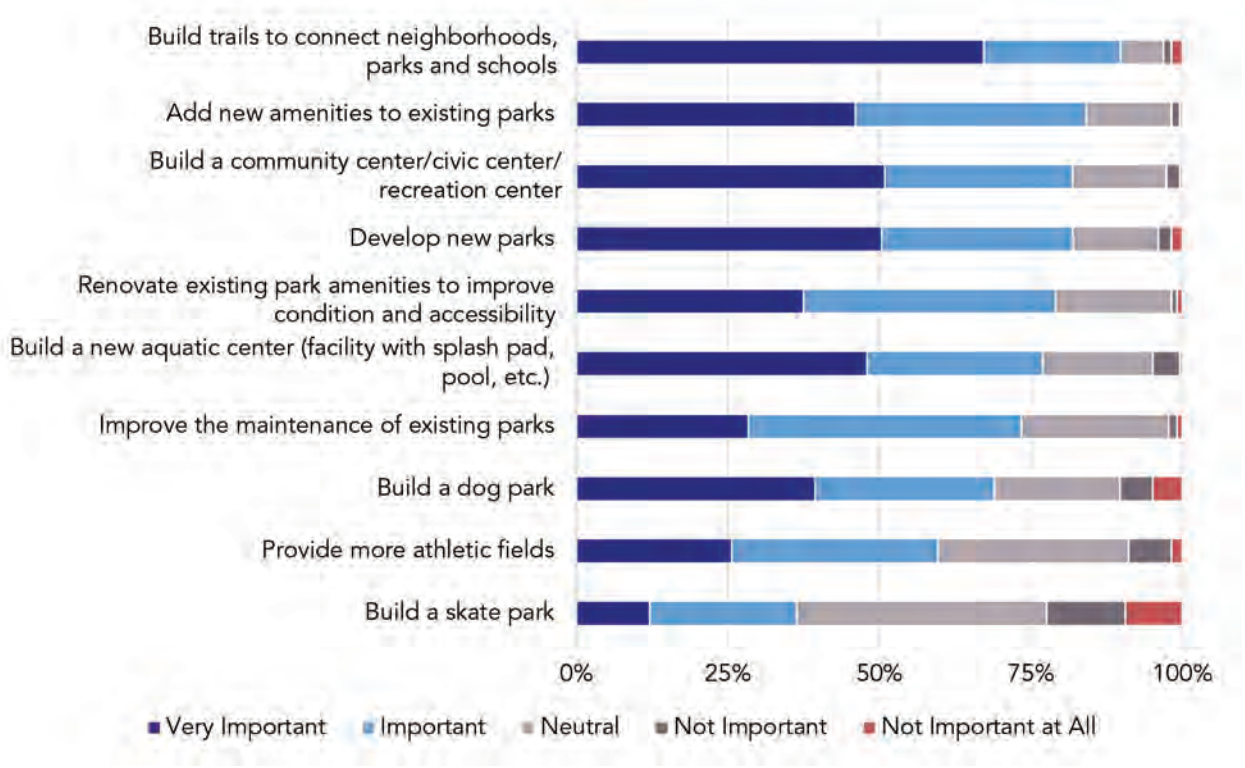
Figure 5.13.Importance of Providing Amenities in Parks



IMPORTANCE OF POTENTIAL CITY ACTIONS

There are many potential actions the City could take towards improving and expanding its parks and recreation system. Over 50 percent of respondents felt that nine out of the 10 potential actions were "important" or "very important." When considering "very important" and "important" responses together, the top potential actions include building trails, adding amenities to existing parks, and building a recreation center.

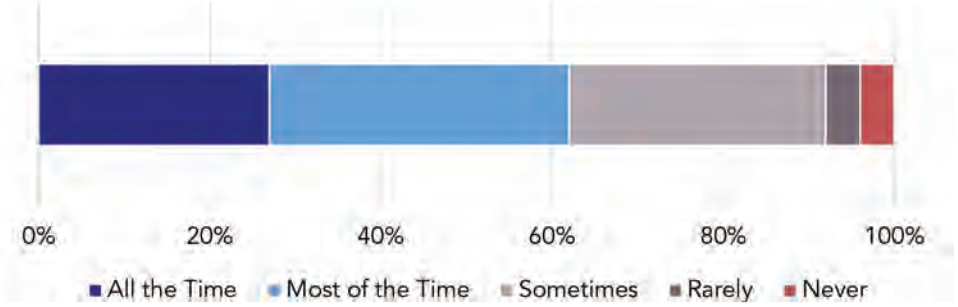
Figure 5.14.Importance of Potential City Actions



POTENTIAL USE OF BIKE/PEDESTRIAN FACILITIES

Trails are a high priority for Manor residents. Respondents were asked if they would choose to access a desired destination without using an automobile if it was close enough and they had bike/pedestrian facilities. Notably, over 60 percent of respondents indicated that they would use these facilities all the time or most of the time. As trail corridors are prioritized for implementation, the City should consider which segments will serve the greatest amount of people.

Figure 5.15.How Often People Would Choose to Access a Destination without an Automobile



COMMUNITY EVENTS

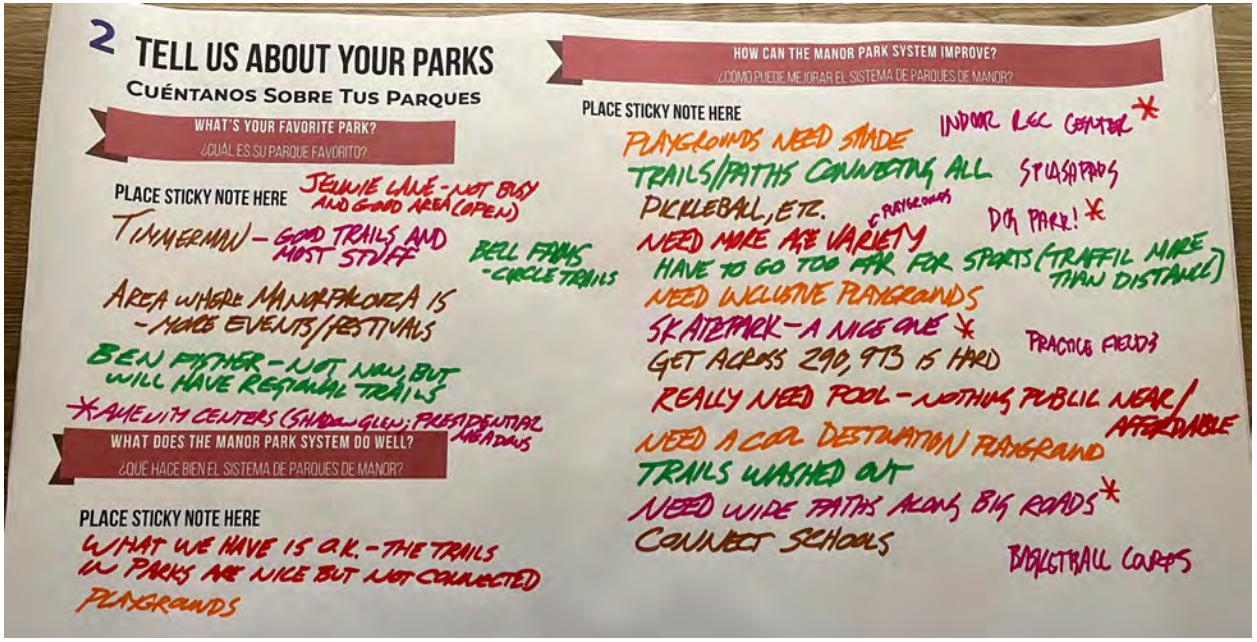
MANOR PALOOZA

The project team attended Manor Palooza to gather input from the community regarding priorities and opportunities for the future of Manor. The event was held in Downtown Manor on May 6-7, 2022. Feedback was gathered through interactive boards. Highlights of parks-related feedback include:

- The trails in parks are nice but not connected
- Playgrounds need shade
- Desire for trails/paths connecting all the parks and connecting to schools
- Desire for wide paths along big roads
- Desire for pickleball, basketball courts, and practice fields
- Desire for dog park and skate park
- Need for more age variety in amenities and activities
- Desire for local access to athletics
- Desire for a public swimming pool and splash pads
- Desire for inclusive and destination playgrounds
- Desire for an indoor recreation center







COMMUNITY OPEN HOUSE

A community open house was held on September 6, 2022, at the Lagos Elementary School. The purpose of the open house was to educate the community about the planning process and gather input on progress to date. The open house was a come-and-go event with interactive boards and a brief presentation. Following the presentation, attendees were invited to provide input through interactive boards, or talk with the consultant team or City Staff.

Nearly 50 community members attended the event. A recording of the event was made available for viewing later. Meeting materials and an opportunity to provide virtual feedback was also available on the project website as well. Key parks-related input is summarized here:

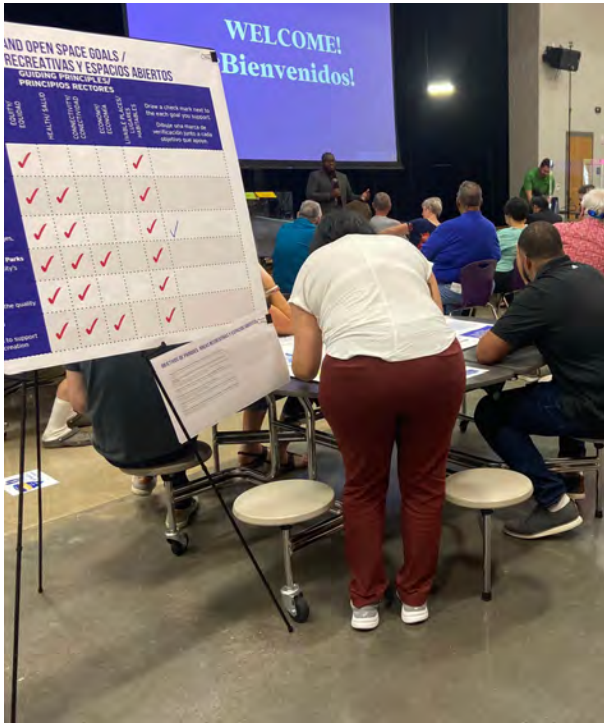
- The top parks priority is Expanding Recreational Opportunities.
- The second highest parks priorities are Improving Connections, Safety and Maintenance, and Funding opportunities.
- The lowest priority parks goals are protecting open space and expanding parks amenities.
- Need shade and water amenities to make parks comfortable and useable in the summer.
- Desire for an indoor recreation center with programming, especially for youth and seniors.
- Additional accessibility for pedestrians and cyclists.

YOUTH STAKEHOLDER MEETING

A series of stakeholder meetings were held at the beginning of the planning process. The youth focus group identified the following elements they want or need in Manor.

- Sports complex
- Space for biking
- Indoor and outdoor basketball courts
- Water park
- Amphitheater
- More park space
- Recreation center
- Dog park





STANDARDS-BASED ASSESSMENT

The standards-based assessment analyzes parkland in terms of acreage, location, and number of park facilities. It identifies the current level of service and whether it is meeting the community's needs. Levels of service represent a specific acreage of parkland or number of facilities needed per given population.

The National Recreation and Park Association (NRPA) publishes their Agency Performance Review annually. It presents data and insights from over 1,000 parks and recreation agencies around the country. This information was referenced throughout the standards-based assessment as a baseline comparison.

Three types of standards were examined in this assessment: acreage, location, and facilities.

ACREAGE LEVEL OF SERVICE

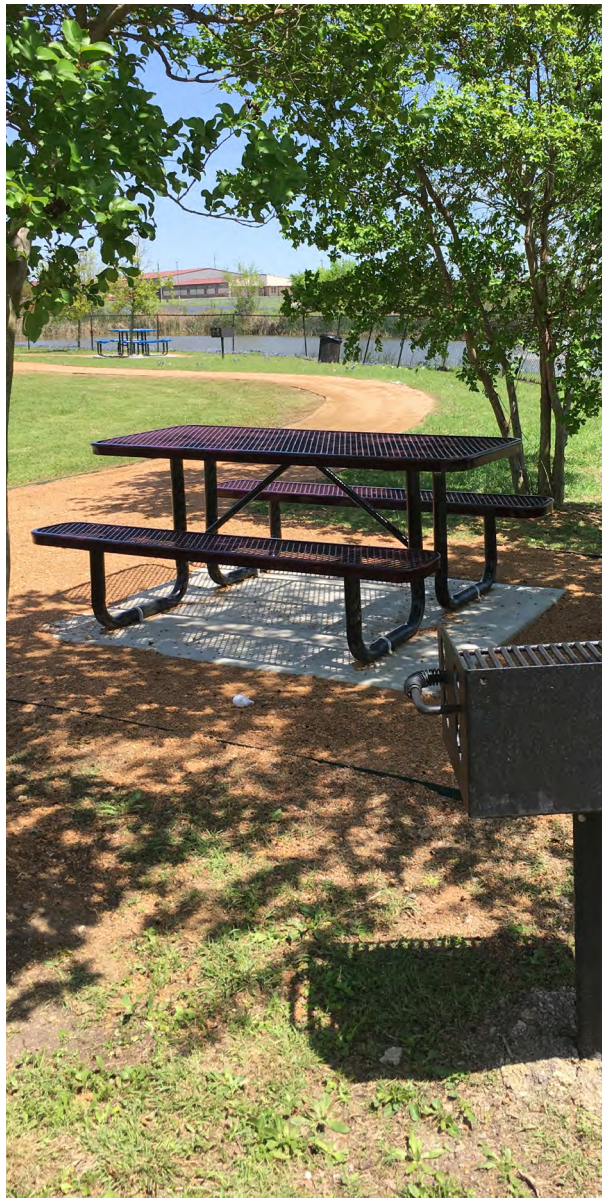
The acreage level of service defines the quantity of parkland acreage as a ratio to population. The results are expressed as park acreage per 1,000 residents. The analysis examines whether there is sufficient parkland for residents today and in the future.

SPATIAL LEVEL OF SERVICE

The spatial level of service looks at the location and distribution of different park types to identify underserved areas and where new parks may be needed.

FACILITY LEVEL OF SERVICE

The facility level of service defines the number of park facilities needed to meet the community's recreational needs. Standards are expressed as a ratio of facility per population size (e.g., one baseball field per 4,000 residents).



ACREAGE LEVEL OF SERVICE

Different types of parks are intended to serve different needs. Pocket, neighborhood, and community parks, cumulatively thought of as close-to-home parks, are focused on recreational benefits for nearby residents. In addition to local residents, regional parks serve a population beyond the immediate community. Greenbelts/linear parks have potential to provide passive recreation opportunities for the whole community, while special use parks serve a focused user group (e.g., aquatic complex providing water-based recreation options).

Manor's parks system includes nearly 350 acres of parkland, including sites owned and operated by the City, Travis County, and various homeowners associations. Just over 275 acres are owned by the City. While the total acreage is high, much of this area is either undeveloped or located in the floodplain, drainage areas, or a water body.

According to the 2022 NRPA Agency Performance Review, the median community with less than 20,000 people had 12.9 acres of parkland per 1,000 residents. A median community with 20,000-49,999 people had 10.6 acres of parkland per 1,000 residents.[1] A target level of service has been defined for Manor through comparison with the NRPA Agency Performance Review, and an understanding of the community's goals, opportunities, and challenges.

1 https://www.nrpa.org/publications-research/research-papers/agency-performance-review/

Existing and target levels of service per park type are listed in the table on the next page. The City's total combined level of service today is 15.1 acres per 1,000 residents for City-owned parks and 19.0 acres per 1,000 residents when including County and HOA parks.

Considering the parks system overall, there is adequate total parkland in 2021, with a future deficit as the community grows towards its projected 2031 population. However, the City is lacking close-to-home parkland (i.e., pocket, neighborhood, and community parks) today and in the future, as listed in the "surplus/deficit acreages" columns in the table. Additionally, the level of development and characteristics of the existing parkland minimizes the recreational benefits.

The City should consider opportunities for additional close-to-home parks in areas with new development in the future, as well as the recreation potential of those sites.

Based on the City's extensive amount of regional parkland, it will be important to consider how to provide the most diverse recreation options on the property in order to help meet the daily recreational needs for residents in the vicinity. Additionally, much of the neighborhood parkland includes large bodies of water and/or drainage areas, and provides minimal recreation options. Consideration should be given to increasing recreation options (e.g., playground, picnicking) on those sites to the extent possible.

If properly located and developed with bicycle and pedestrian trails, greenbelts/linear parks can greatly contribute to citywide connectivity to parks and other points of interest. There is no specific target level of service for linear parks. However, the City should evaluate opportunities to provide linear parks as an option for residents of all ages and abilities to exercise, recreate, enjoy their natural surroundings, and connect with the greater community.

There is no target level of service for special use parks either. As the City considers expansion and further development of the parks system, it should focus on creating publicly accessible, diverse recreation options that can serve the whole community.

National Recreation & Park Association 2022 Agency Review

Total Parkland per 1,000 Residents Cities under 20,000 People:

- Lower Quartile = 5.2 acres/1,000 people
- Median = 12.9 acres/1,000 people
- Upper Quartile = 21.7 acres/1,000 people

Total Parkland per 1,000 Residents Cities 20,000 - 49,999 People:

- Lower Quartile = 5.4 acres/1,000 people
- Median = 10.6 acres/1,000 people
- Upper Quartile = 17.2 acres/1,000 people

https://www.nrpa.org/publications-research/research-papers/agency-performance-review/

Figure 5.16.Parkland Acreage Level of Service

Park Classification*	Existing Level of Service (LOS)		Recommended Level of Service (2021)			Recommended Level of Service (2031)	
	Existing Acreage (2021)	Current LOS (based on 18,285 population)	Recommended Target LOS 2021-2031	2021 Recommended Acreage	Surplus/Deficit Acreages (2021)**	2031 Recommended Acreage (based on 28,995 pop.)	Surplus/Deficit Acreages (2031)**
Close-to-Home Parks (focused on benefit to nearby residents)							
Pocket Parks *(City-owned)*	0.2	0.01 Ac/1,000 Residents	0.25 Ac/1,000 Residents	4.6	-4.4	7.2	-7.0
Pocket Parks *(all facilities)*	0.8	0.04 Ac/1,000 Residents			-3.8		-6.4
Neighborhood Parks *(City-owned)*	16.3	0.9 Ac/1,000 Residents	4.0 Ac/1,000 Residents	73.1	-56.8	116.0	-99.7
Neighborhood Parks *(all facilities)*	68.6	3.8 Ac/1,000 Residents			-4.5		-47.4
Community Parks *(City-owned)*	19.4	1.1 Ac/1,000 Residents	5.0 Ac/1,000 Residents	91.4	-72.0	145.0	-125.6
Community Parks *(all facilities)*	19.4	1.1 Ac/1,000 Residents			-72.0		-125.6
Close-to-Home Parks Subtotal (City-owned)	**35.9**	**2.0 Ac/1,000 Residents**	**9.25 Ac/1,000 Residents**	**169.1**	**-133.2**	**268.2**	**-232.3**
Close-to-Home Parks Subtotal (all facilities)	**94.7**	**4.9 Ac/1,000 Residents**			**-80.3**		**-179.4**
Other Park Types							
Regional Parks *(City-owned)*	196.9	10.8 Ac/1,000 Residents	5.0 Ac/1,000 Residents	91.4	105.5	145.0	51.9
Regional Parks *(all facilities)*	196.9	10.8 Ac/1,000 Residents			105.5		51.9
Greenbelt/Linear Parks *(City-owned)*	42.8	2.3 Ac/1,000 Residents	Varies	N/A	N/A	N/A	N/A
Greenbelt/Linear Parks *(all facilities)*	42.8	2.3 Ac/1,000 Residents					
Special Use Parks *(City-owned)*	1.1	0.1 Ac/1,000 Residents	Varies	N/A	N/A	N/A	N/A
Special Use Parks *(all facilities)*	18.3	1.0 Ac/1,000 Residents					
Other Park Types Subtotal (City-owned)	**240.8**	**13.2 Ac/1,000 Residents**	**Varies**	**N/A**	**N/A**	**N/A**	**N/A**
Other Park Types Subtotal (all facilities)	**258**	**14.1 Ac/1,000 Residents**					
All Park Types (City-owned)	**276.7**	**15.1 Ac/1,000 Residents**	**14.25 Ac/1,000 Residents**	**260.6**	**16.1**	**413.2**	**-136.5**
All Park Types (all facilities)	**346.8**	**19.0 Ac/1,000 Residents**			**86.2**		**-66.4**

**City-owned = parks owned by City of Manor; All facilities = parks owned by City Manor, Travis County, and local HOAs*
***Negative numbers = acreage deficits*

SPATIAL LEVEL OF SERVICE

ACCESS TO POCKET & NEIGHBORHOOD PARKS

Pocket parks typically serve residents within a 1/4-mile area, while neighborhood parks are meant to serve residents within a 1/4-mile to 1/2-mile radius. These parks are intended to serve daily recreational needs for nearby residents and are often accessed by foot or bike. These service areas equate to approximately a 5-minute (1/4-mile) to 10-minute (1/2-mile) walk. Pocket and neighborhood parks should be generally located away from major arterial streets and should be accessible without requiring residents to cross major roadways. As previously described, pocket parks typically include a playground and basic picnic area when in a residential setting and shaded seating and gathering areas, enhanced plantings, water features, and game tables when in urban contexts. Neighborhood parks typically provide a playground, sports courts, trail access, and picnic amenities.

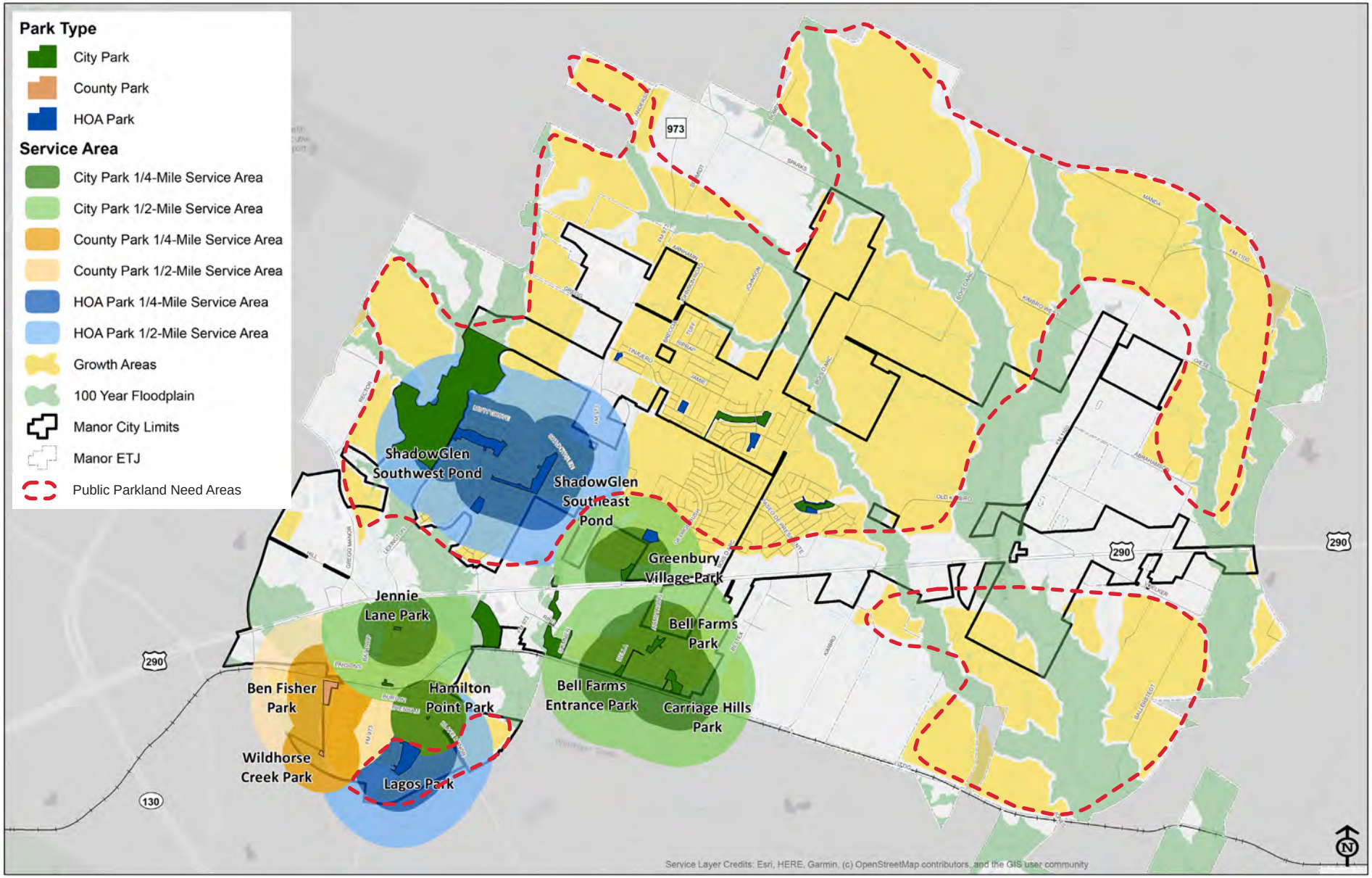
The service areas of Manor's pocket and neighborhood parks are illustrated on the map on the next page and are color-coded based on park ownership. Service areas are clipped where they would require residents to cross a major roadway to access them.

As illustrated on the map, the majority of the western portion of the City's residential growth areas have nearby access to pocket or neighborhood parks, however some of this is HOA parkland and not accessible to the general public. Many of the pocket and neighborhood parks have very limited recreation options, and thus may not be truly providing for the recreational needs of nearby residents. Where appropriate, the addition of amenities in these parks would allow them to better serve the community.

Regardless of how existing parks are further developed, based on the location of existing parks in Manor, there are still substantial areas lacking access to parkland of any kind. As the City considers locations for new close-to-home parks, priority should be given to residential areas located within the need areas illustrated on the map on the next page.



Playground at Jennie Lane Park



Map 5.4. Pocket and Neighborhood Park Service Areas

ACCESS TO COMMUNITY PARKS

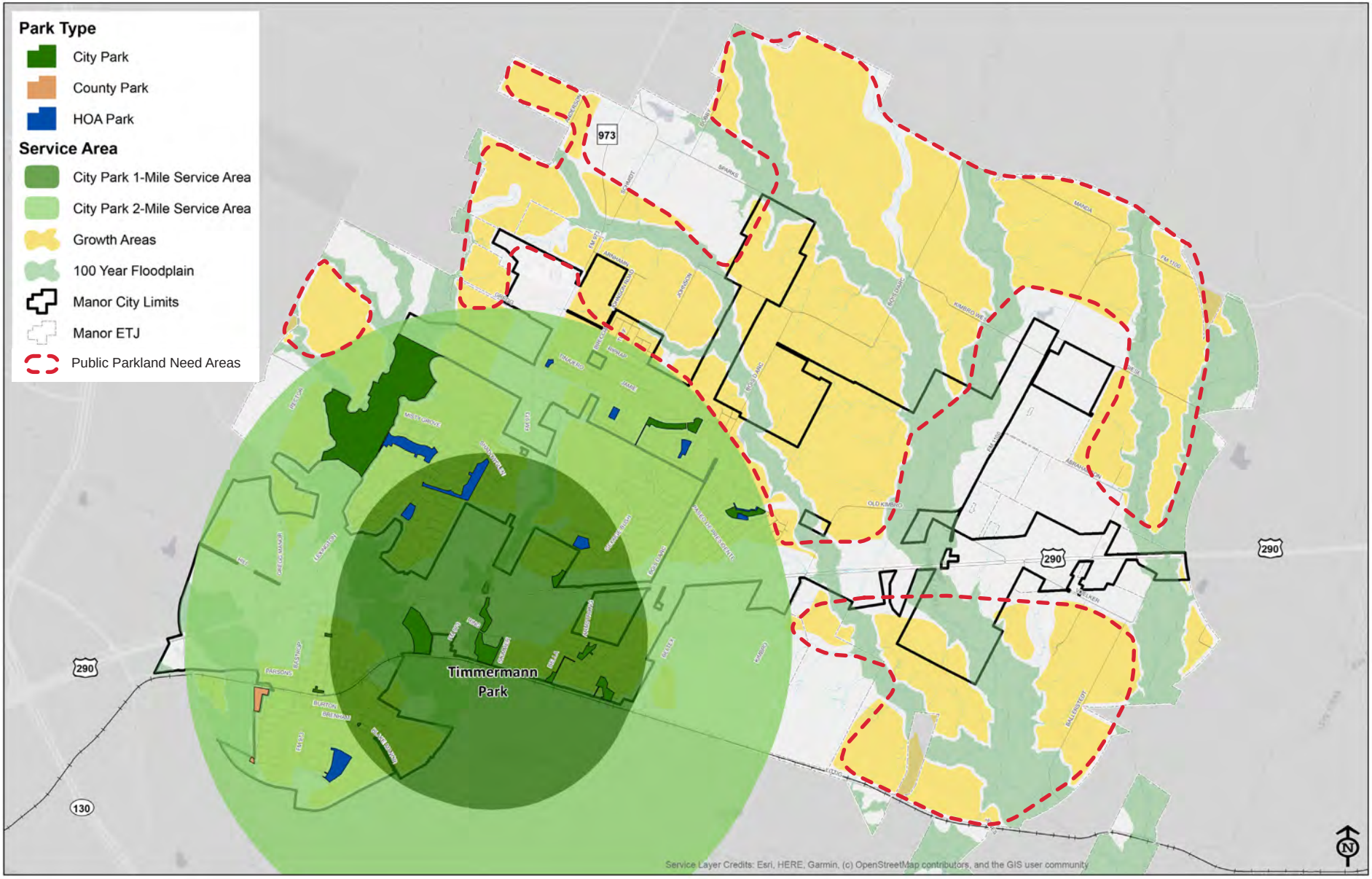
Community parks are large parks that are meant to serve multiple neighborhoods. They typically include a range of facilities such as playgrounds, picnic pavilions, athletic fields and courts, trails, swimming pools, and splash pads. Residents are often willing to drive to these parks for access to a greater diversity of options than at their neighborhood park.

On the next page, a 1- to 2-mile service area is shown around Manor's only community park, Timmermann Park. Current park amenities such as the trail, bocce court, and large picnic pavilion provide multi-generational recreation options. However, with much of the existing park being located in the floodplain, the development of additional amenities will need to be carefully considered. There may be an opportunity to expand the boundaries of this property in order to include additional land outside of the floodplain. Expansion and development of more diverse amenities would help this site to better function as a community park.

When the community parks service area is overlaid with the residential growth areas, parkland need areas are most evident in the north and eastern portions of the City. As these areas further develop, additional parkland should include potential for neighborhood and community park amenities, to the extent possible. Parks should include at least some land that is not in the floodplain or used for drainage in order to allow for development of amenities that are not appropriate in such conditions.



Bocce court at Timmermann Park



Map 5.5. Community Park Service Areas

ACCESS TO REGIONAL PARKS

Regional parks generally serve an entire city and surrounding region. They often provide space for large events, tournaments, and/or access to protected natural areas. Based on their size and/or diverse recreation opportunities, regional parks have a large service area.

A 5-mile service area around ShadowGlen Open Space is illustrated on the following page. This park preserves nearly 200 acres of natural areas, almost all of which are in the floodplain. The park is very minimally developed today. The addition of appropriately designed amenities such as walking and biking trails, disc golf, picnic facilities, and nature play would allow a greater user-base to enjoy this park. Depending on the type of development, the park could have a greater service area than shown.

The City of Manor is also a 10-minute drive to Walter E. Long Metropolitan Park in east Austin and East Metropolitan Park in Travis County (see adjacent map). Walter E. Long Metropolitan Park is an expansive park located just west of State Highway 130. The park includes hundreds of acres of preserved habitats, a 1,200-acre lake, and the Travis County Expo Center grounds. Some of the existing facilities include hike and bike trails, picnic areas, volleyball courts, boat ramps, and fishing piers. The recently completed Walter E. Long Metropolitan Park Master Plan determined the long-range vision for the park, which includes extensive active and passive land- and water-based recreation. East Metropolitan Park includes amenities such as disc golf, baseball fields, soccer fields, multi-use and practice fields, picnicking, and trails.

With their current and future development, Walter E. Long Metropolitan Park and East Metropolitan Park provide a variety of recreation opportunities to people throughout the City.

Considering ShadowGlen Open Space and other regional parks in the area, there are no notable service area gaps for regional parkland in Manor.

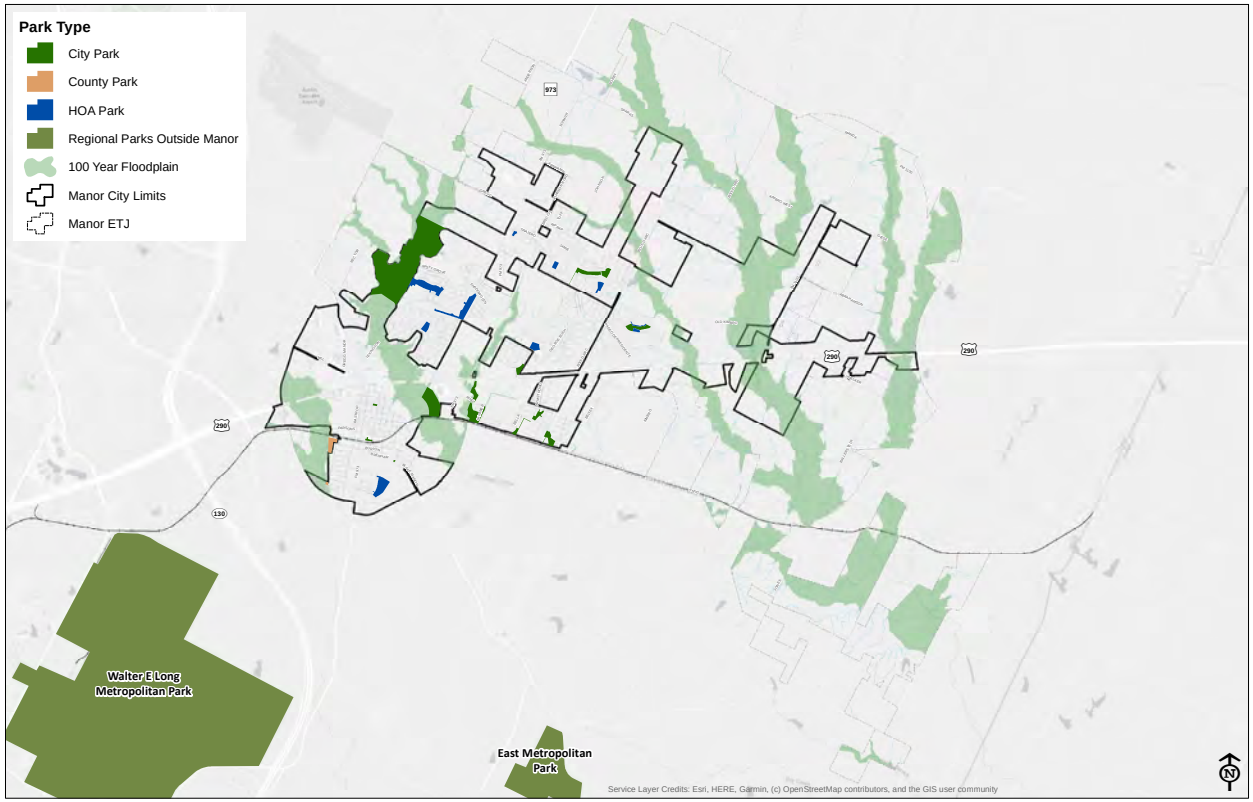
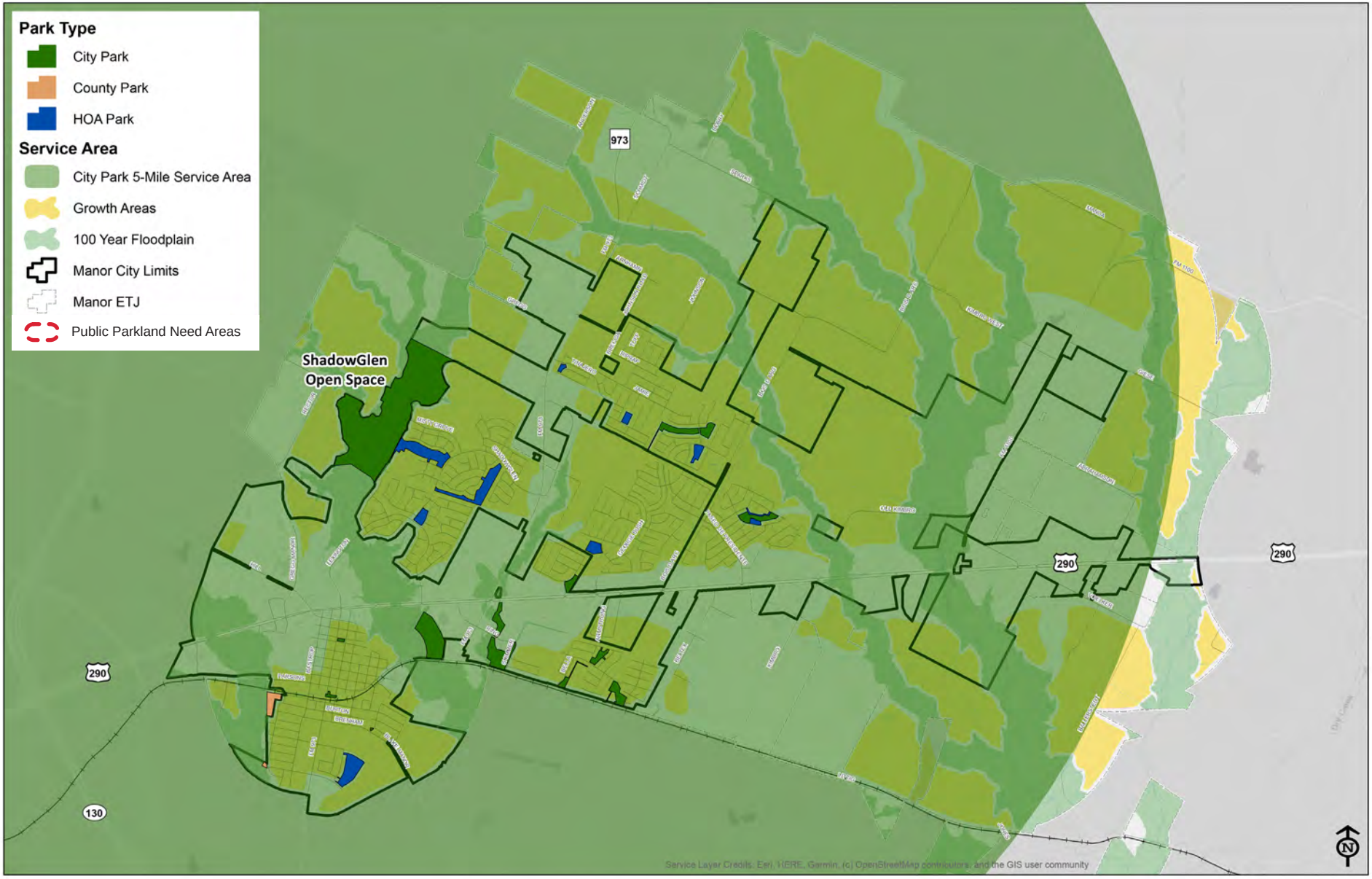


Figure 5.17.Regional Parks Outside Manor



Map 5.6. Regional Park Service Areas

ACCESS TO TRAILS

Similar to pocket and neighborhood parks, trails are often accessed by foot or bike. They thus have the same service area as pocket and neighborhood parks — 1/4- to 1/2-mile.

Existing trails in Manor are found in Lagos, Timmermann, and Bell Farms Parks and in ShadowGlen Open Space, Southwest Pond, and Southeast Pond, some of which are HOA parks. A trail also extends west from ShadowGlen Southeast Pond through a utility corridor to ShadowGlen Open Space. Additional trail segments are planned throughout the ShadowGlen Open Space and will be built by the developer in conjunction with future phases of residential development.

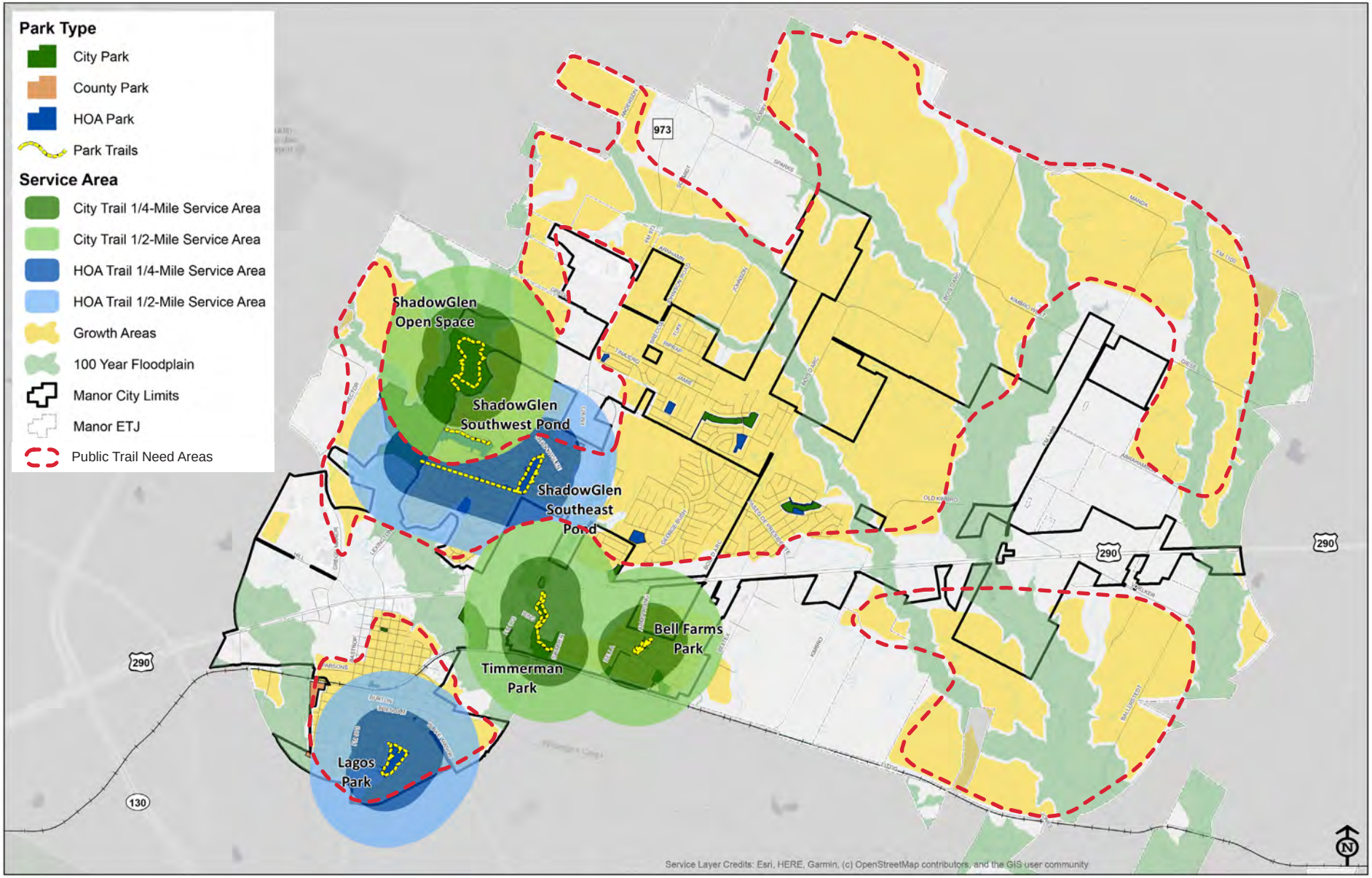
Nearby trail access is limited to residents in the western portions of the City. Some trails are limited to HOA members, though it can be hard to enforce this restriction. While most of the parks listed include loop trails, there is limited connectivity outside of the parks. There may be opportunities to connect existing trails to greater areas of Manor using new trails along floodplains, creeks, and utility corridors.

The trail and pocket/neighborhood parkland need areas are somewhat similar. If trails and new parks are located in close vicinity to each other, the trail network could serve as a community-wide connection between park amenities.

Based on strong community support, further development and expansion of the City's trail network should be considered a priority for implementation.



Trail at Bell Farms Park



Map 5.7. Trail Service Areas

FACILITY LEVEL OF SERVICE

In addition to the amount and types of parkland, it is important to consider what types of facilities are available for residents. The 2022 NRPA Agency Performance Review also provides comparison data for the prevalence of outdoor park and recreation facilities per population. The facility target levels of service for Manor were determined through a baseline comparison of the 2022 NRPA Agency Performance Review results for communities with less than 20,000 people and communities with 20,000 to 49,999 people. Targets were then tailored to Manor based on community input, goals, and an understanding of parkland and staffing opportunities and challenges.

The Facility Level of Service table on the next page illustrates the current level of service for each type of facility based on the estimated 2021 population. City- and County-owned facilities are included in the calculations. Use of HOA amenity center offerings are limited to HOA members and are not included in this analysis. Targets are applied to the facility categories to determine current and future deficits. For reference, the far right columns display the findings from the 2022 NRPA Agency Performance Review, when available.

There are currently deficiencies in almost all types of recreation facilities.

Based on community input, the level of deficit, and limited options for potential shared use with other governmental organizations (e.g., ISD), the highest need facilities are:

- Baseball fields
- Softball fields
- Basketball courts
- Disc golf
- Multipurpose fields
- Skate park
- Soccer fields
- Trails
- Amphitheater/outdoor event space
- Dog park
- Picnic amenities
- Public swimming pool/aquatic facility
- Recreation center

Figure 5.18.Facility Level of Service

		Current Available*	Current LOS (1 Facility per # Residents)	Target LOS (Per Residents)	2021 Need (based on 18,285 pop.)	2021 Deficit or Surplus	2031 Need (based on 28,995 pop.)	2031 Deficit or Surplus	2022 NRPA Agency Review	
									Cities less than 20,000	Cities 20,000 to 49,999
Active	Baseball Fields	0	0	1 per 5,000	4	-4	6	-6	1 per 3,107	1 per 4,858
	Softball Fields	0	0	1 per 6,000	4	-4	5	-5	1 per 5,339	1 per 8,509
	Backstop	0	0	1 per 6,000	4	-4	5	-5		
	Basketball Courts	2.5	7,314	1 per 5,000	4	-1.5	6	-3.5	1 per 3,750	1 per 6,839
	Disc Golf	0	0	1 per city	1	-1	1	-1		
	Fitness Equipment Circuit	1	18,285	1 per city	1	0	1	0		
	Football Fields	0	0	1 per 20,000	1	-1	2	-2	1 per 8,004	1 per 19,351
	Multipurpose Fields	0	0	1 per 6,000	4	-4	5	-5	1 per 4,362	1 per 7,674
	Skate Park	0	0	1 per city	1	-1	1	-1	1 per 11,100	1 per 32,335
	Soccer Fields	0	0	1 per 4,000	5	-5	8	-8	1 per 3,504	1 per 5,011
	Tennis Courts	0	0	1 per 5,000	4	-4	6	-6	1 per 2,723	1 per 5,000
	Trails (miles)	2.5	7,314	1 per 3,000	6.1	-3.6	10	-7.5	Median 3 total miles	Median 8 total miles
	Volleyball Courts (Outdoor)	1	18,285	1 per 10,000	2	-1	3	-2		
Passive	Amphitheater/Outdoor Event Space	0	0	1 per city	1	-1	1	-1	1 per 9,291	1 per 30,745
	Dog Park	0	0	1 per city	1	-1	1	-1	1 per 11,100	1 per 28,000
	Horseshoe Pits	1	18,285	Varies	Varies	Varies	Varies	Varies		
	Picnic Pavilions	5	3,657	1 per 3,000	7	-2	10	-5		
	Picnic Facilities (e.g., tables)	5	3,657	In all publicly accessed parks	In all publicly accessed parks	-9	In all publicly accessed parks	-9		
	Playgrounds	9	2,032	1 per 3,000	7	2	10	-1	1 per 1,986	1 per 3,111
Water	Fishing Piers	1	18,285	Varies	Varies	Varies	Varies	Varies		
	Public Swimming Pool/ Aquatic Facility	0	0	1 per 20,000	1	-1	2	-2	1 per 8,637	1 per 26,281
	Splash Pad	0	0	1 per 6,000	4	-4	5	-5		
Misc.	Recreation Center	0	0	1 per 20,000	1	-1	2	-2	1 per 9,126	1 per 24,601
	Restrooms/Portable	2	9,143	Where feasible	Where feasible	Varies	Where feasible	Varies		

** Includes City and County parks only*

Negative numbers = Facility deficits

RESOURCE-BASED ASSESSMENT

The resource-based assessment is the third analysis for the needs assessment. This exercise recognizes key physical, man-made, or natural resources within the community that may provide potential recreational opportunities. These areas can either support active recreational pursuits or provide opportunities for passive enjoyment. The following areas have potential to be further leveraged for recreation or open space preservation.

FLOODPLAINS AND WATERBODIES

Waterbodies and floodplains are areas that are inherently unsuitable for most types of development. They are also often beautiful natural areas that wind through cities. The creeks and associated floodplains in Manor extend northwest and southeast across the city. With strategic development of trail infrastructure, these natural areas could be used as a key element in a citywide trail network.

SHADOWGLEN AND WILBARGER CREEK OPEN SPACES

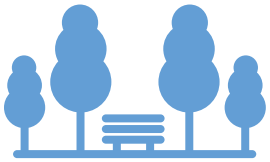
These two properties located along the Wilbarger Creek preserve over 220 acres of open space and floodplain. The sites are largely characterized by woodland and understory vegetation. As the City considers developing these parks, providing a diverse set of passive recreation options for varying user groups, while preserving sensitive natural areas should be a priority.

UTILITY CORRIDORS

Development of structures is largely prohibited in utility corridors. While these areas need to remain clear of vertical development, they are great locations for extensive trail segments. As the City develops additional trails, consideration should be given to best leveraging utility corridors for connectivity. To the extent possible, shrubs or small trees should be integrated to provide shade for users.

SUMMARY OF NEEDS

Through the needs assessment and public engagement process, the need for additional distribution of parkland, increased connectivity, new and improved facilities, and expanded recreational programs were identified.



PARKLAND ACREAGE AND DEVELOPMENT

- Additional publicly accessible close-to-home parks in current and future residential areas.
- Additional developed parkland in northern and eastern portions of the city.
- Development of currently undeveloped parks to provide recreational options.



RECREATION FACILITIES

- Baseball fields
- Softball fields
- Basketball courts
- Disc golf
- Multipurpose fields
- Skate park
- Soccer fields
- Trails
- Picnic amenities
- Amphitheater/ outdoor event space
- Dog park
- Public swimming pool/aquatic facility
- Inclusive playground
- Recreation center



PARKLAND ACCESS AND CONNECTIVITY

- Additional publicly accessible trails and sidewalks connecting people to parks and key destinations.
- Additional parks that people can walk, bike, and drive to.



RECREATIONAL PROGRAMMING

- Youth athletics
- Special events
- Health and fitness
- Programming for children

PARKS AND RECREATION GOALS AND ALIGNMENT TO GUIDING PRINCIPLES

	GUIDING PRINCIPLES				
	EMBEDDED EQUITY	HEALTHY COMMUNITY	CONNECTED COMMUNITY	RESILIENT AND TRANSFORMATIVE ECONOMY	LIVABLE PLACES FOR ALL
Parks and Recreation Goal 1 – Proactively Protect Open Space Ensure that parkland is preserved for enjoyment by residents today and in the future.	✓				✓
Parks and Recreation Goal 2 – Improve or Expand Parks and Recreation Amenities Provide new, improved, or expanded parks and recreation amenities to meet the growing recreation needs of the community.	✓	✓			✓
Parks and Recreation Goal 3 – Expand Recreational Opportunities Provide or support recreational programming for diverse ages, abilities, and interests.	✓	✓			✓
Parks and Recreation Goal 4 – Improve Connectivity to Parks Increase connectivity and accessibility to and within the City's parks through on- and off-street trails.	✓	✓	✓		✓
Parks and Recreation Goal 5 – Provide Safe and Well-Maintained Parks Enhance safety and maintenance practices to improve the quality of the parks system.	✓	✓			✓
Parks and Recreation Goal 6 – Explore Funding and Partnership Opportunities. Evaluate creative funding and partnership strategies to support the expansion and improvement of the parks and recreation system.	✓	✓	✓		✓

ACTION ITEMS

The following recommendations have been developed based on consideration of the parks and recreation needs for Manor, as evidenced by:

- Community demographics and varying recreation needs associated with different age groups.
- Existing inventory and conditions in Manor's parks and open spaces.
- Community input as summarized in the demand-based assessment.
- Parkland facility and acreage deficits based on targets defined in the standards-based assessment.
- Potential opportunities to further leverage natural and man-made resources as described in the resource-based assessment.



GOAL 1: PROACTIVELY PROTECT OPEN SPACE

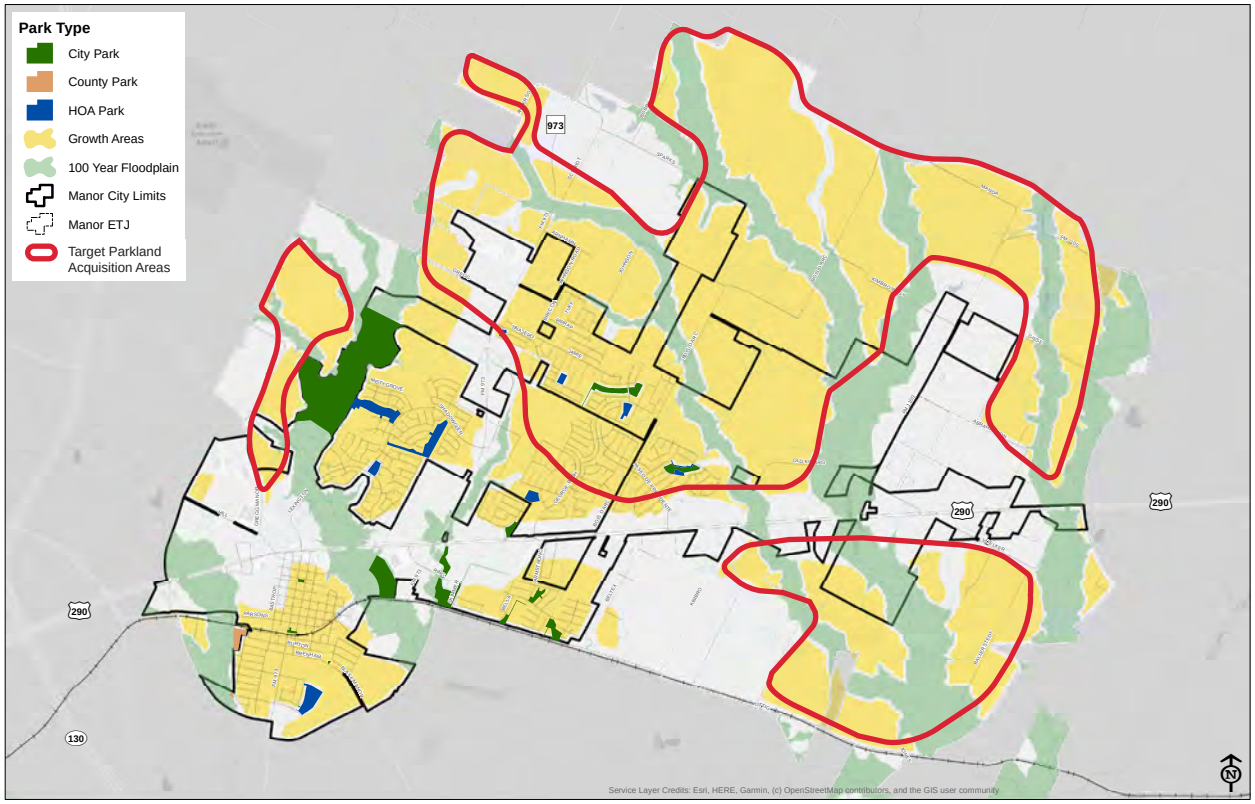
OBJECTIVE 1.1: ACQUIRE AND PRESERVE PUBLICLY ACCESSIBLE PARKLAND FOR USE BY THE WHOLE COMMUNITY.

Action PR.1: Evaluate opportunities for additional close-to-home parkland in target acquisition areas.

Parks and open space provide essential opportunities for people to recreate, socialize, exercise, and enjoy nature. As the City continues to grow and develop at a fast pace, it is recommended the City proactively pursue acquisition of additional close-to-home parkland (i.e., pocket, neighborhood, and community parks) in the need areas identified in this plan (see red outlined areas on adjacent map).

Action PR.2: Review and modify parkland dedication policies as necessary.

In order to meet parkland needs as additional areas in Manor are developed, the City should review current parkland dedication policies and update as needed. Policies should adequately allow dedication of land and/or collection of funds from the private development community for acquisition, development, and improvements of parks within defined park benefit zones. It is important that any accepted land truly has recreation potential based on its site context and environmental conditions.



Map 5.8. Target Parkland Acquisition Areas

GOAL 2: IMPROVE OR EXPAND PARKS AND RECREATION AMENITIES

OBJECTIVE 2.1: IMPROVE AND ENHANCE EXISTING PARKS.

Action PR.3: Improve Hamilton Point Park.

Consider the following improvements to Hamilton Point Park.

- Install more prominent park signage.
- Provide shade for the picnic tables.

Action PR.4: Improve Bell Farms Entrance Park.

Consider the following improvements to Bell Farms Entrance Park.

- Install more prominent park signage.
- Provide a trail along the easement behind adjacent residences to provide connectivity north to Bell Farms Park.

Action PR.5: Improve Bell Farms Park.

Consider the following improvements to Bell Farms Park.

- Install more prominent park signage.
- Inspect irrigation to determine if breakage is the cause of dying trees along the trail; repair as necessary and replace the trees.
- Provide shade over the playground.
- Provide additional shade trees along the trail.
- Add a small picnic pavilion.
- Add a splash pad.
- Reconfigure basketball court to provide a full court.
- Add a community garden.

Action PR.6: Improve Carriage Hills Park.

Consider the following improvements to Carriage Hills Park.

- Install more prominent park signage.
- Replace plantings around the playground with species that allow for better visibility from the street to the playground.
- Provide shade over the playground.
- Add a loop trail around the park.
- Evaluate opportunities to acquire adjacent undeveloped property and develop a small soccer complex with varying size fields.

Action PR.7: Improve Greenbury Village Park.

Consider the following improvements to Greenbury Village Park.

- Install more prominent park signage.
- Provide a small picnic pavilion.



A soccer complex should include varying size fields for different age groups.

Action PR.8: Improve Jennie Lane Park.

Consider the following improvements to Jennie Lane Park.

- Install more prominent park signage.
- Add a splash pad.
- Add a half-court basketball court or two pickleball courts.
- Add trees along the perimeter of the park for additional shade.
- Expand the veteran's memorial.

Action PR.9: Prepare an updated Timmermann Park Master Plan.

A conceptual master plan was completed for Timmermann Park in 2016. Based on current park improvements, the potential to possibly expand the park boundaries through land acquisition, and the facility needs identified in this plan, it is recommended that the City update the master plan. The update process should include an opportunity for community input. Potential elements to evaluate in the master plan could include the following, with consideration that they will likely not all fit on the site:

- Expanded park boundaries.
- Enhanced boundary delineation and park signage.
- Disc golf course.
- Event lawn.
- Multipurpose field and/or baseball field.
- Dog park.
- Basketball court.
- Splash pad.
- Skate park.
- Additional picnic areas.
- Shade over the playground.
- Improving drainage near the playground.
- Additional shade along the trail.
- Trail lighting.
- Enhanced pedestrian crossing at Ring Drive.
- Opportunities for floodplain and waterway enhancements for water quality.

Action PR.10: Implement the Timmermann Park Master Plan.

After updating the master plan, the City should move forward with implementation of the improvements as funding becomes available. Implementation of playground improvements, shade for the trail, and trail lighting should be considered in the near term.

Action PR.11: Develop a ShadowGlen Open Space Master Plan.

ShadowGlen Open Space is the City's largest park and remains largely undeveloped. It is also entirely in the floodplain. Improvements will need to be carefully considered to



Splash pads provide water-based recreation that can be easily incorporated into a park setting

minimize negative impact of flooding events as well as impact to adjacent neighborhoods. In order to ensure that near-term park development efforts don't ultimately inhibit long-term plans, the City should develop a master plan for the park. Potential elements to consider in the master plan include:

- Expanded multi-use trail network with ADA accessible surfacing.
- Multiple trailheads with parking and restroom.
- Mountain biking.
- Birding and wildlife viewing.
- Diverse picnic amenities.
- Nature-based/adventure play opportunities.
- Disc golf.
- Geocaching.

Action PR.12: Implement the ShadowGlen Open Space Master Plan.

After developing a ShadowGlen Open Space Master Plan, the City should move forward with implementation of the improvements as funding becomes available.

Action PR.13: Improve Presidential Glen Park.

Consider the following improvements to Presidential Glen Park.

- Install park signage.
- Develop a trail along the greenway to connect to a greater citywide trail network.
- Add shaded picnic tables near the pond.

Action PR.14: Improve Presidential Heights Park.

Consider the following improvements to Presidential Heights Park.

- Install park signage.
- Develop a trail along the drainage channel to connect to a greater citywide trail network.

Action PR.15: Develop a Wilbarger Creek Open Space Master Plan.

Wilbarger Creek Open Space is the City's second biggest park and remains undeveloped. Similar to the ShadowGlen Open Space, it is important that the City develop the long-term vision for this property before implementing any near-term improvements. The City should develop a master plan for the park and consider the following potential elements as part of the plan:

- Park signage.
- Trails.
- Trailhead with parking.
- Picnic amenities.
- Disc golf.
- Geocaching.

Action PR.16: Implement the Wilbarger Creek Open Space Master Plan.

Following development of the Master Plan, the City should move forward with implementation as funding becomes available.

Action PR.17: Improve Art Park.

Consider the following improvements to Art Park.

- Install park/plaza signage.
- Install outdoor game tables (e.g., ping pong).
- Coordinate with local artists for additional public art, including interactive pieces.
- Provide a shade structure with seating.
- Add pedestrian scale lighting.
- Formalize additional parking.
- Formalize event infrastructure such as a stage, food truck hookups, and space for vendors.
- Add enhanced landscaping.
- Add an urban style water feature/splash pad.

OBJECTIVE 2.2: DEVELOP NEW PARKS AND FACILITIES TO ADDRESS ACREAGE AND FACILITY DEFICIENCIES.

Action PR.18: Evaluate opportunities to provide a recreation center and aquatic facility in Manor.

Public input indicated a desire for indoor recreation opportunities and water-based recreation amenities such as pools and splash pads. Over 75 percent of survey respondents indicated that building an aquatic center was important or very important, as was building a community center/recreation center. There may be an opportunity to co-locate these facilities. It is recommended that the City develop a feasibility study to determine the viability, location, programming, and cost of such facilities.

The study should consider potential partnership opportunities as well as space needs for:

- Indoor recreational classes for all ages.
- Rentable spaces for meetings and events of different sizes.
- Adequate parking to serve the desired programming.
- Indoor/outdoor space for aquatic recreation.



Rendering of potential Art Park improvements

Action PR.19: Develop an aquatic facility.

Following identification of the preferred location and funding and/or partnership strategy, the City should proceed with development of an aquatic facility.

Action PR.20: Develop a Community Center/Recreation Center.

Following identification of the preferred location and funding and/or partnership strategy, the City should proceed with development of a Community Center/ Recreation Center.

Action PR.21: Develop an off-leash dog park.

Dog parks are well-loved in communities across the country. These dedicated off-leash areas allow dogs to exercise and play while providing a place for dog-owners to gather and socialize. It is recommended that the City evaluate potential locations and build a dog park within the City. This could be part of an existing park (e.g., Timmermann Park) or on a undeveloped plot of City-owned land in an appropriate location.

Action PR.22: Provide at least one all abilities playground in the City.

An all abilities playground is an important amenity to provide an equitable play experience in the community. It provides play equipment and recreation experiences to allow children of all abilities to interact and play with each other, regardless of physical, sensory, emotional, or mental abilities. It is recommended that at least one all abilities playground be provided in the City. Potential locations in Manor could include Jennie Lane Park, Carriage Hills Park, Bell Farms Park, Timmermann Park, or a future neighborhood or community park.

Action PR.23: Develop an outdoor space to host local events.

The City currently uses Art Park and Timmermann Park to host events and festivals. As the City looks to expand its event and programming offerings having a dedicated outdoor space for events will be helpful. This could take the form of an event lawn, amphitheater, or stage/pavilion.

Action PR.24: Evaluate opportunities to develop additional splash pads in City parks.

As the City considers upgrades to existing parks and programming elements for undeveloped parks, consideration should be given to additional splash pads dispersed throughout the community.



A dog park should include shaded seating areas

Action PR.25: Evaluate opportunities to develop athletic facilities for use by local athletic leagues and the public.

There are currently no publicly accessible athletic fields in Manor such as baseball, softball, football, multipurpose, or soccer fields. As the City further develops the parks system and/or acquires or receives additional parkland, opportunities to provide athletic facilities should be pursued.

OBJECTIVE 2.3: PROVIDE SYSTEM-WIDE PARK IMPROVEMENTS TO ENHANCE USER EXPERIENCE AND INCREASE COMMUNITY AWARENESS.

Action PR.26: Increase shade opportunities within parks.

Providing ample shade throughout the parks system is key to encouraging greater use throughout the year. Shade trees were ranked as the most important park amenity by survey respondents; pavilions were ranked in the top five. It is recommended that the City provide additional shaded areas in each park. This can be through the use of shade structures, shade fabric, or additional trees. These efforts should be focused in gathering areas and along walking trails.



All abilities playgrounds help support equitable access to recreation for all children

Action PR.27: Provide consistent parks signage to increase community awareness of City parks.

Consistent parks signage, including materials and graphic content, helps residents and visitors navigate to/within parks, visually recognize City-owned parkland, and build an understanding of allowable behaviors. The City already has park rules signs in most parks, however Timmermann Park is the only one with an easily visible entry sign. It is recommended that the City develop a consistent parks branding strategy and update entry and wayfinding signs. Entry signs should be located in prominently visible locations and have park names at an easily legible size. Additional rules signage should be provided, where needed.

Action PR.28: Develop park design guidelines.

Similar to consistent parks signage, incorporating similar materials, furnishings, and level of maintenance throughout all City parks will help to build greater continuity within the parks system and provide improved efficiency for design decisions. The City should consider adopting park design guidelines to steer the design and

construction of new and improved parks and recreation facilities. Consideration should be given to:

- Choosing furnishings and facilities that use attractive, durable, vandal-resistant materials.
- Implementing standards for native and water-efficient landscaping.
- Minimizing maintenance requirements to the extent possible.
- Increasing security and safety through design decisions (e.g., Crime Prevention Through Environmental Design).[1]
- Designing for all ages and abilities.
- Defining design standards for recreation facilities in parks (e.g., a basketball court should include full court, benches, trashcans).
- Considering the impact of noise and light on adjacent uses within and beyond park boundaries.
- Allowing for flexibility of use.
- Maximizing shade.
- Beautifying the parks.
- Incorporating a consistent parks brand through styles and materials used in the parks.

1 https://www.cpted.net

Action PR.29: Update the City's website on a regular basis to include complete information about parks and recreation offerings.

It is recommended that the City update the website to include additional information about all of the parks. This includes park addresses, location maps, additional photos, and complete lists of amenities. The website should also be regularly updated to reflect current information about recreational programming throughout the year.

Action PR.30: Enhance park beautification efforts.

Beautifying parks would help to increase community pride, attract greater usage, and improve the City's overall image. The City should consider beautifying existing parks through enhanced landscaping in high-visibility areas, choosing amenities with upgraded materials for durability and aesthetics (e.g., furnishings and pavilions), and proactively repairing and replacing amenities as needed.

Action PR.31: Create consistent fishing policy.

To reduce user confusion, the City should consider creating a consistent fishing policy that either prohibits or allows fishing in all City parks.

Action PR.32: Update the Parks, Recreation, and Open Space Master Plan.

The community's parks and recreation needs and desires will change as the population



Park design guidelines should include multiple ways to provide shade in parks

GOAL 3: EXPAND RECREATIONAL OPPORTUNITIES

grows and demographics shift. The City should plan to update the Parks, Recreation, and Open Space Master Plan periodically to ensure that it reflects current needs and priorities. The TPWD recommends updating the Plan every five years or before any new major developments occur that significantly change the parks and recreation needs of residents. This can also help the City during a TPWD grant funding evaluation, as TPWD places a higher point value on submittals that demonstrate that a plan has been updated within the previous five years. All Plan updates should include a public involvement process.

In the coming years, the City should review and update the Plan using the following steps:

- Annually: Staff review implementation to identify progress and provide an annual report to the City Council.
- Every five years (or sooner if needed): Conduct a full review and make needed updates to the inventory, needs assessment, recommendations and prioritization.

OBJECTIVE 3.1: PROVIDE ENHANCED PROGRAMMING TO MEET THE VARYING NEEDS OF RESIDENTS.

Action PR.33: Conduct a Recreational Programming and Event Assessment.

Public input indicated a desire for greater recreational programming, special events, and seasonal programming. In order to determine new programming and the resources required to provide it, the City should consider conducting a Recreational Programming and Event Assessment. This includes collecting information about all of the public and private recreational programs, events, and facilities that are serving the community. The data should then be analyzed to determine gaps and overlaps in order to identify opportunities for new programs. Consideration should be given to:

- The target ages of participants.
- Changes in level of participation over time.
- When and where the program/event is offered.
- Whether the program/event is free or fee-based.

Action PR.34: Provide or support recreational options for children and youth.

Children and youth represent the largest portion of Manor's population. The City should evaluate opportunities to provide or support the provision of recreational programs for these groups. Based on results of the Recreational Programming and Event Assessment, this should include both athletic and non-athletic options to address the varying interests of children and youth.

Types of programs to consider could include:

- Athletic leagues and clinics
- Arts and crafts classes and camps
- Technology classes and camps
- Inclusive programs for children of all abilities
- Non-traditional sports programs (e.g., skateboarding, disc golf)
- Cultural enrichment programs
- Kid- and youth-focused events

Many types of programs could be hosted at a City Recreation Center or in City parks.

Action PR.35: Provide or support recreational options for adults and seniors.

Depending on the Recreational Programming and Event Assessment results, the City should evaluate options to support adult and senior recreational programming. Further community outreach to local organizations should be conducted to validate the interest in activities such as adult sports, group fitness, senior game nights, and other social programming.

Many types of programs could be hosted at a City Recreation Center or in City parks.

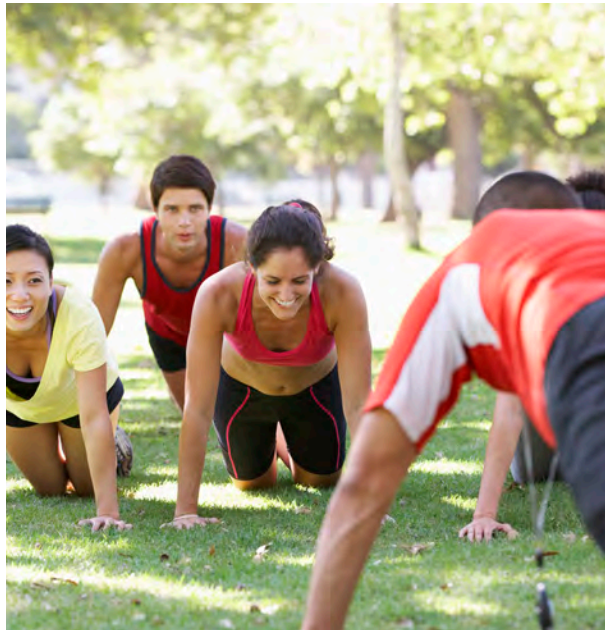
Action PR.36: Expand event and festival options.

Based on the results of a Recreational Programming and Event Assessment, the City should consider offering expanded events and festivals. Types of events to consider could include:

- Music events (e.g., concerts in the park)
- Food and recreation events (e.g., food trucks)
- Entertainment events (e.g., social dancing, game nights)
- Family-oriented events (e.g., kids' days)
- Community stewardship events (e.g., park cleanup or planting days)

Action PR.37: Provide family-friendly programs and events in additional City parks.

In order to encourage greater use of all of the parks in Manor and to address the community's desire for additional special events, the City should consider diversifying locations for events. This could include hosting smaller regularly scheduled or special events in each of the parks. Events should be scaled based on the size and facilities at each park and could include options such as community picnics, art events, senior potlucks, community play dates, and movies in the park.



Many recreation programs can be hosted in existing City parks.

GOAL 4: IMPROVE CONNECTIVITY TO PARKS

OBJECTIVE 4.1: ENHANCE OPPORTUNITIES FOR BICYCLE AND PEDESTRIAN RECREATION, FITNESS, AND TRANSPORTATION THROUGHOUT THE COMMUNITY.

Action PR.38: Expand the Manor trail network.

There is very strong community desire for developing additional trails throughout Manor. It is recommended that the City expand the network to connect residents to parks, schools, and key destinations. The map on the adjacent page illustrates potential major and minor corridors to consider for connectivity. Some of these areas include existing sidewalk segments that provide connectivity in the interim until a larger trail is developed. The trail network should include two primary types of trails:

Greenway Trails

These are off-street trails found within parks, along floodplains, utility corridors, and preserved natural areas. Major trails should be 10-12 feet wide with flood-resistant surfacing where appropriate. Minor trails should be 8-10 feet wide and connect dispersed neighborhoods and points of interest to the major trail corridors. Benches, trash receptacles, and lighting should be included in appropriate areas.

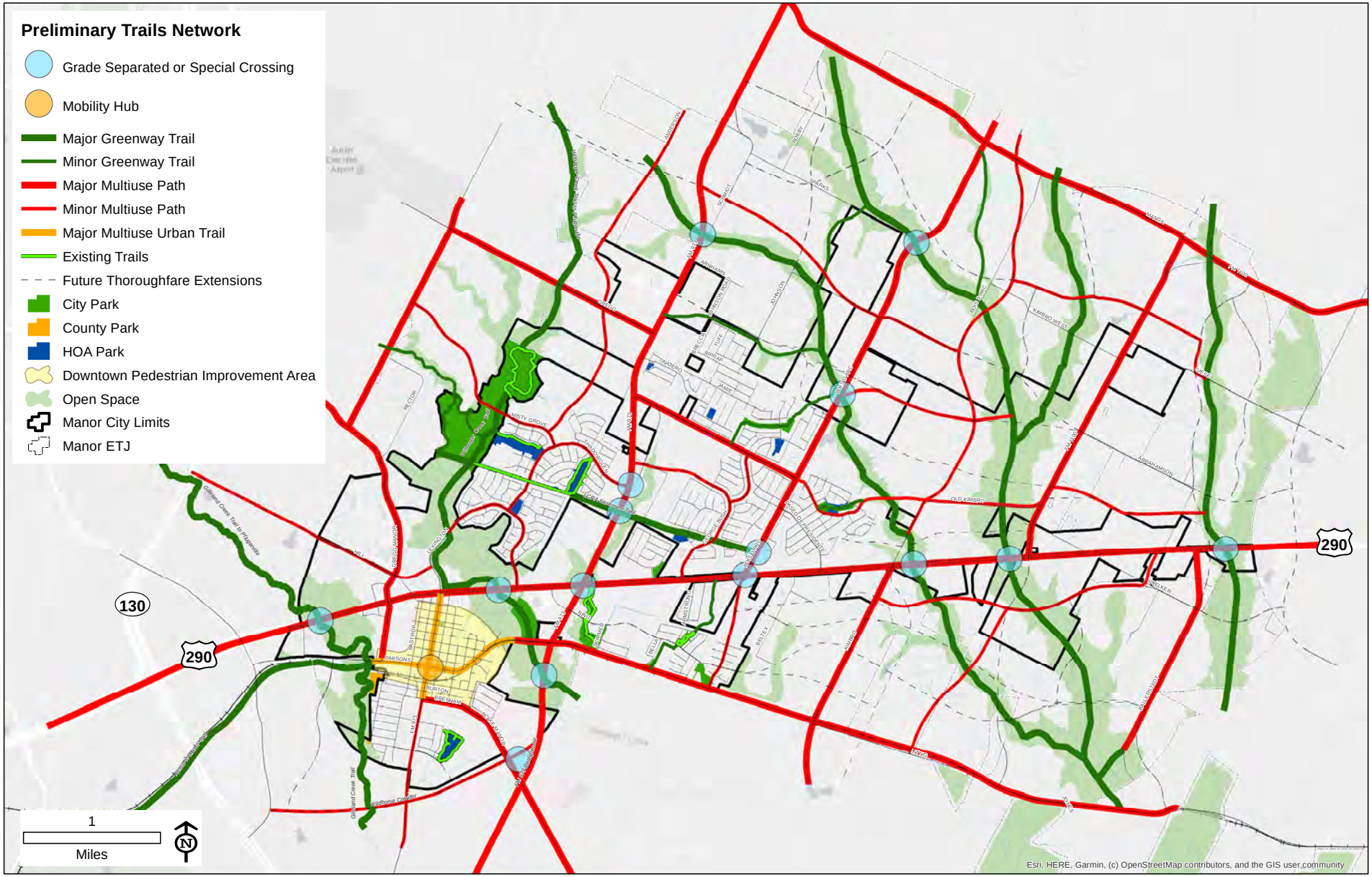
Multiuse Paths

These are shared use paths located adjacent to transportation corridors. Major multiuse paths should be 10-12 feet wide depending on the location, while minor multiuse paths should be 8-10 feet wide. Benches, trash receptacles, and lighting should be included in appropriate areas.

As the City considers expansion of the trail network, trail design standards should be adopted to guide implementation. Reviewing standards from other jurisdictions in the region, such as Travis County, can provide a good point of reference.

Action PR.39: Develop additional loop trails within parks.

Loop trails are an important element in most park types. They are generally preferred over out-and-back trails since they allow users to walk in a continuous flow. As the City continues to improve the parks system, opportunities should be evaluated to develop loop trails in additional parks.



Map 5.9. Preliminary Trails Network Map

GOAL 5: PROVIDE SAFE AND WELL-MAINTAINED PARKS

OBJECTIVE 5.1: ENHANCE SAFETY AND MAINTENANCE PRACTICES TO IMPROVE THE QUALITY OF THE PARKS SYSTEM.

Action PR.40: Conduct a staffing assessment to determine needs for expanded headcount.

The parks staff are responsible for over 275 acres of parkland, in addition to grounds maintenance at City Hall, Police Department, and drainage easements in some subdivisions. It is recommended that the City conduct a staffing assessment to determine needs for additional headcount. The assessment should consider increased maintenance regularity, capacity to quickly address safety and security concerns, and temporary help for events and festivals.

Action PR.41: Ensure adequate funding and staffing accompany park system expansions.

A poorly maintained park is oftentimes viewed as worse than no park at all. As the City develops additional parkland and facilities, it is also crucial to budget adequate funding and staffing to allow for increased park system maintenance and repairs. This will be especially crucial once ShadowGlen Open Space is further developed.

Action PR.42: Develop a parks system management plan.

In order to improve the appearance and maintenance of the parks system, expand existing offerings, and preserve the community's varied ecosystems, the City should develop and adhere to a parks system management plan. At a minimum, this plan should include:

- An inventory of park assets
- Proactive park maintenance plans and schedules for each park
- Replacement plans for amenities
- Required training necessary to develop the specialized skill sets needed to maintain the parks

Action PR.43: Develop a prioritized plan to address ADA accessibility issues in parks.

Some of the amenities in the parks system are currently inaccessible to individuals who are mobility challenged. In order to provide equal access to park amenities, the City should conduct an ADA assessment (if not already completed) of each of the parks including trails, playgrounds, splash pads, parking areas, picnic facilities, etc. Identified deficiencies should be addressed in a prioritized order.

Action PR.44: Consider out-sourcing specialized maintenance tasks such as pond management.

There are multiple City parks with ponds in them. Pond maintenance and the management of chemicals and aquatic vegetation is a specialized task. As the City evaluates its budget, current staff training, and the best of use staff time, consideration should be given to out-sourcing this maintenance task.

GOAL 6: EXPLORE FUNDING AND PARTNERSHIP OPPORTUNITIES

OBJECTIVE 6.1: PURSUE PARTNERSHIPS AND VARYING FUNDING SOURCES TO SUPPORT THE EXPANSION AND IMPROVEMENT OF THE PARKS AND RECREATION SYSTEM.

Action PR.45: Pursue grant funding.

In order to maximize park system development potential, the City should consistently evaluate and pursue appropriate grant funding opportunities. This includes Texas Parks and Wildlife Grants as well as a variety of other recreational grants available to cities.

Action PR.46: Evaluate opportunities for public-private partnerships.

Partnerships between cities and private sector companies can be powerful tools to finance, build, and/or operate parks and facility projects. It is recommended that the City evaluate and pursue opportunities for public-private partnerships to best leverage its existing resources and expand offerings for the community. This could include consideration of partnerships for a recreation center and sponsorships from the local business community, among others.

Action PR.47: Evaluate opportunities for interlocal agreements with local Independent School Districts (Manor, Pflugerville, Elgin) and the County.

Cities, school districts, and counties often provide similar types of recreational amenities for their target users. In order to maximize sharing of mutually beneficial resources, the City should evaluate development of interlocal agreements with local Independent School Districts and Travis County. This could include allowing public use of school facilities such as playgrounds and athletic facilities outside of school hours.

Action PR.48: Evaluate the City's parks and recreation fee structure.

As the City evaluates additional funding strategies, it should consider the parks and recreation fee structure. Park and facility rental fees should reasonably offset the maintenance costs associated with their rented use. This would ultimately include any park facilities that are available for rent as well as use of facilities at a future recreation center.

Action PR.49: Consider a bond election to fund capital improvements.

As the City explores large-scale capital improvements, it should consider approaching the community with a bond election. This requires preparation of bond-ready projects with detailed design plans and vetting the projects with a citizen bond committee.

IMPLEMENTATION

HIGH PRIORITY NEEDS

This Plan includes a variety of recommendations to improve and expand the parks, trails, facilities, and recreation opportunities in Manor. The Plan meets the TPWD's requirements for a parks, recreation, and open space master plan, and can help increase the City's competitiveness when applying for TPWD grant funding.

Manor's top priority park amenity needs are summarized in the table below. These are based on community input, needs assessments, consultant evaluation, and staff input. Future parks and recreation efforts should work towards fulfilling these community needs.

Figure 5.19.Top Priority Amenity Needs

New amenities needed based on community input	New amenities needed based on level of service	Upgraded amenities needed based on existing condition
1. Trails 2. Open space with trees 3. Picnic pavilions 4. Recreation center 5. Public aquatic facility	1. Recreation center 2. Public aquatic facility 3. Baseball/softball fields 4. Multipurpose fields 5. Trails	1. Covered playgrounds 2. Open space with trees 3. Trails 4. Basketball courts 5. Shaded picnic areas

Top 10 cumulative outdoor amenity needs	Top 10 cumulative indoor amenity needs
1. Trails 2. Open space with trees 3. Covered playgrounds 4. Public aquatic facility 5. Picnic pavilions 6. Baseball/softball fields 7. Multipurpose fields 8. Basketball courts 9. Dog park 10. Disc golf	1. Recreation center

PRIORITIZED ACTION PLAN

PRIORITIZATION

The recommended actions of this Plan have been prioritized based on the following criteria:

- Level of need based on community input
- Level of need based on the level of service
- Existing conditions evaluations
- Less complex actions that can create early wins

Actions have been organized into near-term (1-3 years), mid-term (4-6 years) and long-term (7-10+ years) time frames. Some actions will be initiated and completed within their designated time frame, while others may be initiated during their designated time frame and then completed over time. Near- and mid-term actions have been ranked. Long-term actions should be further prioritized in subsequent Plan updates.

The priorities set forth in the Prioritized Action Plan are intended to guide staff and the City Council as they improve and operate the parks and recreation system for the next five to ten years. This does not, however, preclude the City from initiating an action sooner than recommended if opportune circumstances arise.

POTENTIAL COST RANGES

Order of magnitude potential cost ranges are provided where possible in the Prioritized Action Plan. These planning level cost ranges are based on a current understanding of the industry. Ultimate costs will be dependent on detailed design and construction plans, industry trends, and timing of implementation. Cost ranges that will be dependent on further decisions by the City are listed as "TBD."

Figure 5.20.Prioritized Action Plan

RANK	ACTION		INITIATION TIME FRAME (YEARS)				POTENTIAL COST RANGE
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING	
GOAL 1: PROACTIVELY PROTECT OPEN SPACE							
1	PR.2	Review and modify parkland dedication policies as necessary.	✓				Staff hours
2	PR.1	Evaluate opportunities for additional close-to-home parkland in target acquisition areas.	✓			✓	TBD
GOAL 2: IMPROVE OR EXPAND PARKS AND RECREATION AMENITIES							
1	PR.28	Develop park design guidelines.	✓				Staff hours
2	PR.26	Increase shade opportunities within parks.	✓			✓	TBD
3	PR.27	Provide consistent parks signage to increase community awareness of City parks.	✓				$500 - $2,000 per sign
4	PR.29	Update the City's website on a regular basis to include complete information about parks and recreation offerings.	✓			✓	Staff hours
5	PR.31	Create consistent fishing policy.	✓				Staff hours
6	PR.18	Evaluate opportunities to provide a recreation center and aquatic facility in Manor.	✓				$90,000 - $125,000
7	PR.30	Enhance park beautification efforts.	✓			✓	TBD
8	PR.5	Improve Bell Farms Park.	✓				$435,500 - $791,500
9	PR.9	Prepare an updated Timmermann Park Master Plan.	✓				$75,000 - $100,000
10	PR.11	Develop a ShadowGlen Open Space Master Plan.	✓				$175,000 - $250,000
11	PR.20	Develop a Community Center/Recreation Center.	✓				$6,000,000 - $12,000,000
12	PR.24	Evaluate opportunities to develop additional splash pads in City parks.	✓			✓	$100,000 - $250,000
13	PR.6	Improve Carriage Hills Park.	✓				$450,000 -$510,000
14	PR.17	Improve Art Park.	✓				$515,000 - $875,000
15	PR.25	Evaluate opportunities to develop athletic facilities for use by local athletic leagues and the public.	✓				TBD

Figure 5.20. Prioritized Action Plan (cont.)

RANK	ACTION		INITIATION TIME FRAME (YEARS)				POTENTIAL COST RANGE
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING	
16	PR.19	Develop an aquatic facility.		✓			$10,000,000 - $20,000,000
17	PR.12	Implement the ShadowGlen Open Space Master Plan.		✓			TBD
18	PR.15	Develop a Wilbarger Creek Open Space Master Plan.		✓			$75,000 - $100,000
19	PR.32	Update the Parks, Recreation, and Open Space Master Plan.		✓			Staff hours - $75,000
20	PR.10	Implement the Timmermann Park Master Plan.		✓			TBD
21	PR.22	Provide at least one all abilities playground in the City.		✓			$275,000 - $400,000
22	PR.21	Develop an off-leash dog park.		✓			$160,000 - $210,000
23	PR.8	Improve Jennie Lane Park.		✓			$355,500 - $685,000
24	PR.13	Improve Presidential Glen Park.		✓			$105,000 - $142,000
25	PR.7	Improve Greenbury Village Park.		✓			$35,500 - $51,500
	PR.3	Improve Hamilton Point Park.			✓		$5,500-$9,000
	PR.4	Improve Bell Farms Entrance Park.			✓		$95,700 - $116,700
	PR.23	Develop an outdoor space to host local events.			✓		TBD
	PR.14	Improve Presidential Heights Park.			✓		$380,000 - $450,000
	PR.16	Implement the Wilbarger Creek Open Space Master Plan.			✓		TBD
GOAL 3 – EXPAND RECREATIONAL OPPORTUNITIES							
1	PR.33	Conduct a Recreational Programming and Event Assessment.	✓				Staff hours
2	PR.34	Provide or support recreational options for children and youth.	✓			✓	TBD
3	PR.36	Expand event and festival options.	✓			✓	TBD
4	PR.37	Provide family-friendly programs and events in additional City parks.	✓			✓	TBD

Figure 5.20. Prioritized Action Plan (cont.)

RANK	ACTION		INITIATION TIME FRAME (YEARS)				POTENTIAL COST RANGE
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING	
5	PR.35	Provide or support recreational options for adults and seniors.	✓			✓	TBD
GOAL 4: IMPROVE CONNECTIVITY TO PARKS							
1	PR.38	Expand the Manor trail network.	✓			✓	Major Greenway: $1,000,000 per mile Minor Greenway: $800,000 per mile Major Multiuse: $750,000 per mile Minor Multiuse: $650,000 per mile
2	PR.39	Develop additional loop trails within parks.	✓			✓	$800,000 per mile
GOAL 5: PROVIDE SAFE AND WELL-MAINTAINED PARKS.							
1	PR.40	Conduct a staffing assessment to determine needs for expanded headcount.	✓				Staff hours
2	PR.43	Develop a prioritized plan to address ADA accessibility issues in parks.	✓			✓	Staff hours
3	PR.41	Ensure adequate funding and staffing accompany park system expansions.	✓			✓	TBD
4	PR.42	Develop a parks system management plan.	✓				Staff hours
5	PR.44	Consider out-sourcing specialized maintenance tasks such as pond management.	✓				TBD
GOAL 6: EXPLORE FUNDING AND PARTNERSHIP OPPORTUNITIES							
1	PR.45	Pursue grant funding.	✓			✓	Staff hours
2	PR.47	Evaluate opportunities for interlocal agreements with local Independent School Districts (Manor, Pflugerville, Elgin) and the County.	✓				Staff hours
3	PR.46	Evaluate opportunities for public-private partnerships.	✓			✓	Staff hours
4	PR.48	Evaluate the City's parks and recreation fee structure.	✓			✓	Staff hours
5	PR.49	Consider a bond election to fund capital improvements.	✓				Staff hours

FUNDING SOURCES

GENERAL FUNDS

This source of funding is supported by ad valorem tax revenues and is generally the primary source of funds for maintenance and operation of the existing park system. The general fund is also the source for projects requiring smaller amounts of capital investment. It is important to include funding for ongoing maintenance and staff requirements for new trail and park improvements.

ECONOMIC DEVELOPMENT CORPORATION

Economic Development Corporations (EDCs) are often utilized in communities as a means of concentrating resources towards economic development and creating new jobs. One advantage to EDCs is that they may exist as a public entity (directly associated with municipal government) or as a non-profit organization. EDCs may be created to promote and attract economic development for the City as a whole, or they may be created to specifically address issues within a particular neighborhood or area within the community. EDCs often receive funding from both public and private sources, such as funding by 4B sales tax revenues, and essentially act as an ambassador for the area that they serve. Advocacy and proactive outreach are important functions of EDCs in their attempt to reach out to potential development and provide reasons and incentives for choosing to locate within the identified area.

BONDS

Bonds are generally the most common source used by cities for the purchase of land and for providing development monies. Debt financing through the issuance of municipal bonds is one of the most common ways to fund park, recreation, and open space projects. This type of funding is a strategy wherein a city issues a bond, receives an immediate cash payment to finance projects, and must repay the bond with interest over a set period of time ranging from a few years to several decades.

A general obligation bond is amortized using ad valorem taxes and is used to fund capital projects that are not supported by a revenue source. These projects include water service, sanitary sewer service, and park acquisition and development. The availability of bonding for parks is often dependent upon the overall municipal needs financed by this source. Capital items such as purchase of land and physical improvements with a usable life expectancy of 15 to 20 years can be funded with general obligation bonds.

A revenue bond finances projects which produce enough revenue to retire their debt, such as golf courses, batting cages, and enterprise-oriented park projects.

DEVELOPER REQUIREMENTS

This involves requiring new development to provide a dedication of land for parks (or fee-in-lieu of land), park development fees, and trail rights-of-way or easements to offset the City's costs.

TEXAS PARKS AND WILDLIFE DEPARTMENT OUTDOOR RECREATION GRANTS

This grant provides percentage matching grant funds to municipalities, counties, MUDs, and other local units of government with populations less than 500,000 to acquire and develop parkland or to renovate existing public recreation areas. Eligible sponsors include cities, counties, MUDs, river authorities, and other special districts. Projects must be completed within a set time frame after approval.

TEXAS PARKS AND WILDLIFE DEPARTMENT INDOOR RECREATION GRANTS

This grant provides percentage matching grant funds to municipalities, counties, MUDs, and other local units of government with populations less than 500,000 to construct recreation centers, nature centers, and other indoor recreation-related buildings.

TEXAS PARKS AND WILDLIFE DEPARTMENT COMMUNITY OUTDOOR OUTREACH PROGRAM (CO-OP) GRANTS

The CO-OP grant helps to introduce underserved populations to the services, programs, and sites of TPWD. This is not a land acquisition or construction grant; this is only for programs. Grants are awarded to non-profit organizations, schools, municipalities, counties, cities, and other tax-exempt groups. Funds may be used for direct program costs for outdoor recreation or environmental education and conservation programs.

TEXAS PARKS AND WILDLIFE DEPARTMENT RECREATIONAL TRAIL GRANTS

TPWD administers the National Recreational Trail Grants in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.

PRIVATE DONATIONS

This source of financial assistance would usually come from a citizen, organization, or business that has an interest in assisting with the development of the park system. Land dedication is a common occurrence when property is being developed. The location of a neighborhood park within a residential development offers additional value to residential units within that neighborhood, especially if the residential development is occupied by younger families with children. Once property is acquired through this method, the City should be prepared to improve the facility for use within a reasonable length of time and to maintain the new facility.

Private donations may also be received in the form of funds, facilities, recreation equipment, art, and in-kind services. Donations from local and regional businesses as sponsors for events or facilities should be pursued. A Parks Improvement Trust Fund may be set up to manage donations by service organizations, benevolent residents, willed estates, and other donated sources. The purpose of this trust is to establish a permanent source of principal value that will increase as donations occur. The principal cannot be decreased; however, the annual interest can be used for park development.

PUBLIC IMPROVEMENTS DISTRICT (PID)

When authorized by City Council in compliance with state laws, new developments can establish a Public Improvement District (PID). As a taxing district, the PID provides funds specifically for the operation and maintenance of public facilities such as parks and major boulevards.

TAX INCREMENT REINVESTMENT ZONES (TIRZ)

A TIRZ is a tool used by local governments to finance public improvements in a defined area as approved by the City Council. When an area is designated as a TIRZ district, the tax base is frozen at the current level. As development occurs within the TIRZ, the increased value of property, or the tax increment, is captured. The tax increments are posted to a separate fund to finance public improvements within the district.

PARTNERSHIP WITH THE SCHOOL DISTRICT AND COUNTY

The City can investigate opportunities to share park facilities and their associated cost with both the local school district and county as they have many common goals. Additionally, assets and costs can be shared between the entities to help meet each of their specific needs. For example, the City may purchase land next to a future school site and a school district may install the facilities, such as a playground, which can be enjoyed by the entire community. As a result, the entire community benefits.

CHAPTER 6

ECONOMIC DEVELOPMENT & FISCAL SUSTAINABILITY

LEADING WITH COMMUNITY INPUT - ECONOMIC DEVELOPMENT

WHAT WE HEARD

"Local retail and better transportation connectivity to the city and greater region should be a priority for the plan."

- Community Member

"Manor needs an identity. Manor needs to work to beautify and update it's downtown to be walkable and quaint. People should want to experience downtown Manor."

- Community Member

"My major complaint with Manor is that it is a place with houses, and not much else. I'd love to start a coffee shop/pub/coworking space in Manor to provide a place for people to gather and ideate together"

- Community Member

"Creating public spaces where these values can come together. Perhaps uplift of downtown area with local business owners, healthy food, public spaces, events/concerts, kid friendly and family options."

- Community Member

KEY TAKEAWAYS



Economic development was one of the top three highest priorities for the community.



Diversify with greater access to local jobs and educational opportunities.



Support businesses, start-ups and local entrepreneurs already here.



Attract new businesses that can provide jobs to Manor's residents.



Be especially attentive towards groups that may have historically lacked access to capital and opportunity.

IMPACT

- ☑ Define and resource Manor's long-term economic development goals and objectives
- ☑ Survey local residents to determine if a new local location of their employer(s) would be feasible
- ☑ Continually push for transportation improvements
- ☑ Create an economic identity for Manor

INTRODUCTION

This section is intended to identify key issues and trends that will assist in aligning future land use planning with economic development initiatives. Residents and stakeholders indicated they would like more employment opportunities and quality of life amenities within the city. For this to occur, Manor must balance the need to expand infrastructure, improve public services, and provide shovel ready sites while keeping tax rates low. In Manor, affordable housing is also an economic development issue. Once viewed as a lower cost location within the Austin region, housing prices in Manor are increasing at a rapid pace.

Land use policies, economic development incentives, and voluntary annexation agreements are some of the primary tools Manor uses to support projects that have a positive benefit to the community. The challenge all cities face is balancing short-term economic development activity with longer-term – oftentimes aspirational – goals related to tax base diversification, locally-owned business expansion, and corporate office recruitment.

Since this is a comprehensive plan, the focus is on assisting Manor in making better informed decisions related to economic development in a citywide context versus individual target industries or project-specific site decisions.

Because Manor does not have an economic development corporation like surrounding cities such as Hutto and Pflugerville, this creates unique challenges for the city. In particular, Manor does not have the same level of financial resources (ex. sales tax funds) to spend proactively on economic development. Therefore, this section highlights key economic and demographic trends influencing Manor's economic development future



ECONOMIC DEVELOPMENT ASSESSMENT

Manor's economic development efforts over the past decade have not kept pace with the Austin region, despite strong population growth. The lack of an economic development corporation funded by sales tax and limited economic development staff resources has made business recruitment challenging. While the Future Land Use Map (FLUM) identifies the sites most appropriate for future growth, Manor will need to consider additional public policy initiatives that better position key areas and corridors for economic development projects.

The eight main obstacles to fiscally sustainable growth going forward are:

1. Lack of a strong identity or brand within a crowded Austin region.
2. Continued traffic congestion along U.S. 290.
3. Shortage of restaurant, retail, and entertainment options for residents.
4. Limited economic development resources.
5. No shovel ready sites.
6. Lack of major private sector employers.
7. Limited existing commercial and industrial buildings (vacant or underutilized) that could be occupied by new companies.
8. Limited infrastructure capacity and availability.

While these challenges are not unique to Manor, proactive efforts including a commitment of public financial resources might be necessary to achieve the desired results.



LOCAL CONTEXT

POPULATION TRENDS

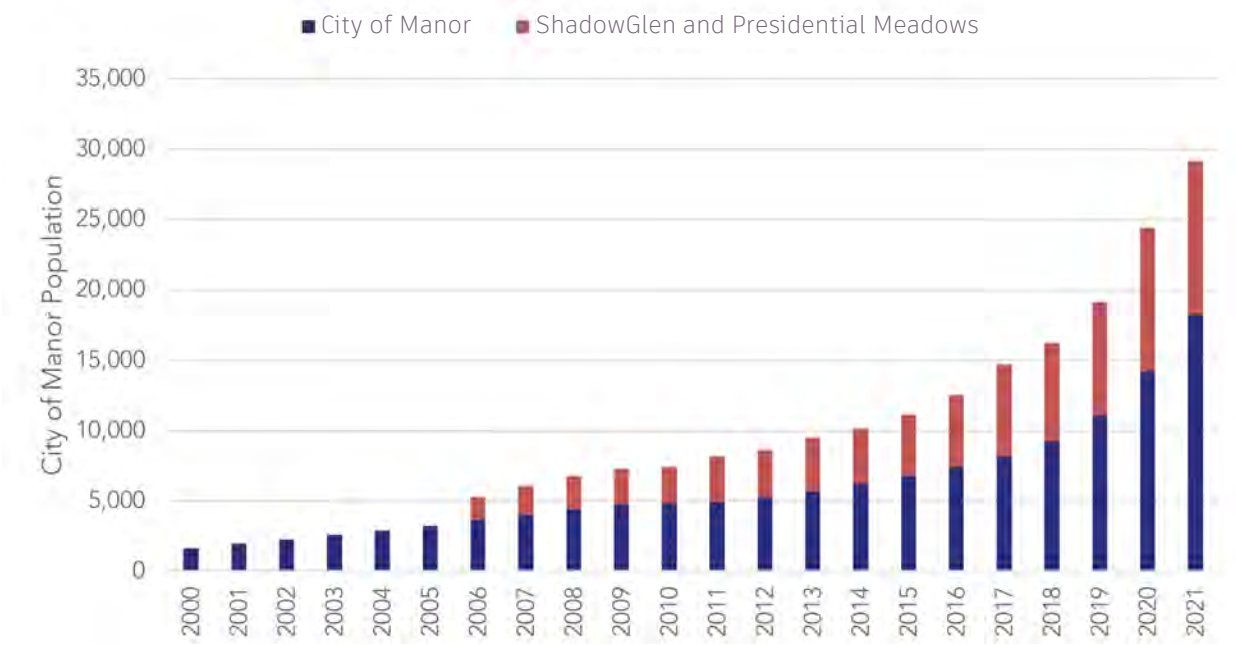
Manor's location within the rapidly growing Austin MSA will continue to make it an attractive site for new residents and businesses. The opening of State Highway 130 (SH130) about 15 years ago combined with improvements to U.S. 290 west of SH130 creates numerous economic development opportunities for the city.

Since 2010, the City of Manor has grown 73.5 percent while adding nearly 13,500 new residents. The 2021 population estimate for Manor is 18,285 residents. The combined city limit and ETJ population is approximately 30,000 people.

Several key catalytic businesses choosing to locate east of IH-35 such as Tesla in south Austin and Samsung Electronics to the north in Taylor are clear indicators of future growth in this region. From an economic development perspective, suppliers for these firms represent an immediate opportunity since these support firms typically locate within close proximity.

A challenge when reviewing socioeconomic datasets and business indicators is capturing the growth that is within Manor's city limits versus extra-territorial jurisdiction (ETJ). For example, ShadowGlen and Presidential Meadows account for approximately 40 percent of Manor's current population. A "City of Manor" population dataset from the US Census Bureau will exclude these important residential neighborhoods since they are located outside the city limits. Since most businesses in Manor lie within the city limits clustered along U.S. 290, federal and state datasets will more fully capture existing business activity. Given that site selectors oftentimes use federal and state datasets when deciding on the viability of a location, the city limits vs. ETJ statistics creates challenges for proving there is enough local market demand.

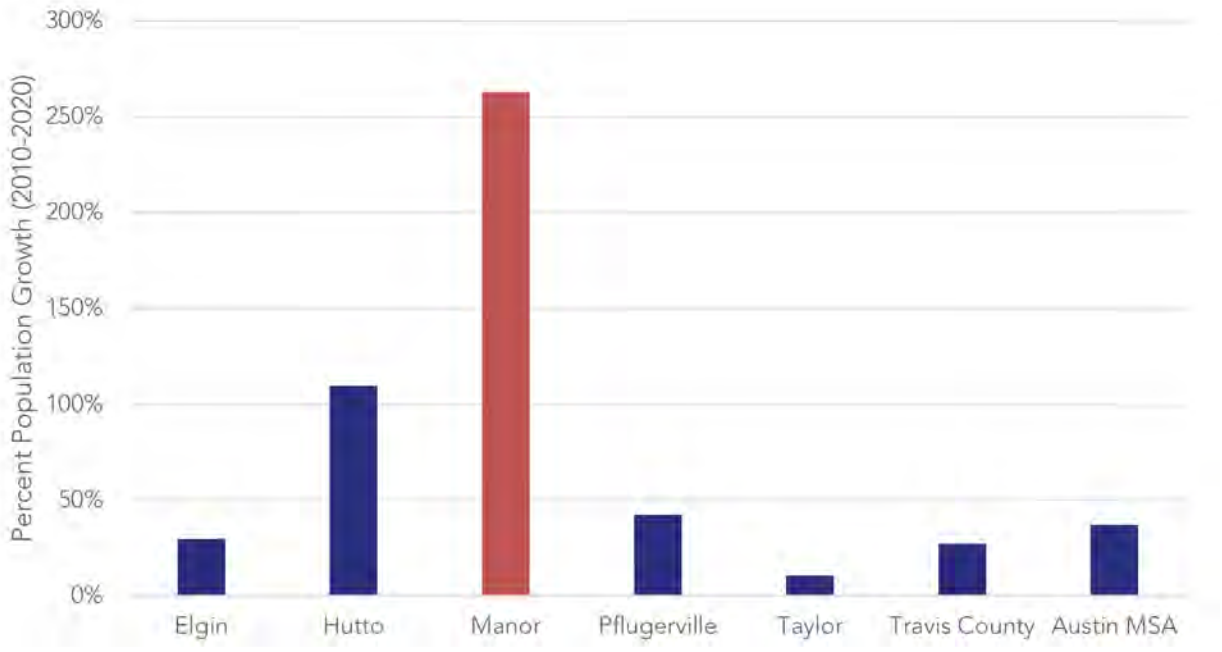
Figure 6.1.City of Manor Population Trends



Source: U.S. Census Bureau, City of Manor

As a point of reference, the Austin MSA's population expanded 37.1 percent over this same period. Relative to peer communities in the region such as Hutto and Pflugerville, Manor's population growth is well above regional averages.

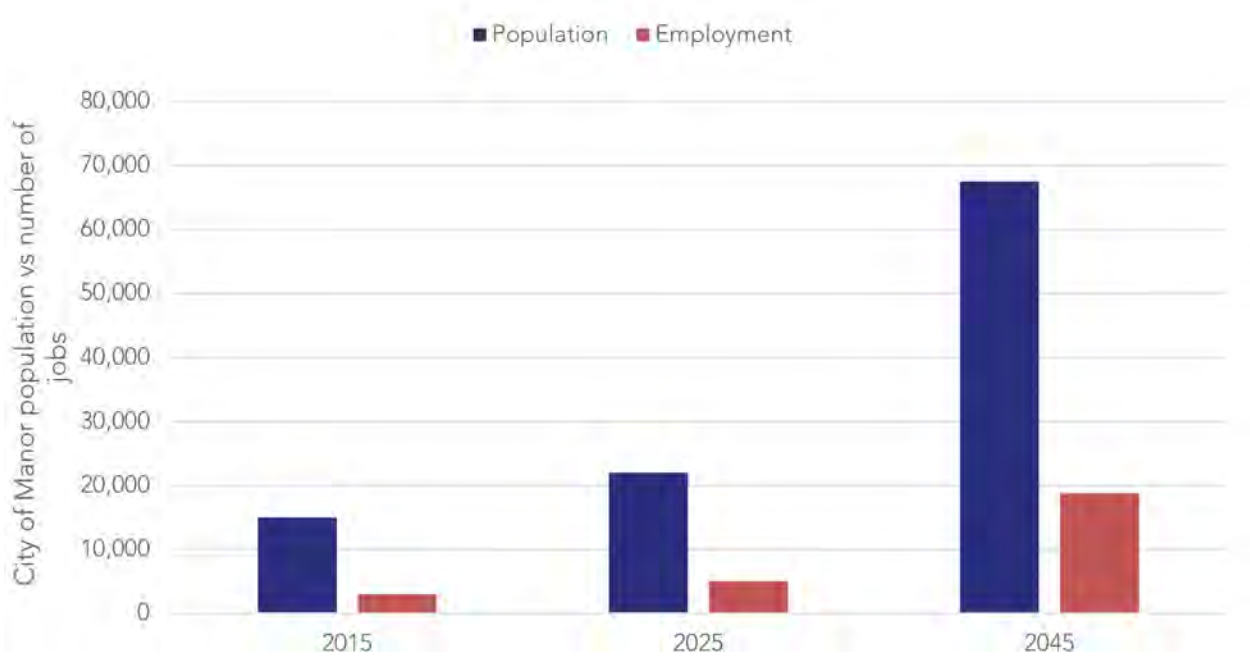
Figure 6.2.City of Manor Population Trends



Source: U.S. Census Bureau

Note: City of Manor excludes the ETJ

Figure 6.3.City of Manor Population Trends



Source: Capital Area Metropolitan Planning Organization; TXP, Inc.

Map 1.1. Note: TXP, Inc. used TAZs to estimate the boundary for Manor's city limit and ETJ

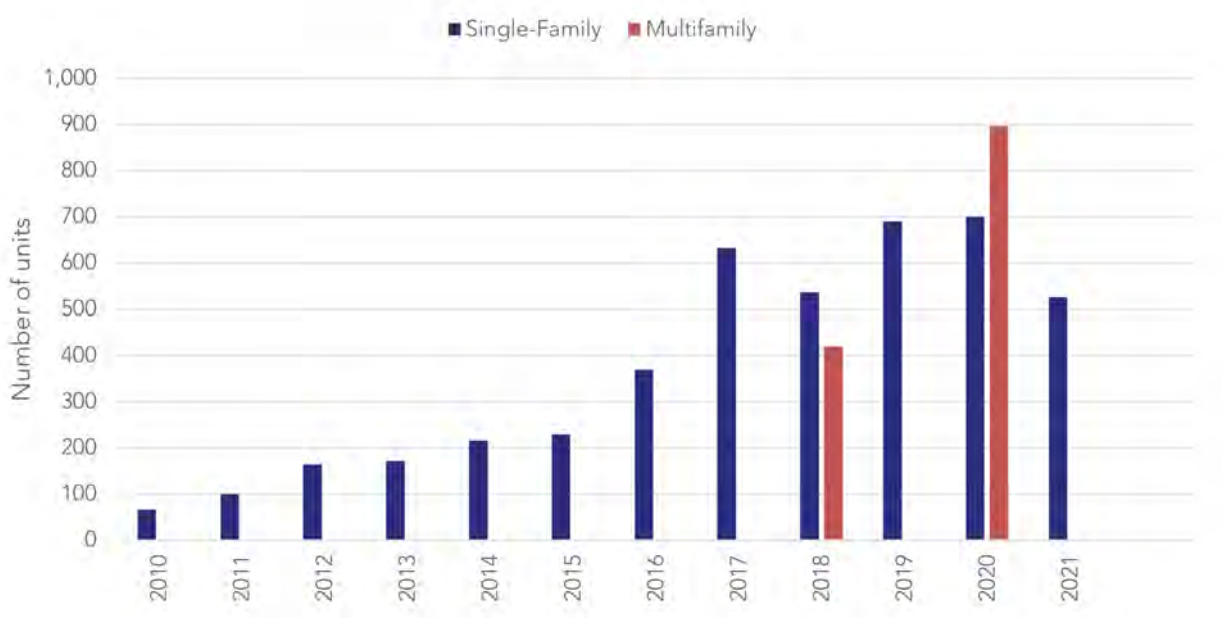
Over the next 20 years, the Capital Area Metropolitan Planning Organization (CAMPO) projects the Manor area's population (including the ETJ) will at least double in size, adding 25,000 to 30,000 new residents. Local employment is also projected to increase. The challenge and opportunity for Manor is to create a higher percentage of jobs held by local residents so people do not have to commute to other parts of the Austin region each day for work.

HOUSING TRENDS

Depending on the community, housing availability and price distribution are economic development issues. This is especially true in rapidly growing suburban communities such as Manor. Homebuilders historically sought out suburban locations to offer lower priced housing with a high quality of life. As Manor grows and is absorbed into Austin, further out areas might have lower housing prices. For Manor to attract more retail stores (consumer demand) and primary employers (workforce), the city will need to expand its population base.

Housing trends have closely followed population growth. Since 2015, an average of 525 single-family housing units per year have been permitted.

Figure 6.4.Manor Residential Units Permitted by Year



Source: US Census Bureau Building Permits Survey

Figure 6.5.Manor Home Sales and Average Price



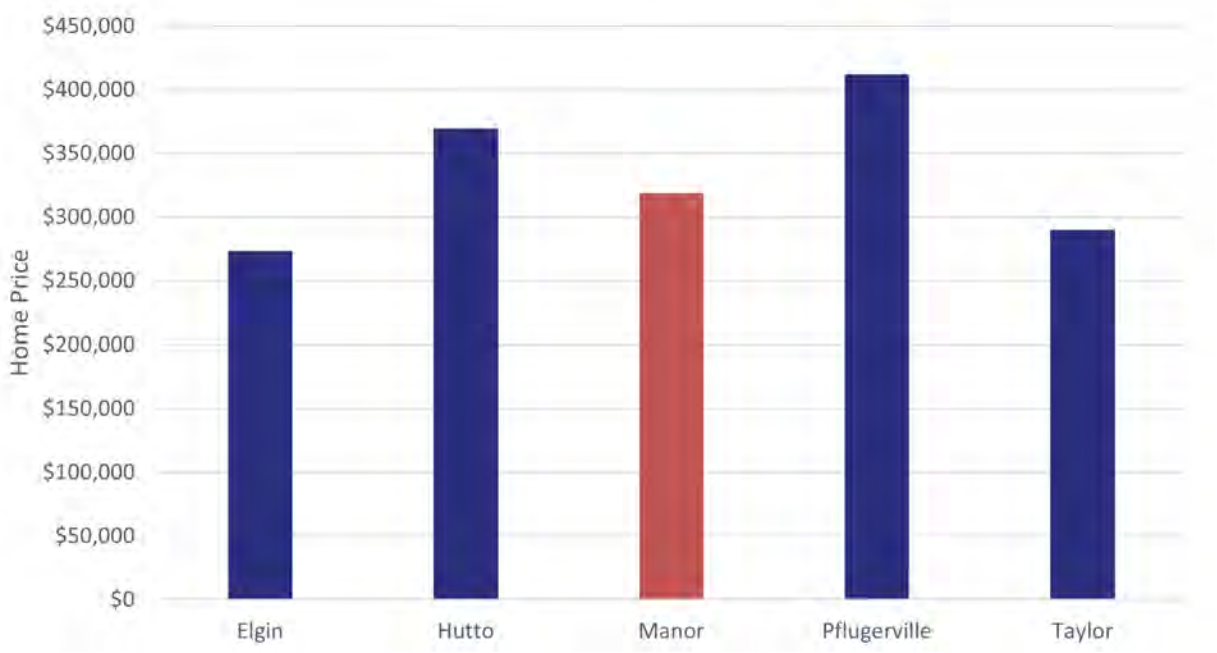
Source: Redfin

A challenge with the sustained growth in the Austin region is the cost of housing is rapidly increasing each year, including in Manor. According to data from Redfin, the online real estate brokerage, the average sales price of a Manor home has increased from $172,336 in 2015 to $318,809 in 2021.

Relative to other peer communities within the region, however, Manor housing costs are within range and significantly below the Austin MSA average of over $500,000.

The issue of affordable workforce housing will likely remain a critical topic for the foreseeable future. Providing a variety of housing types (ex. size and density) going forward will be essential to recruiting new residents, and by extension the types of businesses desired by the community. If Manor becomes as expensive as peer regions, the value proposition for locating in the community might change.

Figure 6.6.Regional Average Home Sales Price (2021)



Source: Redfin

EMPLOYMENT TRENDS

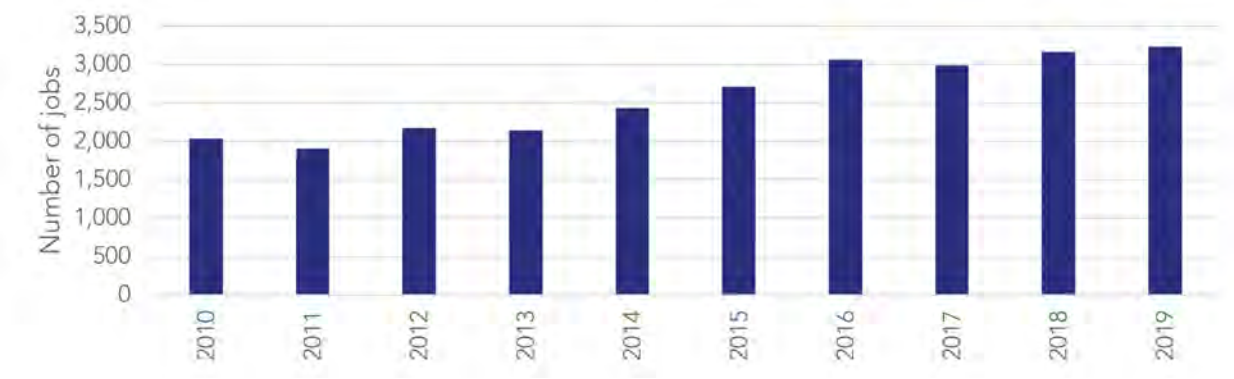
Manor is not home to a large corporate headquarters or major employer. The school district and other public sector organizations are the primary economic drivers in the community. An economic development goal for Manor should be to increase the number of private sector jobs in the city as a percentage of the total employment base. For this to occur, shovel ready sites, infrastructure, and workforce housing will need to improve.

Consistent with population trends, employment at Manor-based businesses has been increasing over the past decade. Total employment at businesses located in Manor is about 3,200 workers. Between 2010 and 2019, Manor added approximately 1,200 local jobs. Most of the business activity is located along the U.S. 290 corridor.

Manor has a strong concentration of Educational Service jobs, accounting for 34 percent of total employment. These jobs are linked to the Manor Independent School District headquarters, but the majority of employment is located at the various schools throughout the district.

Two high paying sectors where Manor lags the regional averages are Professional, Scientific, and Technical Services and Health Care. These sectors, along with Accommodation and Food Services as well as Retail Trade represent areas of economic development opportunity. According to The Retail Coach, for example, the demand for retail goods and services within Manor's retail trade area will grow 3.52 percent per year between 2022 and 2027.

Figure 6.7.Manor-Based Employment by Year



Source: U.S. Census Bureau - Longitudinal Employer-Household Dynamics; TXP, Inc.

Figure 6.8.Employment by Major North American Industry Classification System (NAICS) (2021)

NAICS	DESCRIPTION	ELGIN	HUTTO	MANOR	PFLUGERVILLE	TAYLOR	TRAVIS COUNTY
11	Agriculture, Forestry, Fishing and Hunting	1	0	6	3	20	868
21	Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0	0	1,160
22	Utilities	0	0	8	8	7	1,499
23	Construction	33	183	283	2,046	1,236	35,411
31-33	Manufacturing	68	178	60	545	636	34,988
42	Wholesale Trade	19	30	89	366	244	18,666
44-45	Retail Trade	189	629	330	2,716	1,198	72,449
48-49	Transportation and Warehousing	25	56	109	202	234	14,794
51	Information	42	10	56	313	111	31,466
52	Finance and Insurance	91	77	46	315	227	26,135
53	Real Estate and Rental and Leasing	50	63	12	279	128	26,136
54	Professional, Scientific, and Technical Services	84	83	53	650	91	70,511
55	Management of Companies and Enterprises	0	0	0	31	8	1,486
56	Administrative and Support Services	18	144	70	373	204	26,733
61	Educational Services	643	1,712	1,022	1,963	599	67,181
62	Health Care and Social Assistance	276	259	218	1,464	376	77,944
71	Arts, Entertainment, and Recreation	14	31	41	343	60	14,303
72	Accommodation and Food Services	337	531	398	1,667	657	69,368
81	Other Services (except Public Administration)	208	164	137	1,056	346	42,049
92	Public Administration	103	306	92	509	570	63,411
99	Unclassified Establishments	16	2	0	85	23	4,526
	Total	2,217	4,458	3,030	14,934	6,975	701,084

Source: ESRI, Data Axle

Figure 6.9.Employment by Major North American Industry Classification System (NAICS) as a % of Total (2021)

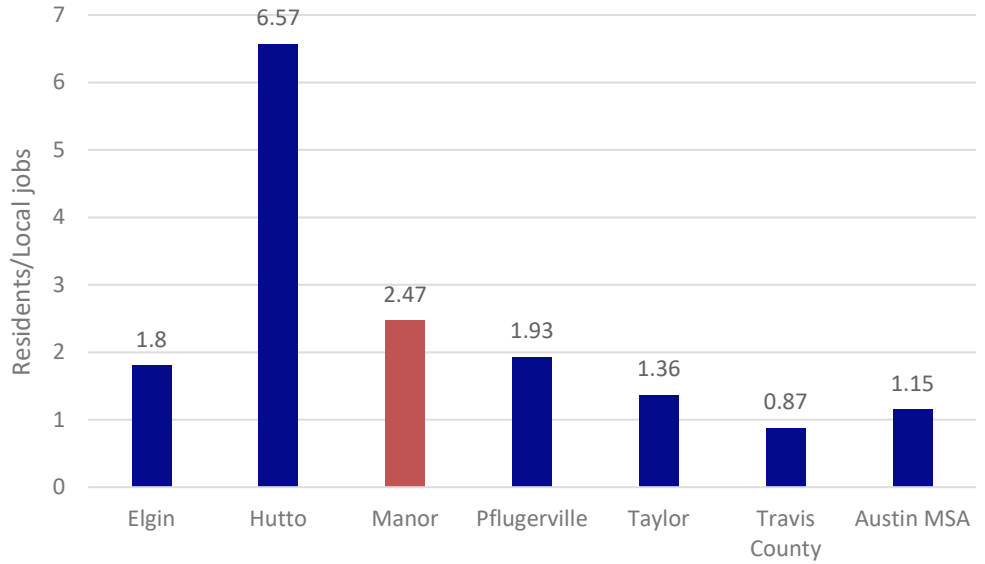
NAICS	DESCRIPTION	ELGIN	HUTTO	MANOR	PFLUGERVILLE	TAYLOR	TRAVIS COUNTY
11	Agriculture, Forestry, Fishing and Hunting	0%	0%	0%	0%	0%	0%
21	Mining, Quarrying, and Oil and Gas Extraction	0%	0%	0%	0%	0%	0%
22	Utilities	0%	0%	0%	0%	0%	0%
23	Construction	1%	4%	9%	14%	18%	5%
31-33	Manufacturing	3%	4%	2%	4%	9%	5%
42	Wholesale Trade	1%	1%	3%	2%	3%	3%
44-45	Retail Trade	9%	14%	11%	18%	17%	10%
48-49	Transportation and Warehousing	1%	1%	4%	1%	3%	2%
51	Information	2%	0%	2%	2%	2%	4%
52	Finance and Insurance	4%	2%	2%	2%	3%	4%
53	Real Estate and Rental and Leasing	2%	1%	0%	2%	2%	4%
54	Professional, Scientific, and Technical Services	4%	2%	2%	4%	1%	10%
55	Management of Companies and Enterprises	0%	0%	0%	0%	0%	0%
56	Administrative and Support Services	1%	3%	2%	2%	3%	4%
61	Educational Services	29%	38%	34%	13%	9%	10%
62	Health Care and Social Assistance	12%	6%	7%	10%	5%	11%
71	Arts, Entertainment, and Recreation	1%	1%	1%	2%	1%	2%
72	Accommodation and Food Services	15%	12%	13%	11%	9%	10%
81	Other Services (except Public Administration)	9%	4%	5%	7%	5%	6%
92	Public Administration	5%	7%	3%	3%	8%	9%
99	Unclassified Establishments	1%	0%	0%	1%	0%	1%
	Total	100%	100%	100%	100%	100%	100%

Source: ESRI, Data Axle

By combining labor force data from the Texas Workforce Commission, US Census Bureau, and the Longitudinal Employer-Household Dynamics (LEHD) data, it is possible to estimate the current ratio of residents in the labor force to jobs within the city. For Manor, there are approximately 8,000 residents employed and about 3,200 jobs based in the city. Therefore, there are 2.5 employed residents in the labor force for every 1 local job. This is not uncommon for rapidly growing suburban communities. This indicates that employed residents on balance must leave the community for work each day. The key finding is that an economic development opportunity is to recruit businesses and industries to the City that better align with the occupational profile of residents. The goal would be to get this ratio closer to 1.0.

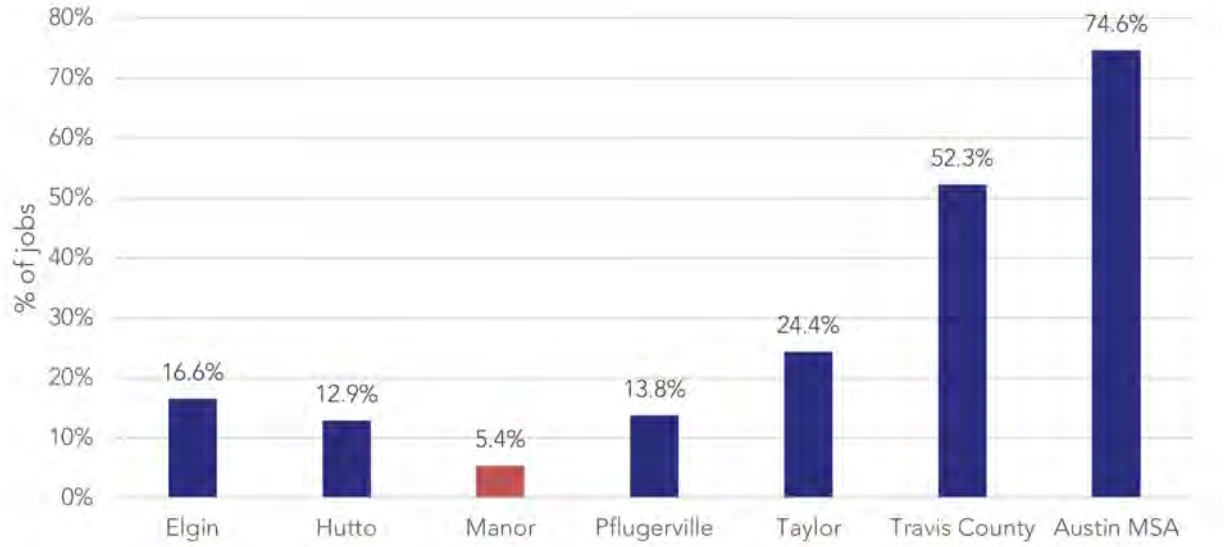
Another indicator used to evaluate a labor market is the share of local jobs held by city residents. In 2019 (the most recent year data is available), 5.4 percent of Manor-based jobs were held by those who live in the city, and it can be assumed that this trend has continued into 2022. This means that over 7,500 Manor residents commute outside the city each day for work. In a large metro area, it is not surprising for the central city (ex. Austin) to have a disproportionate amount of employment. However, this indicates an opportunity to attract more commercial and industrial development that could take advantage of the labor force living in Manor.

Figure 6.10.Residents in the Labor Force to Local Jobs Ratio



Source: TXP, U.S. Census Bureau - Longitudinal Employer-Household Dynamics, U.S. Census Bureau – American Community Survey

Figure 6.11.Percentage of Local Jobs Held by City Residents (2019)



Source: TXP, U.S. Census Bureau - Longitudinal Employer-Household Dynamics

Figure 6.12.Manor Residents Employment by Industry

SECTOR	WORKERS	PERCENT
Agriculture, forestry, fishing and hunting, and mining:	70	1.6%
Construction	449	10.3%
Manufacturing	707	16.2%
Wholesale trade	156	3.6%
Retail trade	315	7.2%
Transportation and warehousing, and utilities:	280	6.4%
Information	159	3.6%
Finance and insurance, and real estate and rental and leasing:	231	5.3%
Professional, scientific, and management, and administrative and waste management services:	283	6.5%
Educational services, and health care and social assistance:	567	13.0%
Arts, entertainment, and recreation, and accommodation and food services:	245	5.6%
Other services, except public administration	107	2.5%
Public administration	795	18.2%
Total	4,364	100.0%

Source: U.S. Census Bureau – American Community Survey ACS 5-Year Estimates (2016 to 2020)

INCOME TRENDS

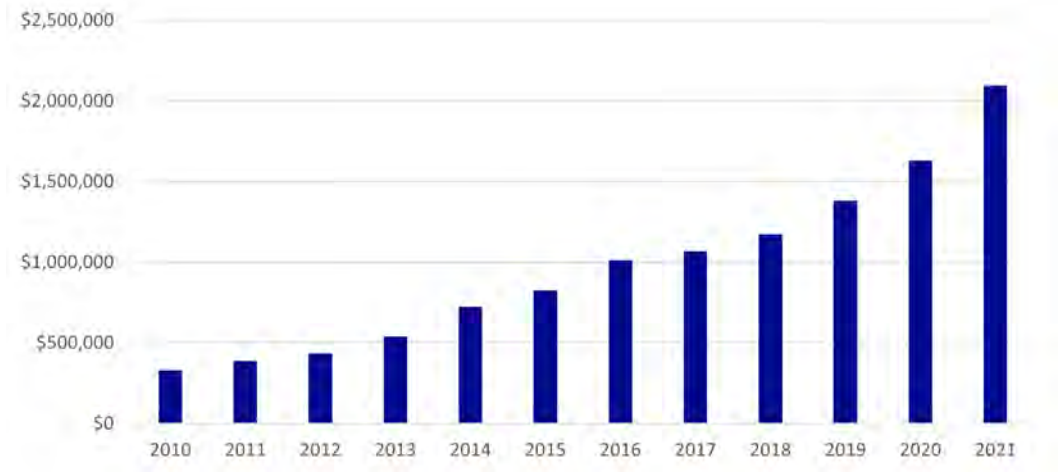
Closely related to the employment mix within the city, income levels drive housing prices, retail sales, and overall prosperity. In general, Manor's income indicators are below other cities within Travis County. As previously discussed, these figures do not fully capture the income levels of residents living in the Manor ETJ. These statistics have important implications for the future land use plan and how to encourage the types of land development that will support your economic goals.

Figure 6.13.Income Indicators (2021)

LOCATION	MEDIAN HOUSEHOLD INCOME	AVERAGE HOUSEHOLD INCOME	PER CAPITA INCOME
Elgin	$52,751	$65,511	$21,351
Hutto	$80,569	$93,250	$29,091
Manor	$69,341	$75,434	$22,616
Pflugerville	$97,045	$110,131	$36,617
Taylor	$54,222	$72,170	$25,684
Travis County	$83,370	$114,253	$45,226
Austin MSA	$80,291	$108,237	$41,343

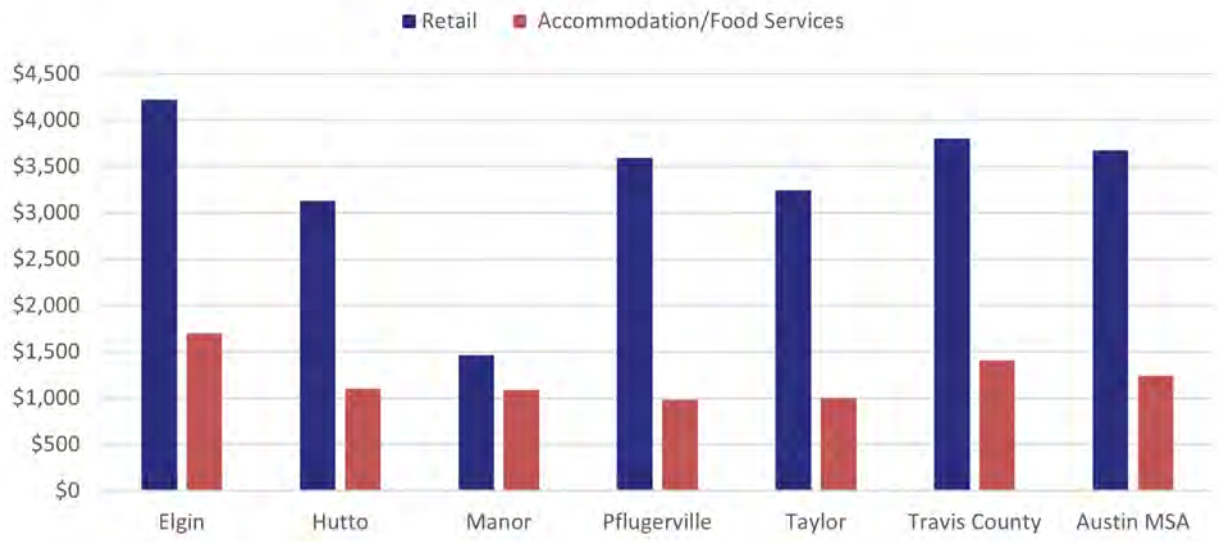
Source: ESRI

Figure 6.14.Manor Sales Tax Revenue Collections



Source: Texas Comptroller of Public Accounts

Figure 6.15.Per Capita Taxable Sales (2021)



Source: TXP, Texas Comptroller of Public Accounts, U.S. Census Bureau

TAX BASE

Over the past few years, Manor's net taxable real and personal property value has grown 154.0 percent. In 2021, the net taxable value of all property in Manor surpassed $1.2 billion. Single-family and multifamily residential properties represent about 78.0 percent of the tax base. Commercial and industrial property (real and business personal) are about 14.9 percent of the tax base. For the State of Texas and Travis County, about 30.0 percent and 31.5 percent of the net tax base respectively comes from commercial and industrial properties. Therefore, Manor is heavily reliant on its residential taxpayers, as is sometimes found in smaller suburban communities within a larger metro area.

Manor also has not been able to attract and generate a significant amount of property tax base per worker. Some of this can be explained by a disproportionately high level of Educational Services Sector employment that does not generate property tax because public schools do not pay property tax. The goal for Manor is to attract commercial and industrial property tax base to offset the dependence on residential properties.

POSITIONING MANOR FOR CONTINUED SUCCESS

LEVERAGING ASSETS AND MEETING LOCAL NEEDS

Manor stands to benefit from efforts to develop a strong workforce aligned to target occupations and industries in the region, which began with economic development agreements between Manor ISD and Applied Materials. Since then, Manor, along with its economic development and industry partners, have worked to develop a workforce and trainings around targeted occupations and industries. These include:

- Healthcare and Hospital Services
- Information Technology
- Skilled Trades
- Advanced Manufacturing

With unemployment at historic lows, it is increasingly important to cultivate talent to support economic advancement in the region. Manor and its economic development partners are uniquely positioned to develop training facilities and resources to support workforce development.




MANOR
150TH
ANNIVERSARY
GILBERT CAFE
BOP

KEYS TO ECONOMIC SUCCESS IN MANOR

DEFINE AND RESOURCE MANOR'S LONG-TERM ECONOMIC DEVELOPMENT GOALS AND OBJECTIVES

Historically, Manor has not had dedicated economic development resources. As a result, the real estate development community largely filled this role by entering into development agreements with the City. Looking to the future, Manor should develop short-term and long-term economic development goals for the community. This will assist the City in focusing its resources on community priorities, attracting commercial and industrial tax base to offset the dependence on residential land uses, and improving local job opportunities that match resident workforce skills. An Economic Development Strategic Plan is recommended to be completed.

DETERMINE THE FEASIBILITY OF NEW LOCAL LOCATIONS FOR RESIDENTS' EMPLOYERS

Many firms in the Austin region have multiple locations. If a firm employs a significant number of people who live in the Manor region, the firm might consider locating a branch operation in the City. Lack of available office space is an issue, and it is important for long-term fiscal sustainability that Manor begin to attract professional service firms to the area.

CREATE AN ECONOMIC DEVELOPMENT IDENTITY FOR MANOR

Manor has relatively low visibility among the suburban communities in the Austin region. While public sector investments such as transportation improvements along U.S. 290 will help set the stage for economic development, Manor can improve its position by standing out from other suburban cities. Every community has a unique story to tell key audiences, including target industries. Manor should create marketing materials (including a new brand) for target audiences that clearly articulates the value proposition available to each. Develop a marketing plan and budget to communicate the message for the City. The Economic Development Department often acts as the City's Public Relations Department for implementation of policy.

CONTINUALLY PUSH FOR TRANSPORTATION IMPROVEMENTS

Stakeholders identified traffic congestion as a major challenge to future growth. Economic development opportunities will also be significantly impacted by these transportation issues. Manor should continue to advocate and apply for transportation funding from county, state, and federal agencies. While not all residents and businesses will agree on every project (ex. right of way issues along U.S. 290), the status quo creates an unsustainable situation long-term.

EXPAND EXISTING UTILITY INFRASTRUCTURE

The combination of limited utility infrastructure and lack of shovel ready sites significantly impacts Manor's economic development opportunities. This is a challenge for many communities in fast growing regions. Manor will need to proactively and strategically expand utility infrastructure in sections of the city where private landowners would likely create shovel ready sites, or provide incentives to allow landowners/developers to do so at discounted costs with guaranteed capacity.

ESTABLISH A DEDICATED ECONOMIC DEVELOPMENT FUND

A dedicated economic development fund can provide greater options beyond tax abatements (ex. property and sales tax) for new incremental activity and will significantly enhance Manor's regional competitive position. By the same token, creating a fund of this type would facilitate responding to the need for retention incentives without creating unforeseen budget implications. This dedicated fund will take time to build up since it will need to be funded via the City General Fund, a fee-based economic development fund for commercial development, or similar. This fund would augment other economic development financial tools such as federal and state grants, TIRZs, and PIDs. Alternately, creating a Municipal Development District or an Economic Development Corporation through an election by the citizens, should sales tax revenues become available to fund such an organization, would be another means of funding economic development activity.


ARTS PLAZA

ECONOMIC DEVELOPMENT GOALS AND ALIGNMENT TO GUIDING PRINCIPLES

	GUIDING PRINCIPLES				
	EMBEDDED EQUITY	HEALTHY COMMUNITY	CONNECTED COMMUNITY	RESILIENT AND TRANSFORMATIVE ECONOMY	LIVABLE PLACES FOR ALL
Economic Development Goal 1 – Define and Resource Economic Development Goals for Manor. Manor should commission an Economic Development Strategic Plan that includes short-term and long-term economic development goals and focus its resources on achieving these.	✓			✓	✓
Economic Development Goal 2 – Improve the balance of jobs-to-residents. Attracting commercial and industrial tax base to offset the dependence on residential land uses.				✓	
Economic Development Goal 3 – Align job creation to residents' skills. Improve local job opportunities that match resident workforce skills by recruiting employers.	✓			✓	
Economic Development Goal 4 – Create an Economic Development Identity for Manor. Create marketing materials (including a new brand) for target audiences that clearly articulates the value proposition available to each then develop a marketing plan and budget to communicate the message for the City.				✓	
Economic Development Goal 5 – Continually Push for Transportation Improvements. Continue to advocate and apply for transportation funding from county, state, and federal agencies to alleviate traffic and other transportation issues.			✓	✓	✓
Economic Development Goal 6 – Expand Existing Utility Infrastructure. Proactively and strategically expand utility infrastructure to create shovel ready sites.				✓	✓
Economic Development Goal 7 – Support Regular Funding of the Dedicated Economic Development Fund. A dedicated Economic Development Fund has been established but a consistent source of annual and ongoing funding for economic development incentives, projects and programs via the City General Fund, a fee-based economic development fund for commercial development, or similar is needed. This fund would augment other economic development financial tools such as federal and state grants, TIRZs, and PIDs.	✓			✓	✓

POLICY STATEMENTS AND ALIGNMENT TO GOALS

	ECONOMIC DEVELOPMENT GOALS						
	1 - ED Goals for Manor	2 - Balance or Jobs to Residents	3 - Alignment of Jobs to Resident Skills	4 - ED Identity	5 - Transportation Improvements	6 - Utility Infrastructure	7 - ED Fund
ED. A - Position Manor to seize economic opportunities through strategic infrastructure investment.					●	●	●
ED. B - Diversify the tax base to reduce reliance on residential uses for municipal revenue.	●	●	●	●	●	●	
ED. C - Make commuting out of the City a choice rather than a requirement by improving the balance of jobs-to-residents and aligning job creation to residents' skills.	●	●	●	●			
ED. D - Cultivate Manor's existing talent to support homegrown businesses, especially addressing barriers that prevent underrepresented groups from pursuing entrepreneurship.	●			●			●
ED. E - Develop an economic identity to differentiate Manor within the region and beyond.				●			●
ED. F - Establish a financial framework to support Manor's long-term economic needs.	●				●	●	●
ED.G – Potentially hold an election to create an Economic Development Corporation or Municipal Development District if sales tax revenues become available.	●				●	●	●

CHAPTER 7

INFRASTRUCTURE AND FACILITIES

LEADING WITH COMMUNITY INPUT - INFRASTRUCTURE AND FACILITIES

WHAT WE HEARD

"Transportation and infrastructure are major priorities that directly impact economic development"

- Community Member

"The water is brown consistently twice a month in my neighborhood."

- Community Member

"City water needs to be organized to ensure reliable and affordable water for locals. Water pressure needs to rise."

- Community Member

"Green infrastructure systems needed to use natural processes instead of grey engineering solutions."

- Community Member

"I'm concerned infrastructure can't keep up with growth."

- Community Member

" Would love to see a rec center similar to the Brushy Creek Rec Center with the facility and services they offer."

- Community Member

KEY TAKEAWAYS

- Infrastructure is a major priority that directly impacts economic development.
- Utility systems need to deliver consistent quality and reliability, even if they are not controlled by the City of Manor.
- The demands for infrastructure improvements may deter improvements to quality of life like parks, libraries and recreation centers.
- It is important for development to pay for itself rather than burden existing residents and taxpayers.
- Manor needs to put in place policies, plans and financial tools to ensure it stays ahead of growth demands.
- Resident expectations regarding facilities and services are increasing.

IMPACT

- Seek creative ways to accomplish multiple city goals, including quality of life, through infrastructure improvements. This recognizes and emphasizes the City's finite resources and fiduciary responsibility to taxpayers while also efficiently clearing the path and avoiding silos when it comes to capital improvements and service enhancements.
- Develop a culture of long-range planning and continuous evaluation of impacts from development, and put in place financial tools to ensure residents and existing customers do not pay disproportionately for the impacts of growth. Recognizing accelerating growth patterns, Manor must be proactive particularly on critical infrastructure elements with long lead times to take projects from permitting/design through construction.
- Identify appropriate approaches to bring the facilities, programs and services the community has come to expect in a creative, efficient manner. During this planning process, Manor separately began efforts to prepare facilities master plans focused on long-term needs. Manor should consider co-location of facilities when possible.
- Implement a "one water" philosophy to all infrastructure as a framework for efficiently addressing a multitude of infrastructure needs while also addressing sustainability and the environment. Understanding that all aspects of the water cycle are connected, and connected with desired quality of life improvements, results in efficient, holistic solutions that benefit all.

INTRODUCTION

Infrastructure systems and public facilities serve as the physical backbone of a community, providing not only for the basic needs of the community but also the support structure for successful city administration and exceptional quality of life. Simply put, the elements of the desired community vision, development patterns, economic development, and community connections and identity in this plan are not possible without appropriate infrastructure and facilities planning and implementation. Furthermore, the design, timing and placement of infrastructure and facilities can profoundly shape the outcomes for each of these elements listed above.

The City's infrastructure consists of several systems, including transportation (discussed in Chapter 4), communications, utilities, water, wastewater, and drainage. Facilities take on a variety of forms—from public safety facilities like police stations to places of community gathering, like libraries, city halls and recreation centers. Manor has initiated master plans for all but drainage at the time of this Plan development. Information from this plan, such as build-out analysis and population projections found in Chapter 3, serve as a basis for planning these various systems and facilities.



UNIFYING THEMES ACROSS ALL INFRASTRUCTURE SYSTEMS AND FACILITIES

Regulatory, financial, and governance structures typically lead to each infrastructure system and each public facility being placed into separately-managed silos. However, solving many of todays challenges often requires breaking down barriers between these silos, with the added benefit that a holistic view introduces transformational opportunities to accomplish multiple goals in an efficient, cost-effective and even expedited manner. This view is imperative to building the momentum and coalitions that are critical for a City with stretched resources in seeking to achieve the community's vision.

INFRASTRUCTURE AND FACILITIES NEEDS CAN SERVE TO SUPPORT OTHER NEEDS THROUGH CAREFUL COORDINATION

Infrastructure alignments can serve multiple forms of infrastructure as well as other community needs and desires. If such plans are coordinated well, Manor can efficiently make progress on a variety of goals and demonstrate fiscal prudence to residents. Some examples are as follows:

- Sewer interceptors generally follow the lowest points in a watershed. These areas tend to be floodplain areas that benefit from greenspace preservation and drainage easements, and also align with key trail corridors. When acquiring easements or fee-simple ownership, Manor can seek to address all needs simultaneously.
- Some infrastructure types may change character substantially based on long-range needs. For example, a 20 foot easement may be sufficient for an initial sewer line, but that alignment may eventually call for a much larger sewer interceptor. In many cases, larger infrastructure requires a larger easement. Manor should acquire easements for the ultimate need, not just the present need.
- Parkland dedications should include underlying permissions to accommodate utility infrastructure, especially along alignments consistent with water and sewer infrastructure.
- Facilities like school sites can play important roles as trail heads and their placement adjacent to parks can allow for shared benefits, such as parks that can serve both the school and the community. Frisco, Texas is an example of this approach applied long-term with excellent results.

THE "ONE WATER" APPROACH

The idea of an integrated systems approach to water is not new. Its full-scale implementation, however, has yet to be realized. All around the country, and particularly within areas that frequently encounter drought and flood risks, there are increasing examples of integrated and inclusive approaches to water resource management. These approaches exemplify the view that all water has value and should be managed in a sustainable, inclusive, integrated way. From nature to tap, from farms to food, from toilet back to river, there is just one water cycle. While nature provides water, it takes pipes, pumps, reservoirs, treatment plants, and people working around the clock to deliver clean water to homes and businesses, and to remove and treat wastewater so it can safely be reused or returned to the environment. Public facilities serve as opportunities to demonstrate design that recognizes One Water in a similar way that a private development project might, as well as providing opportunity for community education.

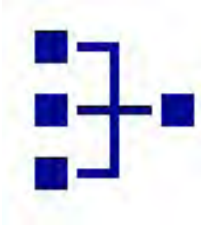
A One Water approach can take many different forms, but has some unifying characteristics as shown in Figure 7.1, which are applied to Manor's context in this Chapter.

Figure 7.1.Elements of a One Water Approach



All Water Has Value

All water can and must be managed carefully to maximize its benefit.



Achieving Multiple Benefits

The resources available do not match the level of investment needed to achieve a sustainable water future. Projects should seek an optimal balance among programmatic costs, benefits and priorities looking across economic, social and ecosystem needs.



Systems Approach

Water is complex and interdependent. Tackling problems based on the complete life cycle of water, rather than limited to one piece of the equation, allows identification and advancement of more effective and lasting solutions.



Watershed-scale Thinking and Action

It is within the context of a watershed that communities have either too much water, too little water or poor quality water. Watershed-level management brings together regional partners for collaborative action.



Right-Sized Solutions

The scale of interventions should be proportional to achieving th desired outcome. For example, water quality can be addressed at a hyperlocal scale based on particular issues, but the root of the problem may require watershed-wide action.



Partnerships are Essential for Progress

All sectors are part of the solution, not just public entities and utility providers. No single stakeholder has the control, responsibility, expertise, political support or legal authority to manage issues like pollution, climate impacts or water consumption rates.



Inclusion and Engagement of All

When all people have a voice in ensuring a water-secure future, best results are achieved. Low-income people and communities of color are often disproportionately impacted by environmental justice and equity issues, including clean, safe, and reliable water.

SIGNIFICANT RECENT AND ACCELERATING GROWTH REQUIRES ACTIVE INFRASTRUCTURE MASTER PLANNING

Modeled and routinely updated Water and Wastewater Master Plans are critical to evaluating the integrity of the existing water and sewer systems, and developing a phased capital improvement plan through buildout of the service areas. The recommended improvements from a plan serve as a basis for the design, construction, and financing of facilities required to meet the City's water and sewer capacity, and system renewal needs.

Plans should include a risk-based assessment of all water pipelines, sewer mains, lift stations and storage tanks to assist in the prioritization of recommended operations and maintenance improvements. The assessment should consider the condition and criticality of existing water and sewer system infrastructure, using a scoring system to provide an analytical and quantitative method to evaluate the condition and criticality of each facility, leading to a rehabilitation capital improvements plan for each system.

Because development demands are always evolving and changing, Manor should continually update the water and sewer system models, evaluate the CIP annually to see if critical infrastructure needs require a shift in the schedule, and engage modeling as early as possible in the development review and feasibility process. For example, timing and commitments to capacity can be addressed in early Development Agreements to support appropriate infrastructure investments.

With growth accelerating, timing for planning and design of facilities should exceed the Texas Commission on Environmental Quality (TCEQ) minimums to avoid compliance issues and improve overall system performance. This lowers risk, especially given recent increases in development entitlement. For example, the "75/90 rule" for planning and construction of wastewater treatment plant capacity may not be sufficient for Manor, given timelines to achieve necessary permits and the rate of growth. To note, state law anticipated annual growth rates much lower than what Manor is experiencing currently.

This same philosophy applies to drainage, as Manor has an opportunity to be proactive where so many other cities have been reactive and ultimately been forced to find expensive stormwater retrofits. Manor has the opportunity now to avoid that future for itself.

In a related manner, the design, timing and placement of developments can drastically affect short- and long-term operations and maintenance, as well as capital investment. Manor has an opportunity to advocate for compact, interconnected development patterns that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure. More connections per linear foot results in more utility fees collected and thus lower overall utility rates.

WATER

The success of a municipal water system is measured in terms of volume, pressure, and quality. Sufficient water must be available to provide daily service during the summer drought season while also having sufficient reserves in the event of a major fire event. Consistent pressure ensures that water flow is satisfactory to residents, but it also reduces strain on the delivery system and reduces the opportunity for bacteria to form. Treatment of water prior to entering the system allows the water that residents drink to maintain a quality of both health and taste.

Manor's water system, in comparison to the overall ETJ area, is small based on the Certificate of Convenience and Necessity (CCN) shown by the Public Utility Commission. It is comprised primarily of the historic core area plus the Greenbury subdivision, Lagos subdivision, Wildhorse Creek subdivision and portions of the US 290 frontage between New Tech High School and FM 973. Manor does, however, serve large areas beyond this boundary.

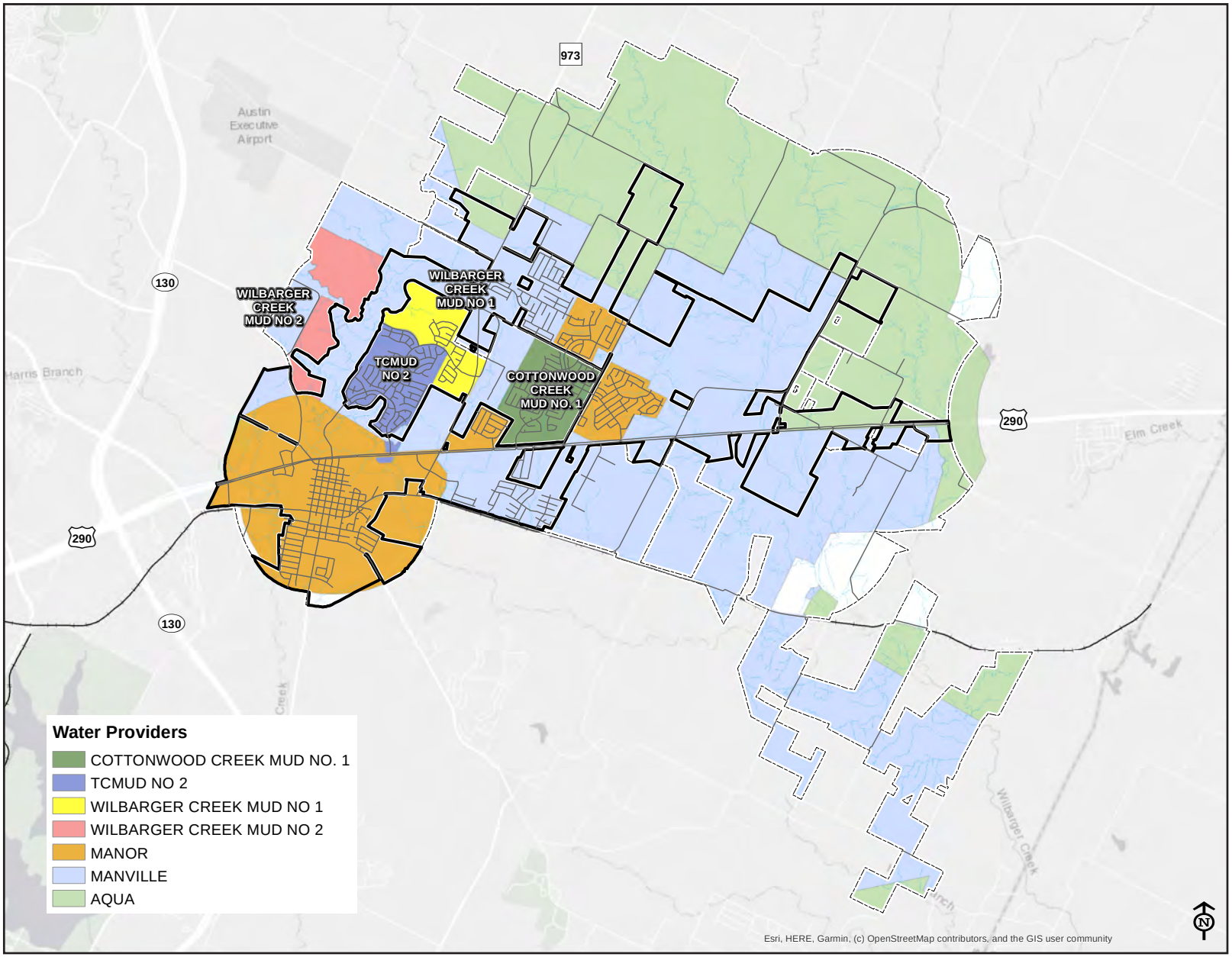
The surrounding area is served by two other systems: The Manville Water Supply Corporation and Aqua Texas (an investor-owned private utility). In some cases, Manor serves as a retail provider within these service areas, with Manville providing wholesale water to Manor, such as in the neighborhoods of Carriage Hills, Bell Farms and Stonewater (as shown in Map 7.1). In other cases, Manor serves as the full retail provider, such as in Presidential Glen and Presidential Heights. It is notable that systems serving residents in the study area outside of the Manor water system have reported water quality issues, such as discoloration and taste, and have reported increased instances of boil water notices.

Within the water impact fee capital improvements planning, virtually all future development anticipates service from both Manor's water and wastewater service. Manville WSC contented to a 1990 agreement to facilitate transition to urban level services on several properties, establishing a developer initiative approach and payment of a recovery fee back to Manville WSC resulting from the customer transition to Manor. It may be appropriate to formalize CCN transfers, as the nature of these agreements does not appear reflected in Public Utility Commission data.

This will require strategic, well-timed capital investments and policies to accommodate this growth in an efficient and effective manner, while also ensuring proactive maintenance of existing water system assets to meet the needs of people that already call Manor home.



Map 7.1. Water Providers



WATER SOURCES

The Region K Water Plan provides insight into Manor's water sources today, and projections. According to Region K population projection estimates, Manor does not have any unmet needs between now and 2070. However, the Region K estimates may be low if current growth patterns continue in Manor as they have in recent years, and therefore there could be unmet water needs that are not currently being predicted. These water sources are accessed through a variety of contractual and delivery methods.

Manor exhibited foresight in pursuing the EPCOR 130 water source project for Carrizo-Wilcox water from Burleson County, and in diversifying its water portfolio for improved source resiliency.

Figure 7.2.Region K Water Sources

SOURCE	ACRE-FEET OF SUPPLY PER YEAR					
	2020	2030	2040	2050	2060	2070
Carrizo-Wilcox Aquifer | Burleson County	404	504	996	1,329	1,810	1,873
Colorado Run-of-River	1,680	1,680	0	0	0	0
Edwards-BFZ Aquifer	10	10	10	10	10	10
Other Aquifer (Colorado Alluvium?)	679	679	679	679	679	679
Trinity Aquifer	547	547	547	547	547	547

Source: https://www.regionk.org/2021-plan

MANOR'S WATER SYSTEM

It is critically important to plan for average daily demand, maximum day demand and peak hour demand, beyond TCEQ minimums, in order to meet community expectations and avoid future issues. Water demand projections should be conducted by pressure zone. As part of this, the City should continue to use extended period simulations to understand operational issues, such as available fire flow, at any point in the water model. Likewise, frequent model updates can help avoid TCEQ violations, particularly elevated storage requirements.

Soils with high plasticity indexes in the area make Manor's system more susceptible to pipe breaks, a notable issue as Manor's relatively new water infrastructure begins to age.

The TCEQ minimum pressure requirement is 35 pounds per square inch (psi), which can drop to a minimum residual pressure of 20 psi while delivering the fire flow demand. As a public water utility, the City of Manor must comply with the rules and regulations for public water systems set forth by the TCEQ in Chapter 290, Public Drinking Water.

Key facilities of the Manor water system include:

- Gregg Lane Booster Pump and 2,000,000-gallon elevated storage tank.
- Downtown Water Treatment Plant and 200,000-gallon ground storage tank.
- Manor East 500,000-gallon elevated storage tank near the Presidential Heights Subdivision Amenity Center.
- Metro H2O 500,000-gallon elevated storage tank on Gregg Manor Road near Manor Middle School.
- Well Field Pump Station on Gilbert lane.
- Interconnects to Manville Water Supply Corporation at:
  - Gregg Lane Booster Plant Pump and elevated storage tank.
  - Tower Lane near the Manor East elevated storage tank.
  - US 290 between Paseo De Presidente Blvd. and Bois-d-Arc Road.
- Interconnects to Shadowglen near the intersection of George Bush Street and US 290.
- Interconnects to Austin's water system near Manor New Tech High School.

Two water facilities are offline, having been made obsolete by other system improvements. These include:

- 50,000-gallon historic downtown elevated storage tank (iconic structure).
- 125,000-gallon elevated storage tank at the corner of Murray Ave. and Burnet Street.

A unique attribute of Manor's water system is how it must circumvent the Cottonwood Creek MUD No. 1, Wilbarger Creek MUD No. 1 and Travis County MUD No. 2 service areas, illustrated in Map 7.1 Water Providers. This increases the difficulty of creating system redundancy and looping, which can affect the stability of water pressure and ability to continue service without prompting boil water notices in case of a break. This can also increase the need for more flushing to maintain water quality and appropriate sterilization residuals. It is important for Manor to seek opportunities to create looping and redundancy, and particularly avoid dead-end lines. This is shaped heavily by the city's development pattern, as greater transportation connectivity typically results in increased system connectivity for other infrastructure as well, since these systems often run adjacent to roadway infrastructure.

WASTEWATER

Wastewater is the contaminated water that is discharged as part of daily activities from every household and business in Manor, including the water and solids associated with toilets, sinks, showers, dishwashers, washing machines, and floor drains. Once discharged from a household or business wastewater is transported to the wastewater treatment plants in the City. The plants clean and purify the wastewater so it can be discharged safely back into the environment.

The wastewater system consists of a network of pipes that depend upon gravity to naturally move wastewater to the City's wastewater treatment plants for treatment prior to discharge. Because of the City's limited slopes, multiple watersheds, and other physical barriers, the system is assisted by several lift stations located strategically throughout the wastewater network. Success of the system is dependent upon well-maintained pipes that are of sufficient size to support the anticipated amount of wastewater, as well as wastewater treatment plants with the capacity and technology to handle the anticipated volume of wastewater.

The quality of wastewater service delivery may be most dependent upon the maintenance of the system's infrastructure, particularly the network of pipes that move wastewater from homes and businesses to treatment facilities. Stormwater inflow and infiltration (I&I) into the wastewater system caused by cracks in pipelines and rare illegal stormwater connections by residents can place an unnecessary burden on the system. Soils with high plasticity indexes in the area make Manor's system more susceptible to I&I issues as soil movement can increase the likelihood of broken pipes.



WASTEWATER TREATMENT AND TRANSMISSION

Wastewater treatment plant analysis is based on the TCEQ "75/90 rule." The 75/90 rule states that when a plant exceeds 75 percent of its permitted annual average flow for three consecutive months, the facility must begin planning for its next expansion. In addition, the rule states that when a facility exceeds 90 percent of its permitted annual average flow, the facility must be in construction of its next expansion.

Manor's exceptionally high and accelerating growth should prompt examination of the applicably of this 75/90 rule. Design and construction triggers should be specific to Manor's context in order to allow sufficient time for design and construction, given the increased risk of permits and growth outpacing utility infrastructure. Manor has begun considering these issues in recent years, including more frequent updates to the wastewater impact fee land use assumptions and capital improvement plan.

Manor currently operates two plants, as shown in Map 7.2.:

- Wilbarger WWTP: 1.33 million gallons per day
- Cottonwood WWTP: 0.20 million gallons per day. Phase 2 of an expansion to this WWTP is under construction and a Phase 3 expansion is in planning, each phase will increase capacity by 200,000 gal/day. A Phase 4 expansion is expected in the future.

Manor's topography and development pattern has resulted in the need for eleven lift stations scattered throughout the City. The necessity of these lift stations could be reduced, particularly if a regional wastewater treatment plant is constructed in the southeastern portion of the City or as undeveloped property near the center of Manor and along creeks develops. This would introduce the potential for wastewater interceptors that would allow for gravity flow rather than pressurized lines, reducing potential points of failure in the system as well as operating and maintenance costs for lift stations.

REGIONAL PLANT POTENTIAL

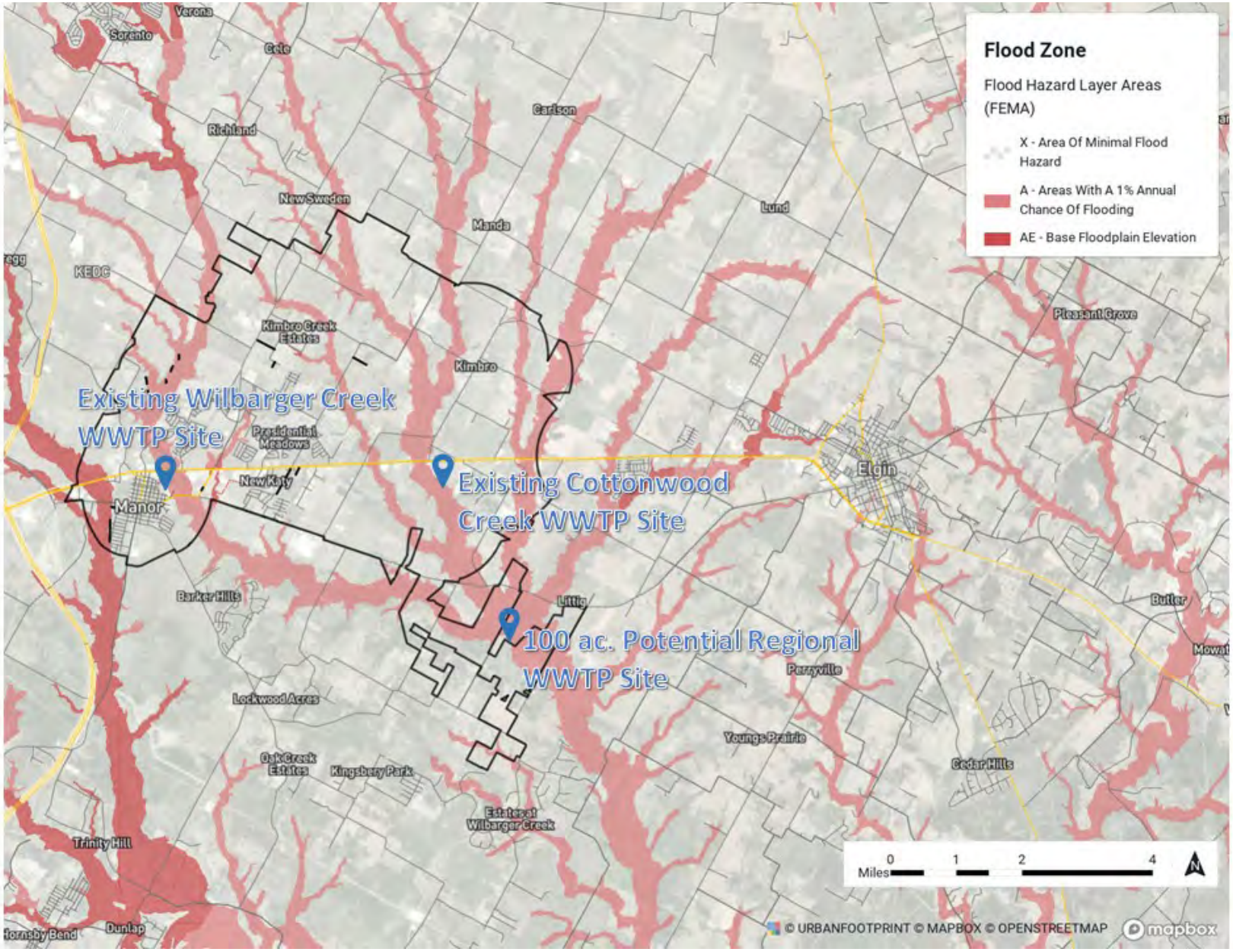
Manor's geography creates potential for a significant regional wastewater treatment plant in the eastern portion of the city, where the Wilbarger, Cottonwood and Willow Creek watersheds come together. As discussed earlier, creek alignments tend to function well for sewer interceptors. These watersheds extend into adjacent jurisdictions, including Elgin and Pflugerville, as well as unincorporated areas of Travis County. With Manor needing to add wastewater treatment capacity, it is appropriate to explore joint ventures and plan future treatment facilities so they can be expanded to accommodate other regional partners as appropriate with phasing.

Manor has acquired a 100-acre site for a potential regional wastewater treatment plant, as shown in Map 7.2. This site is heavily within the floodplain. This will likely require a more coordinated effort at permitting between stormwater engineering and wastewater treatment engineering in order to support an efficient approval process. Regardless of the regional potential, the plant should be designed in a way to easily accommodate expansions at appropriate intervals, triggered by local growth or the introduction of partners. If Manor intends to proceed in this direction, it will need to begin permitting and planning efforts immediately. Permitting, planning, design and construction can take 5+ years for complex sites such as this.

The City's Public Works facilities could be relocated to the regional WWTP site as well, with a full laydown yard, offices and maintenance facilities in that location

Given the rate of growth in Manor, it may be necessary to consider interim solutions to address short-term demand for capacity as well. It is understood that the existing Wilbarger Creek WWTP east of Downtown has expansion potential and that this is a project already in consideration.

Map 7.2. Wastewater Treatment Plants and Regional Site



WASTEWATER BENEFICIAL REUSE

Public water supplies are treated to drinking water standards. The reality, however, is that household potable use is only a portion of the overall potable water usage. Many uses like irrigation and industrial processes do not require water treated to drinking standards using this finite resource. Reclaimed water has become an increasingly common and accepted method to both manage treated effluent and make better use of potable supplies. In some cases, this becomes its own utility funding stream. The ability to access it can also shape opportunities like enhanced landscaping associated with state-maintained roadways. Beneficial reuse is governed by TCEQ's Chapter 210 Use of Reclaimed Water regulations. Authorization for the use of reclaimed water applied to an area of land for irrigation requires determination and documentation of typical irrigation demands for the proposed use based on the type of vegetation and land area to be irrigated. These are the most common uses. Type I reclaimed water use is allowed for unrestricted areas where the public may encounter the reclaimed water and may also be used for any Type II use. Designing WWTP's to meet Type I standards provides the City the greatest flexibility in effluent management.

One of the obstacles in developing a reclaimed water system is balancing the demand for water with the limited and variable supply produced by a wastewater treatment facility. The flows demanded from the reclaimed water system are rarely constant and will vary significantly over a 24-hour period. Furthermore, the reclaimed water demands will fluctuate and vary greatly depending on the type of use and time of year. For example, typical irrigation demands are highest at night during the summer months when the air is cooler and the irrigation is most efficient.

Since the reclaimed water supply is from a WWTP, the supply is variable based on water use throughout the day. The water that flows through a treatment facility will fluctuate and generally follows the non-irrigation domestic demand and use of potable water. Wastewater flows will often have two peaks with a crest in the morning and lower flows through the day and then another peak in the evening before tailing off during the nighttime hours. This means methods of storage and pressurization are needed. Manor may be able to explore repurposing of offline elevated storage tanks to support supply and pressurization of a reclaimed effluent system.



STORMWATER

Stormwater management is often front-of-mind in Central Texas given the frequency and size of large storm events, resulting in flash flooding. Wildlife habitat also often rises as a concern along natural waterways. These stormwater features, sometimes considered liabilities, can serve as assets.

In natural areas, stormwater is either slowly absorbed into the soil or gradually moves toward the lowest points and channels before reaching ponds, low-lying wetlands or waterways. In urban and suburban areas, a significant portion of the land surface is covered by buildings and pavement. When it rains these "impervious surfaces" do not allow water to soak into the ground.

CONNECTING MANOR THROUGH GREENWAYS AND REGIONAL DRAINAGE

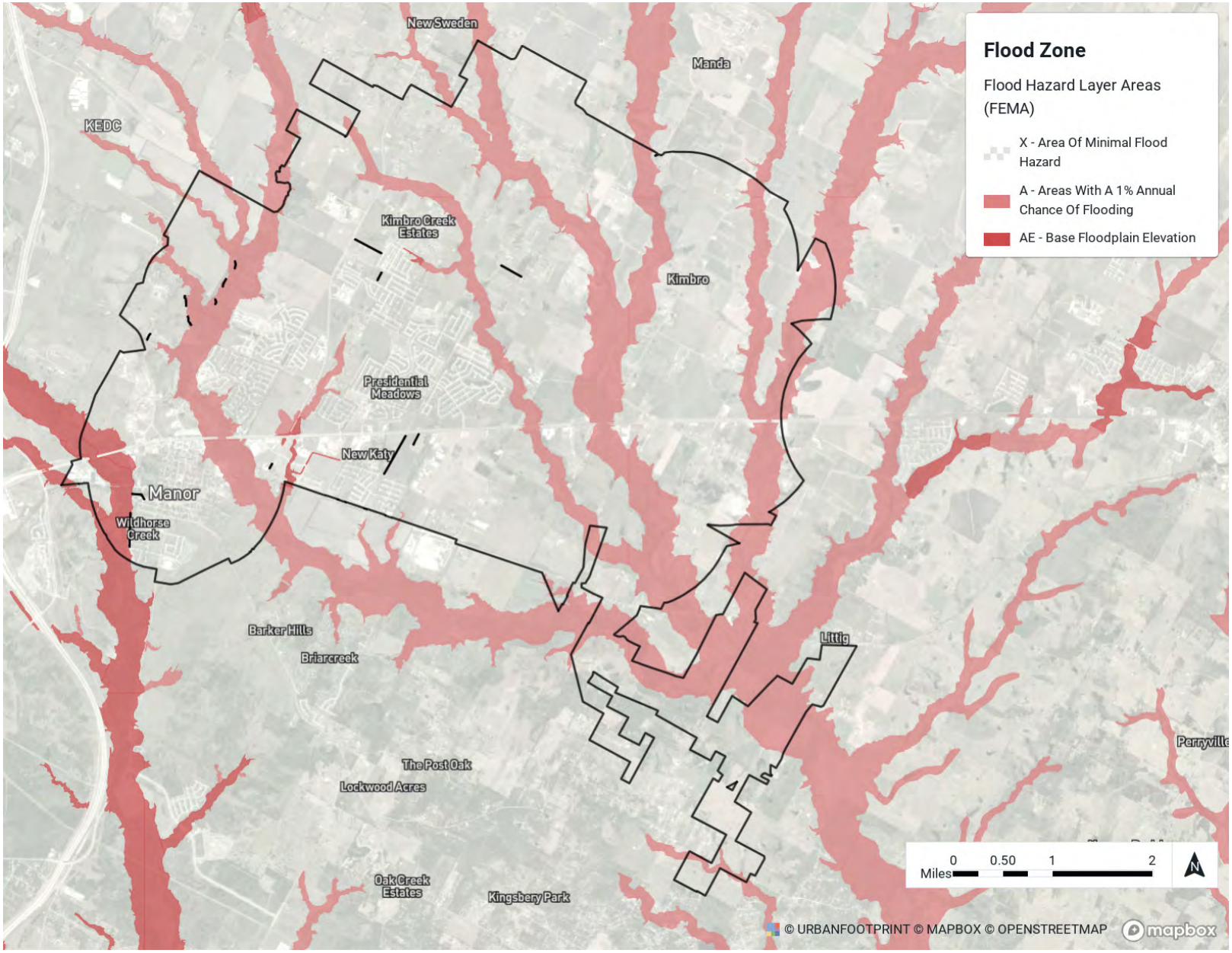
Manor is located roughly halfway between the headwaters of Gilleland, Wilbarger, Cottonwood and Willow Creeks and their confluences with the Colorado River. All four of these watersheds flow to the south and east, meeting each other as they exit Manor's jurisdiction, shown in Map 7.3. Manor deploys underground pipes and drainage channels to convey runoff to these natural creeks. On-site detention ponds collect rainfall and gradually release it into the storm system to ensure that the location does not shed water at a rate or volume that could overwhelm the system and prove detrimental to surrounding areas. Nevertheless, heavy rainfall events can result in flooding in parts of the City due, at least in part, to location of development, the pattern of development, drainage system maintenance and the approach to dealing with stormwater. It may be prudent for Manor to consider regional stormwater management rather than relying upon disconnected and uncoordinated facility implementation happening on a development-by-development basis. A stormwater impact fee can be an effective vehicle to support this.

Soil and topography, along with ground cover, shape the role and performance of stormwater in Manor. As mentioned in relation to water and wastewater infrastructure, Manor's soils feature a variety of clays with high plasticity, meaning they shrink and swell based on moisture content. This is most commonly understood to the general public as a cause for home foundation issues, but this soil trait also means the soil does not allow infiltration at high rates compared to other soils. Slopes above five percent are rare in Manor, with most areas falling below two percent. Grasslands, such as those found in Manor's Blackland Prairie area, give way to riparian flora and wetlands within floodplains. Urbanization is, however, shifting this pattern and thus risks changing stormwater performance.

The floodplains of the creeks and their tributaries have created the potential for a natural network to support open space and recreation, allowing most of the city to access green space within a 10-15 minute walk. This also allows the creation of a trail system backbone, a concept already seized upon with the Travis County regional trails initiatives along Gilleland Creek and Wilbarger Creek. Often overlooked by residents, this green network also serves as an organizational framework ideal for sewer trunk lines, as sewer sheds function best when aligned to drainage watersheds. This is the very attribute that creates the potential for a regional wastewater treatment plant, described previously.

Manor has only begun to acquire properties to take advantage of these creeks, with Wilbarger Open Space and Timmerman Park. This same attribute, however, has limited connectivity in some cases since roadway crossings of creeks are more expensive. This is most readily apparent along US 290, where local roads tend to turn and connect to the highway rather than continuing east-west across creeks, limiting alternative routes and backage roads.

Map 7.3. Floodplain Map



PROMOTING WATER QUALITY

Manor's four creeks are naturally intermittent, but Gilleland Creek has changed over time to become more constant, a result of several wastewater treatment plant discharges located at various points in its basin northwest of Manor. Gilleland Creek has become an impacted waterway under the Clean Water Act's 303(d) program. Testing trends indicate nonpoint source pollution is the likely cause.

Water quality is impacted by point and nonpoint source pollution. Point source pollution can be traced to specific points of discharge from wastewater treatment plants or industrial sites. Nonpoint source pollution typically originates from rainfall that moves over the ground and picks up natural and human pollutants and then deposits them into lakes, rivers, wetlands and coastal waters. Common examples of nonpoint source pollution include septic systems and petroleum-based runoff from parking lots as well as agricultural runoff.

Point source pollution is regulated through the National Pollutant Discharge Elimination System (NPDES) permit program, which is regulated locally through various regulations under Chapter 6 of Manor's Code of Ordinances.

Nonpoint source pollution has emerged as a major contributor to water quality problems. Unmanaged stormwater runoff is harmful to the environment as it often carries pollutants such as oil, dirt, chemicals, and lawn fertilizers directly to streams and rivers. Pollutants are especially concentrated in the initial wash or "first inch" of runoff during a storm. Additionally, when runoff leaves the storm drains and empties into a stream, its excessive volume and power can damage streamside vegetation and aquatic habitat. To protect water quality, infrastructure and development should be designed and built to minimize runoff and treat that first inch of water through conservation of natural areas, green infrastructure, cluster development, use of pervious surfaces, and other best management practices (BMP's). These low-impact approaches are generally recognized as preferred versus engineered, or "grey" solutions, and tend to result in the creation of amenities that also support quality of life and high-quality development. Beyond environmental implications, poor water quality can make these spaces, which are naturally suited for linear open spaces and trails, less safe for human contact and reduces the potential for people to develop positive interactions with nature.

Utilizing natural systems/processes and taking a comprehensive approach to managing water can help meet several of the community's goals, including improved water quality, water conservation, and flooding reduction. Natural systems including wetlands, native habitat areas, and waterways are often referred to as green infrastructure. These natural systems are very important in managing stormwater and water quality, and can be accomplished at the regional, community, and site scale.

It is also critical to understand that green infrastructure extends to other aspects of the built environment. People of Manor have emphasized a desire for more trails and park connectivity. Manor's creeks and streams, and even thoughtfully-designed engineered channels, can and should be multipurpose whenever possible. This creates an important recreational network as well as alternative transportation corridors.

Images of Green Infrastructure and Innovative Stormwater Management











PUBLIC FACILITIES

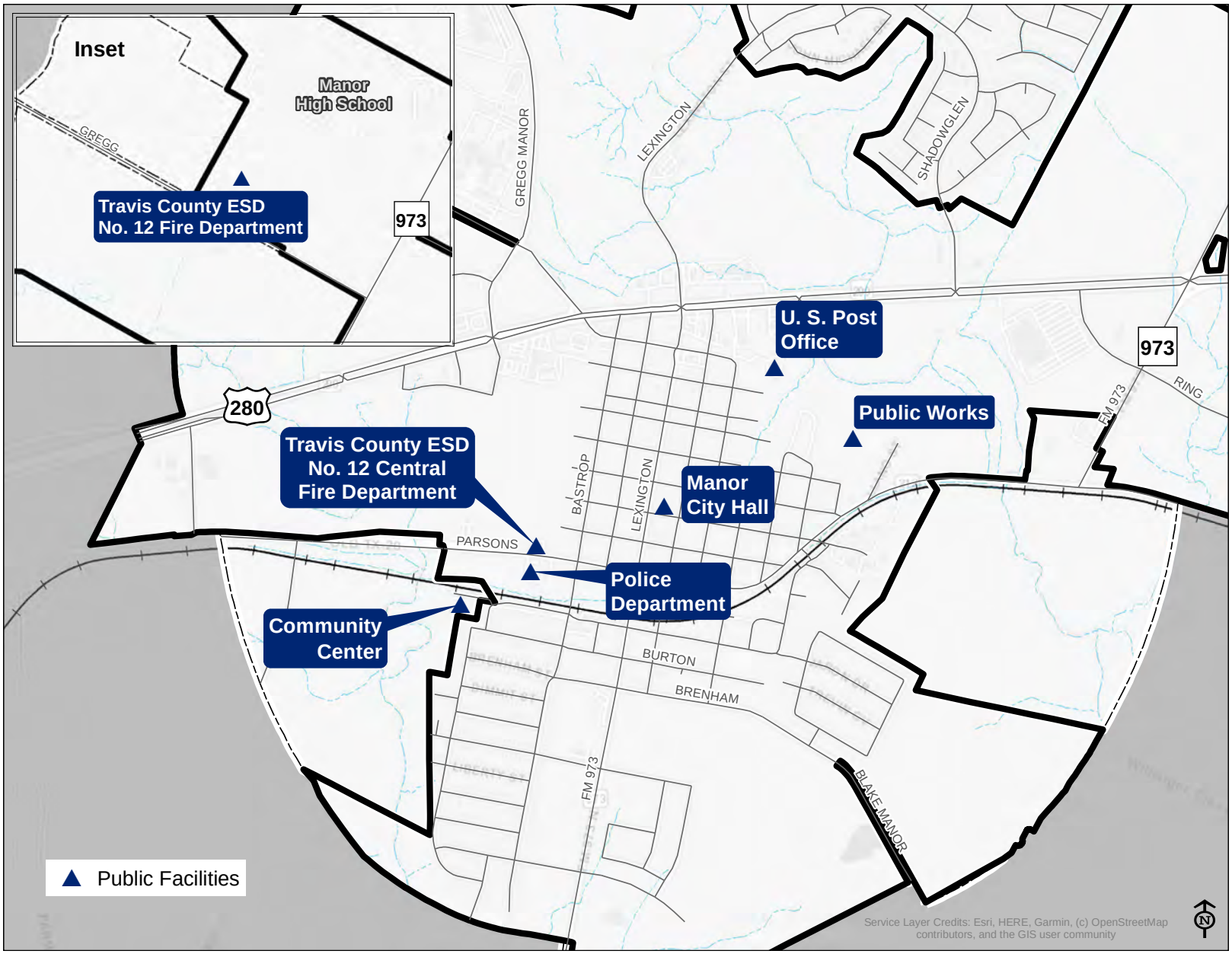
As growth occurs, it is the City's responsibility to determine what influences are at work to provide the data necessary to make development decisions. This is even more critical in a community like Manor that is experiencing rapid growth and change. Adequate land allocation for anticipated community facilities is necessary to meet evolving community expectations for community services, both essential services and those enhancing quality of life. As Manor continues to experience development, it becomes vital that the land allocation needs for public facilities are identified before the options available become limited and less optimal.

It is also important to understand that the complete picture of public services in Manor is not exclusively provided by the City of Manor. Two services are unique in this regard: fire services and emergency medical services. Fire services are provided by Travis County Emergency Services District (ESD) No. 12, a separate special district with a board of directors and taxing authority. As a result, these fire services are not discussed in detail within this Plan. Emergency Medical Services are provided by Austin-Travis County EMS out of the ESD No. 12 station near Downtown Manor. Map 7.4 depicts Manor's public facilities alongside those for emergency services and Travis County.

In addition, schools are discussed within this chapter, although the Manor Independent School District leads school operations and facilities. School districts typically conduct their own long-range planning, but this Plan includes their consideration due to their significant relationship to growth and development in Manor and potential opportunities to work together with the City to address mutual challenges and opportunities. This is reflected in data and recommendations in Chapter 3, Chapter 4, and Chapter 6.



Map 7.4. Public Facilities Map



PLANNING FACILITIES FOR THE FUTURE

Facility master plans are the best means of addressing Manor's needs, taking into consideration what the City's long-term goals are for programming and services. Manor recently initiated such an effort, recognizing that such plans support efficient, timely and forward-thinking investments in expansions to existing facilities and construction of new facilities.

Given ongoing growth, a holistic approach discussing all facilities and services is warranted to address all municipal functions across all departments. This can help to identify complementary uses and needs that result in improved efficiency overall, as well as prioritization. Perhaps more important, sites can then be selected with the goal of accommodating a complete buildout with consideration of these complementary uses.

Public Works may play a significant role in facility design as the ultimate operator and maintainer of the facilities under current organization. They should be engaged early in any design process.

As discussed in Chapter 3, Manor is expected to experience continued rapid growth. Generally, any new facility should be designed to at least the 20-year population projection for efficiency. Rather than relying on ratios of square footage to population exclusively, the Facility Master Plan should focus on the real space needed for effective desired programming and operations as this links more directly to the user experience and residents' desired service quality.

SMART FACILITY DESIGN AND SITING

While Manor has begun experiencing gains in both ad valorem and sales tax revenue, the operating costs that come with that growth have grown at a similar and sometimes greater rate. Like many cities in this position, this creates challenges to meeting long-term facility needs. If not careful, this can result in focusing on short-term issues when investing in these long-term needs, reducing scope and cost that can ultimately lead to much greater costs and lost efficiency down the road. Effective facilities master planning, described above, can help avoid this short-term focus, and also provide avenues to evaluate applicability of trends and new practices.

At the same time, Manor is at an advantage in that it will be able to design needed facilities in a post-pandemic environment, allowing it to account for what has been one of the most innovative periods in workplace and public building design and operations. It can create a work environment that embraces innovation and communicates to both employees and residents a sense of balance, safety and value.

Four facilities are identified as key short-term needs:

- City Hall
- Police Station
- Library
- Recreation Center

Several of these facilities can achieve efficiency if built as shared facilities, of which there are multiple precedents in the region and across Texas. Combined city hall and library facilities are especially common, and recreation centers and libraries have complementary attributes as well. This is because the shared spaces common to both facilities can be combined, resulting in larger and more high-quality spaces delivered in an efficient manner with improved operations and maintenance efficiency. The City Hall + Library example in Buda is especially relevant in this regard, and also shares a site with the police department in a separate building.

PRELIMINARY FACILITY NEEDS & CONSIDERATIONS

CITY HALL

- A larger facility is necessary to address Manor's growth, as well as growing expectations from its local government.
- Quality facilities play an essential role in attracting and maintaining high quality, professional staff.
- City halls are civic spaces first and foremost, serving as a place of community gathering and identity and a symbol of community pride.
- City halls provide an important, accessible window into democratic processes; their design can drive community participation/engagement.

POLICE STATION

- A growing police force with changing community needs and expectations requires an appropriate facility.
- Opportunities to integrate community space and promote positive interaction between residents and law enforcement.
- A need to achieve appropriate accreditations for police facilities to improve efficiency and service to the community.
- Consider locations with ease of access via multiple routes.
- Consider co-location with other facilities, typically in a separate building.

LIBRARY

Modern libraries have evolved to provide much more for communities than the services they have been traditionally known for.

- Libraries level the playing field through connectivity, technical support and their ability to build partnerships.
- Libraries are community hubs, that connect people to information as well as people to people, and serve as critical connections to community education.
- Libraries remove barriers to entrepreneurs, often providing data and services for free that support starting and growing a businesses, at times even including incubation spaces.
- Libraries bring communities together to tackle issues and address economic and societal issues.
- Libraries provide social and cultural support structures through librarians' first-hand knowledge of the community, often featuring special collections based on community needs, space and organization to address social problems, programs to ensure non-English speakers see themselves represented in the community, and information to help immigrants connect with their new communities.
- Libraries promote literacy by helping children and adults develop skills needed to survive and thrive in a global information society, especially those that may have grown up speaking a primary language other than English.

RECREATION CENTER

- Virtually every age demographic has indicated a pressing need for a place to come together, participate in activities, engage in physical wellness, and participate in recreational programming/ leagues.
- A vibrant center can stabilize the lives of young people, creating a perfect setting for local mentorship programs. They can serve as a refuge for at-risk youth, a large demographic in Manor, thus helping to reduce crime rates, drug use and similar issues while increasing opportunity for youth to find success and inspiration for their future.
- Seniors are another demographic that are common users of recreation centers and another major resident group in Manor, offering facilities and programs for seniors should be a priority.
- Like libraries, recreation centers and the programs they house provide a place for children and adults of all ages to extend their learning, even helping each other.
- Maintaining an active lifestyle is foundational to a happy and healthy life, and don't cater exclusively to young people.

LOCATING FACILITIES

Manor should consider colocating several of the facilities listed above together on the same site or sites, as appropriate. Co-locating facilities is more convenient for users, allows for efficiency by sharing parking and building common spaces, and can produce exponential activation of the site than the single uses alone could achieve.

MUNICIPAL COMPLEX

A site has been selected for the location of a new municipal complex, including City Hall, northeast of Downtown on the other side of Wilbarger Creek Greenspace. If pedestrian and bicycle connections are made through the open space along the creek, this site could easily be walkable to Downtown and serve as a destination along a route connecting Downtown to Timmerman Park. This could be a good choice to co-locate the Police Station and potentially a library as well. There could also be space at this site for business or non-profit incubators and technical career training.

WILBARGER WWTP & PUBLIC WORKS YARD SITE

The creation of a regional WWTP discussed earlier in this chapter could lead to the potential decommissioning of the current Wilbarger Creek WWTP between Downtown and the Wilbarger Creek Greenspace (see Parks chapter). This site could be the ideal opportunity to consider repurposing for other uses, especially if Public Works can be relocated to the regional WWTP site as well. This could be a great location for a recreation center or combination recreation center and library (if a library is not included in the municipal complex noted above).

This takes what could be a considered an incompatible land use and nuisance adjacent to a downtown and turns it into a catalytic site to spur expansion of Downtown and promote connections to areas across Wilbarger Creek via green spaces. With the trail spine contemplated in the Parks chapter, this site would reduce barriers to access even across U.S. 290. Tools such as public-private partnerships, discussed later in this chapter, could help advance this opportunity.

Building and decommissioning major infrastructure takes time, especially when multiple jurisdictions are involved. Therefore, this opportunity to utilize the existing Wilbarger Creek WWTP and Public Works facility site for a different use will likely be a long-term plan and new facilities may be warranted before this site is ready. The City might undertake interim steps in the mean time, but should do so in a way that sets them on a path to achieving their long-term plans. Interim facilities should be designed and built with future reuse in mind from the beginning. A comprehensive facilities master plan will be essential to ensure phasing of facilities and investments in assets are done in a coordinated way with the bigger picture in mind.

REUSING EXISTING CITY HALL TO SUPPORT OTHER GOALS

The existing city hall building still has useful life, and presents an opportunity to further other community or City goals. For example, it could be reused, with significant modifications/expansions, to serve as a recreation and community center. The transformative opportunity, however, may lie in its potential to support economic development and local entrepreneurship.

City Hall could be repurposed as a micro-business/micro-retail startup space. This supports a variety of economic development goals, particularly in reducing barriers of entry for entrepreneurs. Several successful examples exist throughout Texas, with DeSoto Marketplace particularly noted in its ability to attract entrepreneurs from diverse, often underrepresented populations that have historically experienced limited access to business capital.



Map 7.5. Downtown Site Context

*Shown for conceptual purposes only, a final alignment should be studied to find the most appropriate and efficient route based on expected future conditions.

FACILITY FUNDING APPROACHES AND PARTNERSHIPS

Most facilities of significant size and cost require some form of debt issuance as a funding source. Depending on the services involved, sourcing can come from general obligation bonds, certificates of obligation, revenue bonds and tax notes. These facilities can be supported by different funding sources. For example, a city hall building that includes utility billing could be partially funded via the utility enterprise funds. This can also hold true for functions like a visitors' center and convention & visitors' bureau offices typically funded through hotel occupancy tax.

Increasingly, projects funded primarily by the general fund (and thus supported by property and sales tax receipts) rely upon general obligation bonds and the associated elections approving their use. That being said, some trends have emerged due to current circumstances that warrant further discussion.

The COVID-19 pandemic has resulted in a variety of funding tools designed to help cities recover from the financial impact of the pandemic and stimulate the economy. Some cities have begun using the funds to support investments in facility renovations as well as new facilities. Manor should evaluate all nontraditional funding sources when considering facility improvements or construction of new facilities.

PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships (P3 or PPP) offer a unique opportunity to develop, redevelop and revitalize in a city like Manor experiencing rapid growth within a high-profile, growing region. A P3 is an agreement between a private company and a public body that allows for the public sector to transfer certain risks and responsibilities to the private sector.

P3s, when structured properly, can provide an opportunity for communities to develop new facilities and infrastructure, which can be a catalyst for community development and redevelopment. As such, this is tied tightly to the design trend of using public facilities as catalytic projects. Two popular P3 delivery methods include design-build-finance (DBF) and design-build-finance-operate-maintain (DBFOM). These delivery methods can be used to relieve significant burdens and risks from the public sector.

Major cities have received attention in recent years for improving assets using public-private partnerships. The lack of public funding and the abundance of private capital has made P3 a popular tool for delivering public facilities and infrastructure. However, smaller but fast-growing communities also have significant needs for improved facilities and infrastructure, often much more pressing than their larger counterparts. This has led to smaller communities leveraging P3s to advance their needs.

A well-structured P3 shifts risk from the public sector to the private sector while focusing on allowing the construction activity to be executed by local contractors, subcontractors and vendors. A well-structured P3 also allows municipalities to incorporate small and minority-owned business participation requirements that can be managed in a more transparent manner. The use of national resources partnered with the local workforce creates an inherent best value proposition for the community. When the construction dollars stay within the local community, these dollars can turn over six to seven times, creating a significant impact on the bottom line for the community. With Manor's growth and desire for economic diversification, the emphasis on local construction talent presents a new opportunity to not just achieve facility goals, but lift up local businesses in the process.

The ability to make needed improvements to public facilities and infrastructure results in a better quality of life for the residents and increased revenues for the City. However, smaller communities facing rapid growth often find their staff has limited bandwidth and limited technical resources to deliver facility projects efficiently given all of the other aspects of City business they must address with growth. The traditional design-bid-build methodology has proven to be a time-consuming and often more costly method of delivering public projects, especially in smaller communities.

In addition to gaining technical expertise, these communities should be able to take advantage of tax-exempt financing as well as no upfront costs for attorney fees, program managers, site acquisition, architectural design, engineering, etc. P3s also allow the private sector the ability to structure financing for essential facilities and infrastructure in a manner that does not require a pledge of full faith and credit from the public entity. When a public entity does not pledge its full faith and credit, this can eliminate the requirement of a bond referendum and also reduces impact on the general obligation capacity of the community.

A tax-exempt lease purchase agreement is a common structure used to deliver P3 projects quickly and efficiently. Under a tax-exempt lease purchase agreement, the private sector establishes a special purpose entity to hold the asset. At the end of the lease purchase term, which can be up to 30 years, the government purchases the asset for $1. Using a tax-exempt lease purchase agreement to fund a P3 project ensures that the private developer is working for a fixed fee and that the community is able to fund the project with the lowest cost of capital. Under this structure, essential facilities and infrastructure can typically be financed with semi-annual payments that are subject to annual appropriations and the availability of funds. Tax-exempt financing also offers long-term fixed rates, which are a much more attractive proposition than commercial bank financing.





Hutto and Bee Cave both utilized P3 arrangements to construct their city halls and libraries within a mixed-use development.

MANOR INDEPENDENT SCHOOL DISTRICT

Although education is not tied to the aesthetic or physical characteristics of Manor, it plays a significant role in the identity and image of the community. The quality of the community's educational system has the potential to impact the local economy by making Manor attractive to new residents, businesses and employers. For many families, the quality of the City's public schools are a major contributing factor in a family's decision on where to live. The same holds true for businesses, especially those businesses that seek educational systems as partners in developing the workforce needed. In many cases, an effective school district relationship and strong programs supporting business development can be a key differentiator in economic development success as discussed in Chapters 3 and 6. As a result, education is an important element in the quality of life for Manor residents, and the City should carefully cultivate and maintain relationships with education providers.

The public schools in Manor are part of the Manor Independent School District (MISD). MISD serves over 100 square miles and over 9,300 students. It includes portions of the City of Austin as well as unincorporated portions of Travis County in addition to Manor, and is bisected by SH130 and US 290. Three high school campuses are present in Manor ISD, including New Tech High School, a 9th/10th grade campus and an 11th/12th grade campus. The district has three middle schools and nine elementary schools across the district. There is also one alternative high school and a certification center.

With Manor's growth, it is critical for the City and school district to work together collaboratively in identifying appropriate future school sites. This should, to the maximum extent possible, be integrated into the development and subdivision process. Likewise, Manor ISD is in a uniquely positively position due to financial resources, coupled with partnerships with major employers. It has resulted in strong performance in career and technology programs, with further opportunities being possible with creation of specialized workforce development facilities.

When schools are planned as part of neighborhood developments, careful thought and attention should be paid to how the school integrates with the neighborhood and how the neighborhood connects with the school. Proper design can result in significant increases in percentages of students walking or biking to school, and reducing peak-hour traffic issues while simultaneously boosting sense of community and public health outcomes. At the same time, such approaches can improve equity and also reduce transportation costs (for families and the school district). There are also opportunities to work together, particularly regarding recreational facilities, playgrounds and similar facilities.



INFRASTRUCTURE AND FACILITIES GOALS AND ALIGNMENT TO GUIDING PRINCIPLES

	GUIDING PRINCIPLES				
	EMBEDDED EQUITY	HEALTHY COMMUNITY	CONNECTED COMMUNITY	RESILIENT AND TRANSFORMATIVE ECONOMY	LIVABLE PLACES FOR ALL
Infrastructure and Facilities Goal 1 – Efficient Utility System Expansion to Support Growth and Reliability for Manor. Expand and improve infrastructure systems with future growth and development, continually seeking efficiency and reliability that supports existing residents as well as new.			✓	✓	
Infrastructure and Facilities Goal 2 – Development Patterns that Support Infrastructure System Success. Encourage development patterns that achieve system efficiency and high fiscal performance, particularly development and redevelopment along existing infrastructure alignments with capacity.			✓	✓	✓
Infrastructure and Facilities Goal 3 – Act Regionally. Seek regional solutions to long-term water supply and wastewater treatment needs that mutually benefit all parties. Evaluate options to address service quality of all residents. Manor does not need to go it alone.			✓		✓
Infrastructure and Facilities Goal 4 – Infrastructure Should Support All Community Priorities. Consistently review all other Plan goals, policy statements and actions for opportunities to efficiently accomplish multiple priorities at once, or position so that other priorities can be more easily accomplished in the future.	✓	✓	✓	✓	✓
Infrastructure and Facilities Goal 5 – Adopt a "One Water Approach". One Water is a planning and implementation framework designed to mitigate uncertainty and extreme conditions, in which all stakeholders and resources -drinking water, stormwater, greywater, blackwater- are engaged and managed holistically, collaboratively, and sustainably. Deploy a comprehensive approach to stormwater management and water quality protection supportive of preserving natural systems and low impact development, recognizing water supply, water treatment and stormwater systems are all interconnected.		✓	✓		✓
Infrastructure and Facilities Goal 6 – Growth Pays Proportionately for Impact. Ensure existing residents do not disproportionately bear the burden of infrastructure capital costs and capacity resulting from new development.	✓				✓
Infrastructure and Facilities Goal 7 – Quality Facility Investments to Support Municipal Functions and Quality of Life. Develop new community facilities that fulfill the growing expectations for community quality of life, support services that increase residents' access to opportunity, and reflect a work environment appealing to dedicated, passionate and professional public servants.	✓	✓	✓		✓

CHAPTER 8

DOWNTOWN AND URBAN DESIGN

LEADING WITH COMMUNITY INPUT - DOWNTOWN & URBAN DESIGN

WHAT WE HEARD

"The community is amazing but what we have does not reflect it. There is nothing attractive about Manor to bring people here from other areas."

- Community Member

"Denser, mixed-use affordable housing needed to accommodate all income levels. "

- Community Member

"Downtown needs to be reimagined. When I drive through I think how I would love to have a charming downtown that would invite strolling, shopping and tourists. "

- Community Member

"Would love to see businesses seeking out Manor or Manor seeking out partnerships so residents could work and shop local."

- Community Member

KEY TAKEAWAYS

- Focus on creating more ADA accessible spaces throughout the City.
- Revitalize and beautify older areas of town.
- Provide sustainable places for living, working, and recreation.
- Promote identity, sense of place, and environmental stewardship.
- Balance revitalization with stabilization.

IMPACT

- ☑ Identify opportunities to improve accessibility for all Manor residents.
- ☑ Strengthen connections in mixed-use centers and focus growth near multi-modal options.
- ☑ Develop consistent signage and branding throughout the City.
- ☑ Prioritize and incentivize Downtown development, infrastructure, and revitalization in a way that supports community goals.
- ☑ Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts.

INTRODUCTION

This chapter examines urban planning and design in Manor, and also looks specifically at the Downtown area, which is a crucial element in establishing quality of life and community image in the City. This chapter will include the follow sections, followed by chapter goals and implementation actions:

- The Value of Urban Planning & Design
- Community Branding & Identity
- Urban Design & Shaping the Built Environment
- Downtown Manor & Catalyst Sites



THE VALUE OF URBAN PLANNING & DESIGN

The basic principles of good urban planning support developments that create compact, walkable mixed-use communities that bring triple bottom line benefits (social, economic, and environmental) to communities. Following is a discussion of the value and many benefits that can be realized through good urban planning and design.

AFFORDABILITY & HOUSING

There are challenges in today's market when it comes to transportation and housing choices. Recent events, such as the pandemic and extreme weather events, exacerbate an already complex set of issues when it comes to housing. For example, foreclosures and evictions have remained high during the pandemic.

Coupled with rising unemployment rates, many households are struggling to make ends meet. With nearly 26 percent of households spending more than 30 percent of their income on housing costs, many households are extremely cost burdened. Housing and transportation costs make up the majority of a household's monthly expenses. Factoring in both housing and transportation costs provides a comprehensive way of thinking about cost of housing and true affordability, known as the H+T Index. The average combined housing and transportation costs as a percent of household income in Manor is 51 percent. That means if 51 percent of

Map 8.1. Transportation Costss at % of Income

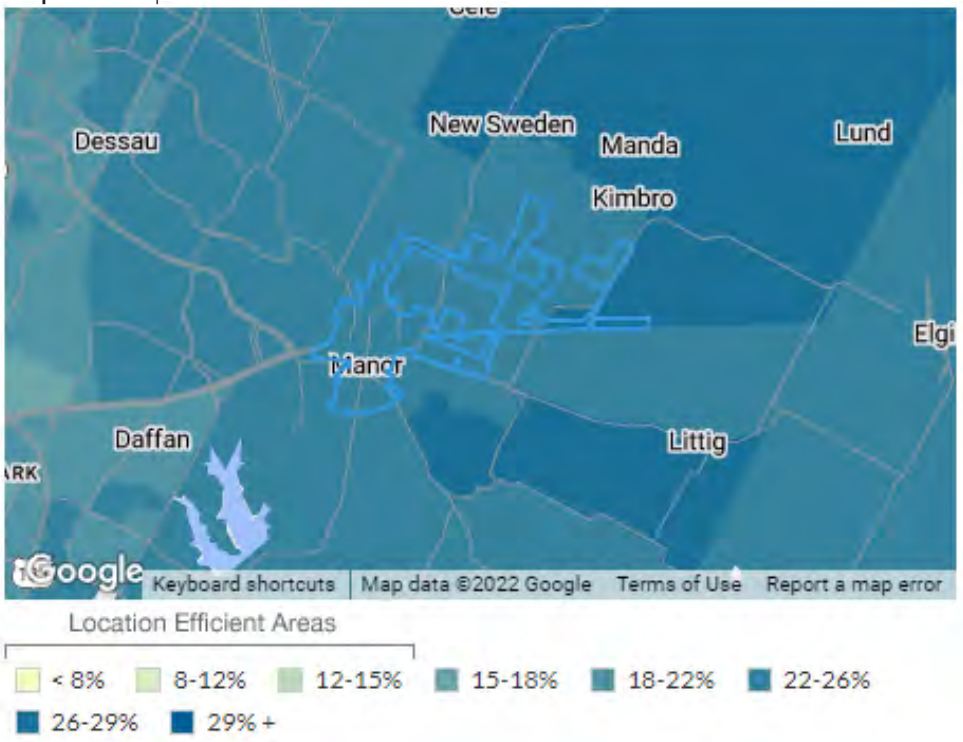
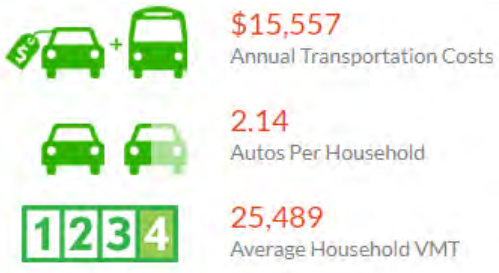
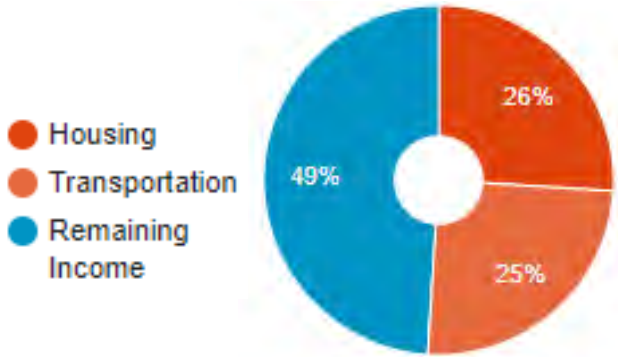


Figure 8.1.Transportation Costs in Manor



https://htaindex.cnt.org/about/#methodology

Figure 8.2.Average Housing + Transportation Costs as Percent of Income in Manor



each paycheck is used for housing and transportation with the remaining 49 percent left to cover any other needs. Creating affordable housing in proximity to compact, connected and mixed-use communities is one way to simultaneously address both issues. The savings of both dedicated affordable housing and decreased transportation costs allows families to have additional money for spending on essential goods and services such as healthy foods, education and healthcare, saving for homeownership, or simply having more disposable income to spend in the local economy. These benefits are not just individual, but societal, as they place less strain on social services and resources.

Homeownership is an essential building block for wealth creation, but with the recent housing demand in Central Texas and supply costs rising, homeownership is increasingly out of reach for the average household. Additionally, a growing share of renters have difficulty paying the rent on the housing in which they already live. The Kinder Institute's studies show:

- Affordable housing supply does not keep up with demand, and rising construction costs suggest this problem will grow.
- Cost-burdened households have fewer resources to help them weather the next disaster.

Demographics are changing and according to Reconnecting America and the Center for Transit-Oriented Development, single-person households will soon be the new majority in the United States. Historically, the majority of U.S. households consisted of a family with at least one child, while today this demographic group comprises only about 25 percent of all households in the United States. Although this may not be the case in Manor, which still has many family households, the trend of certain groups, including young professionals and seniors, to seek higher-density housing near businesses and with multi-modal options, both for lifestyle and affordability reasons, cannot be ignored.

ECONOMIC DEVELOPMENT

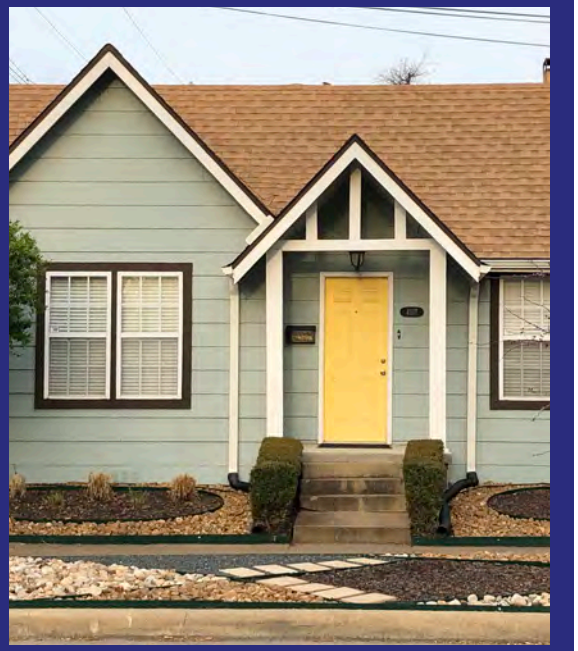
There are many examples of projects that employ the principles of compact and connected design that have proven successful in sparking and supporting economic development. This creates an interest for local government because of the potential for increasing the tax base for a community and leverage private investments for public benefits in these places.

SUSTAINABILITY

Growth that instills the principles of good urban planning not only benefits new residents, but also existing residents, businesses and local government entities. Well designed communities are more efficient with their use of land, energy and natural resources, making them more sustainable from both an environmental and economic standpoint. Some of the benefits that

Current Challenges that Urban Planning can play a part in mitigating:

- Affordability
- Traffic congestion
- Growing population
- Suburban sprawl
- Dependency on Single-Occupancy Vehicles
- Costs of maintaining existing infrastructure
- Costs of building new infrastructure
- Fuel cost



communities with good urban planning realize are:

- Reduced air pollution and emissions.
- Lower dependence on fossil fuels.
- Minimized traffic congestion.
- Increased transit ridership at a lower cost.
- Increased property values.
- Increased foot traffic for local businesses.
- Promoted healthy lifestyles.
- Increased safety via people and eyes on the street.

TRANSIT & MOBILITY

Mixed-use, higher density with multi-modal infrastructure, such as sidewalks and bike lanes, can provide people with viable alternatives to driving.

TRANSIT READY DEVELOPMENT

Transit providers and agencies recognize that compact and connected communities make transit more convenient and effective, in turn boosting ridership. Past studies indicate people who live within these types of communities are five times more likely to use transit and those who work within those communities are three and a half times more likely to use it.

While the transit options and use in Manor are currently limited, building the types of developments that can help support viability for future transit (in whatever form that may come) will help Manor future-proof itself and it's communities.

COMMUTING TRENDS IN MANOR

There should be more focus on methods of travel and time in order to provide the right mobility features for Manor. One important consideration related to where people would like to live is the amount of time it takes to travel between work and home. As the population in Central Texas continues to increase, the average time a residents spends on roadways during peak traffic hours is also projected to increase.

According to the 2020 American Community Survey 5-Year Estimates, the average travel time to work in Manor is 32.6 minutes. Figure 8.3 shows the commute time for Manor residents who are employed. The majority of employed residents spend 60 or more minutes to travel between home and work. Only 8.2 percent spend less than 10 minutes to commute to work.

Ninety-five percent of Manor residents commute to work alone by car, truck, or van, twenty-two percent carpool while 3.4 percent work at home and much less than one percent of the population take public transportation. Bus transit is the only form of public transportation currently available in Manor.

The availability of cars within each household is a key factor that influences how they commute to their destination. Approximately 75 percent of households in Manor have two or more cars available; 23 percent have one car available; and almost three percent of the population have no car available to them. Although three percent sounds like a small number of people, the benefits felt by these residents stand to have a greater impact on their overall quality of life. Additionally, this is likely a sector of the population that is your more vulnerable residents, such as youth, the elderly, disabled, or low-income and providing options for these groups will inherently provide greater options for all.

Providing mixed-use, higher density places within communities as well as attracting major employers to Manor can improve commutes and commute times by bringing jobs closer to residents' homes and making alternative modes of transportation a viable choice for some people in the City.

The takeaway here is that while the use of alternative transportation modalities looks bleak today, as the community changes, investments in infrastructure are made and the City's economic development work is successful, there is a potential that transit and other people-powered modes of getting around may become more viable and planning for growth in Manor should support that. To note, the type of development that is supportive of multi-modal transportation is also just good urban design that should be done for all the other benefits it brings to communities, as discussed previously.

Figure 8.3.Travel Time to Work in Manor

TRAVEL TIME TO WORK	PERCENT
Less than 10 minutes	8.2
10 to 14 minutes	4.4
15 to 19 minutes	6.4
20 to 24 minutes	15.4
25 to 29 minutes	12.7
30 to 34 minutes	17.5
35 to 44 minutes	6.5
45 to 59 minutes	10.4
60 or more minutes	18.5
Mean travel time to work (minutes)	32.6

U.S. Census Bureau 2020 ACS 5-Year Estimates

Figure 8.5.Vehicles Available

VEHICLES AVAILABLE	PERCENT
No vehicle available	2.7
1 vehicle available	22.5
2 vehicles available	39.3
3 or more vehicles available	35.6

U.S. Census Bureau 2020 ACS 5-Year Estimates

Figure 8.4.Means of Transportation to Work in Manor

MEANS OF TRANSPORTATION TO WORK	PERCENT
Car, truck, or van	94.7
Drove alone	72.8
Carpooled	21.9
In 2-person carpool	17.9
In 3-person carpool	2.7
In 4-or-more person carpool	1.3
Workers per car, truck, or van	1.14
Public transportation (excluding taxicab)	0.4
Walked	0.8
Bicycle	0.0
Taxicab, motorcycle, or other means	0.7
Worked from home	3.4

U.S. Census Bureau 2020 ACS 5-Year Estimates



COMMUNITY BRANDING & IDENTITY

A strong community image expressed through elements in the public realm let people to know when they have entered the city and reflect the values of the community. Branding and identity can create enjoyable experiences for people, leave a long-lasting positive impression in visitors' memory and promote community cohesion by demonstrating the pride and stewardship the City holds for it's public places. Branding should be unique and identifiable to the City of Manor.

Branding can include elements such as consistent use of distinctive materials or colors, a cohesive signage program, and a series of special distinctive places around the area. Downtowns are generally the first place to start with community branding, setting the tone for the rest of the community. The following pages describe strategies and locations for various branding and urban design improvements in Downtown Manor.

MAKE A LASTING FIRST IMPRESSION

Streetscape design has a strong impact on both the first and lasting impression of visitors to an area. Design elements such as decorative pavers, street trees, consistent street furnishings, and planters help to create the character of an area and a comfortable and safe place for people to walk and gather. Streetscape design is especially important in a downtown, where people often go for fun, excitement, and to have unique experiences. While someone's overall experience in downtown can be based on a specific restaurant or event, it is also strongly impacted by the person's experience walking through the area.

CORRIDORS

While sidewalk connectivity should be prioritized throughout all of Downtown Manor, primary and secondary corridors (See Map 8.3) have been identified for enhanced aesthetic treatment and investment.

PRIMARY CORRIDORS

Primary corridors should have the highest level of aesthetic treatment and investment. Potential improvements include:

- Expanded sidewalks with brick pavers.
- Enhanced treatment at intersections and crosswalks (e.g., plantings, decorative crosswalks).
- Street trees to the maximum extent possible.
- Bulb-outs to shorten pedestrian crossing distances and protect on-street parking.

SECONDARY CORRIDORS

Secondary corridors should have special treatments and investment used in select areas. Potential improvements include:

- Consistent sidewalk connectivity.
- Street trees where possible.
- Enhanced treatment at intersections (e.g., brick pavers at corners) or to a lesser extent along the full length of the street.

LOGOS

Logos are a powerful tool that can be used to communicate an idea, feeling, and values quickly and effectively. Many companies invest in logo development because it is instrumental to the success of their company. Although the City is not running itself like a company it still needs a logo that exemplifies everything it means to live, work and take pride in Manor. Given staff capacity, this work is likely something that will be done by a consultant working with the City, however it is recommended that the City wait to undertake this process until a new Communications director has been hired, so that this person can be involved in the process.

DESTINATION 2050 CASE STUDY

The same methodology that was used to develop the logo for this project can be used to develop the City's logo. The design process started with identifying key words and elements that embody Manor. The project

team drafted several initial concepts and sought feedback to gauge what resonated with the community. The feedback was used to refine the logo design. Throughout the design process it's important to consider all the ways the logo will be used (print, official city communications, website, social media, etc.) to determine the appropriate, size, scalability, colors, fonts, and other design elements.

The result was a logo and tag line that spoke to an optimistic, aspirational future in Manor. The railroad motif was turned vertically to simultaneously reflect both the rail history and a ladder towards the future. The term "destination" was intentional in changing the perspective of Manor from a bedroom suburb to a complete, enticing community for people and businesses. The changing color ramp was intended to symbolize Manor's proud history of multiculturalism and inclusion.

Logo Design Process

- Research
- Ideate
- Sketch
- Seek Feedback
- Refine
- Finalize Logo









Elements in the built environment can help support the City's brand and identity.

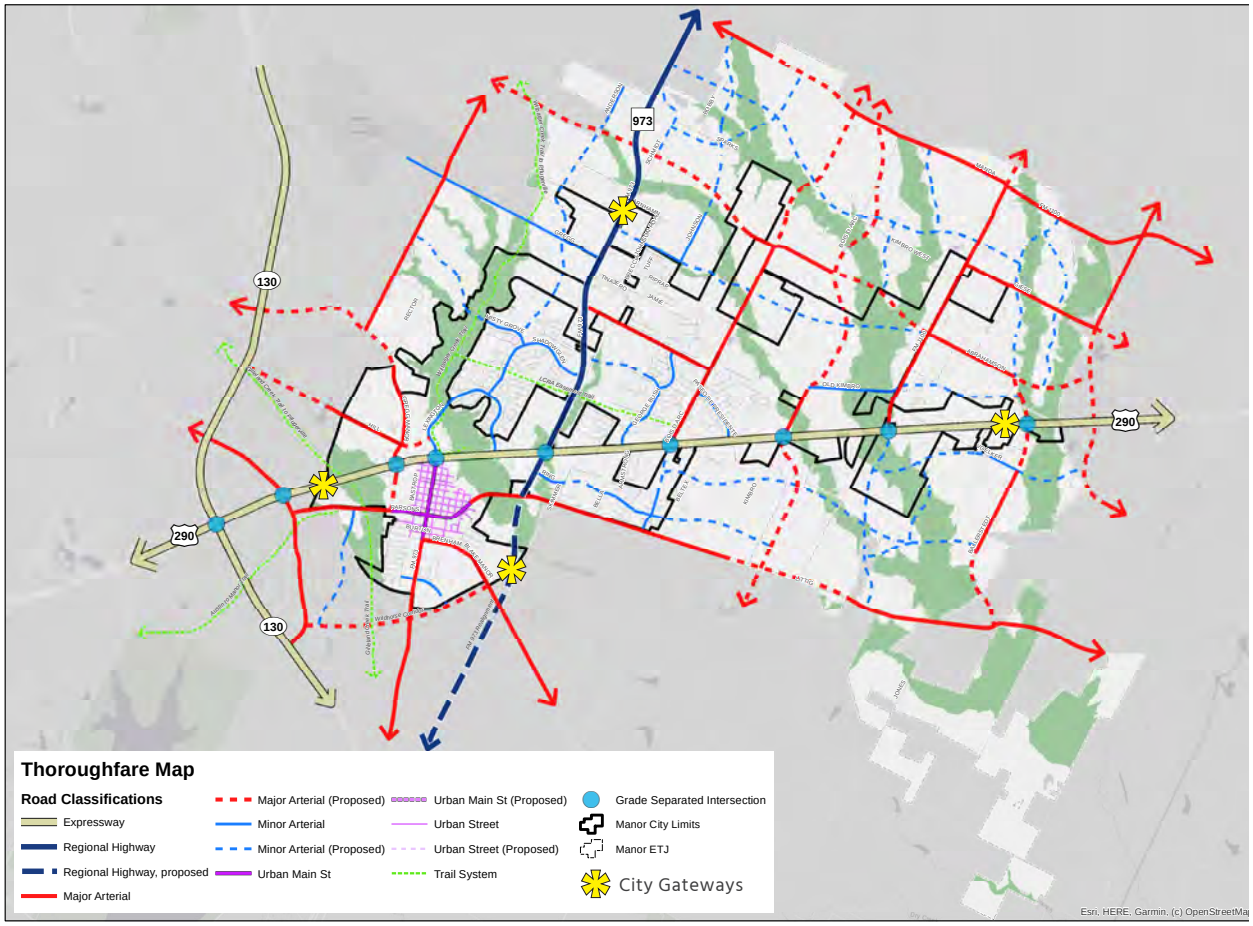
SIGNAGE

GATEWAYS

Gateways are features, landmarks or other physical elements that help to initiate an identity, orient visitors to an area and signify entrance to the City. Three distinct classes of gateway entries should be implemented, including city arrival gateways, regional gateways and local gateways. Refer to Map 8.3 for recommended gateway locations in Manor.

City arrival gateways are large-scale signs appropriate for placement at the city limits at both the eastern and westernmost points along U.S. 290. Additional City Gateways could be appropriate coming into the City from the North and South along major corridors. Manor should work with TXDOT and the Central Texas Regional Mobility Authority for appropriate, comprehensive branding concurrent with future roadway expansion/improvement. These gateways should be designed to align with the overall City branding.

Regional gateways are large in scale and typically situated near regional highway systems. Most likely to be experienced from a vehicle, care should be taken to ensure the regional gateways are designed to be effective for drivers and passengers. Downtown specific regional gateways should be situated along the south side of U.S. 290 at Murray Ave and Lexington St, as people enter the Downtown area.



Map 8.2. Proposed Thoroughfares Map with Potential City Arrival Gateway Locations

Local gateways are located at secondary points into Downtown and are intended to create identity at the street level and experienced by pedestrians, but should also be recognizable by those in a vehicle. Local gateways are recommended at either end of Old Highway 20/Parsons St and Lexington St as people approach the heart of Downtown.

Both regional and local gateway features should be designed with a unified theme to enhance continuity and link elements together, creating a recognizable Downtown identity. Additionally, gateways are an opportunity to incorporate beautification elements, such as enhanced landscaping and public art.

WAYFINDING

Wayfinding signage helps motorists, cyclists, and pedestrians better navigate Downtown. There should be various versions of wayfinding signage that adjust in scale and content as applicable to the different users, whether they be in a car, on a bicycle, or on foot. For example, drivers may need simple signage to quickly point them to parking locations, while pedestrians may want more detailed signage describing local attractions and how to find them.

Gateways and wayfinding signage should be a part of a cohesive package of signage or sign family that is coordinated with the City's logo and other branding and identity elements set for both the City and Downtown.



Map 8.3. Downtown Signage & Public Realm Improvements



City Arrival Signage



Gateway monument



Pedestrian gateway



Vehicular Gateway



Pedestrian scale wayfinding signage



Vehicular scale wayfinding signage

URBAN DESIGN & SHAPING THE BUILT ENVIRONMENT

Urban design describes the physical features that define the function and character of a street, neighborhood, community or the City as a whole. Urban design is the visual and sensory relationship betweeen people and the built and natural environment. The built environment includes the buildings, streets, etc. while the natural environment, includes features such as water, habitat and topography.

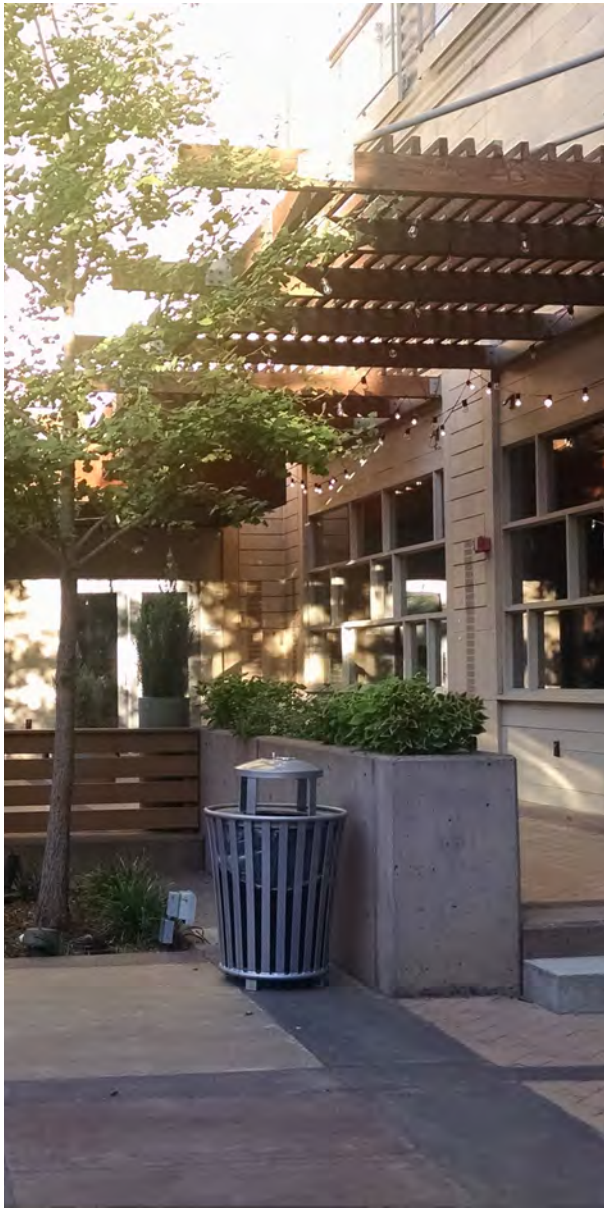
Citywide urban design recommendations are necessary to ensure that the built environment contributes to the qualities that distinguish the City of Manor as a positive and unique experience for residents and visitors. The process of urban design fosters quality in the built and natural environment as the City continues to grow and develop.

The implementation of basic urban design principles can help reactivate the public realm, increase connectivity, and contribute to a sense of place. Since there are many underdeveloped properties in Downtown Manor, the need to address urban form and design has become increasingly important as those site develop. Urban design guidelines help to achieve quality design over time, reinforcing a sense of community and identity. Thoughtful urban design guidelines are also critical to enabling redevelopment sites to find vigorous new life, enhancing quality of life for the surrounding neighborhoods.

High quality public spaces are vital for creating harmonious, socially inclusive communities. It is recognized that investing in quality public space generates tangible social and fiscal benefits by stimulating growth in the visitor economy, raising property values and increasing income and profit for local businesses. Investment in the public realm can boosts confidence, pride and stewardship in an area, reversing or preventing a cycle of decline and stimulating inward investment.

Urban design elements encourage quality development and promote opportunities for social interaction. The activation of the public realm helps create healthy communities, socially and economically. Whether it be neighbors running into each other while walking their dogs in the park or friends meeting for entertainment and shopping, a well planned public space promotes opportunities for people to interact and build community.

The public realm also plays a vital role in defining the image of the City. It influences the way a place or area is perceived, which influences the desire for people to live, work and visit these places. Urban design elements can go far in creating a positive image and experience for visitors and residents.



URBAN DESIGN ELEMENTS

The following are basic urban design elements that can be incorporated into the City's development code to govern the physical shape and development pattern that is desired. This is especially applicable to commercial nodes in neighborhoods and mixed-use areas as designated on the Future Land Use Plan.

STREET DESIGN

For decades now, the design of city streets have centered around the automobile. The transportation chapter focused on redefining streets as multi-functional spaces. Streets are an integral part of the public realm, and often make up a large portion of public lands. As such, they should be designed to accommodate a range of users, including pedestrians, cyclists and cars. Complete Streets were a major recommendation in the transportation chapter, intended to encourage context sensitive streets to preserve and enhance the character of the surrounding area without compromising the flow of traffic.

SIDEWALKS

Sidewalks play a vital role in communities. They facilitate pedestrian safety, movement and access, promoting overall community connectivity and welfare. Safe, accessible and well maintained sidewalks are a fundamental and necessary investment for cities, which have been found to enhance public health and maximize social capital. In residential settings sidewalks should ideally be 5 to 7 feet wide, and 8 to 12 feet wide in commercial settings. The context of the area and the adjoining street type should determine the appropriate sidewalk width. It is critical that sidewalks provide enough width to accommodate the expected amount of pedestrian traffic, or else people might be pushed off the sidewalk into potentially dangerous situations.

STREETSCAPES

The streetscape is the combination of paving materials, trees, landscape, lighting and street furniture placed within the sidewalk or pedestrian zone, the area between the back of curb to the property line. Streetscapes help define a community's aesthetic quality and identity as well as provide amenities that can make the experience of walking through an area more enjoyable. The more enjoyable a place is for pedestrians, the longer they tend to stay, the more connections they make and more businesses they frequent. Streetscaping elements are a critical component of the complete streets initiative, as they play a vital role in activating the public realm and making people feel safe in public spaces.

Streetscape amenities should be determined by the context of the area and the adjoining street type. High quality streetscapes do not need to be expensive; cost and scale can be adjusted to available resources and context without sacrificing impact.

In Texas, providing shade is one of the most important streetscape elements in that a non-shaded street can be rendered nearly unusable certain times of the year. Ideally, shade is provided by street trees of large, shade-tree species that are adapted to the climate and urban setting. Providing adequate soil volume is an important factor in determining the fate of street trees and ensuring they grow large enough to provide shade, today's best practices suggest 1000 cubic feet of soil volume is necessary to support a thriving street tree in an urban environment. Soil volume can be provided for in planting areas, tree well/pits, or underneath walking surfaces with the use of suspended pavers. Root barriers should be utilized as needed to ensure tree roots are contained and do not damage adjacent infrastructure.

ACTIVATION

Even the most well designed spaces will not be successful if they are not utilized and well loved by people. Planning for physical elements, contexts, and programming that encourage people to come to and stay in a public space is known as activation.



Lighting, Enhanced Paving, and Street Furniture



Street Furniture



Building Facades that Engage the Sidewalk



Street Trees and Landscape



Crosswalk with enhanced paving



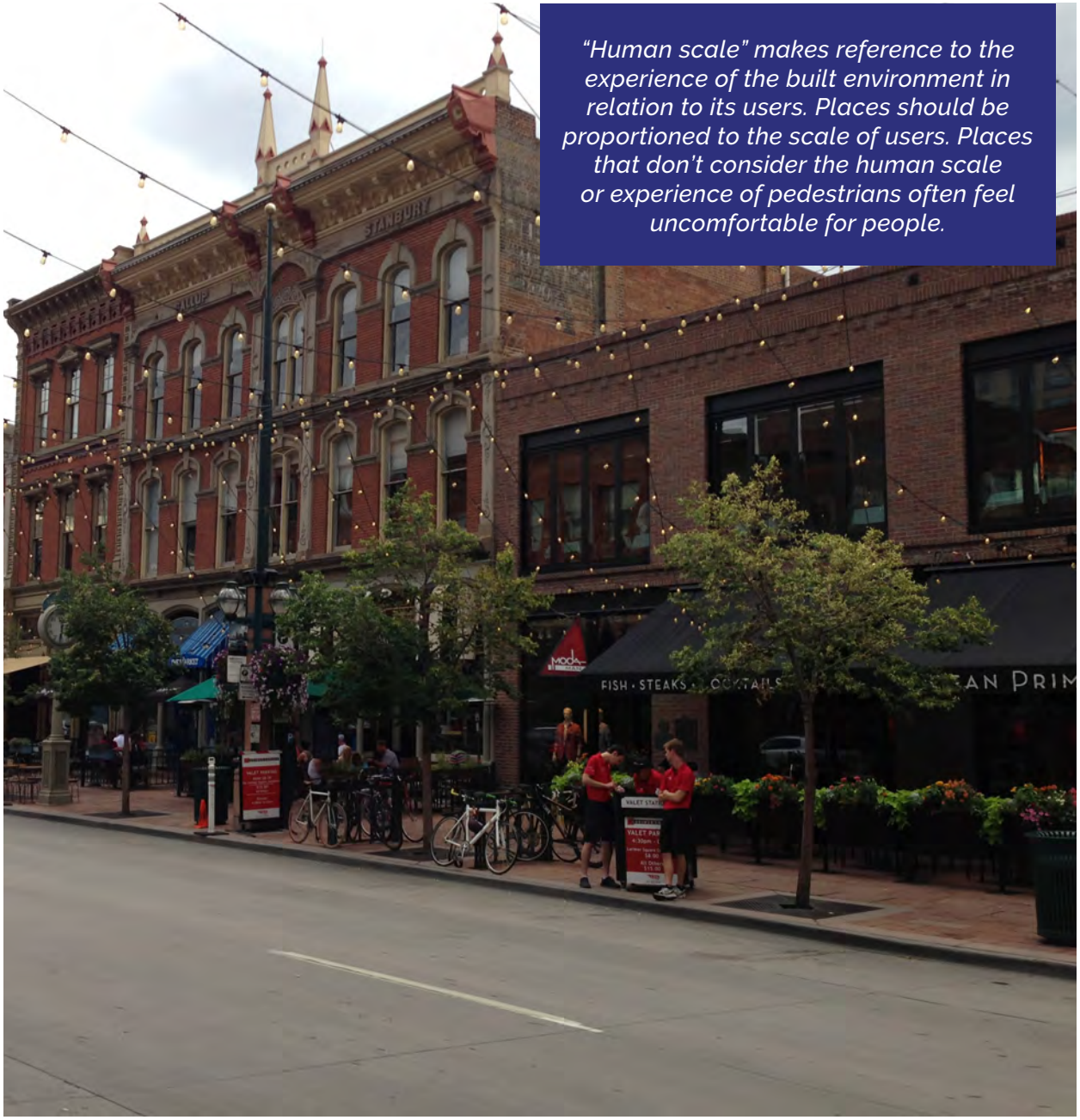
Patio Dining that Activates the Streetscape

BUILDING FORM

The creation of good public spaces does not end at the boundary of the public right-of-way. The form of the surrounding buildings and the context they create for the public realm have an immense impact on the character of the space and its success in a community. Building form should also respond to the type of street environment and configuration that exists or is to be created over time. Street design and building form go hand-in-hand and must be aligned to create a harmonious and vibrant public realm.

MASSING, HEIGHT AND SCALE

The height, massing and scale of a building should be reasonably proportional to surrounding buildings and the streetscape so that they do not overpower the public realm. Buildings must be designed and sculpted to create a comfortable human scale experience in the public realm. The height, massing and scale of a building need to be balanced with the size of surrounding or adjacent open spaces. Buildings and the elements that contribute to their facades should have a proportion and scale that are welcoming for pedestrians. Considerations in massing include, but are not limited to, creating a sense of enclosure or openness, sunlight and shadows, reinforcing views, and wind patterns.



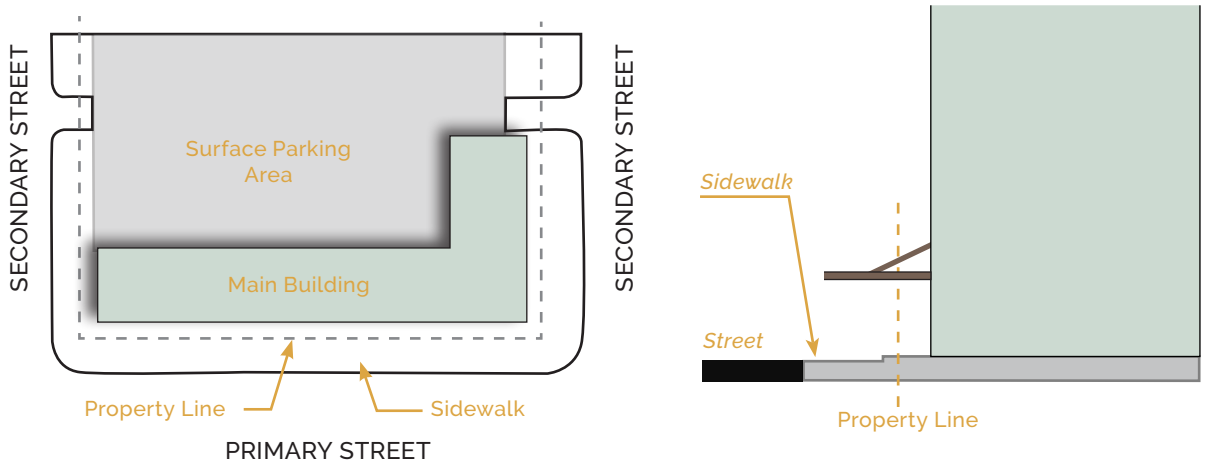
"Human scale" makes reference to the experience of the built environment in relation to its users. Places should be proportioned to the scale of users. Places that don't consider the human scale or experience of pedestrians often feel uncomfortable for people.

BUILDING PLACEMENT

For mixed-use, retail, commercial buildings, the building should be located at or near the front property line, in order to reinforce the streetscape and create a quality pedestrian experience. Manor's current form, with oversized parking lots in front of buildings, creates an excellent opportunity for redevelopment using engaging liner buildings that can create this type of desired development.

For residential uses, the building placement will depend on the type of residential building being proposed and the desired character of the neighborhood. Townhomes and multifamily buildings should be located at or near the property line to ensure the proper proportions are created for the public realm. Single-family dwellings should be set back 8-15 feet from he property line, close enough to engage the sidewalk but providing some buffer for the home. In existing neighborhoods, the current form may be preserved. The setback ensures there is growing space for trees and front entrance features, such as a porches. Encouraging structures to be located closer to the street reinforces the streetscape and creates a quality pedestrian environment.

Figure 8.6.Building Placement for Non-Residential Buildings







Examples of building forms that are placed to address the street.

BUILDING FACADE

In conjunction with building massing, scale and placement, the building facade can be adorned with features that are inviting and contribute to the pedestrian experience and scale of the buildings. Long monotonous walls without windows or entrance features should be avoided. To ensure a quality public realm, entrances to the ground floor units, whether commercial or residential, should front the street. Building facades should feature architectural elements along the street such as main entrance features, balconies, porches, patios, awnings and light fixtures. Multifamily, townhomes and single family dwellings should connect entry features to public sidewalks.

Figure 8.7.Example of Non-residential building facade design elements







Residential buildings that connect entry features to public sidewalks.

GROUND FLOOR USES

The ground floor uses of buildings that front the public realm will have a major impact on the activation of the sidewalk. For example, a restaurant with an outdoor patio will do much more to activate the sidewalk than the dead facade of a parking garage.

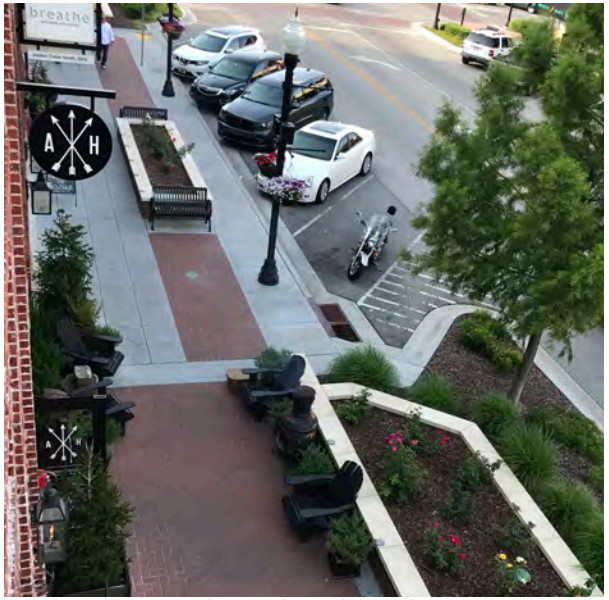
PARKING

Parking is an inherent functional piece of most places. With downtowns in particular, there is often a perception that there is never enough parking. A more accurate statement is "there is never enough parking right in front of where I want to go." Often there is plenty of parking within a reasonable walking distance but this is more of an issue of people feeling like that the walk is not safe, comfortable or interesting. Likewise, restricted use of private parking reduces overall parking efficiency and reduces the financial performance of Downtown. If there is truly not enough parking, this is an indication that Downtown is a bustling environment with people patronizing shops, restaurants, and businesses from morning to evening.

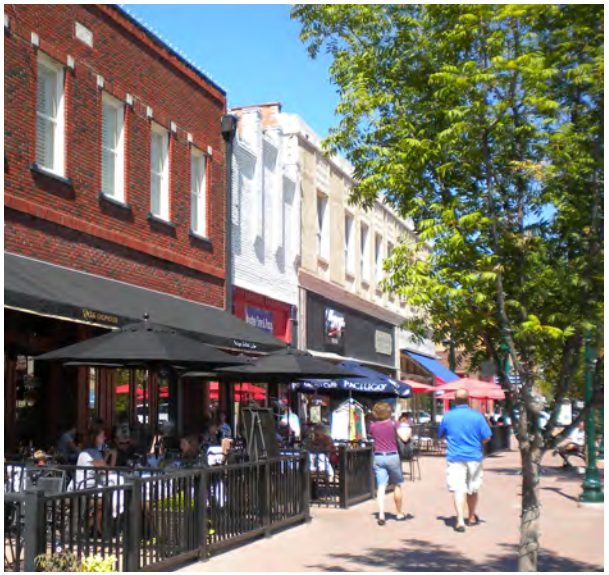
In a downtown setting, good urban form tends to locate parking on-street or towards the fringe of the core in communal lots or structures, allowing focus to remain on pedestrian space and activity. There is potential in Manor to acquire property for a communal parking area as well as the ability to add more on-street parking, to encourage visitors to park once and walk around Downtown.



Building with nice streetscapes and building facade treatments, but lacks active ground floor uses.



Downtown Street Parking with Landscaped Bumpouts



Active Ground Floor Uses



Downtown Parking Lot

DOWNTOWN MANOR & CATALYST SITES

Manor envisions an engaging, active, and pedestrian-friendly future for Downtown.

- There is a desire for additional locally-owned businesses, arts, culture, and programmed events.
- A mix of existing buildings and businesses with adaptive reuse and urban infill development.
- The public realm should be comfortable, safe, and welcoming to residents and visitors alike.
- Housing should include a variety of options catering to people in all stages of their life.

With additional public and private investment, new and redeveloped sites and public spaces can be incrementally improved to achieve this vision over time. There are opportunities to upgrade and creatively reuse existing structures, improve public spaces and streets, develop new destinations, and encourage additional employment and residences Downtown.

Strategies for Downtown cannot solely rely on capital improvement projects. Rather, the community and private sector must recognize market-based opportunities that can be implemented in the short-term. In order to successfully realize the community's vision, it will require both public and private investments, projects, and partnerships. Projects should be implemented incrementally as the market warrants and as funding becomes available. Additionally, incentives should be made available to further promote and energize investment opportunities.

Five catalyst sites were chosen to strategically set redevelopment in Downtown into motion. Catalyst projects are those that will help to change the perception of Downtown, and will ultimately encourage further development and investment in the area. These include both public and private development projects and preliminary concepts have been provided to assist in demonstrating the vision for these sites and spur excitement about their potential. It is understood that as the market embraces such concepts, small modifications will likely occur to the programming and basic site approach shown in these concepts. However the basic tenants of these concepts should be maintained; including creating a stronger identity in Downtown, providing greater draw and connectivity to and within the area, and generating opportunities for employment, services, and community interaction.

Downtown is the ideal place for the City to start implementing quality of life enhancement for existing residents, attracting new residents and employers, and serving visitors and tourists. However, Downtown is also an area with some critical issues that the City needs to get right. Cities revolve around downtowns, and Downtown Manor contains many opportunities and much unrealized potential.

MAIN STREET PROGRAM

The Main Street America[1] movement is a network of communities, large and small, across the nation that are working to build their economies through the revitalization of historic commercial districts. Many towns in Central Texas have Main Street Programs and Manor may consider this as well. A Main Street program is overarching and looks at the economy, design, promotion and organization of Downtown[2].

GREAT STREETS PROGRAM

Developing a Great Streets Program in Manor may be one way to improve the public realm via a variety of potential tools. For example, the City of Austin has developed a successful Great Streets Program that has been operating since 2000 and is the primary source for new shade trees, benches, bike racks, and trash receptacles in downtown Austin[3]. A Great Streets Program could be stand-alone or supplemental to a Main Street Program.

1 https://www.mainstreet.org/home
2 https://www.thc.texas.gov/preserve/projects-and-programs/texas-main-street/about-texas-main-street-program
3 https://www.austintexas.gov/page/great-streets



DOWNTOWN MANOR SWOT ANALYSIS

--> STRENGTHS

- Visibility; good amount of traffic and is growing.
- Timing is perfect, the time for development in Manor is now and we have the ability to get in front of and shape it to meet community goals.
- **The market is strong and interest is high.**
- **The location of Downtown Manor is a bullseye**, easy access from regional highways.
- Large Downtown area provides lots of potential and opportunities.
- **There is land available for new/infill development.**
- Some existing building stock with historic value for renovation/rehab.

--> WEAKNESSES

- City does not control a lot of the Downtown land.
- Currently weak mix of businesses.
- Lack of public restrooms and other public amenities.
- **Low aesthetic appearance, lack of branding.**
- **Old, insufficient infrastructure** to support new development.
- Fractured parcel ownership with some unwilling participants.
- Historically high property prices; individual properties currently for sale are overpriced/value-inflated.
- Environmental issues in dilapidated buildings, cost of remediation.
- **No incentives to motivate new development or redevelopment.**
- **Auto-oriented nature**, vehicle congestion, lack of parking, and lacking sidewalk connectivity.

--> OPPORTUNITIES

- **Creation of a unique Downtown district.**
- Incentives to motivate owners, buyers, and developers.
- **Tools such as PID, TIF, TIRZ, facade grants, low interest loans, tax freezes, abatements, and refunds.**
- **Possible bond financing for infrastructure, public improvements and Public-Private Partnerships (P3).**
- City investments to renovate existing buildings and provision of necessary infrastructure.
- Increase number of buildings downtown, utilizing infill development and blending the old and new.
- Enhancement of City-owned Art Park.
- Adaptive reuse of existing City Hall building.
- Potential to lease space in the Rail ROW.
- Great tourism potential with the right urban design and programming.
- Rezone or redevelop commercial properties and historic residences within the 2 blocks on either side of Lexington, north from Parsons to 290.

--> THREATS

- Lack of public financing for infrastructure and other public investments maintains the status quo.
- Lack of incentives for private investment maintains the status quo.
- Over-inflation of land prices or too great of rehab costs prevent investment and maintains the status quo.
- **All of the above keeps Downtown Manor as is, not realizing the quality of life enhancements and Manor continues to be passed over by major employers.**
- Without proper planning, investment, incentives and action the development that does happen in Downtown Manor may not be aligned with the community's needs and vision.

DOWNTOWN INFRASTRUCTURE

Infrastructure is all of the elements and systems that make a place functional, such as utilities and roadways. While not all infrastructure is visible, these elements are all essential to allowing a place to support the types of development, uses and spaces that make for a great urban experience. Currently in Downtown Manor much of the infrastructure is outdated, dilapidated, absent, or undersized for growth. A successful Downtown will not be possible without addressing this need of adequate infrastructure as a basis on which to build. The City will need to address this by planning for the financing and projects required to build, rebuild/replace, and upgrade/resize downtown infrastructure to meet the future needs and vision of Downtown as outlined in this plan.

The City should seek to carefully coordinate and bundle together infrastructure, roadway and other public realm projects happening in Downtown, in order to make the most efficient and effective use of limited resources. For example, if a major underground utility project is being undertaken that will tear up the street, that should be used as an opportunity to build back the street-level elements to the enhanced standards as called for in this plan.

SPURRING DEVELOPMENT IN DOWNTOWN

It's going to take a concerted effort to make the kinds of large necessary changes happen in the downtown district which are key to the City's economic development efforts. The City must show initiative and take the first steps in demonstrating reinvestment in Downtown. These following items are the things the City of Manor can do to help spur development in Downtown, and are things that could be part of the responsibilities of a Main Street Program to coordinate.

PUBLIC INVESTMENTS

The City should undertake the following related to public investments and physical assets in Downtown.

- Infrastructure, as noted above.
- Public realm enhancements that promote walkability and provide a more balanced use of ROW space between sidewalks and vehicular lanes.
- Urban design, public amenities, lighting and other elements that enhance the human experience.
- Civic spaces that can be used for community events and gathering.
- Creation of a unique and recognizable identity as a Downtown District, supported by branding and signage elements.

PROGRAMMING

The City should seek to bring attention to downtown and downtown businesses through programming. Events could be held in civic spaces or in the public ROW of downtown streets. Parsons Street, as envisioned, could lend itself to being temporarily closed off to vehicular traffic for the purpose of holding community events. Some of the programming to consider includes:

- Allowing/encouraging businesses to active the public realm with patio seating, sidewalk sales, etc.
- Community events; such as seasonal or cultural celebrations, festivals, art shows, and concerts.
- Pop up shopping events; such as farmers markets, art markets, and flea markets.
- Small/local business events; such as Small Business Saturday (after Black Friday), National Small Business Week (in May), Sip & Save days, Restaurant Week, etc.

POLICIES

The City should consider policies that reflect and support the vision for Downtown, including but not limited to:

- Downtown incentives programs that can be flexible as the market changes.
- Land use policies that allow and encourage a mix of uses Downtown, including shopping, dining, and entertainment.
- Financing and economic development tools, including immediate creation of a Downtown TIRZ.

KEY OPPORTUNITIES IN DOWNTOWN

Downtown must begin somewhere. Due to the redevelopment potential, we suggest that initial efforts be focused on the intersection of Parsons and Lexington Streets, with some adjacent opportunities, as shown on Map 8.4 to the right. Recommendations in this area to promotes additional activity and investment in Downtown include:

- Focus on rehab and reuse of buildings along Parsons Street, to create a street with high activation and historic identity. Direct initial activity and pedestrian oriented uses here.
- Improve the public realm and encourage street activations, including allowing businesses to spill activity onto the sidewalk and temporary pop-ups and events.
- Encourage infill development, reuse and redevelopment in the Downtown area adjacent to Parsons Street.
- Promote pedestrian-oriented development and buildings that frame the street throughout the area.
- New or enhanced public spaces for community events (see following catalyst site recommendations).
- Repurpose or redevelop the existing City Hall site at 105 E Eggleston St (see following catalyst site recommendations).



Map 8.4. Downtown Core



Conceptual rendering of Downtown Manor.



CATALYST SITES

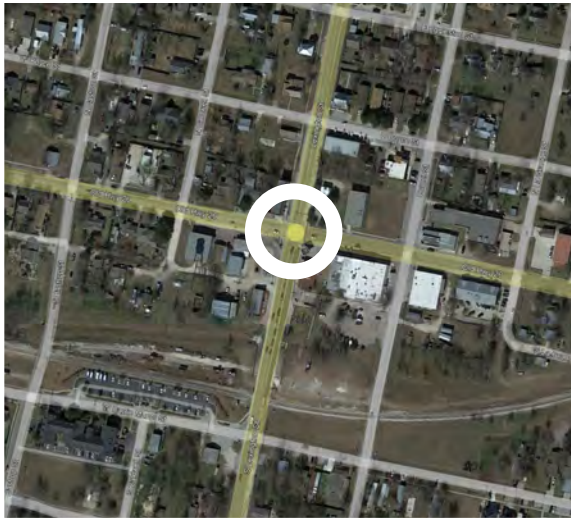
LEXINGTON AND PARSONS STREETS

The intersection of Parsons Street and Lexington Street marks the heart of Downtown Manor. However, in its current condition there are no elements that alert people that they are entering a special area. There is an opportunity to narrow Main Street and develop a primary gateway to include elements such as ornamental walls, landscaping, and an art installation.

There are existing buildings, including a gas station, at this intersection that are ripe for creative reuse.

Opportunities to improve and/or redevelop this area as follows:

- Commercial/mixed-use redevelopment along Parsons & Lexington Streets.
- Urban grocer/convenience stores with fresh food offering.
- Outdoor seating and dining.
- Shade structures.
- Banners along the street.
- Bollards for safety.
- Planters and landscaping buffer between pedestrian zone and vehicles.



Map 8.5. Catalyst Site - Lexington & Parsons





Conceptual rendering of the catalyst site at Parsons & Lexington Streets


GILBERT CAFE
BOP

CATALYST SITES

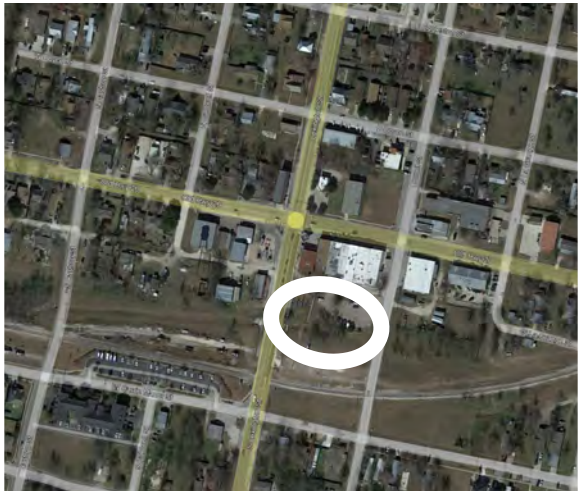
THE ART PARK

The Art Park, located in Downtown Manor, is being used by the City for community events and festivals like ManorPalooza. There may be opportunities for updating and expanding this site and improving the park including installing park signage, outdoor game tables, shade structures among other possibilities. The site is envisioned to contain a variety of local art and outdoor seating to complement the park's use.

The northern portion of the site could function as a small plaza and dining area with interactive art installations and seating for passive recreation. The southern portion of the site could have additional seating, formalized parking, vendor stalls, and shade structures to be used for large community events and gatherings.

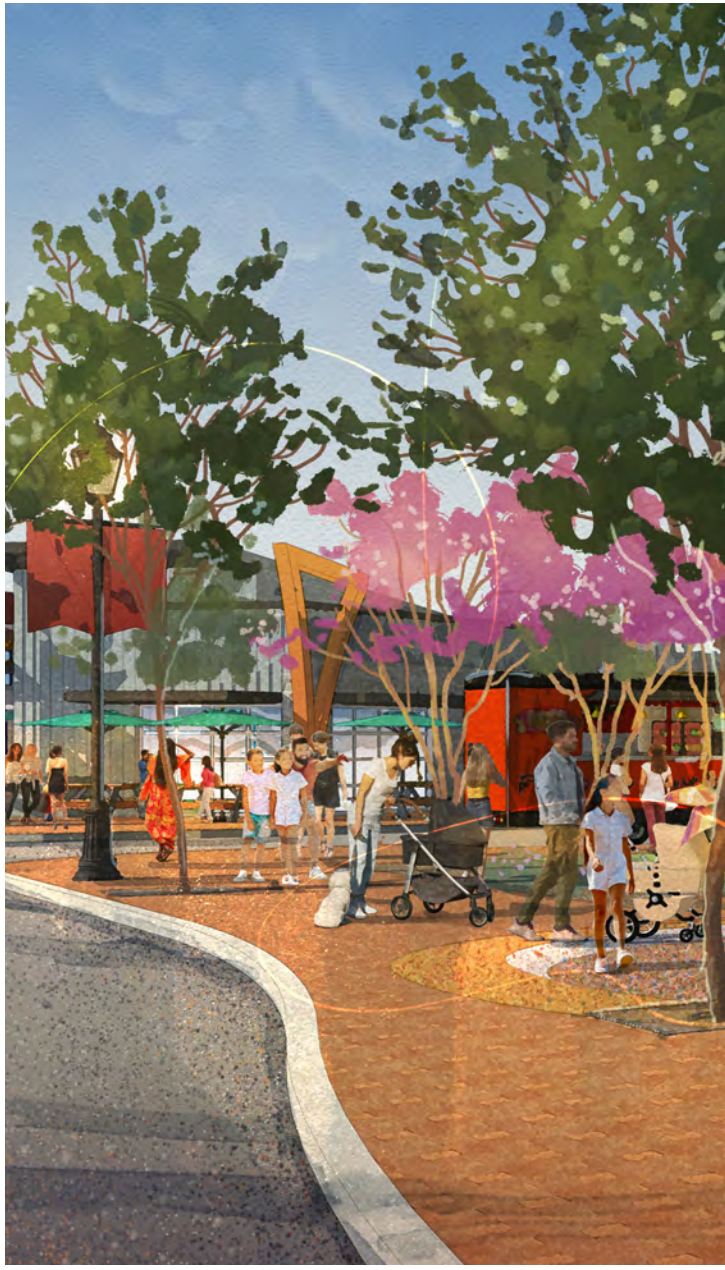
There may be opportunities to improve and/or redevelop the Arts Park as follows:

- Install park/plaza signage.
- Install outdoor game tables (e.g., ping pong).
- Coordinate with local artists for additional public art.
- Provide a shade structure with seating.
- Add pedestrian scale lighting.
- Formalize additional parking.



Map 8.6. Catalyst Site - Art Park

- Formalize event infrastructure such as a stage, food truck hookups, and space for vendors.
- Add enhanced landscaping.
- Add an urban style water feature/splash pad.
- Increase overall programming and use of the space.
- Public restrooms.



Conceptual rendering of the catalyst site at Art Park


ARTS PLAZA

CATALYST SITES

DOWNTOWN GREAT LAWN

There are vacant properties located along the railroad tracks in the vicinity of Downtown that the City could pursue leasing from CapMetro for a community use. This site could be utilized as an events lawn adjacent to the revitalized Parsons Street for community events.

In the future, as Manor grows and the potential demand for public transit rises, this could also be an optimal place for the provision of a mobility hub for the community. The site south of the tracks adjacent to the lawn could provide connections between all modes of transit integrated with bike racks, pick-up and drop-off zones for ride share, micro mobility docks, and parking. Depending on the future of the Green Line train coming to Manor, this site could also accommodate a rail access platform.



Map 8.7. Catalyst Site - Great Lawn



Conceptual rendering of the catalyst site Great Lawn



CATALYST SITES

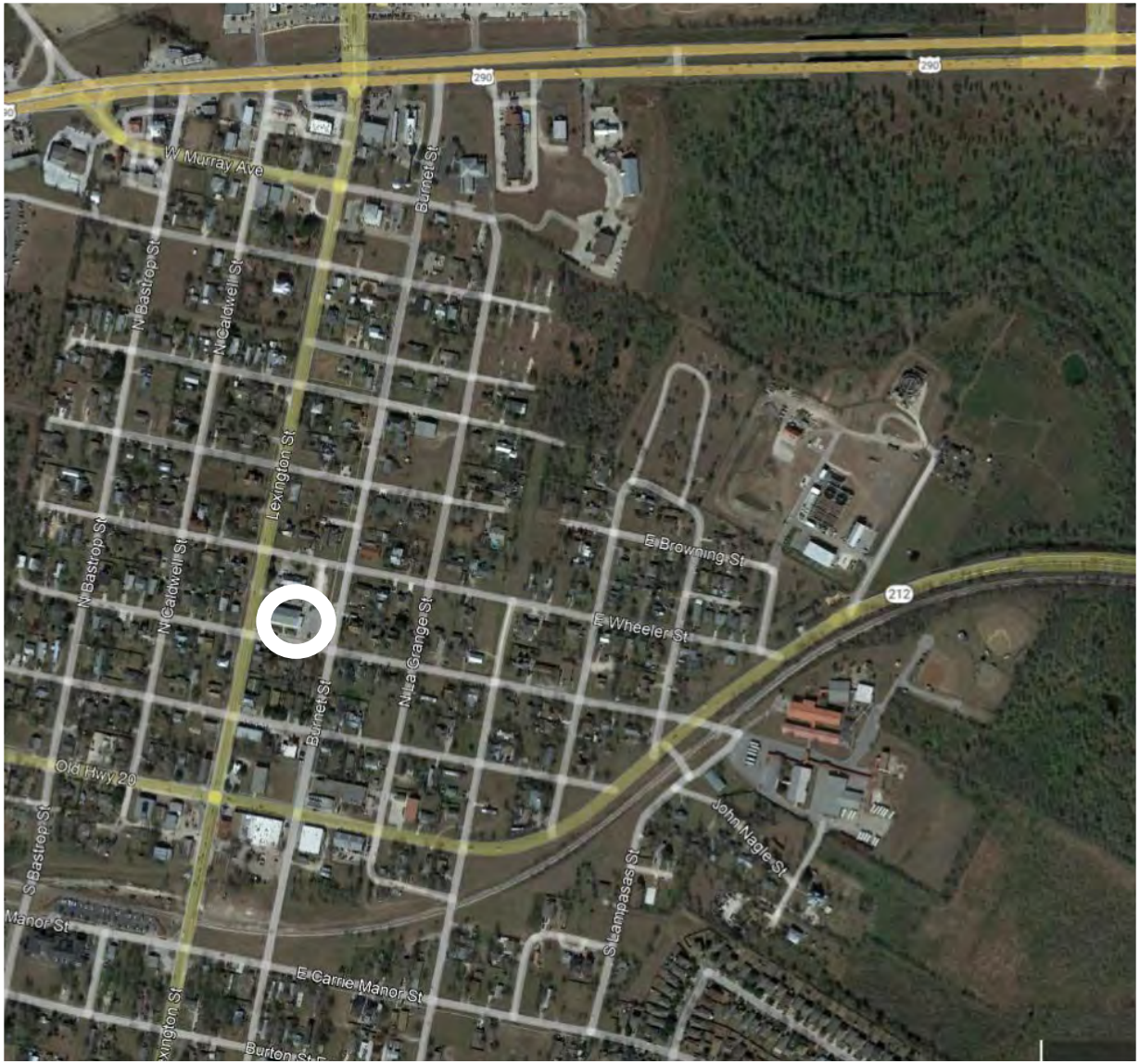
REPURPOSE EXISTING CITY HALL

Manor can be creative in how it repurposes and gives old buildings and spaces new life as parks, museums, and other cultural venues. When a new City Hall is built, as is expected within the next 3-5 years, the current City Hall can be repurposed to house a potential variety of other uses. The building could be repurposed as one or a mix of the following:

- Community Center with cultural arts, meeting spaces, and/or technology access.
- Free or subsidized office space for nonprofits and/or small businesses.
- An incubator space for local startups.
- Visitor's Center.
- Economic Development Office and/or Chamber of Commerce.

Additionally, if the City does not want to repurpose it for a community use, they could sell the property or undertake a P3 redevelopment on the site.

Reuse or redevelopment of the existing City Hall could be beneficial to stretching the energy envisioned for Parsons Street into other blocks of Downtown.



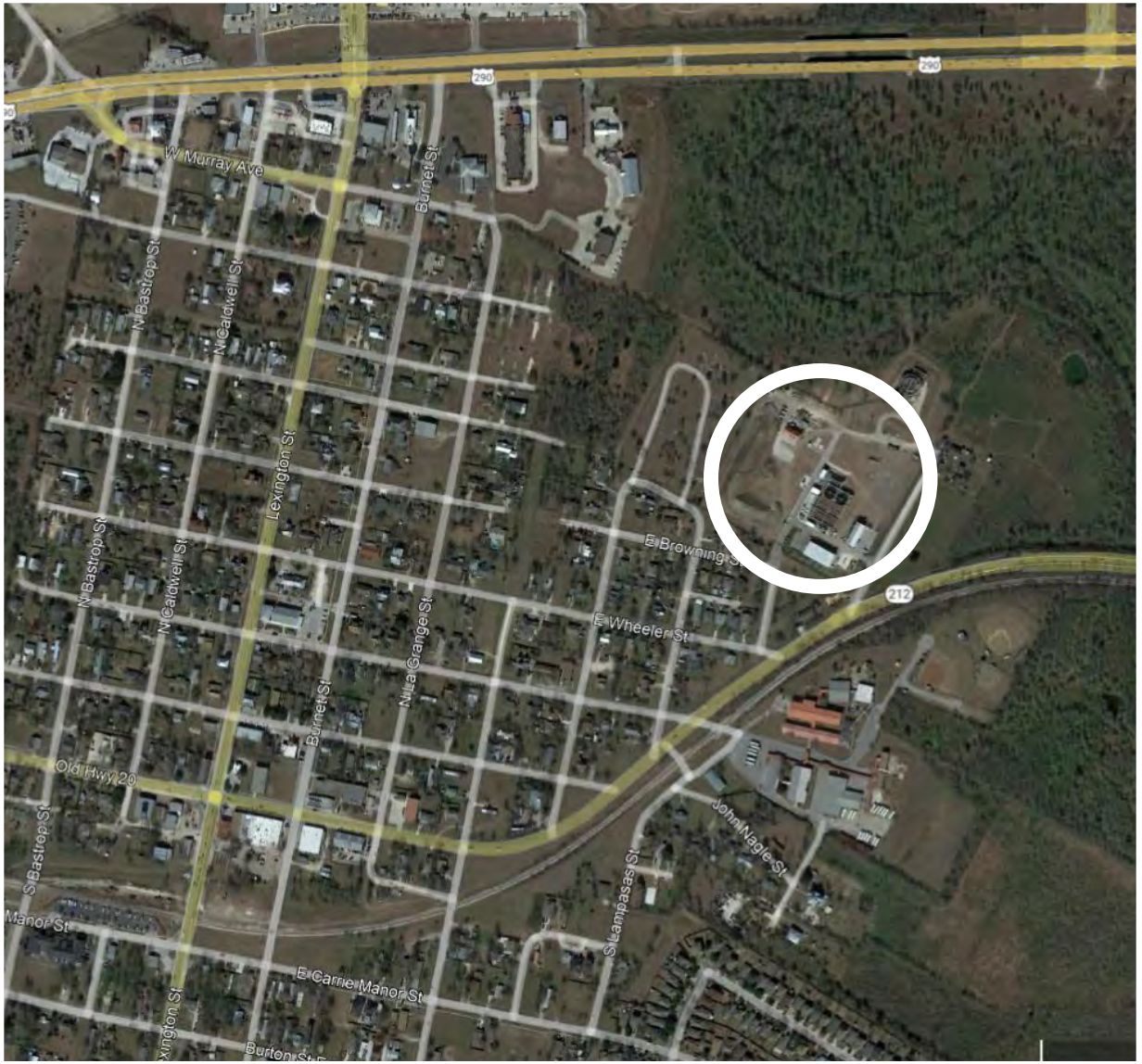
Map 8.8. Catalyst Site - Existing City Hall

CATALYST SITES

FORMER WWTP SITE ALONG WILBARGER CREEK GREENSPACE

With the potential for a new regional wastewater treatment plant southeast of town, the decommissioning of the existing plant adjacent to Downtown becomes an opportunity for redevelopment. This could be the ideal location for a municipal use that encompasses some of the public facility recommendations in the previous Infrastructure chapter, such as a recreation center. Due to the time it will take to build and decommission the wastewater facilities, this is a longer-term opportunity that the City should take advantage of to fill whatever need is present at that time. This could also be an ideal site for the city to undertake a Public-Private Partnership (P3) development or to sell for private redevelopment.

This site provides the opportunity to expand the reach of Downtown to the east, and with proper pedestrian and bicycle connections through the greenspace, could act as the launch point to connect Downtown to uses east of Wilbarger Creek, such as a new Municipal Complex and Timmerman Park.



Map 8.9. Catalyst Site - Former WWTP Site

DOWNTOWN AND URBAN DESIGN GOALS AND ALIGNMENT TO GUIDING PRINCIPLES

	GUIDING PRINCIPLES				
	EMBEDDED EQUITY	HEALTHY COMMUNITY	CONNECTED COMMUNITY	RESILIENT AND TRANSFORMATIVE ECONOMY	LIVABLE PLACES FOR ALL
Downtown and Urban Design Goal 1 – Compact, Connected & Complete Communities. Increase the stock of compact and connected housing units within connected and complete communities.		✓	✓		✓
Downtown and Urban Design Goal 2 – Improve Downtown Infrastructure. Upgrade and install infrastructure to support development and redevelopment in Downtown, including utilities and roadways.		✓	✓	✓	✓
Downtown and Urban Design Goal 3 – Multi-modal Options. Implement a high-quality, affordable and accessible multi-modal system, including walking, bicycling, and public transit.	✓	✓	✓		✓
Downtown and Urban Design Goal 4 – Provide Equitable Access to Resources. Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks and recreation, nutritious food, the arts, jobs, and retail goods and services.	✓	✓		✓	✓
Downtown and Urban Design Goal 5 – Focus Growth Along Multi-modal Corridors. Strengthen multi-modal connections in and between mixed-use centers and focus growth near these multi-modal corridors.	✓		✓	✓	
Downtown and Urban Design Goal 6 – Build on Strengths of Downtown Manor. Leverage existing points of interest and destinations along with new development to attract and retain people and businesses in Downtown.				✓	✓
Downtown and Urban Design Goal 7 – Build Community Image. Develop consistent streetscapes, signage and branding throughout the City and especially in Downtown.				✓	✓

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CHAPTER 9

IMPLEMENTATION

INTRODUCTION

Implementation describes how the City of Manor takes the recommendations in this Plan from vision to reality. The importance of planning cannot be overstated—planning provides for the protection of private property and ensures future development occurs in a coordinated and organized fashion.

The future of Manor will be shaped using the policies and recommendations developed in this Plan—decisions will be made that will influence many aspects of the City's built and social environments. The future quality of life in Manor will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained. Planning for the City's future should be a continuous process, with this Plan being modified and updated periodically to remain relevant. The Plan policies and recommendations may be implemented through adopted development regulations, such as zoning and subdivision ordinances, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing regulations or processes, while others may require the establishment of new regulations, programs, or processes. There are also recommendations that will involve additional community input and the continued support of local organizations and private partnerships. Implementation is an internal process, and oversight can be assigned to an individual or department within the City, such as the City Manager or Planning. The appointed entity may find it useful to conduct an alignment exercise - a process in which all applicable plans, policies, and projects are identified; their content, links to the Comprehensive Plan, and links to each other are mapped; and a comprehensive road map is developed so that the right actions are executed in the most efficient order.

This chapter summarizes the goals and actions recommended throughout the Plan adding the timeline.

KEEP IT UPDATED

The Comprehensive Plan is meant to be a living document that allows flexibility for political, economic, physical, technological, and social conditions, as well as any other unforeseen circumstances that may ultimately influence and/or change the priorities and perspective of the community. To ensure that the Plan continues to reflect the goals of the community and remain relevant, the Plan must be reviewed on a regular basis to ensure that its elements are still appropriate and the associated guiding principles, policies and recommendations are still applicable.

ANNUAL PROGRESS REPORTING

Once the Plan is adopted, an appointed committee, such as the Planning and Zoning Commission or a CPAC Standing Committee, with the assistance of the planning staff, should prepare a yearly progress report for presentation to the Mayor and City Council. This practice will ensure that the Plan is consistently reviewed and any necessary changes or clarifications are identified. It is also important to provide ongoing monitoring between the Plan and the City's implementing regulations to maintain consistency among all documents. The City Council may wish to dedicate one meeting a year to review, celebrate, and publicize elements of the Plan that have been implemented in the last year, as well as set priorities for the following year.

FIVE-YEAR UPDATE / EVALUATION REPORT

Every five years, the Planning & Development Services Department should prepare an evaluation report, with input from various City departments, and present the findings to the Planning and Zoning Commission. The report should evaluate the existing plan and assess how successful it has been in achieving the community's goals. The purpose of the report will be to identify the Plan's successes and shortcomings, look at what has changed over the last five years, and make suggestions on how the Plan should be modified to best accommodate those changes.

IMPLEMENTING THE PLAN

PROACTIVE AND REACTIVE IMPLEMENTATION

There are two primary methods of plan implementation: proactive and reactive methods. To successfully implement the Plan and fully realize its benefits, both methods must be used in an effective manner. Examples of both proactive and reactive actions that may potentially be utilized by Manor are described below.

PROACTIVE METHODS

Developing a capital improvements program (CIP), by which the City expends funds to:

- Updating the capital improvement plan (CIP) to reflect the public improvement needs identified within this Plan.
- Amending the Unified Development Code regulations to reflect the development patterns recommended within this Plan.

REACTIVE METHODS

- Approving a rezoning application submitted by a property owner consistent with the Plan.
- Reviewing development applications for consistency with this Plan.

EDUCATION AND TRAINING

A necessary first step should be to conduct individual training workshops with the Planning and Zoning Commission, City Council, and key staff members who have an individual and collective role in plan implementation. Training initiatives could include:

- Discussion of the roles and responsibilities of each individual entity and its function with regard to Plan implementation.
- A thorough overview of the entire Plan, with particular emphasis on the segments that most directly relate to their responsibilities and purposes.
- Implementation tasking and priority-setting, that allows each group to establish their own one-, two-, and five-year agendas.
- Facilitation of a mock meeting to display the effective use of this Plan's policies and recommendations.
- A concluding question-and-answer session.



ORGANIZATION OF RECOMMENDATIONS

The Vision and Guiding Principles developed at the outset of the planning process are the underpinning for all recommendations throughout this Plan.

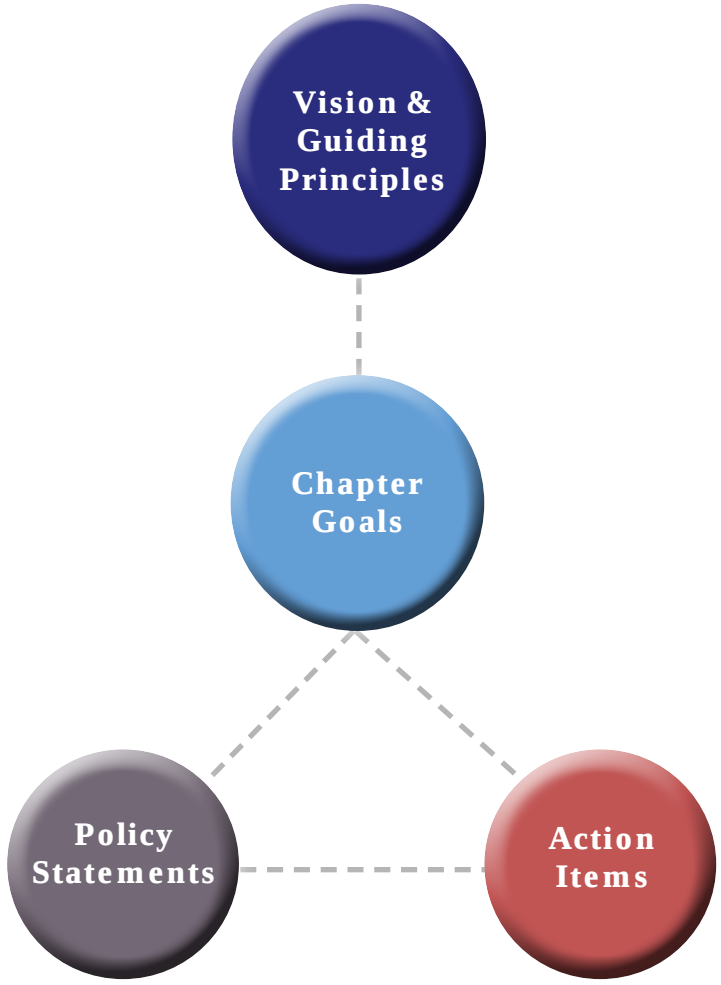
Goals that are supportive of the Plan's overall Vision and Guiding Principles were developed and presented in each chapter of this Plan. The goals are broad overarching statements that Manor aspires to reach.

Some chapters, including Land Use and Economic Development also included policy statements, which provide the City with tools to shape municipal policies and assist in future decision making to help achieve those goals.

This implementation chapter goes into detail with specific action items and explains steps and resources needed to meet the goals and policy statements outlined in the previous chapters.

The diagram to the right shows how each element relates to one another. Action items are not nested under specific policy statements or individual goals but broadly within the chapter subject areas. This is because actions can often help accomplish multiple goals or policies.

Figure 9.1.Recommendation Organizational Diagram



IMPLEMENTATION MATRIX

ACTION ITEMS

The action items describe how the recommendation will be carried out. The method may take the form of a Regulatory Framework, Decision Framework, or a Plan, Program and Partnership.

- Regulatory Framework – Regulations and standards ("rules") for the development of land, primarily zoning and subdivision regulations.
- Decision Framework – Criteria and processes used in the decision-making process related to land development by City Council ("why").
- Plans, Programs and Partnerships – Plans that require additional work to further this Destination 2050 Plan; routine activities of the City; and partnerships to maximize resources and concentrate efforts.

TIMELINE

The timeline includes recommendations for short-term, mid-term, and long-term goals, policies, and actions. Some recommendations are labeled as ongoing to represent recommendations that are pursued as a constant or continual effort, such as in the case of implementation of zoning and enforcement of development regulations.

Short = less than 3 years

Mid = 4-6 years

Long = 7-10+ years

Ongoing

LAND USE

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 1	Amend development regulations to ensure proper transitions and buffering occurs between neighborhoods and nonresidential uses, particularly industrial.	**Regulatory Framework**	●			●
LU. 2	Amend development regulations to ensure appropriate standards for new residential development encourage a range of product types and lot sizes.	**Regulatory Framework**	●			●
LU. 3	Develop standards to accommodate higher density residential development, encouraging urban-style design rather than suburban garden apartments.	**Regulatory Framework**	●			
LU. 4	Develop a system of bonuses and development rights transfers for desired outcomes, like integrated mixed-use, affordability guarantees and open space preservation beyond minimum standards.	**Regulatory Framework**	●			
LU. 5	Update regulations to promote compact, well-connected neighborhoods and commercial areas pertaining to connectivity, street design, open space, trails, etc.	**Regulatory Framework**	●			●
LU. 6	Review feasibility and applicability of Neighborhood Empowerment Zones (NEZs) for preservation and reinvestment purposes, and as an anti-displacement strategy.	**Regulatory Framework**	●			
LU. 7	Update development regulations to identify incentives (e.g. density bonuses, reduced setbacks, increased height, fee waivers) to encourage high quality building materials, especially in key corridors and mixed-use areas.	**Regulatory Framework**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 8	Identify key capital improvements needed in employment areas and use economic development tools to encourage target industries.	**Regulatory Framework**				●
LU. 9	Develop regulations that reduce development impact without substantially increasing cost (e.g. impervious cover, natural drainage, building orientation, density, bike/pedestrian connectivity).	**Regulatory Framework**	●			
LU. 10	Develop tools to assist in evaluate of land use changes, such as rezonings, to better align with desired outcomes of this Plan.	**Regulatory Framework**	●			
LU. 11	Support establishment and continuance of neighborhood associations, and establish a neighborhood commission to better coordinate and communicate.	**Plans, Programs, Partnerships**	●			
LU. 12	Build BEST (Beautiful, Engaged, Safe & Thriving) neighborhoods program to promote and support neighborhoods.	**Plans, Programs, Partnerships**		●		
LU. 13	Support Low Income Housing Tax Credit development projects to create affordability guarantees.	**Plans, Programs, Partnerships**	●			
LU. 14	Establish special, incentivized standards for affordable and workforce housing (60% to 120% of area median household incomes), such as lot size, setbacks, density, parking and lot coverage to support low income and workforce renters.	**Regulatory Framework**		●		
LU. 15	Develop policies for inclusion of workforce housing incentives, including special districts (MUDs, PIDs) and special finance districts (TIRZ).	**Regulatory Framework**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 16	Incentivize multi-bedroom rental housing options for families with children or seniors (multi-generational housing).	**Plans, Programs, Partnerships**	●			
LU. 17	Support nonprofit developers to include homeownership choices for workforce households.	**Plans, Programs, Partnerships**	●			
LU. 18	Establish a down payment assistance program for workforce home buyers, potentially targeting community-supportive professions like teachers, medical personnel and public safety employees.	**Plans, Programs, Partnerships**		●		
LU. 19	Identify revenue sources for creating a housing fund for use in development agreements and programming.	**Decision Framework**		●		
LU. 20	Develop policies for the consideration of MUDs and PIDs.	**Regulatory Framework**	●			
LU. 21	Develop by-right standards for Accessory Dwelling Units (ADUs) to support their development.	**Regulatory Framework**	●			
LU. 22	Broaden allowed uses to permit 1- and 2-family, and potentially 3- and 4-family in all residential zoning districts, rather than exclusively single-family detached residences, supporting all unit combinations allowed for Federally-backed mortgages for owner-occupied properties.	**Regulatory Framework**	●			
LU. 23	Pursue strategic partnership grants focused on agencies that promote aging in place/community.	**Decision Framework**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 24	Regularly coordinate with local nonprofit organizations, Travis County, local ISDs, Texas Department of Housing and Community Affairs, and major employers.	**Plans, Programs, Partnerships**				●
LU. 25	Expand community education and outreach to inform residents of available support such as home buyer education, rehabilitation grants, utility billing assistance and homestead exemptions.	**Plans, Programs, Partnerships**				●
LU. 26	Annually present Future Land Use Map and development entitlements to local ISDs and Travis County for feedback and coordination on future development planning.	**Plans, Programs, Partnerships**				●
LU. 27	Seek opportunities for shared recreational facilities when new schools are planned.	**Plans, Programs, Partnerships**				●
LU. 28	Support local ISDs in engaging a demographer, coordinate to partner on housing projections.	**Plans, Programs, Partnerships**				●
LU. 29	Work with developers and local ISDs to preserve appropriate school sites, including use of development incentives/offsets.	**Plans, Programs, Partnerships**				●
LU. 30	Consider equity, diversity, inclusion, and quality of life impacts alongside other methods of development evaluation, such as fiscal analysis.	**Plans, Programs, Partnerships**				●
LU. 31	Amend zoning districts to reflect the intent and metrics for the future land use categories.	**Regulatory Framework**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 32	For vertical mixed-use, explicitly allow a minimum number of ground-floor units to establish the ground-floor as the accessible floor for Fair Housing Act accessibility compliance, avoiding cost and triggering of elevator requirements.	**Regulatory Framework**	●			
LU. 33	Establish regulatory pathways for assisted living and nursing home/skilled nursing conditionally as integrated parts of neighborhoods to create opportunities for people to age within neighborhoods and existing social support networks.	**Regulatory Framework**	●			
LU. 34	Establish Strategic Partnership Agreements (SPAs) with MUDs to provide smoother transition to limited districts and eventual dissolution of the districts.	**Regulatory Framework**		●		
LU. 35	Consider regulatory incentives and bonuses, such as reduced lot widths, reduced lot sizes and increased density, for projects that voluntarily choose to achieve higher community benefits or design standards. Examples include alley-loaded housing products, use of masonry, urban-style design, using build-to lines, interior-accessed units for multifamily, enhanced streetscape and sidewalks, historic preservation, art/culture/public amenities, etc.	**Regulatory Framework**	●			
LU. 36	Consider regulatory incentives and density bonuses for placement of higher density residential projects near transit, amenities and opportunities. Examples include, but are not limited to, shopping centers and grocers with fresh food, schools and higher education facilities, public services such as libraries, medical services, parks and trails systems, etc.	**Regulatory Framework**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 37	Evaluate continuing enforcement of minimum parking ratios or reductions in minimum ratios based on location circumstances, such as proximity to a mix of uses and transit options. Consider adoption of a specific shared parking model based on an industry model, such as the Urban Land Institute Shared Parking Model.	**Regulatory Framework**				●
LU. 38	Evaluate the landscaping requirements for new developments for opportunities to increase natural cooling and shade, as well as drought tolerance.	**Regulatory Framework**				●
LU. 39	Encourage and incentivize installation of renewable energy systems on new construction of buildings and existing development.	**Regulatory Framework**				●
LU. 40	Evaluate regulations for potential barriers that discourage revitalization of unused or underused property.	**Regulatory Framework**				●
LU. 41	Establish a local historic landmark marker program.	**Plans, Programs, Partnerships**	●			
LU. 42	Conduct a historic resources survey of Manor to better identify, prioritize and preserve structures and sites of historical significance.	**Plans, Programs, Partnerships**	●			
LU. 43	Based on the historic resources survey, consider adopting a historic landmark preservation ordinance consistent with recommended practices of the Texas Historical Commission Certified Local Government program.	**Regulatory Framework**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 44	Evaluate regulations for potential barriers that discourage location of businesses that could draw high foot traffic from neighborhoods within a five-minute walk of those neighborhoods.	**Regulatory Framework**	●			
LU. 45	Establish provisions for cluster and conservation subdivision practices in applicable codes, including significant regulatory incentives and density bonuses, to prompt their adoption by the market and increase access to open space.	**Regulatory Framework**	●			
LU. 46	Evaluate requirements for streetscape treatments and amenities for new development, with an emphasis on incentivizing decorative treatments, increased tree canopy and pedestrian amenities. Consider establishing standard specifications for items such as decorative street lights.	**Regulatory Framework**	●			
LU. 47	Develop and fund a streetscaping program focusing on the relocation of overhead utility lines underground and landscaping along major corridors to support beautification efforts.	**Plans, Programs, Partnerships**		●		
LU. 48	Establish provisions for public spaces within nonresidential and mixed-use developments, such as outdoor plazas, dining and activity areas. Such standards should be designed to achieve meaningful, useful and engaging spaces appealing to users and not be afterthoughts.	**Regulatory Framework**	●			
LU. 49	Develop and regularly update license agreement policies for median and streetscape enhancements.	**Regulatory Framework**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 50	Consider streetscaping programs that allow collaboration with existing residential subdivisions, including those without HOAs, for improvement and rehabilitation of subdivision perimeter fencing along the City's arterial roadways.	**Plans, Programs, Partnerships**		●		●
LU. 51	Encourage the construction of neighborhood identity signage in new subdivisions and developments that reflect the character of the neighborhood.	**Plans, Programs, Partnerships**	●			●
LU. 52	Create landscaping and streetscaping standards for targeted districts of dense employment, mixed-uses and larger-scale offices, that enhance employment and commercial development areas.	**Regulatory Framework**	●			
LU. 53	Create a regulatory ecosystem that encourages mixed-use and particularly vertical mixed-use and, where compatible with adjacent areas, high-density developments, creating the types of engaging spaces attractive to residents and corporate employers.	**Regulatory Framework**				●
LU. 54	Update regulations for block length to consider maximum number of lots on a block face in addition to block length to improve connectivity.	**Regulatory Framework**	●			●
LU. 55	Update regulations to include a connectivity index of links (street segments) to nodes (intersections) to improve connectivity within subdivisions.	**Regulatory Framework**	●			●
LU. 56	Update regulations to increase the number of street stubouts to adjacent undeveloped land, and require connection to stubouts when present.	**Regulatory Framework**	●			●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
LU. 57	Update regulations to reduce the maximum cul-de-sac length.	**Regulatory Framework**	●			●
LU. 58	Consider zoning district consolidations, where appropriate, for non-residential uses. For example, three categories of commercial plus a general office category may result in unnecessary rezoning cases and extend timelines for development.	**Regulatory Framework**	●			
LU. 59	For all uses requiring a specific use permit, evaluate the potential for entirely prescriptive conditions to support by-right development without need for additional discretionary approval.	**Regulatory Framework**	●			
LU. 60	Consider updates to nonconformities language to allow incremental steps towards conformity based on degree of adjustment being made to the site/building in order to promote occupancy and revitalization.	**Regulatory Framework**	●			
LU. 61	Consider comprehensive revision to development regulations contained in Chapters 13, 14 and 15 of the Code of Ordinances into a unified development code, with integration of graphics, figures and tables to convey regulatory content.	**Regulatory Framework**	●			
LU. 62	Through regulatory incentives and other methods, encourage the development of key economic sectors such as healthcare and hospital services, information technology, skilled trades and advanced manufacturing.	**Regulatory Framework**	●			

TRANSPORTATION & MOBILITY

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
T.1	Review and update the Thoroughfare Plan on a regular basis.	**Plans, Programs, Partnerships**	●			●
T.2	Integrate thoroughfare cross-sections from this Plan into development regulations and roadway engineering standards.	**Regulatory Framework**			●	
T.3	Preserve or acquire necessary right-of-way (ROW) for future network development. Prioritize parallel routes to existing major facilities to mitigate congestion and preserve overall network connectivity.	**Plans, Programs, Partnerships**			●	
T.4	Establish policies and processes to support implementation of emerging future transportation technologies, such as autonomous vehicles, drones, and micro-mobility vehicles.	**Decision Framework**	●			●
T.5	Ensure future development networks provide efficient and effective connections to adjacent neighborhoods.	**Decision Framework**				●
T.6	Develop a Safe Routes to Schools Plan to support safe and connected routes to school.	**Plans, Programs, Partnerships**	●			
T.7	Provide greenways for both recreation and transportation needs with bicycle and pedestrian linkages.	**Plans, Programs, Partnerships**		●		
T.8	Develop and implement a Complete Streets Program.	**Plans, Programs, Partnerships**			●	●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
T.9	Conduct a roadway safety study and action plan to identify high accident locations within the City and determine low cost / highly effective treatments.	**Plans, Programs, Partnerships**	●			
T.10	Consider strategies to promote remote work, including incentives to build at-home offices in new or existing residences and expansion of high-speed internet within the City.	**Plans, Programs, Partnerships**		●		
T.11	Prioritize the use of roundabouts at new intersections, high accident intersections, intersections internal to new developments, or other intersections where geometry supports roundabouts. Consider other intersection design alternatives if roundabouts are unsuitable.	**Plans, Programs, Partnerships**				●
T.12	Enhance mobility on adjacent commuter corridors. Coordinate with TXDOT on corridor studies for US 290 and FM 973 to address long term mobility, including access management and safety.	**Plans, Programs, Partnerships**		●		
T.13	Ensure that ISD plans for new schools are coordinated with the City and conform to the Comprehensive Plan.	**Plans, Programs, Partnerships**	●			
T.14	Conduct a parking study to identify existing conditions and streamline parking regulations.	**Plans, Programs, Partnerships**		●		
T.15	Stay engaged with regional planning through the CAMPO Technical Advisory Committee (TAC) and Transportation Policy Board (TPB).	**Plans, Programs, Partnerships**	●			
T.16	Prioritize roadway projects based on priorities, available funding, need, cost, right-of-way requirements, and community support.	**Decision Framework**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
T.17	Evaluate access management treatments along major corridors such as FM 973 and US 290 as additional, heavier development occurs.	**Plans, Programs, Partnerships**			●	
T.18	Revise the Traffic Impact Analysis process to include a baseline for rough proportionality and a provision for fee-in-lieu of study for projects below TIA thresholds. Ensure that TXDOT is included in the TIA process. Adopt impact fees where appropriate.	**Regulatory Framework**		●		

PARKS, RECREATION, & OPEN SPACE

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
GOAL 1: PROACTIVELY PROTECT OPEN SPACE						
PR.2	Review and modify parkland dedication policies as necessary.	**Regulatory Framework**	●			
PR.1	Evaluate opportunities for additional close-to-home parkland in target acquisition areas.	**Decision Framework**	●			●
GOAL 2: IMPROVE OR EXPAND PARKS AND RECREATION AMENITIES						
PR.28	Develop park design guidelines.	**Regulatory Framework**	●			
PR.26	Increase shade opportunities within parks.	**Plans, Programs, Partnerships**	●			●
PR.27	Provide consistent parks signage to increase community awareness of City parks.	**Plans, Programs, Partnerships**	●			
PR.29	Update the City's website on a regular basis to include complete information about parks and recreation offerings.	**Plans, Programs, Partnerships**	●			●
PR.31	Create consistent fishing policy.	**Regulatory Framework**	●			
PR.18	Evaluate opportunities to provide a recreation center and aquatic facility in Manor.	**Decision Framework**	●			
PR.30	Enhance park beautification efforts.	**Plans, Programs, Partnerships**	●			●
PR.5	Improve Bell Farms Park.	**Plans, Programs, Partnerships**	●			
PR.9	Prepare an updated Timmermann Park Master Plan.	**Plans, Programs, Partnerships**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
PR.11	Develop a ShadowGlen Open Space Master Plan.	**Plans, Programs, Partnerships**	●			
PR.20	Develop a Community Center/Recreation Center.	**Plans, Programs, Partnerships**	●			
PR.24	Evaluate opportunities to develop additional splash pads in City parks.	**Decision Framework**	●			
PR.6	Improve Carriage Hills Park.	**Plans, Programs, Partnerships**	●			
PR.17	Improve Art Park.	**Plans, Programs, Partnerships**	●			
PR.25	Evaluate opportunities to develop athletic facilities for use by local athletic leagues and the public.	**Decision Framework**	●			
PR.19	Develop an aquatic facility.	**Plans, Programs, Partnerships**		●		
PR.12	Implement the ShadowGlen Open Space Master Plan.	**Plans, Programs, Partnerships**		●		
PR.15	Develop a Wilbarger Creek Open Space Master Plan.	**Plans, Programs, Partnerships**		●		
PR.32	Update the Parks, Recreation, and Open Space Master Plan.	**Plans, Programs, Partnerships**		●		
PR.10	Implement the Timmermann Park Master Plan.	**Plans, Programs, Partnerships**		●		
PR.22	Provide at least one all abilities playground in the City.	**Plans, Programs, Partnerships**		●		
PR.21	Develop an off-leash dog park.	**Plans, Programs, Partnerships**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
PR.8	Improve Jennie Lane Park.	**Plans, Programs, Partnerships**		●		
PR.13	Improve Presidential Glen Park.	**Plans, Programs, Partnerships**		●		
PR.7	Improve Greenbury Village Park.	**Plans, Programs, Partnerships**		●		
PR.3	Improve Hamilton Point Park.	**Plans, Programs, Partnerships**			●	
PR.4	Improve Bell Farms Entrance Park.	**Plans, Programs, Partnerships**			●	
PR.23	Develop an outdoor space to host local events.	**Plans, Programs, Partnerships**			●	
PR.14	Improve Presidential Heights Park.	**Plans, Programs, Partnerships**			●	
PR.16	Implement the Wilbarger Creek Open Space Master Plan.	**Plans, Programs, Partnerships**			●	
GOAL 3 – EXPAND RECREATIONAL OPPORTUNITIES						
PR.33	Conduct a Recreational Programming and Event Assessment.	**Plans, Programs, Partnerships**	●			
PR.34	Provide or support recreational options for children and youth.	**Plans, Programs, Partnerships**	●			
PR.36	Expand event and festival options.	**Plans, Programs, Partnerships**	●			
PR.37	Provide family-friendly programs and events in additional City parks.	**Plans, Programs, Partnerships**	●			
PR.35	Provide or support recreational options for adults and seniors.	**Plans, Programs, Partnerships**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
GOAL 4: IMPROVE CONNECTIVITY TO PARKS						
PR.38	Expand the Manor trail network.	**Plans, Programs, Partnerships**	●			
PR.39	Develop additional loop trails within parks.	**Plans, Programs, Partnerships**	●			
GOAL 5: PROVIDE SAFE AND WELL-MAINTAINED PARKS.						
PR.40	Conduct a staffing assessment to determine needs for expanded headcount.	**Plans, Programs, Partnerships**	●			
PR.43	Develop a prioritized plan to address ADA accessibility issues in parks.	**Decision Framework**	●			
PR.41	Ensure adequate funding and staffing accompany park system expansions.	**Plans, Programs, Partnerships**	●			
PR.42	Develop a parks system management plan.	**Plans, Programs, Partnerships**	●			
PR.44	Consider out-sourcing specialized maintenance tasks such as pond management.	**Plans, Programs, Partnerships**	●			
GOAL 6: EXPLORE FUNDING AND PARTNERSHIP OPPORTUNITIES						
PR.45	Pursue grant funding.	**Plans, Programs, Partnerships**	●			
PR.47	Evaluate opportunities for interlocal agreements with local Independent School Districts (Manor, Pflugerville, Elgin) and the County.	**Decision Framework**	●			
PR.46	Evaluate opportunities for public-private partnerships.	**Decision Framework**	●			
PR.48	Evaluate the City's parks and recreation fee structure.	**Regulatory Framework**	●			
PR.49	Consider a bond election to fund capital improvements.	**Plans, Programs, Partnerships**	●			

ECONOMIC DEVELOPMENT

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
ED. 1	Regularly fund the new Economic Development Fund from the City General Fund, a fee-based economic development fund for commercial development, or similar, until dedicated sales or other tax revenues can be allocated.	**Plans, Programs, Partnerships**	●			
ED. 2	Take active steps to increase shovel-ready site inventory through infrastructure investment (e.g. commercial, industrial, and office spaces), utilizing the Economic Development Fund and other resources, as necessary.	**Plans, Programs, Partnerships**	●			
ED. 3	Purchase or option key development properties to support recruitment and catalyze redevelopment. Downtown properties should be particularly considered to purchase, renovate, and then lease to new small businesses with an option to purchase.	**Plans, Programs, Partnerships**		●		
ED. 4	Extend and expand utility capacity in the US 290, FM 973, and Old Highway 20 corridors.	**Plans, Programs, Partnerships**	●			
ED. 5	Ensure infrastructure capacity is in place in a timely manner to allow Manor to support economic opportunities and target industries.	**Decision Framework**	●			
ED. 6	Construct improvements and projects as described elsewhere in this plan, including transportation, infrastructure and facilities, and quality of life improvements (parks, trails and community facilities) to support attraction of employees and economic development projects.	**Plans, Programs, Partnerships**			●	

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
ED. 7	Create an Economic Development Strategic Plan.	**Decision Framework**	●			
ED. 8	Conduct an Economic Development Target Industry Analysis.	**Plans, Programs, Partnerships**	●			
ED. 9	Prepare an annual Retail GAP Analysis and Retail Recruitment Strategy.	**Decision Framework**	●			●
ED. 10	Encourage and promote sales tax generating businesses to locate in Manor, increasing sales tax per capita.	**Decision Framework**	●			
ED. 11	Regularly conduct reviews of development ordinances and make necessary revisions to align with Economic Development goals.	**Regulatory Framework**	●			
ED. 12	Survey residents to determine if there are firms that employ a significant number of Manor residents; explore the feasibility of these companies to expand/relocate to Manor and determine their needs.	**Plans, Programs, Partnerships**	●			
ED. 13	Meet regularly (i.e. semi-annually) with key economic development partners, such as adjacent economic development corporations, the school district and post-secondary education/training partners.	**Plans, Programs, Partnerships**	●			
ED. 14	Encourage diverse housing in terms of type and affordability to align with workforce needs.	**Decision Framework**	●			
ED. 15	Develop incentive programs and resources for existing residents interested in starting businesses.	**Plans, Programs, Partnerships**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
ED. 16	Support and market local ISDs efforts for dual-credit, technical and career-oriented opportunities.	**Plans, Programs, Partnerships**		●		
ED. 17	Build/Strengthen relationships with post-secondary educational institutions to support the future economy.	**Plans, Programs, Partnerships**		●		
ED. 18	Develop an Economic Development branding initiative; create an economic development brand and marketing materials that clearly articulate the value proposition for businesses locating within Manor.	**Plans, Programs, Partnerships**	●			
ED. 19	Emphasize downtown as an economic opportunity with high fiscal return, small-scale potential and identity, utilizing Economic Development Fund as necessary to promote Downtown.	**Plans, Programs, Partnerships**	●			
ED. 20	Strengthen regional relationships with economic partners.	**Plans, Programs, Partnerships**		●		
ED. 21	Establish an Economic Development Incentives Policy; update guidelines and policies for the use of economic incentive tools such as TIRZ and Chapter 380 agreements to recruit high-quality mixed use, commercial and employment development.	**Regulatory Framework**	●			
ED. 22	Consider creation of multiple Tax Increment Reinvestment Zones and a process to implement competitive incentives for retail and restaurant, industrial, professional services, other primary and secondary targeted employers and development property types, and downtown.	**Regulatory Framework**	●			

INFRASTRUCTURE

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.1	Establish or reinforce concurrency requirements to reconcile growth needs against infrastructure capacity to ensure development does not outpace the growth of infrastructure.	**Regulatory Framework**	●			
IF.2	Proactively develop strategic infrastructure improvements to spur growth in a desired, cost-efficient and responsible manner rather than relying on the development community to drive investment.	**Plans, Programs, Partnerships**	●			
IF.3	Ensure infrastructure system master plans, including water, wastewater and stormwater, account for all goals of the Comprehensive Plan rather than focusing exclusively on infrastructure, recognizing infrastructure is a primary tool in shaping desired outcomes.	**Plans, Programs, Partnerships**	●			
IF.4	Integrate future climate impacts into the projections of water quantity, water quality, water demand, stormwater flows, and/or wastewater flows.	**Decision Framework**		●		
IF.5	Further integrate governmental institutions and organizations for systems analysis, data sharing, and innovation.	**Decision Framework**		●		
IF.6	Conduct comprehensive updates to the water and wastewater master plans, beyond updating the CIP for impact fee purposes. Once updated, conduct minor updates every 1-2 years with more comprehensive updates every 3-5 years given the current pace of growth and development. Recognize that issues identified in a minor update could prompt a more comprehensive update sooner.	**Plans, Programs, Partnerships**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.7	Update development regulations to support development types and patterns that reduce the amount of infrastructure to be maintained per connection, improving fiscal efficiency.	**Regulatory Framework**	●			
IF.8	Ensure policies are in place to require utility infrastructure for new development extend "to and through" the subject property consistent with characteristics of efficient utility service at the cost of the developer, with appropriate proportional participation from the City for oversizing to ultimate needs of the community.	**Regulatory Framework**	●			
IF.9	Evaluate the potential of a regional wastewater treatment solution in the eastern area of the City, including creation of legal instruments to establish partnerships with other jurisdictions (Pflugerville, Elgin, etc.), site selection and permitting, development of an incremental implementation plan to size and develop capacity appropriately (based on partner needs relative to basin location), and other appropriate steps consistent with wastewater planning and engineering best practices.	**Plans, Programs, Partnerships**			●	
IF.10	Seek opportunities to reduce points of failure in utility systems, such as reduction in lift stations via wastewater interceptors to reduce the fail risk and lessen operating costs.	**Plans, Programs, Partnerships**		●		
IF.11	Proactively respond to data that identifies the need for significant infrastructure investments. Decisions should allow sufficient time for design and construction beyond TCEQ standards, given current and accelerating rapid growth.	**Decision Framework**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.12	Seek to reserve optimal land for key infrastructure, like pump stations and elevated tanks, seeking ideal locations rather than settling for lesser locations.	**Plans, Programs, Partnerships**		●		
IF.13	Review and update master plan CIPs and related models annually for growth-related changes.	**Plans, Programs, Partnerships**				●
IF.14	Integrate utility model assessment into development review at the earliest possible state of development in order to anticipate implications in time to make adjustments.	**Decision Framework**			●	
IF.15	Use oversizing agreements to construct ultimate infrastructure whenever possible.	**Plans, Programs, Partnerships**		●		
IF.16	Conduct an annual evaluation of engineering technical manuals to address the needs of a growing community.	**Decision Framework**				●
IF.17	Consider long-term goals when undertaking major infrastructure investments. For example, a major road reconstruction should consider the life-cycle of underground infrastructure, any role in pavement failure, and also whether any above-ground infrastructure may be relocated underground in the future.	**Decision Framework**				●
IF.18	Consider updates to impact fees more frequently than the state-required five-year intervals, as the past has shown the associated CIP may shift projects in and out of the calculation.	**Regulatory Framework**	●			
IF.19	Consider establishment of a Drainage Master Plan and impact fee.	**Regulatory Framework**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.20	Proactively maintain and reduce inflow and infiltration (I&I) into the wastewater system as a critical tool to manage capacity and energy requirements, particularly during storm events.	**Plans, Programs, Partnerships**	●			
IF.21	Require Type I water reclamation infrastructure in any new development involving irrigation activities, retention pond management, industrial processes and any other activity in which it is appropriate. Application for personal home sites may be an option if designed appropriately. Expansion of beneficial reuse diverts unnecessary use of potable water to effluent reuse, and can be used as an economic development tool via discounting.	**Regulatory Framework**			●	
IF.22	Wastewater treatment to drinking water standards, called direct potable reuse, should be considered as a creative and potentially necessary means of expanding the water supply needed for the growth of the community. At a minimum, consider appropriate characterization and equipment to deploy in severe drought and emergency supply situations.	**Decision Framework**			●	
IF.23	Acquisition of easements should consider all needs of the city, rather than just the needs of the specific infrastructure element. For example, wastewater interceptors tend to follow low areas, such as creek alignments, where the City also desires to develop an open space network and trail system. Acquisition should seek to accomplish both, and can provide means for easier maintenance of the infrastructure in the future. For example, a paved multiuse trail can simultaneously serve as an improved maintenance drive for underground/adjacent infrastructure.	**Decision Framework**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.24	Ensure easements acquired are of sufficient size for ultimate need, based on utility system master plans. For example, large diameter pipes often demand larger easements due to equipment required for installation, repair and maintenance. The same is true for multiple lines, whether the same or differing types of utilities.	**Decision Framework**	●			
IF.25	Water Control and Improvement Districts (WCID) and Municipal Utility Districts (MUD) should either be discouraged as tools that accelerate improvements to infrastructure beyond responsible growth through the City, or account for impacts via consent and strategic partnership agreements.	**Regulatory Framework**	●			
IF.26	Green technology and applications should be applied to new improvements and redevelopment projects at every appropriate opportunity.	**Plans, Programs, Partnerships**	●			
IF.27	All infrastructure projects, particularly projects that alter the physical or visual composition of an area, should apply context-sensitive design.	**Plans, Programs, Partnerships**	●			
IF.28	Water supply, to the extent possible and advisable based on water characterization, should include a diversity of sources to ensure that the community is not fully-dependent upon a single or limited number of sources.	**Plans, Programs, Partnerships**			●	
IF.29	Perform triple bottom line evaluation of solutions that would primarily enhance water supply, such as Aquifer Storage and Recovery, desalination, reuse (direct/indirect, potable/nonpotable, centralized/decentralized), rainwater, and/or condensate.	**Decision Framework**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.30	Establish/strengthen programs to promote private use of rainwater harvesting for capture and reuse, particularly for use with lawn and landscape care and other outdoor activities.	**Plans, Programs, Partnerships**		●		
IF.31	Require installation of devices designed to reduce the amount of water used in a household or business. Owners of existing structures should be encouraged to install new equipment that more effectively uses water and in smaller quantities.	**Regulatory Framework**		●		
IF.32	All new community facilities should incorporate water conservation amenities.	**Plans, Programs, Partnerships**	●			
IF.33	Evaluate methods to incentivize water customers that reduce use of water, including potential rate reductions and other creative methods. AMI "smart meter" technology should be implemented to support ability of customers to "own" their usage.	**Plans, Programs, Partnerships**	●			
IF.34	Perform triple bottom line evaluation of green infrastructure (GI) actions that can bring multi-benefits to communities; such as rain gardens, bioswales, green roofs, community gardens and permeable pavers.	**Decision Framework**		●		
IF.35	Perform triple bottom line evaluation of low impact development (LID) practices that could reduce flood risk and/or improve water quality; such as setting aside stream buffers, adopting higher standards for floodplain management, incentivizing trails, adopting a “dig once” approach, requiring stormwater detention basins, and nature-based solutions.	**Decision Framework**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.36	Utilize citizen science for planning, ecosystem monitoring and watershed restoration.	**Plans, Programs, Partnerships**		●		
IF.37	Promote regional stormwater detention as preferable to numerous, disconnected and poorly maintained on-site detention ponds and water quality facilities.	**Decision Framework**			●	
IF.38	Require large scale stormwater improvements to incorporate amenities, particularly for aesthetic or recreational purposes.	**Regulatory Framework**		●		
IF.39	Encourage on-site stormwater improvements to be creatively integrated into site design through requirements and incentives.	**Plans, Programs, Partnerships**		●		
IF.40	Use stormwater wetlands at critical areas of the drainage system as a means of slowing and filtering stormwater prior to release into Manor's waterways.	**Plans, Programs, Partnerships**		●		
IF.41	Rain gardens in parking areas should be promoted as an environmentally-beneficial and cost-effective alternative to raised landscape improvements while still meeting landscape requirements of development regulations.	**Plans, Programs, Partnerships**	●			
IF.42	Implement on-site best management practices such as green roofs, rain barrels, rain gardens, pervious pavement, and other creative techniques as a means of maintaining and cleaning the first inch of rainfall during a rain event on site.	**Plans, Programs, Partnerships**	●			
IF.43	Adopt practices and consider regulatory incentives to achieve enhanced stormwater runoff quality from new developments.	**Regulatory Framework**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.44	Actively promote and require the use of offsite stormwater best management practices that positively impact the amount, speed, and quality of stormwater prior to its entrance to Manor's creeks. Examples include bioswales, pervious pavement, naturalized detention and retention basins, preservation or creation of wetlands, preservation and enhancement of the floodplain, and other creative techniques.	**Regulatory Framework**	●			
IF.45	Adopt policies, regulations and practices to assure individual sites and development projects avoid negatively impacting adjacent property owners through poor storm drainage.	**Regulatory Framework**		●		
IF.46	Consider allowing stormwater detention to count for a certain percentage of open space requirements ONLY if certain standards and criteria are met, including successful and creative integration into the landscape, consideration of surrounding context, potential provision of recreational use, and ability to positively impact stormwater management.	**Regulatory Framework**		●		
IF.47	Integrate green infrastructure practices into standard roadway construction and retrofit designs, including use of swales, vegetated islands, rain gardens, etc. Allow streets with green infrastructure to count towards stormwater requirements. Maintenance obligations can be are minimized with the use of green infrastructure, however this does require specialized training of those doing the maintenance in order to ensure proper function as stormwater infrastructure.	**Regulatory Framework**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.48	Establish standards and practices to minimize impervious surface through efforts such as reduced street widths, incorporating sunken landscaped islands, clustering development, preservation of natural areas, reducing parking requirements, and requiring use of pervious surfaces for excess parking above minimum ratios.	**Regulatory Framework**		●		
IF.49	Ensure effective enforcement of stormwater pollution prevention regulations/MS4 and evaluate regulations for possible update.	**Regulatory Framework**	●			
IF.50	Detect and eliminate illegal disposal of wastes in the City's storm drainage system.	**Regulatory Framework**	●			
IF.51	Inspect and repair wastewater lines near creeks.	**Plans, Programs, Partnerships**			●	
IF.52	Enforce stormwater management control requirements for construction sites.	**Regulatory Framework**	●			
IF.53	For dedicated parkland, ensure dedication includes easements or other similar and necessary permissions to allow for multipurpose use.	**Regulatory Framework**	●			
IF.54	Develop a Facilities Master Plan encompassing all city programs/departments, including space needs assessments, location/adjacency consideration and long-term needs (typically a 20+ year plan horizon is used for such plans).	**Plans, Programs, Partnerships**		●		
IF.55	Plan for future expansions and natural service breaks for facilities (when a service should either separate into a new facility or into an expansion, allowing other services within the facility to expand to accommodate the needs of all services).	**Plans, Programs, Partnerships**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.56	Seek to include significant multipurpose or multi-use spaces in new facilities, helping to meet the needs for community spaces.	**Plans, Programs, Partnerships**		●		
IF.57	Ensure design of future facilities provides flexibility to easily adapt for new technologies.	**Plans, Programs, Partnerships**				●
IF.58	Consider use of public-private partnerships for new facilities, as some uses like libraries, city halls and recreation centers can serve as a catalyst for community development and redevelopment.	**Plans, Programs, Partnerships**		●		
IF.59	Build technology infrastructure into public spaces, such as parks and public buildings, to support connectivity and ease-of-use and provide this service to residents that may otherwise lack access to broadband internet.	**Plans, Programs, Partnerships**		●		
IF.60	Evaluate repurposing of Wilbarger WWTP as a municipal facility campus, depending on outcome of regional WWTP solutions that would allow decommissioning.	**Plans, Programs, Partnerships**			●	
IF.61	Construct a new city hall to meet the long-term needs of the city to provide services that meet community growth and growing quality of life expectations, including economic/entrepreneurial incubator space.	**Plans, Programs, Partnerships**	●			
IF.62	Develop an adaptive reuse plan for the existing City Hall, particularly considering its potential for a library, recreation/community center, or an economic/ entrepreneurial incubator.	**Plans, Programs, Partnerships**		●		
IF.63	Construct a state-of-the-art library, recognizing a current unmet need for the City of Manor. Such a facility has characteristics that make it a natural shared space with either a city hall or recreation center.	**Plans, Programs, Partnerships**		●		

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
IF.64	Construct a state-of-the-art recreation & community center to provide programming and activities for all ages.	**Plans, Programs, Partnerships**		●		
IF.65	Support efforts to incorporate art, including sculptures, into parks, trails and facility improvement projects.	**Plans, Programs, Partnerships**	●			
IF.66	Seek partners and develop recreational programming for youth, teens, adults, seniors and families that provides quality of life and a sense of identity with Manor.	**Plans, Programs, Partnerships**	●			

DOWNTOWN AND URBAN DESIGN

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
DU.1	Strategically invest in streetscapes to promote distinct neighborhood and district character and support future development and redevelopment.	**Decision Framework**		●		
DU.2	Support land use and place type configurations to achieve 15-minute neighborhoods throughout the City, allowing high access to goods, services, and opportunities without exclusive reliance on personal automobiles.	**Decision Framework**				●
DU.3	Create landscaping and streetscaping standards for targeted districts of dense employment, a mixture of uses, and larger-scale offices, that enhance employment and commercial development areas, especially in Downtown.	**Regulatory Framework**	●			
DU.4	Create a streetscape program, such as Great Streets.	**Plans, Programs, Partnerships**		●		
DU.5	Develop regulations, programs and incentives to support suburban retrofitting and incremental redevelopment, consistent with achieving the vision presented in the catalyst site renderings.	**Regulatory Framework**	●			
DU.6	Develop Downtown Design Guidelines that are consistent with achieving the building form, materiality, and architectural character envisioned for Downtown. Focus historical character along Parsons Street with more flexible design requirements elsewhere in Downtown.	**Regulatory Framework**	●			

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
DU.7	Transform Downtown by increasing the number of buildings and encouraging a greater mix of uses and businesses in the District and providing public amenities including parking, civic spaces, etc.	**Plans, Programs, Partnerships**		●		
DU.8	The City can spur development in Downtown by purchasing and offering publicly owned properties for redevelopment and utilizing P3s.	**Plans, Programs, Partnerships**		●		
DU.9	Appoint a single department within the City to be responsible for championing and overseeing Downtown redevelopment as well as ensuring coordination between all other City departments. This could be done by a Main Street Program and Program Manager or the Economic Development Department staff with assistance.	**Decision Framework**	●			
DU.10	Focus on retail, restaurants, and entertainment businesses that appeal to residents and visitors, creating active ground-level pedestrian experiences, including encouraging existing downtown businesses in these industries to open storefronts.	**Decision Framework**	●			
DU.11	Increase development of housing units close to multi-modal infrastructure and mixed-use developments, including in Downtown.	**Decision Framework**				●
DU.12	Implement a high-quality, affordable and accessible multimodal transportation system upon completion of a Transit Development Plan (TDP).	**Plans, Programs, Partnerships**				●

ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
DU.13	Improve equitable access to city resources and city meetings through proactive and transparent communications, easy-to-access information and materials available in more than one language.	**Plans, Programs, Partnerships**				●
DU.14	Consider hiring a communications director or public information officer dedicated to this action.	**Plans, Programs, Partnerships**	●			
DU.15	Improve multimodal connections within and between mixed-use centers including downtown and major employment centers, utilize consultants to perform this work as necessary, based on staff ability and capacity.	**Decision Framework**				●
DU.16	Develop a distinct brand for the City of Manor including a logo and tagline, as well as a related but unique brand specifically for Downtown that includes a district name and tagline that conveys activity and vibrancy. Utilize consultants to perform this work as necessary, based on staff ability and capacity.	**Plans, Programs, Partnerships**	●			
DU.17	Develop a signage family for the City of Manor, utilizing the brand created under action DU.15, above. Include both pedestrian scale and vehicular scale signage.	**Plans, Programs, Partnerships**	●			
DU.18	Consider a city-wide wayfinding program that includes special efforts directing vehicles into Downtown from the loop.	**Plans, Programs, Partnerships**	●			
DU.19	Design and install uniquely branded wayfinding signage for Downtown that directs drivers to destinations and public parking as well as human-scale signage that directs pedestrians to key locations throughout Downtown and emphasizes walk time.	**Plans, Programs, Partnerships**	●			

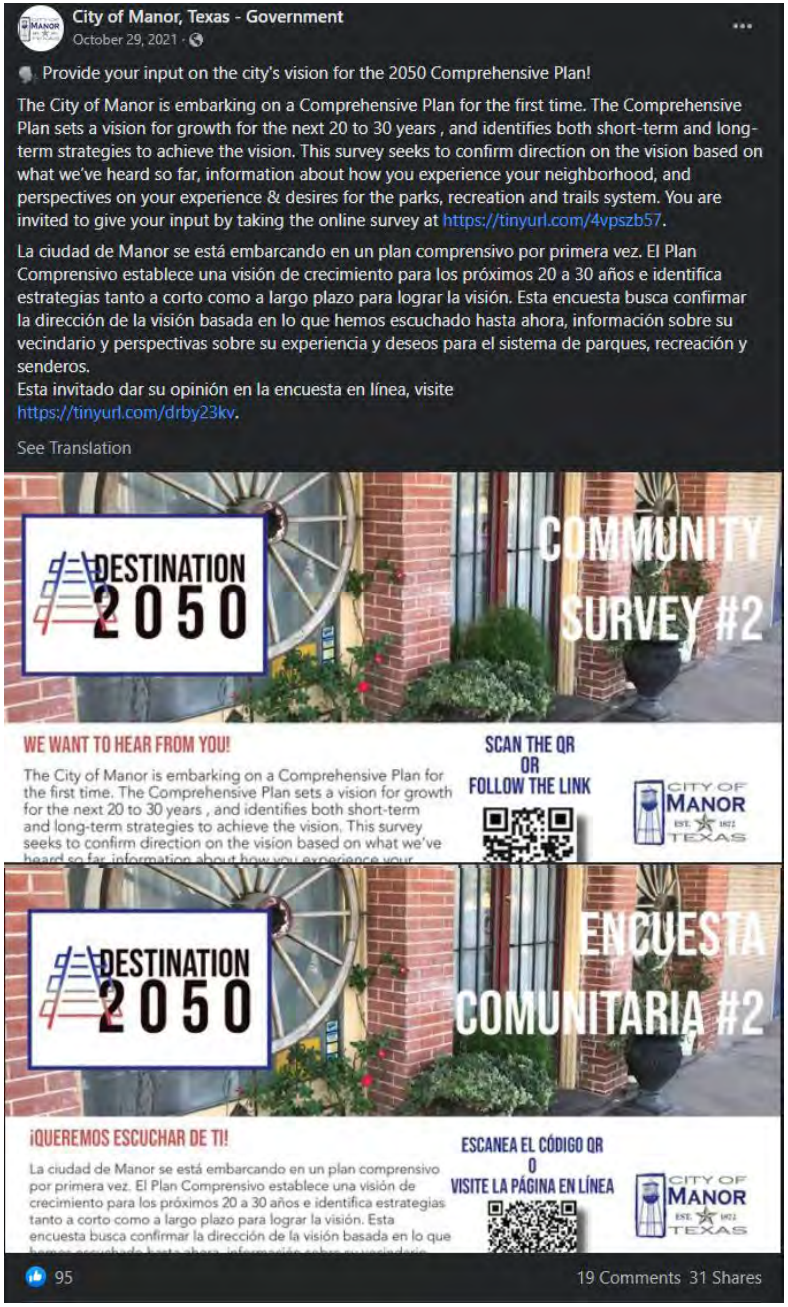
ACTION NO.	ACTION DESCRIPTION	STRATEGY TYPE REGULATORY FRAMEWORK DECISION FRAMEWORK PLANS, PROGRAMS, PARTNERSHIPS	TIMING			
			SHORT-TERM 1-3	MID-TERM 4-6	LONG-TERM 7-10+	ON-GOING
DU.20	Commission custom pole banners using local artists/ designs that emphasize Manor's history, arts, and culture.	**Plans, Programs, Partnerships**	●			
DU.21	Work with the service provider to design and install unique Downtown bus stop improvements for enhanced user comfort and safety. These areas also provide a great location for public art installations.	**Plans, Programs, Partnerships**		●		
DU.22	Install decorative crosswalks on primary streetscape corridors, including creative crosswalks in select locations, to enhance pedestrian safety and celebrate arts and culture.	**Plans, Programs, Partnerships**	●			
DU.23	Develop and promote standing monthly events targeting arts and culture, with extended business hours. While existing quarterly events are successful, experience indicates monthly events shift Downtown higher in consideration for local residents - a set monthly date (e.g., 1st Fridays) where they know something will be happening.	**Plans, Programs, Partnerships**	●			
DU.24	Develop and promote weekly events in Downtown, such as health and wellness classes, markets and pop ups, music, festivals, food and beverage tastings, etc.	**Plans, Programs, Partnerships**	●			
DU.25	Consider bond financing for infrastructure and public improvements in Downtown, utilize the Economic Development Fund in the meantime.	**Plans, Programs, Partnerships**		●		
DU.26	Utilize incentives to promote investment in Downtown by property owners and private investors. Develop a fund to provide financing, low interest loan pool, facade grants, tax freeze program, TIF/TIRZ/PIDs, sales and property tax abatements or refunds, etc.	**Plans, Programs, Partnerships**	●			

APPENDIX A

PARKS & RECREATION SUPPLEMENTAL INFORMATION

PUBLIC SURVEY #2 ADVERTISEMENT





ORIGINAL PUBLIC SURVEY #2 (ENGLISH)

Vision and Principles Confirmation

Please take some time to answer the questions below. We appreciate you taking the time to share your thoughts.

People from all backgrounds and abilities call Manor home. This livable, equitable and inclusive community provides the opportunity to raise a family, start a job, grow a business, and enjoy an enviable quality of life regardless of age or background. The community is well connected, supports local businesses, and is recognized for its commitment to serving the needs of all. Multiple transportation options position Manor perfectly to have a sustainable, resilient and booming economy. This, along with its parks and recreation opportunities and outstanding public facilities, makes Manor a gem in the region.

1. **Rate your level of agreement with this vision statement for what we hope Manor is like in 20 years.**

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
○	○	○	○	○

2. **Rate your level of agreement with the following guiding principles that will guide the planning effort going forward.**

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Embedded Equity: The idea that fairness & equity should be a prevailing thought in EVERY aspect of this plan.	○	○	○	○	○
Healthy Community: The idea that public health needs should be recognized and addressed, that parks are accessible to all with a variety of opportunities, and that fresh food is readily available.	○	○	○	○	○
Connected Community: The idea that residents should be able to access daily needs in short distances, including economic, educational and social well-being, and that the community should be technologically connected. This also includes connections to the region via multiple modes of transportation.	○	○	○	○	○
Resilient and Transformative Economy: The idea that Manor's economy should be diversified with greater opportunities for the people of Manor to achieve stability and enhanced quality of life through local access to jobs and education. This includes supporting existing businesses, start-ups and local entrepreneurs, and new businesses.	○	○	○	○	○
Livable Places for All: The idea that the built environment should work together to provide sustainable places for living, working and recreation, creating an enviable qualify of life on which to base Manor's identity, sense of place and environmental stewardship.	○	○	○	○	○

Please leave other comments in the space below. (optional)

Your Neighborhood Experiences

3. **Which area of Manor are you located?**

Select the number from the map

- 1
- 2
- 3
- 4
- 5
- Other (please specify)

4. **How satisfied are you living in your area?**

Very dissatisfied	Dissatisfied	Neither satisfied nor dissatisfied	Satisfied	Very satisfied

5. **What do you like most about living in the area you selected?**

6. **What do you like least about living in the area you selected?**

Parks, Recreation, and Trails

7. **How would you describe the quality of parks and recreational amenities in Manor?**

Poor	Fair	Good	Excellent

8. **How would you rate the City in the following categories?**

	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied
The overall appearance of parks					
The overall safety of parks					
The maintenance of parks					
The quality of parks in my neighborhood					
Having parks conveniently located for people in all areas of the City					
The amount of publicly accessible natural areas					
The variety of recreational facilities in parks					
The overall quality of athletic amenities (i.e., fields and courts)					

Comments (please specify)

9. **In the past year, how often have you or your family participated in or utilized the following?**

	Rarely/Never	Yearly	Monthly	Weekly	Daily
Attended a community event in the park	○	○	○	○	○
Participated in a youth athletic league	○	○	○	○	○
Participated in an adult athletic league	○	○	○	○	○
Walked or rode a bike to a park in Manor	○	○	○	○	○
Visited a picnic pavilion in City parks	○	○	○	○	○
Visited a playground in City parks	○	○	○	○	○
Visited Timmermann Park	○	○	○	○	○

10. **What keeps you from using the Manor parks and recreation facilities more?**

Check all that apply

- ☐ Don't have time or not interested
- ☐ There are no parks near me
- ☐ The parks and facilities don't meet my needs
- ☐ I do not feel safe in the parks
- ☐ Lack of maintenance
- ☐ I use parks or facilities in other cities instead
- ☐ Other (please specify)

* 11. **Which park do you walk or bike to most frequently?**

Choose one.

- ○ Jennie Lane Park
- ○ Greenbury Village Park
- ○ Carriage Hills Park
- ○ Bell Farms Park
- ○ Bell Farms Entrance Park
- ○ Timmermann Park
- ○ Wildhorse Creek Park
- ○ Hamilton Point Park
- ○ Presidential Glen Park
- ○ Presidential Heights Park
- ○ Downtown Art Park
- ○ I don't walk or bike to any parks regularly

12. **Which events have you attended in the last five years?**

Check all that apply.

- ☐ ManorPalooza (Spring)
- ☐ National Night Out/Manor Night at the Park (Fall)
- ☐ Heritage Fest (Fall)
- ☐ Easter Bash (Spring)

13. **How satisfied are you with recreational programming opportunities in Manor for people in the following age groups?**

	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied
Young children, age 4 or under	○	○	○	○	○
Children, ages 5-8	○	○	○	○	○
Children, ages 9-12	○	○	○	○	○
Teens, ages 13-19	○	○	○	○	○
Adults, ages 20-55	○	○	○	○	○
People over the age of 55	○	○	○	○	○

Comments (please specify)

14. **Which age group do you feel has the greatest need for recreational programming?**

Rank your answers from 1 to 6.

- Young children, age 4 or under
- Children, ages 5-8
- Children, ages 9-12
- Teens, ages 13-19
- Adults, ages 20-55
- People over the age of 55

15. **How important is it for the City to support the following types of recreational programming?**

	Not Important at All	Not Important	Neutral	Important	Very Important
Youth athletics					
Adult athletics					
Senior programs (e.g., senior dances, game night)					
Arts programs (e.g., painting)					
Health and fitness (e.g., Zumba, yoga)					
Seasonal programs					
Special events					

Other (please specify)

16. **Choose you and your family's favorite recreational activities, even if you have to go outside of Manor to participate in them.**

Check all that apply.

- [ ] Art / crafts classes
- [ ] Baseball / softball
- [ ] Basketball
- [ ] Bicycling
- [ ] BMX biking
- [ ] Boating
- [ ] Canoeing / kayaking / paddle boarding
- [ ] Dance / yoga
- [ ] Disc golf / Frisbee golf
- [ ] Exercising at a private gym
- [ ] Fishing
- [ ] Football
- [ ] Going to festivals or special events
- [ ] Going to a dog park / walking your dog
- [ ] Golfing
- [ ] Group exercise / fitness classes
- [ ] Horseback riding
- [ ] Hunting
- [ ] Picnicking
- [ ] Playing in a youth athletic league
- [ ] Playing in an adult athletic league
- [ ] Playing on playgrounds
- [ ] Playing on a splash pad
- [ ] Running / jogging
- [ ] Skateboarding
- [ ] Soccer
- [ ] Swimming competitively
- [ ] Swimming for leisure / fitness
- [ ] Tennis
- [ ] Viewing nature / wildlife

- [ ] Volleyball
- [ ] Walking / hiking on trails
- [ ] Other (please specify)

17. **If you or your family participate in an athletic league, in which one(s) do you participate?**
Skip this question if you don't participate in athletic programming.

18. **What is your favorite park in Manor?**

19. **How important is it for the following amenities to be provided in Manor parks and recreation facilities?**

	Not Important at All	Not Important	Neutral	Important	Very Important
Soccer fields	○	○	○	○	○
Football fields	○	○	○	○	○
Baseball/softball fields	○	○	○	○	○
Outdoor basketball courts	○	○	○	○	○
Tennis courts	○	○	○	○	○
Outdoor volleyball courts	○	○	○	○	○
Skate park	○	○	○	○	○
BMX park	○	○	○	○	○
Disc golf course	○	○	○	○	○
Dog park	○	○	○	○	○
Playgrounds	○	○	○	○	○
Picnic amenities	○	○	○	○	○
Pavilions	○	○	○	○	○
Community gardens	○	○	○	○	○
Swimming pools	○	○	○	○	○
Splash pads	○	○	○	○	○
Outdoor event space (e.g., amphitheater)	○	○	○	○	○
Landscaping in parks	○	○	○	○	○
Shade trees	○	○	○	○	○
Indoor recreation opportunities	○	○	○	○	○

Other (please specify)

20. **How important do you consider each of the following potential actions the City could take?**

	Not Important at All	Not Important	Neutral	Important	Very Important
Improve the maintenance of existing parks	○	○	○	○	○
Renovate existing park amenities to improve condition and accessibility	○	○	○	○	○
Add new amenities to existing parks	○	○	○	○	○
Build a new aquatic center (facility with splash pad, pool, etc.)	○	○	○	○	○
Build a community center/civic center/recreation center	○	○	○	○	○
Provide more athletic fields	○	○	○	○	○
Build a dog park	○	○	○	○	○
Build a skate park	○	○	○	○	○
Build trails to connect neighborhoods, parks and schools	○	○	○	○	○
Develop new parks	○	○	○	○	○

Other (please specify)

21. **When thinking about how you are comfortable getting places by walking or biking, rate how comfortable you feel with the following:**

	Not Important at All	Not Important	Neutral	Important	Very Important
Sidewalks wide enough for two strollers or wheelchairs to pass side-by-side	○	○	○	○	○
Bike lanes	○	○	○	○	○
Bike lanes with a buffer or barrier separating them from vehicle lanes	○	○	○	○	○
Multiuse paths for bikes and pedestrians	○	○	○	○	○
Crosswalks without stop signs or traffic signals	○	○	○	○	○
Crosswalks with stop signs	○	○	○	○	○
Crosswalks with traffic signals	○	○	○	○	○
Mid-block bike/pedestrian crossings with signals	○	○	○	○	○
Multiuse paths that cross major roads using a bridge or underpass	○	○	○	○	○

22. **If your desired destination (park, workplace, service or business) was close enough and you had bike/pedestrian facilities that made you comfortable, would you choose to access the destination without using an automobile?**

all the time	most of the time	sometimes	rarely	never
○	○	○	○	○

Demographics

We want to make sure we hear from the whole community. Please answer the questions below.

23. What is your age?

- ○ 19 or younger
- ○ 20-44
- ○ 45-64
- ○ 65+

24. Do you live in the City of Manor?

- ○ Yes
- ○ No
- ○ Not sure

25. Please specify your race.

- ○ White
- ○ Black or African American
- ○ American Indian or Alaska Native
- ○ Asian
- ○ Native Hawaiian or Other Pacific Islander
- ○ Some other race

26. Are you of Hispanic, Latino, or Spanish origin?

- ○ Yes
- ○ No

27. Do you own or rent your current residence?

- ○ Own
- ○ Rent
- ○ Other (please specify)

Thank you for taking the time to complete this survey.

ORIGINAL PUBLIC SURVEY #2 (SPANISH)

La Visión y los Principios Rectores

Tómese un tiempo para responder las preguntas siguientes. Agradecemos su tiempo en compartir su opinion.

Personas de todos los orígenes y habilidades llaman Manor su hogar. Esta comunidad habitable, equitativa e inclusive brinda la oportunidad de formar una familia, comenzar un trabajo, hacer crecer un negocio y disfrutar de una calidad de vida envidiable independientemente de su edad o antecedentes. La comunidad está bien conectada, apoya a las empresas locales y es reconocida por su compromiso de atender las necesidades de todos. Varias opciones de transporte posicionan a la ciudad de Manor para una economía sostenible, resistente y en auge. Este, junto con sus parques, las oportunidades recreativas y las excelentes instalaciones públicas hacen la ciudad una joya en la región.

1. **Califique su nivel de acuerdo con la visión propuesta en esta encuesta de cómo esperamos que Manor sea en 20 años:**

Totalmente de Desacuerdo	Desacuerdo	Neutral	Acuerdo	Totalmente de Acuerdo
○	○	○	○	○

2. **Califique su nivel de acuerdo con los siguientes principios rectores que guiarán el esfuerzo para mejor planear para el futuro:**

	Totalmente de Desacuerdo	Desacuerdo	Neutral	Acuerdo	Totalmente de Acuerdo
Equidad incorporada: La idea de que la justicia y la equidad debe ser un pensamiento predominante en CADA aspecto de este plan.	○	○	○	○	○
Comunidad Saludable: La idea de que las necesidades relacionadas con la salud pública deben ser reconocidas y atendidas, que los parques sean accesibles para todos con una variedad de oportunidades y que los alimentos frescos estén fácilmente disponibles.	○	○	○	○	○
Comunidad Conectada: La idea de que los residentes pueden acceder necesidades diarias en poco distancia de sus hogares, incluyendo servicios económicos, educativos que contribuyen al bienestar social. Y que la comunidad debería ser tecnológicamente conectado. Esto también incluye conexiones a la región a través de multiples modos de transporte.	○	○	○	○	○
Economía Resiliente: La idea de que economia de Manor debe ser diversificado con más oportunidades para la gente poder lograr estabilidad y una major calidad de vida a través de los trabajos locales y la educación disponible en Manor. Esto incluye apoyar los negocios existentes, los emprendedores locales y los nuevos negocios.	○	○	○	○	○
Lugares habitables para todos: La idea de que el desarrollo comunitario debe proporcionar lugares sostenibles para vivir, trabajar y divertirse para crear una calidad de vida envidiable que encarne la identidad, el sentido de lugar y el ambiente de Manor.	○	○	○	○	○

Deje otros comentarios en el espacio a continuación. (Opcional)

Experiencias de su Vecindario

3. **¿En qué área de Manor se encuentra?**

Seleccione el número en el mapa que corresponde a su lugar de residencia.

- ○ 1
- ○ 2
- ○ 3
- ○ 4
- ○ 5
- ○ Otro Lugar (Escriba su logar de residencia en el espacio a continuación)

4. **¿Qué tan satisfecho estás viviendo en tu área?**

Muy Insatisfecho	Insatisfecho	Ni Satisfecho Ni Insatisfecho	Satisfecho	Muy Satisfecho
○	○	○	○	○

5. **¿Qué es lo que más le gusta de vivir en el área que seleccionó?**

6. **¿Qué es lo que menos le gusta de vivir en el área que seleccionó?**

Parques, Recreación y Senderos

7. **¿Cómo describiría la calidad de los parques y las instalaciones recreativas de Manor?**

Pobre	Justo	Bueno	Excelente
○	○	○	○

8. **¿Cómo calificaría a la ciudad en las siguientes categorías?**

	Rara Vez / Nunca	Anual	Mensual	Semanalmente	Diario
La apariencia de los parques	○	○	○	○	○
La seguridad de los parques	○	○	○	○	○
El mantenimiento de parques	○	○	○	○	○
La calidad de los parques en mi vecindario	○	○	○	○	○
Tener parques convenientemente ubicado para personas en todas las áreas del Ciudad	○	○	○	○	○
La cantidad de públicamente áreas naturales accesibles	○	○	○	○	○
La variedad de instalaciones recreativas en parques	○	○	○	○	○
La calidad general de servicios deportivos (por ejemplo: campos y canchas)	○	○	○	○	○

Deje otros comentarios en el espacio a continuación.

9. **En el último año, ¿con qué frecuencia usted o su familia participaron o utilizaron lo siguiente?**

	Rara Vez / Nunca	Anual	Mensual	Semanalmente	Diario
Asistió un evento comunitario en el parque	○	○	○	○	○
Participó en una liga atlética para la juventud	○	○	○	○	○
Participó en una liga atlética para adultos	○	○	○	○	○
Caminó o montó en bicicleta a un parque en Manor	○	○	○	○	○
Visitó un pabellón de picnic en uno de los parques de la ciudad	○	○	○	○	○
Visitó un patio de recreo en uno de los parques de la ciudad	○	○	○	○	○
Visitó Timmermann Park	○	○	○	○	○

10. **¿Qué le impide utilizar más los parques y las instalaciones recreativas de Manor?**
Marque todo lo que corresponda.

- ☐ No tengo tiempo o no me interesa
- ☐ No hay parques cerca de mi
- ☐ Los parques y las instalaciones no satisfacen mis necesidades
- ☐ No me siento seguro en los parques
- ☐ Falta de mantenimiento
- ☐ En su lugar, uso parques o instalaciones en otras ciudades
- ☐ Otro (por favor especifique en el espacio a continuación)

* 11. **¿A qué parque caminas o andas en bicicleta con más frecuencia?**
Elige uno.

- ○ Jennie Lane Park
- ○ Greenbury Village Park
- ○ Carriage Hills Park
- ○ Bell Farms Park
- ○ Bell Farms Entrance Park
- ○ Timmermann Park
- ○ Wildhorse Creek Park
- ○ Hamilton Point Park
- ○ Presidential Glen Park
- ○ Presidential Heights Park
- ○ Downtown Art Park
- ○ No camino ni voy en bicicleta a ningún parque con regularidad

12. **¿A qué eventos ha asistido en los últimos cinco años?**
Marque todas las opciones que le corresponde.

- ☐ ManorPalooza (este evento ocurre en la primavera)
- ☐ National Night Out/Manor Night at the Park (este evento ocurre en el otoño)
- ☐ Heritage Fest (este evento ocurre en el otoño)
- ☐ Easter Bash (este evento ocurre en la primavera)

13. **¿Qué tan satisfecho está con las oportunidades de programación recreativa en Manor para las personas en el siguientes grupos de edad?**

	Muy Insatisfecho	Insatisfecho	Ni Satisfecho Ni Insatisfecho	Satisfecho	Muy Satisfecho
Niños de 4 años o menos	○	○	○	○	○
Niños de 5-8 años	○	○	○	○	○
Niños de 9-12 años	○	○	○	○	○
Adolescentes de 13-19 años	○	○	○	○	○
Adultos de 20-55 años	○	○	○	○	○
Gente sobre la edad de 55 años	○	○	○	○	○

Comentarios (de comentarios adicionales en el espacio a continuación)

14. **¿Qué grupo de edad cree que tiene la mayor necesidad de programación recreativa?**
Priorice sus respuestas del 1 al 6. Con 1 siendo el grupo con mayor necesidad de programación recreativa.

≣ ☐ Niños de 4 años o menos

≣ ☐ Niños de 5-8 años

≣ ☐ Niños de 9-12 años

≣ ☐ Adolescentes de 13-19 años

≣ ☐ Adultos de 20-55 años

≣ ☐ Gente sobre la edad de 55 años

15. **¿Qué tan importante es para usted que la ciudad apoye los siguientes tipos de programación recreativa?**

	Nada importante	No es importante	Neutral	Importante	Muy Importante
Atletismo Juvenil	○	○	○	○	○
Atletismo para Adultos	○	○	○	○	○
Programas para Personas Mayores (por ejemplo, bailes mayores y noche de juego)	○	○	○	○	○
Programas de Artes (por ejemplo, actividades para pintar cuadros)	○	○	○	○	○
Salud y Estado Físico (por ejemplo, Zumba y yoga)	○	○	○	○	○
Eventos Programados por Temporada	○	○	○	○	○
Eventos Especiales	○	○	○	○	○

Otro (por favor especifique otras opciones en el espacio a continuación)

16. **Elija sus actividades recreativas favoritas y las de su familia, incluso si tiene que salir Manor para participar en ellos.**
Marque todas las opciones que le corresponde.

- ☐ Clases de arte / manualidades
- ☐ Baseball / softball
- ☐ Basketball
- ☐ Andar en bicicleta
- ☐ Andar en bicicleta BMX
- ☐ Paseo en barco
- ☐ Piragüismo / kayak / paddle boarding
- ☐ Baile / yoga
- ☐ Disc golf / Frisbee golf
- ☐ Hacer ejercicio en un gimnasio privado
- ☐ Pesca
- ☐ Football
- ☐ Ir a festivales o eventos especiales

- [ ] Ir a un parque para perros / pasear a tu perro
- [ ] Jugar golf
- [ ] Ejercicios grupales / clases de ejercicios
- [ ] Cabalgatas
- [ ] Cacería
- [ ] Picnicking
- [ ] Jugar en una liga atlética juvenil
- [ ] Jugar en una liga atlética para adultos
- [ ] Jugar en patios de recreo
- [ ] Jugar en una plataforma de salpicaduras
- [ ] Correr / trotar
- [ ] Patinar
- [ ] Fútbol
- [ ] Natación competitiva
- [ ] Natación por razones recreativas y ejercisio físico
- [ ] Tennis
- [ ] Observación de la naturaleza
- [ ] Volleyball
- [ ] Caminar / caminar por senderos
- [ ] Otro (por favor especifique otras opciones en el espacio a continuación)

17. **Si usted o su familia participan en una liga atlética, ¿en cuál (s) participa (s)?**
Omita esta pregunta si no participa en la programación deportiva.

18. **¿Cuál es tu parque favorito en Manor?**

19. **¿Qué tan importante es para usted que la ciudad proporcione las siguientes comodidades y instalaciones recreativas en los parques y lugares recreativos de Manor?**

	Nada importante	No es importante	Neutral	Importante	Muy Importante
Campos de fútbol	○	○	○	○	○
Campos de football	○	○	○	○	○
Campos de baseball/softball	○	○	○	○	○
Canchas de basketball al aire libre	○	○	○	○	○
Canchas de Tennis	○	○	○	○	○
Canchas de volleyball al aire libre	○	○	○	○	○
Parque de patinaje	○	○	○	○	○
Parque de BMX	○	○	○	○	○
Campo de golf de disco	○	○	○	○	○
Parque para perros	○	○	○	○	○
Patios de recreo	○	○	○	○	○
Comodidades para un picnic	○	○	○	○	○
Pabellones	○	○	○	○	○
Jardines comunitarios	○	○	○	○	○
Piscinas	○	○	○	○	○
Almohadillas para salpicaduras	○	○	○	○	○
Espacio para eventos al aire libre (por ejemplo, anfiteatro)	○	○	○	○	○
Paisajismo en parques	○	○	○	○	○
Árboles	○	○	○	○	○
Recreación interior oportunidades	○	○	○	○	○

Otro (por favor especifique otras opciones en el espacio a continuación)

20. **¿Qué tan importante consideras cada una de las siguientes acciones potenciales que la Ciudad podría tomar?**

	Nada importante	No es importante	Neutral	Importante	Muy Importante
Mejorar el mantenimiento de existentes parques	○	○	○	○	○
Renovar parque existente para mejorar la condición y accesibilidad de comodidades	○	○	○	○	○
Agregar nuevas comodidades a parques existentes	○	○	○	○	○
Construir un nuevo centro acuático (facilidad con chapoteo, piscina, etc.)	○	○	○	○	○
Construir un centro comunitario / centro cívico / centro recreativo	○	○	○	○	○
Proporcionar más campos atléticos	○	○	○	○	○
Construir un parque para perros	○	○	○	○	○
Construir un parque de patinaje	○	○	○	○	○
Construir senderos para conectar vecindarios, parques y escuelas	○	○	○	○	○
Construir nuevos parques	○	○	○	○	○

Otro (por favor especifique otras opciones en el espacio a continuación)

21. **¿Qué tan cómodo es viajar a lugares a pie o en bicicleta con las siguientes comodidades? Califique qué tan cómodo se siente con las siguientes comodidades.**

	Nada importante	No es importante	Neutral	Importante	Muy Importante
Las veredas son suficientemente anchas para dos carriolas o sillas de ruedas para pasar lado a lado	○	○	○	○	○
Carriles designados para bicicletas	○	○	○	○	○
Carriles para bicicletas separados de los carriles para automóviles con un objeto físico o paisajismo	○	○	○	○	○
Veredas de multiuso para peatones y ciclistas	○	○	○	○	○
Cruces en la veredas peatonales sin señales de parada o semáforos	○	○	○	○	○
Cruces en la veredas peatonales con señales de parada	○	○	○	○	○
Cruces en la veredas peatonales con semáforos	○	○	○	○	○
Cruces en las veredas peteanoles a mitad del bloque con señales	○	○	○	○	○
Veredas de multiuso que crucan carreteras usando un puente	○	○	○	○	○

22. **Si su destino deseado (parque, lugar de trabajo, servicio o negocio) estaba lo suficientemente cerca y tenía Instalaciones para bicicletas / peatones que lo hicieron sentir cómodo, ¿elegiría acceder al destino sin usar un automóvil?**

Todo el Tiempo	Mayoria del Tiempo	Algunas veces	Casi Nunca	Nunca
○	○	○	○	○

Demografía

Queremos asegurarnos de escuchar a toda la comunidad. Responda las preguntas siguientes.

23. **¿Cuál es su edad?**

- ○ 19 años or menos
- ○ 20-44 años
- ○ 45-64 años
- ○ 65 años y mayor

24. **¿Vive en la ciudad de Manor?**

- ○ Si
- ○ No
- ○ No, estoy seguro (a)

25. **Por favor especifique su raza.**

- ○ Blanco (a)
- ○ Negro(a) o afroamericano(a)
- ○ Indio americano(a) o nativo(a) de Alaska
- ○ Asiático(a)
- ○ Nativo hawaiano(a) u otro isleño(a) del Pacífico
- ○ Otra raza

26. **¿Eres de origen hispano, latino o español?**

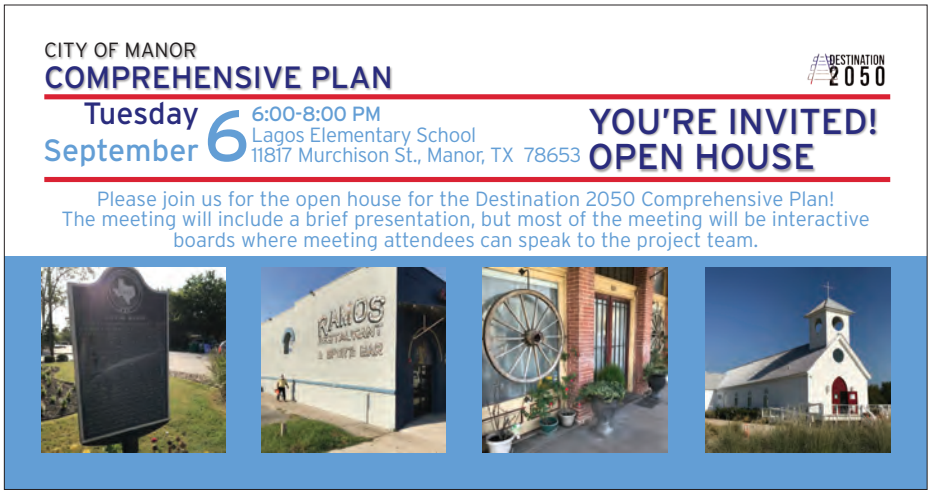
- ○ Si
- ○ No

27. **¿Es propietario o alquila su residencia?**

- ○ Yo soy dueno de mi residencia
- ○ Alquilo mi residencia
- ○ Otra (por favor especifique otras opciones en el espacio a continuación)

Gracias por tomarse el tiempo para completar esta encuesta.

OPEN HOUSE ADVERTISEMENT





APPENDIX B

SURVEY RESPONSES

DESTINATION 2050

COMMUNITY SURVEY #1 SUMMARY

JULY 28, 2021

ABOUT THE ONLINE SURVEY

An online survey was launched to gather input from the community regarding the priorities of the community and opportunities for the future of Manor. The survey was open from June 17, 2021 to July 16, 2021. The survey could be viewed on either a computer or a mobile device and structured with a Spanish language alternative with the click of a button. The survey was promoted through the city's website, email distribution lists, flyers, and social media. This summary presents the results of the online survey.

When reviewing this summary, please note that participants are not required to answer every question, and some questions require multiple responses. The total number of responses may appear less or more than the total number of participants.

SURVEY TRAFFIC SUMMARY

3017

Total Visits

978

Unique Users

1:51

Average Time (minutes)

279

Unique Stakeholders

205

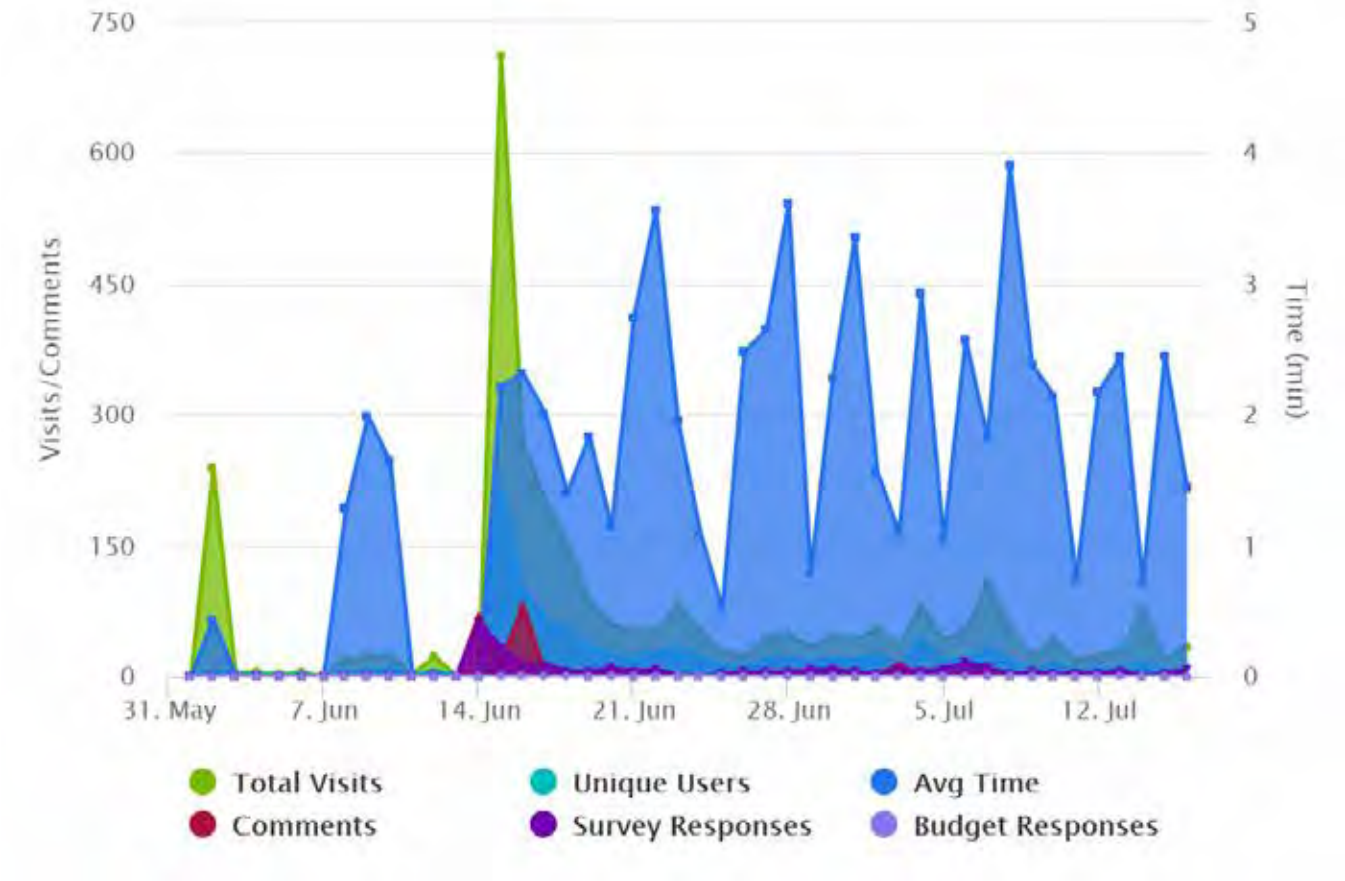
Comments

263

Survey Responses

PARTICIPATION BY DATE

The following charts show the number of engagements per day.



STAKEHOLDER ENGAGEMENT TERMINOLOGY

Total Visits - The total number of visits to your project site

Unique Users - The total number of unique people viewing your site (generally determined by using the same browser)

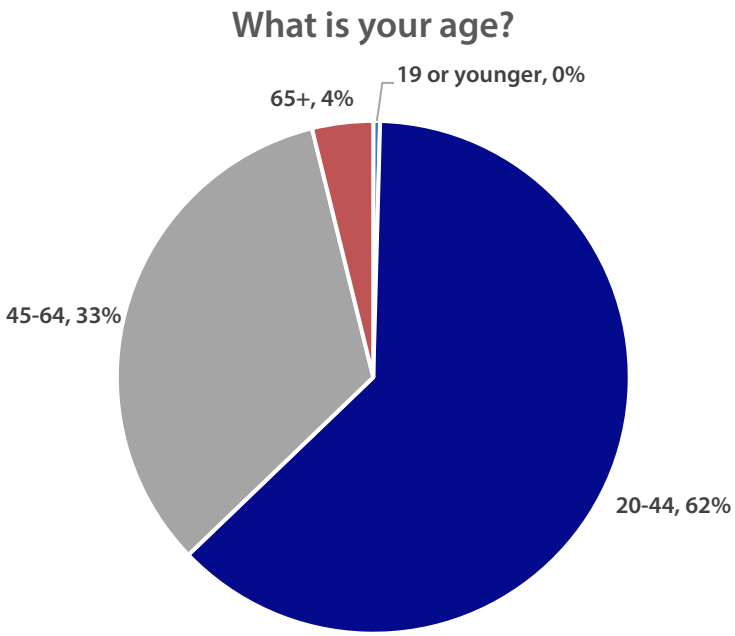
Average Time - The average time people are spending on the site viewing and interacting with the project

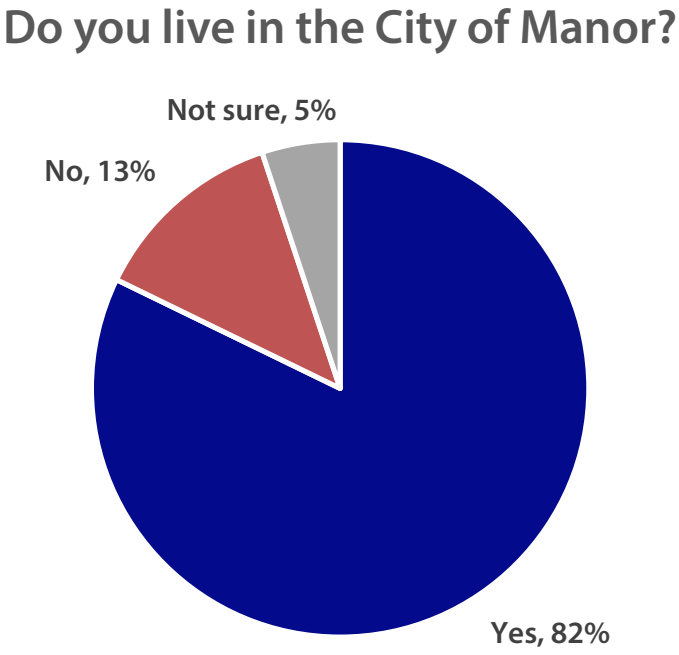
Unique Stakeholders - The number of people who are interacting with the site (adding comments/ answering surveys)

Comments - The total number of comments on your site

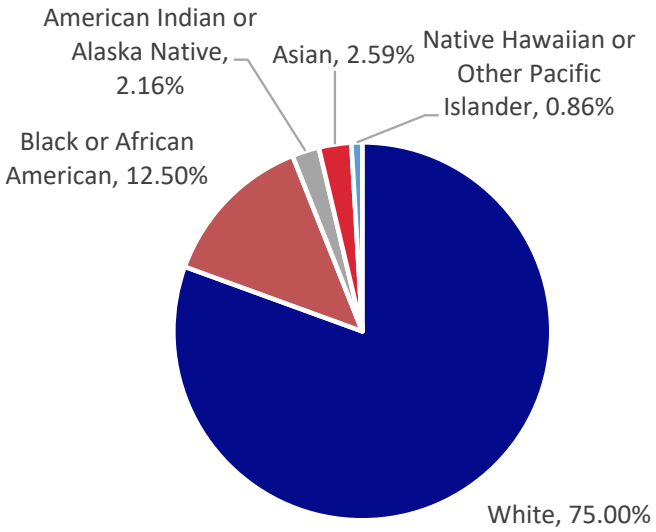
Survey Responses - The total number of survey responses on your site

DEMOGRAPHIC SUMMARY

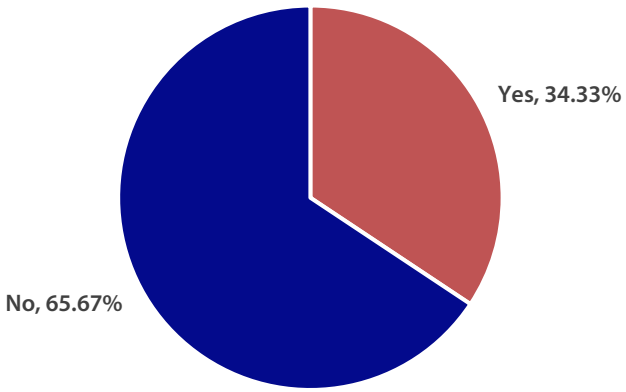




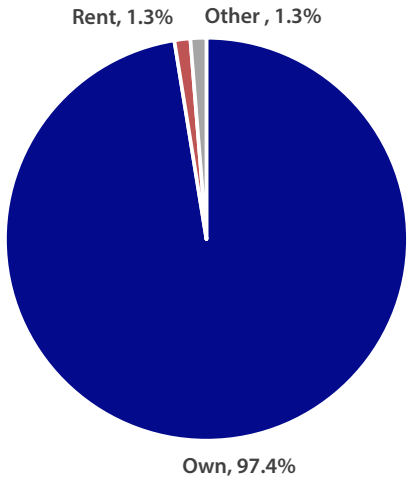
Please specify your race.



Are you of Hispanic, Latino, or Spanish origin?



Do you own or rent your current residence?

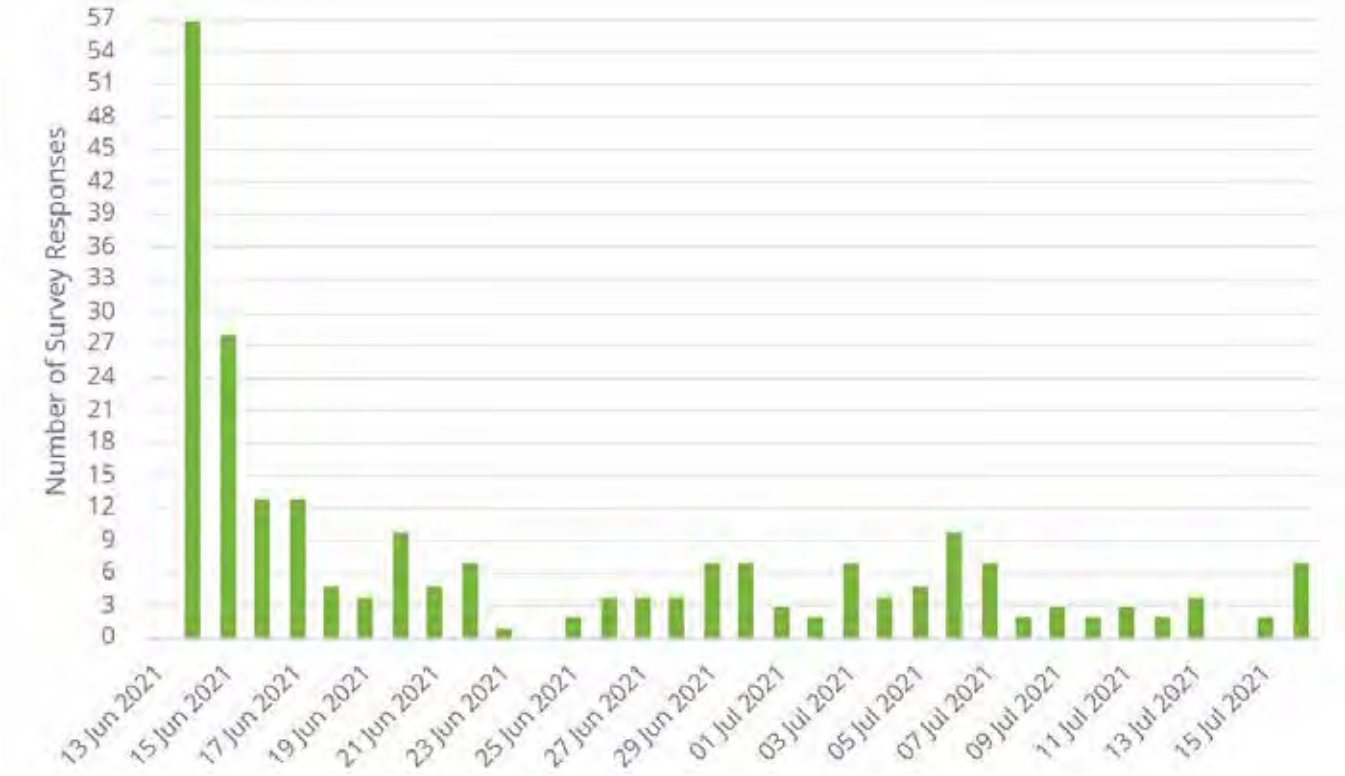


SURVEY TRAFFIC

The survey was launched June 14 2021 and closed July 16 2021. The number of survey responses by day are shown below.

Date	Survey Responses
14 Jun 2021	57
15 Jun 2021	28
16 Jun 2021	13
17 Jun 2021	13
18 Jun 2021	5
19 Jun 2021	4
20 Jun 2021	10
21 Jun 2021	5
22 Jun 2021	7
23 Jun 2021	1
24 Jun 2021	0
25 Jun 2021	2
26 Jun 2021	4
27 Jun 2021	4
28 Jun 2021	4
29 Jun 2021	7
30 Jun 2021	7
01 Jul 2021	3
02 Jul 2021	2
03 Jul 2021	7
04 Jul 2021	4
05 Jul 2021	5
06 Jul 2021	10
07 Jul 2021	7
08 Jul 2021	2
09 Jul 2021	3
10 Jul 2021	2
11 Jul 2021	3
12 Jul 2021	2
13 Jul 2021	4
14 Jul 2021	0
15 Jul 2021	2
16 Jul 2021	7
Total	**234**

NUMBER OF RESPONSES BY DAY



PRIORITIES

Survey participants were asked to rank the top priorities in ranking order from 1 to 8, with 1 being the highest priority. The table below shows the weighted score in the last column. The topics are ranked from highest to lowest priority.

Priority	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	Weighted Score
Transportation & Mobility: Efficient and safe vehicular, pedestrian, and bike mobility	54	29	11	13	10	10	6	4	137	5.16
Infrastructure: Streets, stormwater, water, and wastewater infrastructure to support the community's development	36	31	19	12	6	13	6	4	127	4.59
Economic Development: Businesses and employment to meet the community and regional needs	26	24	22	11	14	7	16	5	125	4.10
Growth & Land Use: Land use types and where/how future development should occur	18	18	27	14	21	13	6	11	128	3.93
Parks & Open Space: Parks, trails, and open spaces that preserve nature, promote a healthy lifestyle and well-being, while offering equitable opportunities for residents to recreate	12	13	18	15	15	21	17	10	121	3.25
City Services & Facilities: City services and facilities like the library and recreation center	10	7	14	18	20	18	16	15	118	2.93
Urban Design & Character: Promoting a positive image and enjoyable experience within Manor	5	8	10	24	19	11	12	27	116	2.64
Housing & Neighborhoods: Ensuring the right mix of housing types, affordability, and neighborhood conditions	4	10	9	17	10	11	25	28	114	2.38

ADDITIONAL COMMENTS

Please suggest another priority, if one is missing.

#	Feedback
1	Electric charging stations
2	Focus on safety, strong police force. Not a Blue Lives Matter guy but I would like a safer city.
3	Manor needs a youth building to keep our teens active in sports and positive hangouts.
4	Better schools
5	Entertainment
6	Get a quiet zone for the train that comes through our town at 3 am, 4am, 5am i
7	Grocery store
8	Revitalize downtown
9	Better grocery stores, retail shopping and restaurants.
10	Roads all around the area need repair/widening/ turn lanes/signals desperately! Public Transit from the neighborhoods along 290 into all areas of Manor. Not everyone has a car or is old enough to drive, but still needs to get safely to shopping (beyond Walmart)/services.
11	More restaurants and major retailer like target Home Depot/Lowe's
12	City pool, stop lights on 973 near Stonewater
13	Public safety. Ensure we have enough first responders to keep us safe.
14	Street and railroad intersection upkeep
15	Trees, greenery, shade
16	Walkability, it's too dangerous to walk around, and too far to walk anywhere.
17	Fix the roads….
18	*** Expand roads/reduce congestion!!!
19	Street expansion and maintenance
20	HEB- replace Manor Grocery
21	Grocery store, traffic on 290
22	EXTEND TOLL ROAD TO BOIS D'ARC.
23	More businesses other than fast food and pass through businesses.
24	Including Shadowglen residents in city votes. I have a Manor address, my kids go to Manor schools, I should and eat as much as I can in Manor, I would like to have a say in the politics too.
25	Fixing Manor's deteriorated streets should be priority one.

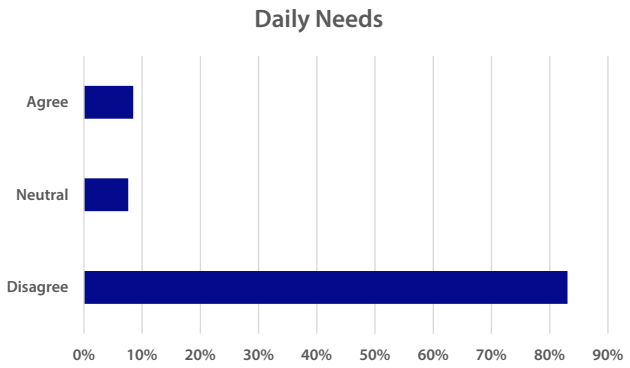
#	Feedback
26	Truthfully my biggest concern is lack of businesses (regardless of local or National brands) and infrastructure of roads! Also I am worried of the lack of schools! The city is growing and the schools are becoming overcrowded!
27	Blake manor road needs another road to intersect or make it two lanes each way
28	Diversity and Inclusion Policies
29	A recreational facility for the kids and families pool, games , classes
30	Grocery Store like HEB would be awesome!!
31	Building more without improving the infrastructure of the roads
32	Water supply reservoirs and wastewater interceptors need to be prioritized over WSCs and lift stations
33	Community resources like HEB, farmers markets, more restaurant variety
34	HEB
35	Bring businesses that are more likely to hire local residents.
36	We need an HEB!
37	Public library, HEB,

MANOR TODAY

GROWTH & LAND USE

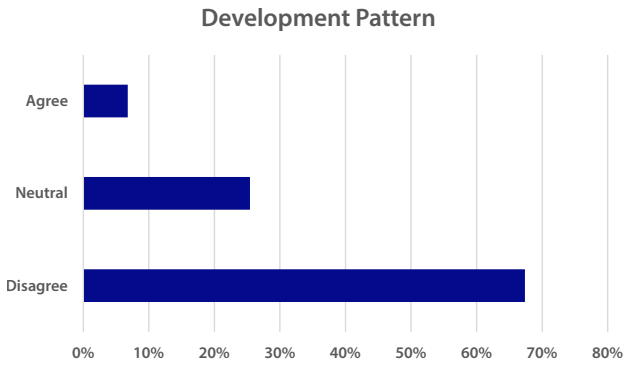
Daily Needs: I do most of my shopping in Manor.

Rating	Input	%
Agree	20	8.47%
Neutral	18	7.63%
Disagree	196	83.05%
Total	**234**	**100%**



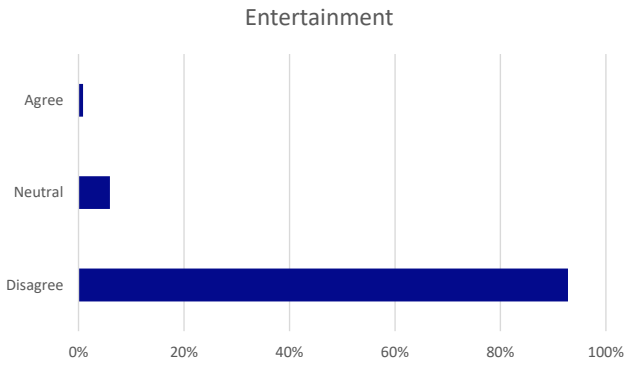
Development Pattern: Manor has the right mix of land use types, density, and open spaces.

Rating	Input	%
Agree	16	6.78%
Neutral	60	25.42%
Disagree	159	67.37%
Total	**235**	**100%**



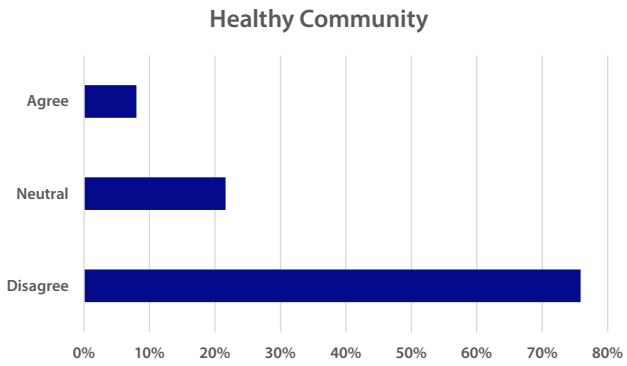
Entertainment: Manor has the types of activities and entertainment that I enjoy.

Rating	Input	%
Agree	2	0.85%
Neutral	14	5.93%
Disagree	219	92.80%
Total	**235**	**100%**



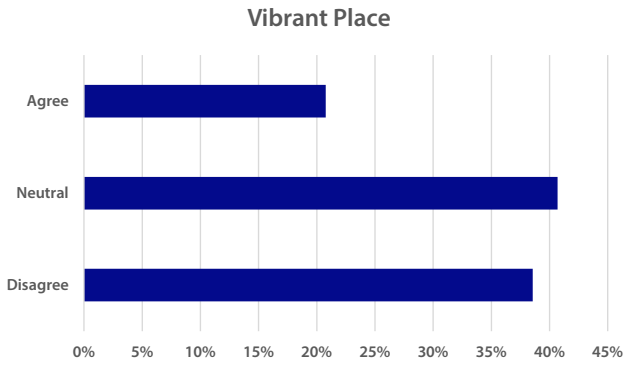
Healthy Community: Manor has adequate access to fresh food, health and medical care, and recreational amenities.

Rating	Input	%
Agree	6	2.54%
Neutral	51	21.61%
Disagree	179	75.85%
Total	**236**	**100%**



Vibrant Place: I think of Manor as a vibrant, welcoming place.

Rating	Input	%
Agree	49	20.76%
Neutral	96	40.68%
Disagree	91	38.56%
Total	**236**	**100%**



ADDITIONAL COMMENTS

Suggest another Growth & Land Use statement you would like to address.

#	Feedback
1	HEB urgently needed
2	Reasonable distance to recreational facilities
3	Please don't go for another fast food. We need more playscapes, splashpads, and or skating rinks in the park. We also, desperately need a grocery store!
4	Honest statement: Manor looks like a modern city or somewhere I would actually enjoy to live in. Or does Manor seem like just another fuel stop town?
5	The closest hospital is too far away. We have no true grocery store closer than Pflugerville or Elgin. There is no family entertainment in this city. We go to Pflugerville for everything we need. HEB, Costco, furniture stores, entertainment.
6	We need an enclosed dog park
7	Manor needs a grocery store.
8	More businesses, besides Walmart, add library, pharmacy, fix the broken streets and add more lampposts for more visibility
9	N/A
10	Manor needs to grow beyond 290. Manor needs more growth East-West apart from 290, both for pedestrian and vehicle traffic.
11	Supermarket options other than Walmart. How many more gas stations do we need in Manor?
12	A HEB or grocery store
13	No more gas stations or auto parts stores
14	Provide shopping center and HEB
15	We need businesses that are not gas station/ convenience stores/ fast food! We need grocery stores, recreation, entertainment, a large city park with library ...& ways to connect Manor proper with the outlying housing so we feel like one community.
16	Need grocery stores and hardware stores. We have gas stations, liquor stores, fast food, etc. But we need more in order to keep pace with surrounding communities. Population is out-pacing needs, sending people to Pflugerville or Austin or Elgin when they need services or goods. Walmart alone is not cutting it.
17	H-E-B is needed as well as a Home Depot
18	Manor is a growing suburb
19	I love Manor so please forgive my disagreements. I believe we need to have more opportunities to eat, work and play in Manor than we do now and I feel like Manor could be so much more than just a bedroom community for Austin.

#	Feedback
20	Manor is stuck in quick sand. No good shopping stores. Community engagement is sparse. There is not a lot to like about Manor. It's almost as if Manor is trying to stay in the 1980s.
21	Commercial development - grocery store
22	We need parks and recreational areas. Skatepark, public running track and trails, dog park, etc.
23	We need dog parks!
24	Some ground leveling near the parking lot. and redoing the roads to connect there.
25	I don't want us to be another Austin. Too many developers getting tax breaks in the backs of homeowners. They MUST pay their fair share. I don't want to be drowning in apartment complexes.
26	Rules surrounding rural manor. Many are adding home on top of home without permits, have junk cars on property, building shed around trailers and charging more than 700 cash a month for monthly rent and not paying taxes.
27	Lowe's Home Depot Best Buy GameStop
28	More parks, trees, a botanical garden or community garden area.
29	H-E-B or Home Depot should come to manor.
30	Manor needs major entertainment attraction to bring customers from neighboring cities. For example: giant swimming pool/ water park: tinseltown:
31	H.E.B.
32	Traffic, condition of streets,
33	Healthier food establishments
34	Bring restaurants and stores closer to the people by mixing zoning. This gets cars off the road, and increases business in our own community.
35	Please! No more gas stations on 290. There are other businesses we need more such as pharmacies, more grocery store options, entertainment, etc.
36	Missing a shopping center similar to Pflugerville
37	Fix the streets! Stop patching them with tar and leaving unfinished edges with steep banks and high curbs.
38	We need more restaurants and stores.
39	There is a need for fresh and healthy food options: grocery store, restaurants
40	We need an HEB here
41	Need more parks and trails and lakes.
42	Need more things that attract people to Manor and things to do so I don't spend my money in other outside communities to meet my basic needs
43	More parks

#	Feedback
44	We need a decent grocery store like H-E-B and more restaurants that aren't fast food chains.
45	We need more dine in restaurants, and safe places for kids to be kids, Luke a movie theater bowling alley or an arcade. Manor needs better parks for youth sports.
46	Restaurants not fast food
47	We need better parks and less industrial development like that horrible asphalt plant off Old HIghway 20.
48	We do not need another gas station.
49	Manufacturing jobs
50	There are no sidewalks of street lights on Blake Manor road. I cannot get to the nearest city park without a car. The kids in my neighborhood "Briarcreek" are board, landlocked and destructive because of this.
51	More sidewalks on roads like Blake manor
52	Need some entertainment around here, other than the golf course there isn't much to do, no movie theaters, bars or shopping(Walmart excluded).
53	More options for grocery needs and sit down restaurants. Have a relevant shopping destination with a variety of stores
54	We need more grocery access. Obviously HEB would be great, but we need more options than just Walmart.
55	Road improvement and widening of single lane roads
56	Manor needs a major facelift. Downtown is pitiful.
57	Need more fast food joints and restaurants. Replace Whataburger with Buddy's Burgers. Need an IHOP.
58	Less housing. More parks and retail centers. Lands need to be thoughtfully conserved to retain the natural wildlife, while at the same time more roads need to be created/ maintained to catch up to Manor's growth. Tax monies need to be organized to keep up with growth while expanding retail segment, rather than subdivisions.
59	Transit Oriented Development Downtown around Parsons and Lexington and future Green Line commuter rail station.
60	Manor needs more grocery stores like HEB and Aldi
61	Would love to see something other than Walmart for groceries... I shop and use entertainment venues outside of Manor.
62	Manor needs a real, funded and staffed public library, not a volunteer library run privately as is the case now.
63	Home Improvement stores and good quality sit down restaurants. We have too many fast food restaurants already.
64	Lack of grocery options, little effort to attract retail stores

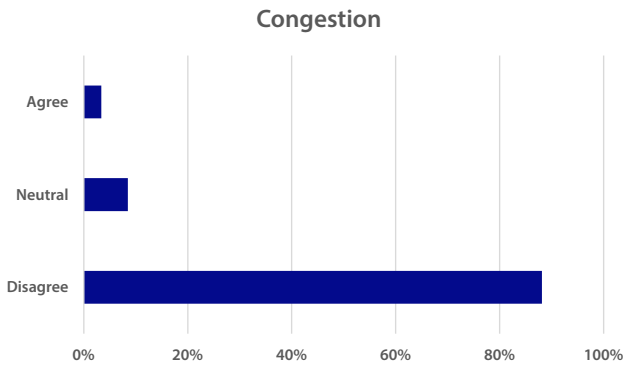
#	Feedback
65	I would really love to have a recreation center where adults can enjoy league sports instead of having to drive to nearby cities.
66	I do all of my shopping outside of Manor. Walmart provides many things like groceries, electronics, clothing etc, but too much of everything in one place can be limiting. Manor would benefit from having its own supermarket and other retail that cater to specific needs.
67	We would love more shopping and dining opportunities. We also would love more parks and trails.
68	The traffic is getting worse mimicking Austin congestion. This needs to be addressed now as more people are moving in.
69	HEB
70	Manor needs more businesses like restaurants and stores along with some entertainment venues.
71	Slow growth until traffic is addressed
72	Also limit fast food and bring some better options especially if health is being presented as important for City Hall.
73	Need more shopping options, like a grocery store, Home Depot, dine in restaurants, etc.
74	Except for Walmart, Auto parts stores, and convenience stores, Manor has no shopping
75	Adequate grocery/household needs shopping
76	We need an HEB, Home Depot, more sit down restaurants. CVS.
77	Manor opens for verity of business, unfortunately no basic infrastructure developed. Traffic is big problem. Needs traffic light on tower road and 973 . Tower road paving is shot . Put more then 500 house project without proper road paving and t. Light . Road breaking by heavy construction vehicles
78	Drug Store/ REAL Grocery Store/Farmers Market

MANOR TODAY

TRANSPORTATION & MOBILITY

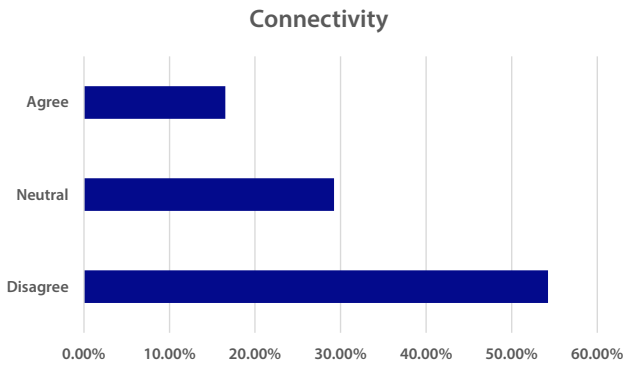
Congestion: Manor's roadways are typically uncongested and free flowing..

Rating	Input	%
Agree	8	3.39%
Neutral	20	8.47%
Disagree	208	88.14%
Total	**236**	**100%**



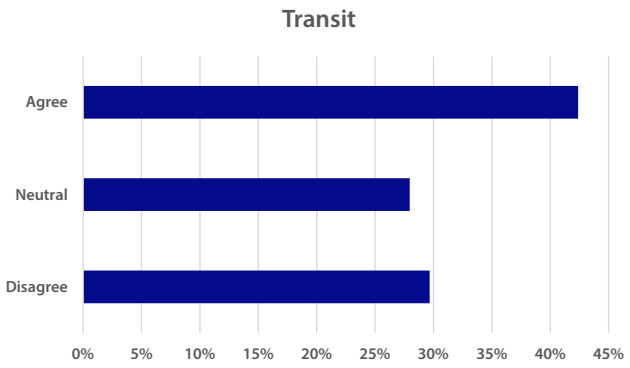
Connectivity: It's easy to get from Point A to Point B around town.

Rating	Input	%
Agree	39	16.53%
Neutral	69	29.24%
Disagree	128	54.24%
Total	**236**	**100%**



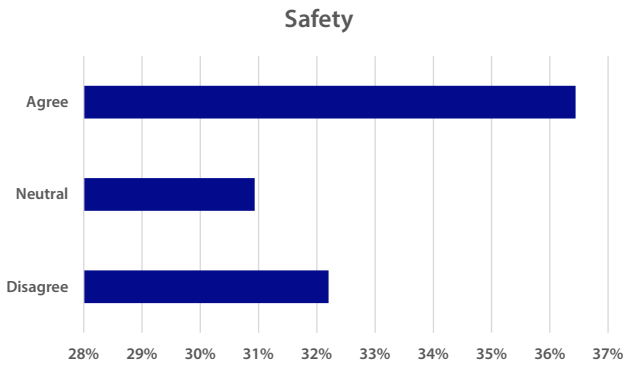
Transit: If transit was more available in Manor, I would use it.

Rating	Input	%
Agree	100	42.37%
Neutral	66	27.97%
Disagree	70	29.66%
Total	**236**	**100%**



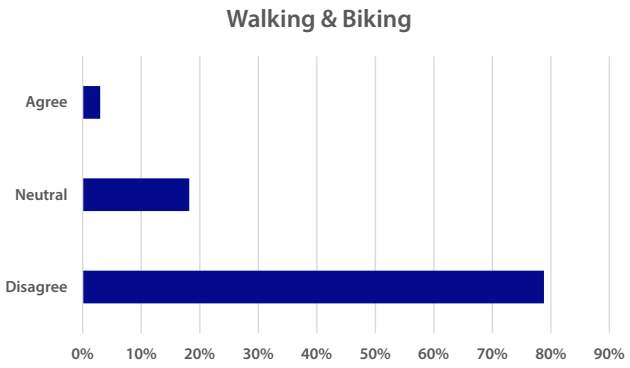
Safety: I feel safe traveling in a vehicle throughout Manor.

Rating	Input	%
Agree	86	36.44%
Neutral	73	30.93%
Disagree	76	32.20%
Total	**235**	**100%**



Walking & Biking: I am able to walk or bike to places I'd like to go in Manor.

Rating	Input	%
Agree	7	2.97%
Neutral	43	18.22%
Disagree	186	78.81%
Total	**236**	**100%**



ADDITIONAL COMMENTS

Suggest another Transportation & Mobility statement you would like to address.

#	Feedback
1	There needs to be more exit options to get to Austin from Manor
2	Wish we had sidewalks everywhere. Including old HWY 20 east of 973 and on 973 connecting to neighborhood so people can safely walk to shopping centers.
3	More park trails
4	Local public transportation
5	I have lived in Manor for 2.5 years and have been in two major accidents totaling the car both times neither if which I was at fault. Safe transportation and roads are definitely an issue here.
6	Are the major highways and roads clean?
7	There needs to be another way to get to Austin besides 290. Now that people are going back to work, traffic is horrible again. Even on the weekends HWY 290 to as congested as rush hour on a Monday. There is no way we could ride our bike from our home to my parent's in old town Manor. I don't trust the drivers. It is easy to get from point A to point B, but it'll take a little bit. The intersection of HWY 290 and 973 is horrible. People run the red lights there all the time.
8	Add Sidewalks/bike lane to 290, reduce congestion
9	I think the speed limit should drop when driving through Manor. Too many people running red lights. I will go the long way around sometimes to avoid 290 and 973.
10	Bike lanes and missing sidewalks
11	N/A
12	Traffic going and coming from and to Manor is ridiculous.
13	I can't leave my neighborhood on foot or bike, 290 is the only access.
14	Curb and gutter for city of manor streets
15	Create a highway to Elgin. With a frontage roads on both sides
16	No public transit, this will bring homeless population like Austin and surrounding areas.
17	Elevate 290 for commuters passing through town to ease congestion for residents.
18	Provide sidewalks in downtown and to New Tech school to downtown
19	Mayor Wallace has done great things with the tools at his disposal. However, we need to keep focus on the traffic management. Spending 20-45 minutes to simply pass through town during peak times (pre-Pandemic) was the most frustrating part of living here.
20	We need more Cap Metro busses and the Cap Metro train

#	Feedback
21	290 it's horribly congested & the small roads are slumping, narrow, have no turn/ breakdown/ bike lanes. Manor is growing , we need safe road roadways to handle all the extra people driving these roads each day.
22	Crossing 290, very unsafe
23	Manor has pockets of subdivisions that connects with single roads roadways.
24	The big issue here is the traffic at rush hour along 290. We need a solution quickly as it's only going to get worse.
25	Need more lanes- especially hwy 20 and 973. With more shopping centers and homes being built, this just keeps getting worse.
26	Terrible traffic and getting worse. Sidewalk access is terrible.
27	Extend the toll road. Improve alternatives to being on 290/feeder.
28	Bus or train accessibility into the city at different times
29	Make Parmer lane connect to the 973. and have that connection be Manors main road. Instead of Lexington St. Just like how Austin build the Toll roads to go AROUND it instead of going through it. Manor should adopt something similar. Connect Blake Manor Rd with 212 And repave the old manor streets, Ex: S San Marco St.
30	Streets are in bad shape. Streets are disjointed. Need more alternate options to get in and out of Manor because of too many collisions on 290
31	A light is needed on 973 by stonewater
32	X
33	Clearing of trees where necessary to see stop signs. Railroad indicators.
34	Sidewalks are needed at old20
35	Flyovers.
36	Sidewalks, repair of streets
37	I would love to bike to Walmart or shopping centers but it is not safe
38	You need a car to get around, I rarely see people walking to places. Only a few joggers.
39	Fix the roads….
40	Street expansion
41	More sidewalks and wider bike lanes!
42	Traffic at 290 will only get worse if we do not address it soon
43	Please address the light at the intersection of 973 and 290. The light is way too short on the 973 side and really needs a dedicated left turn only lane.
44	The traffic lights do not help traffic flow in an efficient way.
45	Need sidewalks
46	973 has a 65mph speed limit. Given there is more development along 973, including a high school and subdivision, the speed limit needs to be adjusted accordingly. Similar to the reduced speed limit in he 290/Lexington area.

#	Feedback
47	EXTEND TOLL ROAD TO BOIS D' ARC.
48	Manor needs a bypass
49	More route options. Very few route choices currently and no bike options. Need more bike paths
50	More bike trails
51	Widen 973 south of Parsons
52	There should be an safer alternative to crossing 290 if people want to go from North Manor to South Manor and vice versa.
53	A flyover Manor so we don't sit in traffic for hours a day!
54	What about the light rail plan?
55	Fix Manor's crumbling streets.
56	More enforcement along 290 from toll to Old Kimbro.
57	Metro Area Connectivity
58	None
59	Blake Manor road is a two lane road with cracks, buckles and no safe access for bicycles. It is in desperate need of dedicated turn lanes at the intersections to avoid massive back ups in rush hour.
60	When COVID ends and people get back to work traffic will be very bad on the downtown side of Manor. Including Blake manor road
61	Make some east/west corridors that are not impeded by 290.
62	Bike lanes are needed as well as more pedestrian friendly sidewalks & crossings
63	We should have availability of safe bike routs for commuting and an expansion of cap metro service beyond the single commuter bus. The argument that "people don't use it" is largely a matter of the induced demand of more and greater car infrastructure. If you make it easy, convenient and safe, people will use it. Right now the only way to bike westward out of Manor is to take Parmer to Littig, and that is deceptively unsafe. They have blocked off the only safe bike lane in favor of making more car infrastructure at 130 and 290. We are stuck in this loop of building more and more car infrastructure and then wondering, why no one uses anything else.
64	Bike lanes
65	Expand Hwy 290 between Bois d Arc & 973. Expand Tower Road. We're already congested and ever increasing housing are still being built. Roads are needed now in anticipation of population rise. Why isn't Travis County throwing back some of those ever increasing property taxes we're paying?
66	Increase road infrastructure to support safe vehicular use and mobility. Do routinely traffic assessments every year at key points to determine with time where more roads/ infrastructure needs to be built (ex: 290 intersection with 973)

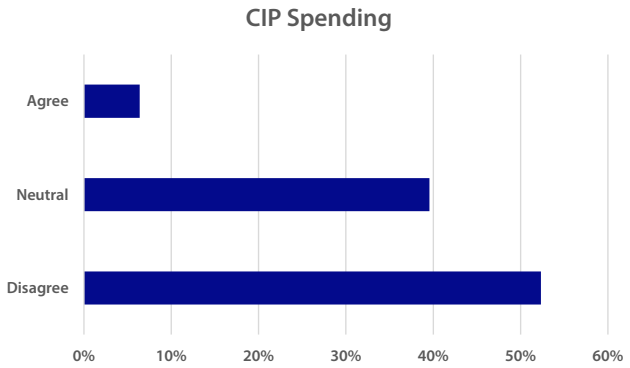
#	Feedback
67	I'd like to see more sidewalks and pedestrian paths around businesses on HWY 290 and upcoming development.
68	Better bike and pedestrian infrastructure needed everywhere
69	The lack of sidewalks on 290 after HWY130
70	The metro has limited runs and would love to see a light rail
71	No sidewalks or bike lanes
72	Transit is pretty bad in Manor, considering that everyone in Manor and Elgin have to drive through 290 to get anywhere. Additional lanes would help or maybe expanding the toll.
73	Traffic congestion on 290 is just going to get worse with more apartment complexes opening. Build a highway with service roads instead of having all traffic through stoplights.
74	The lights feeding intersecting 290 backup as they allow 2 to 3 vehicles with each rotation. Example 290 and Lexington or 290 and 973.
75	Manor needs to address the congestion on the 290
76	Need improvements on roadways. Expansions especially.
77	Need sidewalks, especially down 290 and 973
78	Manor screwed up when they didn't allow the toll to go through here
79	I think Highway 20 should be extended by Parker Ln where there is only one lane.
80	Even down town road is narrow. Needs lot infrastructure development before putting more housing and business
81	ROAD CONDITIONS ARE TERRIBLE - Not attempting to keep up with the growth AT ALL. New Police vehicles every year while the roads get worse and worse and more homes are built with NO supporting businesses - this town is terrible about that type of growth.

MANOR TODAY

INFRASTRUCTURE

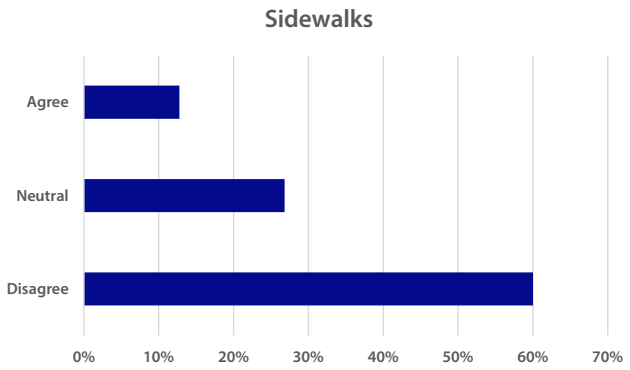
CIP Spending: The City effectively/responsibly invests in capital improvements (new streets, utility lines, buildings, etc.).

Rating	Input	%
Agree	15	6.38%
Neutral	93	39.57%
Disagree	123	52.34%
Total	**231**	**100%**



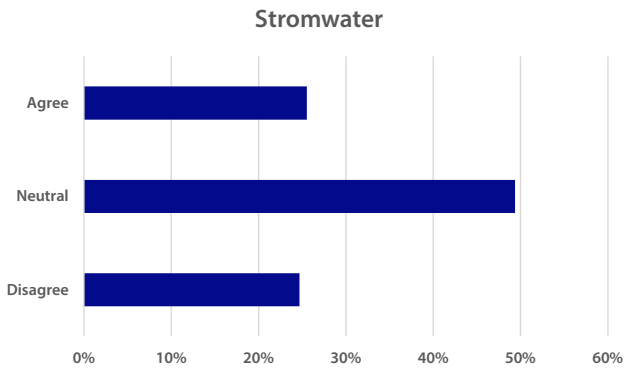
Sidewalks: The City's sidewalks are wide enough and accessible for all abilities.

Rating	Input	%
Agree	30	12.77%
Neutral	63	26.81%
Disagree	141	60.00%
Total	**234**	**100%**



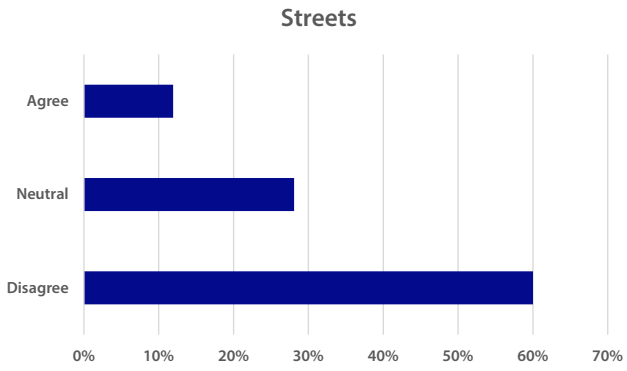
Stormwater: The City successfully manages stormwater and flooding issues.

Rating	Input	%
Agree	60	25.53%
Neutral	116	49.36%
Disagree	58	24.68%
Total	**234**	**100%**



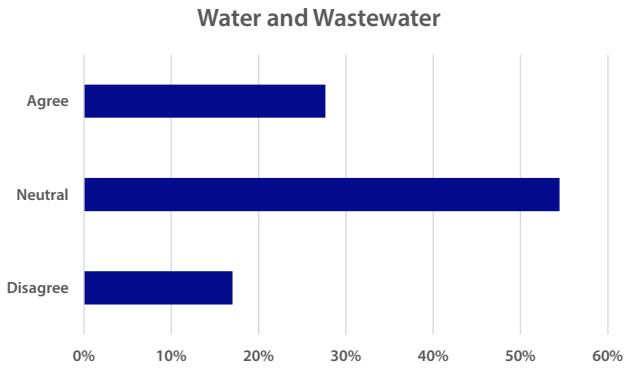
Streets: The City's streets are well maintained.

Rating	Input	%
Agree	28	11.91%
Neutral	66	28.09%
Disagree	141	60.00%
Total	**235**	**100%**



Water and Wastewater: The City successfully manages water and wastewater infrastructure.

Rating	Input	%
Agree	65	27.66%
Neutral	128	54.47%
Disagree	40	17.02%
Total	**233**	**100%**



ADDITIONAL COMMENTS

Suggest another Infrastructure statement you would like to address.

#	Feedback
1	The water is brown consistently twice a month in my neighborhood. Water co says its fine, but who wants to bathe and drink brown water?
2	Why doesn't fix the issues with the water? They always need to flush the water lines and we then have brown water for a day or so.
3	Come on, y'all. Is this even a question? Old town Manor's streets are absolutely horrible and if sidewalks exists, they're broken to the point someone in a wheelchair would rather go on the street. Flooding is definitely an issue especially with the storms we've been having.
4	Need more light along the streets
5	Seems hit or miss when it comes to the flood gate being used on Lexington at SHADOWGLEN golf course. I don't even know if the warning light is ever in use at 290/ Lexington. Would like to see more consistency
6	Constant brown water
7	N/a
8	There is virtually no way to walk around Manor. The only Main Street is through the center of Manor, on a major highway, instead of the streets sprouting out like tree branches.
9	Too many street signs are missing or not even up
10	Having a better plan for long lasting streets and bridges. Continued cheap install/ repair of streets doesn't bode well.
11	Water quality needs to be improved
12	Downtown needs significant help with storm water drainage. None of the ditches work, flooding happens all the time, and the streets are falling apart.
13	Road to Pflugerville gets flooded and there's only one road that gets you there.
14	I can't offer much here... but it does seem like Manor proper and neighborhoods like Shadowglen are very different in how we experience infrastructure.
15	Learned after the winter storm it is incredibly difficult to get communication about water status. If I am paying the city of manor the city should be able to tell me if I am under a boil notice- I shouldn't learn this from comments on Facebook.
16	Need Bulk pickup. More sidewalks.
17	More lanes in city
18	Please raise/lower parts of the streets, or ground where water collects/pools at. Ex: Old HWY 20 + Lexington St. Especially on "Lillie Mae's Comfort Food" Side, there is no drain. And the water just collects there.

#	Feedback
19	I don't see very many sidewalks in Manor city. Dangerous for pedestrians. Developers should be contributing to street improvements.
20	X
21	Safer roads, more sidewalks
22	Fix the streets….
23	I'm a senior and driving at night on Bois D Arc and Tower are is scary at night. The streets are not well lit and the roads are in horrible conditions.
24	Paint the roads- stay on top of all the county/city/ETJ areas regardless of ownership!!!
25	Need local water, not from another city
26	Plan roadways to anticipate population growth
27	The streets are very poorly maintained. Asphalt roads are terrible and full of potholes
28	Streets are horrible and in serious need of repairs.
29	Blind spots, pot holes, and dangerous lights need to be addressed.
30	Manor roads are in terrible condition.
31	None
32	Briarcreek needs a second access to highway 290. Our only option currently is a 5 mile loop on Blake manor road. If we had access to Old 20 we could be to HWY 290 in 1mile. This would significantly decrease rush hour tie ups on Blake Manor road.
33	More two lane roads in the city . A faster way to go from one end of 973 to their other . Two lane roads on Blake manor
34	Need to improve the water pressure. 10 am every day the pressure drops to unusable levels
35	Most streets are fairly well maintained but several in the older part of town constantly have potholes
36	I'm in a newer neighborhood, and already the roads are ravaged by just modest amounts of rain.
37	Maintain roads better, widen and repair existing roads
38	Repair the road at the end of Tower Rd & 973. Pothole at Tower Rd & Samuel Welch when making right on Samuel Welch. Fuchs Grove has a bunch potholes. Prevent future 20 min rolling blackouts.
39	City water needs to be organized to ensure reliable and affordable water for locals. Water pressure needs to rise
40	Green infrastructure systems needed to use natural processes instead of grey engineering solutions.
41	It seems as though tar is drizzled on the streets as a quick fix instead of properly repairing them. Many street lights in our neighborhood are out and rarely get replaced.

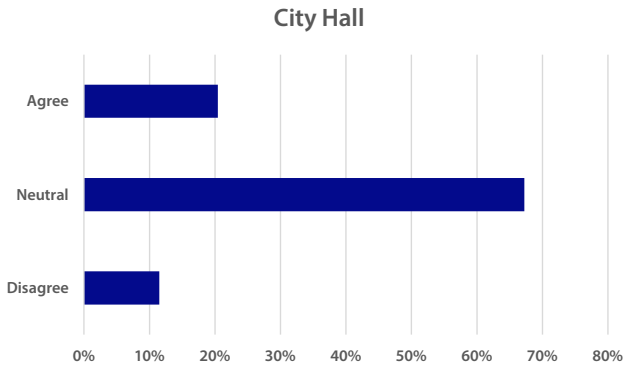
#	Feedback
42	Need a bus or some type of transit system. I would ride the public bus to Manor If I had a way to get to my job once I arrived at the bus drop off point.
43	Infrastructure can't keep up with city growth
44	I believe Manor is well maintained and I understand that we are growing and that takes time to get right.
45	Water is horrible in this town - the very least we should expect is CLEAN water being pumped into our homes.

MANOR TODAY

CITY SERVICES & FACILITIES

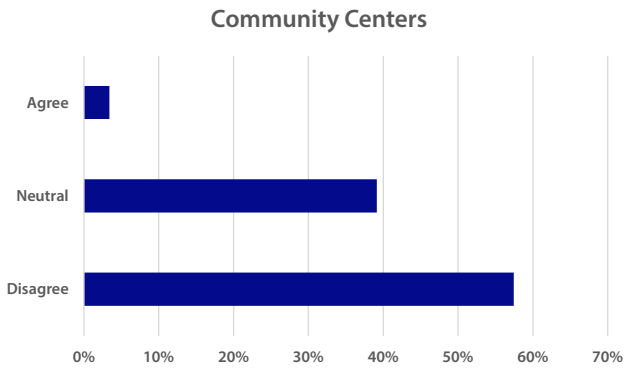
City Hall: City Hall is welcoming to visit and projects a positive image of the City.

Rating	Input	%
Agree	48	20.43%
Neutral	158	67.23%
Disagree	27	11.49%
Total	**233**	**100%**



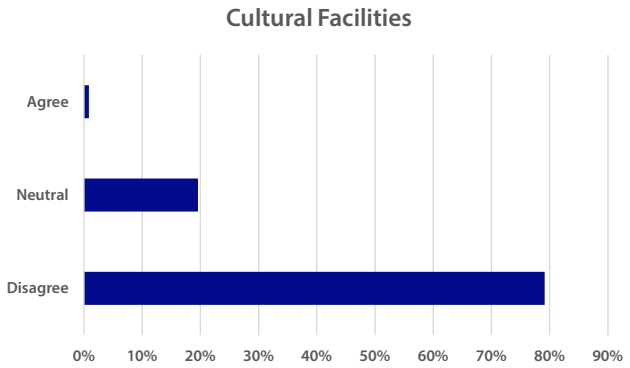
Community Centers: Manor has community centers and facilities available to meet my needs for hosting events, organized gatherings, and conferences.

Rating	Input	%
Agree	8	3.40%
Neutral	92	39.15%
Disagree	135	57.45%
Total	**235**	**100%**



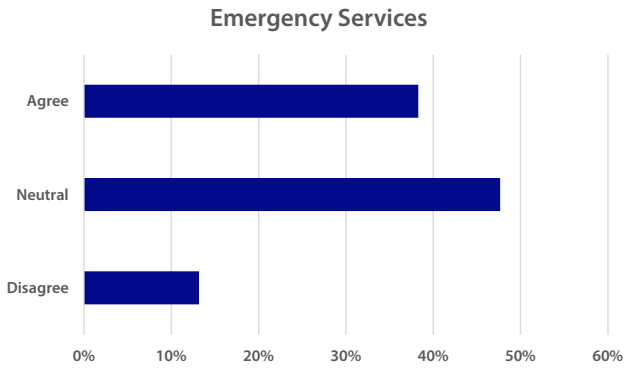
Cultural Facilities: Manor has a good variety of cultural, art, and historic facilities.

Rating	Input	%
Agree	2	0.85%
Neutral	46	19.57%
Disagree	186	79.15%
Total	**234**	**100%**



Emergency Services: Manor's emergency services (like police) meet or exceed my expectations.

Rating	Input	%
Agree	90	38.30%
Neutral	112	47.66%
Disagree	31	13.19%
Total	**233**	**100%**



ADDITIONAL COMMENTS

Suggest another City Services & Facilities statement you would like to address.

#	Feedback
1	The post office needs more employees. Lost mail is consistent, closed during business hours, and mail is always mixed up in the mailbox clusters. (receiving wrong mail and my mail going into other peoples boxes.)
2	Animal control is desperately needed. Animals being neglected, abused, or strays are not able to be addressed
3	I don't know much about City Hall as I've never been there. I don't know of any community centers available as well as any historical/cultural/art facilities.
4	Would love to see a rec center similar to the Brushy Creek Rec Center with the facility and services they offer.
5	Downtown Manor needs to be brought up to date. When you go somewhere like downtown Round Rock, you really realize how much we are lacking. We look like a dump in some areas.
6	Library similar to Austin and Pflugerville with regular toddler meet ups
7	N/a
8	Manor doesn't have a library or any parks. There is a city hall and a small post office and that's it.
9	Manor needs a real public library. And a park and rec department with activities.
10	I am not too familiar with the centers available in Manor. I've never been to City Hall. I cannot speak on their staff.
11	Need better animal control
12	Subdivisions do not get MPD services - we are left to use Travis county which does not address issues We also need animal control
13	A new fire-department substation on Blake Manor heading out of town might be helpful. We waited nearly 15 minutes a couple of years ago for response to a large brush fire.
14	N/a
15	Speeders in neighborhoods
16	I think this is an area where we can really invest to thrive in moving forward.
17	City Services are terrible. Need a full functioning library. More activities for kids. More activities that will bring the new community together.
18	Recreation center
19	City Hall employees are very unhappy and should not represent the city.
20	It would be great to have a city Square similar to what Georgetown offers to its community. Very inviting lots of participation and a great place for the family to hang out.

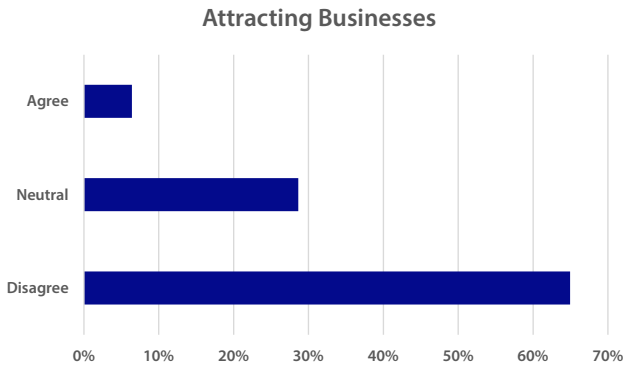
#	Feedback
21	The water co charge for Credit card usage when u can only pay electronically right now
22	X
23	Faster response for officers to non-emergency call would be nice
24	Improve roads.
25	We need to remodel Manor Downtown to make it look more charming.
26	Can we please address the re-occurring brown water problem
27	Need more roads to get out of neighborhoods besides 290.
28	We need our own police force. Every time I've needed police I have to call the Travis County Sheriff's Office. Unacceptable.
29	We need a new library in Manor with support and funding from the city and other areas for cultural activities (e.g., theater).
30	Downtown should see revitalized and put appropriate restrictions in place to have a cohesive feel. NO METAL BUILDINGS!
31	Need more cultural and entertainment districts
32	None
33	Manor has no cultural, art or historic facilities. Manor's emergency services do not cover many "Manor" neighborhoods such as Briarcreek, Shadowglen, and Presidential Meadows. Manor needs to shore up these neighborhoods and create a larger population that will create a balanced inflow of taxes and encourage businesses such as HEB to build here.
34	Police seem to only patrol the neighborhoods during the day not at night when stuff happens. Lots of late night noisy parties.
35	Our library is terrible. It's very small & extremely lacking in resources. It's also difficult to find & scary for younger kids to have to walk around behind the building to find.
36	Need an ER nearby to stabilize critical patients, before transferring to hospitals in Austin.
37	Need a public library that would have an auditorium or meeting rooms for the public free of use but require advance reservations and would need to follow maximum capacity and fire codes.
38	Manor's police are very arrogant and distrustful of the residents
39	As the city grows, invest in law enforcement to include an animal control officer
40	There is no well come booklet by town . When some one buy new home and be a manor residence. By town should give a welcome book with all details for availability of service by town

MANOR TODAY

ECONOMIC DEVELOPMENT

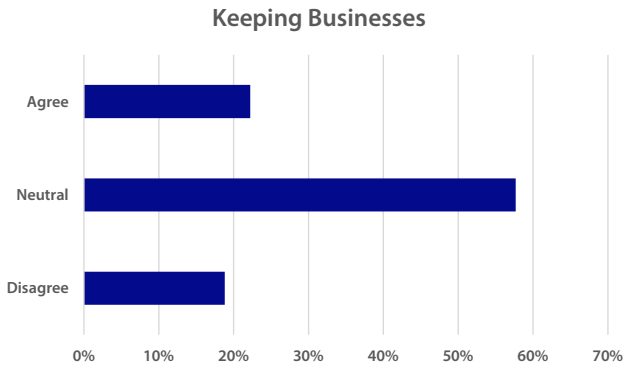
Attracting Businesses: Manor does a good job of attracting new businesses into the community.

Rating	Input	%
Agree	15	6.41%
Neutral	67	28.63%
Disagree	152	64.96%
Total	**234**	**100%**



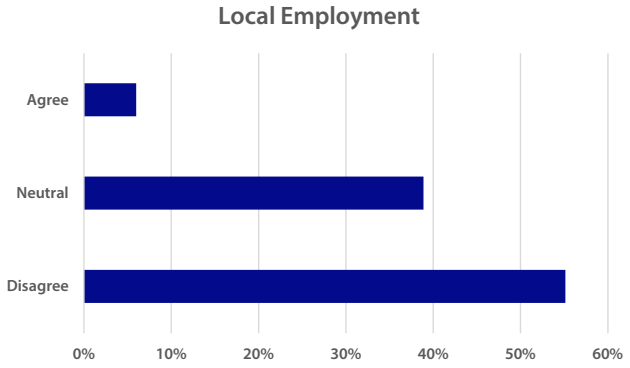
Keeping Businesses: Manor does a good job of keeping its existing businesses open and helping them expand.

Rating	Input	%
Agree	52	22.22%
Neutral	135	57.69%
Disagree	44	18.80%
Total	**231**	**100%**



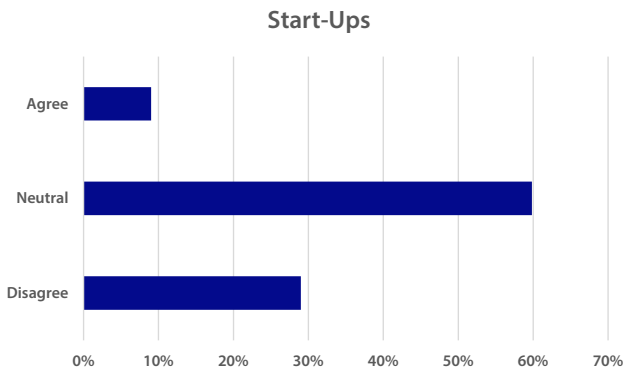
Local Employment: Manor does a good job of ensuring a range of local employment opportunities.

Rating	Input	%
Agree	14	5.98%
Neutral	91	38.89%
Disagree	129	55.13%
Total	**234**	**100%**



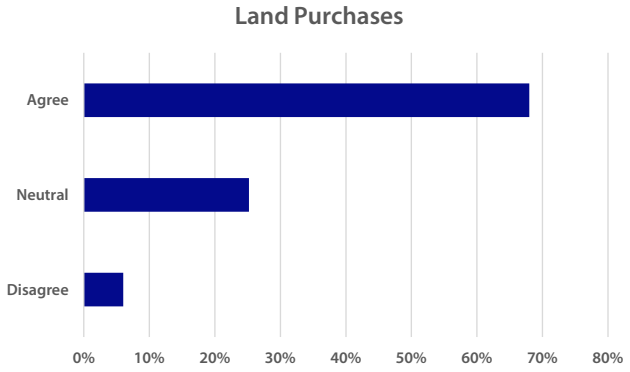
Start-Ups: Manor does a good job of supporting start-up businesses and entrepreneurs.

Rating	Input	%
Agree	22	9.40%
Neutral	140	59.83%
Disagree	69	29.49%
Total	**231**	**100%**



Land Purchases: The City should proactively acquire land to attract new or expanding businesses.

Rating	Input	%
Agree	159	67.95%
Neutral	59	25.21%
Disagree	15	6.41%
Total	**233**	**100%**



ADDITIONAL COMMENTS

Suggest another Economic Development statement you would like to address.

#	Feedback
1	Why Manor holding permission for tire center to Walmart . There is not proper and economic tire and oil change facilities at Manor . Walmart is good option. I found it city approve Walmart if they don't have a tire shop . Now time to release that terms and fair to Manor residence benefits
2	We need an HEB, Home Depot, CVS, more sit down restaurants
3	I feel like Manor is a place for living that is close to Austin where there are lots of businesses and that's why people move here, not because we have businesses in Manor (yet).
4	Economic development should be a top priority of city hall; we have grown past the role of being a bedroom community
5	Would love to see businesses seeking out Manor or Manor seeking out partnerships so residents could work and shop local.
6	Revitalizing and attracting businesses in the downtown area.
7	City should use it's patient capital to invest in catalytic mixed use walkable development Downtown.
8	Attracting businesses that have good reputations is important
9	Proportion of national chains vs local / central Texas businesses
10	Need to bring some entertainment here, right now its Pflugerville or Round Rock for stuff to do.
11	Manor will not get big name businesses or developers to build here as long as our population looks so small on paper. You need to annex the larger unincorporated neighborhoods and allow us to use Manor utilities and services. We will save a lot of money on our monthly expenses and you will have a larger voting population and more tax revenue.
12	Need employment options other than fast food
13	HEB would be nice.
14	If Manor could attract businesses other then fast food, gas stations, and Autopart stores that would be amazing! I'd LOVE to see an HEB, Target, and maybe some Austin based businesses like Book People, or Amy's Ice Cream. That would be Awesome. I think people would really love locally owned or TX based businesses in Manor.
15	Need more businesses other than road stop businesses.
16	We have enough fast food. Please go after more restaurants and healthier options for grocery stores.
17	Get land to attract multiple HEB!
18	We need a HEB

#	Feedback
19	More shopping centers
20	The city should attract business that will promote health to its citizens.
21	I haven't seen any new businesses in the past 4 years. We are a food desert and I don't see anyone doing anything about it. It shouldn't be on the city to buy land for businesses. I don't want my taxpayer money for that. Businesses should come to manor on their own dime and pay their fair share of taxes and we citizens will patronize their business.
22	As a small business owner I would like to see opportunities being offered by the city.
23	Need more retail to avoid going into Austin or Elgin
24	HEB!!!
25	Bring HEB to Manor
26	It doesn't seem as though we do much, if anything at all, to support economic development. The lack of a grocery store, box stores, eateries is really sad and I'd love to see that change.
27	We need an HEB
28	More shops and restaurants please
29	Get an HEB
30	There are enough gas stations. We do not need more. We need a full functioning grocery store and not just Walmart. We need healthy food options. Better restaurants. Maybe a Ross. Anything other then the terrible Walmart we have.
31	Would love another grocery store option like HEB…
32	A park where people can jog, bike, play basketball or soccer fields and host farmers markets or Fridays on the lawn with live music
33	We need stores like HEB and a nice downtown shopping district like Elgin or Bastrop
34	More businesses less housing
35	Prioritize environmental sustainability and investment in Manor when attracting new companies. Attract social services to the community that contribute to community wellbeing. Grow local businesses and attract small business owners in balance with larger chains; prioritize racial equity and economic justice in economic development
36	Downtown needs to become an entertainment district for the residents. We are lacking high end restaurants.
37	There are very few restaurants and no grocery stores except for Walmart. I also haven't found a single clothing store, bakery, etc. The entire downtown is owned by whoever Ramos is, and it looks terrible.
38	City needs to have businesses accountable for keeping their parking lots clean and grass cut
39	N/a
40	Walmart cannot be the only place to shop

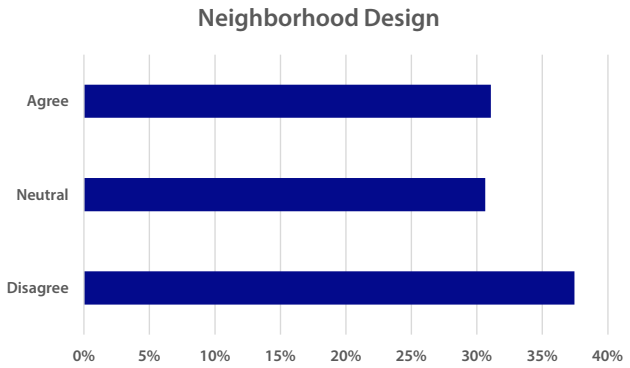
#	Feedback
41	We need more businesses besides just gas stations. A pharmacy should be a priority.
42	I don't know much about the businesses in Manor, how hard they work to stay in business, starting up a business, etc. I think Manor needs to do a better job at attracting new businesses. HEB is one thing we desperately need.
43	I know the city is trying hard to get more businesses in the area.
44	Wish we could attract a big grocery store like H-E-B
45	We need a HEB or Randalls. Diversify retail and restaurant businesses.

MANOR TODAY

HOUSING AND NEIGHBORHOODS

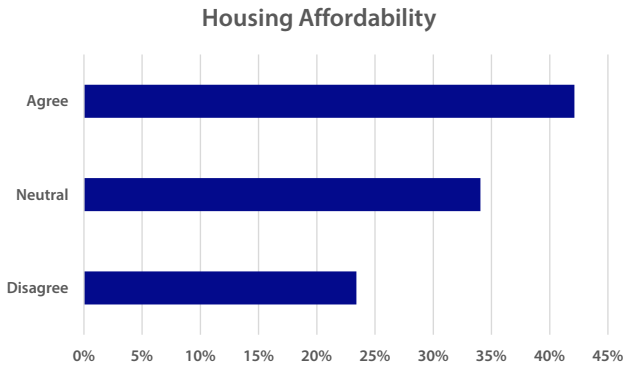
Neighborhood Design: Our neighborhoods are well designed and provide the amenities that I would like in my neighborhood.

Rating	Input	%
Agree	73	31.06%
Neutral	72	30.64%
Disagree	88	37.45%
Total	**233**	**100%**



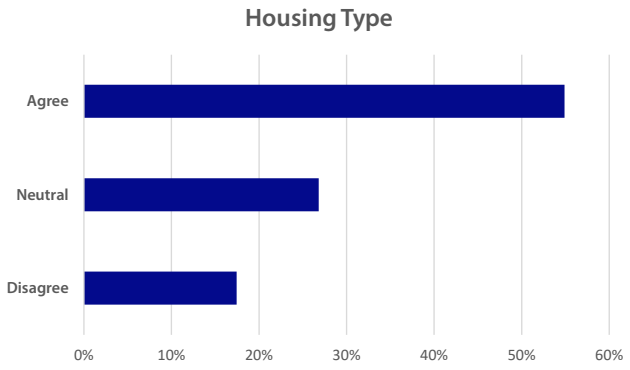
Housing Affordability: Housing in Manor is generally affordable to buy or rent.

Rating	Input	%
Agree	99	42.13%
Neutral	80	34.04%
Disagree	55	23.40%
Total	**234**	**100%**



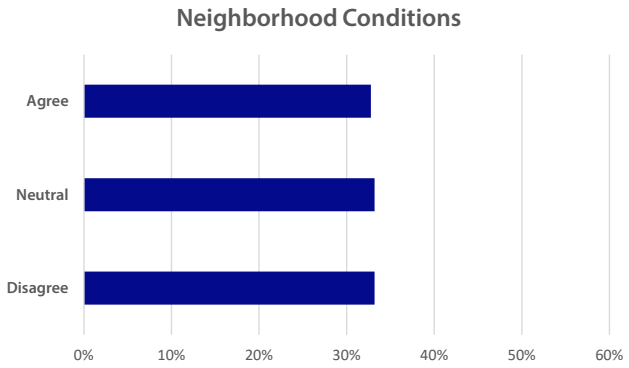
Housing Type: Manor has housing for all age groups, such as young professionals, families, and seniors.

Rating	Input	%
Agree	129	54.89%
Neutral	63	26.81%
Disagree	41	17.45%
Total	**233**	**100%**



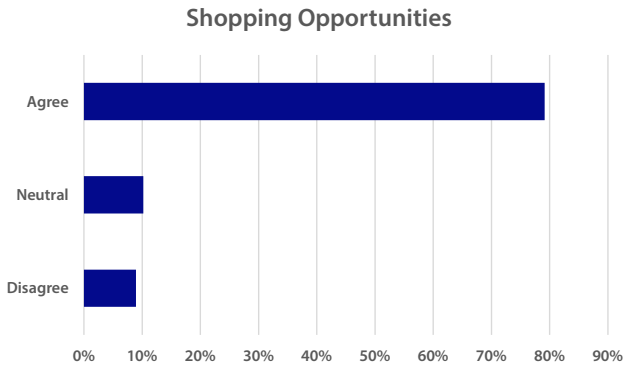
Neighborhood Conditions: Manor's neighborhoods are well-maintained and reflect a positive image of the community.

Rating	Input	%
Agree	77	32.77%
Neutral	78	33.19%
Disagree	78	33.19%
Total	**233**	**100%**



Shopping Opportunities: I would like more commercial services within walking distance of my home.

Rating	Input	%
Agree	186	79.15%
Neutral	24	10.21%
Disagree	21	8.94%
Total	**231**	**100%**



ADDITIONAL COMMENTS

Suggest another Housing & Neighborhoods statement you would like to address.

#	Feedback
1	No store in side any community. Most gas station and convenience store brings regular smoking and Maruvana smokers and smell bad and increase health problems to residence
2	I am disappointed that there is limited diversity in Manor. My neighborhood has a disproportionately high minority population, which means it's not diverse.
3	Neighborhood like Shadowglen and Stonewater are well maintained, but the houses around downtown are not. Trashy mix of trailers and rundown homes
4	We would LOVE to have coffee/convenience stores within walking or biking distance. Near presidential glen!
5	We need Grocery store, more fast food and restaurants and movie theater and list goes on. We need everything still
6	Our neighborhoods look well, especially the newer ones. Manor is still affordable compared to other towns like Pflugerville, Cedar Park and Leander however, Manor unlike the other town mentioned, lacks commerce which is one reason why we are a more affordable place but not a great reason. Unfortunately, I have to do all of my shopping outside of Manor regardless of it being a want or need.
7	Each neighborhood/suburb is an island into itself, but nothing cohesively connects them to make them a town
8	Provide safe public housing especially in downtown Manor to replace many unsafe, overcrowd sub-housing in the area. There are many run down trailers with several families living in them. There are many homeless families and youth.
9	Would love to see the downtown area restored and become a real draw for residents and nonresidents which would be awesome for the Manor economy.
10	Getting an H-E-B and more senior housing.
11	Denser, mixed-use affordable housing needed to accommodate all income levels, household size and stage of life.
12	Need more parks for children.
13	More police presence
14	Since each neighborhood has a different HOA each neighborhood is kept up in a totally different way. Some of the higher income are obviously nicer than some that are lower income.
15	Why are so many subdivisions not incorporated into the city? What is the impact on those people using city services?

#	Feedback
16	Manor has to opportunity to become a well laid out city. So many suburban communities have fallen into the trap of building bedroom developments and then connecting them with arterials. This is inefficient, and cuts down on walkability and community feel. It also make traffic on the arterials a nightmare. Manor should extend the parts that are on a grid. You can actually get around on foot there. But you couldn't dream of walking from City Hall to Shadowglen despite it being not that far away. Building developments and uncrossable highways turns Manor from a town into a group of enclaves.
17	More commercial areas on my side of town by Blake manor road and 973 , Lexington area
18	There is no housing for seniors in Manor. There are no apartment complexes in Manor. There are no bike lanes, few sidewalks and fewer street lights in Manor.
19	Should be monitoring of neighborhoods in regards to so many broken down cars parked on the streets
20	Manor feels like a bedroom suburb and lacks a sense of community
21	All the neighborhoods look exactly the same, they're cheaply built and sold, and look that way.
22	Neighborhoods need to be cleaned up. The entrances to all of the neighborhoods along city roads are terribly maintained
23	I am quite angry that Manor approved a convenience store to be built in the middle of my HOA. Convenience stores attract crime and you are now allowing criminals to be attracted to my neighborhood. Shame on you!
24	Neighborhoods should have more amenities
25	City owned parks are not maintained (Bell Farms example)
26	Neighborhood streets are narrow.
27	Large subdivisions should have multiple parks/amenity centers. The city needs tennis courts for the public and a YMCA and/or Boys and Girls club for youth.
28	We desperately need a supermarket with quality products. Better dining options as well.
29	Do something with downtown… Anything… It is not inviting.
30	Slow down housing development until the infrastructure problems are addressed.
31	Getting kids out of the home and being more active
32	The pools in these neighborhoods need remodeling.
33	Old manor homes are really run down they need economic opportunities to repair their homes
34	I don't mind mixed use as long as it doesn't get out of hand. Crime goes up with these places. Developers SHOULD NOT GET TAX BREAKS THAT HOMEOWNERS HAVE TO COVER with their own tax rates going up

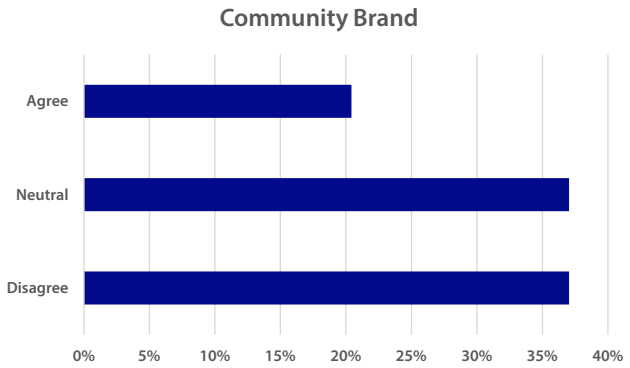
#	Feedback
35	City should fix neighborhood streets
36	Need more retail Lowe's HEB GameStop Best Buy
37	Parking on streets in neighborhoods are not attractive
38	Please build a find solution for more roads to go to Pflugerville
39	A lot of us live on the outer limits of Manor and drive strait through the city because there is nothing to see or do.
40	Downtown proper needs gentrification, & community opportunities (Habitat for Humanity? Or, simply community coming out to help one another) for rebuild/repair of all the dilapidated homes in the city itself.
41	Homes in the City of Manor are dilapidated. Roads are a mess
42	Sidewalks are popping up, Storm water are pooling, even though there is a drain just a few feet away, but is too high for the water to run (Hamilton Point, Jaron Dr.) Some streets lights doesn't even work anymore.
43	Manor needs an HEB
44	Taxes! They are ridiculous. We are NOT Austin. My taxes doubled from one year to the next. The housing is affordable but the taxes will run you out.
45	Need more parks, green space, and community areas to hang out
46	Give us HEB
47	Neighborhoods are disconnected and isolated.
48	Be proactive about affordability and addressing homelessness as manor grows
49	The new communities are in pretty good condition but the houses in the downtown area are terrible and the downtown is terrible too.
50	How's need to keep their neighborhoods clean
51	N/a
52	We need an HEB, a Juiceland, and healthy food options. No more fast food.
53	The only thing in walking distance from my home is a gas station. Not exactly the commercial services I need on a daily basis. The old town Manor is designed well, but there's a lot of homes that are not in compliance with city regulations. What are y'all doing about that? The affordability in Manor is getting smaller. With everyone moving here prices have gone up as well as our taxes. It's going to be hard for us to stay in our home. I don't know much about housing for all ages.

MANOR TODAY

URBAN DESIGN & CHARACTER

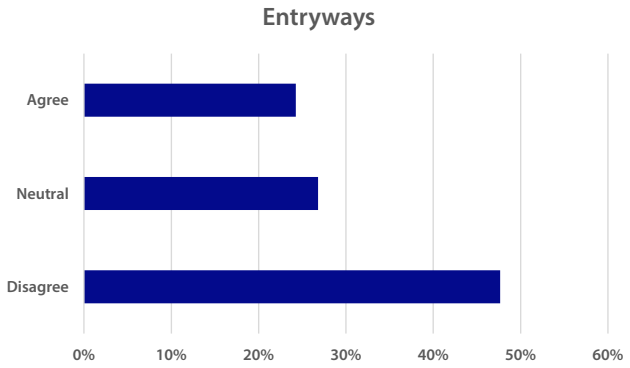
Community Brand: Manor has a unique and positive community brand.

Rating	Input	%
Agree	48	20.43%
Neutral	98	37.02%
Disagree	87	37.02%
Total	**233**	**100%**



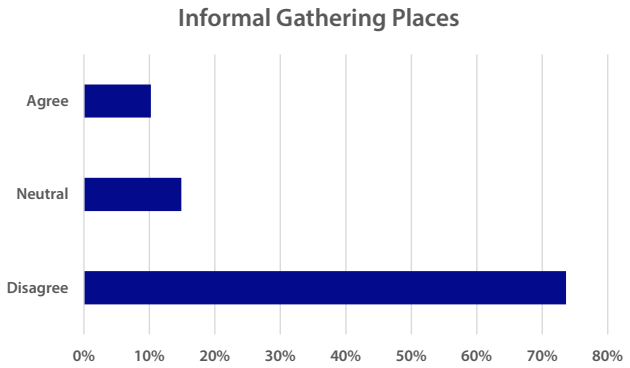
Entryways: It's easy to tell when I'm entering or within Manor because of entryway signs or distinctive character.

Rating	Input	%
Agree	57	24.26%
Neutral	63	26.81%
Disagree	112	47.66%
Total	**232**	**100%**



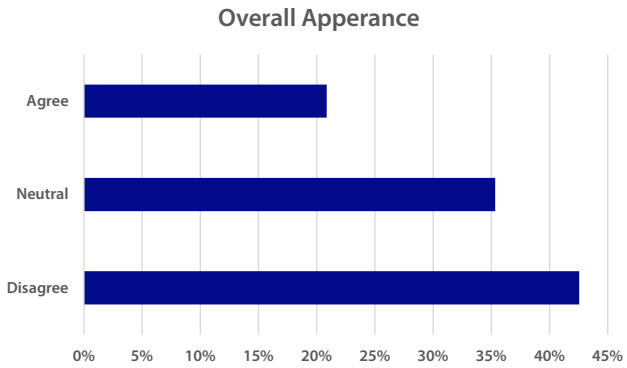
Informal Gathering Places: There are enough places to visit with friends, have a picnic, or attend a small event.

Rating	Input	%
Agree	24	10.21%
Neutral	35	14.89%
Disagree	173	73.62%
Total	**232**	**100%**



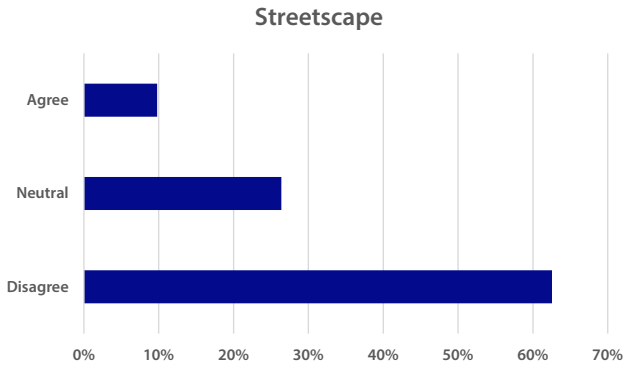
Overall Appearance: Overall, I think Manor is an attractive community.

Rating	Input	%
Agree	49	20.85%
Neutral	83	35.32%
Disagree	100	42.55%
Total	**232**	**100%**



Streetscape: Manor projects a positive image to people traveling along its roadways or sidewalks.

Rating	Input	%
Agree	23	9.79%
Neutral	62	26.38%
Disagree	147	62.55%
Total	**232**	**100%**



ADDITIONAL COMMENTS

Suggest another Urban Design & Character statement you would like to address.

#	Feedback
1	First we have to control residence property tax , it is very high then size of town and facilities.
2	Downtown Manor is trashy looking
3	I don't think we have a brand but I do believe that as we continue growing and developing commerce, housing and recreational areas, we can create a unique personality for our town.
4	Downtown needs to be reimagined. When I drive through I think how I would love to have a charming downtown that would invite strolling, shopping and tourists. The old building that is now a tattoo parlor and restaurant would make a lovely boutique hotel. That old hotel next to Flores restaurant needs to be closed and repurposed. The little grocery store next to that needs to be closed or remodeled. All of the metal roofing and mix-matched store fronts are not appealing..
5	N/A
6	Designing more walkable shopping areas.
7	Walkable, shaded streetscapes with adequate sidewalks, ADA facilities and bike infrastructure should be a priority in the Downtown.
8	Manor does not have much of an identity besides subdivisions and then Walmart - in that order. Manor should have bigger park spaces and better roads (grid system throughout) to be considered of good character and design.
9	We need updated city limit signage & more unique outdoor spaces.
10	Regarding green spaces, roadside landscaping, etc
11	Need to improve traffic flow, i never go into manor proper because of traffic.
12	Downtown Manor is Butt ugly. It looks like the tire fire in and episode of the Simpsons and smells like it too thanks to the industrial asphalt plant that dumps its waste water in our river on old 20 near the MAP high school.
13	Revamp downtown! I'm not sure how to start. But look at Elgin's downtown to start with. There could be so much potential. But anyone that drives downtown has said how much it looks dumpy!
14	Entering Manor from Austin: all i see are gas stations on both sides of the highway. No Welcome to manor nothing pretty.
15	Manor has no visible identity.
16	Downtown Manor is an eyesore and should be freshened up with paint and remodeling. Pretty sure there are some grants available to help in this effort.
17	Manor has a lot of potential, but needs a lot of work. The only way I know I'm in Manor is when the trailer buildings mixed in with other side of the highway old buildings start to pop up.

#	Feedback
18	Parts of Manor or nice but there are areas that aren't as aesthetically pleasing.
19	Manor needs a bypass
20	Manor has no image whatsoever. The community is amazing but what we have does not reflect it. There is nothing attractive about Manor to bring people here from other areas.
21	Our downtown is scary.
22	Look at Elgin and Buda. WAY CUTER.
23	Can we get an updated population sign please
24	Manor is definitely getting better. Unfortunately, there is still a bad reputation about vandalism.
25	Manor has garnered a very poor character around its' youth. We need more youth opportunities.
26	290 and downtown need to be more welcoming. No more of the tractors and storage units, they need to relocate.
27	There are no sidewalks in Manor proper. Not safe. 290 is gridlock most of the time. It needs to be reconfigured. Streets are badly maintained.
28	C
29	Sorry to disagree... but I am confident we can improve in this area a lot.
30	Downtown manor needs to be redone!
31	The roads driving to into the different subdivisions are so bumpy and poor.
32	Manor is outdated. Downtown Manor is poorly manage compared to a lot of other cities.
33	We look like the "pass through town" that we basically are.
34	Sidewalks are not maintained. No sidewalks on 290 or by schools. Driving by Manor you see tire shops and convenience stores and old buildings
35	The tall grass by the bridges heading towards New Tech. I wish those where maintain more often so that the grass is short. I always got scared that a snake will pop out. I would like a sidewalk from Downtown Manor to connect to Walmart. Right now I have to be on the very edge of the street as cars are passing to get there. All locations should be to be access via a sidewalk without being in danger of the cars on the road. Sidewalks should either have some sort of divider from the road, or be a few feet away from the road.
36	More public art spaces
37	Manor is god awful ugly
38	Manor is a place people drive through between Austin and Houston, there is no indication that there is any more to the town than what you can see from 290.
39	You know when you are in Manor because of the sign and because it is such an ugly town. This place has no vibe or character.

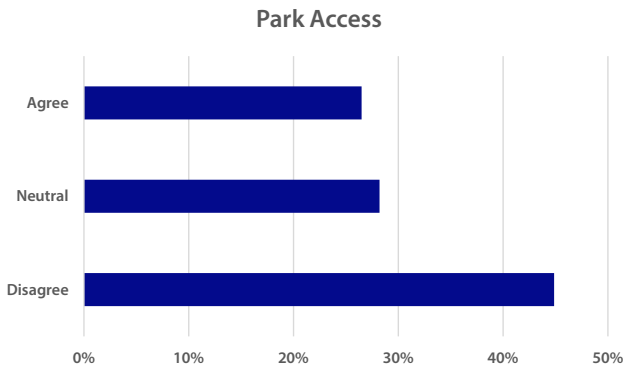
#	Feedback
40	Downtown needs to be upgraded it’s trashy and no drainage
41	N/a
42	I’d love to see a revitalization of downtown manor whether it fixing up older buildings pr investing in new buildings for small business like boutique shops or more local eateries.
43	The buildings lining HWY 290 are needing attention. It looks like Manor can't make up it's mind on what it is.
44	We desperately need a library and community center that the city provides

MANOR TODAY

PARKS & OPEN SPACE

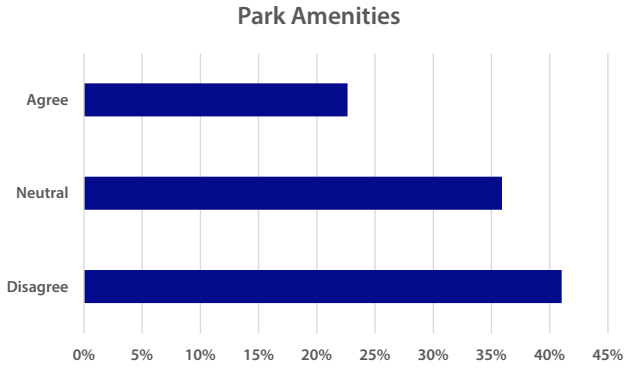
Park Access: I have adequate access to nearby parks.

Rating	Input	%
Agree	62	26.50%
Neutral	66	28.21%
Disagree	105	44.87%
Total	**233**	**100%**



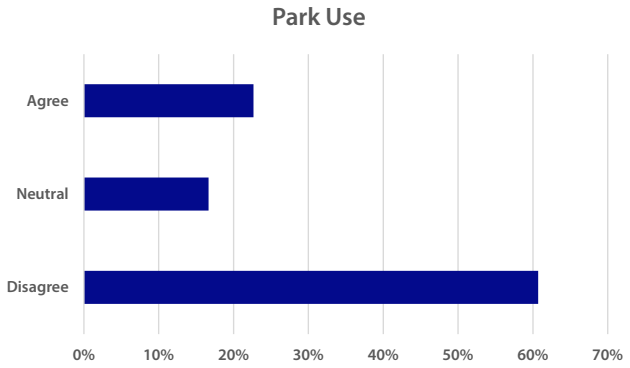
Park Amenities: The City's parks offer amenities and facilities for people of all ages and abilities.

Rating	Input	%
Agree	53	22.65%
Neutral	84	35.90%
Disagree	96	41.03%
Total	**233**	**100%**



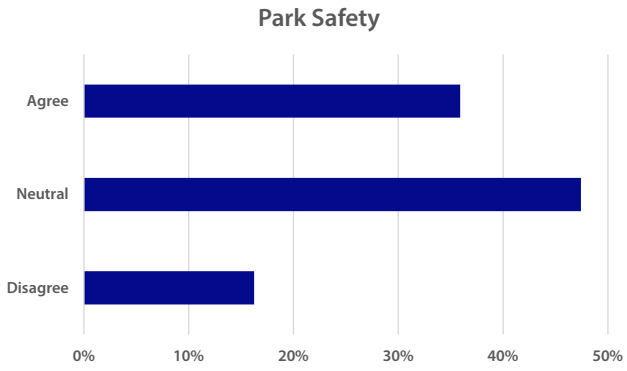
Park Use : I visit the City's parks and trails frequently (once a month or more).

Rating	Input	%
Agree	53	35.90%
Neutral	39	47.44%
Disagree	142	16.24%
Total	**234**	**100%**



Park Safety: I feel safe visiting the City's parks.

Rating	Input	%
Agree	84	35.90%
Neutral	111	47.44%
Disagree	38	16.24%
Total	**233**	**100%**



ADDITIONAL COMMENTS

Suggest another Parks & Open Space statement you would like to address.

#	Feedback
1	Not inf trees and shade to enjoy stay in park . Needs basic things
2	Manor has no amenities
3	We have parks?
4	N/A
5	Need City Park, pool, and recreation center complex
6	I frequent the metro east park for running trails and other activities
7	It's not clear where city parks are.
8	Would like to have a nice trail in the Presidential neighborhoods, like in Shadow Glen.
9	We need more parks with more amenities.
10	Lack of both sidewalks and off-road walking trails. Austin does a great job developing path alongside creeks. Why not Manor?
11	Do we have parks?
12	East metro is great .
13	There are no walking trails or bike trails in Manor. There is no community center for people to do activities. We have a low income benefits community service facility next to a 100 sq ft library that is never open. We do not have a community center that is for exercise or community events.
14	Somehow add more walking trails. I'm in Stonewater and I don't know how but it would be amazing to connect neighborhoods (subdivisions) safely to walk to/thru!
15	None
16	The streets to get to the park are in terrible condition.
17	More hiking trails are needed.
18	East Metro Park is so remote that I do not feel comfortable visiting by myself and the entry to the park is off Blake Manor and that road is scary to drive, especially at night or during high traffic hours.
19	I only know about a few parks, and they're all on the other side of the freeway from where I live. With all the traffic it's just not worth visiting unless for a special event.
20	Never been to a city park.
21	I would hardly consider Manor to have actual parks. Need more.
22	We NEED a dog park! The park next to Walmart has enough area for a dog park!
23	I find myself spending all of my time for shopping, parks & recs, entertainment outside of Manor.
24	More shade, trails, and bring a farmers market and festivals to create a relationship with the space

#	Feedback
25	Need more parks and better parks. Need a lake park like Pflugerville lake park or The Mueller lake park. Manor does not have enough pretty.
26	Have to go to Elgin and Austin for everything.
27	There aren't many city parks with space for walking, trails.
28	What park?
29	I don't know where the City Parks are.
30	Neighborhood Parks don't seem to attract kids that much.
31	We need more parks and trees
32	East metro park needs maintenance
33	Ben Fisher need to get fixed and frequent maintenance and up keep would be nice
34	X
35	Splash pad
36	Tree trimming at Ben Fisher Park, its look too woody/abounded. Would like to have the undergrowth cleared out, so there can be a trail build, or even a walkway by the small river. I feel like If I get too close to the tree line, a coyote will pop out. I want that fear to be remove. Replace the wooden benches with the fence plastic, or with the stone benches instead. I wish there was better lighting at the parks.
37	We have parks? News to me
38	Where are the parks in manor ?
39	Where are these parks? Other than Jennie Lane Park? The other parks are county parks, not city parks.
40	I have only been to one park in Manor the one across the street from Walmart and it was boring.
41	We need something that feels like a "Manor Central Park". I go often to Metro East... is that in Manor? Austin? I have no idea... but we need something similar closer to 290. I thought that's what we were getting near Walmart... but I have no idea what is available in that area, or if I can even use it...
42	I only know of one park. Is it Jennie park. Lived here since 2008. So we have more??
43	We have parks?
44	More public parks are needed.
45	Need more parks that are easily accessible without having to drive everywhere
46	Need a dog park
47	What parks? What trails? What outdoor recreation?! Other than the golf course, nothing is accessible.
48	Disc golf course in front of Walmart
49	N/a

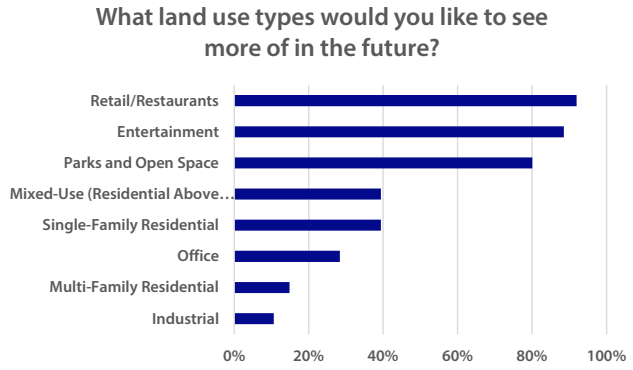
#	Feedback
50	Swing sets and playground equipment that also include special needs people of all sizes
51	More open green belt/parks like a Inclusive park like Play for All in Round Rock. Skate park or splash park would be great as well.
52	An enclosed off leash dog park would be huge. There isn't one east of 35
53	Increase access to natural spaces with walking paths (particularly along Gilleland Creek)

MANOR IN THE FUTURE

GROWTH AND LAND USE

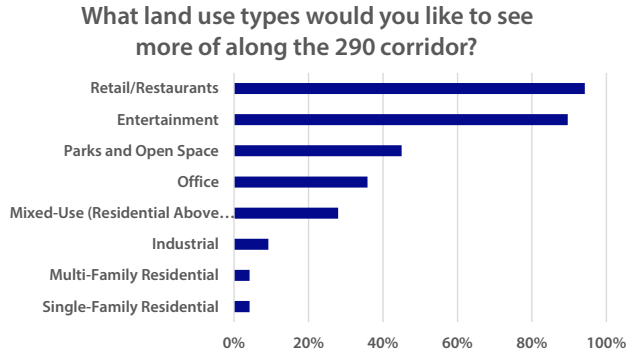
What land use types would you like to see more of in the future? Check all that apply

Rating	Input	%
Retail/Restaurants	217	91.95%
Entertainment	209	88.56%
Parks and Open Space	189	80.08%
Single-Family Residential	93	39.41%
Mixed-Use (Residential Above Commercial)	93	39.41%
Office	67	28.39%
Multi-Family Residential	35	14.83%
Industrial	25	10.59%
Answered	**236**	



What land use types would you like to see more of along the 290 corridor? Check all that apply

Rating	Input	%
Retail/Restaurants	226	94.17%
Entertainment	215	89.58%
Parks and Open Space	108	45.00%
Office	86	35.83%
Mixed-Use (Residential Above Commercial)	67	27.92%
Industrial	22	9.17%
Single-Family Residential	10	4.17%
Multi-Family Residential	10	4.17%
Answered	**240**	

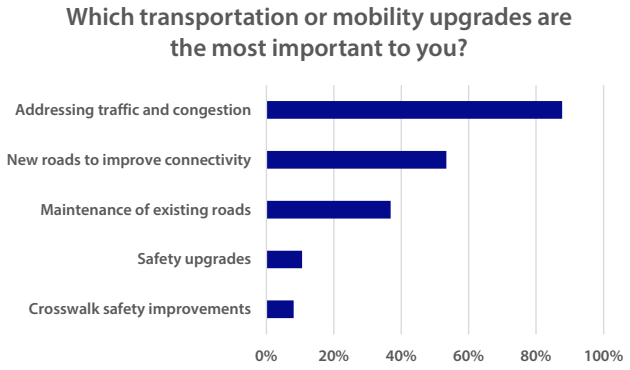


MANOR IN THE FUTURE

TRANSPORTATION AND MOBILITY

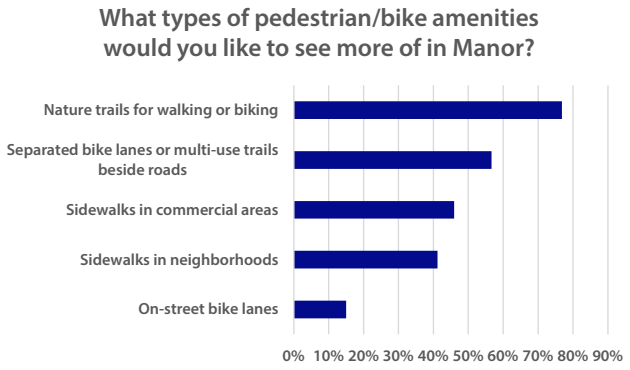
Which transportation or mobility upgrades are the most important to you? Pick up to 2

Rating	Input	%
Addressing traffic and congestion	207	87.71%
New roads to improve connectivity	126	53.39%
Maintenance of existing roads	87	36.86%
Safety upgrades	25	10.59%
Crosswalk safety improvements	19	8.05%
Answered	**236**	



What types of pedestrian/bike amenities would you like to see more of in Manor? Pick up to 3

Rating	Input	%
Nature trails for walking or biking	179	76.82%
Separated bike lanes or multi-use trails beside roads	132	56.65%
Sidewalks in commercial areas	107	45.92%
Sidewalks in neighborhoods	96	41.20%
On-street bike lanes	35	15.02%
Answered	**233**	

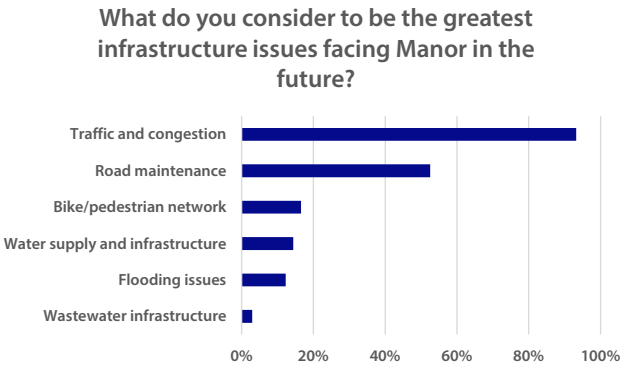


MANOR IN THE FUTURE

INFRASTRUCTURE

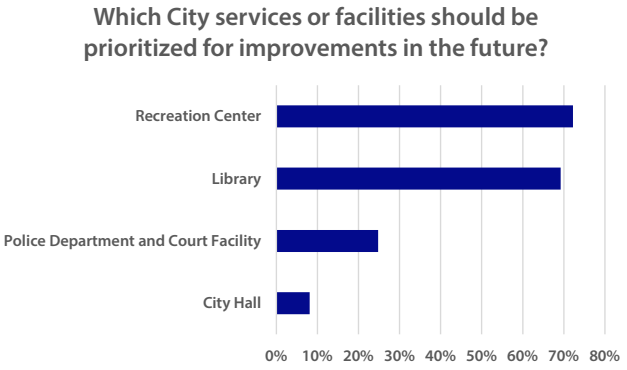
What do you consider to be the greatest infrastructure issues facing Manor in the future? Pick up to 2.

Rating	Input	%
Traffic and congestion	220	93.22%
Road maintenance	124	52.54%
Bike/pedestrian network	39	16.53%
Water supply and infrastructure	34	14.41%
Flooding issues	29	12.29%
Wastewater infrastructure	7	2.97%
Answered	**236**	



Which City services or facilities should be prioritized for improvements in the future? Pick up to 2

Rating	Input	%
Recreation Center	169	72.22%
Library	162	69.23%
Police Department and Court Facility	58	24.79%
City Hall	19	8.12%
Answered	**234**	

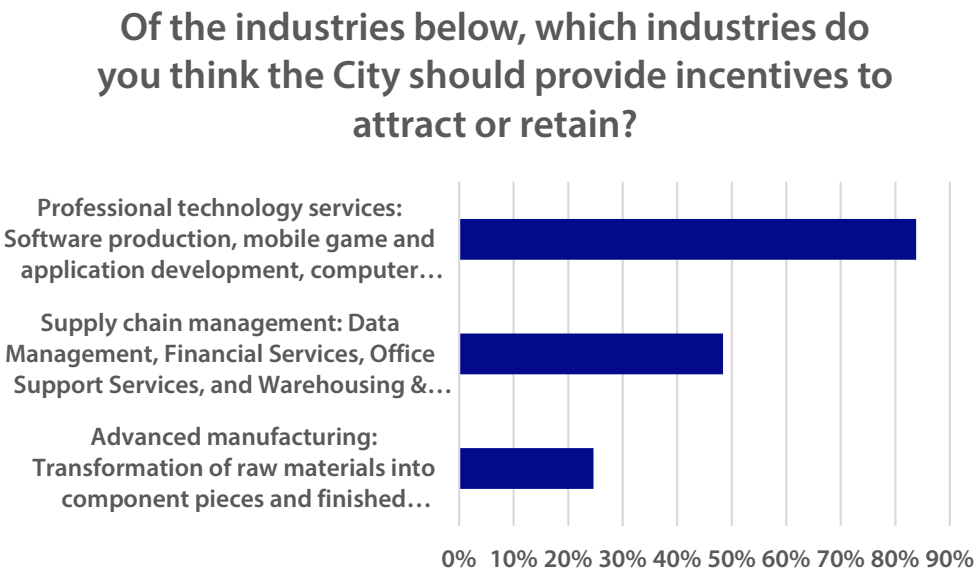


MANOR IN THE FUTURE

ECONOMIC DEVELOPMENT

Of the industries below, which industries do you think the City should provide incentives to attract or retain? Check all that apply.

Rating	Input	%
Professional technology services: Software production, mobile game and application development, computer systems research and development, computer systems design, data security, and technology consulting services	187	83.86%
Supply chain management: Data Management, Financial Services, Office Support Services, and Warehousing & Distribution	108	48.43%
Advanced manufacturing: Transformation of raw materials into component pieces and finished products using machinery	55	24.66%
Answered	**223**	

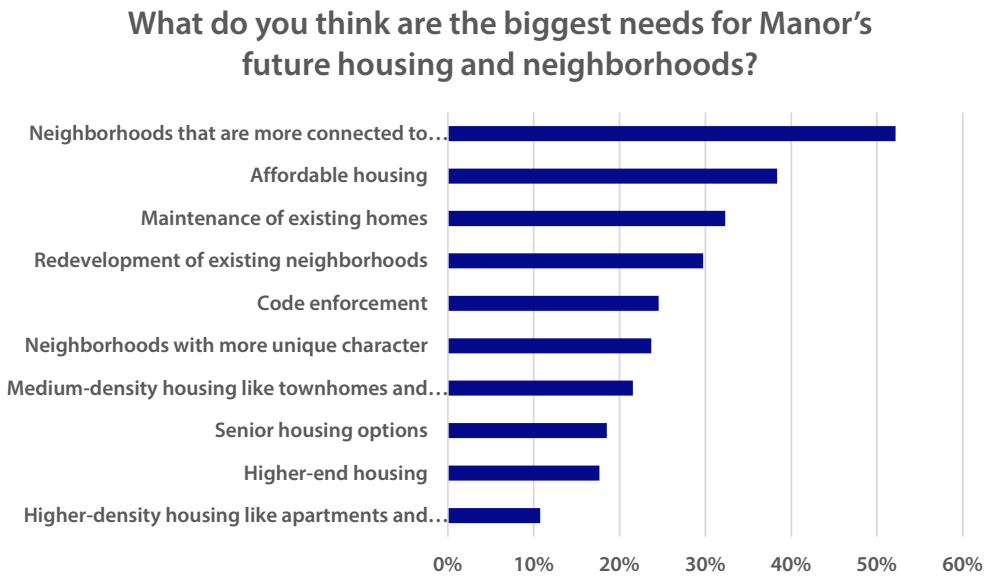


MANOR IN THE FUTURE

HOUSING AND NEIGHBORHOODS

What do you think are the biggest needs for Manor's future housing and neighborhoods? Pick up to 3.

Rating	Input	%
Neighborhoods that are more connected to their surrounding areas	121	52.16%
Affordable housing	89	38.36%
Maintenance of existing homes	75	32.33%
Redevelopment of existing neighborhoods	69	29.74%
Code enforcement	57	24.57%
Neighborhoods with more unique character	55	23.71%
Medium-density housing like townhomes and duplexes	50	21.55%
Senior housing options	43	18.53%
Higher-end housing	41	17.67%
Higher-density housing like apartments and condos	25	10.78%
Answered	**232**	

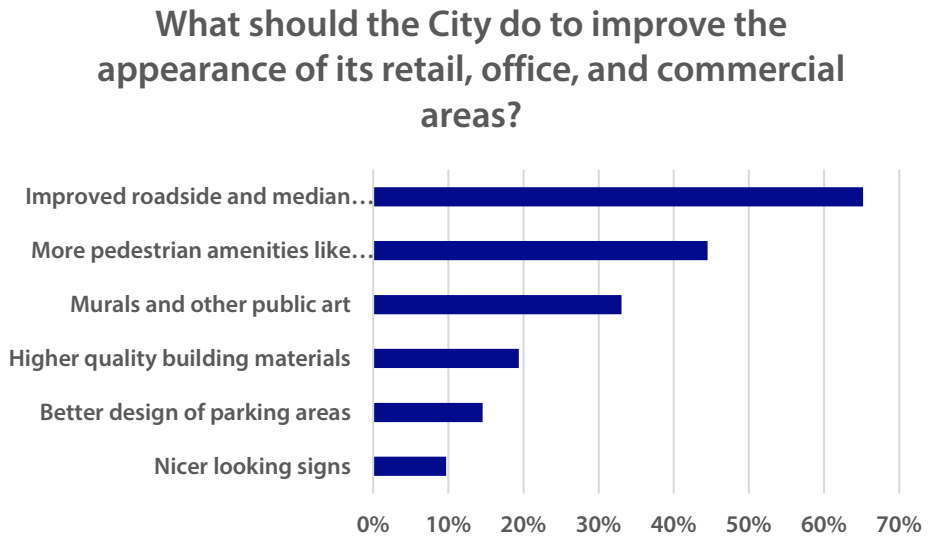


MANOR IN THE FUTURE

URBAN DESIGN & CHARACTER

What should the City do to improve the appearance of its retail, office, and commercial areas? Pick up to 2.

Rating	Input	%
Improved roadside and median landscaping	148	65.20%
More pedestrian amenities like benches and lighting	101	44.49%
Murals and other public art	75	33.04%
Higher quality building materials	44	19.38%
Better design of parking areas	33	14.54%
Nicer looking signs	22	9.69%
Answered	**227**	

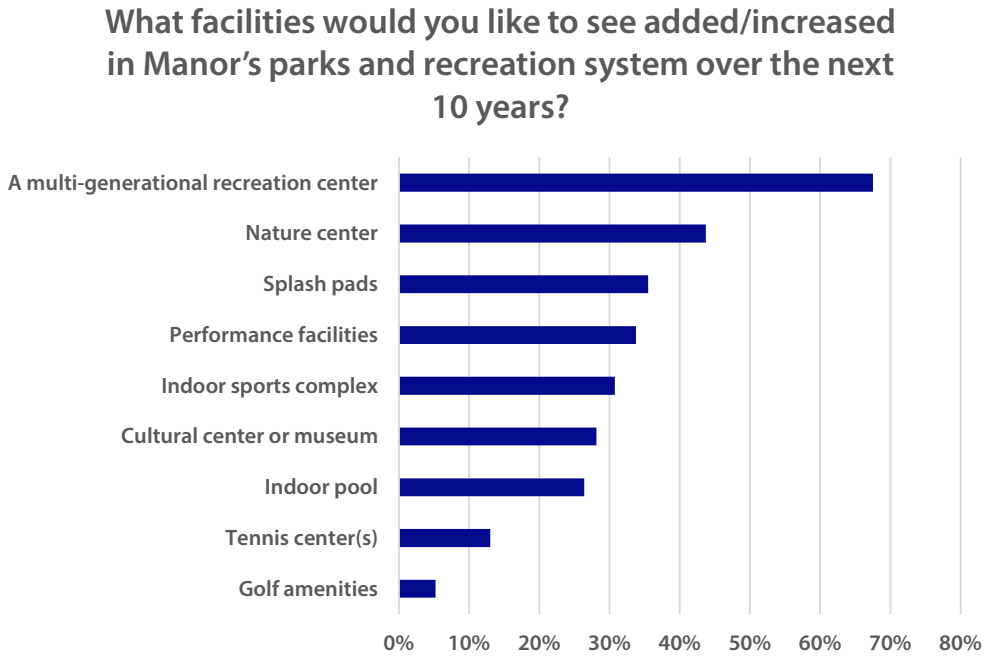


MANOR IN THE FUTURE

PARKS & OPEN SPACE

What facilities would you like to see added/increased in Manor's parks and recreation system over the next 10 years? Pick up to 3.

Rating	Input	%
A multi-generational recreation center	156	67.53%
Nature center	101	43.72%
Splash pads	82	35.50%
Performance facilities	78	33.77%
Indoor sports complex	71	30.74%
Cultural center or museum	65	28.14%
Indoor pool	61	26.41%
Tennis center(s)	30	12.99%
Golf amenities	12	5.19%
Answered	**231**	



Which of the following actions should the City take to improve its parks and recreation amenities? Pick up to 2.

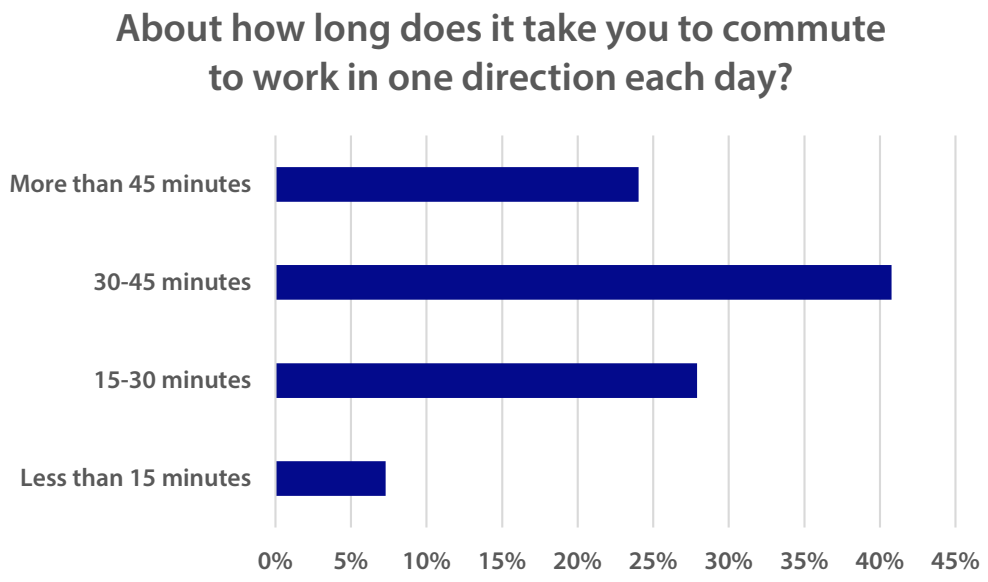
Rating	Input	%
Acquire land for parks and facilities in areas that lack parkland	134	58.01%
Add or enhance programs at park facilities, like group exercise, arts and culture, farmers markets, etc.	103	44.59%
Improve access to parks and facilities through trails, sidewalks, bike lanes, and safer crossings	102	44.16%
Improve existing parks/facilities w/new buildings, paving, and playgrounds	78	33.77%
Improve maintenance of existing parks and facilities	23	9.96%
Answered	**231**	



DAILY COMMUTE

About how long does it take you to commute to work in one direction each day?

Rating	Input	%
Less than 15 minutes	17	7.30%
15-30 minutes	65	27.90%
30-45 minutes	95	40.77%
More than 45 minutes	56	24.03%
Answered	**233**	**100%**



ADDITIONAL COMMENTS

In a few words, describe the type of job you would need in order to both live and work in Manor:

#	Feedback
1	I travel only 12 miles on 290 j
2	I am a teacher so I can work in Manor, but my daughter goes to school in Austin because I think schools are better there.
3	Call Center type job
4	Fire alarm industry.
5	Information Technology
6	I would need some biotech companies to move to Manor.
7	Software/Ecommerce/Product Management
8	High paying job with access retail/shopping
9	Manor ISD would need to pay as much or more than surrounding districts
10	It takes 15 to 20 minutes to get out of Manor.
11	Tech Jobs
12	Insurance jobs
13	I am a teacher, as Manor continues to grow, so will the schools.
14	Professional level positions
15	Be able to continue to work from home, am state employee and work in policy.
16	Government/state
17	Professional above Master's degree
18	Hospital system, full time nurse
19	I travel and work from home
20	Administrative Assistants
21	Remote work.
22	Computer software
23	Tech / startup office location
24	Currently Manor has jobs for people with lower education levels. For Manor to be ideal and competitive with any city North of Austin, and for those who already live here to also work here, it needs to attract employers that hire people with college degrees.
25	Work from home.
26	Administrative Assistant
27	State offices would have to move out here.
28	Tech industry
29	Medical

#	Feedback
30	I work from home
31	High end Technical support
32	Warehousing
33	Software engineering
34	Attorney
35	IT/Software/engineering
36	I currently both live and work in Manor as a Nanny. I have worked in every part of Travis county. Most days the worst part of my commute was just getting out of Manor due to the severe clogs on Blake Manor road and Lexington street.
37	I'm a teacher that works for the district. But my husband is an tech engineer that has to travel to Austin to work because there are not options here for him.
38	Decent paying manufacturing jobs
39	Financial
40	Inventory Clerk but in a Hospital
41	Higher Ed satellite offices.
42	Administrative and/or government offices
43	I work as a household manager/nanny, so wealthier people who need a high end nanny would allow me to work in Manor
44	A center where I could offer private arts lessons and consulting.
45	Semiconductor factory or semiconductor equipment suppliers
46	Remote position
47	High tech with a high pay scale
48	I am a stylist at a High End beauty Salon/Spa and my husband is an Architect
49	Professional/Auditing
50	Technology/IT/business professional
51	Professional massage therapy
52	Beauty industry (esthetician services, waxing)
53	Professional job
54	More actual office jobs
55	Access to healthcare services
56	A better reputation at the high school
57	I'm an engineer. Tech industry with skilled/specialized work.
58	Software companies
59	Technology - project management
60	Doesn't matter, have to go to Austin and Elgin for everything anyway.
61	I already teach and live in Manor

#	Feedback
62	Pay a livable wage, more government jobs
63	I'm a teacher. More schools with bilingual programs.
64	State security. Attract state agencies would be a plus.
65	Professional Technology
66	Urban design & planning (apprenticeship)
67	Executive management position
68	If not living in a multi-income household, I'd need to make at least $20/hr to survive.
69	Office, customer support
70	One that allows remote working
71	Hospital
72	Technology company
73	Insurance or Risk Management
74	State agency office buildings
75	Medical office
76	Software
77	Social work job paying over 40,000
78	Legal field
79	Does Manor have jobs besides fast food and city/government jobs?
80	General labor
81	Remote Work
82	Professional office space and medical complexes
83	Work from home
84	I'm actually starting a faith community (church) here in Manor!
85	Business development
86	Technology and innovation centers
87	Manufacturer
88	More remote work for my state job
89	Cancer center
90	Semi-Conductor jobs. Warehousing.
91	Professional technology services: Software production, mobile game and application development, computer systems research and development, computer systems design, data security, and technology consulting services
92	High-paying technology and professional services roles
93	Software engineer
94	There are no good, high paying jobs in Manor.
95	Corporate office space

#	Feedback
96	An Office job. Maybe like Data Entry.
97	I'm a Realtor and love working out of Manor!
98	I already live and work in Manor.
99	I would want to work for the City government in a technical role. I currently work as a computer programmer for the City of Austin.
100	Something in retail.
101	State government
102	Professional non profit or victim services position
103	Consultation and work at home
104	Optometrist office
105	Government (Department of Justice) building relocation
106	A financial analyst/budget analyst job that pays well. Property taxes are insane in this area for the lack of amenities that the city provides.
107	Something in education as there are few professional industries in Manor.
108	Contractor
109	IT or corporate company
110	N/a
111	Technology
112	ABA Therapy Center
113	DayCare
114	Office work
115	Human Resources or IT
116	Would love to see more clothing retail here like Ross or target. We want to spend our $ in town not Austin or Pflugerville
117	Property management
118	Have a building like Wework.
119	Tech support
120	Home based
121	Wfh
122	Information Technology
123	Technology
124	Firms/companies in need of Marketing Director roles.
125	Government IT
126	I work in IT, anywhere that would require IT support.
127	Tech support
128	Research and Development in semiconductor or photovoltaic materials

MAP EXERCISE

Participants were instructed to provide feedback on various topics by dragging and dropping their pins onto the map. Indicate whether you are identifying a problem, an opportunity, or an idea you have, and provide a brief comment to explain.






Business and Use
Positive
Negative
Mixed
Neutral
Manor City Limits
Manor ETJ
290
FM 973
LEXINGTON
RECTOR
CREEDMOOR MANOR
BLUE BLUFF

MAP COMMENTS

BUSINESS AND USE

#	Comment Type	Comment	Up Votes	Down Votes
1	Business and Use	Create a walkable, mixed-use Downtown radiating out from Parsons and Lexington with local retail, food and beverage and affordable housing and work places in close proximity to the future Green Line commuter rail station.	1	0
2	Business and Use	Mixed use residential/entertainment/shopping	1	0
3	Business and Use	HEB or Lowe's, Home Depot	2	0
4	Business and Use	Topgolf	0	0
5	Business and Use	Whole Foods	2	0
6	Business and Use	Chase bank will bring an HEB	1	0
7	Business and Use	Restaurant (not fast food)	2	0
8	Business and Use	Great spot for an HEB, Home Depot, Lowe's, restaurants & shopping outlets.	5	0
9	Business and Use	Great spot for a Walgreens or CVS needed	2	3
10	Business and Use	A Wells Fargo bank would be nice here.	4	2
11	Business and Use	Pluckers	4	2
12	Business and Use	A Gas station for those quick needs snacks. With an accessible sidewalk From Casting Dr. to Carriage Hills Dr.	1	0
13	Business and Use	Incorporate Manor Downs into a Domain type development	1	0
14	Business and Use	"We'd like more grocery stores and businesses that is not just Walmart with birds flying around on the inside. I'd love to see some more local businesses opening up!"	4	0
15	Business and Use	Make Downtown an entertainment District	5	0
16	Business and Use	Businesses here please!	1	0
17	Business and Use	Make room for developments here- restaurants, pharmacies	3	0
18	Business and Use	The Home Depot / Lowe's	23	1
19	Business and Use	Great spot for an HEB!	22	1
20	Business and Use	HEB	9	0

#	Comment Type	Comment	Up Votes	Down Votes
21	Business and Use	Spread out Business to help reduce traffic and give easier access to residents to get to without having to use the major highway	6	0
22	Business and Use	Chick Fil A!	9	7


Other Idea
Positive
Negative
Mixed
Neutral
Manor City Limits
Manor ETJ
290
FM 973
LEXINGTON
RECTOR
CREEDMOOR MANOR
BLUE BLUFF
BASTROP
JOHNSON
JOHNSON ROAD
BRELA
ARMSTRONG
BRADSHAW
SHADOWWOOD
VISTA GROVE
BING
BURTON
BRENHAM
PARSONS
TUFF
BRECCIA
JAIME
TRAVIESO
ABRAHAM
OLD KIMBRO
KIMBRO
BOLTEX
BOSS D ARC
PRESTO DE PRESTO
GEORGE BUSH
CEDER
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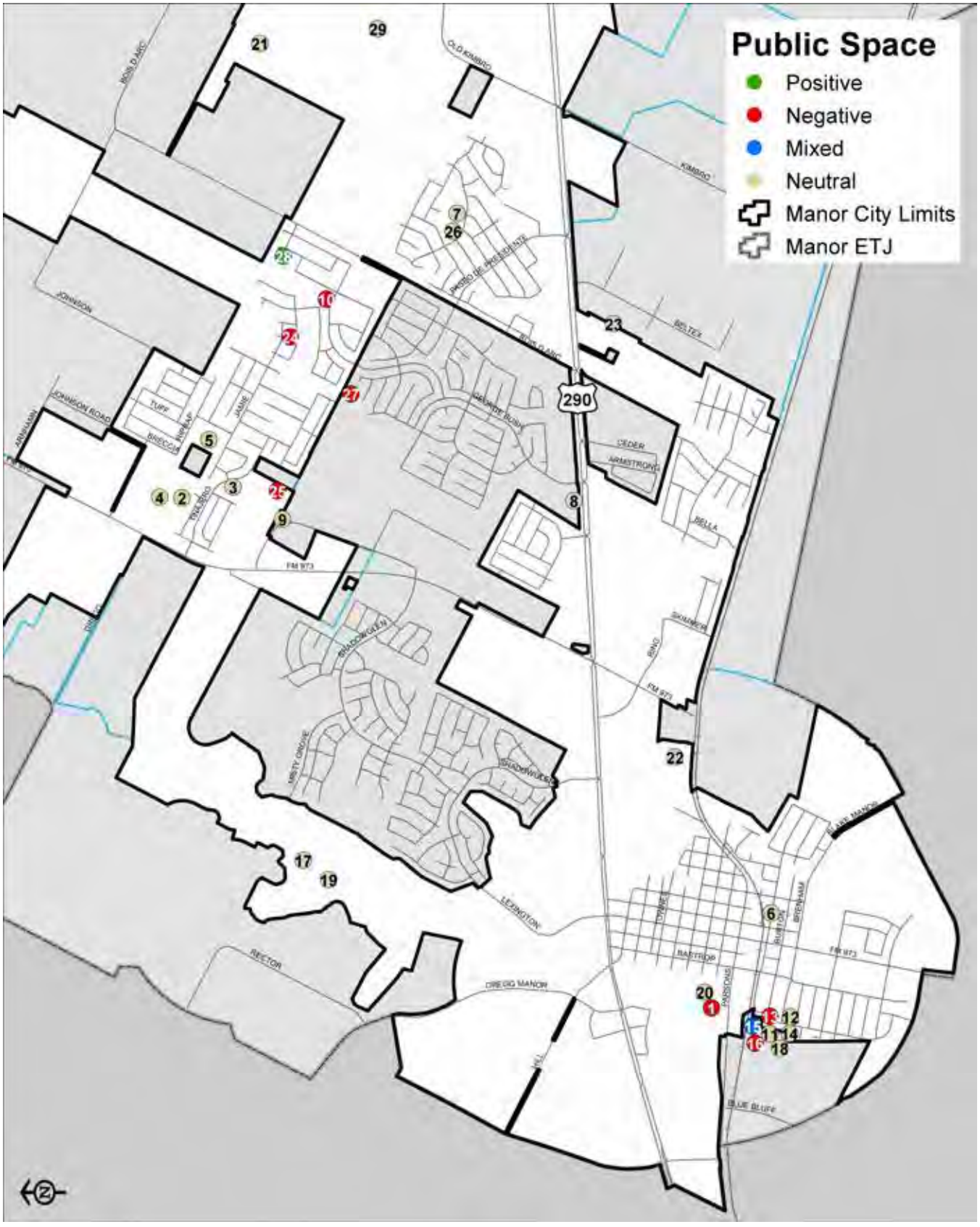
MAP COMMENTS

OTHER IDEAS

#	Comment Type	Comment	Up Votes	Down Votes
1	Other Idea	Recommend to remove these old rusted train parts, and tractor parts to a worksite locations. And turn this space into a mini park that people who are waiting for the metro bus can relax at.	1	0
2	Other Idea	Recommending building a tunnel for the golf carts, and having a water drain in it too. To avoid future issues with passing cars.	1	0
3	Other Idea	A sports recreation center would be great for our city where we can have adult leagues and not have to pour our money into neighboring cities to participate.	2	0
4	Other Idea	Would love a real town square with shops and restaurants.	2	0
5	Other Idea	Dirt path is way way to bumpy. Need to be filled, and flatten.	1	1
6	Other Idea	Entertainment area with bars and restaurants	0	0
7	Other Idea	Put a stop light here.	0	0
8	Other Idea	A CVS or Walgreens would be nice here.	2	0
9	Other Idea	Sorry but Shadowglen isn't part of the plan look at the area of service.	1	0
10	Other Idea	A public art piece would be nice here.	2	1
11	Other Idea	At a prior ShadowGlen HOA meeting, it was suggested that a street/roadway/walkway be constructed off Lexington Street near the church and shopping strip to allow a right turn only to Manor Middle and Manor High School. What is the status of that suggestion?	1	0
12	Other Idea	Fix this lot up, to be like a public pool?	1	0
13	Other Idea	New more trees along side the walkway.	1	0
14	Other Idea	Please just redo this section of the road. Why the big turn. Why not a straight road from Murray to the Post Office. I had encounter that ppl do wide turns and almost hit me.	0	0
15	Other Idea	Main Town Hall, Library, Rec Center, Nature walk?	3	0

#	Comment Type	Comment	Up Votes	Down Votes
16	Other Idea	Either Multi Complex Center, or Move City Hall, Library and or Police Station here.	1	0
17	Other Idea	Remove the parking spots that is on E Parsons St Businesses. And turn this plot into a parking lot. There is 10 businesses in the area.	0	0
18	Other Idea	Once the underbrush is gone and cleaned up. A walk trail here would be nice. A little walkway next to the river.	0	0
19	Other Idea	A Mini park, Maybe build that little roof building that Ben E Fisher Parks has. Or maybe a community garden?	0	0
20	Other Idea	Turn this plot into a Park/walk trail. Or a little store.	1	0
21	Other Idea	Public Art Installation/Sculpture could be place here. Might help with people slowing down on this turn.	0	1
22	Other Idea	Get Walmart to go green, but added solar panels to their roof	3	0
23	Other Idea	Add a "slow on turn" sign.	0	0
24	Other Idea	Sidewalk needs to be added here to get people across to connect to the Metro sidewalk. People don't need to walk on the streets	0	0
25	Other Idea	This old run down road could be a place where public art sculpture are displayed as cars drive towards the park.	0	0
26	Other Idea	Apt Complex	0	0
27	Other Idea	Apt Complex	0	2
28	Other Idea	Expand City grid to allow for more homes	2	0
29	Other Idea	Turn lanes for E Brenham Street traffic would make this intersection much more efficient and prevent traffic from backing up during peak times. Currently only a few cars ever make it onto Lexington before the light changes causing most people to hurriedly cut through side streets to avoid the light	9	0
30	Other Idea	In order to keep drivers from going around the speed bumps causing traffic safety issues, I would think a median of some sort needs to be placed along the road between the speed bumps.	0	0

#	Comment Type	Comment	Up Votes	Down Votes
31	Other Idea	There is a cute donkey in this field. Please ensure it has another donkey to get jiggy with, so that there are always donkeys in this field. This is the your important priority for the next 50 years - thank you for listening	5	0
32	Other Idea	Austin community college campus	1	3
33	Other Idea	U-turn lane instead of making people turn around at light at Gregg Manor.	2	0
34	Other Idea	Better infrastructure on each side of 290 to allow travel from neighborhoods out to 130 and Parmer.	2	0
35	Other Idea	All these businesses need to be demolished and rebuilt with safer access to 290. Better parking.	3	0
36	Other Idea	Make a fishing pond here with a sidewalk around it. And a temporary kayak docking	3	0
37	Other Idea	HEB!!	11	1
38	Other Idea	Add a pathway/sidewalk for teens to use that ride bikes and walk to middle school/high school. Too many teens walk through the high grass and others walk down the side of 290! Please add a safe walkway for them.	10	0

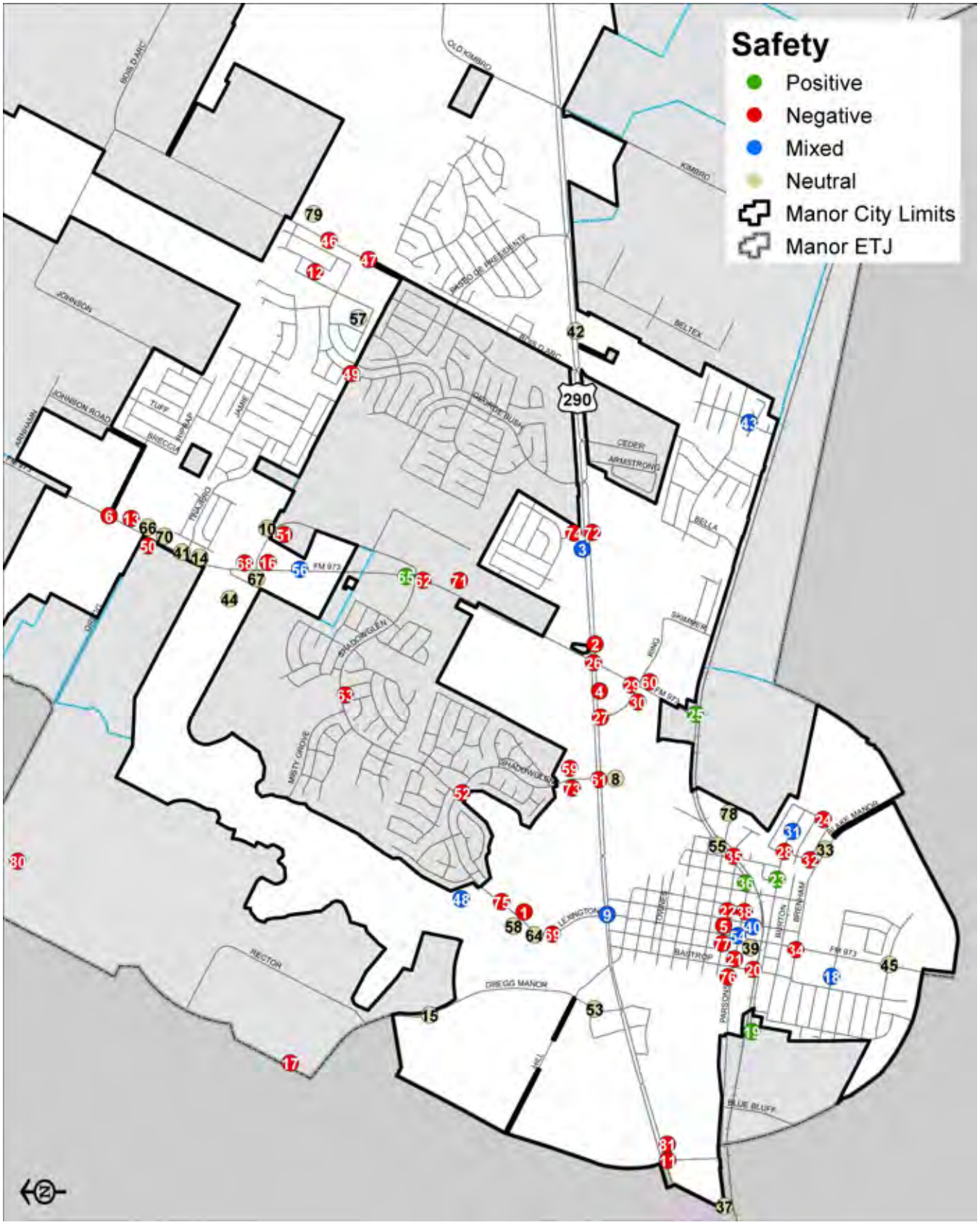

Public Space
Positive
Negative
Mixed
Neutral
Manor City Limits
Manor ETJ
290
FM 973
BOIS D ARC
OLD KIMBRO
KIMBRO
JOHNSON
JOHNSON ROAD
ARNHAM
TUFF
BRECCIA
AMELIA
JAMIE
DEVINE BUSH
CEDER
ARMSTRONG
BELLA
DEL RIO
BRADDOCK GLEN
SHADOWWICK
IVORY GROVE
LEXINGTON
RECTOR
CREEDIG MANOR
BASTROP
PARSONS
BURTON
BRENHAM
MANOR
BLUE BLUFF
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MAP COMMENTS

PUBLIC SPACE

#	Comment Type	Comment	Up Votes	Down Votes
1	Public Space	This space needs an serious upgrade	0	0
2	Public Space	Turn into a park area	0	0
3	Public Space	Make into a park connecting to rose hill cemetery and surrounding areas	0	0
4	Public Space	Purchase and make into a park with hike/bike paths.	1	0
5	Public Space	Purchase and make into a park with walking/bike trails	0	0
6	Public Space	Community vegetable garden	2	0
7	Public Space	Open this pool to the public so that we don't pay HOA	1	0
8	Public Space	"Build a Recreation Center similar to what Elgin has at 361 N. HWY 95, Elgin, TX Amenities: • Full sized basketball court with 6 basket ball hoops • Optional volleyball net for use in gym - full and half court options available. • Hard wood multi purpose room • Fitness weight room • Variety of stand alone equipment • Projector and Speaker for Online Fitness Classes • Industrial kitchen (Temporarily Closed) • Bathrooms, Showers and Locker Rooms	1	1
9	Public Space	Make a donkey sanctuary!!!	0	0
10	Public Space	Open field that is constantly overgrown with weeds. Could this be public space like a park or guest parking?	2	1
11	Public Space	There should be some park lights for when it gets dark.	0	0
12	Public Space	Ben E Fisher Pedestrian access should be paved as a concrete sidewalk.	0	1

#	Comment Type	Comment	Up Votes	Down Votes
13	Public Space	This whole section of road, should be leveled, and repaved.	0	0
14	Public Space	Repave dirt trail with a concrete sidewalk that loops around the park.	0	0
15	Public Space	Bathrooms need an upgrade, would not use unless its a super emergency. Either better stall doors, and cleaning/sanitizing	0	0
16	Public Space	Clear out the underbrush, I feel like a coyote would come out any second. I always feel uneasy	0	0
17	Public Space	Walking trail. Provide space for outdoor activities.	0	0
18	Public Space	Expand this park over the creek and ad a road to directly connect to W Parsons and/or Blue Bluff	3	0
19	Public Space	City Greenbelt	1	0
20	Public Space	Rec center	0	0
21	Public Space	Add a fishing spot	1	0
22	Public Space	Timmerman needs a dog park	1	0
23	Public Space	Pedestrian walkways parallel to 290. Before frontage is all built-out, make paths a priority. Right now Manor is a combination of isolated neighborhoods.	2	0
24	Public Space	This area is a big blank field with nothing in it but weeds. Why not make this a common space for people in the surrounding neighborhood to enjoy? As it is, it is a waste of space and an eyesore.	1	1
25	Public Space	Pay the owner off so that you can make this a public fishing pond. Walter e long has no fish.	0	0
26	Public Space	Make this a fishing pond	2	2
27	Public Space	This looks prone to a lot of flood retention. Make it into a fish stock pond for fishing.	0	0
28	Public Space	Make this into a "resaca" kinda like the cut off oxbow lakes. You can find plenty of examples in Brownsville, TX. Basically artificial connection of retaining ponds and fill them with fish so that we can go fishing, and loving everyday.	1	0
29	Public Space	Add a Park north of 290	2	0


Safety
Positive
Negative
Mixed
Neutral
Manor City Limits
Manor ETJ
290
973
973
OLD KIMBRO
KIMBRO
BOIS D ARC
JOHNSON
JOHNSON ROAD
ABRAHAM
TUFF
BRECCIA
JAMIE
RUSTLAP
TRACERO
PRESTO DR
PRESIDENTIAL
BELTEX
ARMANDO BUSH
CEDER
ARMSTRONG
BELLA
SHADOWGLEN
SHAMROCK
RING
MISTY GROVE
SHADOWRIDGE
LEXINGTON
LONGBEE
BURTON
BRENHAM
BASTROP
PASSION
RECTOR
DREGG MANOR
BLUE BLUFF
LANE MANOR

MAP COMMENTS

SAFETY

#	Comment Type	Comment	Up Votes	Down Votes
1	Safety	Golfers need a stop for traffic sign. When cars stop mid road to allow them to pass it's a safety hazard for the golfers because the cars behind go around. We've seen this too many times and I'm honestly surprised we haven't seen a golfer in a golf cart plowed over. We've seen golfers get out of their carts and throw drinks at drivers because they think they have the right of way. Also the speed bumps here need to be fixed or removed. They are falling apart & have exposed nails.	18	1
2	Safety	Dangerous area: Suggest keeping three lanes from previous intersection not one that stops abruptly	1	0
3	Safety	Traffic light needed, but please make left turn into the subdivision a flashing yellow so we can go when there aren't any cars coming	0	0
4	Safety	Fix this turning lane to only a lot people going from 290 into Whataburger. There is a "Wrong Way" Sign to tell people not to exit that way, but people do it anyways. So either their white plastic tubes barriers, or concrete.	1	0
5	Safety	Parking or even driving by this area is a headache,. Would love to see downtown Manor restored and provide wide sidewalks. The east bound lane and turning lanes are ridiculous	0	0
6	Safety	On coming traffic (going to the high school) frequently rides down the suicide lane. Making it difficult to make a left turn onto Johnson Road. I have had several near misses in this area. Mostly late afternoon/evening when the sun is in the west bound drivers eyes.	0	0
7	Safety	Sheriff Substation	1	1
8	Safety	Build Manor Public Safety Center/2nd City Hall/ Community Center. House PD, FD and other Community Services	1	0

#	Comment Type	Comment	Up Votes	Down Votes
9	Safety	Need something to deter people during rush hours of being "in the box" when their light turns red. We all have places to go and times to be there, but folks are blocking this intersection which keeps other folks from being able to move at their appointed time and it is a safety issue if someone happens to not be paying attention.	1	0
10	Safety	Put a stop sign here for traffic as appropriate. I was almost hit by a speeding 18wheeler when I was taking my right of way from Suncrest turning right unto tower	2	0
11	Safety	People drive through this “turn only” lane all the time . There should be poles to stop people from doing that. Or the cops should be posted here and pulling people over and giving them tickets fir doing it.	0	1
12	Safety	The ditch in between CA and MC is constantly overgrown and not kept up by anyone. Dangerous for kids and attracts unwanted animals that carry diseases.	2	0
13	Safety	FM 973 between 290 and the high school is so dark at night, there are not enough streetlights, if any along this stretch. It's bad enough that I avoid driving out of Stonewater at night, and I am young and have normal vision.	2	0
14	Safety	Reduce speed limit to 55 or 50. This area is now developed and more development is foreseen in the near future. Trying to merge into 65mph incoming traffic is hazardous.	1	2
15	Safety	Please flatten the Bump that is here!	0	1
16	Safety	Most dangerous intersection. Difficult to get out from Tower. Dangerous to turn left onto Tower	0	0
17	Safety	There is a really bad pothole here.	0	0
18	Safety	A lot of cracks. Would love it if they where to give it a fresh repave.	0	0
19	Safety	Recommend widening this section of the road, and repaving the parking.	0	0
20	Safety	A lot of cracks and holes are starting to show, recommend to repave it.	1	0

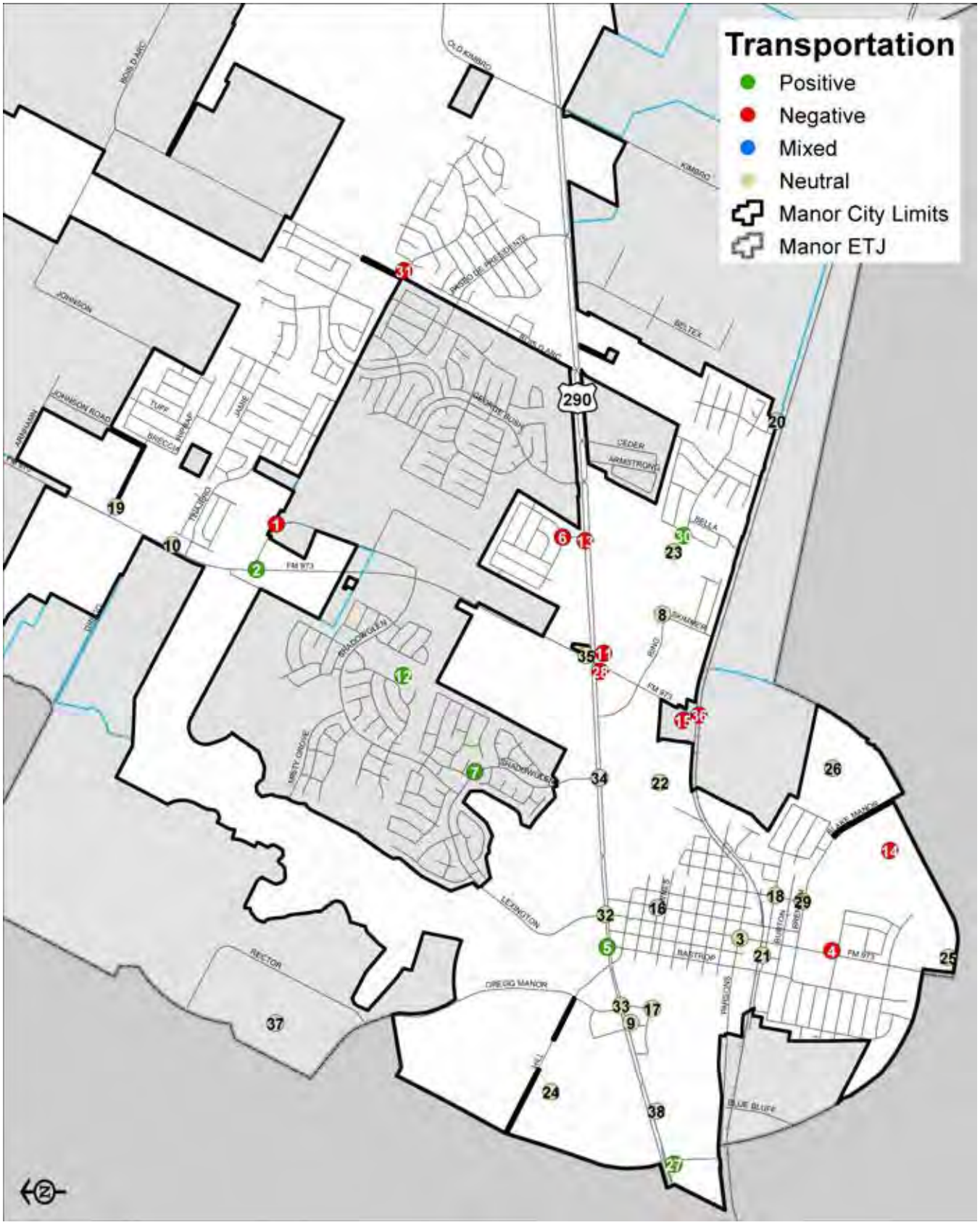
#	Comment Type	Comment	Up Votes	Down Votes
21	Safety	Road is cracked, half of it is sinking, needs to be remade.	0	0
22	Safety	This intersection is just dangerous. The place where you are suppose to stop at, is too far back from seeing if there is a car coming. Since those parked cars at Ramos are always blocking.	1	0
23	Safety	A lot of holes on the road, gets scary to drive on the side, especially when its raining. Recommend to re-level and repave.	0	0
24	Safety	Water Pools here, Water too low for it to reach the water trench.	1	0
25	Safety	A lot of people driving on the dirt to pass the light. Recommend building a small Right turning lane, and to repave the part where people are driving next to the dirt.	3	0
26	Safety	Edge of road, needs to be repaved.	4	0
27	Safety	A lot of broken debris. Needs to be repaved.	1	0
28	Safety	Water pools here a lot, A water drain is needed. Nearby water drain is too high for the water to flow into it.	0	0
29	Safety	There are street lamps on this road, But there were ever on when Walmart first open. I have never seen them on since then. Please turn them back on.	3	0
30	Safety	Street lanes needs to be repainted! I seen a lot of people on the wrong side of the road, cause they cant tell which half is theirs.	3	0
31	Safety	Water pools a lot here, The drain is too high for the water to leave. Recommend redoing the water trench.	0	0
32	Safety	A water drain needs to be added here.	0	0
33	Safety	A street light has to be added at the entrance.	0	0
34	Safety	Potholes and road cracking	0	0
35	Safety	This little section needs to be re-leveled and repaved. It dips to low, then goes up over the railroad, then goes back down. And it needs to be wider.	0	0

#	Comment Type	Comment	Up Votes	Down Votes
36	Safety	Recommend trimming these trees, I have seen multiple Trailers Trucks burn rubber to brake, cause someone is wanting to turn onto S San Marcos St.	0	0
37	Safety	A sidewalk needs to be made to connect the school to the neighborhood of WildHorse and Heritage Point. How would the kids walk from there?	0	0
38	Safety	A water drain needs to be added here. Since there is no Concrete parking, and its just dirt, water collects, and it becomes bumpy. It will become an eyesore sooner or later.	0	0
39	Safety	A lot of cars drive into this space to bypass the light. Recommend some sort of walkway rail. or a single chain fence to avoid those people who are trying to shave an extra few minutes.	2	0
40	Safety	Some sort of rule needs to be place here, where long or tall cars and no park here. Some cars backup way to fast. I always get scared and drive extra slow, just in case. Suggestion: parking is now parallel.	0	0
41	Safety	Traffic light to reduce accidents during high traffic times.	1	0
42	Safety	PD/FD Substation	1	1
43	Safety	More funding and more safety for the police would be good.	1	0
44	Safety	Hospital	0	2
45	Safety	Light or cross walk would help here to keep kids safe	2	0
46	Safety	Street needs repairs	1	0
47	Safety	Street needed repairs	2	0
48	Safety	While I agree some better signs need to be in place. Speed enforcement will help. There is a blind spot where golf crossing path is currently located. Golfers enter the section when they think is clear and the drivers run up on them. Better signs way before the speed bumps.	0	0
49	Safety	Huge potholes	0	0

#	Comment Type	Comment	Up Votes	Down Votes
50	Safety	Maybe buy a bit of land from the field owner to allow space for a right turn lane onto 973 from Gregg lane, as this backs up really badly due to people wanting to turn left onto 973 and head north.	6	0
51	Safety	VERY dangerous intersection. People going north on Suncrest and wanting to turn right onto Tower, do not realize that they have priority over those coming from west of the intersection, who are traveling east on tower and wanting to stay on tower. That second group of people are technically making a left turn to stay on tower, which is second in priority to those in the first group i described - hope that makes sense - email me if it doesn't!	5	0
52	Safety	Someone has got to monitor the two primary streets through SG. As more people use it to cut through because they want to avoid the hot mess of 290, they are driving dangerously through our neighborhood, speeding,ignoring school zones, traffic control devices. We truly need major deterrents to actually keep people from using this neighborhood to cut through -- speed bumps throughout the neighborhood, adding traffic circles at very single intersection, anything to STOP speeders.	4	2
53	Safety	Widen and redo Gregg Manor Ln. Add street lights.	2	0
54	Safety	Widen this street and make Parsons a walkable street. Do away with street parking and move parking to the back of buildings. Needs more lane to handle flow of traffic.	1	0
55	Safety	Safer road visibility for traffic exiting school buildings	0	0
56	Safety	Farm to market road is so dark and it has so many curves. This road needs lights.	4	0
57	Safety	Fix the grading so that water flows out into Robert Wagner bend appropriately. All the water retains on this property and has degraded the residential lots south of it. Stormwater permits may be in violation if storm water is not flowing appropriately.	3	1

#	Comment Type	Comment	Up Votes	Down Votes
58	Safety	Golf cart yield sign needed. Drivers/golfers don't know who yields. Causes accidents.	7	2
59	Safety	Golf cart yield sign needed. Drivers/golfers don't know to yield or not.	5	1
60	Safety	Need traffic light. To many wrecks. With the apartments going up it will get worse.	6	0
61	Safety	You need two to three law enforcement offices at this intersection from about 6:30 until 9:00 and 4:00 to 7:00 EVERY Monday through Friday handing out tickets like candy on Halloween to stop these people . How many need injured before this is fixed? I get it, the drivers should do better but they are asshats - fine them into poverty.	1	2
62	Safety	Speeders cutting through the neighborhood.	2	2
63	Safety	People cutting through our neighborhood just ignore the speed limits and school zone. They all know too there is NEVER a police presence so they can do whatever they want.	0	1
64	Safety	Needs sidewalks.	4	0
65	Safety	Extend Suncrest Road right of way to be perpendicular to Shadowglen Trace.	2	1
66	Safety	Traffic light	5	1
67	Safety	Traffic light/turn lane	0	1
68	Safety	We desperately need a light (lighting) to be able to see the road if we need to turn into Suncrest/tower road from 973. At night the road is not visible at all and I've almost ran into the field instead of the road. Visibility is so low at night even with our headlights on.	4	2
69	Safety	Need sidewalks. People have to walk in the street to walk to a restaurant because the golf course and church haven't mowed the lawns.	6	2
70	Safety	Need a light here. Traffic backs up.	3	1
71	Safety	The speed limit needs to be reduced on 973 from MSHS to 290. Everyone drives way to fast and there are too many cars trying to get on an off 973.	5	3

#	Comment Type	Comment	Up Votes	Down Votes
72	Safety	Severe safety issue coming out of Greenbury Village. We have only one way of getting in and out our subdivision. Now with the apt complex that is being built across the highway, the amount of traffic that will come out that driveway to turn left to travel west on 290 will skyrocket and accidents will increase.	7	0
73	Safety	Another golf cart crossing that is an issue when it comes to right of way. Golf carts jump out in front of cars and yell obscenities. We encountered intoxicated golfers crossing here and would like clarity on golfers needing to yield the right of way to vehicles. Also their golfers warning sign can be pushed over by hand. I've called manor pd out there to have it stood upright after a windy day. Laying into the road.	22	1
74	Safety	Traffic light needed desperately	8	0
75	Safety	This road needs to be fixed. It floods too often and is one of the main ways to get to 290.	8	0
76	Safety	This is a dangerous intersection during rush hour. Always backed up and two way stop is poorly adhered to…	3	0
77	Safety	The flooding on this corner is horrible! I can't even imagine what the business owners in this building have to deal with when it rains! Sidewalk is too low and needs to be fixed asap.	2	0
78	Safety	Widen roads and add more lanes	3	0
79	Safety	Widen roads	2	0
80	Safety	Traffic light needs to be installed. And update drainage to reduce flooding.	3	0
81	Safety	The on and exit ramp to Toll 290 is cluttered and congested.	5	0


Transportation
Positive
Negative
Mixed
Neutral
Manor City Limits
Manor ETJ
290
FM 973
BOIS D ARC
OLD KIMBRO
KIMBRO
BEXTEX
JOHNSON
JOHNSON ROAD
ARNHAM
TUFF
BRECCIA
AMIE
PACIFIC
DEER
ARMSTRONG
BELLA
SHADOWGLEN
SHADOWRIDGE
IVORY GROVE
LEXINGTON
RECTOR
CREDIO MANOR
BASTROP
BLUE BLUFF
PARSONS
BURDICK
PARK MANOR
FOREST
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MAP COMMENTS

TRANSPORTATION

#	Comment Type	Comment	Up Votes	Down Votes
1	Transportation	This section of Tower road needs some work - especially as traffic continues to scale in this area. VERY dangerous. Also - current two lane road does not allow for pedestrian or bike traffic - closing off this route to those in the neighborhood.	0	0
2	Transportation	VERY Dangerous intersection. Increasing Traffic as well due to more builds going up in the area.	0	0
3	Transportation	Dedicate right turn lanes are needed at this intersection	0	0
4	Transportation	Lexington needs to be reconstructed to improve performance and efficiency of the street while making it safer for all users...motorist, pedestrians, cyclist.	0	0
5	Transportation	These new neighborhoods are not walkable, they are all car-dependent. You have a spectacular opportunity to require all developments to have HIGH walkability and connectivity, so that in 30 years, Manor is a walkable city without the need for cars to run simple errands. Don't turn Manor into a suburban hellscape, you still have time.	1	0
6	Transportation	This neighborhood has only one exit, how is this acceptable? What happens during a major emergency and people have no other way out? Connectivity between all these neighborhoods is very poor.	1	0
7	Transportation	These new neighborhoods are not walkable, they are all car-dependent. You have a spectacular opportunity to require all developments to have HIGH walkability and connectivity, so that in 30 years, Manor is a walkable city without the need for cars to run simple errands. Don't turn Manor into a suburban hellscape, you still have time.	1	0
8	Transportation	Connect this road to Ring Dr, To reduce the traffic that builds up on Old HWY 20 and 973	1	0

#	Comment Type	Comment	Up Votes	Down Votes
9	Transportation	A sidewalk needs to be added here and connect to New Tech. But not too close to the HWY	1	0
10	Transportation	Widen the road to 5 lanes	0	0
11	Transportation	Traffic flow thru here is super slow, maybe 5 cars before the 15 second light changes. Then waiting 45-60 seconds for the traffic on 290 to flow. Build a bridge or underpass here	1	0
12	Transportation	Having more bus stops within residential areas would be really nice.	0	1
13	Transportation	ADA transportation is desperately needed in the Manor area. I personally have a grown son who needs metro access but cannot get it because we are outside of the service area.	5	0
14	Transportation	Large gravel and construction vehicles on Blake Manor are a constant hazard. Alternate route needed.	2	0
15	Transportation	This light needs to be expanded. No right turn lanes cause traffic build up and unsafe driving practices. With apartments being built on this road, these issues will only get worse.	5	0
16	Transportation	Continue Sidewalk up towards Sonic.	0	0
17	Transportation	Connect this road with The Lions Club Road for School Buses. So that they will take this road which is straight from the HS, MS and ES. to their Neighborhoods Faster. While Avoiding All the traffic at Lexington St.	0	0
18	Transportation	Make S San Marcos between Hwy 20 and E Brenham a connector	0	0
19	Transportation	Upgrade entrance to neighborhood	3	0
20	Transportation	Light Rail Station	1	0
21	Transportation	Light Rail Station	1	0
22	Transportation	Connect Shadow Glen Blvd to E Parsons	3	0
23	Transportation	Connect Greenbury Dr to Ring Dr	1	0
24	Transportation	Expand Hill Ln into a thoroughfare & extend under SH130 to Parmer Ln	1	0
25	Transportation	A connector road to 973 from Wildhorse Trail@Blue Bluff Rd	0	0

#	Comment Type	Comment	Up Votes	Down Votes
26	Transportation	A connector road connecting Murchison@973, heading east crossing/intersecting Blake Manor, swing behind the Old Manor Elementary School to connect with Old Hwy 20@973.	0	0
27	Transportation	Don't suppose there's any hope of a second raised highway (similar to that section of I-35, just north of downtown) for folks going to/from Austin from Elgin, to allow them to bypass manor completely? That would be INCREDIBLE and worth every bit of upheaval to get built.	6	1
28	Transportation	This light needs to last longer. Causes back ups	7	0
29	Transportation	Widen this road	2	0
30	Transportation	Open this up to help alleviate traffic	1	0
31	Transportation	Hard to see spot. Accidents plus bad road	2	0
32	Transportation	Bridge/tollway	4	0
33	Transportation	Bridge/tollway	4	0
34	Transportation	Bridge/tollway	3	0
35	Transportation	Bridge/Tollway	7	1
36	Transportation	This is a horrible intersection. There needs to be a right turn lane added to the southbound side of 973. There are too many people are impatient and will go around cars to turn when the light is red.	11	0
37	Transportation	Widen back streets to allow more options to exit Manor	5	0
38	Transportation	There needs to be another main option to leave 290 to get to Austin.	4	0

DESTINATION 2050

COMMUNITY SURVEY #2 SUMMARY

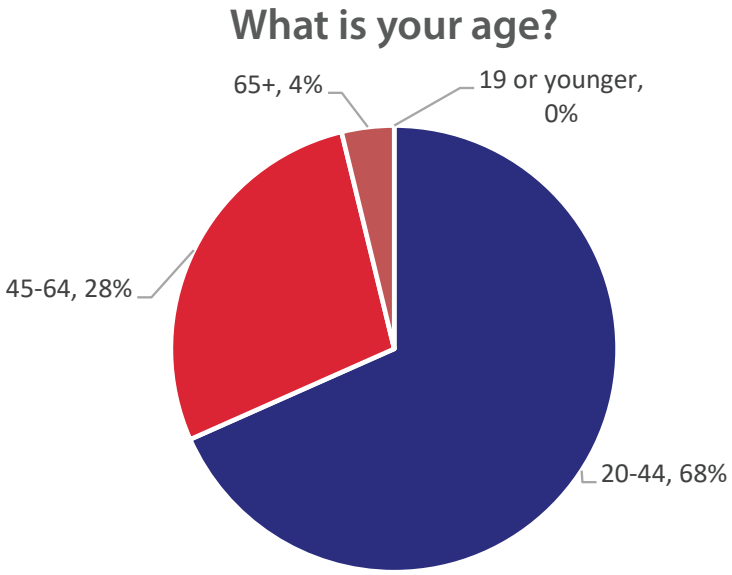
JANUARY 31, 2022

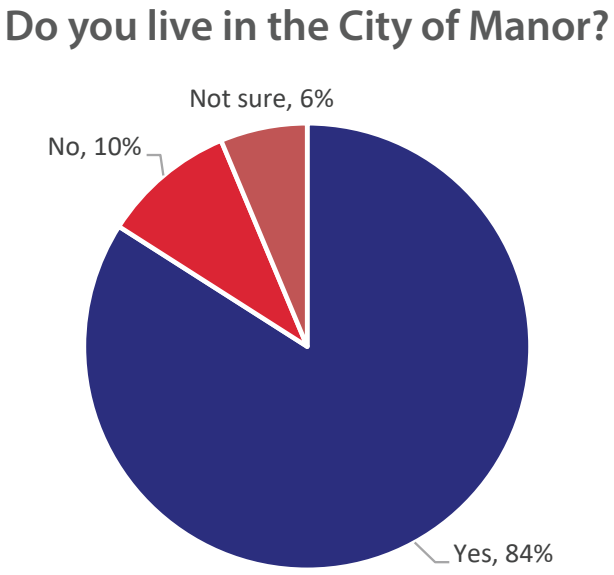
ABOUT THE ONLINE SURVEY

An online survey was launched to gather input from the community regarding the priorities of the community and opportunities for the future of Manor. The survey was open from October 25, 2021 to January 31, 2022. The survey could be viewed on either a computer or a mobile device and was translated into Spanish. The survey was promoted through the city's website, email distribution lists, flyers, and social media. This summary presents the results of the online survey.

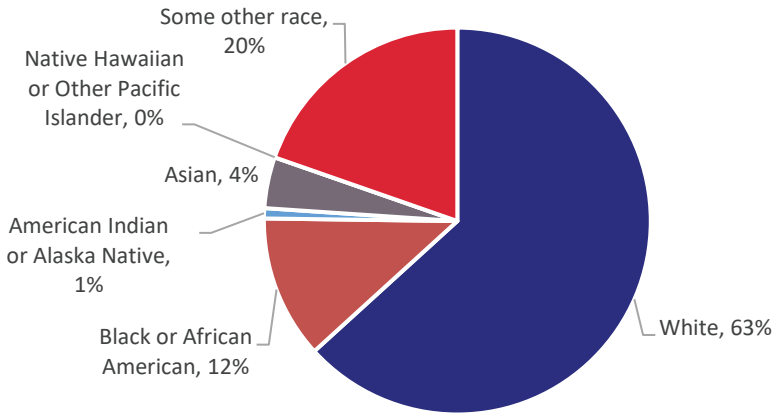
When reviewing this summary, please note that participants are not required to answer every question, and some questions require multiple responses. The total number of responses may appear less or more than the total number of participants.

DEMOGRAPHIC SUMMARY

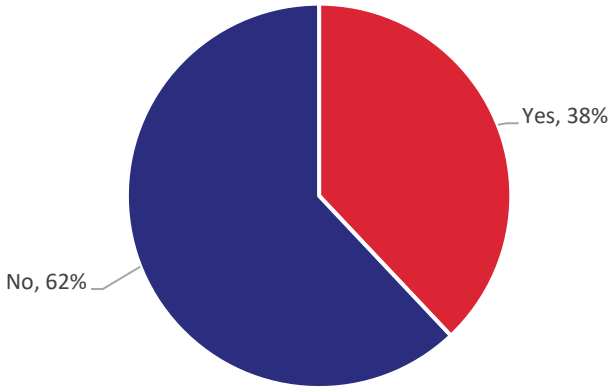




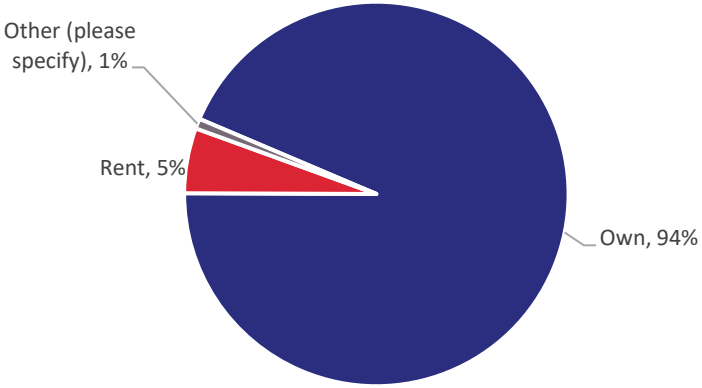
Please specify your race.



Are you of Hispanic, Latino, or Spanish origin?



Do you own or rent your current residence?



SURVEY TRAFFIC

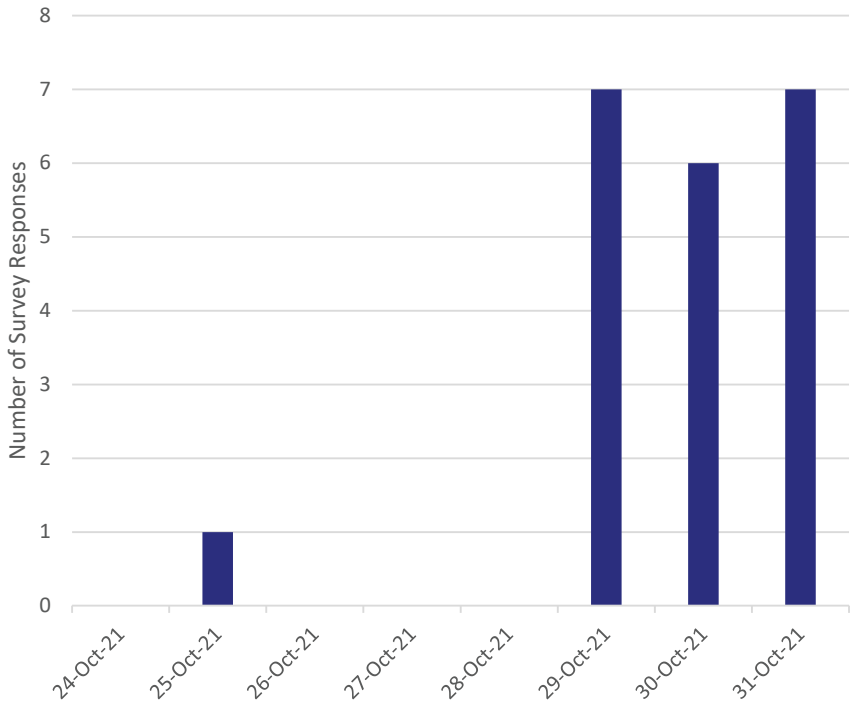
The survey was launched October 25, 2021 and closed January 31, 2022. The number of survey responses by day are shown below.

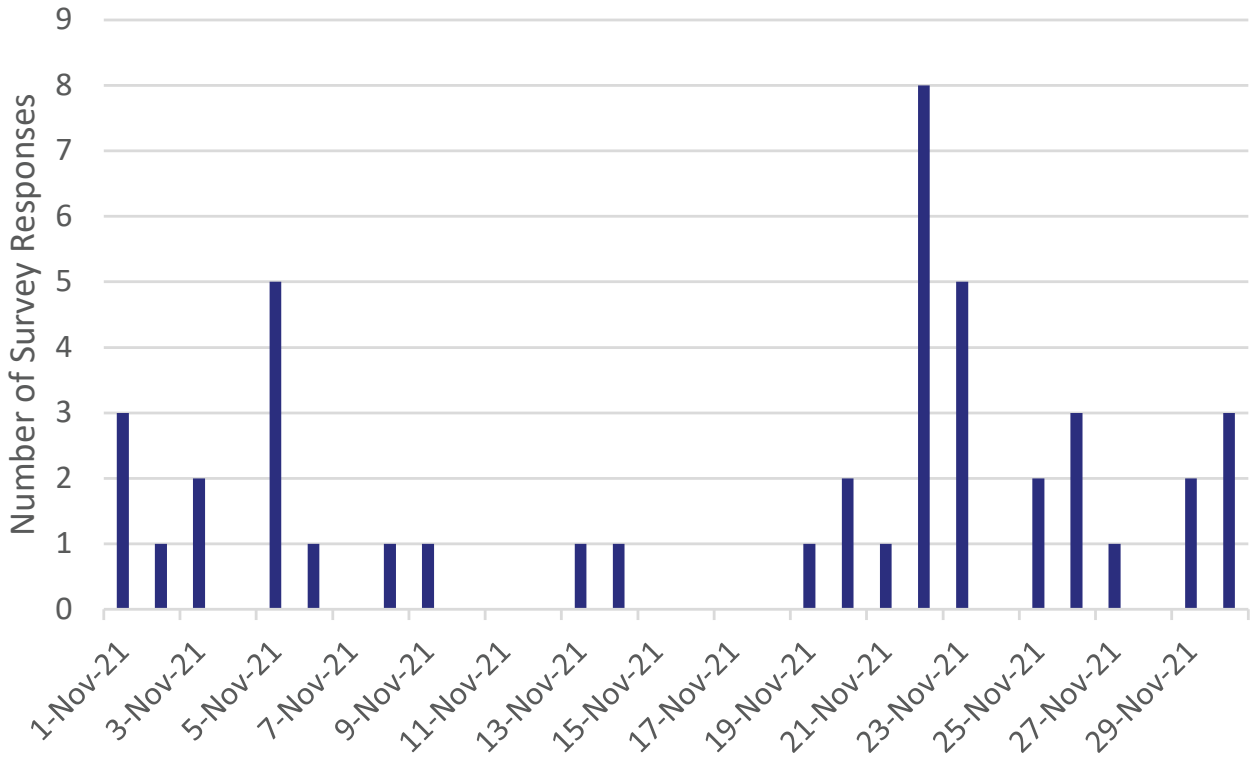
Date	Survey Responses
25 October 2021	1
26 October 2021	0
27 October 2021	0
28 October 2021	0
29 October 2021	7
30 October 2021	6
31 October 2021	7
01 November 2021	3
02 November 2021	1
03 November 2021	2
04 November 2021	0
05 November 2021	5
06 November 2021	1
07 November 2021	0
08 November 2021	1
09 November 2021	1
10 November 2021	0
11 November 2021	0
12 November 2021	0
13 November 2021	1
14 November 2021	1
15 November 2021	0
16 November 2021	0
17 November 2021	0
18 November 2021	0
19 November 2021	1
20 November 2021	2
21 November 2021	1
22 November 2021	8
23 November 2021	5
24 November 2021	0
25 November 2021	2
26 November 2021	3

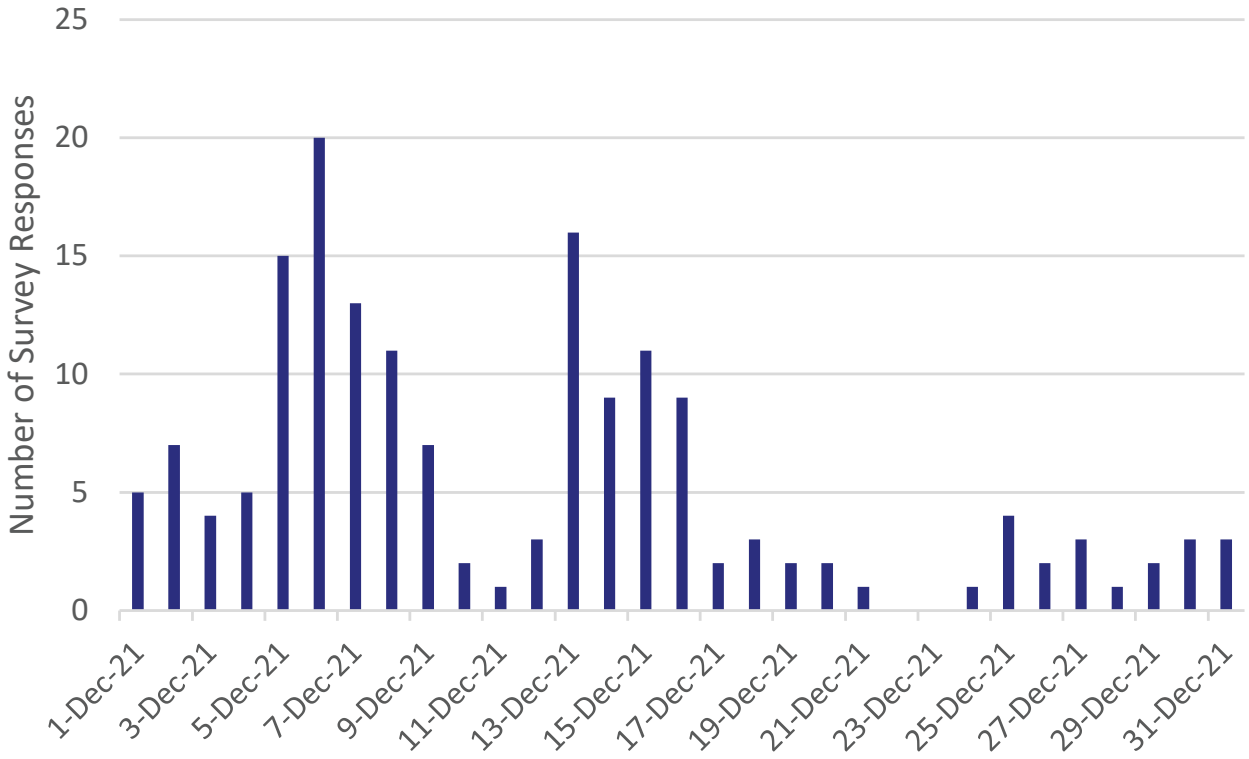
Date	Survey Responses
27 November 2021	1
28 November 2021	0
29 November 2021	0
30 November 2021	3
01 December 2021	5
02 December 2021	7
03 December 2021	4
04 December 2021	5
05 December 2021	15
06 December 2021	14
07 December 2021	13
08 December 2021	11
09 December 2021	7
10 December 2021	2
11 December 2021	1
12 December 2021	3
13 December 2021	15
14 December 2021	9
15 December 2021	11
16 December 2021	9
17 December 2021	2
18 December 2021	3
19 December 2021	2
20 December 2021	0
21 December 2021	1
22 December 2021	0
23 December 2021	0
24 December 2021	1
25 December 2021	4
26 December 2021	2
27 December 2021	3
28 December 2021	1
29 December 2021	2

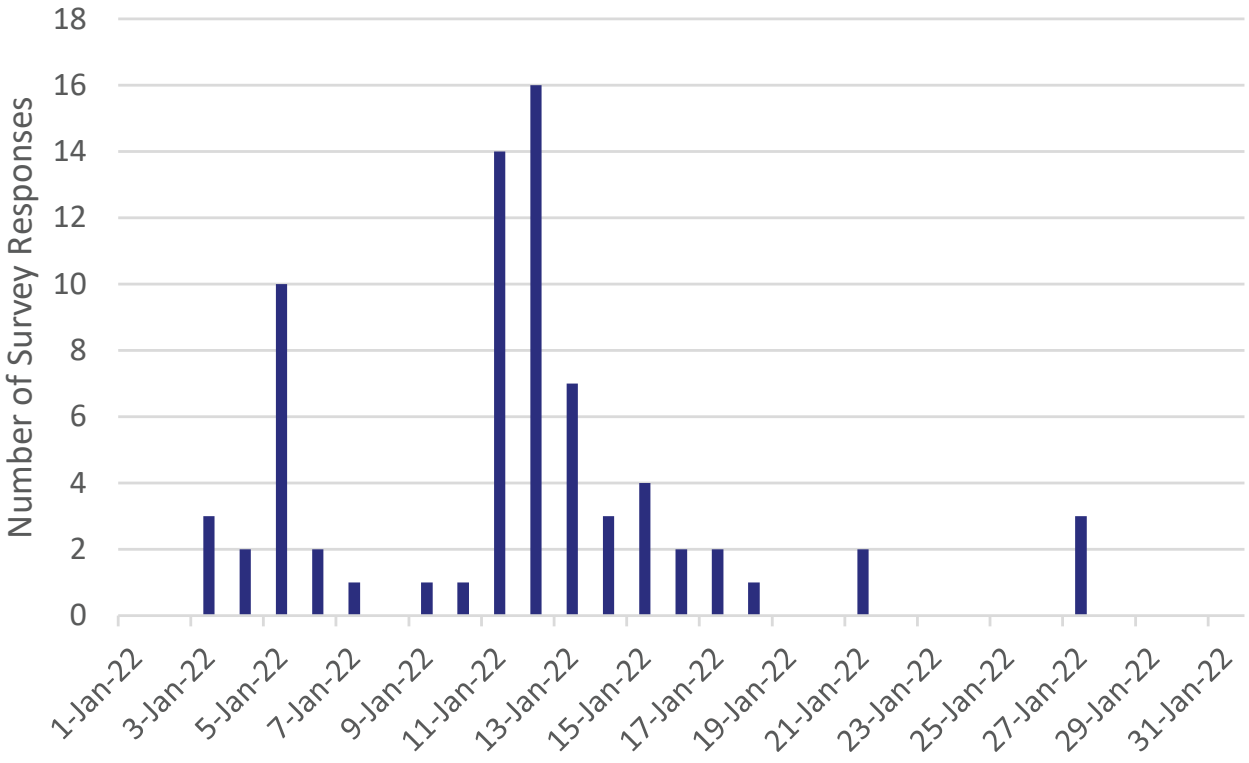
Date	Survey Responses
30 December 2021	3
31 December 2021	3
01 January 2022	0
02 January 2022	0
03 January 2022	2
04 January 2022	2
05 January 2022	10
06 January 2022	2
07 January 2022	1
08 January 2022	0
09 January 2022	1
10 January 2022	0
11 January 2022	14
12 January 2022	16
13 January 2022	7
14 January 2022	3
15 January 2022	4
16 January 2022	2
17 January 2022	2
18 January 2022	1
19 January 2022	0
20 January 2022	0
21 January 2022	2
22 January 2022	0
23 January 2022	0
24 January 2022	0
25 January 2022	0
26 January 2022	0
27 January 2022	3
28 January 2022	0
29 January 2022	0
30 January 2022	0
31 January 2022	0
Total	**306**

NUMBER OF RESPONSES BY DAY





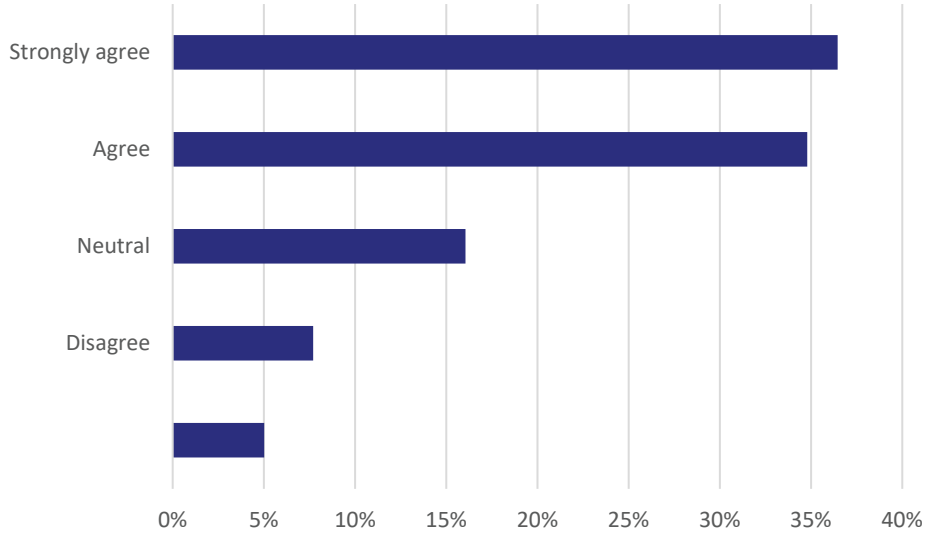

Number of Survey Responses
25
20
15
10
5
0
1-Dec-21
3-Dec-21
5-Dec-21
7-Dec-21
9-Dec-21
11-Dec-21
13-Dec-21
15-Dec-21
17-Dec-21
19-Dec-21
21-Dec-21
23-Dec-21
25-Dec-21
27-Dec-21
29-Dec-21
31-Dec-21


Number of Survey Responses
18
16
14
12
10
8
6
4
2
0
1-Jan-22
3-Jan-22
5-Jan-22
7-Jan-22
9-Jan-22
11-Jan-22
13-Jan-22
15-Jan-22
17-Jan-22
19-Jan-22
21-Jan-22
23-Jan-22
25-Jan-22
27-Jan-22
29-Jan-22
31-Jan-22

VISION STATEMENT

Rate your level of agreement with this vision statement for what we hope Manor is like in 20 years.

Rating	Input	%
Strongly agree	109	36.45%
Agree	104	34.78%
Neutral	48	16.05%
Disagree	23	7.69%
Strongly disagree	15	5.02%
Total	**299**	**100%**

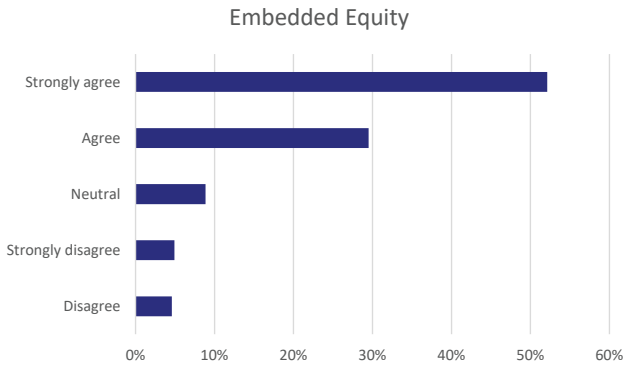


GUIDING PRINCIPLES

Rate your level of agreement with the following guiding principles that will guide the planning effort going forward.

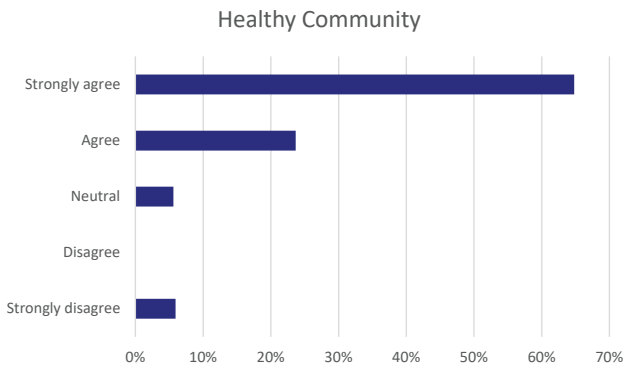
Embedded Equity: The idea that fairness & equity should be a prevailing thought in EVERY aspect of this plan.

Rating	Input	%
Strongly agree	159	52.13%
Agree	90	29.51%
Neutral	27	8.85%
Disagree	14	4.59%
Strongly disagree	15	4.92%
Total	**305**	**100%**



Healthy Community: The idea that public health needs should be recognized and addressed, that parks are accessible to all with a variety of opportunities, and that fresh food is readily available.

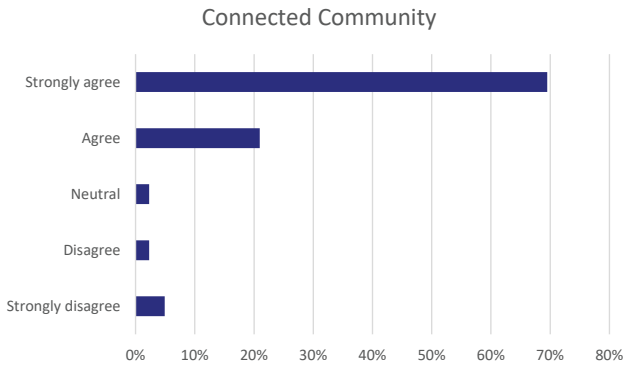
Rating	Input	%
Strongly agree	197	64.80%
Agree	72	23.68%
Neutral	17	5.59%
Disagree	0	0.00%
Strongly disagree	18	5.92%
Total	**304**	**100%**



GUIDING PRINCIPLES

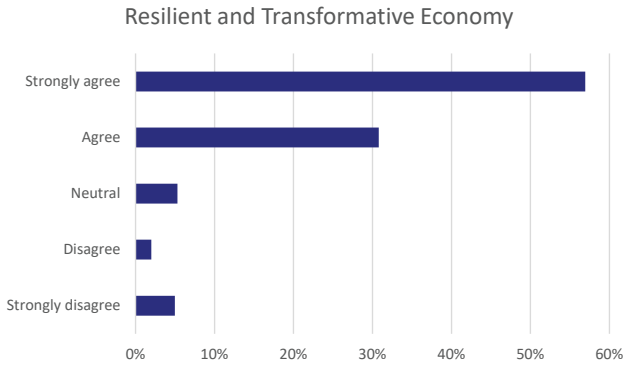
Connected Community: The idea that residents should be able to access daily needs in short distances, including economic, educational and social well-being, and that the community should be technologically connected. This also includes connections to the region via multiple modes of transportation.

Rating	Input	%
Strongly agree	212	69.51%
Agree	64	20.98%
Neutral	7	2.30%
Disagree	7	2.30%
Strongly disagree	15	4.92%
Total	**305**	**100%**



Resilient and Transformative Economy: The idea that Manor's economy should be diversified with greater opportunities for the people of Manor to achieve stability and enhanced quality of life through local access to jobs and education. This includes supporting existing businesses, start-ups and local entrepreneurs, and new businesses.

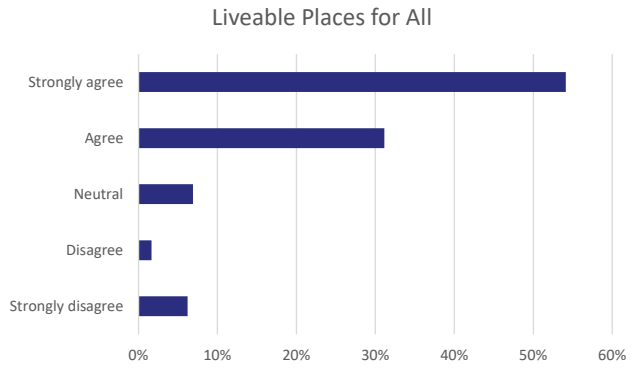
Rating	Input	%
Strongly agree	172	56.95%
Agree	93	30.79%
Neutral	16	5.30%
Disagree	6	1.99%
Strongly disagree	15	4.97%
Total	**302**	**100%**



GUIDING PRINCIPLES

Livable Places for All: The idea that the built environment should work together to provide sustainable places for living, working and recreation, creating an enviable qualify of life on which to base Manor's identity, sense of place and environmental stewardship.

Rating	Input	%
Strongly agree	165	54.10%
Agree	95	31.15%
Neutral	21	6.89%
Disagree	5	1.64%
Strongly disagree	19	6.23%
Total	**305**	**100%**



ADDITIONAL COMMENTS

Please leave other comments in the space below. (optional)

#	Feedback	Sentiment
1	Lets build a disc golf course somewhere in town!	neutral
2	Better grocery options, entertainment (like movie theaters), healthier restaurant / dine in , wellness options , Manor desperately needs a stand alone grocery store and better healthy options	neutral
3	Manor needs a grocery store and more retail space. It's main inhibitors of growth is the fact that it is a food desert with no current plans other than fast food. We need healthy green spaces and less heavy traffic. We need infrastructure and get our school district out of the toilet	negative
4	Build up a town square that people can walk too to enjoy outdoor festivals, music, and movies. This square would contain businesses that would cater to those events. Build a walkway from Shadowglen to this square.	neutral
5	Development of apartments and other communities without access to a real grocery store or pharmacy means having to pay a lot in tolls to get to either. We need local options.	neutral

#	Feedback	Sentiment
6	I would Like to see Manor allow for growth as far as more stores. Get rid of the good old boy mentality and allow for growth. We are NOT a small town anymore. I would love to do all my shopping in Manor instead of driving to Bastrop or Austin. We should have a downtown full of stores instead of a block of Ramos. Elgin, Round Rock, even Pflugerville have cute down town areas. Manor has nothing and is just a drive by town.	neutral
7	We need our library to be open and available for the community!! We need a trail with playground for our community instead of going out of town!	neutral
8	I would like Manor to get serious about economic development. The train isn't coming	neutral
9	I work at a coffee shop and can't find anything to rent, so I live with my parents	neutral
10	I'd like to see more local restaurant options that are not chains	neutral
11	Safety (light) getting in and out of the Greenbury subdivision should be given serious thought. Many accidents have occurred and will continue till someone dies. Personally I've been hit 3 times in my 17 years here.	neutral
12	Focus on local retail better transportation connectivity to the city and greater region should be a priority to the plan	neutral
13	We need a major grocery store other than Walmart	neutral
14	We need an HEB, Home Depot and more local shopping	neutral
15	Stop raising taxes.	neutral
16	That survey was ridiculous. Posturing at best. No substance. Forget 28 years into the future. What are the plans to deal with 20,000 new cars that will be on the road by Spring when all these new apartments open? What about roads and traffic lights needed around Walmart?	negative
17	We've got to get grocery and home repair stores in Manor. I have to drive on terribly done backroads to get to Pflugerville multiple times per week to get my needs met giving them my business instead of keeping it local.	neutral
18	We need an H-E-B and CVS.	neutral
19	These goals sound great, we're currently very far from achieving them	neutral
20	Availability for fresh food within walking distance is essential to live a healthy life for all living in this community.	neutral
21	I would have strongly agreed with he vision statement but the idea that Manor has solid transportation options is laughable.	neutral
22	More trees And greenery, more public transportation, none of this business movie this business moving in, that's the reason everybody moved out to manor in the 1st place	neutral
23	Make the streets of manor SAFE!!!! Reduce the speed limit and add lights in the FM973 for all the manor area. This is Urgent!!	neutral

#	Feedback	Sentiment
24	Please have accessible public transportation - more times for #990 to go downtown in the mornings and weekend times as well! A highway and more roads through Manor, and more bike lanes and sidewalks	neutral
25	Manor needs an identity. Manor needs to work to beautify and update it's downtown to be walkable and quaint. People should want to experience downtown Manor.	neutral
26	Creating public spaces where these values can come together. Perhaps uplift of downtown area with local business owners, healthy food, public spaces, events/ concerts, kid friendly and family options.	neutral
27	Need a grocery store like HEB....badly	neutral
28	Get with TXDot and have 290 go over the top and get that traffic out of the center of our city. It is the most dangerous highway I've ever driven on. Traffic coming down at city lights going 70 miles an hour to people who have to look over their shoulder to move into a different lane. Don't know who was thinking that this would work but it doesn't	neutral
29	The roads need a major overhaul and not just the ones leading into new subdivisions.	neutral
30	Cap metro is trash. Push for stronger roads and safer walkways.	negative
31	Manor need more green places. Trails and habitat for bees, birds, butterflies.	neutral
32	I'd like to see a network of bicycle and walking paths which would allow safe passage between neighborhoods and Commercial properties	neutral
33	I do not like having "enviable" in the statement. I don't want any one to envy anything. I want manor to be great, just not enviable. AND, specifically, I'm ready for an HEB to come to Manor. Please entice them.	neutral
34	Manor needs an overpass built over hwy 290 to cut down on traffic	neutral
35	We need more grocery stores. Walmart is continuously out of stock. And also we need to update our census so maybe more stores will build here.	neutral
36	Would love to see a HEB, Whole Foods or Sprouts. More sit down restraints that aren't like fast food. More trails and parks and swimming pools. Less trash on community streets. Community HOAs enforced so all yards look maintained.	neutral
37	We need better public transportation, better roads and pedestrian walkways.	neutral
38	You could start by fixing the horrid traffic conditions!	negative
39	Expand 290!!! Also, finish construction on 973	neutral
40	No more apartments, we need bigger roads first	neutral
41	Please bring H-E-B to Manor and a skatepark	neutral
42	Please update the roads to reflect the booming population	neutral
43	How are you planning on accomplishing this?	neutral

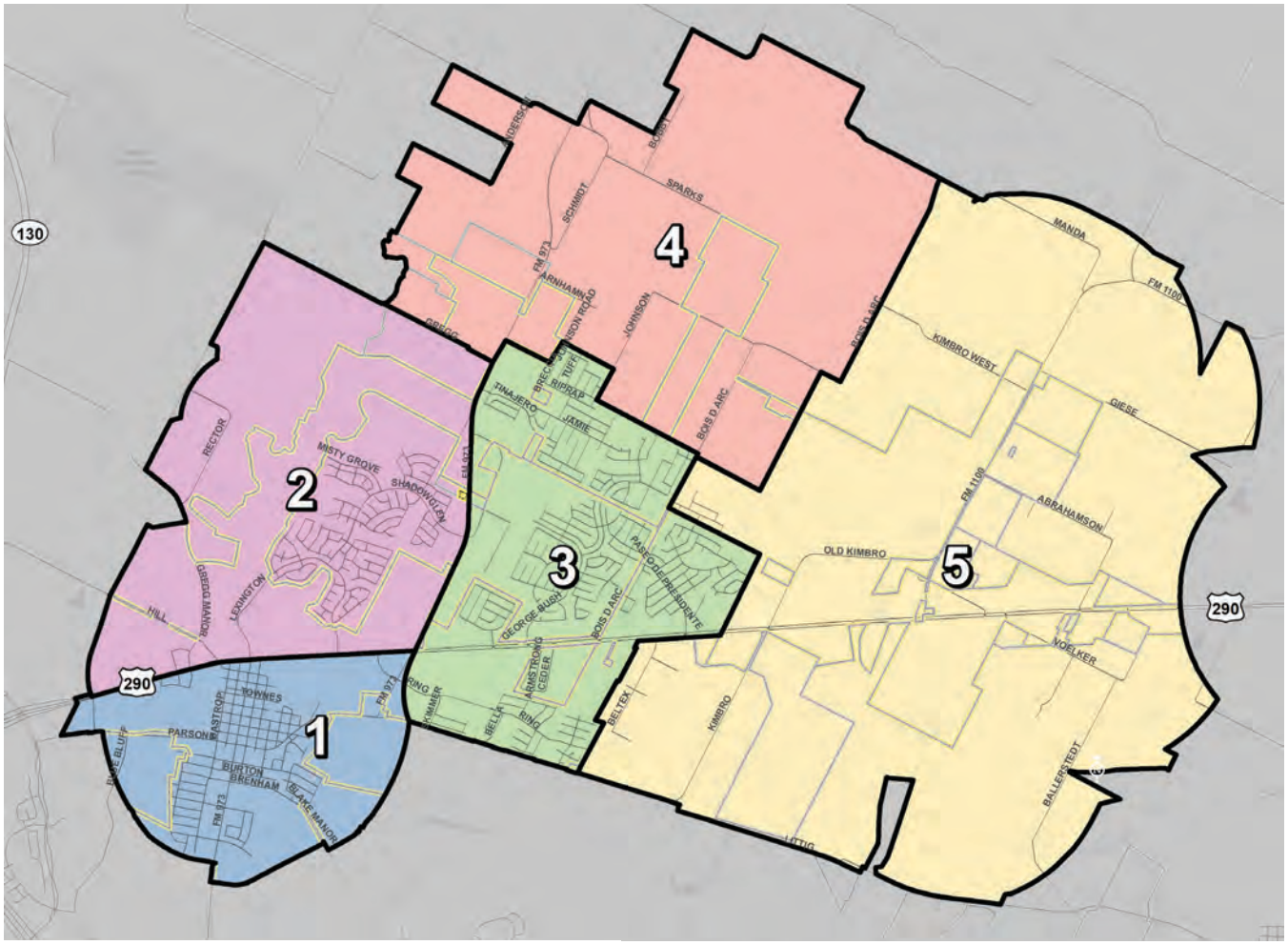
#	Feedback	Sentiment
44	I highly believe we need an H-E-B and other forms of entertainment for our children other than parks. We need to expand in shopping centers or stores. We definitely need to work on better roads and multiple routes to access our highways or more common roads. We need to figure out a better traffic plan as traffic is getting just as bad as IH-35 in Austin. Our traffic is bumper to bumper certain hours of the day.	neutral
45	Need for a public library; need for support for our youth, esp during summer break	neutral
46	My major complaint with Manor is that it is a place with houses, and not much else. I'd love to start a coffee shop/pub/coworking space in Manor to provide a place for people to gather and ideate together.	neutral
47	This entire vision is entirely dependent on transportation. I would not allow another apartment complex or housing complex to develop unless we have expanded the roads to be capable of carrying the extra traffic. That entire concepts seems to have been ignored.	neutral
48	Roads that don't break your tires just driving over them. Recreational facilities that aren't tied to an HOA fee, so that all members of the community can have access to them. Sports programs for kids that don't require a 30 minute drive to Pflugerville or into Austin.	neutral
49	Manor doesn’t have the Essie tails for life. We need a HEB, a library!	neutral
50	Well need better roads and stop lights in 973 area where the firefighter station is or add another lane on each side as traffic is horrible there. Also a would like a couple more eat in restaurants not just fast food. If adding more housing make sure to add a different route to Austin where traffic won’t be as bad in mornings and afternoons	neutral
51	We need a HWY 290 overpass to prevent the current severe back up and bottlenecks where the toll road ends. Must allow pass through traffic to flow from SH130 to beyond FM 973, avoiding traffic lights	neutral
52	As part of above statements, Manor definitely need 1. New Hospital facility 2. Investment in ISD to improve quality of education and environment 3. Grocery stores a HEB, Whole Foods 4. Infrastructure- Roads, 5. Community social service offices: Post office, SSN office, county offices, DMV	neutral
53	I would recommend to make infrastructure a priority to achieve these goals. Without proper infrastructure, including roads, these goals will never be achieved.	neutral
54	Before we create these things, we need to take care of the things that we already have. Building homes for all is great, but not if we don't have the resources first to take care of all of the people moving in.	neutral
55	Manor needs more retail and especially an HEB grocery store.	neutral

#	Feedback	Sentiment
56	We need an indoor recreation center. Like a YMCA for kids and an indoor basketball court.	neutral
57	We hope to have an indoor recreational center for kids and adults of all ages. YMCA center would be nice too.	neutral
58	Really need to provide space for more businesses rather than solely new housing developments. Manor should be a place people live in, not just where they commute to Austin from. The toll road into a stoplight situation really needs to be fixed for manor to be seen as more than just a traffic jam. We should provide alternate routes into town, but also alternate routes for people to go around Manor instead of through it.	neutral
59	Why other towns like Taylor growing and Manor isn't?	neutral
60	Need to be more business friendly. All other towns, even Taylor seems to be growing faster than Manor.	neutral
61	I have a love hate relationship with Manor, given I'm considered a Manor Resident but I'm outside the city limits. I would love to be "included" in this inclusive and equitable environment. I would love to no longer be a forgotten unimportant resident in the 78653 zip code. I do not have access to consistent broadband internet, I pay $180 a month for satellite services that sometimes do not even work on a clear day. It is a 30 minute drive to the nearest grocery store, and let's be clear Walmart is not a fit grocery store. It suffices in an emergency, Manor residents far and wide deserve better.	neutral
62	We need businesses to come to this community especially a H-E-B or similar grocery store.	neutral
63	Until the school trustees acknowledge the level of violence in MISD schools, nothing in the community will change.	neutral
64	I look forward to being a resident of Manor in March 2022.	neutral
65	Now this is time to stop new housing . We have to maintain Manor beauty and nature . Let's work on few roads and other developments . Needs HEB ASAP for natural local food product and vegetables. Inf schools and building . Now needs focus how we maintain Manor beauty and control unnecessary traffic and noise and have a better value then Austin . We should have a own county then Travis. We should independent from Austin and stand as a manor town . This new leadership can do it , let's we all together develop manor as a small town away and unique from Travis and Austin.	neutral
66	Please attract businesses such as HEB, Costco, Restaurants, etc.	neutral
67	290 traffic is already a nightmare, and there are 4 apartment complexes that haven't even moved people in yet. We simply MUST have more lanes added somehow. And we desperately need our own HEB.	neutral
68	I don't like the phrase "enviable" quality of life.	neutral

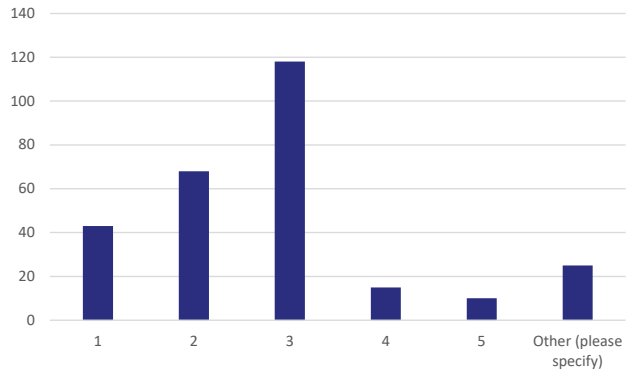
#	Feedback	Sentiment
69	I love this community, love my neighborhood. But wanted a grocery store, home depot, clothing stores a cleaners, a decent commuter road	neutral
70	Need to fix traffic on 290	neutral
71	A very vague survey...I don't particularly feel it was useful as a guiding principle for a future Manor	neutral
72	The infrastructure, roads and safety measures for them needs to be addressed immediately. The anxiety I feel by having to commute is so much I don't know if I will be staying in this community.	neutral
73	Manor must remain authentic	neutral
74	Pie in the sky.	neutral
75	We need more parks and trail. We need more and better infrastructure, such as new roads to alleviate the traffic.	neutral
76	Incluir por favor mantenimiento de carreteras, hay muchos baches y ampliar los freeways de acuerdo Al aumento de viviendas en construccion (Translation: Please include road maintenance, there are many potholes and widen the freeways according to the increase in housing under construction)	neutral
77	Whole Foods sería bueno (Translation: Whole Foods would be nice)	neutral
78	Lo que necesitamos en realidad es expandir a 4 carriles la calle Blake manor lo más pronto posible y convencer al heb de venir a nuestra comunidad. (Translation: What we really need is to expand Blake manor street to 4 lanes as soon as possible and convince the heb to come to our community.)	neutral
79	Se necesita un HEB..pero a corto plazo (Translation: A HEB is needed..but short term)	neutral

NEIGHBORHOODS

Which area of Manor are you located? Select the number from the map.



Area	Input	%
1	43	15.41%
2	68	24.37%
3	118	42.29%
4	15	5.38%
5	10	3.58%
Other (please specify)	25	8.96%
Total	**279**	**100%**



OTHER (PLEASE SPECIFY)

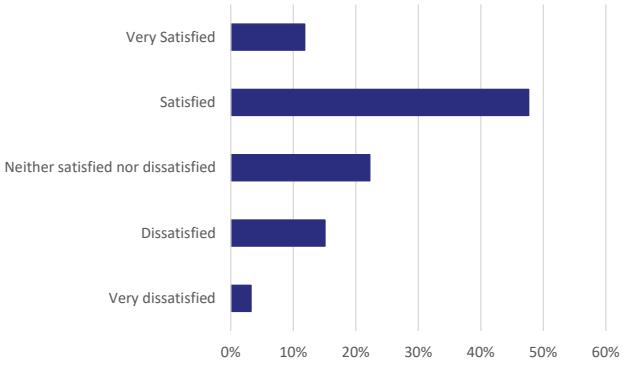
Please leave other comments in the space below. (optional)

#	Feedback
1	Shadow Glen
2	Braircliff
3	Briarcreek
4	Briarcreek
5	Greenbury Subdivision
6	969
7	I am in Briarcreek
8	Shadow Glen
9	Briarcreek
10	I am in the Briarcreek subdivision which though it is a significant area is not incorporated into the Manor City limits.
11	Greenbury village
12	Blake Manor Rd - past park
13	Just west of 2
14	Wildhorse ranch
15	Briarcreek
16	Kingsbery Park, a long forgotten and often ignored area still considered Manor, TX
17	Can't tell from map, too small.
18	Presidential heights
19	973/130 intersection - Hornsby Bend
20	Briarcreek
21	No
22	Im outside city limits
23	973 & 130
24	14409 John Marshall Bend
25	School Blake Manor Elementary

SATISFACTION

How satisfied are you living in your area?

Rating	Input	%
Very Satisfied	33	11.83%
Satisfied	133	47.67%
Neither satisfied nor dissatisfied	62	22.22%
Dissatisfied	42	15.05%
Very dissatisfied	9	3.23%
Total	**279**	**100%**



What do you like most about living in the area you selected?

#	Feedback
1	Sidewalks and some connectivity through out the neighborhood
2	New build community
3	Quiet neighborhood
4	Its nice, and pretty quiet.
5	Growth of new developments/projects
6	Neighborhood where we can take walks, and easy access to Starbucks and other businesses at the front of the neighborhood.
7	That it feels like a cohesive neighborhood and is good for walking dogs
8	Shadowglen is well maintained and I don't have to drive on 290 as long to get home compared to other Manor neighborhoods
9	Accessible to major metropolitan area
10	Quite
11	Quiet and reasonably friendly
12	Nice neighborhood, close to work
13	It's close to the highway and getting into Austin
14	Community
15	Commute to Austin
16	My neighbors
17	Exclusive
18	Quiet
19	Nothing
20	Proximity to family in the area
21	Quiet for the most part
22	Affordable
23	Open space/ green belt
24	Clean
25	Neighbor hood
26	Quiet, well connected and diverse
27	My back yard is facing Good Luck Grill and have no houses behind it.
28	Great neighborhood.
29	Small community
30	Quiet & property value has greatly increased
31	It's somewhat close to Austin
32	Our neighbors, we have a strong sense of community and help each other. It's diverse. People care about their homes and keep our community nice.

#	Feedback
33	Friendly Neighbors
34	I own my house and land
35	Quick access to Hwy 290
36	Quiet, calm
37	Not having to deal with all the traffic through Manor when needing to travel during peak traffic times.
38	Hopeful for more infrastructure
39	Our neighbors are from the Global Majority (Black and Hispanic).
40	I live in a house.
41	Wonderful neighbors
42	Easy access to the highway, generally quiet, family-oriented neighborhood.
43	Close to the stores and 290
44	Neighborhood
45	First subdivision in Manor
46	Older part where I could fix up a house, close to daycare
47	Just a nice area and affordable for now
48	Close to restaurants and daycare, good parks in neighborhood
49	School is close, good sidewalks, nice neighborhood
50	TImmermann Park and close to stores
51	Older area with unique homes
52	How many Black and Hispanic people live in my neighborhood
53	Nearby neighborhood park, close to 290 & shopping
54	Lower taxes than Austin
55	I have a new house.
56	No one lives behind me.
57	Community and proximity to manor and region. Quiet
58	Quiet neighborhood
59	Close to stores
60	All streets are cul de sacs
61	Nothing
62	The area is remote. Traffic is manageable and the noise level stays down.
63	The accessibility for walks with my dogs
64	seems safe and close to family
65	It's far enough from 290 that it's quiet but close enough so that getting anywhere doesn't take too long.
66	Its not part of the manor plan

#	Feedback
67	The design of the neighborhood. It's very pedestrian friendly. Love seeing other residents walking, jogging and biking.
68	Quiet safe and businesses close by to home
69	Neighbors
70	Wild Horse Creek area is quiet.
71	Safe neighborhood and easily accessible. We get to avoid a majority of the awful 290 traffic through Manor. If it is going to grow anymore there needs to be more ways into and through the city.
72	I've got a corner house
73	Close to Austin
74	It's quite for the most part
75	It's pretty central
76	Enjoy neighbors relaxed and respectful neighborhood
77	Ideal Distance from 290, not too close to the traffic but still accessible to reach other parts of Travis County
78	Visible night sky
79	Quiet
80	The community amenities and location to downtown Austin.
81	I love the neighborhood, hiking/walking trails, pool,
82	Close to 290
83	The friendly neighborhood
84	It's a decent area
85	Value for my property, connections to neighbors on social media to support each other
86	The price for the size of our home when we purchased
87	Diverse neighborhood
88	Peace and quiet
89	30 minutes from my Austin family and Austin job. Close to forest
90	In the center of "town".
91	Easy access to the city at an affordable price comparatively.
92	Quiet and family friendly
93	Accessible to main roads
94	It is a quiet neighborhood
95	Country feeling still
96	Our house
97	The home is newer

#	Feedback
98	No HOA
99	Quiet environment
100	Quiet, neighborhood is walkable, nice community center
101	Small town feel
102	The homes are kept nice
103	City utilities
104	Access to highways and parks.
105	My subdivision
106	Nice neighbors
107	Lots of places to walk
108	It's quiet
109	Lack of road noise and friendly neighbors.
110	My neighbors
111	Easy access to main roadways, quiet neighborhood
112	New houses
113	Neighborhood
114	The neighborhood
115	Neighbors and no squirrels
116	Quiet, not much pass thru traffic
117	Limited through traffic
118	Quiet and diverse
119	Really it was all we could afford in the markets around Austin.
120	Easy access to 290. Any access point east of Lexington is a huge issue. Commuting to Austin is a breeze with the 290 Expressway. It should be extended past manor. Allowing Manor to have safer passage ways underneath a highway.
121	I like the safety of my community
122	Community
123	Good neighbors
124	My neighbors
125	The electric grid needs to be fixed. It's not good that when power is lost when there is just thunder.
126	Owning my own house
127	Proximity to 290, 973, and bus station
128	It’s easy to get into once you get to manor
129	Affordable and still close to downtown
130	Less traffic living on a dead end street. Community playground for our toddler.

#	Feedback
131	Access in and out of Manor (toll road 130, 973, 290)
132	Quite with multiple ways in and out of the neighborhood
133	Location, outside of the crowded city, but great access to the main roads into Austin
134	Closeness to Austin
135	My neighbors and general community
136	The fact that we bought in 2 decades ago
137	Clean, friendly
138	Small, quaint community and older to Manor.
139	New area that is up and coming
140	Beautiful neighborhood
141	Privacy
142	Proximity to city with a country feel
143	The community in bell farms
144	There are houses. I dunno. Not a lot to answer here honestly
145	New opportunities and possibility of grow. Right now it needs a lot of development.
146	The view from my backyard
147	It's growing
148	The affordability
149	Quiet neighborhood away from downtown
150	Supportive community. Policing. Service of first responders
151	Theres room for improvement
152	Still semi country living with access to town of Manor and city of Austin
153	It's fairly quite - and I enjoy the diversity of the neighborhood.
154	Quiet
155	Convenience
156	It's quiet. It is rural yet close to city convenience.
157	Ease of access to 130 and 290.
158	Easy access to Austin + Pflugerville.
159	We need more supermarkets and shopping stores
160	Low crime, pretty, accessible via main road and side roads
161	Location
162	Location
163	The country living
164	Very nice neighborhood, safe, friendly neighbors.
165	Good community.

#	Feedback
166	The community
167	Nice neighborhood
168	New construction
169	Convenient location
170	The diversity in housing style and residents
171	Pretty quiet for the most part
172	I have good neighbors on my street.
173	It's close to resources such as Walmart and food choices.
174	How quiet it is
175	Affordability
176	Neighborhood
177	Quiet neighbors
178	Home prices
179	Houses seem well maintained
180	Away from loud traffic
181	Access to the community. Easy commute to work.
182	I feel safe in my neighborhood.
183	I like the area I am in. I feel safe.
184	Lived here my whole life and the sense of community with our neighbors spanning decades has been amazing.
185	Old Town Manor
186	The neighbors are good people
187	Community
188	Good neighbors, close to Walmart and the few restaurants in town
189	The price we paid for the property
190	Safety
191	Purchase price of the lot
192	Small town feel, but near the big city.
193	Home price and yard space
194	Home Owners Association and the subdivision
195	Established neighborhood
196	Nice, safe neighborhoods. Neighbors care about each other.
197	I love our diverse community and how quiet it is.
198	Neighbors
199	Quiet, relatively safe, nice neighbors
200	Close proximity to the airport.

#	Feedback
201	Quiet neighborhood, great neighbors, sidewalks and safe area
202	Safe, quiet
203	New development control and more and put more trees . Right now it is beautiful but I don't see better future way they developing and putting more houses then few selected clean industry . Please stop more housing and maintain infrastructure and put that money in public health and better schooling .if school building needs better education systems . Early college program doing grate but other level needs lot improvement and better discipline in school student .no motivation from school
204	When choosing the area 18 years ago, it was cheaper. That is not the case now
205	Quiet, there is an imaging center for mammogram, etc., that we have a ARC
206	Community
207	I live in a small subdivision and people know each other.
208	Friendly neighbors and attractive neighborhood.
209	Quiet. Feels like country. But civilization so close. Eventually, the train into Austin. And the moving of 973 around Manor.
210	Closeness to supermarket but Manor needs more options. Food is often not fresh and shelves empty.
211	It is not in the city.
212	Neighbors
213	Friendly and caring neighbors
214	My neighbors are all friendly and always out walking and enjoying our neighborhood
215	I get to see cows out - people are nice a d friendly. So far it's been peaceful.
216	Calmness. Not busy.
217	Relatively close to Austin/Pflugerville, affordable home
218	Its quiet and close to everything on 290
219	Rural, quiet, working the land, farm life, not too far from Austin
220	Easy access to highway and Austin. Quiet neighborhood.
221	Quiet
222	The neighbors and the quick access to shopping
223	Distance to Pflugerville and Austin
224	My neighbors
225	Mostly quiet, away from main roads
226	The houses
227	Close to Austin
228	Off the highway
229	Low traffic & country living. Not far from everything i need
230	I like feeling like I'm away from the hustle.

#	Feedback
231	Well kept aesthetically, elementary school and playgrounds near by, back access to Pflugerville for shopping/errands
232	People
233	It is easy going, the neighbors are great!
234	Remoteness
235	Close to main highways
236	It is a friendly neighborhood
237	restaurantes, familia en el barrio (Translation: restaurants, family in the neighborhood)
238	Que no hay vecinos tan cerca y puedo conservar mi privacidad (Translation: That there are no neighbors so close and I can keep my privacy)
239	Seguridad y tranquilidad (Translation: Security and peace of mind)
240	La tranquilidad y espacios abiertos (Translation: The tranquility and open spaces)
241	La privacidad y silencio del el vecindario (Translation: The privacy and silence of the neighborhood)
242	Me parece un vecindario tranquilo, bonito y limpio. (Translation: I think it's a quiet, nice and clean neighborhood.)
243	Facil axeso a las tiendas (Translation: Easy access to stores)
244	Que está cerca de el centro de Manor (Translation: It's close to downtown Manor)
245	Que está la escuela y que está tranquilo (Translation: The school is and that it is quiet)

What do you like least about living in the area you selected?

#	Feedback
1	290 is a big divide, I would love to be able to feel safer biking to the other side of 290
2	No H-E-B in Manor
3	Needs more shopping and entertainment
4	No medium to larger parks in close proximity.
5	No park, pool, shipping center or modern restaurant close by.
6	Not walkable to stores or groceries.
7	That it isn't walkable to restaurants, coffee, groceries, or any other things to do
8	There's no HEB, no fast healthy food options, 290 traffic
9	Lack of quality public education. No major grocery.
10	Traffic and there is no parks nearby. The HOA doesn't do much for the community.
11	Only one road to 290 by Old Hwy 20, one lane road.
12	Traffic
13	Not considered to be in the City of Manor and through traffic on Lexington
14	Sidewalks end right before businesses by casa gracias. No healthy food options, the downtown needs a facelift
15	The ground! Clay
16	Toll road needs to be extended even if businesses need to be relocated
17	Lack of amenities for adults (sport areas)
18	The roads
19	Feeling left out
20	All the unhealthy fast food restaurants
21	Lack of stores and traffic
22	No grocery store or hike and bike trails other than concrete sidewalks
23	Traffic and no grocery store, embarrassing school district
24	Neighbors parking/ increasing crime
25	Unable to park on the street
26	Not being able to vote in local elections
27	We're 'missing' a lot of key stores, specifically a true supermarket
28	How the people don't care about their surrounding environment.
29	People complaining about HOA. No park
30	We need a light to exit Greenbury safely.
31	We need a stricter HOA & wish there was a PD presence for traffic/parking violations
32	Not enough food & shopping

#	Feedback
33	So many things, the traffic in and out of shadowglen, the traffic on 290, the owner of the golf course putting in speed bus made for a parking lot on the main road into shadowglen, the rising threat of crime, the schools being more and more crappy each year and that shadowglen is not an actual part of Manor, even though I have a manor address I have no say in the city politics.
34	Safety - thefts, attacks, cars being stolen. Water costs a lot and is poor quality. Tolls add up when you have to drive for groceries and errands. We are outside a lot of delivery apps.
35	Traffic
36	Love the area but hate the driving to other towns
37	No playgrounds near by
38	High taxes
39	Lack of law enforcement and enforcement of codes.
40	Hopeful for more infrastructure- hate all the cars parked on street
41	Lack of HOA investment in our community and unknown fees for community improvements without any information on what the improvements are.
42	I have to drive if I want to go anywhere.
43	Food desert: no HEB, no Walgreens or CVS, no public library or YMCA. I live in unincorporated Manor and am unable to vote in local elections.
44	In order to get what I need (general shopping, auto maintenance, restaurants/eating out, etc) I feel I have to go into Austin or Elgin in order to get it. I would like to see more economic development, as well as additional transportation options.
45	Traffic
46	Amenities in the area
47	No sidewalks and utilities in the front yards
48	Traffic traffic traffic
49	Traffic, schools hard to get to, problems at the high school
50	Traffic is so bad, wish I could work in Manor and that stuff was closer
51	Traffic, shops are hard to get to, can't get to parks without driving
52	Awful traffic. Park is dark
53	Doesn't feel like the city is investing in making it nicer
54	It can be a bit loud and the waste company often times leaves behind trash on the ground on pick up days
55	Sometimes have to wait a long time at the traffic light to access 290
56	Bad infrastructure
57	People in the neighborhood are not respectful of other people with noise and partying extremely often. It happens in the whole neighborhood.

#	Feedback
58	Fireworks and gunshots are discharged during holidays and no one cares. That is until someone's house goes up in flames.
59	No HEB close. 290 traffic is rough. Local store or some retail closer would be nice
60	290 traffic
61	Traffic
62	They are building apartments by us. That raises crime rates
63	No major business
64	There is no HEB, Home Depot or road conditions are not conducive for the growth of the city
65	N/a
66	Traffic congestion
67	Literally everything. Roads too narrow, no speed bumps. Traffic. Loud neighbors, lots of stray animals
68	Traffic is bad and there is no HEB
69	I live in a new neighborhood, Carillon, and UPS still cannot find my house, even though it is now in the USPS system.
70	Its not part of the manor plan
71	The noise of the traffic on 290.
72	The roads need a lot of work. There aren't enough trees.
73	Not enough options for internet service providers
74	Traffic
75	Several homes seem to be in dis-repair and neither the HOA nor the city seem to be doing anything about it.
76	Increased traffic from people avoiding 290. If the traffic is fixed on 290 it would be much better.
77	The traffic and poorly built homes that need foundation fixes often
78	Infrastructure is not enough to support the population boom. Need more variety of restaurants and retail.
79	Traveling at least 30 minutes to get to anything that isn't Walmart
80	The terrible roads and distance to HEB, Aldi, and home depot
81	Not enough if any in city shopping and entertainment
82	Lack of parks, no connections to businesses without traveling in a private vehicle
83	Road conditions and traffic
84	Lack of Grocery Store options.

#	Feedback
85	Main road needs to be better built. It's like Baha'ing in the mountains. The speed bumps near the golf clubhouse. Frankly, a hobby should not hinder people going to and from work and school. Lastly, bike and running lanes need to be everywhere. The makeup of the community has changed. We need other options besides driving everywhere.
86	No H-E-B and CVS in Manor. And we need more restaurants.
87	We have to drive out of town for good quality grocery stores and building supply stores and lack of good quality service from the restaurants and few services we do have along with poor lighting in the subdivision and walking distance and bad roads in the main highways.
88	Can't send your kids to school in Manor.
89	HOA
90	Traffic jams on 290, difficulty turning left to go south on FM 973
91	Poor roads, bad traffic, crime, lack of amenities, no mature trees
92	Lack of grocery stores.
93	Traffic; commercial vehicles/trailers regularly congesting streets
94	Inconvenient access to major grocery, crammed neighborhood community park, 290 traffic bottleneck.
95	Poor roads, no greenery in parks or sidewalks, public transit is only for commuters hours
96	Shadowglen blvd is used as a cut through to skip 290 lights and traffic.
97	Grocery options and education options.
98	The roads are terrible and traffic is an issue with morning commute
99	Horrible traffic congestion
100	Entering the neighborhood via fm973 it is too dangerous at any time. Fix it!!
101	Too much traffic that has not be factored into apartment and housing grow. Not enough retail
102	Traffic and the lack of options
103	The traffic and noise
104	The traffic
105	Not a lot around the community (food options, groceries, entertainment)
106	Public transportation hard to access (especially on weekends, and weekday hours to get to the Manor Park & Ride and to downtown Austin are very limited) - no sidewalks to bike or walk/hike to Manor Park and Ride or Walmart, and the traffic can get pretty bad in the mornings and afternoons because there are only those lanes that lead through Manor and connect to Elgin (we need more roads)
107	No sidewalks or ability to walk to a local business
108	Not having a local CVS/Walgreens, HEB/Whole Foods, UPS store

#	Feedback
109	We have very little access to business and restaurants nearby and the traffic coming into the neighborhood from 290 is insane
110	No sidewalks to downtown. Roads in poor condition, bridge entrance on Parson is a disgrace
111	Lack of HEB and disappointing downtown.
112	That i only have a 2 lane road that i can get out of my subdivision and it has doubled low water crossings on it
113	Streets to crowded
114	No public transportation like local buses to get around to the rest of Manor. No bus to the Park and Ride bus stop
115	A lot of unsupervised kids, which means a lot of undesirable behavior (drug deals, break ins, we've had several shootings)
116	There is no way to get to Downtown Manor by bike or walking on Blake Manor
117	The roads
118	School district reputation, lights on 290 stretch from Manor to Austin are not long enough to get any amount of traffic through. Only get 4 cars per green light, and are not timed correctly (red vs green)
119	Have to drive 10+ miles to a grocery store
120	School performance
121	Road conditions and food options
122	Frequency in power outages
123	Unclean neighbor yards
124	New construction of home and apartments without corresponding roadways
125	We have a horrible HOA that is ineffective for real problems and harasses is over non issues. And not fully being part of Manor leaves us with less say over issues addressing the entire area.
126	Non-Toll parts of 290. After the toll ends, all infrastructure ends. We need 290 to be elevated and Manor to have access underneath with sidewalks and lights. Shadowglen and Manor should have a walkway to the neighborhood and golf course. Lexington South needs to be a bridge instead of a low water way.
127	I would like to see more grocery stores and local businesses
128	Roads
129	Lack of green places, no trees no habitat for wildlife just farm land.
130	We are essentially landlocked and the only way to get out of our neighborhood is to go onto highway 290
131	Losing electricity and Oncor seems to not want to fix it..
132	290 traffic, and, equally as important, the lack of an HEB. If I want good produce and food selection I have to leave Manor to get it. We should be embarrassed by this!

#	Feedback
133	Traffic
134	Traffic cutting through my neighborhood
135	The intersection at the entrance of shadowglen is always backed up with traffic.
136	No grocery store. Lack of food options. Lack of everyday businesses (drug store, dry cleaners, etc.) We need more public spaces, parks and dog parks.
137	Trash in neighborhoods, Unmaintained roads, two ways in and out of Manor with tons of traffic in peak hours, no grocery store (Walmart isn't a grocery store with healthy options). No pool or community courts, etc for children and families
138	No side walks connecting the downtown area. No public transportation / no sidewalk to East Metro Park. The downtown area is not Welcoming. There no drainage, when it rains there's standing water. Traffic- big trucks coming through the area.
139	Roads are old and too small for the number of cars traveling on them
140	The quality of the roads. They are full of potholes, falling apart on the edges, and the patch jobs make it rougher on my vehicle. Also, a lot of them especially 'in town' are super narrow.
141	Traffic
142	The traffic, roads, lack of safe places to walk.
143	The influx of liberals and out of state residents ruining our small town. Crime rate going up, traffic is horrible, level of pride in community is diminishing
144	Free roaming dogs
145	Leaving my neighborhood is hard with all the 290 traffic
146	No HEB or Home Depot close
147	Shadowglen residents have no say in local elections
148	Seems forgotten as there are no shops like area #3 in Manor.
149	Closeness to H-E-B
150	There's no HEB and HOA is poorly kept up. Waste management has no accountability.
151	Tower Road is in terrible condition, there are not enough public parks, trails, lakes, too many gas stations, no other businesses
152	Not enough businesses and development.
153	HOA
154	I would like more shopping selection, grocery store
155	Road infrastructure and businesses (retail & food)
156	Traffic. That there not enough alternative options when it comes to different routes to be able to access 290/973. The quality of our roads to and from my neighborhood.
157	Water pressure, traffic in and out of the subdivision
158	Area is empty and less access to basic needs such as healthcare system

#	Feedback
159	Manor is far too centralized around 290. It often takes me 10 - 15 min of my 30 minute commute to work downtown just to get out of Manor. Secondly, the city is severely fragmented between communities north and south of 290.
160	Not walking distance to anything
161	The extreme commute.
162	The roads are not well maintained. Full of potholes, cracks, terribly unlevel; traffic on 290 is getting terribly congested (even on weekends).
163	The roads are awful, and there's no pool or area to climb near by.
164	The roads are horrible and feel very unsafe to drive at night. Also no dog park
165	Traffic is already insane!
166	People speed through the neighborhood, with little police presence
167	Loose dogs
168	Traffic
169	Few restrictions so some properties look trashy making the area not very appealing.
170	Traffic! Once you hit 290 where the toll ends it can take up to 20 minutes sometimes just to get to the second stop light which is Lexington to turn into our neighborhood.
171	Inaccessible to the rest of the city without a vehicle.
172	HOA
173	It would be great if a lane was added to turn onto Johnson Road as the cars seem to go super fast and either go around or brake because your trying to turn. Also the street by firefighter station needs another lane because traffic is horrible and the truck takes a while to get out if both lanes are used
174	Anything past 973 has not been upgraded for transportation
175	Traffic, lack of retail shopping & major grocers like HEB & Whole Foods
176	No proper development
177	No H-E-B, limited shopping and restaurants
178	No sidewalks, no pedestrian/bicycle path to parks or shopping
179	More traffic when leaving Manor
180	There are no close parks. The park built by the builder is a joke. Getting out of the neighborhood is dangerous. There is no way to walk to anything without the fear of getting hit
181	With the new buildings and additions happening right in my backyard, it's hard to be hopeful when all we have is a one lane road and tiny intersection to support us all. These roads should have been expanded BEFORE building all of those apartments. It's ridiculous as it is now with no turning lanes and so much traffic in the morning. Just to travel less than a mile in the morning, it takes me approximately 15 minutes to go through two lights. This puts a major strain on my schedule and my happiness.
182	The road conditions

#	Feedback
183	Traffic and property tax rates
184	Need more shopping and grocery store
185	Two lane roads in poor shape have heavy traffic.
186	So far from everything, no transportation, no target
187	The road system could be better. Traffic is a larger issue than it should be.
188	The asphalt plant and excessive morning and evening traffic.
189	Not being able to walk or ride bikes safely off Old Highway 20.
190	There are not many sidewalks or roads to walk on Old highway 20 or a path to walk or bike to Walmart in Manor from Bell Farms.
191	Historic Manor is often overlooked because of new subdivisions and roads have become dangerous due to influx of residents in other subdivisions driving too fast through our roads. It's unsafe now for children and elderly that reside in downtown Manor.
192	The horrible traffic through the neighborhood
193	The roads .. one way streets with all the growth .
194	Need more restaurants and grocery stores. Highway needs to be address
195	No grocery store
196	There's no small businesses nearby. It's all housing developments or chain stores like McDonalds, Starbucks, Walmart
197	Neighbors
198	Inadequate roads for the high volume of traffic. Will be much worse with all these new apartments soon.
199	Lack of internet available. Terrible traffic on 973/290/Gregg Lane
200	Traffic light timing is bad on 973 and 290.
201	Distance from civilization, i.e. grocery stores, food options, general services, internet
202	TRAFFIC getting into Manor
203	Roads would have been better
204	Not enough businesses.
205	The traffic on 290 during peak times. It's really bad, wish there were more public transportation options.
206	Neighbors being unkind and talking like middle school kids to each other. Respect.
207	290 traffic, lack of options for shopping/eating/entertainment, HOA shenanigans
208	N/A
209	That we need to drive to Austin or Pflugerville for groceries or any activities (library, movie, etc). Would love to have HEB, library, more parks, and things to do here closer to home.
210	Traffic

#	Feedback
211	It is beautiful sunrise and sunset you enjoy from this area , quiet ,and away from city and nice small town with modern look
212	The increase in taxes, there isn't a grocery store, and the streets should have been widened before building more neighborhoods.
213	There is no HEB, traffic trying to leave or come into Manor, need more businesses so we don’t have to dry to Pflugerville, Round Rock or Austin (CVS, Target, Home Depot, etc.)
214	The lack of businesses and restaurants (Heb, etc,)
215	Robberies
216	Trying to get in and out of my neighborhood/Manor area during rush hour. 290 traffic is ridiculous.
217	The dirt. House constantly needs leveling.
218	Lack of public transit on weekends and night time
219	The neighborhood now looks run down. New people moving in take no pride in care for home or lawn. More crime in area.
220	Traffic on 973. Too many houses, apartments. Not enough stores. Not enough activities for kids. Too many car thefts and break ins.
221	Traffic
222	Loose and aggressive dogs; not enough street lights on the 973 headed into Stonewater; difficult to exit Stonewater on to 973; frequent power outages; no parks within walking distance
223	No access to a grocery store
224	Have to walk 3 blocks to get my mail. Traffic beginning to build up but, it's part of growth.
225	Traffic
226	A busy road like Blake Manor only being one lane each way.
227	Lots of petty crime/property crime, no grocery store, no nerdy/gaming stores or activities nearby
228	Trying to turn left onto 973 from Tinajero
229	Traffic noise from 130, speeding cars down our street
230	Not incorporated, not eligible for city services, gunshots and fireworks, authorities don’t do anything to help us feel safer.
231	Highway 290 traffic during morning and afternoon rush hours. Also need better local shopping opportunities- specifically- grocery.
232	Traffic on 290
233	Roads are a mess, no grocery store or real shopping center, poor quality restaurants
234	The traffic has become a nightmare

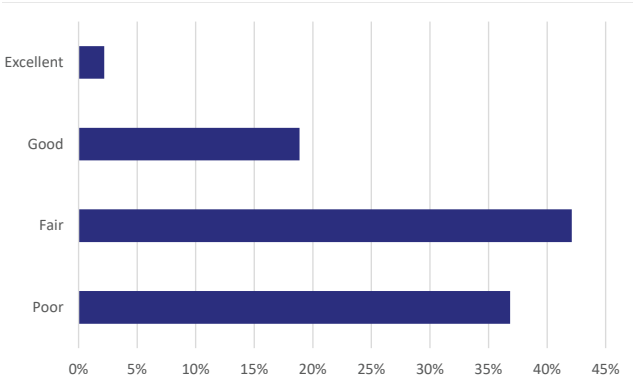
#	Feedback
235	No parks not well maintained nothing to do bad bad bad roads bad school system
236	Problems with dogs at large and dog attacks
237	The pot holes and degraded roads! The patch work is awful
238	Traffic, poor school ratings, lack of stores and restaurants
239	Lack of grocery store
240	Traffic
241	Need more fine dining establishments
242	Roads, traffic, lack of response to 973. People have become frustrated and desperate to exit our neighborhood that I have seen extraordinarily dangerous choices being made.
243	There's no HEB, no fast healthy food options, 290 traffic
244	Housing options
245	I have no issues with the area I live in
246	Lack of quality internet access
247	Congested streets at 8am and 5:30pm
248	The entrance/exit of this subdivision is dangerous. Many accidents happen every week.
249	tráfico, las casas no son bonitas, el bache (Translation: traffic, the houses are not pretty, the potholes)
250	Por la mañana y la tarde el tráfico es muy pesado (Translation: In the morning and afternoon the traffic is very heavy)
251	Calles muy angostas y driveway muy reductions obligando a autos estacionarse en la Calle y eso provoca peligro de robo y accidents por lo angosto vde las calles (Translation: ; Very narrow streets and very reduced driveway forcing cars to park on the street and that causes danger of theft and accidents due to the narrowness of the streets)
252	El tráfico y pocos carreteras, el toll muy caro (Translation: The traffic and few roads, the toll very expensive)
253	Tener que transportarme hasta Austin o otro pueblito para hacer compras como sams Costco o centro comercial (Translation: Having to drive to Austin or another small town to shop like Sams Costco or the mall)
254	Falta de parques y transporte público (Translation: Lack of parks and public transportation)

#	Feedback
255	Hacen falta más accesos a otros caminos que no sea 290, el tráfico en las horas pico es muy difícil. Aparte muchos toman Shadowglen como una vía para cruzar (Residentes de Stonewater) y evitar el 290, pero no respetan límites de velocidad. Se necesita más vigilancia de la policía en las calles para controlar esto. (Translation: More access to roads other than 290 is needed, traffic during peak hours is very difficult. Besides many take Shadowglen as a way to cross (Residents of Stonewater) and avoid the 290, but do not respect speed limits. More police vigilance is needed on the streets to control this.)
256	El trafico es horrible nesesitamos una solucion rapido (Translation: The traffic is horrible we need a solution fast)
257	Las calles no tenemos suficiente carriles en Blake manor Road. (Translation: The streets do not have enough lanes on Blake manor Road.)
258	Que no todos mantienen el frente de su casa limpio o no dan mantenimiento a sus jardines (Translation: That not everyone keeps the front of their house clean or does not maintain their gardens)
259	Que no tenenos una tienda grande como un HEB. (Translation: That we don't have a big store like HEB.)
260	No hay supermercados ni farmacias (Translation: There are no supermarkets or pharmacies)

PARKS AND RECREATION

How would you describe the quality of parks and recreational amenities in Manor?

Rating	Input	%
Excellent	5	2.19%
Good	43	18.86%
Fair	96	42.11%
Poor	84	36.84%
Total	**228**	**100%**



How would you rate the City in the following categories?

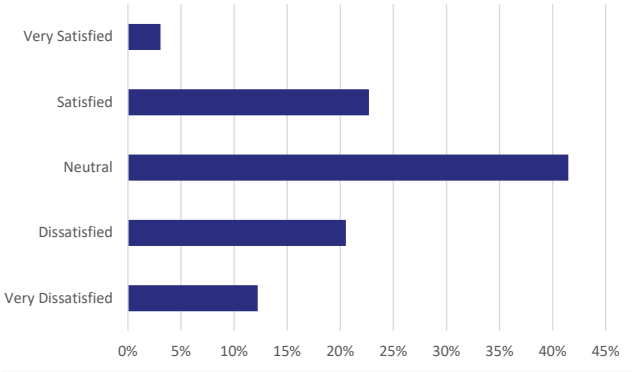
(VS Very Satisfied , S Satisfied, N Neutral, D Dissatisfied , VD Very Dissatisfied)

Categories	VS	S	N	D	VD	Total	Weighted Score
The overall appearance of parks	7	52	95	47	28	229	2.83
The overall safety of parks	12	52	119	28	18	229	3.05
The maintenance of parks	13	57	112	31	15	228	3.07
The quality of parks in my neighborhood	9	51	68	57	42	227	2.64
Having parks conveniently located for people in all areas of the City	9	29	74	68	51	231	2.45
The amount of publicly accessible natural areas	9	22	60	90	49	230	2.34
The variety of recreational facilities in parks	6	18	58	90	58	230	2.24
The overall quality of athletic amenities (i.e., fields and courts)	5	21	75	64	65	230	2.29

How would you rate the City in the following categories?

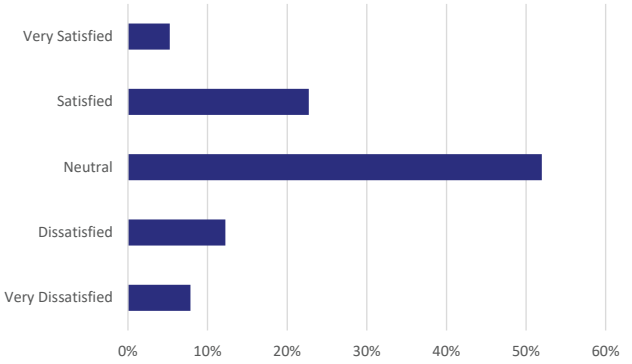
The overall appearance of parks

Rating	Input	%
Very Satisfied	7	3.06%
Satisfied	52	22.71%
Neutral	95	41.48%
Dissatisfied	47	20.52%
Very Dissatisfied	28	12.23%
Total	**229**	**100%**



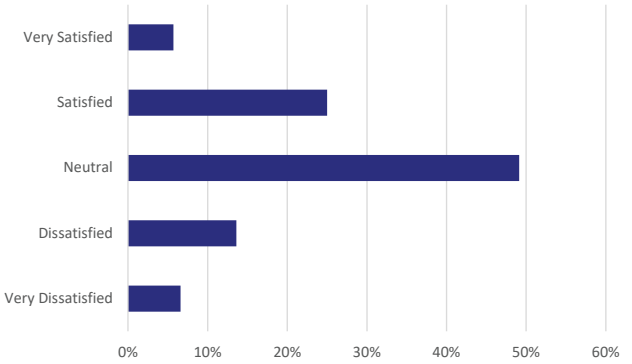
The overall safety of parks

Rating	Input	%
Very Satisfied	12	5.24%
Satisfied	52	22.71%
Neutral	119	51.97%
Dissatisfied	28	12.23%
Very Dissatisfied	18	7.86%
Total	**229**	**100%**



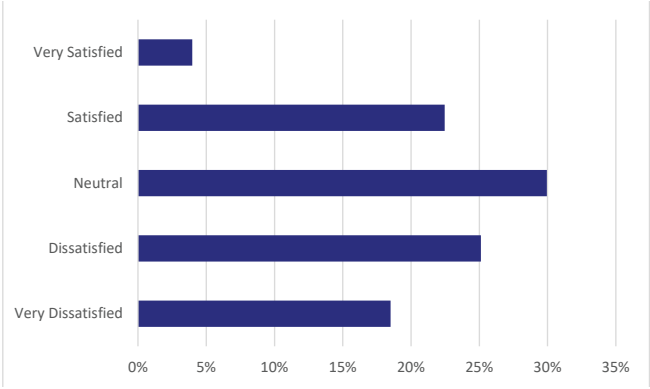
The maintenance of parks

Rating	Input	%
Very Satisfied	13	5.70%
Satisfied	57	25.00%
Neutral	112	49.12%
Dissatisfied	31	13.60%
Very Dissatisfied	15	6.58%
Total	**228**	**100%**



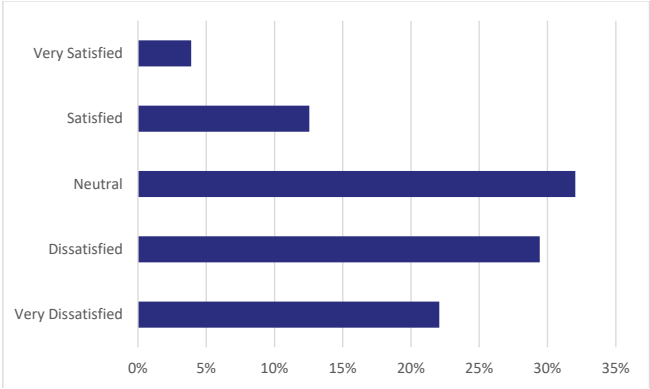
The quality of parks in my neighborhood

Rating	Input	%
Very Satisfied	9	3.96%
Satisfied	51	22.47%
Neutral	68	29.96%
Dissatisfied	57	25.11%
Very Dissatisfied	42	18.50%
Total	**227**	**100%**



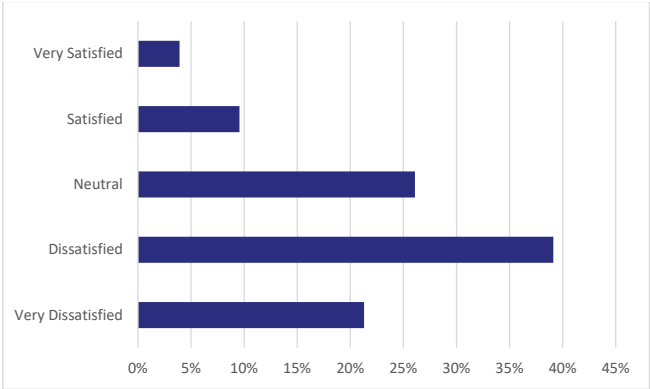
Having parks conveniently located for people in all areas of the City

Rating	Input	%
Very Satisfied	6	2.76%
Satisfied	29	13.36%
Neutral	70	32.26%
Dissatisfied	67	30.88%
Very Dissatisfied	45	20.74%
Total	**217**	**100%**



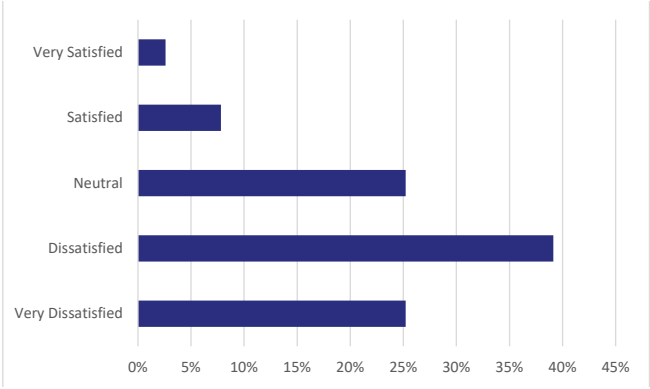
The amount of publicly accessible natural areas

Rating	Input	%
Very Satisfied	9	3.91%
Satisfied	22	9.57%
Neutral	60	26.09%
Dissatisfied	90	39.13%
Very Dissatisfied	49	21.30%
Total	**230**	**100%**



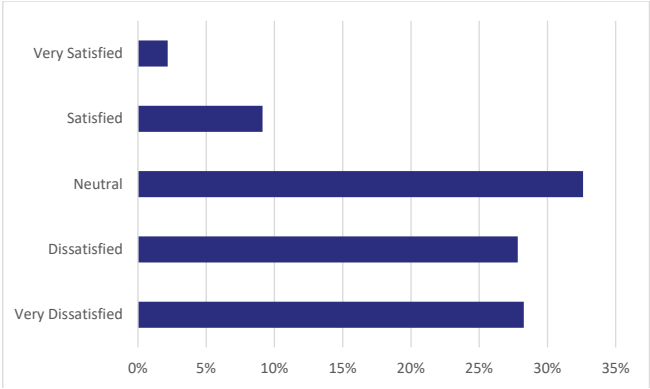
The variety of recreational facilities in parks

Rating	Input	%
Very Satisfied	6	2.61%
Satisfied	18	7.83%
Neutral	58	25.22%
Dissatisfied	90	39.13%
Very Dissatisfied	58	25.22%
Total	**216**	**100%**



The overall quality of athletic amenities (i.e., fields and courts)

Rating	Input	%
Very Satisfied	5	2.17%
Satisfied	21	9.13%
Neutral	75	32.61%
Dissatisfied	64	27.83%
Very Dissatisfied	65	28.26%
Total	**230**	**100%**



ADDITIONAL COMMENTS

Please leave other comments in the space below. (optional)

#	Feedback
1	Carriage hills has one little community park, and no sidewalks to Timmerman Park.
2	Need more parks and recreation
3	Not enough variety.
4	Nothing available north of 290.
5	We need more parks like 1849
6	I don't know of any park areas near me
7	As a resident of shadowglen their are no public parks in walking distance.
8	Until bigger issues are addressed, developing parks feels like a fairy Princess dream. We need roads maintained. We need access to shopping, transportation, food. We shouldn't be building up parks & recreation spaces we have no way to maintain.
9	Playground for our community instead of going out of town!
10	Offer an area where the community can get out and exercise. A public track.
11	I was not aware Manor had parks.
12	I'll be honest, I have no idea where any Manor parks are even located. That in itself tells me that attention and effort need to be made towards improving access.
13	The park in downtown is okay, just kind of boring. I wish I could ride my bike on a trail to other parks
14	What we have is nice and I know things like open spaces are coming soon and just lack public access right now.
15	I moved to Manor in 2020. Due to the pandemic, my family hasn't gotten a chance to explore the parks and recreational facilities
16	I have never been to one park. I was not even aware that Manor has any so I cannot rate this accurately.
17	I'm not aware of any parks in Manor to have kids shoot hoops, swimming, etc.
18	One dog park that is so small and that's it???
19	I would love to see publicly accessible tennis courts in the future.
20	Briarcreek pays for East Metro Park pool its outrageous
21	There are no public parks or trails near me that I am aware of.
22	City has no running trails
23	Manor is not bikeable. Not walkable. Connect the parks.
24	We mostly go to the county park, but we do sometimes visit Jennie L. Have not used Timmerman and weren't aware of any others before this. I assumed the ones in neighborhoods were HOA amenities.

#	Feedback
25	There are very few locations that offer spaces to play sports (other than Metropolitan park) which is pretty out of the way for most manor residents
26	I haven't personally been to a park yet, there aren't any by the neighborhoods
27	Low maintenance/mowing. Only kids swings and bbq pits. more lighting
28	I only know of one city park (east metropolitan park) that is totally out of the way of any development, says there's a splash pad but there's not and pool is for purchase. The park itself is nice and safe but no one knows about it. Not in biking, or walking distance of residential areas
29	No trails to run on. Everything is concrete sidewalks
30	I have no clue where there are actually any parks, natural areas, or athletic amenities in the Manor area. There is the east metropolitan park but that is a county location outside of Manor.
31	A City based recreational center would be awesome. San Marcos has one it's great, Pool gym etc.
32	Need more gyms, or work out centers.
33	The only park I've seen (from the road) is the metropolitan park. Do we have recreation centers? Where? I know of my community amenities; what else is there?
34	Would love a pool, courts, community center etc in Lagos/Wildhorse Creek area
35	There are too many buildings and apartments but not enough recreational green space to accommodate people. We drive to Pflugerville to access parks.
36	Go to Pflugerville and look at their ginormous park and trail system.
37	There is none
38	Please build skatepark
39	Our neighborhood does not have a pool and there isn't a public pool.
40	Need more public parks, lakes, trees, trails, recreational activities, etc. Basically everything that we don't have.
41	Need a recreation facility
42	I feel that they are not maintained sufficiently
43	HUGE room for improvement. There isn't one public park located north of 290 - and the parks Manor does have lack much personality and functionality.
44	I'd like a well-designed skatepark.
45	There isn't anything accessible besides schools which are often closed or locked
46	We need an indoor rec center for all ages. A place for kids to go to especially when it is to hot to play outside basketball or indoor soccer.
47	More green spaces like trails would do a lot of good for the city. There are many opportunities with the countless creeks. Just add some parking lots and trails.
48	East Metro Park is too far out of the way for easy access. That road has been accidents and traffic can be horrible that my family does not even go out there anymore.

#	Feedback
49	Look at Elgin's parks.
50	Manor needs more family friendly areas, such as a bigger park and a community or recreation center for kids.
51	Actually speaking not visited any park in this area , our community park is useless and not friendly design
52	Lack of parks and recreations in Manor
53	People need more parks and sidewalks
54	Bocce courts great addition. We need two more. We need to support the Bocce League and waive some Park rental fees for nurturing the League and its community benefits.
55	Do not have a recreational facility like Elgin
56	Blake Manor park is not accessible to all and the East Rural Community park is subpar.
57	We need walking, running, biking paths!
58	I don't know where the parks are at
59	We need a swim pool that does not charge a lot
60	The playgrounds and parks are pretty basic. We love the hiking trails, trees and amenities at Walnut Creek Park.

In the past year, how often have you or your family participated in or utilized the following?

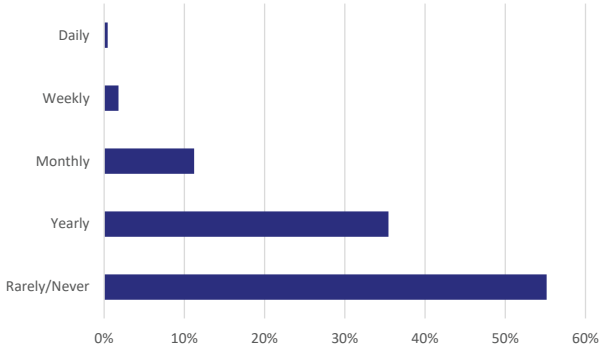
(R Rarley/Never , Y Yearly, M Monthly, W Weekly , D Daily)

Categories	R	Y	M	W	D	Total	Weighted Score
Attended a community event in the park	123	79	25	4	1	232	1.63
Participated in a youth athletic league	195	17	5	13	2	232	1.32
Participated in an adult athletic league	212	10	5	3	1	231	1.13
Walked or rode a bike to a park in Manor	142	13	40	28	9	232	1.90
Visited a picnic pavilion in City parks	135	46	39	10	2	232	1.69
Visited a playground in City parks	126	41	38	23	4	232	1.85
Visited Timmermann Park	137	51	28	12	4	232	1.68

How would you rate the City in the following categories?

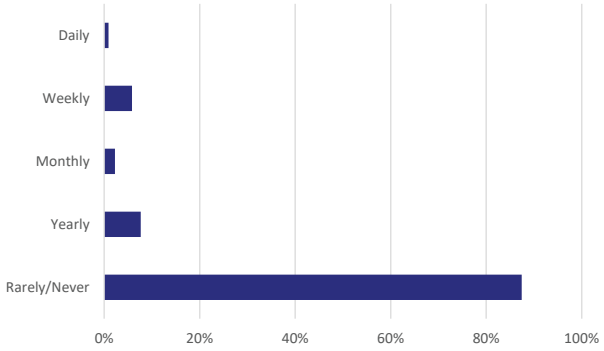
Attended a community event in the park

Rating	Input	%
Daily	1	0.45%
Weekly	4	1.79%
Monthly	25	11.21%
Yearly	79	35.43%
Rarely/Never	123	55.16%
Total	**223**	**100%**



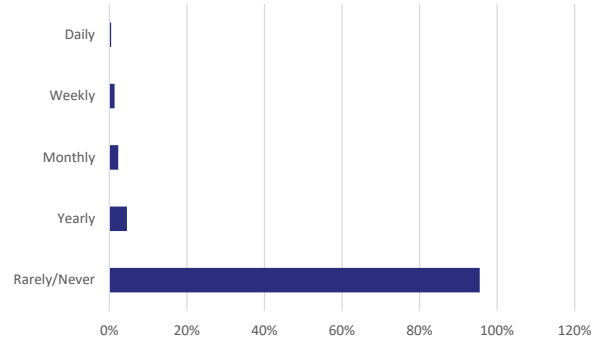
Participated in a youth athletic league

Rating	Input	%
Daily	2	0.90%
Weekly	13	5.83%
Monthly	5	2.24%
Yearly	17	7.62%
Rarely/Never	195	87.44%
Total	**223**	**100%**



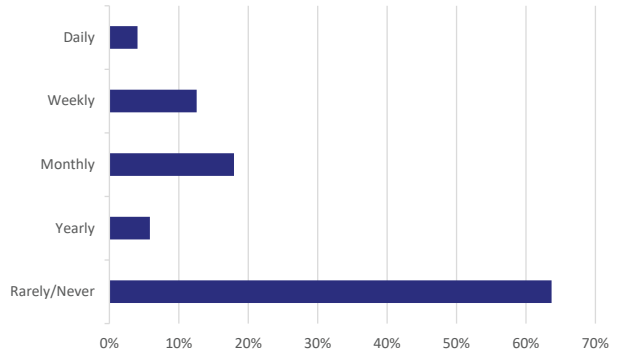
Participated in an adult athletic league

Rating	Input	%
Daily	1	0.45%
Weekly	3	1.35%
Monthly	5	2.25%
Yearly	10	4.50%
Rarely/Never	212	95.50%
Total	**222**	**100%**



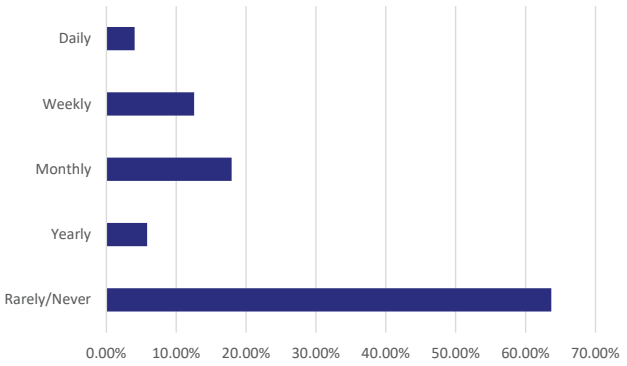
Walked or rode a bike to a park in Manor

Rating	Input	%
Daily	9	4.04%
Weekly	28	12.56%
Monthly	40	17.94%
Yearly	13	5.83%
Rarely/Never	142	63.68%
Total	**223**	**100%**



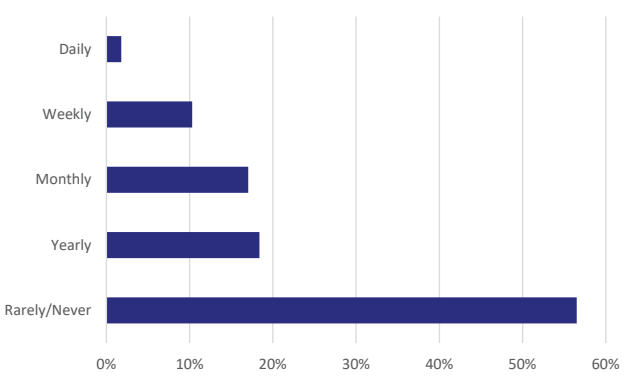
Visited a picnic pavilion in City parks

Rating	Input	%
Daily	9	4.04%
Weekly	28	12.56%
Monthly	40	17.94%
Yearly	13	5.83%
Rarely/Never	142	63.68%
Total	**223**	**100%**



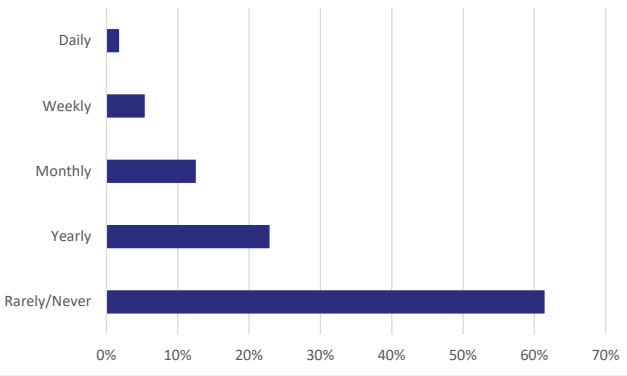
Visited a playground in City parks

Rating	Input	%
Daily	4	1.79%
Weekly	23	10.31%
Monthly	38	17.04%
Yearly	41	18.39%
Rarely/Never	126	56.50%
Total	**223**	**100%**



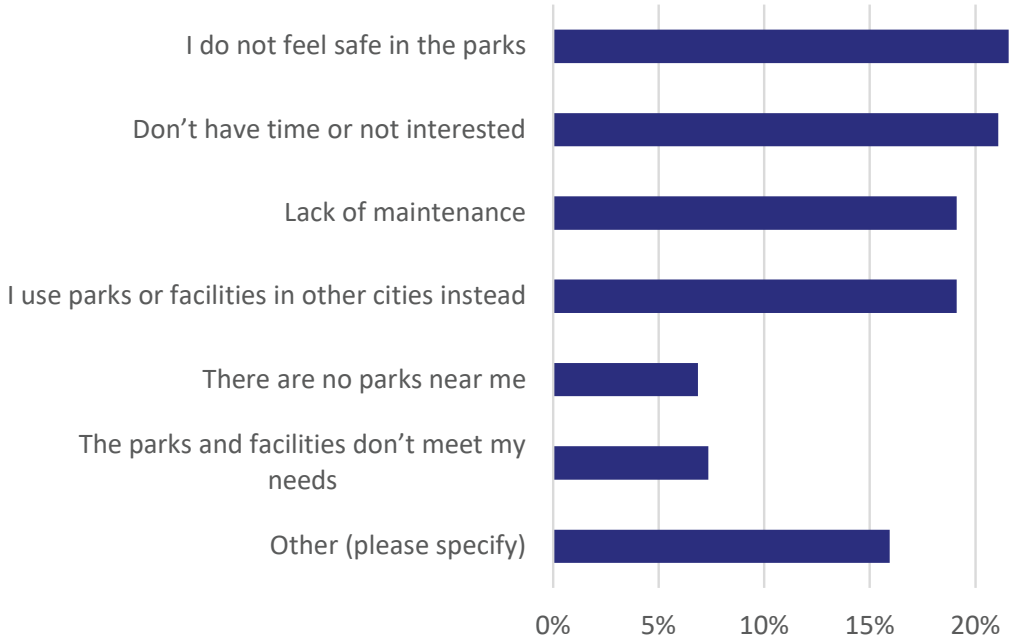
Visited Timmermann Park

Rating	Input	%
Daily	4	1.79%
Weekly	12	5.38%
Monthly	28	12.56%
Yearly	51	22.87%
Rarely/Never	137	61.43%
Total	**223**	**100%**



What keeps you from using the Manor parks and recreation facilities more? Check all that apply

Categories	Input	%
I do not feel safe in the parks	88	22%
Don't have time or not interested	86	21%
Lack of maintenance	78	19%
I use parks or facilities in other cities instead	78	19%
There are no parks near me	30	7%
The parks and facilities don't meet my needs	28	7%
Other (please specify)	65	16%
Answered	**453**	**100%**



ADDITIONAL COMMENTS

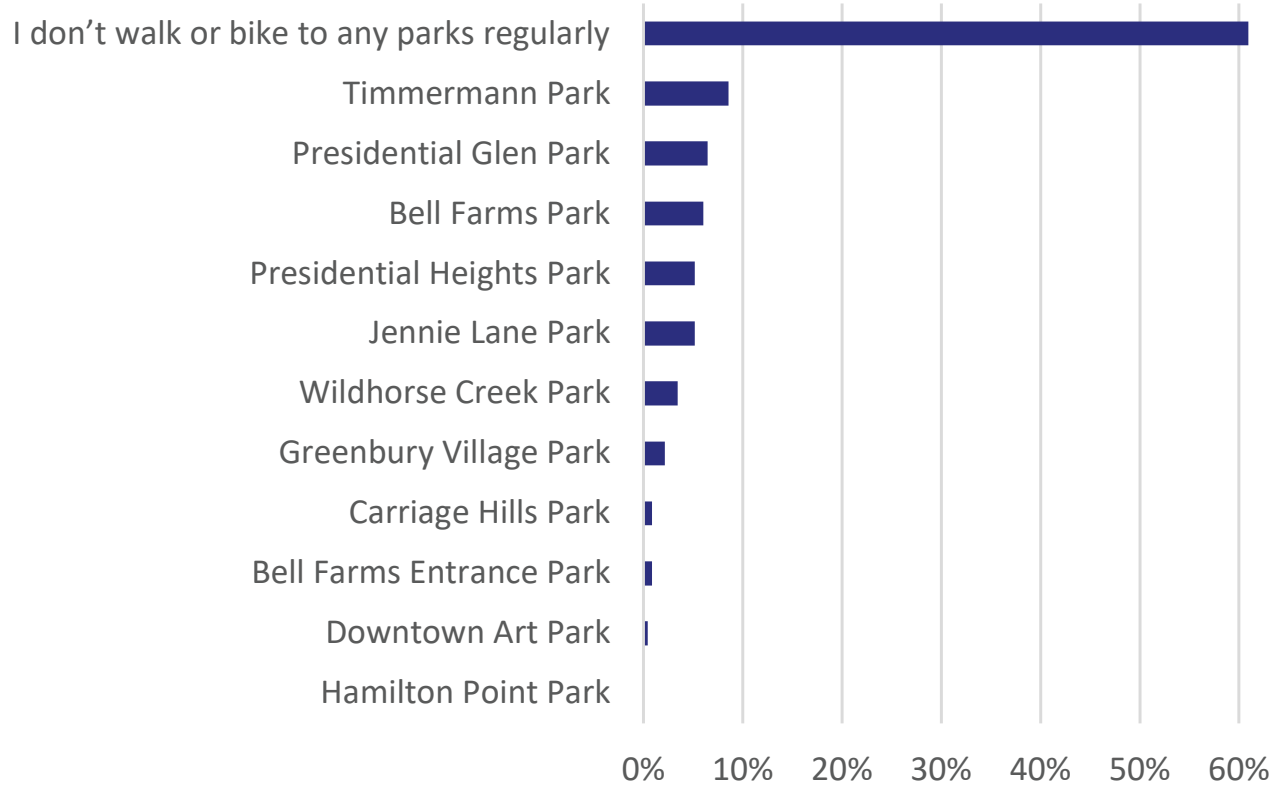
Please leave other comments in the space below. (optional)

#	Feedback
1	Not aware of them all
2	Lack of sidewalks to get to Park, not going to walk the side of the road to get to park.
3	Not enough info to find them
4	East Metro is the best park but it's a long drive
5	i had no idea manor had parks
6	Too small. Need a large park with hike and bike trails, basketball courts, frisbee golf, etc
7	Dog park
8	As they are expanded, we will use them (even) more
9	What we need aren't parks. We need clean water. Food. Public safety. Pharmacies.
10	I am not aware of where the parks are and I haven't seen any promotion about the services or resources at our parks.
11	Moved to Manor a year ago and am not sure what my options are
12	Never knew Manor had any.
13	I go to Elgin for dog walks with my babies. I don't know of any in Manor. Greenbury Village Park is geared more for kids.
14	The park is driving distance from my home, however by the time I drive through traffic after work to get there, it's dark.
15	It is illegal to ride your bike on the road to the park(s). You have to take a car so it very much prohibits kids from using East Metro Park and others.
16	My age/health issues make park visitation uncomfortable. There are no young people in my home so that is why youth activities were not participated in.
17	New to the area and have not had time to figure out the rules and locations for the parks during operating hours
18	I use Pflugerville lake
19	Ben e fisher
20	We just have preferred the county park but do sometimes use the playground at Jenny L. And I didn't know all the neighborhood parks we need city parks and not HOA facilities.
21	Not inviting, more trees and shrubbery, see Mueller, also no natural hiking spaces
22	Covid
23	Pandemic
24	Need more parks for kids

#	Feedback
25	I don't know of any! Moved to Manor in June. Need More updates on events and locations, post at Walmart or HT fitness. Send flyers, update Google searches! I don't want to have to go to Pflugerville, I want to bring my family our in Manor.
26	Need a nature park with miles of trails similar to downtown Austin
27	We go to dog parks and trails
28	Just haven't been there no children in my home
29	Not many here
30	I wish they were all connect via walk/jog/bike trails
31	Did know about the parks.
32	I don't know where they are or what they have to offer me.
33	Lack of variety of things for all ages
34	Bohls park, Pflugerville park, NE metro park
35	Pflugerville
36	My family and I have lived in Manor for 4 years, and did Know the parks existed
37	Our parks are barren and the things promised were never delivered like the disc golf course that was never completed. Very frustrating. Also all this green space for water retainage should be used for park space with trails in the neighborhoods
38	You can't ride a bike to the park. Maybe if we worked on bike routes it would be better
39	Picnic tables in the park shelter near bell farms
40	The roads to the parks have no sidewalks or bike paths leading to them.
41	No bicycle/pedestrian path from my neighborhood to Timmerman
42	Cannot ride a bike because I have to cross 290 to get to Timmerman park.
43	Allergies
44	Not enough lighting. Doesn't feel safe
45	Covid
46	We need to have an indoor park or recreational center. Some city parks like Timmerman, some neighborhoods is hard to safely walk or ride bikes there. You usually have to drive yourself there safely. Also Jennie Lane Park doesn't have a fence around the park. Afraid for kids to run out to the street.
47	Construction at Ben E. Fisher Park
48	I use east metro park at least once a week of not more
49	N/A
50	Covid has been the main factor this past year. Previously traffic has been the issue. I don't live in a subdivision so I don't have a community park.

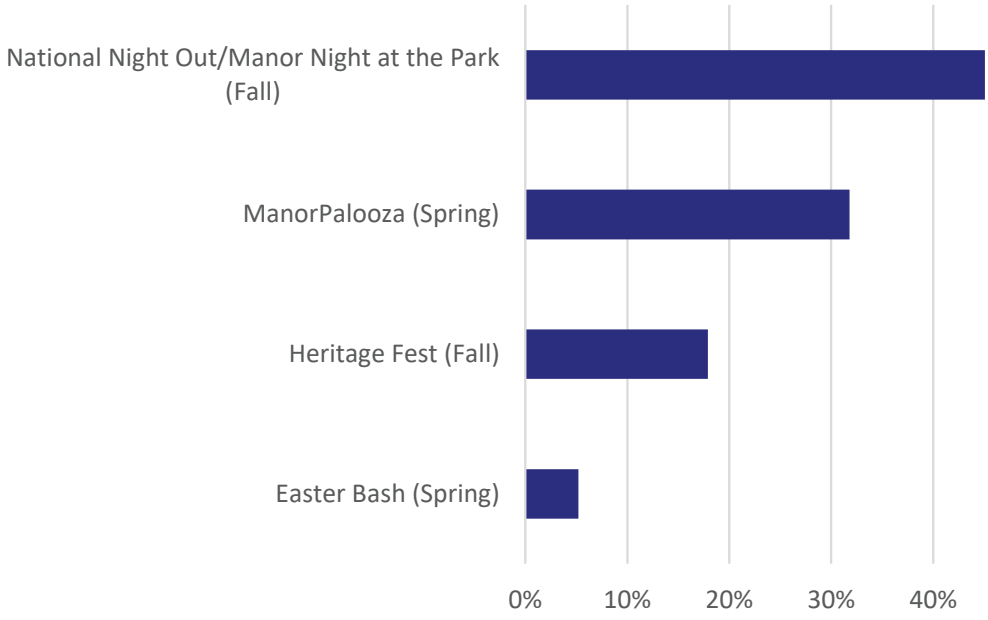
Which park do you walk or bike to most frequently? Choose one.

Rating	Input	%
I don't walk or bike to any parks regularly	142	60.94%
Timmermann Park	20	8.58%
Presidential Glen Park	15	6.44%
Bell Farms Park	14	6.01%
Presidential Heights Park	12	5.15%
Jennie Lane Park	12	5.15%
Wildhorse Creek Park	8	3.43%
Greenbury Village Park	5	2.15%
Carriage Hills Park	2	0.86%
Bell Farms Entrance Park	2	0.86%
Downtown Art Park	1	0.43%
Hamilton Point Park	0	0.00%
Answered	**233**	**100%**



Which events have you attended in the last five years? Check all that apply.

Rating	Input	%
National Night Out/Manor Night at the Park (Fall)	78	45.09%
ManorPalooza (Spring)	55	31.79%
Heritage Fest (Fall)	31	17.92%
Easter Bash (Spring)	9	5.20%
Answered	**173**	**100%**



How satisfied are you with recreational programming opportunities in Manor for people in the following age groups?

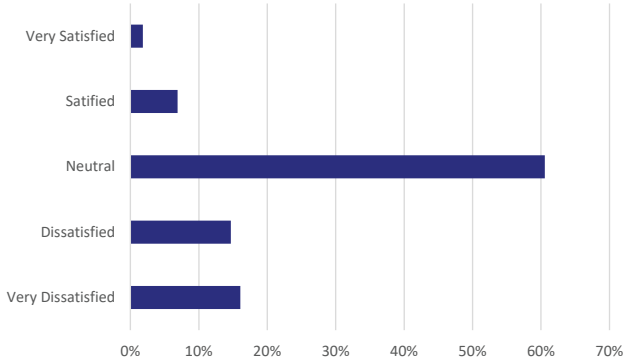
(VS Very Satisfied , S Satisfied, N Neutral, D Dissatisfied , VD Very Dissatisfied)

Categories	VS	S	N	D	VD	Total	Weighted Score
Young children, age 4 or under	4	15	132	32	35	218	2.61
Children, ages 5-8	4	15	139	36	23	217	2.71
Children, ages 9-12	5	13	137	40	24	219	2.68
Teens, ages 13-19	2	11	133	40	30	216	2.60
Adults, ages 20-55	2	17	103	58	38	218	2.47
People over the age of 55	1	11	129	41	36	218	2.53

How would you rate the City in the following categories?

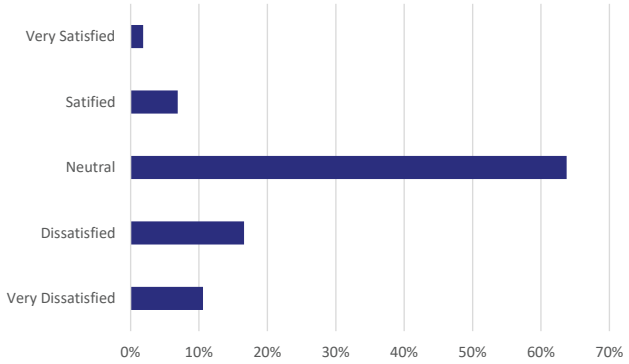
Young children, age 4 or under

Rating	Input	%
Very Satisfied	4	1.83%
Satisfied	15	6.88%
Neutral	132	60.55%
Dissatisfied	32	14.68%
Very Dissatisfied	35	16.06%
Total	**218**	**100%**



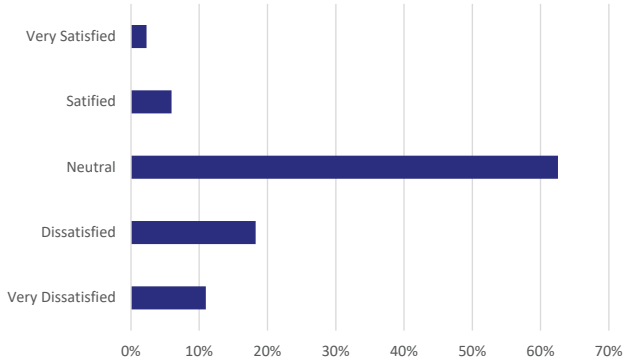
Children, ages 5-8

Rating	Input	%
Very Satisfied	4	1.84%
Satisfied	15	6.91%
Neutral	139	63.76%
Dissatisfied	36	16.59%
Very Dissatisfied	23	10.60%
Total	**217**	**100%**



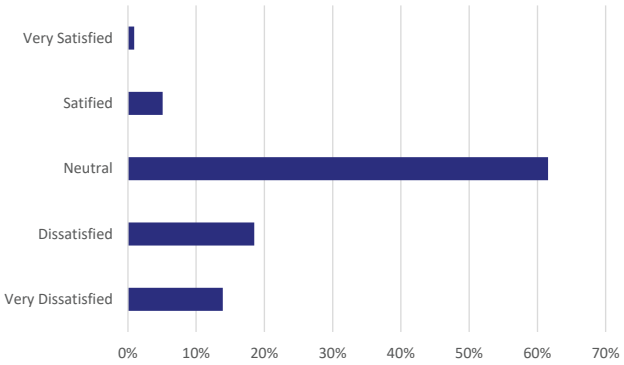
Children, ages 9-12

Rating	Input	%
Very Satisfied	5	2.28%
Satisfied	13	5.94%
Neutral	137	62.56%
Dissatisfied	40	18.26%
Very Dissatisfied	24	10.96%
Total	**219**	**100%**



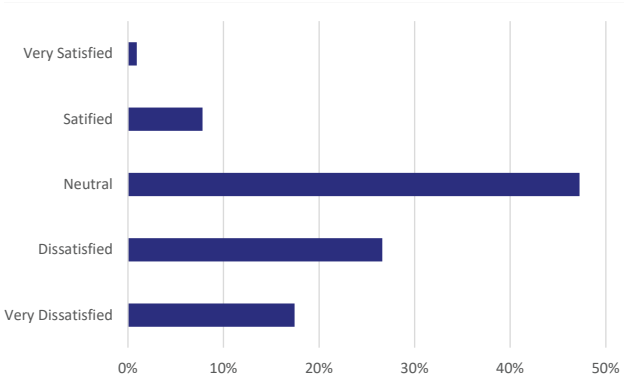
Teens, ages 13-19

Rating	Input	%
Very Satisfied	2	0.93%
Satisfied	11	5.09%
Neutral	133	61.57%
Dissatisfied	40	18.52%
Very Dissatisfied	30	13.89%
Total	**216**	**100%**



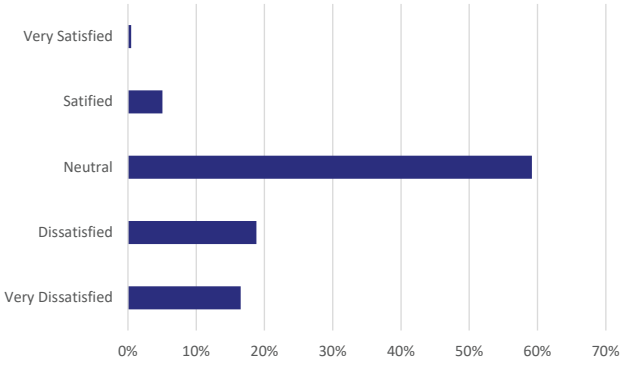
Adults, ages 20-55

Rating	Input	%
Very Satisfied	2	0.92%
Satisfied	17	7.80%
Neutral	103	47.25%
Dissatisfied	58	26.61%
Very Dissatisfied	38	17.43%
Total	**218**	**100%**



People over the age of 55

Rating	Input	%
Very Satisfied	1	0.46%
Satisfied	11	5.05%
Neutral	129	59.17%
Dissatisfied	41	18.81%
Very Dissatisfied	36	16.51%
Total	**216**	**100%**



Which age group do you feel has the greatest need for recreational programming?

Rank your answers from 1 to 6.

Categories	1	2	3	4	5	6	Total
Young children, age 4 or under	41	25	32	37	25	48	208
Children, ages 5-8	30	42	59	35	30	10	206
Children, ages 9-12	30	69	40	38	19	7	203
Teens, ages 13-19	74	32	30	40	17	13	206
Adults, ages 20-55	23	16	35	32	74	27	207
People over the age of 55	12	20	12	24	36	103	207

How important is it for the City to support the following types of recreational programming? (VI Very Important, I Important, N Neutral, NI Not Important, NIAA Not Important At All)

Categories	VI	I	N	NI	NIAA	Total
Youth athletics	116	87	19	2	4	228
Adult athletics	45	98	67	12	6	228
Senior programs (e.g., senior dances, game night)	72	99	43	6	8	228
Arts programs (e.g., painting)	72	112	40	2	3	229
Health and fitness (e.g., Zumba, yoga)	96	90	31	4	7	228
Seasonal programs	79	112	35	5	4	228
Special events	78	90	27	2	4	229

Choose you and your family's favorite recreational activities, even if you have to go outside of Manor to participate in them. Check all that apply.

Answer Choices	Responses	%
Art / crafts classes	86	38%
Baseball / softball	42	19%
Basketball	51	23%
Bicycling	76	34%
BMX biking	9	4%
Boating	25	11%
Canoeing / kayaking / paddle boarding	86	38%
Dance / yoga	66	29%
Disc golf / Frisbee golf	33	15%
Exercising at a private gym	75	33%
Fishing	61	27%
Football	38	17%
Going to festivals or special events	165	73%
Going to a dog park / walking your dog	114	51%
Golfing	28	12%
Group exercise / fitness classes	55	24%
Horseback riding	29	13%
Hunting	20	9%
Picnicking	96	43%
Playing in a youth athletic league	54	24%
Playing in an adult athletic league	30	13%
Playing on playgrounds	92	41%
Playing on a splash pad	79	35%
Running / jogging	84	37%
Skateboarding	17	8%
Soccer	58	26%
Swimming competitively	19	8%
Swimming for leisure / fitness	117	52%
Tennis	30	13%
Viewing nature / wildlife	116	52%
Volleyball	29	13%
Walking / hiking on trails	172	76%
Other (please specify)	11	4%

ADDITIONAL COMMENTS

Please leave other comments in the space below.

#	Feedback
1	Pickleball
2	Shopping
3	Playground for our community instead of going out of town
4	We travel frequently so none of these apply
5	Senior activities would be wonderful
6	N/A
7	I play pickleball about 3x a week at ATC
8	Rollerskating
9	Indoor court to play basketball or soccer etc.
10	Cheer & gymnastics
11	Toddler music class

If you or your family participate in an athletic league, in which one(s) do you participate? Skip this question if you don't participate in athletic programming.

#	Feedback
1	MAYA Baseball
2	Austin Libertadores Soccer League
3	Nao
4	Boxing
5	Soccer
6	Our own we created via Facebook
7	Lone Star Soccer League
8	Texans Soccer
9	Golf
10	Pflugerville Soccer league
11	Volleyball
12	N/A
13	I9 sports at Muller Park
14	Kickball.
15	Manor ISD athletics
16	AMHA hockey
17	T-ball Manor youth association
18	PAYSL, Aces volleyball
19	YMCA swimming, soccer, basketball
20	N/a
21	We have a friendly group of soccer in FB called Manor Pickup Soccer
22	NA
23	Manor Soccer Club
24	Swimming, obstacle course
25	Gymnastics, dance, volleyball
26	Tennis
27	n/a
28	Austin golf events, company softball
29	Soccer
30	Pflugerville
31	n/a
32	Yes in a soccer league
33	Millennium Soccer League
34	Greater Austin Pickleball

#	Feedback
35	Roots Volleyball, YMCA soccer
36	Soccer in Elgin
37	Soccer field at east metro park
38	Roller Derby (TXRD)
39	Soccer with i9 sports
40	Northwest Little League
41	Soccer, basketball for youth ages 3 and up.
42	Soccer little league
43	Soccer
44	Soccer shots in Pflugerville
45	NAO Baseball
46	Youth football
47	Bocce League. (Hopefully the Rental Fees will be low enough to allow a low membership fee to play in the Spring and Fall Leagues)
48	Basketball, football/flag football, volleyball, and baseball/softball
49	Austin football and basketball leagues
50	Basketball, Track, Football

What is your favorite park in Manor?

Answer Choices	Responses	%
I don't walk or bike to any parks regularly	61	35%
Timmermann Park	40	23%
Jennie Lane Park	9	5%
Presidential Glen Park	8	5%
Presidential Heights Park	6	3%
Bell Farms Entrance Park	3	2%
Bell Farms Park	2	1%
Wildhorse Creek Park	2	1%
Downtown Art Park	2	1%
Greenbury Village Park	1	1%
Carriage Hills Park	1	1%
Hamilton Point Park	1	1%
Other (please specify)	39	22%

ADDITIONAL COMMENTS

Please leave other comments in the space below.

#	Feedback
1	East Metropolitan Park
2	East Metropolitan Park
3	East metro park
4	No idea Manor had parks
5	East Metro Park
6	New Shadowglen park
7	East metropolitan
8	East Metro
9	I would like to walk and bike to parks, but we don't have any parks near us or with a safe road to bike there.
10	None, all the parks lack maintenance and accessibility
11	All those parks are too far away East Metro is the closest to me.
12	I've only been to Jeannie Park. I feel I knew so little about the other parks here until this survey
13	Presidential heights does not have a park. Just a small field.
14	East Metro
15	The one with the pool run by the YMCA
16	East metro
17	Shadowglen path
18	East Metro
19	East metropolitan
20	Don’t have one
21	Jennie Lane is the nearest but no space to expand. It would be great to connect manor somehow with a natural trail
22	None
23	East metropolitan park
24	Lagos
25	East Metropolitan Park
26	Metro Park
27	We go to our neighborhood parks in Shadowglen
28	Trick question. We only have access to Jennie Lane.
29	None
30	East Metro Park

#	Feedback
31	East metro
32	East Metropolitan Park
33	East Metropolitan
34	East Metropolitan Park
35	Blake Manor
36	Walter E Long Lake
37	I don't have a favorite
38	Shadowglen playground on Pecangate Way
39	In Manor we just go to Shadowglen club house and the pool in summer.

How important is it for the following amenities to be provided in Manor parks and recreation facilities?

Answer choices key: VI very important, I important, N neutral, NI not important, NIAA not important at all

Categories	VI	I	N	NI	NIAA	Total
Soccer fields	54	90	67	7	7	225
Football fields	32	62	81	33	14	222
Baseball/softball fields	34	95	76	14	5	224
Outdoor basketball courts	63	104	46	4	6	223
Tennis courts	41	80	76	14	14	225
Outdoor volleyball courts	34	77	84	21	6	222
Skate park	31	63	89	28	11	222
BMX park	15	42	102	35	25	219
Disc golf course	19	58	89	34	19	219
Dog park	88	87	36	9	5	225
Playgrounds	134	70	20	1	1	226
Picnic amenities	110	92	19	2	2	225
Pavilions	94	95	33	1	2	225
Community gardens	87	78	51	4	4	224
Swimming pools	112	67	40	3	3	225
Splash pads	86	75	54	4	3	222
Outdoor event space (e.g., amphitheater)	103	66	38	12	6	225
Landscaping in parks	105	85	29	3	2	224
Shade trees	162	57	7	0	1	227
Indoor recreation opportunities	87	88	46	4	1	226

ADDITIONAL COMMENTS

Please leave other comments in the space below.

#	Feedback
1	I would love to see a community center creating indoor opportunities: indoor exercise classes, indoor adult rec activities for less mobile like game nights, book clubs, social functions/seasonal events. I would LOVE a community garden.
2	Hiking & jogging trails with mile markers
3	Playground for our community instead of going out of town!
4	Manor probably can't afford everything
5	We'd like to see some indoor basketball court options as well
6	Senior water aerobics.
7	Yes all these things are needed in Manor.
8	Natural hiking trails
9	Trails, hike and bike, running paths, walking paths
10	Na
11	Pickleball courts would be more heavily utilized than tennis courts. A visit to ATC will show that while the pickleball courts are typically full, the tennis courts are at about 50% capacity.
12	This would be amazing to keep the kids off electronics and take them to a Rec center in town
13	Indoor court for basketball and soccer.
14	Bocce Courts need a storage space for the League to keep equipment, and help with maintenance. Also Bocce Courts need lighting. Solar powered lights and expensive. Also... create the Disc Golf course that was in the original site plans for Timmermann Park. Baskets are cheap. Good exercise.
15	Recreational facility for Manor residents
16	We need a Recreational Center

How important do you consider each of the following potential actions the City could take?

Answer choices key: VI Very Important, I Important, N Neutral, NI Not Important, NIAA Not important at all

Categories	VI	I	N	NI	NIAA	Total
Improve the maintenance of existing parks	63	100	54	3	3	222
Renovate existing park amenities to improve condition and accessibility	84	93	43	2	2	224
Add new amenities to existing parks	104	86	32	3	3	226
Build a new aquatic center (facility with splash pad, pool, etc.)	108	65	41	10	10	225
Build a community center/civic center/recreation center	115	70	35	5	5	226
Provide more athletic fields	58	77	71	16	16	226
Build a dog park	88	66	46	12	12	223
Build a skate park	27	54	92	29	29	223
Build trails to connect neighborhoods, parks and schools	152	51	16	3	3	226
Develop new parks	114	71	32	5	5	226

ADDITIONAL COMMENTS

Please leave other comments in the space below.

#	Feedback
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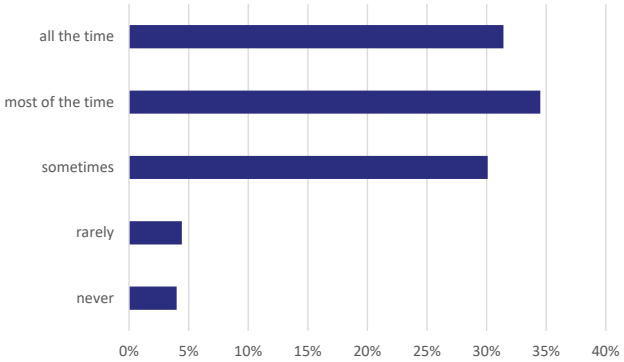
When thinking about how you are comfortable getting places by walking or biking, rate how comfortable you feel with the following:

(VC Very Comfortable, C Comfortable, N Neutral, UC Uncomfortable, NCAA Not Comfortable At All)

Categories	VC	C	N	UC	NCAA	Total
Sidewalks wide enough for two strollers or wheelchairs to pass side-by-side	104	76	19	13	12	224
Bike lanes	84	56	45	17	24	226
Bike lanes with a buffer or barrier separating them from vehicle lanes	93	59	38	11	24	225
Multiuse paths for bikes and pedestrians	100	69	32	10	15	226
Crosswalks without stop signs or traffic signals	38	49	63	39	37	226
Crosswalks with stop signs	83	88	40	8	7	226
Crosswalks with traffic signals	110	77	23	8	8	226
Mid-block bike/pedestrian crossings with signals	64	66	61	18	13	222
Multiuse paths that cross major roads using a bridge or underpass	111	58	35	8	13	225

If your desired destination (park, workplace, service or business) was close enough and you had bike/pedestrian facilities that made you comfortable, would you choose to access the destination without using an automobile?

Rating	Input	%
All the time	61	27%
Most of the time	78	35%
Sometimes	68	30%
Rarely	10	4%
Never	9	4%
Total	**226**	**100%**



DESTINATION 2050

COMMUNITY SURVEY #3 SUMMARY

DECEMBER 1, 2022

ABOUT THE ONLINE SURVEY

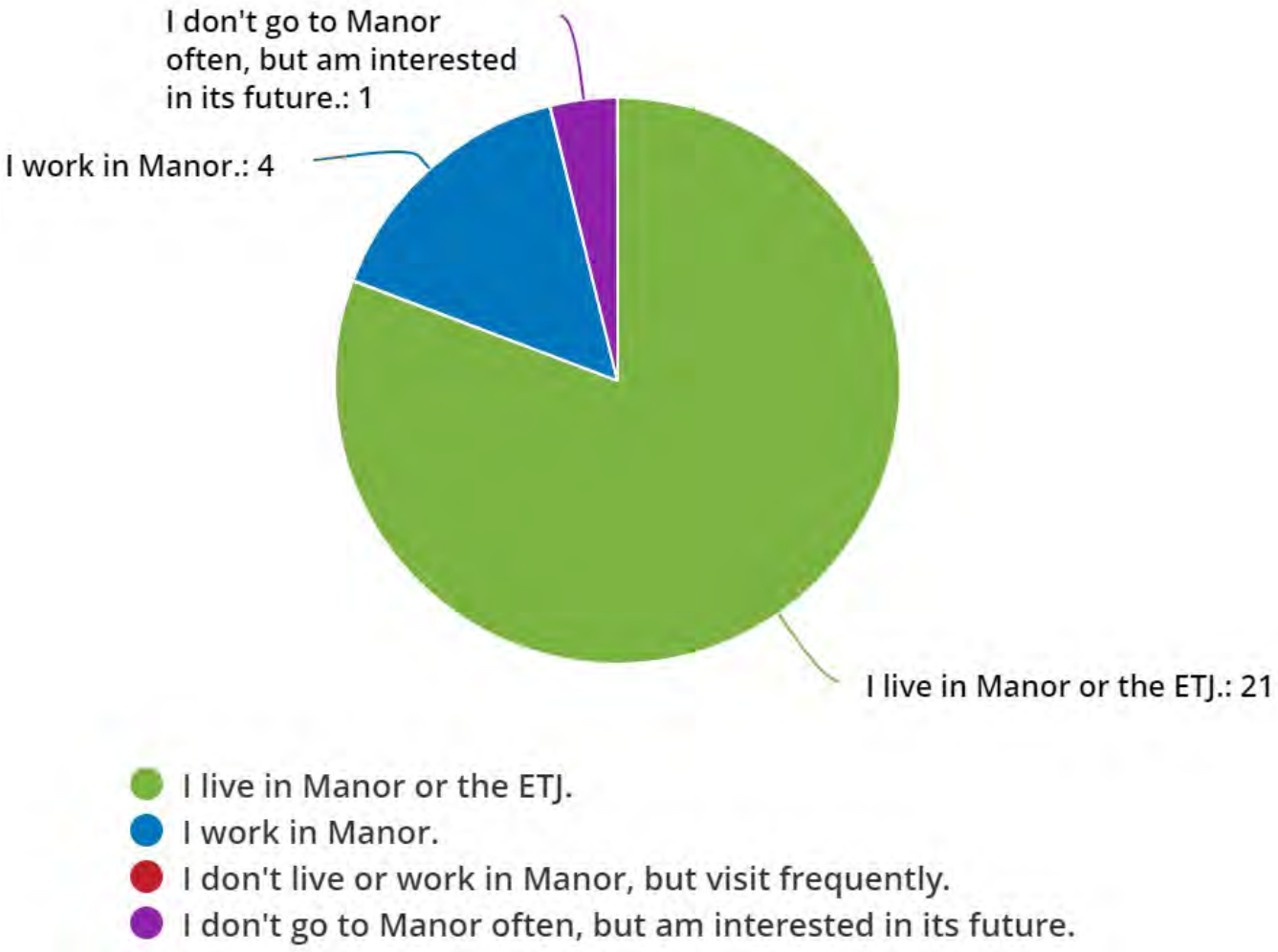
This final online survey was launched to allow public review and comment on the full draft of the Comprehensive Plan. The Draft Plan was available for download and the survey was open from November 15, 2022 to December 1, 2022. The survey could be viewed on either a computer or a mobile device. An email blast was sent to everyone that had provided their emails throughout the planning process, either via the project website or at community events, to let them know the draft plan was available for public comment. When reviewing this summary, please note that participants are not required to answer every question, so the total number of responses may appear less or more than the total number of participants.

This survey received a total of 23 participants.

DEMOGRAPHIC QUESTION

Please select all that apply to you.

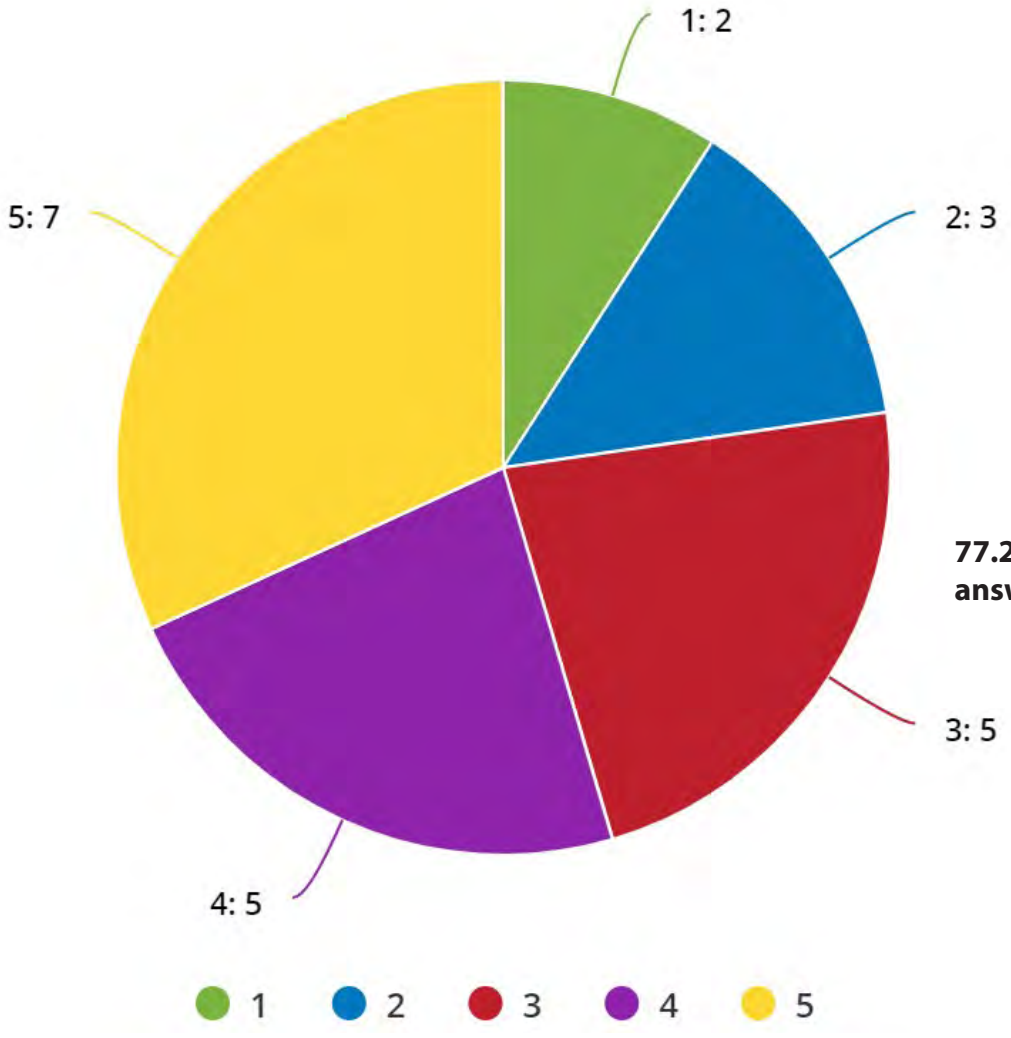
Choice Responses	Response #	Response %
I live in Manor or the ETJ.	21	95.45%
I work in Manor.	4	18.18%
I don't live or work in Manor, but visit frequently.	0	0.00%
I don't go to Manor often, but am interested in its future.	1	4.55%



OVERALL FEELING ABOUT THE PLAN

On a scale of 1-5 how positive do you feel about the direction this Plan is setting for the City of Manor? With 1 being not positive at all and 5 being very positive.

Choice Responses	Response #	Response %
1	2	9.09%
2	3	13.64%
3	5	22.73%
4	5	22.73%
5	7	31.82%



77.28% of respondents answered 3 or above.

DRAFT PLAN FEEDBACK

Feedback was requested in a simple open comment form, so as to allow respondents to say whatever was on their mind regarding the plan. 18 written comments were received and are included in full in the following table. Most of the comments were neutral in nature. Multiple comments are related to items that are not directly addressed in the Plan, as they are beyond the scope of a Comprehensive Plan, but these comments are still valuable in that they are a snapshot of some of the things respondents are thinking about and asking for in the City of Manor.

WRITTEN RESPONSES

In this space please share any feedback you have on the draft plan. This feedback will be shared with City Council.

#	Response	Sentiment
1	I love that Manor is growing but very concerned about the roads and traffic.	Neutral
2	Please figure out plans to fix the congestion that takes place in Manor. Create road redundancy, multiple road options that takes you to the same areas in manor. Currently there's one or two main road to take me home, if those roads gets blocked because of an accident or construction, then it takes more than 30 minutes to get to somewhere that should take me 5 mins.	Neutral
3	Good plans. Need to invite more sit down restaurants instead of so much fast food. Red Lobster, Steak Restaurants, etc.	Positive
4	I am happy that Manor is being developed but I have concerns about the water facilities and the cost and quality of these facilities. Aqua has been price gouging many of our ETJ neighborhoods for 20 years and has no plans to improve the quality of our brown and smelly water. It would be wonderful to have options of other water providers.	Neutral
5	This looks a lot like Gentrification to me. Most of current and future residents in Manor are the casualties of Austin gentrification. We don't need to be taxed or over pay capital metro. Most of the residents have done very well without a public transportation that is not even used. All it will do is raise our already stupid high taxes for what? To attract more pro gentrification people? How about fixing the damn roads first and focus on the current infrastructure. This way we avoid doing what Austin is doing. They are doing things backwards by building more residential buildings and the traffic worsening by the day. Who is going to reimburse us for all the alignments and new tires due to the crappy roads? PLEASE keep Manor small and at the minimum a reminder of what central Texas used to be like.	Negative

#	Response	Sentiment
6	Why isn't bocce including in your list of sports? It's the only activity we have in the ENTIRE city. Why does your downtown plan have no relation to reality? Where's the fence to keep children off the railroad tracks? Where's the parking? How many building will have to be bulldozed? Why did you ask for suggestions and never tell us what they were? Don't you think Manor needs a "NEW DOWNTOWN" of about 25 acres? Why don't you ever suggest any priorities as in the labyrinth of "trails?"	Negative
7	How do you plan on relocating the businesses that exist in the path of the new plans? I did not see anything about a skatepark, but it is also a giant packet of information so maybe I missed it. I'd like to see Manor foster independent businesses, not the same old chain restaurants/stores that can be found in ANY central Texas city.	Neutral
8	The Downtown Mixed-Use zone should be expanded to cover most of the historic core. The allowed densities should be greater than Community Mixed-Use, more like 100 du/a.	Neutral
9	We need Home Depot, Costco, HEB... and more please	Neutral
10	Not addressing anything from the SG area.	Neutral
11	Glad to see ETJ is in consideration and impressive for the city to give thought and efforts to Manor's long-term growth. Thank you.	Positive
12	The plan looks great. However I very little faith in Cap Metro. We pay MILLIONS in services for a very few. Although I understand that small population needs those services but MILLIONS do not justify the cost to all of us. Cap Metro is bloated and offers very little in my opinion. They have a weak track record on mass transit other than their public bus system in Austin. I have a feeling our millions pays for other things that we don't benefit from. I would rather the toll road be extended past Elgin.	Positive
13	I would like more infrastructure project with reliable crew and lead times. The main one being road maintenance and repairs. Crews seem unreliable and slow when commencing and/or completing the scope of work. In most areas the work is subpar at best and the lead times are unbelievably long.	Neutral
14	Cannot emphasize enough the need to fix the timing of traffic lights on 290. It's been an absolute nightmare since I moved here during the pandemic and only have gotten increasingly worse with more people traveling from Elgin going into Austin & more people moving to Manor. Please just do more adjusting is all I'm asking for.	Neutral

#	Response	Sentiment
15	Important for Manor growth that people should be able to commute to downtown Austin without a car.	Positive
16	Although the conceptual plan seems somewhat good, it lacks key elements, the plan in very poor when it comes to urban forestation. Tons of trees should be planted on the main roads, new developments, and future developments . This seems to be an issue with developers and the city.	Neutral
17	Why was this two-year process crammed into a rushed finish. We need at least 8 more weeks. Giving your constituents 2 wks to look at a 605-page documents is cruel and unusual punishment. Depriving us of the 5 promised public interaction live streamed open house meeting is a $50,000 rip-off. We need those focused meetings on transportation, infrastructure and parks. I've learned that a road without a sidewalk is actually an "opportunity for improved walkability." There's more opportunity in Manor than I realized. I've learned that the Consultants don't know that the 200-acre "ShadowGlen Open Space" is actually the City of Manor's Woodlands Park. I've learned that they are recommending we don't put a dog run in for another 3 years. In other words, we can't put a dog run in in ten years! (I can do this in 4 weeks by myself - for free.) My Parks Plan (bit.ly/ManorParks) is 10x better as regards parks; and tells us what to do and where to put it. Someday, maybe Council will "have the expertise" to look at it. Or else, they will have to spend another $200,000 on a study and wait another two years to begin. Where was all the hoopla about moving City Hall? And why would you want it over there, and the Rec Center over there, and the Performing Arts Center over here and the Library down the road over there... In other words, wait until we have 30 acres in the center of the ETJ for our "new downtown." And put all these things together will lots of space in between. The illustration for the old downtown (page 317) is misleading, distorted and grotesque! We have a nice neighborhood community there with citizens' houses and people that have lived here for 40+ years. No one will want this! Take it to a vacant Ag parcel in the center of the ETJ! (My old downtown plan with its Visitor Center, stage and 3 murals; combined with my Art Park plot is much more REALISTIC, in scale with the surroundings and quite beautiful. It's a revenue generator that could be built w existing HOT funds.) I will give more feedback forthwith.	Negative

#	Response	Sentiment
18	I still must complete the review of the entire document (600+ pages) However what I see looks promising and could definitely improve the housing and economic future of the City of Manor.	Positive

APPENDIX C

SUMMARIES & FEEDBACK FROM STAKEHOLDER ENGAGMENT

WEBSITE AND ONLINE MAPPING EXERCISE

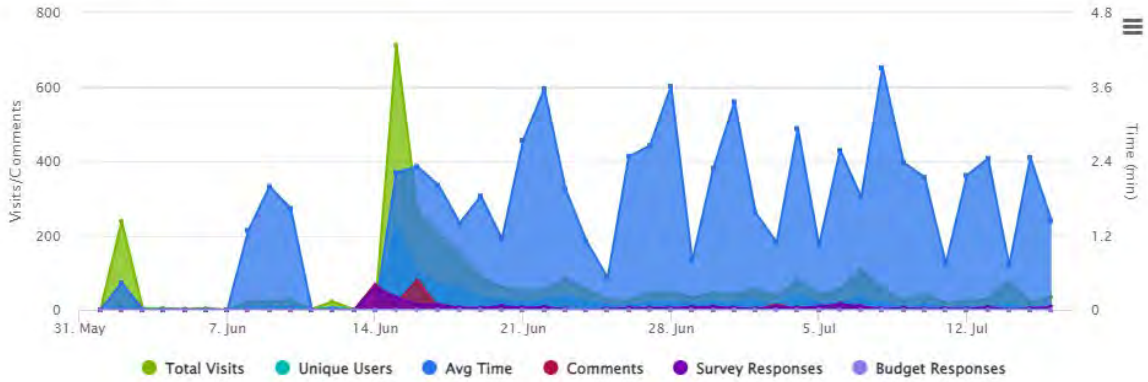
Project Timeframe

Open for comments from **01 Jun 2021 CDT** to **16 Jul 2021 CDT** Change

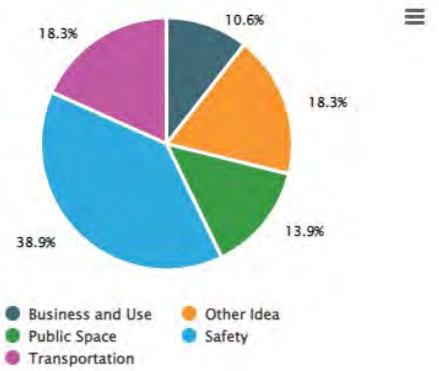
Engagement Summary

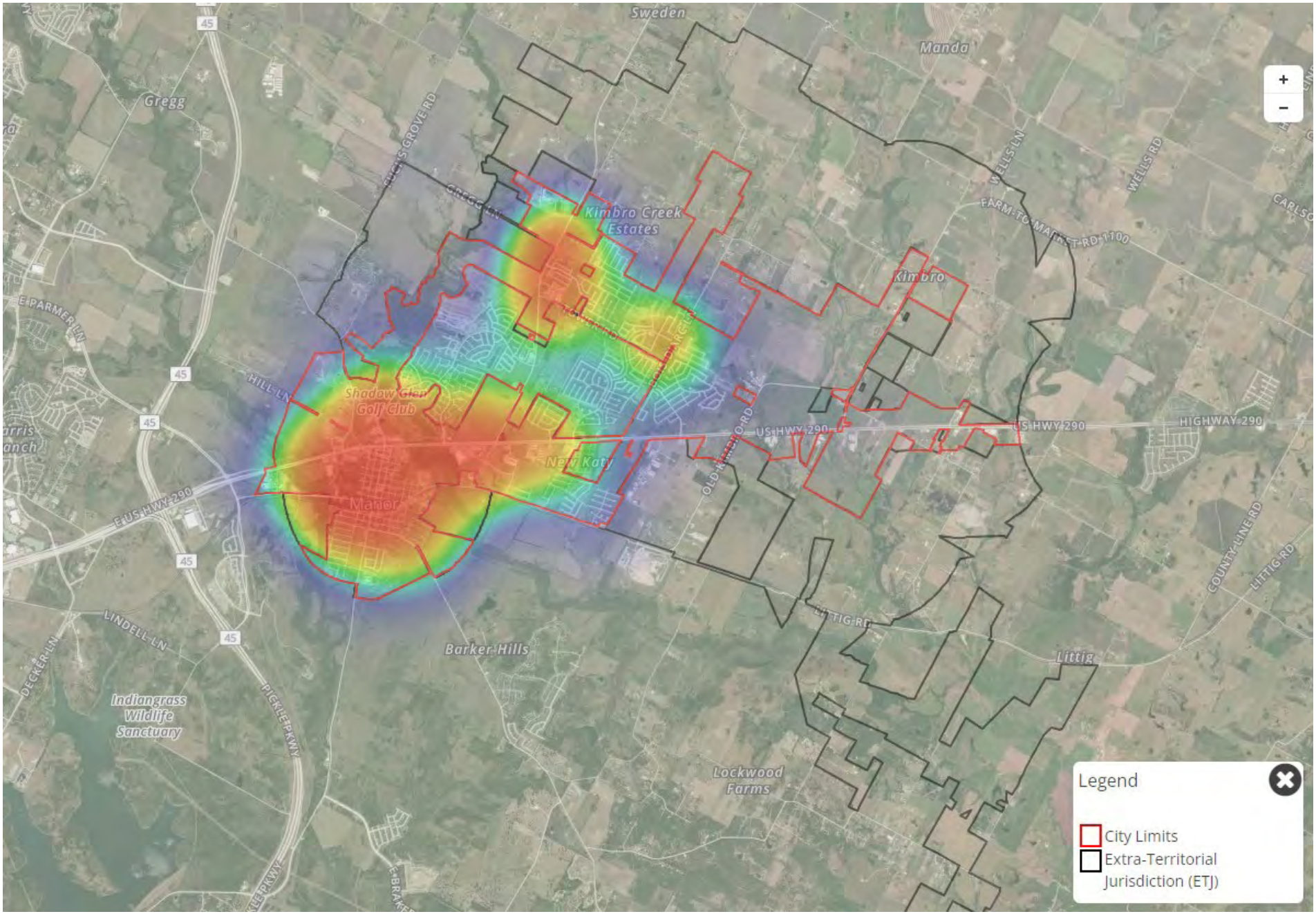
3017	978	1:51	279	205	263	30
Total Visits	**Unique Users**	**Avg Time (min)**	**Unique Stakeholders**	**Comments**	**Survey Responses**	**Document Downloads**

Engagement by Day



Comment Types





Heatmap showing density of responses on the online mapping tool.

Type	Comment	Up Votes	Down Votes
Business and Use	The Home Depot / Lowe's	23	1
Safety	Another golfcart crossing that is an issue when it comes to right of way. Golf carts jump out infront of cars and yell obscenities. We encountered intoxicated golfers crossing here and would like clarity on golfers needing to yield the right of way to vehicles. Also their golfers warning sign can be pushed over by hand. I've called manor pd out there to have it stood upright after a windy day. Laying into the road.	22	1
Business and Use	Great spot for an HEB!	22	1
Safety	Golfers need a stop for traffic sign. When cars stop mid road to allow them to pass it's a safety Hazzard for the golfers because the cars behind go around. We've seen this too many times and im honestly surprised we haven't seen a golfer in a golfcart plowed over. We've seen golfers get out of their carts and throw drinks at drivers because they think they have the right of way. Also the speed bumps here need to be fixed or removed. They are falling apart & have exposed nails.	18	1
Transportation	This is a horrible intersection. There needs to be a right turn lane added to the southbound side of 973. There are too many people are impatient and will go around cars to turn when the light is red.	11	0
Other Idea	HEB!!	11	1
Other Idea	Add a pathway/sidewalk for teens to use that ride bikes and walk to middle school/highschool. Too many teens walk through the high grass and others walk down the side of 290! Please add a safe walkway for them.	10	0
Business and Use	Chick Fil A!	9	7
Other Idea	Turn lanes for E Brenham Street traffic would make this intersection much more efficient and prevent traffic from backing up during peak times. Currently only a few cars ever make it onto Lexington before the light changes causing most people to hurriedly cut through side streets to avoid the light	9	0
Business and Use	HEB	9	0
Safety	This road needs to be fixed. It floods too often and is one of the main ways to get to 290.	8	0
Safety	Traffic light needed desperately	8	0
Safety	severe safety issue coming out of Greenbury Village. We have only one way of getting in and out our subdivision. Now with the apt complex that is being built across the highway, the amount of traffic that will come out that driveway to turn left to travel west on 290 will skyrocket and accidents will increase.	7	0
Transportation	Bridge/Tollway	7	1
Safety	Golf cart yield sign needed. Drivers/golfers don't know who yields. Causes accidents.	7	2
Transportation	This light needs to last longer. Causes back ups	7	0
Business and Use	Spread out Business to help reduce traffic and give easier access to residents to get to without having to use the major highway	6	0
Safety	Need sidewalks. People have to walk in the street to walk to a restaurant because the golf course and church haven't mowed the lawns.	6	2
Safety	Need traffic light. To many wrecks. With the apartments going up it will get worse.	6	0

Transportation	Don't suppose there's any hope of a second raised highway (similar to that section of I-35, just north of downtown) for folks going to/from austin from elgin, to allow them to bypass manor completely? that would be INCREDIBLE and worth every bit of upheaval to get built.	6	1
Safety	Maybe buy a bit of land from the field owner to allow space for a right turn lane onto 973 from gregg lane, as this backs up really badly due to people wanting to turn left onto 973 and head north.	6	0
Safety	The on and exit ramp to Toll 290 is cluttered and congested.	5	0
Transportation	Widen back streets to allow more options to exit Manor	5	0
Transportation	ADA transportation is desperately needed in the Manor area. I personally have a grown son who needs metro access but cannot get it because we are outside of the service area.	5	0
Safety	The speed limit needs to be reduced on 973 from MSHS to 290. Everyone drives way to fast and there are too many cars trying to get on an off 973.	5	3
Safety	Traffic light	5	1
Safety	VERY dangerous intersection. People going north on suncrest and wanting to turn right onto Tower, do not realise that they have priority over those coming from west of the intersection, who are traveling east on tower and wanting to stay on tower. that second group of people are technically making a left turn to stay on tower, which is second in priority to those in the first group i described - hope that makes sense - email me if it doesn't!	5	0
Safety	Golf cart yield sign needed. Drivers/golfers don’t know to yield or not.	5	1
Other Idea	There is a cute donkey in this field. Please ensure it has another donkey to get jiggy with, so that there are always donkeys in this field. This is the your important priority for the next 50 years - thank you for listening 😂	5	0
Business and Use	Make Downtown an entertainment District	5	0
Transportation	This light needs to be expanded. No right turn lanes cause traffic build up and unsafe driving practices. With apartments being built on this road, these issues will only get worse.	5	0
Business and Use	Great spot for an HEB, Home Depot, Lowe’s, restaurants & shopping outlets.	5	0
Transportation	There needs to be another main option to leave 290 to get to Austin.	4	0
Safety	We desperately need a light (lighting) to be able to see the road if we need to turn into suncrest/tower road from 973. At night the road is not visible at all and I've almost ran into the field instead of the road. Visibility is so low at night even with our headlights on.	4	2
Transportation	Bridge/tollway	4	0
Transportation	Bridge/tollway	4	0
Safety	Needs sidewalks.	4	0
Safety	Someone has got to monitor the two primary streets through SG. As more people use it to cut through because they want to avoid the hot mess of 290, they are driving dangerously through our neighborhood, speeding,ignoring school zones, traffic control devices. We truly need major deterrents to actually keep people from using this neighborhood to cut through -- speed bumps throughout the neighborhood, adding traffic circles at very single intersection, anything to STOP speeders.	4	2
Safety	Farm to market road is so dark and it has so many curves. This road needs lights.	4	0

Business and Use	Pluckers	4	2
Business and Use	We'd like more grocery stores and businesses that is not just Walmart with birds flying around on the inside. I'd love to see some more local businesses opening up!	4	0
Safety	Edge of road, needs to be repaved.	4	0
Business and Use	A Wells Fargo bank would be nice here.	4	2
Safety	Traffic light needs to be installed. And update drainage to reduce flooding.	3	0
Safety	Widden roads and add more lanes	3	0
Safety	This is a dangerous intersection during rush hour. Always backed up and two way stop is poorly adhered to…	3	0
Safety	Need a light here. Traffic backs up.	3	1
Safety	Fix the grading so that water flows out into Robert Wagner bend appropriately. All the water retains on this property and has degraded the residential lots south of it. Stormwater permits may be in violation if storm water is not flowing appropriately.	3	1
Transportation	Bridge/tollway	3	0
Other Idea	Make a fishing pond here with a sidewalk around it. And a temporary kayak docking	3	0
Other Idea	All these businesses need to be demolished and rebuilt with safer access to 290. Better parking.	3	0
Business and Use	Make room for developments here- restaurants, pharmacies	3	0
Transportation	Connect Shadow Glen Blvd to E Parsons	3	0
Public Space	Expand this park over the creek and ad a road to directly connect to W Parsons and/or Blue Bluff	3	0
Transportation	Upgrade entrance to neighborhood	3	0
Safety	Street lanes needs to be repainted! I seen alot of ppl on the wrong side of the road, cause they cant tell which half is theirs.	3	0
Safety	There are street lamps on this road, But there were ever on when Walmart first open. I have never seen them on since then. Please turn them back on.	3	0
Other Idea	Get walmart to go green, but added solar panels to their roof	3	0
Safety	Alot of people driving on the dirt to pass the light. Recommend building a small Right turning lane, and to repave the part where ppl are driving next to the dirt.	3	0
Other Idea	Main Town Hall, Library, Rec Center, Nature walk?	3	0
Safety	Widden roads	2	0
Public Space	Add a Park north of 290	2	0
Safety	The flooding on this corner is horrible! I can't even imagine what the business owners in this building have to deal with when it rains! Sidewalk is too low and needs to be fixed asap.	2	0
Safety	Extend Suncrest Road right of way to be perpendicular to Shadowglen Trace.	2	1
Public Space	Make this a fishing pond	2	2
Safety	Speeders cutting through the neighborhood.	2	2
Public Space	Pedestrian walkways parallel to 290. Before frontage is all built-out, make paths a priority. Right now Manor is a combination of isolated neighborhoods.	2	0

Safety	Widen and redo Gregg Manor Ln. Add street lights.	2	0
Other Idea	Better infrastructure on each side of 290 to allow travel from neighborhoods out to 130 and Parmer.	2	0
Other Idea	U-turn lane instead of making people turn around at light at Gregg Manor.	2	0
Transportation	Hard to see spot. Accidents plus bad road	2	0
Safety	Street needed repairs	2	0
Transportation	Widen this road	2	0
Safety	Light or cross walk would help here to keep kids safe	2	0
Transportation	Large gravel and construction vehicles on Blake Manor are a constant hazard. Alternate route needed.	2	0
Other Idea	Expand City grid to allow for more homes	2	0
Public Space	Open field that is constantly overgrown with weeds. Could this be public space like a park or guest parking?	2	1
Safety	Alot of cars drive into this space to bypass the light. recommend some sort of walkway rail. or a single chain fence to avoid those people who are trying to shave an extra few mins.	2	0
Other Idea	A CVS or Walgreens would be nice here.	2	0
Other Idea	A public art piece would be nice here.	2	1
Safety	FM 973 between 290 and the high school is so dark at night, there are not enough streetlights, if any along this stretch. It's bad enough that I avoid driving out of Stonewater at night, and I am young and have normal vision.	2	0
Safety	The ditch in between CA and MC is constantly overgrown and not kept up by anyone. Dangerous for kids and attracts unwanted animals that carry diseases.	2	0
Business and Use	Great spot for a Walgreens or CVS needed	2	3
Business and Use	Restaurant (not fast food)	2	0
Safety	Put a stop sign here for traffic as appropriate. I was almost hit by a speeding 18wheeler when I was taking my right of way from Suncrest turning right unto tower	2	0
Business and Use	Whole Foods	2	0
Public Space	Community vegetable garden	2	0
Business and Use	HEB or Lowes, Home Depot	2	0
Other Idea	Would love a real town square with shops and restaurants.	2	0
Other Idea	A sports recreation center would be great for our city where we can have adult leagues and not have to pour our money into neighboring cities to participate.	2	0
Public Space	Make this into a "resaca" kinda like the cut off oxbow lakes. You can find plenty of examples in Bronsville, TX. Basically artificial connection of retaining ponds and fill them with fish so that we can go fishing, and loving everyday.	1	0
Safety	You need two to three law enforcement offices at this intersection from about 6:30 until 9:00 and 4:00 to 7:00 EVERY Mondy through Friday handing out tickets like candy on Halloween to stop these people . How many need injured before this is fixed? I get it, the drivers should do better but they are asshats - fine them into poverty.	1	2
Public Space	This area is a big blank field with nothing in it but weeds. Why not make this a common space for people in the surrounding neighborhood to enjoy? As it is, it is a waste of space and an eyesore.	1	1

Safety	Widen this street and make Parsons a walkable street. Do away with street parking and move parking to the back of buildings. Needs more lane to handle flow of traffic.	1	0
Business and Use	Businesses here please!	1	0
Transportation	Open this up to help alleviate traffic	1	0
Public Space	Timmerman needs a dog park	1	0
Public Space	Add a fishing spot	1	0
Safety	Street needs repairs	1	0
Other Idea	Austin community college campus	1	3
Safety	More funding and more safety for the police would be good.	1	0
Safety	Need something to deter people during rush hours of being "in the box" when their light turns red. We all have places to go and times to be there, but folks are blocking this intersection which keeps other folks from being able to move at their appointed time and it is a safety issue if someone happens to not be paying attention.	1	0
Other Idea	At a prior ShadowGlen HOA meeting, it was suggested that a street/roadway/walkway be constructed off Lexington Street near the church and shopping strip to allow a right turn only to Manor Middle and Manor High School. What is the status of that suggestion?	1	0
Transportation	Expand Hill Ln into a thoroghfair & extend under SH130 to Parmer Ln	1	0
Safety	Build Manor Public Saftey Center/2nd City Hall/Community Center. House PD, FD and other Community Services	1	0
Transportation	Connect Greenbury Dr to Ring Dr	1	0
Public Space	City Greenbelt	1	0
Safety	PD/FD Substation	1	1
Safety	Sherrif Substation	1	1
Business and Use	Incorperate Manor Downs into a Domain type development	1	0
Transportation	Light Rail Station	1	0
Transportation	Light Rail Station	1	0
Safety	Traffic light to reduce accidents during high traffic times.	1	0
Safety	Reduce speed limit to 55 or 50. This area is now developed and more development is foreseen in the near future. Trying to merge into 65mph incoming traffic is hazardous.	1	2
Other Idea	Dirt path is way way to bumpy. Need to be filled, and flatten.	1	1
Other Idea	Recommend to remove these old rusted train parts, and tractor parts to a worksite locations. And turn this space into a mini park that people who are waiting for the metro bus can relax at.	1	0
Safety	Fix this turning lane to only alot people going from 290 into whataburger. There is a "Wrong Way" Sign to tell ppl not to exit that way, but ppl do it anyways. So either their white plastic tubes barriers, or concrete.	1	0
Safety	Alot of broken debris. Needs to be repraved.	1	0
Other Idea	Recommending building a tunnel for the golf carts, and having a water drain in it too. To avoid future issues with passing cars.	1	0
Safety	Water Pools here, Water too low for it to reach the water trench.	1	0

Other Idea	Turn this plot into a Park/walk trail. Or a little store.	1	0
Safety	This intersection is just dangerous. The place where you are suppose to stop at, is too far back from seeing if there is a car coming. Since those parked cars at Ramos are always blocking.	1	0
Safety	Alot of cracks and holes are starting to show, recommend to repave it.	1	0
Transportation	A sidewalk needs to be added here and connect to New Tech. But not too close to the HWY	1	0
Other Idea	Either Multi Complex Center, or Move City Hall, Library and or Police Station here.	1	0
Transportation	Connect this road to Ring Dr, To reduce the traffic that builds up on Old HWY 20 and 973	1	0
Other Idea	New more trees along side the walkway.	1	0
Business and Use	A Gas station for those quick needs snacks. With an accessible sidewalk From Casting Dr. to Carriage Hills Dr.	1	0
Other Idea	Fix this lot up, to be like a public pool?	1	0
Business and Use	Chase bank will bring an HEB	1	0
Other Idea	Sorry but Shadowglen isn't part of the plan ✌ 😉 👧 👧 👧 look at the area of service.	1	0
Safety	Dangerous area: Suggest keeping three lanes from previous intersection not one that stops abruptly	1	0
Public Space	Build a Recreation Center similar to what Elgin has at 361 N. HWY 95, Elgin, TX Amenities: •Full sized basketball court with 6 basket ball hoops •Optional volleyball net for use in gym - full and half court options available. •Hard wood multi purpose room •Fitness weight room •Variety of stand alone equipment •Projector and Speaker for Online Fitness Classes •Industrial kitchen (Temporarily Closed) •Bathrooms, Showers and Locker Rooms	1	1
Public Space	Open this pool to the public so that we don't pay HOA	1	0
Transportation	traffic flow thru here is super slow, maybe 5 cars before the 15 second light changes. then waiting 45-60 seconds for the traffic on 290 to flow. build a bridge or undepass here	1	0
Public Space	purchase and make into a park with hike/bike paths.	1	0
Business and Use	mixed use residential/entertainment/shopping	1	0
Business and Use	Create a walkable, mixed-use Downtown radiating out from Parsons and Lexington with local retail, food and beverage and affordable housing and work places in close proximity to the future Green Line commuter rail station.	1	0
Transportation	These new neighborhoods are not walkable, they are all car-dependent. You have a spectacular opportunity to require all developments to have HIGH walkability and connectivity, so that in 30 years, Manor is a walkable city without the need for cars to run simple errands. Don't turn Manor into a suburban hellscape, you still have time.	1	0

Transportation	These new neighborhoods are not walkable, they are all car-dependent. You have a spectacular opportunity to require all developments to have HIGH walkability and connectivity, so that in 30 years, Manor is a walkable city without the need for cars to run simple errands. Don't turn Manor into a suburban hellscape, you still have time.	1	0
Transportation	This neighborhood has only one exit, how is this acceptable? What happens during a major emergency and people have no other way out? Connectivity between all these neighborhoods is very poor.	1	0
Public Space	This looks prone to a lot of flood retention. Make it into a fish stock pond for fishing.	0	0
Safety	Traffic light/turn lane	0	1
Public Space	Pay the owner off so that you can make this a public fishing pond. Walter e long has no fish.	0	0
Safety	people cutting through our neighborhood just ignore the speed limits and school zone. They all know too there is NEVER a police presence so they can do whatever they want.	0	1
Safety	Safer road visibility for traffic exiting school buildings	0	0
Safety	Huge potholes	0	0
Safety	While I agree some better signs need to be in place. Speed enforcement will help. There is a blind spot where golf crossing path is currently located. Golfers enter the section when they think is clear and the drivers run up on them. Better signs way before the speed bumps.	0	0
Other Idea	In order to keep drivers from going around the speed bumps causing traffic safety issues, I would think a median of some sort needs to be placed along the road between the speed bumps.	0	0
Public Space	Rec center	0	0
Safety	Hospital	0	2
Transportation	Having more bus stops within residential areas would be really nice.	0	1
Transportation	A connector road connecting Murchison@973, heading east crossing/intersecting Blake Manor, swing behind the Old Manor Elamentary School to connect with Old Hwy 20@973.	0	0
Transportation	A connector road to 973 from Wildhorse Trail@BlueBluff Rd	0	0
Other Idea	Apt Complex	0	2
Other Idea	Apt Complex	0	0
Transportation	Make S San Marcos between Hwy 20 and E Brenham a connector	0	0
Public Space	Walking trail. Provide space for outdoor activities.	0	0
Public Space	Clear out the underbrush, I feel like a coyote would come out any second. I always feel uneasy	0	0
Public Space	Bathrooms need an upgrade, would not use unless its a super emergency. Either better stall doors, and cleaning/sanitizing	0	0
Public Space	Reprave dirt trail with a concrete sidewalk that loops around the park.	0	0
Public Space	Ben E Fisher Pedestrian access should be prave as a concrete sidewalk.	0	1
Public Space	This whole section of road, should be leveled, and repaved.	0	0
Public Space	There should be some park lights for when it gets dark.	0	0
Other Idea	This old run down road could be a place where public art sculpture are displayed as cars drive towards the park.	0	0
Safety	A sidewalk needs to be made to connect the school to the neighborhood of WildHorse and Heritage Point. How would the kids walk from there?	0	0

Safety	A water drain needs to be added here. Since there is no Concrete parking, and its just dirt, water collects, and it becomes bumpy. It will become an eyesore sooner or later.	0	0
Safety	Some sort of rule needs to be place here, where long or tall cars and no park here. Some cars backup way to fast. I always get scared and drive extra slow, just in case. Suggestion: parking is now parallel.	0	0
Safety	Recommend trimming these trees, I have seen multiple Trailers Trucks burn rubber to brake, cause someone is wanting to turn onto S San Marcos St.	0	0
Other Idea	Add a "slow on turn" sign.	0	0
Safety	This little section needs to be re-leveled and repaved. It dips to low, then goes up over the railroad, then goes back down. And it needs to be wider.	0	0
Other Idea	Sidewalk needs to be added here to get people across to connect to the Metro sidewalk. People dont need to walk on the streets	0	0
Safety	Potholes and road cracking	0	0
Other Idea	Public Art Installation/Sculpture could be place here. Might help with people slowing down on this turn.	0	1
Safety	A street light has to be added at the entrance.	0	0
Safety	A water drain needs to be added here.	0	0
Safety	Water pools here alot, A water drain is needed. Nearby water drain is too high for the water to flow into it.	0	0
Safety	Water pools alot here, The drain is too high for the water to leave. Recommend redoing the water trench.	0	0
Safety	Alot of holes on the road, gets scary to drive on the side, especially when its raining. Recommend to re-level and repave.	0	0
Other Idea	A Mini park, Maybe build that little roof building that Ben E Fisher Parks has. Or maybe a community garden?	0	0
Other Idea	Remove the parking spots that is on E Parsons St Businesses. And turn this plot into a parking lot. There is 10 businesses in the area.	0	0
Safety	Road is cracked, half of it is sinking, needs to be remade.	0	0
Safety	Recommend widening this section of the road, and repaving the parking.	0	0
Other Idea	Once the underbrush is gone and cleaned up. A walk trail here would be nice. A little walkway next to the river.	0	0
Safety	A lot of cracks. Would love it if they where to give it a fresh repave.	0	0
Transportation	Connect this road with The Lions Club Road for School Buses. So that they will take this road which is straight from the HS, MS and ES. to their Neighborhoods Faster. While Avoiding All the traffic at Lexington St.	0	0
Other Idea	Please just redo this section of the road. Why the big turn. Why not a straight road from Murray to the Post Office. I had encounter that ppl do wide turns and almost hit me.	0	0
Transportation	Continue Sidewalk up towards Sonic.	0	0
Safety	Please flatten the Bump that is here!	0	1
Safety	There is a really bad pothole here.	0	0

Safety	Most dangerous intersection. Difficult to get out from Tower. Dangerous to turn left onto Tower	0	0
Safety	People drive through this “turn only” lane all the time . There should be poles to stop people from doing that. Or the cops should be posted here and pulling people over and giving them tickets fir doing it.	0	1
Public Space	Make a donkey sanctuary!!!	0	0
Other Idea	put a stop light here.	0	0
Safety	on coming traffic (going to the high school) frequently rides down the suicide lane. making it difficult to make a left turn onto Johnson Road. I have had several near misses in this area. mostly late afternoon/evening when the sun is in the west bound drivers eyes.	0	0
Other Idea	entertainment area with bars and restaurants	0	0
Transportation	widen the road to 5 lanes	0	0
Business and Use	topgolf	0	0
Public Space	purchase and make into a park with walking/bike trails	0	0
Public Space	make into a park connecting to rose hill cemetery and surrounding areas	0	0
Public Space	turn into a park area	0	0
Safety	Parking or even driving by this area is a headache,. Would love to see downtown Manor restored and provide wide sidewalks. The east bound lane and turning lanes are ridiculous	0	0
Public Space	This space needs an serious upgrade	0	0
Transportation	Lexington needs to be reconstructed to improve performance and efficiency of the street while making it safer for all users...motorist, pedestrians, cyclist.	0	0
Transportation	dedicate right turn lanes are needed at this intersection	0	0
Safety	Traffic light needed, but please make left turn into the subdivision a flashing yellow so we can go when there aren’t any cars coming	0	0
Transportation	VERY Dangerous intersection. Increasing Traffic as well due to more builds going up in the area.	0	0
Transportation	This section of Tower road needs some work - especially as traffic continues to scale in this area. VERY dangerous. Also - current two lane road does not allow for pedestrian or bike traffic - closing off this route to those in the neighborhood.	0	0

ONLINE IDEAS WALL

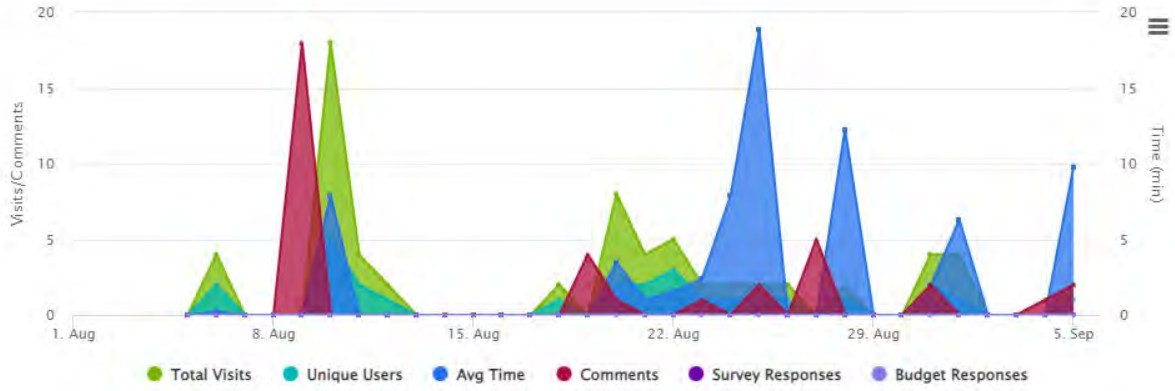
Project Timeframe

Open for comments from **05 Aug 2022 EDT** to **05 Sep 2022 EDT** Change

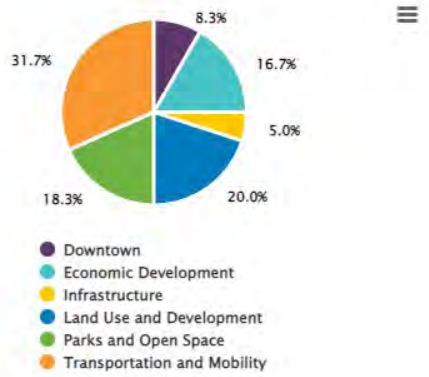
Engagement Summary

67	27	4:27	12	36
Total Visits	**Unique Users**	**Avg Time (min)**	**Unique Stakeholders**	**Comments**

Engagement by Day



Comment Types



Word Cloud


roads
traffic
manor
austin needs
downtown
center
school
pflugerville
intersections
sidewalks
store
grocery
tennis
lexington
people
really
families
friendly
businesses
parks
trails
schools
homes
courts
something
improvements
already
place
round
students
interest
middle
apart
healthcare
walmart
especially
remember
residents
everything
enough
options
better
family
falling
dedicated
parents
indoor
development
walkable

Type	Comment	Up Votes	Down Votes
Transportation and Mobility	Better infrastructure. We need more roads to get us through Manor. Can't imagine what it would be like if all had to evacuate in an emergency. Too many subdivisions being built but not enough roads. Then the roads we DO have, are in very poor condition. Broken, cracked roads are not good on the wear and tear of our vehicles.	12	0
Transportation and Mobility	Our roads are terrible—not just traffic, but falling apart from all of the traffic. Old Highway 20 and Tower Road both stand out as especially bad	11	0
Transportation and Mobility	Manor needs a complete restructuring to traffic management. Flyover bridges over major intersections on 290 (973, Lexington, etc.) would alleviate all traffic issues that are currently plaguing Manor.	11	1
Land Use and Development	I wish Manor had more retail options so I didn't have to drive to Austin or Pflugerville	10	0
Downtown	I don't understand how other downtowns are cool, like Round Rock, Pflugerville and Elgin, but Manor's seems forgotten	10	0
Economic Development	We need a grocery store. HEB would be fantastic!	10	0
Downtown	Our downtown looks horrible and rundown. We need to either update everything to look new or update downtown to look quaint. There also needs to be more walkable and bikeable trails for families to go to shops. Traffic is also a nightmare.	10	0
Economic Development	Apart from the desperate need for traffic management, the need for a dedicated 'Grocery' store such as HEB is something greatly needed in this community. Walmart has proven to be subpar and unable to supply the needed produce to the residents of Manor. The lack of competition has created a monopoly for Walmart, which they are exploiting.	10	0
Transportation and Mobility	We need boulevards that run parallel to 290 and 973 to ease the traffic, proper intersections with sidewalks for the safety of pedestrian.	9	0
Parks and Open Space	We need a family friendly park and splash pad.	9	0
Land Use and Development	We need a grocery store! Walmart is okay, but we need a dedicated store like an HEB	8	0
Land Use and Development	Would love an HEB. I moved here a year ago, and I feel like I'm going to Pflugerville for everything. A Target, Ross, etc. would be great	8	0
Parks and Open Space	Our teen students need a place to be supported and have things to do outside of school to help them stay focused and out of trouble. A rec center or community center	8	0
Economic Development	Manor needs an HEB with an additional strip section of shops and other stores, similarly to what you typically see in Austin wherever an HEB is located.	8	0
Transportation and Mobility	We need intersections to work better! Sometimes I have to wait through 4 light cycles	7	0
Transportation and Mobility	Some roads don't have turn lanes, and that makes traffic really bad during rush hour	7	0
Land Use and Development	There's been so many houses, but not enough transportation improvements. And we really need more stores--it is 30 minutes to everything!	7	0
Transportation and Mobility	Manor just needs more streets. 290 can't handle it we need options	7	0
Transportation and Mobility	I'm excited for the new route and widening of 973	6	0
Parks and Open Space	There really isn't much for kids to do, especially teens. We need a rec center or something like that	6	0
Land Use and Development	More stores! There's just not much here I have to go to Austin or Round Rock	6	0

Economic Development	I'm a teacher. One of the biggest problems is lack of jobs for people that live here. Lots of students are impacted by parents' long commutes.	6	0
Parks and Open Space	I need an urban park like the Mueller Lake Park in Austin. With parkinglots, sidewalks and trails connected to another park.	6	0
Parks and Open Space	Greener parks with updated playgrounds, picnic tables, pavilions, water recreation (splash pad), and bathrooms.	6	0
Transportation and Mobility	I am sure this has been brought up but 290 is congested really bad. Need better transportation infrastructure ASAP. More and more people moving to manor. Too many stoplights along 290. Thanks!	6	0
Land Use and Development	Make owning a small business and land affordable for the common man. I'd love to open a Cajun/International Food Market where I can cook/sell plate lunches of cuisine from all over, sell fresh vegetables from local farmers, boudin, cracklings, etc. Offer grants and subsidies and have land along 290 set aside for the common folk to get a piece of the pie, too. This should be a community retailed by the community, not just big box national stores!	6	0
Economic Development	I'm a student interested in healthcare, but I'll need to move for school and there aren't jobs in healthcare in Manor. It would be good to have a hospital	5	0
Land Use and Development	Manor needs less housing developments and need more businesses like Restaurants, Buffalo Wild Wings, Popeyes, Pappadeaux, Willie's Grill & Bar. Red Lobster etc. Manor needs banks and entertainment like Movie Theater, Main Event, Top Golf etc. 290 needs to be widened so does 973 with all these schools popping up. It's a shame all these homes and all these residents and nothing for them to do or go. And you wonder why crime has risen.	5	0
Transportation and Mobility	Remember Austin's "If we don't build roads they won't come" policy in the 80's? Didn't work. I don't want to be sitting in traffic for hours because we had our heads in the sand.	5	0
Land Use and Development	Businesses won't come unless our downtown doesn't look nice and is walkable. There should be safe way for families to walk or bike around time.	5	1
Transportation and Mobility	Traffic is unbelievably bad. There needs to be more back roads for people to use or rail.	5	0
Transportation and Mobility	Please focus on building out a bike network—perhaps using the CapMetro station as a hub. I would love the opportunity to safely bike to the grocery store or a transit stop, then onto my destination or to run in-town errands.	5	1
Infrastructure	We needed a library and recreation center. We don't need any more homes and apartment. It will be nice to see more businesses.	5	0
Transportation and Mobility	Further expansion on roadways is a must. OId Highway 20 needs to be expanded into two-lanes each per direction of travel with dedicated turn lanes for the neighborhoods that reside off the road. This is a high traffic area for large semi-trucks with a high rate of speed. Not to mention the roadway is deteriorating due to the shifting soil.	4	0
Downtown	Downtown needs a lot of elbow grease to bring some of the small Texas town charm that you find in Elgin. For two cities being so close together and nearly the same age, Manor is clearly not as well developed as Elgin.	4	0
Parks and Open Space	Manor needs to invest in a library with plans for expansion over the coming decades. In addition to providing access to books (electronic and physical) libraries provide access to technology, study & meeting spaces and emphasize the community's commitment to literacy and education.	4	1
Economic Development	Manor needs more jobs for the people that already live here	3	0

Parks and Open Space	We need public tennis parks closer and in Manor. I'd actually like to see an indoor tennis court facility that has at least 30 courts. Reason, Manor is the only school that has tennis courts. It's frustrating to know that all our scholars in middle school and other high schools have this interest, but don't have the facilities to practice.	3	1
Parks and Open Space	In need of park or parks, a place for our kiddos to enjoy, walking, running, playgrounds, a place to swim and parents to BBQ. A recreational center would provide this and it's indoor use would be useful during the hottest of days and coldest, rainy days would be spent inside. A recreational center to model would be like the one in Round Rock, off Gattis school road.	3	0
Downtown	Manor needs an identity. Something that sets it apart from other communities but is a recurring theme within the community. I'm not sure what that identity would look like, but successful communities pay attention to aesthetics. They control signs, they plant street trees, they protect scenic views and historic buildings, and they encourage new construction to fit in with the existing community. Right now, I see a lot of disparate development that needs coordination towards our destination.	3	0
Transportation and Mobility	My job is located in downtown Austin. I don't want to change jobs, so I need improvements to roads	2	0
Infrastructure	How about investing in saving some of the historic homes falling apart on Lexington and improving Lexington Street with wider pavement, middle turn lane and curbs. An investment here will create more interest in other appealing development in central Manor. Remember what downtown Pflugerville used to look like?	2	0
Transportation and Mobility	There should be safe way for families to walk or bike around time. There are so many roads without any sidewalks for people to walk acting safely. There are so many family friendly neighborhoods but out downtown and roadways are not family friendly. We need more sidewalks and bike trails. We also need a rail to Austin and the airport/Tesla.	2	0
Economic Development	Beautification of downtown is paramount and when we focus on that I do believe other things may fall into place. High end restaurants and retail, even mom and pop ones, would not be attracted and I think it drives away some potential homeowners. We need charm. This is an example of a park a friend of mine designed in Easton Park. She's actually offered to do the design portion free of Manor ever needs it. We have an aged look. We need eye catching as one enters Manor.	2	0
Transportation and Mobility	Manor needs Sidewalks.Tower road is surrounded by 5 or 6 huge subdivisions yet its impossible to walk or cycle to 973 .More than 1 gym is needed, a fully functional hospital and definitely a movie theater	2	0
Land Use and Development	Please consider building a public library that will accommodate more people and have the latest up to date resources . We will need to have a functional and maintained 3D printer if we are truly preparing for 2050. Invest in VR headsets. Alot of learning will be done digitally and will require access to kindle and a good elibrary . Thank you for reading this message.	2	0

Land Use and Development	I'm encouraged by the recent creation of multi-family complexes and plans for a mixed-use development near FM-973, and I'd love to see more of it. We will run out of room quickly if we don't recognize our location in the region and the demands we are about to endure—let alone what we've already seen the past decade.	1	0
Infrastructure	Clearly defined rezoning/ownership of City of Manor versus Travis County utility easements. Certain Public Utility Easements that reside in the City of Manor are not able to be maintained by the city as they are owned by Travis County. This has caused some headaches to address maintenance concerns for storm drains that reside on individual properties and has created back and forth communications between the county and municipality.	1	0
Economic Development	North of 290 is more well developed then South of 290 (downtown). Would love to see some of that make its way into Downtown Manor and the surrounding area.	1	0
Land Use and Development	Under what justification does the Park Springs, Post areas along Parsons, Lockwood Roads, and Taylor Lane. Is it Travis County, City of Austin or City of Manor?	1	0
Transportation and Mobility	Roads are unsightly and clogged. We need huge focus if we want to be a destination stop as well as a place where people live even if they commute. Because if traffic adds 13 minutes we cut out the easy commute Thank you for the focus on roads	1	0
Economic Development	Manor schools should collaborate w/ major employers like Tesla and Samsung to create programs that give our students the tools and education they need to compete in those industries. That would be a great and exciting partnership.	1	0
Parks and Open Space	I live in Shadowglen and appreciate having some open space just to hang out	0	0
Parks and Open Space	I would love to see a covered space for the roller skating and roller derby community. Similar to Pan American and Bartholomew Park, I think our community would benefit from having a roller derby track painted for practices, scrimmages and potential games. I am a retired roller derby player turned Coach with over 15 years experience. Roller derby has any benefits from physical and mental health to providing social interactions and bringing a community together.	0	1
Downtown	Get a grant to revitalize downtown; storefronts sidewalks and parking . Bike lanes A bypass around Manor from Elgin to Hwyway 71 A recreation center including indoor swimming and tennis courts	0	0
Parks and Open Space	Reconsider the Timmermann Park disc golf course proposal from Jansen and Battaile that would create 9 holes of easy access golf for kids, newbies, and the elderly alike. Seems like a great alternative to the great, but much more difficult course we have at Metro. Something everyone could enjoy, and I think would be a nice draw for the park.	0	0

Transportation and Mobility	Bike lanes and sidewalks! Bike lanes should be protected and not a painted line on the side of the road. For example, a bike lane along tower road over to downtown and the future cap metro rail station would be great. Tower road at George Washington street should be a 4-way to allow people to easily cross for taking kids to school or for those north of tower road to have access to shops without a car. Remove the speed bumps on Lexington or replace them with gentler ones!	0	0
Land Use and Development	Focus on more dense development with transit access	0	0
Economic Development	The City should be preparing its workforce for future tech jobs. I'd like to see more workforce development programs in Manor and there are nonprofits like Austin Urban Technology Movement doing that work already. Instead of reinventing the wheel, the City should work with entities already doing this work. I'd also like to see more locally owned restaurants come to manor; we have too many fast food restaurants and we need a grocery store. Walmart on 290 is cutting it. Let's get an HEB	0	0
Transportation and Mobility	The left turn light at the intersection of 290 and 973 is way too short in the evenings as well as the light for those cutting across 290 on 973. The short light has caused unnecessary traffic and I've even witnessed an accident bc someone wanted to risk taking the light vs. waiting for the next one. With increased traffic due to the subdivisions and schools being built on 290, that light needs to be longer	0	0

DESTINATION 2050

Stakeholder Meeting Summaries







FOCUS GROUP MEETINGS

A series of four focus group meetings were held on February 4-7, 2022, to discuss specific topics related to the City of Manor. The purpose of these meetings was to discuss topics that are significant to the future development of Manor and important to the Manor community. The focus group topics were:

- Economic Development and Real Estate
- Community/Non-profit
- Places of worship
- Youth (meeting took place on a separate date at Manor Senior High School)

ECONOMIC DEVELOPMENT AND REAL ESTATE FOCUS GROUP

Participants Invited: 9; Participants Attended: 3

Key takeaways:

- Manor does not get its fair share of economic development compared to other places in the region like Bastrop, Taylor, Pflugerville
- Build the relationship between the school and the City; do a better job telling the story of and selling the school district
- Transportation and infrastructure are major priorities that directly impact economic development
- Manor lacks a strong identity or brand within a crowded Austin region. No clear economic development position or marketing message, and until recently, no dedicated economic development staff to sell and promote the City.
- The city faces continued traffic congestion along U.S. 290
- The City lacks major private sector employers
- There is a shortage of restaurant, retail, and entertainment options for residents, this is somewhat a function of incomes and rooftops but needed now
- Limited economic development resources, limited incentives.
- No shovel ready sites.
- Lack of major private sector employers, limited infrastructure and limited economic development funds part of the issue.
- Limited existing commercial and industrial buildings (vacant or underutilized) that could be occupied by new companies

COMMUNITY/NON-PROFIT FOCUS GROUP

Participants Invited: 4; Participants Attended: 2

Key takeaways:

- Major employers are coming to Manor and other areas surrounding the City, utility infrastructure is an issue.
- Some expressed fears of the impacts of the Samsung development on FM973.
- A major hospital is need in the area, but some concern over giving away prime sites to a non-tax generating entity.
- Noted demand for employees.
- Major projects nearby (Tesla) are spurring retail development.
- Potential for grocer to come to the area, but timeline is TBD.
- Concerns over rising land prices, "Is it good? I don't think so. The people who want to be here are willing to pay anything".
- Spotlight on the Crowe's Nest facility; nonprofit ag and wildlife education for kids. Participants come from all over the region.
- Potential to leverage local philanthropy.
- School district has need for a performing arts center.

PLACES OF WORSHIP FOCUS GROUP

Participants Invited: 6; Participants Attended: 1

Key takeaways:

- COVID has greatly impacted the churches in Manor.
- While the City's population has grown tremendously, the church attendance has not.
- Some congregants go back 4 generations, but newcomers are starting to outnumber the born and raised Manorites in the community. The church is becoming more aware of how they will need to appeal to newcomers who have different values.
- Many congregants fear the change in their communities. Right now they feel they have a cohesive community, and community fellowship is very important for this group. Fear of being displaced, fear of not fitting in, losing the cohesive feel. Don't want to lose the multicultural brand, don't want an us versus them mentality.
- The City is becoming a more multicultural community, for example, thinking about adding an English service to the congregation.
- Housing is becoming more unaffordable or is already unaffordable and is a stressor for the existing residents.
- Spotlight on the Manor Community Wellness Alliance; trying to meet the need of a low cost community clinic. Specialty for women's and children's wellness exams. Would like to develop a permanent presence for an ongoing health services, bring in mobile vans to go out in the community.
- The City lacks a grocery store and is a food desert

YOUTH FOCUS GROUP

15 participants

The following is a summary of notes from the discussion with students.

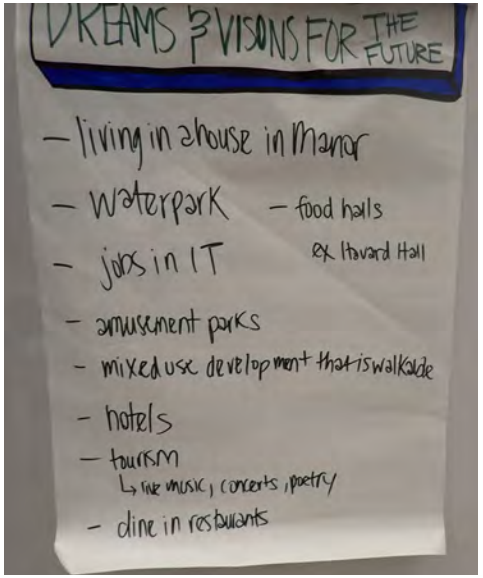
- What is needed?
  - Shopping
  - More schools
  - Hotel
  - Transportation – specifically increase frequency of stops
  - Sports complex
  - Food
  - Restaurants
  - Pedestrian safety
  - A skating rink
  - Need more space for biking
  - Indoor basketball court
  - Waterpark
  - Somewhere like Zilker
  - Entertainment
  - Movie theater, arcade, etc.
- What is desired?
  - HEB
  - Hospital
  - Movie theater
  - Live music
  - Amphitheater
  - Concert hall
  - Police department
  - Bank
  - Bookstore
  - More park space
  - Basketball and other recreation
- What can be done now?
  - Recreation Center
  - Fire station
  - Police station
  - Dog park
  - More buses
- Dreams and vision for the future?
  - Living in a house in Manor
  - Waterpark
  - Jobs in IT
  - Amusement parks
  - Mixed use development that is walkable
  - Hotels
  - Tourism
  - Live music, concerts, poetry
  - Dine-in restaurants
  - Food halls
  - Example Harvard Hall
- Following the group exercise in the classroom some students shared their ideas on a podcast.

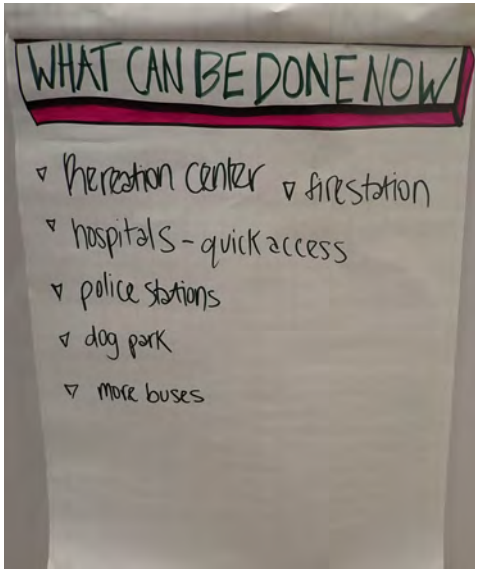
Tune in here: https://anchor.fm/manor-mustang-radio/episodes/Manor-Senior-students-talk-about-City-of-Manor-long-term-planning-April-14--2022-e1h6c7s/a-a7ollt8

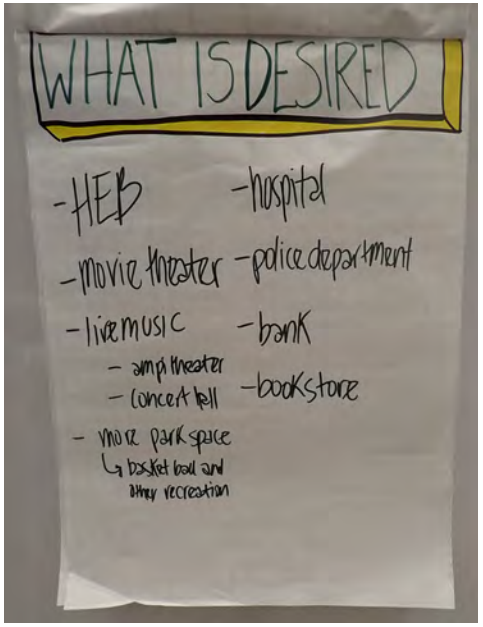
PHOTOS FROM YOUTH STAKEHOLDER MEETING

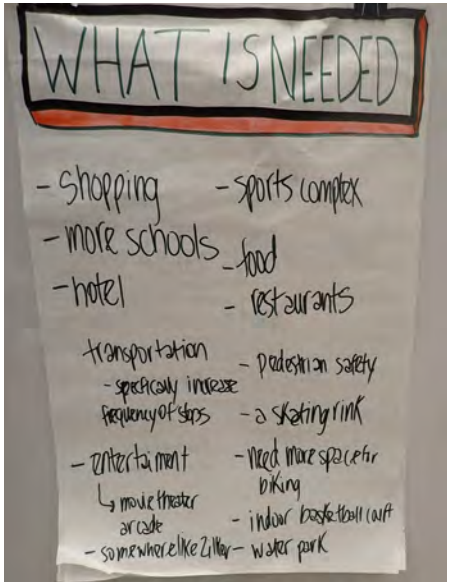






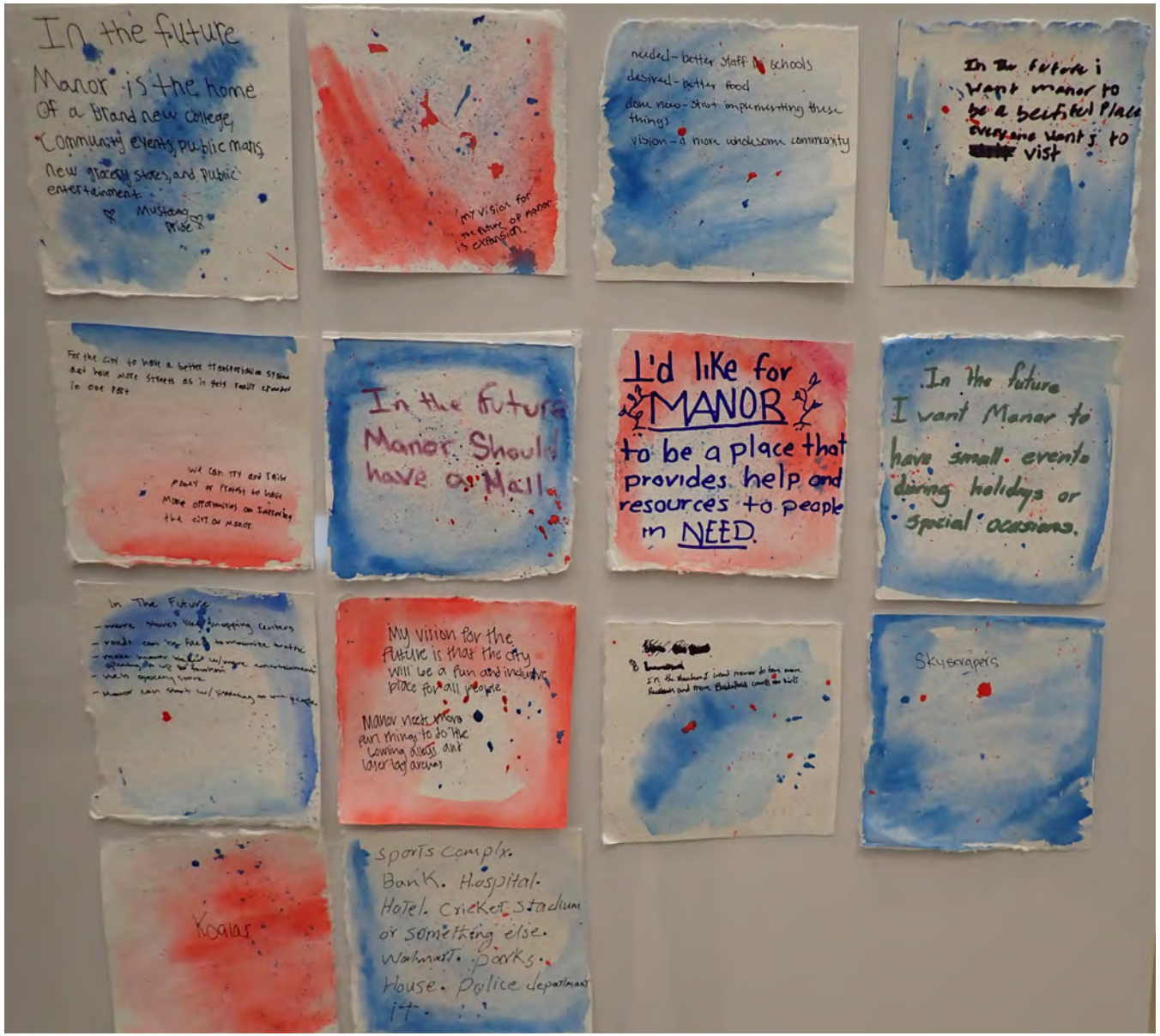






VISIONING EXERCISE

Students in the classroom were asked to write their vision for Manor in the future. Their writing prompt was, “In the future I want Manor to be”. Following the exercise students recorded a podcast episode focused on their vision for Manor.



ONE-ON-ONE INTERVIEWS

Due to much of Manor's growth occurring recently, along with some groups historically being underrepresented also being underrepresented in other forms of outreach for Destination 2050, targeted one-on-one interviews were selected as a tool to better understand perspectives from these groups.

Renters

Methodology: Engagement with multifamily communities to distribute information about surveys and interview property management staff, if available. Three complexes were targeted in this effort, noting that others were still under construction and not occupied. The findings below reflect conversations with office staff at the multifamily communities.

Key Findings

- Occupancy is high, with rents having gone up since opening, and it seems like Manor could support more apartments.
- Many residents are coming to Manor after finding rents to expensive in other nearby cities.
- Most residents tend to work in Austin and Pflugerville, with local employment being the school district most commonly.
- Residents like having businesses nearby to hang-out and for convenient shopping, though more shopping options are needed.
- Residents with children like proximity to schools, as it allows them to walk.
- Residents have mentioned the lack of a library, and having to go to Austin or Pflugerville.
- Residents like having Timmerman Park nearby, allowing them to go jogging and just have nice open space. Residents would like more amenities in the nearby parks.
- Residents have said they would like more festivals and events so they don't have to go to Austin.
- Residents commonly discuss traffic woes, particularly U.S. 290 at intersections, and other roads like F.M. 973 and Lexington. Most of those involve backups at intersections.
- One of the multifamily communities is age-restricted to seniors. Unique findings include:
  - Many chose Manor because their children/grandchildren lived in Manor or Pflugerville.
  - Many mentioned the lack of a recreation center or library.
  - Some have indicated difficulty finding places to volunteer.
  - Some still work, many in service, hospitality, and administrative office roles.
  - Office personnel favorably viewed the greater level of diversity in their community versus other communities.

Business Owners and Employees

Methodology: Engagement with business owners to help distribute flyers to customers, but also conducted conversations to understand their experiences and observations as business owners (including what they hear from clientele). Five businesses were targeted as part of this effort, with the findings below reflecting conversations with the owner as well as employees, when possible. The employee perspective tended to offer greater nuance in customer conversations and how those in the service industry experience Manor. Day cares were specifically targeted to understand perspectives of families with young children, often unable to attend public engagement events due to conflicts.

Key Findings

- Finding qualified early childhood teachers and assistants is a significant challenge due to competition, low pay and high housing prices. It is hard to raise rates to pay better when you know it will impact parents that have those same financial stresses.
- Traffic challenges (beyond Manor's boundaries, in many cases) have led to some parents choosing child care closer to work in order to avoid missed pick-up times.
- Multiple owners indicated the process to open their business in Manor was smooth, both with the City and with the property manager.
- Business owners have not experienced significant rent increases yet, but feel they are likely based on dwindling vacant

spaces despite growing demand.

- Many parents have remarked about the need for a swimming pool locally, especially for those that do not have access to a HOA pool.
- A recreation/community center and a library is needed.
- Business employees indicated their clientele was diverse and intermingled, and that they thought this made Manor different and special.
- Business employees indicated that their business, a coffee shop, served as a hang-out for the community, noting that a neighborhood book club met there regularly.
- Business employees mentioned limited affordable housing options, and that they lived with parents or multiple roommates.
- Business owner observed that destination manufacturing businesses, such as microbreweries and distilleries, seem like an opportunity for the S.H. 130 corridor and eastward, as not many are present and rents are more affordable compared to other areas in the metro.
- Business owner observed that the golf course and nearby neighborhood tended to support his business.
- Business owners though Manor could use more small scale business parks similar to the Studios at Shadowglen Trace, perhaps with some green space integrated.
- Business owners said Manor was a good place to own a business, and were surprised more weren't moving to Manor.
- Business owner chose to open a bar/tavern in Manor because she thought it was underserved.
- Business owner opened a bar/tavern just as COVID hit. People in Manor tended to be more cautious, and having an outdoor space was what preserved them.
- Bar/tavern crowd is blue collar and white collar, with both citing cleanliness and smoke-free indoors as benefits.
- Bar/tavern chose a different location than downtown since there weren't spaces available, and downtown seemed like it was not revitalizing.
- Bad traffic is almost always a conversation with customers.

Business Customers/Diverse Residents

Methodology: Some business owners said we could talk with willing customers and give out flyers/canvass. For these conversations, people from underrepresented populations were targeted the most. Some took the survey after receiving a flyer, while others took a flyer and those to have a conversation. 19 people had conversations, between two business locations (high-traffic restaurant/coffee and general merchandise businesses).

Key Findings

- Manor needs additional grocery options, especially that carry more specialty items.
- Roughly half rented their homes, with each mentioning that rent was starting to go up. Some indicated they wanted to buy a home, but couldn't for various financial reasons.
- Manor needs more things to do, with some mentioning more entertainment options and others mentioning recreation centers & parks.
- All said traffic was bad and was the issue that most greatly affected their quality of life in a negative way. Peak traffic times, like afternoon rush and school dropoff/pickup were noted as particularly bad times.
- Some worked at a technology employer and said Manor should be able to land businesses that support places like Tesla and Samsung since there is more land available near Manor.
- Manor needs more parks, improve parks, and more trails.
- Manor needs a library, and it seems odd that a city this size does not have one.
- There is a need for more kid-friendly entertainment options, but that are also fun for adults. Dog-friendly was also mentioned frequently.
- Several mentioned that civic engagement and community volunteer opportunities seemed limited, but that they were very new to Manor and moved to Manor during COVID.

MANOR MEET THE TEACHER NIGHT

The project team attended three Meet the Teacher nights August 9-11, 2022. This was a great opportunity to hear from a group that is seldom heard, as families with children tend to not have the time to participate in planning processes due to busy schedules. Furthermore, they may not have the time and resources to fully participate in the planning process. That is why Meet the Teacher Nights were selected as a tool to better understand perspectives from this group.

Methodology: Engagement with families with children to distribute information about online engagement and get input on the Plan. The project team visited three schools including, Blake Manor Elementary School, Manor Middle School, and Manor Senior High School. The findings below reflect conversations with parents and teachers.

Key Findings

Blake Manor Elementary School

- Several parents expressed a desire for a grocery store.
- Parents stated Blake Manor Road's was in poor condition and needed repairs.
- They were frustrated that no improvements have been made yet.

Manor Middle School

- The school wants to connect more with the community.
- Most teachers did not live in Manor, they commute to the school from surrounding communities. They would consider living in Manor if there was some housing discount or incentives for teachers.
- Residents were interested in more trail connections in Manor.
- Residents and teachers were concerned about the traffic congestion on SH 290. Most stay off the highways and take back roads.
- There is not much to do in Manor besides work and go home, but unsure it they would utilize new amenities if they were provide, maybe more fast, affordable lunch options.
- There was a desire for a grocery store.

Manor Senior High School

- Many parents moved to Manor specifically for the career programs at Manor Independent School District.
- Some of the programs are reaching capacity.
- Most of the parents work in Austin.
- People like the new alignment of FM 973, it will help their commute.
- Most of the students are interested in careers in healthcare.

DESTINATION 2050

COMMUNITY OPEN HOUSE

MEETING SUMMARY SEPTEMBER 6, 2022

ABOUT THE OPEN HOUSE

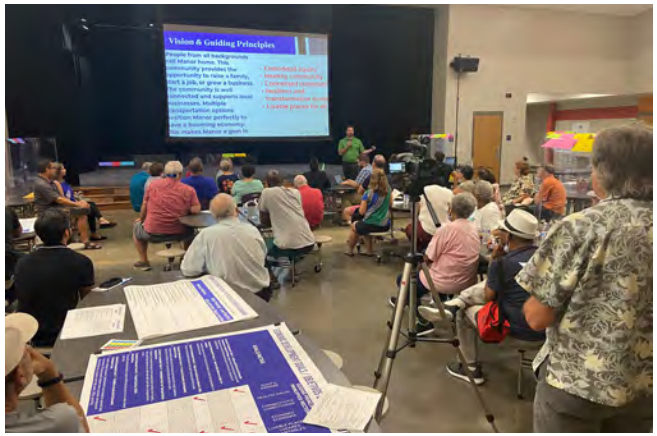
A Community Open House for the Destination 2050 Comprehensive Plan was held on September 6, 2022, at the Lagos Elementary School. The purpose of the open house was to educate the community about the planning process and gather input for Manor. The Open House was a come-and-go event with interactive boards and a brief presentation. The Mayor and consultant team gave a short presentation about the project, public engagement to date and upcoming engagement opportunities. Following the presentation, attendees were invited to provide input through interactive boards, or talk with the consultant team or City Staff.

Nearly 50 community members attended the event. City staff from the Manor Planning Department, Communications, and City Manager's Office also attended the meeting. City leadership were also in attendance, including the Mayor and multiple council members. The consultant team from Freese and Nichols, Inc. facilitated the meeting. The event was recorded and a recording is available to view following the event. This document provides a summary of the feedback received during the open house. Meeting materials and an opportunity to provide virtual feedback will be available on the website as well, for those who were not able or did not wish to attend the in person meeting, there were an additional 5 participants online after the in person meeting.









PHOTOS FROM THE MEETING

MEETING BOARD FEEDBACK

Various educational and interactive input boards were located around the room to inform and gather feedback from the community regarding elements of the Comprehensive Plan like parks and recreation, transportation, land use, economics and infrastructure. The following summarizes the input received from each board during the event.

GENERAL ONLINE COMMENTS:

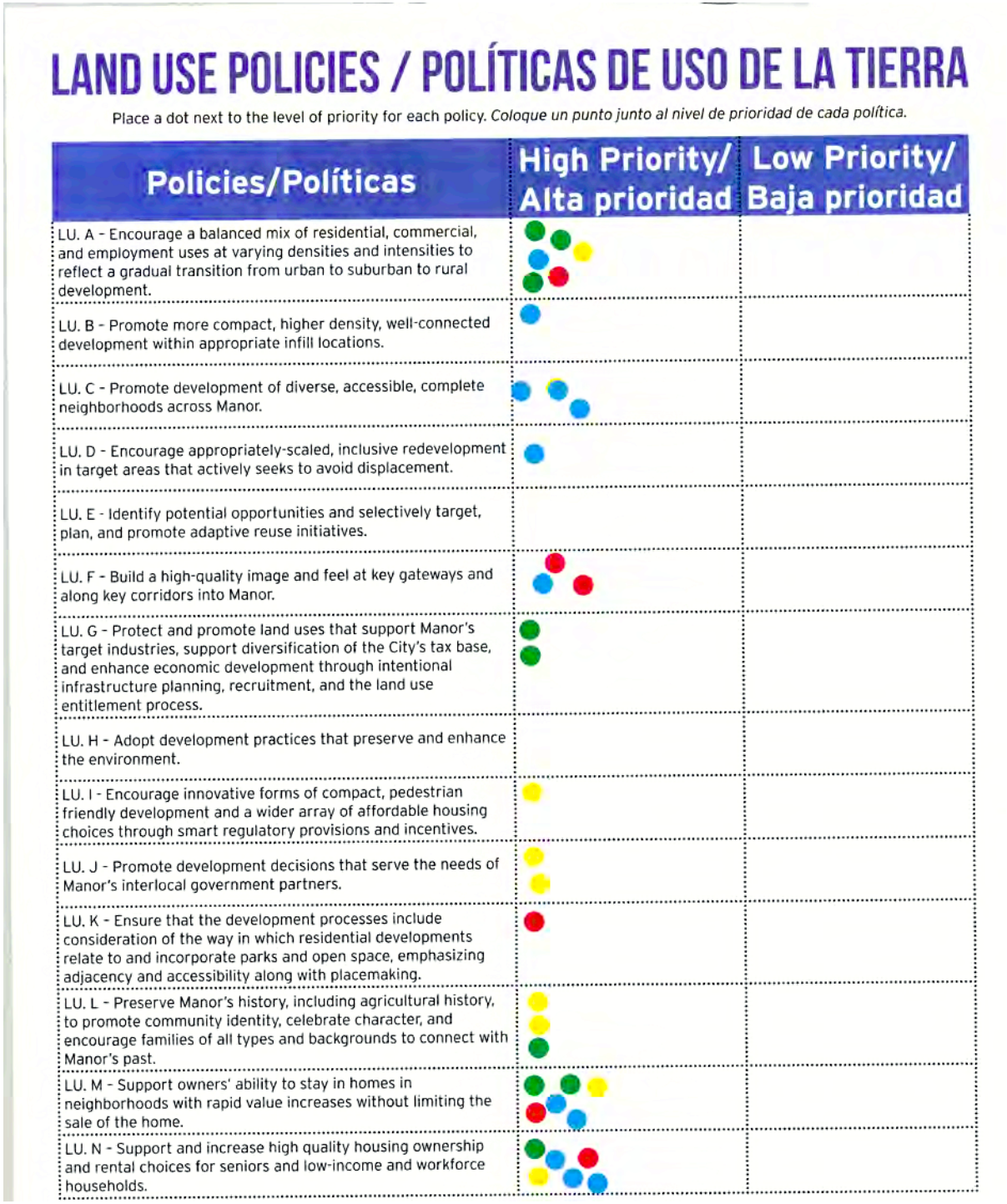
- Traffic concerns need to be addressed (more accidents on 290) How many people must be injured for transportation flow to improve?
- This plan should focus on sustainable initiatives to combat climate change. Any new buildings should be LEED certified & have solar panels.





FUTURE LAND USE

Participants were asked to place a dot on the board next to the level of priority for each policy. Online responses to this question are on the adjacent page.



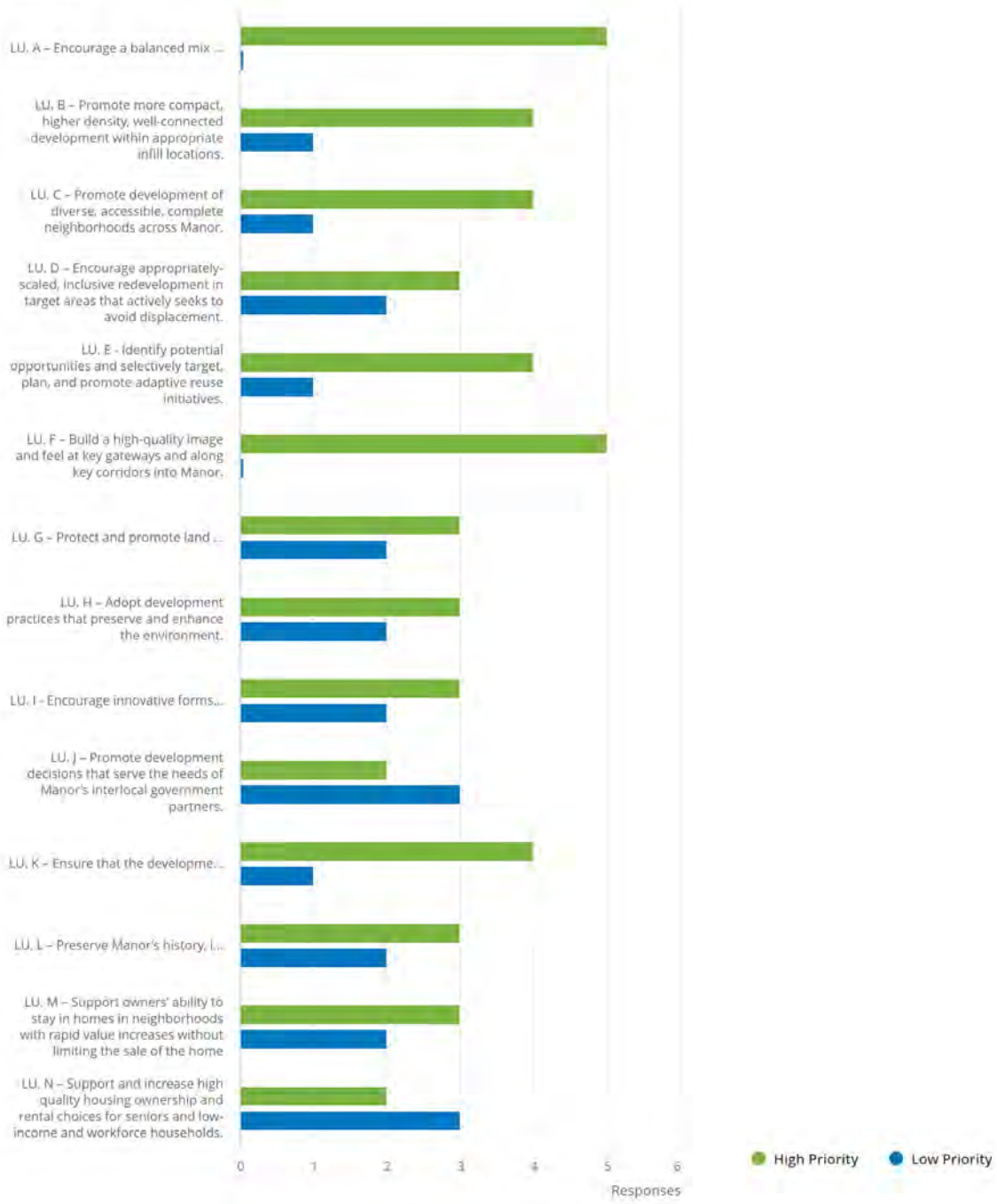
LAND USE POLICIES / POLÍTICAS DE USO DE LA TIERRA

Place a dot next to the level of priority for each policy. *Coloque un punto junto al nivel de prioridad de cada política.*

Policies/Políticas	High Priority/ Alta prioridad	Low Priority/ Baja prioridad
LU. A - Encourage a balanced mix of residential, commercial, and employment uses at varying densities and intensities to reflect a gradual transition from urban to suburban to rural development.		
LU. B - Promote more compact, higher density, well-connected development within appropriate infill locations.		
LU. C - Promote development of diverse, accessible, complete neighborhoods across Manor.		
LU. D - Encourage appropriately-scaled, inclusive redevelopment in target areas that actively seeks to avoid displacement.		
LU. E - Identify potential opportunities and selectively target, plan, and promote adaptive reuse initiatives.		
LU. F - Build a high-quality image and feel at key gateways and along key corridors into Manor.		
LU. G - Protect and promote land uses that support Manor's target industries, support diversification of the City's tax base, and enhance economic development through intentional infrastructure planning, recruitment, and the land use entitlement process.		
LU. H - Adopt development practices that preserve and enhance the environment.		
LU. I - Encourage innovative forms of compact, pedestrian friendly development and a wider array of affordable housing choices through smart regulatory provisions and incentives.		
LU. J - Promote development decisions that serve the needs of Manor's interlocal government partners.		
LU. K - Ensure that the development processes include consideration of the way in which residential developments relate to and incorporate parks and open space, emphasizing adjacency and accessibility along with placemaking.		
LU. L - Preserve Manor's history, including agricultural history, to promote community identity, celebrate character, and encourage families of all types and backgrounds to connect with Manor's past.		
LU. M - Support owners' ability to stay in homes in neighborhoods with rapid value increases without limiting the sale of the home.		
LU. N - Support and increase high quality housing ownership and rental choices for seniors and low-income and workforce households.		

Q1. Land Use Policies

5 answers



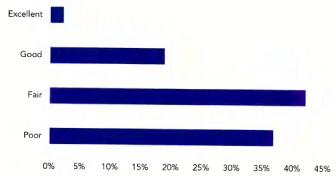
Participants were asked to place a dot on the board next to the level of priority for each policy.

PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

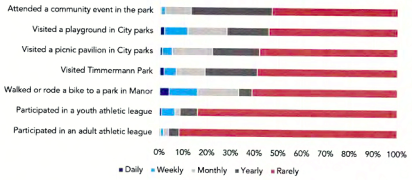
Needs Assessment

As part of the needs assessment, community input about parks is analyzed to determine the community's preferences and needs. The graphs below illustrate what we've heard so far (based on 320 survey responses).

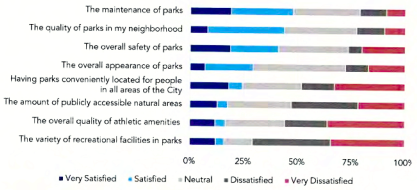
How would you describe the quality of parks and recreational amenities in Manor?



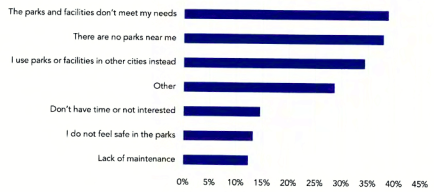
In the past year, how often have you or your family participated in or utilized the following?



How would you rate the City in the following categories?



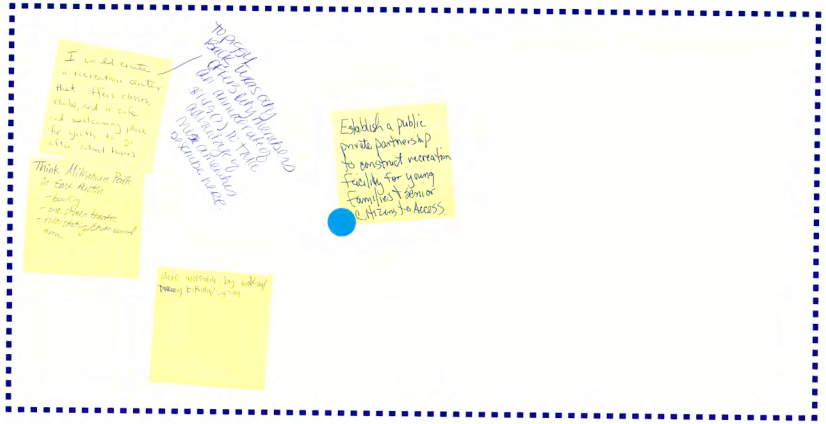
What keeps you from using the Manor parks and recreation facilities more? Check all that apply.



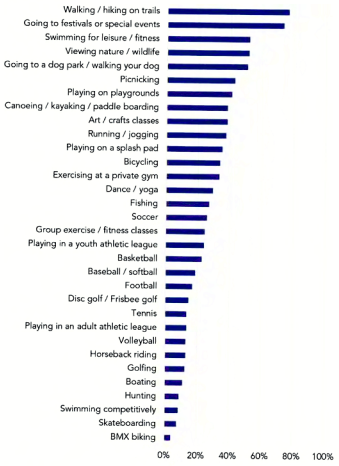
YOUR ONE THING / TU ÚNICA COSA

If you could only change ONE THING about the parks and recreation system in Manor, what would it be?

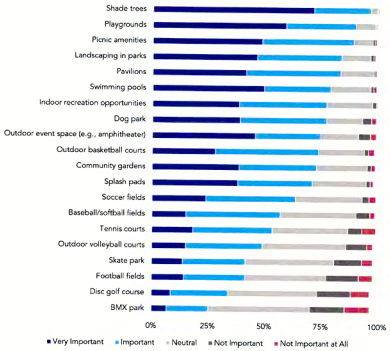
Si solo pudieras cambiar UNA COSA sobre el sistema de parques y areas recreativas en Manor, ¿cuál sería?



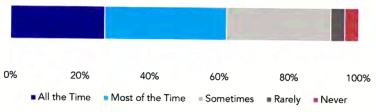
Choose you and your family's favorite recreational activities, even if you have to go outside of Manor to participate in them. Check all that apply.



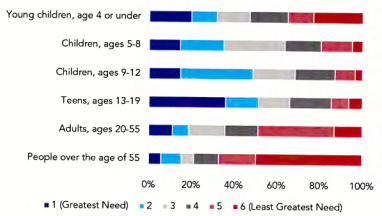
How important is it for the following amenities to be provided in Manor parks and recreation facilities?



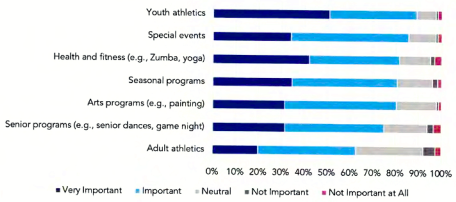
If your desired destination (park, workplace, service or business) was close enough and you had bike/pedestrian facilities that made you comfortable, would you choose to access the destination without using an automobile?



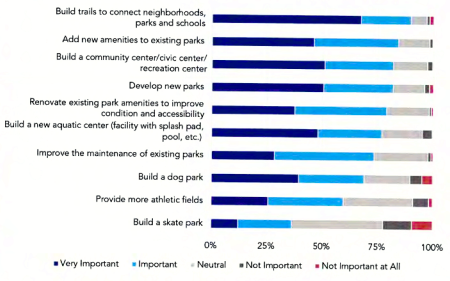
Which age group do you feel has the greatest need for recreational programming? Rank your answers from 1 to 6.



How important is it for the City to support the following types of recreational programming?



How important do you consider each of the following potential actions the City could take?



Next Steps:
Analysis results and feedback from tonight's event will be used to prepare recommendations for the improvements of Manor's parks and recreation system.

YOUR ONE THING

- More accessible by walking/biking/cycling
- Establish a public private partnership to construct recreation facility for young families and senior citizens to access
- Think Millennium Park in East Austin
    1. Bowling
    2. One screen theatre
    3. Rollerskating/skate board area
- I would create a recreation center that offers classes, clubs, and a safe and welcoming place for youth to go after school hours
- To piggyback on this, Texas City offers city members an annual rate of $149 to take advantage of the amenities described here

ONLINE COMMENTS

- Needs to include a outdoor gym area (MoveStrong U, Adventure Playground Systems Inc.- Houston, TX, Greenfields Outdoor Fitness equipment, etc.)
- More parks & public green spaces like trails
- Increase the attractiveness of the parks.
- All the good amenities are within restricted areas for neighborhood residents only

PARKS RECREATION AND OPEN SPACE

Participants were asked to draw a check mark next to goal you support

PARKS, RECREATION, AND OPEN SPACE GOALS / OBJETIVOS DE PARQUES, AREAS RECREATIVAS Y ESPACIOS ABIERTOS

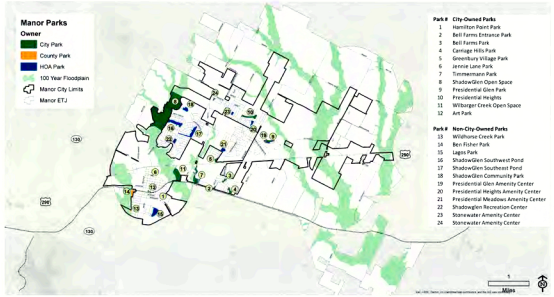
GOALS/METAS	GUIDING PRINCIPLES/ PRINCIPIOS RECTORES					
	EQUITY/ EQUIDAD	HEALTH/ SALUD	CONNECTIVITY/ CONECTIVIDAD	ECONOMY/ ECONOMÍA	LIVABLE PLACES/ LUGARES HABITABLES	Draw a check mark next to the each goal you support. Dibuje una marca de verificación junto a cada objetivo que apoye.
Parks and Recreation Goal 1 - Proactively Protect Open Space Ensure that parkland is preserved for enjoyment by residents today and in the future.	✓				✓	
Parks and Recreation Goal 2 - Improve or Expand Parks and Recreation Amenities Provide new, improved, or expanded parks and recreation amenities to meet the growing recreation needs of the community.	✓	✓			✓	
Parks and Recreation Goal 3 - Expand Recreational Opportunities Provide or support recreational programming for diverse ages, abilities, and interests.	✓	✓			✓	✓ ●
Parks and Recreation Goal 4 - Improve Connectivity to Parks Increase connectivity and accessibility to and within the City's parks through on- and off-street trails.	✓	✓	✓		✓	✓
Parks and Recreation Goal 5 - Provide Safe and Well-Maintained Parks Enhance safety and maintenance practices to improve the quality of the parks system.	✓	✓			✓	✓
Parks and Recreation Goal 6 - Explore Funding and Partnership Opportunities Evaluate creative funding and partnership strategies to support the expansion and improvement of the parks and recreation system.	✓	✓	✓		✓	●

PARKS RECREATION AND OPEN SPACE

Participants were asked to place a dot on the board next to the level of priority for each policy.

PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

The Parks, Recreation, and Open Space Master Plan helps to identify what types of parks, amenities, and other recreation facilities are needed in Manor. It sets goals for parks, trails, open space, and recreational programming and establishes priorities for the next five to 10 years. ***Para español por favor vea la hoja en español provista.***



Manor Parks Map

Manor's parks system includes over 350 acres of parkland (including water bodies) spread across 24 sites and amenity centers owned by the City, Travis County, and homeowners associations. The sites range in size from 0.2 acres to nearly 200 acres.

NEW PARK AMENITIES/ NUEVOS SERVICIOS DEL PARQUE

What new amenities would you like to see added to parks near you so they can better meet your recreational needs?

¿Qué nuevos servicios le gustaría ver agregados a los parques cercanos para que puedan satisfacer mejor sus necesidades recreativas?

- Trees; make sure there are trees for shade and to enjoy the outside.
- Parks with coverings for kids to enjoy during the hottest days outside.
- Texas City has an outdoor swimming area. It's pretty with slide etc.
- Shade from trees

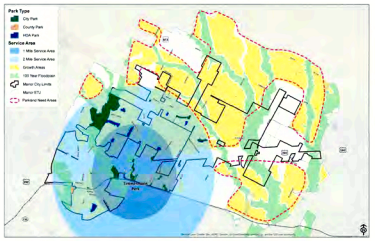
Needs Assessment

This plan uses a multifaceted analysis to help determine the parks and recreational needs of the Manor community. Existing parks and recreation opportunities are analyzed in terms of public opinion, the location and quantity of parkland, the quantity of facilities within parks, and natural resources in the City. An important component is to analyze the "service area" coverage of parks throughout the City. This identifies gaps where additional parkland is needed. Different types of parks and amenities serve different functions and thus have different service areas.



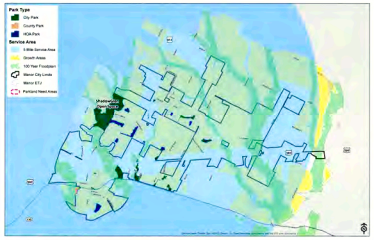
Pocket and Neighborhood Park Service Areas

Pocket parks typically serve residents within a 1/4-mile area, while neighborhood parks are meant to serve residents within a 1/4-mile to 1/2-mile radius. These parks are intended to serve daily recreational needs for nearby residents and are often accessed by foot or bike. These service areas equate to approximately a 5-minute (1/4-mile) to 10-minute (1/2-mile) walk. Pocket and neighborhood park need areas are shown with a dashed red boundary.



Community Park Service Areas

Community parks are large parks that are meant to serve multiple neighborhoods. They typically include a range of facilities such as playgrounds, picnic pavilions, athletic fields and courts, trails, swimming pools, and splash pads. Residents are often willing to drive one to two miles to these parks for access to a greater diversity of options. Community park need areas are shown with a dashed red boundary.



Regional Park Service Areas

Regional parks generally serve an entire city and surrounding region. They often provide space for large events, tournaments, and/or access to protected natural areas. Based on their size and/or diverse recreation opportunities, regional parks have a large service area. The map above shows a 5-mile service area for ShadowGlen Open Space (currently largely undeveloped). Nearby Walter E. Long Metropolitan Park in Austin also provides a variety of recreation opportunities to Manor residents. If ShadowGlen is appropriately developed, it and Walter E. Long Park will sufficiently meet the regional park needs of Manor.



Trail Service Areas

Similar to pocket and neighborhood parks, trails are often accessed by foot or bike. They thus have the same service area as pocket and neighborhood parks — 1/4- to 1/2-mile. Trail need areas are shown with a dashed red boundary.

ONLINE RESPONSES

- Water world and aquarium and some recreational areas and gym and grocery stores
- Multi-Use Pavilion that covers athletic courts (basketball, bocce, volleyball) and has water fountains and restrooms
- Pools, splash pads, soccer fields, basketball courts, shade screens for the playgrounds
- Dog Parks, Splash Pads, Playgrounds, Outdoor Workout spaces.
- Dog parks, Skate and BMX, Community pool, Community garden, Rec center

ECONOMIC DEVELOPMENT

Participants were asked to draw a check mark next to goal you support.

ECONOMIC DEVELOPMENT GOALS / OBJETIVOS DE DESARROLLO ECONÓMICO

	GOALS/METAS	GUIDING PRINCIPLES/ PRINCIPIOS RECTORES					
		EQUITY/ EQUIDAD	HEALTH/ SALUD	CONNECTIVITY/ CONECTIVIDAD	ECONOMY/ ECONOMÍA	LIVABLE PLACES/ LUGARES HABITABLES	Draw a check mark next to the each goal you support. Dibuje una marca de verificación junto a cada objetivo que apoye.
1	**Economic Development Goal 1 – Define and Resource Economic Development Goals for Manor.** Manor should develop short-term and long-term economic development goals and focus its resources on achieving these.	✓			✓	✓	
2	**Economic Development Goal 2 – Improve the balance of jobs-to-residents.** Attracting commercial and industrial tax base to offset the dependence on residential land uses.				✓		
3	**Economic Development Goal 3 – Align job creation to residents' skills.** Improve local job opportunities that match resident workforce skills.	✓			✓		
4	**Economic Development Goal 4 – Create an Economic Development Identity for Manor.** Create marketing materials (including a new brand) for target audiences that clearly articulates the value proposition available to each.				✓		
5	**Economic Development Goal 5 – Continually Push for Transportation Improvements.** Continue to advocate and apply for transportation funding from county, state, and federal agencies to alleviate traffic and other transportation issues.			✓	✓	✓	✓ ✓
6	**Economic Development Goal 6 – Expand Existing Utility Infrastructure.** Proactively and strategically expand utility infrastructure to create shovel ready sites				✓	✓	
7	**Economic Development Goal 7 – Establish a Dedicated Economic Development Fund.** Create a dedicated Economic Development Fund funded by general fund tax revenues. This fund would augment other economic development financial tools such as federal and state grants, TIRZs, and PIDs.	✓			✓	✓	

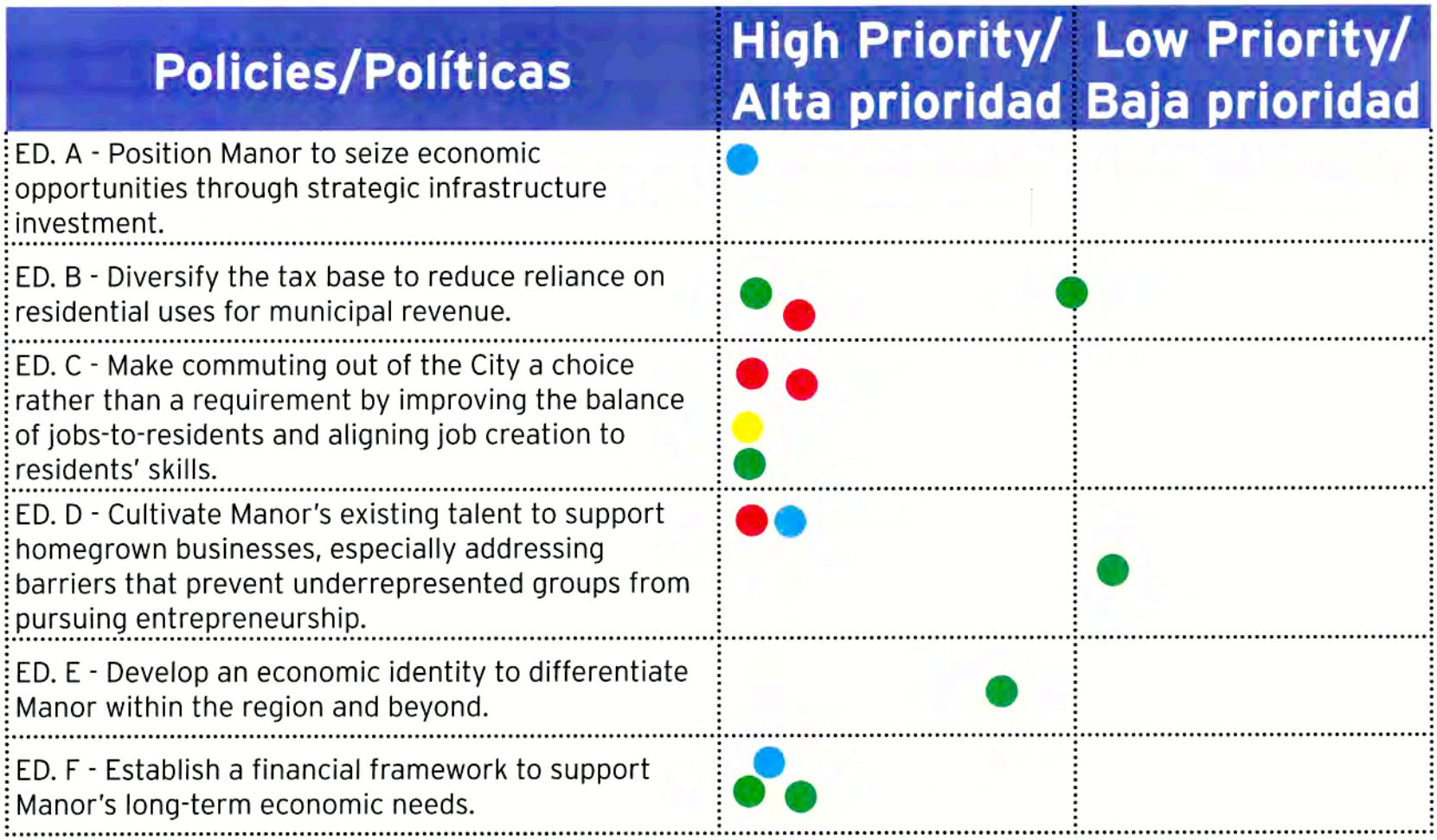
ECONOMIC DEVELOPMENT

Participants were asked to place a dot on the board next to the level of priority for each policy.

Online responses to this question are on the next page.

ECONOMIC DEVELOPMENT POLICIES / POLÍTICAS DE DESARROLLO ECONÓMICO

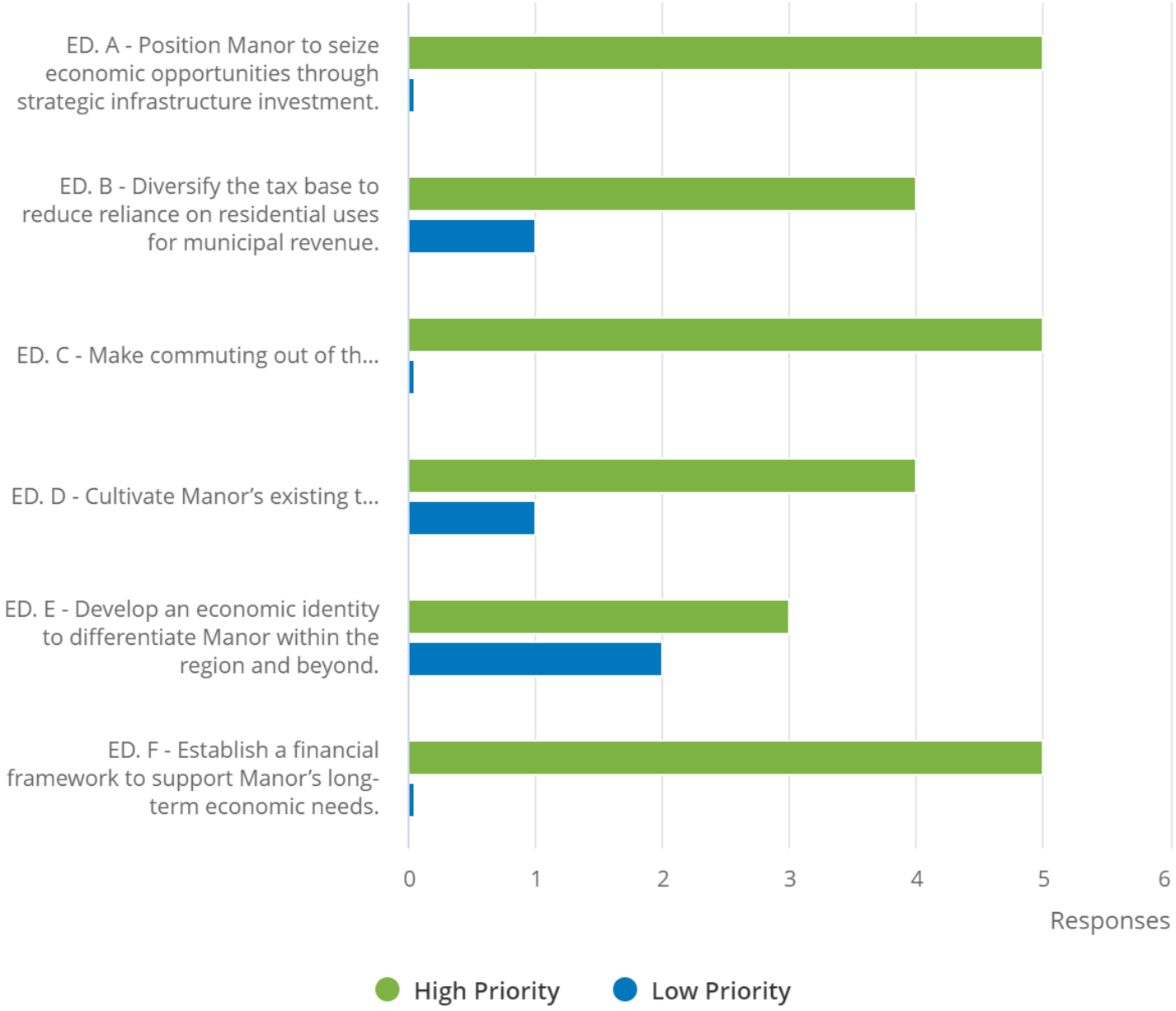
Place a dot next to the level of priority for each policy. *Coloque un punto junto al nivel de prioridad de cada política.*



Policies/Políticas	High Priority/ Alta prioridad	Low Priority/ Baja prioridad
ED. A - Position Manor to seize economic opportunities through strategic infrastructure investment.		
ED. B - Diversify the tax base to reduce reliance on residential uses for municipal revenue.		
ED. C - Make commuting out of the City a choice rather than a requirement by improving the balance of jobs-to-residents and aligning job creation to residents' skills.		
ED. D - Cultivate Manor's existing talent to support homegrown businesses, especially addressing barriers that prevent underrepresented groups from pursuing entrepreneurship.		
ED. E - Develop an economic identity to differentiate Manor within the region and beyond.		
ED. F - Establish a financial framework to support Manor's long-term economic needs.		

Q4. Economic Development Policies

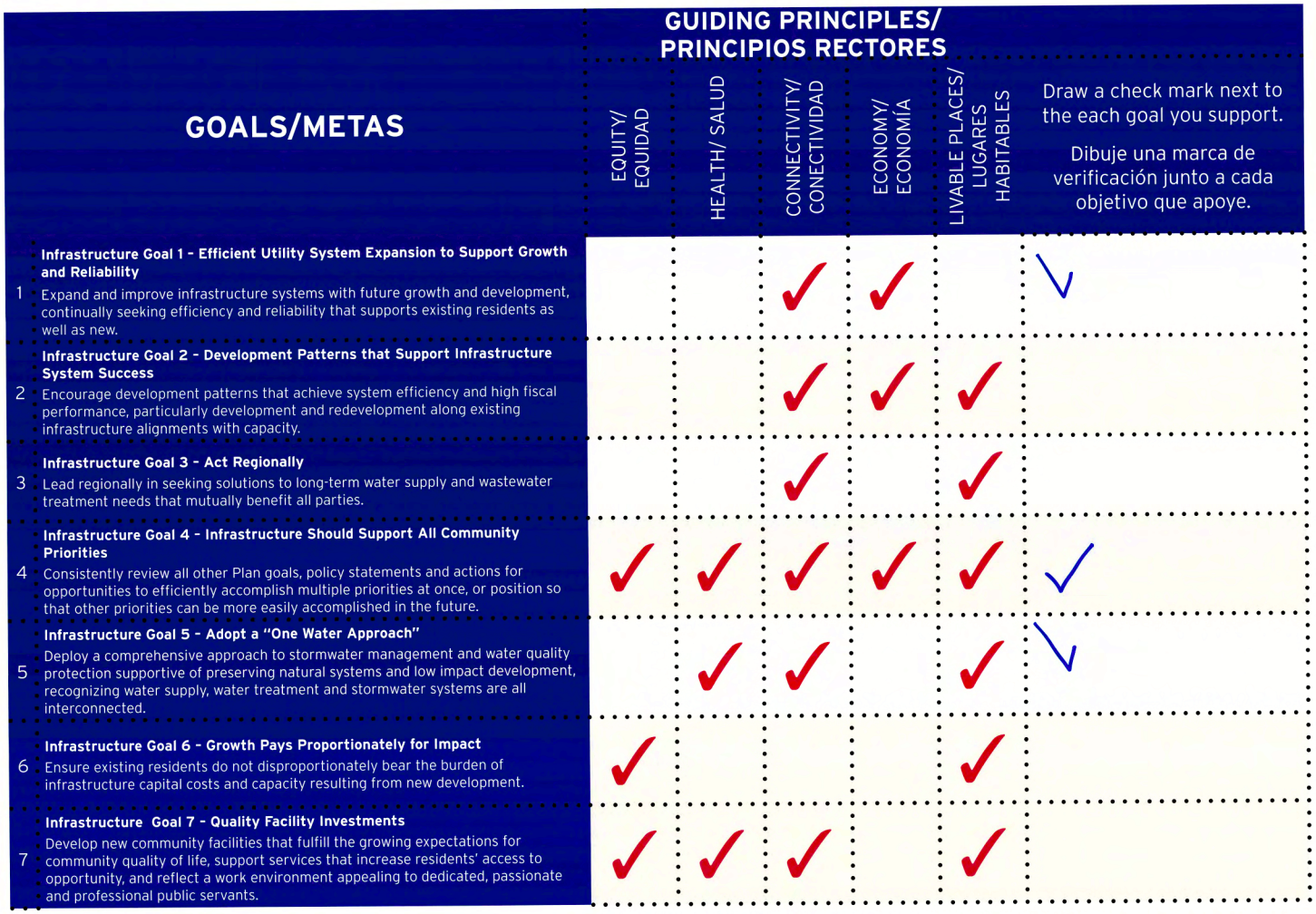
5 answers



INFRASTRUCTURE

Participants were asked to draw a check mark next to goal they support.

INFRASTRUCTURE AND FACILITIES GOALS / OBJETIVOS DE INFRAESTRUCTURA E INSTALACIONES



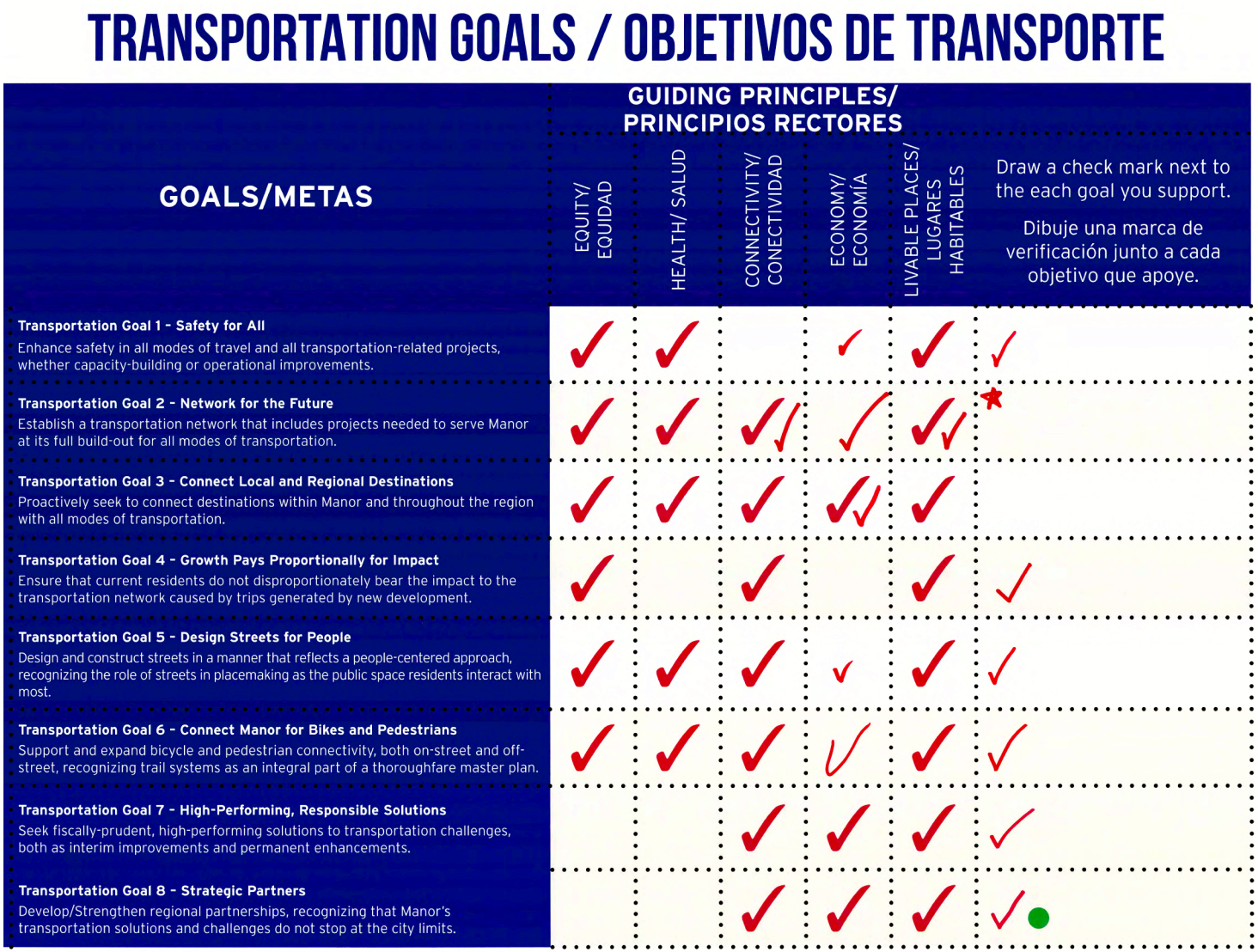
GOALS/METAS	GUIDING PRINCIPLES/ PRINCIPIOS RECTORES: EQUITY/ EQUIDAD	HEALTH/ SALUD	CONNECTIVITY/ CONECTIVIDAD	ECONOMY/ ECONOMÍA	LIVABLE PLACES/ LUGARES HABITABLES	Draw a check mark next to the each goal you support. Dibuje una marca de verificación junto a cada objetivo que apoye.
1 **Infrastructure Goal 1 - Efficient Utility System Expansion to Support Growth and Reliability** Expand and improve infrastructure systems with future growth and development, continually seeking efficiency and reliability that supports existing residents as well as new.			✓	✓		✓
2 **Infrastructure Goal 2 - Development Patterns that Support Infrastructure System Success** Encourage development patterns that achieve system efficiency and high fiscal performance, particularly development and redevelopment along existing infrastructure alignments with capacity.			✓	✓	✓	
3 **Infrastructure Goal 3 - Act Regionally** Lead regionally in seeking solutions to long-term water supply and wastewater treatment needs that mutually benefit all parties.			✓		✓	
4 **Infrastructure Goal 4 - Infrastructure Should Support All Community Priorities** Consistently review all other Plan goals, policy statements and actions for opportunities to efficiently accomplish multiple priorities at once, or position so that other priorities can be more easily accomplished in the future.	✓	✓	✓	✓	✓	✓
5 **Infrastructure Goal 5 - Adopt a "One Water Approach"** Deploy a comprehensive approach to stormwater management and water quality protection supportive of preserving natural systems and low impact development, recognizing water supply, water treatment and stormwater systems are all interconnected.		✓	✓		✓	✓
6 **Infrastructure Goal 6 - Growth Pays Proportionately for Impact** Ensure existing residents do not disproportionately bear the burden of infrastructure capital costs and capacity resulting from new development.	✓				✓	
7 **Infrastructure Goal 7 - Quality Facility Investments** Develop new community facilities that fulfill the growing expectations for community quality of life, support services that increase residents' access to opportunity, and reflect a work environment appealing to dedicated, passionate and professional public servants.	✓	✓	✓		✓	

ONLINE COMMENTS:

- Need a Recreation Center like in Elgin (https://www.elgintexas.gov/556/Elgin-Recreation-Center)
- Definitely need more community facilities. Infrastructure needs to be updated to deal with rapid climate change (like the 2021 snowstorm).
- Flyover at 290, 4 lanes for old hwy 20, Realign 973
- Stop using Manville water

TRANSPORTATION

Participants were asked to draw a check mark next to goal they support.



ONLINE COMMENTS:

- Connect with TXDOT to see if there are any grants to help address the transportation needs of the elderly, access to healthy food, and transportation to improve the overall quality of life through exercise.
- Definitely need bike lanes. Any public transportation should be hybrid or fully electric.
- Flyover at 290, 4 lanes for old hwy 20, Realign 973



DOWNTOWN MANOR

Downtown Lexington Street

KEY ELEMENTS

- Pedestrian Plaza/Mobility Hub
- Potential rail line & platform access
- Improvements to Manor Art Park
- Improvements to streets including landscaping, wayfinding, and gateway features
- Curbless treatment along corridors downtown

DO YOU HAVE MORE TO SAY?

Write down your comments here.

DESTINATION 2050

DO YOU HAVE MORE TO SAY?

- Cistern at Parsons and Lexington has an old artisan well
- Look at 1900's historical maps
- Along the railroad there are remnants of cotton
- Reconnect grid
- Compare what used to be
- Cemetery at Blake Manor and Lockwood needs park signs
- Crossing at Parsons and Lexington
- Foster civic pride
- Truck traffic
- Build for people, not cars
- Traffic accessing rail stop, stop at Giles instead
- Perhaps coordinate with MISD for annual update to art park paint and shading



CATALYST SITE / SITIO CATALIZADOR

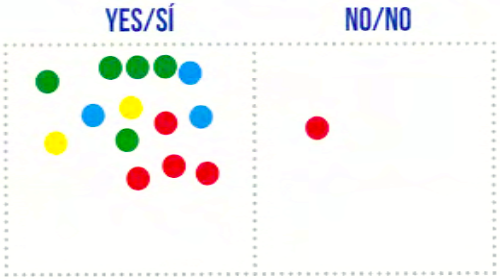
Intersection of Parsons Street and Lexington Street / Intersección de Parsons Street y Lexington Street

KEY ELEMENTS

- Outdoor activities
- Picnic tables
- Movable seating
- People gathering/eating/talking
- Pedestrians using the crossing
- Parents with strollers
- Wall art

DO YOU SUPPORT THIS VISION?

Place a dot under the statement you agree with.



DO YOU HAVE MORE TO SAY?

Write down your comments here.

- no comments

DESTINATION 2050

ONLINE COMMENTS:

- An improvement would be nice
- A walkable downtown would be nice!
- This is something that makes downtown attractive and invites people to hangout and spend time and money there.
- 100%



CATALYST SITE / SITIO CATALIZADOR

Art Park / Parque de arte

KEY ELEMENTS

- Outdoor activities
- Park amenities
- Pedestrians walking on the sidewalk
- Vendors
- Wall art
- Outdoor ping pong and games
- Seating
- Shade structure
- Pedestrian scale lighting
- Landscaped buffer

DO YOU SUPPORT THIS VISION?

Place a dot under the statement you agree with.

YES/SÍ	NO/NO

DO YOU HAVE MORE TO SAY?

Write down your comments here.

- Please review all abilities for Manor parks
- Make sure there are activities for seniors

ONLINE COMMENTS:

- Would be great for events & community interaction!
- An attractive amenities to bring more people in.
- 100% but we need more lanes at Lexington

DESTINATION 2050

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