

# STATE OF THE VILLE

Aggieville Community Vision Plan Background Report  
September 2016





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# Introduction

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## **Aggieville Community Vision**

The Aggieville Community Vision is an initiative capturing a community-wide vision for future development and improvements in the Aggieville Area. It is a policy document looking at a multitude of issues affecting change in the district and will act as a guide to steer improvements and development opportunities in the district for the foreseeable future. It will be adopted as an update of the 2005 Aggieville–Campus Edge District Plan and a supplemental document to the 2015 Manhattan Urban Area Comprehensive Plan.

### **Vision Statement**

*“Aggieville is envisioned as a vibrant, historic, pedestrian-orientated urban district that offers diverse shopping, dining, entertainment, and residential opportunities to students, visitors and the broader community.”*

The “State of the Ville” is a compilation of background information supplementing the Aggieville Community Vision. The purpose of the report is to establish the current conditions and trends from recent years on a range of factors shaping Aggieville today both in the district and the surrounding neighborhoods. This background report creates a dialogue of the issues and challenges within the district, while acting as a tool to identify opportunities throughout the planning process based on analysis of observed data, informational mapping, and community input. This is the first step towards crafting a well-informed vision and plan for Aggieville.

### **Community Input**

Two online surveys were created by the City of Manhattan as the primary source of community input referenced throughout this background report: the Aggieville Community Vision Community Survey (Community Survey) and the Aggieville Community Vision Business Owner Survey (Business Owner Survey).

The Community Survey was promoted via multiple media platforms and was available to the general public for one month. It asked a multitude of questions about respondents' interaction with Aggieville as well as their opinions on various potential improvements to the district (see Appendix A). The City received 4,227 total responses, representing ample demographics of permanent residents of Manhattan, college students, KSU alumni, and non-residents of Manhattan.

The Business Owner Survey was sent directly to all business owners in the Aggieville district. It asked a multitude of questions about the respondents' businesses as well as their opinions on a variety of potential improvements to the district (see Appendix B). The City received 31 total responses representing 35 locally and regionally based businesses out of about 105 total Aggieville businesses.

These survey results, as well as anecdotal information from other public input meetings and stakeholder meetings, are referenced throughout this report and used to document the current state of Aggieville and create a dialogue of the issues. These resources help organize and gauge community opinions on needed improvements to the district, creating a well-rounded and informed foundation on which to proceed with the planning process.

## **Planning Area**

The planning area for the Aggieville Community Vision is approximately 4.4 acres

or roughly 10 blocks in area. The planning area is generally bound by the alley between Bluemont Avenue and Vattier Street on the north, North 11th Street on the east, Fremont Street on the south, North 14th street to the west, and Anderson Avenue on the northwest (Figure 0.1). This boundary derives from the Future Land Use Map of the Manhattan Urban Area Comprehensive Plan, identifying the Central Core District in the Aggieville Area. Also included are the adjoining residential areas along the north side of Fremont Street across from City Park.

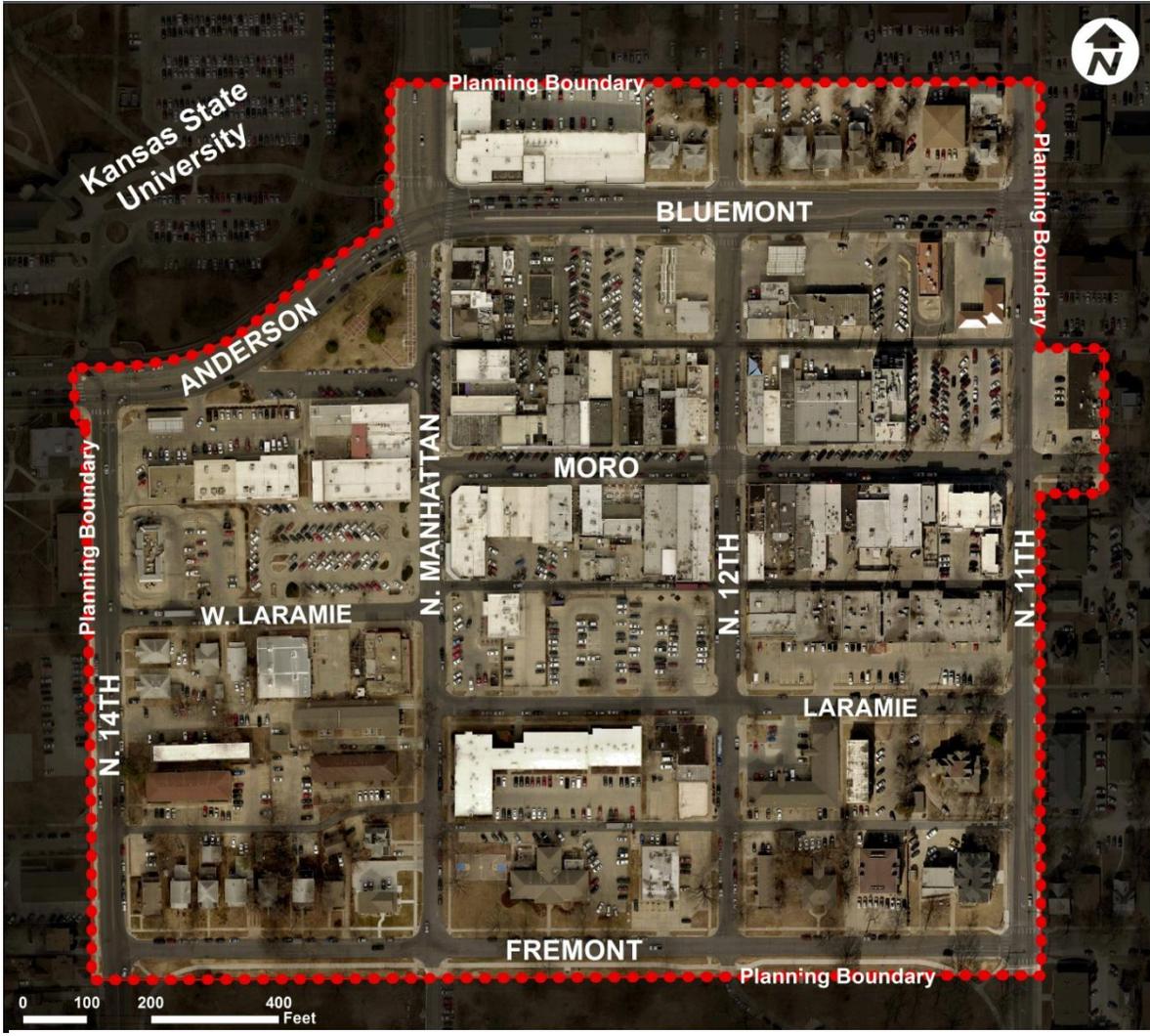


Figure 1.1: Aggieville Community Vision Planning Area with Aerial, 2016

# Chapter 1. Planning Context



## Manhattan

Manhattan is nestled in the heart of the scenic Flint Hills of Kansas. The town was first settled in 1855 and incorporated in 1857. Manhattan currently encompasses approximately 18 square miles in area. The community is home to an estimated population of 58,410 and serves a three-county regional area of over 130,000. Manhattan is a regional leader in education, trade, health care, entertainment, culture, and communication. It is widely known as the home to Kansas State University, which was established in 1863 and now boasts a student enrollment of over 24,000.

Manhattan is continually recognized for its high quality of life and livability, having received many accolades for its extensive recreational opportunities, commercial diversity, housing options, a range of restaurants, civic pride, health, educational opportunities, and unique natural setting.

## Manhattan's Future

Manhattan's population is forecasted to grow to 72,000 by 2035 supported by the continuous growth of Kansas State University, Fort Riley and general economic growth in the region. Construction of the National Bio and Agro-defense Facility (NBAF) is expected to be fully operational by 2022-2023 and is forecast to create nearly 700 direct and induced jobs in the city and attract additional research firms and industrial services to the area. These regional forces will influence Manhattan's growth, including the development of additional commercial and retail services. Aggieville, located in the central core area of the city and adjacent to the university, will be influenced by these forces and should be positioned to capitalize on this growth.

### Manhattan Accolades

- No. 1 college town in the country  
—Forbes
- 43rd most livable city in the United States and No. 1 college town in the U.S.  
—livability.com
- No. 3 Best Small Places for Business and Careers  
—Forbes
- Top Ten Places to Retire Young  
—CNN Money
- Top 50 College Town in America  
—Best College Reviews
- One of the Best Places to Live / Top 25 Best Commuting Times  
—Money Magazine
- One of the 100 Best Places to Live  
—RelocateAmerica.com
- Top Ten place to Start a Second Career After Retirement  
—U.S. News
- Among the most military-friendly schools in the nation  
—G.I. Jobs magazine

## Aggieville

Though it is one of several shopping districts in the city, Aggieville is a unique district tucked in the heart of the city. It is surrounded by several major investment areas of Manhattan: Kansas State University to the northwest, Manhattan Christian College to the west, Manhattan City Park to the south, redeveloping core residential areas to the north and east, stabilizing neighborhoods to the southeast, south, and west, and a vibrant historic downtown to the southeast. This is a similar advantageous context in which Aggieville began in 1889. By catering to the Kansas State Agricultural College students, Aggieville fulfilled a growing need for food, shopping, services, and recreation just off-campus.

Since then, Aggieville has grown substantially, but continues to serve the students of Kansas State University and the community as a whole. It is a lively urban district known for its unique local shops, restaurants, and bars. It is the stage for community events, meeting up with friends, and a community landmark, becoming inseparable from the identity of Manhattan.

## Trends and Forces Influencing a Plan Update

In 2005, the Aggieville–Campus Edge Plan was adopted by Ordinance No. 6498 as a part of the Comprehensive Plan, to be the guiding policy document for Aggieville, the western two blocks of the Bluemont Corridor, and the neighborhood immediately east of the KSU campus and north of Aggieville. The plan lays out many developmental principles for the Aggieville district (Figure 1.1). One of the most significant recommendations of the plan is the redevelopment of highway-oriented development along the Bluemont Corridor. The plan called for pedestrian-oriented core development, with increased height and density and the placement of buildings up to the street with parking behind them. Since the adoption of this plan, many forces and changing economic conditions have affected the district's development and highlighted the need to revisit the plan and give the Manhattan community an opportunity to re-establish the long-term vision for Aggieville and plan for executing improvements.



Campus from Aggieville (1887), Morse Department of Special Collections, Kansas State University Libraries



Aggieville at Night



Figure 1.1: Aggieville–Campus Edge Land Use Map, RTKL 2005

## Related Planning Initiatives

**Manhattan Urban Area Comprehensive Plan (2015).** The Comprehensive Plan, in conjunction with the Aggieville–Campus Edge Plan, provides a number of principles, goals and policies guiding the continued transformation and development of Aggieville. The plan identifies the expansion of the “Central Core District” land use category in a limited area north of Bluemont Avenue, and south of Laramie Street between North 11th and North 14th Street, where predominantly residential uses currently exist (Figure 1.2). The Central Core District land use category allows for a variety of functions including civic, cultural, entertainment, retail and commercial services, restaurants, hotel/convention, financial and professional services, and high-density residential uses in a compact, pedestrian-friendly urban node. The Plan also emphasizes the promotion of Aggieville’s unique historical character, mixed-uses, infill development, expanded housing options, and adaptive reuse of existing structures.

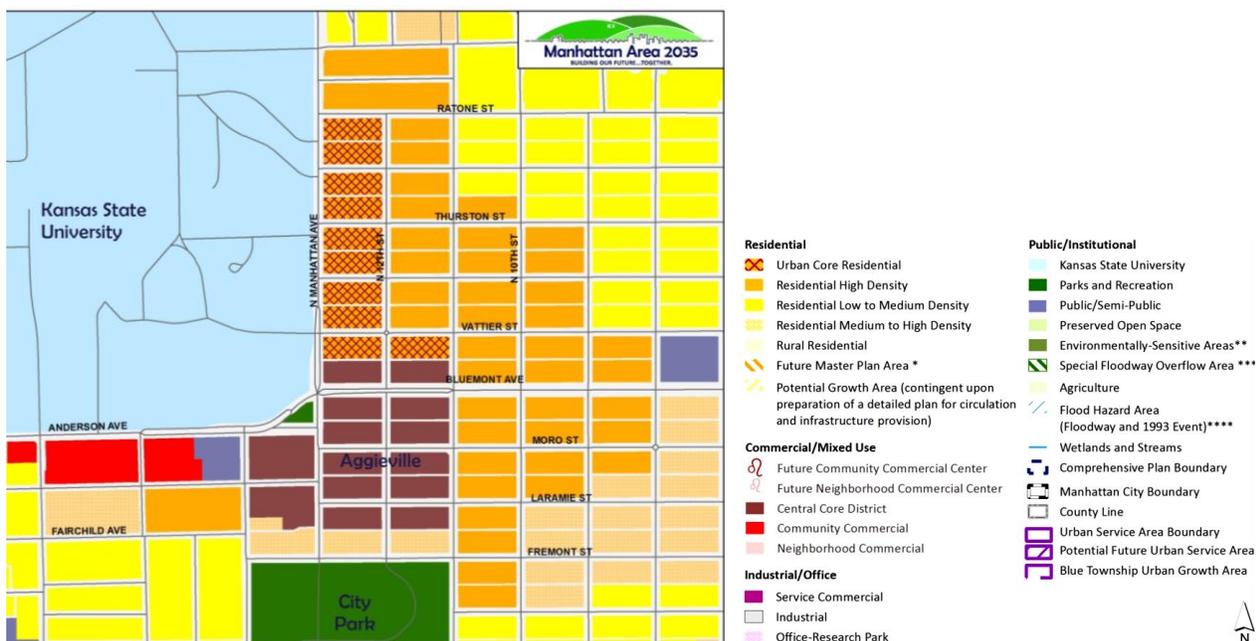


Figure 1.2: Future Land Use Map, Manhattan Urban Area Comprehensive Plan, 2015

**Manhattan Area Transportation Strategy (MATs) (2015).** Updated and adopted concurrently with the Manhattan Urban Area Comprehensive Plan, this document establishes the overall transportation goals for the community through a full range of multi-modal transportation approaches and recommendations. The MATs provides a multitude of recommendations and standards regarding pedestrian, bicycle, roadway, truck delivery, and parking issues related to access and mobility in and around Aggieville in the future.

**City Park Master Plan (2016).** This plan, anticipated to be adopted in late 2016, establishes the vision for City Park and identifies how it will relate to Aggieville, both physically and visually, through its recommendations for the northern edge of City Park (Figure 1.3). The plan emphasizes consolidated

programmed spaces, consolidated parking areas, and expanded green space. The planned entry plaza at Fremont Street and North Manhattan Avenue will strengthen the visual connection between the park and Aggieville, while enhanced bump-out pedestrian crossings with bioswales along Fremont Street will create a safer, stronger, more comfortable and attractive connection between these two important community activity centers.



Figure 1.3: City Park Master Plan Concepts A (top) and B (bottom), 2015

**Five Year Strategic Bicycle Plan (2016).** This plan identifies multiple bicycle infrastructure improvements for the city. Projects enhancing Aggieville include wayfinding signage, providing clear direction to cyclists and pedestrians for major destinations around the community including Aggieville. This will help guide visitors and residents to Aggieville via designated bike routes. Other projects include reconfiguration of the contra-flow bike lane on North Manhattan Avenue south of Bluemont Avenue and the conversion of West Laramie Street into a Bicycle Boulevard to better connect Aggieville with the neighborhood south of The KSU Campus.

**Kansas State University Master Plan Update (2013).** This plan identifies future infill redevelopment of the KSU campus in the southern campus core (Figure 1.4). Specifically, it identifies development at the

southeast corner of the core campus adjacent to Aggieville as additional space for performing and academic arts programs, further extending the “Art Corridor” created by the West Stadium Theatre, Nichols Hall, McCain Auditorium, and the Beach Art Museum spanning the length of campus abutting Anderson Avenue. This plan also promotes a reduction of on-campus surface parking and automobile through-access. This plan will affect Aggieville by creating more origins/destinations closer to the district while reducing nearby automobile parking opportunities for Aggieville patrons, often used for overflow during the evening hours and on weekends, when there is no restriction on parking in this area of campus.

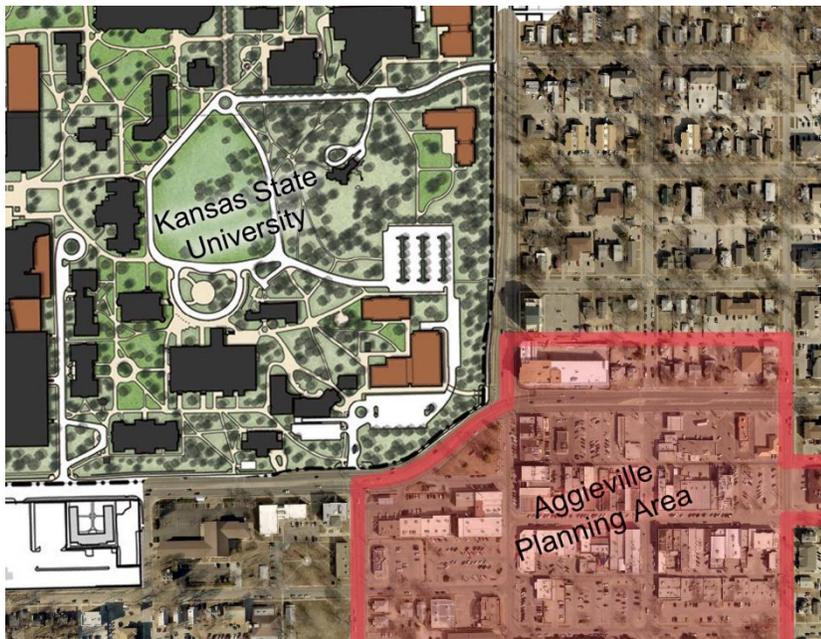


Figure 1.4: KSU Campus Master Plan, KSU, 2013

**Manhattan Christian College (MCC) Strategic Plan (2015).** This Master Plan identifies several future improvements on the MCC campus just west of Aggieville including expansion of on-campus housing, a student life center and gymnasium and additional surface parking (Figure 1.5). Improvements to Laramie Street between North 14th and North 16th Streets include the implementation of a center median, a bulb-out crossing at North 14th Street, a reconfiguration of on-street parking, and raised pedestrian crossing mid-block on West Laramie Street to calm through-traffic and improve cross-campus pedestrian connectivity.

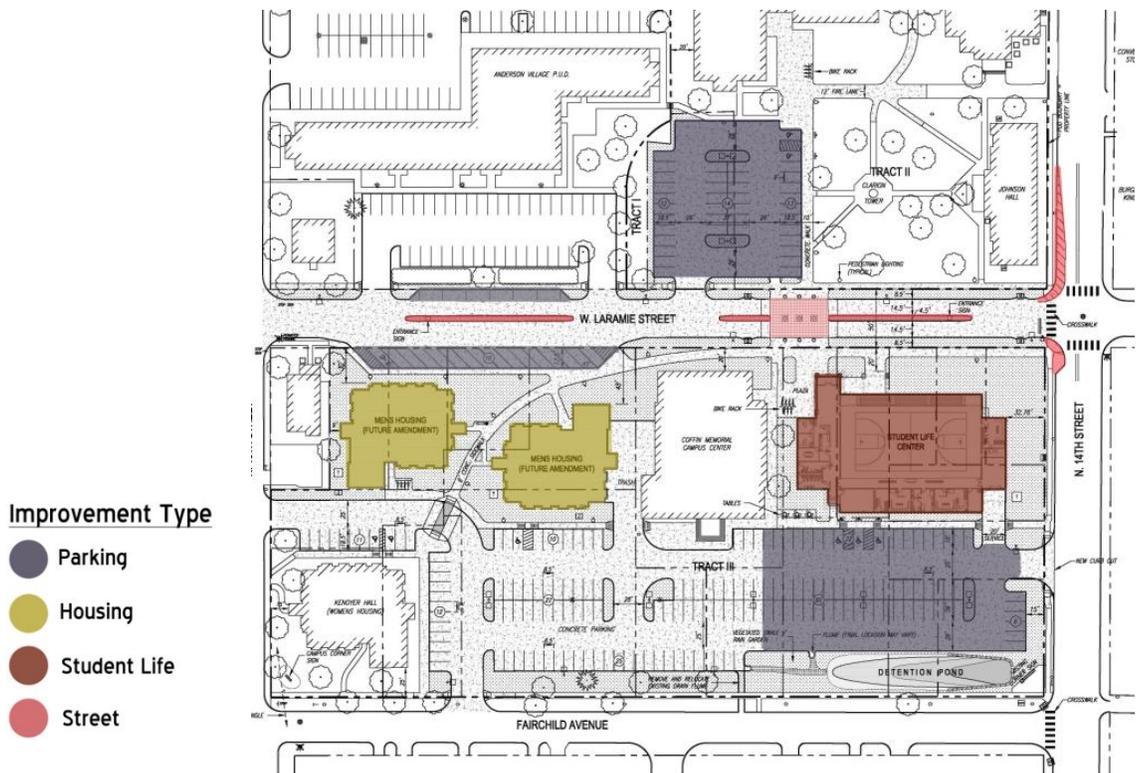


Figure 1.5: Manhattan Christian College Master Plan PUD with highlighted changes, BBN Architects, 2015

## Influential Zoning Activity

**East City Park Downzone (2015).** The downzoning of 11 blocks east of City Park (southeast of Aggieville) from medium-density (R-M, Four-Family Residential District), to low-density (R-1, Single-Family Residential District) (Figure 1.6), is intended to provide stabilization to the neighborhood by encouraging reinvestment in the existing single-family housing. The rezoning will likely lead to a long-term demographic shift resulting in increased owner-occupancy, increased family population, and a plateau in population density in this area within close proximity to Aggieville and Downtown.

**M-FRO Expansion (2016).** This upzoning of approximately 4.5 blocks northeast and east of Aggieville from low- and medium-density residential zoning, to the high-density R-3/M-FRO, Multi-Family Residential with Multi-Family Redevelopment Overlay District (Figure 1.6), is intended to expand rental housing opportunities in areas within walking and biking distance to major destinations such as KSU, MCC and Aggieville, where the infrastructural capacity exists to accommodate it. This rezoning is expected to lead to the long-term assembly and redevelopment of property in this area to more university-oriented low-rise multi-family structures. An increase in population density is expected with the potential for an additional net gain of about 375 dwelling units. Most demographic measures are unlikely to change dramatically in the immediate area since over 90% of the rezoned properties are currently renter-occupied and have low family and child populations.

**Urban Core Residential District (Planned for 2017).** This is a planned upzoning of approximately 4.5 blocks immediately east of the KSU campus and north of Aggieville from high-density residential R-3/M-FRO to Urban Core Residential (UCR). It is intended to further expand higher-density urban housing opportunities within easy walking and biking distance to the major destinations of KSU, MCC, and Aggieville where infrastructural capacity exists to accommodate it (Figure 1.6). This rezoning will lead to the long-term assembly and redevelopment of properties in the target area to university-oriented mid to high-rise apartments in a pedestrian-oriented urban environment, fulfilling an aspect of the Aggieville–Campus Edge Plan and Manhattan Urban Area Comprehensive Plan. A significant increase in population is expected in this area since housing density will only be limited by an 85-foot maximum building height. The demographic make-up in this area is unlikely to change dramatically from the existing elevated student population.

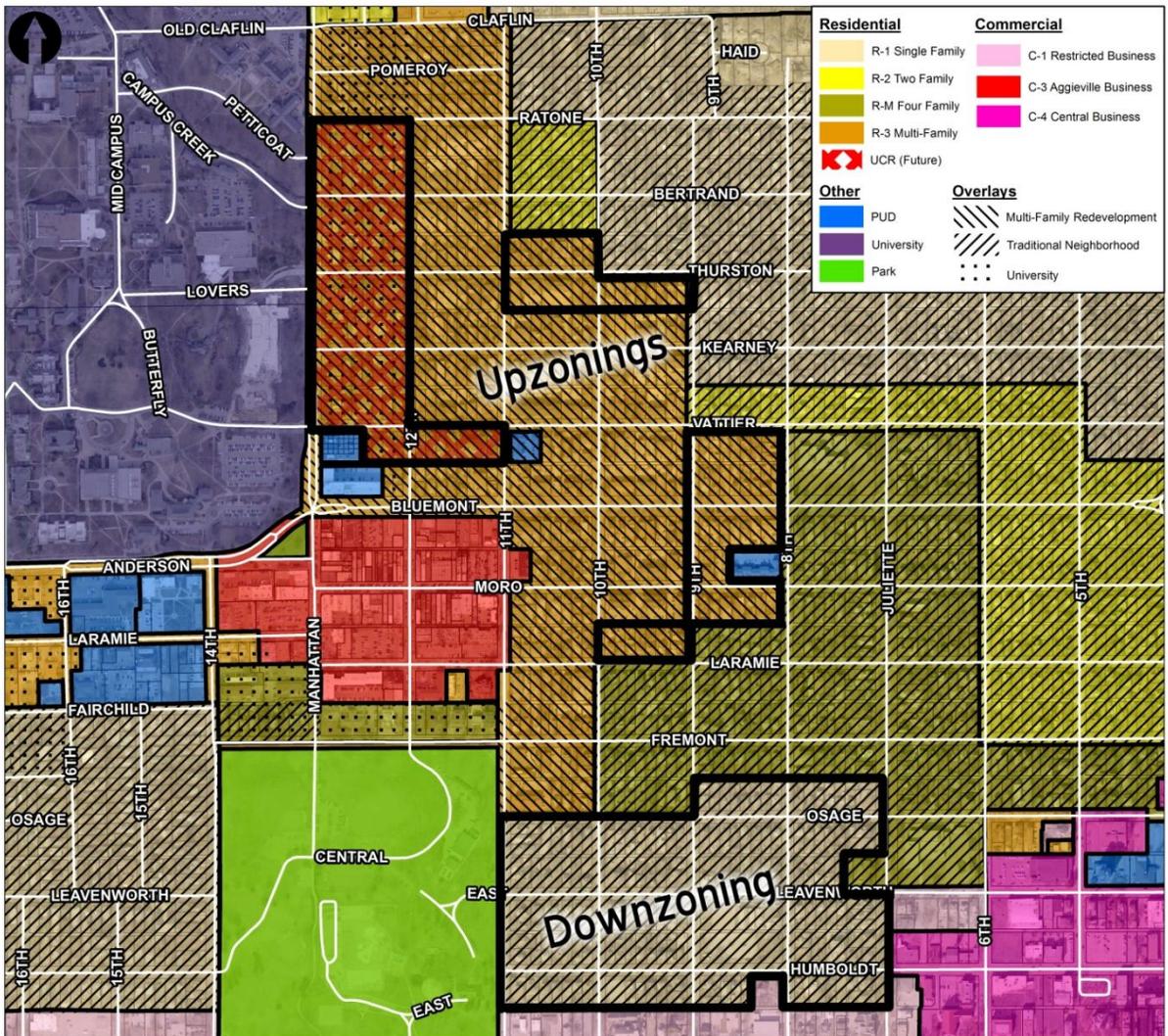


Figure 1.6: Aggieville area zoning with future UCR, 2016

## Supplemental Studies

**Aggieville Parking Study (2015).** This study provides a deeper understanding of parking capacity and utilization of public streets and parking lot spaces in the district throughout the day and evening by quantifying the utilization patterns of public parking in Aggieville.

**Downtown/Aggieville Parking Garage Feasibility Study (2014).** This study identifies options for public parking garages at the northwest corner of North 12th Street and Laramie Street and at the northwest corner of North Manhattan Avenue and West Laramie Street. The feasibility study found that a parking garage constructed on the northwest corner of North 12th Street and Laramie Street (south of Rusty's) could accommodate 372 parking stalls at an approximate cost of \$5.6 million while a parking garage constructed on the northwest corner of North Manhattan Avenue and West Laramie Street (south of Varney's) could accommodate 327 stalls at an approximate cost of \$4.9 million.

**FHMPO Multimodal Integration Plan (2016–2017).** This currently ongoing study of future multi-modal transportation scenarios will determine ideal locations of transit hubs that will affect the transportation patterns and behaviors to and from Aggieville.

**Visions in the Ville (2014).** This report is the product of a summer studio project completed by the College of Architecture, Planning and Design. It is a multi-faceted study addressing a multitude of issues associated with Aggieville. As a part of the study, researched-based solutions are proposed from a wealth of collected and analyzed data. This study helps identify issues, proposes solutions, and explores the possibilities and potential of Aggieville development.

## Major Developments

**Bluemont Corridor Redevelopment (2014).** One major redevelopment project following the recommendations in the Aggieville–Campus Edge Plan is the Bluemont Hotel and ground floor commercial spaces fronting Bluemont Avenue. This redevelopment represents a major shift in Aggieville's economic and developmental trends and fulfills part of the Aggieville–Campus Edge District Plan by contributing to the visual definition of the northern gateway and edge of Aggieville.



The Bluemont Hotel, 2016



# Chapter 2. Population, Housing & Zoning

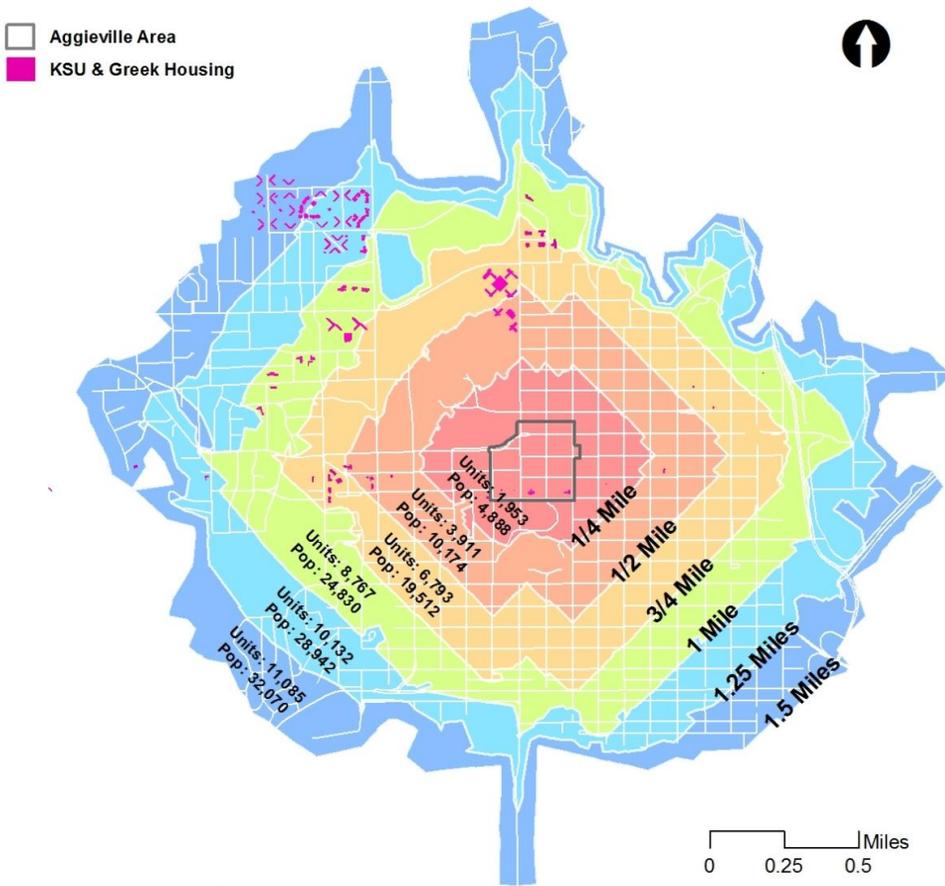
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## Population

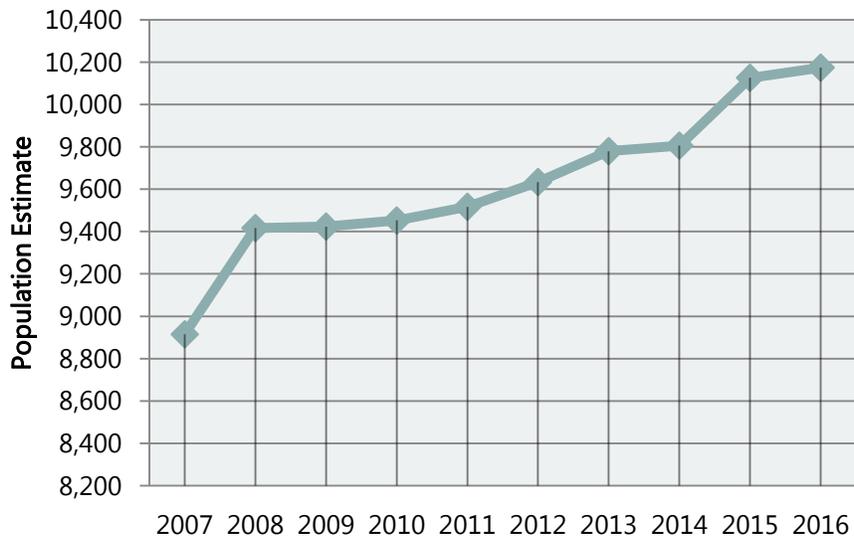
Manhattan has an estimated population of 58,410 (City of Manhattan, 2016). Aggieville is centered within the densest population area in the City of Manhattan, with high-density residential neighborhoods to the north and east, as well as pockets of Greek housing and KSU housing in and around the KSU campus. Just short of half of the population of Manhattan is estimated to live within 1.25 miles of Aggieville, while a little less than one in six residents live within half a mile of Aggieville—or about a ten-minute walk (Figure 2.1).

These areas of high population density are the result of an increasing demand for housing in close proximity to campus and Aggieville paired with zoning districts allowing multi-family residential development. Over the last 10 years, the estimated population within half a mile of Aggieville has increased by about 15% (Figure 2.2). Population in this area is expected to increase significantly as rezonings near Aggieville encourage increased commercial and institutional development as well as expanded housing opportunities.



Based on 2.39 persons per household (ACS 2013) and known group quarter populations.

Figure 2.1: Living Units and Population around Aggieville by Road Mile, City of Manhattan, 2016



## Housing

Although residential uses are permitted in Aggieville, currently there are only about 103 living units (dwellings) in the district, about half of which are in the Aggie Village apartment complex on the 1200 block of Laramie. One challenge to residential development includes the fulfillment of parking requirements. With the exception of Aggie Village, housing is typically limited to loft apartments above a few businesses. Pockets of apartment buildings and houses converted to apartments largely exist on the fringes of Aggieville. Most rental housing opportunities exist immediately outside of the Aggieville area. The diversity of this housing ranges from high-rise condominiums and larger apartment buildings to single-family houses. This diversity is matched by the neighborhoods surrounding the Aggieville area; from stabilizing historic single-family neighborhoods east and west of City Park to denser, redeveloping neighborhoods to the north and east of Aggieville.

The Business Owner Survey indicated that only one in three business owner respondents desire to see more housing *in* Aggieville, while nearly three in five desire to see more housing *near* Aggieville. Business owners generally agree that residential uses create a significant demand for parking, creating a potential conflict where intended short-term on-street spaces adjacent to commercial uses are occupied by long-term residential parking. They also generally agree that residential uses within the district need to provide enough off-street parking on-site as not to conflict with commercial parking capacity in the area.



Loft Apartments in Aggieville, 2016

## Tenancy

Renter-occupied housing accounts for roughly 60% of all living units across Manhattan. Housing in and around Aggieville is exceptionally dominated by rental-occupied housing units. Pockets of owner-occupied housing tend to be located west and south of City Park, as well as in areas between Aggieville and Downtown, generally east of City Park. Rental-occupied housing in multifamily developments and converted houses, accommodating young adults, presumably college students, populate the areas around Aggieville (Figure 2.3). However, as the distance from Aggieville increases, family population tends to increase, especially to the south, southwest, and southeast of Aggieville. Younger, student-oriented populations tend to dominate the areas north, east, and west of Aggieville.

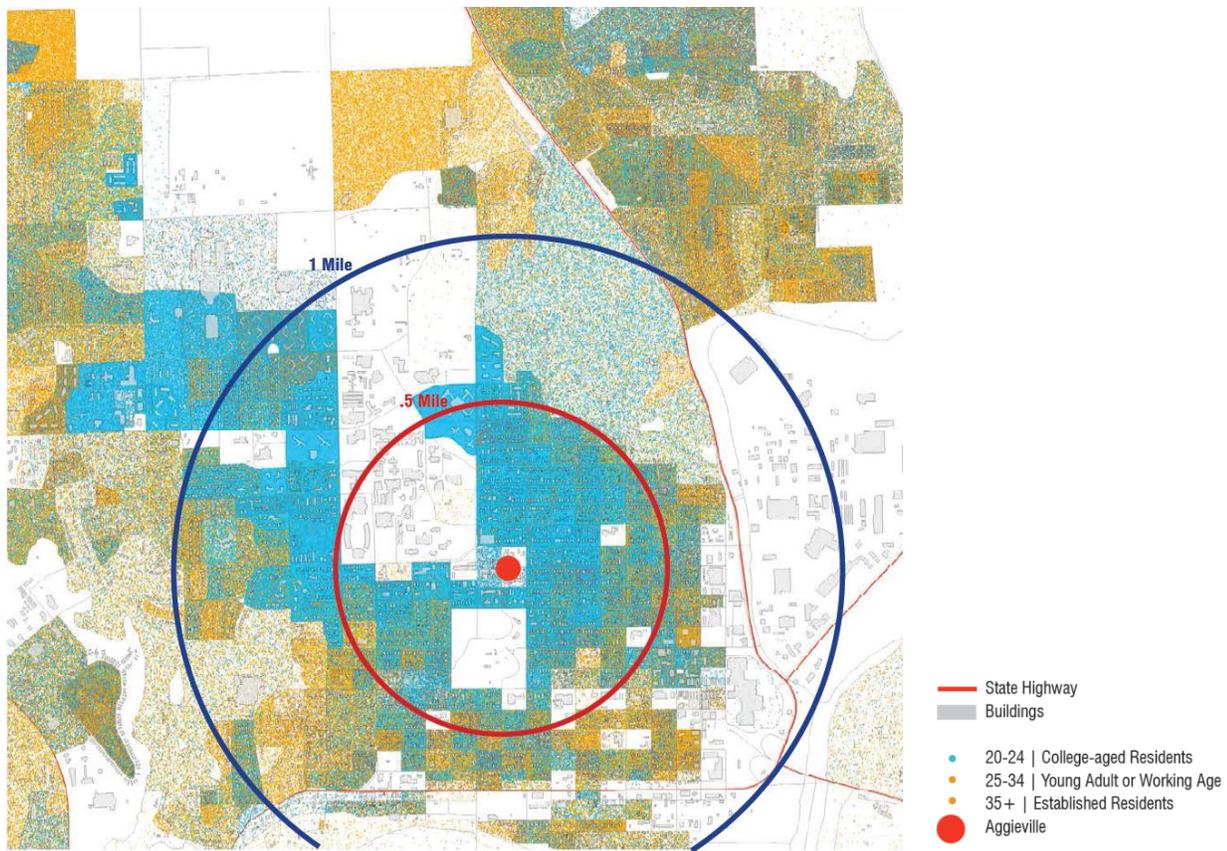


Figure 2.3: Demographics around Aggieville, Andrew Rostek, 2014. Source data: Riley County GIS, Kansas State University LAR646 data set, dated 2 June 2014.

## Zoning

Housing and housing potential in and around Aggieville are largely dictated by the zoning classifications in and around the district. There are 7 different zoning districts in the vicinity of Aggieville creating a full range of housing opportunities: (R-1) Single-Family, (R-2) Two-Family, (R-M) Four-Family, (R-3/M-FRO) Multiple-Family with redevelopment overlay, (PUD) Planned Unit Development, (U) University, and (C-3) Aggieville Business District (Figure 2.4).

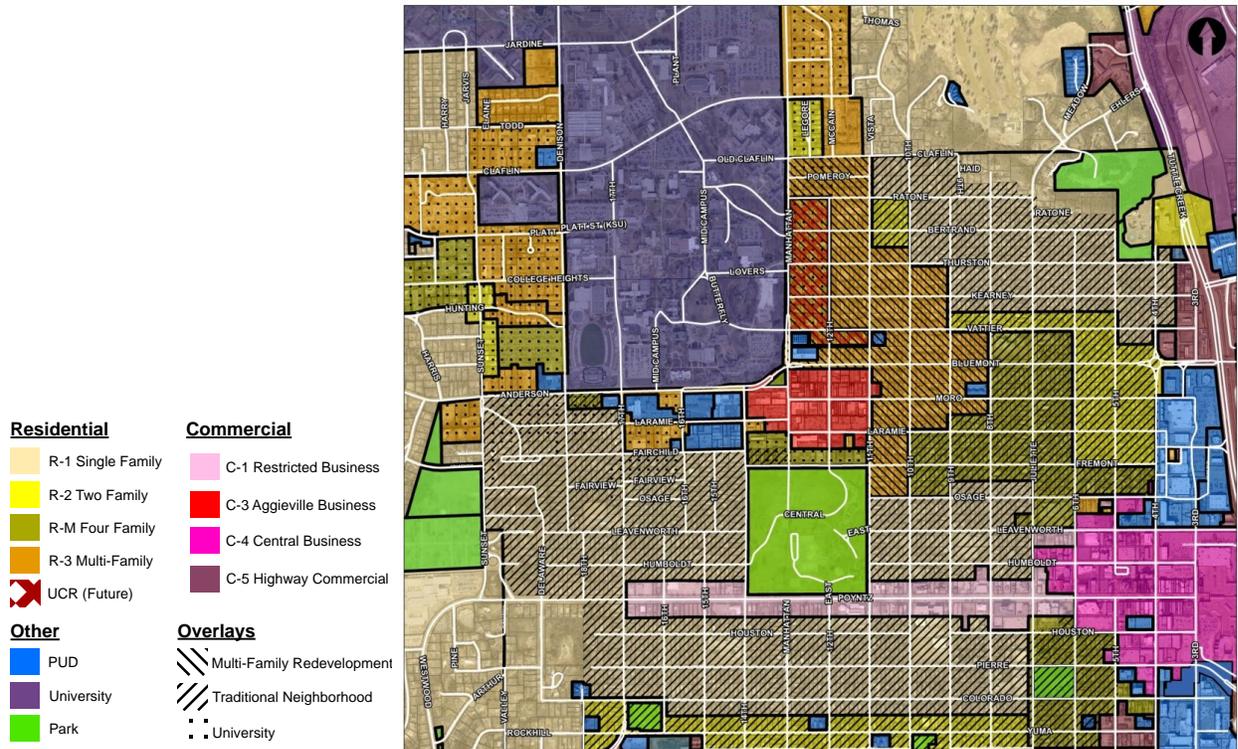


Figure 2.4: Zoning around Aggieville with future UCR, City of Manhattan, 2016

### R-3/M-FRO, Multiple-Family Redevelopment Overlay

Manhattan’s current highest density residential zoning district is located just north and east of Aggieville, the R-3 District. Almost all R-3 zoning near Aggieville is overlaid with the Multiple-Family Redevelopment Overlay (M-FRO) District. The M-FRO District is a special overlay created in 2003 to increase housing opportunity in close proximity to the KSU campus and Aggieville by promoting functionally integrated multiple-family development compatible with the traditional character of the older neighborhoods. It allows for low-rise apartments (up to 3.5 stories) at a density of up to 43 dwelling units per net acre. The overlay spurred dozens of redevelopment projects, resulting in the construction of 501 dwelling units to date. The M-FRO District expanded following the adoption of the 2015 Manhattan Urban Area Comprehensive Plan Update, adding approximately 4.5 blocks along the eastern edges of the M-FRO District, giving it a total area of 26.5 blocks.



M-FRO redevelopment examples

### UCR, Urban Core Residential District

The future zoning district, conceptualized in the Manhattan Urban Area Comprehensive Plan, called the Urban Core Residential (UCR) District is currently in draft form. Its implementation is anticipated by the end of 2016. The district will consist of 4.5 blocks located immediately north of Aggieville and east of



UCR Conceptual Rendering, R. Albracht, 2016

the KSU Campus, along North Manhattan Avenue. It will further encourage increased housing opportunity within short walking distance of the KSU and MCC campuses and will follow a form more characteristic of urban neighborhoods. It will promote mid- to high-rise apartment buildings (3 to 8 stories) with optional ground-floor accessory neighborhood commercial services fronting North Manhattan Avenue. The UCR will require a minimum residential density of approximately 58 dwelling units per acre.

### R-M, Four-Family Residential District



Four-plex example in the R-M District

The R-M District is primarily located one to two blocks east of Aggieville, generally stretching between Aggieville and the Downtown area, with a smaller area between the Aggieville core and the north edge of City Park. The R-M District was created in 1985 as a transitional medium-density zoning between two-family (duplex) housing and multiple-family housing. It allows for smaller four-plex apartments at a density up to about 19 dwelling units per acre. Currently, there are 556 dwelling units in this district within half a mile of Aggieville with a population of approximately 1,328.

### R-2, Two-Family Residential District



New Duplex near Aggieville

The R-2 residential district is located in small pockets 5 blocks east of Aggieville between North Juliette and North 4th Street. The R-2 District allows for two-family (duplex) housing, up to about 11 dwelling units per acre. Only a handful of properties in this district have not already been converted to duplexes, so the future developmental potential of this district is fairly limited.

### **R-1, Single-Family Residential District**

The R-1 residential district is located in large areas northeast, southeast, and southwest of Aggieville. The R-1 District allows for single-family housing, up to about 6 dwelling unit per acre. Some of these areas were rezoned from multi-family to single family as a tool for neighborhood stabilization on the west and east sides of City Park (2003 and 2015, respectively). This created many non-conforming properties consisting of houses that had been converted to apartments. Currently, there are 950 dwelling units in this district within half a mile of Aggieville with a population of approximately 2,271.

Because this zoning is limited to single-family residential construction, the developmental potential of this district is capped at what exists today, though is likely to decrease slightly over time as converted apartment houses are occasionally returned to single-family structures.



Single-family house near Aggieville

### **PUD, Planned Unit Development District**

A planned unit development (PUD) is a customized zoning district of at least half an acre. PUDs can be located anywhere and can be for any use (residential, commercial, or industrial) provided it is generally compatible and appropriate with the surroundings and conforms to the land uses identified in the Comprehensive Plan for its location. PUDs in the Aggieville area range from developments like the Manhattan Christian College Campus, Campus Bridge Lofts condominium tower, and the Bluemont Hotel. PUDs in the Aggieville area account for 355 dwelling units, including hotel rooms, with a permanent population estimate (excluding hotels) of about 280.



High-rise apartment PUD near Aggieville

Because PUDs are custom zoning districts, their potential for contributing to housing opportunities cannot be calculated. However, they are a zoning tool for accommodating housing in special circumstances and in a controlled manner.

### **U, University District**

The University District includes all of the KSU campus. It is intended to accommodate the buildings and infrastructure necessary for the university to function, including housing. The Strong Complex at KSU, including Boyd, Putnam, and Van Zile Halls, contains the only residential halls near Aggieville (within half a mile), with a population of about 550 students during the spring and fall sessions.



Wefald Hall Rendering, K-State News and Communication Services, 2014

The annexation agreement between the City and K-State gives the University autonomy with on-campus development, including housing development. No additional residential construction is currently planned for the University on the east side of campus in the vicinity of Aggieville. Wefald Hall, a new on-campus residence hall opens in fall 2016 on the west edge of campus and will accommodate 540 students. However, it is not considerably close to Aggieville.

### C-3, Aggieville Business District

The C-3 District is the zoning classification specific to Aggieville. Though it is primarily known as a commercial district, residential development is allowed with no limit to the number of units, though there is a structure height limit of 35 feet. Currently, there are 103 dwelling units Aggieville with a population of approximately 246.

The housing potential of the C-3 District is technically unlimited; however, the district’s primary use as a retail commercial area, combined with building height limitations and space required for off-street parking make major residential development a challenge.

**Current and Potential Development and Population within ½ mile of Aggieville by Zoning District**

District within ½ mile of Aggieville*	land area (acres)	Proximity to Aggieville area (blocks)	Current no. of living units	Potential no. of living units	Current estimated population	Potential population
R-3/M-FRO**	65.7	0–6	1,216	2,825	2,906	6,752
UCR	13.1	0–5	276	***760	660	***1,816
R-M	39.3	0–6	556	761	1,329	1,819
R-2	13.0	3–6	92	92	220	220
R-1	114.7	1–6	1,092	1,092	2,610	2,610

\*includes only districts that permit housing  
 \*\*subtracts future UCR area  
 \*\*\*calculated using minimum density requirement

### Summary

While zoning constraints make residential development in Aggieville a challenge, significant opportunity exists in close proximity to the district. Populations are expected to increase in these areas as development accommodates and while potential for redevelopment exists. The majority of this increase will likely be KSU and MCC students; however, stabilization of single-family neighborhoods near Aggieville should create pockets of housing in areas suitable for families over time.

# Chapter 3. Economy



Olson's Shoe Repair, Emily Starkey, K-State Collegian, 2016

## Establishments

Aggieville contains roughly 105 businesses; nearly half are located along Moro Street. Of the businesses established in the district, about 73% are local. Approximately 14% of businesses are national chains, and regional businesses amount to 13% (Visions in the Ville, 2014). More than 52% of Aggieville businesses are categorized as restaurant/drinking establishment. Approximately 29% of the businesses offer professional or personal services and shopping/retail stores account for around 18% (Visions in the Ville, 2014).

## Vacancy & Turnover

As of July 2016, roughly 14% of Aggieville business spaces are vacant. In the last five years, the district has experienced about 70 business turnovers (Figure 3.1).

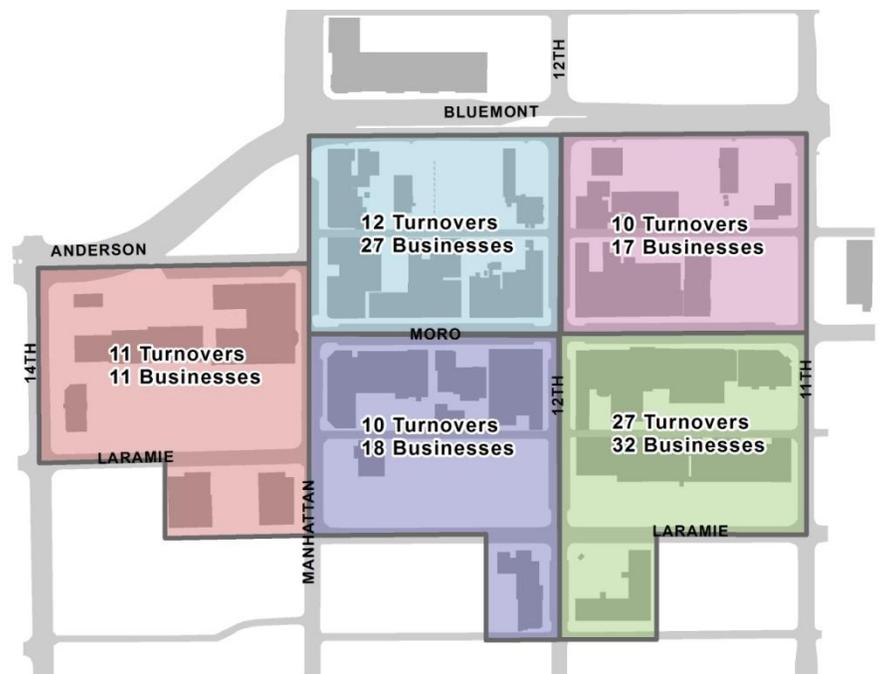
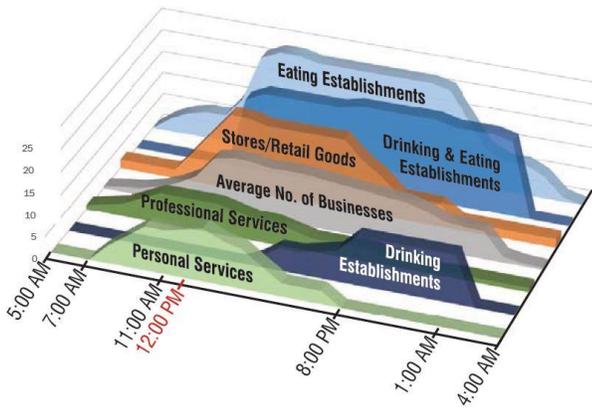


Figure 3.1.  
Estimation of turnover in Aggieville  
by area from 2011–2016

## Hours of Operation

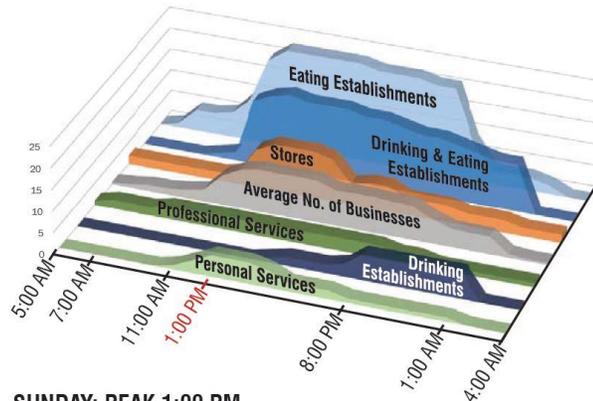
The hours of operation for a majority of Aggieville businesses are between 11:00AM and 1:00AM. Nearly 85% of businesses are open Tuesday through Thursday. On Mondays, at approximately 4:00PM, about 25% of businesses are not open and on Sundays, at approximately 1:00PM, about 40% of businesses are not open.



**SATURDAY: PEAK 12:00 PM**

**75 Businesses Open**

25% of Aggieville Businesses are Not Open



**SUNDAY: PEAK 1:00 PM**

**60 Businesses Open**

40% of Aggieville Businesses are Not Open



**MONDAY: PEAK 4:00 PM**

**74 Businesses Open**

25% of Aggieville Businesses are Not Open



**TUESDAY-FRIDAY: PEAK 4:00 PM**

**85 Businesses Open**

Aggieville Businesses are Typically Open

Figure 3.2 Aggieville Hours of Operation, Visions in the Ville, Erin Wilson, 2014

## Aggieville Business Survey

The online Aggieville Business Survey conducted by the City of Manhattan received 31 responses from the areas' business owners representing 35 businesses. The following is based on the collected comments provided by roughly one third of Aggieville's business population.

### Brief Overview of Survey Results

- Of the 35 respondents, 16 businesses were established within the last 10 years.

- The 35 businesses that responded to the survey reported serving over 50,000 customers in a typical week. Those businesses employ over 650 people.
- More than 63% want to see fewer drinking establishments in the district. Large percentages of respondents want to see more art and cultural activities and more retail uses in Aggieville.

## Concerns

When asked how satisfied the business survey respondents were with having a business in Aggieville the average rating was 3.7 on a scale of 1 to 4 where four is “very satisfied.” Two respondents were “unsatisfied” and three respondents were “very unsatisfied.” Some survey respondents offered additional comments. Another owner noted that their location in Aggieville “is bittersweet” because although the district offers lots of foot traffic, their customers cannot find parking spaces and as a result they lose business.

Several of the survey respondents offered comments and suggestions in regard to what they did not like about being located in Aggieville. More than 35% of respondents expressed concern about the lack of parking spaces and traffic issues. The second most expressed concern was about the community’s misconception of the district. One business owner stated, “sometimes local folks only think we’re a bar location...not retail focused.” Another respondent commented that there is “the misconception of Aggieville being only for college kids and [that Aggieville is] dangerous.” The third most common concern was in regard to the deteriorated physical state of the district and lack of streetscape amenities.

The respondents made several recommendations on how Aggieville could be improved. Over a third of respondents felt that Aggieville should focus on attracting new businesses. Respondents selected only two types of uses that they wanted

to see less of in the district, the vast majority was for drinking establishments. Business owners made comments and suggestions that a cap should be placed on the number of liquor licenses permitted in the district. Business owners expressed the desire to decrease drinking establishments and increase retail stores. Another desire expressed was to attract all types of people from within and outside the community by broadening the diversity of businesses in the district.

What types of uses would you like to see more or less of in Aggieville?

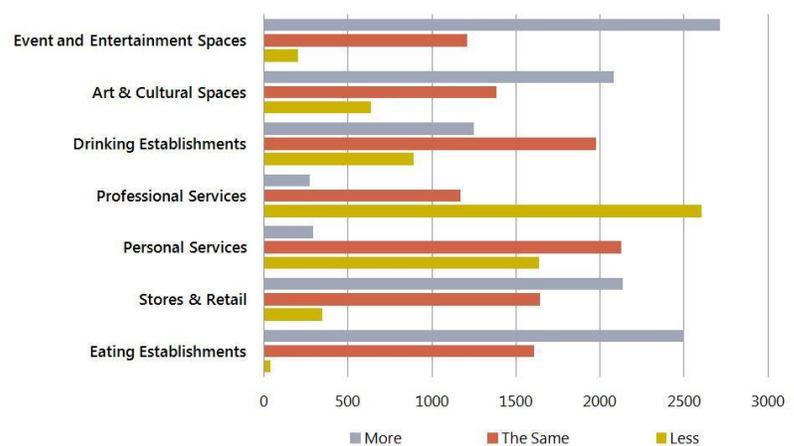


Figure 3.3 Aggieville Community Survey, 2016

## **Positives**

On the other hand, owners named its large amounts of foot traffic, its role as a destination, and its unique vibe as some of the positive aspects of operating a business in Aggieville. One saw it as a small community within the larger town, a place worthy of greater municipal investment, a place that worked because of the large student population living close by. More than one saw the large variety of business types as an asset to the district, correlating to suggestions above that a cap be placed on the number of taverns.

## **Changing Retail Market**

Recently Aggieville has seen the closure of two prominent retail businesses on Moro Street, Big Poppi's Bicycle Co. and Varney's Book Store. Reasons given for closing included in part, changing markets due to competition from online e-commerce sites and particularly online book sales/rental. The e-commerce phenomenon will continue to be a challenge for smaller local retailers and the Aggieville business community. Food trucks are also beginning to appear in the area, bringing up zoning questions for allowing them. However, there are relatively low restrictions on the range of uses allowed in Aggieville, as dictated by zoning.

## **Summary**

The Aggieville business landscape will continue to change into the future. The district will need to be flexible to handle changing markets and have a broader mix of business types if it is to appeal to the broader community as a place to eat, shop, and receive services.

# Chapter 4: Streetscape & Environment



## Streetscape

The last major streetscape improvement to the Aggieville area was completed in 1989. Improvements included a unified style of lighting, seating, trash bins, sidewalk pavers, street banner installments, and bicycle racks, still in the district today. While these improvements were positive, the Community Survey and Business Survey revealed a general desire for further improvements.

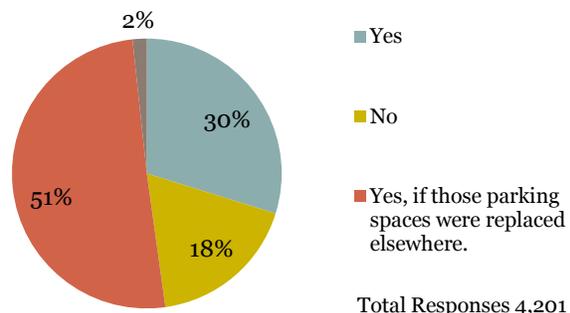


Moro Street Renovation, 1989. Aggieville Archives.

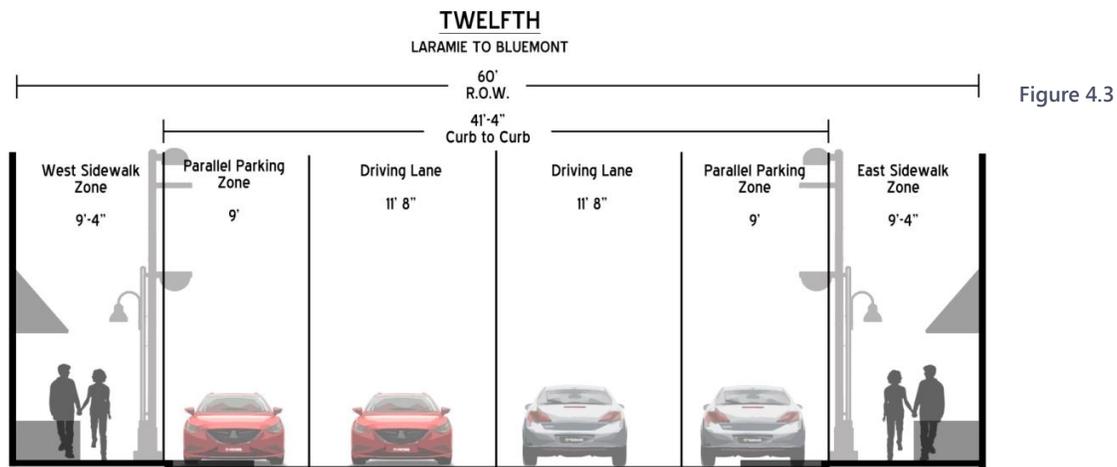
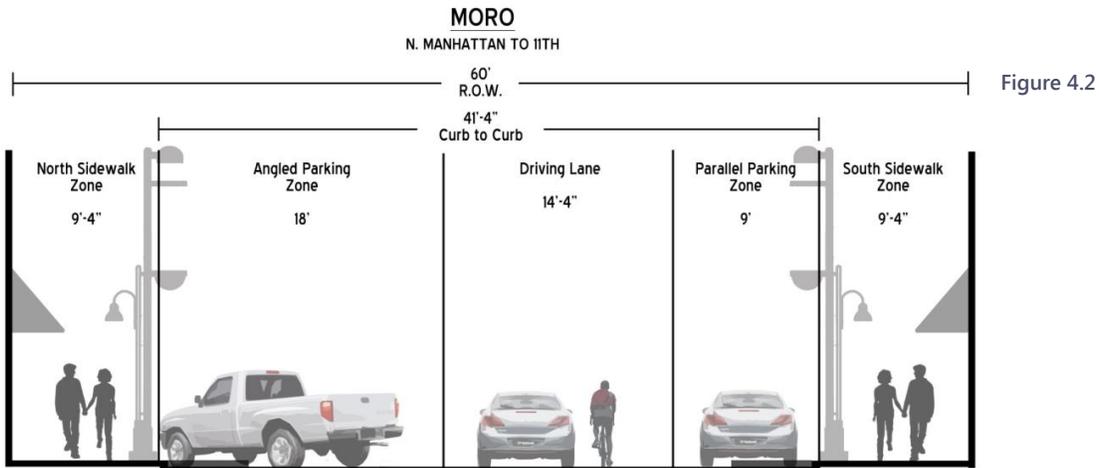
Street width is an important factor in determining what improvements can be made, as well as the quality of those improvements. Often, uses and amenities are competing for space on a street. For instance, Moro Street has approximately 60 feet of right-of-way fixed between buildings. A little less than 19 feet of this width is dedicated to sidewalks and sidewalk amenities, while just over 41 feet is dedicated to the driving lane and on-street parking. Similar conditions exist throughout the core of the district.

The Community Survey indicated 81 percent of respondents *would* be in favor of more pedestrian amenities such as wider sidewalks, outdoor seating, and street trees *even* if it reduced the number of on-street parking spaces. However, 63 percent of these respondents said those spaces would have to be replaced somewhere else. Only 18 percent of respondents said they were not in favor of more pedestrian

Figure 4.1. Would you be in favor of more pedestrian amenities in Aggieville (wider sidewalks, outdoor seating, street trees, etc.) even if it reduced the number of street parking spaces?

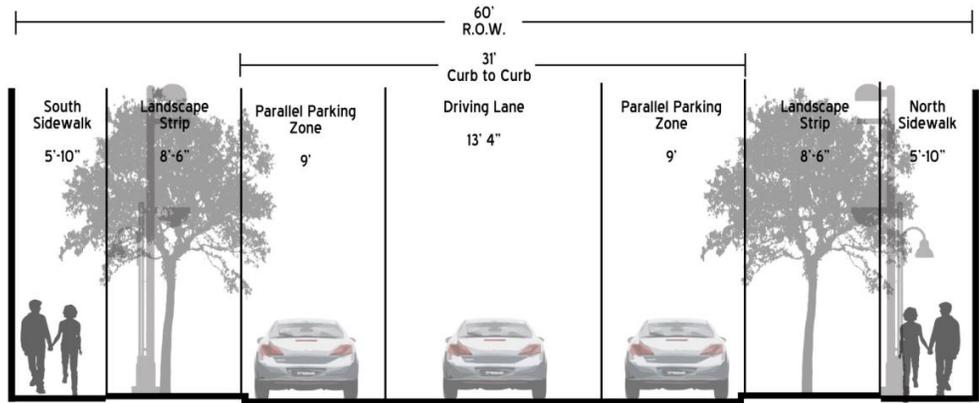


amenities if it reduced the number of on-street parking spaces (Figure 4.1). Very similar results hailed from the Business Owner Survey, in that 81 percent of respondents said they *would* be in favor of more pedestrian amenities like wider sidewalks, outdoor seating, and street trees *even* if it reduced the number of on-street parking spaces. However, more business owners put an emphasis on the replacement of those spaces, as 84 percent of the 81 percent noted a decrease in on-street parking was contingent on the replacement of those spaces elsewhere.



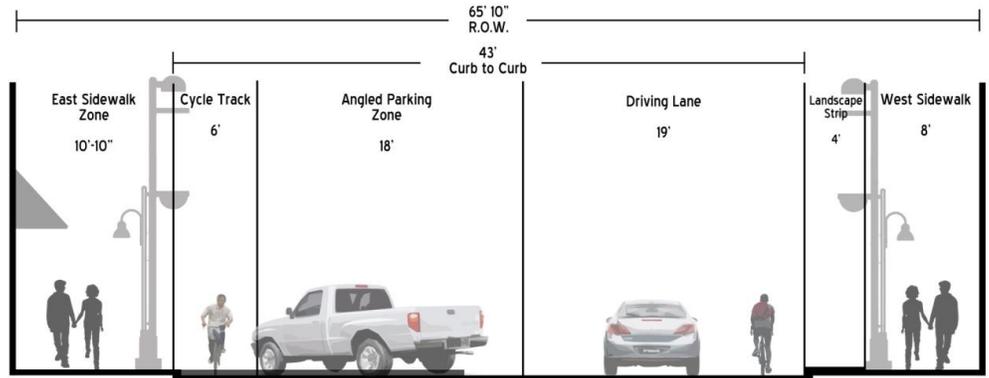
**LARAMIE**  
11TH TO N. MANHATTAN

Figure 4.4



**NORTH MANHATTAN**  
MORO TO BLUEMONT

Figure 4.5



The Community Survey identified the top five streetscape desires for the district to be lighting, public seating, private (restaurant) seating, increased on-street parking spaces, and street trees, respectively. Landscaping (planters) was a close sixth (Figure 4.7). Four of the top five desired streetscape improvements would be in direct conflict with the desire for more on-street parking, which would likely reduce sidewalk widths and sidewalk amenity areas in order to maintain automobile access.

### Top Five Desired Streetscape Improvements (Community Survey)

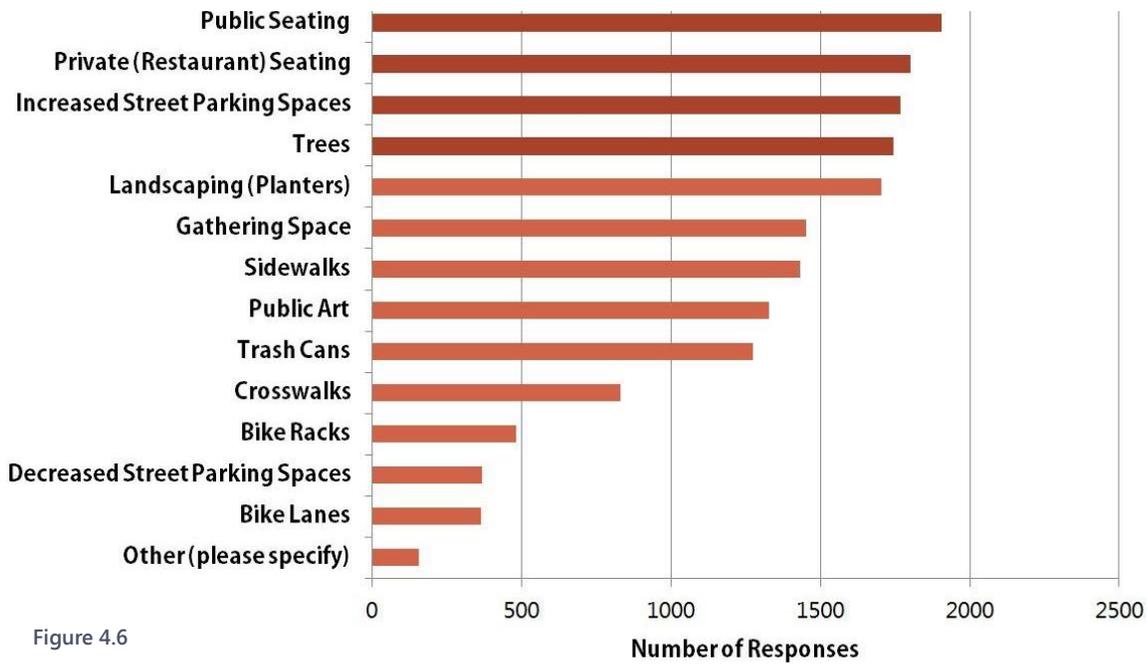


Figure 4.6

## Lighting

Lighting improvements in Aggieville were a significant component to the streetscape improvements made in 1989. This included the green poles with pedestrian and street level lighting fixtures existing in and around the district today. While a number of comments from the Community Survey suggested that more ornamental lighting be considered, safety would appear to be the biggest concern stemming from the desire for increased lighting. While the majority (75 percent) of respondents feel “safe” or “very safe” in Aggieville, many commented they felt less safe at night due to increased alcohol



Top: Moro and North Manhattan intersection at night



Right: Typical lighting fixtures in Aggieville

consumption and a lack of lighting in certain areas, specifically along alleys and pedestrian routes in surrounding neighborhoods.



Figure 4.7 Lighting throughout the District

### Public Seating and Waste Bins

Public seating in Aggieville is mostly clustered in and around Triangle Park and around city-owned parking lots. There is almost no seating within the core of Aggieville along Moro or North 12th Streets (Figure 4.8). Waste bins are more evenly distributed throughout the Aggieville core, though some are not well maintained and are missing receptacles. Most seating and waste bin elements were installed during the streetscape improvements made in 1989.



Left: Waste Bin  
Right: Benches along North Manhattan



Figure 4.8 Public Seating and Waste Bins in Aggieville, City of Manhattan

## Private Sidewalk Seating and Dining

Private sidewalk seating and dining for restaurants are almost non-existent in Aggieville. City ordinance allows for outdoor seating and dining on public sidewalks in Aggieville with the submission of an annual application and fee along with a site plan. However, the Americans with Disabilities Act (ADA) accessibility requirements must be maintained, including at minimum, an open passage width of five

feet between any sidewalk obstructions, which in many areas would be difficult to accomplish due to narrow sidewalk widths and the presence of other streetscape elements such as light poles.



Rusty's Patio, 2016.

Several establishments have outdoor seating areas or patios on private property, some of which have direct access to the public sidewalk and street frontage, such as Porter's at 706

North Manhattan Avenue and Rusty's at 1213 Moro Street. The only establishment with outdoor seating on the public sidewalk is Radina's at 616 North Manhattan Avenue. Of the restaurants and drinking establishments that completed the Business Survey, about 30 percent identified private sidewalk seating as a top five streetscape improvement to Aggieville.

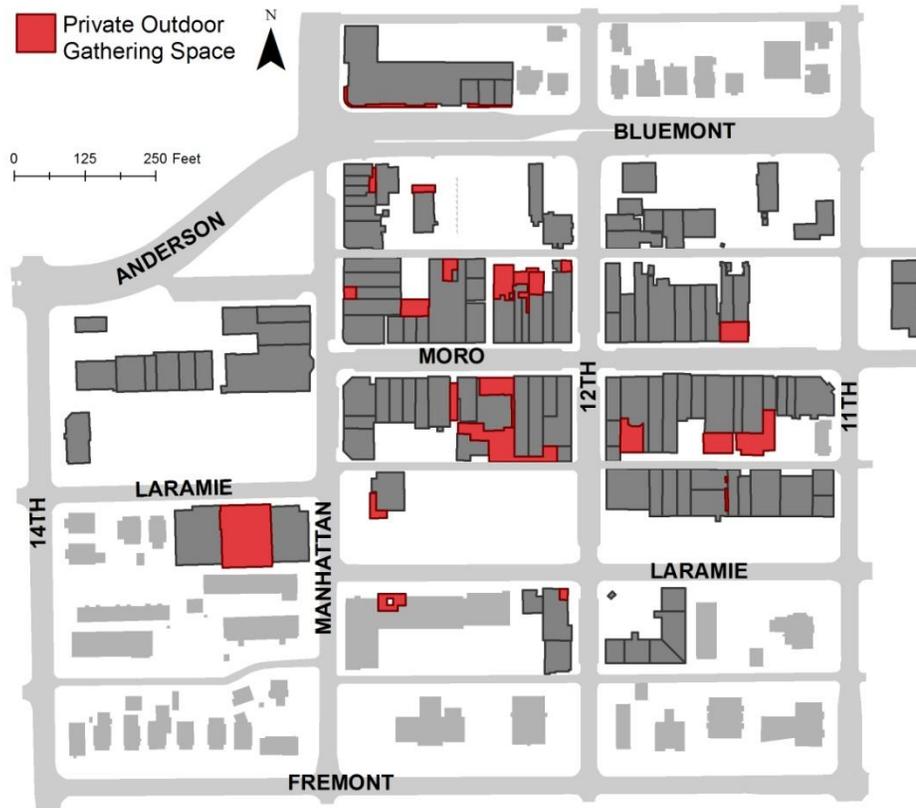


Figure 4.9. Outdoor Gathering Spaces, City of Manhattan

### On-Street Parking

On-street parking in the Aggieville area is available along all core streets (see Parking chapter). Increasing on-street parking was identified as a high priority in the Community Survey, conflicting with higher priority desires in terms of utilization of right-of-way space. Again, most respondents said they *would* be in favor of more pedestrian amenities like wider sidewalks, outdoor seating, and street trees even if it reduced the number of on-street parking spaces. Angled parking along Moro Street, North Manhattan Avenue, and Anderson Avenue allows for more stalls per linear foot compared to parallel parking. This was the goal of the reorientation from parallel to angled parking in 2002. However, angled parking takes up much more street width. For instance, the change along the 1200 block of Moro added nine on-street parking spaces (about a 25% increase) but doubled the parking space width on the north side of the street. Sidewalk widening will not be possible without reconsidering that configuration.

## Trees and Landscaping

As discussed in the Land Use section, green space is extremely limited in the core of Aggieville, consisting of small landscaped islands usually associated with public parking lots or grass parkrows between a sidewalk and the street. Triangle Park provides the most continuous green space, while other large sections are only associated with private lawns in residential areas in the southern and northeastern areas of Aggieville. The same distribution can be said for trees in Aggieville since green space typically accommodates trees where the area can support them.

Although no official survey of the area has been conducted, aerial analysis currently reveals there are approximately 262 trees in Aggieville. Only 57 of these trees are adjacent to commercial uses in the core of the district. Of these 57 trees, 19 are in public parking lots, 15 of them are in Triangle Park, 12 are in the street right-of-way, and 11 are on private property.



Top: Triangle Park, 2016, City of Manhattan

Bottom: Tree along Laramie, Source



Figure 4.10. Green Space in and around Aggieville

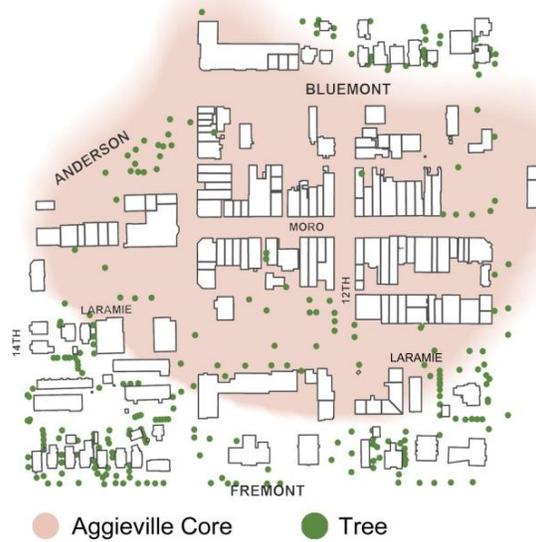


Figure 4.11. Trees located in Aggieville

Historically, there were more trees in Aggieville when the streets and sidewalks were narrower, leaving more room. Recently, however, landscaping and tree plantings in the core of Aggieville have been avoided, both by the City of Manhattan as well as by private property owners due to vandalism and maintenance concerns. When streetscape improvements were made by the City in 1989, there were almost no street trees planted for this reason. Instead, hardscape elements like sidewalk pavers and lighting improvements were emphasized.

Left: Trees by the J.F. Harrison Building (1120 Moro St.) built in 1915, burned and demolished in 1998.



Right: Trees by the J.L. Johns Building (615 North 12th St.)



Planters, like trees, are rare in the core of Aggieville and are typically located in or around city-owned parking lots. They usually contain hardier shrubs or ornamental trees. Many planters have fallen into disrepair or are missing plantings. Planters with living planting material soften the landscape and create screening for some parking lots while providing visual breaks within parking lots.



Planter absent of vegetation, 2016

### Gathering Space

Triangle Park serves as the most consistent civic gathering space in Aggieville. It is host to several formal and informal gatherings and events throughout the year. It also serves as a transition between the K-State Campus and Aggieville, sharing frontage to commercial uses on the east and south side, and the K-State campus on the northwest along Anderson Avenue. However, it is limited in its ability to accommodate larger events due to its design as a passive green space. Its location along a major road and its location on the edge of the district

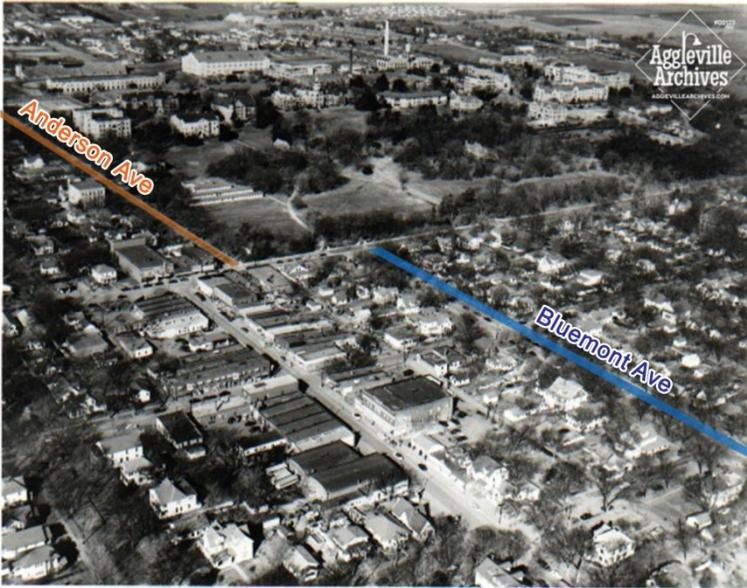


Aggieville New Year's Eve, Source

also makes it less of a focal point. Gathering space in the street realm is largely limited by the same factors as private sidewalk seating and is fairly non-existent in Aggieville.

## Triangle Park

Triangle Park was formed in 1966 when the southeast corner of the then Kansas State University of Agriculture and Applied Sciences was cut through to connect Bluemont Avenue with Anderson Avenue.



Left: Historic Aerial View Prior to Development of Triangle Park, 1960, Aggieville Archives.

Above: Triangle Park, 1990. Aggieville Archives.



Aerial View of Triangle Park, Pictometry, 2016

The park land is still owned by K-State but technically exists as a right-of-way easement maintained by the City of Manhattan. When the University dedicated the land, there were several Easement Agreements outlined, constraining the use and development of the park over time. These agreements state that no permanent buildings, structures or roadways will be constructed or developed to maintain the area as a park. They also state that the City will maintain the area and will install appropriate street and park

lighting in the area, the street lighting to be similar to other street lighting in the area of the easement and all park development plans are subject to approval by Kansas State University.

Triangle Park has several enhancing amenities including waste bins, ample seating, lighting, a small pavilion, brick plaza, bike racks, landscaping, and extensive tree coverage, though it remains a fairly passive park, lacking destination features and active uses. This is largely due to the limitations of the park's easement agreement; restricting permanent structures. The Community Survey indicated that few patrons go to Aggieville specifically to visit the park, as 59% of respondents reported "very rarely or never" visiting Aggieville to go to Triangle Park, whereas another 28% reported only visiting the park "a few times a year."



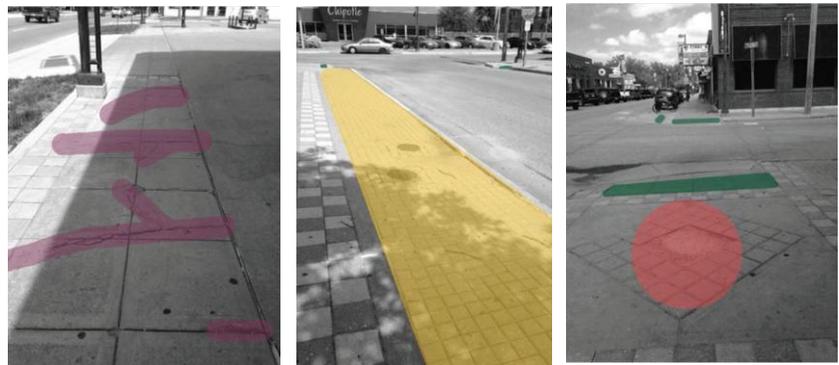
Triangle Park. Cathy Dawes, KMAN, 2015

Survey respondents noted a large number of improvements that could be made to Triangle Park. Some of the most recurring suggestions included:

- Additional seating, benches, picnic tables, landscaping.
- More decorative lights.
- Installation of a fountain, water feature, and public art.
- More activities such as concerts and movies on the lawn.
- Improved screening along Anderson Avenue.

## Sidewalks

Sidewalk design in Aggieville is consistent throughout the core of the district, following the design implemented in the 1989 improvements. Many of those sidewalk improvements have since fallen into disrepair. Uneven surfaces, sidewalk obtrusions, and missing pavers lead to an undesirable aesthetic of the district and create accessibility issues. Additionally, several crosswalks in the district are missing tactile paving. Sidewalk cleanliness is also a concern identified from the Community Survey and the Business Owner Survey.



L to R: Missing Paver and Tactile Paving, Uneven Side Bricks, Sidewalk Obtrusions, Allison Balderston, 2014

## Wayfinding & Visibility



Wayfinding at 17th and Fort Riley Boulevard

Street signs at the intersection of Tuttle Creek Boulevard & Bluemont Avenue and at 17th Street & Fort Riley Boulevard direct drivers toward Aggieville. However, there is no directional signage closer to the district (Figure 4.12). Additionally, at the intersection of Moro and 11th Street, is a wayfinding sign for bicyclists that displays distances and locations of nearby attractions such as Downtown and the Discovery Center. During the summer of 2016, the City of Manhattan will be placing a series of 40 wayfinding signs for bicyclists throughout the city. This will include signs within and surrounding the Aggieville District.



Bluemont Avenue Sign. Parker Ruskamp, 2014. Visions in the Ville.

There is a high volume of traffic through the Anderson/Bluemont Corridor that frames the northern edge of the Aggieville core (Figure 4.13). The highway and strip development along the corridor presents identity issues for the Aggieville core. Often visitors will miss Aggieville while driving along Anderson and Bluemont because the highway/strip development along the corridor is inconsistent with Aggieville, as they know it to follow more of a downtown-style development pattern (see Section 11, Building and District Design).

Figure 4.12.

Signage for Aggieville businesses.

Ruskamp, Parker. 2014. Data from Hahn, H. Visions in the Ville.

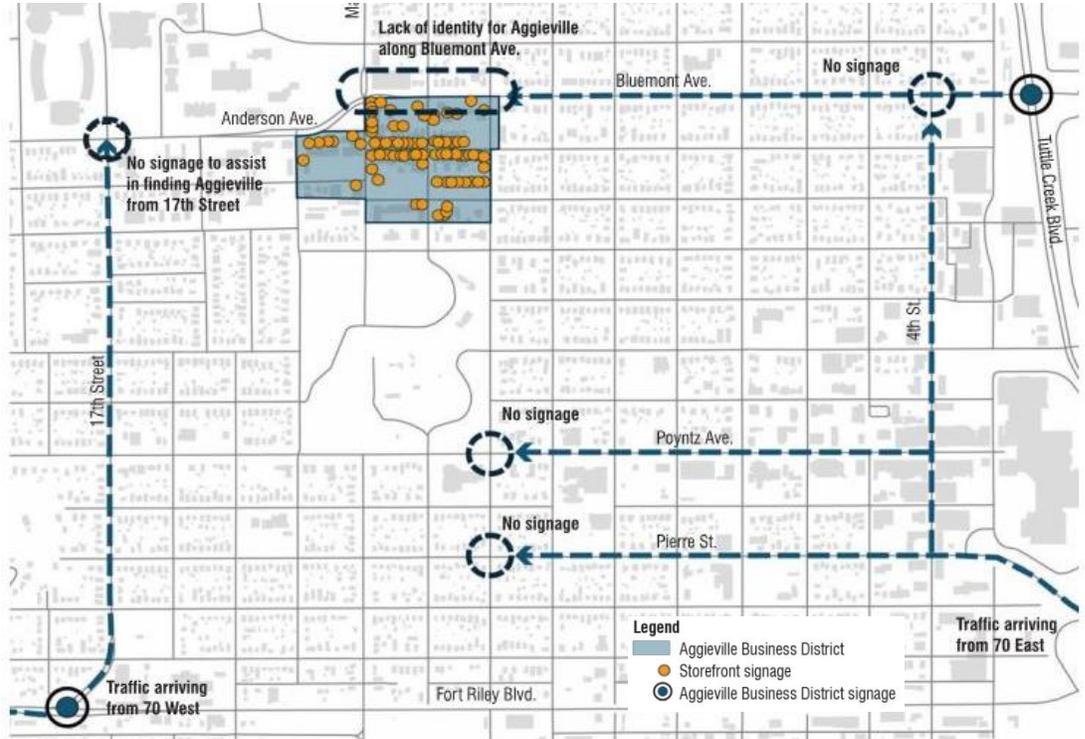
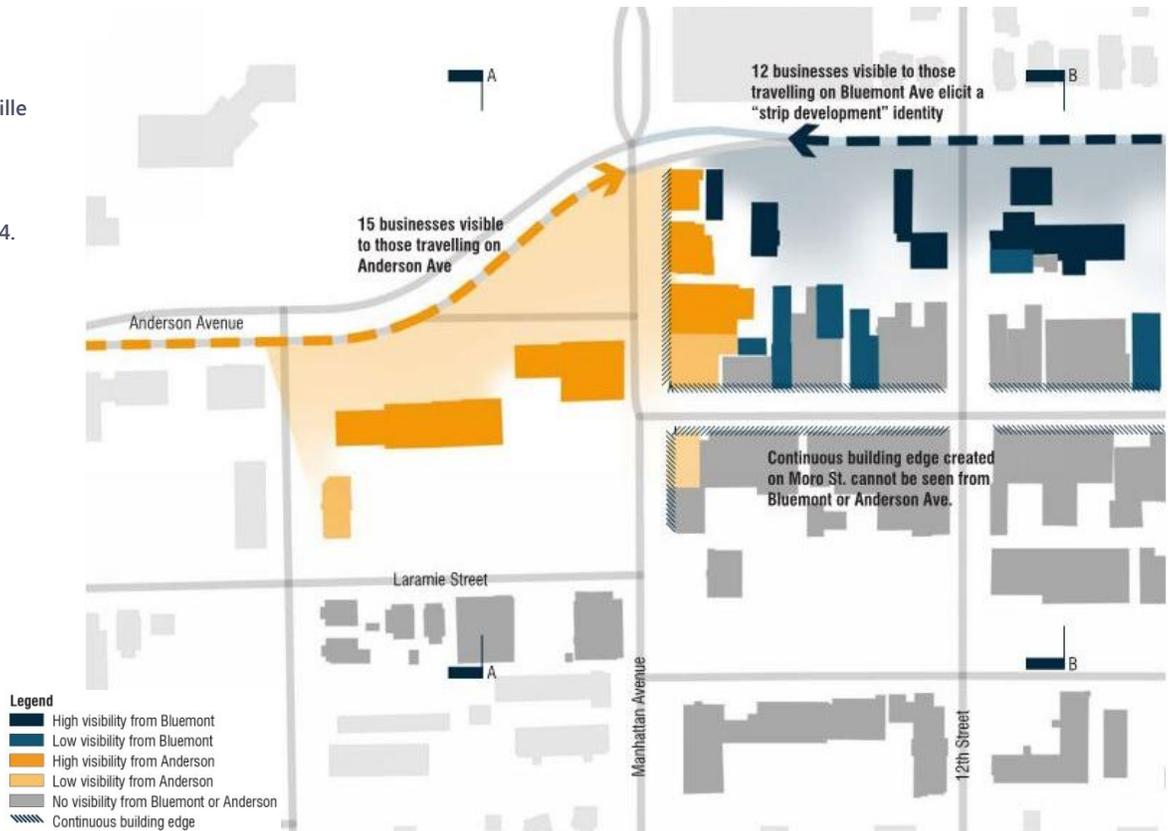


Figure 4.13.

Presence of Aggieville on Bluemont and Anderson.

Jared Sickman, 2014.

Data from H. Hahn, Visions in the Ville.



## Gateway Features

Stone columns exist along Anderson and Bluemont as well as at 11th and Moro Street to help identify gateways to the district. These types of entry features are absent in other entryways, potentially creating a missed opportunity for district identity.



Top left: Entrance along Anderson Avenue. Top right: Intersection of North Manhattan Avenue and Anderson Avenue. Bottom left: Intersection of Moro and 11th Street. Bottom right: Plaque placed on entrance posts.



Figure 4.14. Average Daily Traffic Volume around Aggieville. City of Manhattan, 2016.

## Summary

Significant potential for streetscape improvements exists throughout Aggieville. These improvements range in goals and project scope, from creating a more continuous identity around the periphery of the district to improving pedestrian features such as sidewalks and additional amenities that make Aggieville more inviting and visible to outsiders.

# Chapter 5: Land & Area Use

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## Land Use

Land use is characterized by the type of development and type of activity occurring on a lot. In the Aggieville area, land use is broken down into eight categories in this section: Downtown Core, Highway Commercial, Strip Development, Residential Apartment, Residential Fraternity, Residential House, Residential Subdivided House, and Surface Parking Lot.

- Downtown Core uses consist primarily of buildings fronting Moro Street, characterized by no front setbacks and usually contains retail shops, restaurants, and bars. These are building types and land uses typical of downtown areas.
- Highway Commercial uses often feature a drive-through window and ample parking and usually consist of fast-food restaurants, drive-through banks, drive-through car washes, etc.
- Strip Development uses are characterized by ample parking, large front setbacks and usually containing convenience stores, retail services, and restaurant uses.
- Residential Apartment uses are buildings originally constructed to house at least three dwelling units, unlike Residential Subdivided House uses, which were constructed as single family homes, but later converted into multiple dwelling units.
- Residential House uses are houses that still function as single-family residences.
- Residential Fraternity uses are fraternity houses serving the University's Greek population.
- Surface Parking lots are either publicly or privately owned, for the sole purpose of parking cars.



Figure 5.1. Land Use in Aggieville, 2016.

## Trends

The Aggieville planning area consists of several distinctive zones. The center of the district consists of the densest land uses, along Moro Street and North Manhattan Avenue. These buildings also tend to be the oldest in the Aggieville planning area (Section 9: History, Art, Cultural Events and Activities). However, there are some newer buildings on the periphery of the district that fall into the “Downtown Core” land use category, such as the newly constructed Bluemont Hotel on the corner of Bluemont and North Manhattan Avenues and the mixed-use building at Moro and North 11th Streets. Extending from the core of the district are strip development and drive-through uses. The periphery of the Aggieville planning area primarily consists of residential uses. Several surface parking lots surround the central portion of the district, which primarily serve the core of the district since the “Downtown Core” uses typically have no onsite parking and rely on public parking lots and on-street parking.

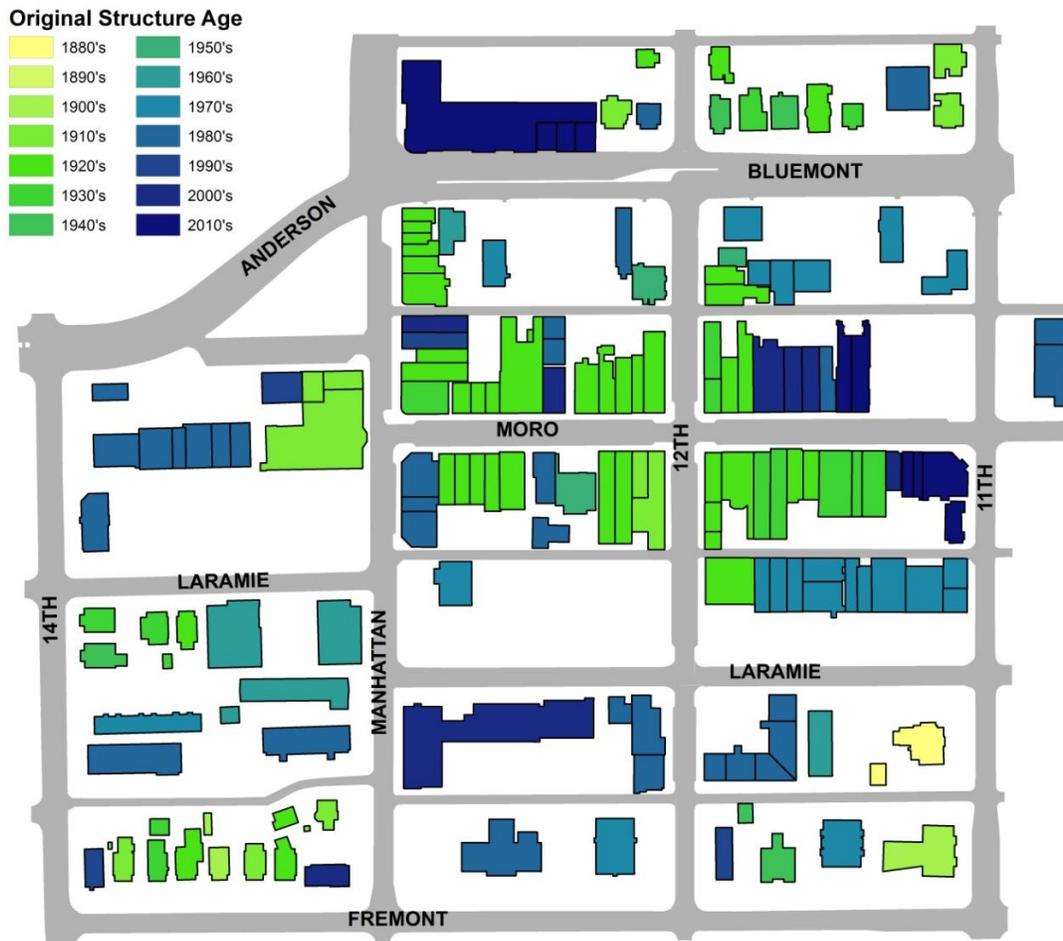


Figure 5.2. Structure Age, 2016. Riley County GIS data.

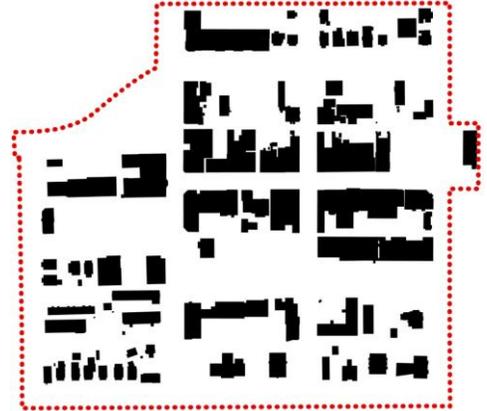
## Area Use

Area use in Aggieville can be broken down into five main categories: Buildings, Automobile Infrastructure (parking lots and streets), Pedestrian Infrastructure (sidewalks and walkways), Green Space (lawns and landscaping), and Outdoor Gathering Space (patios and private seating areas).

Analysis of Aggieville shows that the majority of space is dedicated to automobile infrastructure at just over half (52%), followed by buildings at about a quarter of the district's area. That means there are about two square feet devoted to automobile infrastructure for every square foot of building footprint in the Aggieville area.

**Buildings: 24% of land area**

It is clear that the majority of the building mass in the Aggieville area is centered along Moro Street, becoming less dense on the periphery of the district with some exceptions such as the Bluemont Hotel and Aggie Village Apartments.



**Automobile Infrastructure: 52% of land area**

In contrast, automobile infrastructure is heaviest along northern sections of Laramie Street and on the south side of Bluemont Avenue.



**Pedestrian Infrastructure: 8.5% of land area**

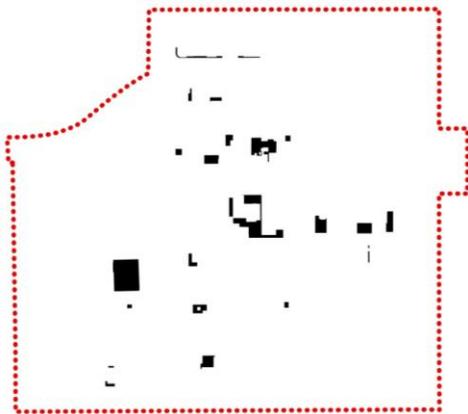
Pedestrian infrastructure is fairly evenly dispersed throughout the district, with the widest sections of sidewalks centering around Moro and the immediate blocks north and south of it on North Manhattan Avenue and 12th Street.





### Green Space/Open Space: 13.5% of land area

Green space is extremely limited in the core of Aggieville, being limited to small landscape islands, usually associated with parking lots. Triangle Park provides the most continuous green space, while other large sections are only associated with private lawns in residential areas in the southern and northeast areas of the Aggieville study area.



### Outdoor Gathering Space: 2% of land area

Outdoor gathering spaces tend to centralize around the Moro Street core, are primarily associated with drinking establishments and restaurants. These spaces are all on private property and tend to be behind the building. Triangle Park could arguably be counted as outdoor gathering space, although it functions more as green space throughout the majority of the year. In this sense, there is no centralized and established public gathering space in the district.

## Land Value

Land value in the Aggieville area is highest along the Moro core as well as the south side of Bluemont Avenue (Figure 5.3). The values were determined by an assessment of comparable area property sales in the last three years. Land value is often an influential factor in development decisions, which ultimately affect the land use and design of the district.

**Land Value (per square foot)**



Figure 5.3. Land Value in Aggieville District. Riley County Assessor, 2016.

## Land Ownership

Aggieville has a fairly large amount of land that is owned by a relatively low number of entities, meaning that some individuals own multiple properties (Figure 5.4). This creates an economic environment with comprehensive redevelopment potential. Currently, this potential exists highest along the 1200 block of the Bluemont corridor, given the low-density development.

One of the largest land owners in Aggieville is the City of Manhattan. Almost all city-owned property in the district has been developed as public parking lots. One small city-owned parcel acts as a pedestrian alley to connect the public parking lot on Bluemont Avenue with Moro Street.



Figure 5.4. Large landownership agglomerations in Aggieville District. Riley County Assessor, 2016.

City-owned parking lots were acquired by the city in the 1960s and 1970s for the purpose of increasing parking opportunities in the district.

## **Summary**

Drastic changes in land use within Aggieville are challenging due to the existing built environment. Analysis of the area use shows that the district currently devotes over half of the land space to auto infrastructure (divided between active movement and passive storage in roughly equal amounts), yet with only 8.5 percent of the land area being used for pedestrian movement and gathering it is known as a pedestrian district. In order to create a district that is friendlier to pedestrians and bicyclists while still accommodating motor vehicles, the balances of these percentages should be considered. With individual property owners owning several properties within the district, the potential for unified, cohesive development that fits the desired Aggieville vision determined by community members and businesses owners as detailed in this report should be possible.

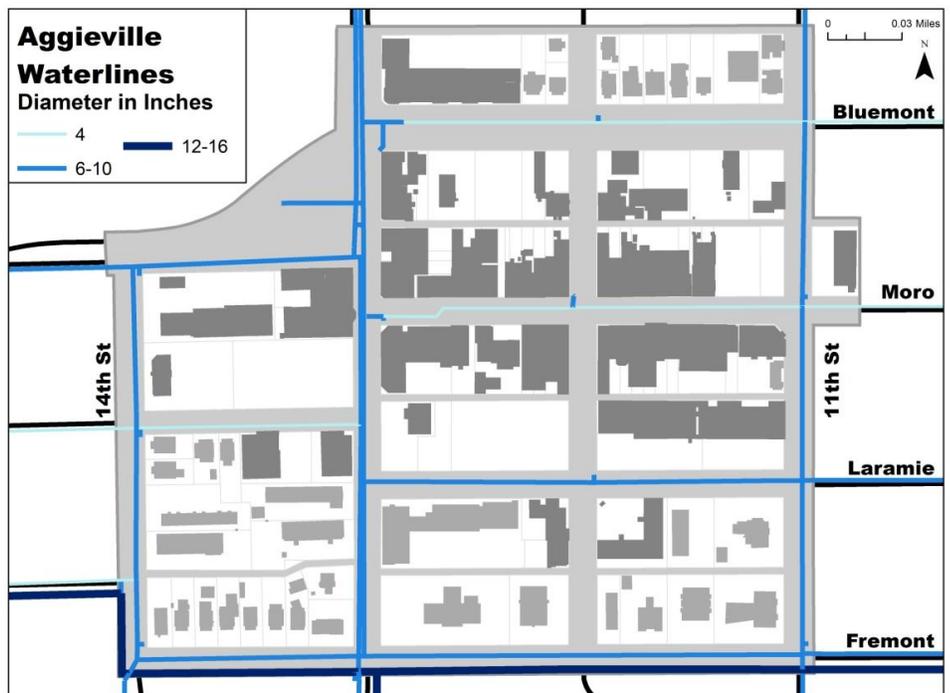
# Chapter 6: Utilities



## Water

Currently, each street right-of-way, except for 12th Street, is served by water lines. Most water lines are at least six inches in diameter, however, lines along Bluemont Avenue, Moro Street, and Laramie Street (between North Manhattan and North 14th Street) are only four inches in diameter. In the future, the Moro Street waterline will need to be upgraded in capacity to an eight- or 10-inch line (CIP 2020) due to increased development and to provide adequate flows for fire safety (see also Chapter 10, Public Safety). With this upgrade, the Moro Street water line will be connected to a larger 10-inch line along North Manhattan Avenue to sustain pressures and efficiency. This upgrade will be done before any new streetscape improvements are made. The Bluemont Avenue four-inch water line should also be upgraded in size to accommodate future high-density developments along that corridor. However due to the recent Bluemont Avenue streetscape improvements, it is more likely that future redevelopment along the two blocks of Bluemont Avenue within Aggieville can more easily be served from larger existing water lines located to the north and south of the corridor (i.e. Laramie Street and Vattier Street) by potentially adding a new line along 12th Street. This type of upgrade project will be completed on an as-needed basis and is not likely to occur until specific development proposals warrant it.

Figure 6.1. Pipe diameter of waterline network within the boundaries of Aggieville



## Sanitary Sewer

In 2015, Aggieville’s main sanitary sewer line flowing west to east along the alley located between Moro and Laramie Streets was redirected to the sewer line along North 14th Street, freeing up capacity in the existing Moro Street sewer line. This line serves much of Aggieville, Manhattan Christian College, and residential and Greek Houses farther to the west (Figure 6.2).

There are currently no other foreseen issues with the capacity of Aggieville’s sanitary sewer lines. As a precautionary measure, however, the lines are cleared regularly, especially before major community events.



Figure 6.2. Sanitary Sewer line sizes

## Stormwater

Stormwater infrastructure in Aggieville consists of curb inlets and underground pipes located along Bluemont Avenue, North Manhattan Avenue (north of Moro Street), portions of North 11th Street, and along North 12th Street (between the alley north of Laramie and Bluemont Avenue) (Figure 6.3).

Aggieville’s watershed generally slopes eastward towards Tuttle Creek Boulevard and slightly southward. However, most of the stormwater infrastructure within Aggieville is designed to generally flow northward to the Bluemont Avenue storm sewer and then east towards Tuttle Creek Boulevard (Figure 6.3). Bluemont Avenue is an area of concern, recently experiencing significant flash-flooding and surcharging.



Figure 6.3. Downtown East / Downtown West Watershed Study.

Data: Riley County GIS, Stormwater Management Master Plan-Existing System Performance.

The City of Manhattan Public Works Department is working with a consultant to finalize the Downtown East and West Basins Watershed Study, which identifies a number of short and long-term stormwater improvement projects to address existing issues in the core area neighborhoods in and around Aggieville, including a Bluemont Avenue Collector project. This improvement will increase capacity and reduce surcharging along Bluemont Avenue (Figure 6.4). However, the prerequisite phasing of stormwater capacity projects—starting at the bottom of the watershed and proceeding upstream towards Aggieville—means six other identified projects are of a higher priority and must be completed before the Bluemont Collector can be constructed. Altogether, these projects are estimated to cost approximately \$49 million. This need for phased construction, combined with the highly disruptive nature of making capacity improvements in streets is anticipated to delay the Bluemont Collector for approximately 20 years. A possible scenario in which Bluemont Avenue could receive an increase in stormwater capacity is in the event of another streetscape project. Overall, stormwater repairs are generally made in response to identified infrastructure damage. Any near-term upcoming work to Aggieville’s stormwater system would come in the form of continued maintenance.



Figure 6.4. Bluemont Avenue collector capital improvement project 10 of 14 identified as in need of improvement.  
 Source: Manhattan Public Works

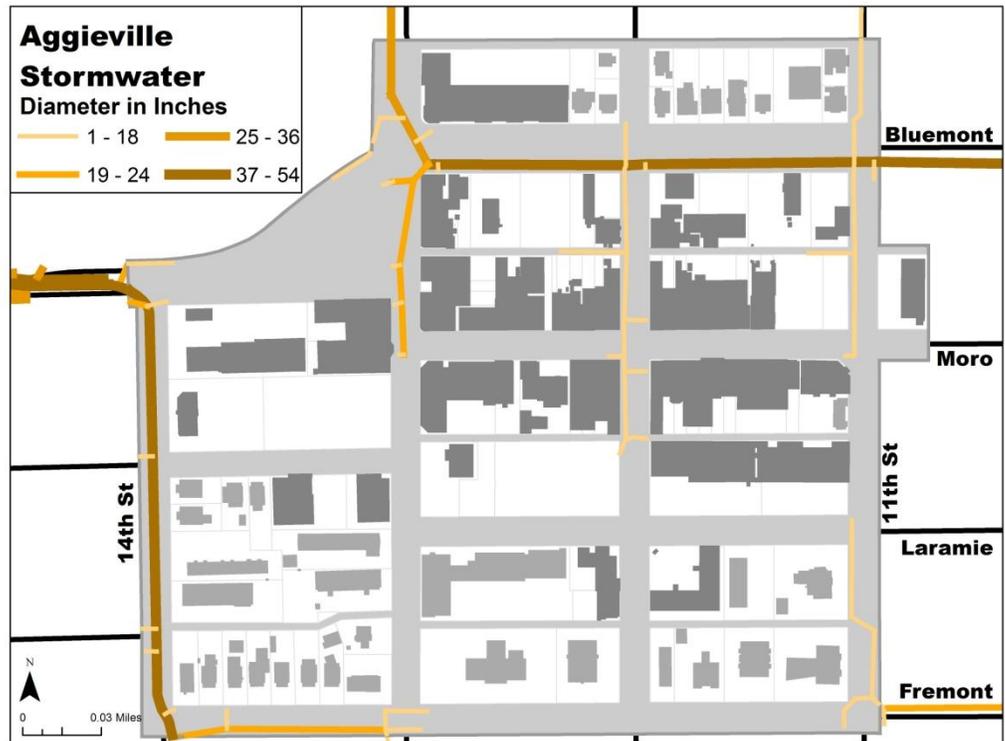


Figure 6.5.  
 Stormwater drainage network in Aggieville.

## Waste

Public trash bins are located on sidewalks and are distributed throughout Aggieville. Triangle Park and North Manhattan Avenue have the largest concentration of trash bins. Private trash dumpsters serve the waste management needs of Aggieville businesses. The majority of dumpsters are located along alleyways and are not well consolidated.



Figure 6.6. Location of public and private trash collection containers

## Recycling

There are currently no public recycling receptacles located in Aggieville. Recycling and disposal are organized at the discretion of individual businesses.

## Electric Service

Westar Energy Company provides electric service throughout Aggieville consisting of overhead poles and lines. There are two large structural metal utility poles (see image below), located in the northwest corner of Aggieville, one in the North Manhattan Avenue right-of-way on the east edge of Triangle Park and the other on the south side of the Anderson cut-off south of Triangle Park. Westar uses these types of self-supporting structural transmission poles when anchoring is not an option due to space

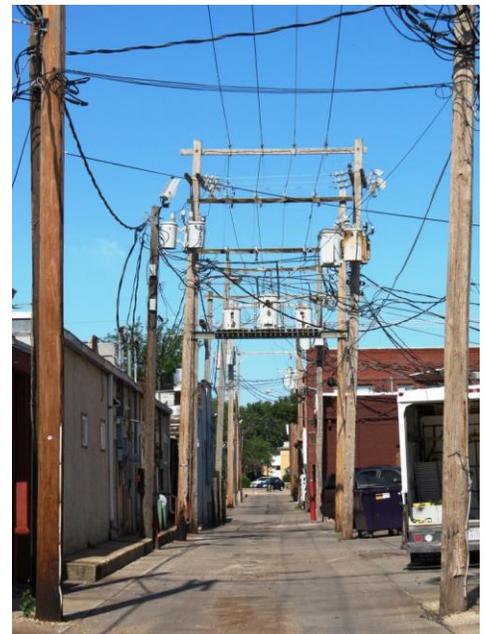
limitations. Most of Aggieville’s electrical service infrastructure is located above the alleyways on utility poles. Currently, Westar has no plans for electrical upgrades in the district, reporting that Aggieville has sufficient capacity for load growth in the district.



Figure 6.7. Location of Westar electric poles



Left: Google Earth image showing the locations of two metal electrical poles (March 2016)



Right: Electrical lines in the alleyway between Laramie and Moro

## Gas Service

Kansas Gas Service provides gas service throughout Aggieville. There are 4-inch natural gas lines located along all the alleyways and in the North 14th Street, North 10th Street, and West Laramie Street rights-of-way (Figure 6.8). Gas lines are fed with 34 pounds per square inch which will be sufficient to handle any new development.



Figure 6.8. Gas line network for Aggieville

## Wi-Fi Internet

Currently, no public Wi-Fi is offered in Aggieville. Available Wi-Fi is courtesy of various private businesses in the area who offer access to their customers.

## Cellular Coverage

Aggieville recently received installations of localized cellular antennae. In 2015, a micro-cell tower was installed near the corner of Laramie Street and North Manhattan Avenue. The micro-cell tower helps improve cellular coverage within a limited range. Also in 2015, a cellular provider installed stealth panel antennas on the northern, western and southern façades of the Bluemont Hotel to improve capacity in the Aggieville area. Both types of installation are relatively non-intrusive. Over time, it is likely more of these will be installed.



Left: Google Earth image, showing the locations of a micro-cell tower (the pole on the left) (March 2016).



Right: Google Earth image showing the location of stealth units western façade of the Bluemont Hotel (March 2016).

## Summary

Utilities are instrumental to the functionality of the district and their maintenance and performance should be well monitored. The public utilities in Aggieville currently service the district as it is today, however, future developments, especially higher density residential in the surrounding area will likely require increased utility services. As these improvements are made, there will be opportunity for other public improvements, like streetscaping. The City of Manhattan Public Works Department monitors the utilities closely to ensure the highest level of functionality. There are also opportunities for utility improvements that could be made within the district such as consolidated trash services and increased public recycling receptacles, which would also help improve the appearance of the district.

# Chapter 7: Transportation



## Roads and Automobiles

The Aggieville area is framed by four major roads: Bluemont Avenue, a minor arterial on the north; Fremont Street, a major collector on the south; North 14th Street, a major collector on the west; and North 11th Street, a minor collector on the east. All the streets within the interior of Aggieville are classified as local. The Manhattan Area Transportation Strategy (MATS) describes these classifications as follows:

Class	Function	Access vs. Mobility
<b>Minor Arterial</b>	Interconnect and augment with the higher-level Arterial system; provide intra-community continuity and serve intra-city trips of moderate length. May carry local bus routes.	Mostly signalized intersections.
<b>Major Collector</b>	Distribute and channel trips between Local Streets and Arterials, usually over a distance of greater than three-quarters of a mile. Serve both land access and traffic circulation in higher density residential and commercial/ industrial areas.	Typically uncontrolled access (all driveways and cross streets have full access).
<b>Minor Collector</b>	Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile. Serve both land access and traffic circulation in lower density residential and commercial/industrial areas.	Typically uncontrolled access, but with higher driveway densities than major collectors.
<b>Local</b>	Serve short travel. Connect to higher functional classes. Often designed to discourage through traffic. Typically do not carry bus routes. Often classified by default; once all Arterial/Collector roadways have been identified, all remaining roadways are classified as Local.	Provide direct access to adjacent land.

Manhattan Urban Area Transportation Plan, 2015.

## Traffic Volume

The most automobile traffic in the Aggieville area is along Bluemont Avenue, with an upwards average of 25,000 combined eastbound and westbound vehicles per day. This high exposure and visibility along the northern edge of the district to passing vehicles makes the corridor an attractor for highway commercial uses. According to data from the Community Survey, 11 percent of respondents go to Aggieville daily via personal vehicle and 39 percent of respondents go to Aggieville weekly by personal vehicle.



Eastbound Bluemont Avenue, 2016

Figure 7.1.

Traffic volumes on classified streets around Aggieville



## Vehicular Access and Circulation

Aggieville is relatively restrictive toward automobiles, having about 5.5 blocks of one-way streets. Moro and Laramie Streets were reconfigured to one-way streets in 2002, to increase on-street parking capacity and address traffic congestion, an improvement that was well-received by the public at the time. However, this circulation can create confusion for drivers unfamiliar with the area. The Community Survey identified maintaining car accessibility as one of the higher transportation priorities in Aggieville, tying for second with walkability and pedestrian amenities. About 71 percent of business owners either agreed or strongly agreed that maintaining through-automobile access in Aggieville is important.

There are currently no restrictions on the direction of traffic along alleys in Aggieville. Alleys are 15 feet wide. Many buildings and utility poles are located at the edge of the alley driving surface. This is problematic when two automobiles or delivery trucks meet each other going opposite directions, creating an impasse. Delivery drivers most likely have a preferred direction of flow along alleys and times of delivery to minimize congestion, though no rules are currently in place. Data from the Business Owner Survey reports that 58 percent of the businesses have challenges receiving delivery trucks. For businesses reporting challenges, the majority of explanations pertained to access as delivery trucks are reported to cause congestion and block roads and alleyways.



Figure 7.2. Vehicular Circulation, 2016.

### Pavement Condition

The City of Manhattan annually reviews pavement conditions of arterial and collector streets to prioritize their condition and need for repair. For local streets, the City annually reviews the calculated Pavement Condition Index (PCI) using LUCITY software, which also includes degradation formulas based on the time elapsed since the most recent measurement. A PCI of 70 or above (on a scale of 1 to 100) is considered acceptable. As of February 2016, the conditions of the streets in the Aggieville area are mostly good, but below target. Bluemont Avenue, North 14th Street, and North 11th Street were

improved fairly recently, reflected in their high PCI, while core streets like Moro, North Manhattan, Laramie, and North 12th have fallen into moderate disrepair over time (Figure 7.3).

Figure 7.3. Pavement Condition, 2016



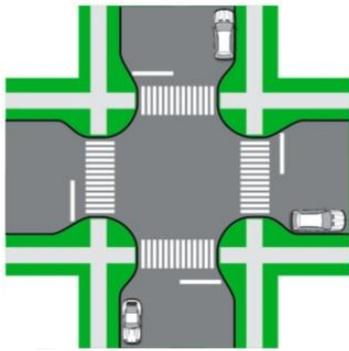
There is a proposed CIP project in the year 2020 for water line upgrades under Moro Street from North Manhattan Avenue to North 11th, which will require a reconstruction and repaving of the road.

Moro Street and North Manhattan Avenue, from Moro to Bluemont Avenue, were paved with brick from about 1915 until 1950. Like several other streets in Manhattan, the brick was overlaid with modern paving materials over time. It is believed that most of these sections of the street still have brick at their base, although the condition of the brick and its sub-base are unknown.



Aggieville Parade. 1938, Riley County Historical Society

## Pedestrian Infrastructure



Bump-out Crossing Example

The Aggieville area is highly walkable due to its location in the center of the city’s grid street network with good sidewalk connectivity, and the mixture of commercial, residential, and institutional uses in close proximity. Several recent improvements have been made to enhance Aggieville’s pedestrian connectivity, including:

- Crossing/pedestrian refuge at North 12th Street and Bluemont Avenue
- Additional crosswalk on the east side of the North Manhattan and Bluemont intersection
- Full signal crosswalks at North 11th and Fremont Streets
- ADA improvements
- Pedestrian crossing beacon at North 11th and Moro Streets

Future planned improvements include bump-out crossings at North Manhattan Avenue and Fremont Street, and North 12th and Fremont Street, enhancing pedestrian connectivity to City Park. In addition, a bump-out crossing at North 14th and Laramie Street is included in the Manhattan Christian College Master Plan to enhance pedestrian connectivity for east–west foot traffic across North 14th Street.

Walking as a mode of transportation to Aggieville is a relatively popular choice. The Community Survey indicated about 24 percent of respondents walk to Aggieville at least once a week, whereas about 57 percent report having walked to Aggieville at least a few times a year. This is somewhat dependent on how far respondents were willing to walk to get to Aggieville. About 69 percent reported they are willing to walk up to 10 minutes (about half a mile) to get to Aggieville (Figure 7.4). Respondents also identified walkability and pedestrian amenities as their second-highest transportation priority for Aggieville, after parking improvements.

*What is the maximum time you would be willing to walk to get to Aggieville?*



Figure 7.4. Community Survey results on walk time willingness

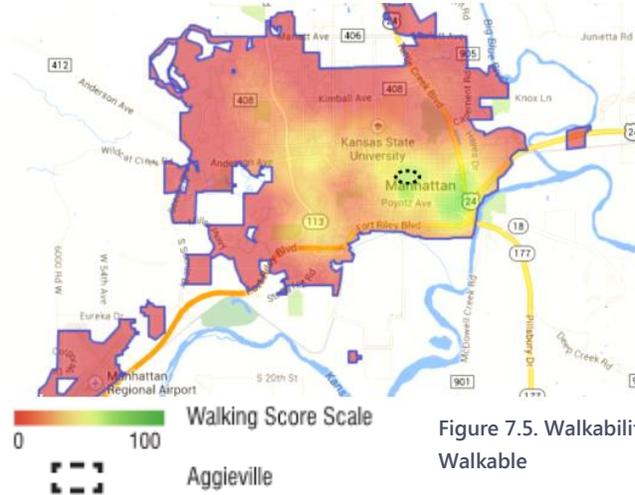


Figure 7.5. Walkability. Left: City of Manhattan 39% Walkable. Right: Aggieville 82% Walkable

## Crossings

Many crossings into the Aggieville area are signalized, helping to improve the safety and comfort of pedestrians. This is especially important given the high volume of automobile traffic, high speed limits, and wide road widths associated with the streets framing the district. Currently, there are no signaled pedestrian connections into the district across North 14th Street (the west edge of the district) except at the Anderson Avenue intersection. Site factors along North 14th street such as obstructed visibility from parked cars can also make pedestrian crossings less safe.

Adequate pedestrian crossing facilities around Aggieville is one of the biggest transportation challenges in the district, considering the high level of foot traffic in conflict with automobiles entering into and traveling throughout the



Pedestrian Crossing at North 14th and Laramie Streets looking south, 2016

district (Chapter 10, Public Safety). Analysis of pedestrian safety at intersections—based on KDOT street classification, number and presence of crosswalks, presence of pedestrian signals, ADA accessibility, sidewalk connectivity, crossing distances, as well as traffic volumes and sight distance—shows that most intersections in the northeast half of the Aggieville area are safe, while those in the southwest half of the area are less safe (Figure 7.6).



Figure 7.6. Intersection pedestrian safety at intersections in the Aggieville area. Source.

### Current Sidewalk Conditions

Many sidewalks in the core Aggieville area were constructed during the 1989 streetscape improvements. While the sidewalk network is well established, many of these improvements have deteriorated, creating comfort and accessibility issues (see Chapter 4, Streetscape Section). About one in three Community Survey respondents and one in two Business Owner Survey respondents selected “sidewalks” or “wider sidewalks” as a top five streetscape improvement they desire in Aggieville. About the same number of Community Survey respondents recognized improving pedestrian facilities and amenities as a means to encourage walking to Aggieville and reducing automobile parking demand.

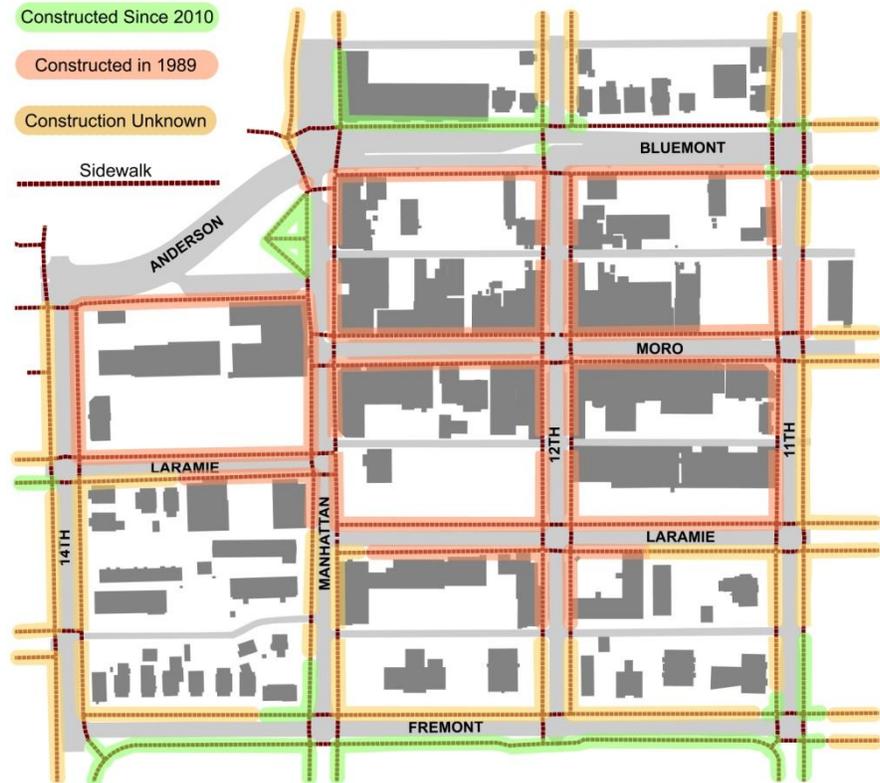


Figure 7.7. Sidewalk system construction history. Source.

## Existing Gaps

The only gap in the sidewalk network is along the north side of Anderson Avenue between North Manhattan and 14th Street. This gap is identified in the MATS, which designates that minor arterial roads should have sidewalks on both sides of the street. Currently, less direct alternatives exist for east-west foot traffic wanting to travel along Anderson Avenue, which diverts pedestrians through the K-State campus or Aggieville.

## Bicycle Infrastructure

As of 2015, Manhattan is a bronze-level bicycle-friendly community and one of only four bike-friendly communities in Kansas, according to the League of American Bicyclists. In addition, Kansas State University is a bronze-level bicycle-friendly university—the first in Kansas. Moro Street, terminating at Aggieville, was converted into the first bicycle boulevard in Kansas in 2011. The contra-flow cycle track on the east side of North Manhattan Avenue, implemented in 2013, was also the first of its kind in Kansas. Aggieville is a major cycling destination and a major cycling thoroughfare, experiencing a relatively high level of cycling activity compared to the city as a whole, which has an estimated bicycle commuter rate of 1.2% according to the 2008–2012 American Community Survey.

## Usage



Contra-flow Lane on North Manhattan, Randy Rasa 2013

The Aggieville Community Survey revealed about 5 percent of all respondents cycle to Aggieville at least once a week, whereas about 16 percent reported cycling to Aggieville at least a few times a year. Students are slightly more likely to bike to Aggieville than permanent residents. About 7 percent of students reported cycling to Aggieville at least once a week, compared to permanent residents at about 5 percent. About 23 percent of students reported cycling to Aggieville at least a few times a year, compared to permanent residents at about 18 percent. This is

expected as students tend to live within closer, more bikeable distances of the district and in a more bicycle-friendly area of the city. About 1 in 3 of all respondents identified improving bicycle infrastructure and amenities as a means to encourage cycling to Aggieville and reducing auto parking demand.

## Routes

Aggieville serves as a portion of the most continuous and direct north–south bicycle network connection in Manhattan via North Manhattan Avenue. The conversion of West Laramie to a bike boulevard will give Aggieville a more direct connection to the high population concentration areas west of the district (Figure 7.8).

According to a study conducted in fall 2014 and 2015, between 400 and 500 cyclists travel through Aggieville via North Manhattan Avenue per day. The contra-flow lane on the east side of North Manhattan between Moro and Bluemont provides a critical connection, allowing cyclists to ride north out of Aggieville legally. However, the study concluded that only about 20 percent of cyclists were using the lane, whereas the majority would illegally use the west sidewalk or continue northbound in the street against traffic. It is believed that the origin/destinations are resulting in this activity since most users are coming or going to the K-State campus and are likely to utilize the west crosswalk at Bluemont and North Manhattan Avenues to get there.

### Bike Routes

Bikes and cars share the same roadway. Bike Route signs along street.

- Current
- Planned

### Bike Boulevards

Bikes and cars share the same roadway. Sharrow graphics on road. Bike decal on street signs.

- Current
- Planned

### Bike Trails

Off the roadway paths. Surfaces ranging from wide and paved, to crushed limestone, and earthen.

- Paved
- Crushed Limestone
- Earthen

### Bike Lanes

Dedicated lane on roadway edge. Marked with white line & bike decal.

- Current
- Planned

- Bike Shop
- Green Apple Bike Station
- Trailhead
- Overlook
- Museum
- 1. Riley County Historical Museum
- 2. Beach Museum of Art
- 3. Flint Hills Discovery Center
- Library
- Pool
- Community Garden
- Elem School
- Mid School
- High School
- Gov't Building
- Fire Station
- \*Public Restrooms
- Via Christi Hospital
- Park
- K-State Building
- Shopping/Entertainment District

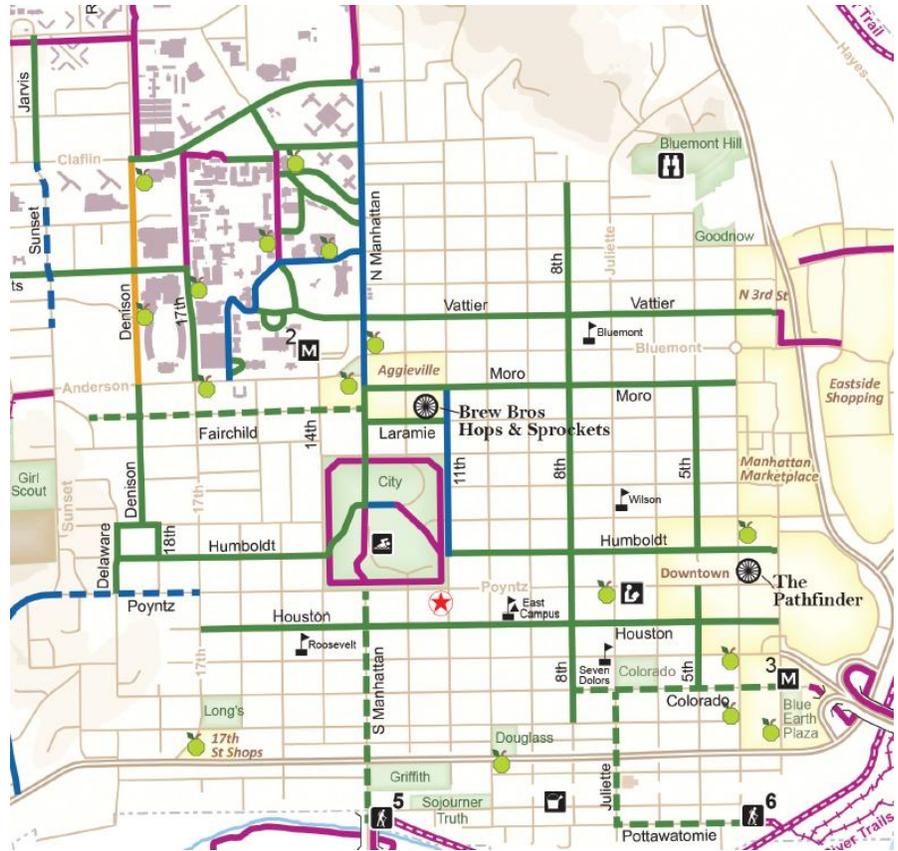


Figure 7.8. Bike Map of Manhattan (excerpt), 2016. City of Manhattan

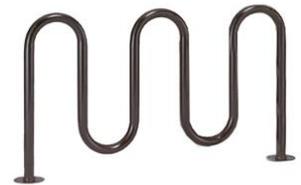
## Racks

With the number and type of bicycle racks within Aggieville, the district has a bicycle parking capacity for about 91 bicycles. While this is a fairly high number of spaces compared to other commercial districts, racks are unevenly distributed throughout the district and in inconvenient locations. No bike parking opportunity exists on the 1200 block of Moro Street. The Association of Pedestrian and Bicycle Professionals maintains that bike racks should be within 50 feet of an establishment's entrance. When they are not, cyclists are more likely to find alternative objects to lock their bike to, including light poles, traffic sign posts, tree, or another fixed objects which become an obstacle and a hazard to pedestrians, or detrimental to the object. Currently, about 1 in 4 businesses are within 50 feet of a bicycle rack (Figure 7.9). About 12 percent of Community Survey respondents selected bicycle racks as a top five desired streetscape improvement.



Figure 7.9. Bike rack distribution and capacity in Aggieville, City of Manhattan.

There are three bicycle rack styles in Aggieville, none of which are recognized as an optimal design by most professional bike infrastructure guides; the wave, grid, and low-profile style. These racks are not designed to make two points of contact with a bicycle frame and both wheels, so stabilization and locking capability are limited. Currently, no racks in Aggieville are covered or weather protected.



Rack types (top to bottom):  
wave; grid; low-profile

Conditions surrounding bicycle parking areas in Aggieville is also an identified problem. In many cases, racks are placed too closely to other objects or curbs, or impede other pedestrian or bicycle movements. These interferences limit the usability of racks despite their capacity and make them difficult or impractical to use (Figure 7.10).

### Abandoned Bikes

There are several racks throughout the district with abandoned bicycles on them. Current city policy on abandoned bikes does not allow for the timely removal of bicycles that have been stationary for long periods of time and are most likely abandoned.

### Green Apple Bikes

Aggieville is served by Green Apple Bikes, a grass-roots bike-share program in Manhattan that is free to the public. The bikes have no tracking system; however, users are encouraged to take bikes from designated racks and return them to other designated racks within a four-hour time frame. The program is sponsored by local businesses. There is currently one rack located in the district located outside of the Bluemont Hotel.

### Public Transit

Manhattan's public transit needs have been serviced by the Flint Hills Area Transportation Agency since 1976. The Flint Hills ATA transit service is managed by a private 501(c)(3) non-profit corporation. The ATA bus service is available to the general public. In Manhattan, the ATA Bus is a city-wide fixed route service operating a "school in" schedule during the days in which KSU is in session and a "school out" schedule when KSU classes are not in session. Two stops along the ATA fixed-route are within a half mile of Aggieville (figure 7.12). The ATA Bus also operates SafeRide shuttles during the school year.

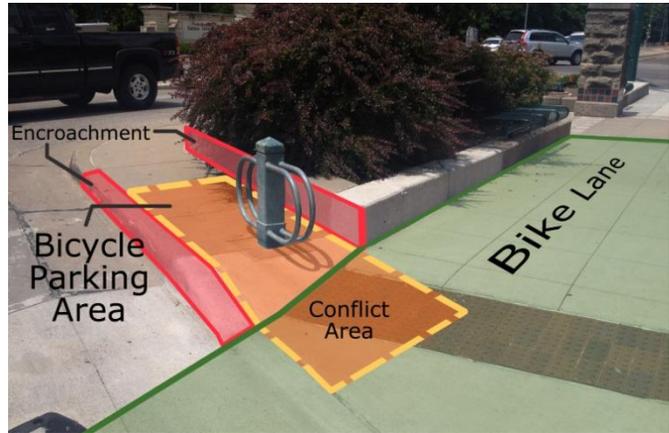


Figure 7.10. "Low-profile"-style rack with spacing issues near North Manhattan and Bluemont Avenues, Source: City of Manhattan.



ATA Bus, Photo by Jena Sauber, K-State Collegian, 2012

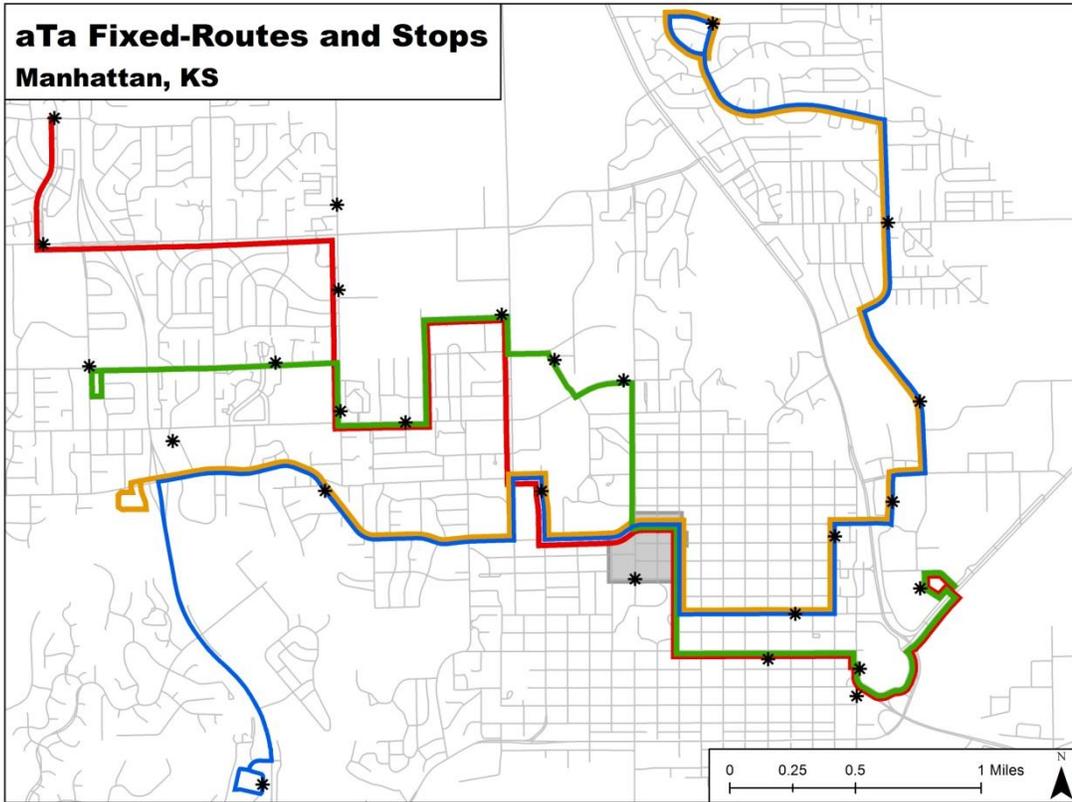


Figure 7.11.

Citywide ATA fixed-route. 2016.

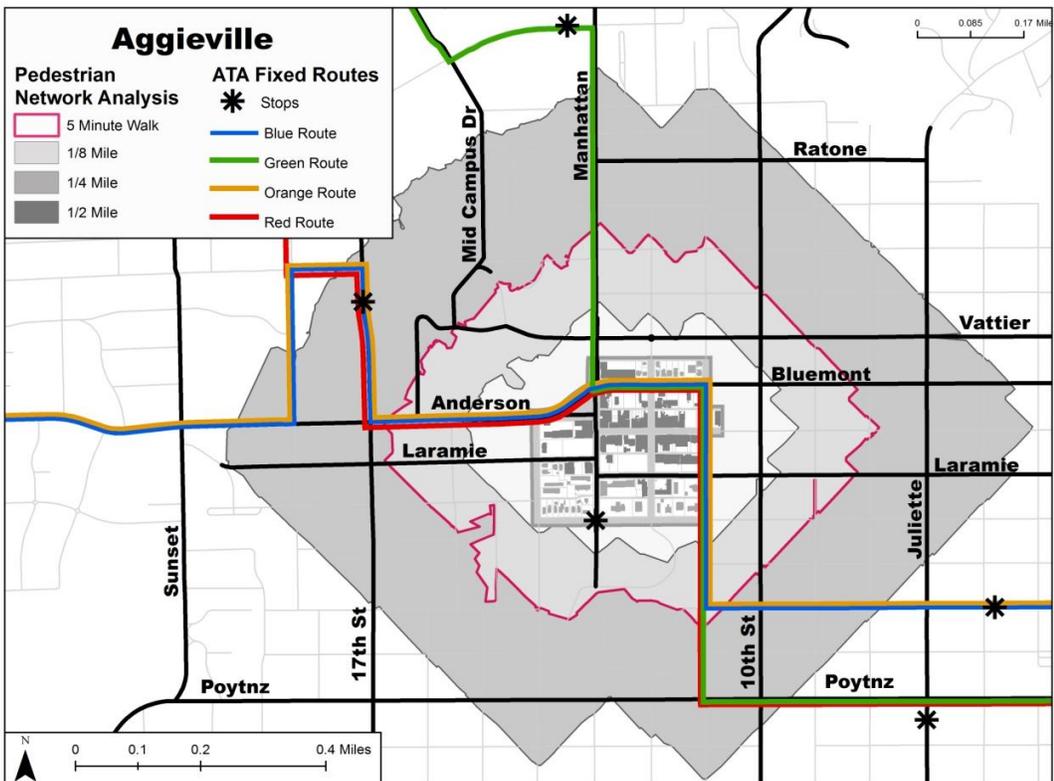


Figure 7.12.

Fixed-route stops around Aggieville.

## Ridership

Fixed route services provided by ATA buses include Jardine Apartments, citywide locations, SafeRide, and University Crossing Apartments. While citywide rides for fiscal years 2013 and 2014 decreased 7.7 percent, overall fixed route service rides increased 28.5 percent. During the same fiscal year comparison, the SafeRide service experienced a 12.3 percent increase in rides. The Community Survey indicated that public transit is the least popular transportation mode to get to Aggieville, as only 1.9 percent of respondents utilize public transit for daily trips and 13 percent for weekly trips.

## SafeRide

SafeRide is funded by KSU student services providing a safe ride home for Kansas State University students and guests who live within the designated city limits of Manhattan, KS. The SafeRide program's mission is to save lives, prevent injuries, and damage to property by offering students and their guests a safe alternative to driving under the influence and in other threatening situations. During K-State's in-session, August through May, the SafeRide service operates Thursday through Saturday night, from 11 p.m. to 3 a.m. The aTa bus offers three SafeRide routes with various stops throughout the city, 10 of which are located within a half mile of Aggieville (Figure 7.14).

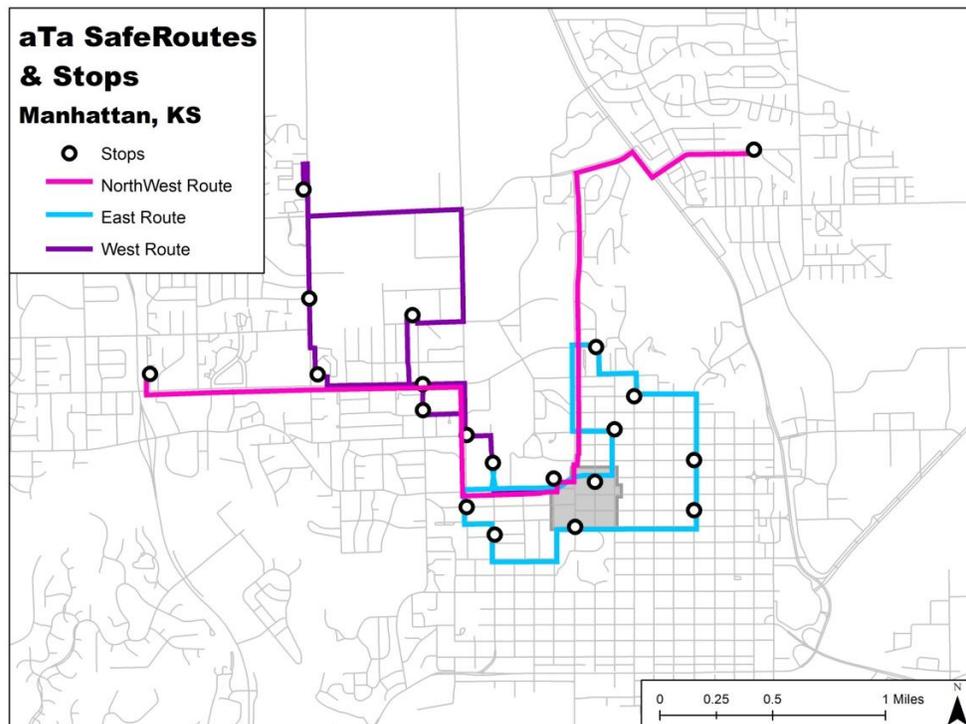


Figure 7.13. ATA SafeRide routes and stops

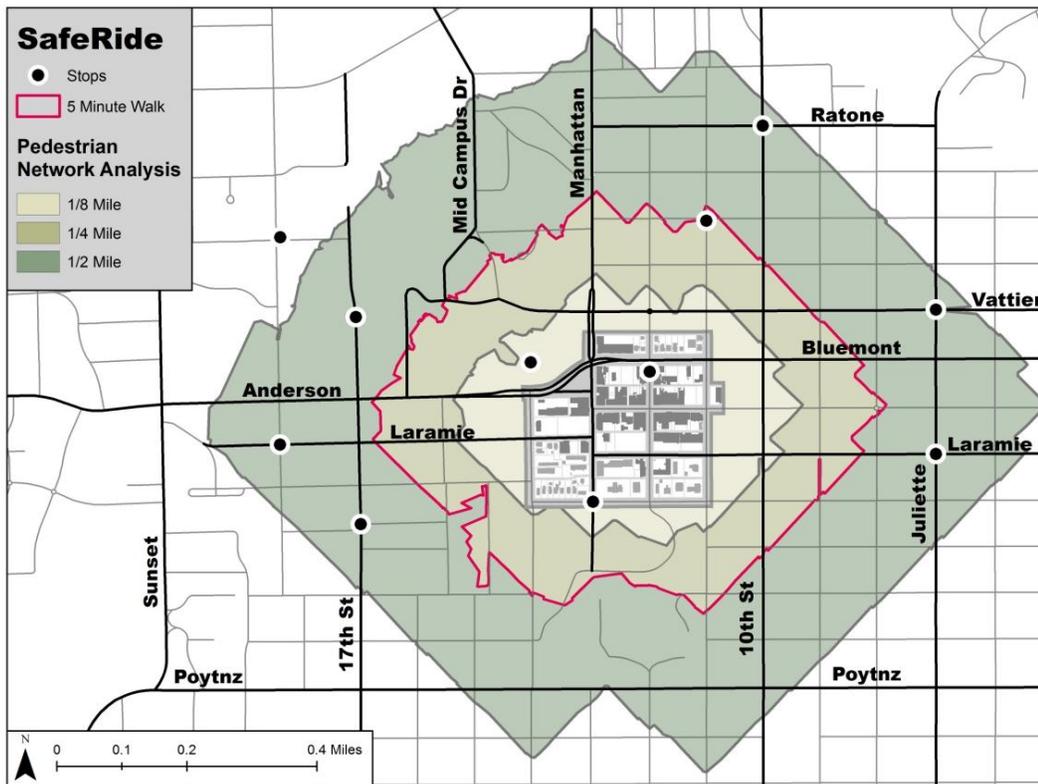


Figure 7.14. SafeRoute stops around Aggieville. Source: Flint Hills MPO

### Aggieville Game-Day Shuttle

The Aggieville Gameday Shuttle is provided free of cost by the Aggieville Business Association during K-State home football games. The shuttle stops at various locations in Aggieville and drops off at Tunstall Circle in the Jardine housing area, south of the Chester Peters Recreational Center and the Bill Snyder Family Stadium. Postgame, patrons can board the shuttle at Tunstall Circle and will be returned to their original pickup locations in Aggieville. The Aggieville Shuttle begins two hours before kickoff and runs until kickoff, resuming with five minutes remaining in the third quarter.

### Multimodal Integration Plan

The Flint Hills MPO recently applied for and received funding from the Kansas Department of Transportation (KDOT) and Flint Hills Regional Transit Administration (FHRTA) for the development of a Multimodal Integration Plan. The plan will include three main components:

- ... Route Realignment Study for the Manhattan transit fixed-route system
- ... Regional Bicycle and Pedestrian Master Plan
- ... Identification of other multimodal opportunities such as bike share, park and ride locations, and the role ITS can play.

The Multimodal Integration Plan started in April 2016 and is expected to be completed by the end of 2017, changes to the locations of stops and system functions are expected.

## Cabs

Manhattan has three licensed vehicle-for-hire cab companies: Bell Taxi, Taxi-4-Less, and Wildcat Taxi. Drive-share services like Uber and Lyft are also available in Manhattan. About 28 percent of community survey respondents reported utilizing driving services at least a few times a year.

## Trucks & Alleyways

Delivery trucks are dependent on alleys for making deliveries. The Aggieville Business Owner survey indicated many businesses experience complications with deliveries. Traffic congestion, blocked alleys, and delivery timing are among the biggest issues. Though alleys currently allow two-way traffic, delivery trucks tend to follow an eastbound pattern to make deliveries.

Five alleyways in Aggieville run east–west. The alleys allow delivery trucks to reach business and they accommodate electrical lines and dumpsters.

Pedestrians also utilize the alleyways as shortcuts to destinations. Some improvements to alleys mentioned by business owners and the community survey respondents included improved lighting and beautification.



Alley located behind Kites, 615 North 12th Street.  
Source: Pictometry, 2016

## Summary

There are various modes of transportation throughout the City of Manhattan, which all service the Aggieville district and can influence how easily and frequently people visit the district. For instance, when asked what individuals would do if parking in Aggieville were not free, 58 percent of Community Survey respondents said they would visit Aggieville less frequently. In addition, over 60 percent of Business Owner Survey respondents said they disagreed or strongly disagreed with the statement, "There is enough parking for my customers in Aggieville." Transportation options and infrastructure within the district is constantly examined and evaluated for efficiency. Aggieville likely experiences the highest level of transportation diversity than any shopping district in Manhattan. Future considerations to improve access within Aggieville will take into consideration continued automobile use while expanding opportunities and improving safety for pedestrians and bicyclists.

# Chapter 8: Parking



Parking is the highest transportation priority identified by the respondents of both the Community Survey and the Business Owner Survey. This is expected as the majority of trips to Aggieville are made by personal vehicle. There are approximately 1,126 parking spaces in the Aggieville area. Of these, there are approximately 530 private parking spaces (not counting off-street residential) and approximately 596 public parking spaces, 488 of which are directly adjacent to commercial uses (Figure 8.1).

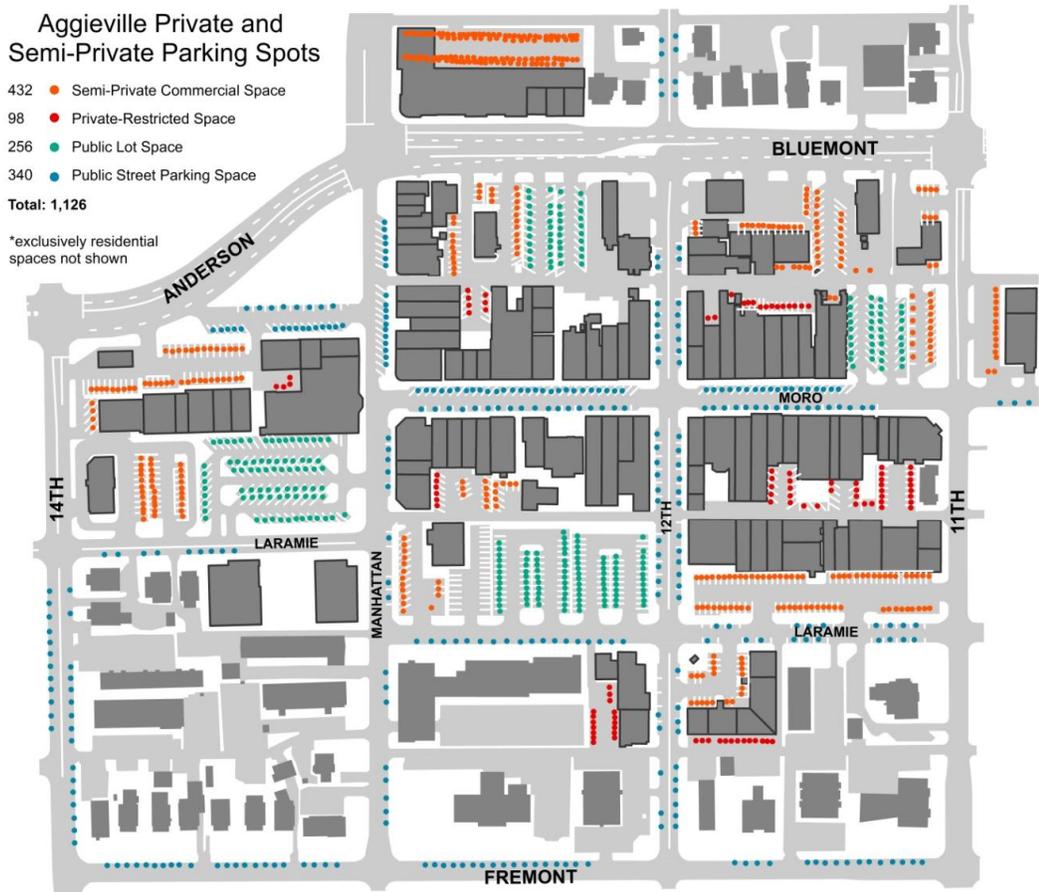


Figure 8.1.  
Parking spot inventory  
Source: City of  
Manhattan, 2016

## Overflow

Public parking opportunities exist outside of the Aggieville area as well; on-street parking, KSU campus parking, and parking in City Park are commonly utilized by Aggieville patrons, especially during high-demand times, such as weekend nights and special events. The KSU campus has about 352 parking spaces south of Vattier Street. The northern half of City Park has about 295 parking spaces within the park. However, both the City Park Master Plan and the KSU Campus Master Plan show a reduction in parking availability in these areas in the future.



Parking opportunities (highlighted) on KSU Campus (left) and in City Park (right)  
Source: Pictometry, 2016

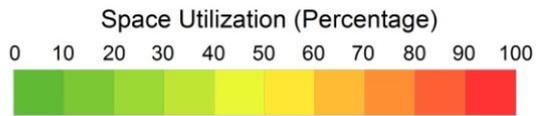
## Utilization

To date, no studies have been completed to analyze private parking utilization in the area. However, in 2015 a study observing public parking utilization in the Aggieville area showed a high demand for public parking during the early afternoon and evening throughout the Aggieville area and especially in the Aggieville Core (Figure 8.2). The 1200 Bluemont Avenue lot was the most utilized, having an average occupancy of between 90 percent and 100 percent during the afternoon and evening. The 1200 Laramie lot located behind Kite's was least utilized, especially during mid-day when it was only 50 to 60 percent full on average.

# Aggieville Public Parking Average Space Utilization

District Morning Averages	District Afternoon Averages	District Evening Averages
Utilized Spaces 178	Utilized Spaces 431	Utilized Spaces 447
Unutilized Spaces 416	Unutilized Spaces 163	Unutilized Spaces 147
Utilization Ratio 29.7%	Utilization Ratio 72.6%	Utilization Ratio 74.3%
Highest Utilization Day 37.9%	Highest Utilization Day 79%	Highest Utilization Day 84.8%

Number of Parking Lot Spaces 256  
 Number of Street Parking Spaces 338  
 Total District Capacity 594



\*In-map labels denote approximate capacity

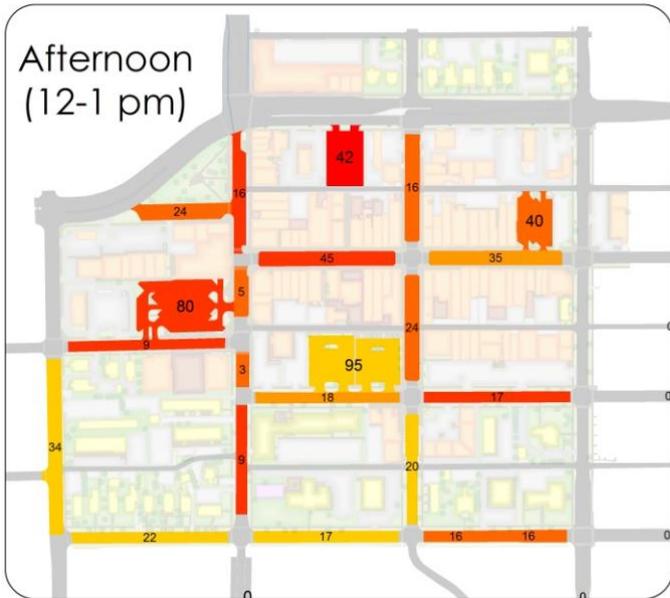


Figure 8.2. Aggieville public parking average space utilization, 2015.

Sixty-five percent of respondents to the Community Survey find it difficult or very difficult to find a parking space in Aggieville, though most (about 90 percent) said they were willing to walk more than a block to get to their destination once parked in Aggieville (Figure 8.3). This would suggest that these respondents would be willing in some cases to park on the periphery of the district, and walk if a closer spot were not immediately available. Anecdotal evidence suggests this to be common practice already, especially during nights and weekends.

**How far are you willing to walk from your parking space to your destination?**

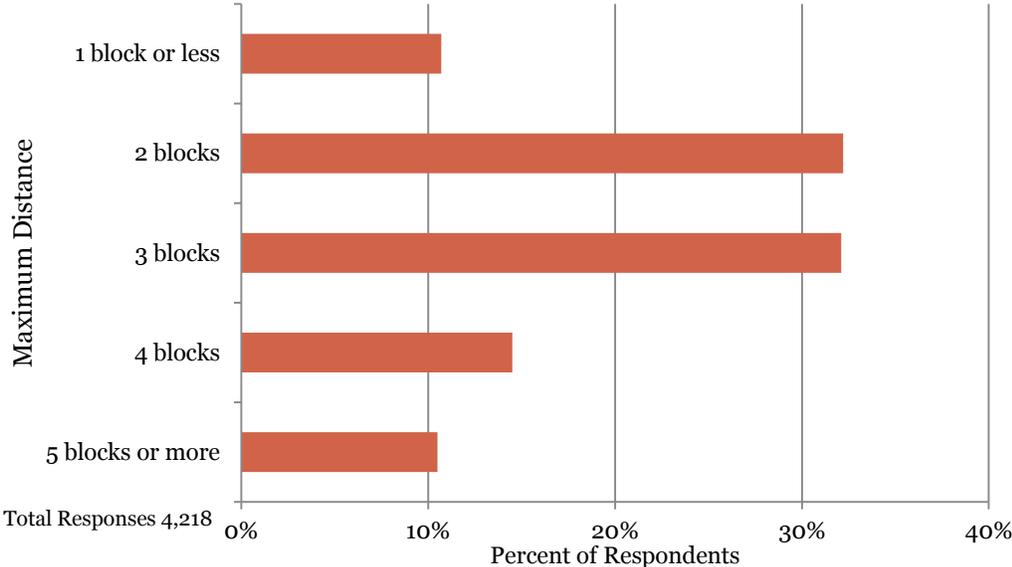


Figure 8.3. Responses to "Maximum walking distance" question. Community Survey, 2016.

## Public Parking Lot Distribution

The four public parking lots in the Aggieville area are relatively well distributed throughout the district. However, when considering the number of spaces in each lot and their location in the district, there is a slight imbalance favoring the southwest quadrant of the 1200 block of Moro Street. However, due to survey respondents' feedback, parking location in terms of convenience should not be overemphasized due to the majority of patrons' (about 90 percent) willingness to walk more than one block (about 400 feet) from their parking space to their destination. This runs counter to the belief among some business owners (30 percent) that their customers will walk no more than a block from their parking space to access their business.

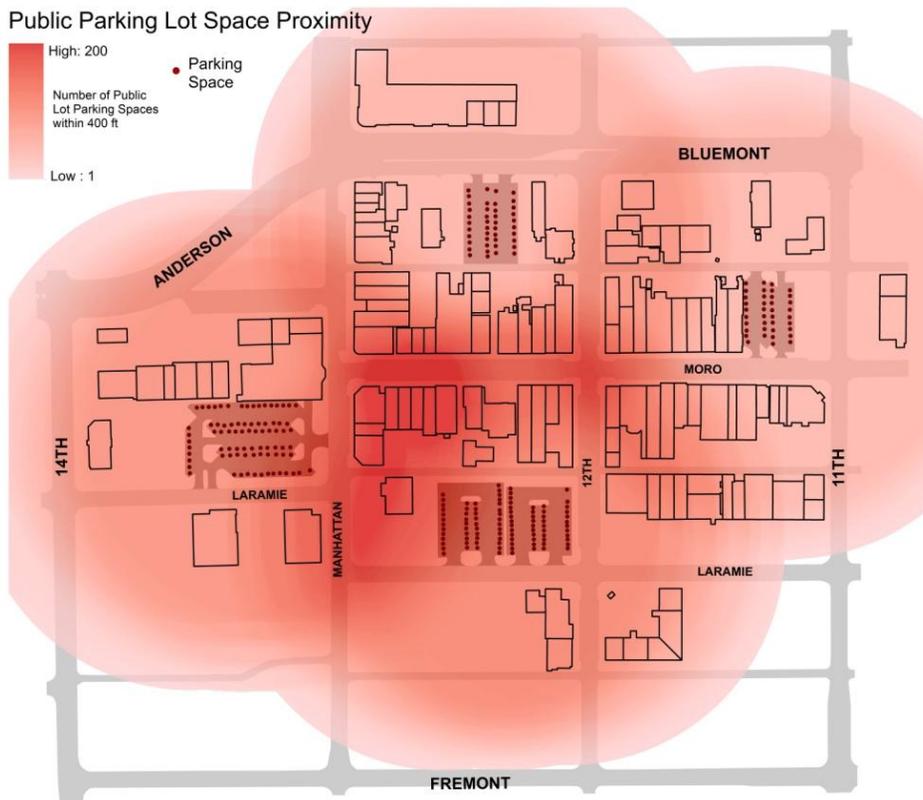


Figure 8.4. Public parking lot space proximity "heat map", 2016

## Time Limits

Several types of time limitations on parking in Aggieville help create a turnover for commercial-oriented parking spaces and acts as an alternative to metered parking. This discourages non-Aggieville patrons' long-term use of commercially oriented spaces.

Several streets in the Aggieville area have no time restrictions on parking, mostly on residential-adjacent and transitional streets where commercial and residential uses share street parking. These streets enable long-term use by adjacent residents. Due to their close proximity to the Manhattan Christian College, KSU, and Aggieville, they tend to be heavily occupied by those parking and walking to those destinations. City Park's parking lots experience a similar phenomenon. While no study has been conducted, anecdotal evidence suggests many who park along the edge of City Park, or in the park itself, are parking and walking to Manhattan Christian College, KSU, or Aggieville and not necessarily using the park. This is especially prevalent when classes are in session. There are currently no restrictions or time limits for parking in or around City Park.

Several respondents on the Community Survey suggested that restrictions on weeknight overnight parking would be a negative policy because it could encourage individuals to drive under the influence.



Figure 8.5. Parking time restrictions, 2016

## Spaces Needed

The C-3 (Aggieville) zoning district requires automobile parking for a commercial establishment only when it has a floor area greater than 15,000 square feet; there are no businesses that large in the district currently. The C-3 parking standard reflects the historic development pattern of Aggieville, which was largely established before the automobile boom of the 1950s and before the City had zoning. In our modern automobile-reliant culture the older development on Moro Street and the 700 block of North Manhattan Avenue have to depend on public parking lots and on-street parking. In contrast, development generally built between 1960 and 1990, such as along the 1100 block of Laramie Street, the 1300 block of Anderson Avenue, and the south side of the 1100 and 1200 blocks of Bluemont Avenue, provide large amounts of private parking in front of their buildings in the manner of strip malls.

According to a study conducted in by KSU students in 2014, if the businesses in the Aggieville area were required to provide the amount of on-site private parking required in a suburban commercial district, roughly 1,603 spaces would be required, compared to the 530 private spaces and the 596 public spaces that exist in the area today (Visions in the Ville, 2014). Not counting public spaces in streets or on lots, the district would be two thirds short (1,073 spaces) of standard suburban commercial requirements. With public parking included, the district would be a third short (585 spaces) of the requirement under the same standard.



Figure 8.6. Suburban-level parking needs based on business type and floor area.  
Source: Lauren Heermann, Angie Schmitt, Erin Wilson; Visions in the Ville, 2014

## Explored Solutions

Multiple solutions to parking issues identified in Aggieville were explored and inquired about in both the Community Survey and the Business Owner Survey.

### Parking Garages

The most frequently cited solution to parking capacity issues in the district identified in the Community Survey and Business Owner Survey was the construction of a parking garage—suggested by about three out of four in the Community Survey and about four out of five in the Business Owner Survey. Business owners identified the city-owned parking lot on the 1300 block of Laramie (south of the Varney’s building) as the most desirable location for a parking garage. The second most desired location was at the city-owned parking lot on the 1200 block of Laramie (south of the Rusty’s



Parking Garage Studies. Source: Bartlett & West, 2014.

and Kite’s buildings). A study completed in 2014 examined the feasibility of parking structures on these two lots. It was determined these locations could accommodate 327 stalls in a garage costing \$4.9 million and 372 stalls in a garage costing \$5.58 million, respectively. Fifty-seven percent of respondents from the Business Owner Survey agree that patrons would pay to park in a parking garage space. However, in the Community Survey, 85 percent of respondents said they would not pay to park in Aggieville.

### Alternative Modes of Transport

About one in three Community Survey respondents suggested increasing alternative transportation amenities for pedestrians, cyclists, and transit users, as a solution to parking capacity issues. Increasing housing opportunities near Aggieville would increase the population within accessible walking and cycling distance to the district. In addition, local trends in transit ridership, ridesharing, and pedestrian and bicycle commuting could show an increase of the use of these transportation alternatives in the future.

### Enforcement

One city employee oversees parking enforcement in both Downtown Manhattan and Aggieville. Many business owners (about 45 percent) believe current parking enforcement is ineffective. About 1 in 5 community survey respondents believe better enforcement of current parking policy will help alleviate

parking problems in Aggieville. A parking ticket for violating the time limits in Aggieville is \$15.00, which increased from \$5.00 in 2015 as a way to improve increase compliance.

### **Metering**

Parking meters were identified by only about 15 percent of respondents in both the Community Survey and the Business Owner Survey as a solution for addressing parking issues in Aggieville. More generally, Community Survey respondents reacted negatively toward the proposal of paid parking in Aggieville, as only 28 percent said they would pay for on-street parking. Of the other 72 percent who said they would not pay for parking, the ranked preference for respondents was: they would park outside Aggieville for free, they would walk, bike, or take transit more, and lastly, they would visit Aggieville less. About one out of four Business Owner Survey respondents believed people would be willing to pay for on-street parking. Similar districts, like Massachusetts Street in Lawrence, Kansas have metered on-street parking spaces that are frequently used. Parking meters existed in Aggieville in the past but have been phased out over time.

### **No Change**

About one in five respondents of the Community Survey proposed that no change was needed to address parking issues in Aggieville.

### **Summary**

Parking has been a long-standing challenge in Aggieville. Space is at a premium in the district and parking demands a lot of space (52% of the Aggieville area; see Chapter 5), which in turn limits density, especially with surface lots. At the same time limited parking capacity can stunt redevelopment opportunities as potential interest becomes apprehensive about risking a development project that is underparked and can seemingly limit the success of existing businesses. A variety of solutions exists to ameliorate parking issues within the district. It is likely that a multi-solution strategy will be most effective: creating spaces for cars, improving access for pedestrians and bicyclists, and encouraging public transportation use.

# Chapter 9: History, Events and Art

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Aggieville, 1938. Aggieville Archives.

## History of Aggieville

### 1889–1910s

Aggieville began in 1889 when a student and a local businessman opened a laundry service at North Manhattan and Moro to serve local residents and students of what was then Kansas State Agricultural College (KSAC). It rapidly developed as a place for shopping, services, and dining. In 1899 a group of KSAC students formed the Students Co-Operative Association to set up a store along Manhattan Avenue and Bluemont Avenue that to provide school supplies and food at lower costs to college students. In 1908, the Student Co-op constructed the first brick building in Aggieville at the corner of Manhattan Avenue and Moro Street, where the Dusty Bookshelf is currently. The district became known as “Aggieville” around 1912 as it catered to “Aggie” students, the original mascot of KSAC.



Student Co-op Building, 1912 Royal Purple Yearbook.

Over the decade, the district experienced significant growth with the establishment of a grocery store, clothing companies, apartments, an expanded College Book Store, and the College State Bank. During this time trolley lines served the district, running on Moro Street, jogging north on Manhattan Avenue, then continuing down Anderson Avenue.

## 1920s-1940s



Looking East down Moro, 1930s. Photo Courtesy of Ralph Miller.

There was significant construction during the 1920s until the Depression era arrived, quieting Aggieville, with stores closing with the decline of patrons. Once the Second World War ended, KSAC enrollment surged, making Aggieville a lively place for students again. The trolley lines were paved over during the automobile boom of

the 1940s as Aggieville saw new buildings being constructed once again. Aggieville hosted many activities during this time, serving as a gathering place for organizations, moviegoing, and community dances. The first tavern was established early in the decade; by 1947 there were three in the district.

## 1950s-1960s



Parade on Moro (looking west), 1962. Manhattan Mercury

The late 1950s and early 60s was a time marked by a decline in Aggieville, due to the opening of the K-State Student Union in 1956, inducing the closure of several businesses. During the '50s an Aggieville Jamboree was held at the beginning of each school year with a street dance and drawings for prizes. In 1966, Anderson and Bluemont Avenues were connected to improve traffic flow, forming Triangle Park.

### 1970s-1980s

Major redevelopment occurred along Bluemont Avenue, Anderson Avenue, and Laramie Street throughout the 1970s and '80s, further expanding the district, but in the form of strip development. City-owned parking lots were established during this time, resulting in the demolition of several residential and commercial buildings. As the University's enrollment increased, the Aggieville district continued catering to students and residents with a variety of restaurants and shops. Taverns became very prominent during this time, as many retail shops were converted, though bars suffered a decline after the 1984 passage of a law raising the minimum drinking age to 21 years.



Anderson Strip Center, 1987.  
Photo Courtesy of Dan Walter, 1987 Yearbook.

### 1990s-Present

The majority of development since 1990 has focused on urban-style and in-fill development in the core of Aggieville as well as its fringes, including Aggie Village in 2004 and the Bluemont Hotel in 2013 with street-level commercial spaces and a parking garage. Bars have increased in numbers in recent years, becoming one of the defining characteristic of the district, along with major events like Fake Patty's Day. Eating establishments also became more prominent as retail choices became scarcer.



Bluemont Hotel Construction, 2014.  
Photo by Parker Robb, K-State Collegian Yearbook.

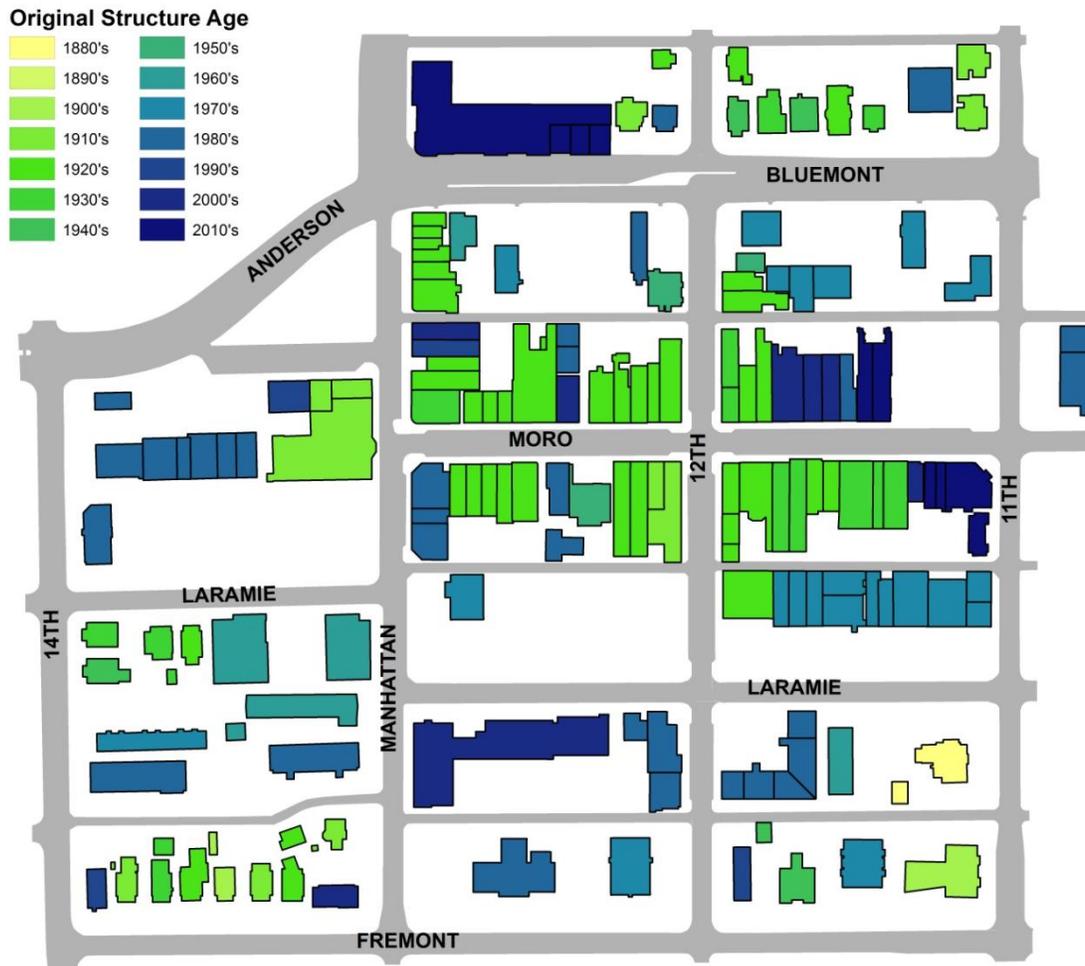


Figure 9.1. Structure Construction by Decade. Source; Riley County, 2016.

### Potential Historic Resources

Though significant historic documentation of Aggieville exists, no official historic survey of the district has been conducted. With the age of some of the structures in Aggieville, there is potential for the individual buildings to be listed on a local, state or national register, or the district as a whole could be nominated as a historic district. A historic district would require at least 51% of property owners in the proposed district to consent for designation. Business Owner survey respondents, though not necessarily representative of property owners, were generally supportive of historic designation in Aggieville (Figure 9.2).

Business owners were asked how supportive they were of historic designation of individual buildings and of historic designation of the entire district

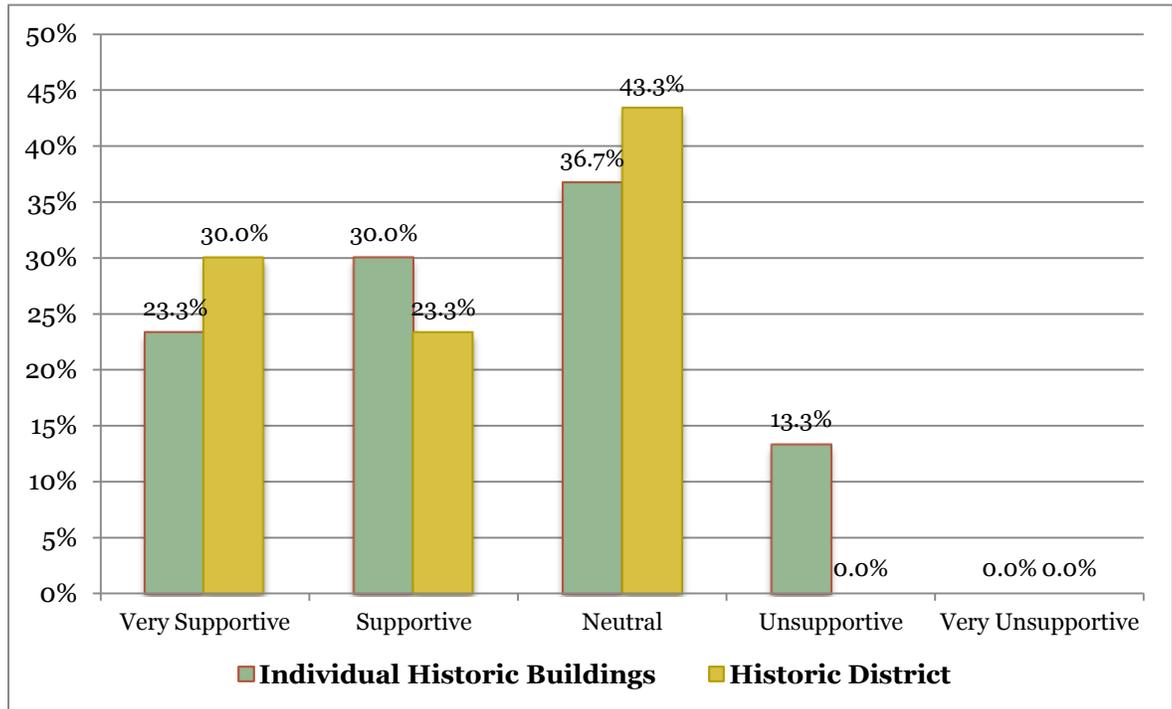


Figure 9.2 Business Owner Support for Historic Designation for Buildings and the District. 2016. Aggieville Business Owner Survey.

More generally, the Community Survey asked respondents about historic characteristics and buildings important to them in the district. There were 1,874 comments from the 4,227 respondents. Maintaining the original store fronts or historic names of businesses along the facades was seen as an important characteristic, as was the use of limestone and brick, including the sidewalks with the paver stones displaying the names of past donors. Though the pavers were installed in 1989, many identify them as a unique characteristic. Another characteristic that was cited numerous times was the downtown “feel” of the area provided by the main street style layout of Moro.

*“I like the old style, main street feel. All efforts to keep the ’ville feeling small town (with big town amenities) should be kept to.”*

—Community Survey Respondent

Specific buildings identified as historically significant included the Varney’s building (mentioned 633 times), its namesake and the marquee, the Dusty Bookshelf (mentioned 113 times), Acme Gift, Rock-a-Belly, Varsity Doughnuts, Kites, Olson’s Shoe Store, So Long Saloon, Taco Lucha, the original Pizza Hut building, Last Chance, and Auntie Mae’s. Several comments in the Community Survey praised the mix of new buildings and historic buildings as providing additional character and uniqueness to Aggieville.

## Public Art, Banners, and Sound



Banners throughout Aggieville promote events in Manhattan.

There is no official public art in the Aggieville area. However, Aggieville is adjacent to the KSU “Art Corridor” made up of the Beach Art Museum, McCain Auditorium, Nichols Hall Theatre, and a future building identified in the KSU Campus Master Plan designated as an art facility on the southern edge of campus along Anderson Avenue.

Banners are installed on most of the green street-level light poles throughout the district. There is also a “street banner” across Moro at the 12th Street intersection. Banners provide an opportunity for community promotion of events or to decorate the district.

There are speakers wired to a centralized sound system on several light poles throughout the district. Music is played during special events and KSU game days.

### Community Events

Aggieville hosts many events throughout the year that draw students and residents of Manhattan and the surrounding region (Figure 9.3).

**Little Apple New Year’s Eve:** Residents and visitors gather on New Year’s Eve to watch the “Little Apple” drop and ring in the New Year.

**Fake Patty’s Day:** Celebrated the weekend before St. Patrick’s Day.

**Saint Patrick’s Day:** The celebration includes many running races in the morning, followed by a parade down Moro.

**The Nothing Festival:** A day to encourage residents to visit Aggieville for a cup of coffee, shop in local stores and or grab a bite.

**Taste of the Ville:** Fundraiser for participants to sample various culinary offerings by Aggieville restaurants.

**Wildcat Welcome Weekend:** Event to welcome new or returning students back to K-State and Manhattan the first week of the Fall semester.

**Aggieville Trick or Treat:** Children visit Aggieville restaurants and shops to go trick-or-treating down Moro Street.

**K-State Homecoming Parade:** A century-old event with a parade going through Aggieville.

**Mayor's Christmas Holiday:** In December, Christmas trees are placed in Triangle Park.

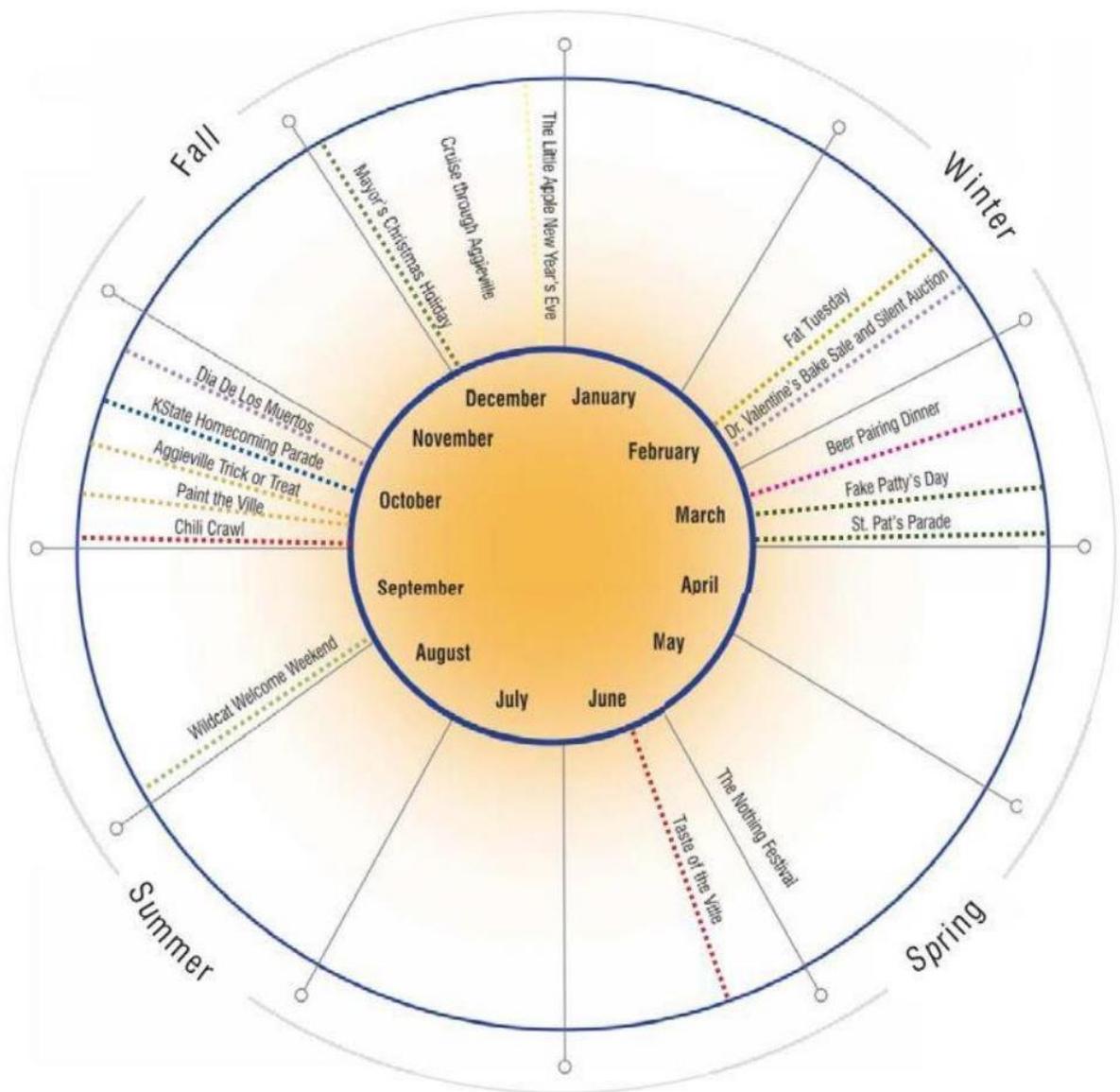


Figure 9.3. Annual Events in Aggieville. Michael Pagels, 2014. Visions in the Ville.

## Event Space

There is one music venue in Aggieville, located along Laramie Street called The Manhattan. In 2016, local business owners opened the Eleven Fifteen Event Space at 1115 Moro Street. Many other bars and restaurants have smaller areas for live music, meetings, and private events. Generally, Community Survey respondents reported wanting to see more art and cultural spaces as well as event and entertainment spaces which could provide increased opportunities for live music, concerts, art shows, and movie screenings (see Figure 9.4).

## Summary

The historic nature of Aggieville adds to the unique nature of the district with its blending of the past and present. Though it has many historic elements, lack of designation threatens many potentially historic buildings. Honoring the historic aspects of the district will be important as future developments occur. Many recommendations on the Community Survey suggested that the district's history be incorporated into public art. When asked what other events they would like to see more of in Aggieville, respondents provided many suggestions including a farmer's market, music and art festivals, street fairs, live music, and outdoor movies. There is immense potential for Aggieville to expand the cultural opportunities within the district and broaden the use of the district to be a community space for all, though current facilitation appears to be lacking.

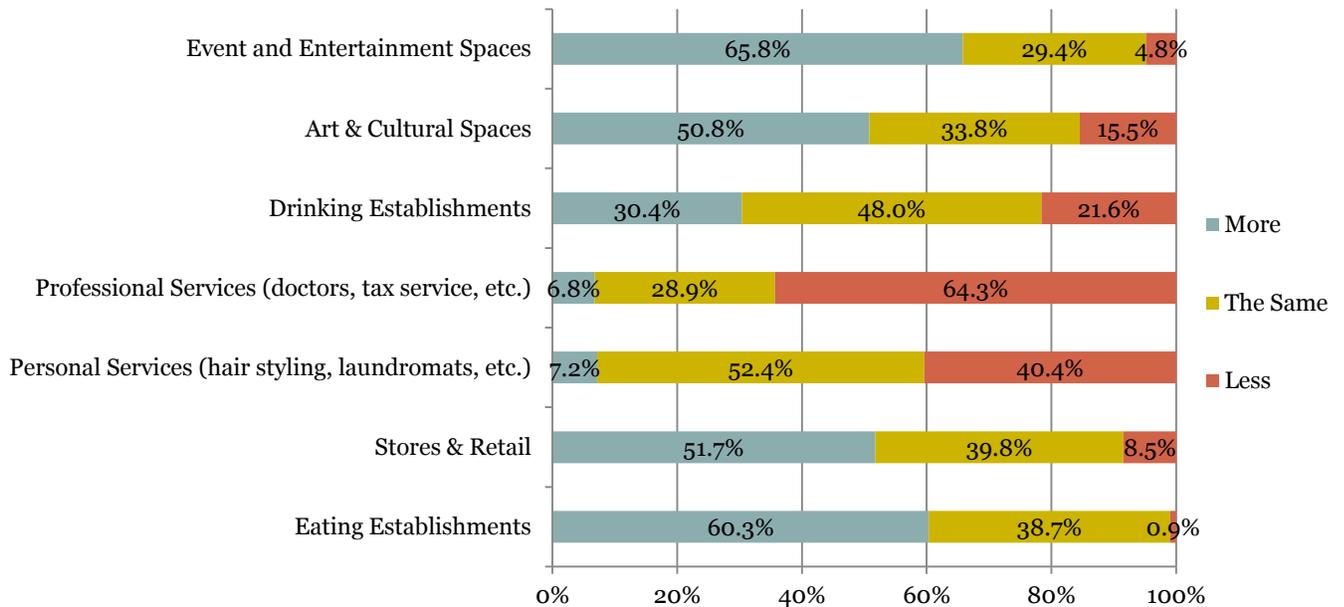


Figure 9.4. Results of the Community Survey question "What types of uses would you like to see more or less of in Aggieville?"

# Chapter 10: Public Safety

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For the purpose of this section, Countywide is defined as all locations in Riley County and the City of Manhattan (including that portion of the City situated in Pottawatomie County) but not including Aggieville. Aggieville is defined by Riley County Police Department as the areas between Anderson/Bluemont Avenue, Fremont Street, 14th Street, and 11th Street with an area of about 0.06 square miles. Riley County has an area of 622 square miles, and the portion of the city in Pottawatomie County has an area of about one square mile; Aggieville occupies less than 0.01% of the area in Riley County and the portion of the city in Pottawatomie County.



Aggieville's Location in Riley County  
City of Manhattan, 2016.

## Crime Statistics & Trends

### Overall Accidents

The classification of Overall Accidents includes any accident involving a motor vehicle that is reportable to the State of Kansas. Such accidents may include fatalities, injury, non-injury property damage only, pedestrians, and bicycles. Accidents in Aggieville from 2006 through 2015 occurred at a low level and generally declined annually over that span. In 2015, four percent of all accidents in Riley County/Manhattan occurred in the Aggieville district. However, as the Aggieville area is only a hundredth of a percent of Riley County, this number is fairly high for such a small geographic area.

### Injury Accidents

From 2001 to 2015, reported injury accidents in Aggieville remained relatively low. During that time span, the number of reported accidents in the district fluctuated from as many as 27 incidents to as few as three. The percent of injury accidents that occurred in Aggieville relative to the number of

countywide reports, also experienced fluctuation yet remained low, accounting for slightly less than five percent of the Countywide accidents on average.

### Property Damage

Reported property damage accidents in Aggieville have remained in the vicinity of six percent of countywide property damage accidents for the last 13 years, with the exception of 2006 (approximately seven percent). This incident rate is consistent with the average rate of Injury Accidents but much more stable year to year.

### Accidents Involving Pedestrians & Bicycles

From 2006 to 2015, Aggieville experienced 29 accidents involving a pedestrian or an average of about three a year. In 2006, 2010, and 2014, accidents involving a pedestrian in Aggieville accounted for nearly 30 percent of all similar countywide accidents, a fairly significant occurrence rate (see Figure 10.1).

Aggieville accounted for 11 motor vehicle accidents that involved a bicycle from 2006 through 2015, or about one accident per year. Countywide, including Aggieville, there were 150 bicycle-involved accidents. In summation accidents involving bicycles in Aggieville amount to less than 8 percent of all reported motor vehicle vs. bicycle accidents from 2006 to 2015 (see Figure 10.1). While this accident rate is considerably lower than the pedestrian accident rate, the number of bicycles in the district is substantially lower than the number of pedestrians. This information suggests perhaps that the presence of bicycles in the Aggieville district, which is often congested with pedestrian and motor vehicle traffic, is problematic.

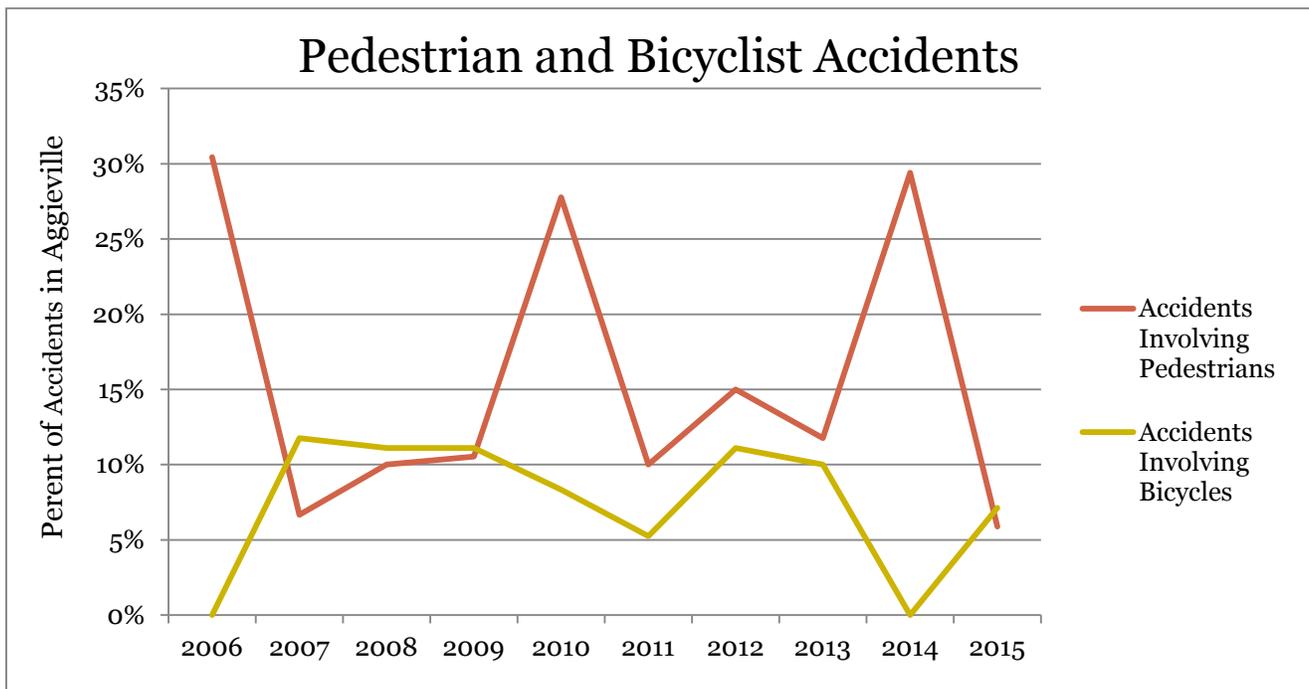


Figure 10.1  
Riley County Police Department. 2016.

## Overall Crime

For the purpose of this report, Overall Crime includes murder, rape, robbery, aggravated battery/assault, burglary, theft, burglary of (or theft from) a motor vehicle, motor vehicle theft, simple battery/assault, sex offenses, DUI, and disorderly conduct. From 2000 to 2015, Overall Crime in Aggieville has fluctuated between approximately 12 percent and 17 percent of similar crime Countywide (Figure 10.2).

Numerically, Overall Crime during that time span ranged between 316 and 558 crimes or an average of about 450 per year. Since the high of 558 in 2008, Overall Crime has been trending downward to less than 400 occurrences in each of the last three years. Despite the recent downward trend, a geographical area that encompasses only slightly less than a hundredth of a percent of the total square miles of the entire City and County jurisdiction, yet accounts for an annual average of approximately 15 percent of all crime, merits notice.

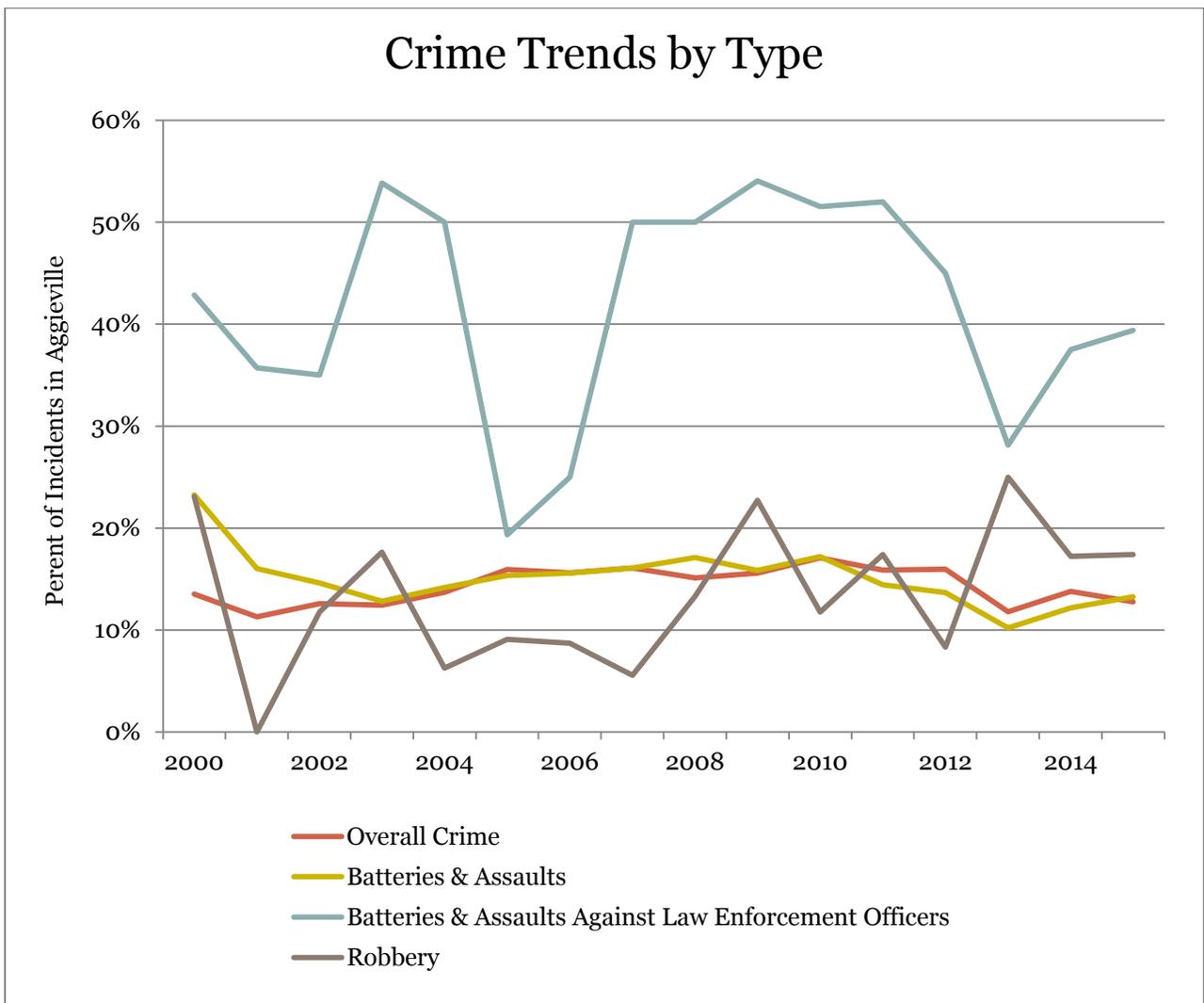


Figure 10.2  
Riley County Police Department, 2016

### **Battery & Assault Crimes**

This category of crime combines actions normally construed as an attack upon a person such as simple battery (involving bodily harm), simple assault (involving an attempt or threat of bodily harm), and aggravated versions of both (actions involving a deadly weapon or the infliction of great bodily harm). While the annual reported occurrences of battery and assault have fluctuated between 159 (in 2008) and 77 (in 2003), the annual average of such crimes committed in Aggieville versus the total jurisdiction over the last 16 years sits at about 15 percent. Batteries and assaults are trending downward over the last five years from the higher incident rate of the latter part of the last decade. Again, although the number of these crimes is not alarmingly high, when considered in relation to the small geographical area in which they are occurring, they are concerning.

### **Battery & Assault Against a Law Enforcement Officer**

Battery and assault crimes against a law enforcement officer are one of two reported categories where the number of incidents in Aggieville exceeds the number of incidents countywide. In 2003 and 2007–2011, Aggieville surpassed the rest of the jurisdiction in the reported number of battery and assault crimes against a law enforcement officer. From 2000 to 2015, reports of battery and/or assault against a law enforcement officer in Aggieville average approximately 42% per year and range from about 19% to 54 percent. While these figures are very concerning, they are thought to be a consequence of the confluence of several factors: the presence of law enforcement officers in a relatively small geographic area, the strong enforcement by those officers of laws concerning disorderly conduct and other disruptive and harmful behaviors, and the negative effect of alcohol use upon individuals encountered in the area.

### **Robbery**

Robbery is defined as the taking of property from another person by force or threat of force. From 2000 to 2016, the RCPD received 50 reports of robberies in Aggieville while countywide reports totaled 306, indicating an average occurrence rate of 14% within the Aggieville area as opposed to the entire jurisdiction. This is in keeping with the overall crime occurrence rate in the area of approximately 15% of the entire City and County area. No real trends concerning the crime of robbery in Aggieville are evident.

## Sex Crimes

The category of Sex Crimes for the purpose of this report includes Rape, Attempted Rape, Indecent Liberties with a Child, Sexual Battery, Sodomy, Lewd and Lascivious Behavior, and Window Peeping. Reports of sex crimes in Aggieville have remained relatively low, in the single digits in fact, for the past 16 years. A period in the early to mid 2000s showed a gradual but significant upward trend leading to the highest occurrence rate over the entire period of the last five years showing a slow downward trend. During the entire time span as indicated, sex crimes reported in Aggieville accounted for 10% or less of all similar crimes reported in Riley County.

## Disorderly Conduct

Acts inherent to the crime of Disorderly Conduct include fighting and the use of language that incites others to violence such as fighting words. This crime is often closely associated with the previously discussed crimes of Battery and Assault but may stand alone as an offense or be included as an additional crime in a Battery/Assault case. Alcohol is more than frequently a factor in such behavior. With these relationships in mind, it is reasonable to conclude that a geographical area such as Aggieville that suffers a significant number of Battery and Assault incidents will also exhibit a significant number of Disorderly Conduct incidents, and statistics reflect this. From 2000 to 2015, more than 27% of all disorderly conduct reports occurred in Aggieville, a small geographical area (Figure 10.3). Incidents of Disorderly Conduct in Aggieville rose annually over the first decade of this century, not significantly declining until 2013. This decline came immediately after the worst statistical year of the new century (2012), a statistic attributable largely to an event in March of that year called Fake Patty's Day.

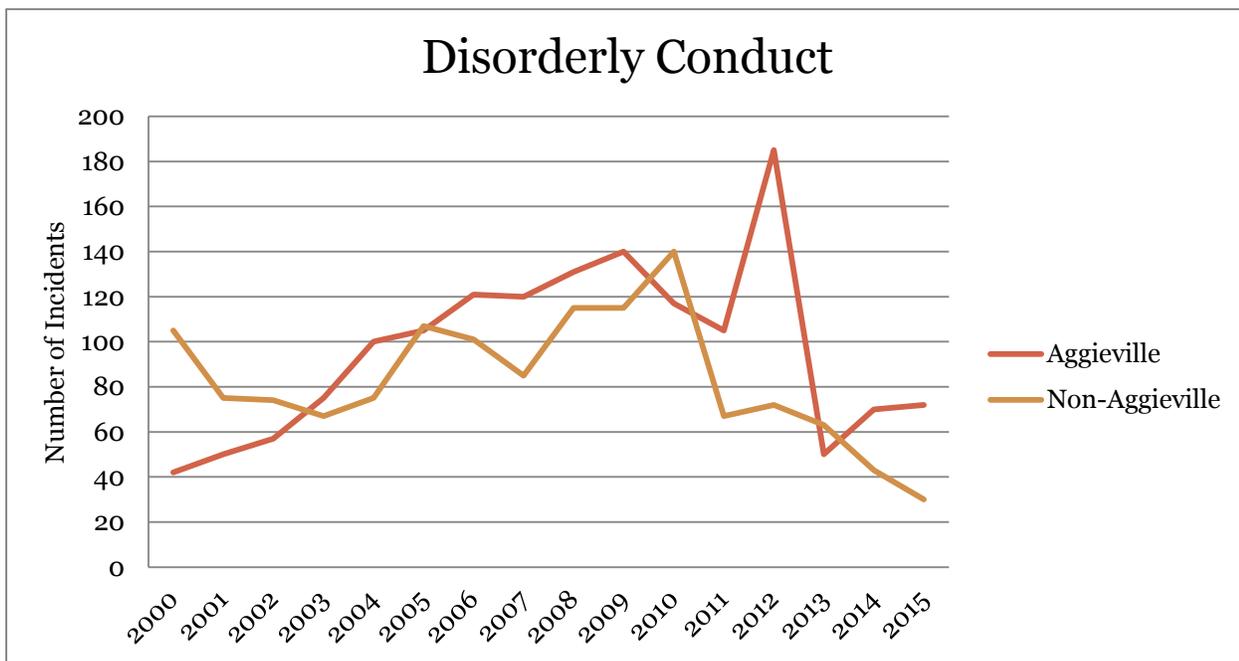


Figure 10.3.  
Riley County Police Department, 2016.

## Crime Mapping

The statistics contained in this report as well as crime mapping found elsewhere for the City of Manhattan and Riley County is based on crime data collected by the Riley County Police Department and examined by the Department's Crime Analyst. Additional information on the occurrence of crime and crime mapping, can be found at [rileycountypolice.org](http://rileycountypolice.org).

## Fire

Fires have been the cause of destruction for several buildings in the past. For example, in 1998, the Harrison Building caught fire and spread to three other adjacent buildings. The fire spread was due to openings in the walls between property lines. Today, requirements in the building code prohibit openings in walls over property lines to help prevent such fire occurrences. The building code requirement creates challenges for owners that want a pass-through for food, drink, or patrons between businesses.



Fire at 706 N Manhattan, Aggieville Archives.

## Flow

There is a shortage of needed fire flows in the 1100 and 1200 blocks of Moro Street. Public Works is aware of the undersized four-inch waterline on Moro and plans have been made to upgrade capacity threshold. With a shortage of available fire flow, and in order to preserve the established buildings for the future and to allow versatility for current businesses, providing fire sprinklers as buildings are remodeled is important. This will improve the level of life safety as well as ensure that historic buildings are preserved. Fire sprinklers are essential in the event that access down Moro Street is ever closed completely, inhibiting fire apparatus access. Some buildings in the district have already been retrofitted with sprinkler systems.

## Bar Overcrowding

Over-occupancy is a significant public safety issue in the event of fire. The Manhattan Fire Department, as well as the Riley County Police Department, periodically check Aggieville establishments that serve alcoholic beverages. Overcrowding checks are customarily conducted on big event days such as New Year's Eve, graduation, and Fake Patty's Day, but are often conducted on any given day as crowding is realized. The fire code sets a maximum occupancy and during busy periods, management of many establishments struggle to maintain occupant loads within prescribed limits. Intermittent overcrowding in the district has been an issue for many years, although it ebbs and flows from year to year.

## **Noise**

The Riley County Police Department receives and investigates noise complaints in (and around) the Aggieville area. Residents proximal to Aggieville, as well as some who live a considerable distance from it, are subjected to and affected by various degrees of loud noises emanating from the district. Noise issues, in particular those associated with live music, tend to be seasonal.

Noise emanating from the district has been a point of contention for a long time. Recently, however, the investigation of noise complaints revealed issues with regard to the fair application of existing Municipal Code standards and the inability of officers to separate contributing noises from one another in order to determine the primary cause. As a result of this, and other enforcement, prosecution, and business-related issues, City staff began a review and revision process of the existing Code in an effort to resolve growing dissatisfaction.

## **Summary**

The safety of residents and visitors to the City is a top priority, from ensuring the appropriate level of police patrol in Aggieville to regulating building code to prevent fires. When asked how safe respondents feel in Aggieville, a majority of survey respondents said they feel very safe or safe. Respondents who provided comments reported they primarily feel safe during the day. Safety concerns included potential bar fights and violence from intoxication as well as a lack of lighting in certain areas being mentioned by many of the respondents. Survey respondents identified increased lighting as the most desired streetscape improvement. By reviewing the perceived safety and crime statistics as shown above, the City can take further action on increasing the safety and policing effectiveness within the district.

# Chapter 11: Building and District Design



## Sub-Areas

Aggieville, while small in area, contains several different urban environments. The heart of this district is referred to as the “Aggieville Center” in this section, which is centered on Moro Street and North Manhattan Avenue. The Bluemont/Anderson Corridor is a suburban strip development corridor with an arterial road running through it. The Laramie Street Corridor is a local street and the Fremont Street Corridor is a minor collector. These areas are composed of a mix of land uses and building types ranging from surface parking lots to large apartment buildings to single-family homes.

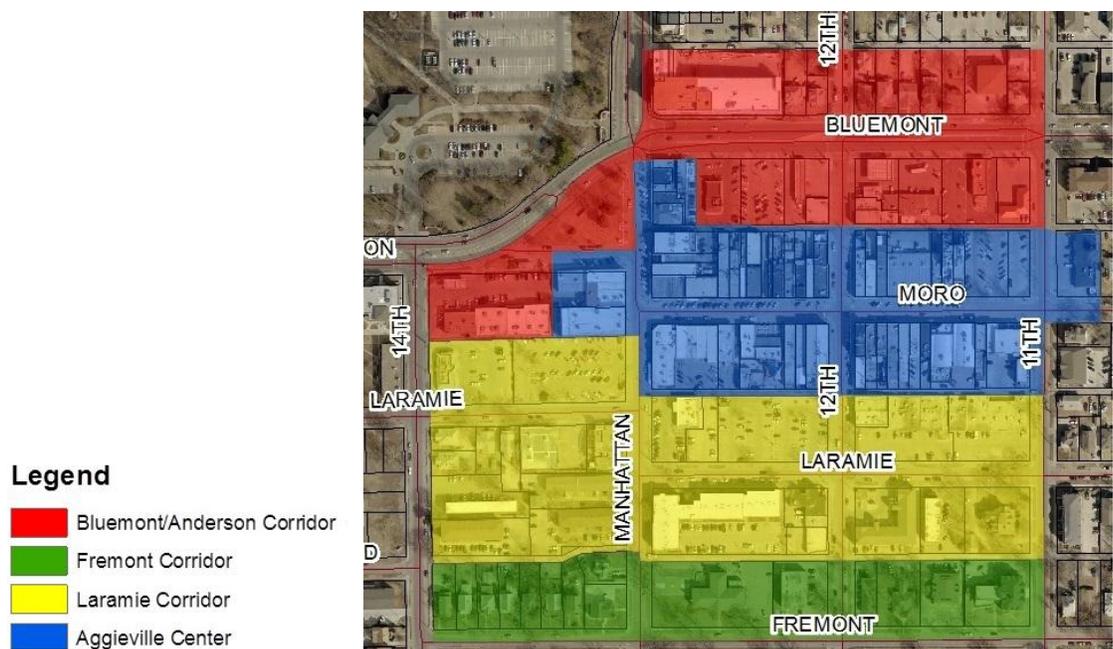


Figure 11.1. Aggieville Sub-Areas, 2016. City of Manhattan

## Aggieville Center



Building facade between 11th and 12th Streets looking South. Sickmann, 2014. *Visions in the Ville*.



North Manhattan Ave Corridor, 2014. *Visions in the Ville*.

The center of Aggieville consists of the oldest commercial structures facing Moro Street and North Manhattan Avenue. Some of these buildings can be traced back to the origin of the district. Newer structures along these streets follow similar patterns of building scale and setbacks while deviating in architectural style and ornamentation. These buildings form the perceived identity of Aggieville. The North Manhattan Avenue corridor consists of a variety of architectural styles and building types. The center of this corridor is the intersection of North Manhattan and Moro. On the west side of this intersection is the iconic Varney's building. Originally built as the Miller Theater in 1926, it became the Varsity Theater in 1931, the Sosna Theatre in 1935, and was the Campus

Theater from 1951 until 1998, when it was converted into a retail store selling K-State merchandise, which closed in 2016. However, the building has retained its outward appearance as a movie theater, complete with a neon-trimmed marquee. The building was designed to be a focal point of Aggieville, as it is central when looking west down Moro Street. The Varney's building is connected to two other buildings to the north with similar architectural styles. These buildings are one and two stories with no



Varney's at the end of Moro, 2014. *Visions in the Ville*.

setback from the sidewalk, and large storefront windows, which creates visual interest to pedestrians on the sidewalk. South of Varney's is a large surface parking lot, which features little landscaping and an aging streetscape, which is consistent throughout the Aggieville planning area.

The east side of North Manhattan Avenue is similar to the west side. At the southern end is a building constructed in the 1980s containing three commercial spaces. The design of the building reflects the historic architectural characteristics in the area such as large storefront windows, no setback from the sidewalk, and architectural ornamentation. At the northern end of this strip are a series of businesses housed in historic buildings with similar characteristics creating a pedestrian-friendly environment. These businesses include Rock-A-Belly Deli, Varsity Donuts, and The Dusty Bookshelf bookstore. Additionally, several newer buildings along this strip exhibit similar characteristics, such as the buildings housing Porter's, Eighteen 63, Dancing Ganesha, and Suzette.

The architecture and building line along Moro is largely consistent with what is found along North Manhattan Avenue. Many of the structures on Moro are built in a traditional downtown commercial style, and those that are not are often built in a similar style. There are a few exceptions. Rusty's bar and restaurant is housed in a repurposed gas station; the front parking area has been converted into a front patio area.

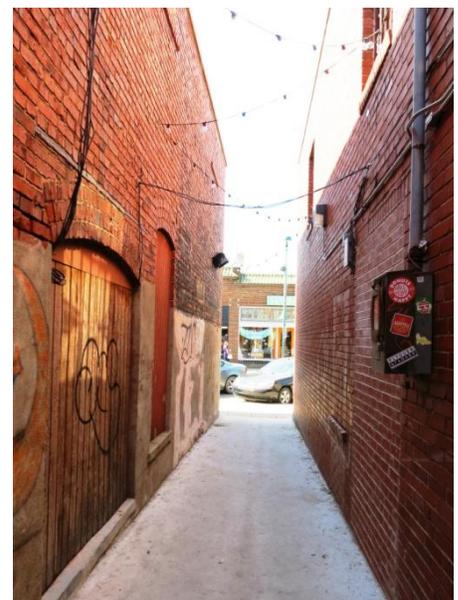


Moro Street, 2016.

At the east end of Moro are two relatively new structures built in a more modern style. However, they still exhibit certain traditional characteristics such as large windows and no setbacks. They also have similar massing, helping them fit in with the area. However, at the eastern end of the Aggieville Center area, across 11th Street is a strip mall built in the 1980s with surface parking in front. The structure is disconnected and disjointed from the rest of the Aggieville Center.

Buildings in the Aggieville Center are mostly single story with a few two-story structures mixed throughout. Those that do have a second floor often contain loft apartments. Four of the newer buildings built in the Aggieville Center were built with second-story apartments. Additionally, on the east side of 11th Street, just south of Moro, there is a set of row-house style apartment buildings made of brick with ornamentation. Two other examples of similar row houses exist just outside the Aggieville planning area on 11th Street. However, the vast majority of structures in Aggieville do not contain housing units. As noted on page 19, there are only about a hundred dwelling units in the planning area.

The majority of buildings in the Aggieville Center are made of red brick, which is somewhat unusual in the greater context of



Alley Leading to the Varsity Truck, 2016.

Manhattan core commercial buildings which often favors limestone construction. However, a couple buildings such as Varsity Donuts and The Dusty Bookshelf feature smooth limestone facades, and some newer buildings are composed of exposed concrete masonry units.

Alleys play an important role in the Aggieville Center. Alleyways run along the rear of the buildings on both sides of Moro Street. Currently, most alleys and alley-adjacent uses in Aggieville serve a solely utilitarian purpose, with the exception of the alley and open space behind Varsity Donuts, with a permanent food truck and patio space.

However, in many instances, a business that backs up to an alley use the space adjacent to the alley as a patio for outdoor dining and drinking. Additionally, many of the surface parking lots throughout the district are directly adjacent to and partially accessed from alleyways.

## Bluemont/Anderson Corridor



Bluemont Corridor strip development, 2016. City of Manhattan

The Bluemont and Anderson corridors exhibit a substantially different environment than the center of Aggieville. Bluemont Avenue operates as a major east-west thoroughfare through the City of Manhattan. As a result, Bluemont and Anderson can obscure the connection between the Aggieville Center and the Kansas State University Campus, as well as the Campus East neighborhood to the north. The north side of the 1100 block of

Bluemont consists of single-family homes built in the 1910s and 1920s that have been converted into apartments. The recently constructed Bluemont Hotel is also on the north side of Bluemont, which was completed in 2014. The hotel is five stories tall and includes architectural characteristics from both the Kansas State University campus and Aggieville, with its mixing of limestone and brick on its façade. The hotel also acts as a major focal point for those traveling east on Anderson and acts as a western gateway to the district for motorists; It also serves as a transition from the campus to the Aggieville Center and helps to create an urban corridor environment along Bluemont. The south side of the Bluemont corridor consists of typical automobile-oriented strip development built in the 1970s and 1980s. This strip includes a drive-through bank, a drive-through restaurant, a gas station and convenience store, a car wash, and a drive-through coffee shop. This side of Bluemont contains no landscaping or streetscaping and very little buffer between fast-moving traffic and pedestrians; the widening of Bluemont Avenue over time to serve motor vehicles has eaten up that buffer. Also on the

south side of the Bluemont and Anderson corridor is Triangle Park, which is described in more detail in Section 4, 'Greenspace, Landscaping, Streetscape'.

West of Triangle Park and the Varney's complex, on the south side of Anderson, there is another gas station and strip mall combination. While this development features more architectural ornamentation than the strip on Bluemont, it still features a large front setback and numerous curb cuts that an unsafe and unpleasant environment for people walking along Anderson.

## Laramie Corridor

Two disconnected sections of Laramie Street running through the Aggieville planning area. The first section runs from North 11th Street on the east to North Manhattan Avenue on the west. The north side of this section of Laramie consists of a strip mall development from the 1970s. This development features a long, low-slung brick building with a covered sidewalk along the storefronts and two rows of parking in front. Also on the north side of Laramie is a public surface parking lot, a private surface parking lot for Aggie Village Apartments across the street from it, and a Chipotle restaurant and its surface parking facing Laramie Street and North Manhattan Avenue. On the south side of Laramie is a historic house built in 1886 that has since been converted into apartments. Next to that is an apartment building built in the 1960s, with parking placed on the side of the building. Finally, on the south side of this section of Laramie is a two story L-shaped shopping center with second-story apartments and parking placed in front of the structure.

Laramie Street doglegs north at North Manhattan Avenue and becomes *West Laramie Street*, almost, but not quite, lining up with the alley between Moro and Laramie Streets. On the north side of this section of the street is a public surface parking lot and a Burger King drive-through restaurant. On the south side are three craftsman-style rental houses, as well as two single-story bars built of painted concrete masonry units; a parking lot between the two structures is enclosed with a wooden privacy fence, and often serves as an outdoor gathering space for one or both of the bars.



Handi Corner located along Laramie Street, 2016. City of Manhattan.

## Fremont Corridor

Fremont Street forms the southern boundary of the Aggieville planning area. To the south of Fremont Street is City Park. This is the only portion of the Aggieville planning area that is entirely residential. This street runs from 11th Street on the east to 14th Street on the west, and has the overall character of a

single-family residential street, despite the presence of several multi-family dwellings and two fraternity houses. At the western end is a row of six single-family structures characterized by variations of the American Foursquare style. This row also contains two newer housing structures built in similar styles. Further east on Fremont are two mansard-roof-style apartment buildings built in the early 1970s, a brick colonial-style fraternity house built in the 1980s, and a row-style apartment building built in the 1990s. At the east end of Fremont is a historic fraternity house that was originally constructed as a YMCA in 1907.

## Facades and Areas of Enclosure

The Aggieville planning area contains a variety of building setbacks and façade types (Figure 11.2). The Aggieville Center area contains the most continuous street wall in the entire planning area. The structures along the Moro corridor, in particular, create an area of enclosure that creates a pleasant environment for pedestrians. The North Manhattan Corridor and the 12th Street corridor also contain segments of a continuous street wall that contribute to a sense of outdoor enclosure. However, the Bluemont/Anderson Corridor and the Laramie Corridor feature structures with large building setbacks and ample parking lots that create an uninteresting and unpleasant pedestrian environment. The C-3 zoning district, which is exclusive to Aggieville, currently has nothing to prevent this type of development: there are no minimum or maximum setbacks and no restrictions on the location of parking lots.



Figure 11.2. Continuous facades and areas of enclosure. Libby Tudor, *Visions in the Ville*, 2014

## Building Heights

Buildings in the Aggieville Center tend to be relatively low with only two structures topping out at three stories (Figure 11.3). The majority of structures are only one story, and several are two stories. This reflects the historic and small-town character of Aggieville, which was formally codified in the C-3 district regulations, limiting building height to a 35-foot maximum.

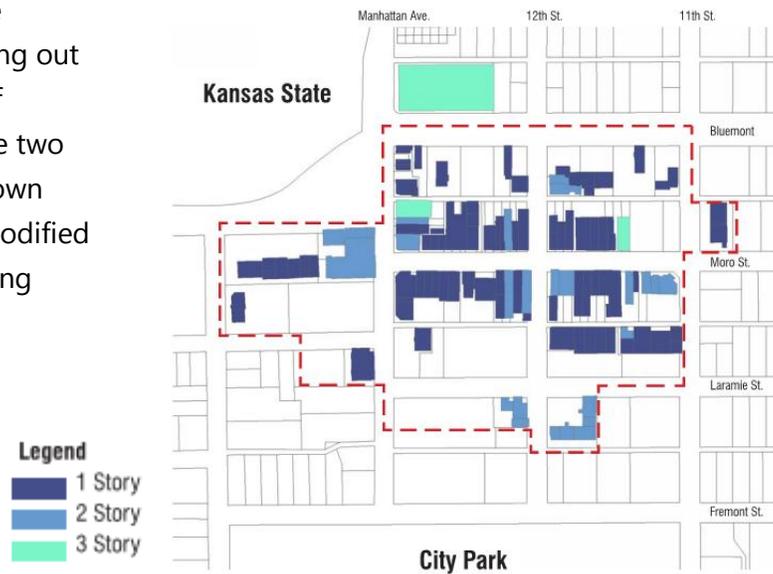


Figure 11.3. Building heights  
Andrew Holzum, Visions in the Ville, 2014. Data: Riley County GIS

## Building Materials

As previously mentioned, Aggieville is somewhat unique in Manhattan due to the prevalence of red brick construction. Most of the historic buildings in the Aggieville Center are built with red brick (Figure 11.4). Several of the newer buildings attempt to reflect this historic characteristic by featuring facades entirely or partially built with red brick. Several buildings have smooth limestone facades, and some of the mid-century and newer structures are built with exposed concrete masonry.

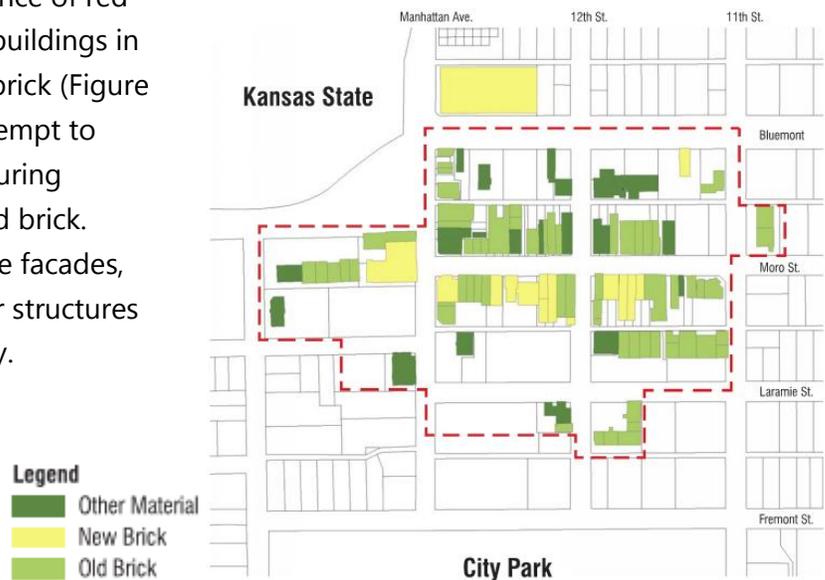


Figure 11.4. Building materials  
Andrew Holzum, Visions in the Ville, 2014. Data: Riley County GIS.

## **Summary**

The portion of Aggieville that most newcomers and visitors to Manhattan first see is the Bluemont and Anderson corridor, which is not representative of the historic center of the district. The Aggieville planning area currently consists of a mixture of styles that reflect various design and planning styles throughout the last century, and results in the lack of a consistent design for the district. There is an opportunity to preserve the architecture, as well as develop new structures in an urban form that promotes a vibrant district with a variety of uses that are conducive to alternative modes of transportation such as pedestrians, bicyclists, and transit.

# Appendix A: Aggieville Community Vision Community Survey

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## About the Community Survey



Varney's Marquee along North Manhattan and Moro

In order to gain input from the larger Manhattan community on the vision for Aggieville, the City of Manhattan launched the Aggieville Community Vision Community Survey. The survey was open to anyone, and a variety of channels informed the public of the survey including the city website, social media, newspapers, radio, television news, and advertisement within the district.

The survey was available via Survey Monkey from 18 April to 16 May 2016. It asked a multitude of questions about respondents' interaction with Aggieville as well as their opinions on various potential improvements to the district.

Questions were based on information from the steering committee, the technical committee, and various public input sessions. The survey received 4,227 responses, representing stakeholders from a wide variety of demographics, including permanent residents, college students, KSU alumni and non-residents of Manhattan.

This document provides an analysis of all questions asked on the survey. This survey shows the many reasons people enjoy Aggieville as well as suggestions that will guide the final plan and developmental direction of Aggieville in the future.

Major issues identified through this study include:

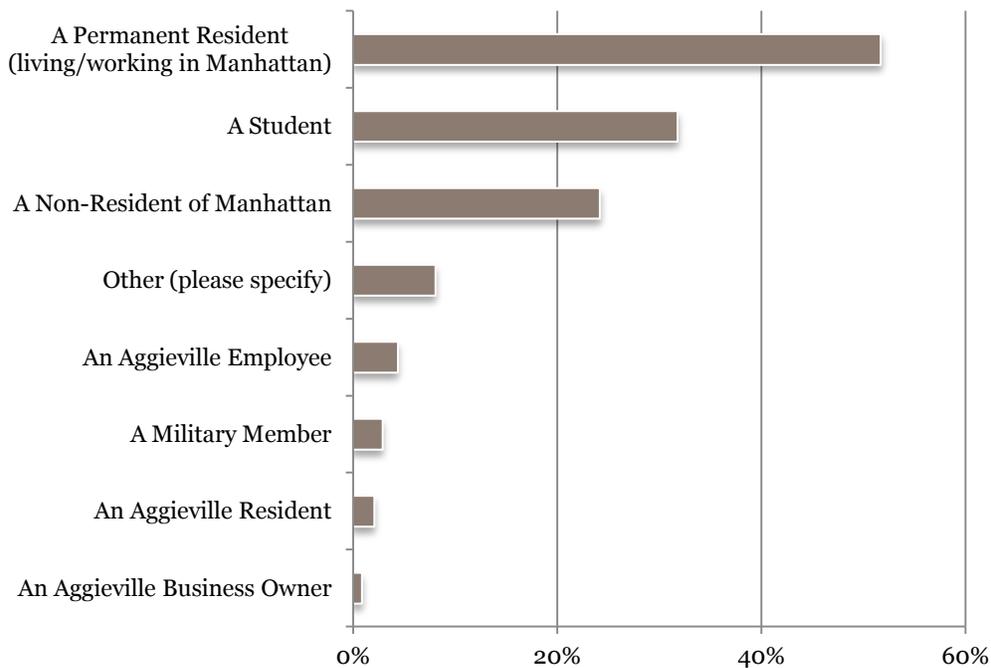
- ... Addressing parking capacity and availability during peak hours.
- ... Maintaining a balance between automobile accommodation and pedestrian and bicycle amenities.
- ... Prioritizing streetscape improvements.
- ... Increasing the level of safety and security.
- ... Creating a better mix of uses with an emphasis on cultural resources, community events, retail and restaurant opportunities.
- ... Preserving historic characteristics and buildings.
- ... Improving the perception of the district and the district's inclusiveness.

## Survey Participants

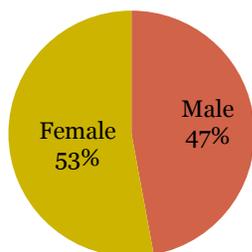
Around one third of survey respondents were college students and nearly half identified as permanent residents of Manhattan. Those who identified as non-residents of Manhattan likely include individuals who live immediately outside of Manhattan city limits and regularly travel into Manhattan for employment, recreation, commercial opportunities or services including those provided by Aggieville. Some common places outside of Manhattan city limits respondents identified with include the Eureka Drive, Blue Township areas, Wamego, St. George, Ogden and Junction City. Those who selected "Other" included high school students and KSU alumni.

Nearly two-thirds of survey respondents were in the age range from 21 to 35, which includes college age students as well as younger adults living in Manhattan. The gender distribution of respondents was nearly even, with 53 percent identifying as female and 47 percent as male.

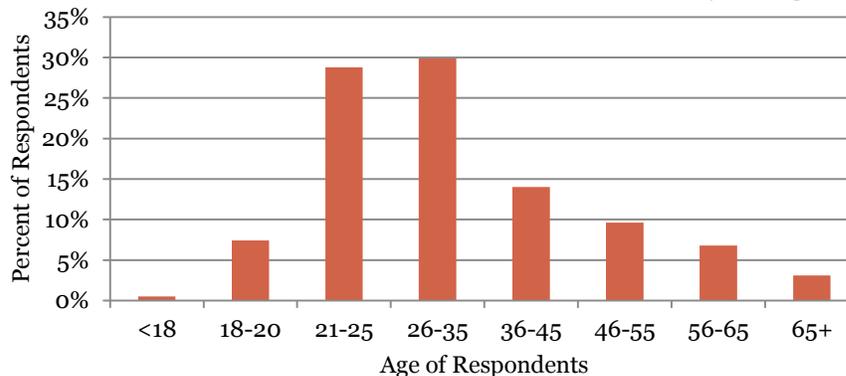
### You are...



### What is your sex?



### What is your age?



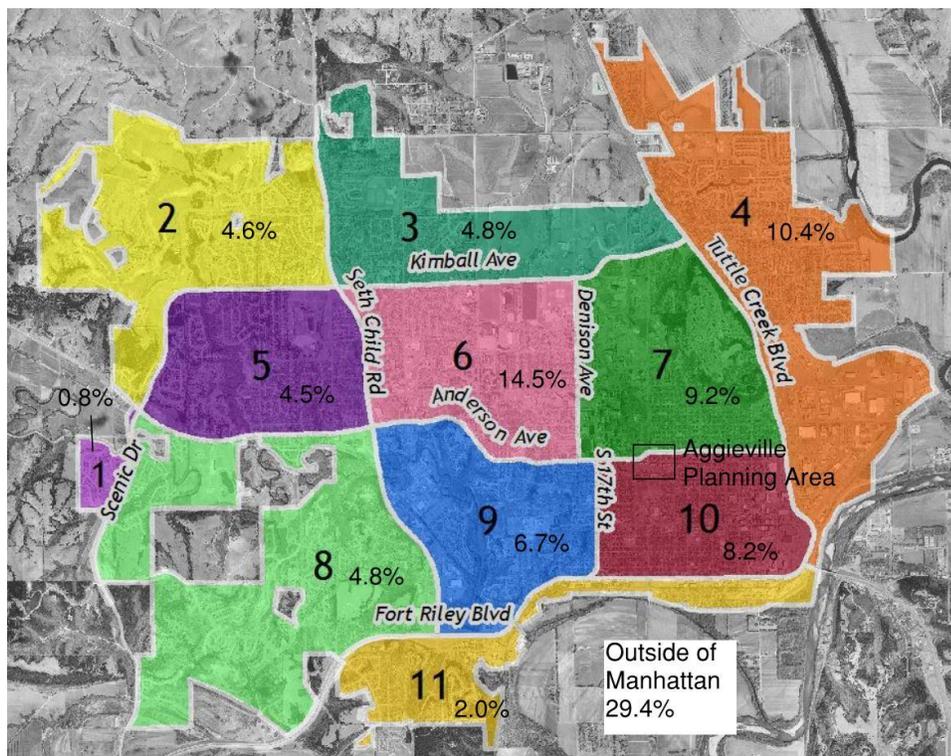
### Where do you live? Select from the areas on the map below.

When asked to identify which areas on the map respondents live, approximately 17 percent of respondents said they live in Area 7 or 10, within close proximity to the district.

The area reporting the highest number of respondents was Area 6, which includes a large residential population composed of a mix of owner-occupied, and renter occupied housing units, likely resulting in a mix of student and permanent resident respondents. The third largest survey area was Area 4, which includes properties east of Tuttle Creek Boulevard.

Nearly 30 percent of survey respondents reported living outside of Manhattan. This number likely includes those living directly outside of Manhattan city limits but travel into Manhattan regularly and K-State Alumni who once lived in Manhattan but have since relocated, as mentioned in additional survey responses.

Areas Where Respondents Reside	
Area	Percent of Respondents
1	0.8
2	4.6
3	4.8
4	10.4
5	4.5
6	14.5
7	9.2
8	4.8
9	6.7
10	8.2
11	2.0
Don't live in MHK	29.4



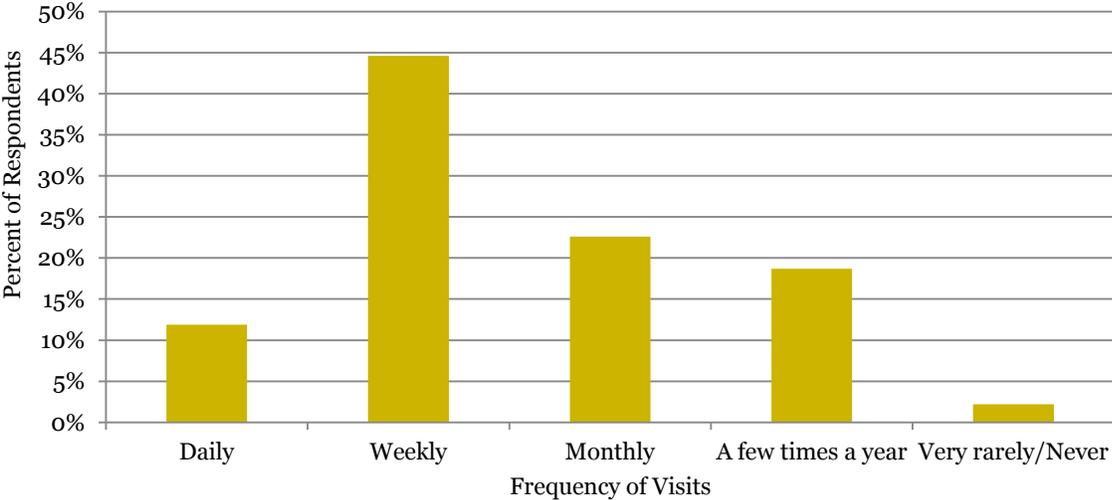
When asked how often survey respondents visit Aggieville, 17 percent reported visiting Aggieville daily while 45 percent visited weekly. Only 2.2 percent of respondents said they very rarely or never visit. Those living in Areas 6, 7, 9 and 10, closest to Aggieville had the highest percentage of daily visits to the district whereas those who do not live in Manhattan reported primarily visiting a few times a year.

Most of survey respondents' daily and weekly trips to Aggieville were for eating and drinking. As Aggieville is primarily a food and drink district, this is not surprising. It also explains the majority, 60 percent, of respondents staying one to three hours.

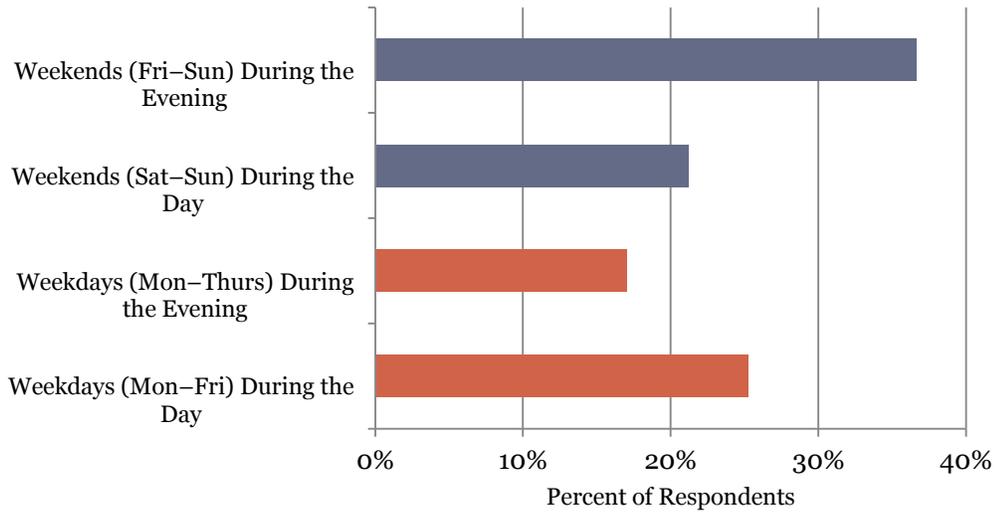
Over a third of respondents indicated they visit Aggieville most often on the weekends during the evening. This is most likely a result of the nightlife and bars in the district. Of student respondents, 55 percent reported visiting the district primarily Friday-Sunday on the weekends. Around a quarter of respondents said they visit during the weekdays on Monday through Friday the most, including 35 percent of permanent residents. While conventional wisdom would be that Aggieville is a weekend destination, which it certainly is, there is also a significant population visiting the district weekdays during the day.

When visiting the district, nearly 50 percent of survey respondents said they stay two or more hours in Aggieville. One third of respondents reported a typical stay in Aggieville lasting one to two hours. Weekday trips to Aggieville during the day were primarily 30 minutes to one hour (33.6 percent) and one hour to two hours (38.9 percent), whereas weekend visits during the day tended to last one to two hours (47.1 percent) and 80.1 percent of weekend visits in the evening lasted two or more hours.

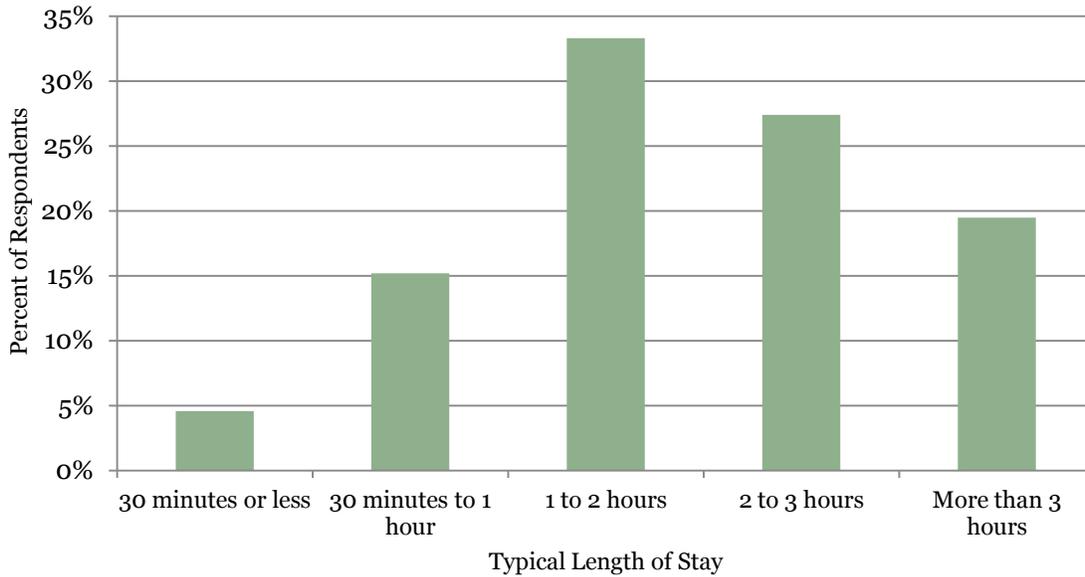
**How often do you visit Aggieville?**



### When do you typically visit Aggieville?



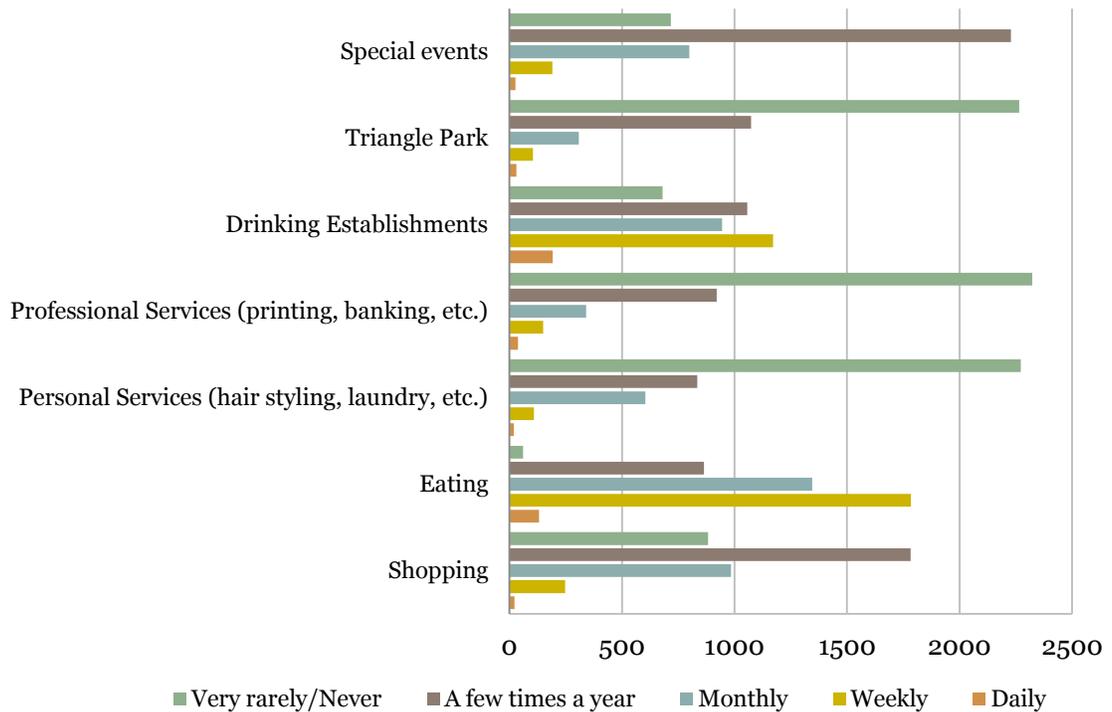
### How long do you typically stay in Aggieville?



While banks, hair salons, and laundry establishments exist in the district, it seems they are not used as often. Survey respondents “very rarely or never” used personal and professional services. It is possible that these services could be used more frequently by residents who live in the area as compared to individuals who live elsewhere and may seek these services closer to where they live and work.

When asked what other reasons people visit Aggieville, responses included working in the district, studying, group meetings and socializing, live music and dancing. Respondents also noted Aggieville as a place to go for game days, bring guests to, and a place to relive college traditions.

**How often do you go to Aggieville for the following reasons?**



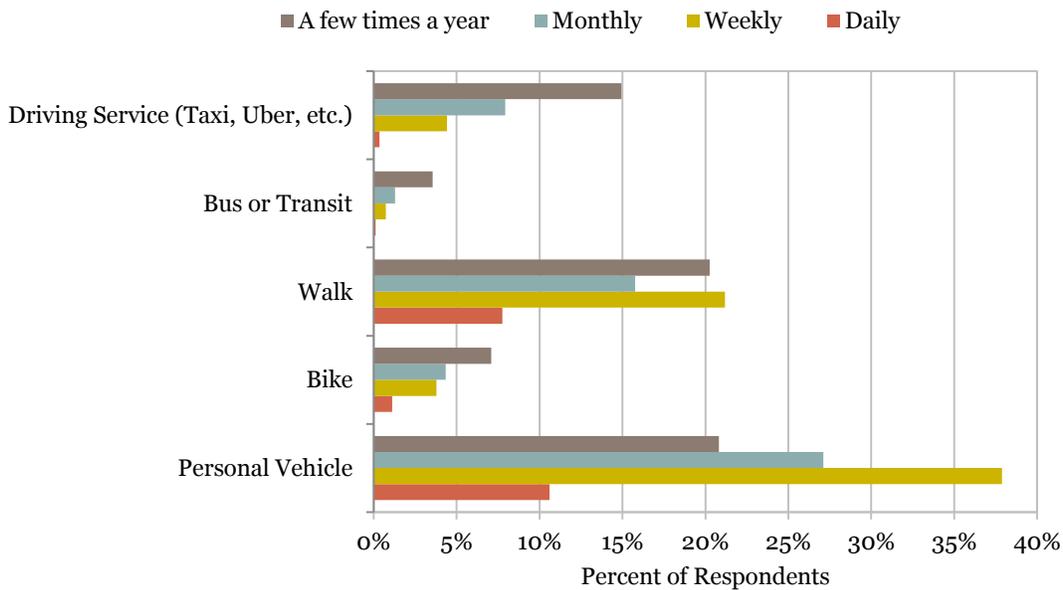
Survey respondents used personal vehicles primarily on their daily, weekly and monthly trips to Aggieville by. The second most common mode of transportation was walking, which is likely a result of the dense residential population surrounding the district and proximity to the university.

These results could be influenced by where respondents live, as an individual living outside of Manhattan is more likely to drive to Aggieville, while someone living a few blocks from the district is more likely to walk or bike. Among residents living in the closest areas (6, 7, 9, 10) daily trips made by bike and by walking were 1.9 percent and 15.8 percent, respectively. Weekly trips to the district by these respondents were 6.9 percent by bike and 38.9 percent walking.

About 16 percent of survey respondents reported biking to Aggieville at least a few times a year. Recent transportation patterns indicate a rise of bicycling activity in Manhattan and especially around the university.

The least likely used form of transportation was bus or transit service in all instances. Driving services such as taxis and Uber increased as the frequency of trips decreased, likely due to the additional cost and may be used more during special events such as New Year’s or Fake Patty’s.

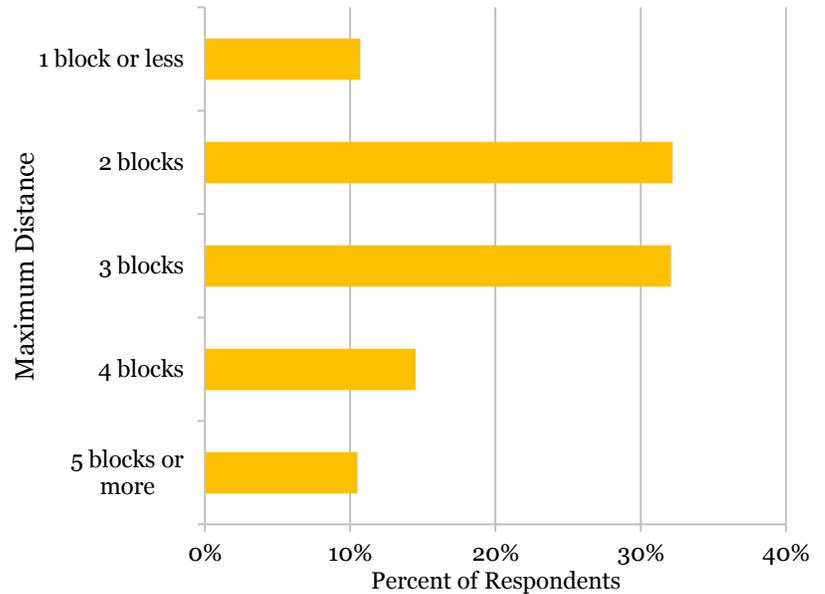
**How often do you use the following transportation to get to Aggieville?**



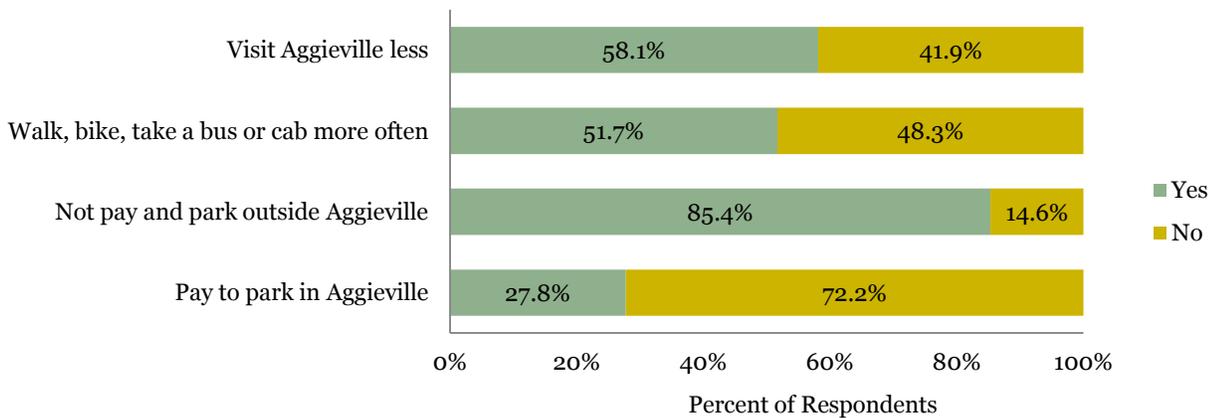
When asked to rate the ease at which survey respondents are able to find a parking spot in Aggieville on a scale of 1 (Very Easy) to 5 (Very Difficult), the average rating was a 3.84. This number indicates moderate difficulty of finding a spot to park. A parking study completed in January 2015 showed that parking is generally available throughout the morning but becomes very scarce during lunch and dinner times, especially on the weekends, as this is when most people frequent the district (Q2). Parking also becomes scarce during times when people are most likely eating and drinking in the district, as it is most frequently visited for those purposes as indicated in Question 4.

Sixty-four percent of respondents said they would be willing to walk either two or three blocks from their parking space to their destination. The entire commercial core of the district is at most 2.5 blocks long north to south and at most three blocks long east to west. This would suggest that the 57 percent of respondents who reported being willing to walk three or more blocks to their destination would park near the periphery of Aggieville to walk to their destination across the district if needed.

What is the maximum distance you are willing to walk from a parking space to your destination in Aggieville?



If available parking in Aggieville were not free, what would you do?



A parking garage in Aggieville has been discussed frequently in several meetings at the beginning of the planning process. This question was an effort to gauge how survey respondents would feel towards paid parking versus free parking.

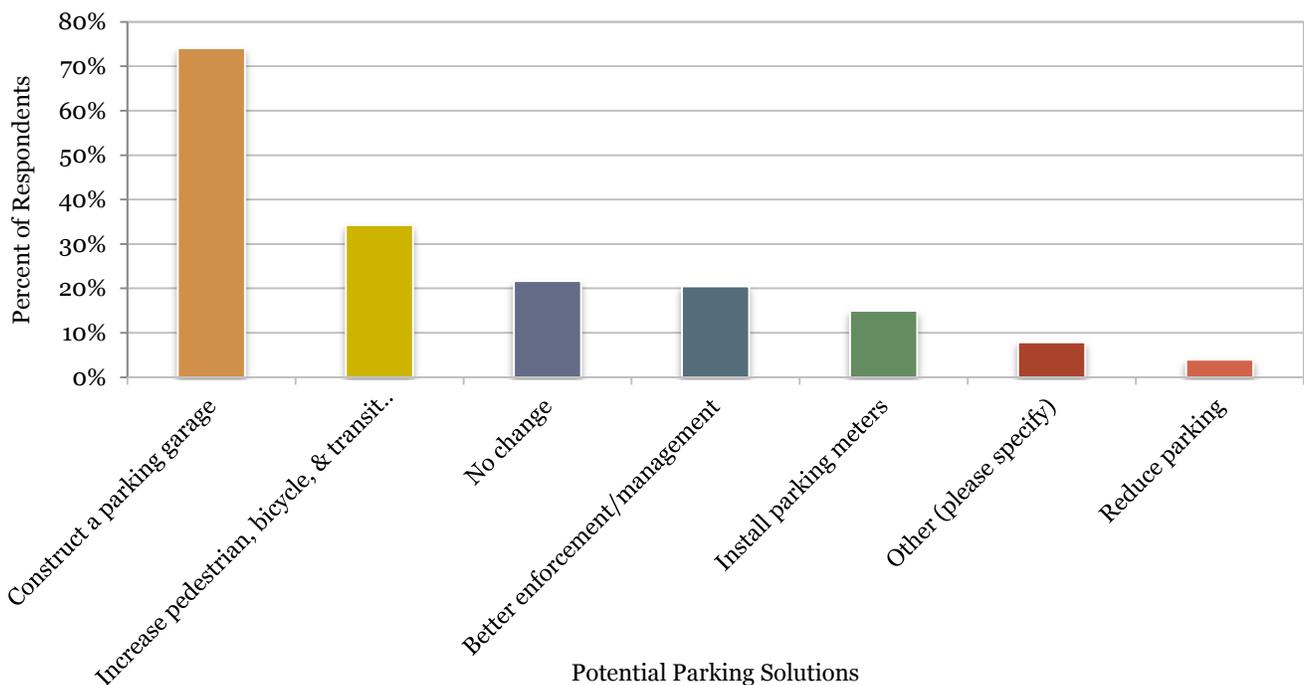
Generally, respondents reacted negatively to the idea of paying for parking in Aggieville. Most indicated they would not pay to park in Aggieville and would either park outside of the district to avoid paying or would be less likely to visit Aggieville. About half of respondents suggested they would change their transportation behavior by walking, biking, taking a bus or a cab more often.

Some respondents expanded on their answer with an “Other” category, which received 88 responses including six respondents saying they would pay for parking if it meant increased access and proximity.

Twelve of these individuals said paying for parking would depend on a variety of factors including the price, the time of day, the urgency of their visit, the anticipated length of their visit and the weather. Ten individuals said they would park either in City Park or on campus where they already pay for a permit and walk to the district. A number of Aggieville employees commented it would be a challenge for them and suggested keeping or increasing the number of reserved spots for Aggieville employees.

Of 4,227 responses, the top three suggested solutions to address parking issues in Aggieville were to construct a parking garage (3,133 responses); increase pedestrian, bicycle & transit amenities to encourage use (1,450 responses); and change nothing (916 responses).

### What is the best way to address parking issues in Aggieville? (Check up to three)



There were over 300 suggestions to the “other” category. Ninety-three respondents commented that there should be additional parking spaces added. Fourteen percent of those 93 specified that additional spaces should be located in the district and nearly 50 percent said they should be located around the periphery of the district. Many suggestions included additional parking in or around City Park, however, there were also concerns about maintaining the park amenities and green space it provides to the surrounding area. Those who commented in favor of a parking garage suggested it be incorporated into the district with mixed use structures.

There were also suggestions for increased motorcycle, scooter and bicycle parking. Six respondents identified a need for additional and reserved parking for Aggieville employees exclusively.

Twenty-six respondents, 7.7 percent of responses in the "Other" category, suggested eliminating parking along Moro and making the street a pedestrian-only zone either permanently or on the weekends.

As indicated by survey results, bus and driving services are infrequently used by survey respondents. Thirty respondents suggested promoting existing ATA and Uber service, provide additional shuttle services to the district, as well as installing bus shelters.

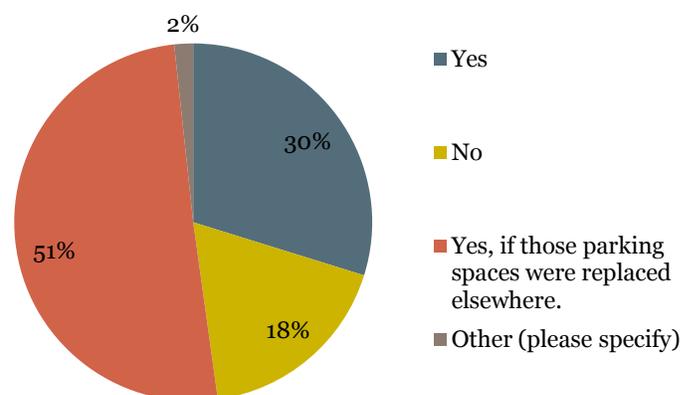
Sixty-nine percent of survey respondents said they would walk ten minutes or less to get to Aggieville. Typical walking speed is calculated at about 3 mph, meaning a 5-minute walk would equate to about a quarter mile distance or 3 blocks, while a 10-minute walk equates to roughly half of a mile in distance or 6 blocks.

**What is the maximum time you would be willing to walk to get to Aggieville?**



According to survey data, four of the five most desired streetscape improvements that are also pedestrian amenities included lighting, public seating, private (restaurant) seating, and trees. Eighty-one percent of respondents said they would be in favor more pedestrian amenities, even if it reduced the number of on-street parking spaces. However, 63 percent of those respondents said it was conditional on replacing the displaced spaces elsewhere. Eighteen percent of the total respondents said they were not in favor of reducing on-street parking spaces for more pedestrian amenities.

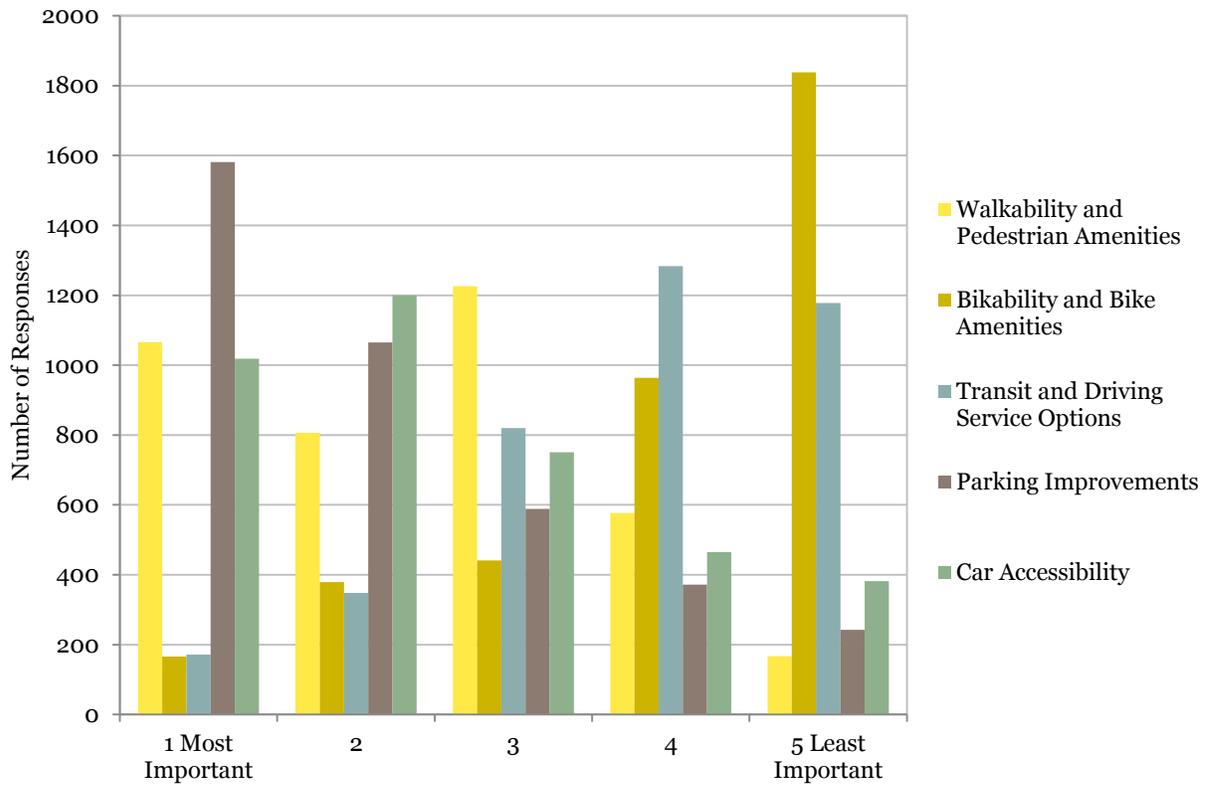
**Would you be in favor of more pedestrian amenities in Aggieville (wider sidewalks, outdoor seating, street trees, etc.) even if it reduced the number of street parking spaces?**



Survey respondents identified the most important transportation priorities as parking improvements and walkability and pedestrian amenities, respectively, according to a comparison of their average ranking scores. Parking is a challenge facing Aggieville, as previously mentioned and shown in the survey data. The survey also considered how respondents thought parking issues should be addressed. Bikability and bike amenities were identified as the least important transportation priority.

According to survey results, nearly 30 percent of survey respondents do not live in Manhattan and are most likely using their car to get to Aggieville, making parking and car accessibility their top priorities. Of survey respondents, 14.5 percent live in Area 6, which extends west to Seth Childs Avenue and 10.4 percent live on the east side of Tuttle Creek Boulevard. A large number of respondents reporting from distances not within walkable or easily accessible by bike could be less likely to choose bike amenities as a top priority.

**Rank your transportation priorities for Aggieville. (1 being the highest)**

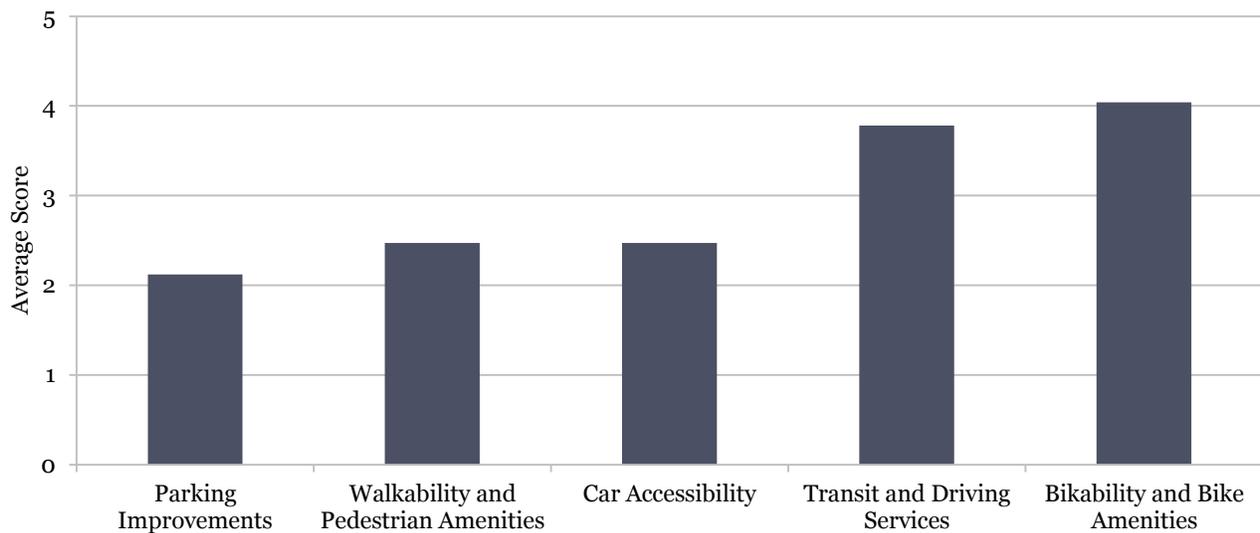


Over 30 percent of survey respondents identified themselves as students. These students could live within such immediate proximity that they prefer walking over biking. Approximately 17 percent of survey respondents living within the Aggieville area live in areas 7 and 10. This could increase the favorability for walking and pedestrian amenities. In addition, once within the bounds of Aggieville regardless of how one traveled there they are most likely going to walk from one destination to another, increasing survey respondents' desire for a walkable area.

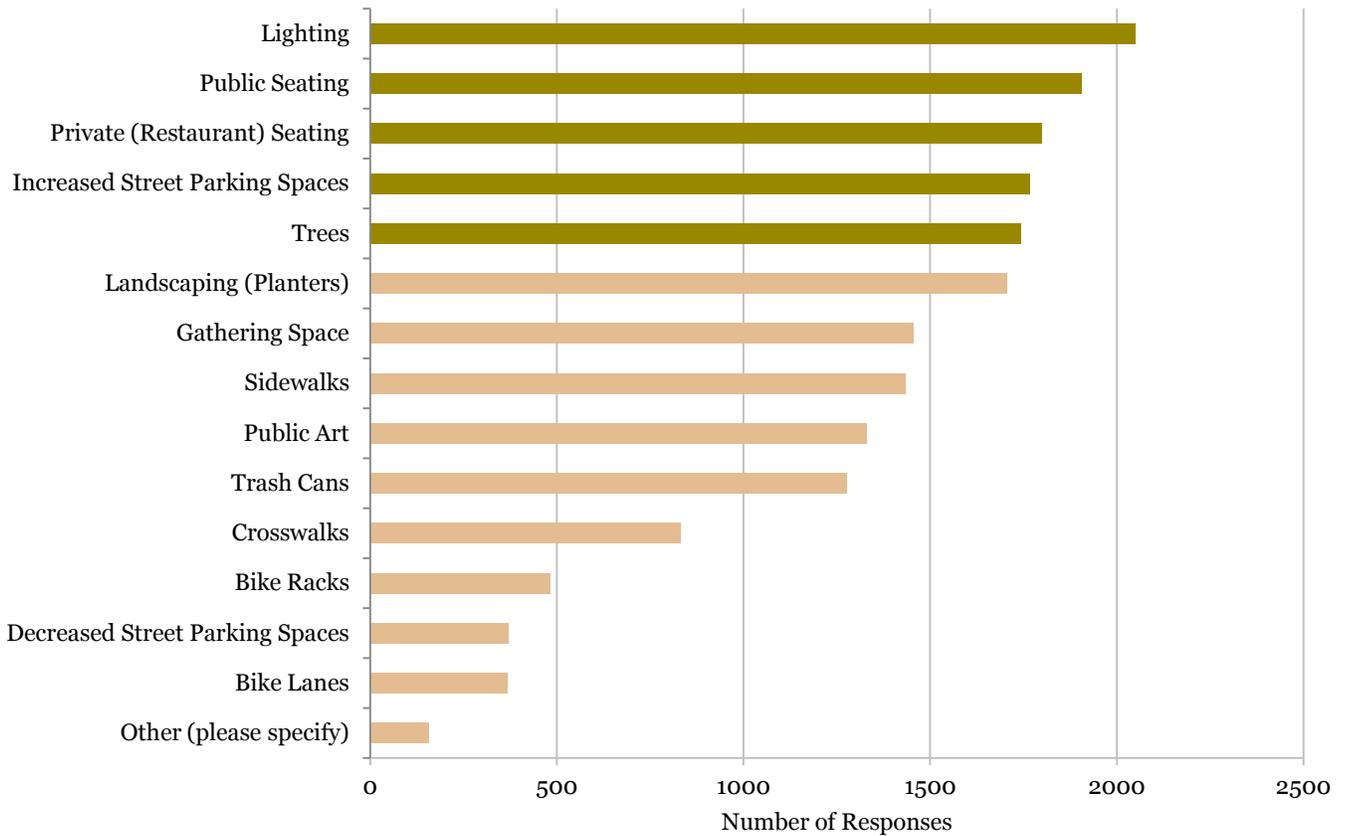
A recurring comment throughout the survey was the need for additional bike parking. The lack of bike parking could also negatively influence the amount of people biking to Aggieville if bike parking space is limited.

Transit and driving service options were also not identified as a top priority for survey respondents. This could be due to respondents' distance traveled being too expensive for a cab or Uber service on a regular basis, no regular bus service or respondents' proximity to Aggieville making transit service options not as useful.

#### Average Transportation Priority Scores (1 being the highest)



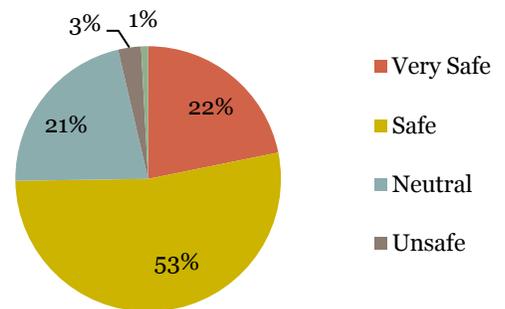
Select up to 5 of your most desired streetscape improvements in Aggieville.



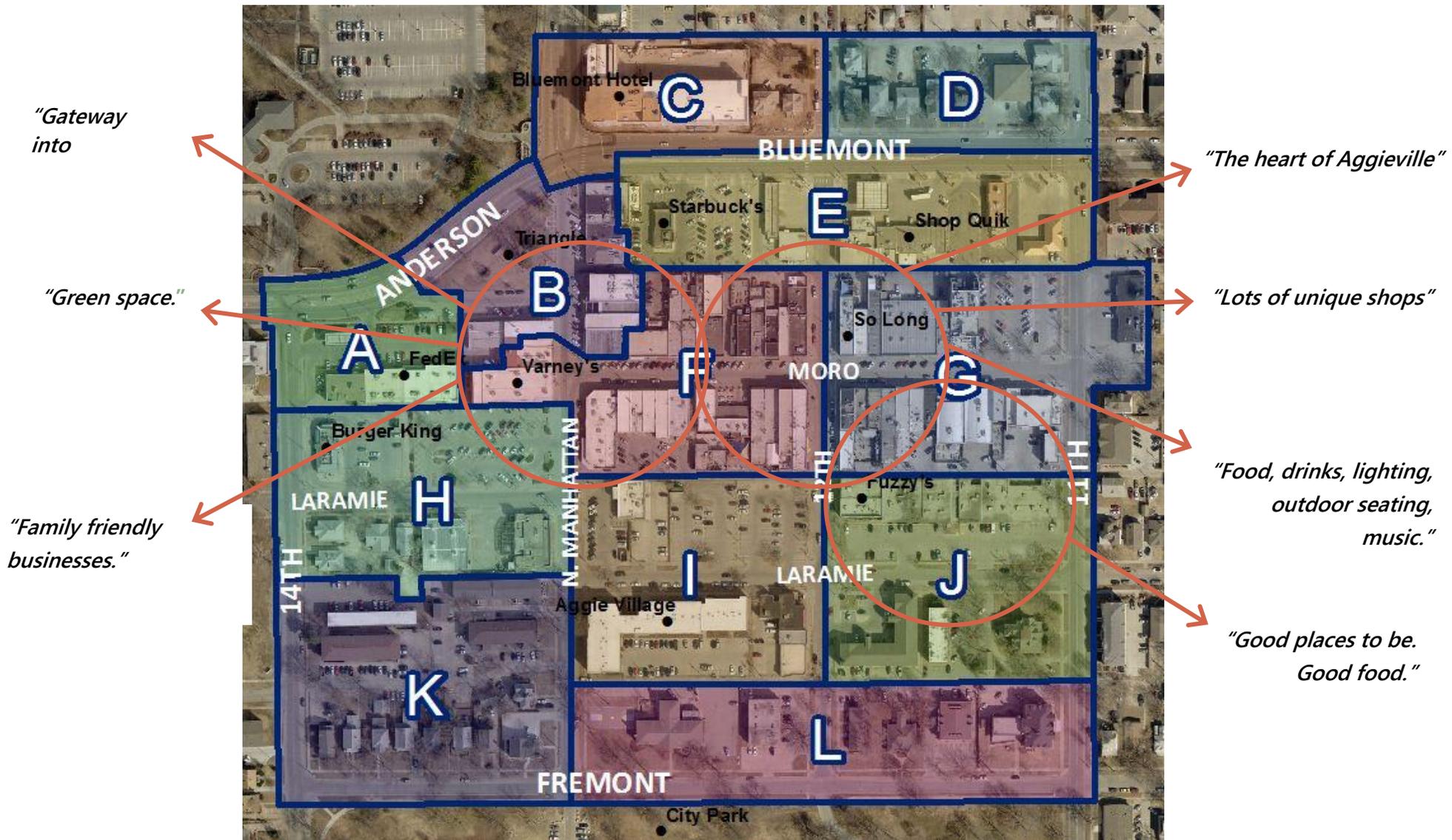
The five most desired streetscape improvements identified by survey respondents included lighting, public seating, private (restaurant) seating, increased street parking spaces and trees. They were closely followed by landscaping, gathering spaces, cleanliness of sidewalks and installation and creation of public art. The 156 responses for the “Other” category reflected some of these provided choices as well as others. The most frequently mentioned suggestions included an increased number of recycling bins, improved and maintained cleanliness of sidewalks—especially addressing vomit and trash from the bar patrons, making Moro a pedestrian-only street either permanently or for the weekend evenings, more café style outdoor seating, and rooftop bars.

A majority of survey respondents said they feel very safe or safe in Aggieville. Respondents who provided comments reported they primarily feel safe during the day. Safety concerns included potential bar fights and violence from intoxication as well as a lack of lighting in certain areas being mentioned by many of the respondents (7 percent). This is supported by respondents identifying increased lighting as their most desired streetscape improvement.

How safe do you feel in Aggieville?

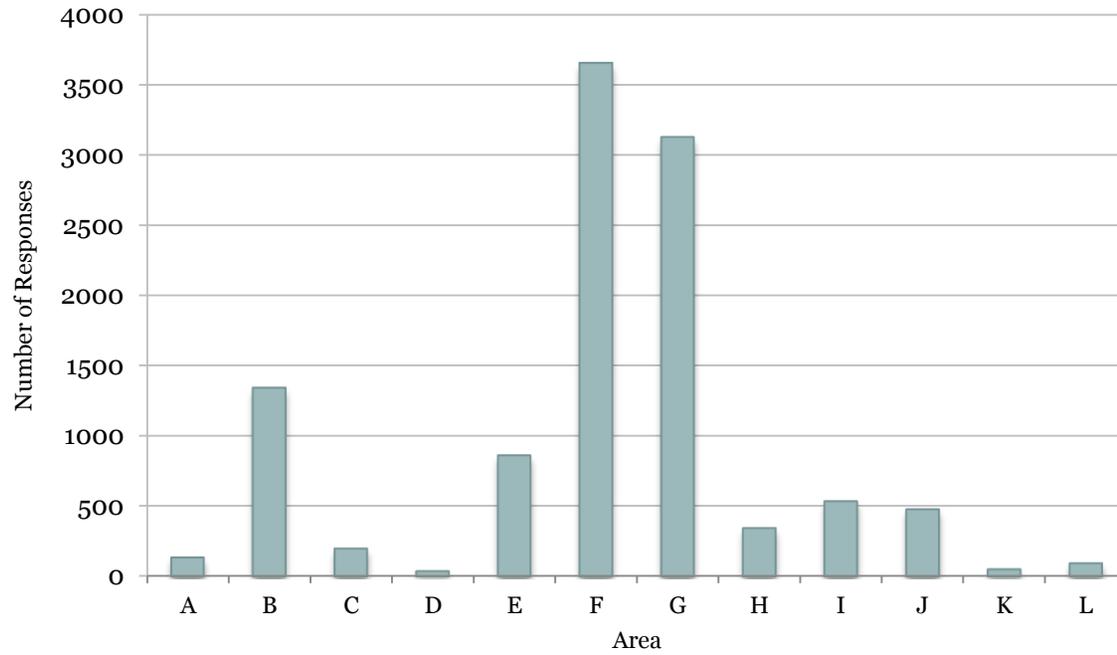


Which parts of Aggieville on the map below do you like the most? Pick up to 3.



### What do you like about the areas you selected?

The areas most selected by survey respondents as their favorite areas included B, F, and G. The reasons cited for these are the proximity to Triangle Park for green space, the selection of stores and restaurants along Moro Street, including family friendly businesses and it is the area most well maintained, according to survey respondents.



Triangle Park



Moro Street

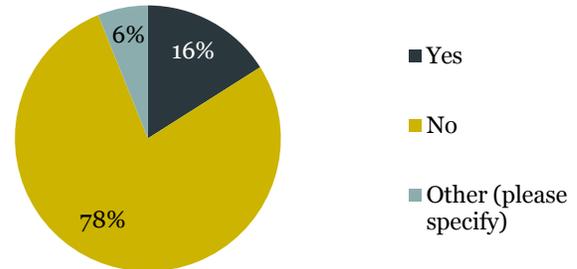


NE Corner of Moro and 12th

Seventy-eight percent of survey respondents did not think that there was an additional need for housing in and around Aggieville.

### Is there a need for additional housing in and around Aggieville?

There were 253 responses in the “Other” category. Thirty-six percent of these comments identified respondents as being unsure or not having enough data to make a conclusion either way. Other suggestions included additional housing if it was incorporated with mixed use and additional affordable housing. A hotel was another suggestion mentioned multiple times.

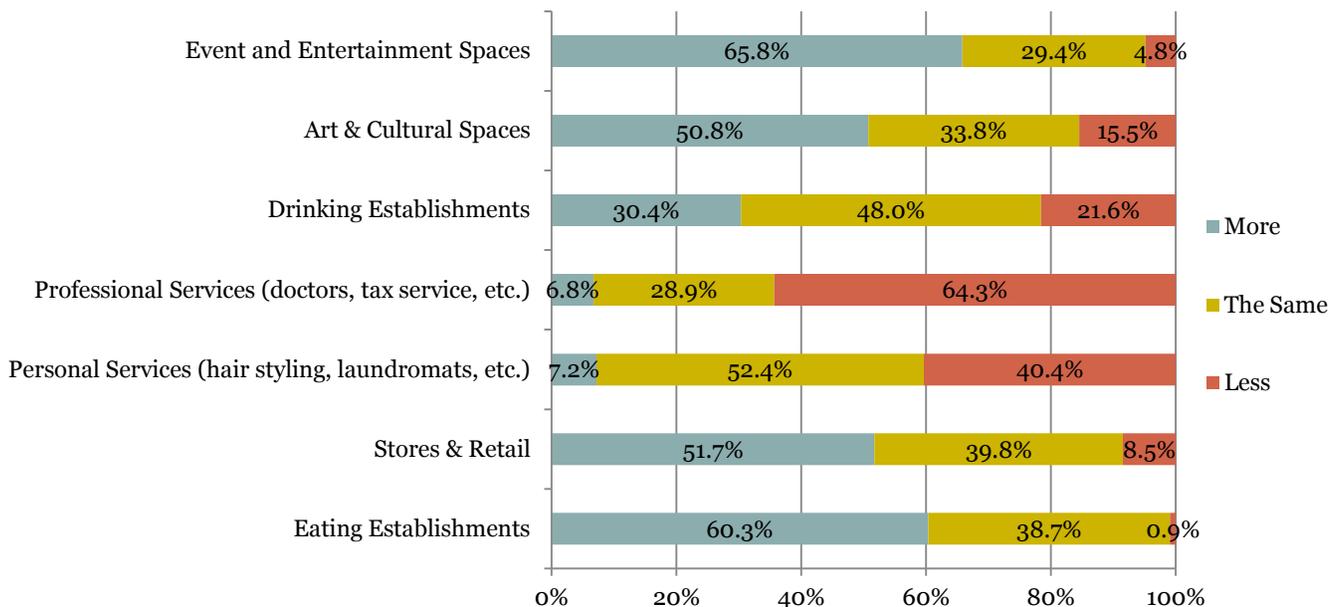


Concerns that stemmed from adding housing in Aggieville included decreased parking availability and increased noise in the surrounding neighborhoods.

Survey respondents generally reported wanting to see more eating establishments, stores & retail, art & cultural spaces, and event & entertainment spaces. They also reported wanting to see less professional services and about the same number of personal services and number of drinking establishments currently in Aggieville. When asked to list more specific things, 372 respondents provided comments. Top suggestions included:

- ... A focus on and increased number of local restaurant and retail stores as opposed to chains.
- ... Arts and Entertainment: more live music, concert spaces, art, pop-up maker spaces, a movie theater.
- ... A drug store, small grocery store or deli.
- ... Uses attracting a variety of people: Events and places for young kids, college students, and older adults.
- ... Expanded hours for non-drinking establishments.
- ... Improved cleanliness and maintenance of the area.
- ... Increased outdoor seating and rooftop uses.

### What types of uses would you like to see more or less of in Aggieville?



### What historic characteristics and/or buildings in the district are important to you?

There were 1,874 comments identifying which historic characteristics and buildings are important to survey respondents. Important characteristics included building facades, materials present throughout the district and the old time “feel” and layout of Moro Street.

Maintaining the original storefronts or historic names of businesses along the facades was seen as an important characteristic, as was the use of limestone and brick, including the brick sidewalks with the paver stones displaying the names of past donors. Though the pavers were installed in 1989, many identify them as a unique characteristic. Another characteristic that was cited numerous times was the downtown “feel” of the area provided by the main street style layout along Moro.

*“I like the old style, main street feel. All efforts to keep the ‘ville feeling small town (with big town amenities) should be kept to.”*

Specific buildings were mentioned including 633 respondents identifying the Varney’s building, its namesake, and the marquee, as important to the historic nature of Aggieville. One hundred and thirteen respondents also mentioned the Dusty Bookshelf. Other buildings and businesses mentioned were ACME, Rock-a-Belly, Varsity, Kites, Olson’s Shoe Store, So Long Saloon, Taco Lucha, the original Pizza Hut building, Last Chance, and Auntie Mae’s.

*“The older buildings fascinate me. I feel like there is so much history in Aggieville and as Manhattanites, we should celebrate that history rather than fill it with bars.”*

A comment that was given multiple times was the mix of new buildings and historic buildings providing additional character and uniqueness to Aggieville.

*"I like that Aggieville seems unique and different. Updates should be to make Aggieville special and different than other places. I like the mix of old and new."*

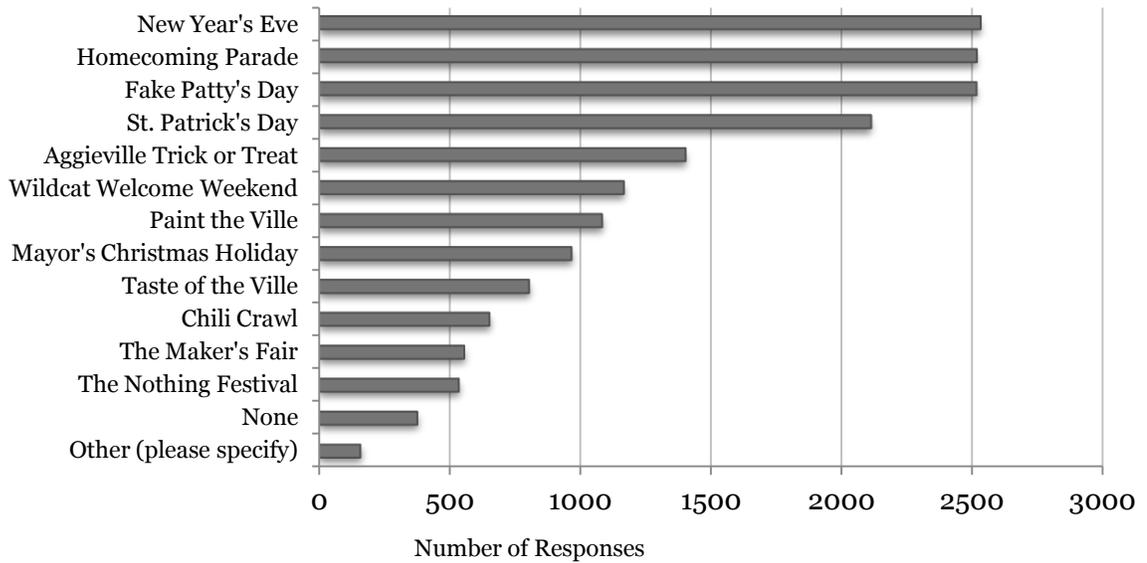
Approximately 13 percent of the 1,874 respondents to this question said there were no characteristics and or buildings in the district that were important to them. Some comments expressed a lack of knowledge on being able to define which ones are classified as historic. One respondent wrote, "None, it would be neat to see more art. It could be art that relates to the history of Manhattan, Kansas or the Flint Hills."

The district hosts several events throughout the course of the year. Over 50 percent of survey respondents reported attending special events in Aggieville a couple of times a year. The most attended events by survey respondents included New Year's Eve, the Homecoming Parade, Fake Patty's Day, the St.Patrick's Day Parade, and the Aggieville Trick or Treat event. Other events attended by respondents included game day watch parties, the Pride Parade, Aggiefest and Record Store Day.

There were 1,225 responses providing suggestions for events and activities that could take place in Aggieville. The most popular suggestions included:

- ... Family friendly activities
- ... Live music
- ... Farmer's markets
- ... Parades
- ... Music and art festivals
- ... Outdoor movies
- ... Community based events
- ... Races
- ... Street fairs

### Which of the following have you attended in Aggieville?



Nearly 75 percent of respondents had a very high or somewhat high opinion of the district. Only 2 percent of survey respondents reported having a very low opinion of Aggieville. As expected, the various groups that completed the survey held different opinions regarding Aggieville. Students gave it the highest value, followed by non-residents, permanent residents, and business owners.

When asked how the district could be improved, there were 1,504 suggestions and thoughts shared by survey respondents. Major themes included:

- ... Increasing the amount of arts and culture and installing public art,
- ... improving the cleanliness of the district, especially the sidewalks,
- ... making it inclusive of the whole community and not just college students,
- ... closing off Moro permanently or on weekends to create a pedestrian walkway,
- ... constructing a parking garage,
- ... installing additional lighting to increase safety, and
- ... creating more green space within the district.

### What is your overall opinion of Aggieville?



■ (1) Very High   ■ (2)   ■ (3) Neutral   ■ (4)   ■ (5) Very Low

# Appendix B: Aggieville Community Vision Business Survey

## About the Aggieville Business Survey



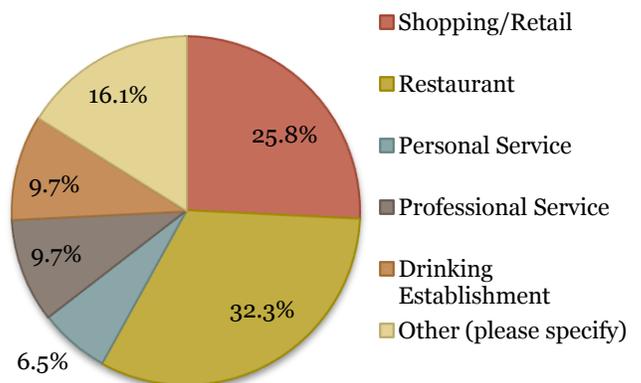
North Manhattan Avenue entrance pillar

To understand better the issues and needs of the district from a business perspective, the City of Manhattan created an Aggieville Business Survey. The survey was available from 2 June to 24 June 2016. The survey was open to Aggieville business owners who were notified through emails and hardcopy notices.

The City received 31 responses representing 35 of about 100 Aggieville businesses, due to some business owners having multiple businesses. This document provides an analysis of all questions asked on the survey. The resulting information from this survey will be used to inform the final plan for Aggieville.

## Survey Responses

When asked to identify what type of business they owned, over a third of respondents categorized their business as a restaurant, about one fourth of the business owners categorized their business as shopping and/or retail. Five respondents selected other; three of the businesses were either a combination of two categories and two businesses specified a category that was not provided such as catering services and media.

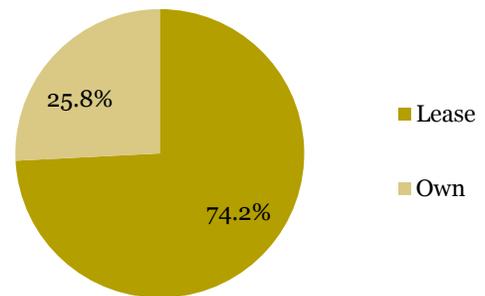
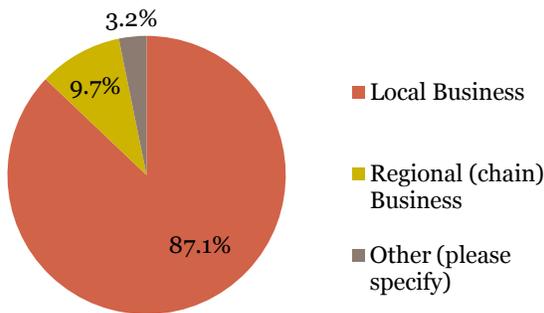


The majority, about 87 percent, of respondents identified their businesses as local establishments. Many participants in the Community Survey noted that local businesses contribute to the unique nature of Aggieville. No national chain business located in Aggieville participated in the survey.

Almost three-quarters of business owners responded that they lease their space. One response was recorded as other and they specified that their business rents out their space.

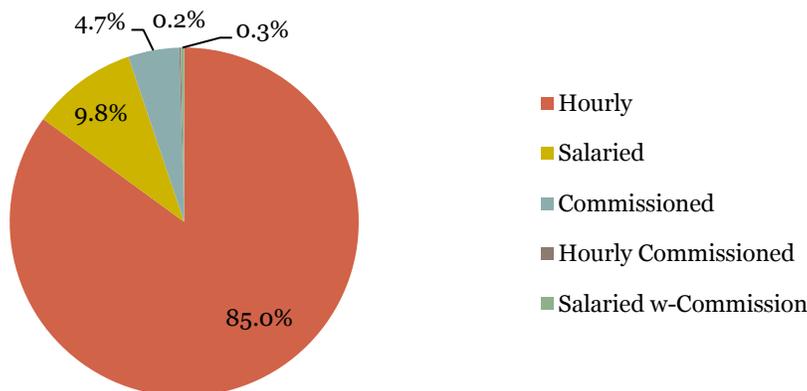
How would you classify your business?

Do you lease or own your business space?



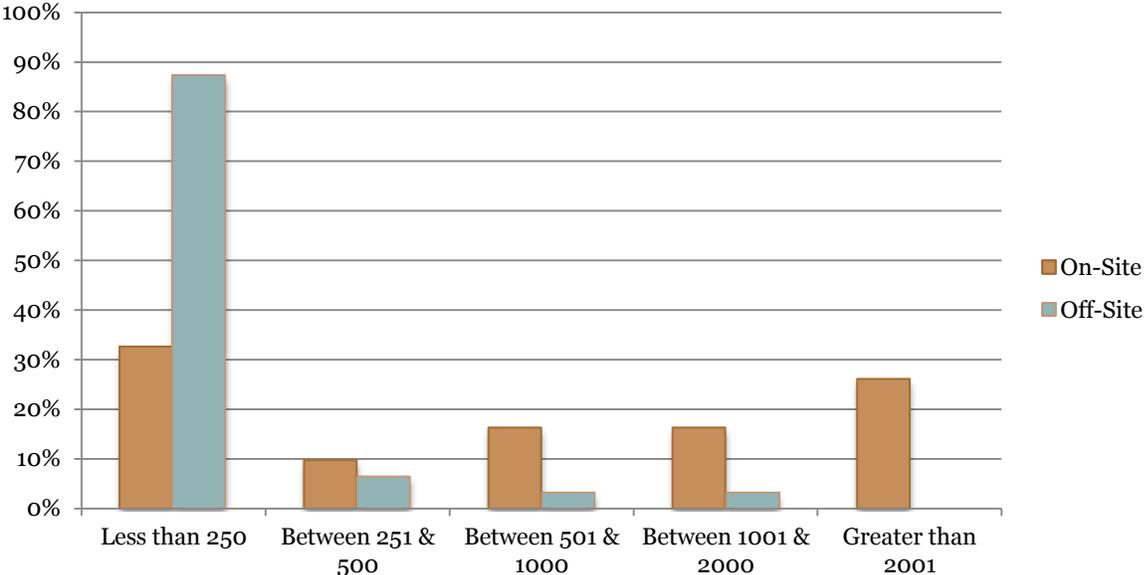
Of the business owners that responded to the survey, the majority of employees in Aggieville are paid hourly. In total, the 35 participating businesses employ approximately 655 employees.

How many of the following employees do you have including yourself?



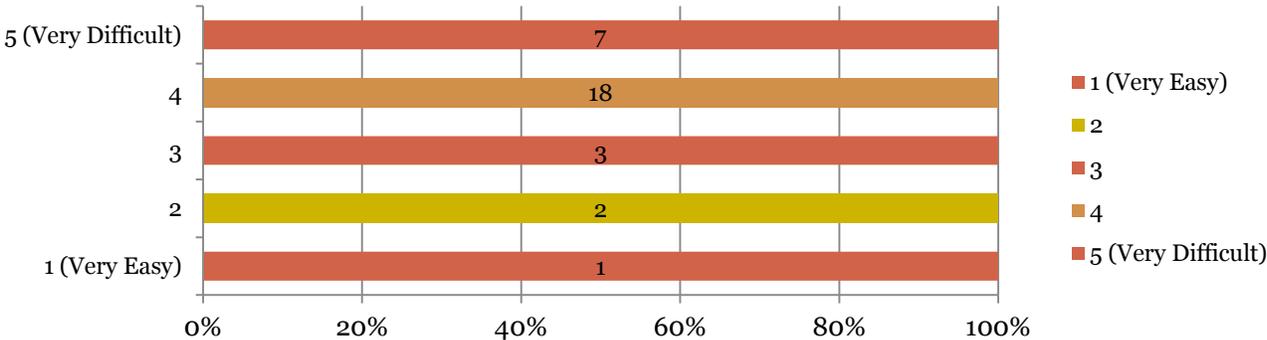
Based on the responses of the business owners that participated in this survey the majority of people served by Aggieville businesses occur on-site. For the purpose of this survey, when a respondent offered a range of people served, for example, 500- 700 people, an average was taken and used to graph their responses. About one fourth of the business reported that on-site, they served over 2,000 people in a typical week. No business that participated in the survey reported serving more than 2,000 people off-site. About 32 percent of business owners reported that during a typical week they serve 250 people or less on-site.

**About how many people does your business serve on-site in a typical week?**



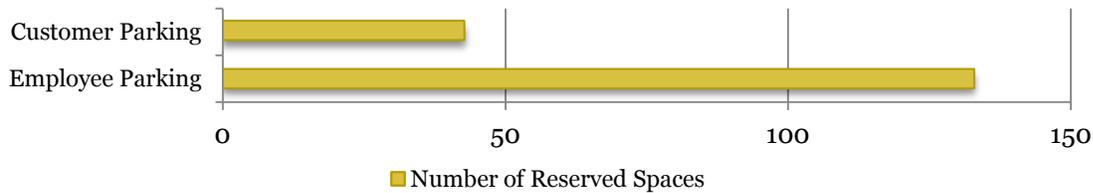
Survey participants were given a rating scale from 1-5, whereas (1) being very easy and (5) being very difficult. The average rating among all 31 responses equaled 3.9. Eighty-one percent of respondents believed it was difficult or very difficult for their customers to find parking, with over half of that selection, at 58 percent for difficult.

**How easy it for your customers to find an available parking space in Aggieville?**



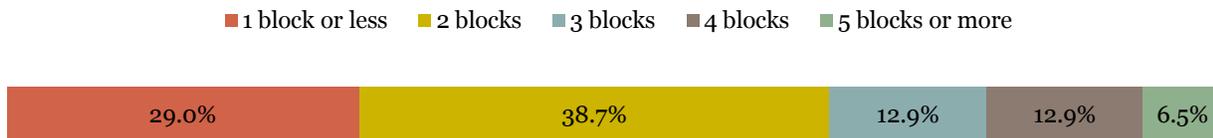
There are approximately 1,126 parking spaces in Aggieville (Section 8: Parking). The 35 businesses that participated in the survey have 11.8 percent (133 spaces) of all parking spaces in Aggieville reserved for employees and 3.8 percent (43 spaces) of all parking spaces reserved for customers. Parking is and has been an expressed concern of community members, Aggieville employees and business owners. Based on these numbers it is possible to assume that parking is most lacking for customers than for employees.

**How many off-street private parking spaces do you have reserved for...**



Just over half of the responses indicated that business owners thought customers would walk two blocks or less from parking to their business. The two-block distance received the most selections at 38.7 percent.

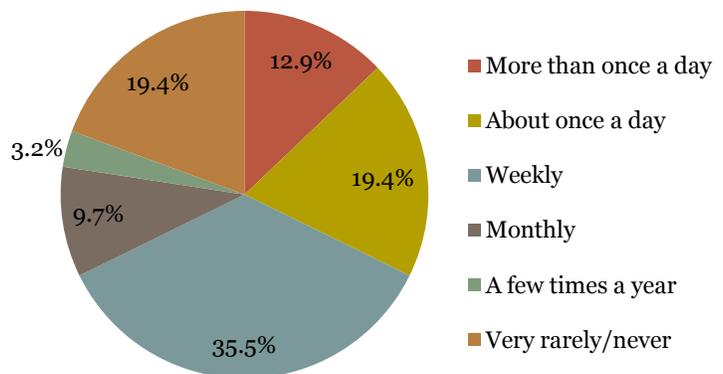
**What is the furthest distance your customer will walk from a parking space?**



Over one third of responses from Aggieville business owners reported that they receive delivery trucks on a weekly basis. About 20 percent of respondents “very rarely or never” receive delivery trucks. Another third of the respondents receives delivery trucks at least about once a day.

Eighteen respondents or about 58 percent of the businesses reported they have challenges receiving delivery trucks. For businesses that responded yes to having challenges with deliveries, they were asked to elaborate. The majority of explanations

**How often do you receive delivery trucks?**

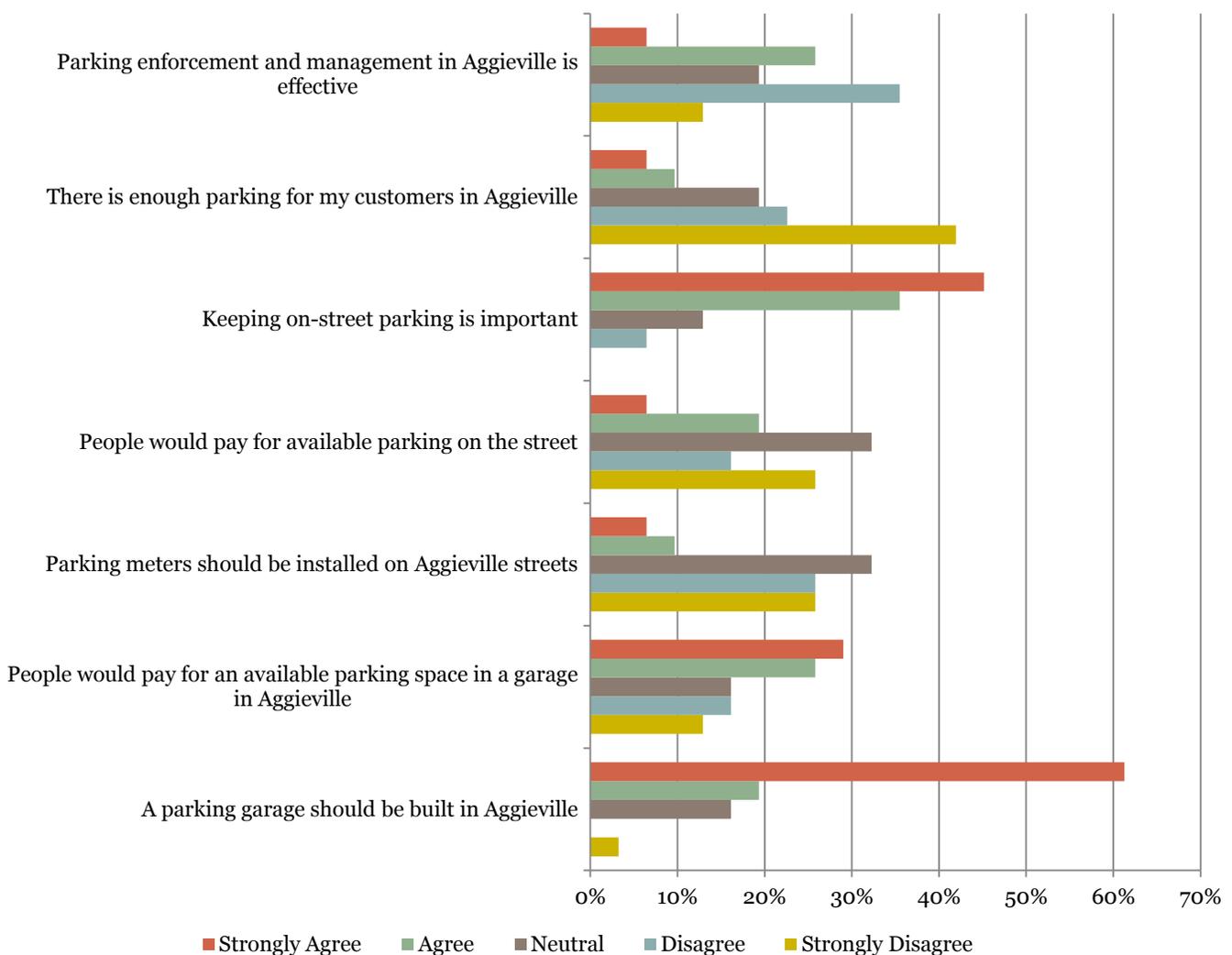


for delivery challenges pertained to access. Large delivery trucks can cause congestion and block roads and alleyways in the district.

When asked to rate their agreement with the following statements, the category, “a parking garage should be built”, received the most selections, at 61.3 percent, in the “strongly agree” option, followed by, “keeping on-street parking is important” at 45.2 percent. As would be expected based on the high remarks for parking improvements, the category, “there is enough parking” received the most selections for strongly disagree by 41.9 percent of the business owner respondents.

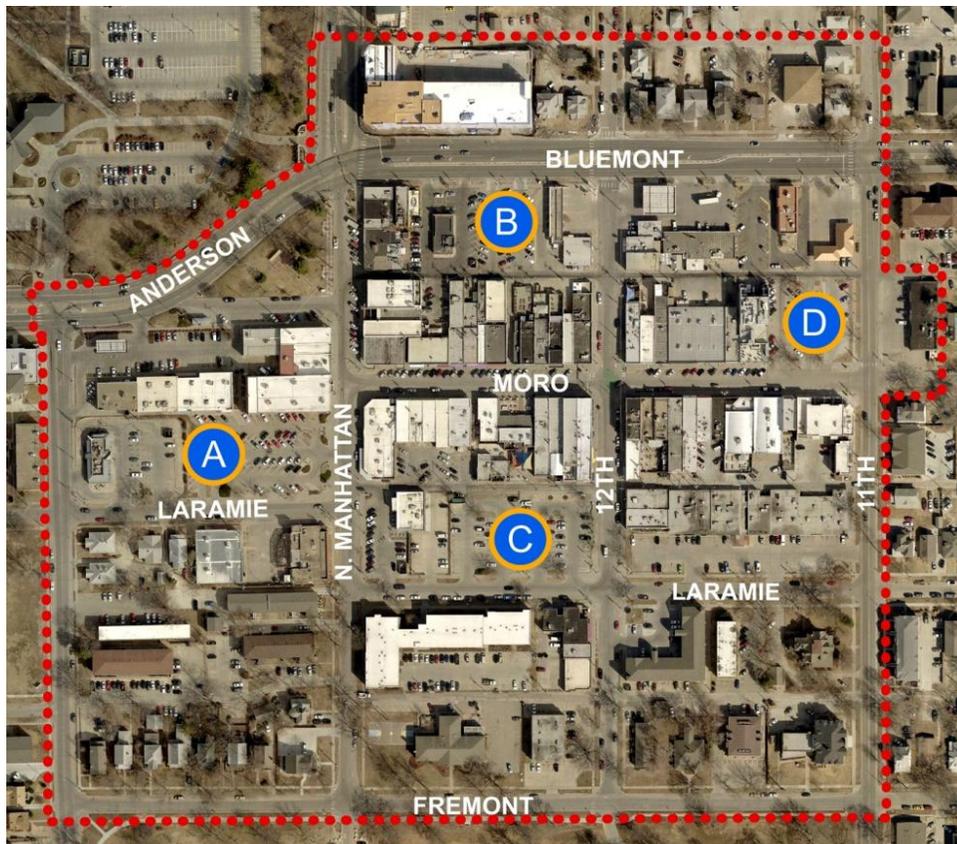
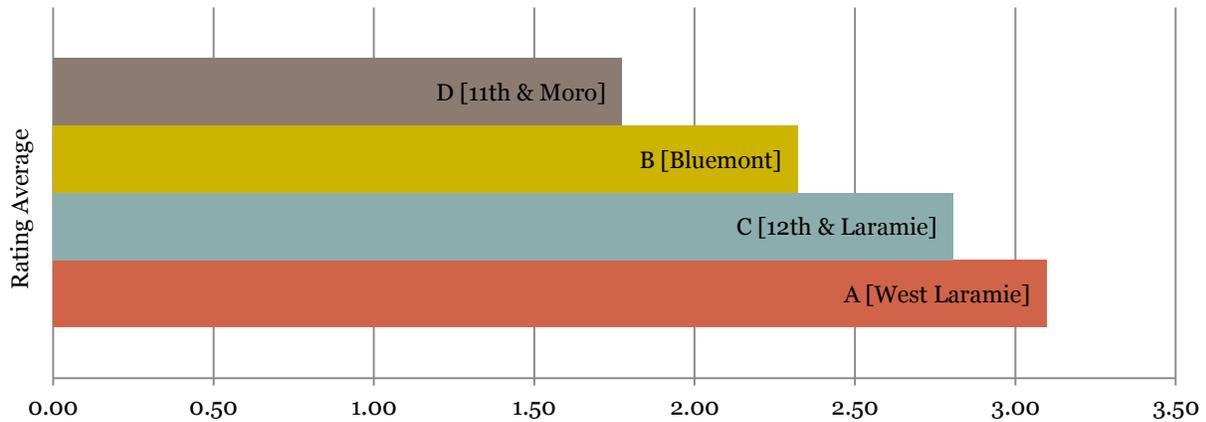
Around one third of the responses agreed that people would pay for parking and that parking meters should be installed. In terms of whether business owners thought people would pay for parking, the survey shows that the respondents think people will be more willing to pay for parking in a parking garage than pay for parking on the street. Twenty-nine percent of the respondents strongly agreed that people would be willing to pay for parking in a garage whereas only 6.5 percent of the respondents strongly agreed that people would pay for parking on the street.

Rate your agreement with the following statements...



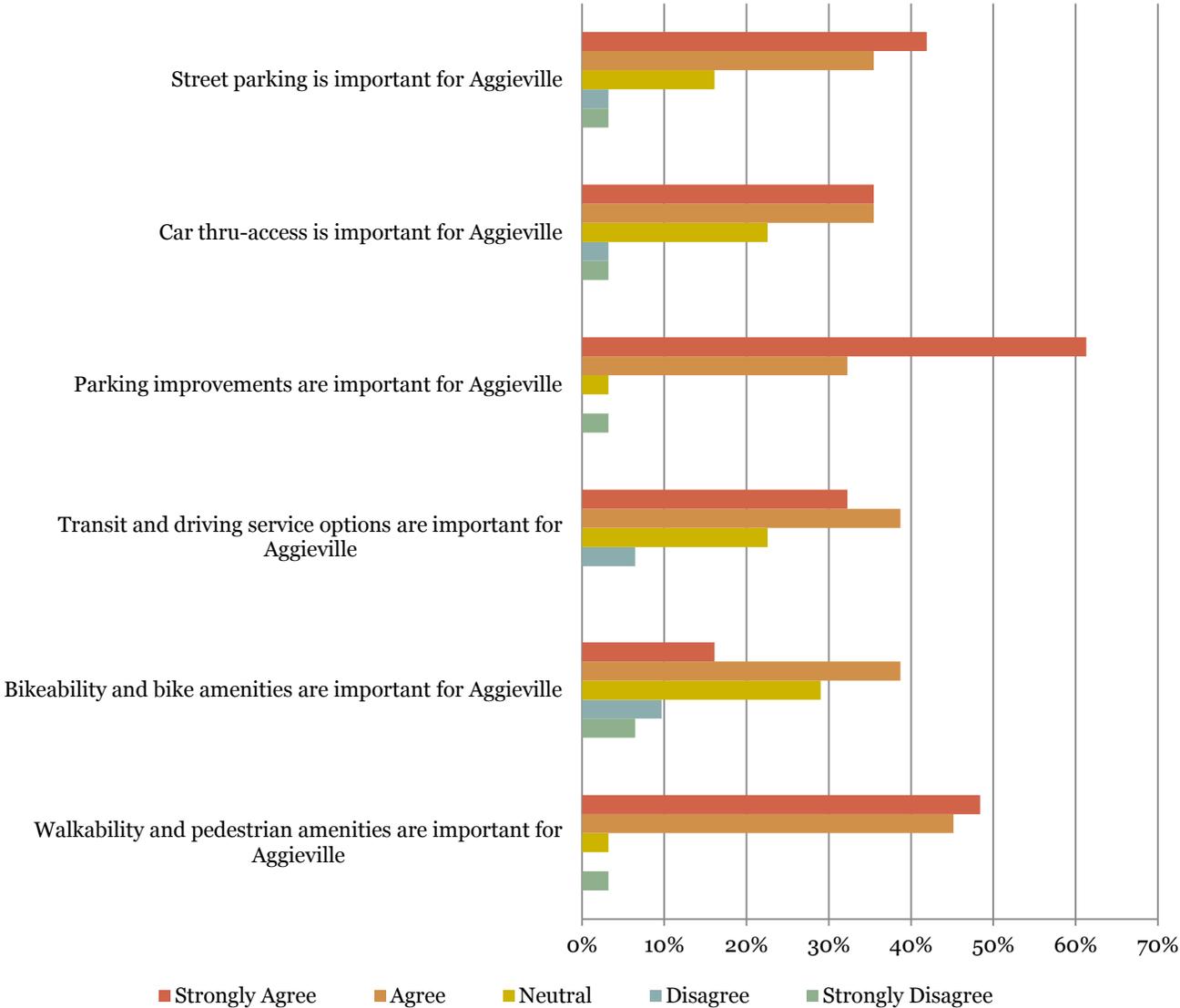
Respondents were asked to rate potential locations for a public parking garage on a scale from (1) most suitable to (4) least suitable. Option A (West Laramie Street) received an average rating of 1.9. Section A at West Laramie Street was chosen by 38.7 percent of survey respondents as the most suitable location for a parking garage. Section D on the map at 11th Street and Moro Street was identified as the least suitable location for a parking garage.

Rank the following locations for a public parking garage.



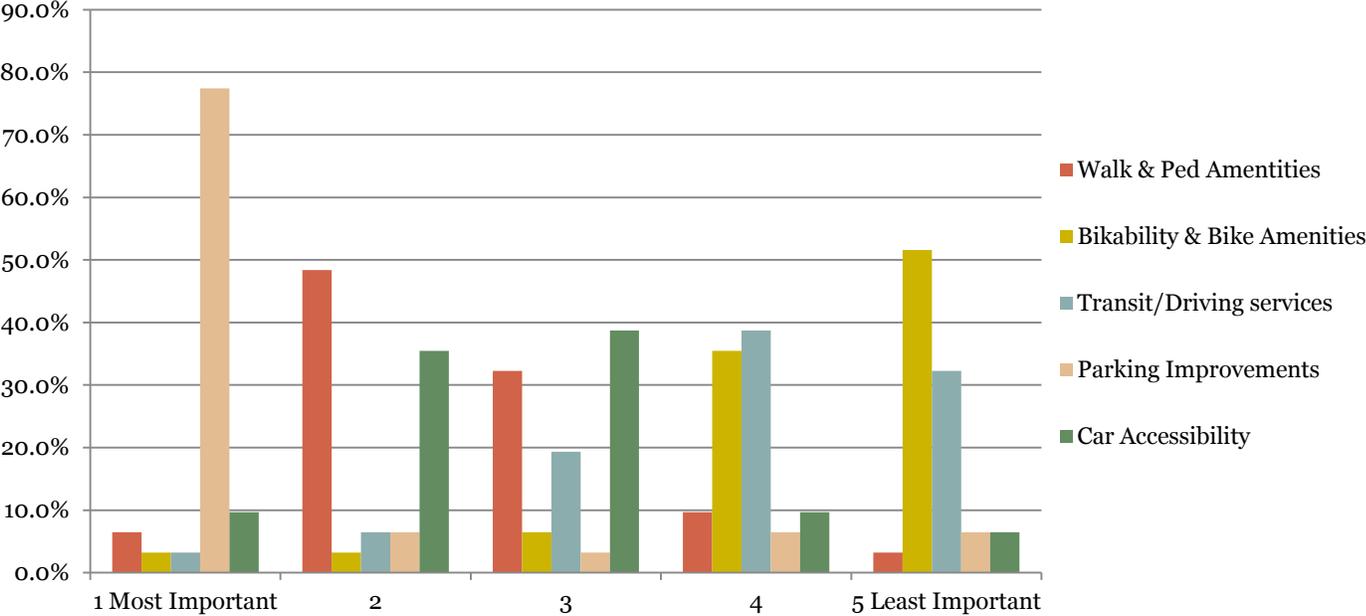
When asked to rate their agreement with the following transportation statements the top three categories that were selected most with a "strongly agree" were street parking is important, parking improvements are important, and walkability and pedestrian amenities are important. In general, most survey respondents found all the statements to be important at a level of strongly agree or agree. The category, bikeability and bike amenities are important, received the most votes in the strongly disagree (16.1 percent) and disagree (9.7 percent) options. For the business owners of this survey parking and parking related changes are of the most importance.

Rate your agreement with the following statements...



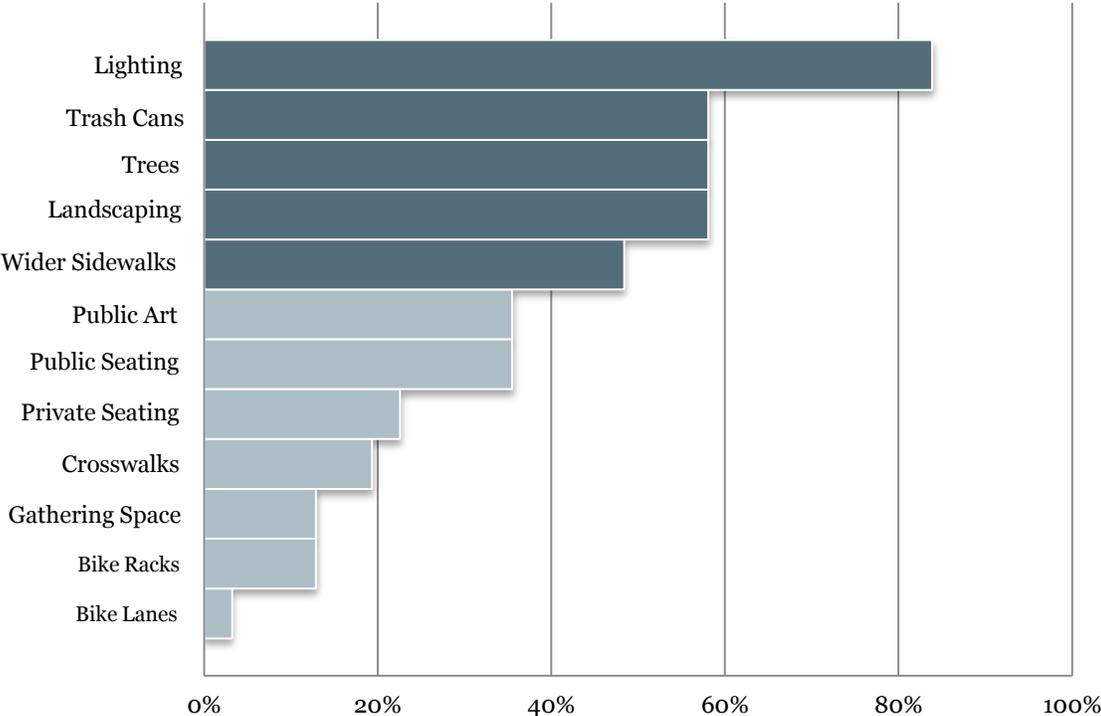
Respondents were given a ranking scale from (1) highest priority to (5) lowest priority. Similar to other survey results, parking improvements were highlighted as the highest priority (77.4 percent). Despite the 48.4 percent of respondents who strongly agreed with walkability and pedestrian amenities for Aggieville in previous questions, only 6.5 percent of respondents placed walkability and pedestrian amenities as a high priority.

Rank your transportation priorities for Aggieville.



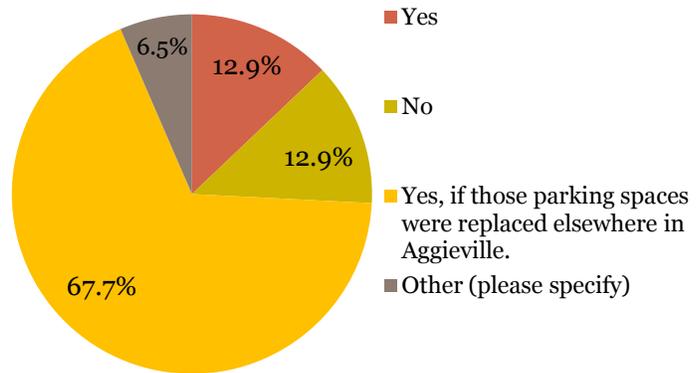
Lighting was identified as the most desired streetscape improvement, as it was in the Community Survey. Based on some of the comments from other questions, it appears that the respondents wish to better light the alleys and periphery of the district to improve the perception of safety. A three-way tie for the second most desired streetscape improvement is trash cans, trees, and landscaping. With a 58.1 percent desired response for landscaping and trees, it is evident that survey respondents want vegetation in the streetscape.

Select up to (five) 5 of your most desired streetscape improvements in Aggieville



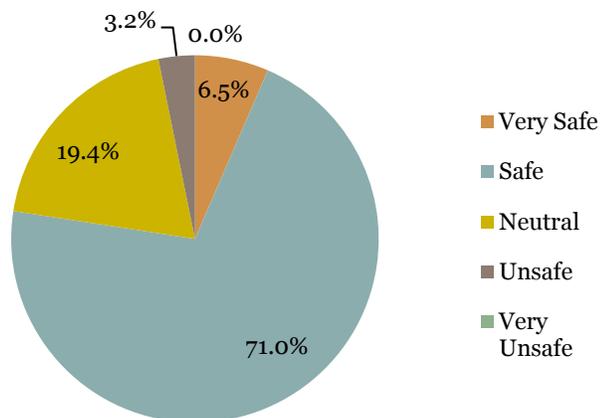
Collectively 80.6 percent of the survey respondents were in favor of increased amenities and a decrease in parking with the majority adding the condition of the parking spaces being replaced elsewhere in Aggieville. One respondent that selected other as an option specified that parking garages should be added to the north and south edges of the district and that Moro should become an outdoor mall, similar to Pearl Street in Boulder, Colorado. The second respondent for the "Other" option commented that not only should the parking spaces be replaced, but also additional parking spaces should be added.

Would you be in favor of more pedestrian amenities in Aggieville, (wider sidewalks, outdoor seating, street tress, etc.) even if it reduced the number of street parking spaces?



No respondent of the business survey felt that Aggieville was very unsafe. Over 77 percent of the respondents believed Aggieville to be either safe or very safe. When asked to list specific concerns, 12 of the 31 one respondents provided additional comments. Four comments expressed concern about inadequate lighting in alleys, parking lots, and the need for lighting in parking garages if one were to be built. Two respondents felt that Aggieville is safer in the daytime than at night. Two other respondents were concerned about bars attracting fights and "problematic violent crowds." One of the business owners said they felt that there is a misconception about Aggieville being unsafe. The remaining three respondents made comments about the distance employees have to walk to reach their cars at night, speed limits needing to be better enforced on Moro Street, and vehicle and property vandalism concerns.

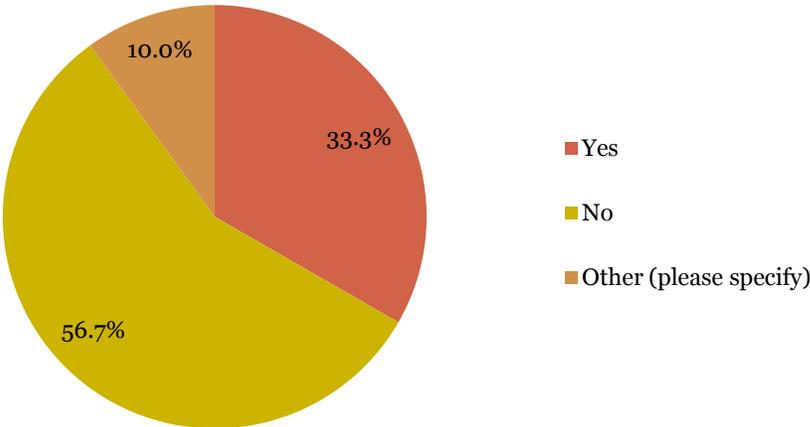
How safe is Aggieville



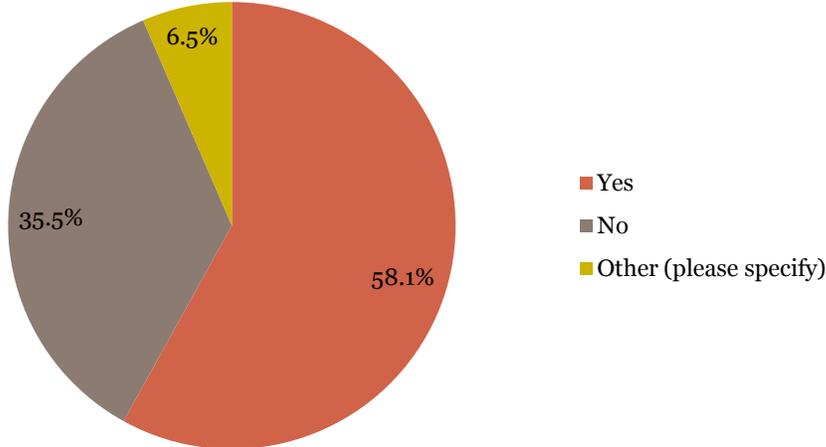
When asked if business owners would want to see more housing in Aggieville, the majority of the respondents did not want to see more housing in Aggieville. Two respondents selected Other as an option, specifying that if housing increased more parking would need to be provided. One survey respondent skipped this question.

Rather than in Aggieville, respondents seemed to prefer the addition of housing near Aggieville. The majority of business owners, about 58 percent, selected yes that they would like to see more housing around Aggieville. Two respondents selected other as their option, both felt neutral about increasing housing around the district; one respondent made an additional comment expressing concern of the additional housing taking up more parking spaces.

**Would you like to see more housing in Aggieville?**



**Would you like to see more housing near Aggieville?**

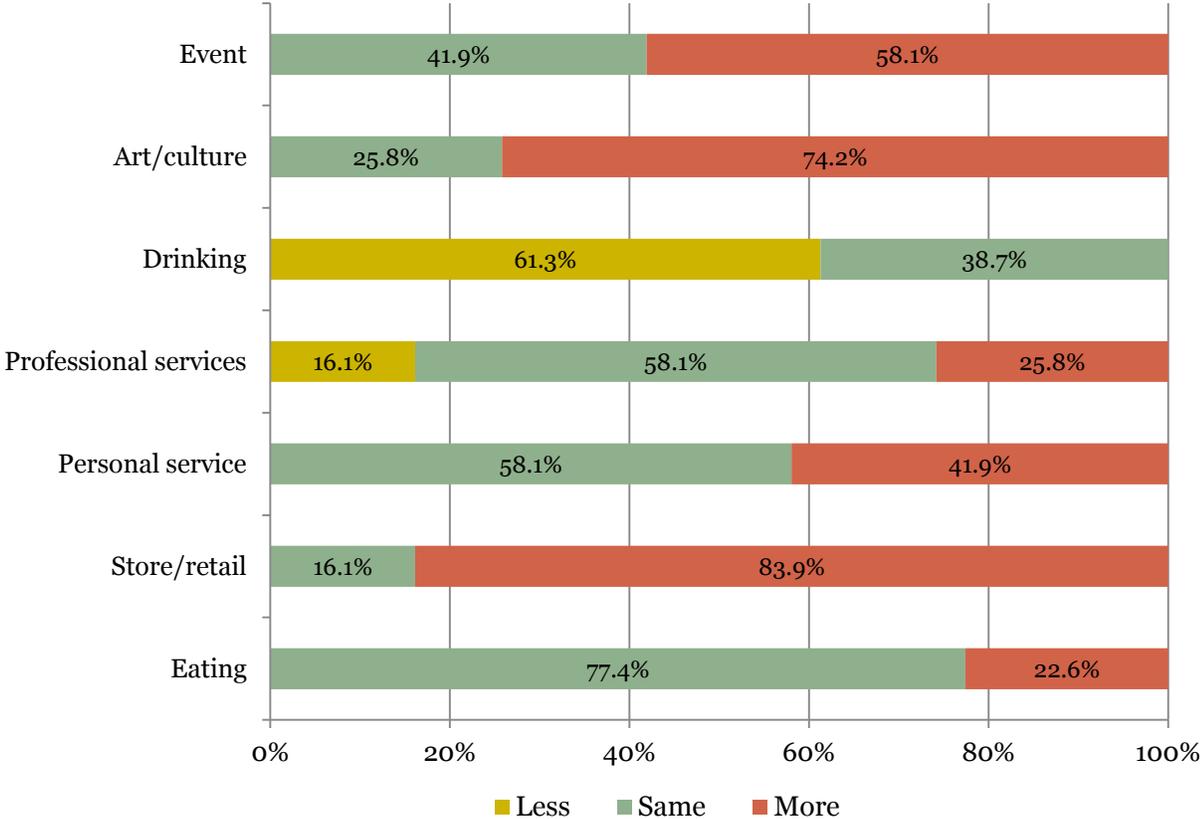


The top three types of uses that respondents selected to remain at same amount were eating establishments, personal services, and professional services. About 60 percent of business owners responded that they wanted to see fewer drinking establishments and 16.1 percent of business owners wanted fewer professional services. Store and retail uses received the highest percent response as the use business owners wanted to see more of in Aggieville.

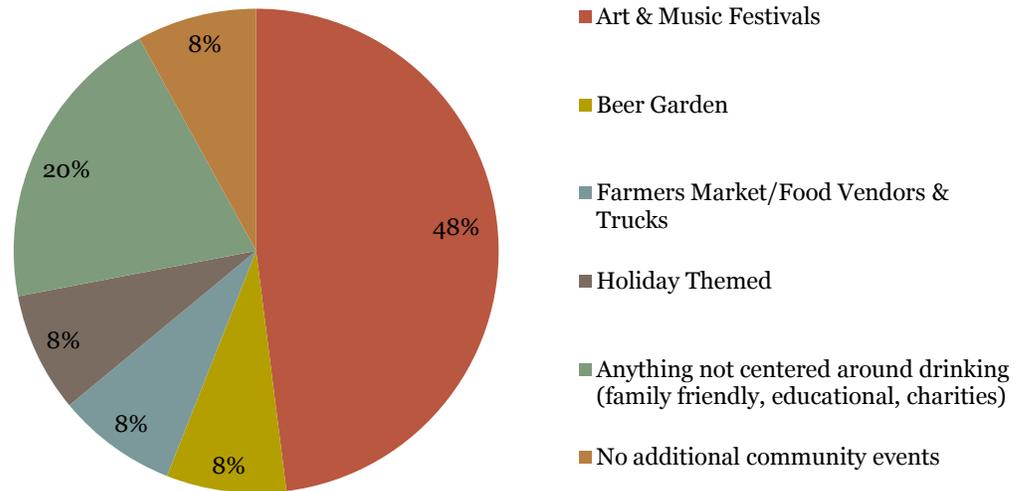
There were 14 comments and suggestions provided by the Aggieville business owners as to other community events they would like to see, main themes include:

- ... Art and music festivals
- ... Any events not centered around drinking (e.g. family friendly, educational, charities)

What types of uses would you like to see more or less of in Aggieville?



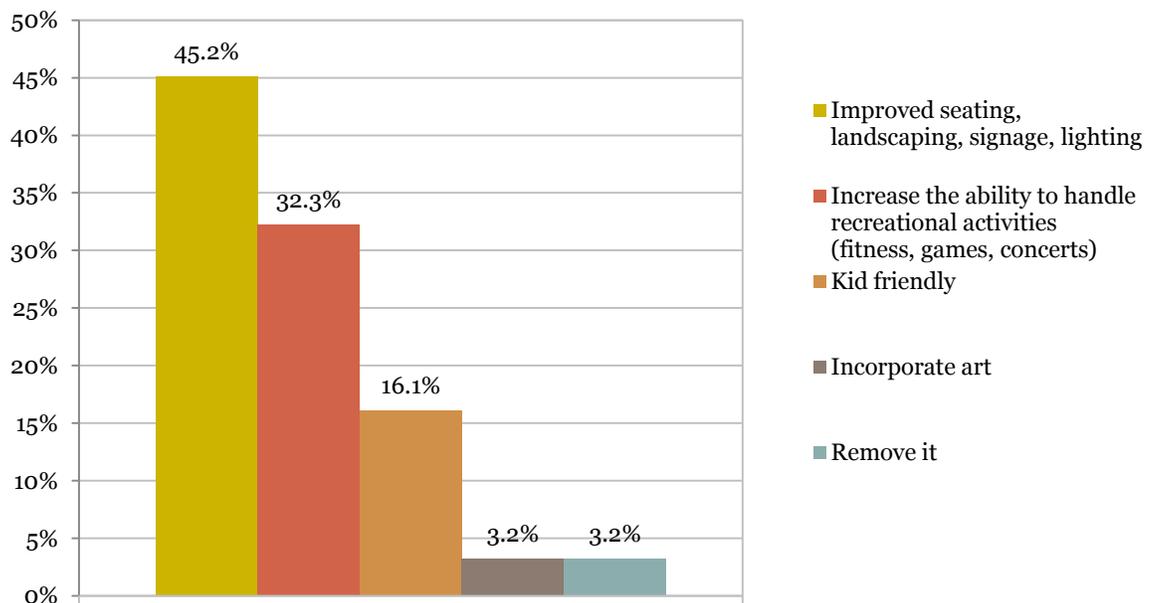
### Are there other community events you would like to see in Aggieville?



### What improvements would you like to see in Triangle Park?

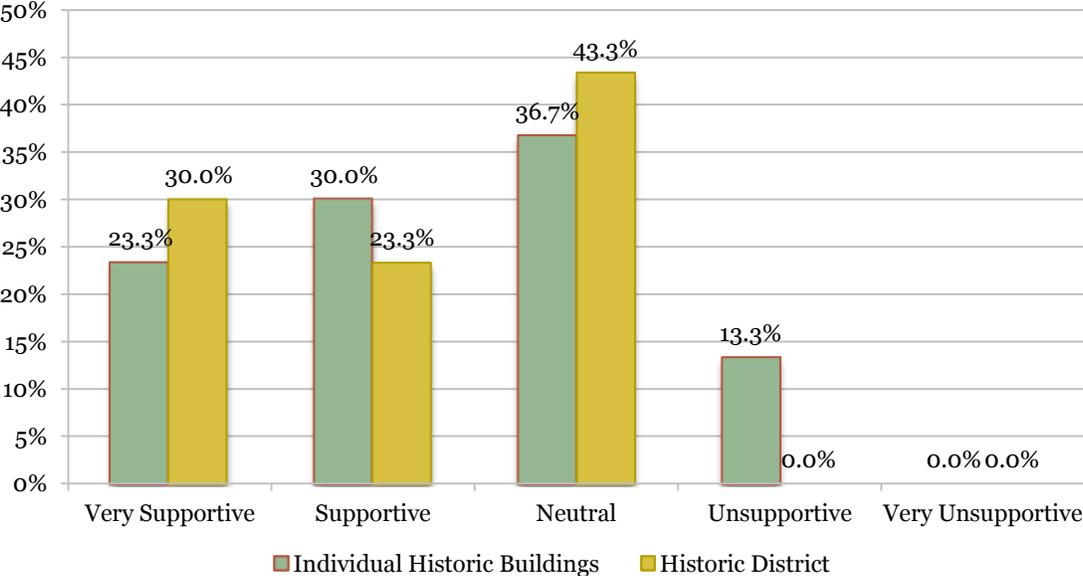
There were 16 suggestions and thoughts about what improvements business owners wanted to see for Triangle Park, the main themes included:

- ... Making it more inviting/enjoyable with improved seating, landscaping, signage, and lighting
- ... Increase the park's ability to support recreational activities like games, fitness, and concerts
- ... Making it more kid friendly



Business owners were asked their level of support for two scenarios of historic designation in Aggieville. Scenario 1 was the historic designation of individual buildings and scenario two was the historic designation of the entire district. In both scenarios neutral was the highest response among business owners. For the “very supportive” option, a designation of the entire district as historic was selected more than the designation of individual buildings.

How supportive are you of...



Seventy percent of the survey respondents were at least satisfied with having their business located in Aggieville. Five of the 31 survey respondents were either unsatisfied or very unsatisfied with their business location.

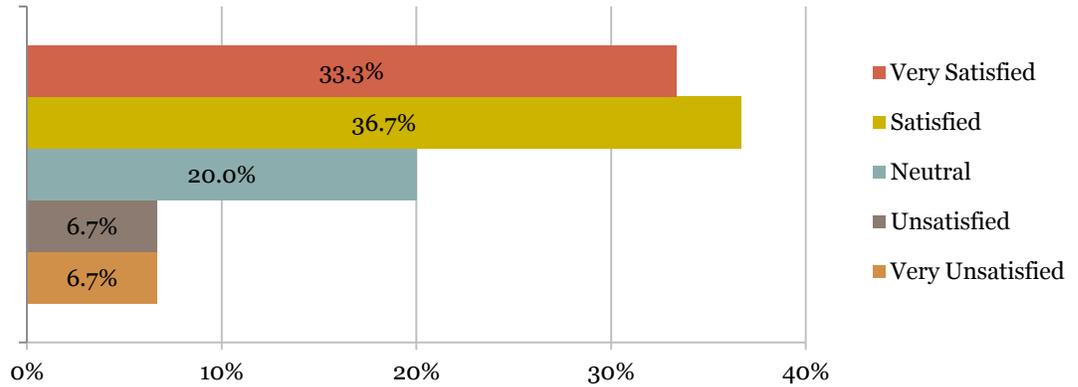
There were 28 comments provided by business owners about what they like about their business location in Aggieville, the main themes include:

- ... High exposure to foot traffic
- ... The district’s location within the city
- ... Unique district vibe

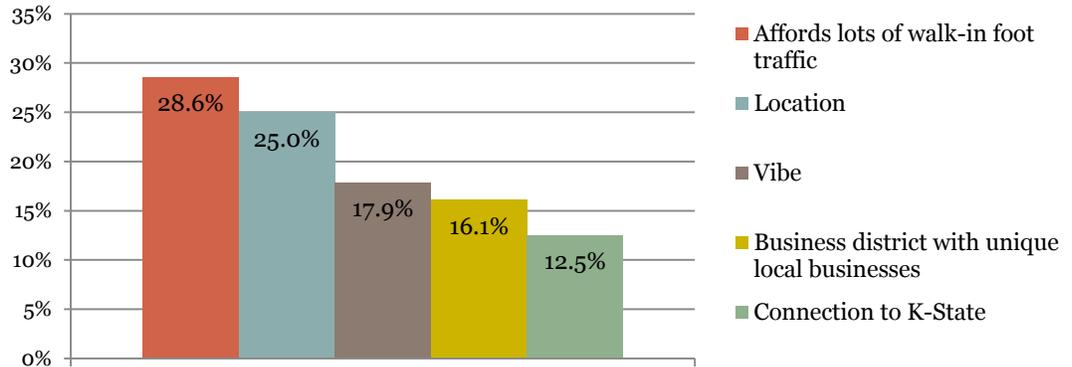
There were 27 comments provided by business owners about what they do not like about their business being located in Aggieville, the main themes include:

- ... Parking and traffic issues (e.g. lack of parking spaces, congestion, cars blocking in other cars)
- ... Misconceptions of the district and needs better/new marketing plan
- ... Physical condition and cleanliness (lack of streetscape amenities, vomit, and trash found in all areas)

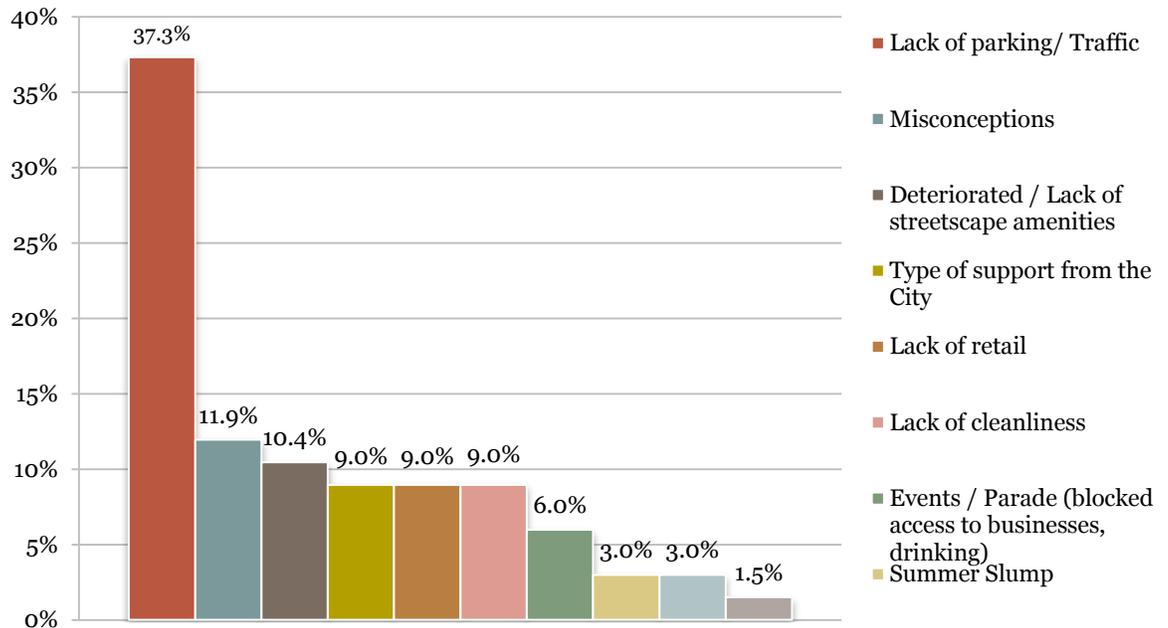
### How satisfied are you with having a business in Aggieville?



### What do you like about being located in Aggieville?



### What do you not like about being located in Aggieville?



There were 23 suggestions provided by business owners about Aggieville and how it could be improved, the main themes include:

- ... Attract new varieties of business types (e.g. grocery store, dentist office) and host events that attract visitors of all ages/types
- ... Limit the number of events that only promote certain types of businesses
- ... Limit the number of drinking establishment and limit liquor licenses

Do you have any other thoughts about Aggieville and how it could be improved for businesses?

